

1. Legal Ad

Documents: [PB LGL AD 6-24-14.PDF](#)

2. Agenda

Documents: [PB AGENDA 6-24-14.PDF](#)

3. 185 Fore Street

3.I. Memo

Documents: [FORE ST. - 185 \(PB MEMO AND ATTACHMENTS\).PDF](#)

3.II. Applicants Submittal

Documents: [FORE ST. - 185 \(APPLICANTS SUBMITTAL\).PDF](#), [FORE ST. - 185 \(APPLICANTS SUBMITTAL\).PDF](#)

3.III. Plans

Documents: [FORE ST. - 185 \(PLANS\).PDF](#)

4. 16 Middle Street

4.I. Memo

Documents: [MIDDLE ST. - 16 \(PB MEMO WITH ATTACHMENTS\).PDF](#)

4.II. Applicants Submittal

Documents: [MIDDLE ST. - 16 \(APPLICANTS SUBMITTAL\).PDF](#)

4.III. Plans

Documents: [MIDDLE ST. - 16 \(PLANS\).PDF](#)

5. 783 Forest Avenue

5.I. Report

Documents: [FOREST AVE. - 783 \(PB REPORT AND ATTACHMENTS\).PDF](#)

5.II. Applicants Submittal

Documents: [FOREST AVE. - 783 \(APPLICANTS SUBMITTAL\).PDF](#)

5.III. Public Comment

Documents: [FOREST AVE. - 783 \(PUBLIC COMMENT\).PDF](#)

5.IV. Plans

Documents: [FOREST AVE. - 783 \(PLANS\).PDF](#)

5.V. Revised Conditions Of Approval

Documents: [REVISED CONDS PBREPORT 783 FOREST 6.24.2014.PDF](#)

6. 528 Commercial Street

6.I. Report

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

6.II. Report Attachments

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

6.III. Applicants Submission

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

6.IV. Plans (1 Of 3)

Documents: [COMMERCIAL ST. - 528 \(PLANS 1 OF 3\).PDF](#)

6.V. Plans (2 Of 3)

Documents: [COMMERCIAL ST. - 528 \(PLANS 2 OF 3\).PDF](#)
6.VI. Plans (3 Of 3)

Documents: [COMMERCIAL ST. - 528 \(PLANS 3 OF 3\).PDF](#)
7. 185 Rand Road (THIS APPLICATION HAS BEEN WITHDRAWN)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on June 24, 2014, 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 – 4:30 p.m.

- i. 185 Fore Street; Level III Site Plan; Bateman Partners, LLC, Applicant. The Board will consider an application to construct a 4 story mixed-use building. The first floor contains 4,085 sq. ft. of retail use. 6 residential units are proposed for the 2nd through 4th floors. Parking will be provided at the adjoining Ocean Gateway garage.
- ii. 16 Middle Street; Level III Site Plan; Bateman Partners, LLC, Applicant. The Board will consider an application to construct a 5 story mixed-use building with retail uses on the ground floor and professional office uses on the upper floors. Parking will be provided at the adjoining Ocean Gateway garage. The project is located on the corner of Middle and Hancock Street Extension.

Public Hearing – 7:00 p.m.

Old Business

- i. Car Dealership Conditional Use Review and Site Plan; 783 Forest Avenue, Mr. Changiz Fard, Applicant. The Board will consider a proposal for a used car dealership located on a developed site with an existing small building and parking lot. The item was tabled at the June 10 meeting to June 24, 2014 at 7 p.m.

New Business

- i. International Marine Terminal, 528 Commercial Street, Level III Site Plan, Maine Department of Transportation, Applicant. The Board will hold a public hearing on a proposal to expand the International Marine Terminal (IMT) at 460 Commercial Street. The proposal includes rail improvements, site improvements for shipping container and chassis storage yard, coordination with adjoining uses, and West Commercial Street improvements.
- ii. Old Dominion Freight Line, 185 Rand Road, Level II Site Plan and Amendment to a Site Location of Development Permit, Old Dominion Freight Line, Applicant. The Board will hold a public hearing on a proposal for a 5,763 sq. ft. building addition and expanded parking area. The applicant is requesting a reduction in the 75 foot stream protection zone in order to accommodate the parking area, which requires Planning Board review.

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 June 24, 2014, **Council Chambers**, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at both meetings.**

WORKSHOP – 4:30 p.m.

- i. 185 Fore Street; Level III Site Plan; Bateman Partners, LLC, Applicant. The Board will consider an application to construct a 4 story mixed-use building. The first floor contains 4,085 sq. ft. of retail use. 6 residential units are proposed for the 2nd through 4th floors. Parking will be provided at the adjoining Ocean Gateway garage.
- ii. 16 Middle Street; Level III Site Plan; Bateman Partners, LLC, Applicant. The Board will consider an application to construct a 5 story mixed-use building with retail uses on the ground floor and professional office uses on the upper floors. Parking will be provided at the adjoining Ocean Gateway garage. The project is located on the corner of Middle and Hancock Street Extension.

PUBLIC HEARING – 7:00 p.m.

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON JUNE 10, 2014:

Workshop: O'Brien, Dean (4:15) Boepple, Dundon, Hall, and Soley (3:45) present. Morrisette absent.

Public Hearing: O'Brien, Dean, Boepple, Dundon (8:10), and Hall present. Morrisette and Soley absent.

4. REPORT OF DECISIONS AT THE MEETING HELD ON JUNE 10, 2014:

- i. 134 Washington Avenue; Level III Site Plan and Subdivision Review; Avesta Housing, Applicant. Dean moved and Dundon seconded a motion to waive the stormwater flooding standard. Vote: 5-0 (Soley and Morrisette absent). Dean moved and Boepple seconded a motion to waive the driveway corner clearance to allow 40 feet separation. Vote: 5-0 (Soley and Morrisette absent). Dean moved and Dundon seconded a motion to waive the street trees to make a payment for 8 trees. Vote: 5-0 (Soley and Morrisette absent). Dean moved and Dundon seconded a motion to approve the subdivision with two conditions of approval. Vote: 5-0 (Soley and Morrisette absent). Dean moved and Dundon seconded a motion to approve the site plan with 10 conditions of approval. Vote: 4-1 (Dean, opposed, Soley and Morrisette absent).

- ii. Amendment to Conditional Rezoning Agreement; Casco Heights Condominiums (formerly Graves Hill Development); 802-828 Ocean Avenue; Ridge Development, LLC., Applicant. O'Brien moved and Dundon seconded a motion to table this item. Vote: 3-2 (Hall and Dean opposed, Soley and Morrisette absent).
- iii. Car Dealership Conditional Use Review; 783 Forest Avenue, Mr. Changiz Fard, Applicant. Dean moved and Hall seconded a motion to table this item to June 24, 2014 at 7 p.m.

5. OLD BUSINESS

- i. Car Dealership Conditional Use Review and Site Plan; 783 Forest Avenue, Mr. Changiz Fard, Applicant. The Board will consider a proposal for a used car dealership located on a developed site with an existing small building and parking lot. The item was tabled at the June 10 meeting to June 24, 2014 at 7 p.m.

6. NEW BUSINESS

- i. International Marine Terminal, 528 Commercial Street, Level III Site Plan, Maine Department of Transportation, Applicant. The Board will hold a public hearing on a proposal to expand the International Marine Terminal (IMT) at 460 Commercial Street. The proposal includes rail improvements, site improvements for shipping container and chassis storage yard, coordination with adjoining uses, and West Commercial Street improvements.
- ii. **WITHDRAWN.** Old Dominion Freight Line, 185 Rand Road, Level II Site Plan and Amendment to a Site Location of Development Permit, Old Dominion Freight Line, Applicant. The applicant has revised the plan is not requesting a reduction to the stream protection zone, thus the site plan will be reviewed administratively as a Level II site plan.

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: Caitlin Cameron, Urban Designer and Rebecca Schaffner, COG Senior Planner

Date: June 19, 2014

Re: Fore Street – mixed use building, 185 Fore Street, Bateman Partners, LLC

Project #: 2014-066 CBL: 020 F023

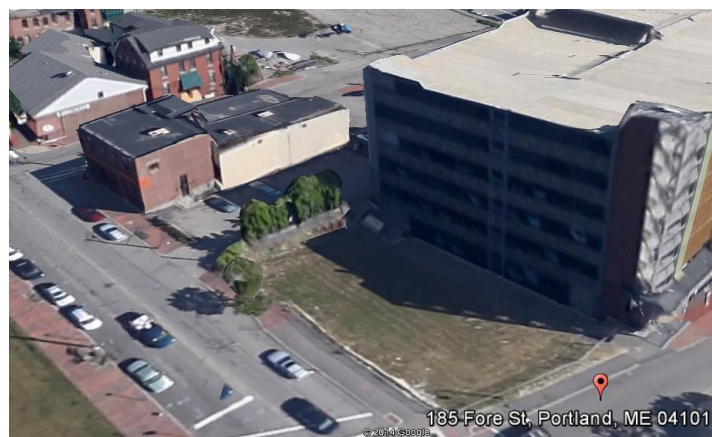
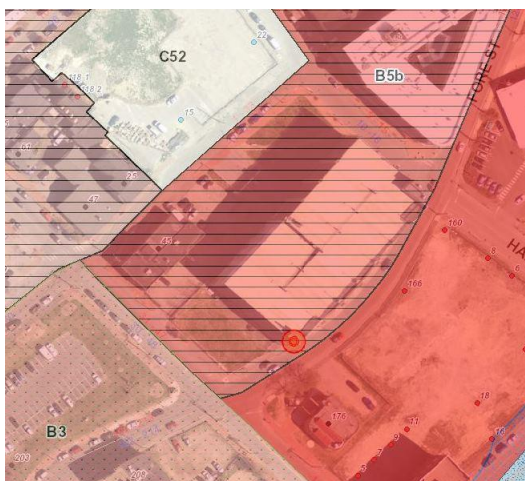
Meeting Date: June 24, 2014

I. INTRODUCTION

Bateman Partners, LLC has submitted a Preliminary Site Layout Plan for a Level III Site Plan/Subdivision review for the vacant property located at 185 Fore Street. The applicant proposes to develop a four story mixed use building that contains 4,085 square feet of office/retail use on the first floor and six residential units on the second through fourth floors. A total building floor area is 21,175 square feet, with a footprint of 5,372.

Applicant: Bateman Partners, LLC, represented by Nathan Bateman

Consultants: Joseph A. Laverriere, P.E., Fay, Spofford & Thorndike; David Lloyd, Archtype



Required Reviews:

Review	Applicable Standards
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 requiring Planning Board approval; the application is subject to Site Plan Review under Article V of the Land Use Code, § 14-521 – 14-540.
Waiver Requests	Applicable Standards
Street Trees –6 trees required, 2 proposed	Site Plan Standard (Section 14-526(b)2.b(iii)), and Technical Manual standard 4.6.1 requiring one tree per residential unit with trees 30 to 45 feet apart on center.

II. PROJECT DATA

Existing Zoning:	B-5b
Existing Use:	Vacant Lot
Proposed Use:	Mixed Use Building
Existing number of lots:	one
Proposed number of lots:	one
Parcel Size:	6,947 sq.ft.
Impervious Surface Area: Existing:	0
Impervious Surface Area: Proposed	5,372 sq. ft.
Impervious Surface Area: Net Change	5,372 sq. ft.
Total Disturbed Area:	6,947 sq. ft.
Proposed Building Area:	21,175 sq. ft.
Proposed Building Net Change:	21,175 sq. ft.
Proposed Building Footprint:	5,372 sq. ft
Proposed Residential Units:	6
Number of Units to be Demolished:	0
Number of Affordable Units:	0
Bedroom Mix	3 two-bedroom and 3 three-bedroom units
Building Height(s):	62' 3.5", per the application
Parking Spaces Existing:	96 (lease agreement)
Parking Spaces proposed:	0 on-site – lease for 94 spaces in Ocean Gateway Garage
Number of Handicapped Spaces:	Not indicated in application
Bicycle Parking Spaces Existing:	0

Bicycle Parking Spaces Proposed:	4 for non-residential uses – internal storage area for residential owners
Estimated Cost of Project:	\$3,900,000
Uses in Vicinity:	The site is on the corner of India and Fore Streets. Micucci's and Ocean Gateway Garage are on either side of the lot. Parking lots on across the street. The site is in the B-5b zone with B-3, B-6 across from the site.

III. EXISTING CONDITIONS

The previous development on the site was associated with American Hoist & Derrick Company. It was razed and replaced with lawn area, although remnants of the foundation are still visible. The land area on the site slopes approximately 6% northwest to southwest towards Fore Street. Most of the grade differential is along the India Street frontage. There is a masonry wall associated with the previous development still standing along the northwest side of the property adjacent to the Micucci's parking lot, and there is a remnant of a temporary excavation system installed as part of the Ocean Gateway Garage development. The site is currently enclosed with a 6 foot chain-link fence.

This parcel was designated as a potential office development site for the Longfellow Residence and Retail Project, which was proposed by Riverwalk LLC and approved in 2007. The Planning Board approvals have expired for that project and Bateman Partners, LLC has obtained an option to purchase this separate parcel.

IV. PROPOSED DEVELOPMENT

The proposed development site is located on the corner of Fore and India Streets. Micucci's Grocery is located directly northwest of the property. The proposal seeks to develop the property with a four story mixed-use development with one office unit on the first floor, and six residential units on the second through fourth floors. The 2nd and 3rd floor will each contain two residential units, and the 4th floor will contain two residential units each with its own mezzanine floor above. The residential units will be 2 and 3-bedroom. The ground floor of the building has a footprint of 5,372 s.f. with 4,085 s. f. of ground floor office space. There is a pedestrian connection between the proposed building and the adjacent Ocean Gateway Garage on an upper floor.

The office space has a primary entrance on Fore Street and a secondary entrance on India Street. The residential units have a ground floor lobby with elevator access and a primary entrance on Fore Street toward the eastern corner of the building (next to the garage).

The Applicant proposes to provide both office and residential tenants with 94 spaces of existing parking in the abutting Ocean Gateway Garage. There is direct garage access from the building on an upper floor.

Landscaping plans include replacement of 1 existing street tree on India Street, and the addition of 1 more street tree on India Street; and 2 planters adjacent to the building on Fore Street. The project is required to provide 6 street trees in total and the applicant will need to provide a waiver

request for the financial contribution of the remaining 4 trees not provided on-site.

Public utilities including water, sewer, natural gas, power and communications are readily available in the area. Power will be installed underground per the subdivision ordinance, although the design is not final.

V. PUBLIC COMMENT

Public notice appeared in the Portland Press Herald on June 16 and 17, 2014. A total of 623 notices were sent to property owners within 500 feet and the interested citizen list.

The applicant held the required neighborhood meeting on June 12th, 2014 and the packet is included in the Applicant's submission as Attachment H.

Generally, there has been positive reaction to the project. At the neighborhood meeting, questions were asked about the height of the building and how the building affects views and interaction with the waterfront and also clarification of the parking agreement.

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

a. The owner of the property is East India Land Company, LLC. The applicant has provided a copy of a Memorandum of Purchase Option Agreement with the property owner as well as the Quitclaim Deed with Covenant of the property owner, recorded at the Cumberland County Registry of Deeds (Book 30624, Page 17), which demonstrates their right, title and interest in the property.

b. The estimated cost of the development is \$3,900,000. The applicant has submitted a letter from Michael P. O'Reilly of Bangor Savings Bank, dated May 2nd, 2014, stating the bank has a "high degree of interest in providing construction financing for the project" and has successfully worked with the Applicant in the past as demonstration of their financial and technical capacity to complete the proposed development.

VII. ZONING ASSESSMENT

A. ZONING REVIEW- Marge Schmuckal, Zoning Administrator, June 3, 2014

It is noted that the original input CBL was changed to reflect the appropriate lot that this project is to be built on.

This retail and six unit residential building is located in the B-5b zone. It is important to note that the front of the building faces Fore Street. That is where the maximum front setback is required. Because of the angle of Fore Street to the building points of the building are setback along the front. However, my scaling showed that the building is not setback more than 10 feet.

All other B-5b dimensional requirements are being met. The maximum building height is 65' and the given height is approximately 60.29 feet. The architect showed me how the average grade was determined and I accept that.

Section 14-332.1(g) exempts B-5 zones (which I interpret to include the B-5b zones)

from meeting having to meet any parking requirements under zoning.

Separate permits will be required for signage and HVAC systems. The HVAC systems shall meet the maximum allowable noise requirements. When permits are applied for, it will be necessary to show decibel outputs for any units.

VIII. DEVELOPMENT REVIEW

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

The Applicant has submitted a preliminary plan for the Board's consideration on May 6th 2014, which has been reviewed and commented on by staff for conformance with the relevant reviews standards of the Subdivision and Site Plan ordinances. A final plan meeting all of the submission requirements is required, including a recording plat meeting all of the provisions of the Subdivision Ordinance. In general, the applicant will need to submit all utility capacity letters and respond to review comments. Staff members are reviewing the Applicant's response to staff comments that was submitted by the Applicant on June 13th, 2014.

B. SITE PLAN STANDARDS (Section 14-526)

1. Transportation Standards

a. Impact on Surrounding Street Systems

The project requires review under the City's delegate review for a Traffic Movement Permit (TMP). The scoping meeting is scheduled for June 25, 2014. Mr. Errico's, Consulting Traffic Engineer, comments are pending review of the traffic study to be prepared for the traffic movement permit.

b. Access and Circulation

Pedestrian access to the residential units is through an entry off the Fore Street public sidewalk. The non-residential first floor has a primary entry off Fore Street with a secondary access from India Street. The applicant is proposing a direct pedestrian connection from the building to the adjacent parking garage, Ocean Gateway Garage, where the applicant holds a lease for 94 spaces for this proposal.

David Margolis-Pineo reviewed the initial submission and his comments are pending on the June 13th revised plans pending his return from vacation. Following are his comments pertaining to curb ramps.

Curb ramps must be designed in detail showing the dimensions of tipdown curbs, flush curb and dimensions of detectable warning panels. Also show the location of any drainage structures and utilities that may impact curb ramp location and design.

As noted in a recent staff meeting, detailed drawings are required of the ramp proposed to direct pedestrians across Fore Street in particular, as it appears there is insufficient space for a landing that will meet city specifications.

c. Public Transit Access

This project does not trigger the requirement to provide public transit facilities. The METRO bus provides service on India Street with Routes 8 and 8A.

d. Parking

a. Location & Required # of Vehicle Parking Spaces

The Applicant has submitted a copy of Parking Lease agreement between Ocean Gateway Garage LLC and East India Land Company, LLC (property owner) for 94 parking spaces to serve the proposed development. As the upper 3 floors of the development are to be residential units (condominiums), not lease tenants of the building, it is recommended Corporation Counsel review the lease agreement to ensure it is enforceable in regards to meeting parking space requirements.

Additionally, per the lease agreement, the 94 spaces will not be designated or reserved for the units, so it is unclear if handicapped parking requirements have been met.

A direct pedestrian connection is proposed from the building to the parking garage at an upper level for residents. The staff asked for additional information regarding the need for 94 parking spaces, which exceeds the zoning requirements for parking. The required number of parking spaces is one space per residential unit on the peninsula and 1 space per 400 square feet of office space. Thus 6 spaces are required for the residential units and approximately 10 spaces for an office use. The required number of parking spaces will be determined based upon the final use of the first floor; however providing 94 spaces significantly exceeds the City's minimum standards.

b. Location & Required # of Bicycle Parking Spaces

Following are the review comments submitted by David Margolis-Pineo on June 2, 2014. The applicant is proposing building residents use their ground floor storage units for bicycle parking which is currently only accessible through the back of the building. Bike racks are also proposed outside of the building on-street. The applicant submitted revised plans on June 13, but Mr. Margolis-Pineo's review of the revised plans is pending his return from vacation. His initial review regarding the placement and location of exterior bike racks is as follows:

Bike racks within the public ROW/easement areas (can also be used for parking internal to the site):

- If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spacing.
- If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.
- If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).
- Bike racks may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.
- Bike racks are to be located in closer proximity to primary entrances to the building.

e. Transportation Demand Management (TDM)

This project does not trigger the requirement to submit a Transportation Demand Management Plan.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

The site was formerly developed and has been vacant since the demolition of the structure. There are not significant natural features to preserve on this site.

b. Landscaping and Landscape Preservation

The Applicant's response to initial staff comments has not been reviewed by staff, however it should be noted that underground power conduits on Fore Street prevent the planting of street trees and the Applicant has proposed 2 planter boxes adjacent to the building. Following is the review prepared by Jeff Tarling, City Arborist, for the initial submission.

Both of these projects 185 Fore Street and 16 Middle Street need to have three trees planted at each site. At 185 Fore Street request one tree along the Fore Street frontage and two along India Street. Due to the recent tree problems at a nearby project that was unable to plant 8 trees due to underground utilities, we have six NEENA tree grates and guards in the City's possession that can be used for this project. It will offer uniformity. We can work with the project team to decide on the recommended tree type. Need to review the sunlight and space availability.

The Planning staff note that the planters are shown extending into the street right-of-way, which reduce the sidewalk to a width of 6 feet. At this time, staff is recommending that the planters be revised to stay within the private

property boundaries or removed completely in order to maintain a wide sidewalk along Fore Street.

c. Water Quality, Storm Water Management and Erosion Control

David Senus, PE, Woodard and Curran, conducted a review of the preliminary plans submitted for 185 Fore Street. His memo is included as Attachment 1 to this memo. In his memo, he notes the additional material that will be needed to for the final plan review and confirms that the project must meet the stormwater provisions of the site plan ordinance and Technical Manual. He also notes that the project is subject to previous environmental cleanup efforts that are restricted in the form of a restrictive deed covenant. He requests the applicant clarify the restrictions.

In Dave Senus' review he notes in comments 10 and 11 that there are underground conduits for telecommunications lines and other utilities. He has provided additional information to the applicant regarding these utilities, so the applicant will be able to depict them on a revised site plan.

Mr. Senus is on vacation, so he has not had the opportunity to review the revised plans submitted on June 13, 2014.

3. Public Infrastructure and Community Safety Standards

a. Consistency with Master Plans

This property falls within the Eastern Waterfront and as such, is subject to the Master Plan and Design Guidelines for the Eastern Waterfront. The project is consistent with applicable guidelines as outlined below but especially meets the intent of the Master Plan as an infill development project of mixed-use and with shared parking infrastructure. The project does not seem to impact public view corridors or access to the waterfront.

A3. Sidewalks – the project maintains the current sidewalk widths; street trees are provided on India Street; Street lights will be maintained on India Street; Planters are provided on Fore Street where street trees are not feasible; Bicycle parking is provided near building entrances. The project could potentially do more to enhance the sidewalk realm such as through its lighting scheme, for example.

A6. Underground Utilities – All utilities associated with this project are underground.

A8. Bicycle Safety – The project provides bicycle parking on-street near building entrances.

B1. Contextual Design – The infill nature of this development regulates the size and mass of the building footprint. The surrounding buildings vary in scale, use, and form and the proposal is able to transition both in scale and architecture expression between the garage and smaller, historic buildings like Micucci's. The building meets the street edge and creates a desirable street wall. The building entrances are oriented to the street, although staff would prefer more prominence given to India Street. The

ground floor uses storefront design principles and adds to the pedestrian environment.

The India Street Sustainable Neighborhood Plan is being developed and has not been adopted at this date however, this project falls within the intent of that planning process in that it adds to the active street wall of India Street, is of a desirable height and scale, and shares parking infrastructure rather than creating more parking space.

b. Public Safety and Fire Prevention

a. Crime Prevention through Environmental Design

The Planning Staff have identified safety concerns regarding the alley between the proposed development and the Ocean Gateway Garage. The revised plan shows light fixtures along this passage to improve the safety.

c. Consistency with Public Safety Standards

The Applicant's response to initial staff comment has not been reviewed by staff, however it should be noted the Applicant has not added all Construction Management Plan notes requested by Fire Department staff to the C1.1 General Notes and Legend drawing. Captain Pirone's May 30th review comments on the initial submission are as follows:

Construction Management Plan

- Streets must maintain a 20' width for Fire Department access at all times.
- Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.
- If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.
- The Construction Company' emergency contact information shall be posted on the property in case of an after-hours emergency.
- All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.
- Any cutting and welding done will require a Hot Work Permit from Fire Department.

Exit Discharge

- A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.

2009 NFPA 1 18.3 Water Supplies and Fire Hydrants

- If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.
- Fire Department Connections shall not be located where large diameter hose may block egress.

c. Availability and Adequate Capacity of Public Utilities

Capacity letters from the utility companies and the sewer division of the Department of Public Services are required for the final submission.

4. Site Design Standards

a. Massing, Ventilation and Wind Impact

The proposed building does not trigger the requirement for a wind study. Refer to Caitlin Cameron's Design review of the building regarding the proposed massing of the building.

b. Shadows

The proposal does not trigger the requirement for a shadow study.

c. Snow and Ice Loading

d. View Corridors

The proposed building does not block any designated view corridors.

e. Historic Resources

The proposed development is not within an historic district and it is more than 100 feet from the Commercial Street Historic District. As part of the India Street Sustainable Neighborhood Plan, there is a proposal for creating an India Street Historic District, but the district is still in the planning stages and is not adopted.

f. Exterior Lighting

An exterior lighting plan and photometrics have not, yet, been provided. Staff are concerned with the presence of the building on India Street at night as well as the safety on less active frontage such as Fore Street and the corridor between the building and the garage.

g. Noise and Vibration

The noise and vibration specifications for the mechanical systems, such as heating, ventilation and air conditioning must be submitted for review as part of the final plan.

h. Signage and Wayfinding

i. Zoning Related Design Standards

Design Review - B5b Standards (Design Manual):

A preliminary design review was conducted on May 27 with Caitlin Cameron, Alex Jaegerman, and Barbara Barhydt. Below is a summary of that review:

1a) Shared Infrastructure: Meets the requirement by using the neighboring parking garage to meet parking requirement. There is one point of physical access to the garage on an upper, residential floor.

1b) Buildings and uses shall be located close to the street where practicable. The project in its current iteration has brought the ground floor closer to the street on India Street which serves to provide a strong street edge and now meets the requirement.

1c) Overall, the review team felt the project could do more to create an active and engaging facade on India Street. Because it appears the use on the ground floor is office rather than retail/restaurant, design elements that have a dialogue with the street are important (entries, transparency, lighting, proximity to street, etc.) The project has been revised to bring the ground floor to the street and storefront design is used with high

transparency. Some clarification of the awnings and lighting plan were requested to understand the presence of the building at night and other forms of articulation. The slope of India Street is challenging but we feel a more prominent entrance on India Street is called for as the main street of the neighborhood.

1d) Parking lots - Not applicable.

Multi-family Standards (Design Manual):

1a1) The project is located several blocks away from the typical residential buildings. The form and height, porches and facade variation do a good job of mediating the different scales and building characters around it. However, there are a couple of points that we feel do not, yet, meet the intent of the standard:

- We are concerned about authenticity of materials and durability of the thin brick and EIFS for the facade and cornice.
- Additional visual interest and dialogue with the streetscape is needed on India Street

1a2) We appreciate the infill nature of this project and its location is very important in how it contributes to and improves the streetscape on India Street. For example, is there potential for a more prominent entrance on India Street?

The remaining standards are met or are not applicable.

IX. Next Steps

- *Submit a final plan meeting the requirements of the site plan and subdivision ordinance and responding to staff comments.*
- *Schedule a 2nd workshop or move to a public hearing to review the proposal*

Attachments

Report Attachments

1. Rebecca Schaffner Comments dated 5-28-14
2. Fire Department Comments dated 6-2-14
3. City Arborist comments dated 5-30-14
4. Civil Engineer Comments dated 5-30-14 and 6-2-14
5. Urban Designer Comments dated 5-23-14
6. Zoning Administrator Comments dated 6-3-14
7. Engineer Review Comments dated 5-29-14

Applicant's Submittal

- A. Cover Letter
- B. Site Plan Application
- C. Table of Contents
- D. Development Description
- E. Technical and Financial Capacity
- F. Conformity with Applicable Design Standards
- G. Applicant Response to Comments
- H. Neighborhood Meeting Material

Plans

Plan 1 Cover Sheet

Plan 2 General Notes

Plan 3 Site Plan

Plan 4 Grading and Drainage

Plan 5 Utility Plan

Plan 6 Driveway Apron

Plan 7 Utility

Plan 8 Electrical

Plan 9 Rendering

Plan 10 Context Perspective 1

Plan 11 Context Perspective 2

MEMORANDUM

To: FILE

From: Caitlin Cameron

Subject: Application ID: 2014-066

Date: 6/2/2014

Comments Submitted by: Caitlin Cameron/Planning on 5/28/2014

May 28, 2014

To: Caitlin Cameron

From: Rebecca Schaffner

Re: PEZ.2014.-066, Block/Lot #20-F-23, 185 Fore Street

Site Plan Standards

a. Transportation standards

2. Access & Circulation

c. Sidewalks

An easement agreement will be needed to allow public access onto the private portion of the sidewalk

4. Parking

a. Location & Required # of Vehicle Parking Spaces

Unsure why number of spaces secured is above required minimum

Agreement appears to treat all proposed building occupants as tenants of Bateman Partners; if the upper floors are to be independently owned condos unsure this agreement is adequate

b. Location & Required # of Bicycle Parking Spaces

Access to bicycle parking for condo residents is awkward and inconvenient

Would like to see 1 on-street bike hitch moved to Fore Street near residential entrance.

b. Environmental Quality Standards

2. Landscaping & Landscape Preservation

b. Site Landscaping

iii. Street Trees

Proposal does not meet street tree provisions along India Street, trees need to be added here

City Arborist would like to see 2 street trees on India Street and 1 street tree on Fore Street - a waiver shall be required for remainder and a financial contribution for those that cannot be planted on-site.

c. Public Infrastructure & Community Safety Standards

2. Public Safety & Fire Prevention

a. Crime Prevention through Environmental Design

Have lighting and surveillance safety concerns regarding the alleyway between the proposed building and Ocean Gateway Parking Garage

d. Site Design Standards

6. Exterior Lighting

No lighting plan submitted; will want to see a lighting plan consistent with Eastern Waterfront Lighting District standards

Subdivision Review

Sec 14-496 Plat requirements

(b) Recording Plat – A recording plat will be required as part of the final submission

MEMORANDUM

To: FILE
From: Caitlin Cameron
Subject: Application ID: 2014-066
Date: 6/2/2014

Comments Submitted by: Chris Pirone/Fire on

Construction Management Plan

Streets must maintain a 20' width for Fire Department access at all times.

Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.

If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.

The Construction Company's emergency contact information shall be posted on the property in case of an after hours emergency.

All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.

Any cutting and welding done will require a Hot Work Permit from Fire Department.

Comments Submitted by: Chris Pirone/Fire on

Exit Discharge

A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.

Comments Submitted by: Chris Pirone/Fire on

Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in.

Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established vertical clearance when approved.

Comments Submitted by: Chris Pirone/Fire on

2009 NFPA 1 18.3 Water Supplies and Fire Hydrants

-If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.

-Fire Department Connections shall not be located where large diameter hose may block egress.

Comments Submitted by: Chris Pirone/Fire on

Building

The new building shall not affect the egress or required Fire Department access for the neighboring building.

MEMORANDUM

To: FILE
From: Caitlin Cameron
Subject: Application ID: 2014-066
Date: 6/2/2014

Comments Submitted by: Chris Pirone/Fire on**Premises Identification**

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

If the building entry faces a different street, both the street name and number should be large enough to read from the street.

Address numbers must be a minimum of 4 inches high.

The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").

Color: Addresses should be in a color that contrasts with the background.

Whenever possible, should be illuminated.

Provide additional address signs at entrances to the property when the building address is not legible from the public street.

Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.

Comments Submitted by: Jeff Tarling/City Arborist on 5/30/2014

Both of these projects 185 Fore Street and 16 Middle Street need to have three trees planted at each site. At 185 Fore Street request one tree along the Fore Street frontage and two along India Street. Due to the recent tree problems at a nearby project that was unable to plant 8 trees due to underground utilities, we have six NEENA tree grates and guards in the City's possession that can be used for this project. It will offer uniformity. We can work with the project team to decide on the recommended tree type. Need to review the sunlight and space availability.

MEMORANDUM

To: FILE
From: Caitlin Cameron
Subject: Application ID: 2014-066
Date: 6/2/2014

Comments Submitted by: David Margolis-Pineo/Civil Engineering on 5/30/2014

May 30, 2014

Memo To: Caitlin Cameron
Barbara Barhydt
From: David Margolis-Pineo
Re: 167 Fore Street – Review Comments 2014-066
Department of Public Services

1. Applicant will need to execute a pedestrian access easement with the City to allow public access onto the applicant's property.
2. Please show where snow will be stored or indicate how snow will be handled.
3. If a general note does not currently exist, please add a note stating that all work within the road right of way will follow City of Portland Technical Manual standards.
4. If the first floor retail area will be serving prepared food products, a grease removal unit may be necessary. If so, the applicant should contact Frank Brancely for guidance. 854-8832.
5. The applicant is requested to place additional bike parking on Fore St in the proximity to office/retail door and to locate towards the back of the sidewalk and away from the curb line.
Bike rack spacing guidelines:
 - If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.
 - If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).
 - If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spacing.Bike racks may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.
6. If the proposed build's footings encroach the street right of way, an easement from the City will be required.
7. The four property corners shall have property pins set by a registered land surveyor prior to issuance of a occupancy permit.
8. Both of the cross walk ramps at the corner of Hancock and Middle Street do not meet current City of Portland standards. The applicant is requested to rebuild these two ramps to meet current City standards.
9. The applicant is requested to direct all site stormwater drainage into the catchbasin at the corner of India and Fore St. The penetration to the catchbasin shall be core drilled with a snap in boot connection.
10. The City is reviewing wiring options for the proposed three new street lights. It is the City's intent to acquire ownership of these lights. Therefore a meter may be necessary for power billing purposes. The applicant should verify that the light specified for this location meets City of Portland lighting standards.

The Department has no further comments at this time.

MEMORANDUM

To: FILE

From: Caitlin Cameron

Subject: Application ID: 2014-066

Date: 6/2/2014

Comments Submitted by: David Margolis-Pineo/Civil Engineering on 6/2/2014

Bike racks within the public ROW/easement areas (can also be used for parking internal to the site):

- * If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spacing.

- * If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.

- * If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).

- * Bike racks be may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.

- * Bike are to be located in closer proximity to primary entrances to the building. The primary entrances appear to be on Middle Street.

Curb ramps:

Curb ramps must be designed in detail showing the dimensions of tipdown curbs, flush curb and dimensions of detectable warning panels. Also show the location of any drainage structures and utilities that may impact curb ramp location and design.

Comments Submitted by: Caitlin Cameron/Design Review on 5/29/2014

Additional drawings were requested from architect in order to complete design review (5/23).

MEMORANDUM

To: FILE

From: Caitlin Cameron

Subject: Application ID: 2014-066

Date: 6/2/2014

Comments Submitted by: Caitlin Cameron/Design Review on 5/29/2014

Design Review (5/27 Caitlin Cameron, Alex Jaegerman, Barbara Barhydt):

B5b Standards (Design Manual):

1a) Shared Infrastructure: Meets the requirement. Is any physical connection between this building and the parking garage (it does not appear to be the case)? Please clarify access points to garage.

1b)
 - Why is the building set back so far on India Street?
 1c) Overall, the project does not, yet, create an adequately active and engaging facade on India Street. Because it appears the use on the ground floor is office rather than retail/restaurant, design elements that have a dialogue with the street are important (entries, transparency, lighting, proximity to street, etc.) An additional reference about ground floor facade design is Michele Reeves' lecture "Good Design is Good for Business" which can be found here:

<http://www.portlandmaine.gov/1114/India-Street>

<http://www.youtube.com/watch?v=18cK5gzLOpc&feature=youtu.be&t=40s>

- What is the visible transmittance of the glass?
- Please clarify the materials on the India Street facade, ground level (rendering shows brick/solid while plan shows windows)
- Please clarify the cafe space - is that the kitchen for the office? How is it planned to be used?
- Please provide more details on the awnings proposed (material, color, size)
- What is the facade lighting plan?
- 1d) Not applicable

Multi-family Standards (Design Manual):

1a1) The project is located several blocks away from the typical residential buildings. The form and height, porches and facade variation do a good job of mediating the different scales and building characters around it. However, there are a couple of points that we feel do not, yet, meet the intent of the standard:

- We are concerned about authenticity of materials and durability of the thin brick and EIFS for the facade and cornice.

- Additional visual interest and dialogue with the streetscape is needed on India Street

1a2) We appreciate the infill nature of this project and its location is very important in how it contributes to and improves the streetscape on India Street.

- Building placement could be closer to the street
- Street trees and/or landscaping should be provided to enhance the streetscape on India Street
- Is there potential for a more prominent entrance on India Street?

1a3) Not applicable

1a4) Meets the requirement.

1a5) Not applicable

1a6) Not applicable

Additional comments/questions:

- 1) Please clarify the ADA access within the ground floor retail space
- 2) If footings of the building cross the property line, a license is needed

MEMORANDUM

To: FILE
From: Caitlin Cameron
Subject: Application ID: 2014-066
Date: 6/18/2014

Comments Submitted by: Marge Schmuckal/Zoning on 6/3/2014

It is noted that the original input CBL was changed to reflect the appropriate lot that this project is to be built on.

This retail and six unit residential building is located in the B-5b zone. It is important to note that the front of the building faces Fore Street. That is where the maximum front setback is required. Because of the angle of Fore Street to the building points of the building are setback along the front. However, my scaling showed that the building is not setback more than 10 feet.

All other B-5b dimensional requirements are being met. The maximum building height is 65' and the given height is approximately 60.29 feet. The architect showed me how the average grade was determined and I accept that.

Section 14-332.1(g) exempts B-5 zones (which I interpret to include the B-5b zones) from meeting having to meet any parking requirements under zoning.

Separate permits will be required for signage and HVAC systems. The HVAC systems shall meet the maximum allowable noise requirements. When permits are applied for, it will be necessary to show decibel outputs for any units.

Marge Schmuckal
Zoning Administrator

MEMORANDUM



TO: Caitlin Cameron, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: May 29, 2014
RE: 185 Fore Street, Preliminary Level III Site Plan Application

Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the proposed mixed-use building located at 185 Fore Street in Portland, Maine. The project consists of constructing a four story building with retail uses on the ground floor and six residential units on the upper floors.

Documents Reviewed by W&C

- Level III Preliminary Site Plan Application and attachments, dated May 5, 2014, prepared by FST on behalf of Bateman Partners, LLC.
- Engineering Plans, Sheets C-1.0, C-1.1, C-2.0, C-2.1, C-3.0, C-4.0, C-5.0, C-6.0, & C-6.1, dated May 5, 2014, prepared by FST on behalf of Bateman Partners, LLC.

Comments

- 1) The Applicant has noted that the project site is subject to the conditions of a previous environmental cleanup effort associated with the American Hoist and Derrick Company, and that the restrictions are in the form of a restrictive deed covenant. The Applicant should clarify what these restrictions entail. Are there special soil characterization, handling, and disposal requirements or special building slab construction requirements (i.e. – vapor barrier below building)? Dewatering procedures may be subject to testing and treatment in accordance with the City's Industrial Pretreatment program prior to discharge to the City's sewer system.
- 2) The application is preliminary. As such, we anticipate that additional documents will be submitted with the final application, including confirmation of capacity to serve the development from utilities and a Construction Management Plan. Woodard & Curran will perform a review of the Final Application upon receipt of those documents.
- 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: At this time, it does not appear that 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. The erosion control notes on Sheet C-1.1 refer to a sheet that does not appear to have been submitted. Additional information to address the Basic Standards will need to be provided with future submittals.
 - b) General Standard: The project is required to include specific stormwater management features for stormwater quality control. The Applicant has proposed to install a cartridge filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The Applicant should provide pollutant removal performance data for the treatment unit for review.
 - c) Flooding Standard: The project will result in a net increase in impervious area. As such, the project is required to include specific stormwater management features to control the rate of stormwater runoff from the site. The Applicant has requested a waiver from this standard and proposes to discharge the building roof water directly into the combined sewer system in India Street. This waiver request cannot supported for the project, as the direct connection of stormwater into the combined sewer system will result in an increase in the rate of inflow entering the system. As such,



the Applicant will be required to detain stormwater onsite or propose a means of discharging stormwater from the site through a design that is acceptable to the City Engineer.

- 4) The Applicant should provide a Stormwater Management Plan, which shall include a stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.
- 5) The proposed grading on the northern corner of the site appears to be very steep. The Applicant should indicate what stabilization methods will be utilized in this area.
- 6) The Brick Sidewalk, Vertical Granite Curb, and Typical Trench Details should be prepared in accordance with Figures I -10, I-16, and II-12, respectively, of the City of Portland Technical Manual for work within the City Right-of-Way.
- 7) The Barrier Free Ramp Detail contains a note referencing the Town of Scarborough Right-of-Way; the Applicant should modify this note.
- 8) Multiple notes on the Utility Plan (C-5) refer to an Site Electrical Plan (E1.01), a copy of which has not been received with this Preliminary Application.
- 9) Sheet C-3.0 indicates to "Restore Ex. Bituminous Pavement Area" in the alley between the proposed building and the Ocean Gateway Garage; however, the Boundary & Topographic Survey indicates that this area is gravel. The Applicant will be required to pave this alleyway as part of this project.
- 10) Underground conduits and an easement exist for telecommunications services across the project property with service to the Ocean Gateway Garage. These conduits and easement should be depicted on the Boundary & Topographic Survey plan. It appears that the Applicant is re-establishing this service connection across their site as part of the proposed Utility Plan; however, the Applicant should describe how they are coordinating this work with the adjacent Garage property owner.
- 11) Multiple utilities (natural gas, drains, primary electrical) exist in the alleyway between the Ocean Gateway Garage and the proposed building (with easements to these utility companies); however, the location of many of these utilities are not depicted on the survey or site plans. The location of these utilities and any recorded easement information should be included on the boundary survey and the project design plans.
- 12) A large Central Maine Power (CMP) manhole / vault exists at the project corner of the Fore and India Street intersection. The project proposes a brick sidewalk finish over this vault. The Applicant should work with CMP to verify whether the concrete top of this vault can be modified to allow for the brick sidewalk treatment, or whether the top will need to be replaced to accommodate brick sidewalk in this area.



May 5, 2014

Mr. William Needelman, AICP
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: 185 Fore Street
Preliminary Site Plan and Subdivision Application**

Dear Bill:

On behalf of Bateman Partners, LLC we are pleased to provide the accompanying package of submission materials related to the proposed mixed-use building at 185 Fore Street. This submission package is intended to meet the City's Preliminary Submission Requirements as outlined in the Level III Application procedures. The proposed project site is located on the northerly corner of the intersection of India and Fore Streets. The proposed development includes the construction of a four (4) story mixed-use building with retail uses on the ground floor and six (6) residential units on the upper floors.

The development site is located within the City's B-5b Zoning District, and the proposed development complies with the permitted uses within the zone.

The applicant has a purchase option agreement for the project site as well as a lease agreement for parking within the Ocean Gateway Garage. As a result, the proposed site development is confined to the building footprint, utility infrastructure improvements, and restoration\ reconstruction of the adjacent sidewalks, etc.

Owen Haskell, Inc. has completed an ALTA Boundary and Topographic Survey Plan for the site that is contained in the site plan set.

The Development Team will include Bateman Partners, LLC and Archetype PA as Architect. Bateman Partners, LLC has completed several commercial and residential projects within southern Maine, including the City of Portland. Bateman Partners, LLC is also known for working collaboratively with neighborhoods and stakeholders to achieve the goals of the project. A public neighborhood informational meeting was previously held by the applicant on April 8, 2014.

Mr. William Needelman
May 5, 2014
Page 2

Accompanying this cover letter are the following materials:

- Site Plan Application
- Section 1: Development Description
- Section 2: Technical and Financial Capacity
- Section 3: Conformity with Applicable Design Standards
- Full and Reduced Sized Plans

You will find in the accompanying materials, information including the Preliminary Site Layout Plan that provides greater detail for the proposed site development activities. Preliminary information pertaining to the project's utilities needs and statements regarding compliance with the City's Standards are contained within this submission.

On behalf of the Bateman Partners, LLC, we look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. Please find one (1) hard copy of the application materials including one set each of 11x17 and full size plans, along with a CD containing PDF files for all submitted materials. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments

c: Nathan Bateman – Bateman Partners, LLC
David Lloyd – Archetype, PA



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: 185 Fore Street

PROPOSED DEVELOPMENT ADDRESS:

185 Fore Street

PROJECT DESCRIPTION:

Construction of a four story mixed-use building. First floor contains 4,085 s.f. of retail use.

Second through fourth floors contain 6 residential units.

CHART/BLOCK/LOT: 20 / F /23

PRELIMINARY PLAN

5-5-14 (date)

FINAL PLAN

 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Nathan Bateman Business Name, if applicable: Bateman Partners, LLC Address: P.O. Box 3572 City/State : Portland, ME Zip Code: 04104	Applicant Contact Information Work # 207.772.2992 Home# Cell # 207.332.5498 Fax# 207.772.1881 e-mail: nathan@batemanpartnersllc.com
Owner – (if different from Applicant) Name: East India Land Company LLC Address: 86 Newbury Street City/State : Portland, ME Zip Code: 04101	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Agent/Representative Contact information Work # 207.775.1121 Cell # 207.749.5088 e-mail: jlaverriere@fstinc.com
Billing Information Name: Nathan Bateman Bateman Partners, LLC Address: P.O. Box 3572 City/State : Portland, ME Zip Code: 04104	Billing Information Work # 207.772.2992 Cell # 207.332.5498 Fax# 207.772.1881 e-mail: nathan@batemanpartnersllc.com

Engineer Name: Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Engineer Contact Information Work # 207.775.1121 Cell # 207.749.5088 Fax# 207.879.0896 e-mail: jlaverriere@fstinc.com
Surveyor Name: John Swan Owen Haskell, Inc. Address: 390 U.S. Route 1 City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Work # 207.774.0424 Cell # Fax# e-mail: jswan@owenhaskell.com
Architect Name: David Lloyd Archetype, PA Address: 48 Union Wharf City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207.772.6022 Cell # Fax# e-mail: lloyd@archetypepa.com
Attorney Name: Ronald Ward Drummond Woodsum Address: 84 Marginal Way, Suite 600 City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work # 207.772.19410 Cell # Fax# 207.772.3627 e-mail: rward@dwmlaw.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>7</u> x \$25/lot = <u>\$175</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: <i>Authorized Agent</i>  <i>JOSEPH LAVERRIERE</i> <i>FST</i>	Date: <i>May 2, 2014</i>
--	------------------------------------

April 30, 2014

To Whom It May Concern:

Subject: Agent Authorization Letter

Bateman Partners LLC has retained Fay, Spofford & Thorndike to assist in the preparation of local, state and federal permit applications for the site aspects of a proposed mixed-use building in Portland, Maine. Fay, Spofford & Thorndike is authorized to act as an agent in matters related to these permits.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nathan Bateman', followed by a long horizontal line extending to the right.

Nathan Bateman
Vice President
Bateman Partners LLC

PROJECT DATA

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

Total Area of Site	6,947 sq. ft.
Proposed Total Disturbed Area of the Site	6,947 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)	Currently 580 sq. ft., Previously 4,500 sq. ft.
Impervious Area (Total Proposed)	6,600 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	0 sq. ft.
Building Footprint (Total Proposed)	5,372 sq. ft.
Building Floor Area (Total Existing)	0 sq. ft.
Building Floor Area (Total Proposed)	21,175 sq. ft.
Zoning	
Existing	B-5b
Proposed, if applicable	B-5b
Land Use	
Existing	Vacant Lot
Proposed	Mixed-use Building (retail and residential)
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	6
# of Lots (Total Proposed)	6
# of Affordable Housing Units (Total Proposed)	0
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	0
# of One-Bedroom Units (Total Proposed)	0
# of Two-Bedroom Units (Total Proposed)	3
# of Three-Bedroom Units (Total Proposed)	3
Parking Spaces	
# of Parking Spaces (Total Existing)	94 (lease agreement)
# of Parking Spaces (Total Proposed)	17
# of Handicapped Spaces (Total Proposed)	0
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	4 non-residential uses
Estimated Cost of Project	\$3,900,000

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
		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;
			Existing structures with distances from property line;
			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;
			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
			Preliminary infrastructure improvements;
			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
			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);
			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.



**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.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
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
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

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



May 5, 2014

Captain Chris Pirone
City of Portland Fire Department
380 Congress Street
Portland, ME 04101

**Subject: 185 Fore Street
Fire Department Site Review Checklist**

Dear Captain Pirone:

In accordance with instructions in the City's Site Plan Review packet, please find enclosed the drawing necessary for your review of the proposed 185 Fore Street project in Portland. As part of the building design, the architect has retained a third party Fire Protection Engineer to review NFPA 101. We have listed each item in your checklist below, followed by our response.

1. *Name, address, telephone number of applicant.*

Bateman Partners, LLC
Attn: Nathan Bateman
P.O. Box 3572
Portland, ME 04104
207-772-2992

2. *Name, address, telephone number of architect.*

Project Architect: Archetype PA
 48 Union Wharf
 Portland, ME 04101
 Attn: David Lloyd
 207-772-6022

3. *Proposed uses of any structures (NFPA and IBC classification).*

Refer to the attached Code Analysis for the building as provided by Archetype PA.

4. *Square footage of all structures (total and per story).*

Building Footprint Area	=	5,372 SF
Four Story Building w/Mezzanine		
Total Building Area	=	22,275 SF

Captain Chris Pirone
May 5, 2014
Page 2

5. *Elevation of all structures.*

The building height is 60'-6". Architectural building elevations accompany this letter and they show the various locations of door openings, etc. around the building perimeter.

6. *Proposed fire protection of all structures.*

The building will have a sprinkler system with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire system design which will be performed prior to the request for a building permit.

7. *Hydrant locations.*

A fire hydrant is currently located on India Street opposite the project site (< 75' from building).

8. *Water main(s) size and location.*

The site will be served by a 4" sprinkler service to be extended into the building off an existing 8" main along India Street. A 2" domestic service will also be extended to the building. The building is expected to have internal sprinkler risers and a Siamese fire pump connection on the India Street side of the building.

9. *Access to all structures (min. 2 sides).*

The accompanying site plan depicts the site access conditions along India and Fore Streets.

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

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is located in a densely developed area and is fronted by a public street. The following street widths are currently available:

<u>Street</u>	<u>Width</u>
India Street	40 FT
Fore Street	35 FT

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 ft. of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 ft. from a Fire Department access road.

Captain Chris Pirone
May 5, 2014
Page 3

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Supporting Evidence: Not applicable

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Supporting Evidence: As depicted on the site plan, the proposed building layout provides for minimum two sided access to the structure.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Supporting Evidence: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Supporting Evidence: The building will be provided with an exterior doors that will be within 50' of a Fire Department access route, namely India Street and Fore Street.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Supporting Evidence: A minimum of 9 ft. vertical clearance will be provided below any overhead signage or utilities entering the site.

3.4.6. Elevators shall be sized to accommodate an 80 x 24 inch stretcher.

Supporting Evidence: The elevators will be supplied to meet this requirement.

Captain Chris Pirone
May 5, 2014
Page 4

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Supporting Evidence: The applicant will work with the City's Public Services Division to assign street addresses and numbering to meet City Standards.

If you need any further information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments: Sheet C-3.0 Site Plan
Building Elevations and Floor Plans
Code Analysis

c: Nathan Bateman – Bateman Partners, LLC



March 11, 2014

Mr. Frank Brancely
City of Portland
Department of Public Services
55 Portland Street
Portland, Maine 04101-2991

**Subject: Proposed Mixed-Use Development
25 India Street
Wastewater Capacity Application**

Dear Mr. Brancely:

Our office is working as a consultant to Archetype, P.A. and Bateman Partners LLC in the site planning and permitting associated with a proposed mixed-use building to be constructed at 25 India Street (northerly corner of India Street and Fore Street intersection). The project site is located on Map 20-F-23 according to the City of Portland Tax Assessor's Maps. On behalf of the developer, we are requesting a letter affirming that the proposed project can be served by the municipal wastewater treatment system.

The project will consist of a four story building with a footprint area of 5,457 s.f. The ground floor will be retail space with an estimated maximum employee count of 20. The second, third and fourth floors will be residential containing a total of six (6) units. The residential units will be a split of two bedroom and three bedroom units.

The projected water use using the Maine State Plumbing Code and typical City of Portland flows information is as follows:

Use	Design Flow
Retail Use 20 employees at 15 gpd/employee	300 GPD
3 two bedroom units at 180 gpd/unit	540 GPD
3-three bedroom units at 270 gpd/unit	810 GPD
6 parking spaces at 1 gpd/space =	6 GPD
Total Water Usage Required:	1,656 GPD

Based on this modest amount of flow, we trust that the existing wastewater collection and treatment system has adequate capacity to serve this project. We are in the process of completing the Site Plan Application for a submission to the City Planning Staff and would appreciate your response to the Planning Department.

Mr. Frank Brancely
March 11, 2014
Page 2

If you have any questions concerning this request, please contact me.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to be 'JAL', with a long horizontal stroke extending to the right.

Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/cmd

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: 3-11-14

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 185 Fore Street (formerly 25 India Street)

Chart Block Lot Number: 20-F-23

Proposed Use: Mixed (Retail and Residential)

Previous Use: N/A

Existing Sanitary Flows: N/A GPD

Existing Process Flows: N/A GPD

Description and location of City sewer that is to
receive the proposed building sewer lateral.

Existing 18" gravity sewer main within India Street

Site Category | Commercial (see part 4 below)
Industrial (complete part 5 below)
Governmental
Residential
Other (specify) Retail

X
X

(Clearly, indicate the proposed connections, on the submitted plans)

2. Please, Submit Contact Information.

City Planner's Name: Bill Needelman Phone: 207-874-8722

Owner/Developer Name: Bateman Partners, LLC, Attn: Nathan Bateman

Owner/Developer Address: P.O. Box 3572, Portland, ME 04104

Phone: 207-772-2992 Fax: 207-772-1881 E-mail: nathan@batemanpartnersllc.com

Engineering Consultant Name: Fay, Spofford & Thorndike, Attn: Joe Laverriere, P.E.

Engineering Consultant Address: 778 Main Street, Suite 8, South Portland, ME 04106

Phone: 207-775-1121 Fax: 207-879-0896 E-mail: jlaverriere@fstinc.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: 1,656 GPD

Peaking Factor/ Peak Times: x6

Specify the source of design guidelines: (i.e. X "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.

Total Drainage Fixture Unit (DFU) Values: N/A

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: N/A 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

TABLE OF CONTENTS

SECTION	PAGE
1. DEVELOPMENT DESCRIPTION.....	1-1
1.1 PROJECT OVERVIEW	1-1
1.2 PROJECT PURPOSE AND NEED	1-1
1.3 EXISTING CONDITIONS.....	1-1
1.4 PROPOSED DEVELOPMENT.....	1-2
1.5 LAND ORDINANCE REVIEW	1-3
1.6 STATE AND FEDERAL PERMITS.....	1-3
1.7 EASEMENTS OR OTHER BURDENS.....	1-4
1.8 TRAFFIC.....	1-4
1.9 SOILS/GEOTECHNICAL REVIEW	1-4
1.10 NATURAL FEATURES	1-5
1.11 UTILITIES AND STORMWATER	1-5
1.12 ATTACHMENTS	1-5
2. TECHNICAL AND FINANCIAL CAPACITY.....	2-1
2.1 TECHNICAL CAPACITY	2-1
2.2 CONSULTANT TEAM.....	2-1
2.3 EXPERIENCE OF PROJECT TEAM	2-2
2.4 FINANCIAL CAPACITY	2-2
2.5 CONSTRUCTION COST ESTIMATE	2-2
2.6 ATTACHMENTS	2-2
3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS	3-1
3.1 OVERVIEW.....	3-1
3.2 ATTACHMENTS	3-6

LIST OF ATTACHMENTS

- Section 1: Attachment A – Existing Site Photographs
- Section 2: Attachment B – Purchase Option Agreement
Attachment C – Lease Parking Agreement
Attachment D – Letter of Financial Capacity
- Section 3: Attachment E – Roof Drain Treatment Unit

LIST OF PLANS

SHEET #	TITLE
C-1.0	COVER SHEET
C-1.1	GENERAL NOTES AND LEGEND
C-2.0	BOUNDARY & TOPOGRAPHIC SURVEY
C-2.1	EXISTING CONDITIONS & DEMOLITION PLAN
C-3.0	SITE LAYOUT PLAN
C-4.0	GRADING AND DRAINAGE PLAN
C-5.0	UTILITY PLAN
C-6.0	DETAILS
C-6.1	DETAILS

1. DEVELOPMENT DESCRIPTION

1.1 PROJECT OVERVIEW

Bateman Partners, LLC has a purchase agreement to acquire a 6,947 s.f. parcel of land (identified by the City Tax Assessor as Tax Map, Block, and Lot #20-F-23) that is located on the northerly corner of the intersection of India Street and Fore Street. The applicant is proposing to construct a four-story mixed-use building. The ground floor will contain retail uses and the upper floors will contain six (6) residential units.

The applicant is seeking Site Plan and Subdivision Approval from the City of Portland Planning Authority. The objective is to obtain all approvals by July of this year, if possible, to allow construction to commence during the summer of 2014.

1.2 PROJECT PURPOSE AND NEED

The proposed project provides an opportunity to develop a mixed-use building on an undeveloped parcel that has readily available access to utility infrastructure, including the access to the Ocean Gateway Garage through a leased parking agreement. The project's community benefits include the following:

- Efficient reuse of a currently vacant lot.
- Provide opportunity for expanded retail space in the waterfront area.
- Provide additional residential units.

1.3 EXISTING CONDITIONS

The existing site is bounded to southwest by India Street; to the southeast by Fore Street; to the northeast by the Ocean Street Garage and the northwest by the Micucci's Grocery Market. The existing site was previously developed with a building associated with the American Hoist & Derrick Company; however, this building was previously razed with only remnants of the foundation visible on the site. After demolition of the former building, the building foundation was filled and the site graded to create a lawn area.

The land area slopes northwest to southeast towards Fore Street with approximately six (6) feet of grade differential. Most of the grade differential is along the India Street frontage. As mentioned previously, there are remnants of the former building foundation along India Street as well as a masonry wall along the northwesterly site boundary that forms a border to the Micucci parking lot. Finally, there is a portion of sheet pile wall within the northerly corner of the site that is believed to be a remnant of the temporary excavation system installed as part of the Ocean Gateway Garage development. The entire site is also enclosed with 6' high chain link fence.

Public utilities including water, sewer, natural gas, power and communications are readily available in the area. Power to the site will be installed underground; however, the details to this installation are not fully developed at the time of this submission.

The street conditions around the block are described as follows:

Street Name	Roadway Description	On-street Parking	Sidewalk Description	Other
India Street	Approximately 41 foot wide paved way with two way traffic.	Yes. Observed parallel parking on the side of the street in front of the site.	Brick sidewalk on northerly end of site and bituminous sidewalk extending to Fore Street.	One catch basin located at intersection with Fore St.
Fore Street	35 to 40 feet wide paved with two way traffic.	Yes. Observed parallel parking on the side of the street in front of the site.	Bituminous sidewalk in front of site. Brick sidewalk northeast of site in front of Ocean Gateway Garage.	

1.4 PROPOSED DEVELOPMENT

The development program includes the following components:

1.4.1 ON-SITE

The ground floor of the building has a footprint area of 5,372 s.f. The ground floor level will contain two units of retail use with a total floor area of 4,085 s.f. The remaining ground floor area is associated with the utility/maintenance rooms for the building as well as the entry lobby, stairwells and elevator for the upper floors of the building. The second through fourth floor of the building will contain six (6) residential units. Each floor will have a two-bedroom and three-bedroom unit. There will not be a basement provided as part of the building.

The project developer is not seeking LEED designation, but the building will conform to the most current International Energy Conservation Code.

As shown on the Site Layout Plan (Sheet C-3.0), the proposed building will have a central entry on India Street and two entries on Fore Street. The primary entrance to the six residential units will be on Fore Street.

The proposed building will essentially fill the site. Exterior improvements include installation of new utility services to the building for water, sewer, natural gas, electric, telephone and communications. In addition, the proposed site improvements include installation of new street light fixtures (same style as recently installed as part of the City's Ocean Gateway Garage and Hancock Street developments) as well as replacement of the sidewalks along India and Fore Street with brick sidewalks. The applicant has secured parking within the Ocean Gateway Garage through a lease agreement; therefore, no new parking is proposed as part of the project.

1.4.2 OFF-SITE

No offsite improvements are proposed as part of the project.

1.5 LAND ORDINANCE REVIEW

1.5.1 OVERVIEW

The property currently lies within the City of Portland B-5b Urban Commercial Mixed Use District. The following Space and Bulk requirements apply to the B-5b Zone:

B-5b Zone Summary Dimensional and Parking Requirements Applied to 185 Fore Street		
Zoning Requirements	Current B-5b Zoning Standard	Project Site Current Condition
Minimum Lot Size	None	6,947 s.f.
Minimum Frontage	None	63.85' Fore Street
Minimum Front Yard	None	0.58' Fore Street
Minimum Side Yard	None	0.72'
Minimum Rear Yard	None	4.39'
Maximum Lot Coverage (Building Footprint)	100%	79%
Maximum Building Height	65 ft.	60'-6"
Parking Retail Use	1 space per 200 s.f. of first floor area in excess of 2,000 s.f. not used for bulk storage.	4,085 s.f. on first floor 11 parking spaces required
Parking Residential Use	1 space per unit	6 units 6 parking spaces required

1.5.2 SHORELAND ZONING

The site is not located within the Shoreland Zoning District.

1.6 STATE AND FEDERAL PERMITS

The project does not require any State or Federal permits other than State Fire Marshall approval. The development is subject to Site Plan and Subdivision approval by the City of Portland and Building Permit(s) are also required.

1.7 EASEMENTS OR OTHER BURDENS

Owen Haskell, Inc. has recently completed the property survey and there are no known easements on the property. The project site is subject to the conditions of a previous environmental cleanup effort that was associated with the American Hoist and Derrick Company. The environmental restrictions on the parcel are in the form of restrictive deed covenant.

1.8 TRAFFIC

The proposed “185 Fore Street” project, a retail and residential condominium project, can be expected to generate approximately 14 vehicle trips during both the morning and afternoon peak hour time periods. The traffic evaluation and assessment of this project will be packaged with the larger “16 Middle Street” project and conducted as a single development project; including the application of and issuance of MaineDOT’s Traffic Movement Permit (*Projects that generate in excess of 100 vehicle trips during any peak hour time period are required to obtain a Maine Department of Transportation Traffic Movement Permit (TMP). A TMP application, which will include traffic generation of the proposed “185 Fore Street” project, is currently being prepared and will be submitted to City Staff by May 15).* The combined trip generation of both proposed development projects is estimated at 139 vehicle trips during each peak commuter time period.

Manual turning movement counts have been performed between the peak commuter hours of 7:00 to 9:00 AM and 3:00 to 6:00 PM at the following locations and the data will be utilized in the performance of assessing the expected traffic impacts of both development projects:

1. India Street @ Fore Street
2. India Street @ Middle Street
3. Middle Street @ Hancock Street
4. Fore Street @ Hancock Street Extension

The most recent three-year roadway safety information (2011 through 2013) has been obtained from the Maine Department of Transportation’s Safety Bureau for the study area roadway segments and intersections. Preliminary review of the data shows the frequency of traffic crashes is well below MaineDOT’s threshold values for identification of a high crash location.

A traffic impact study will be completed that combines the estimated peak hour trip generation of both proposed development projects. Detailed mobility analyses will be completed for each study intersection and appropriate transportation recommendations prepared in support of the results.

1.9 SOILS/GEOTECHNICAL REVIEW

A recent geotechnical investigation has not been performed for the site; however, Haley & Aldrich, Inc. has been retained to provide geotechnical recommendations for the proposed building. Haley & Aldrich, Inc. provided geotechnical services in conjunction with the Ocean Gateway Garage. As part of this effort, they completed a geotechnical field investigation of the area, which included several deep borings. It is anticipated that the new building will be supported on driven piles with grade beams; however, the final geotechnical investigation work has not yet been completed.

1.10 NATURAL FEATURES

The development site does not contain any significant natural features including wetlands, vernal pools or other protected resource. The entire site parcel was previously developed; therefore, there are no historical nature areas or features remaining on the site.

1.11 UTILITIES AND STORMWATER

The proposed project will involve installation of new utility services to the building. All new utility services will be provided from the franchise utilities available within India Street. The proposed locations of the new utility services are shown on the Utility Plan (Sheet C-5.0 of the plan set); however, these locations have not yet undergone review and approval by the various franchise utilities and are subject to refinement based upon their review.

The City maintains a drainage system in India Street including a catch basin on the corner of India Street and Fore Street. The runoff flow regime from the development site will continue to discharge to the surrounding street gutters. A new roof drain leader is also proposed to connect into the existing 18" diameter combined sewer main within India Street.

1.12 ATTACHMENTS

Attachment A – Existing Site Photographs

ATTACHMENT A

Existing Site Photographs



PHOTO 1 – View of project site from Fore Street



PHOTO 2 – View from Fore Street of shared alley between project site (left) and Ocean Gateway Garage (right)



**FAY, SPOFFORD &
THORNDIKE**
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896

**Existing Site Photographs
185 Fore Street – Portland, ME
Photos Taken by Joe Laverriere on 04/30/14**



**PHOTO 3 – View of site from opposite side of intersection of
India Street and Fore Street**



**FAY, SPOFFORD &
THORNDIKE**
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896

**Existing Site Photographs
185 Fore Street – Portland, ME
Photos Taken by Joe Laverriere on 04/30/14**

2. TECHNICAL AND FINANCIAL CAPACITY

2.0 TITLE, RIGHT AND INTEREST

The applicant has a purchase option agreement (refer to Attachment B). In addition, the applicant has secured a leased parking agreement within the Ocean Gateway Garage that meets the requirements of the proposed development (refer to Attachment C).

2.1 TECHNICAL CAPACITY

The applicant has assembled a highly qualified team of professionals to plan, permit, and develop construction documents for the project. The Team is working under the direction of Mr. Nathan Bateman of Bateman Partners, LLC as Project Developer.

The Team services will be provided by the following companies and their respective team leaders:

2.2 CONSULTANT TEAM

<i>Civil Engineer</i>	Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike 778 Main Street, Suite 8 South Portland, ME 04106 (207) 775-1121 – Work (207) 879-0896 – Fax (207) 749-5088 – Cell jlaverriere@fstinc.com
<i>Surveyor</i>	John Swan Owen Haskell, Inc. 390 US Route 1, Unit 10 Falmouth, Maine 04105 (207) 774-0424 – Work (207) 774-0511 – Fax jswan@owenhaskell.com
<i>Architect</i>	David Lloyd Archetype, PA 48 Wharf Street Portland, ME 04101 (207) 772-6022 – Work (207) 772-4056 – Fax 207-671-9194 – Cell lloyd@archetypepa.com
<i>Attorney</i>	Ronald Ward Drummond Woodsum 84 Marginal Way, Suite 600 Portland, ME 04101 (207) 772-1941 – Work (207) 772-3627 – Fax RWard@dwmlaw.com

<i>Lighting/Site Electrical</i>	Will Bennett, Jr. Bennett Engineering P.O. Box 297 Freeport, ME 04032 (207) 865-9475 – Work (207) 865-1800 – Fax Will@bennettengineering.net
<i>Geotechnical Engineer</i>	Wayne Chadbourne, P.E. Haley & Aldrich, Inc. 75 Washington Avenue, Suite 203 Portland, ME 04101 (207) 482-4600 – Work (207) 775-7666 – Fax WChadbourne@haleyaldrich.com
<i>Environmental Engineering</i>	Robert Hoffman, P.E. Hoffman Engineering, Inc. 640 Ten Rod Road North Kingstown, RI 02852 (401) 294-9032 – Work (207) 294-1288 – Fax hoffmanengineering@verizon.net

2.3 EXPERIENCE OF PROJECT TEAM

The team of consultants retained by the Developer has expertise and experience in the design of similar projects. Resumes of key personnel for the development team can be provided upon request.

The applicant also has significant experience in the development and management of large commercial projects as evidenced by information provided in this submission's cover letter. A listing of the additional real estate projects for which the Applicant's development team has been involved can be provided upon request.

2.4 FINANCIAL CAPACITY

The applicant has the means at its disposal for financing the proposed 185 Fore Street project. A letter of financial capacity for the project is contained in Attachment D.

2.5 CONSTRUCTION COST ESTIMATE

The project has an overall construction cost estimate of \$3,900,000. This construction cost value is considered preliminary and subject to change as building design and project layout is refined, etc.

2.6 ATTACHMENTS

Attachment B – Purchase Option Agreement
Attachment C – Lease Parking Agreement
Attachment D – Letter of Financial Capacity

ATTACHMENT B

Purchase Option Agreement

MEMORANDUM OF PURCHASE OPTION AGREEMENT
(25 India Street, Portland, Maine)

MEMORANDUM OF PURCHASE OPTION AGREEMENT made this _____ day of March, 2014 with respect to the following described Purchase Option Agreement:

SELLER: EAST INDIA LAND COMPANY LLC, a Maine limited liability company with a place of business in Portland, Maine.

PURCHASER: BATEMAN PARTNERS, LLC, a Maine limited liability company with a mailing address of P.O. Box 3572, Portland, ME 04104-357.

PREMISES: Land, any buildings or improvements, appurtenant rights (including parking rights) and easements, located at 25 India Street, Portland, Maine, all as described in the deed from 25 India Street LLC to Seller dated May 1, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30624, Page 17 (the "Premises"), a copy of which is attached as Schedule A.

TERM: The purchase option shall be elected by Purchaser, if at all, on or before September 2, 2014.

RIGHT OF
EXTENSION: None, without Seller's written consent.

This Memorandum is intended to provide notice of the Purchase Option Agreement and shall not modify or amend any of the terms of the Purchase Option Agreement. In the event of any conflict between this Memorandum and the Purchase Option Agreement, the terms of the Purchase Option Agreement shall control.

Signature Page Follows.

IN WITNESS WHEREOF, the Seller and Purchaser have caused this Memorandum of Purchase Option Agreement to be executed by their duly authorized representatives as of the day and year set forth above.

Witness:

Daniel K. Linden

EAST INDIA LAND COMPANY LLC

By:

Its:

Fred M. Forsley

Manager

Seller

BATEMAN PARTNERS, LLC

By:

Its:

Nathan Bateman
Manager

Purchaser

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

March 7, 2014

Then personally appeared the above-named Fred M. Forsley, Manager of East India Land Company LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said East India Land Company LLC.

Before me,

Brandon J. Mazer
Notary Public / Attorney At Law

Brandon J. Mazer
Print name

My Commission expires: _____

SCHEDULE A

2

Doc#: 25741 Bk:30624 Pg: 17

QUITCLAIM DEED WITH COVENANT

25 INDIA STREET LLC, a Maine limited liability company ("Grantor") having an address of 2 Market Street, Suite 500, Portland, ME 04101, FOR CONSIDERATION PAID, grants to EAST INDIA LAND COMPANY LLC, a Maine limited liability company with a mailing address c/o Shipyard Brewing Company, 86 Newbury Street, Portland, ME 04101 (the "Grantee"), with QUITCLAIM COVENANT, certain real property, together with any improvements thereon (the "Premises"), located at India Street and Fore Street in Portland, Cumberland County, Maine, and shown as "Proposed Lot 4" on plan entitled "Subdivision/Recording Plat on India Street and Fore Street, Portland, Maine, made for Riverwalk, LLC, 25 India Street LLC, Hancock & Middle LLC and Ocean Gateway Garage LLC by Owen Haskell, Inc., dated March 22, 2006, as last revised April 13, 2006" (the "Plan") and recorded in Cumberland County Registry of Deeds in Plan Book 207, Page 54.

TOGETHER WITH the perpetual easement, in common with Ocean Gateway Garage LLC, its successors and assigns, for maintenance purposes and use by delivery service vehicles to and from the Premises to Fore Street over and across a strip of land approximately eleven feet in width running along the entire easterly sideline of the Premises ("Alley Easement Area") which Alley Easement Area is also shown as an "11' Easement Benefits 25 India LLC" on the Plan. Together with the perpetual rights and easements to (a) maintain and plow the Alley Easement Area; (b) temporarily park service or delivery vehicles, lay, maintain, repair and replace utility lines, including without limitation, gas, electricity, sewer, water, storm, drainage in, on and over the Alley Easement Area; and, provided that any such acts shall be performed at Grantee's sole cost and expense in such a manner as to reasonably minimize any interference with Ocean Gateway Garage LLC, or its successors and assigns, use and enjoyment of the Alley Easement Area and subject to such rules and regulations as Ocean Gateway Garage LLC may promulgate from time to time. All of the foregoing described rights and easements together shall be herein referred to collectively as the "Alley Easement."

TOGETHER WITH the right to construct, operate and maintain two above ground pedestrian ramps to the Gateway Garage from any building constructed on the Premises together with such further ancillary rights, as are described in, and all of which to be in accordance with and subject to that certain Abutters Agreement between Ocean Gateway Garage LLC and the Grantee of even date to be recorded herewith and incorporated by reference as if more fully set forth herein. The pedestrian ramps referenced above are referred to in the Abutters Agreement and hereinafter as the "Pedestrian Ramps".

Subject to all of the terms, conditions and requirements set forth in the above-referenced Abutters Agreement, the Premises are conveyed together with the right to install subsurface foundation footings and/or pilings along the southwesterly edge of the Alley Easement Area provided (i) such installation does not interfere with any existing utility lines in the Alley Easement Area; (ii) that the footings do not encroach more than 24" onto the Alley Easement Area; and (iii) that the footings are all beneath the surface of the Alley Easement Area.

The Premises are conveyed SUBJECT TO (a) all rights, easements and privileges reserved for the benefit of the adjacent property of Ocean Gateway Garage LLC appearing of record including, without limitation, all those certain rights, easements and privileges reserved for the benefit of Ocean Gateway Garage LLC in that certain Quitclaim Deed With Covenant from Ocean Gateway Garage LLC to the Grantor dated May 27, 2005 and recorded in said Registry of Deeds in Book 25165, Page 250; (b) the right of Ocean Gateway Garage LLC, its successors and assigns, to convey in the future similar rights to others including lessees of Ocean Gateway Garage LLC and in the event that Ocean Gateway Garage LLC's remaining land is converted to a condominium, unit owners or an association of owners, without the necessity of receiving the prior consent of the Grantee, or its successors or assigns; (c) all permitting conditions imposed on Ocean Gateway Garage LLC, its successors and assigns, as such conditions may be amended from time to time; (d) the right to maintain the existing transformer, generator, utility lines, and any replacements thereof; and (e) the right to maintain and utilize any existing encroachments benefiting or serving the adjacent property of Ocean Gateway Garage LLC.

Grantee covenants and agrees by acceptance hereof that the Alley Easement Area shall be kept free of all structures, debris, and materials and that the Alley Easement Area shall be used for temporary parking of delivery, service, maintenance and construction vehicles only and not for parking of any other vehicles.

Grantee further covenants and agrees that in the event Ocean Gateway Garage LLC has paved or will pave the Alley Easement Area, upon completion of any construction on Premises, Grantee will restore the pavement in the Alley Easement Area if damage to pavement warrants such restoration. All other maintenance costs associated with the Alley Easement Area shall be shared equally between Ocean Gateway Garage LLC and Grantee, and their respective successors and assigns.

Grantee further covenants and agrees by acceptance hereof that it hereby succeeds to, and shall indemnify the Grantor against, the Grantor's obligation to indemnify Ocean Gateway Garage LLC, its successors and assigns, for any and all lost profits, costs, expenses and damages arising from the Grantor's and/or the Grantee's agent's or contractor's use of the Alley Easement Area.

Except as expressly stated herein, Grantee agrees to accept the Premises "as is," "where is" and "with all faults."

Grantee, by its acceptance of this instrument, hereby agrees for itself and its successors and assigns that any development and improvements constructed at the Premises shall have the benefit of and be subject to and in accordance with all of the terms and provisions of that certain Abutters Agreement between the Grantee and Ocean Gateway Garage LLC of even date to be recorded herewith.

Meaning and intending to convey the same premises as those described in a Quitclaim Deed from Ocean Gateway Garage LLC to 25 India Street LLC dated May 25, 2007, and recorded in the Cumberland County Registry of Deeds in Book 25165, Page 250.

IN WITNESS WHEREOF, 25 INDIA STREET LLC has caused this instrument to be executed by Riverwalk Venture, LLC, its Manager, through Intercontinental Fund IV Ocean Gateway, LLC, Intercontinental Real Estate Investment Fund IV and Intercontinental Real Estate Corporation, its parent companies, and by Peter Palandjian, as President and Treasurer of Intercontinental Real Estate Corporation, hereunto duly authorized, this 1st day of May, 2013.

25 INDIA STREET LLC, a Maine limited liability company
By: RIVERWALK VENTURE, LLC, a Maine limited
liability company, Its Manager

By: Intercontinental Fund IV Ocean Gateway, LLC, Its Manager

By: Intercontinental Real Estate Investment
Fund IV, LLC, Its Manager

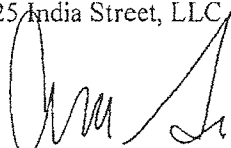
By: Intercontinental Real Estate Corporation
Its Manager

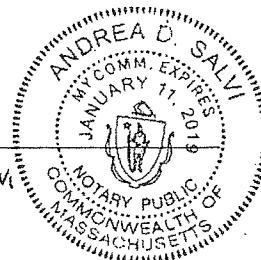
By: 
Peter Palandjian
Its President and Treasurer

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

On this 7th day of May, 2013, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and in its stated capacities for each of Intercontinental Real Estate Investment Fund IV, LLC, Intercontinental Fund IV Ocean Gateway, LLC, Riverwalk Venture LLC, Riverwalk, LLC and 25 India Street, LLC.


Notary Public Andrea Salvi



The Joinder of Ocean Gateway Garage LLC to this Deed is on the following page.

ATTACHMENT C

Lease Parking Agreement

PARKING LEASE
(25 India Street Parking)

THIS PARKING LEASE (the "Parking Lease") is entered into as of the 1st day of May, 2013, by and between OCEAN GATEWAY GARAGE LLC, a Maine limited liability company with an address of c/o Paul J. Nasser, CFO/COO, Intercontinental Real Estate Corp., 1270 Soldiers Field Road, Boston, MA 01235 ("Owner") and EAST INDIA LAND COMPANY LLC, a Maine limited liability company with a mailing address c/o Shipyard Brewing Company, 86 Newbury Street, Portland, ME 04101 ("Tenant").

WITNESSETH:

WHEREAS, Owner owns the Ocean Gateway Garage, a parking garage containing approximately seven hundred twenty (720) spaces located on a parcel of land approximately thirty-seven thousand (37,000) square feet in area located at 161 Fore Street in the City of Portland, County of Cumberland and State of Maine and shown as "Proposed Lot 3" on plan entitled "Subdivision/Recording Plat" by Owen Haskell, Inc., dated March 22, 2006 as revised April 13, 2006, and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 54 (the "Garage"); and

WHEREAS, Owner and Tenant desire to enter into this Parking Lease for the purpose of setting forth the specific terms and conditions of that certain arrangement for parking associated with the development and use by Tenant of the property situated at 25 India Street, Portland, Maine (the "25 India Street Parcel") conveyed by 25 India Street, LLC, a Maine limited liability company, to Tenant by deed of even date as contemplated by a certain Settlement and Reciprocal Release Agreement, also of even date, between Owner, Tenant and others (the "Settlement Agreement") relating to litigation formerly pending in the Business and Consumer Court and in the Cumberland County Superior Court of the State of Maine; and

WHEREAS, Tenant may develop and construct office, retail, residential or other lawful facilities on the parcel located at 25 India Street, Portland, Maine and shall use the Parking Spaces, as defined below, for owners, tenants, renters, licensees, invitees, employees transient users of, and/or owners of condominium units in, the 25 India Street Parcel (collectively, and as so defined, "Qualified Parkers");

NOW, THEREFORE, for good and valuable consideration including the mutual covenants and agreements herein, the receipt of which is hereby acknowledged, the parties hereby agree as follows:

1. Use of Parking Spaces.

a. As of the Rent Commencement Date, as defined in Section 3 of this Parking Lease, Owner hereby leases to Tenant the right to use up to ninety six (96) parking spaces in the Garage upon, subject to and limited by the following terms and

conditions: (i) The parking spaces must be drawn down by Tenant in accordance with Tenant's Draw Down Notice, as defined in Section 1(e) of this Parking Lease, and (ii) The maximum number of parking spaces subject to being drawn down by Tenant's Draw Down Notice shall be the lesser of (x) ninety six (96) parking spaces or (y) the minimum number plus one of parking spaces required by the City of Portland for the development by Tenant of the 25 India Street Parcel in accordance with permitted zoning and land-use ordinances and regulations for such parcel (as so drawn down by Tenant's Draw Down Notice and as limited by such ordinances and land-use regulations, the "Parking Spaces"). All such parking in the Garage shall be in accordance with and subject to the terms and conditions below and such reasonable rules and regulations established from time to time by Owner governing the leasing and use of Parking Spaces by parkers generally in the Garage. Tenant understands and agrees that, in accordance with customary garage operations and management practices, specific parking spaces are not reserved or dedicated for Tenant and the availability of any specific parking space is not guaranteed. The Parking Spaces are intended for use for automobile, motorcycle, van and SUV parking only, not for the parking of any large commercial trucks or other commercial vehicles.

b. Owner shall make available to Tenant, one parking access card each space designated in Tenant's Draw Down Notice other than the spaces for which tenant will be paying rent but which cannot be used for parking because they are necessary for access to the Pedestrian Ramps which connect the Garage to 8 Middle Street referenced in a certain Abutters Agreement of even date between Tenant and Owner or in lieu of parking access cards, such parking codes or other "keys" or means of convenient 24-hour access as shall be available from time to time, which shall in turn be made available to Tenant's Qualified Parkers using the Parking Spaces and which shall provide access to the Parking Spaces for seven days each week and 24 hours of each day.

c. It is understood and agreed that these spaces shall be for Tenant's Qualified Parkers and the Parking Spaces may not be sublet or their use assigned, transferred or loaned to any person or entity who is not a Qualified Parker.

d. The Parking Spaces shall be solely for the benefit of the 25 India Street Parcel and no other properties. For the avoidance of doubt, the Parking Spaces may not be used for the benefit of the property situated at 8 Middle Street now or formerly owned by Hancock & Middle, LLC or for the benefit of the property of Shipyard Brewing Company. This Parking Lease shall be not be assignable, except in connection with the sale of the 25 India Street Parcel with which the Parking Spaces are associated. In no event shall the Tenant sublease the Parking Spaces, or otherwise permit their use or occupancy, at a different rental rate than specified in this Parking Lease, and in no case shall the Tenant sublease or otherwise authorize the use or occupancy of the Parking Spaces by any third person or entity not a Qualified Parker. Tenant acknowledges that its rights under this Parking Lease are and shall be subordinate to the interests of any future mortgagee of the Garage, provided that any such future mortgagee shall enter into a commercially reasonable subordination, non-disturbance and attornment agreement with respect to this Parking Lease. Tenant agrees to attorn to and recognize the holder of any

mortgage on the Garage, now and in the future, in accordance with the terms of such commercially reasonable subordination, non-disturbance and attornment agreement.

e. For Tenant to draw down Parking Spaces as contemplated in Section 1(a)(i) of this Parking Lease, Tenant shall give Owner written notice of its intention to draw down a specific number of Parking Spaces, such number of Parking Spaces drawn down to be subject to the maximum number of Parking Spaces specified in this Parking Lease and subject also to the limitations in number set forth in Section 1(a)(ii) of this Parking Lease. Tenant's written draw down notice to Owner to for the Parking Spaces ("Tenant's Draw Down Notice") shall specify a date no fewer than two (2) years before the date Tenant shall take possession of the Parking Spaces, which date shall be no later than May 1, 2023, and at which date Tenant shall commence the monthly payment of rent under this Parking Lease. Subject to such maximum limitation of ten (10) years limitation for Tenant to have the right to draw down Parking Spaces, Tenant's right to draw down the allowable number of Parking Spaces must be exercised with respect to this Parking Lease on or before May 1, 2021. Tenant shall have the one-time right to extend the date when rent payments will start under Tenant's Draw Down Notice for an additional ninety (90) days after having given such Draw Down Notice provided the Rent Commencement Date does not extend beyond May 1, 2023. Rent under the Parking Lease shall commence immediately at the end of the applicable notice period as aforesaid (i.e., within no more than two (2) years after the Tenant has given Tenant's Draw Down Notice and, in all cases, by May 1, 2023 – whether or not Tenant has given Tenant's Draw Down Notice). In no event shall Tenant ever sublease or otherwise authorize the use or occupancy of the Parking Spaces at a rental rate different than the amount due from Tenant under this Parking Lease. Tenant shall also have the right to cancel or reduce the number of Parking Spaces to be leased under this Parking Lease during the term upon ninety (90) days prior written notice, provided, however, that once such Parking Spaces have been canceled or their number reduced in accordance with such notice, such canceled or reduced Parking Spaces shall no longer be available to be drawn down in the future. In addition, in the event that rental payments are not made as required under this Parking Lease and/or this Parking Lease is duly terminated in accordance its terms and/or this Parking Lease expires, Tenant shall have no further rights to park in the Garage.

f. Notwithstanding any other provision in this Parking Lease to the contrary in the event that a building on the 25 India Street Parcel is not yet constructed or has not yet received a certificate of occupancy by May 1, 2023, Tenant may still Draw Down spaces under the preceding subparagraph provided that Tenant's Draw Down Notice has been given by May 1, 2021, and commence paying monthly rent accordingly, and Tenant may sublet those spaces to third parties who are not Qualified Parkers provided (i) that the spaces are rented at the same monthly rent being charged by Owner to monthly parkers and (ii) that within sixty (60) days following receipt of a certificate of occupancy for the 25 India Street Property, the restriction limiting the use of parking spaces rented hereunder to Qualified Parkers shall recommence.

2. Deposits. There shall be no Deposit for this Lease, but Tenant shall pay to Owner such customary fees and charges as are imposed by Owner upon other tenants of the Garage for lost cards or replacement cards and/or reimbursement for out-of-pocket expenses arising therefrom.

3. Term. The initial term (the "Initial Term") of this Parking Lease shall be thirty (30) years from the Effective Date, with rent payments under Section 5 below, commencing at the end of the applicable notice period specified in Tenant's Draw Down Notice, as it may be extended as set forth in Section 1(e) of this Parking Lease (the "Rent Commencement Date"). Provided that Tenant is not in default hereunder at the time of renewal, the Initial Term may be extended, upon nine (9) months written notice prior to the expiration of the Initial Term, for an additional thirty (30) year term (the "First Option Term", i.e., from May 1, 2043 to April 30, 2073). Provided that Tenant is not in default hereunder at the time of renewal, the First Option Term may be extended, upon nine (9) months written notice prior to the expiration of the First Option Term, for an additional (30) term years (the "Second Option Term").

4. Monthly Rate. The monthly rate for each Parking Space shall be no more than the Average Monthly Parking Rate (as adjusted annually during the Term and during the Option Term or Terms by Owner) for month-to-month parking spaces located in the following parking lots located in Portland, Maine: (i) Ocean Gateway Parking Garage; (ii) Custom House Parking Garage; and (iii) Casco Bay Ferry Terminal Garage, provided that if at any time during the Term the monthly rate for each Parking Space is increased by more than 20% percent during any 12-month period, Tenant may terminate this Lease upon one hundred eighty (180) days written notice to Owner.

In the event that the Average Monthly Parking Rate is not ascertainable, the rent shall be based upon the fair market value of covered parking spaces in the Portland, Maine "Old Port" area (i.e., the area bounded by Congress Street, Franklin Street, the water and Temple/Union Street).

The Average Monthly Parking Rate shall be set at the Rent Commencement Date in the initial Term and may be increased on June 1st of each year thereafter so long as the Lease is in effect, provided, however, that Owner shall deliver to Tenant not less than thirty (30) days prior to an increase, written notice of any increase in such rate.

All disputes concerning fair market rental rates shall be resolved in accordance with the arbitration procedure specified in this Parking Lease.

5. Payment. Beginning on the Rent Commencement Date, Tenant shall pay Owner the amount due for the Parking Spaces monthly by one check or wire transfer equal to one-twelfth of the amount of annual rent, to be received by Owner in advance, on or before the first day of each month at Owner's address hereinafter set forth or to such other address (e.g., a manager's) as may be designated by Owner in writing to Tenant from time to time. If the Rent Commencement Date does not fall on the first day of the month, then pro-rated rent for the first partial month shall be due on the Rent Commencement Date.

6. Late Payment. If the monthly payment for the Parking Spaces is not received by Owner by the 1st day of each calendar month or on the next business day if the 1st day of the month falls on a weekend or legal holiday, Tenant shall pay Owner (a) all unpaid amounts due with respect to the Parking Spaces, and (b) an additional late charge in the amount of five percent (5%) of the monthly payment for the Parking Spaces. Notwithstanding the foregoing, Tenant shall not be required to make such Late Payments for the first late payment event in any twelve (12)-month period if such late paid amounts are otherwise paid within fifteen (15) days of written notice from Owner of such non-payment. If there is more than one such late payment event in a twelve (12) month period, Tenant shall pay Owner the Late Payment charges set forth in this paragraph for such additional events. In the event that the payment of any amounts due from Tenant is not received by Owner within thirty (30) days of delivery of written notice from Owner to Tenant of such non-payment, then Owner shall have each and every remedy provided by law including the right to immediately terminate their Parking Lease and evict Tenant in a forcible entry and detainer ("FED") action for non-payment of rent, provided that if there is any dispute regarding the amount of rent due or whether paid on time, then any FED action shall only be started after arbitration under Section 15 below. Owner shall also be entitled to a reimbursement of its reasonable attorneys' fees incurred in such FED action. By way of clarification, if there is a dispute over the amount of rent due or whether rent was timely paid, it shall be handled under Paragraph 15 below.

7. Registration of Vehicles. All vehicles utilizing Parking Spaces shall be registered with Owner on forms provided to Tenant by Owner. No fees or charges shall be assessed for the registration of vehicles. Tenant agrees to exercise reasonable efforts to keep a current log of names of users and license numbers for employees using Parking Spaces and, if requested by Owner, provide updated copies of the log to Owner for inspection.

8. Assignment of Parking Lease as Collateral. Tenant shall have the right from time to time to assign this Parking Lease as collateral for a mortgage loan secured by the 25 India Street Property, provided that the rights for parking pledged under this Parking Lease shall not be severable from the mortgage or pledge of the 25 India Street Property such that any mortgagee, pledgee or collateral assignee of this Parking Lease, upon foreclosure or the exercise of its rights as a secured creditor, could liquidate the pledged parking rights separately from the liquidation of the 25 India Street Property. Owner agrees to provide simultaneous copies of any notices to Tenant hereunder, to said mortgagee.

9. Insufficient Parking Spaces. It is understood that, in accordance with the customary garage operations and management practices, Owner shall enter into parking agreements with other parties to use the Parking Spaces at times they are not being used by the Tenant. Owner agrees to use reasonable good faith efforts to ensure that there are sufficient parking spaces available in the Garage to satisfy the rights of Tenant hereunder. In the event there exists insufficient parking spaces in the Garage to meet the requirements of Tenant at any time Tenant exercises its rights to use parking spaces under this Parking Lease, Owner shall be obligated to terminate a sufficient number of monthly tenant-at-will parkers in the Garage within thirty (30) days thereafter as shall, in Owner's reasonable judgment, ensure the regular availability of sufficient parking spaces to meet such requirements of Tenant hereunder. If Tenant or any person entitled to a Parking Space hereunder is unable to find a parking space in

the Garage during allowable Parking Times, Tenant shall notify the Owner of the Garage, or Owner's garage manager as designated from time to time by Owner, within five (5) hours thereof (if between 9 a.m. and 5 p.m.) or if after 5 p.m. then by 10 a.m. on the day after Tenant or any person entitled to a Parking Space hereunder is unable to find a parking space in the Garage, following which Tenant shall be entitled to a credit against the next month's parking fee in an amount equal to the hourly parking rate at the Garage times eight (8) for each day that an employee of Tenant is unable to find a parking space, unless Owner can reasonably establish and document that a parking space was available in the Garage. The credits against parking fees set forth in this Section do not relieve Owner of its obligation to use reasonable good faith efforts to ensure that sufficient spaces are available, as provided herein. In the event Owner is not able to satisfy its obligations under this paragraph by terminating a sufficient number of monthly tenant-at-will parking patrons within the aforesaid thirty (30) days, the parties shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue of insufficient parking spaces within thirty (30) days.

10. Maintenance and Repair of Garage. Subject to the provisions of Paragraph 13 below, Owner shall maintain the Garage in good condition and repair and suitable for the safe parking of vehicles. Owner shall not be deemed in default in any of its obligations under this Parking Lease during any period in which all or any significant portion of the Garage is closed to all parkers for required maintenance and repairs, provided that except in cases of emergency Owner provides Tenant with seven (7) days written notice of such closing of all or any significant portion of the Garage (i.e., more than 100 spaces at any one time), or for any other reasons beyond the control of Owner. Owner shall use reasonable efforts to undertake such maintenance and repair during such times as shall, in the reasonable judgment of Owner, minimally interfere with parking in the Garage. If such maintenance shall cause the Parking Spaces or some significant portion thereof to be unavailable for three (3) or more consecutive days, Tenant shall be entitled to a pro rata credit against the monthly parking fee to the extent of any adverse impact of the availability of the parking spaces demised under this Lease. In the event Owner is not able to satisfy its obligations under this paragraph within the aforesaid time frame, the parties shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue of available parking spaces within thirty (30) days.

11. Insurance. Each party shall maintain or cause to be maintained commercial general liability insurance, the form of which and amount of coverage to be reasonably acceptable to the other party but at any rate not less than \$2,000,000 combined single limit, with each policy of insurance coverage containing waiver of subrogation. Each party further agrees to maintain such insurance with acceptable coverage limits during the term of this Parking Lease following the Rent Commencement Date and shall provide the other party with not less than fifteen (15) days written notice prior to the cancellation or expiration of any insurance policy required to be maintained pursuant to this Parking Lease. Owner shall be listed as an additional insured on Tenant's liability policy. Tenant shall procure such coverage and maintain it continually in force during the term of this Parking Lease on and after the date Tenant shall have drawn down and taken possession of the Parking Spaces in accordance with the provisions of Section 1(e) hereof.

12. Damage to Vehicles or Personal Property. Owner shall not be responsible for any damage or loss to vehicles or personal property belonging to any person using any of the Parking Spaces, except for such damage or loss resulting from the Owner's breach of this Parking Lease arising from its gross negligence or willful misconduct or the gross negligence or willful misconduct of Owner's, employees, agents or independent contractors.

13. Cessation of Garage Business. Owner shall not be deemed in default in any of its obligations under this Parking Lease in the event Owner ceases temporarily to operate the Garage, or any portion thereof, due to events beyond the control of Owner, which events may include without limitation, acts of government, embargoes, fire, flood, explosions, hurricanes, tornadoes, acts of God, terrorism or public enemy, strikes, labor disputes, vandalism, riots, or any similar events which, in the reasonable judgment of Owner, make use of the Garage impossible or impractical. If there is a "Casualty Event" (as defined below) the Owner shall have the right to elect whether or not to rebuild or restore the Garage within 120 days of the Casualty Event. If Owner elects to rebuild or restore the Garage, then this Parking Lease shall remain in effect except that Tenant's obligation to pay rent shall abate pro-rata so long as some or all of the Parking Spaces have not been and are not available. If Owner elects not to rebuild or restore the Garage, then this Parking Lease shall terminate upon notice thereof from Owner to Tenant. If Owner elects to rebuild or restore the Garage or if there is damage to the Garage that does not rise to the level of a Casualty Event, Owner agrees to use diligent good faith efforts to complete the reconstruction or restoration within a reasonable period of time. Notwithstanding the foregoing, Owner agrees that if there is a Casualty Event, Owner shall elect to rebuild or restore the Garage, if the insurance proceeds available by reason of such Casualty Event are sufficient to rebuild or restore and so long as said proceeds are not otherwise claimed by Owner's lender under any mortgage on the Garage or otherwise unavailable. A "Casualty Event" shall occur if there is destruction of more than fifty(50%) percent of the Garage. Upon such termination of this Parking Lease by either Owner or Tenant, all rights and obligations of Owner and Tenant hereunder shall cease and shall be of no further force and effect except for such obligations as shall by their express terms, survive termination of this Parking Lease, subject to compliance with Paragraph 14 below. Tenant shall remain liable to Owner for payments due Owner accrued and unpaid up to the date of said termination.

14. Compliance with Terms and Conditions: Indemnity. Tenant shall be responsible for ensuring that the use of the Garage by its employees complies with the terms and conditions of this Parking Lease and such other reasonable rules and regulations as are established from time to time by Owner governing the use of the Garage generally by parking patrons. Tenant hereby agrees to indemnify and hold harmless Owner from any claim, costs, liability and expense including, but not limited to, reasonable attorneys' fees and expenses, arising from or attributable to Tenant's or its guest's or employee's use of the Garage hereunder in violation of this Parking Lease or such rules and regulations or attributable to Tenant's breach of its obligations under this Lease. Owner hereby agrees to indemnify and hold harmless Tenant from any claim, costs, liability and expense, including but not limited to, reasonable attorneys' fees and expenses, arising from or attributable to Owner's acts or failure to act pursuant to its obligations under this Lease. This agreement to indemnify shall survive termination of this Parking Lease.

15. Disputes.

a. Any controversy, claim or cause of action arising out of or relating to this Agreement, other than as to the obligation to pay rent and any additional rent without offset or deduction as provided in this Parking Lease, shall be finally settled by arbitration by a single arbitrator appointed in accordance with and conducting arbitration pursuant to the Commercial Arbitration Rules of the American Arbitration Association, and judgment upon the award rendered by the arbitrator may be entered in any court having jurisdiction thereof. The arbitrator shall have the power to grant equitable remedies in addition to imposing monetary damages. Arbitration shall be held in Portland, Maine, or such other location as the parties agree. All arbitration under this paragraph shall be final, binding and conclusive. The parties shall separately bear their costs and expenses, including attorneys' fees, associated with any such dispute or arbitration without regard to which of them is the prevailing party.

b. Despite subparagraph a. above, if any party believes it necessary to seek injunctive relief or a provisional remedy (such as forcible entry and detainer or an attachment or trustee process), such party may file a civil action in any court having jurisdiction for such foreclosure, injunctive relief or provisional remedy. The arbitration procedures specified in subparagraph a. above, however, shall apply to the determination of the merits of any monetary claim or defense, and the court proceeding shall extend no further than to provide a kind of relief or remedy not readily available under the subparagraph a. above procedures.

c. Tenant and Owner for themselves, their heirs, successors, and assigns hereby knowingly, willingly and voluntarily waive any and all rights such party may have to a trial by jury in any forcible and detainer ("FED") action or proceeding brought by Owner or Owner's successors and/or assigns based upon or related to the provisions of this Parking Lease. Owner and Tenant hereby agree that any such FED action or proceeding shall be heard before a single judge of the appropriate District Court or a single justice of the appropriate Superior Court, or a Federal District Court Judge sitting in the District of Maine.

16. Estoppel Certificate. At any time, and from time to time, upon the written request of Owner or any mortgagee, Tenant within ten (10) days of the date of such written request agrees to execute and deliver to Owner and/or such mortgagee, without charge and in a form reasonably satisfactory to Owner, Tenant, and/or such mortgagee, a written statement: (i) ratifying this Lease; (ii) confirming the commencement and expiration dates of the term of this Lease; (iii) certifying that Tenant is in occupancy of the Leased Premises, and that the Lease is in full force and effect and has not been modified, assigned, supplemented or amended except by such writings as shall be stated and agreeing not to amend, modify or cancel this Lease without mortgagee's written consent; (iv) certifying that all conditions and agreements under this Lease to be satisfied or performed by Owner have been satisfied and performed except as shall be stated; (v) certifying that Owner is not in default under the Lease and there are no defenses or offsets against the enforcement of this Lease by Owner, or stating the defaults and/or defenses claimed by Tenant; (vi) reciting the amount of advance rent, if any, paid by Tenant and the date to which such rent has been paid and

agrees not to prepay rent more than 10 days in advance; (vii) reciting the amount of security deposit deposited with Owner, if any; and (viii) any other information which Owner or the mortgagee shall reasonably require. Owner agrees, upon written request of Tenant or Tenant's mortgagee to execute and deliver, without charge, an estoppel certificate addressing items (i)-(iii) and (iv) (but addressing Tenant's performance) and (v) (but addressing Tenant's performance) and items vi and vii.

17. Subordination. Tenant agrees that, except as hereinafter provided, this Lease is, and all of Tenant's rights hereunder are and shall always be, subject and subordinate to any mortgage or leases of the Garage pursuant to which Owner has or shall retain the right of possession of the Garage or security instruments (collectively called "Mortgage") that now exist, or may hereafter be placed upon the Garage and to all advances made or to be made thereunder and to the interest thereon, and all renewals, replacements, modifications, consolidations, or extensions thereof; provided that so long as Tenant is in full compliance with monetary the terms and provisions of this Lease and in full material compliance with all non-monetary terms and provisions of this Lease (with all defaults, if any, fully and timely cured within applicable grace periods), any such Mortgagee, lessor or purchaser at a foreclosure sale shall recognize Tenant in accordance with the terms hereof; provided further that if the holder of any such Mortgage ("Mortgagee") or if the purchaser at any foreclosure sale or at any sale under a power of sale contained in any Mortgage shall at its sole option so request, Tenant shall attorn to, and recognize such Mortgagee or purchaser, as the case may be, as Owner under this Lease for the balance then remaining of the term of this Lease, subject to all terms of this Lease, and that the aforesaid provisions shall be self-operative and no further instrument or document shall be necessary unless required by any such Mortgagee or purchaser. Should Owner or any Mortgagee or purchaser desire confirmation of either such subordination or such attornment, as the case may be, Tenant upon written request, and from time to time, shall execute and deliver without charge and in commercially reasonable form satisfactory to Owner, the Mortgagee or the purchaser all instruments and/or documents that may be requested to acknowledge such subordination and/or agreement to attorn, in recordable form. In the event Tenant fails to execute and deliver the instruments and documents as provided for in this paragraph within the time period set forth herein, the parties hereto shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue within thirty (30) days. In the event that the parties shall fail to come to agreement within such thirty (30) day period, either party may submit the dispute to resolution by arbitration as provided in this Parking Lease. Failure of either party to comply with any final arbitration award shall constitute an event of default under this Parking Lease.

18. Assignment by Tenant. This Parking Lease may not be assigned, transferred, encumbered or conveyed, or hypothecated, in whole or in part, by Tenant to any other person or entity, under any circumstances, except to a purchaser, lessee, mortgagee, condominium association or other transferee, of the 25 India Street Parcel.

19. Miscellaneous.

a. This Parking Lease and the rights and obligations hereunder shall be binding upon the Owner and its successors and assigns in interest. In the event that Owner sells the Garage to a third party, upon the assignment and assumption of this

Parking Lease by the third party, the Owner shall have no further obligations hereunder for any period of time following the assignment and assumption.

b. Except as otherwise provided herein, any notice relating in any way to this Parking Lease shall be in writing and shall be either hand delivered or sent by registered or certified mail, return receipt requested, addressed as follows:

To Owner: Ocean Gateway Garage LLC
c/o Paul J. Nasser, CFO/COO
Intercontinental Real Estate Corp.
1270 Soldiers Field Road
Boston, MA 01235

With a copies to: James M. Bradley, Esq.
Bradley & Associates
1270 Soldiers Field Road
Boston, MA 02135-1003

Katharine E. Bachman, Esq.
WilmerHale
60 State Street
Boston, MA 02109

Paul F. Driscoll, Esq.
Norman, Hanson & DeTroy, LLC
415 Congress Street
P.O. Box 4600
Portland, ME 04112-4600

To Tenant: Eight Middle Land Company LLC
86 Newbury Street
Portland, Maine 04101

With a copies to: George J. Marcus, Esq.
Marcus, Clegg & Mistretta, P.A.
One Canal Plaza, Suite 600
Portland, ME 04101

and

Nathan H. Smith, Esq.
Bernstein Shur Sawyer & Nelson
100 Middle Street
P.O. Box 9729
Portland, ME 04104-5029

and such notice shall be deemed delivered upon the earlier of actual receipt or three days after deposit in the U.S. mails as set forth above or, in the case of hand delivery, when received in person with a written acknowledgement of receipt. Either party may, by such manner of notice, substitute persons or addresses for notice other than those listed above and also add persons or addresses for notices to lenders or their counsel.

c. All paragraph headings in the Parking Lease are for convenience of reference only and are of no independent legal significance.

d. This Parking Lease may not be modified, waived or amended except in a writing signed by the parties hereto. No waiver of any breach or term hereof shall be effective unless made in writing signed by the party having the right to enforce such a breach and no such waiver shall be construed as a waiver of any subsequent breach. No course of dealing or delay or omission on the part of any party in exercising any right or remedy shall operate as a waiver thereof or otherwise be prejudicial thereto.

e. Any and all prior and contemporaneous discussions, undertakings, agreements and understandings of the parties are merged in this Parking Lease, which alone fully and completely expresses their entire Parking Lease.

f. If any part of any term or provision of this Parking Lease shall be held or deemed to be invalid, inoperative or unenforceable to any extent by a court of competent jurisdiction, such circumstance shall in no way affect any other term or provision of this Parking Lease, the application of such term or provision in any other circumstances, or the validity or enforceability of this Parking Lease.

g. The language used in this Parking Lease shall be deemed to be the language chosen by the parties to express their mutual intent and no rule of strict construction shall be applied against either party. Without limiting the generality of the foregoing, the language in all parts of this Parking Lease shall in all cases be construed as a whole according to its fair meaning, strictly neither for nor against any party hereto, and without implying a presumption that the terms thereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the person who drafted the same. It is hereby agreed that the representatives of both parties have participated in the preparation hereof.

h. This Parking Lease may be simultaneously executed in any number of counterparts, each of which when so executed and delivered shall be an original, but such counterparts shall constitute one and the same instrument.

i. This Parking Lease may not be recorded but a Memorandum hereof containing such information as is required by 33 M.R.S.A. § 201 may be recorded by either party at any time after the execution hereof. Owner agrees to execute and have acknowledged and delivered to Tenant for recording at the Cumberland County Registry of Deeds, such a Memorandum, if tendered by Tenant.

j. This Parking Lease shall be governed by and construed and enforced in accordance with the laws in effect in the State of Maine.

IN WITNESS WHEREOF, the undersigned have caused this Parking Lease to be executed by their duly authorized representatives.

[Signatures Located on Following Pages]

OWNER:

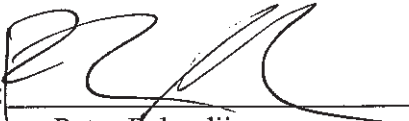
OCEAN GATEWAY GARAGE, LLC
a Maine limited liability company

By: RIVERWALK VENTURE, LLC a Maine limited
liability company

By: Intercontinental Fund IV Ocean Gateway, LLC, its Manager

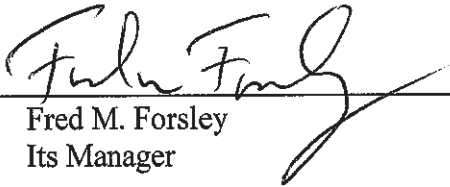
By: Intercontinental Real Estate Investment Fund IV, LLC, its
Manager

By: Intercontinental Real Estate Corporation, its Manager

By: 
Peter Palandjian

TENANT:

EAST INDIA LAND COMPANY LLC

By: 
Fred M. Forsley
Its Manager

MEMORANDUM OF LEASE

This Memorandum of Lease is made this 3rd day of May, 2013, pursuant to Title 33, Section 201 of the Maine Revised Statutes with respect to the following described Parking Lease (the "Parking Lease"):

Effective Date of Lease: As of May 1, 2013

Name of Landlord: Ocean Gateway Garage LLC, a Maine limited liability company

Name of Tenant: East India Land Company LLC, a Maine limited liability company

Initial Term: 30 Years from the Effective Date

Extension Terms: Two renewal terms – each for additional thirty (30) year term

Right of First Refusal: None

Option to Purchase: None

Description of Demised Premises:

Right to rent up to (x) ninety six (96) parking spaces or (y) the minimum number plus one of parking spaces required by the City of Portland for the development by Tenant of the 25 India Street Parcel in accordance with permitted zoning and land-use ordinances and regulations for such parcel in the Ocean Gateway Garage, a parking garage containing approximately seven hundred twenty (720) spaces located on a parcel of land approximately thirty-seven thousand (37,000) square feet in area located at 161 Fore Street in the City of Portland, County of Cumberland and State of Maine and shown as "Proposed Lot 3" on plan entitled "Subdivision/Recording Plat" by Owen Haskell, Inc., dated March 22, 2006 as revised April 13, 2006, and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 54.

Nothing herein shall or does change or modify the terms of the Parking Lease.

IN WITNESS WHEREOF, Ocean Gateway Garage LLC has caused this instrument to be executed by its duly authorized representatives this 3rd day of May, 2013.

[Signatures Continued on the Following Page]

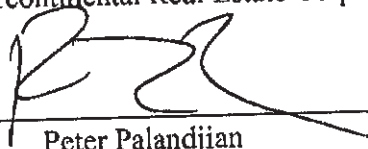
OCEAN GATEWAY GARAGE, LLC
a Maine limited liability company

By: RIVERWALK VENTURE, LLC a Maine limited
liability company

By: Intercontinental Fund IV Ocean Gateway, LLC, its Manager

By: Intercontinental Real Estate Investment Fund IV, LLC, its
Manager

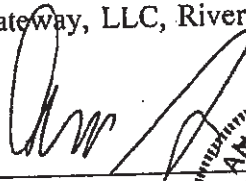
By: Intercontinental Real Estate Corporation, its Manager

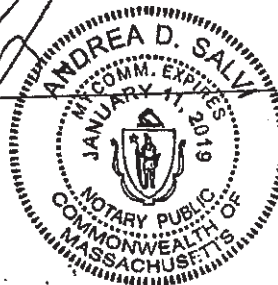
By: 
Peter Palandjian

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

On this 3rd day of May, 2013, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and each of Intercontinental Real Estate Investment Fund IV, LLC, Intercontinental Fund IV Ocean Gateway, LLC, Riverwalk Venture LLC and Ocean Gateway Garage LLC.


Notary Public



Received
Recorded Register of Deeds
May 07, 2013 03:54:50P
Cumberland County
Pamela E. Lovley

ATTACHMENT D

Letter of Financial Capacity



May 2, 2014

Mr. Jeff Levine
Director
City of Portland Planning and Development
389 Congress Street
Portland, Maine 04101

Re: Bateman Partners – 185 Fore Street

Dear Mr. Levine,

The Bank is currently in discussions with the developer concerning a commercial project located at 185 Fore Street in Portland. Although no application for financing has yet been submitted to the Bank and no commitment or proposed terms have been presented by the Bank, we have a high degree of interest in providing construction financing for the project.

The Bank has worked with the project developer, Bateman Partners, on several successful construction projects. Based on the developer's financial capacity, development experience, and a preliminary review of the project's cash flow projections, we believe that the project and sponsor have the necessary components to develop and operate the project successfully.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Michael P. O'Reilly", with a stylized flourish at the end.

Michael P. O'Reilly
Vice President, Commercial Banking

3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

3.1 OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system and does not require vehicular access points to the adjacent roadway system. Based on the number of residential units the project is expected to have an insignificant impact on traffic in the neighborhood.

2. Access and Circulation:

a. Site Access and Circulation.

(i) Pedestrian access is provided via the sidewalks along India and Fore Streets. Door controlled access will be provided at each of the building entry locations. The applicant has secured adequate off-street parking within the Ocean Gateway Garage via a leased parking agreement. In addition, there is existing on-street public parking within the vicinity of the project along India and Fore Streets.

(ii) There are no new vehicular access and egress points being constructed as part of this project.

(iii) The site does not feature drive up services as mentioned in this requirement.

(iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

b. Loading and Servicing.

(i) Not required. There will be adequate area along adjacent streets for infrequent periods of tenants moving in/out of the building. In addition, there is a shared alley space between the proposed building and the Ocean Gateway Garage that may be used for maintenance service requirements associated with the new building.

c. Sidewalks.

(i) The sidewalks along the project site frontage along India and Fore Street will be expanded and reconstructed with brick. All sidewalk improvements shall conform to the City of Portland Technical Manual as shown on the project design drawings.

(ii) The sidewalk ramps at the intersection of India and Fore Streets are in good condition and are not planned to be reconstructed.

(iii) There are no new internal sidewalks.

3. Public Transit Access:

- a. The development will be served by the existing #8 Metro service route that has bus stops along India Street, which is within ¼ mile of the project site. Transit service does not currently traverse Fore Street.
- b. A new transit stop is not proposed as part of the project.
- c. A new transit stop is not proposed based on the close proximity of nearby transit stops.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The applicant is providing off-street parking via a lease parking agreement within the Ocean Gateway Garage. The provided parking exceeds the parking requirements as stipulated in the City's Ordinance for each of the uses contained in the new building.
- (ii) Bill Bray, P.E. of Traffic Solutions is preparing a TDM strategy that will be submitted as part of the Traffic Study.
- (iii) No new parking is being created as part of this project.
- (iv) No new parking is being created as part of this project.
- (v) No new parking is being created as part of this project.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The project will include interior bicycle storage for each residential unit. Bike racks sufficient to accommodate four (4) bicycles are being provided along the India Street frontage for the non-residential uses within the building.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter parking.

d. Snow Storage:

- (i) Snow storage management will employ two strategies;
 - 1. Not applicable.
 - 2. Not applicable.

5. Transportation Demand Management (TDM):

- a. A TDM plan is being prepared for the project by Bill Bray, P.E. of Traffic Solutions.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The existing site retains no prominent significant natural features therefore no issue related to the preservation of these features applies.
- b. Not applicable.
- c. The applicant will not require a waiver from this standard.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There are no existing trees on the site; therefore, there is no existing landscaping identified for preservation. There is an existing street tree along India Street that will be preserved and protected during the construction of the new building and associated site work.
- (ii) Not applicable.
- (iii) Adequate measures to protect existing vegetation during construction will be provided.
- (iv) The applicant will not require a waiver from this standard.

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) There are no observable service or loading areas.
- (b) Not applicable.
- (c) Not applicable.
- (d) Not applicable.

(ii) Parking Lot Landscaping:

- a) Not applicable.
- b) Not applicable.
- c) Not applicable.

(iii) Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) Runoff from the site will continue to be directed to the City's storm drainage systems in the streets.

(ii) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

(iii) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

(iv) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

b. The Stormwater Management Plan will meet the requirements and goals stated in Section 5 of the Technical Manual. The applicant is requesting a waiver for quantity control from the site as the runoff from the site is directly discharged into a municipal system. The applicant is proposing to install a cartridge filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The roof drain treatment unit contains two cartridge filters capable of treating a peak discharge rate of 0.5 cfs before bypassing. A copy of the roof drain cartridge treatment unit is contained in Attachment E.

c. The project is not located in a watershed of an urban impaired stream as listed by the MeDEP.

d. Not applicable.

e. The project is serviced by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.

f. The project will be connected to the public sanitary sewer system which is adequately sized for the project flows.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.

b. Not applicable.

2. Public Safety and Fire Prevention:

a. The site has been designed to promote safe and inviting public and residential access.

- b. No changes to emergency access conditions within the surrounding streets is proposed.
 - c. Fire hydrants are located within the adjacent street system. The new buildings will be fully sprinklered.
3. Availability and Adequate Capacity of Public Utilities:
- a. The applicant will secure letters from all applicable utilities stating their ability to serve this project.
 - b. All on site electrical lines will be underground.
 - c. All new utility infrastructures will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within India Street.
 - e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. A stormwater management system is not required based on the project size; however, stormwater BMPs will be introduced as part of the project site work.
 - f. The proposed building includes provisions for internal storage of trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste.

(e) Site Design Standards.

1. Massing, Ventilation and Wind Impact:
- a. The bulk, location and height of the existing building does not result in adverse impacts to abutting properties.
 - b. HVAC venting is proposed to be directed to the building roof and directed away from public spaces.
2. Shadows:
- a. Not applicable.
3. Snow and Ice Loading:
- a. The proposed building will have flat roofs; therefore, accumulated snow and ice will not fall onto adjacent properties or public ways.
4. View Corridors:
- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark.
- b. The development is not located adjacent to or within 100 ft. of a designated landmark, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

- a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the B-5b Zone.

8. Signage and Wayfinding:

- a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) Not applicable.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

- a. The project is designed to be a high density development with multiple story building.

3.2 ATTACHMENTS

Attachment E – Roof Drain Treatment Unit

ATTACHMENT E

Roof Drain Treatment Unit

THIS DOCUMENT IS THE PROPERTY OF FABCO INDUSTRIES AND IS CONVEYED WITH THE EXPRESS CONDITION THAT IT AND THE INFORMATION CONTAINED IN IT ARE NOT TO BE USED, DISCLOSED, OR REPRODUCED IN WHOLE OR IN PART, FOR ANY PURPOSE WITHOUT THE EXPRESS WRITTEN CONSENT OF FABCO INDUSTRIES, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED IN SAID DOCUMENT.

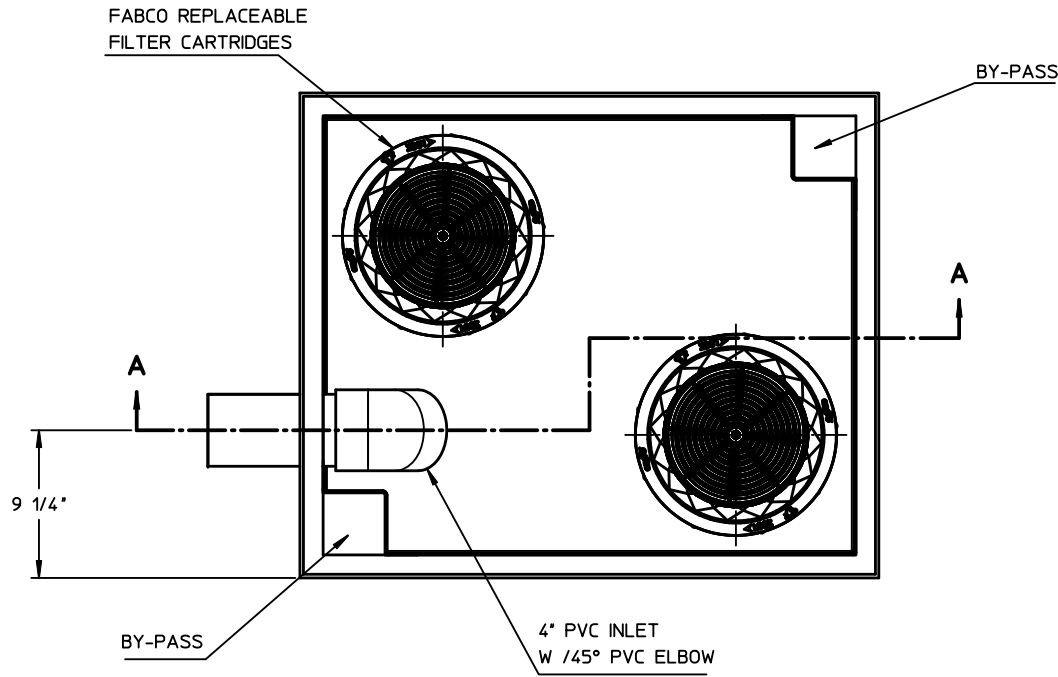
FABCO-FAB-002

REVISIONS

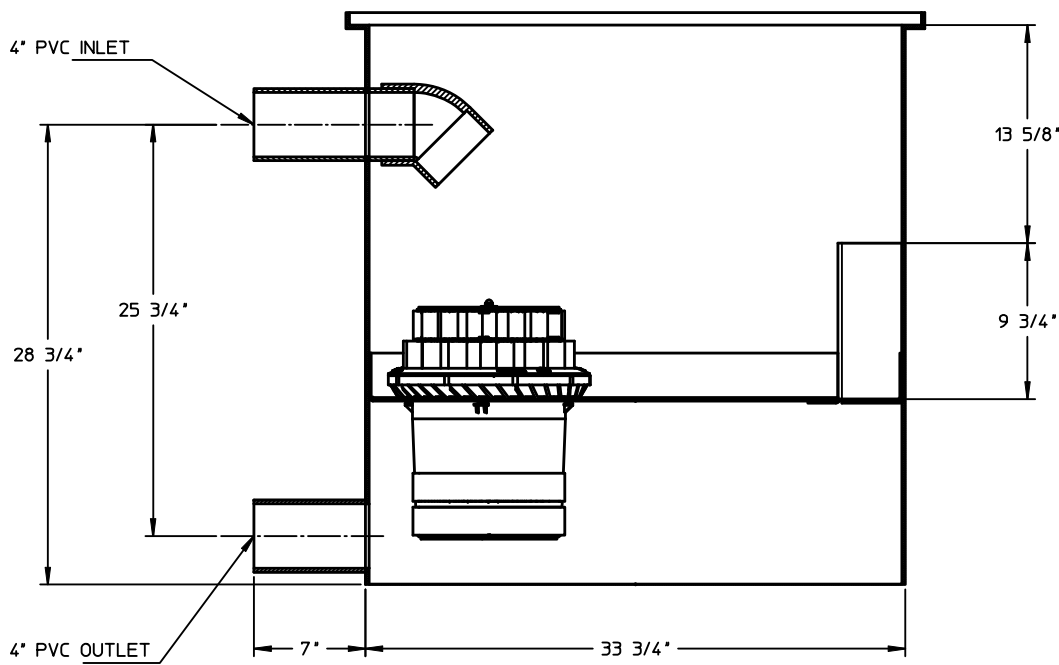
REV	DESCRIPTION	DATE	APPROVED
A	FIRST RELEASE	11/15/13	

NOTES:

- WEIGHT (APPROX):
 - EMPTY W/CARTRIDGES: 50-LB
 - FULL OF WATER: 1200-LB
- MATERIAL:
 - FILTER HOUSING AND COVER: HDPE, WHITE
 - CARTRIDGE PLATE: 5052-H32 ALUMINUM ALLOY
 - SUPPORT HARDWARE: CRES 300 SERIES OR EQUAL
- PERFORMANCE CHARACTERISTICS (TYP):
 - DEBRIS CAPACITY: 11.0 CU-FT
 - FILTERED FLOW RATE (CLEAN HEAVY METALS CARTRIDGES): 120 GPM (.26 CFS)
 - BYPASS FLOW RATE: 848.0 GPM (1.89 CFS)
- TYPICAL INSTALLATION: CUT DOWNSPOUT PIPE AND CONNECT THE 4" INLET AND OUTLET PIPES AS REQUIRED TO REDIRECT RAIN FLOW THROUGH THE FILTER BOX.
- USE ONLY WITH FABCO REPLACEABLE MEDIA CARTRIDGES.

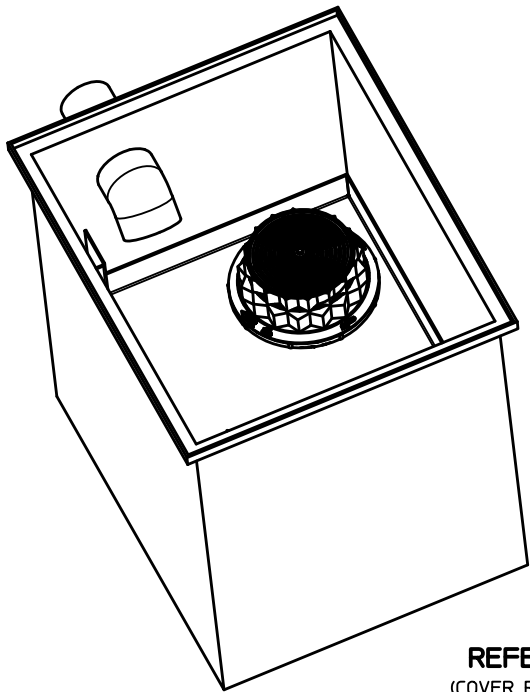
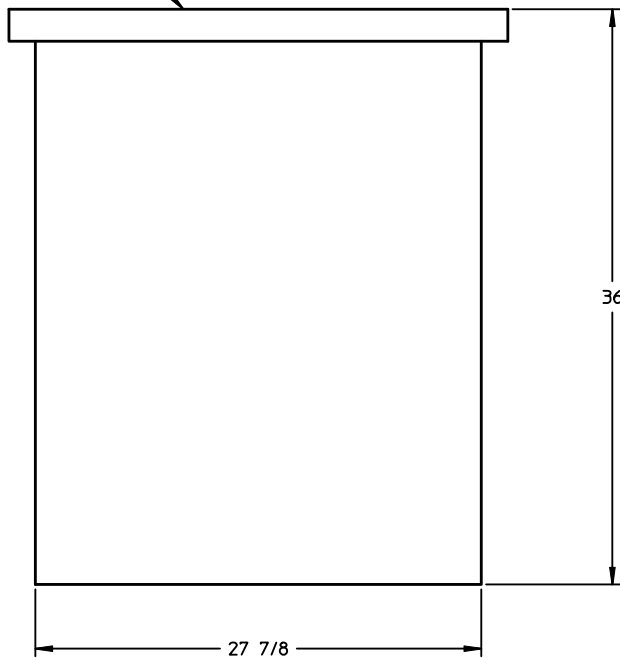


COVER REMOVED FOR CLARITY



SECTION A-A

REMOVABLE COVER



REFERENCE VIEW
(COVER REMOVED FOR CLARITY)

NO	QTY	PART NUMBER	DESCRIPTION	REMARKS
BILL OF MATERIALS				
UNLESS OTHERWISE SPECIFIED		TOLERANCES:		
REMOVE ALL BURRS		DEC .00 ± .01		
BREAK SHARP EDGES .002 ± .020		DEC .000 ± .003		
FILLETS .020 MAX		FRACT ± 1/16		
DIMENSIONS ARE IN INCHES AND		ANGLE ± 2°		
INCLUDE CHEMICALLY APPLIED		R10 FINISH ☒		
OR PLATED FINISHES		DO NOT SCALE THIS DRAWING		
MATERIAL		SEE NOTES		
MODEL LINK		10080-1		
FABCO INDUSTRIES, INC.		66 CENTRAL AVENUE		
FARMINGDALE, NY 11735		WWW.FABCO-INDUSTRIES.COM		
APPROVALS		DATE		
OWN MS		11/15/13		
CHGR				
ENGR JP		11/15/13		
APVD				
TITLE		DOWN SPOUT FILTER		
SIZE		CAGE CODE		REV
D		1P8A4		A
SCALE 1:6		WT		SHEET 1 OF 1



June 13, 2014

Ms. Caitlin Cameron, Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: 185 Fore Street
Preliminary Site Plan and Subdivision Application
Response to Review Comments**

Dear Ms. Cameron:

On behalf of Bateman Partners, LLC, we are pleased to provide the following responses to the Preliminary Review Comments related to the Subdivision and Site Plan Application for the proposed proposed mixed-use building at 185 Fore Street. For ease of reference we have repeated the comments in *italics*, followed by our response.

**COMMENTS FROM DAVID SENUS & ASHLEY AUGER, WOODARD & CURRAN
DATED 05-29-14**

Comment 1:

The Applicant has noted that the project site is subject to the conditions of a previous environmental cleanup effort associated with the American Hoist and Derrick Company, and that the restrictions are in the form of a restrictive deed covenant. The Applicant should clarify what these restrictions entail. Are there special soil characterization, handling, and disposal requirements or special building slab construction requirements (i.e. – vapor barrier below building)? Dewatering procedures may be subject to testing and treatment in accordance with the City's Industrial Pretreatment program prior to discharge to the City's sewer system.

Response:

The above comment is correct. The two parcels were in fact part of American Hoist and Derrick Company, but were the less chemically/petroleum impacted part of the site than the balance of the site.

Hoffman Engineering, Inc. (environmental engineering subconsultant) has recommended a Phase II on each of the lots to allow for the design, if necessary, of a vapor barrier and/or a sub-slab depressurization system. It is our understanding subgrade basements will not be constructed as part of the new construction and as such for example a sump pump would not be necessary as part of the construction.

Ms. Caitlin Cameron
June 13, 2014
Page 2

Dewatering within utility areas during construction may encounter impacted groundwater. Again, that is the purpose of the recommended Phase II, to evaluate these specific proposed construction areas that, if necessary, a pretreatment system can be designed in the event that dewatering is necessary.

Based on existing data it does not appear that any soil excavated from the proposed construction areas and transported off site will be characterized as hazardous waste. However, this soil will not be considered “clean fill” and will need to be disposed of at a facility such as Commercial Paving/Recycling in Scarborough.

Comment 2:

The application is preliminary. As such, we anticipate that additional documents will be submitted with the final application, including confirmation of capacity to serve the development from utilities and a Construction Management Plan. Woodard & Curran will perform a review of the Final Application upon receipt of these documents.

Response:

Requests for ability to serve were submitted to the City of Portland and Portland Water District on March 11, 2014. A copy of the response letter dated March 19, 2014 from the Portland Water District confirming their ability to provide water supply to this project is appended to this comment response letter as Attachment A.

Comment 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: At this time, it does not appear that 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. The erosion control notes on Sheet C-1.1 refer to a sheet that does not appear to have been submitted. Additional information to address the Basic Standards will need to be provided with future submittals.*

Response:

FST is developing a site specific Erosion & Sediment Control Plan for the project, which will include inspection and maintenance requirements in accordance with MeDEP Chapter 500. This information will be provided under separate cover when it is available.

- b) General Standard: The project is required to include specific stormwater management features for stormwater quality control. The Applicant has proposed to install a cartridge*

Ms. Caitlin Cameron

June 13, 2014

Page 3

filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The Applicant should provide pollutant removal performance data for the treatment unit for review.

Response:

Information on the pollutant removal performance of the Fabco cartridge filter system is provided in Attachment B.

c) Flooding Standard: The project will result in a net increase in impervious area. As such, the project is required to include specific stormwater management features to control the rate of stormwater runoff from the site. The Applicant has requested a waiver from this standard and proposes to discharge the building roof water directly into the combined sewer system in India Street. This waiver request cannot be supported for this project, as the direct connection of stormwater into the combined sewer system will result in an increase in the rate of inflow entering the system. As such, the Applicant will be required to detain stormwater onsite or propose a means of discharging stormwater from the site through a design that is acceptable to the City Engineer.

Response:

David Senus of Woodard & Curran provided FST with information on the previously approved Eastern Waterfront Development project, which included the Ocean Gateway Parking Garage, as well as a proposed office building on the Fore Street and India Street parcel. According to the stormwater analysis prepared by Woodard & Curran, this approved project removed approximately 1.27 acres of tributary area from the combined sewer system in India Street by conveying runoff from the parking garage parcel to Casco Bay via the Hancock Street storm drain network. The roof runoff from the proposed office building on the corner of Middle and India Streets was designed to connect to the combined sewer because there is no separate storm drain in the immediate vicinity. The significant reduction in area tributary to the combined sewer resulted in a reduction in stormwater peak flow rates. The currently proposed project will maintain this previously approved runoff pattern.

The plans have been revised to show a dedicated roof drain connected to the existing catch basin at the corner of Fore and India Streets, as requested by the city engineer. This will allow for further reduction in stormwater runoff to the combined system if the India Street storm drain network is separated from the sanitary sewer in the future.

Comment 4:

The Applicant should provide a Stormwater Management Plan, which shall include a stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.

Ms. Caitlin Cameron
June 13, 2014
Page 4

Response:

FST is in the process of preparing a Stormwater Management Plan for the project, and will submit this under separate cover when it is available.

Comment 5:

The proposed grading on the northern corner of the site appears to be very steep. The Applicant should indicate what stabilization methods will be utilized in this area.

Response:

The adjacent offsite steep slope area is currently stabilized with riprap stone material. The existing stub retaining wall extending from the Ocean Gateway Garage will be extended to the proposed building allowing for a softening of this slope. The intent will be to grade this area and stabilize with loam and seed, but a portion of the existing riprap stone will remain as this is on the adjacent site.

Comment 6:

The Brick Sidewalk, Vertical Granite Curb, and Typical Trench Details should be prepared in accordance with Figures I-10, I-16, and II-12, respectively, of the City of Portland Technical Manual for work within the City Right-of-Way.

Response:

As requested, the City's standard details for brick sidewalk, vertical granite curb and typical trench details have been added to the plan set. A copy of the updated plan set is appended to this comment response letter.

Comment 7:

The Barrier Free Ramp Detail contains a note referencing the Town of Scarborough Right-of-Way; the Applicant should modify this note.

Response:

The barrier free ramp detail has been revised to reflect the City's standard detail sidewalk ramps and detectable warning surface. A copy of the updated plan set is appended to this comment response letter.

Comment 8:

Multiple notes on the Utility Plan (C-5) refer to a Site Electrical Plan (E1.01), a copy of which has not been received with this Preliminary Application.

Response:

A copy of the Site Electrical Plan is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 5

Comment 9:

Sheet C-3.0 indicates to “Restore Ex. Bituminous Pavement Area” in the alley between the proposed building and the Ocean Gateway Garage; however, the Boundary & Topographic Survey indicates that this area is gravel. The Applicant will be required to pave this alleyway as part of this project.

Response:

As requested, the site plans have been revised to include the installation of bituminous pavement within the alleyway between the proposed building and the parking garage.

Comment 10:

Underground conduits and an easement exist for telecommunications services across the project property with service to the Ocean Gateway Garage. These conduits and easement should be depicted on the Boundary & Topographic Survey Plan. It appears that the Applicant is re-establishing this service connection across their site as part of the proposed Utility Plan; however, the Applicant should describe how they are coordinating this work with the adjacent Garage property owner.

Response:

Owen Haskell, Inc. (project surveyor) is researching the presence of the easement in question. At this point, we are uncertain of its existence; however, the site development plans for this project include relocating these underground lines as part of the project. Refer to the Site Electrical Plan that is appended to this comment response letter.

Comment 11:

Multiple utilities (natural gas, drains, primary electrical) exist in the alleyway between the Ocean Gateway Garage and the proposed building (with easements to these utility companies); however, the location of many of these utilities are not depicted on the survey or site plans. The location of these utilities and any recorded easement information should be included on the boundary survey and the project design plans.

Response:

The 11' wide easement is shown on the plans. The extent of underground utilities in this alleyway is based upon the archive plans available from the City of Portland for the construction of the Ocean Gateway Garage.

Comment 12:

A large Central Maine Power (CMP) manhole / vault exists at the project corner of the Fore and India Street intersection. The project proposes a brick sidewalk finish over this vault. The Applicant should work with CMP to verify whether the concrete top of this vault can be modified to allow for the brick sidewalk treatment, or whether the top will need to be replaced to accommodate brick sidewalk in this area.

Ms. Caitlin Cameron
June 13, 2014
Page 6

Response:

The proposed site development plans have been revised to maintain the concrete slab at the intersection of India and Fore Street. Based upon site inspection, this concrete slab appears to be an integral part of the CMP vault and as such the extent of brick sidewalk will match to the existing concrete slab as currently exists today.

COMMENTS FROM REBECCA SCHAFFNER DATED 05-28-14

Site Plan Standards

(a) Transportation Standards; 2. Access and Circulation, c. Sidewalks:

An easement agreement will be needed to allow public access onto the private portion of the sidewalk.

Response:

The applicant is prepared to execute the standard City pedestrian access easement as a condition of site plan approval. Please forward a copy of easement language for review and eventual execution by the applicant.

(a) Transportation Standards; 4. Parking; a. Location & Required # of Vehicle Parking Spaces:

Unsure why number of spaces secured is above required minimum.

Response:

The leased parking agreement was executed on May 3, 2013 to secure adequate parking supply for the site for future development. The lease agreement for this site secured the right to use up to 96 parking spaces. As shown on the Zoning Summary table on Sheet C-1.1, the proposed development is required to provide 19 parking spaces; therefore, the applicant has demonstrated adequate supply is available via the lease agreement to provide parking within the Ocean Gateway Garage.

Agreement appears to treat all proposed building occupants as tenants of Bateman Partners; if the upper floors are to be independently owned condos unsure this agreement is adequate.

Response:

The lease agreement was structured to anticipate multiple tenants, owners, etc. Specific language is included within the lease agreement that states "WHEREAS, Tenant may develop and construct office, retail, residential or other lawful facilities on the parcel located at 25 India Street, Portland, Maine and shall use the Parking Spaces, as defined below, for owners, tenants, renters, licensees, invitees, employees transient users or, and/or owners of condominium units in, the 25 India Street Parcel (collectively, and as so defined, "Qualified Parkers").

Ms. Caitlin Cameron
June 13, 2014
Page 7

(a) Transportation Standards; 4. Parking; b. Location & Required # of Bicycle Parking Spaces:

Access to bicycle parking for condo residents is awkward and inconvenient.

Would like to see 1 on-street bike hitch moved to Fore Street near residential entrance.

Response:

As requested, a bike hitch has been added to the Fore Street side of the building. It should also be noted that bicycle storage is provided internal to the building for each residential unit.

(b) Environmental Quality Standards; 2. Landscaping & Landscape Preservation; b. Site Landscaping; i.i.i. Street Trees

Proposal does not meet street tree provisions along Middle Street, trees needs to be added here. City Arborist would like to see 2 street trees on India Street and 1 street tree on Fore Street – a waiver shall be required for remainder and a financial contribution for those that cannot be planted on-site.

Response:

Anthony Muench, RLA, met with Jeff Tarling to review the street tree planting requirements along Fore Street and India Street. Due to the conflict with underground power conduits beneath the Fore Street sidewalk, we are not able to install additional street trees; however, two raised planting beds have been added to the plans adjacent to the building exterior walls to enable landscape planting materials to be provided. In addition, the existing tree along India Street will be removed and replaced with two new street trees with tree grates and tree guards. It is our understanding that Jeff Tarling is in agreement with this alternate approach.

(c) Public Infrastructure and Community Safety Standards; 2. Public Safety & Fire Protection; a. Crime Prevention through Environmental Design

Have lighting and surveillance safety concerns regarding the alleyway between the proposed building and Ocean Gateway Parking Garage.

Response:

Several building mounted exterior wall pack lighting fixtures will be provided for security lighting around the perimeter of the building. Refer to the Site Electrical Plan that is appended to this comment response letter.

(d) Site Design Standards; 6. Exterior Lighting

No lighting plan submitted; will want to see a lighting plan consistent with Eastern Waterfront Lighting District standards.

Response:

The street lighting has been prepared by Bennett Engineering and is depicted on the Site Electrical Plan that is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 8

Subdivision Review

Sec 14-496 Plat requirements, (b)Recording Plat

A recording plat will be required as part of the final submission

Response:

A recording plat will be prepared and submitted prior to final approval.

COMMENTS FROM CHRIS PIRONE/FIRE DATED 06-02-14

Construction Management Plan

Comment 1:

Streets must maintain a 20' width for Fire Department access at all times.

Response:

All streets surrounding the site exceed the minimum width requirement of 20'.

Comment 2:

Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.

Response:

The proposed site development is not proposing any fencing or enclosure within 3' of a hydrant.

Comment 3:

If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.

Response:

The proposed site development is not proposing any gates with locks.

Comment 4:

The Construction Company' emergency contact information shall be posted on the property in case of an after-hours emergency.

Ms. Caitlin Cameron
June 13, 2014
Page 9

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include requirements for posting of emergency contact information on the site and with the Portland Fire Department. A copy of the updated plan set is appended to this comment response letter.

Comment 5:

All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include reference to commented requirements. A copy of the updated plan set is appended to this comment response letter.

Comment 6:

Any cutting and welding done will require a Hot Work Permit from Fire Department.

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include references to commented requirements. A copy of the updated plan set is appended to this comment response letter.

Exit Discharge

Comment 1:

A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.

Response:

Archetype will be developing a full Life Safety Evacuation Plan, working with a fire suppression engineer and providing this work at the time of submission of the Building Permit.

Fire Vehicle Access

Comment 1:

Fire Department access shall have an unobstructed vertical clearance of not less than 13 ft. 6 in.

Response:

The proposed building development will not result in any overhanging structures that will impact or obstruct vertical clearance for Fire Department vehicular access.

Ms. Caitlin Cameron
June 13, 2014
Page 10

Comment 2:

Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established vertical clearance when approved.

Response:

The minimum 13'-6" vertical clearance will not be impacted; therefore, reduction in vertical clearance is not being requested.

2009 NFPA 1 18.3 Water Supplies and Fire Hydrants

Comment 1:

If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.

Response:

The building will have a sprinkler system. The closest fire hydrant is located on the opposite side of India Street, which is approximately 55' from the building and 57' from the external sprinkler riser connection. The existing hydrant is shown on the site plans.

Comment 2:

Fire Department Connections shall not be located where large diameter hose may block egress.

Response:

The external sprinkler riser connection is located adjacent to one of the Middle Street building entrances, which should not interfere with building access.

Building

Comment 1:

The new building shall not affect the egress or required Fire Department access for the neighboring building.

Response:

The proposed building is located within the project site boundaries and does not encroach into the alleyway between the new building and parking garage. As a result, egress into this area will not be impacted as a result of this development.

Ms. Caitlin Cameron
June 13, 2014
Page 11

Premises Identification

Comment 1:

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

Response:

The proposed address for the building will be 185 Fore Street, which we believe is consistent with the City's addressing systems.

Comment 2:

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

Response:

Address is now located on revised building elevations.

Comment 3:

If the building entry faces a different street, both the street name and number should be large enough to read from the street.

Response:

The main entry is off Fore and India Streets and will be labeled 185 Fore Street.

Comment 4:

Address numbers must be a minimum of 4 inches high.

The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").

Color: Addresses should be in a color that contrasts with the background.

Whenever possible, should be illuminated.

Response:

Refer to building renderings in Attachment C. A large 185 is located in contrasting colors and is very visible.

Comment 5:

Provide additional address signs at entrances to the property when the building address is not legible from the public street.

Ms. Caitlin Cameron
June 13, 2014
Page 12

Response:

The number will be very visible from the street. Please refer to elevations and perspective drawings.

Comment 6:

Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.

Response:

The residential entry and the first floor commercial entry are located directly off Fore Street. Please identify a specific problem that you may have in locating these entries as proposed. At this point, we are uncertain as to the specifics of your concern.

COMMENTS FROM JEFF TARLING/CITY ARBORIST DATED 05-30-14

Comment 1:

Both of these projects 185 Fore Street and 16 Middle Street need to have three trees planted at each site. At 185 Fore Street request one tree along the Fore Street frontage and two along India Street. Due to the recent tree problems at a nearby project that was unable to plant 8 trees due to underground utilities, we have six NEENA tree grates and guards in the City's possession that can be used for this project. It will offer uniformity. We can work with the project team to decide on the recommended tree type. Need to review the sunlight and space availability.

Response:

Anthony Muench, RLA, met with Jeff Tarling to review the street tree planting requirements along Fore Street and India Street. Due to the conflict with underground power conduits beneath the Fore Street sidewalk, we are not able to install additional street trees; however, two raised planting beds have been added to the plans adjacent to the building exterior walls to enable landscape planting materials to be provided. In addition, the existing tree along India Street will be removed and replaced with two new street trees with tree grates and tree guards. It is our understanding that Jeff Tarling is in agreement with this alternate approach.

COMMENTS FROM DAVID MARGOLIS-PINEO DATED 05-30-14

Comment 1:

Applicant will need to execute a pedestrian access easement with the City to allow public access onto the applicant's property.

Ms. Caitlin Cameron
June 13, 2014
Page 13

Response:

The applicant is prepared to execute the standard City pedestrian access easement as a condition of site plan approval. Please forward a copy of easement language for review and eventual execution by the applicant.

Comment 2:

Please show where snow will be stored or indicate how snow will be handled.

Response:

Due to the proposed site development proposal, very little snow removal will be required (i.e. majority of site will be covered with building with flat rooftop). The alleyway is owned by others and snow removal activities likely require snow to be hauled away from the site.

Comment 3:

If a general note does not currently exist, please add a note stating that all work within the road right of way will follow City of Portland Technical Manual standards.

Response:

This requirement is contained as General Note 7 on Sheet C-1.1 of the plan set.

Comment 4:

If the first floor retail area will be serving prepared food products, a grease removal unit may be necessary. If so, the applicant should contact Frank Brancely for guidance. 854-8832.

Response:

The café is more similar to a break room in many office settings. This facility will have a microwave, refrigerator and sink. There will not be any food preparation activities; therefore, a grease trap is not being provided.

Comment 5:

The applicant is requested to place additional bike parking on Fore St. in the proximity to office/retail door and to locate towards the back of the sidewalk and away from the curb line.

Bike Rack spacing guidelines:

- * If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.*
- * If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).*

Ms. Caitlin Cameron
June 13, 2014
Page 14

- * *If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spaces.*
- * *Bike racks may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.*
- * *Bikes are to be located in closer proximity to primary entrances to the building. The primary entrances appear to be on Middle Street.*

Response:

As requested, the configurations of the bike racks have been modified as shown on the Site Layout Plan (Sheet C-2.0). A copy of the updated plan set is appended to this comment response letter.

Comment 6:

Curb Ramps:

- * *Curb ramps must be designed in detail showing the dimensions of tipdown curbs, flush curb and dimensions of detectable warning panels. Also show the location of any drainage structures and utilities that may impact curb ramp location and design.*

Response:

As requested, the configuration of the curb ramps has been modified as shown on the Site Layout Plan (Sheet C-2.0). In addition, the curb ramp details have been revised to reflect City standard installation details. A copy of the updated plan set is appended to this comment response letter.

Comment 7:

If the proposed building's footings encroach the street right of way, an easement from the City will be required.

Response:

Presently, it is not anticipated that footings will extend on to City property.

Comment 8:

The four property corners shall have property pins set by a registered land surveyor prior to issuance of an occupancy permit.

Response:

As requested, property monumentation is proposed to be installed at the four corners of the property as shown on the Site Layout Plan (Sheet C-2.0). A copy of the updated plan set is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 15

Comment 9:

Both of the cross walk ramps at the corner of Hancock and Middle Street do not meet current City of Portland standards. The applicant is requested to rebuild these two ramps to meet current City standards.

Response:

As requested, the sidewalk ramps at the intersection of India and Fore Streets have been identified to be removed and replaced as part of the project as shown on the Site Layout Plan (Sheet C-2.0). In addition, the curb ramp details have been revised to reflect City standard installation details. A copy of the updated plan set is appended to this comment response letter.

Comment 10:

The applicant is requested to direct all site stormwater drainage into the catch basin at the corner of India and Fore St. The penetration to the catch basin shall be core drilled with a snap in boot connection.

Response:

As requested, the roof drain discharge from this building has been redirected to connect into the existing catch basin at the corner of India and Fore Streets. A detail for the City's standard booted pipe connection has been incorporated into the plan set.

Comment 11:

The City is reviewing wiring options for the proposed three new street lights. It is the City's intent to acquire ownership of these lights. Therefore a meter may be necessary for power billing purposes. The applicant should verify that the light specified for this location meets City of Portland lighting standards.

Response:

There will be only one new light pole and one relocated light pole. The new pole will match the existing pole that will be relocated.

COMMENTS FROM CAITLIN CAMERON/DESIGN REVIEW DATED 05-29-14

(Design Review (5/27 Caitlin Cameron, Alex Jaegerman, Barbara Barhydt)

B5b Standards (Design Manual):

Comment 1a:

Shared Infrastructure: Meets the requirement. Is there any physical connection between this building and the parking garage (it does not appear to be the case)? Please clarify access points to garage.

Ms. Caitlin Cameron
June 13, 2014
Page 16

Response:

A bridge from the garage to the new building will be provided as shown on the revised building plans. Guests and occupants of the building will have designated parking spaces in the garage and access to the bridge will be via the third floor of the building.

Comment 1b:

Why is the building set back so far on India Street?

Response:

The building is designed to step back allowing water views down India Street for the rear or northerly units. The building design has been modified to pull the front face for the first floor of the building closer to India Street to provide the street interplay you are seeking while at the same time allowing for the units above to see the water views.

Comment 1c:

Overall, the project does not, yet, create an adequately active and engaging façade on India Street. Because it appears the use on the ground floor is office rather than retail/restaurant, design elements that have a dialogue with the street are important (entries, transparency, lighting, proximity to street, etc.) An additional reference about ground floor façade design is Michele Reeves' lecture "Good Design is Good for Business" which can be found here:

<http://www.portlandmaine.gov/1114/India-Street>

<http://www.youtube.com/watch?v=18cK5gzLOpc&feature=youtu.be&t=40s>

- *What is the visible transmittance of the glass?*
- *Please clarify the materials on the India Street façade, ground level (rendering shows brick/solid while plan shows windows).*
- *Please clarify the café space – is that the kitchen for the office? How is it planned to be used?*
- *Please provide more details on the awnings proposed (material, color, size).*
- *What is the façade lighting plan?*

Response:

All of the first floor glass is clear with no tinting.

Refer to the revised building plans for clarification on building materials, etc.

The café is a meeting and break area for office workers on the first floor. The room is multipurpose. It will also be used for presentations to clients.

Refer to revised building elevations for additional information on the proposed awnings.

There is no proposed façade lighting. The only lighting will be at the egress doors at decks and perimeter security lighting.

Ms. Caitlin Cameron
June 13, 2014
Page 17

Multi-family Standards (Design Manual):

Comment 1a1:

The project is located several blocks away from the typical residential buildings. The form and height, porches and façade variation do a good job of mediating the different scales and building characters around it. However, there are a couple of points that we feel do not, yet, meet the intent of the standard:

- *We are concerned about authenticity of materials and durability of the thin brick and EIFS for the façade and cornice.*
- *Additional visual interest and dialogue with the streetscape is needed on India Street.*

Response:

The project architect has kept the precast at the lower level and then transitioned to the EIFS and thin brick above. It is Archetype's experience that with careful detailing (i.e. providing a drainage plane behind the EIFS and thin brick; specifying brick corners with returns; specifying colored mortar) and proper building maintenance that these products are long lasting and durable. Archetype will be detailing the construction of the thin brick per the standards of brick industry association technical notes on brick veneer with a tooled mortar joint. With proper detailing and installation it will yield a high quality aesthetic. Archetype can also provide as an example 100 Middle Street twin towers which they designed in the mid-eighties, all the cornices on that building above the first floor were an EIFS product. This product has been in place for about 30 years. It should also be mentioned that brick veneers of thin brick or full brick can be problematic and not yielding full life cycles if the products are not detailed correctly, installed correctly and maintained. The days of creating full thickness brick walls ended in the early 1950's. Today, architects need to address these products and install to the latest industry standards.

Comment 1a2:

We appreciate the infill nature of this project and its location is very important in how it contributes to and improves the streetscape on India St.

- *Building placement could be closer to the street.*
- *Street trees and/or landscaping should be provided to enhance the streetscape on India Street.*
- *Is there potential for a more prominent entrance on India Street?*

Response:

Refer to revised building plans and site plans. Anthony Muench has also been retained to provide landscape architectural services for this project as summarized above.

Ms. Caitlin Cameron
June 13, 2014
Page 18

Additional Comments/Questions:

Comment 1:

Please clarify the ADA access within the ground floor retail space.

Response:

There are ADA accessible entries to the residential and first floor commercial use from Fore Street and another entry from India Street to the first floor commercial use. There are interior steps between the two levels of first floor commercial uses; however, no internal ADA ramp is proposed at this time.

Comment 2:

If footings of the building cross the property line, a license is needed.

Response:

Presently it is not anticipated that footings will extend on to city property

We trust these responses adequately address the review comments. If you have any questions regarding these materials please contact this office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments: A – Portland Water District Ability to Serve Letter
B – Fabco Pollutant Removal Performance Information
C – Building Rendering
Revised Civil Site Plans
Revised Building Floor Plans and Elevations
Site Electrical Plan

c: Nathan Bateman – Bateman Partners, LLC
David Lloyd – Archetype PA

A R C H I T E C T Y P E

May 23, 2014

Dear Neighbor:

Please join us for a neighborhood meeting as we share plans for the construction of a five story mixed use building located at 16 Middle Street, Portland Maine and the construction of a four story mixed use building at 185 Fore Street, Portland Maine.

Meeting Location: RE/MAX By The Bay, The Common at 88 Middle Street Portland, Maine

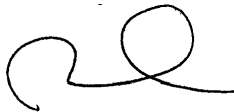
Meeting Date: June 12, 2014

Meeting Time: 5:30 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 Nathan Bateman, (207) 772-2992. Or email at nathan@batemanpartnersllc.com

Sincerely,



David Lloyd
Maine Licensed Architect

Note:

Under Section 14-32(C) and 14-524(a)d 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

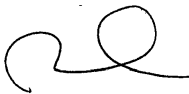
Neighborhood Meeting Certification

16 Middle Street & 185 Fore Street

I, David Lloyd hereby certify that a neighborhood meeting was held on June 12, 2014 at Remax by the Bay, 88 Middle Street @ 5:30 pm.

I also certify that on May 29th invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

Signed,



June 16, 2014

Attached to this certification are

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

SIGN UP SHEET

185 Fore Street - 16 Middle Street

12-Jun-14

	Name	Address
1	Bob LeBlanc	145 Newbury Street Portland
2	Peter Martin	20 Sequoia Lane Saco.
3	Dorie Long	40 Federal St
4	LOREN AYER	147 FORE ST
5	Liv Chase	52 Federal / 48 Hancock / 51 Hancock
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		

Neighborhood Meeting Notes

16 Middle Street & 185 Fore Street

Thursday, June 12, 2014

Presenters: Nathan Bateman, Bateman Partners

David Lloyd Architect, Archetype Architects

1. David Lloyd Architect and Nathan Bateman Developer gave an overview of both projects
2. Questions asked what is the height of 185 Fore Street? Architect gave heights for cornice & mezzanine level.
3. Question asked if views along India Street towards water would be blocked. Architect described placement of building. Described how it is set back from street on second floor on south end and the fact that views down India are important to our project as we realize other developments between our building and the water will be going up in the future.
4. Liv chase remarked that the buildings are beautiful.
5. Overall there was a positive reaction to the projects.
6. Parking arrangement with garage was discussed and explained by Nathan Bateman.
7. Question of what was asked as to users of first floor of 16 Middle Street. Answer was that it can be retail, commercial, restaurant, basically bank to restaurant use but not confirmed at this time.
8. Discussions went into general discussion of future development in the neighborhood. Participants in the group were positive and encouraged by changes in the neighborhood.

End of Notes



May 5, 2014

Mr. William Needelman, AICP
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: 185 Fore Street
Preliminary Site Plan and Subdivision Application**

Dear Bill:

On behalf of Bateman Partners, LLC we are pleased to provide the accompanying package of submission materials related to the proposed mixed-use building at 185 Fore Street. This submission package is intended to meet the City's Preliminary Submission Requirements as outlined in the Level III Application procedures. The proposed project site is located on the northerly corner of the intersection of India and Fore Streets. The proposed development includes the construction of a four (4) story mixed-use building with retail uses on the ground floor and six (6) residential units on the upper floors.

The development site is located within the City's B-5b Zoning District, and the proposed development complies with the permitted uses within the zone.

The applicant has a purchase option agreement for the project site as well as a lease agreement for parking within the Ocean Gateway Garage. As a result, the proposed site development is confined to the building footprint, utility infrastructure improvements, and restoration\ reconstruction of the adjacent sidewalks, etc.

Owen Haskell, Inc. has completed an ALTA Boundary and Topographic Survey Plan for the site that is contained in the site plan set.

The Development Team will include Bateman Partners, LLC and Archetype PA as Architect. Bateman Partners, LLC has completed several commercial and residential projects within southern Maine, including the City of Portland. Bateman Partners, LLC is also known for working collaboratively with neighborhoods and stakeholders to achieve the goals of the project. A public neighborhood informational meeting was previously held by the applicant on April 8, 2014.

Mr. William Needelman
May 5, 2014
Page 2

Accompanying this cover letter are the following materials:

- Site Plan Application
- Section 1: Development Description
- Section 2: Technical and Financial Capacity
- Section 3: Conformity with Applicable Design Standards
- Full and Reduced Sized Plans

You will find in the accompanying materials, information including the Preliminary Site Layout Plan that provides greater detail for the proposed site development activities. Preliminary information pertaining to the project's utilities needs and statements regarding compliance with the City's Standards are contained within this submission.

On behalf of the Bateman Partners, LLC, we look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. Please find one (1) hard copy of the application materials including one set each of 11x17 and full size plans, along with a CD containing PDF files for all submitted materials. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments

c: Nathan Bateman – Bateman Partners, LLC
David Lloyd – Archetype, PA



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: 185 Fore Street

PROPOSED DEVELOPMENT ADDRESS:

185 Fore Street

PROJECT DESCRIPTION:

Construction of a four story mixed-use building. First floor contains 4,085 s.f. of retail use.

Second through fourth floors contain 6 residential units.

CHART/BLOCK/LOT: 20 / F /23

PRELIMINARY PLAN

5-5-14 (date)

FINAL PLAN

 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Nathan Bateman Business Name, if applicable: Bateman Partners, LLC Address: P.O. Box 3572 City/State : Portland, ME Zip Code: 04104	Applicant Contact Information Work # 207.772.2992 Home# Cell # 207.332.5498 Fax# 207.772.1881 e-mail: nathan@batemanpartnersllc.com
Owner – (if different from Applicant) Name: East India Land Company LLC Address: 86 Newbury Street City/State : Portland, ME Zip Code: 04101	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Agent/Representative Contact information Work # 207.775.1121 Cell # 207.749.5088 e-mail: jlaverriere@fstinc.com
Billing Information Name: Nathan Bateman Bateman Partners, LLC Address: P.O. Box 3572 City/State : Portland, ME Zip Code: 04104	Billing Information Work # 207.772.2992 Cell # 207.332.5498 Fax# 207.772.1881 e-mail: nathan@batemanpartnersllc.com

Engineer Name: Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Engineer Contact Information Work # 207.775.1121 Cell # 207.749.5088 Fax# 207.879.0896 e-mail: jlaverriere@fstinc.com
Surveyor Name: John Swan Owen Haskell, Inc. Address: 390 U.S. Route 1 City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Work # 207.774.0424 Cell # Fax# e-mail: jswan@owenhaskell.com
Architect Name: David Lloyd Archetype, PA Address: 48 Union Wharf City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207.772.6022 Cell # Fax# e-mail: lloyd@archetypepa.com
Attorney Name: Ronald Ward Drummond Woodsum Address: 84 Marginal Way, Suite 600 City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work # 207.772.19410 Cell # Fax# 207.772.3627 e-mail: rward@dwmlaw.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>7</u> x \$25/lot = <u>\$175</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: <i>Authorized Agent</i>  <i>JOSEPH LAVERRIERE</i> <i>FST</i>	Date: <i>May 2, 2014</i>
--	------------------------------------

BATEMAN PARTNERS LLC

DEVELOPERS & CONSULTANTS

P.O. BOX 3572
PORTLAND, MAINE 04104

TELEPHONE (207) 772-2992
FAX (207) 772-1881

April 30, 2014

To Whom It May Concern:

Subject: Agent Authorization Letter

Bateman Partners LLC has retained Fay, Spofford & Thorndike to assist in the preparation of local, state and federal permit applications for the site aspects of a proposed mixed-use building in Portland, Maine. Fay, Spofford & Thorndike is authorized to act as an agent in matters related to these permits.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nathan Bateman', followed by a long horizontal line extending to the right.

Nathan Bateman
Vice President
Bateman Partners LLC

PROJECT DATA

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

Total Area of Site	6,947 sq. ft.
Proposed Total Disturbed Area of the Site	6,947 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)	Currently 580 sq. ft., Previously 4,500 sq. ft.
Impervious Area (Total Proposed)	6,600 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	0 sq. ft.
Building Footprint (Total Proposed)	5,372 sq. ft.
Building Floor Area (Total Existing)	0 sq. ft.
Building Floor Area (Total Proposed)	21,175 sq. ft.
Zoning	
Existing	B-5b
Proposed, if applicable	B-5b
Land Use	
Existing	Vacant Lot
Proposed	Mixed-use Building (retail and residential)
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	6
# of Lots (Total Proposed)	6
# of Affordable Housing Units (Total Proposed)	0
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	0
# of One-Bedroom Units (Total Proposed)	0
# of Two-Bedroom Units (Total Proposed)	3
# of Three-Bedroom Units (Total Proposed)	3
Parking Spaces	
# of Parking Spaces (Total Existing)	94 (lease agreement)
# of Parking Spaces (Total Proposed)	17
# of Handicapped Spaces (Total Proposed)	0
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	4 non-residential uses
Estimated Cost of Project	\$3,900,000

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
		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;
			Existing structures with distances from property line;
			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;
			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
			Preliminary infrastructure improvements;
			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
			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);
			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.



**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.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
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
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

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



May 5, 2014

Captain Chris Pirone
City of Portland Fire Department
380 Congress Street
Portland, ME 04101

**Subject: 185 Fore Street
Fire Department Site Review Checklist**

Dear Captain Pirone:

In accordance with instructions in the City's Site Plan Review packet, please find enclosed the drawing necessary for your review of the proposed 185 Fore Street project in Portland. As part of the building design, the architect has retained a third party Fire Protection Engineer to review NFPA 101. We have listed each item in your checklist below, followed by our response.

1. *Name, address, telephone number of applicant.*

Bateman Partners, LLC
Attn: Nathan Bateman
P.O. Box 3572
Portland, ME 04104
207-772-2992

2. *Name, address, telephone number of architect.*

Project Architect: Archetype PA
 48 Union Wharf
 Portland, ME 04101
 Attn: David Lloyd
 207-772-6022

3. *Proposed uses of any structures (NFPA and IBC classification).*

Refer to the attached Code Analysis for the building as provided by Archetype PA.

4. *Square footage of all structures (total and per story).*

Building Footprint Area	=	5,372 SF
Four Story Building w/Mezzanine		
Total Building Area	=	22,275 SF

Captain Chris Pirone
May 5, 2014
Page 2

5. *Elevation of all structures.*

The building height is 60'-6". Architectural building elevations accompany this letter and they show the various locations of door openings, etc. around the building perimeter.

6. *Proposed fire protection of all structures.*

The building will have a sprinkler system with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire system design which will be performed prior to the request for a building permit.

7. *Hydrant locations.*

A fire hydrant is currently located on India Street opposite the project site (< 75' from building).

8. *Water main(s) size and location.*

The site will be served by a 4" sprinkler service to be extended into the building off an existing 8" main along India Street. A 2" domestic service will also be extended to the building. The building is expected to have internal sprinkler risers and a Siamese fire pump connection on the India Street side of the building.

9. *Access to all structures (min. 2 sides).*

The accompanying site plan depicts the site access conditions along India and Fore Streets.

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

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is located in a densely developed area and is fronted by a public street. The following street widths are currently available:

<u>Street</u>	<u>Width</u>
India Street	40 FT
Fore Street	35 FT

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 ft. of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 ft. from a Fire Department access road.

Captain Chris Pirone
May 5, 2014
Page 3

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Supporting Evidence: Not applicable

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Supporting Evidence: As depicted on the site plan, the proposed building layout provides for minimum two sided access to the structure.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Supporting Evidence: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Supporting Evidence: The building will be provided with an exterior doors that will be within 50' of a Fire Department access route, namely India Street and Fore Street.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Supporting Evidence: A minimum of 9 ft. vertical clearance will be provided below any overhead signage or utilities entering the site.

3.4.6. Elevators shall be sized to accommodate an 80 x 24 inch stretcher.

Supporting Evidence: The elevators will be supplied to meet this requirement.

Captain Chris Pirone
May 5, 2014
Page 4

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Supporting Evidence: The applicant will work with the City's Public Services Division to assign street addresses and numbering to meet City Standards.

If you need any further information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments: Sheet C-3.0 Site Plan
Building Elevations and Floor Plans
Code Analysis

c: Nathan Bateman – Bateman Partners, LLC



March 11, 2014

Mr. Frank Brancely
City of Portland
Department of Public Services
55 Portland Street
Portland, Maine 04101-2991

**Subject: Proposed Mixed-Use Development
25 India Street
Wastewater Capacity Application**

Dear Mr. Brancely:

Our office is working as a consultant to Archetype, P.A. and Bateman Partners LLC in the site planning and permitting associated with a proposed mixed-use building to be constructed at 25 India Street (northerly corner of India Street and Fore Street intersection). The project site is located on Map 20-F-23 according to the City of Portland Tax Assessor's Maps. On behalf of the developer, we are requesting a letter affirming that the proposed project can be served by the municipal wastewater treatment system.

The project will consist of a four story building with a footprint area of 5,457 s.f. The ground floor will be retail space with an estimated maximum employee count of 20. The second, third and fourth floors will be residential containing a total of six (6) units. The residential units will be a split of two bedroom and three bedroom units.

The projected water use using the Maine State Plumbing Code and typical City of Portland flows information is as follows:

Use	Design Flow
Retail Use 20 employees at 15 gpd/employee	300 GPD
3 two bedroom units at 180 gpd/unit	540 GPD
3-three bedroom units at 270 gpd/unit	810 GPD
6 parking spaces at 1 gpd/space =	6 GPD
Total Water Usage Required:	1,656 GPD

Based on this modest amount of flow, we trust that the existing wastewater collection and treatment system has adequate capacity to serve this project. We are in the process of completing the Site Plan Application for a submission to the City Planning Staff and would appreciate your response to the Planning Department.

FAY, SPOFFORD & THORNDIKE

Mr. Frank Brancely

March 11, 2014

Page 2

If you have any questions concerning this request, please contact me.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to be 'JAL', with a long horizontal stroke extending to the right.

Joseph A. Laverriere, P.E.

Senior Principal Engineer

JAL/cmd

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: 3-11-14

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 185 Fore Street (formerly 25 India Street)

Chart Block Lot Number: 20-F-23

Proposed Use: Mixed (Retail and Residential)

Previous Use: N/A

Existing Sanitary Flows: N/A GPD

Existing Process Flows: N/A GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

Existing 18" gravity sewer main within India Street

Site Category | Commercial (see part 4 below)
Industrial (complete part 5 below)
Governmental
Residential
Other (specify) Retail

X
X

(Clearly, indicate the proposed connections, on the submitted plans)

2. Please, Submit Contact Information.

City Planner's Name: Bill Needelman Phone: 207-874-8722

Owner/Developer Name: Bateman Partners, LLC, Attn: Nathan Bateman

Owner/Developer Address: P.O. Box 3572, Portland, ME 04104

Phone: 207-772-2992 Fax: 207-772-1881 E-mail: nathan@batemanpartnersllc.com

Engineering Consultant Name: Fay, Spofford & Thorndike, Attn: Joe Laverriere, P.E.

Engineering Consultant Address: 778 Main Street, Suite 8, South Portland, ME 04106

Phone: 207-775-1121 Fax: 207-879-0896 E-mail: jlaverriere@fstinc.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: 1,656 GPD

Peaking Factor/ Peak Times: x6

Specify the source of design guidelines: (i.e. X "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.

Total Drainage Fixture Unit (DFU) Values: N/A

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: N/A 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

TABLE OF CONTENTS

SECTION	PAGE
1. DEVELOPMENT DESCRIPTION.....	1-1
1.1 PROJECT OVERVIEW	1-1
1.2 PROJECT PURPOSE AND NEED	1-1
1.3 EXISTING CONDITIONS.....	1-1
1.4 PROPOSED DEVELOPMENT	1-2
1.5 LAND ORDINANCE REVIEW	1-3
1.6 STATE AND FEDERAL PERMITS.....	1-3
1.7 EASEMENTS OR OTHER BURDENS.....	1-4
1.8 TRAFFIC.....	1-4
1.9 SOILS/GEOTECHNICAL REVIEW	1-4
1.10 NATURAL FEATURES	1-5
1.11 UTILITIES AND STORMWATER	1-5
1.12 ATTACHMENTS	1-5
2. TECHNICAL AND FINANCIAL CAPACITY.....	2-1
2.1 TECHNICAL CAPACITY	2-1
2.2 CONSULTANT TEAM.....	2-1
2.3 EXPERIENCE OF PROJECT TEAM	2-2
2.4 FINANCIAL CAPACITY	2-2
2.5 CONSTRUCTION COST ESTIMATE	2-2
2.6 ATTACHMENTS	2-2
3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS	3-1
3.1 OVERVIEW.....	3-1
3.2 ATTACHMENTS	3-6

LIST OF ATTACHMENTS

- Section 1: Attachment A – Existing Site Photographs
- Section 2: Attachment B – Purchase Option Agreement
Attachment C – Lease Parking Agreement
Attachment D – Letter of Financial Capacity
- Section 3: Attachment E – Roof Drain Treatment Unit

LIST OF PLANS

SHEET #	TITLE
C-1.0	COVER SHEET
C-1.1	GENERAL NOTES AND LEGEND
C-2.0	BOUNDARY & TOPOGRAPHIC SURVEY
C-2.1	EXISTING CONDITIONS & DEMOLITION PLAN
C-3.0	SITE LAYOUT PLAN
C-4.0	GRADING AND DRAINAGE PLAN
C-5.0	UTILITY PLAN
C-6.0	DETAILS
C-6.1	DETAILS

1. DEVELOPMENT DESCRIPTION

1.1 PROJECT OVERVIEW

Bateman Partners, LLC has a purchase agreement to acquire a 6,947 s.f. parcel of land (identified by the City Tax Assessor as Tax Map, Block, and Lot #20-F-23) that is located on the northerly corner of the intersection of India Street and Fore Street. The applicant is proposing to construct a four-story mixed-use building. The ground floor will contain retail uses and the upper floors will contain six (6) residential units.

The applicant is seeking Site Plan and Subdivision Approval from the City of Portland Planning Authority. The objective is to obtain all approvals by July of this year, if possible, to allow construction to commence during the summer of 2014.

1.2 PROJECT PURPOSE AND NEED

The proposed project provides an opportunity to develop a mixed-use building on an undeveloped parcel that has readily available access to utility infrastructure, including the access to the Ocean Gateway Garage through a leased parking agreement. The project's community benefits include the following:

- Efficient reuse of a currently vacant lot.
- Provide opportunity for expanded retail space in the waterfront area.
- Provide additional residential units.

1.3 EXISTING CONDITIONS

The existing site is bounded to southwest by India Street; to the southeast by Fore Street; to the northeast by the Ocean Street Garage and the northwest by the Micucci's Grocery Market. The existing site was previously developed with a building associated with the American Hoist & Derrick Company; however, this building was previously razed with only remnants of the foundation visible on the site. After demolition of the former building, the building foundation was filled and the site graded to create a lawn area.

The land area slopes northwest to southeast towards Fore Street with approximately six (6) feet of grade differential. Most of the grade differential is along the India Street frontage. As mentioned previously, there are remnants of the former building foundation along India Street as well as a masonry wall along the northwesterly site boundary that forms a border to the Micucci parking lot. Finally, there is a portion of sheet pile wall within the northerly corner of the site that is believed to be a remnant of the temporary excavation system installed as part of the Ocean Gateway Garage development. The entire site is also enclosed with 6' high chain link fence.

Public utilities including water, sewer, natural gas, power and communications are readily available in the area. Power to the site will be installed underground; however, the details to this installation are not fully developed at the time of this submission.

The street conditions around the block are described as follows:

Street Name	Roadway Description	On-street Parking	Sidewalk Description	Other
India Street	Approximately 41 foot wide paved way with two way traffic.	Yes. Observed parallel parking on the side of the street in front of the site.	Brick sidewalk on northerly end of site and bituminous sidewalk extending to Fore Street.	One catch basin located at intersection with Fore St.
Fore Street	35 to 40 feet wide paved with two way traffic.	Yes. Observed parallel parking on the side of the street in front of the site.	Bituminous sidewalk in front of site. Brick sidewalk northeast of site in front of Ocean Gateway Garage.	

1.4 PROPOSED DEVELOPMENT

The development program includes the following components:

1.4.1 ON-SITE

The ground floor of the building has a footprint area of 5,372 s.f. The ground floor level will contain two units of retail use with a total floor area of 4,085 s.f. The remaining ground floor area is associated with the utility/maintenance rooms for the building as well as the entry lobby, stairwells and elevator for the upper floors of the building. The second through fourth floor of the building will contain six (6) residential units. Each floor will have a two-bedroom and three-bedroom unit. There will not be a basement provided as part of the building.

The project developer is not seeking LEED designation, but the building will conform to the most current International Energy Conservation Code.

As shown on the Site Layout Plan (Sheet C-3.0), the proposed building will have a central entry on India Street and two entries on Fore Street. The primary entrance to the six residential units will be on Fore Street.

The proposed building will essentially fill the site. Exterior improvements include installation of new utility services to the building for water, sewer, natural gas, electric, telephone and communications. In addition, the proposed site improvements include installation of new street light fixtures (same style as recently installed as part of the City's Ocean Gateway Garage and Hancock Street developments) as well as replacement of the sidewalks along India and Fore Street with brick sidewalks. The applicant has secured parking within the Ocean Gateway Garage through a lease agreement; therefore, no new parking is proposed as part of the project.

1.4.2 OFF-SITE

No offsite improvements are proposed as part of the project.

1.5 LAND ORDINANCE REVIEW

1.5.1 OVERVIEW

The property currently lies within the City of Portland B-5b Urban Commercial Mixed Use District. The following Space and Bulk requirements apply to the B-5b Zone:

B-5b Zone Summary Dimensional and Parking Requirements Applied to 185 Fore Street		
Zoning Requirements	Current B-5b Zoning Standard	Project Site Current Condition
Minimum Lot Size	None	6,947 s.f.
Minimum Frontage	None	63.85' Fore Street
Minimum Front Yard	None	0.58' Fore Street
Minimum Side Yard	None	0.72'
Minimum Rear Yard	None	4.39'
Maximum Lot Coverage (Building Footprint)	100%	79%
Maximum Building Height	65 ft.	60'-6"
Parking Retail Use	1 space per 200 s.f. of first floor area in excess of 2,000 s.f. not used for bulk storage.	4,085 s.f. on first floor 11 parking spaces required
Parking Residential Use	1 space per unit	6 units 6 parking spaces required

1.5.2 SHORELAND ZONING

The site is not located within the Shoreland Zoning District.

1.6 STATE AND FEDERAL PERMITS

The project does not require any State or Federal permits other than State Fire Marshall approval. The development is subject to Site Plan and Subdivision approval by the City of Portland and Building Permit(s) are also required.

1.7 EASEMENTS OR OTHER BURDENS

Owen Haskell, Inc. has recently completed the property survey and there are no known easements on the property. The project site is subject to the conditions of a previous environmental cleanup effort that was associated with the American Hoist and Derrick Company. The environmental restrictions on the parcel are in the form of restrictive deed covenant.

1.8 TRAFFIC

The proposed “185 Fore Street” project, a retail and residential condominium project, can be expected to generate approximately 14 vehicle trips during both the morning and afternoon peak hour time periods. The traffic evaluation and assessment of this project will be packaged with the larger “16 Middle Street” project and conducted as a single development project; including the application of and issuance of MaineDOT’s Traffic Movement Permit (*Projects that generate in excess of 100 vehicle trips during any peak hour time period are required to obtain a Maine Department of Transportation Traffic Movement Permit (TMP). A TMP application, which will include traffic generation of the proposed “185 Fore Street” project, is currently being prepared and will be submitted to City Staff by May 15).* The combined trip generation of both proposed development projects is estimated at 139 vehicle trips during each peak commuter time period.

Manual turning movement counts have been performed between the peak commuter hours of 7:00 to 9:00 AM and 3:00 to 6:00 PM at the following locations and the data will be utilized in the performance of assessing the expected traffic impacts of both development projects:

1. India Street @ Fore Street
2. India Street @ Middle Street
3. Middle Street @ Hancock Street
4. Fore Street @ Hancock Street Extension

The most recent three-year roadway safety information (2011 through 2013) has been obtained from the Maine Department of Transportation’s Safety Bureau for the study area roadway segments and intersections. Preliminary review of the data shows the frequency of traffic crashes is well below MaineDOT’s threshold values for identification of a high crash location.

A traffic impact study will be completed that combines the estimated peak hour trip generation of both proposed development projects. Detailed mobility analyses will be completed for each study intersection and appropriate transportation recommendations prepared in support of the results.

1.9 SOILS/GEOTECHNICAL REVIEW

A recent geotechnical investigation has not been performed for the site; however, Haley & Aldrich, Inc. has been retained to provide geotechnical recommendations for the proposed building. Haley & Aldrich, Inc. provided geotechnical services in conjunction with the Ocean Gateway Garage. As part of this effort, they completed a geotechnical field investigation of the area, which included several deep borings. It is anticipated that the new building will be supported on driven piles with grade beams; however, the final geotechnical investigation work has not yet been completed.

1.10 NATURAL FEATURES

The development site does not contain any significant natural features including wetlands, vernal pools or other protected resource. The entire site parcel was previously developed; therefore, there are no historical nature areas or features remaining on the site.

1.11 UTILITIES AND STORMWATER

The proposed project will involve installation of new utility services to the building. All new utility services will be provided from the franchise utilities available within India Street. The proposed locations of the new utility services are shown on the Utility Plan (Sheet C-5.0 of the plan set); however, these locations have not yet undergone review and approval by the various franchise utilities and are subject to refinement based upon their review.

The City maintains a drainage system in India Street including a catch basin on the corner of India Street and Fore Street. The runoff flow regime from the development site will continue to discharge to the surrounding street gutters. A new roof drain leader is also proposed to connect into the existing 18" diameter combined sewer main within India Street.

1.12 ATTACHMENTS

Attachment A – Existing Site Photographs

ATTACHMENT A

Existing Site Photographs



PHOTO 1 – View of project site from Fore Street



PHOTO 2 – View from Fore Street of shared alley between project site (left) and Ocean Gateway Garage (right)



**FAY, SPOFFORD &
THORNDIKE**
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896

**Existing Site Photographs
185 Fore Street – Portland, ME
Photos Taken by Joe Laverriere on 04/30/14**



**PHOTO 3 – View of site from opposite side of intersection of
India Street and Fore Street**



**FAY, SPOFFORD &
THORNDIKE**
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896

**Existing Site Photographs
185 Fore Street – Portland, ME
Photos Taken by Joe Laverriere on 04/30/14**

2. TECHNICAL AND FINANCIAL CAPACITY

2.0 TITLE, RIGHT AND INTEREST

The applicant has a purchase option agreement (refer to Attachment B). In addition, the applicant has secured a leased parking agreement within the Ocean Gateway Garage that meets the requirements of the proposed development (refer to Attachment C).

2.1 TECHNICAL CAPACITY

The applicant has assembled a highly qualified team of professionals to plan, permit, and develop construction documents for the project. The Team is working under the direction of Mr. Nathan Bateman of Bateman Partners, LLC as Project Developer.

The Team services will be provided by the following companies and their respective team leaders:

2.2 CONSULTANT TEAM

<i>Civil Engineer</i>	Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike 778 Main Street, Suite 8 South Portland, ME 04106 (207) 775-1121 – Work (207) 879-0896 – Fax (207) 749-5088 – Cell jlaverriere@fstinc.com
<i>Surveyor</i>	John Swan Owen Haskell, Inc. 390 US Route 1, Unit 10 Falmouth, Maine 04105 (207) 774-0424 – Work (207) 774-0511 – Fax jswan@owenhaskell.com
<i>Architect</i>	David Lloyd Archetype, PA 48 Wharf Street Portland, ME 04101 (207) 772-6022 – Work (207) 772-4056 – Fax 207-671-9194 – Cell lloyd@archetypepa.com
<i>Attorney</i>	Ronald Ward Drummond Woodsum 84 Marginal Way, Suite 600 Portland, ME 04101 (207) 772-1941 – Work (207) 772-3627 – Fax RWard@dwmlaw.com

<i>Lighting/Site Electrical</i>	Will Bennett, Jr. Bennett Engineering P.O. Box 297 Freeport, ME 04032 (207) 865-9475 – Work (207) 865-1800 – Fax Will@bennettengineering.net
<i>Geotechnical Engineer</i>	Wayne Chadbourne, P.E. Haley & Aldrich, Inc. 75 Washington Avenue, Suite 203 Portland, ME 04101 (207) 482-4600 – Work (207) 775-7666 – Fax WChadbourne@haleyaldrich.com
<i>Environmental Engineering</i>	Robert Hoffman, P.E. Hoffman Engineering, Inc. 640 Ten Rod Road North Kingstown, RI 02852 (401) 294-9032 – Work (207) 294-1288 – Fax hoffmanengineering@verizon.net

2.3 EXPERIENCE OF PROJECT TEAM

The team of consultants retained by the Developer has expertise and experience in the design of similar projects. Resumes of key personnel for the development team can be provided upon request.

The applicant also has significant experience in the development and management of large commercial projects as evidenced by information provided in this submission's cover letter. A listing of the additional real estate projects for which the Applicant's development team has been involved can be provided upon request.

2.4 FINANCIAL CAPACITY

The applicant has the means at its disposal for financing the proposed 185 Fore Street project. A letter of financial capacity for the project is contained in Attachment D.

2.5 CONSTRUCTION COST ESTIMATE

The project has an overall construction cost estimate of \$3,900,000. This construction cost value is considered preliminary and subject to change as building design and project layout is refined, etc.

2.6 ATTACHMENTS

Attachment B – Purchase Option Agreement
Attachment C – Lease Parking Agreement
Attachment D – Letter of Financial Capacity

ATTACHMENT B

Purchase Option Agreement

MEMORANDUM OF PURCHASE OPTION AGREEMENT
(25 India Street, Portland, Maine)

MEMORANDUM OF PURCHASE OPTION AGREEMENT made this _____ day of March, 2014 with respect to the following described Purchase Option Agreement:

SELLER: EAST INDIA LAND COMPANY LLC, a Maine limited liability company with a place of business in Portland, Maine.

PURCHASER: BATEMAN PARTNERS, LLC, a Maine limited liability company with a mailing address of P.O. Box 3572, Portland, ME 04104-357.

PREMISES: Land, any buildings or improvements, appurtenant rights (including parking rights) and easements, located at 25 India Street, Portland, Maine, all as described in the deed from 25 India Street LLC to Seller dated May 1, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30624, Page 17 (the "Premises"), a copy of which is attached as Schedule A.

TERM: The purchase option shall be elected by Purchaser, if at all, on or before September 2, 2014.

RIGHT OF
EXTENSION: None, without Seller's written consent.

This Memorandum is intended to provide notice of the Purchase Option Agreement and shall not modify or amend any of the terms of the Purchase Option Agreement. In the event of any conflict between this Memorandum and the Purchase Option Agreement, the terms of the Purchase Option Agreement shall control.

Signature Page Follows.

IN WITNESS WHEREOF, the Seller and Purchaser have caused this Memorandum of Purchase Option Agreement to be executed by their duly authorized representatives as of the day and year set forth above.

Witness:

Daniel K. Linden

EAST INDIA LAND COMPANY LLC

By:

Its:

Fred M. Forsley

Manager

Seller

BATEMAN PARTNERS, LLC

By:

Its:

Nathan Bateman
Manager

Purchaser

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

March 7, 2014

Then personally appeared the above-named Fred M. Forsley, Manager of East India Land Company LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said East India Land Company LLC.

Before me,

Brandon J. Mazer
Notary Public / Attorney At Law

Brandon J. Mazer
Print name

My Commission expires: _____

SCHEDULE A

2

Doc#: 25741 Bk:30624 Pg: 17

QUITCLAIM DEED WITH COVENANT

25 INDIA STREET LLC, a Maine limited liability company ("Grantor") having an address of 2 Market Street, Suite 500, Portland, ME 04101, FOR CONSIDERATION PAID, grants to EAST INDIA LAND COMPANY LLC, a Maine limited liability company with a mailing address c/o Shipyard Brewing Company, 86 Newbury Street, Portland, ME 04101 (the "Grantee"), with QUITCLAIM COVENANT, certain real property, together with any improvements thereon (the "Premises"), located at India Street and Fore Street in Portland, Cumberland County, Maine, and shown as "Proposed Lot 4" on plan entitled "Subdivision/Recording Plat on India Street and Fore Street, Portland, Maine, made for Riverwalk, LLC, 25 India Street LLC, Hancock & Middle LLC and Ocean Gateway Garage LLC by Owen Haskell, Inc., dated March 22, 2006, as last revised April 13, 2006" (the "Plan") and recorded in Cumberland County Registry of Deeds in Plan Book 207, Page 54.

TOGETHER WITH the perpetual easement, in common with Ocean Gateway Garage LLC, its successors and assigns, for maintenance purposes and use by delivery service vehicles to and from the Premises to Fore Street over and across a strip of land approximately eleven feet in width running along the entire easterly sideline of the Premises ("Alley Easement Area") which Alley Easement Area is also shown as an "11' Easement Benefits 25 India LLC" on the Plan. Together with the perpetual rights and easements to (a) maintain and plow the Alley Easement Area; (b) temporarily park service or delivery vehicles, lay, maintain, repair and replace utility lines, including without limitation, gas, electricity, sewer, water, storm, drainage in, on and over the Alley Easement Area; and, provided that any such acts shall be performed at Grantee's sole cost and expense in such a manner as to reasonably minimize any interference with Ocean Gateway Garage LLC, or its successors and assigns, use and enjoyment of the Alley Easement Area and subject to such rules and regulations as Ocean Gateway Garage LLC may promulgate from time to time. All of the foregoing described rights and easements together shall be herein referred to collectively as the "Alley Easement."

TOGETHER WITH the right to construct, operate and maintain two above ground pedestrian ramps to the Gateway Garage from any building constructed on the Premises together with such further ancillary rights, as are described in, and all of which to be in accordance with and subject to that certain Abutters Agreement between Ocean Gateway Garage LLC and the Grantee of even date to be recorded herewith and incorporated by reference as if more fully set forth herein. The pedestrian ramps referenced above are referred to in the Abutters Agreement and hereinafter as the "Pedestrian Ramps".

Subject to all of the terms, conditions and requirements set forth in the above-referenced Abutters Agreement, the Premises are conveyed together with the right to install subsurface foundation footings and/or pilings along the southwesterly edge of the Alley Easement Area provided (i) such installation does not interfere with any existing utility lines in the Alley Easement Area; (ii) that the footings do not encroach more than 24" onto the Alley Easement Area; and (iii) that the footings are all beneath the surface of the Alley Easement Area.

The Premises are conveyed SUBJECT TO (a) all rights, easements and privileges reserved for the benefit of the adjacent property of Ocean Gateway Garage LLC appearing of record including, without limitation, all those certain rights, easements and privileges reserved for the benefit of Ocean Gateway Garage LLC in that certain Quitclaim Deed With Covenant from Ocean Gateway Garage LLC to the Grantor dated May 27, 2005 and recorded in said Registry of Deeds in Book 25165, Page 250; (b) the right of Ocean Gateway Garage LLC, its successors and assigns, to convey in the future similar rights to others including lessees of Ocean Gateway Garage LLC and in the event that Ocean Gateway Garage LLC's remaining land is converted to a condominium, unit owners or an association of owners, without the necessity of receiving the prior consent of the Grantee, or its successors or assigns; (c) all permitting conditions imposed on Ocean Gateway Garage LLC, its successors and assigns, as such conditions may be amended from time to time; (d) the right to maintain the existing transformer, generator, utility lines, and any replacements thereof; and (e) the right to maintain and utilize any existing encroachments benefiting or serving the adjacent property of Ocean Gateway Garage LLC.

Grantee covenants and agrees by acceptance hereof that the Alley Easement Area shall be kept free of all structures, debris, and materials and that the Alley Easement Area shall be used for temporary parking of delivery, service, maintenance and construction vehicles only and not for parking of any other vehicles.

Grantee further covenants and agrees that in the event Ocean Gateway Garage LLC has paved or will pave the Alley Easement Area, upon completion of any construction on Premises, Grantee will restore the pavement in the Alley Easement Area if damage to pavement warrants such restoration. All other maintenance costs associated with the Alley Easement Area shall be shared equally between Ocean Gateway Garage LLC and Grantee, and their respective successors and assigns.

Grantee further covenants and agrees by acceptance hereof that it hereby succeeds to, and shall indemnify the Grantor against, the Grantor's obligation to indemnify Ocean Gateway Garage LLC, its successors and assigns, for any and all lost profits, costs, expenses and damages arising from the Grantor's and/or the Grantee's agent's or contractor's use of the Alley Easement Area.

Except as expressly stated herein, Grantee agrees to accept the Premises "as is," "where is" and "with all faults."

Grantee, by its acceptance of this instrument, hereby agrees for itself and its successors and assigns that any development and improvements constructed at the Premises shall have the benefit of and be subject to and in accordance with all of the terms and provisions of that certain Abutters Agreement between the Grantee and Ocean Gateway Garage LLC of even date to be recorded herewith.

Meaning and intending to convey the same premises as those described in a Quitclaim Deed from Ocean Gateway Garage LLC to 25 India Street LLC dated May 25, 2007, and recorded in the Cumberland County Registry of Deeds in Book 25165, Page 250.

IN WITNESS WHEREOF, 25 INDIA STREET LLC has caused this instrument to be executed by Riverwalk Venture, LLC, its Manager, through Intercontinental Fund IV Ocean Gateway, LLC, Intercontinental Real Estate Investment Fund IV and Intercontinental Real Estate Corporation, its parent companies, and by Peter Palandjian, as President and Treasurer of Intercontinental Real Estate Corporation, hereunto duly authorized, this 1st day of May, 2013.

25 INDIA STREET LLC, a Maine limited liability company
By: RIVERWALK VENTURE, LLC, a Maine limited
liability company, Its Manager

By: Intercontinental Fund IV Ocean Gateway, LLC, Its Manager

By: Intercontinental Real Estate Investment
Fund IV, LLC, Its Manager

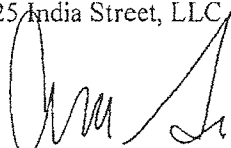
By: Intercontinental Real Estate Corporation
Its Manager

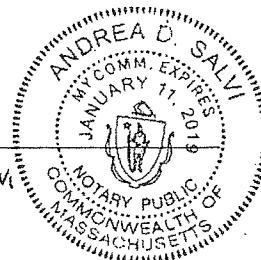
By: 
Peter Palandjian
Its President and Treasurer

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

On this 7th day of May, 2013, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and in its stated capacities for each of Intercontinental Real Estate Investment Fund IV, LLC, Intercontinental Fund IV Ocean Gateway, LLC, Riverwalk Venture LLC, Riverwalk, LLC and 25 India Street, LLC.


Notary Public Andrea Salvi



The Joinder of Ocean Gateway Garage LLC to this Deed is on the following page.

ATTACHMENT C

Lease Parking Agreement

PARKING LEASE
(25 India Street Parking)

THIS PARKING LEASE (the "Parking Lease") is entered into as of the 1st day of May, 2013, by and between OCEAN GATEWAY GARAGE LLC, a Maine limited liability company with an address of c/o Paul J. Nasser, CFO/COO, Intercontinental Real Estate Corp., 1270 Soldiers Field Road, Boston, MA 01235 ("Owner") and EAST INDIA LAND COMPANY LLC, a Maine limited liability company with a mailing address c/o Shipyard Brewing Company, 86 Newbury Street, Portland, ME 04101 ("Tenant").

WITNESSETH:

WHEREAS, Owner owns the Ocean Gateway Garage, a parking garage containing approximately seven hundred twenty (720) spaces located on a parcel of land approximately thirty-seven thousand (37,000) square feet in area located at 161 Fore Street in the City of Portland, County of Cumberland and State of Maine and shown as "Proposed Lot 3" on plan entitled "Subdivision/Recording Plat" by Owen Haskell, Inc., dated March 22, 2006 as revised April 13, 2006, and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 54 (the "Garage"); and

WHEREAS, Owner and Tenant desire to enter into this Parking Lease for the purpose of setting forth the specific terms and conditions of that certain arrangement for parking associated with the development and use by Tenant of the property situated at 25 India Street, Portland, Maine (the "25 India Street Parcel") conveyed by 25 India Street, LLC, a Maine limited liability company, to Tenant by deed of even date as contemplated by a certain Settlement and Reciprocal Release Agreement, also of even date, between Owner, Tenant and others (the "Settlement Agreement") relating to litigation formerly pending in the Business and Consumer Court and in the Cumberland County Superior Court of the State of Maine; and

WHEREAS, Tenant may develop and construct office, retail, residential or other lawful facilities on the parcel located at 25 India Street, Portland, Maine and shall use the Parking Spaces, as defined below, for owners, tenants, renters, licensees, invitees, employees transient users of, and/or owners of condominium units in, the 25 India Street Parcel (collectively, and as so defined, "Qualified Parkers");

NOW, THEREFORE, for good and valuable consideration including the mutual covenants and agreements herein, the receipt of which is hereby acknowledged, the parties hereby agree as follows:

1. Use of Parking Spaces.

a. As of the Rent Commencement Date, as defined in Section 3 of this Parking Lease, Owner hereby leases to Tenant the right to use up to ninety six (96) parking spaces in the Garage upon, subject to and limited by the following terms and

conditions: (i) The parking spaces must be drawn down by Tenant in accordance with Tenant's Draw Down Notice, as defined in Section 1(e) of this Parking Lease, and (ii) The maximum number of parking spaces subject to being drawn down by Tenant's Draw Down Notice shall be the lesser of (x) ninety six (96) parking spaces or (y) the minimum number plus one of parking spaces required by the City of Portland for the development by Tenant of the 25 India Street Parcel in accordance with permitted zoning and land-use ordinances and regulations for such parcel (as so drawn down by Tenant's Draw Down Notice and as limited by such ordinances and land-use regulations, the "Parking Spaces"). All such parking in the Garage shall be in accordance with and subject to the terms and conditions below and such reasonable rules and regulations established from time to time by Owner governing the leasing and use of Parking Spaces by parkers generally in the Garage. Tenant understands and agrees that, in accordance with customary garage operations and management practices, specific parking spaces are not reserved or dedicated for Tenant and the availability of any specific parking space is not guaranteed. The Parking Spaces are intended for use for automobile, motorcycle, van and SUV parking only, not for the parking of any large commercial trucks or other commercial vehicles.

b. Owner shall make available to Tenant, one parking access card each space designated in Tenant's Draw Down Notice other than the spaces for which tenant will be paying rent but which cannot be used for parking because they are necessary for access to the Pedestrian Ramps which connect the Garage to 8 Middle Street referenced in a certain Abutters Agreement of even date between Tenant and Owner or in lieu of parking access cards, such parking codes or other "keys" or means of convenient 24-hour access as shall be available from time to time, which shall in turn be made available to Tenant's Qualified Parkers using the Parking Spaces and which shall provide access to the Parking Spaces for seven days each week and 24 hours of each day.

c. It is understood and agreed that these spaces shall be for Tenant's Qualified Parkers and the Parking Spaces may not be sublet or their use assigned, transferred or loaned to any person or entity who is not a Qualified Parker.

d. The Parking Spaces shall be solely for the benefit of the 25 India Street Parcel and no other properties. For the avoidance of doubt, the Parking Spaces may not be used for the benefit of the property situated at 8 Middle Street now or formerly owned by Hancock & Middle, LLC or for the benefit of the property of Shipyard Brewing Company. This Parking Lease shall be not be assignable, except in connection with the sale of the 25 India Street Parcel with which the Parking Spaces are associated. In no event shall the Tenant sublease the Parking Spaces, or otherwise permit their use or occupancy, at a different rental rate than specified in this Parking Lease, and in no case shall the Tenant sublease or otherwise authorize the use or occupancy of the Parking Spaces by any third person or entity not a Qualified Parker. Tenant acknowledges that its rights under this Parking Lease are and shall be subordinate to the interests of any future mortgagee of the Garage, provided that any such future mortgagee shall enter into a commercially reasonable subordination, non-disturbance and attornment agreement with respect to this Parking Lease. Tenant agrees to attorn to and recognize the holder of any

mortgage on the Garage, now and in the future, in accordance with the terms of such commercially reasonable subordination, non-disturbance and attornment agreement.

e. For Tenant to draw down Parking Spaces as contemplated in Section 1(a)(i) of this Parking Lease, Tenant shall give Owner written notice of its intention to draw down a specific number of Parking Spaces, such number of Parking Spaces drawn down to be subject to the maximum number of Parking Spaces specified in this Parking Lease and subject also to the limitations in number set forth in Section 1(a)(ii) of this Parking Lease. Tenant's written draw down notice to Owner to for the Parking Spaces ("Tenant's Draw Down Notice") shall specify a date no fewer than two (2) years before the date Tenant shall take possession of the Parking Spaces, which date shall be no later than May 1, 2023, and at which date Tenant shall commence the monthly payment of rent under this Parking Lease. Subject to such maximum limitation of ten (10) years limitation for Tenant to have the right to draw down Parking Spaces, Tenant's right to draw down the allowable number of Parking Spaces must be exercised with respect to this Parking Lease on or before May 1, 2021. Tenant shall have the one-time right to extend the date when rent payments will start under Tenant's Draw Down Notice for an additional ninety (90) days after having given such Draw Down Notice provided the Rent Commencement Date does not extend beyond May 1, 2023. Rent under the Parking Lease shall commence immediately at the end of the applicable notice period as aforesaid (i.e., within no more than two (2) years after the Tenant has given Tenant's Draw Down Notice and, in all cases, by May 1, 2023 – whether or not Tenant has given Tenant's Draw Down Notice). In no event shall Tenant ever sublease or otherwise authorize the use or occupancy of the Parking Spaces at a rental rate different than the amount due from Tenant under this Parking Lease. Tenant shall also have the right to cancel or reduce the number of Parking Spaces to be leased under this Parking Lease during the term upon ninety (90) days prior written notice, provided, however, that once such Parking Spaces have been canceled or their number reduced in accordance with such notice, such canceled or reduced Parking Spaces shall no longer be available to be drawn down in the future. In addition, in the event that rental payments are not made as required under this Parking Lease and/or this Parking Lease is duly terminated in accordance its terms and/or this Parking Lease expires, Tenant shall have no further rights to park in the Garage.

f. Notwithstanding any other provision in this Parking Lease to the contrary in the event that a building on the 25 India Street Parcel is not yet constructed or has not yet received a certificate of occupancy by May 1, 2023, Tenant may still Draw Down spaces under the preceding subparagraph provided that Tenant's Draw Down Notice has been given by May 1, 2021, and commence paying monthly rent accordingly, and Tenant may sublet those spaces to third parties who are not Qualified Parkers provided (i) that the spaces are rented at the same monthly rent being charged by Owner to monthly parkers and (ii) that within sixty (60) days following receipt of a certificate of occupancy for the 25 India Street Property, the restriction limiting the use of parking spaces rented hereunder to Qualified Parkers shall recommence.

2. Deposits. There shall be no Deposit for this Lease, but Tenant shall pay to Owner such customary fees and charges as are imposed by Owner upon other tenants of the Garage for lost cards or replacement cards and/or reimbursement for out-of-pocket expenses arising therefrom.

3. Term. The initial term (the "Initial Term") of this Parking Lease shall be thirty (30) years from the Effective Date, with rent payments under Section 5 below, commencing at the end of the applicable notice period specified in Tenant's Draw Down Notice, as it may be extended as set forth in Section 1(e) of this Parking Lease (the "Rent Commencement Date"). Provided that Tenant is not in default hereunder at the time of renewal, the Initial Term may be extended, upon nine (9) months written notice prior to the expiration of the Initial Term, for an additional thirty (30) year term (the "First Option Term", i.e., from May 1, 2043 to April 30, 2073). Provided that Tenant is not in default hereunder at the time of renewal, the First Option Term may be extended, upon nine (9) months written notice prior to the expiration of the First Option Term, for an additional (30) term years (the "Second Option Term").

4. Monthly Rate. The monthly rate for each Parking Space shall be no more than the Average Monthly Parking Rate (as adjusted annually during the Term and during the Option Term or Terms by Owner) for month-to-month parking spaces located in the following parking lots located in Portland, Maine: (i) Ocean Gateway Parking Garage; (ii) Custom House Parking Garage; and (iii) Casco Bay Ferry Terminal Garage, provided that if at any time during the Term the monthly rate for each Parking Space is increased by more than 20% percent during any 12-month period, Tenant may terminate this Lease upon one hundred eighty (180) days written notice to Owner.

In the event that the Average Monthly Parking Rate is not ascertainable, the rent shall be based upon the fair market value of covered parking spaces in the Portland, Maine "Old Port" area (i.e., the area bounded by Congress Street, Franklin Street, the water and Temple/Union Street).

The Average Monthly Parking Rate shall be set at the Rent Commencement Date in the initial Term and may be increased on June 1st of each year thereafter so long as the Lease is in effect, provided, however, that Owner shall deliver to Tenant not less than thirty (30) days prior to an increase, written notice of any increase in such rate.

All disputes concerning fair market rental rates shall be resolved in accordance with the arbitration procedure specified in this Parking Lease.

5. Payment. Beginning on the Rent Commencement Date, Tenant shall pay Owner the amount due for the Parking Spaces monthly by one check or wire transfer equal to one-twelfth of the amount of annual rent, to be received by Owner in advance, on or before the first day of each month at Owner's address hereinafter set forth or to such other address (e.g., a manager's) as may be designated by Owner in writing to Tenant from time to time. If the Rent Commencement Date does not fall on the first day of the month, then pro-rated rent for the first partial month shall be due on the Rent Commencement Date.

6. Late Payment. If the monthly payment for the Parking Spaces is not received by Owner by the 1st day of each calendar month or on the next business day if the 1st day of the month falls on a weekend or legal holiday, Tenant shall pay Owner (a) all unpaid amounts due with respect to the Parking Spaces, and (b) an additional late charge in the amount of five percent (5%) of the monthly payment for the Parking Spaces. Notwithstanding the foregoing, Tenant shall not be required to make such Late Payments for the first late payment event in any twelve (12)-month period if such late paid amounts are otherwise paid within fifteen (15) days of written notice from Owner of such non-payment. If there is more than one such late payment event in a twelve (12) month period, Tenant shall pay Owner the Late Payment charges set forth in this paragraph for such additional events. In the event that the payment of any amounts due from Tenant is not received by Owner within thirty (30) days of delivery of written notice from Owner to Tenant of such non-payment, then Owner shall have each and every remedy provided by law including the right to immediately terminate their Parking Lease and evict Tenant in a forcible entry and detainer ("FED") action for non-payment of rent, provided that if there is any dispute regarding the amount of rent due or whether paid on time, then any FED action shall only be started after arbitration under Section 15 below. Owner shall also be entitled to a reimbursement of its reasonable attorneys' fees incurred in such FED action. By way of clarification, if there is a dispute over the amount of rent due or whether rent was timely paid, it shall be handled under Paragraph 15 below.

7. Registration of Vehicles. All vehicles utilizing Parking Spaces shall be registered with Owner on forms provided to Tenant by Owner. No fees or charges shall be assessed for the registration of vehicles. Tenant agrees to exercise reasonable efforts to keep a current log of names of users and license numbers for employees using Parking Spaces and, if requested by Owner, provide updated copies of the log to Owner for inspection.

8. Assignment of Parking Lease as Collateral. Tenant shall have the right from time to time to assign this Parking Lease as collateral for a mortgage loan secured by the 25 India Street Property, provided that the rights for parking pledged under this Parking Lease shall not be severable from the mortgage or pledge of the 25 India Street Property such that any mortgagee, pledgee or collateral assignee of this Parking Lease, upon foreclosure or the exercise of its rights as a secured creditor, could liquidate the pledged parking rights separately from the liquidation of the 25 India Street Property. Owner agrees to provide simultaneous copies of any notices to Tenant hereunder, to said mortgagee.

9. Insufficient Parking Spaces. It is understood that, in accordance with the customary garage operations and management practices, Owner shall enter into parking agreements with other parties to use the Parking Spaces at times they are not being used by the Tenant. Owner agrees to use reasonable good faith efforts to ensure that there are sufficient parking spaces available in the Garage to satisfy the rights of Tenant hereunder. In the event there exists insufficient parking spaces in the Garage to meet the requirements of Tenant at any time Tenant exercises its rights to use parking spaces under this Parking Lease, Owner shall be obligated to terminate a sufficient number of monthly tenant-at-will parkers in the Garage within thirty (30) days thereafter as shall, in Owner's reasonable judgment, ensure the regular availability of sufficient parking spaces to meet such requirements of Tenant hereunder. If Tenant or any person entitled to a Parking Space hereunder is unable to find a parking space in

the Garage during allowable Parking Times, Tenant shall notify the Owner of the Garage, or Owner's garage manager as designated from time to time by Owner, within five (5) hours thereof (if between 9 a.m. and 5 p.m.) or if after 5 p.m. then by 10 a.m. on the day after Tenant or any person entitled to a Parking Space hereunder is unable to find a parking space in the Garage, following which Tenant shall be entitled to a credit against the next month's parking fee in an amount equal to the hourly parking rate at the Garage times eight (8) for each day that an employee of Tenant is unable to find a parking space, unless Owner can reasonably establish and document that a parking space was available in the Garage. The credits against parking fees set forth in this Section do not relieve Owner of its obligation to use reasonable good faith efforts to ensure that sufficient spaces are available, as provided herein. In the event Owner is not able to satisfy its obligations under this paragraph by terminating a sufficient number of monthly tenant-at-will parking patrons within the aforesaid thirty (30) days, the parties shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue of insufficient parking spaces within thirty (30) days.

10. Maintenance and Repair of Garage. Subject to the provisions of Paragraph 13 below, Owner shall maintain the Garage in good condition and repair and suitable for the safe parking of vehicles. Owner shall not be deemed in default in any of its obligations under this Parking Lease during any period in which all or any significant portion of the Garage is closed to all parkers for required maintenance and repairs, provided that except in cases of emergency Owner provides Tenant with seven (7) days written notice of such closing of all or any significant portion of the Garage (i.e., more than 100 spaces at any one time), or for any other reasons beyond the control of Owner. Owner shall use reasonable efforts to undertake such maintenance and repair during such times as shall, in the reasonable judgment of Owner, minimally interfere with parking in the Garage. If such maintenance shall cause the Parking Spaces or some significant portion thereof to be unavailable for three (3) or more consecutive days, Tenant shall be entitled to a pro rata credit against the monthly parking fee to the extent of any adverse impact of the availability of the parking spaces demised under this Lease. In the event Owner is not able to satisfy its obligations under this paragraph within the aforesaid time frame, the parties shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue of available parking spaces within thirty (30) days.

11. Insurance. Each party shall maintain or cause to be maintained commercial general liability insurance, the form of which and amount of coverage to be reasonably acceptable to the other party but at any rate not less than \$2,000,000 combined single limit, with each policy of insurance coverage containing waiver of subrogation. Each party further agrees to maintain such insurance with acceptable coverage limits during the term of this Parking Lease following the Rent Commencement Date and shall provide the other party with not less than fifteen (15) days written notice prior to the cancellation or expiration of any insurance policy required to be maintained pursuant to this Parking Lease. Owner shall be listed as an additional insured on Tenant's liability policy. Tenant shall procure such coverage and maintain it continually in force during the term of this Parking Lease on and after the date Tenant shall have drawn down and taken possession of the Parking Spaces in accordance with the provisions of Section 1(e) hereof.

12. Damage to Vehicles or Personal Property. Owner shall not be responsible for any damage or loss to vehicles or personal property belonging to any person using any of the Parking Spaces, except for such damage or loss resulting from the Owner's breach of this Parking Lease arising from its gross negligence or willful misconduct or the gross negligence or willful misconduct of Owner's, employees, agents or independent contractors.

13. Cessation of Garage Business. Owner shall not be deemed in default in any of its obligations under this Parking Lease in the event Owner ceases temporarily to operate the Garage, or any portion thereof, due to events beyond the control of Owner, which events may include without limitation, acts of government, embargoes, fire, flood, explosions, hurricanes, tornadoes, acts of God, terrorism or public enemy, strikes, labor disputes, vandalism, riots, or any similar events which, in the reasonable judgment of Owner, make use of the Garage impossible or impractical. If there is a "Casualty Event" (as defined below) the Owner shall have the right to elect whether or not to rebuild or restore the Garage within 120 days of the Casualty Event. If Owner elects to rebuild or restore the Garage, then this Parking Lease shall remain in effect except that Tenant's obligation to pay rent shall abate pro-rata so long as some or all of the Parking Spaces have not been and are not available. If Owner elects not to rebuild or restore the Garage, then this Parking Lease shall terminate upon notice thereof from Owner to Tenant. If Owner elects to rebuild or restore the Garage or if there is damage to the Garage that does not rise to the level of a Casualty Event, Owner agrees to use diligent good faith efforts to complete the reconstruction or restoration within a reasonable period of time. Notwithstanding the foregoing, Owner agrees that if there is a Casualty Event, Owner shall elect to rebuild or restore the Garage, if the insurance proceeds available by reason of such Casualty Event are sufficient to rebuild or restore and so long as said proceeds are not otherwise claimed by Owner's lender under any mortgage on the Garage or otherwise unavailable. A "Casualty Event" shall occur if there is destruction of more than fifty(50%) percent of the Garage. Upon such termination of this Parking Lease by either Owner or Tenant, all rights and obligations of Owner and Tenant hereunder shall cease and shall be of no further force and effect except for such obligations as shall by their express terms, survive termination of this Parking Lease, subject to compliance with Paragraph 14 below. Tenant shall remain liable to Owner for payments due Owner accrued and unpaid up to the date of said termination.

14. Compliance with Terms and Conditions: Indemnity. Tenant shall be responsible for ensuring that the use of the Garage by its employees complies with the terms and conditions of this Parking Lease and such other reasonable rules and regulations as are established from time to time by Owner governing the use of the Garage generally by parking patrons. Tenant hereby agrees to indemnify and hold harmless Owner from any claim, costs, liability and expense including, but not limited to, reasonable attorneys' fees and expenses, arising from or attributable to Tenant's or its guest's or employee's use of the Garage hereunder in violation of this Parking Lease or such rules and regulations or attributable to Tenant's breach of its obligations under this Lease. Owner hereby agrees to indemnify and hold harmless Tenant from any claim, costs, liability and expense, including but not limited to, reasonable attorneys' fees and expenses, arising from or attributable to Owner's acts or failure to act pursuant to its obligations under this Lease. This agreement to indemnify shall survive termination of this Parking Lease.

15. Disputes.

a. Any controversy, claim or cause of action arising out of or relating to this Agreement, other than as to the obligation to pay rent and any additional rent without offset or deduction as provided in this Parking Lease, shall be finally settled by arbitration by a single arbitrator appointed in accordance with and conducting arbitration pursuant to the Commercial Arbitration Rules of the American Arbitration Association, and judgment upon the award rendered by the arbitrator may be entered in any court having jurisdiction thereof. The arbitrator shall have the power to grant equitable remedies in addition to imposing monetary damages. Arbitration shall be held in Portland, Maine, or such other location as the parties agree. All arbitration under this paragraph shall be final, binding and conclusive. The parties shall separately bear their costs and expenses, including attorneys' fees, associated with any such dispute or arbitration without regard to which of them is the prevailing party.

b. Despite subparagraph a. above, if any party believes it necessary to seek injunctive relief or a provisional remedy (such as forcible entry and detainer or an attachment or trustee process), such party may file a civil action in any court having jurisdiction for such foreclosure, injunctive relief or provisional remedy. The arbitration procedures specified in subparagraph a. above, however, shall apply to the determination of the merits of any monetary claim or defense, and the court proceeding shall extend no further than to provide a kind of relief or remedy not readily available under the subparagraph a. above procedures.

c. Tenant and Owner for themselves, their heirs, successors, and assigns hereby knowingly, willingly and voluntarily waive any and all rights such party may have to a trial by jury in any forcible and detainer ("FED") action or proceeding brought by Owner or Owner's successors and/or assigns based upon or related to the provisions of this Parking Lease. Owner and Tenant hereby agree that any such FED action or proceeding shall be heard before a single judge of the appropriate District Court or a single justice of the appropriate Superior Court, or a Federal District Court Judge sitting in the District of Maine.

16. Estoppel Certificate. At any time, and from time to time, upon the written request of Owner or any mortgagee, Tenant within ten (10) days of the date of such written request agrees to execute and deliver to Owner and/or such mortgagee, without charge and in a form reasonably satisfactory to Owner, Tenant, and/or such mortgagee, a written statement: (i) ratifying this Lease; (ii) confirming the commencement and expiration dates of the term of this Lease; (iii) certifying that Tenant is in occupancy of the Leased Premises, and that the Lease is in full force and effect and has not been modified, assigned, supplemented or amended except by such writings as shall be stated and agreeing not to amend, modify or cancel this Lease without mortgagee's written consent; (iv) certifying that all conditions and agreements under this Lease to be satisfied or performed by Owner have been satisfied and performed except as shall be stated; (v) certifying that Owner is not in default under the Lease and there are no defenses or offsets against the enforcement of this Lease by Owner, or stating the defaults and/or defenses claimed by Tenant; (vi) reciting the amount of advance rent, if any, paid by Tenant and the date to which such rent has been paid and

agrees not to prepay rent more than 10 days in advance; (vii) reciting the amount of security deposit deposited with Owner, if any; and (viii) any other information which Owner or the mortgagee shall reasonably require. Owner agrees, upon written request of Tenant or Tenant's mortgagee to execute and deliver, without charge, an estoppel certificate addressing items (i)-(iii) and (iv) (but addressing Tenant's performance) and (v) (but addressing Tenant's performance) and items vi and vii.

17. Subordination. Tenant agrees that, except as hereinafter provided, this Lease is, and all of Tenant's rights hereunder are and shall always be, subject and subordinate to any mortgage or leases of the Garage pursuant to which Owner has or shall retain the right of possession of the Garage or security instruments (collectively called "Mortgage") that now exist, or may hereafter be placed upon the Garage and to all advances made or to be made thereunder and to the interest thereon, and all renewals, replacements, modifications, consolidations, or extensions thereof; provided that so long as Tenant is in full compliance with monetary the terms and provisions of this Lease and in full material compliance with all non-monetary terms and provisions of this Lease (with all defaults, if any, fully and timely cured within applicable grace periods), any such Mortgagee, lessor or purchaser at a foreclosure sale shall recognize Tenant in accordance with the terms hereof; provided further that if the holder of any such Mortgage ("Mortgagee") or if the purchaser at any foreclosure sale or at any sale under a power of sale contained in any Mortgage shall at its sole option so request, Tenant shall attorn to, and recognize such Mortgagee or purchaser, as the case may be, as Owner under this Lease for the balance then remaining of the term of this Lease, subject to all terms of this Lease, and that the aforesaid provisions shall be self-operative and no further instrument or document shall be necessary unless required by any such Mortgagee or purchaser. Should Owner or any Mortgagee or purchaser desire confirmation of either such subordination or such attornment, as the case may be, Tenant upon written request, and from time to time, shall execute and deliver without charge and in commercially reasonable form satisfactory to Owner, the Mortgagee or the purchaser all instruments and/or documents that may be requested to acknowledge such subordination and/or agreement to attorn, in recordable form. In the event Tenant fails to execute and deliver the instruments and documents as provided for in this paragraph within the time period set forth herein, the parties hereto shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue within thirty (30) days. In the event that the parties shall fail to come to agreement within such thirty (30) day period, either party may submit the dispute to resolution by arbitration as provided in this Parking Lease. Failure of either party to comply with any final arbitration award shall constitute an event of default under this Parking Lease.

18. Assignment by Tenant. This Parking Lease may not be assigned, transferred, encumbered or conveyed, or hypothecated, in whole or in part, by Tenant to any other person or entity, under any circumstances, except to a purchaser, lessee, mortgagee, condominium association or other transferee, of the 25 India Street Parcel.

19. Miscellaneous.

a. This Parking Lease and the rights and obligations hereunder shall be binding upon the Owner and its successors and assigns in interest. In the event that Owner sells the Garage to a third party, upon the assignment and assumption of this

Parking Lease by the third party, the Owner shall have no further obligations hereunder for any period of time following the assignment and assumption.

b. Except as otherwise provided herein, any notice relating in any way to this Parking Lease shall be in writing and shall be either hand delivered or sent by registered or certified mail, return receipt requested, addressed as follows:

To Owner: Ocean Gateway Garage LLC
c/o Paul J. Nasser, CFO/COO
Intercontinental Real Estate Corp.
1270 Soldiers Field Road
Boston, MA 01235

With a copies to: James M. Bradley, Esq.
Bradley & Associates
1270 Soldiers Field Road
Boston, MA 02135-1003

Katharine E. Bachman, Esq.
WilmerHale
60 State Street
Boston, MA 02109

Paul F. Driscoll, Esq.
Norman, Hanson & DeTroy, LLC
415 Congress Street
P.O. Box 4600
Portland, ME 04112-4600

To Tenant: Eight Middle Land Company LLC
86 Newbury Street
Portland, Maine 04101

With a copies to: George J. Marcus, Esq.
Marcus, Clegg & Mistretta, P.A.
One Canal Plaza, Suite 600
Portland, ME 04101

and

Nathan H. Smith, Esq.
Bernstein Shur Sawyer & Nelson
100 Middle Street
P.O. Box 9729
Portland, ME 04104-5029

and such notice shall be deemed delivered upon the earlier of actual receipt or three days after deposit in the U.S. mails as set forth above or, in the case of hand delivery, when received in person with a written acknowledgement of receipt. Either party may, by such manner of notice, substitute persons or addresses for notice other than those listed above and also add persons or addresses for notices to lenders or their counsel.

c. All paragraph headings in the Parking Lease are for convenience of reference only and are of no independent legal significance.

d. This Parking Lease may not be modified, waived or amended except in a writing signed by the parties hereto. No waiver of any breach or term hereof shall be effective unless made in writing signed by the party having the right to enforce such a breach and no such waiver shall be construed as a waiver of any subsequent breach. No course of dealing or delay or omission on the part of any party in exercising any right or remedy shall operate as a waiver thereof or otherwise be prejudicial thereto.

e. Any and all prior and contemporaneous discussions, undertakings, agreements and understandings of the parties are merged in this Parking Lease, which alone fully and completely expresses their entire Parking Lease.

f. If any part of any term or provision of this Parking Lease shall be held or deemed to be invalid, inoperative or unenforceable to any extent by a court of competent jurisdiction, such circumstance shall in no way affect any other term or provision of this Parking Lease, the application of such term or provision in any other circumstances, or the validity or enforceability of this Parking Lease.

g. The language used in this Parking Lease shall be deemed to be the language chosen by the parties to express their mutual intent and no rule of strict construction shall be applied against either party. Without limiting the generality of the foregoing, the language in all parts of this Parking Lease shall in all cases be construed as a whole according to its fair meaning, strictly neither for nor against any party hereto, and without implying a presumption that the terms thereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the person who drafted the same. It is hereby agreed that the representatives of both parties have participated in the preparation hereof.

h. This Parking Lease may be simultaneously executed in any number of counterparts, each of which when so executed and delivered shall be an original, but such counterparts shall constitute one and the same instrument.

i. This Parking Lease may not be recorded but a Memorandum hereof containing such information as is required by 33 M.R.S.A. § 201 may be recorded by either party at any time after the execution hereof. Owner agrees to execute and have acknowledged and delivered to Tenant for recording at the Cumberland County Registry of Deeds, such a Memorandum, if tendered by Tenant.

j. This Parking Lease shall be governed by and construed and enforced in accordance with the laws in effect in the State of Maine.

IN WITNESS WHEREOF, the undersigned have caused this Parking Lease to be executed by their duly authorized representatives.

[Signatures Located on Following Pages]

OWNER:

OCEAN GATEWAY GARAGE, LLC
a Maine limited liability company

By: RIVERWALK VENTURE, LLC a Maine limited
liability company

By: Intercontinental Fund IV Ocean Gateway, LLC, its Manager

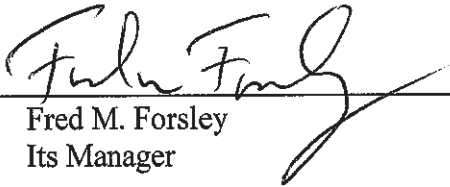
By: Intercontinental Real Estate Investment Fund IV, LLC, its
Manager

By: Intercontinental Real Estate Corporation, its Manager

By: 
Peter Palandjian

TENANT:

EAST INDIA LAND COMPANY LLC

By: 
Fred M. Forsley
Its Manager

MEMORANDUM OF LEASE

This Memorandum of Lease is made this 3rd day of May, 2013, pursuant to Title 33, Section 201 of the Maine Revised Statutes with respect to the following described Parking Lease (the "Parking Lease"):

Effective Date of Lease: As of May 1, 2013

Name of Landlord: Ocean Gateway Garage LLC, a Maine limited liability company

Name of Tenant: East India Land Company LLC, a Maine limited liability company

Initial Term: 30 Years from the Effective Date

Extension Terms: Two renewal terms – each for additional thirty (30) year term

Right of First Refusal: None

Option to Purchase: None

Description of Demised Premises:

Right to rent up to (x) ninety six (96) parking spaces or (y) the minimum number plus one of parking spaces required by the City of Portland for the development by Tenant of the 25 India Street Parcel in accordance with permitted zoning and land-use ordinances and regulations for such parcel in the Ocean Gateway Garage, a parking garage containing approximately seven hundred twenty (720) spaces located on a parcel of land approximately thirty-seven thousand (37,000) square feet in area located at 161 Fore Street in the City of Portland, County of Cumberland and State of Maine and shown as "Proposed Lot 3" on plan entitled "Subdivision/Recording Plat" by Owen Haskell, Inc., dated March 22, 2006 as revised April 13, 2006, and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 54.

Nothing herein shall or does change or modify the terms of the Parking Lease.

IN WITNESS WHEREOF, Ocean Gateway Garage LLC has caused this instrument to be executed by its duly authorized representatives this 3rd day of May, 2013.

[Signatures Continued on the Following Page]

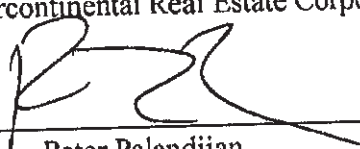
OCEAN GATEWAY GARAGE, LLC
a Maine limited liability company

By: RIVERWALK VENTURE, LLC a Maine limited
liability company

By: Intercontinental Fund IV Ocean Gateway, LLC, its Manager

By: Intercontinental Real Estate Investment Fund IV, LLC, its
Manager

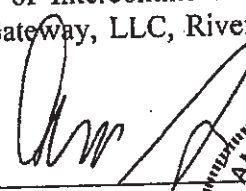
By: Intercontinental Real Estate Corporation, its Manager

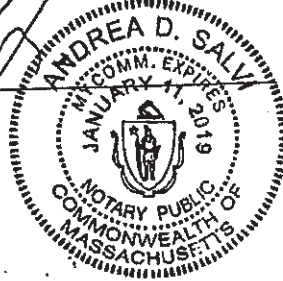
By: 
Peter Palandjian

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

On this 3rd day of May, 2013, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and each of Intercontinental Real Estate Investment Fund IV, LLC, Intercontinental Fund IV Ocean Gateway, LLC, Riverwalk Venture LLC and Ocean Gateway Garage LLC.


Notary Public



Received
Recorded Register of Deeds
May 07, 2013 03:54:50P
Cumberland County
Pamela E. Lovley

ATTACHMENT D

Letter of Financial Capacity



May 2, 2014

Mr. Jeff Levine
Director
City of Portland Planning and Development
389 Congress Street
Portland, Maine 04101

Re: Bateman Partners – 185 Fore Street

Dear Mr. Levine,

The Bank is currently in discussions with the developer concerning a commercial project located at 185 Fore Street in Portland. Although no application for financing has yet been submitted to the Bank and no commitment or proposed terms have been presented by the Bank, we have a high degree of interest in providing construction financing for the project.

The Bank has worked with the project developer, Bateman Partners, on several successful construction projects. Based on the developer's financial capacity, development experience, and a preliminary review of the project's cash flow projections, we believe that the project and sponsor have the necessary components to develop and operate the project successfully.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Michael P. O'Reilly", with a stylized flourish at the end.

Michael P. O'Reilly
Vice President, Commercial Banking

3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

3.1 OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system and does not require vehicular access points to the adjacent roadway system. Based on the number of residential units the project is expected to have an insignificant impact on traffic in the neighborhood.

2. Access and Circulation:

a. Site Access and Circulation.

(i) Pedestrian access is provided via the sidewalks along India and Fore Streets. Door controlled access will be provided at each of the building entry locations. The applicant has secured adequate off-street parking within the Ocean Gateway Garage via a leased parking agreement. In addition, there is existing on-street public parking within the vicinity of the project along India and Fore Streets.

(ii) There are no new vehicular access and egress points being constructed as part of this project.

(iii) The site does not feature drive up services as mentioned in this requirement.

(iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

b. Loading and Servicing.

(i) Not required. There will be adequate area along adjacent streets for infrequent periods of tenants moving in/out of the building. In addition, there is a shared alley space between the proposed building and the Ocean Gateway Garage that may be used for maintenance service requirements associated with the new building.

c. Sidewalks.

(i) The sidewalks along the project site frontage along India and Fore Street will be expanded and reconstructed with brick. All sidewalk improvements shall conform to the City of Portland Technical Manual as shown on the project design drawings.

(ii) The sidewalk ramps at the intersection of India and Fore Streets are in good condition and are not planned to be reconstructed.

(iii) There are no new internal sidewalks.

3. Public Transit Access:

- a. The development will be served by the existing #8 Metro service route that has bus stops along India Street, which is within ¼ mile of the project site. Transit service does not currently traverse Fore Street.
- b. A new transit stop is not proposed as part of the project.
- c. A new transit stop is not proposed based on the close proximity of nearby transit stops.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The applicant is providing off-street parking via a lease parking agreement within the Ocean Gateway Garage. The provided parking exceeds the parking requirements as stipulated in the City's Ordinance for each of the uses contained in the new building.
- (ii) Bill Bray, P.E. of Traffic Solutions is preparing a TDM strategy that will be submitted as part of the Traffic Study.
- (iii) No new parking is being created as part of this project.
- (iv) No new parking is being created as part of this project.
- (v) No new parking is being created as part of this project.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The project will include interior bicycle storage for each residential unit. Bike racks sufficient to accommodate four (4) bicycles are being provided along the India Street frontage for the non-residential uses within the building.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter parking.

d. Snow Storage:

- (i) Snow storage management will employ two strategies;
 - 1. Not applicable.
 - 2. Not applicable.

5. Transportation Demand Management (TDM):

- a. A TDM plan is being prepared for the project by Bill Bray, P.E. of Traffic Solutions.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The existing site retains no prominent significant natural features therefore no issue related to the preservation of these features applies.
- b. Not applicable.
- c. The applicant will not require a waiver from this standard.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There are no existing trees on the site; therefore, there is no existing landscaping identified for preservation. There is an existing street tree along India Street that will be preserved and protected during the construction of the new building and associated site work.
- (ii) Not applicable.
- (iii) Adequate measures to protect existing vegetation during construction will be provided.
- (iv) The applicant will not require a waiver from this standard.

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) There are no observable service or loading areas.
- (b) Not applicable.
- (c) Not applicable.
- (d) Not applicable.

(ii) Parking Lot Landscaping:

- a) Not applicable.
- b) Not applicable.
- c) Not applicable.

(iii) Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) Runoff from the site will continue to be directed to the City's storm drainage systems in the streets.

(ii) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

(iii) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

(iv) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

b. The Stormwater Management Plan will meet the requirements and goals stated in Section 5 of the Technical Manual. The applicant is requesting a waiver for quantity control from the site as the runoff from the site is directly discharged into a municipal system. The applicant is proposing to install a cartridge filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The roof drain treatment unit contains two cartridge filters capable of treating a peak discharge rate of 0.5 cfs before bypassing. A copy of the roof drain cartridge treatment unit is contained in Attachment E.

c. The project is not located in a watershed of an urban impaired stream as listed by the MeDEP.

d. Not applicable.

e. The project is serviced by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.

f. The project will be connected to the public sanitary sewer system which is adequately sized for the project flows.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.

b. Not applicable.

2. Public Safety and Fire Prevention:

a. The site has been designed to promote safe and inviting public and residential access.

- b. No changes to emergency access conditions within the surrounding streets is proposed.
 - c. Fire hydrants are located within the adjacent street system. The new buildings will be fully sprinklered.
3. Availability and Adequate Capacity of Public Utilities:
- a. The applicant will secure letters from all applicable utilities stating their ability to serve this project.
 - b. All on site electrical lines will be underground.
 - c. All new utility infrastructures will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within India Street.
 - e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. A stormwater management system is not required based on the project size; however, stormwater BMPs will be introduced as part of the project site work.
 - f. The proposed building includes provisions for internal storage of trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste.

(e) Site Design Standards.

1. Massing, Ventilation and Wind Impact:
- a. The bulk, location and height of the existing building does not result in adverse impacts to abutting properties.
 - b. HVAC venting is proposed to be directed to the building roof and directed away from public spaces.
2. Shadows:
- a. Not applicable.
3. Snow and Ice Loading:
- a. The proposed building will have flat roofs; therefore, accumulated snow and ice will not fall onto adjacent properties or public ways.
4. View Corridors:
- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark.
- b. The development is not located adjacent to or within 100 ft. of a designated landmark, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

- a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the B-5b Zone.

8. Signage and Wayfinding:

- a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) Not applicable.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

- a. The project is designed to be a high density development with multiple story building.

3.2 ATTACHMENTS

Attachment E – Roof Drain Treatment Unit

ATTACHMENT E

Roof Drain Treatment Unit

THIS DOCUMENT IS THE PROPERTY OF FABCO INDUSTRIES AND IS CONVEYED WITH THE EXPRESS CONDITION THAT IT AND THE INFORMATION CONTAINED IN IT ARE NOT TO BE USED, DISCLOSED, OR REPRODUCED IN WHOLE OR IN PART, FOR ANY PURPOSE WITHOUT THE EXPRESS WRITTEN CONSENT OF FABCO INDUSTRIES, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED IN SAID DOCUMENT.

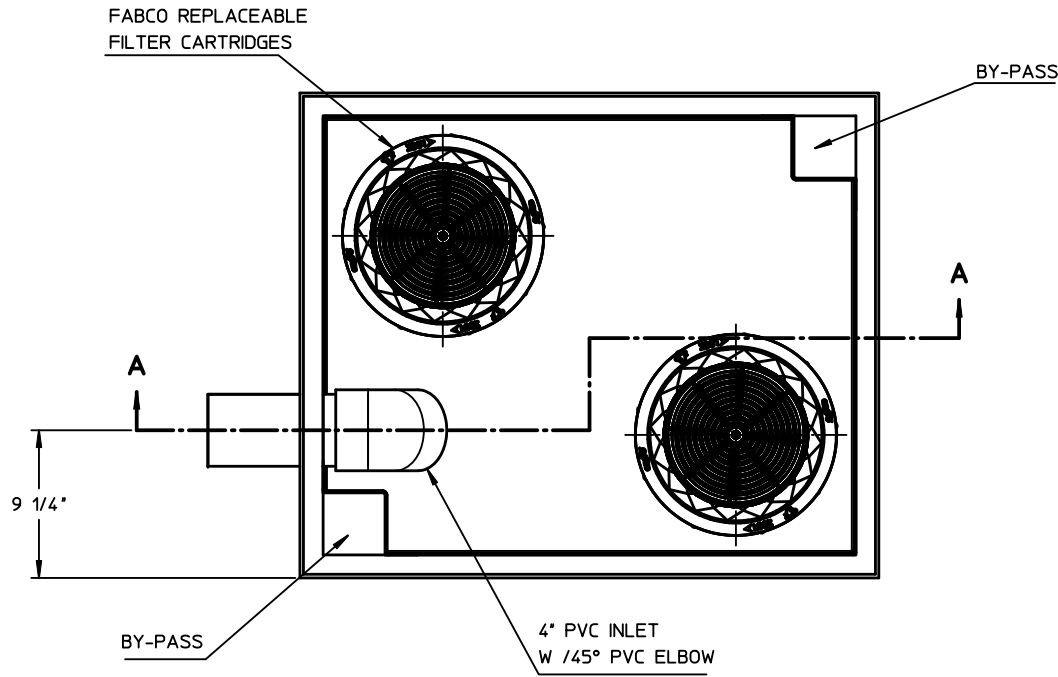
FABCO-FAB-002

REVISIONS

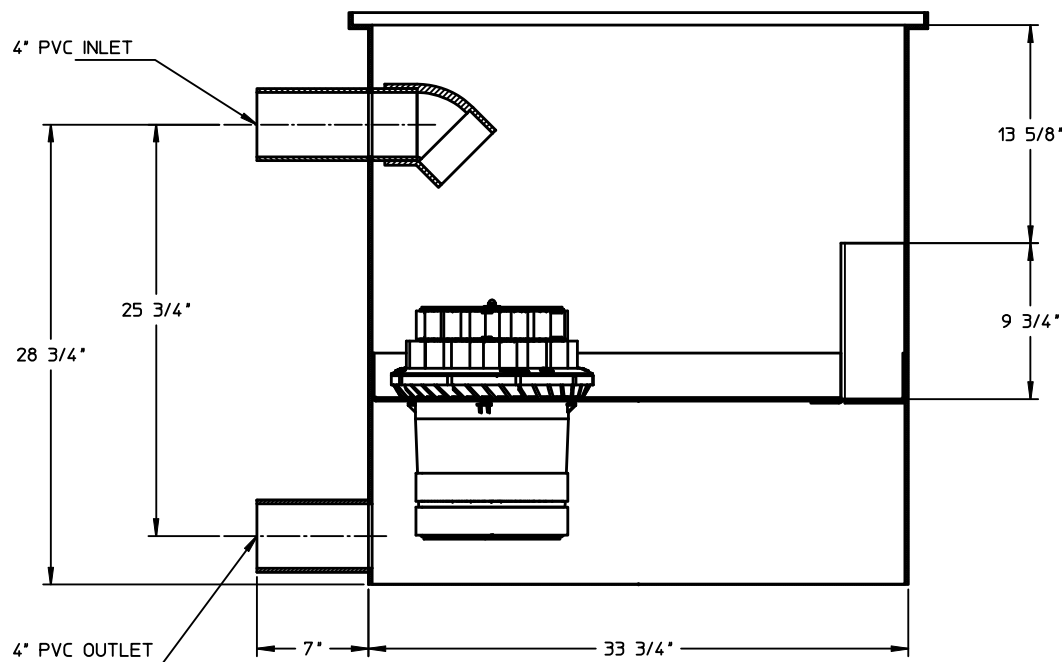
REV	DESCRIPTION	DATE	APPROVED
A	FIRST RELEASE	11/15/13	

NOTES:

- WEIGHT (APPROX):
 - EMPTY W/CARTRIDGES: 50-LB
 - FULL OF WATER: 1200-LB
- MATERIAL:
 - FILTER HOUSING AND COVER: HDPE, WHITE
 - CARTRIDGE PLATE: 5052-H32 ALUMINUM ALLOY
 - SUPPORT HARDWARE: CRES 300 SERIES OR EQUAL
- PERFORMANCE CHARACTERISTICS (TYP):
 - DEBRIS CAPACITY: 11.0 CU-FT
 - FILTERED FLOW RATE (CLEAN HEAVY METALS CARTRIDGES): 120 GPM (.26 CFS)
 - BYPASS FLOW RATE: 848.0 GPM (1.89 CFS)
- TYPICAL INSTALLATION: CUT DOWNSPOUT PIPE AND CONNECT THE 4" INLET AND OUTLET PIPES AS REQUIRED TO REDIRECT RAIN FLOW THROUGH THE FILTER BOX.
- USE ONLY WITH FABCO REPLACEABLE MEDIA CARTRIDGES.

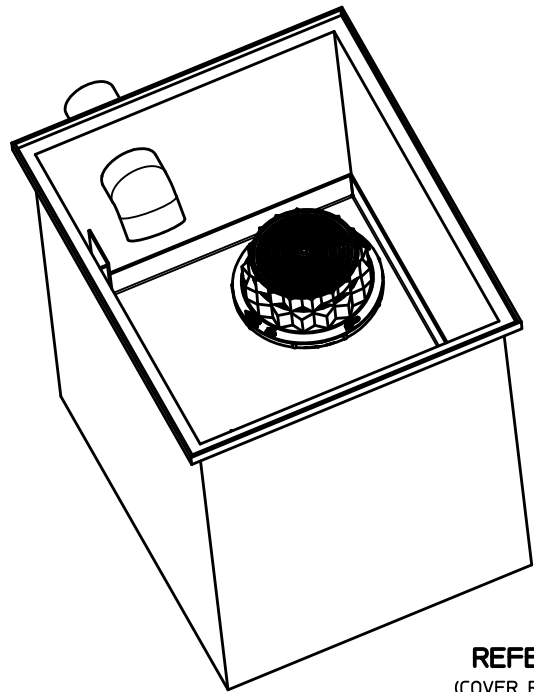
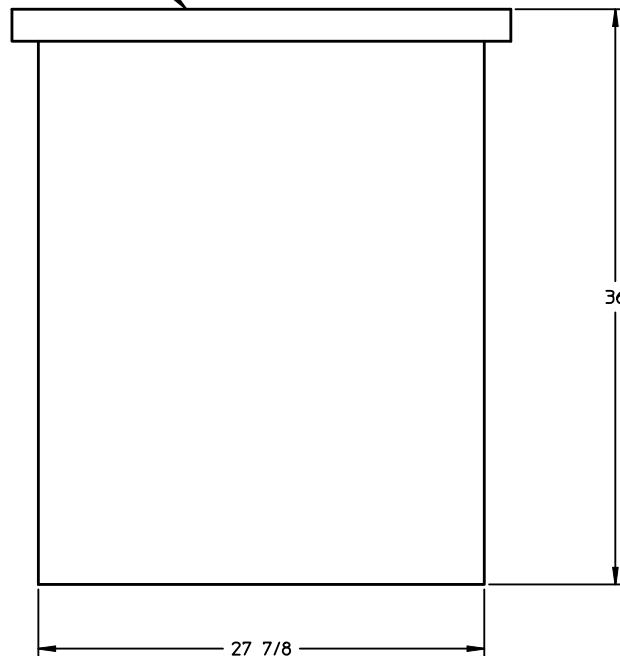


COVER REMOVED FOR CLARITY



SECTION A-A

REMOVABLE COVER



REFERENCE VIEW
(COVER REMOVED FOR CLARITY)

NO	QTY	PART NUMBER	DESCRIPTION	REMARKS
BILL OF MATERIALS				
UNLESS OTHERWISE SPECIFIED		TOLERANCES:		
REMOVE ALL BURRS		DEC .00 ± .01		
BREAK SHARP EDGES .002 ± .020		DEC .000 ± .003		
FILLETS .020 MAX		FRACT ± 1/16		
DIMENSIONS ARE IN INCHES AND		ANGLE ± 2°		
INCLUDE ORIENTALLY APPLIED		Rg FINISH ✓		
OR PLATED FINISHES		DO NOT SCALE THIS DRAWING		
MATERIAL		SEE NOTES		
MODEL LINK		10080-1		
FABCO INDUSTRIES, INC.		66 CENTRAL AVENUE		
FARMINGDALE, NY 11735		WWW.FABCO-INDUSTRIES.COM		
APPROVALS		DATE		
OWN MS		11/15/13		
CHGR				
ENGR JP		11/15/13		
APVD				
TITLE		DOWN SPOUT FILTER		
SIZE		CAGE CODE		REV
D		1P8A4		
SCALE 1:6		WT		SHEET 1 OF 1



June 13, 2014

Ms. Caitlin Cameron, Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: 185 Fore Street
Preliminary Site Plan and Subdivision Application
Response to Review Comments**

Dear Ms. Cameron:

On behalf of Bateman Partners, LLC, we are pleased to provide the following responses to the Preliminary Review Comments related to the Subdivision and Site Plan Application for the proposed proposed mixed-use building at 185 Fore Street. For ease of reference we have repeated the comments in *italics*, followed by our response.

**COMMENTS FROM DAVID SENUS & ASHLEY AUGER, WOODARD & CURRAN
DATED 05-29-14**

Comment 1:

The Applicant has noted that the project site is subject to the conditions of a previous environmental cleanup effort associated with the American Hoist and Derrick Company, and that the restrictions are in the form of a restrictive deed covenant. The Applicant should clarify what these restrictions entail. Are there special soil characterization, handling, and disposal requirements or special building slab construction requirements (i.e. – vapor barrier below building)? Dewatering procedures may be subject to testing and treatment in accordance with the City's Industrial Pretreatment program prior to discharge to the City's sewer system.

Response:

The above comment is correct. The two parcels were in fact part of American Hoist and Derrick Company, but were the less chemically/petroleum impacted part of the site than the balance of the site.

Hoffman Engineering, Inc. (environmental engineering subconsultant) has recommended a Phase II on each of the lots to allow for the design, if necessary, of a vapor barrier and/or a sub-slab depressurization system. It is our understanding subgrade basements will not be constructed as part of the new construction and as such for example a sump pump would not be necessary as part of the construction.

Ms. Caitlin Cameron
June 13, 2014
Page 2

Dewatering within utility areas during construction may encounter impacted groundwater. Again, that is the purpose of the recommended Phase II, to evaluate these specific proposed construction areas that, if necessary, a pretreatment system can be designed in the event that dewatering is necessary.

Based on existing data it does not appear that any soil excavated from the proposed construction areas and transported off site will be characterized as hazardous waste. However, this soil will not be considered “clean fill” and will need to be disposed of at a facility such as Commercial Paving/Recycling in Scarborough.

Comment 2:

The application is preliminary. As such, we anticipate that additional documents will be submitted with the final application, including confirmation of capacity to serve the development from utilities and a Construction Management Plan. Woodard & Curran will perform a review of the Final Application upon receipt of these documents.

Response:

Requests for ability to serve were submitted to the City of Portland and Portland Water District on March 11, 2014. A copy of the response letter dated March 19, 2014 from the Portland Water District confirming their ability to provide water supply to this project is appended to this comment response letter as Attachment A.

Comment 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: At this time, it does not appear that 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. The erosion control notes on Sheet C-1.1 refer to a sheet that does not appear to have been submitted. Additional information to address the Basic Standards will need to be provided with future submittals.*

Response:

FST is developing a site specific Erosion & Sediment Control Plan for the project, which will include inspection and maintenance requirements in accordance with MeDEP Chapter 500. This information will be provided under separate cover when it is available.

- b) General Standard: The project is required to include specific stormwater management features for stormwater quality control. The Applicant has proposed to install a cartridge*

Ms. Caitlin Cameron

June 13, 2014

Page 3

filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The Applicant should provide pollutant removal performance data for the treatment unit for review.

Response:

Information on the pollutant removal performance of the Fabco cartridge filter system is provided in Attachment B.

c) Flooding Standard: The project will result in a net increase in impervious area. As such, the project is required to include specific stormwater management features to control the rate of stormwater runoff from the site. The Applicant has requested a waiver from this standard and proposes to discharge the building roof water directly into the combined sewer system in India Street. This waiver request cannot be supported for this project, as the direct connection of stormwater into the combined sewer system will result in an increase in the rate of inflow entering the system. As such, the Applicant will be required to detain stormwater onsite or propose a means of discharging stormwater from the site through a design that is acceptable to the City Engineer.

Response:

David Senus of Woodard & Curran provided FST with information on the previously approved Eastern Waterfront Development project, which included the Ocean Gateway Parking Garage, as well as a proposed office building on the Fore Street and India Street parcel. According to the stormwater analysis prepared by Woodard & Curran, this approved project removed approximately 1.27 acres of tributary area from the combined sewer system in India Street by conveying runoff from the parking garage parcel to Casco Bay via the Hancock Street storm drain network. The roof runoff from the proposed office building on the corner of Middle and India Streets was designed to connect to the combined sewer because there is no separate storm drain in the immediate vicinity. The significant reduction in area tributary to the combined sewer resulted in a reduction in stormwater peak flow rates. The currently proposed project will maintain this previously approved runoff pattern.

The plans have been revised to show a dedicated roof drain connected to the existing catch basin at the corner of Fore and India Streets, as requested by the city engineer. This will allow for further reduction in stormwater runoff to the combined system if the India Street storm drain network is separated from the sanitary sewer in the future.

Comment 4:

The Applicant should provide a Stormwater Management Plan, which shall include a stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.

Ms. Caitlin Cameron
June 13, 2014
Page 4

Response:

FST is in the process of preparing a Stormwater Management Plan for the project, and will submit this under separate cover when it is available.

Comment 5:

The proposed grading on the northern corner of the site appears to be very steep. The Applicant should indicate what stabilization methods will be utilized in this area.

Response:

The adjacent offsite steep slope area is currently stabilized with riprap stone material. The existing stub retaining wall extending from the Ocean Gateway Garage will be extended to the proposed building allowing for a softening of this slope. The intent will be to grade this area and stabilize with loam and seed, but a portion of the existing riprap stone will remain as this is on the adjacent site.

Comment 6:

The Brick Sidewalk, Vertical Granite Curb, and Typical Trench Details should be prepared in accordance with Figures I-10, I-16, and II-12, respectively, of the City of Portland Technical Manual for work within the City Right-of-Way.

Response:

As requested, the City's standard details for brick sidewalk, vertical granite curb and typical trench details have been added to the plan set. A copy of the updated plan set is appended to this comment response letter.

Comment 7:

The Barrier Free Ramp Detail contains a note referencing the Town of Scarborough Right-of-Way; the Applicant should modify this note.

Response:

The barrier free ramp detail has been revised to reflect the City's standard detail sidewalk ramps and detectable warning surface. A copy of the updated plan set is appended to this comment response letter.

Comment 8:

Multiple notes on the Utility Plan (C-5) refer to a Site Electrical Plan (E1.01), a copy of which has not been received with this Preliminary Application.

Response:

A copy of the Site Electrical Plan is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 5

Comment 9:

Sheet C-3.0 indicates to “Restore Ex. Bituminous Pavement Area” in the alley between the proposed building and the Ocean Gateway Garage; however, the Boundary & Topographic Survey indicates that this area is gravel. The Applicant will be required to pave this alleyway as part of this project.

Response:

As requested, the site plans have been revised to include the installation of bituminous pavement within the alleyway between the proposed building and the parking garage.

Comment 10:

Underground conduits and an easement exist for telecommunications services across the project property with service to the Ocean Gateway Garage. These conduits and easement should be depicted on the Boundary & Topographic Survey Plan. It appears that the Applicant is re-establishing this service connection across their site as part of the proposed Utility Plan; however, the Applicant should describe how they are coordinating this work with the adjacent Garage property owner.

Response:

Owen Haskell, Inc. (project surveyor) is researching the presence of the easement in question. At this point, we are uncertain of its existence; however, the site development plans for this project include relocating these underground lines as part of the project. Refer to the Site Electrical Plan that is appended to this comment response letter.

Comment 11:

Multiple utilities (natural gas, drains, primary electrical) exist in the alleyway between the Ocean Gateway Garage and the proposed building (with easements to these utility companies); however, the location of many of these utilities are not depicted on the survey or site plans. The location of these utilities and any recorded easement information should be included on the boundary survey and the project design plans.

Response:

The 11' wide easement is shown on the plans. The extent of underground utilities in this alleyway is based upon the archive plans available from the City of Portland for the construction of the Ocean Gateway Garage.

Comment 12:

A large Central Maine Power (CMP) manhole / vault exists at the project corner of the Fore and India Street intersection. The project proposes a brick sidewalk finish over this vault. The Applicant should work with CMP to verify whether the concrete top of this vault can be modified to allow for the brick sidewalk treatment, or whether the top will need to be replaced to accommodate brick sidewalk in this area.

Ms. Caitlin Cameron
June 13, 2014
Page 6

Response:

The proposed site development plans have been revised to maintain the concrete slab at the intersection of India and Fore Street. Based upon site inspection, this concrete slab appears to be an integral part of the CMP vault and as such the extent of brick sidewalk will match to the existing concrete slab as currently exists today.

COMMENTS FROM REBECCA SCHAFFNER DATED 05-28-14

Site Plan Standards

(a) Transportation Standards; 2. Access and Circulation, c. Sidewalks:

An easement agreement will be needed to allow public access onto the private portion of the sidewalk.

Response:

The applicant is prepared to execute the standard City pedestrian access easement as a condition of site plan approval. Please forward a copy of easement language for review and eventual execution by the applicant.

(a) Transportation Standards; 4. Parking; a. Location & Required # of Vehicle Parking Spaces:

Unsure why number of spaces secured is above required minimum.

Response:

The leased parking agreement was executed on May 3, 2013 to secure adequate parking supply for the site for future development. The lease agreement for this site secured the right to use up to 96 parking spaces. As shown on the Zoning Summary table on Sheet C-1.1, the proposed development is required to provide 19 parking spaces; therefore, the applicant has demonstrated adequate supply is available via the lease agreement to provide parking within the Ocean Gateway Garage.

Agreement appears to treat all proposed building occupants as tenants of Bateman Partners; if the upper floors are to be independently owned condos unsure this agreement is adequate.

Response:

The lease agreement was structured to anticipate multiple tenants, owners, etc. Specific language is included within the lease agreement that states “WHEREAS, Tenant may develop and construct office, retail, residential or other lawful facilities on the parcel located at 25 India Street, Portland, Maine and shall use the Parking Spaces, as defined below, for owners, tenants, renters, licensees, invitees, employees transient users or, and/or owners of condominium units in, the 25 India Street Parcel (collectively, and as so defined, “Qualified Parkers”).

Ms. Caitlin Cameron
June 13, 2014
Page 7

(a) Transportation Standards; 4. Parking; b. Location & Required # of Bicycle Parking Spaces:

Access to bicycle parking for condo residents is awkward and inconvenient.

Would like to see 1 on-street bike hitch moved to Fore Street near residential entrance.

Response:

As requested, a bike hitch has been added to the Fore Street side of the building. It should also be noted that bicycle storage is provided internal to the building for each residential unit.

(b) Environmental Quality Standards; 2. Landscaping & Landscape Preservation; b. Site Landscaping; i.i.i. Street Trees

Proposal does not meet street tree provisions along Middle Street, trees needs to be added here. City Arborist would like to see 2 street trees on India Street and 1 street tree on Fore Street – a waiver shall be required for remainder and a financial contribution for those that cannot be planted on-site.

Response:

Anthony Muench, RLA, met with Jeff Tarling to review the street tree planting requirements along Fore Street and India Street. Due to the conflict with underground power conduits beneath the Fore Street sidewalk, we are not able to install additional street trees; however, two raised planting beds have been added to the plans adjacent to the building exterior walls to enable landscape planting materials to be provided. In addition, the existing tree along India Street will be removed and replaced with two new street trees with tree grates and tree guards. It is our understanding that Jeff Tarling is in agreement with this alternate approach.

(c) Public Infrastructure and Community Safety Standards; 2. Public Safety & Fire Protection; a. Crime Prevention through Environmental Design

Have lighting and surveillance safety concerns regarding the alleyway between the proposed building and Ocean Gateway Parking Garage.

Response:

Several building mounted exterior wall pack lighting fixtures will be provided for security lighting around the perimeter of the building. Refer to the Site Electrical Plan that is appended to this comment response letter.

(d) Site Design Standards; 6. Exterior Lighting

No lighting plan submitted; will want to see a lighting plan consistent with Eastern Waterfront Lighting District standards.

Response:

The street lighting has been prepared by Bennett Engineering and is depicted on the Site Electrical Plan that is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 8

Subdivision Review

Sec 14-496 Plat requirements, (b)Recording Plat

A recording plat will be required as part of the final submission

Response:

A recording plat will be prepared and submitted prior to final approval.

COMMENTS FROM CHRIS PIRONE/FIRE DATED 06-02-14

Construction Management Plan

Comment 1:

Streets must maintain a 20' width for Fire Department access at all times.

Response:

All streets surrounding the site exceed the minimum width requirement of 20'.

Comment 2:

Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.

Response:

The proposed site development is not proposing any fencing or enclosure within 3' of a hydrant.

Comment 3:

If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.

Response:

The proposed site development is not proposing any gates with locks.

Comment 4:

The Construction Company' emergency contact information shall be posted on the property in case of an after-hours emergency.

Ms. Caitlin Cameron
June 13, 2014
Page 9

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include requirements for posting of emergency contact information on the site and with the Portland Fire Department. A copy of the updated plan set is appended to this comment response letter.

Comment 5:

All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include reference to commented requirements. A copy of the updated plan set is appended to this comment response letter.

Comment 6:

Any cutting and welding done will require a Hot Work Permit from Fire Department.

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include references to commented requirements. A copy of the updated plan set is appended to this comment response letter.

Exit Discharge

Comment 1:

A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.

Response:

Archetype will be developing a full Life Safety Evacuation Plan, working with a fire suppression engineer and providing this work at the time of submission of the Building Permit.

Fire Vehicle Access

Comment 1:

Fire Department access shall have an unobstructed vertical clearance of not less than 13 ft. 6 in.

Response:

The proposed building development will not result in any overhanging structures that will impact or obstruct vertical clearance for Fire Department vehicular access.

Ms. Caitlin Cameron
June 13, 2014
Page 10

Comment 2:

Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established vertical clearance when approved.

Response:

The minimum 13'-6" vertical clearance will not be impacted; therefore, reduction in vertical clearance is not being requested.

2009 NFPA 1 18.3 Water Supplies and Fire Hydrants

Comment 1:

If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.

Response:

The building will have a sprinkler system. The closest fire hydrant is located on the opposite side of India Street, which is approximately 55' from the building and 57' from the external sprinkler riser connection. The existing hydrant is shown on the site plans.

Comment 2:

Fire Department Connections shall not be located where large diameter hose may block egress.

Response:

The external sprinkler riser connection is located adjacent to one of the Middle Street building entrances, which should not interfere with building access.

Building

Comment 1:

The new building shall not affect the egress or required Fire Department access for the neighboring building.

Response:

The proposed building is located within the project site boundaries and does not encroach into the alleyway between the new building and parking garage. As a result, egress into this area will not be impacted as a result of this development.

Ms. Caitlin Cameron
June 13, 2014
Page 11

Premises Identification

Comment 1:

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

Response:

The proposed address for the building will be 185 Fore Street, which we believe is consistent with the City's addressing systems.

Comment 2:

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

Response:

Address is now located on revised building elevations.

Comment 3:

If the building entry faces a different street, both the street name and number should be large enough to read from the street.

Response:

The main entry is off Fore and India Streets and will be labeled 185 Fore Street.

Comment 4:

Address numbers must be a minimum of 4 inches high.

The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").

Color: Addresses should be in a color that contrasts with the background.

Whenever possible, should be illuminated.

Response:

Refer to building renderings in Attachment C. A large 185 is located in contrasting colors and is very visible.

Comment 5:

Provide additional address signs at entrances to the property when the building address is not legible from the public street.

Ms. Caitlin Cameron
June 13, 2014
Page 12

Response:

The number will be very visible from the street. Please refer to elevations and perspective drawings.

Comment 6:

Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.

Response:

The residential entry and the first floor commercial entry are located directly off Fore Street. Please identify a specific problem that you may have in locating these entries as proposed. At this point, we are uncertain as to the specifics of your concern.

COMMENTS FROM JEFF TARLING/CITY ARBORIST DATED 05-30-14

Comment 1:

Both of these projects 185 Fore Street and 16 Middle Street need to have three trees planted at each site. At 185 Fore Street request one tree along the Fore Street frontage and two along India Street. Due to the recent tree problems at a nearby project that was unable to plant 8 trees due to underground utilities, we have six NEENA tree grates and guards in the City's possession that can be used for this project. It will offer uniformity. We can work with the project team to decide on the recommended tree type. Need to review the sunlight and space availability.

Response:

Anthony Muench, RLA, met with Jeff Tarling to review the street tree planting requirements along Fore Street and India Street. Due to the conflict with underground power conduits beneath the Fore Street sidewalk, we are not able to install additional street trees; however, two raised planting beds have been added to the plans adjacent to the building exterior walls to enable landscape planting materials to be provided. In addition, the existing tree along India Street will be removed and replaced with two new street trees with tree grates and tree guards. It is our understanding that Jeff Tarling is in agreement with this alternate approach.

COMMENTS FROM DAVID MARGOLIS-PINEO DATED 05-30-14

Comment 1:

Applicant will need to execute a pedestrian access easement with the City to allow public access onto the applicant's property.

Ms. Caitlin Cameron
June 13, 2014
Page 13

Response:

The applicant is prepared to execute the standard City pedestrian access easement as a condition of site plan approval. Please forward a copy of easement language for review and eventual execution by the applicant.

Comment 2:

Please show where snow will be stored or indicate how snow will be handled.

Response:

Due to the proposed site development proposal, very little snow removal will be required (i.e. majority of site will be covered with building with flat rooftop). The alleyway is owned by others and snow removal activities likely require snow to be hauled away from the site.

Comment 3:

If a general note does not currently exist, please add a note stating that all work within the road right of way will follow City of Portland Technical Manual standards.

Response:

This requirement is contained as General Note 7 on Sheet C-1.1 of the plan set.

Comment 4:

If the first floor retail area will be serving prepared food products, a grease removal unit may be necessary. If so, the applicant should contact Frank Brancely for guidance. 854-8832.

Response:

The café is more similar to a break room in many office settings. This facility will have a microwave, refrigerator and sink. There will not be any food preparation activities; therefore, a grease trap is not being provided.

Comment 5:

The applicant is requested to place additional bike parking on Fore St. in the proximity to office/retail door and to locate towards the back of the sidewalk and away from the curb line.

Bike Rack spacing guidelines:

- * If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.*
- * If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).*

Ms. Caitlin Cameron
June 13, 2014
Page 14

- * If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spaces.*
- * Bike racks may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.*
- * Bikes are to be located in closer proximity to primary entrances to the building. The primary entrances appear to be on Middle Street.*

Response:

As requested, the configurations of the bike racks have been modified as shown on the Site Layout Plan (Sheet C-2.0). A copy of the updated plan set is appended to this comment response letter.

Comment 6:

Curb Ramps:

- * Curb ramps must be designed in detail showing the dimensions of tipdown curbs, flush curb and dimensions of detectable warning panels. Also show the location of any drainage structures and utilities that may impact curb ramp location and design.*

Response:

As requested, the configuration of the curb ramps has been modified as shown on the Site Layout Plan (Sheet C-2.0). In addition, the curb ramp details have been revised to reflect City standard installation details. A copy of the updated plan set is appended to this comment response letter.

Comment 7:

If the proposed building's footings encroach the street right of way, an easement from the City will be required.

Response:

Presently, it is not anticipated that footings will extend on to City property.

Comment 8:

The four property corners shall have property pins set by a registered land surveyor prior to issuance of an occupancy permit.

Response:

As requested, property monumentation is proposed to be installed at the four corners of the property as shown on the Site Layout Plan (Sheet C-2.0). A copy of the updated plan set is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 15

Comment 9:

Both of the cross walk ramps at the corner of Hancock and Middle Street do not meet current City of Portland standards. The applicant is requested to rebuild these two ramps to meet current City standards.

Response:

As requested, the sidewalk ramps at the intersection of India and Fore Streets have been identified to be removed and replaced as part of the project as shown on the Site Layout Plan (Sheet C-2.0). In addition, the curb ramp details have been revised to reflect City standard installation details. A copy of the updated plan set is appended to this comment response letter.

Comment 10:

The applicant is requested to direct all site stormwater drainage into the catch basin at the corner of India and Fore St. The penetration to the catch basin shall be core drilled with a snap in boot connection.

Response:

As requested, the roof drain discharge from this building has been redirected to connect into the existing catch basin at the corner of India and Fore Streets. A detail for the City's standard booted pipe connection has been incorporated into the plan set.

Comment 11:

The City is reviewing wiring options for the proposed three new street lights. It is the City's intent to acquire ownership of these lights. Therefore a meter may be necessary for power billing purposes. The applicant should verify that the light specified for this location meets City of Portland lighting standards.

Response:

There will be only one new light pole and one relocated light pole. The new pole will match the existing pole that will be relocated.

COMMENTS FROM CAITLIN CAMERON/DESIGN REVIEW DATED 05-29-14

(Design Review (5/27 Caitlin Cameron, Alex Jaegerman, Barbara Barhydt)

B5b Standards (Design Manual):

Comment 1a:

Shared Infrastructure: Meets the requirement. Is there any physical connection between this building and the parking garage (it does not appear to be the case)? Please clarify access points to garage.

Ms. Caitlin Cameron
June 13, 2014
Page 16

Response:

A bridge from the garage to the new building will be provided as shown on the revised building plans. Guests and occupants of the building will have designated parking spaces in the garage and access to the bridge will be via the third floor of the building.

Comment 1b:

Why is the building set back so far on India Street?

Response:

The building is designed to step back allowing water views down India Street for the rear or northerly units. The building design has been modified to pull the front face for the first floor of the building closer to India Street to provide the street interplay you are seeking while at the same time allowing for the units above to see the water views.

Comment 1c:

Overall, the project does not, yet, create an adequately active and engaging façade on India Street. Because it appears the use on the ground floor is office rather than retail/restaurant, design elements that have a dialogue with the street are important (entries, transparency, lighting, proximity to street, etc.) An additional reference about ground floor façade design is Michele Reeves' lecture "Good Design is Good for Business" which can be found here:

<http://www.portlandmaine.gov/1114/India-Street>

<http://www.youtube.com/watch?v=18cK5gzLOpc&feature=youtu.be&t=40s>

- *What is the visible transmittance of the glass?*
- *Please clarify the materials on the India Street façade, ground level (rendering shows brick/solid while plan shows windows).*
- *Please clarify the café space – is that the kitchen for the office? How is it planned to be used?*
- *Please provide more details on the awnings proposed (material, color, size).*
- *What is the façade lighting plan?*

Response:

All of the first floor glass is clear with no tinting.

Refer to the revised building plans for clarification on building materials, etc.

The café is a meeting and break area for office workers on the first floor. The room is multipurpose. It will also be used for presentations to clients.

Refer to revised building elevations for additional information on the proposed awnings.

There is no proposed façade lighting. The only lighting will be at the egress doors at decks and perimeter security lighting.

Ms. Caitlin Cameron
June 13, 2014
Page 17

Multi-family Standards (Design Manual):

Comment 1a1:

The project is located several blocks away from the typical residential buildings. The form and height, porches and façade variation do a good job of mediating the different scales and building characters around it. However, there are a couple of points that we feel do not, yet, meet the intent of the standard:

- *We are concerned about authenticity of materials and durability of the thin brick and EIFS for the façade and cornice.*
- *Additional visual interest and dialogue with the streetscape is needed on India Street.*

Response:

The project architect has kept the precast at the lower level and then transitioned to the EIFS and thin brick above. It is Archetype's experience that with careful detailing (i.e. providing a drainage plane behind the EIFS and thin brick; specifying brick corners with returns; specifying colored mortar) and proper building maintenance that these products are long lasting and durable. Archetype will be detailing the construction of the thin brick per the standards of brick industry association technical notes on brick veneer with a tooled mortar joint. With proper detailing and installation it will yield a high quality aesthetic. Archetype can also provide as an example 100 Middle Street twin towers which they designed in the mid-eighties, all the cornices on that building above the first floor were an EIFS product. This product has been in place for about 30 years. It should also be mentioned that brick veneers of thin brick or full brick can be problematic and not yielding full life cycles if the products are not detailed correctly, installed correctly and maintained. The days of creating full thickness brick walls ended in the early 1950's. Today, architects need to address these products and install to the latest industry standards.

Comment 1a2:

We appreciate the infill nature of this project and its location is very important in how it contributes to and improves the streetscape on India St.

- *Building placement could be closer to the street.*
- *Street trees and/or landscaping should be provided to enhance the streetscape on India Street.*
- *Is there potential for a more prominent entrance on India Street?*

Response:

Refer to revised building plans and site plans. Anthony Muench has also been retained to provide landscape architectural services for this project as summarized above.

Ms. Caitlin Cameron
June 13, 2014
Page 18

Additional Comments/Questions:

Comment 1:

Please clarify the ADA access within the ground floor retail space.

Response:

There are ADA accessible entries to the residential and first floor commercial use from Fore Street and another entry from India Street to the first floor commercial use. There are interior steps between the two levels of first floor commercial uses; however, no internal ADA ramp is proposed at this time.

Comment 2:

If footings of the building cross the property line, a license is needed.

Response:

Presently it is not anticipated that footings will extend on to city property

We trust these responses adequately address the review comments. If you have any questions regarding these materials please contact this office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments: A – Portland Water District Ability to Serve Letter
B – Fabco Pollutant Removal Performance Information
C – Building Rendering
Revised Civil Site Plans
Revised Building Floor Plans and Elevations
Site Electrical Plan

c: Nathan Bateman – Bateman Partners, LLC
David Lloyd – Archetype PA

A R C H I T E C T Y P E

May 23, 2014

Dear Neighbor:

Please join us for a neighborhood meeting as we share plans for the construction of a five story mixed use building located at 16 Middle Street, Portland Maine and the construction of a four story mixed use building at 185 Fore Street, Portland Maine.

Meeting Location: RE/MAX By The Bay, The Common at 88 Middle Street Portland, Maine

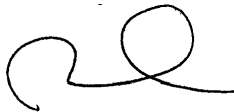
Meeting Date: June 12, 2014

Meeting Time: 5:30 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 Nathan Bateman, (207) 772-2992. Or email at nathan@batemanpartnersllc.com

Sincerely,



David Lloyd
Maine Licensed Architect

Note:

Under Section 14-32(C) and 14-524(a)d 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

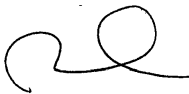
Neighborhood Meeting Certification

16 Middle Street & 185 Fore Street

I, David Lloyd hereby certify that a neighborhood meeting was held on June 12, 2014 at Remax by the Bay, 88 Middle Street @ 5:30 pm.

I also certify that on May 29th invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

Signed,



June 16, 2014

Attached to this certification are

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

SIGN UP SHEET

185 Fore Street - 16 Middle Street

12-Jun-14

	Name	Address
1	Bob LeBlanc	145 Newbury Street Portland
2	Peter Martin	20 Sequoia Lane Saco.
3	Dominic Long	40 Federal St
4	LOREN AYER	147 FORE ST
5	Liv Chase	52 Federal / 48 Hancock / 51 Hancock
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		

Neighborhood Meeting Notes

16 Middle Street & 185 Fore Street

Thursday, June 12, 2014

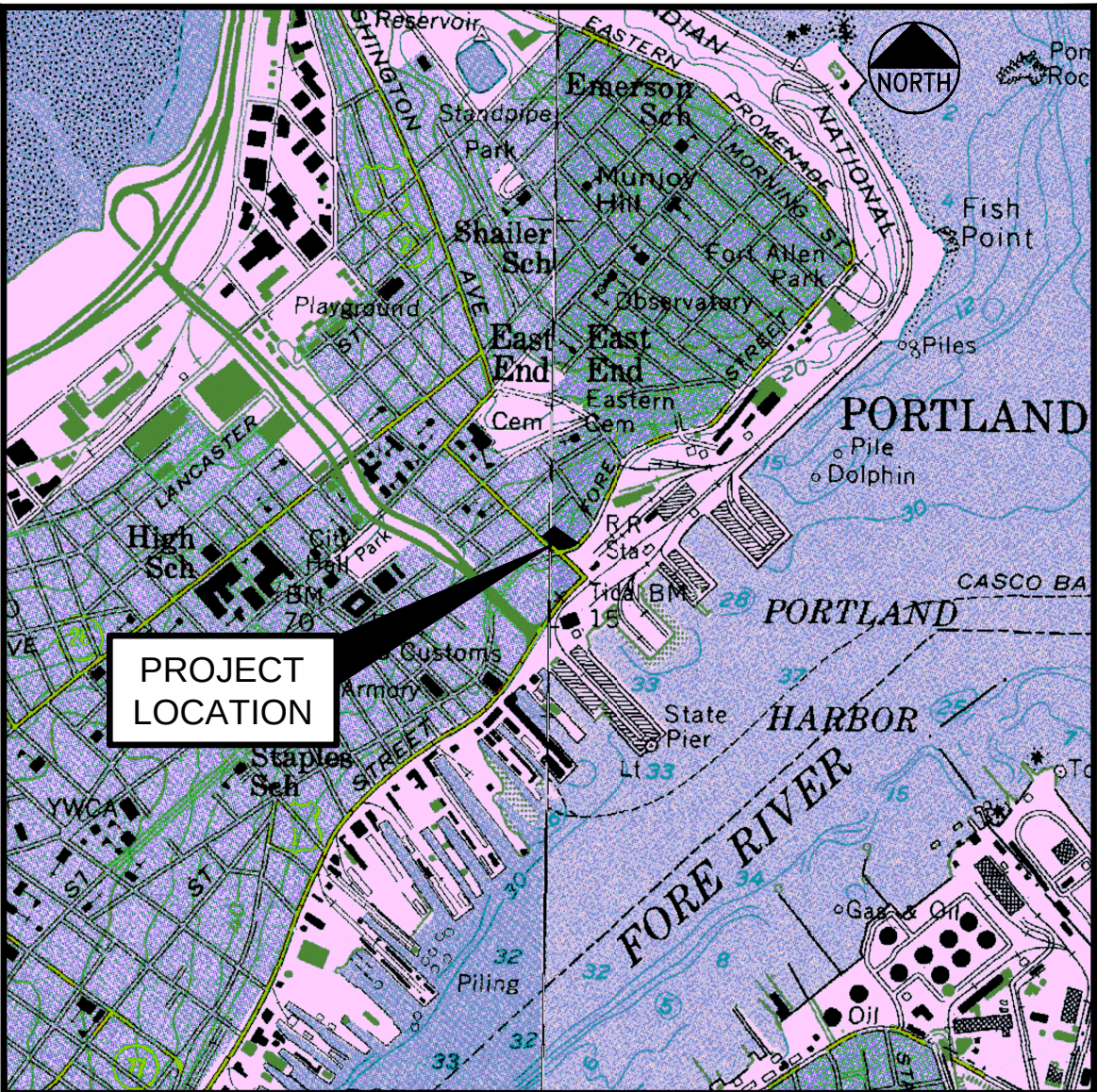
Presenters: Nathan Bateman, Bateman Partners

David Lloyd Architect, Archetype Architects

1. David Lloyd Architect and Nathan Bateman Developer gave an overview of both projects
2. Questions asked what is the height of 185 Fore Street? Architect gave heights for cornice & mezzanine level.
3. Question asked if views along India Street towards water would be blocked. Architect described placement of building. Described how it is set back from street on second floor on south end and the fact that views down India are important to our project as we realize other developments between our building and the water will be going up in the future.
4. Liv chase remarked that the buildings are beautiful.
5. Overall there was a positive reaction to the projects.
6. Parking arrangement with garage was discussed and explained by Nathan Bateman.
7. Question of what was asked as to users of first floor of 16 Middle Street. Answer was that it can be retail, commercial, restaurant, basically bank to restaurant use but not confirmed at this time.
8. Discussions went into general discussion of future development in the neighborhood. Participants in the group were positive and encouraged by changes in the neighborhood.

End of Notes

SITE DEVELOPMENT PLANS
FOR
185 FORE STREET
PORTLAND, MAINE
MAY 2014
PRELIMINARY PLAN DOCUMENTS



LOCATION MAP
N.T.S.

OWNER

(AS OF MARCH 2014)
EAST INDIA LAND COMPANY LLC
C / O SHIPYARD BREWING COMPANY
86 NEWBURY STREET
PORTLAND, MAINE 04101

TAX MAP - BLOCK - LOT (ADDRESS)

20 - F - 23 (185 FORE STREET)

CURRENT APPLICANT

BATEMAN PARTNERS LLC
P.O. BOX 3572
PORTLAND, MAINE 04104
207.772.2992
ATTN: NATHAN BATEMAN

INDEX

- C-1.0 COVER SHEET
- C-1.1 GENERAL NOTES & LEGEND
- C-2.0 BOUNDARY & TOPOGRAPHIC SURVEY
- C-2.1 EXISTING CONDITIONS & DEMOLITION PLAN
- C-3.0 SITE LAYOUT PLAN
- C-4.0 GRADING & DRAINAGE PLAN
- C-5.0 UTILITY PLAN
- C-6.0 PAVEMENT, CURB & SIDEWALK DETAILS
- C-6.1 DRIVEWAY APRON & MONUMENT DETAILS
- C-6.2 UTILITY & MISCELLANEOUS DETAILS

UTILITIES

WATER:
PORTLAND WATER DISTRICT
22 DOUGLAS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104
207.774.5961 x.3199
CONTACT: RICO SPUGNARDI

SEWER / STREETS:
CITY OF PORTLAND
PUBLIC SERVICES DIVISION
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8850
CONTACT: DAVID MARGOLIS-PINEO, DEPUTY CITY ENGINEER

ELECTRIC:
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.842.2367
CONTACT: JAMIE COUGH/PAUL DUPERRE

TELEPHONE:
FAIRPOINT COMMUNICATIONS
5 DAVIS HILL FARM ROAD
PORTLAND, MAINE 04103
207.797.1119
CONTACT: SUE SERRETTE

NATURAL GAS:
NORTHERN UTILITIES
1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.797.8002, EXT. 6220
CONTACT: MIKE SMITH
OR
BRAD BUZZELL
252.0907 (CELL)

DIG SAFE:
CALL BEFORE YOU DIG
888.344.7233

PERMITS / APPROVALS

TYPE:

LOCAL

SITE PLAN/SUBDIVISION APPROVAL:

GOVERNING BODY:

CITY OF PORTLAND PLANNING AUTHORITY
CITY HALL, CONGRESS STREET
PORTLAND, MAINE 04103
207.874.8722

STATUS/DATE ISSUED:

PRELIMINARY SUBMISSION 05.05.14

BUILDING PERMIT:

CITY OF PORTLAND CODE ENFORCEMENT OFFICE
CITY HALL, CONGRESS STREET
PORTLAND, MAINE 04103
207.874.8900

TO BE FILED BY BUILDING CONTRACTOR

UTILITY / STREET OPENING PERMITS:

CITY OF PORTLAND PUBLIC SERVICES DIVISION
55 PORTLAND STREET
PORTLAND, ME 04102
207.874.8801

TO BE FILED PRIOR TO CONSTRUCTION

CONSULTANT LIST

CIVIL ENGINEER:
Fay, Spofford & Thorndike
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
207.775.1121
CONTACT: JOSEPH LAVERRIERE
jlaverriere@fstinc.com

ARCHITECT:
Archetype Architects
48 UNION WHARF
PORTLAND, MAINE 04101
207.772.6022
ATTN: DAVID LLOYD

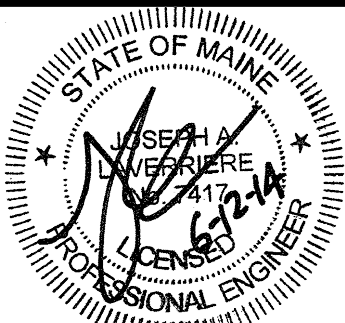
SURVEYOR:
Owen Haskell, Inc.
390 US ROUTE 1, UNIT 10
FALMOUTH, MAINE 04105
207.774.0424
ATTN: JOHN SWAN

ELECTRICAL / MECHANICAL ENGINEER:
Bennett Engineering
P.O. BOX 297
FREEPORT, MAINE 04032
207.865.9475
ATTN: WILLIAM BENNETT, JR.

ENVIRONMENTAL CONSULTANT:
Hoffman Engineering, Inc.
640 TEN ROD ROAD
NORTH KINGSTOWN, RHODE ISLAND 02852
401.294.9032
ATTN: ROBERT HOFFMAN

GEOTECHNICAL ENGINEER:
Haley & Aldrich, Inc.
75 WASHINGTON AVENUE, SUITE 203
PORTLAND, MAINE 04101
207.482.4600
ATTN: WAYNE CHADBOURNE

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.



P.E. JOSEPH A. LAVERRIERE
LIC. #7417

				PROJECT 185 FORE STREET PORTLAND, MAINE	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE COVER SHEET	
				CLIENT BATEMAN PARTNERS LLC	
2	06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY			DRAWN: CDD DESIGNED: JAL CHECKED: JAL FILE NAME: SP-M150-COV SHEET
1	05.05.14	SUBMITTED TO CITY			DATE: MAY 2014 SCALE: N.T.S. JOB NO. SP-M150
REV	DATE	DESCRIPTION	P.E. JOSEPH A. LAVERRIERE LIC. #7417		
REVISIONS					C-1.0

PRELIMINARY - NOT FOR CONSTRUCTION

GENERAL NOTES:

- THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF ALL REGULATIONS ADMINISTERED BY THE LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
- THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXITS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS.
- ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-888-DIGSAFE). IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT NO EXTRA EXPENSE TO THE OWNER.
- MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
- ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHOWN IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO PROJECT CONTRACT SPECIFICATIONS, AND THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS, WHICHEVER IS MORE STRINGENT.
- TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY OWEN HASKELL, INC. BENCHMARK = CHISELED X STREET SIDE HYDRANT BONNET BOLT ON INDIA STREET, ELEVATION 24.71, NGVD 1929 DATUM.
- FEMA MAP COMMUNITY PANEL NUMBER 2300510014B. THE SITE IS LOCATED IN A C ZONE.
- THE PROPERTY SHOWN ON THIS PLAN MAY BE DEVELOPED AND USED ONLY AS DEPICTED IN THIS APPROVED PLAN. ALL ELEMENTS AND FEATURES OF THE PLAN AND ALL THE PROPERTY WHICH APPEARS IN THE RECORD OF THE PLANNING BOARD PROCEEDINGS ARE CONDITIONS OF THE APPROVAL. NO CHANGE FROM THE CONDITIONS OF APPROVALS IS PERMITTED UNLESS AN AMENDED PLAN IS FIRST SUBMITTED TO AND APPROVED BY THE PLANNING AUTHORITY.
- ALL SIGNAGE SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS:
GRANITE AND BITUMINOUS CONCRETE CURB SHALL MEET THE REQUIREMENTS OF MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS 609.03 AND 609.04 AND CITY OF PORTLAND TECHNICAL STANDARDS.
- ALL DIMENSIONING UNLESS OTHERWISE NOTED IS TO THE FACE OF CURB OR FACE OF BUILDING.
- THE FACILITY IS SERVICED BY PUBLIC WATER, SEWER, NATURAL GAS AND OVERHEAD POWER. THE PROJECT INCLUDES UPDATES TO THE POWER SERVICE INCLUDING THE INSTALLATION OF NEW UNDERGROUND SYSTEM. SEE SITE ELECTRICAL PLANS FOR DETAILS.
- THE CONTRACTOR IS REQUIRED TO NOTIFY THE CITY OF PORTLAND PUBLIC WORKS INSPECTION SERVICES DIVISION (874-8300 EXT. 8838), CODE ENFORCEMENT OFFICE AND DEVELOPMENT REVIEW COORDINATOR IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. A PRE-CONSTRUCTION MEETING MAY BE REQUIRED TO INCLUDE THE PUBLIC WORKS AUTHORITY OR DEVELOPMENT REVIEW COORDINATOR.
- AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE.
- WARNING SIGNS, MARKERS, BARRICADES OR FLAGMEN MUST BE EMPLOYED ON ADJACENT STREETS AS NECESSARY THE CONTRACTOR SHALL COORDINATE AND SEEK APPROVAL FROM THE PUBLIC SERVICE DIVISION FOR THE PLACEMENT/PARKING OF EQUIPMENT WITHIN THE PUBLIC RIGHT OF WAY.
- CONSTRUCTION DEBRIS SHALL BE CONTAINERIZED AND DISPOSED OF IN ACCORDANCE WITH THE CITY OF PORTLAND'S SOLID WASTE ORDINANCE CHAPTER 12. ALL DEMOLITION MATERIAL FROM THE PROJECT SITES SHALL BE TAKEN TO THE RIVERSIDE RECYCLING FACILITY OR AS OTHERWISE DIRECTED PENDING THE RESULTS OF A HAZARDOUS BUILDING MATERIALS SURVEY AS AUTHORIZED AND COORDINATED BY THE OWNER. ALL SALVAGED MATERIAL WITHIN THE PUBLIC R.O.W.(SIDEWALKS, BRICKS, GRANITE CURB) NOT REUSED SHALL BE DISPOSED OF AS DIRECTED BY THE PORTLAND PUBLIC SERVICES DEPARTMENT AT NO EXTRA COST TO THE OWNER.
- ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE.
- PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROPERLY PROTECTED AT ALL TIMES DURING CONSTRUCTION TO INSURE INTEGRITY. IF DISTURBED THEY SHALL BE REPLACED BY A SURVEYOR REGISTERED IN THE STATE OF MAINE AT THE CONTRACTOR EXPENSE.
- THE OWNER SHALL BE RESPONSIBLE TO COORDINATE THE PERFORMANCE OF A HAZARDOUS MATERIALS INSPECTION OF THE PROPERTY.
- A STREET OPENING PERMIT MUST BE OBTAINED FROM THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT PRIOR TO BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED IN CONFORMANCE TO THE CITY'S RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN PUBLIC RIGHT OF WAYS.
- CONTRACTOR MUST MAINTAIN THROUGH TRAFFIC ON ADJACENT STREETS AT ALL TIMES.
- ALL METHODS AND MATERIALS USED IN THE CONSTRUCTION OF THE IMPROVEMENTS IDENTIFIED HEREIN SHALL CONFORM TO THE CITY OF PORTLAND CONSTRUCTION AND TECHNICAL STANDARDS AND/OR CURRENT MDOT STANDARDS AND SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
- SITE WORK FOR BUILDING SHALL INCLUDE GRADING THE BUILDING PAD AREA (DEFINED AS THE BUILDING FOOTPRINT PLUS 5'-0" BEYOND THE EXTERIOR WALL) TO A GRADE 18" BELOW THE GROUND FLOOR FINISH ELEVATION. ALL WORK SHALL INCLUDE EXCAVATION (INCLUDING ROCK REMOVAL AND EXISTING FOUNDATION DEMOLITION) AND BACKFILL OF ALL FOOTINGS AND FOUNDATIONS, INSTALLATION OF PERIMETER FOUNDATION DRAINS, EXCAVATION AND BACKFILL OF ALL UNDERSLAB UTILITIES AND PLACEMENT OF ALL AGGREGATES BELOW THE FLOOR SLAB AND ADJACENT THE FOUNDATION WALLS IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS. (SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL DETAILS PERTAINING TO ANY BUILDING RELATED FOUNDATION WORK).
- RECORD DRAWINGS REQUIRE ALL BURIED UTILITIES INCLUDING, BUT NOT LIMITED TO, BENDS, APPURTENANCES, AND OTHER FEATURES TO BE LOCATED BY COORDINATE INFORMATION TO BE RECORDED BY THE CONTRACTOR AND SUPPLIED TO THE OWNER AT THE END OF THE PROJECT.
- THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL DRAWINGS PREPARED BY ARCHETYPE ARCHITECTS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, PAVING, EXIT PORCHES, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE POINTS.
- ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.

GRADING AND DRAINAGE NOTES:

- ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF n = 0.013 OR LESS. UNLESS A SPECIFIC PIPE MATERIAL IS CALLED FOR ON THE CONTRACT DRAWINGS. PVC PIPING SHALL NOT BE USED IN AREAS OF EXPOSED SUNLIGHT.
- SLOPE PROTECTION IS TO BE PROVIDED PER THE DESIGN PLANS AND MAY INCLUDE RIPRAP, SOD OR MULCH.
- THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING EARTHWORK OPERATIONS TO INSURE THAT DISTURBANCE TO ANY STEEP SLOPE AREAS ARE MINIMIZED TO THE EXTENT PRACTICABLE.
- THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY OTHERS. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) 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.
- ALL PAVING WITHIN THE PUBLIC R.O.W. SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF PORTLAND RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC R.O.W.
- NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
- THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
- CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES AND PHYSICAL FEATURES THAT ARE OUTSIDE THE SCOPE OF WORK. THE CONTRACTOR SHALL MAINTAIN SITE STABILITY DURING CONSTRUCTION TO AVOID EROSION AND SEDIMENT TRANSPORT. CONTRACTOR SHALL RESTORE ALL AREAS TO A FINAL STABILIZED CONDITION AS DIRECTED BY DESIGN DRAWINGS.
- 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.
- EXTERIOR GRADES AROUND PROPOSED STRUCTURE SHALL BE COORDINATED WITH FINAL BUILDING PLANS AND PROVIDE FOR ALL ACCESS OPENINGS.
- SUBGRADE FILL PLACED BENEATH ALL PERMANENT PAVEMENT, SIDEWALK OR CONCRETE SURFACES EXCLUDING ANY BUILDING AREAS, SHALL BE GRANULAR BORROW. SUBGRADE FILL PLACED BENEATH ALL LANDSCAPE AREAS EXCEPT THOSE ADJACENT THE FOUNDATION SYSTEMS MAY BE A COMMON BORROW MATERIAL SUITABLE FOR EMBANKMENT CONSTRUCTION, FREE FROM FROZEN MATERIAL, PERISHABLE RUBBLE, PEAT, ORGANICS, ROCKS LARGER THAN 12" IN DIAMETER. VEGETATION AND OTHER MATERIAL UNSUITABLE FOR ROADWAY AND SUBGRADE CONSTRUCTION. EXCAVATED ON-SITE MATERIALS MAY BE USED FOR FILL PROVIDED THE MATERIAL IS FREE FROM UNSUITABLE MATERIAL DESCRIBED IN THIS NOTE AND UPON APPROVAL OF THE ENGINEER. EXCAVATED ONSITE MATERIALS MAY NOT BE USED AS COMPACTED STRUCTURAL FILL BENEATH THE BUILDING AREAS OR AS FOUNDATION BACKFILL. GRANULAR BORROW AND COMMON BORROW SHALL COMPLY WITH THE MDT SPECIFICATIONS.
- ALL FILLS SHALL BE PLACED IN LAYERS NOT MORE THAN 12" LOOSE DEPTH AND COMPACTED BY HEAVY COMPACTION EQUIPMENT. MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ASTM 1557, MODIFIED AND FIELD DENSITY ASTM D2922 (NUCLEAR METHODS).
- THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

UTILITY NOTES:

- ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED BETWEEN THE SITE WORK CONTRACTOR AND DIVISION 22/26 CONTRACTOR(S). THE SITE WORK CONTRACTOR SHALL BE RESPONSIBLE TO EXTEND ALL PROPOSED UTILITIES TO WITHIN FIVE (5) FEET OF THE BUILDING TO A LOCATION COORDINATED WITH THE MECHANICAL AND ELECTRICAL SUBCONTRACTORS. THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITIES WITHIN FIVE (5) FEET AND INSIDE THE BUILDING OR UNDER SLAB.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER; THE TELECOMMUNICATIONS SERVICE WITH FAIRPOINT COMMUNICATIONS AND CABLE SERVICE WITH TIME WARNER CABLE. ALL WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS OR UTILITY COMPANY STANDARDS, WHICHEVER IS MORE STRINGENT.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE AT NO ADDITIONAL EXPENSE TO THE OWNER.
- ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- 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 COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
- A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. A 12 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.
- CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY ELECTRICAL SERVICES IN CONDUIT TO SITE LIGHTING, COMPLYING WITH APPLICABLE CODES, COORDINATE WITH OWNER, SITE ELECTRICAL, ARCHITECTURAL AND CMP PLANS.
- ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT. ALL SANITARY SERVICES AND APPURTENANCES TO BE ABANDONED SHALL BE PROPERLY RECORDED WITH PORTLAND PUBLIC WORKS ENGINEERING DEPARTMENT. A DIGITAL VIDEOTAPE SHALL BE MADE OF SANITARY SEWER SYSTEMS TO BE UTILIZED PRIOR TO CONSTRUCTION; UPSTREAM PIPES INTENDED FOR ABANDONMENT SHALL BE INSPECTED TO VERIFY THAT THEY NO LONGER SERVE OTHER FACILITIES.

EROSION CONTROL NOTES:

Plan 2

- LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE SITE.
- PRIOR TO BEGINNING ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES AND THE STABILIZED CONSTRUCTION ENTRANCES.
- SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
- THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS THEY BECOME SATURATED WITH MUD TO ENSURE THAT THEY WORK AS PLANNED DURING CONSTRUCTION AND SHALL KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD.
- SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO IT FOR LATER USE IN LANDSCAPING OPERATIONS.
- CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITIES IN THE AREA OF PROPOSED EXCAVATION OR BLASTING AT LEAST THREE (3) BUT NOT MORE THAN (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRS A 3360-A.
- IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AS SPECIFIED ON PLANS.
- 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 CUMBERLAND COUNTY SOIL AND WATER 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.
- CONTRACTOR SHALL PERFORM WORK IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL REQUIREMENTS, INSPECTION AND MAINTENANCE REQUIREMENTS AND GOOD HOUSEKEEPING PRACTICES IN ACCORDANCE WITH APPENDIX A, B & C OF MAINE DEP CHAPTER 500.

CONSTRUCTION MANAGEMENT NOTES:

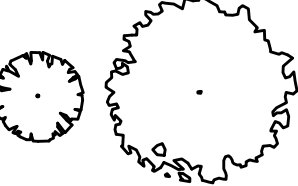
- ALL CONSTRUCTION SHALL COMPLY WITH 2009 NFPA 1 CHAPTER 16 SAFE GUARDS DURING BUILDING CONSTRUCTION, ALTERATION AND DEMOLITION OPERATIONS.
- ANY CUTTING AND WELDING WORK PERFORMED ONSITE SHALL REQUIRE A "HOT WORK" PERMIT FROM THE PORTLAND FIRE DEPARTMENT.
- THE GENERAL CONTRACTOR SHALL POST EMERGENCY CONTACT INFORMATION ON THE PROJECT SITE PROPERTY DURING CONSTRUCTION IN THE EVENT OF AN AFTER HOURS EMERGENCY. THIS CONTACT INFORMATION SHALL ALSO BE PROVIDED TO THE PORTLAND FIRE DEPARTMENT.
- IF THE SITE IS SECURED BY TEMPORARY OR PERMANENT FENCING WITH LOCKED GATES, THEN THE APPLICANT OR ASSIGNED REPRESENTATIVE SHALL PURCHASE A KNOX PADLOCK FROM THE PORTLAND FIRE DEPARTMENT TO ALLOW ACCESS BY THE PORTLAND FIRE DEPARTMENT.

ZONING SUMMARY TABLE:

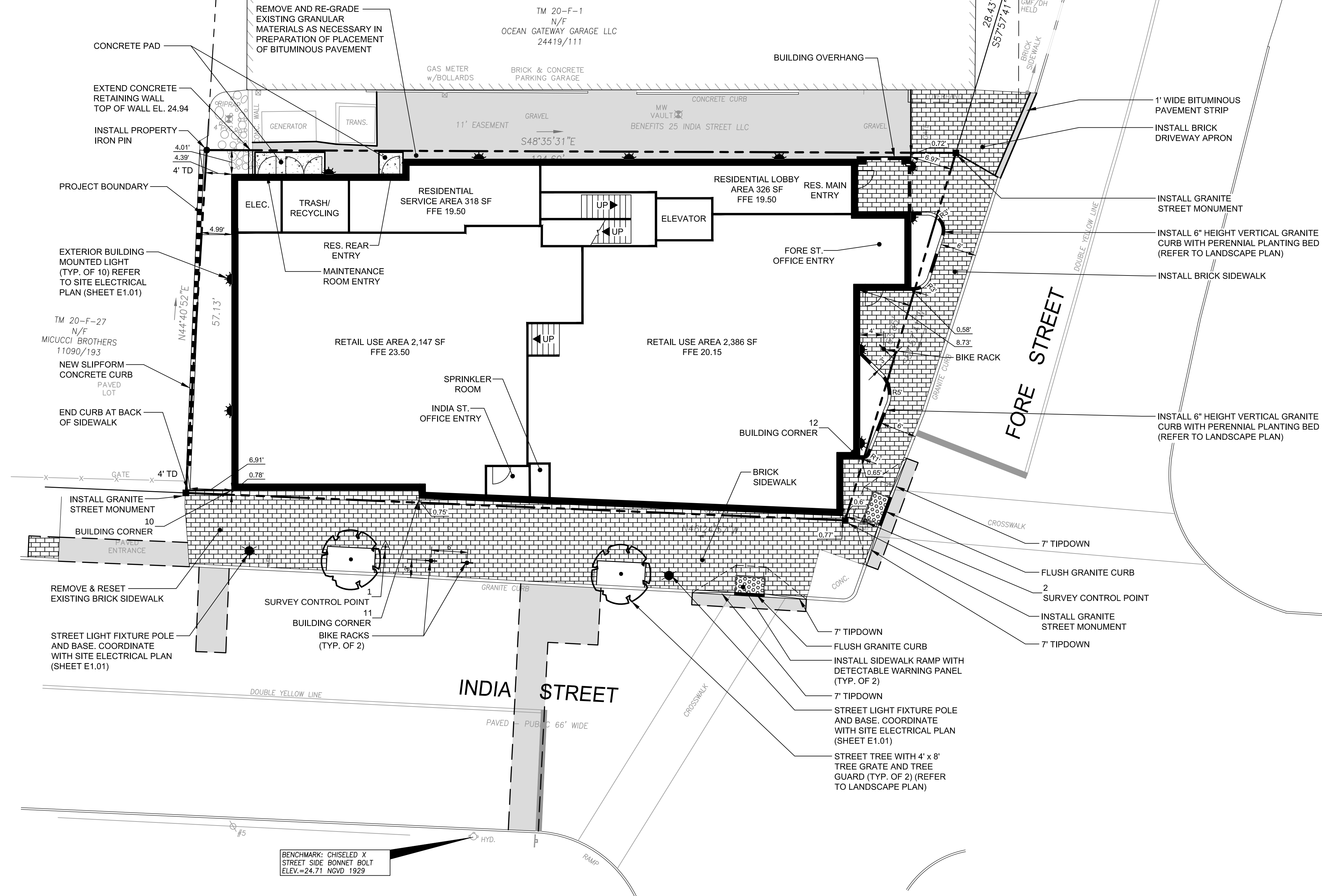
B-5b Urban Commercial Mixed Use Zone
Dimensional Requirements

Standard	B-5b Requirement	185 Fore Street
Minimum Lot Size	None	6,947 s.f.
Minimum Frontage	None	63.85' Fore Street
Minimum Front Yard	None	0.58' Fore Street
Minimum Side Yard	None	0.72'
Minimum Rear Yard	None	4.39'
Maximum Front Yard	10'	0.58'
Maximum Lot	100%	86%
Maximum Building Coverage	65'	60'-6"
Height		
Parking Retail Use	1 space per 200 s.f. of first floor area in excess of 2,000 s.f. not used for bulk storage	4,533 s.f. on first floor
Parking Residential Use	1 space per unit	13 parking spaces
		6 units
		6 parking spaces

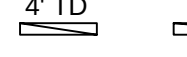
LEGEND

PROPOSED	EXISTING	EXISTING
 BUILDING	 IRON PIN FOUND (IPF) OR CAPPED IRON ROD FOUND (CIR)	 TREE
 LANDSCAPING	 ELECTRIC MANHOLE	 STUMP
 EDGE OF PAVEMENT	 CATCH BASIN	 EXISTING CONTOUR
 SLIPFORM CONCRETE CURB	 SEWER MANHOLE	 SPOT GRADE
 VERTICAL GRANITE CURB	 DRAIN MANHOLE	 PROPERTY LINE
 BRICK SIDEWALK	 DOWN SPOUT	 RIGHT OF WAY
	 WATER VALVE	 STORM DRAIN
	 WATER SHUTOFF	 SEWER
	 UTILITY POLE	 UNDERGROUND WATER
	 SIGN	 OVERHEAD UTILITY WIRES
	 LIGHT POLE	 WOOD STOCKADE FENCE
	 ELECTRIC METER	 CHAIN LINK FENCE
	 GAS METER	 GUARD RAIL
	 EDGE OF PAVEMENT	
	 CURB (GRANITE, UNLESS NOTED)	
	 EDGE OF GRAVEL	 EXISTING BUILDING

PRELIMINARY - NOT FOR CONSTRUCTION

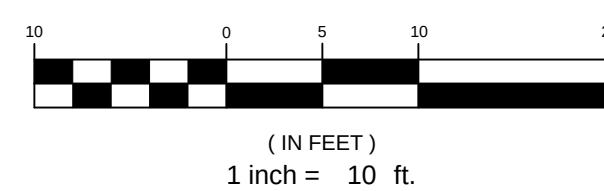


LEGEND

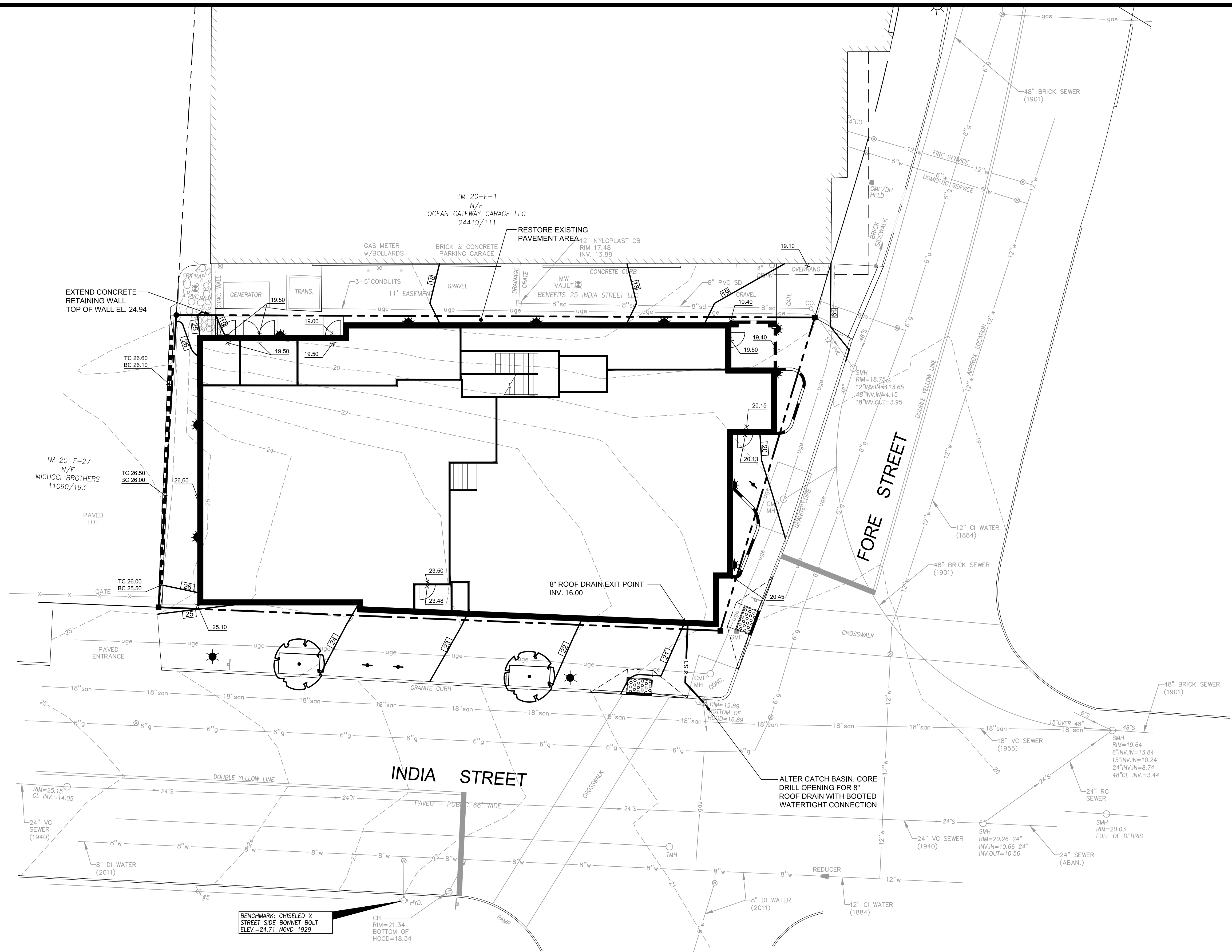
- | | |
|------------------------|---|
| VERTICAL GRANITE CURB |  |
| SLIPFORM CONCRETE CURB |  |
| CURB TIPDOWN |   |
| BRICK SIDEWALK |  |
| BITUMINOUS PAVEMENT |  |
| CONCRETE PAD |  |

POINT TABLE			
ID	RAW DESCRIPTION	NORTHING	EASTING
1	SURVEY CONTROL POINT	301334.53	2930857.55
2	SURVEY CONTROL POINT	301285.27	2930920.25
10	BUILDING CORNER	301358.44	2930844.56
11	BUILDING CORNER	301336.92	2930867.13
12	BUILDING CORNER	301293.62	2930926.58

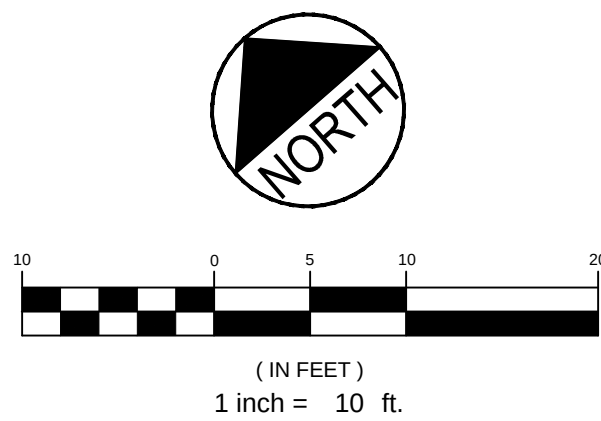
PRELIMINARY - NOT FOR CONSTRUCTION



				PROJECT	185 FORE STREET PORTLAND, MAINE		 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106		
2	06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY		SHEET TITLE	SITE LAYOUT PLAN			DRAWN: CDD	DATE: MAY 2014
1	05.05.14	SUBMITTED TO CITY		CLIENT	BATEMAN PARTNERS LLC			DESIGNED: JAL	SCALE: 1" = 10'
REV	DATE	DESCRIPTION						CHECKED: JAL	JOB NO. SP-M150
		REVISIONS	P.E. JOSEPH A. LAVERRIERE LIC. #7417			FILE NAME: SP-M150-SITE LAYOUT			
						SHEET	C-3.0		



PRELIMINARY - NOT FOR CONSTRUCTION



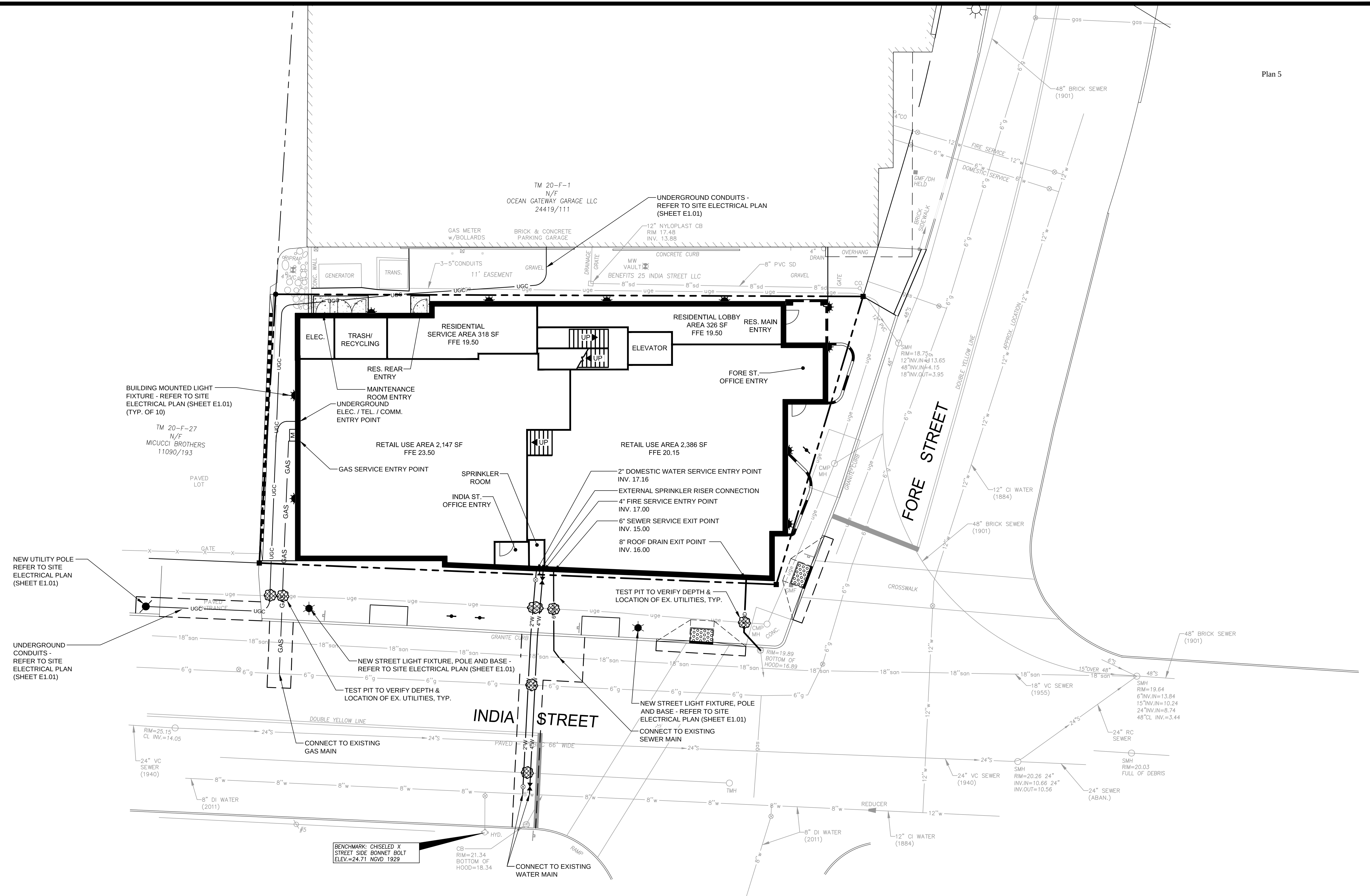
REV	DATE	DESCRIPTION
2	06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY
1	05.05.14	SUBMITTED TO CITY

Professional Engineer Seal for P.E. JOSEPH A. LAVERRIERE, License #7417, State of Maine.

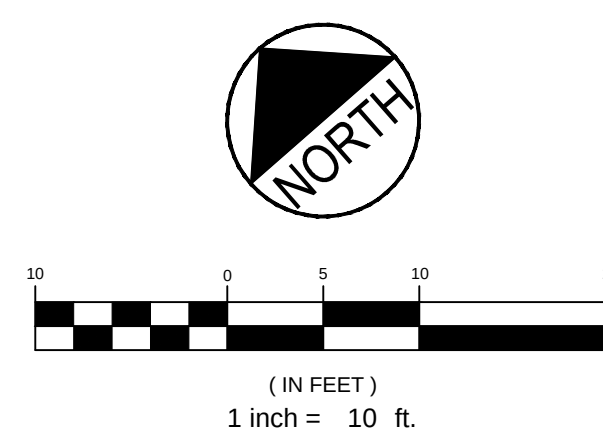
PROJECT	185 FORE STREET PORTLAND, MAINE
SHEET TITLE	GRADING & DRAINAGE PLAN
CLIENT	BATEMAN PARTNERS LLC

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

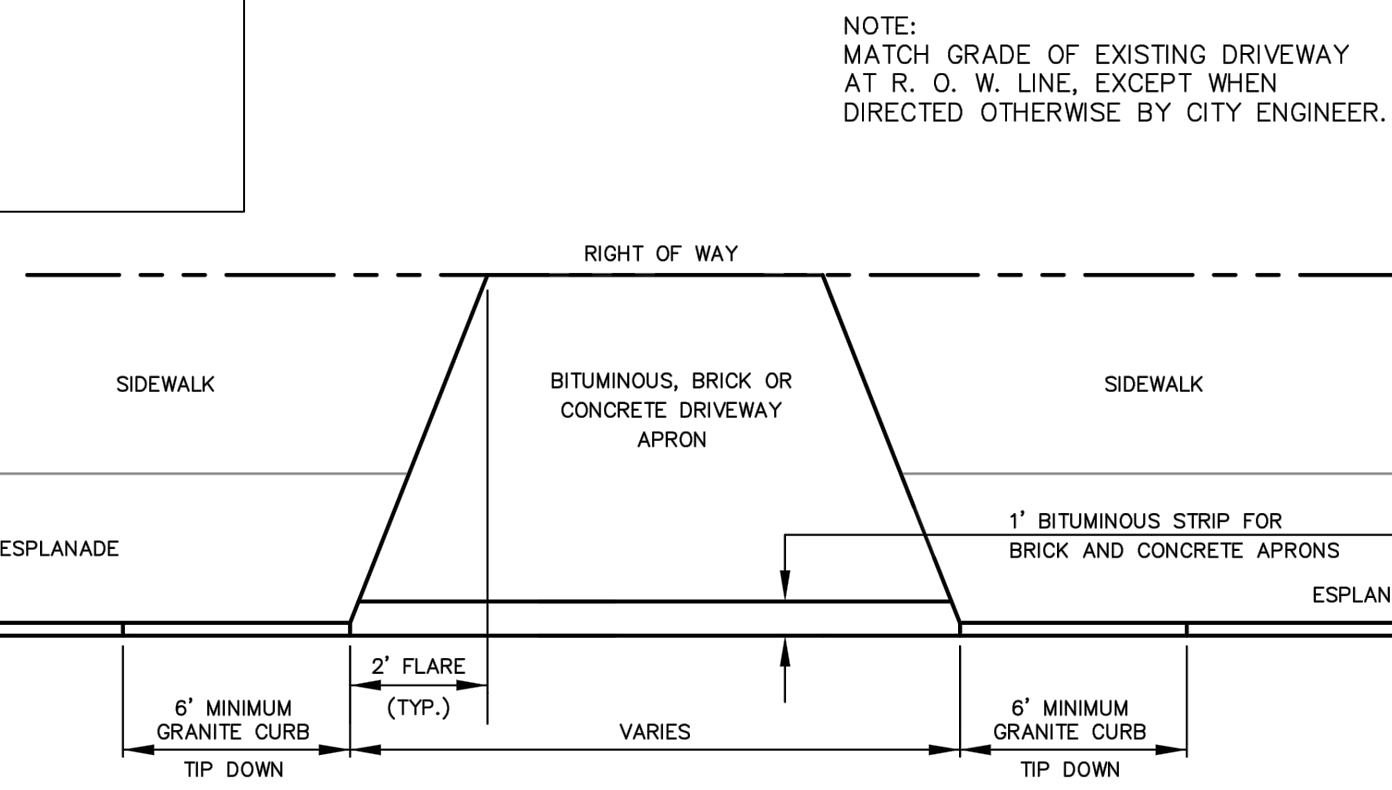
DRAWN: CDD	DATE: MAY 2014
DESIGNED: JAL	SCALE: 1" = 10'
CHECKED: JAL	JOB NO. SP-M150
FILE NAME: SP-M150-GRADING & DRAINAGE	
SHEET	C-4.0



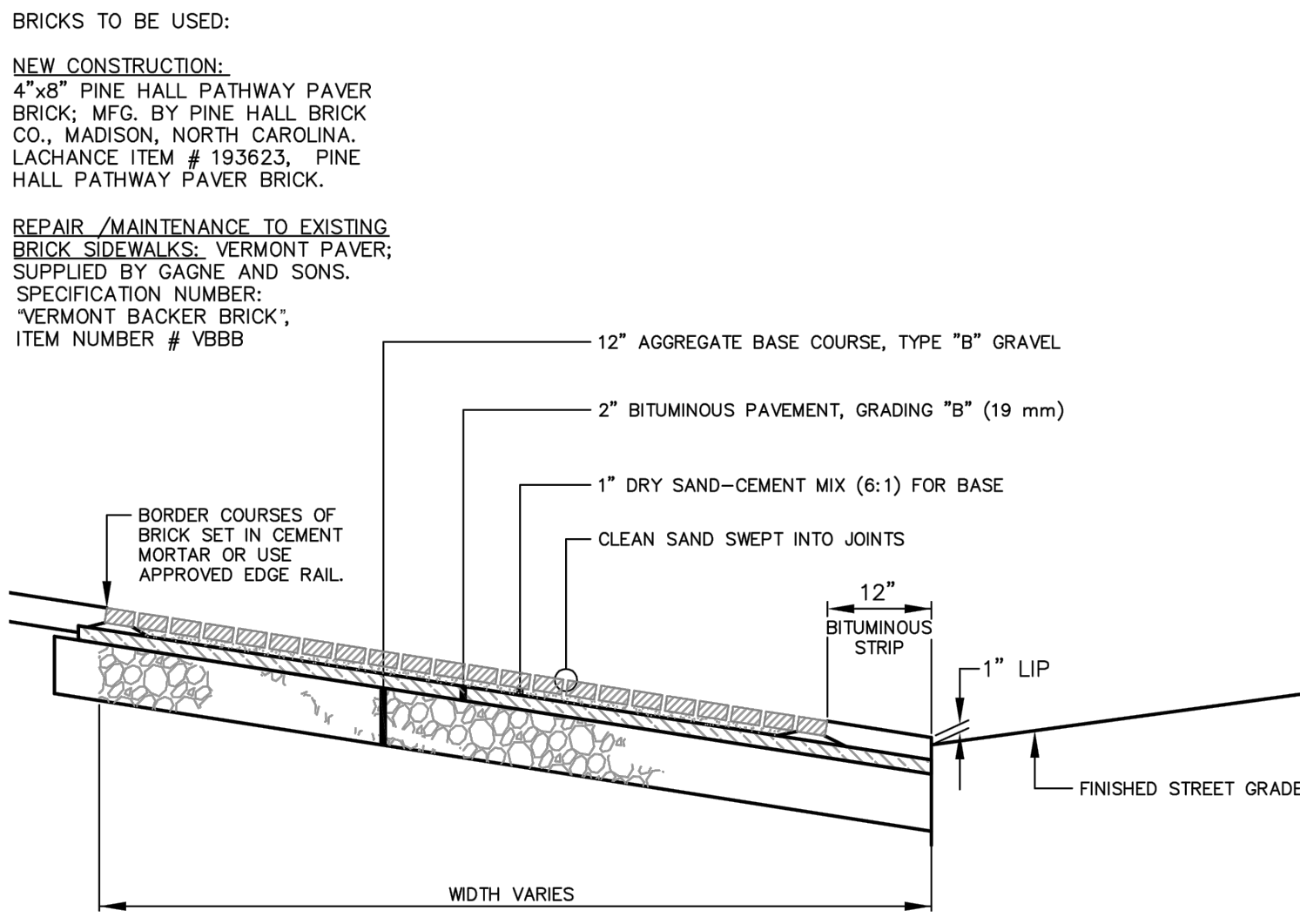
PRELIMINARY - NOT FOR CONSTRUCTION



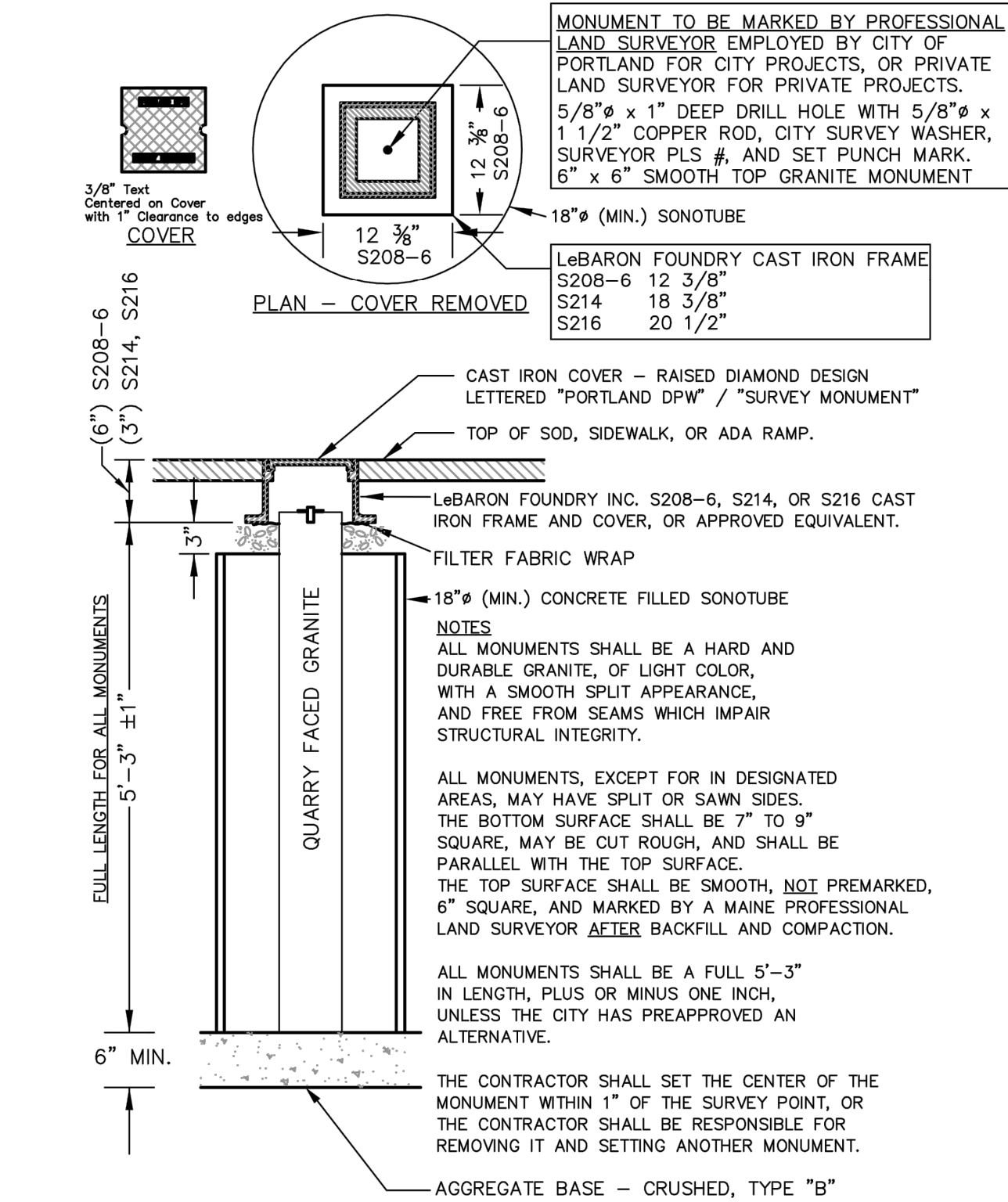
				PROJECT 185 FORE STREET PORTLAND, MAINE	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
2	06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY		SHEET TITLE UTILITY PLAN	
1	05.05.14	SUBMITTED TO CITY		CLIENT	
REV	DATE	DESCRIPTION		BATEMAN PARTNERS LLC	
REVISIONS			P.E. JOSEPH A. LAVERRIERE LIC. #7417	DRAWN: CDD DESIGNED: JAL CHECKED: JAL FILE NAME: SP-M150-UTILITY PLAN SHEET C-5.0	DATE: MAY 2014 SCALE: 1" = 10' JOB NO. SP-M150



A DRIVEWAY APRON LAYOUT
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



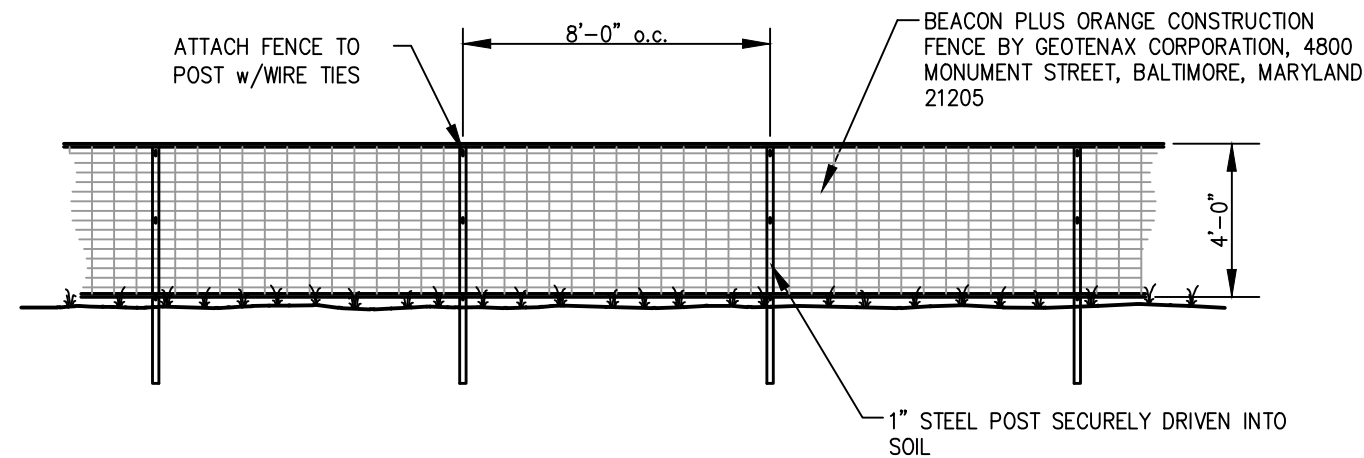
C BRICK DRIVEWAY APRON WITH BITUMINOUS BASE
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



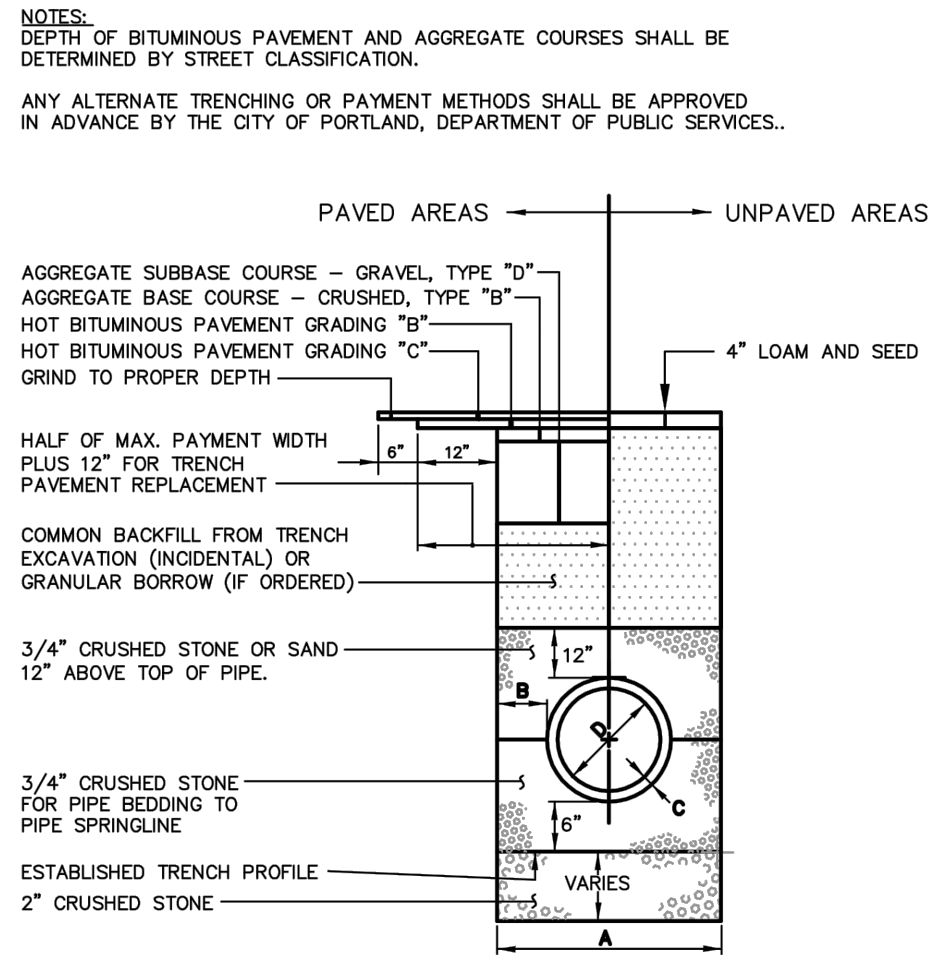
B GRANITE STREET MONUMENT
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

PRELIMINARY - NOT FOR CONSTRUCTION

				PROJECT 185 FORE STREET PORTLAND, MAINE	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE DRIVEWAY APRON & MONUMENT DETAILS	DRAWN: CDD DESIGNED: JAL CHECKED: JAL FILE NAME: SP-M150-DET SHEET	DATE: MAY 2014 SCALE: N.T.S. JOB NO. SP-M150
2	06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY	P.E. JOSEPH A. LAVERRIERE LIC. #7417	CLIENT BATEMAN PARTNERS LLC		
1	05.05.14	SUBMITTED TO CITY				
REV	DATE	DESCRIPTION				
REVISIONS						



A ORANGE CONSTRUCTION FENCE DETAIL
N.T.S.



TYPICAL PIPE TRENCH INSTALLATION
NOT TO SCALE

NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE, BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 6".
4. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, D (INCHES)	MAX. TRENCH WIDTH, A (FEET)
4	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36	7.0
42	7.0
48	7.0

B TYPICAL PIPE TRENCH INSTALLATION AND NOTES
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

NOTE: THE SILT SACK ® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

1" REBAR FOR BAG REMOVAL FROM INLET (REBAR NOT INCLUDED)

OPTIONAL OVERFLOW SILT SACK

DUMP LOOPS (REBAR NOT INCLUDED)

LENGTH = L

C SILT SACK ® DETAIL & SPECIFICATIONS
N.T.S.

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MILLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1

FOAM

DEPTH = D

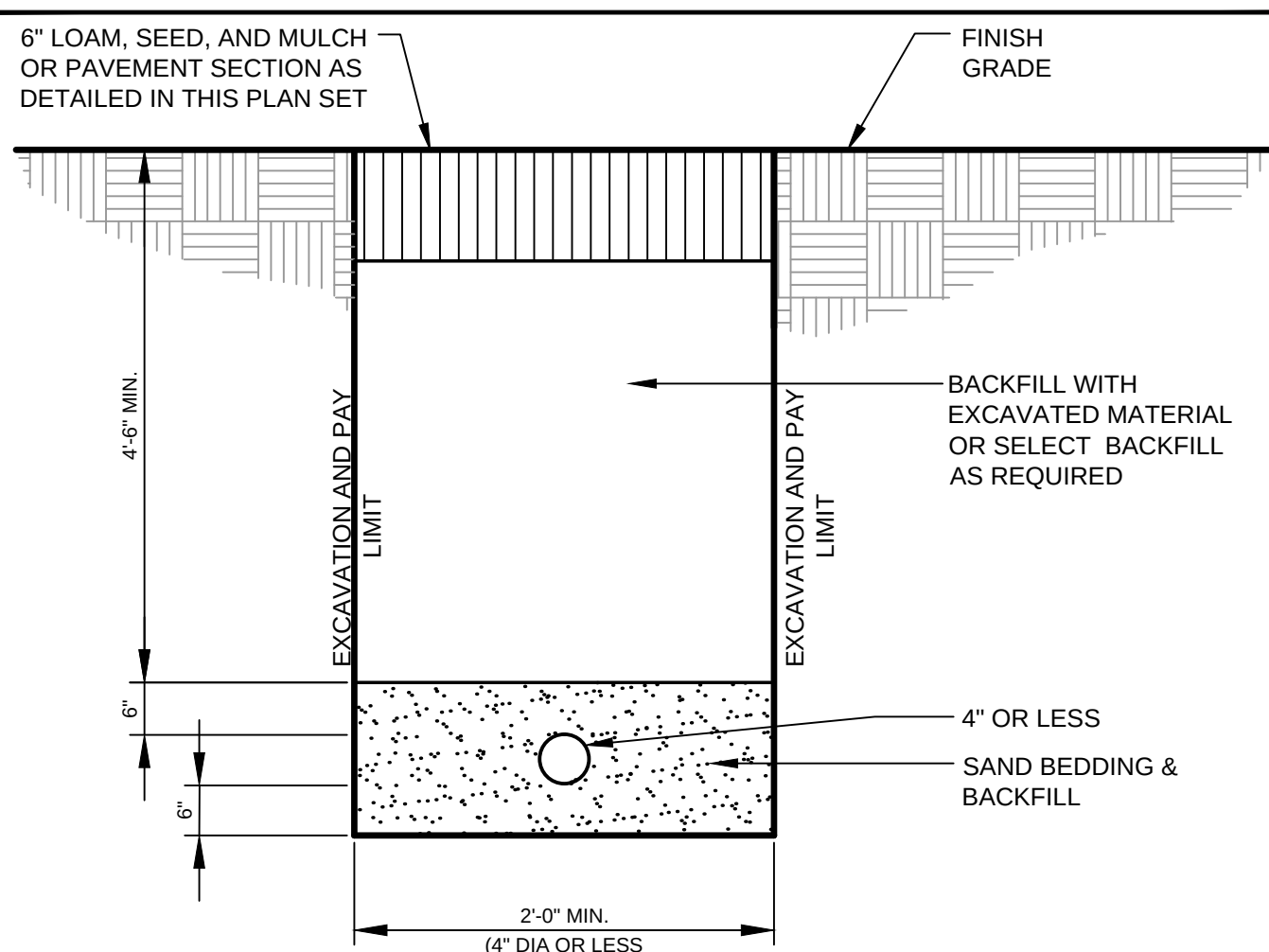
WIDTH = W

EXPANSION RESTRAINT

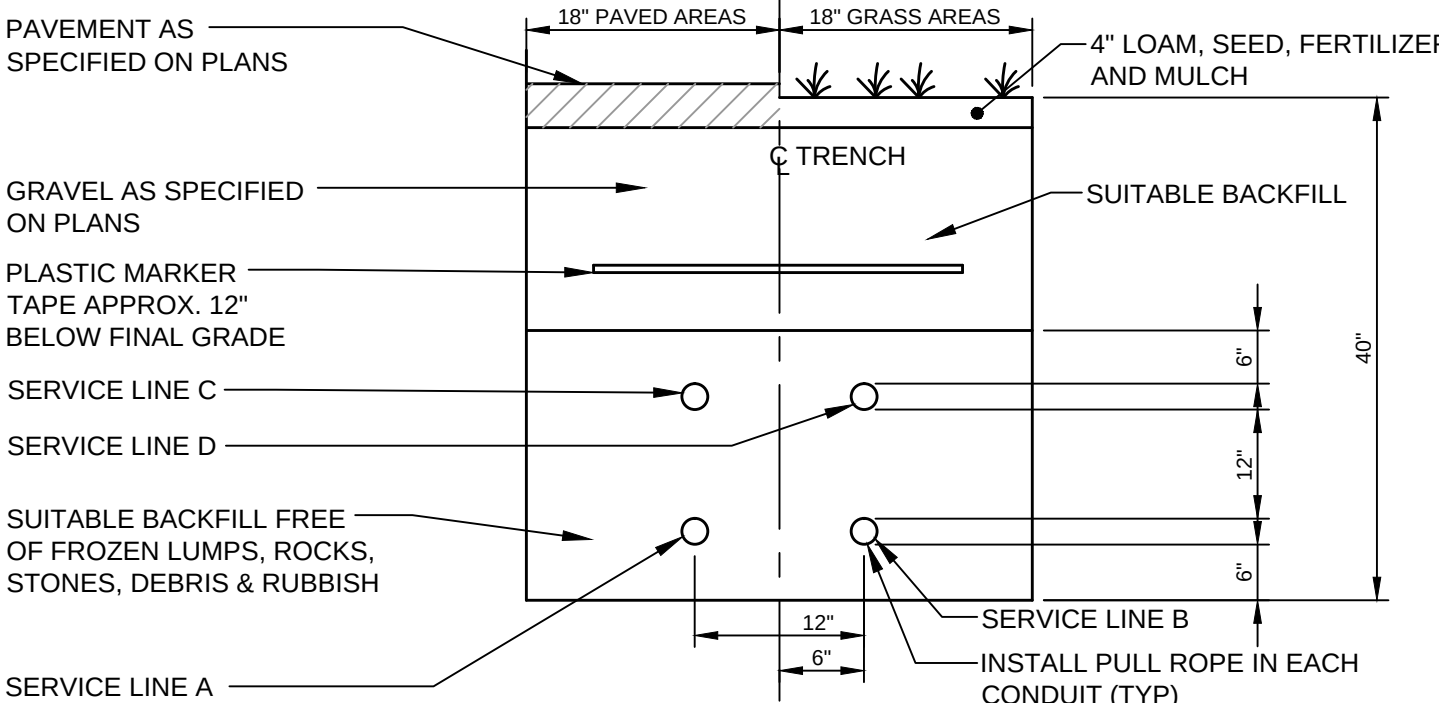
SIDE VIEW INSTALLATION DETAIL

NOTE: SILT SACK ® SIZE & DIMENSIONS PER MANUFACTURER'S SPECIFICATIONS.

CURB OPENING



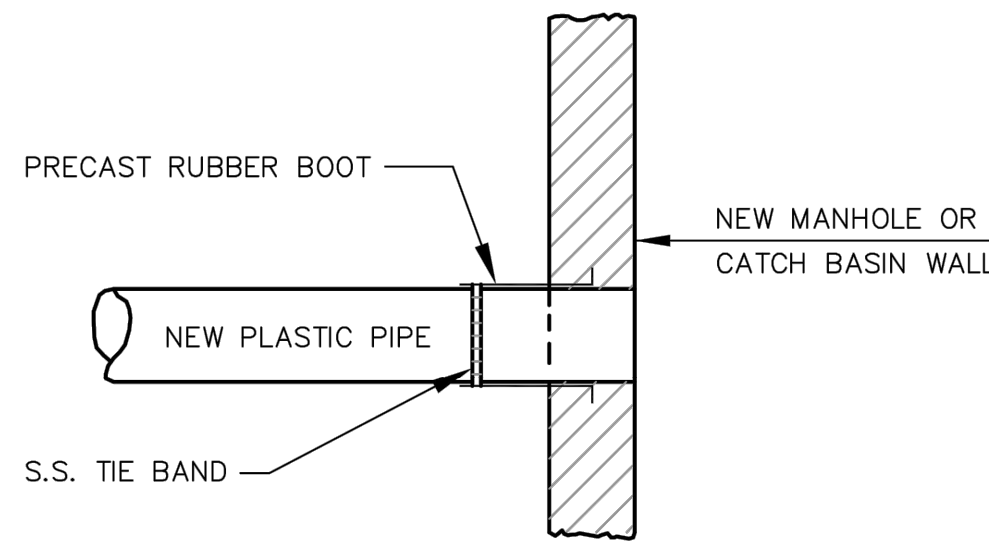
D WATER SERVICE TRENCH DETAIL
N.T.S.



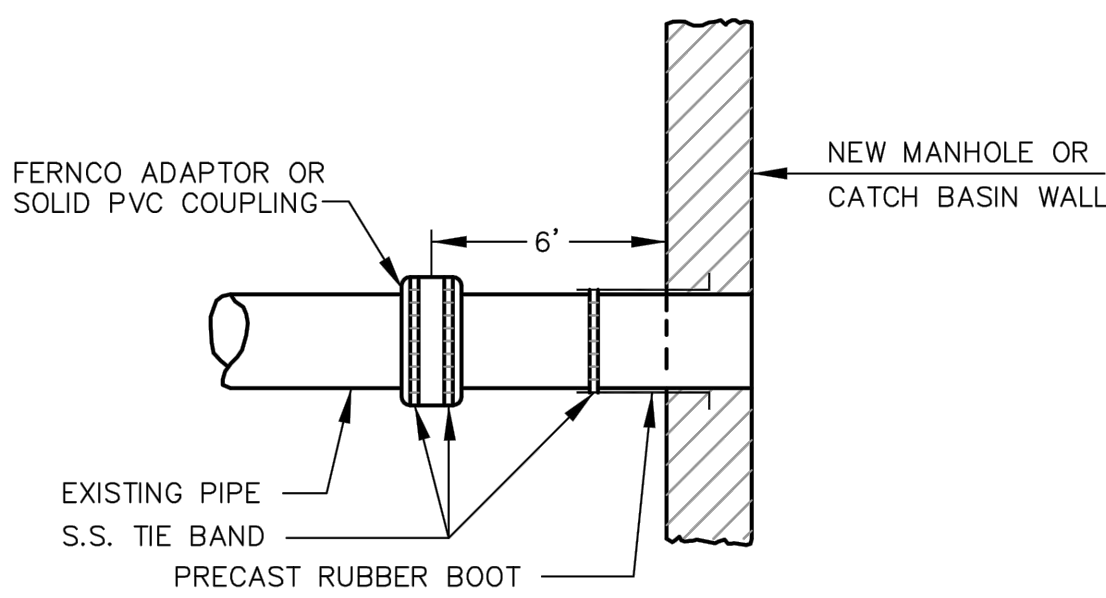
SERVICE	CONDUIT SIZE	GRASS AREAS	PAVED AREAS	UTILITY	REMARKS
A	2-5"	SCHEDULE 40 PVC ELECTRICAL GRADE	RIGID GALVANIZED STEEL, ASTM A120	POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120	TELEPHONE	SEE NOTE
C	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120	COMMUNICATION	SEE NOTE
D	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120	SPARES	SEE NOTE

NOTE: ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10' ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS. COORDINATE WITH ELECTRICAL SITE PLANS BY BENNETT ENGINEERING.

E UTILITY TRENCH - PRIMARY ELECTRIC, TELEPHONE & COMMUNICATIONS
N.T.S.



METHOD 2 - NEW CONSTRUCTION



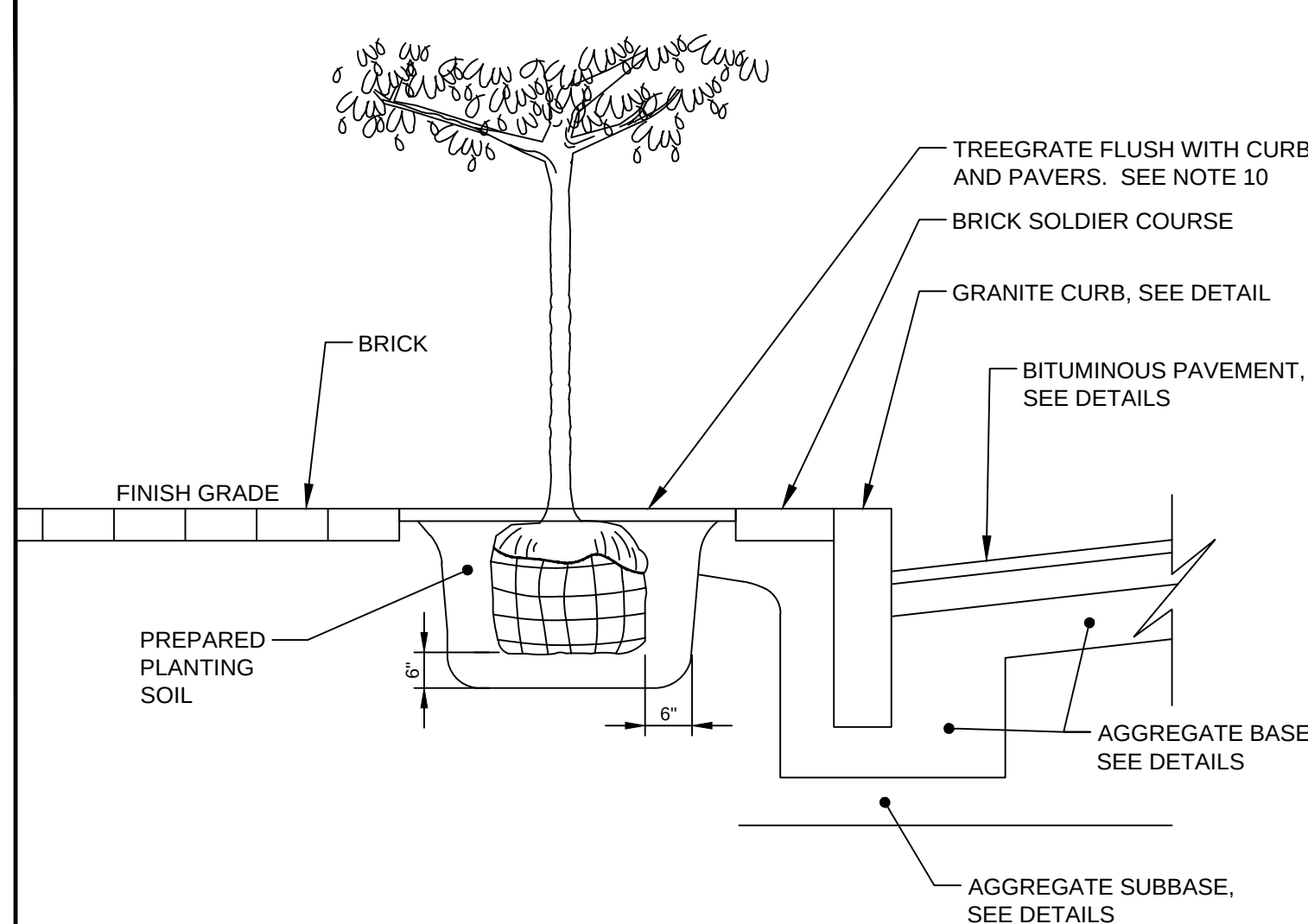
METHOD 1 - EXISTING PIPE INTO NEW STRUCTURE

PLASTIC PIPE CONNECTIONS

NOT TO SCALE

F PLASTIC PIPE CONNECTION METHODS 1 & 2
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



G TREE PLANTING DETAIL & LANDSCAPE NOTES
N.T.S.

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE ADVISED OF THE EXISTENCE OF UNDERGROUND UTILITIES. CONTRACTOR SHALL VERIFY UTILITIES PRIOR TO COMMENCING DIGGING OPERATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY UTILITIES, WALKS, PAVING, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO COST TO THE OWNER.
3. ALL PLANT MATERIALS SHALL MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK", BY THE AMERICAN NURSERYMAN'S ASSOCIATION, LATEST EDITION.
4. ALL PLANTING SHALL BE COMPLETED IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES, INCLUDING PROPER BED PREPARATION, SOIL MIX, PRUNING, STAKING, WRAPPING AND OTHER MAINTENANCE UNTIL ACCEPTED BY THE OWNER.
5. ALL GRASS, DEBRIS AND OTHER EXTRANEIOUS MATERIALS SHALL BE REMOVED FROM THE PLANTING AREAS PRIOR TO INSTALLATION OF PLANT MATERIALS.
6. ALL PLANTS SHALL BE LOCATED IN ACCORDANCE WITH THE PLANS. ANY DEVIATION FROM THESE PLANS SHALL BE APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT PRIOR TO PLANTING.
7. CONTRACTOR SHALL SUPPLY QUANTITIES OF PLANTS SUFFICIENT TO COMPLETE THE WORK INDICATED ON THE PLAN. ANY DISCREPANCY BETWEEN THE PLANT LIST AND PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL REMUNERATION.
8. NO LANDSCAPING SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. PLANTING SOIL MIX SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS COMPOST AND ONE PART PERLITE. ROTOTILL TO A DEPTH OF 8" MINIMUM.
10. TREE GRATE AND FRAME SHALL BE CAST IRON, R-8808-103 RECTANGULAR TREE GRATE WITH 4 FOOT HIGH TYPE "C" TREE GUARDS FROM NEENAH FOUNDRY AND INSTALLED PER MANUFACTURER'S RECOMMENDATION.

PRELIMINARY - NOT FOR CONSTRUCTION

1. THE COMPLETE INSTALLATION SHALL CONFORM WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS, CODES AND ORDINANCES, INCLUDED BUT NOT LIMITED TO APPROVED EDITIONS OF THE FOLLOWING: NATIONAL ELECTRICAL SAFETY CODE (ANSI/C2); NATIONAL ELECTRICAL CODE (NFPA 70); OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA) AND ALL AMENDMENTS THERETO. NOTHING CONTAINED IN THE DRAWINGS AND SPECIFICATIONS SHALL BE CONSTRUED TO CONFLICT WITH THESE LAWS, CODES, AND ORDINANCES, AND THEY ARE THEREBY INCLUDED IN THESE SPECIFICATIONS. OBTAIN PERMITS AND REQUEST INSPECTIONS FROM ALL AUTHORITIES HAVING JURISDICTION. COMPLY WITH ALL POWER, TELEPHONE, CABLE TELEVISION PROVIDER REGULATIONS AND STANDARDS.

- [illegible]

SCALE: NONE



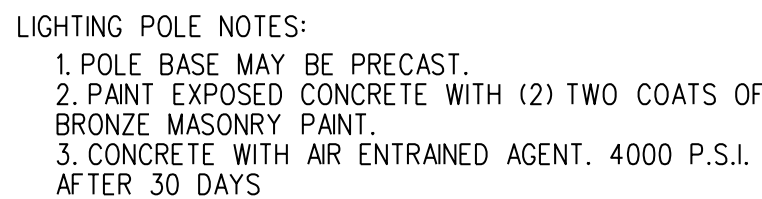
SCALE: NONE

NOTES:

1. PROVIDE STANDOFF BRACKETS AS INDICATED.
2. CONDUIT SHALL BE RGS CONDUIT ONLY.
3. TOP TAP SHOULD SECTIONS LONGER THAN 24" SHALL BE SUPPORTED.
4. LOWEST BRACKET SHALL BE MINIMUM OF 8' ABOVE FINISHED GRADE.
5. ONE BRACKET SHALL BE USED TO SUPPORT EACH 10' SECTION OF CONDUIT WITH THE BRACKET PLACED JUST BELOW THE RISER CONDUIT COUPLING.
6. GROUND RGS RISERS TO GROUND ROD, PIPE CLAMP AND EXTEND #4 AWG. CONDUCTOR UP RISER POLE TO NEUTRAL BOND GUY WIRE TO SYSTEM NEUTRAL. PROVIDE A YELLOW, PVC U GUARD FOR THE GROUND WIRE.

UTILITY COORDINATION NOTES

1. A TELEPHONE CABLE WILL BE INSTALLED TO THE ELECTRICAL ROOM BY THE TELEPHONE UTILITY. PROVIDE CONDUIT AS INDICATED ON DRAWINGS. THE TELEPHONE UTILITY WILL TERMINATE PAIRS AT THE EQUIPMENT INSIDE THE ELECTRICAL ROOM.
2. A CATV CABLE SHALL BE INSTALLED TO THE ELECTRICAL ROOM BY UTILITY INSTALL TERMINATIONS FOR CATV HOMERUNS.
3. COORDINATE INSTALLATION WITH ALL UTILITY REGULATIONS.
4. PROVIDE HOMERUNS TO EACH CATV AND TELEPHONE OUTLET TO BACKBOARDS. CAT-5 RUNS SHALL NOT BE MORE THEN 300 FEET.



SCALE: NONE

- ① CONTRACTOR SHALL REMOVE AND RELOCATE EXISTING POLE LIGHT. CONFIRM LOCATION WITH ARCHITECT PRIOR TO ROUGH-IN. CONTRACTOR SHALL EXTEND LIGHTING CIRCUIT TO NEW LOCATION.
- ② CONTRACTOR SHALL REMOVE AND SAFELY DISCARD EXISTING UTILITY POLE.
- ③ PROVIDE NEW UTILITY POLE. COORDINATE LOCATION WITH LOCAL UTILITY COMPANY AND INSTALL PER UTILITY COMPANY STANDARDS.
- ④ CONTRACTOR SHALL PROVIDE NEW POLE LIGHT, SLT, TO MATCH EXISTING RELOCATED FIXTURE. COORDINATE LOCATION WITH ARCHITECT PRIOR TO ROUGH-IN. PROVIDE CONDUIT AND WIRE TO CIRCUIT SHOWN.
- ⑤ CONTRACTOR SHALL PROVIDE 24"x 24" HANDHOLE WITH QTY (3) 4" CONDUITS WITH PULLSTRINGS.



SCALE: 1"=10'

TYPE	MANUFACTURER AND MODEL NUMBER	LAMP INFO	REMARKS
WP1	HUBBELL LIGHTING No QSP-20LU-5K-2-050-DB	36W LED, 4700K	EXTERIOR WALL PACK, VERIFY FIXTURE COLOR, MOUNTING HEIGHT AND LOCATIONS WITH ARCHITECT PRIOR TO ROUGH-IN
WP2	ARCHITECTURAL LIGHTING No VSLC-DS-39MHT6EB-FCO	39W MH, G-12 BASE, T-6 CERAMIC LAMP	CONFIRM FASCIA AND FIXTURE COLOR ALONG WITH MOUNTING HEIGHT AND LOCATIONS WITH ARCHITECT PRIOR TO ROUGH-IN
SP1	POLE LIGHT CONTRACTOR SHALL MATCH EXISTING FIXTURE	MATCH EXISTING	MATCH EXISTING FIXTURE TO BE RELOCATED AND CIRCUIT AS SHOWN ON DRAWING
.	.	.	.

Prepared For:



Consultant:

Architect:

ARCHETYPE
architects

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

Project:
185 FORE STREET

Portland, Maine

Revisions:

PROGRESS PRINT
NOT FOR CONSTRUCTION

Date:	13 JUNE 2014
Scale:	As indicated

SITE PLAN

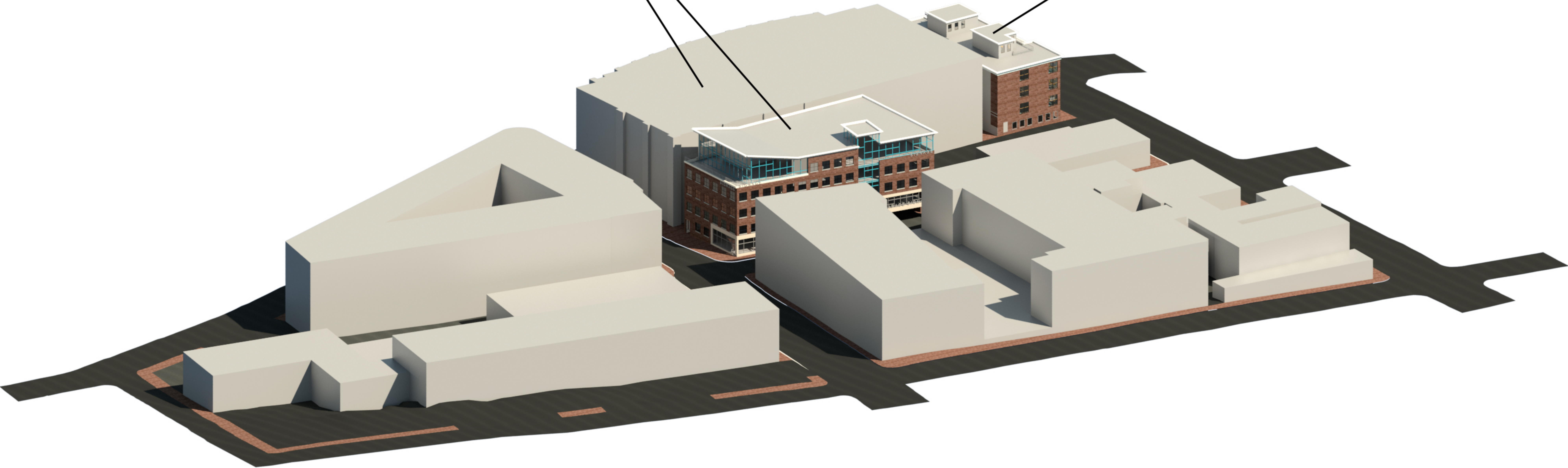
E1.01



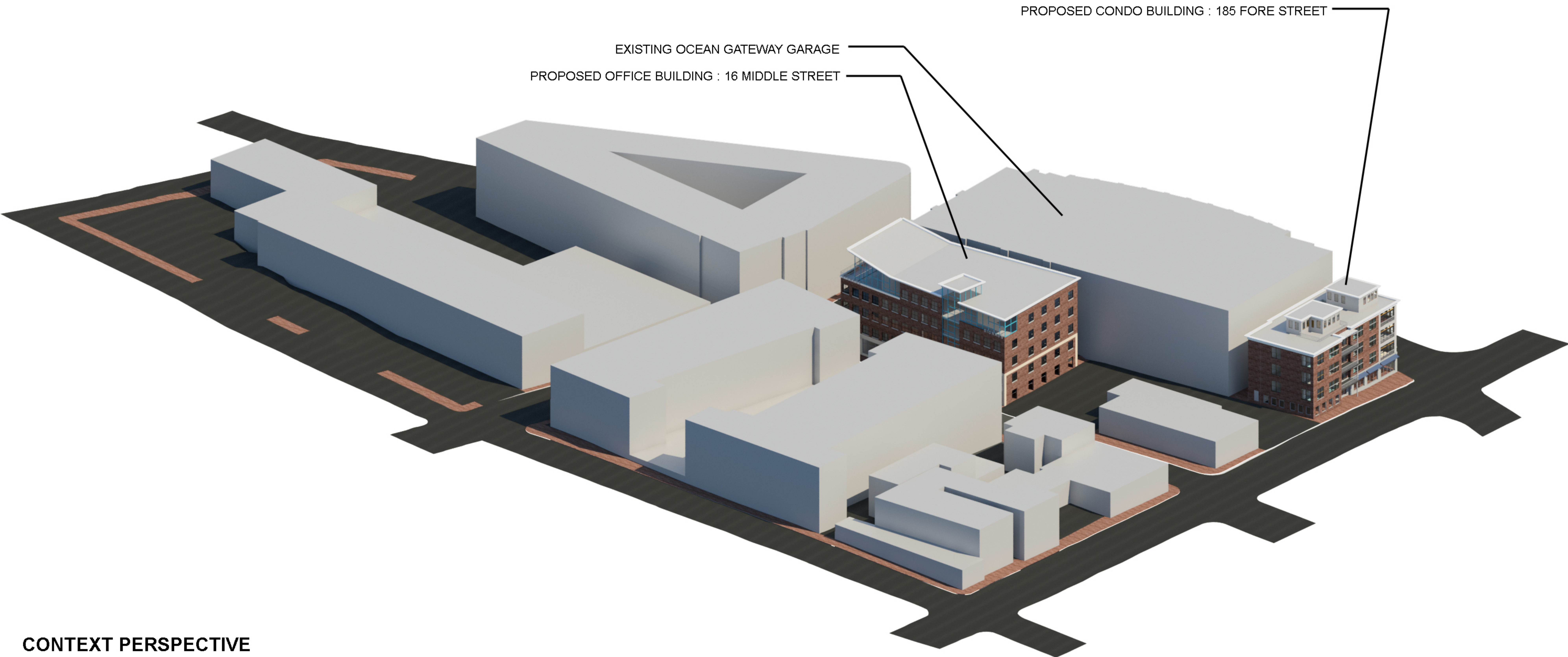
PROPOSED OFFICE BUILDING : 16 MIDDLE STREET

EXISTING OCEAN GATEWAY GARAGE

PROPOSED CONDO BUILDING : 185 FORE STREET



CONTEXT PERSPECTIVE



CONTEXT PERSPECTIVE



Memorandum
Planning and Urban Development Department
Planning Division

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

From: Caitlin Cameron, Urban Designer and Rebecca Schaffner, COG Senior Planner

Date: June 20, 2014

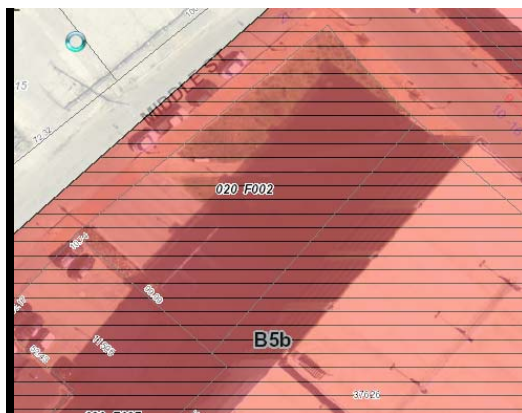
Re: Middle – mixed use retail and office building, 16 Middle Street, Bateman Partners, LLC

Project #: 2014-065 CBL: 020 F023

Meeting Date: June 24, 2014

I. INTRODUCTION

Bateman Partners, LLC has submitted a Preliminary Site Layout Plan for a Level III Site Plan/Subdivision review for the property located at 16 Middle Street. The applicant proposes to develop a five story mixed use building that contains 5,305 square feet of retail use on the first floor and 4 professional office condominium units on the second through fifth floors (one per floor). A total building floor area is 49,875 square feet, with a footprint of 7,250 square feet.



Required Reviews:

Review	Applicable Standards
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. The applicant is proposing to sell the office space as condominium units, thus subdivision review is required.
Site Plan (Article V)	This application qualifies as a Level III Site Plan requiring Planning Board approval; the application is subject to Site Plan Review under Article V of the Land Use Code, § 14-521 – 14-540.
Waiver Requests	Applicable Standards
Street Trees – 5 trees required, 2 existing to remain	Site Plan Standard (Section 14-526(b)2.b(iii)), requiring street trees 30 to 45 feet apart on center

Applicant: Bateman Partners, LLC , represented by Nathan Bateman

Consultants: Joseph A. Laverriere, P.E., Fay, Spofford & Thorndike; David Lloyd, Archtype; John Swan, Owen Haskell, Inc; Ronald Ward, Drummond Woodsum

II. PROJECT DATA

Existing Zoning:	B-5b
Existing Use:	Vacant Lot
Proposed Use:	Mixed Use Building
Existing number of lots:	one
Proposed number of lots:	one
Parcel Size:	12,116 sq.ft.
Impervious Surface Area: Existing:	4,850 sq. ft.
Impervious Surface Area: Proposed	11,700 sq. ft.
Impervious Surface Area: Net Change	+6,850 sq. ft.
Total Disturbed Area:	8,000 sq. ft.
Existing Building Area:	0
Proposed Building Area:	49,875 sq. ft.
Proposed Building Net Change:	49,875 sq. ft.
Existing Building Footprint:	0
Proposed Building Footprint:	7,250 sq. ft
Proposed Residential Units:	0
Building Height(s):	65' ¾"
Parking Spaces proposed:	140 (lease agreement in Ocean Gateway Garage)

Number of Handicapped Spaces:	<i>Not included within application</i>
Bicycle Parking Spaces Existing:	0
Bicycle Parking Spaces Proposed:	22 (8 retail, 14 office)
Estimated Cost of Project:	\$8,750,000
Uses in Vicinity:	The site is adjacent to the Ocean Gateway Garage. Across Middle Street is the Bay House and across Hancock Street is the Residence Inn. Shipyard brewery is also in the vicinity of the site. Adjacent zones are C52, B6, B3, B2b.

III. EXISTING CONDITIONS (or BACKGROUND)

The existing site was previously developed with a building associated with the American Hoist & Derrick Company; however, this building was previously razed with only remnants of the foundation visible on the site. After demolition of the former building, the site was graded to create a grassed open space area with several small trees, benches, and gravel walking path that traverses the site. The Middle Street access drive to the Ocean Gateway Garage crosses the southwesterly side of the site through a 50' wide access easement.

The land area slopes northwest to southeast towards the Ocean Gateway Garage parcel with approximately four (4) feet of grade differential.

This parcel was designated as a potential development site for the Longfellow Residence and Retail Project, which was proposed by Riverwalk LLC and approved in 2007. The Planning Board approvals have expired for that project and Bateman Partners, LLC has obtained an option to purchase this separate parcel.

IV. PROPOSED DEVELOPMENT

The proposed development site is located on the corner of Middle Street and Hancock Street Extension. Ocean Gateway Garage is located directly southeast of the property. The proposal seeks to develop the property with a five story mixed-use development that will contain two retail units on the first floor, and four office condominium units on the second through fifth floors with one unit per floor. The ground floor of the building has a footprint of 7,250 s.f. with 5,305 s. f. of retail space.

Both retail spaces have primary entrances fronting on Middle Street. The office units have a ground floor lobby with elevator access and a primary entrance fronting on Middle Street toward the western corner of the building.

The Applicant proposes to provide both retail tenants and office units with 140 spaces of existing parking in the abutting Ocean Gateway Garage. There is no garage access from within the proposed building. The upper floors of the building are proposed to cantilever over the 50 foot wide driveway access leading to the garage.

Landscaping plans include preservation of 2 existing street trees on Hancock Street Extension; and the addition of 3 planters adjacent to the building, 2 on the Middle Street side and 1 on the

Hancock Street Extension side.

Public utilities including water, sewer, natural gas, power and communications are readily available in the area. Power will be installed underground, although the design is not final.

V. PUBLIC COMMENT

Legal ads appeared in the Portland Press Herald on June 16 and June 17 and was posted on the web site for the workshop. A total of 604 notices were sent to property owners and the interested citizen list.

The applicant held the required neighborhood meeting on June 12th, 2014 and the neighborhood packet is included as part of the Applicant's submission, Attachment C.

As of the writing of this memo, eight different submissions of public comment have been received by the Planning Office, 1 letter and 7 emails. To summarize, 7 submissions from residents of the Bay House express concerns regarding loss of green space, shadowing, and wind as a result of the proposed development; and have requested shadow and wind studies, and City consideration for purchase of the lot for green space. The letter expressed concerns regarding availability of short term parking for area businesses, visibility at the Middle and India Streets intersection, and availability of handicapped parking spaces. All public comment received as of noon on June 18th, 2014 are appended to this memorandum.

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

- a) The owner of the property is Eight Middle Land Company, LLC. The applicant has provided a copy of a Memorandum of Purchase Option Agreement with the property owner as well as the Quitclaim Deed with Covenant of the property owner, recorded at the Cumberland County Registry of Deeds (Book 30623 Page 314), which demonstrates their right, title and interest in the property.
- b) The estimated cost of the development is \$8,750,000. The applicant has submitted a letter from Michael P. O'Reilly of Bangor Savings Bank, dated May 2nd, 2014, stating the bank has a "high degree of interest in providing construction financing for the project" and has successfully worked with the Applicant in the past as demonstration of their financial and technical capacity to complete the proposed development.

VII. ZONING ASSESSMENT

A. ZONING REVIEW – Marge Schmuckal, Zoning Administrator, 6/3/14

This project for a 5 story building with 1st floor retail and offices above is located in the B-5b zone. On May 13th, the architect e-mailed me information concerning the average grade and the height of the building. The project exactly met the maximum 65' building height. The architect will need to confirm that height prior to any final Certificate of Occupancy with the Code Enforcement Officer.

The project is meeting all other dimensional requirements including the maximum front yard setback. It is noted that under section 14-332.1(g) there are no parking requirements under zoning for projects in the B-5 zone which I believe to include the B-5b.

All the HVAC system shall meet the maximum noise requirements of the B-5 zone. The zoning office will need verification that the sound levels are being met. All spec sheets shall address noise outputs in decibels.

VIII. DEVELOPMENT REVIEW

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

The Applicant has submitted a preliminary plan for review. As part of the final plan submission, a complete application, including a recording plat meeting the standards of the subdivision ordinance must be submitted for review.

Additional materials requested by staff are noted in sections below. Most of the staff comments are based upon the initial submission and the staff reviews of the revised material submitted on June 13th is pending. Additional materials may still be needed upon further review of the material.

C. SITE PLAN STANDARDS (Section 14-526)

The initial application submitted by the Applicant on May 6th, 2014 has been reviewed and commented on by staff for conformance with the relevant review standards of Portland's Site Plan Ordinance and applicable regulations. Staff have not completed review of the Applicant's response to staff comments that was submitted by the Applicant on June 13th, 2014.

A. Transportation Standards

1. Impact on Surrounding Street Systems

The proposed development requires a Traffic Movement Permit (TMP) or an amendment to an approved Permit. The city has delegated authority to conduct the TMP reviews. Tom Errico, PE, consulting traffic engineer has scheduled a scoping meeting for June 25, 2014, thus his review of the traffic conditions is pending the submission of a traffic study to meet the TMP requirements.

2. Access and Circulation

a. Site Access and Circulation

The site has frontage along Hancock and Middle Streets. The primary pedestrian doors to the first floor uses and the upper floor offices are accessed from the Middle Street sidewalk. No new vehicle access drives are proposed. The applicant is proposing to lease parking from the adjacent Ocean Gateway Garage, which has a driveway entrance and exit off Middle Street. The proposed building is cantilevered over the garage entrance way.

b. Loading and Servicing

The Applicant has not provided materials relating to delivery or service vehicles. Staff have requested additional information regarding the loading and servicing provisions, particularly for the proposed retail spaces.

c. Sidewalks and Street Right-of-way

The applicant is proposing to construct new sidewalks along Middle and Hancock Streets. There are planters that extend into the right-of-way along Middle Street and the sidewalk extends to the building face along Hancock Street, which is on private property. The planters are proposed rather than street trees due to the amount of underground utilities in this area. The Planning staff is unclear on the benefit of the planters versus a wider and consistent sidewalk along Middle Street. Following are David Margolis-Pineo's May 29th and June 2nd comments regarding the sidewalk; however he is on vacation and has not reviewed the most recent submission.

- Applicant will need to execute a pedestrian access easement with the City to allow public access onto the applicant's property.
- If a general note does not currently exist, please add a note stating that all work within the road right of way will follow City of Portland Technical Manual standards.
- Curb ramps must be designed in detail showing the dimensions of tipdown curbs, flush curb and dimensions of detectable warning panels. Also show the location of any drainage structures and utilities that may impact curb ramp location and design.
- If the proposed build's footings encroach the street right of way, an easement from the City will be required.
- The four property corners shall have property pins set by a registered land surveyor prior to issuance of a occupancy permit.
- Both of the cross walk ramps at the corner of Hancock and Middle Street do not meet current City of Portland standards. The applicant is requested to rebuild these two ramps to meet current City standards.

In addition, the applicant is proposing an external grease trap on the site plan to serve a potential restaurant use on the first level. Mr. Marglois requested additional information and the drafting of an easement as the structure extends into the city right-of-way:

- The applicant is showing a proposed 750 gallon grease interceptor straddling the property line. It appears an easement will be required to locate the interceptor on the abutting property. Please provide an easement document. The applicant should verify that the proposed interceptor can be serviced in that location. A 750 gallon interceptor may not meet the applicant's needs. A 1,000

gallon minimum is recommended. The applicant should contact Frank Brancely for guidance. 854-8832.

3. Public Transit Access

The public transit access standard applies to projects that have in excess of 20,000 square feet and where the following criteria are met:

- i. The development is proposed along an existing public transit route on a local principal or minor arterial roadway, as shown in the Federal Street Classification Map provided I Section 1 of the Technical Manual.
- ii. The nearest existing transit shelter and/or bus pullout on the route is ¼ mile (1,320 feet) or more away from the closest primary building on the site, measured along rights-of-way.

The total floor area for the proposed structure is 49,875 sq. ft.. While it exceeds the 20,000 sf threshold, Middle Street is not on a transit route and thus this standard does not apply. The staff note that Metro Route 8 and 8a provide service on India Street, which is approximately 300 feet from the site.

4. Parking

a. Location & Required # of Vehicle Parking Spaces

The Applicant has submitted a copy of Parking Lease agreement between Ocean Gateway Garage LLC and Eight Middle Land Company, LLC (property owner) for 140 parking spaces to serve the proposed development. As the upper 4 floors of the development are to be office units (condominiums), not lease tenants of the building, it unclear how the existing lease agreement can guarantee parking requirements will be met by future owners of the office units.

Additionally, per the lease agreement, the 140 spaces will not be designated so staff are unable to determine if handicapped parking requirements have been met. The staff are recommending that the lease agreement be reviewed by Corporation Counsel.

The B-5b zone does not have a requirement for parking. An assessment of the traffic generated by this development will be part of the Traffic Movement Permit and will inform the staff whether parking needs are met.

b. Location & Required # of Bicycle Parking Spaces

The plans show bicycle rack along the sidewalk leading to the parking garage near the utility room and there are bike racks proposed near the entrances to the building. There is some lingering concern about the security and safety of the seven bicycle racks next to the garage driveway. A lighting plan has been provided to address some of those concerns, however, Mr. Margolis-Pineo will review the revised plans upon his return from vacation. The revised plans do address most of the staff comments.

5. Snow Storage

Mr. Margolis-Pineo, Deputy City Engineer, requested additional information on where snow would be stored and how it would be handled. His review of the revised material is pending.

6. Transportation Demand Management (TDM)

The traffic demand management plans are required for projects in the B-7 zone, commercial and institutional uses with over 50,000 square feet, or commercial or institutional uses designed to accommodate 100 or more employees or students. The proposed building is in the B-5b zone and is just under the size threshold with 49,875 square feet. It is unclear whether the TDM may be triggered by the number of projected employees. A determination of whether a TDM plan may be needed is pending the scoping the meeting Mr. Errico has for the Traffic Movement Permit on June 25th.

B. Environmental Quality Standard

1. Preservation of Significant Natural Features

The site was previously developed and the structure was demolished. The site was stabilized with grass, a few trees, and several benches. There are no significant natural features on the site.

2. Landscaping and Landscape Preservation

Jeff Tarling, City Arborist, reviewed the initial plan on May 30th and his comments are below:

Both of these projects 185 Fore Street and 16 Middle Street need to have three trees planted at each site. At 16 Middle Street three trees along the Middle Street frontage. Due to the recent tree problems at a nearby project that was unable to plant 8 trees due to underground utilities, we have six NEENA tree grates and guards in the City's possession that can be used for this project. It will offer uniformity. We can work with the project team to decide on the recommended tree type. Need to review the sunlight and space availability.

In response to initial staff comment the Applicant met with City Arborist Jeff Tarling to assess the site conditions for street trees. Together staff and the applicant arrived at the current site plan proposing to install planters along the building instead of street trees. As noted above, the Planning staff question whether the planters along Middle Street are appropriate and whether maintaining a wider sidewalk is preferable. The planter along Hancock Street is shown within the property boundaries, thus the sidewalk can remain uniform in width and the planter fills a triangular area alongside the building. Two street trees will remain on Hancock Street and a waiver will be required for the trees that cannot be provided on site.

3. Water Quality, Storm Water Management and Erosion Control

David Senus, PE, Woodard and Curran, reviewed the initial plan and his comments are included as Attachment 1. He asked for additional information as part of that review. The plans have been revised and Mr. Senus review of the latest submission is pending.

C. Public Infrastructure and Community Safety Standards

1. Consistency with Master Plans

This property falls within the Eastern Waterfront and as such, is subject to the Master Plan and Design Guidelines for the Eastern Waterfront. The project is consistent with applicable guidelines as outlined below but especially meets the intent of the Master Plan as an infill development project of mixed-use of commercial and office space and with shared parking infrastructure. The project does not seem to impact public view corridors or access to the waterfront.

A3. Sidewalks – the project maintains the current sidewalk widths; street trees are provided on Hancock Street though would also be desirable on Middle Street; Street lights will be maintained on Middle Street; Planters are provided on Middle Street and Hancock Street where street trees are not feasible; Bicycle parking is provided near building entrances.

A6. Underground Utilities – All utilities associated with this project are underground.

A8. Bicycle Safety – The project provides bicycle parking on-street near building entrances.

B1. Contextual Design – The infill nature of this development regulates the size and mass of the building footprint. The surrounding buildings vary in scale, use, and form and the proposal is able to transition both in scale and architecture expression between the garage and smaller, historic buildings like Micucci's. The building meets the street edge and creates a desirable street wall. The building entrances are oriented to the street. The ground floor uses storefront design principles and adds to the pedestrian environment.

The India Street Sustainable Neighborhood Plan is being developed and has not been adopted at this date however, this project falls within the intent of that planning process in that it adds to the active street wall of Middle Street, is of a desirable height and scale, and shares parking infrastructure rather than creating more parking space.

2. Public Safety and Fire Prevention

a) Crime Prevention through Environmental Design

Staff continues to have safety concerns regarding the office bike rack storage location, the Applicant needs to provide more detail in the electrical site plan including photometrics for proposed lighting.

b) Adequate Emergency Vehicle Access

Captain Chris Pirone, Fire Department has requested the Fire Department Access shall have an unobstructed vertical clearance of not less than 13 feet 6 inches. The Applicant has responded that “A minimum clearance of 13’-6” will be provided beneath the portion of the building constructed over the driveway connection to the Ocean Gateway Garage”; however this is not reflected in the A2.1 Buildings Elevations Plan drawings.

c) Consistency with Public Safety Standards

The Applicant’s response to initial staff comment has not been reviewed by staff, however it should be noted the Applicant did not respond to Fire Department staff comment on illumination of the building address; nor request that the Applicant ensure in the Construction Management Plan fire hydrants shall not be blocked or enclosed by fencing, 3 foot clearance must be kept at all times around the fire hydrant. Other comments regarding the Construction Management Plan were added by the Applicant to drawing C1.1 General Notes and Legend. Captain Pirone’s comments from June 1, 2014 are included as Attachment 2.

d) Availability and Adequate Capacity of Public Utilities

Capacity letters from all utilities and the sewer division of the DPS shall be submitted as part of the final plan application.

e) Trash and recycling

The Applicant has responded to staff comment regarding the need for a garbage management plan by stating waste will be collected by building custodial staff and hauled via roll-off containers for temporary storage within the trash room, however trash storage is not depicted on the site plans.

D. Site Design Standards

1. Massing, Ventilation and Wind Impact

The project as proposed does not trigger the requirement for an assessment of the wind impact, however, the Planning office has received public comment raising concerns about the impacts. David Lloyd, Architect, has indicated that the consulting team will assess the wind impacts before final review.

2. Shadows

The project as proposed does not trigger the requirement for a shadow study, however, the Planning office has received public comment raising concerns about the impacts of shadows on the Bay House. David Lloyd, Architect, has indicated that the consulting team will assess the shadow impacts before final review.

3. Snow and Ice Loading

David Margolis- Pineo requested more information on where snow will be stored and how it would be handled.

4. View Corridors

The proposed building does not block any designated view corridors.

5. Historic Resources

The site is not within an Historic District and it is not within 100 feet of a historic preservation district. As part of the India Street neighborhood planning effort, an India Street district is being considered, which does not incorporate this site in the preliminary concept.

6. Exterior Lighting

The Applicant needs to provide more detail in the electrical site plan including photometrics for proposed lighting. Safety along the path behind the building is of concern.

7. Noise and Vibration

As noted by Marge Schmuckal, the applicant will need to submit the noise and vibration specifications for all of the proposed mechanical equipment for review and approval.

8. Signage and Wayfinding

9. Zoning Related Design Standards

Design Review – B5b Standards (Design Manual):

A preliminary design review was conducted on May 27 with Caitlin Cameron, Alex Jaegerman, and Barbara Barhydt. Below is a summary of that review:

1a) Shared Infrastructure: Meets the requirement by using the neighboring parking garage to meet parking requirement which is a preferred outcome of both the Design Guidelines and the Eastern Waterfront Master Plan.

1b) Buildings and uses shall be located close to the street where practicable. Meets the requirement with a strong street edge on both Middle Street and Hancock Street giving more prominence to Middle Street as a retail corridor. The angled roof and use of storefront adds prominence to the corner and the building entrance.

1c) Meets the requirement; Strong orientation to Middle Street is preferred and achieved by this proposed design. Storefront design with transparent glass is used on the ground floor providing a more active street edge. A strong lighting plan could add to that street presence and give the building life at night.

1d) Parking lots - Not applicable

IX. Next Steps

Submit a final plan meeting the requirements of the site plan and subdivision ordinance and responding to staff comments.

Schedule a 2nd workshop or move to a public hearing to review the proposal

Attachments:

Planning Board Report Attachments

1. David Senus Review
2. Captain Pirone Review

Applicant's Submittal

- A - Application
- B – Applicant's response to initial staff comment
- C – Neighborhood Meeting
- D- Public Comment

Plans

- Plan 1 – C1 Cover Sheet
- Plan 2 – C1.1 General Notes & Legend
- Plan 3 – C2 Boundary & Topographic Survey
- Plan 4 – C2.1 Boundary & Topographic Survey
- Plan 5 – C3 Site Layout Plan
- Plan 6 – C4 Grading & Drainage Plan
- Plan 7 – C5 Utility Plan
- Plan 8 – C6.1 Utility & Miscellaneous Details
- Plan 9 – C6.2 Utility Details
- Plan 10 – E1.02 Electrical Site Plan
- Plan 11 – Rendering 16 Middle Street
- Plan 12 – Rendering Context Perspective 1
- Plan 13 – Rendering Context Perspective 2
- Plan 14 – A1.1 First Floor Plan
- Plan 15 – A1.2 Typical Floor Plan
- Plan 16 – A2.1 Building Elevations
- Plan 17 – A2.2 Building Elevations

MEMORANDUM



TO: Caitlin Cameron, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: May 29, 2014
RE: 16 Middle Street, Preliminary Level III Site Plan Application

Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the proposed mixed-use building located at 16 Middle Street in Portland, Maine. The project consists of constructing a five story building with retail uses on the ground floor and professional office use on the upper floors. The project will result in a net increase in impervious area of 6,850 Square Feet.

Documents Reviewed by W&C

- Level III Preliminary Site Plan Application and attachments, dated May 5, 2014, prepared by FST on behalf of Bateman Partners, LLC.
- Engineering Plans, Sheets C-1.0, C-1.1, C-2.0, C-2.1, C-3.0, C-4.0, C-5.0, C-6.0, & C-6.1, dated March 5, 2014, prepared by FST on behalf of Bateman Partners, LLC.

Comments

- 1) The Applicant has noted that the project site is subject to the conditions of a previous environmental cleanup effort associated with the American Hoist and Derrick Company, and that the restrictions are in the form of a restrictive deed covenant. The Applicant should clarify what these restrictions entail. Are there special soil characterization, handling, and disposal requirements or special building slab construction requirements (i.e. – vapor barrier below building)? Dewatering procedures may be subject to testing and treatment in accordance with the City's Industrial Pretreatment program prior to discharge to the City's sewer system.
- 2) The application is preliminary. As such, we anticipate that additional documents will be submitted with the final application, including confirmation of capacity to serve the development from utilities and a Construction Management Plan. Woodard & Curran will perform a review of the Final Application upon receipt of these documents.
- 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: At this time, it does not appear that 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. The erosion control notes on Sheet C-1.1 refer to a sheet that does not appear to have been submitted. Additional information to address the Basic Standards will need to be provided with future submittals.
 - b) General Standard: The project is required to include specific stormwater management features for stormwater quality control. The Applicant has proposed to install a cartridge filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The Applicant should provide pollutant removal performance data for the treatment unit for review.
 - c) Flooding Standard: The project site currently drains to the Hancock Street separated storm drain system. The Applicant proposes to connect the building's roof leaders to this system (via a private drain that crosses the Ocean Gateway Garage site). The project will result in a net increase in impervious area of approximately 6,850 SF, and *"the Applicant is requesting a waiver for quantity control from the site as the runoff from the site is directly discharged into a municipal system."* The Hancock Street separated storm drain system has specific capacity considerations, as it routes



through a stormwater treatment unit on the Ocean Gateway site that is regulated under a Site Location of Development permit granted to the City by the MaineDEP. Recent projects completed along the Hancock Street corridor with storm drain connections into this separated storm drain system have been required to detain stormwater on their site, so as not to exceed the pre-development condition in the 2, 10 and 25-year storm events. This project will also be required to manage the rate of stormwater discharge from the site in accordance with the Flooding Standard. The applicant should propose a design to manage stormwater runoff on the site and provide adequate documentation, such as a HydroCAD model, demonstrating that stormwater runoff from the proposed site will not exceed the peak runoff rates from the existing site.

- 4) The Applicant should provide a Stormwater Management Plan, which shall include a stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.
- 5) The Applicant should provide the following details:
 - a) Sewer Manhole; and
 - b) Bituminous Sidewalk (for the onsite sidewalk).
- 6) The Brick Sidewalk, Vertical Granite Curb, and Typical Trench Details should be prepared in accordance with Figures I -10, I-16, and II-12, respectively, of the City of Portland Technical Manual for work within the City Right-of-Way.
- 7) The Barrier Free Ramp Detail contains a note referencing the Town of Scarborough Right-of-Way; the Applicant should modify this note.
- 8) The proposed storm drain connection to the drain manhole on the Ocean Gateway Garage property and the proposed grease trap, which is shown partially on the Ocean Gateway Garage property, will require an easement from this adjacent property.
- 9) The Applicant should address how access and maintenance will be performed on the existing oil/water separator and underground detention system located in the Ocean Gateway Garage entrance driveway; as this area will be covered by the second level of the proposed building.

Attachment 2

Captain Chris Pirone reviewed the initial proposal and his review of the revised plans is pending. His initial review from June 1, 2014 is as follows:

- Construction Management Plan
 - o Streets must maintain a 20' width for Fire Department access at all times.
 - o Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.
 - o If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.
 - o The Construction Company' emergency contact information shall be posted on the property in case of an after hours emergency.
 - o All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.
 - o Any cutting and welding done will require a Hot Work Permit from Fire Department.
- Premises Identification
 - o The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.
 - o Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.
 - o If the building entry faces a different street, both the street name and number should be large enough to read from the street.
 - o Address numbers must be a minimum of 4 inches high.
 - o The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty"). Color: Addresses should be in a color that contrasts with the background. Whenever possible, should be illuminated.
 - o Provide additional address signs at entrances to the property when the building address is not legible from the public street.
 - o Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.
- Building
 - o The new building shall not affect the egress or required Fire Department access for the neighboring building.
- Exit Discharge
 - o A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.
- Fire Vehicle Access
 - o Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in.
 - o Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established vertical clearance when approved.
- 2009 NFPA 1 18.3 Water Supplies and Fire Hydrants
 - o If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.
 - o Fire Department Connections shall not be located where large diameter hose may block egress.



May 5, 2014

Mr. William Needelman, AICP
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: 16 Middle Street
Preliminary Site Plan and Subdivision Application**

Dear Bill:

On behalf of Bateman Partners, LLC we are pleased to provide the accompanying package of submission materials related to the proposed mixed-use building at 16 Middle Street. This submission package is intended to meet the City's Preliminary Submission Requirements as outlined in the Level III Application procedures. The proposed project site is located on the southerly corner of the intersection of Middle Street and Hancock Street Extension. The proposed development includes the construction of a five (5) story mixed-use building with retail uses on the ground floor and professional office use on the upper floors.

The development site is located within the City's B-5b Zoning District, and the proposed development complies with the permitted uses within the zone.

The applicant has a purchase option agreement for the project site as well as a lease agreement for parking within the Ocean Gateway Garage. As a result, the proposed site development is confined to the building footprint, utility infrastructure improvements, and restoration\ reconstruction of the adjacent sidewalks, etc.

Owen Haskell, Inc. has completed an ALTA Boundary and Topographic Survey Plan for the site that is contained in the site plan set.

The Development Team will include Bateman Partners, LLC and Archetype PA as Architect. Bateman Partners, LLC has completed several commercial and residential projects within southern Maine, including the City of Portland. Bateman Partners, LLC is also known for working collaboratively with neighborhoods and stakeholders to achieve the goals of the project. A public neighborhood informational meeting was previously held by the applicant on April 8, 2014.

Mr. William Needelman
May 5, 2014
Page 2

Accompanying this cover letter are the following materials:

- Site Plan Application
- Section 1: Development Description
- Section 2: Technical and Financial Capacity
- Section 3: Conformity with Applicable Design Standards
- Full and Reduced Sized Plans

You will find in the accompanying materials, information including the Preliminary Site Layout Plan that provides greater detail for the proposed site development activities. Preliminary information pertaining to the project's utilities needs and statements regarding compliance with the City's Standards are contained within this submission.

On behalf of the Bateman Partners, LLC, we look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. Please find one (1) hard copy of the application materials including one set each of 11x17 and full size plans, along with a CD containing PDF files for all submitted materials. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments

c: Nathan Bateman – Bateman Partners, LLC
David Lloyd – Archetype, PA



Jeff Levine, AICP, Director
Planning & Urban Development Department

Electronic Signature and Fee Payment Confirmation

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:

- ☐ Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☒ Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to ~~call the Inspections Office at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.~~
drop off my payment to the Inspections Office
- ☐ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Joseph A. Laverriere, P.E., FST (Authorized Agent)
Applicant Signature:

May 5, 2014
Date:

Joseph A. Laverriere, P.E., FST (Authorized Agent)
I have provided digital copies and sent them on:

May 5, 2014
Date:

NOTE: All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.



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: 16 Middle Street

PROPOSED DEVELOPMENT ADDRESS:

16 Middle Street

PROJECT DESCRIPTION:

Construction of a five story mixed-use building. First floor contains 5,305 s.f. of retail use.

Second through fifth floors contains 42,625 s.f. of office space.

CHART/BLOCK/LOT: 20 / F /2

PRELIMINARY PLAN

5-5-14 (date)

FINAL PLAN

 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Nathan Bateman Business Name, if applicable: Bateman Partners, LLC Address: P.O. Box 3572 City/State : Portland, ME Zip Code: 04104	Applicant Contact Information Work # 207.772.2992 Home# Cell # 207.332.5498 Fax# 207.772.1881 e-mail: nathan@batemanpartnersllc.com
Owner – (if different from Applicant) Name: Eight Middle Land Company LLC Address: 86 Newbury Street City/State : Portland, ME Zip Code: 04101	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Agent/Representative Contact information Work # 207.775.1121 Cell # 207.749.5088 e-mail: jlaverriere@fstinc.com
Billing Information Name: Nathan Bateman Bateman Partners LLC Address: P.O. Box 3572 City/State : Portland, ME Zip Code: 04104	Billing Information Work # 207.772.2992 Cell # 207.332.5498 Fax# 207.772.1881 e-mail: nathan@batemanpartnersllc.com

Engineer Name: Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Engineer Contact Information Work # 207.775.1121 Cell # 207.749.5088 Fax# 207.879.0896 e-mail: jlaverriere@fstinc.com
Surveyor Name: John Swan Owen Haskell, Inc. Address: 390 U.S. Route 1 City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Work # 207.774.0424 Cell # Fax# e-mail: jswan@owenhaskell.com
Architect Name: David Lloyd Archetype, PA Address: 48 Union Wharf City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207.772.6022 Cell # Fax# e-mail: lloyd@archetypepa.com
Attorney Name: Ronald Ward Drummond Woodsum Address: 84 Marginal Way, Suite 600 City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work # 207.772.19410 Cell # Fax# 207.772.3627 e-mail: rward@dwmlaw.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>6</u> x \$25/lot = <u>\$150</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:  AUTHORIZED AGENT JOSEPH LAVERRIERE FST	Date: May 2, 2014
--	-------------------

BATEMAN PARTNERS LLC

DEVELOPERS & CONSULTANTS

P.O. BOX 3572
PORTLAND, MAINE 04104

TELEPHONE (207) 772-2992
FAX (207) 772-1881

April 30, 2014

To Whom It May Concern:

Subject: Agent Authorization Letter

Bateman Partners LLC has retained Fay, Spofford & Thorndike to assist in the preparation of local, state and federal permit applications for the site aspects of a proposed mixed-use building in Portland, Maine. Fay, Spofford & Thorndike is authorized to act as an agent in matters related to these permits.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nathan Bateman', followed by a long horizontal line extending to the right.

Nathan Bateman
Vice President
Bateman Partners LLC

PROJECT DATA

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

Total Area of Site	12,116 sq. ft.
Proposed Total Disturbed Area of the Site	8,000 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)	4,850 sq. ft.
Impervious Area (Total Proposed)	11,700 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	0 sq. ft.
Building Footprint (Total Proposed)	7,250 sq. ft.
Building Floor Area (Total Existing)	0 sq. ft.
Building Floor Area (Total Proposed)	49,875 sq. ft.
Zoning	
Existing	B-5b
Proposed, if applicable	B-5b
Land Use	
Existing	Vacant Lot
Proposed	Mixed-Use Building (retail/residential)
Residential, If applicable	
# of Residential Units (Total Existing)	N/A
# of Residential Units (Total Proposed)	N/A
# of Lots (Total Proposed)	N/A
# of Affordable Housing Units (Total Proposed)	N/A
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	N/A
# of One-Bedroom Units (Total Proposed)	N/A
# of Two-Bedroom Units (Total Proposed)	N/A
# of Three-Bedroom Units (Total Proposed)	N/A
Parking Spaces	
# of Parking Spaces (Total Existing)	140 (lease agreement)
# of Parking Spaces (Total Proposed)	124
# of Handicapped Spaces (Total Proposed)	N/A
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	22
Estimated Cost of Project	\$8,750,000

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
		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;
			Existing structures with distances from property line;
			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;
			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
			Preliminary infrastructure improvements;
			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
			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);
			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.



**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.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
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
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

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



May 5, 2014

Captain Chris Pirone
City of Portland Fire Department
380 Congress Street
Portland, ME 04101

**Subject: 16 Middle Street
Fire Department Site Review Checklist**

Dear Captain Pirone:

In accordance with instructions in the City's Site Plan Review packet, please find enclosed the drawing necessary for your review of the proposed 16 Middle Street project in Portland. As part of the building design, the architect has retained a third party Fire Protection Engineer to review NFPA 101. We have listed each item in your checklist below, followed by our response.

1. *Name, address, telephone number of applicant.*

Bateman Partners LLC
Attn: Nathan Bateman
P.O. Box 3572
Portland, ME 04104
207-772-2992

2. *Name, address, telephone number of architect.*

Project Architect: Archetype PA
 48 Union Wharf
 Portland, ME 04101
 Attn: David Lloyd
 207-772-6022

3. *Proposed uses of any structures (NFPA and IBC classification).*

Refer to the attached Code Analysis for the building as provided by Archetype PA.

4. *Square footage of all structures (total and per story).*

Building Footprint Area = 7,250 SF
Five Story Building
Total Floor Area = 49,875 SF

Captain Chris Pirone

May 5, 2014

Page 2

5. *Elevation of all structures.*

The building height is 65'-0". Architectural building elevations accompany this letter and they show the various locations of door openings, etc. around the building perimeter.

6. *Proposed fire protection of all structures.*

The building will have a sprinkler system with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire system design which will be performed prior to the request for a building permit.

7. *Hydrant locations.*

A fire hydrant is currently located on Middle Street opposite the project site (< 75' from building).

8. *Water main(s) size and location.*

The site will be served by a 4" sprinkler service to be extended into the building off an existing 8" water along Middle Street. A 2" domestic service will also be extended to the building. The building is expected to have internal sprinkler risers and a Siamese fire pump connection on the Middle Street side of the building.

9. *Access to all structures (min. 2 sides).*

The accompanying site plan depicts the site access conditions along Middle Street and Hancock Street extension.

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

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is located in a densely developed area and is fronted by a public street. The following street widths are currently available:

<u>Street</u>	<u>Width</u>
Middle Street	28 FT
Hancock Street Ext	30 FT

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 ft. of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 ft. from a Fire Department access road.

Captain Chris Pirone
May 5, 2014
Page 3

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Supporting Evidence: Not applicable

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Supporting Evidence: As depicted on the site plan, the proposed building layout provides for minimum two sided access to the structure.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Supporting Evidence: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Supporting Evidence: The building will be provided with an exterior doors that will be within 50' of a Fire Department access route, namely Middle Street and Hancock Street Extension.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Supporting Evidence: A minimum of 9 ft. vertical clearance will be provided below any overhead signage or utilities entering the site.

3.4.6. Elevators shall be sized to accommodate an 80 x 24 inch stretcher.

Captain Chris Pirone
May 5, 2014
Page 4

Supporting Evidence: The elevators will be supplied to meet this requirement.

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Supporting Evidence: The applicant will work with the City's Public Services Division to assign street addresses and numbering to meet City Standards.

If you need any further information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments: Sheet C-3.0 Site Plan
Building Elevations and Floor Plans
Code Analysis

c: Nathan Bateman – Bateman Partners, LLC



March 11, 2014

Mr. Frank Brancely
City of Portland
Department of Public Services
55 Portland Street
Portland, Maine 04101-2991

**Subject: Proposed Mixed-Use Development
8 Middle Street
Wastewater Capacity Application**

Dear Mr. Brancely:

Our office is working as a consultant to Archetype, P.A. and Bateman Partners LLC in the site planning and permitting associated with a proposed mixed-use building to be constructed at 8 Middle Street (southerly corner of Middle Street and Hancock Street Extension intersection). The project site is located on Map 20-F-2 according to the City of Portland Tax Assessor's Maps. On behalf of the developer, we are requesting a letter affirming that the proposed project can be served by the municipal wastewater treatment system.

The project will consist of a five story building. The ground floor (containing 7,120 s.f.) will be retail space with an estimated maximum employee count of 40. The second, third, fourth and fifth floors (each containing 10,775 s.f.) will be office space with an estimated maximum employee count of 120.

The projected water use using the Maine State Plumbing Code and typical City of Portland flows information is as follows:

Use	Design Flow
Retail Use 40 employees at 15 gpd/employee	600 GPD
Office Use 120 employees at 15 gpd/employee	540 GPD 1,800 GPD
Total Water Usage Required	2,940 GPD

Based on this modest amount of flow, we trust that the existing wastewater collection and treatment system has adequate capacity to serve this project. We are in the process of completing the Site Plan Application for a submission to the City Planning Staff and would appreciate your response to the Planning Department.

Mr. Frank Brancely
March 11, 2014
Page 2

If you have any questions concerning this request, please contact me.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to be 'JAL', with a long horizontal stroke extending to the right.

Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/cmd

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: 3-11-14

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 16 Middle Street

Chart Block Lot Number: 20-F-2

Proposed Use: Mixed (Retail and Office)

Previous Use: N/A

Existing Sanitary Flows: N/A GPD

Existing Process Flows: N/A GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

Existing 8" gravity sewer stub within Hancock Street Ext.

Site Category | Commercial (see part 4 below)
Industrial (complete part 5 below)
Governmental
Residential
Other (specify) Retail & Office

X

(Clearly, indicate the proposed connections, on the submitted plans)

2. Please, Submit Contact Information.

City Planner's Name: Bill Needelman Phone: 207-874-8722

Owner/Developer Name: Bateman Partners, LLC, Attn: Nathan Bateman

Owner/Developer Address: P.O. Box 3572, Portland, ME 04104

Phone: 207-772-2992 Fax: 207-772-1881 E-mail: nathan@batemanpartnersllc.com

Engineering Consultant Name: Fay, Spofford & Thorndike, Attn: Joe Laverriere, P.E.

Engineering Consultant Address: 778 Main Street, Suite 8, South Portland, ME 04106

Phone: 207-775-1121 Fax: 207-879-0896 E-mail: jlaverriere@fstinc.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: 2,940 GPD

Peaking Factor/ Peak Times: x6

Specify the source of design guidelines: (i.e. X "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)

Total Drainage Fixture Unit (DFU) Values:	N/A
Size of External Grease Interceptor:	750
Retention Time:	1 hour
Peaking Factor/ Peak Times:	6

Estimated Industrial Process Wastewater Flows Generated:	N/A	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: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)

- 12 -

TABLE OF CONTENTS

SECTION	PAGE
1. DEVELOPMENT DESCRIPTION.....	1-1
1.1 PROJECT OVERVIEW	1-1
1.2 PROJECT PURPOSE AND NEED	1-1
1.3 EXISTING CONDITIONS.....	1-1
1.4 PROPOSED DEVELOPMENT.....	1-2
1.5 LAND ORDINANCE REVIEW	1-3
1.6 STATE AND FEDERAL PERMITS.....	1-3
1.7 EASEMENTS OR OTHER BURDENS.....	1-4
1.8 TRAFFIC.....	1-4
1.9 SOILS/GEOTECHNICAL REVIEW	1-4
1.10 NATURAL FEATURES	1-4
1.11 UTILITIES AND STORMWATER	1-5
1.12 ATTACHMENTS	1-5
2. TECHNICAL AND FINANCIAL CAPACITY.....	2-1
2.1 TECHNICAL CAPACITY	2-1
2.2 CONSULTANT TEAM.....	2-1
2.3 EXPERIENCE OF PROJECT TEAM	2-2
2.4 FINANCIAL CAPACITY	2-2
2.5 CONSTRUCTION COST ESTIMATE	2-2
2.6 ATTACHMENTS	2-2
3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS	3-1
3.1 OVERVIEW.....	3-1
3.2 ATTACHMENTS	3-6

LIST OF ATTACHMENTS

- Section 1: Attachment A – Existing Site Photographs
- Section 2: Attachment B – Purchase Option Agreement
Attachment C – Lease Parking Agreement
Attachment D – Letter of Financial Capacity
- Section 3: Attachment E – Roof Drain Treatment Unit

LIST OF PLANS

SHEET #	TITLE
C-1.0	COVER SHEET
C-1.1	GENERAL NOTES AND LEGEND
C-2.0	BOUNDARY & TOPOGRAPHIC SURVEY
C-2.1	EXISTING CONDITIONS & DEMOLITION PLAN
C-3.0	SITE LAYOUT PLAN
C-4.0	GRADING AND DRAINAGE PLAN
C-5.0	UTILITY PLAN
C-6.0	DETAILS
C-6.1	DETAILS

1. DEVELOPMENT DESCRIPTION

1.1 PROJECT OVERVIEW

Bateman Partners, LLC has a purchase agreement to acquire a 12,116 s.f. parcel of land (identified by the City Tax Assessor as Tax Map, Block, and Lot #20-F-2) that is located on the southerly corner of the intersection of Middle Street and Hancock Street Extension. The applicant is proposing to construct a five-story mixed-use building. The ground floor will contain retail uses and the upper floors will contain professional office space.

The applicant is seeking Site Plan and Subdivision Approval from the City of Portland Planning Authority. The objective is to obtain all approvals by July of this year, if possible, to allow construction to commence during the summer of 2014.

1.2 PROJECT PURPOSE AND NEED

The proposed project provides an opportunity to develop a mixed-use building on an undeveloped parcel that has readily available access to utility infrastructure, including access to the Ocean Gateway Garage through a leased parking agreement. The project's community benefits include the following:

- Efficient reuse of a currently vacant lot.
- Provide opportunities for expanded retail and office space in the water front area.

1.3 EXISTING CONDITIONS

The existing site is bounded to northwest by Middle Street; to the northeast by Hancock Street Extension; to the southeast by the Ocean Street Garage and the southwest by the Micucci's Grocery Market. The existing site was previously developed with a building associated with the American Hoist & Derrick Company; however, this building was previously razed with only remnants of the foundation are visible on the site. After demolition of the former building, the site was graded to create a grassed open space area with several small trees, benches and gravel walking path that traverses the site. The Middle Street access drive to the Ocean Gateway Garage crosses the southwesterly side of the site through a 50' wide access easement.

The land area slopes northwest to southeast towards the Ocean Gateway Garage parcel with approximately four (4) feet of grade differential.

Public utilities including water, sewer, natural gas, power and communications are readily available in the area. Power to the site will be installed underground; however, the details to this installation are not fully developed at the time of this submission.

The street conditions around the block are described as follows:

Street Name	Roadway Description	On-street Parking	Sidewalk Description	Other
Middle Street	Approximately 28 foot wide paved roadway with two-way traffic.	Yes. Observed parallel parking on the side of the street in front of the site.	Brick sidewalk in good condition.	Catch basin located at intersection with Hancock Street Ext.
Hancock Street Extension	Approximately 30 foot wide paved roadway with two-way traffic.	Yes. Observed parallel parking on the side of the street in front of the site.	Brick sidewalk in good condition.	

1.4 PROPOSED DEVELOPMENT

The development program includes the following components:

1.4.1 ON-SITE

The ground floor of the building has a footprint area of 7,250 s.f. The ground floor level will contain two units of retail use with a total floor area of 5,305 s.f. The remaining ground floor area is associated with the utility/maintenance rooms for the building as well as the entry lobby, stairwells and elevator for the upper floors of the building. The second through fifth floor of the building will each contain professional office space. Each of these floors are being considered as a separate office tenant. The upper floors of the building will extend over the entry drive to the Ocean Gateway Garage, thereby creating a pass-through beneath the second floor for vehicles entering and exiting the garage. There will not be a basement provided as part of the building.

The project developer is not seeking LEED designation, but the building will conform to the most current International Energy Conservation Code.

As shown on the Site Layout Plan (Sheet C-3.0), the proposed building will have its main entry from the sidewalk adjacent to the access drive leading to the Ocean Gateway Garage. Seven other building entrances have been provided around the perimeter of the building, including three on Middle Street and two on Hancock Street Extension.

The proposed building will essentially fill the site. Exterior improvements include installation of new utility services to the building for water, sewer, natural gas, electric, telephone and communications. In addition, the proposed site improvements include reconstruction of the brick sidewalks along the site frontages on Middle Street and Hancock Street Extension that will be disturbed during the construction work. The applicant has secured parking within the Ocean Gateway Garage through a lease agreement; therefore, no new parking is proposed as part of the project.

1.4.2 OFF-SITE

No offsite improvements are proposed as part of the project.

1.5 LAND ORDINANCE REVIEW

1.5.1 OVERVIEW

The property currently lies within the City of Portland B-5b Urban Commercial Mixed Use District. The following Space and Bulk requirements apply to the B-5b Zone:

B-5b Zone Summary Dimensional and Parking Requirements Applied to 8 Middle Street		
Zoning Requirements	Current B-5b Zoning Standard	Project Site Current Condition
Minimum Lot Size	None	12,116 s.f.
Minimum Frontage	None	162.25' Middle Street
Minimum Front Yard	None	0.00' Middle Street
Minimum Side Yard	None	5.00'
Minimum Rear Yard	None	0.00'
Maximum Lot Coverage (Building Footprint)	100%	89%
Maximum Building Height	65 ft.	65'-0"
Parking Retail Use	1 space per 200 s.f. of first floor area in excess of 2,000 s.f. not used for bulk storage.	5,305 s.f. on first floor 17 parking spaces required
Parking Office Use	1 space per 400 s.f.	42,625 s.f. 107 parking spaces required

1.5.2 SHORELAND ZONING

The site is not located within the Shoreland Zoning District.

1.6 STATE AND FEDERAL PERMITS

The project does not require any State or Federal permits other than State Fire Marshall approval. The development is subject to Site Plan and Subdivision approval by the City of Portland and Building Permit(s) are also required.

1.7 EASEMENTS OR OTHER BURDENS

Owen Haskell, Inc. has recently completed the property survey. The only know easement is associated with the 50' wide access easement across the site from Middle Street that benefits the Ocean Gateway Garage. The project site is subject to the conditions of a previous environmental cleanup effort that was associated with the American Hoist and Derrick Company. The environmental restrictions on the parcel are in the form of restrictive deed covenant.

1.8 TRAFFIC

The proposed "16 Middle Street" multi-use development can be expected to generate approximately 125 vehicle trips during both the morning and afternoon peak hour time periods. Projects that generate in excess of 100 vehicle trips during any peak hour time period are required to obtain a Maine Department of Transportation Traffic Movement Permit (TMP). A TMP application, which will include traffic generation of the proposed "185 Fore Street" project, is currently being prepared and will be submitted to City Staff by May 15.

Manual turning movement counts have been performed between the peak commuter hours of 7:00 to 9:00 AM and 3:00 to 6:00 PM at the following locations and the data will be utilized in the performance of assessing the expected traffic impacts of both development projects:

1. India Street @ Fore Street
2. India Street @ Middle Street
3. Middle Street @ Hancock Street
4. Fore Street @ Hancock Street Extension

The most recent three year roadway safety information (2011 through 2013) has been obtained from the Maine Department of Transportation's Safety Bureau for the study area. Preliminary review of the data shows the frequency of traffic crashes is below MaineDOT's threshold values for identification of a high crash location.

A traffic impact study will be completed that combines the estimated peak hour trip generation of both proposed development projects. Detailed mobility analyses will be completed for each study intersection and appropriate transportation recommendations prepared in support of the results.

1.9 SOILS/GEOTECHNICAL REVIEW

A recent geotechnical investigation has not been performed for the site; however, Haley & Aldrich, Inc. has been retained to provide geotechnical recommendations for the proposed building. Haley & Aldrich, Inc. provided geotechnical services in conjunction with the Ocean Gateway Garage. As part of this effort, they completed a geotechnical field investigation of the area, which included several deep borings. It is anticipated that the new building will be supported on driven piles with grade beams; however, the final geotechnical investigation work has not yet been completed.

1.10 NATURAL FEATURES

The development site does not contain any significant natural features including wetlands, vernal pools or other protected resource. The entire site parcel was previously developed; therefore, there are no historically nature areas or features remaining on the site.

1.11 UTILITIES AND STORMWATER

The proposed project will involve installation of new utility services to the building. Water services for fire protection and domestic service will be provided via connection to the existing water main in Middle Street. It is anticipated that natural gas service will also be provided to the building via Middle Street. Connections to the public sewer system will be made via an existing 8" diameter stub within the site that was installed as part of the Hancock Street Extension work. The proposed locations of the new utility services are shown on the Utility Plan (Sheet C-5.0 of the plan set); however, these locations have not yet undergone review and approval by the various franchise utilities and are subject to refinement based upon their review.

The City maintains a drainage system in Middle Street and Hancock Street Extension that includes catch basins at the corner of Middle Street and Hancock Street Extension. In addition, there is an onsite stormdrain system installed as part of the Ocean Gateway Garage that connects into the City's system. The runoff flow regime from the development site will continue to discharge to the surrounding street gutters and municipal stormdrain system. A new roof drain leader is also proposed to connect into the existing 12" diameter stormdrain line that connects into the stormdrain system within Hancock Street Extension.

1.12 ATTACHMENTS

Attachment A – Existing Site Photographs

ATTACHMENT A

Existing Site Photographs



PHOTO 1 – View of the site from Middle Street



PHOTO 2 – View from Middle Street across the site along entrance drive to Ocean Gateway Garage



**FAY, SPOFFORD &
THORNDIKE**
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896

**Existing Site Photographs
16 Middle Street – Portland, ME
Photos Taken by Joe Laverriere on 04/30/14**



PHOTO 3 – View from Middle Street along site frontage on Hancock Street Extension



PHOTO 4 – View of site from intersection of Middle Street and Hancock Street Extension



**FAY, SPOFFORD &
THORNDIKE**
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896

**Existing Site Photographs
16 Middle Street – Portland, ME
Photos Taken by Joe Laverriere on 04/30/14**

2. TECHNICAL AND FINANCIAL CAPACITY

2.0 TITLE, RIGHT AND INTEREST

The applicant has a purchase option agreement (refer to Attachment B). In addition, the applicant has secured a leased parking agreement within the Ocean Gateway Garage that meets the requirements of the proposed development (refer to Attachment C).

2.1 TECHNICAL CAPACITY

The applicant has assembled a highly qualified team of professionals to plan, permit, and develop construction documents for the project. The Team is working under the direction of Mr. Nathan Bateman of Bateman Partners, LLC as Project Developer.

The Team services will be provided by the following companies and their respective team leaders:

2.2 CONSULTANT TEAM

<i>Civil Engineer</i>	Joseph A. Laverriere, P.E. Fay, Spofford & Thorndike 778 Main Street, Suite 8 South Portland, ME 04106 (207) 775-1121 – Work (207) 879-0896 – Fax (207) 749-5088 – Cell jlaverriere@fstinc.com
<i>Surveyor</i>	John Swan Owen Haskell, Inc. 390 US Route 1, Unit 10 Falmouth, Maine 04105 (207) 774-0424 – Work (207) 774-0511 – Fax jswan@owenhaskell.com
<i>Architect</i>	David Lloyd Archetype, PA 48 Wharf Street Portland, ME 04101 (207) 772-6022 – Work (207) 772-4056 – Fax 207-671-9194 – Cell lloyd@archetypepa.com
<i>Attorney</i>	Ronald Ward Drummond Woodsum 84 Marginal Way, Suite 600 Portland, ME 04101 (207) 772-1941 – Work (207) 772-3627 – Fax RWard@dwmlaw.com

<i>Lighting/Site Electrical</i>	Will Bennett, Jr. Bennett Engineering P.O. Box 297 Freeport, ME 04032 (207) 865-9475 – Work (207) 865-1800 – Fax Will@bennettengineering.net
<i>Geotechnical Engineer</i>	Wayne Chadbourne, P.E. Haley & Aldrich, Inc. 75 Washington Avenue, Suite 203 Portland, ME 04101 (207) 482-4600 – Work (207) 775-7666 – Fax WChadbourne@haleyaldrich.com
<i>Environmental Engineering</i>	Robert Hoffman, P.E. Hoffman Engineering, Inc. 640 Ten Rod Road North Kingstown, RI 02852 (401) 294-9032 – Work (207) 294-1288 – Fax hoffmanengineering@verizon.net

2.3 EXPERIENCE OF PROJECT TEAM

The team of consultants retained by the developer has expertise and experience in the design of similar projects. Resumes of key personnel for development team can be provided upon request.

The applicant also has significant experience in the development and management of large commercial projects as evidenced by information provided in this submission's cover letter. A listing of the additional real estate projects for which the Applicant's development team has been involved can be provided upon request.

2.4 FINANCIAL CAPACITY

The applicant has the means at its disposal for financing the proposed 16 Middle Street project. A letter of financial capacity for the project is contained in Attachment D.

2.5 CONSTRUCTION COST ESTIMATE

The project has an overall construction cost estimate of \$8,750,000. This construction cost value is considered preliminary and subject to change as building design and project layout is refined, etc.

2.6 ATTACHMENTS

Attachment B – Purchase Option Agreement
Attachment C – Lease Parking Agreement
Attachment D – Letter of Financial Capacity

ATTACHMENT B

Purchase Option Agreement

MEMORANDUM OF PURCHASE OPTION AGREEMENT
(8 Middle Street, Portland, Maine)

MEMORANDUM OF PURCHASE OPTION AGREEMENT made this ____ day of March, 2014 with respect to the following described Purchase Option Agreement:

SELLER: EIGHT MIDDLE LAND COMPANY LLC, a Maine limited liability company with a place of business in Portland, Maine.

PURCHASER: BATEMAN PARTNERS, LLC, a Maine limited liability company with a mailing address of P.O. Box 3572, Portland, ME 04104-357.

PREMISES: Land, any buildings or improvements, appurtenant rights (including parking rights) and easements, located at 8 Middle Street, Portland, Maine, all as described in the deed from Hancock & Middle LLC to Seller dated May 1, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30623, Page 314 (the "Premises"), a copy of which is attached as Schedule A.

TERM: The purchase option shall be elected by Purchaser, if at all, on or before September 2, 2014.

RIGHT OF
EXTENSION: None, without Seller's written consent.

This Memorandum is intended to provide notice of the Purchase Option Agreement and shall not modify or amend any of the terms of the Purchase Option Agreement. In the event of any conflict between this Memorandum and the Purchase Option Agreement, the terms of the Purchase Option Agreement shall control.

Signature Page Follows.

IN WITNESS WHEREOF, the Seller and Purchaser have caused this Memorandum of Purchase Option Agreement to be executed by their duly authorized representatives as of the day and year set forth above.

Witness:

Daniel J. Linder

EIGHT MIDDLE LAND COMPANY LLC

By: Fred M. Forsley
Fred M. Forsley
Its: Manager

Seller

BATEMAN PARTNERS, LLC

Allen Mayhew

By: Nathan Bateman
Nathan Bateman
Its: Manager

Purchaser

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

March 7, 2014

Then personally appeared the above-named Fred M. Forsley, Manager of Eight Middle Land Company LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Eight Middle Land Company LLC.

Before me,

Brandon J. Mazer
Notary Public / Attorney At Law

Brandon J. Mazer
Print name

My Commission expires: _____

QUITCLAIM DEED WITH COVENANT

HANCOCK & MIDDLE LLC, a Maine limited liability company with its principal place of business in Portland, County of Cumberland and State of Maine (the "Grantor"), for consideration paid, grants to EIGHT MIDDLE LAND COMPANY LLC, a Maine limited liability company with its principal place of business in Portland, County of Cumberland and State of Maine and having a mailing address of c/o Shipyard Brewing Company, 86 Newbury Street, Portland, ME 04101 (the "Grantee"), WITH QUITCLAIM COVENANT, certain real property, together with any improvements thereon (collectively, the "Premises"), located on Middle Street in Portland, Cumberland County, Maine, and shown as "Proposed Lot 2" on a plan entitled "Subdivision/Recording Plat on India Street and Fore Street, Portland, Maine" made for Riverwalk, LLC, 25 India Street, LLC, Hancock & Middle, LLC and Ocean Gateway Garage LLC by Owen Haskell, Inc., dated March 22, 2006, as last revised April 13, 2006 (the "Plan") and recorded in Cumberland County Registry of Deeds in Plan Book 207, Page 54.

MAINE REAL ESTATE TAX PAID

The Premises are conveyed SUBJECT TO that certain exclusive perpetual easement reserved in the Quitclaim Deed from Ocean Gateway Garage LLC to the Grantor dated May 25, 2007 and recorded in the Cumberland County Registry of Deeds in Book 25165, Page 230 for the benefit of Ocean Gateway Garage LLC, its successors and assigns, to be used as the principal access to, certain land of Ocean Gateway Garage LLC ("Ocean Gateway Garage Remaining Land") shown on the Plan as "Proposed Lot 3", for pedestrian and vehicular ingress and egress and other uses described, over and across that portion of the property conveyed herein which is a strip of land being fifty feet in width and running along the entire southwesterly sideline of the Premises and extending from Middle Street to Ocean Gateway Garage LLC's Remaining Land (the "Garage Access Easement Area") such Garage Access Easement Area being depicted as "50' Access Easement Benefits Ocean Gateway Garage LLC Lot" on the Plan.

As set forth in and without limitation of the provisions of the foregoing Quitclaim Deed, the Premises are conveyed SUBJECT TO the exclusive perpetual rights and easements for the benefit of Ocean Gateway Garage Remaining Land to: (a) pave, grade, excavate, maintain, construct and reconstruct in any way or manner, all or any portion of the Garage Access Easement Area and all or any portion of improvements located on the Garage Access Easement Area from time to time by Ocean Gateway Garage LLC, its successors and assigns; (b) lay, maintain, repair and replace utility lines, including without limitation, gas, electricity, sewer, water, storm, drainage and all Utility Services as defined in accordance with 33 M.R.S.A. § 458 in, on, under and over the Garage Access Easement Area; (c) build, maintain, replace and repair (which may include snow plowing, cutting, clearing, filling, grading, paving, fencing, gates, gate houses, traffic islands, traffic and parking control devices and other security measures) and all and any

improvements in and on said Garage Access Easement Area necessary, expedient, or incident to the use and enjoyment thereof as Ocean Gateway Garage LLC, its successors and assigns, may deem necessary or useful in order to use, operate and maintain any of the improvements, including that certain multilevel parking garage constructed on the Ocean Gateway Garage Remaining Land, and all and any improvements located on the Garage Access Easement Area; (d) park on the Garage Access Easement Area, including the right to temporarily park service vehicles, construction and maintenance vehicles and equipment and store equipment and supplies in or on the Garage Access Easement Area; (e) locate any footings, walls, buildings, or other improvements in, on or under the Garage Access Easement Area; and (f) to utilize existing encroachments, if any. The Premises are conveyed subject to all permitting conditions applicable to Ocean Gateway Garage LLC and its remaining land, as such conditions may be amended from time to time. Grantee hereby accepts the Premises "as is," "where is" and "with all faults."

The Premises are conveyed together with the right to construct, operate and maintain two above ground pedestrian ramps to the Gateway Garage from any building constructed on the Premises and the right to construct in the air space above the Garage Access Easement Area an extension of any building constructed on the Premises as well as a supporting wall or columns with footings along the southwesterly property line of the Premises (being also within and along the southwest line of the Garage Access Easement Area) and together with such further ancillary rights, as are described in, and all of which to be in accordance with and subject to that certain Abutters Agreement between Ocean Gateway Garage LLC and the Grantee of even date to be recorded herewith and incorporated by reference as if more fully set forth herein. The pedestrian ramps referenced above are referred to in the Abutters Agreement and hereinafter as the "Pedestrian Ramps" and the air space rights and supporting walls, etc. rights are collectively referred to in the Abutters Agreement and hereinafter as the "Air Rights Improvements".

Meaning and intending to convey, and hereby conveying, the same premises as those described in a Quitclaim Deed from Ocean Gateway Garage LLC to Hancock & Middle LLC dated May 25, 2007, and recorded in the Cumberland County Registry of Deeds in Book 25165, Page 230.

[Signatures on Following Pages]

IN WITNESS WHEREOF, HANCOCK & MIDDLE LLC has caused this instrument to be executed by Riverwalk Venture, LLC, its Manager, through Intercontinental Fund IV Ocean Gateway, LLC, Intercontinental Real Estate Investment Fund IV and Intercontinental Real Estate Corporation, its parent companies, and by Peter Palandjian, as President and Treasurer of Intercontinental Real Estate Corporation, hereunto duly authorized, as of this 1st day of May, 2013.

HANCOCK & MIDDLE LLC, a Maine limited liability company
By: RIVERWALK VENTURE, LLC, a Maine limited liability company, Its Manager

By: Intercontinental Fund IV Ocean Gateway, LLC, Its Manager

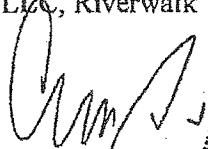
By: Intercontinental Real Estate Investment
Fund IV, LLC, Its Manager

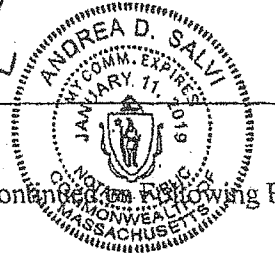
By: Intercontinental Real Estate Corporation
Its Manager

By: 
Peter Palandjian
Its President and Treasurer

COMMONWEALTH OF MASSACHUSETTS
Suffolk, ss.

On this 7th day of May, 2013, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and as parent corporation of each of Intercontinental Real Estate Investment Fund IV, LLC, Intercontinental Fund IV Ocean Gateway, LLC, Riverwalk Venture LLC and Hancock & Middle LLC


Notary Public
Andrea Salvi



[Joinder of Ocean Gateway Garage LLC to this Deed Contained in Following Page.]

Joinder of Ocean Gateway Garage LLC

Ocean Gateway Garage LLC joins in this deed for purposes of releasing and does hereby release to Eight Middle Land Company LLC: (i) the rights to construct, use and maintain the Air Rights Improvements subject to and as further specified in the Abutter's Agreement and agrees that, in the exercise of its rights in the Garage Access Easement Area, it will not place any improvements that would materially interfere with or prevent the installation of the Air Rights Improvements and (ii) the rights to construct and maintain the Pedestrian Ramps subject to and as further specified in the Abutter's Agreement.

OCEAN GATEWAY GARAGE, LLC a Maine limited liability company

By: RIVERWALK VENTURE, LLC a Maine limited liability company, Its Manager

By: Intercontinental Fund IV Ocean Gateway, LLC, Its Manager

By: Intercontinental Real Estate Investment Fund IV, LLC, Its Manager

By: Intercontinental Real Estate Corporation
Its Manager

By: 
Peter Palandjian
Its President and Treasurer

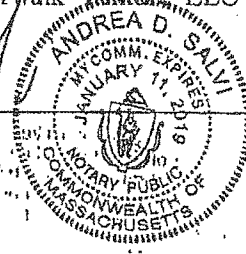
COMMONWEALTH OF MASSACHUSETTS
Suffolk, ss.

On this 7th day of May, 2013, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and as parent corporation of each of Intercontinental Real Estate Investment Fund IV, LLC, Intercontinental Fund IV Ocean Gateway, LLC, Riverwalk Venture, LLC and Ocean Gateway Garage LLC.

Received
Recorded Register of Deeds
May 07, 2013 03:44:23P
Cumberland County
Famein E. Lowley

Notary Public

Andrea D. Salvi



ATTACHMENT C

Lease Parking Agreement

PARKING LEASE
(8 Middle Street Parking)

THIS PARKING LEASE (the "Parking Lease") is entered into as of the 1st day of May, 2013 (the "Effective Date"), by and between OCEAN GATEWAY GARAGE LLC, a Maine limited liability company with an address of c/o Paul J. Nasser, CFO/COO, Intercontinental Real Estate Corp., 1270 Soldiers Field Road, Boston, MA 01235 ("Owner") and EIGHT MIDDLE LAND COMPANY LLC, a Maine limited liability company with a mailing address c/o Shipyard Brewing Company, 86 Newbury Street, Portland, ME 04101 ("Tenant").

WITNESSETH:

WHEREAS, Owner owns the Ocean Gateway Garage, a parking garage containing approximately seven hundred twenty (720) spaces located on a parcel of land approximately thirty-seven thousand (37,000) square feet in area located at 161 Fore Street in the City of Portland, County of Cumberland and State of Maine and shown as "Proposed Lot 3" on plan entitled "Subdivision/Recording Plat" by Owen Haskell, Inc., dated March 22, 2006 as revised April 13, 2006, and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 54 (the "Garage"); and

WHEREAS, Owner and Tenant desire to enter into this Parking Lease for the purpose of setting forth the specific terms and conditions of that certain arrangement for parking associated with the development and use by Tenant of the property situated at 8 Middle Street, Portland, Maine (the "8 Middle Street Parcel") conveyed by 8 Middle Street, LLC, a Maine limited liability company, to Tenant by deed of even date as contemplated by a certain Settlement and Reciprocal Release Agreement, also of even date, between Owner, Tenant and others (the "Settlement Agreement") relating to litigation formerly pending in the Business and Consumer Court and in the Cumberland County Superior Court of the State of Maine; and

WHEREAS, Tenant may develop and construct office, retail, residential or other lawful facilities on the parcel located at 8 Middle Street, Portland, Maine and shall use the Parking Spaces, as defined below, for owners, tenants, renters, licensees, invitees, employees transient users of, and/or owners of condominium units in, the 8 Middle Street Parcel (collectively, and as so defined, "Qualified Parkers")

NOW, THEREFORE, for good and valuable consideration including the mutual covenants and agreements herein, the receipt of which is hereby acknowledged, the parties hereby agree as follows:

1. Use of Parking Spaces.

a. As of the Rent Commencement Date, as defined in Section 3 of this Parking Lease, Owner hereby leases to Tenant the right to use up to one hundred and forty (140) parking spaces in the Garage upon, subject to and limited by the following terms and conditions: (i) The parking spaces must be drawn down by Tenant in

accordance with Tenant's Draw Down Notice, as defined in Section 1(e) of this Parking Lease, and (ii) The maximum number of parking spaces subject to being drawn down by Tenant's Draw Down Notice shall be the lesser of (x) one hundred forty (140) parking spaces or (y) the minimum number plus one of parking spaces required by the City of Portland for the development by Tenant of the 8 Middle Street Parcel in accordance with permitted zoning and land-use ordinances and regulations for such parcel (as so drawn down by Tenant's Draw Down Notice and as limited by such ordinances and land-use regulations, the "Parking Spaces"). All such parking in the Garage shall be in accordance with and subject to the terms and conditions below and such reasonable rules and regulations established from time to time by Owner governing the leasing and use of Parking Spaces by parkers generally in the Garage. Tenant understands and agrees that, in accordance with customary garage operations and management practices, specific parking spaces are not reserved or dedicated for Tenant and the availability of any specific parking space is not guaranteed. The Parking Spaces are intended for use for automobile, motorcycle, van and SUV parking only, not for the parking of any large commercial trucks or other commercial vehicles.

b. Owner shall make available to Tenant, one parking access card for each space designated in Tenant's Draw Down Notice other than for those spaces for which tenant will be paying rent but which cannot be used for parking because they are necessary for access to the Pedestrian Ramps which connect the Garage to 8 Middle Street referenced in a certain Abutters Agreement of even date between Tenant and Owner or in lieu of parking access cards, such parking codes or other "keys" or means of convenient 24-hour access as shall be available from time to time, which shall in turn be made available to Tenant's Qualified Parkers using the Parking Spaces and which shall provide access to the Parking Spaces for seven days each week and 24 hours of each day.

c. It is understood and agreed that these spaces shall be for Tenant's Qualified Parkers and the Parking Spaces may not be sublet or their use assigned, transferred or loaned to any person or entity who is not a Qualified Parker.

d. The Parking Spaces shall be solely for the benefit of the 8 Middle Street Parcel and no other properties. For the avoidance of doubt, the Parking Spaces may not be used for the benefit of the property situated at 25 India Street now or formerly owned by 25 India Street, LLC or for the benefit of the property of Shipyard Brewing Company. This Parking Lease shall be not be assignable, except in connection with the sale of the 8 Middle Street Parcel with which the Parking Spaces are associated. In no event shall the Tenant sublease the Parking Spaces, or otherwise permit their use or occupancy, at a different rental rate than specified in this Parking Lease, and in no case shall the Tenant sublease or otherwise authorize the use or occupancy of the Parking Spaces by any third person or entity not a Qualified Parker. Tenant acknowledges that its rights under this Parking Lease are and shall be subordinate to the interests of any future mortgagee of the Garage, provided that any such future mortgagee shall enter into a commercially reasonable subordination, non-disturbance and attornment agreement with respect to this Parking Lease. Tenant agrees to attorn to and recognize the holder of any mortgage on

the Garage, now and in the future, in accordance with the terms of such commercially reasonable subordination, non-disturbance and attornment agreement.

e. For Tenant to draw down Parking Spaces as contemplated in Section 1(a)(i) of this Parking Lease, Tenant shall give Owner written notice of its intention to draw down a specific number of Parking Spaces, such number of Parking Spaces drawn down to be subject to the maximum number of Parking Spaces specified in this Parking Lease and subject also to the limitations in number set forth in Section 1(a)(ii) of this Parking Lease. Tenant's written draw down notice to Owner to for the Parking Spaces ("Tenant's Draw Down Notice") shall specify a date no fewer than two (2) years before the date Tenant shall take possession of the Parking Spaces, which date shall be no later than May 1, 2023, and at which date Tenant shall commence the monthly payment of rent under this Parking Lease. Subject to such maximum limitation of ten (10) years limitation for Tenant to have the right to draw down Parking Spaces, Tenant's right to draw down the allowable number of Parking Spaces must be exercised with respect to this Parking Lease on or before May 1, 2021. Tenant shall have the one-time right to extend the date when rent payments will start under Tenant's Draw Down Notice for an additional ninety (90) days after having given such Draw Down Notice provided the Rent Commencement Date does not extend beyond May 1, 2023. Rent under the Parking Lease shall commence immediately at the end of the applicable notice period as aforesaid (i.e., within no more than two (2) years after the Tenant has given Tenant's Draw Down Notice and, in all cases, by May 1, 2023 – whether or not Tenant has given Tenant's Draw Down Notice). In no event shall Tenant ever sublease or otherwise authorize the use or occupancy of the Parking Spaces at a rental rate different than the amount due from Tenant under this Parking Lease. Tenant shall also have the right to cancel or reduce the number of Parking Spaces to be leased under this Parking Lease during the term upon ninety (90) days prior written notice, provided, however, that once such Parking Spaces have been canceled or their number reduced in accordance with such notice, such canceled or reduced Parking Spaces shall no longer be available to be drawn down in the future. In addition, in the event that rental payments are not made as required under this Parking Lease and/or this Parking Lease is duly terminated in accordance its terms and/or this Parking Lease expires, Tenant shall have no further rights to park in the Garage.

f. Notwithstanding any other provision in this Parking Lease to the contrary in the event that a building on the 8 Middle Street Parcel is not yet constructed or has not yet received a certificate of occupancy by May 1, 2023, Tenant may still Draw Down spaces under the preceding subparagraph provided that Tenant's Draw Down Notice has been given by May 1, 2021, and commence paying monthly rent accordingly, and Tenant may sublet those spaces to third parties who are not Qualified Parkers provided (i) that the spaces are rented at the same monthly rent being charged by Owner to monthly parkers and (ii) that within sixty (60) days following receipt of a certificate of occupancy for the 8 Middle Street Property, the restriction limiting the use of parking spaces rented hereunder to Qualified Parkers shall recommence.

2. Deposits. There shall be no Deposit for this Lease, but Tenant shall pay to Owner such customary fees and charges as are imposed by Owner upon other tenants of the Garage for lost cards or replacement cards and/or reimbursement for out-of-pocket expenses arising therefrom.

3. Term. The initial term (the "Initial Term") of this Parking Lease shall be thirty (30) years from the Effective Date, with rent payments under Section 5 below, commencing at the end of the applicable notice period specified in Tenant's Draw Down Notice, as it may be extended as set forth in Section 1(e) of this Parking Lease (the "Rent Commencement Date"). Provided that Tenant is not in default hereunder at the time of renewal, the Initial Term may be extended, upon nine (9) months written notice prior to the expiration of the Initial Term, for an additional thirty (30) year term (the "First Option Term", i.e., from May 1, 2043 to April 30, 2073). Provided that Tenant is not in default hereunder at the time of renewal, the First Option Term may be extended, upon nine (9) months written notice prior to the expiration of the First Option Term, for an additional (30) term years (the "Second Option Term").

4. Monthly Rate. The monthly rate for each Parking Space shall be no more than the Average Monthly Parking Rate (as adjusted annually during the Term and during the Option Term or Terms by Owner) for month-to-month parking spaces located in the following parking lots located in Portland, Maine: (i) Ocean Gateway Parking Garage; (ii) Custom House Parking Garage; and (iii) Casco Bay Ferry Terminal Garage, provided that if at any time during the Term the monthly rate for each Parking Space is increased by more than 20% percent during any 12-month period, Tenant may terminate this Lease upon one hundred eighty (180) days written notice to Owner.

In the event that the Average Monthly Parking Rate is not ascertainable, the rent shall be based upon the fair market value of covered parking spaces in the Portland, Maine "Old Port" area (i.e., the area bounded by Congress Street, Franklin Street, the water and Temple/Union Street).

The Average Monthly Parking Rate shall be set at the Rent Commencement Date in the initial Term and may be increased on June 1st of each year thereafter so long as the Lease is in effect, provided, however, that Owner shall deliver to Tenant not less than thirty (30) days prior to an increase, written notice of any increase in such rate.

All disputes concerning fair market rental rates shall be resolved in accordance with the arbitration procedure specified in this Parking Lease.

5. Payment. Beginning on the Rent Commencement Date, Tenant shall pay Owner the amount due for the Parking Spaces monthly by one check or wire transfer equal to one-twelfth of the amount of annual rent, to be received by Owner in advance, on or before the first day of each month at Owner's address hereinafter set forth or to such other address (e.g., a manager's) as may be designated by Owner in writing to Tenant from time to time. If the Rent Commencement Date does not fall on the first day of the month, then pro-rated rent for the first partial month shall be due on the Rent Commencement Date.

6. Late Payment. If the monthly payment for the Parking Spaces is not received by Owner by the 1st day of each calendar month or on the next business day if the 1st day of the month falls on a weekend or legal holiday, Tenant shall pay Owner (a) all unpaid amounts due with respect to the Parking Spaces, and (b) an additional late charge in the amount of five percent (5%) of the monthly payment for the Parking Spaces. Notwithstanding the foregoing, Tenant shall not be required to make such Late Payments for the first late payment event in any twelve (12)-month period if such late paid amounts are otherwise paid within fifteen (15) days of written notice from Owner of such non-payment. If there is more than one such late payment event in a twelve (12) month period, Tenant shall pay Owner the Late Payment charges set forth in this paragraph for such additional events. In the event that the payment of any amounts due from Tenant is not received by Owner within thirty (30) days of delivery of written notice from Owner to Tenant of such non-payment, then Owner shall have each and every remedy provided by law including the right to immediately terminate their Parking Lease and evict Tenant in a forcible entry and detainer ("FED") action for non-payment of rent, provided that if there is any dispute regarding the amount of rent due or whether paid on time, then any FED action shall only be started after arbitration under Section 15 below. Owner shall also be entitled to a reimbursement of its reasonable attorneys' fees incurred in such FED action. By way of clarification, if there is a dispute over the amount of rent due or whether rent was timely paid, it shall be handled under Paragraph 15 below.

7. Registration of Vehicles. All vehicles utilizing Parking Spaces shall be registered with Owner on forms provided to Tenant by Owner. No fees or charges shall be assessed for the registration of vehicles. Tenant agrees to exercise reasonable efforts to keep a current log of names of users and license numbers for employees using Parking Spaces and, if requested by Owner, provide updated copies of the log to Owner for inspection.

8. Assignment of Parking Lease as Collateral. Tenant shall have the right from time to time to assign this Parking Lease as collateral for a mortgage loan secured by the 8 Middle Street Property, provided that the rights for parking pledged under this Parking Lease shall not be severable from the mortgage or pledge of the 8 Middle Street Property such that any mortgagee, pledgee or collateral assignee of this Parking Lease, upon foreclosure or the exercise of its rights as a secured creditor, could liquidate the pledged parking rights separately from the liquidation of the 8 Middle Street Property. Owner agrees to provide simultaneous copies of any notices to Tenant hereunder, to said mortgagee.

9. Insufficient Parking Spaces. It is understood that, in accordance with the customary garage operations and management practices, Owner shall enter into parking agreements with other parties to use the Parking Spaces at times they are not being used by the Tenant. Owner agrees to use reasonable good faith efforts to ensure that there are sufficient parking spaces available in the Garage to satisfy the rights of Tenant hereunder. In the event there exists insufficient parking spaces in the Garage to meet the requirements of Tenant at any time Tenant exercises its rights to use parking spaces under this Parking Lease, Owner shall be obligated to terminate a sufficient number of monthly tenant-at-will parkers in the Garage within thirty (30) days thereafter as shall, in Owner's reasonable judgment, ensure the regular availability of sufficient parking spaces to meet such requirements of Tenant hereunder. If Tenant or any person entitled to a Parking Space hereunder is unable to find a parking space in

the Garage during allowable Parking Times, Tenant shall notify the Owner of the Garage, or Owner's garage manager as designated from time to time by Owner, within five (5) hours thereof (if between 9 a.m. and 5 p.m.) or if after 5 p.m. then by 10 a.m. on the day after Tenant or any person entitled to a Parking Space hereunder is unable to find a parking space in the Garage, following which Tenant shall be entitled to a credit against the next month's parking fee in an amount equal to the hourly parking rate at the Garage times eight (8) for each day that an employee of Tenant is unable to find a parking space, unless Owner can reasonably establish and document that a parking space was available in the Garage. The credits against parking fees set forth in this Section do not relieve Owner of its obligation to use reasonable good faith efforts to ensure that sufficient spaces are available, as provided herein. In the event Owner is not able to satisfy its obligations under this paragraph by terminating a sufficient number of monthly tenant-at-will parking patrons within the aforesaid thirty (30) days, the parties shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue of insufficient parking spaces within thirty (30) days.

10. Maintenance and Repair of Garage. Subject to the provisions of Paragraph 13 below, Owner shall maintain the Garage in good condition and repair and suitable for the safe parking of vehicles. Owner shall not be deemed in default in any of its obligations under this Parking Lease during any period in which all or any significant portion of the Garage is closed to all parkers for required maintenance and repairs, provided that except in cases of emergency Owner provides Tenant with seven (7) days written notice of such closing of all or any significant portion of the Garage (i.e., more than 100 spaces at any one time), or for any other reasons beyond the control of Owner. Owner shall use reasonable efforts to undertake such maintenance and repair during such times as shall, in the reasonable judgment of Owner, minimally interfere with parking in the Garage. If such maintenance shall cause the Parking Spaces or some significant portion thereof to be unavailable for three (3) or more consecutive days, Tenant shall be entitled to a pro rata credit against the monthly parking fee to the extent of any adverse impact of the availability of the parking spaces demised under this Lease. In the event Owner is not able to satisfy its obligations under this paragraph within the aforesaid time frame, the parties shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue of available parking spaces within thirty (30) days.

11. Insurance. Each party shall maintain or cause to be maintained commercial general liability insurance, the form of which and amount of coverage to be reasonably acceptable to the other party but at any rate not less than \$2,000,000 combined single limit, with each policy of insurance coverage containing waiver of subrogation. Each party further agrees to maintain such insurance with acceptable coverage limits during the term of this Parking Lease following the Rent Commencement Date and shall provide the other party with not less than fifteen (15) days written notice prior to the cancellation or expiration of any insurance policy required to be maintained pursuant to this Parking Lease. Owner shall be listed as an additional insured on Tenant's liability policy. Tenant shall procure such coverage and maintain it continually in force during the term of this Parking Lease on and after the date Tenant shall have drawn down and taken possession of the Parking Spaces in accordance with the provisions of Section 1(e) hereof.

12. Damage to Vehicles or Personal Property. Owner shall not be responsible for any damage or loss to vehicles or personal property belonging to any person using any of the Parking Spaces, except for such damage or loss resulting from the Owner's breach of this Parking Lease arising from its gross negligence or willful misconduct or the gross negligence or willful misconduct of Owner's, employees, agents or independent contractors.

13. Cessation of Garage Business. Owner shall not be deemed in default in any of its obligations under this Parking Lease in the event Owner ceases temporarily to operate the Garage, or any portion thereof, due to events beyond the control of Owner, which events may include without limitation, acts of government, embargoes, fire, flood, explosions, hurricanes, tornadoes, acts of God, terrorism or public enemy, strikes, labor disputes, vandalism, riots, or any similar events which, in the reasonable judgment of Owner, make use of the Garage impossible or impractical. If there is a "Casualty Event" (as defined below) the Owner shall have the right to elect whether or not to rebuild or restore the Garage within 120 days of the Casualty Event. If Owner elects to rebuild or restore the Garage, then this Parking Lease shall remain in effect except that Tenant's obligation to pay rent shall abate pro-rata so long as some or all of the Parking Spaces have not been and are not available. If Owner elects not to rebuild or restore the Garage, then this Parking Lease shall terminate upon notice thereof from Owner to Tenant. If Owner elects to rebuild or restore the Garage or if there is damage to the Garage that does not rise to the level of a Casualty Event, Owner agrees to use diligent good faith efforts to complete the reconstruction or restoration within a reasonable period of time. Notwithstanding the foregoing, Owner agrees that if there is a Casualty Event, Owner shall elect to rebuild or restore the Garage, if the insurance proceeds available by reason of such Casualty Event are sufficient to rebuild or restore and so long as said proceeds are not otherwise claimed by Owner's lender under any mortgage on the Garage or otherwise unavailable. A "Casualty Event" shall occur if there is destruction of more than fifty(50%) percent of the Garage. Upon such termination of this Parking Lease by either Owner or Tenant, all rights and obligations of Owner and Tenant hereunder shall cease and shall be of no further force and effect except for such obligations as shall by their express terms, survive termination of this Parking Lease, subject to compliance with Paragraph 14 below. Tenant shall remain liable to Owner for payments due Owner accrued and unpaid up to the date of said termination.

14. Compliance with Terms and Conditions: Indemnity. Tenant shall be responsible for ensuring that the use of the Garage by its employees complies with the terms and conditions of this Parking Lease and such other reasonable rules and regulations as are established from time to time by Owner governing the use of the Garage generally by parking patrons. Tenant hereby agrees to indemnify and hold harmless Owner from any claim, costs, liability and expense including, but not limited to, reasonable attorneys' fees and expenses, arising from or attributable to Tenant's or its guest's or employee's use of the Garage hereunder in violation of this Parking Lease or such rules and regulations or attributable to Tenant's breach of its obligations under this Lease. Owner hereby agrees to indemnify and hold harmless Tenant from any claim, costs, liability and expense, including but not limited to, reasonable attorneys' fees and expenses, arising from or attributable to Owner's acts or failure to act pursuant to its obligations under this Lease. This agreement to indemnify shall survive termination of this Parking Lease.

15. Disputes.

a. Any controversy, claim or cause of action arising out of or relating to this Agreement, other than as to the obligation to pay rent and any additional rent without offset or deduction as provided in this Parking Lease, shall be finally settled by arbitration by a single arbitrator appointed in accordance with and conducting arbitration pursuant to the Commercial Arbitration Rules of the American Arbitration Association, and judgment upon the award rendered by the arbitrator may be entered in any court having jurisdiction thereof. The arbitrator shall have the power to grant equitable remedies in addition to imposing monetary damages. Arbitration shall be held in Portland, Maine, or such other location as the parties agree. All arbitration under this paragraph shall be final, binding and conclusive. The parties shall separately bear their costs and expenses, including attorneys' fees, associated with any such dispute or arbitration without regard to which of them is the prevailing party.

b. Despite subparagraph a. above, if any party believes it necessary to seek injunctive relief or a provisional remedy (such as forcible entry and detainer or an attachment or trustee process), such party may file a civil action in any court having jurisdiction for such foreclosure, injunctive relief or provisional remedy. The arbitration procedures specified in subparagraph a. above, however, shall apply to the determination of the merits of any monetary claim or defense, and the court proceeding shall extend no further than to provide a kind of relief or remedy not readily available under the subparagraph a. above procedures.

c. Tenant and Owner for themselves, their heirs, successors, and assigns hereby knowingly, willingly and voluntarily waive any and all rights such party may have to a trial by jury in any forcible and detainer ("FED") action or proceeding brought by Owner or Owner's successors and/or assigns based upon or related to the provisions of this Parking Lease. Owner and Tenant hereby agree that any such FED action or proceeding shall be heard before a single judge of the appropriate District Court or a single justice of the appropriate Superior Court, or a Federal District Court Judge sitting in the District of Maine.

16. Estoppel Certificate. At any time, and from time to time, upon the written request of Owner or any mortgagee, Tenant within ten (10) days of the date of such written request agrees to execute and deliver to Owner and/or such mortgagee, without charge and in a form reasonably satisfactory to Owner, Tenant, and/or such mortgagee, a written statement: (i) ratifying this Lease; (ii) confirming the commencement and expiration dates of the term of this Lease; (iii) certifying that Tenant is in occupancy of the Leased Premises, and that the Lease is in full force and effect and has not been modified, assigned, supplemented or amended except by such writings as shall be stated and agreeing not to amend, modify or cancel this Lease without mortgagee's written consent; (iv) certifying that all conditions and agreements under this Lease to be satisfied or performed by Owner have been satisfied and performed except as shall be stated; (v) certifying that Owner is not in default under the Lease and there are no defenses or offsets against the enforcement of this Lease by Owner, or stating the defaults and/or defenses claimed by Tenant; (vi) reciting the amount of advance rent, if any, paid by Tenant and the date to which such rent has been paid and

agrees not to prepay rent more than 10 days in advance; (vii) reciting the amount of security deposit deposited with Owner, if any; and (viii) any other information which Owner or the mortgagee shall reasonably require. Owner agrees, upon written request of Tenant or Tenant's mortgagee to execute and deliver, without charge, an estoppel certificate addressing items (i)-(iii) and (iv) (but addressing Tenant's performance) and (v) (but addressing Tenant's performance) and items vi and vii.

17. Subordination. Tenant agrees that, except as hereinafter provided, this Lease is, and all of Tenant's rights hereunder are and shall always be, subject and subordinate to any mortgage or leases of the Garage pursuant to which Owner has or shall retain the right of possession of the Garage or security instruments (collectively called "Mortgage") that now exist, or may hereafter be placed upon the Garage and to all advances made or to be made thereunder and to the interest thereon, and all renewals, replacements, modifications, consolidations, or extensions thereof; provided that so long as Tenant is in full compliance with monetary the terms and provisions of this Lease and in full material compliance with all non-monetary terms and provisions of this Lease (with all defaults, if any, fully and timely cured within applicable grace periods), any such Mortgagee, lessor or purchaser at a foreclosure sale shall recognize Tenant in accordance with the terms hereof; provided further that if the holder of any such Mortgage ("Mortgagee") or if the purchaser at any foreclosure sale or at any sale under a power of sale contained in any Mortgage shall at its sole option so request, Tenant shall attorn to, and recognize such Mortgagee or purchaser, as the case may be, as Owner under this Lease for the balance then remaining of the term of this Lease, subject to all terms of this Lease, and that the aforesaid provisions shall be self-operative and no further instrument or document shall be necessary unless required by any such Mortgagee or purchaser. Should Owner or any Mortgagee or purchaser desire confirmation of either such subordination or such attornment, as the case may be, Tenant upon written request, and from time to time, shall execute and deliver without charge and in commercially reasonable form satisfactory to Owner, the Mortgagee or the purchaser all instruments and/or documents that may be requested to acknowledge such subordination and/or agreement to attorn, in recordable form. In the event Tenant fails to execute and deliver the instruments and documents as provided for in this paragraph within the time period set forth herein, the parties hereto shall immediately commence good faith negotiations to reach a mutually satisfactory resolution to the issue within thirty (30) days. In the event that the parties shall fail to come to agreement within such thirty (30) day period, either party may submit the dispute to resolution by arbitration as provided in this Parking Lease. Failure of either party to comply with any final arbitration award shall constitute an event of default under this Parking Lease.

18. Assignment by Tenant. This Parking Lease may not be assigned, transferred, encumbered or conveyed, or hypothecated, in whole or in part, by Tenant to any other person or entity, under any circumstances, except to a purchaser, lessee, mortgagee, condominium association or other transferee, of the 8 Middle Street Parcel.

19. Miscellaneous.

a. This Parking Lease and the rights and obligations hereunder shall be binding upon the Owner and its successors and assigns in interest. In the event that Owner sells the Garage to a third party, upon the assignment and assumption of this

Parking Lease by the third party, the Owner shall have no further obligations hereunder for any period of time following the assignment and assumption.

b. Except as otherwise provided herein, any notice relating in any way to this Parking Lease shall be in writing and shall be either hand delivered or sent by registered or certified mail, return receipt requested, addressed as follows:

To Owner: Ocean Gateway Garage LLC
c/o Paul J. Nasser, CFO/COO
Intercontinental Real Estate Corp.
1270 Soldiers Field Road
Boston, MA 01235

With a copies to: James M. Bradley, Esq.
Bradley & Associates
1270 Soldiers Field Road
Boston, MA 02135-1003

Katharine E. Bachman, Esq.
WilmerHale
60 State Street
Boston, MA 02109

Paul F. Driscoll, Esq.
Norman, Hanson & DeTroy, LLC
415 Congress Street
P.O. Box 4600
Portland, ME 04112-4600

To Tenant: Eight Middle Land Company LLC
86 Newbury Street
Portland, Maine 04101

With a copies to: George J. Marcus, Esq.
Marcus, Clegg & Mistretta, P.A.
One Canal Plaza, Suite 600
Portland, ME 04101

and

Nathan H. Smith, Esq.
Bernstein Shur Sawyer & Nelson
100 Middle Street
P.O. Box 9729
Portland, ME 04104-5029

and such notice shall be deemed delivered upon the earlier of actual receipt or three days after deposit in the U.S. mails as set forth above or, in the case of hand delivery, when received in person with a written acknowledgement of receipt. Either party may, by such manner of notice, substitute persons or addresses for notice other than those listed above and also add persons or addresses for notices to lenders or their counsel.

c. All paragraph headings in the Parking Lease are for convenience of reference only and are of no independent legal significance.

d. This Parking Lease may not be modified, waived or amended except in a writing signed by the parties hereto. No waiver of any breach or term hereof shall be effective unless made in writing signed by the party having the right to enforce such a breach and no such waiver shall be construed as a waiver of any subsequent breach. No course of dealing or delay or omission on the part of any party in exercising any right or remedy shall operate as a waiver thereof or otherwise be prejudicial thereto.

e. Any and all prior and contemporaneous discussions, undertakings, agreements and understandings of the parties are merged in this Parking Lease, which alone fully and completely expresses their entire Parking Lease.

f. If any part of any term or provision of this Parking Lease shall be held or deemed to be invalid, inoperative or unenforceable to any extent by a court of competent jurisdiction, such circumstance shall in no way affect any other term or provision of this Parking Lease, the application of such term or provision in any other circumstances, or the validity or enforceability of this Parking Lease.

g. The language used in this Parking Lease shall be deemed to be the language chosen by the parties to express their mutual intent and no rule of strict construction shall be applied against either party. Without limiting the generality of the foregoing, the language in all parts of this Parking Lease shall in all cases be construed as a whole according to its fair meaning, strictly neither for nor against any party hereto, and without implying a presumption that the terms thereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the person who drafted the same. It is hereby agreed that the representatives of both parties have participated in the preparation hereof.

h. This Parking Lease may be simultaneously executed in any number of counterparts, each of which when so executed and delivered shall be an original, but such counterparts shall constitute one and the same instrument.

i. This Parking Lease may not be recorded but a Memorandum hereof containing such information as is required by 33 M.R.S.A. § 201 may be recorded by either party at any time after the execution hereof. Owner agrees to execute and have acknowledged and delivered to Tenant for recording at the Cumberland County Registry of Deeds, such a Memorandum, if tendered by Tenant.

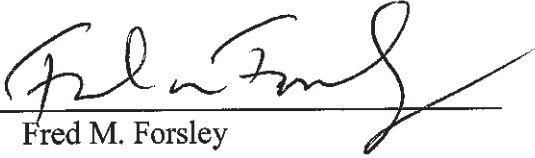
j. This Parking Lease shall be governed by and construed and enforced in accordance with the laws in effect in the State of Maine.

IN WITNESS WHEREOF, the undersigned have caused this Parking Lease to be executed by their duly authorized representatives.

[Signatures Continued on Following Pages]

TENANT:

EIGHT MIDDLE LAND COMPANY LLC

By: 
Fred M. Forsley
Its Manager

OWNER:

OCEAN GATEWAY GARAGE, LLC
a Maine limited liability company

By: RIVERWALK VENTURE, LLC a Maine limited
liability company

By: Intercontinental Fund IV Ocean Gateway, LLC, its Manager

By: Intercontinental Real Estate Investment Fund IV, LLC, its
Manager

By: Intercontinental Real Estate Corporation, its Manager

By: 
Peter Palandjian

MEMORANDUM OF LEASE

This Memorandum of Lease is made this 3rd day of May, 2013, pursuant to Title 33, Section 201 of the Maine Revised Statutes with respect to the following described Parking Lease (the "Parking Lease"):

Effective Date of Lease: As of May 1, 2013

Name of Landlord: Ocean Gateway Garage LLC, a Maine limited liability company

Name of Tenant: Eight Middle Land Company LLC, a Maine limited liability company

Initial Term: 30 Years from the Effective Date

Extension Terms: Two renewal terms – each for additional thirty (30) year term

Right of First Refusal: None

Option to Purchase: None

Description of Demised Premises:

Right to rent up to the lesser of (x) one hundred forty (140) parking spaces or (y) the minimum number plus one of parking spaces required by the City of Portland for the development by Tenant of the 8 Middle Street Parcel in accordance with permitted zoning and land-use ordinances and regulations for such parcel in the Ocean Gateway Garage, a parking garage containing approximately seven hundred twenty (720) spaces located on a parcel of land approximately thirty-seven thousand (37,000) square feet in area located at 161 Fore Street in the City of Portland, County of Cumberland and State of Maine and shown as "Proposed Lot 3" on plan entitled "Subdivision/Recording Plat" by Owen Haskell, Inc., dated March 22, 2006 as revised April 13, 2006, and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 54.

Nothing herein shall or does change or modify the terms of the Parking Lease.

IN WITNESS WHEREOF, Ocean Gateway Garage LLC has caused this instrument to be executed by its duly authorized representatives this 3rd day of May, 2013.

[Signatures Continued on the Following Page]

OCEAN GATEWAY GARAGE, LLC
a Maine limited liability company

By: RIVERWALK VENTURE, LLC a Maine limited
liability company

By: Intercontinental Fund IV Ocean Gateway, LLC, its Manager

By: Intercontinental Real Estate Investment Fund IV, LLC, its
Manager

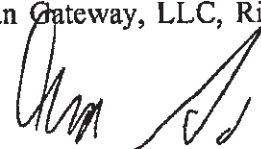
By: Intercontinental Real Estate Corporation, its Manager

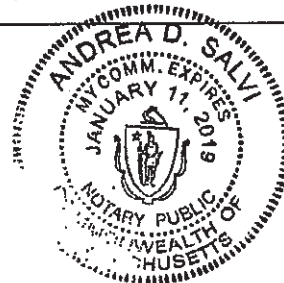
By: 
Peter Palandjian

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

On this 30th day of May, 2013, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and each of Intercontinental Real Estate Investment Fund IV, LLC, Intercontinental Fund IV Ocean Gateway, LLC, Riverwalk Venture LLC and Ocean Gateway Garage LLC.


Notary Public



Received
Recorded Register of Deeds
May 07, 2013 03:55:45P
Cumberland County
Pamela E. Lovley

ATTACHMENT D

Letter of Financial Capacity



May 2, 2014

Mr. Jeff Levine
Director
City of Portland Planning and Development
389 Congress Street
Portland, Maine 04101

Re: Bateman Partners – Middle Street Commercial Building

Dear Mr. Levine,

The Bank is currently in discussions with the developer concerning a commercial project on Middle Street in Portland. Although no application for financing has yet been submitted to the Bank and no commitment or proposed terms have been presented by the Bank, we have a high degree of interest in providing construction financing for the project.

The Bank has worked with the project developer, Bateman Partners, on several successful construction projects. Based on the developer's financial capacity, development experience, and a preliminary review of the project's cash flow projections, we believe that the project and sponsor have the necessary components to develop and operate the project successfully.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Michael P. O'Reilly", written over a faint blue horizontal line.

Michael P. O'Reilly
Vice President, Commercial Banking

3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

3.1 OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system and does not require vehicular access points to the adjacent roadway system. Bill Bray, P.E. of Traffic Solutions is preparing a Traffic Study for the proposed development. This study will be submitted to the Planning Review Staff in the near future. Based upon the level of development, it is not anticipated that the development will create any significant impacts on the surrounding street system.

2. Access and Circulation:

a. Site Access and Circulation.

(i) Pedestrian access is provided via the sidewalks along Middle Street and Hancock Street Extension. Door controlled access will be provided at each of the building entry locations. The applicant has secured adequate off-street parking within the Ocean Gateway Garage via a leased parking agreement. In addition, there is existing on-street public parking within the vicinity of the project along Middle Street and Hancock Street Extension.

(ii) There are no new vehicular access and egress points being constructed as part of this project.

(iii) The site does not feature drive up services as mentioned in this requirement.

(iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

b. Loading and Servicing.

(i) Not required. There will be adequate area along adjacent streets for infrequent periods of tenants moving in/out of the building.

c. Sidewalks.

(i) The sidewalks along the project site frontage along Middle Street and Hancock Street Extension will be expanded and reconstructed with brick. All sidewalk

improvements shall conform to the City of Portland Technical Manual as shown on the project design drawings.

- (ii) The sidewalk ramps at the intersection of Middle Street and Hancock Street Extension are in good condition and are not planned to be reconstructed.
- (iii) The internal sidewalk connection from Middle Street to the building main entrance will be constructed with brick. The extension of this sidewalk to the Ocean Gateway Garage and secondary egress door will be a bituminous sidewalk, similar to the existing conditions.

3. Public Transit Access:

- a. The development will be served by the existing #8 Metro service route that has bus stops along India Street, which is within $\frac{1}{4}$ mile of the project site. Transit service does not currently traverse Middle Street or Hancock Street Extension.
- b. A new transit stop is not proposed as part of the project.
- c. A new transit stop is not proposed based on the close proximity of nearby transit stops.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The applicant is providing off-street parking via a lease parking agreement within the Ocean Gateway Garage. The provided parking exceeds the parking requirements as stipulated in the City's Ordinance for each of the uses contained in the new building.
- (ii) Bill Bray, P.E. of Traffic Solutions is preparing a TDM strategy that will be submitted as part of the Traffic Study.
- (iii) No new parking is being created as part of this project.
- (iv) No new parking is being created as part of this project.
- (v) No new parking is being created as part of this project.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) As shown on the site plan, storage for 22 bikes is being provided.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter parking.

d. Snow Storage:

- (i) Snow storage management will employ two strategies;

1. Not applicable.
 2. Not applicable.
5. Transportation Demand Management (TDM):
- a. A TDM plan is being prepared for the project by Bill Bray, P.E. of Traffic Solutions.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:
 - a. The existing site retains no prominent significant natural features therefore no issue related to the preservation of these features applies.
 - b. Not applicable.
 - c. The applicant will not require a waiver from this standard.
2. Landscaping and Landscaping Preservation:
 - a. Landscape Preservation.
 - (i) There are several small trees within the site that will be removed as part of the building construction work. There are several existing street trees along Middle Street and Hancock Street Extension that will be preserved and protected during the construction of the new building and associated site work.
 - (ii) Not applicable.
 - (iii) Adequate measures to protect existing vegetation during construction will be provided.
 - (iv) The applicant will not require a waiver from this standard.
 - b. Site Landscaping.
 - (i) Landscaped Buffers:
 - (a) There are no observable service or loading areas.
 - (b) Not applicable.
 - (c) Not applicable.
 - (d) Not applicable.
 - (ii) Parking Lot Landscaping:
 - a) Not applicable.
 - b) Not applicable.

c) Not applicable.

(iii) Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) Runoff from the site will continue to be directed to the City's storm drainage systems in the streets.

(ii) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

(iii) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

(iv) All stormwater runoff is proposed to discharge to the City street systems.
The project will not adversely impact adjacent lots or the City street system.

b. The Stormwater Management Plan will meet the requirements and goals stated in Section 5 of the Technical Manual. The applicant is requesting a waiver for quantity control from the site as the runoff from the site is directly discharged into a municipal system. The applicant is proposing to install a cartridge filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The roof drain treatment unit contains to cartridge filters capable of treating a peak discharge rate of 0.5 cfs before bypassing. A copy of the roof drain cartridge treatment unit is contained in Attachment E.

c. The project is not located in a watershed of an urban impaired stream as listed by the MeDEP.

d. Not applicable.

e. The project is serviced by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.

f. The project will be connected to the public sanitary sewer system which is adequately sized for the project flows.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.

b. Not applicable.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting public and residential access.
- b. No changes to emergency access conditions within the surrounding streets is proposed.
- c. Fire hydrants are located within the adjacent street system. The new buildings will be fully sprinklered.

3. Availability and Adequate Capacity of Public Utilities:

- a. The applicant will secure letters from all applicable utilities stating their ability to serve this project.
- b. All on site electrical lines will be underground.
- c. All new utility infrastructures will meet the provisions of the Technical Manual.
- d. The project will be served by connection to the public sewer system within Hancock Street Extension.
- e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. A stormwater management system is not required based on the project size; however, stormwater BMPs will be introduced as part of the project site work.
- f. The proposed building includes provisions for internal storage of trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste.

(e) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. The bulk, location and height of the existing building does not result in adverse impacts to abutting properties.
- b. HVAC venting is proposed to be directed to the building roof and directed away from public spaces.

2. Shadows:

- a. Not applicable.

3. Snow and Ice Loading:

- a. The proposed building will have flat roofs; therefore, accumulated snow and ice will not fall onto adjacent properties or public ways.

4. View Corridors:

- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark.
- b. The development is not located adjacent to or within 100 ft. of a designated landmark, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

- a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the B-5b Zone.

8. Signage and Wayfinding:

- a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) Not applicable.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

- a. The project is designed to be a high density development within a multiple story building.

3.2 ATTACHMENTS

Attachment E – Roof Drain Treatment Unit

ATTACHMENT E

Roof Drain Treatment Unit

THIS DOCUMENT IS THE PROPERTY OF FABCO INDUSTRIES AND IS CONVEYED WITH THE EXPRESS CONDITION THAT IT AND THE INFORMATION CONTAINED IN IT ARE NOT TO BE USED, DISCLOSED, OR REPRODUCED IN WHOLE OR IN PART, FOR ANY PURPOSE WITHOUT THE EXPRESS WRITTEN CONSENT OF FABCO INDUSTRIES, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED IN SAID DOCUMENT.

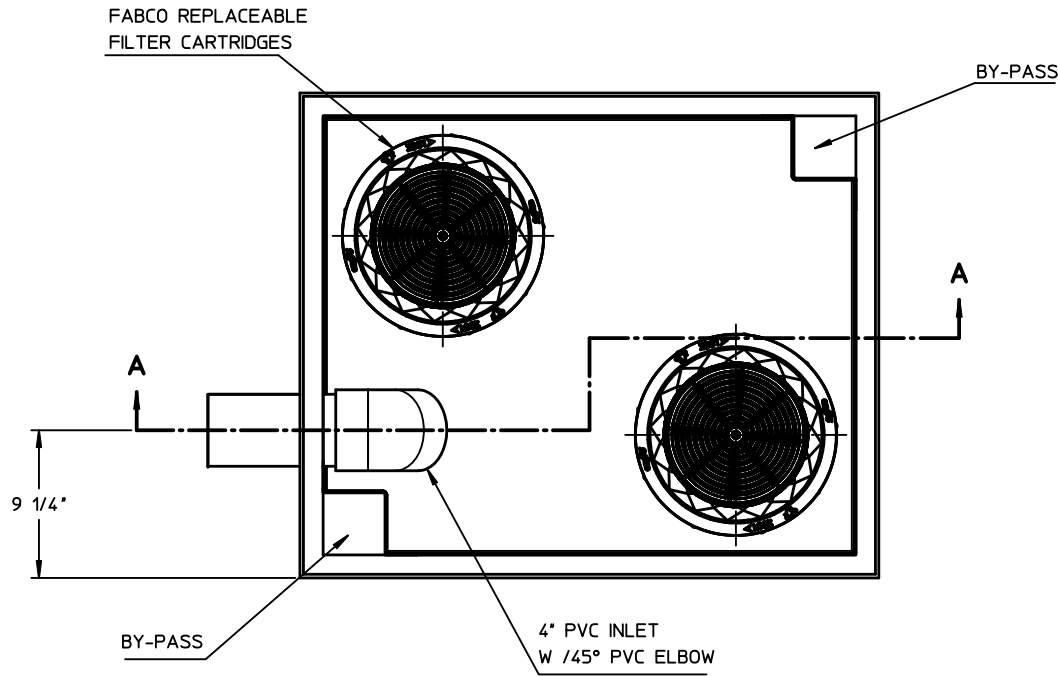
FABCO-FAB-002

REVISIONS

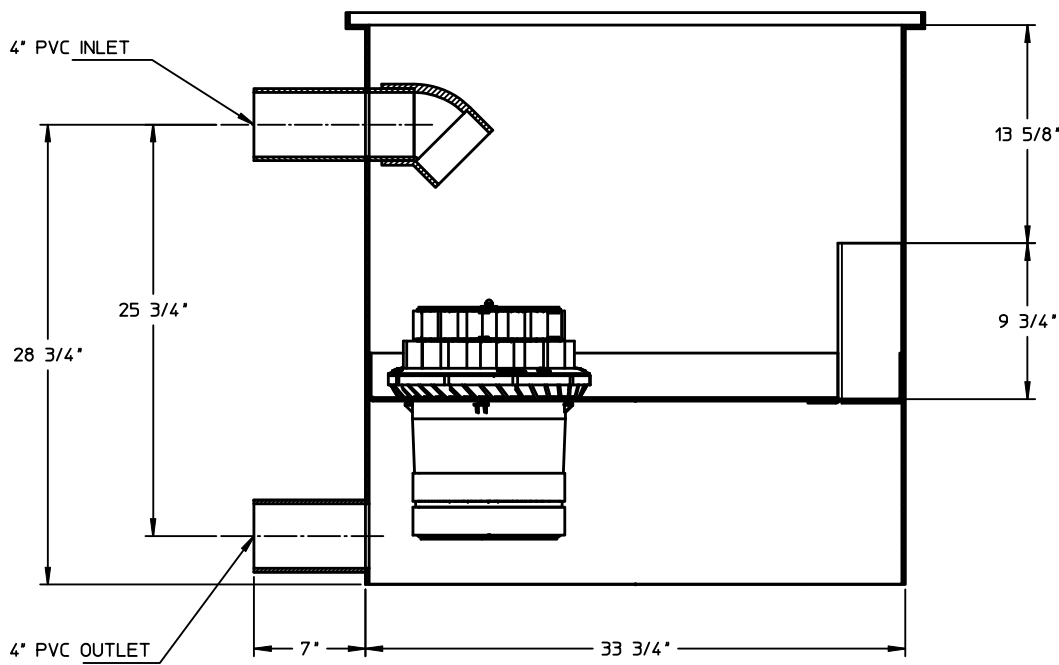
REV	DESCRIPTION	DATE	APPROVED
A	FIRST RELEASE	11/15/13	

NOTES:

- WEIGHT (APPROX):
 - EMPTY W/CARTRIDGES: 50-LB
 - FULL OF WATER: 1200-LB
- MATERIAL:
 - FILTER HOUSING AND COVER: HDPE, WHITE
 - CARTRIDGE PLATE: 5052-H32 ALUMINUM ALLOY
 - SUPPORT HARDWARE: CRES 300 SERIES OR EQUAL
- PERFORMANCE CHARACTERISTICS (TYP):
 - DEBRIS CAPACITY: 11.0 CU-FT
 - FILTERED FLOW RATE (CLEAN HEAVY METALS CARTRIDGES): 120 GPM (.26 CFS)
 - BYPASS FLOW RATE: 848.0 GPM (1.89 CFS)
- TYPICAL INSTALLATION: CUT DOWNSPOUT PIPE AND CONNECT THE 4" INLET AND OUTLET PIPES AS REQUIRED TO REDIRECT RAIN FLOW THROUGH THE FILTER BOX.
- USE ONLY WITH FABCO REPLACEABLE MEDIA CARTRIDGES.

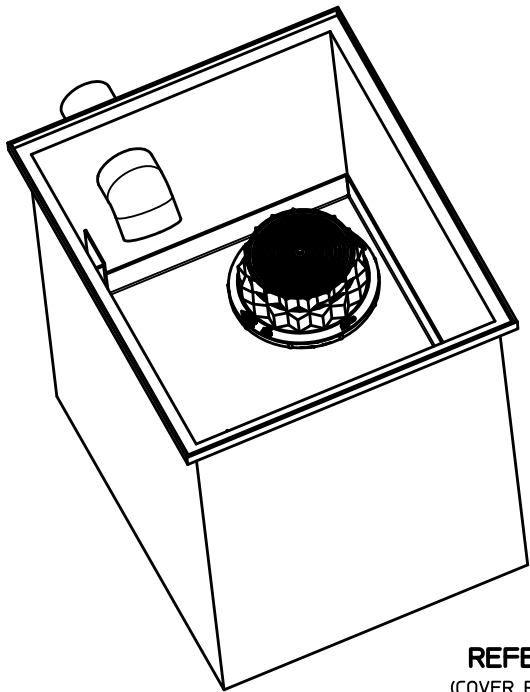
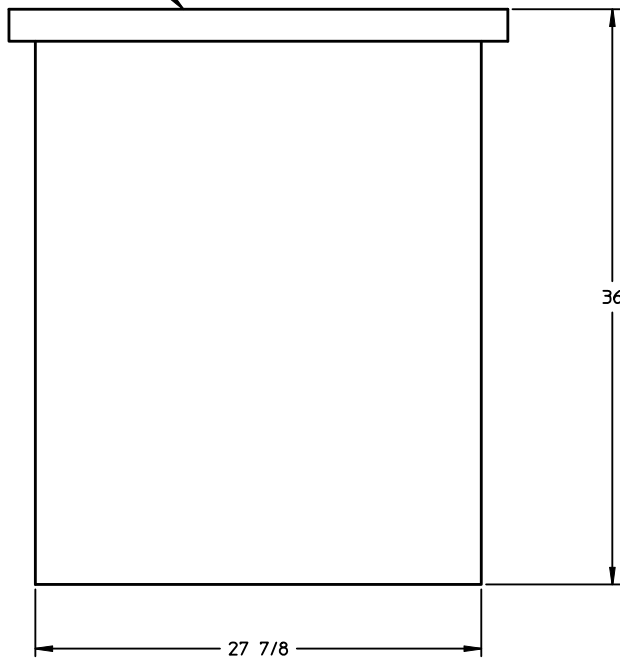


COVER REMOVED FOR CLARITY



SECTION A-A

REMOVABLE COVER



REFERENCE VIEW
(COVER REMOVED FOR CLARITY)

NO	QTY	PART NUMBER	DESCRIPTION	REMARKS
BILL OF MATERIALS				
UNLESS OTHERWISE SPECIFIED		TOLERANCES:		
REMOVE ALL BURRS		DEC .00 ± .01		
BREAK SHARP EDGES .002 - .020		DEC .000 ± .003		
FILLETS .020 MAX		FRACT ± 1/16		
DIMENSIONS ARE IN INCHES AND		ANGLE ± 2°		
INCLUDE ORIENTALLY APPLIED		R10 FINISH ☒		
OR PLATED FINISHES		DO NOT SCALE THIS DRAWING		
MATERIAL		SEE NOTES		
MODEL LINK		10080-1		
FABCO INDUSTRIES, INC.		66 CENTRAL AVENUE		
FARMINGDALE, NY 11735		WWW.FABCO-INDUSTRIES.COM		
APPROVALS		DATE		
OWN MS		11/15/13		
CHGR				
ENGR JP		11/15/13		
APVD				
TITLE		DOWN SPOUT FILTER		
SIZE		CAGE CODE		REV
D		1P8A4		
SCALE		DWG NO		SHEET
1:6		10080-1-000		
WT		1 OF 1		



June 13, 2014

Ms. Caitlin Cameron, Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: 16 Middle Street
Preliminary Site Plan and Subdivision Application
Response to Review Comments**

Dear Ms. Cameron:

On behalf of Bateman Partners, LLC, we are pleased to provide the following responses to the Preliminary Review Comments related to the Subdivision and Site Plan Application for the proposed mixed-use building at 16 Middle Street. For ease of reference we have repeated the comments in *italics*, followed by our response.

**COMMENTS FROM DAVID SENUS & ASHLEY AUGER, WOODARD & CURRAN
DATED 05-29-14**

Comment 1:

The Applicant has noted that the project site is subject to the conditions of a previous environmental cleanup effort associated with the American Hoist and Derrick Company, and that the restrictions are in the form of a restrictive deed covenant. The Applicant should clarify what these restrictions entail. Are there special soil characterization, handling, and disposal requirements or special building slab construction requirements (i.e. – vapor barrier below building)? Dewatering procedures may be subject to testing and treatment in accordance with the City's Industrial Pretreatment program prior to discharge to the City's sewer system.

Response:

The above comment is correct. The two parcels were in fact part of American Hoist and Derrick Company, but were the less chemically/petroleum impacted part of the site than the balance of the site.

Hoffman Engineering, Inc. (environmental engineer subconsultant) has recommended a Phase II on each of the lots to allow for the design, if necessary, of a vapor barrier and/or a sub-slab depressurization system. It is our understanding subgrade basements will not be constructed as part of the new construction and as such for example a sump pump would not be necessary as part of the construction.

Ms. Caitlin Cameron
June 13, 2014
Page 2

Dewatering within utility areas during construction may encounter impacted groundwater. Again, that is the purpose of the recommended Phase II, to evaluate these specific proposed construction areas that, if necessary, a pretreatment system can be designed in the event that dewatering is necessary.

Based on existing data it does not appear that any soil excavated from the proposed construction areas and transported off site will be characterized as hazardous waste. However, this soil will not be considered “clean fill” and will need to be disposed of at a facility such as Commercial Paving/Recycling in Scarborough.

Comment 2:

The application is preliminary. As such, we anticipate that additional documents will be submitted with the final application, including confirmation of capacity to serve the development from utilities and a Construction Management Plan. Woodard & Curran will perform a review of the Final Application upon receipt of these documents.

Response:

Requests for ability to serve were submitted to the City of Portland and Portland Water District on March 11, 2014. A copy of the response letter dated March 19, 2014 from the Portland Water District confirming their ability to provide water supply to this project is appended to this comment response letter as Attachment A.

Comment 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: At this time, it does not appear that 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. The erosion control notes on Sheet C-1.1 refer to a sheet that does not appear to have been submitted. Additional information to address the Basic Standards will need to be provided with future submittals.*

Response:

FST is developing a site specific Erosion & Sediment Control Plan for the project, which will include inspection and maintenance requirements in accordance with MeDEP Chapter 500. This information will be provided under separate cover when it is available.

- b) General Standard: The project is required to include specific stormwater management features for stormwater quality control. The Applicant has proposed to install a cartridge*

Ms. Caitlin Cameron
June 13, 2014
Page 3

filter treatment unit (Model 10080 as manufactured by Fabco Industries or approved equal) within the building internal storm drain system. The Applicant should provide pollutant removal performance data for the treatment unit for review.

Response:

Information on the pollutant removal performance of the Fabco cartridge filter system is provided in Attachment B.

c) Flooding Standard: The project site currently drains to the Hancock Street separated storm drain system. The Applicant proposes to connect the building's roof leaders to this system (via a private drain that crosses the Ocean Gateway Garage site). The project will result in a net increase in impervious area of approximately 6,850 SF, and "the Applicant is requesting a waiver for quantity control from the site as the runoff from the site is directly discharged into a municipal system." The Hancock Street separated storm drain system has specific capacity considerations, as it routes through a stormwater treatment unit on the Ocean Gateway site that is regulated under a Site Location of Development permit granted to the City by the MaineDEP. Recent projects completed along the Hancock Street corridor with storm drain connections into this separated storm drain system have been required to detain stormwater on their site, so as not to exceed the pre-development condition in the 2, 10 and 25-year storm events. This project will also be required to manage the rate of stormwater discharge from the site in accordance with the Flooding Standard. The applicant should propose a design to manage stormwater runoff on the site and provide adequate documentation, such as a HydroCAD model, demonstrating that stormwater runoff from the proposed site will not exceed the peak runoff rates from the existing site.

Response:

FST has been in contact with David Senus of Woodard & Curran and understands that the Hancock Street storm drain system is tributary to a hydrodynamic separator water quality device, installed as part of the Ocean Gateway project. The hydrodynamic separator is designed to treat runoff from the 1-year design storm and bypass higher flows.

Our office is in the process of analyzing the site and preparing a design to ensure that the post-development peak rates of runoff from the project site will not exceed the pre-development rates for the 1-year and 25-year design storm events. It is expected that the design will include expansion of the existing underground chamber storage system constructed in the Ocean Gateway Parking Garage driveway as part of that project.

Design plans and hydrologic analysis of the system, documenting the pre and post-development peak flow rates from the site, will be submitted under separate cover when it is available.

Comment 4:

The Applicant should provide a Stormwater Management Plan, which shall include a stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.

Ms. Caitlin Cameron
June 13, 2014
Page 4

Response:

FST is in the process of preparing a Stormwater Management Plan for the project, and will submit this under separate cover when it is available.

Comment 5:

The Applicant should provide the following details:

- a) Sewer Manhole; and*
- b) Bituminous Sidewalk (for the onsite sidewalk).*

Response:

As requested, the City's standard details for sewer manhole and bituminous sidewalks have been added to the plan set. A copy of the updated plan set is appended to this comment response letter.

Comment 6:

The Brick Sidewalk, Vertical Granite Curb, and Typical Trench Details should be prepared in accordance with Figures I-10, I-16, and II-12, respectively, of the City of Portland Technical Manual for work within the City Right-of-Way.

Response:

As requested, the City's standard details for brick sidewalk, vertical granite curb and typical trench details have been added to the plan set. A copy of the updated plan set is appended to this comment response letter.

Comment 7:

The Barrier Free Ramp Detail contains a note referencing the Town of Scarborough Right-of-Way; the Applicant should modify this note.

Response:

The barrier free ramp detail has been revised to reflect the City's standard detail for sidewalk ramps and detectable warning surface. A copy of the updated plan set is appended to this comment response letter.

Comment 8:

The proposed storm drain connection to the drain manhole on the Ocean Gateway Garage property and the proposed grease trap, which is shown partially on the Ocean Gateway Garage property, will require an easement from this adjacent property.

Ms. Caitlin Cameron
June 13, 2014
Page 5

Response:

The plan set has been revised to eliminate the proposed storm drain and sewer work on the adjacent property.

Comment 9:

The Applicant should address how access and maintenance will be performed on the existing oil/water separator and underground detention system located in the Ocean Gateway Garage entrance driveway; as this area will be covered by the second level of the proposed building.

Response:

The vertical clearance beneath the proposed building will be 13'-6", which should be adequate for performing vacuum cleaning of the oil/water separator as well as routine maintenance and inspection of the underground detention system.

COMMENTS FROM REBECCA SCHAFFNER DATED 05-28-14

Site Plan Standards

(a) Transportation Standards; 2. Access and Circulation, b. Loading and Servicing:

Unsure if provisions for loading and servicing have been adequately met.

Response:

No response necessary.

(a) Transportation Standards; 2. Access and Circulation, c. Sidewalks:

An easement agreement will be needed to allow public access onto the private portion of the sidewalk.

Response:

The applicant is prepared to execute the standard City pedestrian access easement as a condition of site plan approval. Please forward a copy of easement language for review and eventual execution by the applicant.

(a) Transportation Standards; 4. Parking; a. Location & Required # of Vehicle Parking Spaces:

Unsure why number of spaces secured is above required minimum.

Response:

The leased parking agreement was executed on May 1, 2013 to secure adequate parking supply for the site for future development. The lease agreement for this site secured the right to use up to 140 parking spaces. As shown on the zoning summary table on Sheet C-1.1, the proposed development is required to provide 124 parking spaces; therefore, the applicant has demonstrated

Ms. Caitlin Cameron
June 13, 2014
Page 6

adequate supply is available via the lease agreement to provide parking within the Ocean Gateway Garage.

(a) Transportation Standards; 4. Parking; b. Location & Required # of Bicycle Parking Spaces:

Would like to see one of the racks moved from Hancock Street Extension to Middle Street between the retail entrances.

Would like to see both racks associated with retail moved up against the building instead of along the curb.

Please rotate bike hitches next to drive aisle 90 degrees to be usable.

Consider moving at least one bike hitch from the drive aisle location to on-street on Middle Street.

Response:

As requested, the bike hitches on Hancock Street Extension have been moved up against the building. In addition, two bike hitches have been located on the Middle Street frontage against the building between the two retail entrances. Finally, the internal site bike hitches have been rotated 90 degrees and their positioning adjusted per further comments provided from David Pineo, P.E. The revised bike hitch locations are shown on updated Site Layout Plan (Sheet C-3.0) that is appended to this comment response letter.

(b) Environmental Quality Standards; 2. Landscaping & Landscape Preservation; b. Site Landscaping; i.i.i. Street Trees

Proposal does not meet street tree provisions along Middle Street, trees needs to be added here. City Arborist would like to see 3 street trees added to Middle Street – a waiver shall be required for remainder and a financial contribution for those that cannot be planted on-site.

Response:

Anthony Muench, RLA, met with Jeff Tarling to review the street tree planting requirements along Middle Street. Due to the conflict with underground power conduits beneath the Middle Street sidewalk, we are not able to install additional street trees; however, several raised planting beds have been added to the plans adjacent to the building exterior walls to enable landscape planting materials to be provided. It is our understanding that Jeff Tarling is in agreement with this alternate approach.

(c) Public Infrastructure and Community Safety Standards; 2. Public Safety & Fire Protection; a. Crime Prevention through Environmental Design

Have lighting and surveillance safety concerns regarding the bike rack storage associated with the office tenant spaces

Provide a lighting, maintenance, and security plan for the space between the building and the garage.

Ms. Caitlin Cameron
June 13, 2014
Page 7

Response:

Several building mounted exterior wall pack lighting fixtures will be provided to provide security lighting around the perimeter of the building.

(c) Public Infrastructure and Community Safety Standards; 3. Availability and Adequate Capacity of Public Utilities;

Please provide a garbage management plan.

Response:

Waste materials will be collected by the building custodial staff and hauled via roll-off containers for temporary onsite storage within the trash room. On a weekly or routine basis, the trash will be collected by a private contractor and hauled offsite for disposal.

(d) Site Design Standards; 6. Exterior Lighting

No lighting plan submitted; will want to see a lighting plan consistent with Eastern Waterfront Lighting District standards.

Response:

Electrical site drawing showing lighting is included with this comment response letter.

Subdivision Review

Sec 14-496 Plat requirements, (b)Recording Plat

A recording plat will be required as part of the final submission.

Response:

A recording plat will be prepared and submitted prior to final approval.

COMMENTS FROM CHRIS PIRONE/FIRE DATED 06-02-14

Construction Management Plan

Comment 1:

Streets must maintain a 20' width for Fire Department access at all times.

Response:

All streets surrounding the site exceed the minimum width requirement of 20'.

Ms. Caitlin Cameron
June 13, 2014
Page 8

Comment 2:

Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.

Response:

The proposed site development is not proposing any fencing or enclosure within 3' of a hydrant.

Comment 3:

If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.

Response:

The proposed site development is not proposing any gates with locks.

Comment 4:

The Construction Company' emergency contact information shall be posted on the property in case of an after-hours emergency.

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include requirements for posting of emergency contact information on the site and with the Portland Fire Department. A copy of the updated plan set is appended to this comment response letter.

Comment 5:

All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include reference to commented requirements. A copy of the updated plan set is appended to this comment response letter.

Comment 6:

Any cutting and welding done will require a Hot Work Permit from Fire Department.

Response:

Construction Management Plan Notes have been added to Sheet C-1.1 of the plan set that include reference to commented requirements. A copy of the updated plan set is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 9

Building

Comment 1:

The new building shall not affect the egress or required Fire Department access for the neighboring building.

Response:

The minimum vertical clearance beneath the building over the driveway connecting to the Ocean Gateway Garage will be 13'-6"; therefore, the proposed building will not affect the existing access to the neighboring building.

Premises Identification

Comment 1:

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

Response:

The proposed address for the building will be 16 Middle Street, which we believe is consistent with the City's addressing systems.

Comment 2:

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

Response:

Address is now located on revised building elevations.

Comment 3:

If the building entry faces a different street, both the street name and number should be large enough to read from the street.

Response:

The main entry is off Middle Street and will be labeled 16 Middle St.

Comment 4:

Address numbers must be a minimum of 4 inches high.

The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").

Ms. Caitlin Cameron
June 13, 2014
Page 10

Color: Addresses should be in a color that contrasts with the background. Whenever possible, should be illuminated.

Response:

See elevations, a large 16 is located in contrasting colors and is very visible.

Comment 5:

Provide additional address signs at entrances to the property when the building address is not legible from the public street.

Response:

The number will be very visible from the street. Please refer to building rendering in Attachment C. Revised building floor plans and elevations are enclosed with plan set.

Comment 6:

Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.

Response:

I believe your concern is the labeling of the garage behind our 16 Middle Street building. Appropriate signage showing the garage entry will be shown on our Middle Street

Exit Discharge

Comment 1:

A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.

Response:

Archetype will be developing a full Life Safety Evacuation Plan, working with a fire protection engineer and providing this work at the time of submission of the Building Permit.

Fire Vehicle Access

Comment 1:

Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft. 6 in.

Response:

A minimum vertical clearance of 13'-6" will be provided beneath the portion of the building constructed over the driveway connection to the Ocean Gateway Garage.

Ms. Caitlin Cameron
June 13, 2014
Page 11

Comment 2:

Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established vertical clearance when approved.

Response:

The minimum 13'-6" vertical clearance will be maintained; therefore, reduction in vertical clearance is not being requested.

COMMENTS FROM CHRIS PIRONE/FIRE DATED 06-01-14

2009 NFPA 1 18.3 Water Supplies and Fire Hydrants

Comment 1:

If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.

Response:

The building will have a sprinkler system. The closest fire hydrant is located on the opposite side of Middle Street, which is approximately 40' from the building and 54' from the external sprinkler riser connection. The existing hydrant is shown on the site plans.

Comment 2:

Fire Department Connections shall not be located where large diameter hose may block egress.

Response:

The external sprinkler riser connection is located adjacent to one of the Middle Street building entrances, which should not interfere with building access.

COMMENTS FROM JEFF TARLING/CITY ARBORIST DATED 05-30-14

Comment 1:

Both of these projects 185 Fore Street and 16 Middle Street need to have three trees planted at each site. At 16 Middle Street three trees along the Middle Street frontage. Due to the recent tree problems at a nearby project that was unable to plant 8 trees due to underground utilities, we have six NEENA tree grates and guards in the City's possession that can be used for this project. It will offer uniformity. We can work with the project team to decide on the recommended tree type. Need to review the sunlight and space availability.

Ms. Caitlin Cameron
June 13, 2014
Page 12

Response:

Anthony Muench, RLA, met with Jeff Tarling to review the street tree planting requirements along Middle Street. Due to the conflict with underground power conduits beneath the Middle Street sidewalk, we are not able to install additional street trees; however, several raised planting beds have been added to the plans adjacent to the building exterior walls to enable landscape planting materials to be provided. It is our understanding that Jeff Tarling is in agreement with this alternate approach.

COMMENTS FROM DAVID MARGOLIS-PINEO DATED 05-29-14

Comment 1:

Applicant will need to execute a pedestrian access easement with the City to allow public access onto the applicant's property.

Response:

The applicant is prepared to execute the standard City pedestrian access easement as a condition of site plan approval. Please forward a copy of easement language for review and eventual execution by the applicant.

Comment 2:

Please show where snow will be stored or indicate how snow will be handled.

Response:

Due to the proposed site development proposal, very little snow removal will be required (i.e. majority of site will be covered with building with flat rooftop). Snow removal from the sidewalk along the rear of the building will be towards the adjacent open lawn area. Any snow removal from the entrance to the parking garage will be towards the southwest side of the site. If necessary, snow will be hauled away from the site.

Comment 3:

If a general note does not currently exist, please add a note stating that all work within the road right of way will follow City of Portland Technical Manual standards.

Response:

This requirement is contained as General Note 7 on Sheet C-1.1 of the plan set.

Comment 4:

The applicant is showing a proposed 750 gallon grease interceptor straddling the property line. It appears an easement will be required to locate the interceptor on the abutting property. Please provide an easement document. The applicant should verify that the proposed interceptor can be serviced in that location. A 750 gallon interceptor may not meet the applicant's needs. A

Ms. Caitlin Cameron
June 13, 2014
Page 13

1,000 gallon minimum is recommended. The applicant should contact Frank Brancely for guidance. 854-8832.

Response:

The location of the grease trap has been moved to avoid the conflict with straddling the property line, thereby eliminating the need for an easement from the abutting property owner. As requested, the size of the grease trap has been increased to 1,000 gallons and the detail has been updated to reflect the City's standard requirements for grease traps.

Comment 5:

Internal to the site racks:

- * The bike racks placed internal to the site are too closely spaced. They must be spaced a minimum of 6' on center to be functional. They also appear to be placed too close to the building. If parallel to the building they shall be a minimum of 30" from the building (36" preferred). The end rack shall be a minimum of 48" (on center) from the building (60" preferred). (It may be desirable for one or two of these racks to be placed within the sidewalk/public ROW).*

Bike racks within the public ROW/easement areas (can also be used for parking internal to the site):

- * If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spacing.*
- * If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.*
- * If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).*
- * Bike racks be may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.*
- * Bike racks are to be located in closer proximity to primary entrances to the building. The primary entrances appear to be on Middle Street.*

Response:

As requested, the configurations of the bike racks have been modified as shown on the Site Layout Plan (Sheet C-2.0). A copy of the updated plan set is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 14

Comment 6:

Curb ramps:

Curb ramps must be designed in detail showing the dimensions of tipdown curbs, flush curb and dimensions of detectable warning panels. Also show the location of any drainage structures and utilities that may impact curb ramp location and design.

Response:

As requested, the configuration of the curb ramps has been modified as shown on the Site Layout Plan (Sheet C-2.0). In addition, the curb ramp details have been revised to reflect City standard installation details. A copy of the updated plan set is appended to this comment response letter.

Comment 7:

If the proposed building's footings encroach the street right of way, an easement from the City will be required.

Response:

Presently, it is not anticipated that footings will extend onto the City property.

Comment 8:

The four property corners shall have property pins set by a registered land surveyor prior to issuance of an occupancy permit.

Response:

As requested, property monumentation is proposed to be installed at the four corners of the property as shown on the Site Layout Plan (Sheet C-2.0). A copy of the updated plan set is appended to this comment response letter.

Comment 9:

Both of the cross walk ramps at the corner of Hancock and Middle Street do not meet current City of Portland standards. The applicant is requested to rebuild these two ramps to meet current City standards.

Response:

As requested, the sidewalk ramps at the intersection of Hancock and Middle Streets have been identified to be removed and replaced as part of the project as shown on the Site Layout Plan (Sheet C-2.0). In addition, the curb ramp details have been revised to reflect the City standard installation details. A copy of the updated plan set is appended to this comment response letter.

Ms. Caitlin Cameron
June 13, 2014
Page 15

COMMENTS FROM CAITLIN CAMERON/DESIGN REVIEW DATED 05-29-14
(Design Review (5/27 Caitlin Cameron, Alex Jaegerman, Barbara Barhydt))

B5b Standards (Design Manual):

Comment 1a:

Shared Infrastructure: Meets the requirement. Other than the driveway on the ground floor, is there any other physical connection to the garage? Please clarify access points to garage.

Response:

There will be a sidewalk from the new building into the garage on the ground level. There will be no other connections.

Comment 1b:

Meets the requirement. The angled roof and use of storefront adds prominence to the corner and the building entrance.

Response:

No response necessary.

Comment 1c:

Meets the requirement; Strong orientation to Middle Street is preferred.

- Do retail doors need to swing out for egress? If so, swing will encroach on Public ROW
- What is the visible transmittance of the glass?
- What is the façade lighting plan?

Response:

The retail doors have been located so that they do not swing out onto the sidewalk within the public right-of-way.

All the glass on the ground level will be clear and will not be tinted.

There is no façade lighting planned at this time.

Additional Comments/Questions:

Comment 1:

How will the space between the building and garage be managed (secured, lighting, etc.) and are there access points through there to the garage?

Ms. Caitlin Cameron
June 13, 2014
Page 16

Response:

Security lighting is proposed in the space between the proposed building and the parking garage. There will be a sidewalk along the side of the building connecting to the sidewalk along Hancock Street Extension.

Comment 2:

Is there emergency vehicle access clearance through the drive aisle (13'6")?

Response:

Yes.

We trust these responses adequately address the review comments. If you have any questions regarding these materials please contact this office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Joseph A. Laverriere, P.E.
Senior Principal Engineer

JAL/smk

Attachments: A – Portland Water District Ability to Serve Letter
B – Fabco Pollutant Removal Performance Information
C – Building Renderings
Revised Civil Site Plans
Revised Building Floor Plans and Elevations
Site Electrical Plan

c: Nathan Bateman – Bateman Partners, LLC
David Lloyd – Archetype PA

A R C H I T E C T Y P E

May 23, 2014

Dear Neighbor:

Please join us for a neighborhood meeting as we share plans for the construction of a five story mixed use building located at 16 Middle Street, Portland Maine and the construction of a four story mixed use building at 185 Fore Street, Portland Maine.

Meeting Location: RE/MAX By The Bay, The Common at 88 Middle Street Portland, Maine

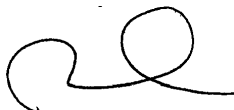
Meeting Date: June 12, 2014

Meeting Time: 5:30 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 Nathan Bateman, (207) 772-2992. Or email at nathan@batemanpartnersllc.com

Sincerely,



David Lloyd
Maine Licensed Architect

Note:

Under Section 14-32(C) and 14-524(a)d 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

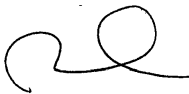
Neighborhood Meeting Certification

16 Middle Street & 185 Fore Street

I, David Lloyd hereby certify that a neighborhood meeting was held on June 12, 2014 at Remax by the Bay, 88 Middle Street @ 5:30 pm.

I also certify that on May 29th invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

Signed,



June 16, 2014

Attached to this certification are

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

SIGN UP SHEET

185 Fore Street - 16 Middle Street

12-Jun-14

	Name	Address
1	Bob LeBlanc	145 Newbury Street Portland
2	Peter Martin	20 Sequoia Lane Saco.
3	Dominic Long	40 Federal St
4	LOREN AYER	147 FORE ST
5	Liv Chase	52 Federal / 48 Hancock / 51 Hancock
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		

Neighborhood Meeting Notes

16 Middle Street & 185 Fore Street

Thursday, June 12, 2014

Presenters: Nathan Bateman, Bateman Partners

David Lloyd Architect, Archetype Architects

1. David Lloyd Architect and Nathan Bateman Developer gave an overview of both projects
2. Questions asked what is the height of 185 Fore Street? Architect gave heights for cornice & mezzanine level.
3. Question asked if views along India Street towards water would be blocked. Architect described placement of building. Described how it is set back from street on second floor on south end and the fact that views down India are important to our project as we realize other developments between our building and the water will be going up in the future.
4. Liv chase remarked that the buildings are beautiful.
5. Overall there was a positive reaction to the projects.
6. Parking arrangement with garage was discussed and explained by Nathan Bateman.
7. Question of what was asked as to users of first floor of 16 Middle Street. Answer was that it can be retail, commercial, restaurant, basically bank to restaurant use but not confirmed at this time.
8. Discussions went into general discussion of future development in the neighborhood. Participants in the group were positive and encouraged by changes in the neighborhood.

End of Notes



Health Education & Training Institute
25 Middle Street
Portland, Maine 04101
(207) 773-3275
www.hetimaine.org

Att. D

June 4, 2014

Jeff Levine
Department Head
Planning and Urban Development Department
City of Portland

Mr. Levine,

I am the resident owner of the office building at 25/27 Middle Street. I have received Planning Division notices about the planned building of more office and residential space in the immediate neighborhood. There are a number of small businesses, a detox clinic, a shelter, coffee shops, grocery stores that rely on short-term street parking; this also includes the wellness, mental health, and therapy practices of the tenants in my building.

If the neighborhood density is going to increase, the parking configuration needs to be changed to accommodate this increase. At present, much of the on street parking is used for long term vehicle storage by people who live on Peaks Island, or by residents of the new Bay House the development of which did not include ample parking capacity. None of the neighborhood businesses, with the exception of Micucci's Grocery, has off street parking. This lack of short-term neighborhood parking has been becoming more problematic for the fifteen small businesses occupying my building.

Before adding to the neighborhood, which we embrace, I hope you will consider changing the configuration of neighborhood on street parking, and also the configuration of the intersection of Middle and India Streets, which at present is quite dangerous because of a lack of visibility of oncoming traffic. In the process, would you also consider additional handicapped spaces; presently there is one. My suggestion would be to consider changing some of the long-term on street parking to shorter term, perhaps adding meters, to keep up with the changing nature of the India Street neighborhood; utilizing the on street parking resource to keep the neighborhood vibrant and supporting the continued viability of local small businesses.

Thank you for your consideration. If you would like to discuss any of these concerns, please feel free to give me a call at 233-0404.

Respectfully,

Stephen R. Andrew

The greatest gift we can offer anyone is our true presence - Thich Nhat Hanh

Caitlin Cameron - re: Construction 16 Middle Street

From: david smith <dlsmithmd57@yahoo.com>
To: "Ccameron@portlandmaine.gov" <Ccameron@portlandmaine.gov>
Date: 6/2/2014 7:03 PM
Subject: re: Construction 16 Middle Street
CC: "lyngugg@gmail.com" <lyngugg@gmail.com>

I am a resident of The Bay House. I lament the loss of the little park across the street. I certainly want shadow and wind studies performed before there's any construction...as it is, the wind already can whistle through here.

The "green space" has much more of a westerly than a northern exposure...the tallest tree there still had sunshine on it at 6pm this aft.

Thank you for your consideration.

Sincerely,

David & Elizabeth Smith
22 Hancock St Unit 501
Portland.

Caitlin Cameron - 16 Middle Street Project & India Neighborhood Green/Park Space

From: linda guerra <lyngugg@gmail.com>
To: Caitlin Cameron <CCameron@portlandmaine.gov>
Date: 6/4/2014 6:09 PM
Subject: 16 Middle Street Project & India Neighborhood Green/Park Space

Dear Caitlin,

As a resident/owner at Bay House, I would like to summarize my concerns regarding the proposed construction plan for 16 Middle Street.

- The proposed building elevation height of 65 feet exceeds the new building code of 45 feet in height for urban development in downtown Portland.
- The proposed building may block and/or decrease the current amount of sunlight on the existing structure of the Bay House, especially during the winter months when the sun is lower in the sky resulting in a negative solar impact on the residential dwellings at Bay House, especially the North building.
- The proposed building may block and/or significantly decrease the amount of coastal breeze/wind and negatively impact the residential dwellings at Bay House, especially the North building.

I am requesting that seasonal shadow and wind studies be conducted to assess the potential impact of the proposed building on the existing residential dwellings at Bay House.

Additionally, we discussed the lack of green/park space in the India Street Neighborhood. It is critical to the residents and pet owners that green space, even small parks be allocated for our neighborhood. I ask that consideration be made for purchasing this parcel of land as a park for the neighborhood and develop a square that is consistent with the other neighborhoods in the City.

Thank you for your time and consideration with these concerns and requests.

Sincerely,
Linda Guerra
22 Hancock St, Unit 201
Portland, ME 04101

Caitlin Cameron - 16 Middle Street Project

From: lolisa windover <lolisawindover@gmail.com>
To: <ccameron@portlandmaine.gov>, <lyngugg@gmail.com>
Date: 6/3/2014 2:12 PM
Subject: 16 Middle Street Project

Dear Caitlin,

Within the last few months I have purchased two units in the Bay House Complex in Portland on Middle/Hancock Streets.

I am a single mom and my goal is to eventually be living full time in Portland and I invested in a second unit to use as an investment for my daughters with a short term goal of renting it and long term goal for at least one of them to live in Portland full time as well if the right job comes along. Trying hard to keep my girls in the State of Maine if possible! I have lived my entire life in Western Maine and my girls have encouraged me to experience the city of Portland and I am hoping the offerings and activities of this beautiful city will keep them here in our State. One of the things we fell in love with at the Bay House was as the light, one of the girls will be starting at Maine College of Art in the fall and is a born artist, what great light was the first thing she said on our initial visit. The ocean breeze and light make you forget you are often looking a mural of the ocean on the Ocean Gate Garage!

I would very much like to attend the meeting on June 4th to learn more about this project, however my artist is graduating from high school this Friday and the Candle light ceremony is the 4th. Can you please consider asking for a light and wind study on our behalf? I am not trying to stop people from doing what they do and I realize that growth is good, I am just nervous of the effects of this new project on the whole area, is it truly one of the tallest buildings around? Please let me know if there are future meetings showing the potential work and if there is anything we can do to keep the little view and wonderful light we have.

Thanks for your kind attention and look forward to meeting you at some point.
Most Sincerely,

Lolisa Windover

--

Love begins at home, and it is not how much we do... but how much love we put in that action.
~Mother Teresa

From: Otty Merrill <ottymerrill@gmail.com>
To: <ccameron@portlandmaine.gov>
CC: <lyngugg@gmail.com>, Gail Landry <glandry@townandshore.com>, Sandy Johns...
Date: 6/7/2014 6:16 AM
Subject: 16 Middle Street - Shadow and Wind Studies

I'm writing you regarding the proposed project at 16 Middle Street. I am requesting that Shadow and Wind Studies be done on this project before it begins, so that the impact on abutters can be assessed. I just moved into 15 Middle Street, 4th floor, facing Middle Street. I would like to learn all I can about this project and future City meetings concerning this project. I hope you can steer me in the right direction. Thank you very much

Caitlin Cameron - Proposed Construction for 16 Middle Street

From: rick huleatt <rhuleatt@gmail.com>
To: <ccameron@portlandmaine.gov>
Date: 6/14/2014 9:47 AM
Subject: Proposed Construction for 16 Middle Street

Dear Cameron:

I'm writing to express my support that shadow and wind studies be undertaken before beginning any construction at 16 Middle Street. My wife and I recently moved into a unit of the Bay House that directly faces the proposed project. Our concern is to make sure that any new construction does not impede the sunlight (especially during the winter months) or unduly limit the breeze we enjoy now that summer has arrived. It seems prudent to conduct these studies before the project gets underway. Thank you for your understanding and concern regarding this matter.

Sincerely,

Rick and Susan Huleatt
15 Middle Street
#402

From: Robin McCarthy <robinmcc@maine.rr.com>
To: <ccameron@portlandmaine.gov>
Date: 6/4/2014 3:00 PM
Subject: 16 middle st

my name is Sybil R McCarthy and I live at 22 Hancock St # 502. I think it is important to do shadow and wind studies to determine the impact on our building at 22 Hancock St. My personal preference would be to have that area be green space; we have so little green space in the India St neighborhood.

Sincerely,
S R McCarthy
22 Hancock St
Ptld, ME 04101
207 650-0865
robinmcc@maine.rr.com

Caitlin Cameron - PROPOSED CONSTRUCTION FOR 16 MIDDLE STREET OFFICE BUILDING/

From: Rosemary Schmidt <Rosemary.Schmidt@csulb.edu>
To: "ccameron@portlandmaine.gov" <ccameron@portlandmaine.gov>
Date: 6/16/2014 10:55 AM
Subject: PROPOSED CONSTRUCTION FOR 16 MIDDLE STREET OFFICE BUILDING/
CC: Ron Schmidt <Ron.Schmidt@csulb.edu>

We are residents of 15 Middle St., Bayhouse Condos.

We are very concerned about this proposed 16 Middle Street office building, and the barrier it might make for wind and sun for our entire home. We would like to be assured that wind and shadow studies will be conducted by the developers.

We would also like to be apprised of the results of these studies.

In advance, my husband and I thank you for representing our concerns to the Portland Planning Board. Hopefully this request is not too late to meet your deadlines; we recently had a family member hospitalized in California which caused us to be delayed in writing.

Sincerely,
Rosemary and Ron Schmidt
resident/owner Bldg. B-301

SITE DEVELOPMENT PLANS
FOR
16 MIDDLE STREET
PORTLAND, MAINE
MAY 2014
PRELIMINARY PLAN DOCUMENTS



OWNER
(AS OF MARCH 2014)
EIGHT MIDDLE LAND COMPANY LLC
C / O SHIPYARD BREWING COMPANY
86 NEWBURY STREET
PORTLAND, MAINE 04101

TAX MAP - BLOCK - LOT (ADDRESS)
20 - F - 2 (8 MIDDLE STREET)

CURRENT APPLICANT
BATEMAN PARTNERS LLC
P.O. BOX 3572
PORTLAND, MAINE 04104
207.772.2992
ATTN: NATHAN BATEMAN

INDEX

- C-1.0 COVER SHEET
- C-1.1 GENERAL NOTES & LEGEND
- C-2.0 BOUNDARY & TOPOGRAPHIC SURVEY
- C-2.1 EXISTING CONDITIONS & DEMOLITION PLAN
- C-3.0 SITE LAYOUT PLAN
- C-4.0 GRADING & DRAINAGE PLAN
- C-5.0 UTILITY PLAN
- C-6.0 PAVEMENT, CURB & SIDEWALK DETAILS
- C-6.1 UTILITY & MISCELLANEOUS DETAILS
- C-6.2 UTILITY DETAILS

UTILITIES

WATER:
PORTLAND WATER DISTRICT
22 DOUGLAS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104
207.774.5961 x.3199
CONTACT: RICO SPUGNARDI

SEWER / STREETS:
CITY OF PORTLAND
PUBLIC SERVICES DIVISION
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8850
CONTACT: DAVID MARGOLIS-PINEO, DEPUTY CITY ENGINEER

ELECTRIC:
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.842.2367
CONTACT: JAMIE COUGH/PAUL DUPERRE

TELEPHONE:
FAIRPOINT COMMUNICATIONS
5 DAVIS HILL FARM ROAD
PORTLAND, MAINE 04103
207.797.1119
CONTACT: SUE SERRETTE

NATURAL GAS:
NORTHERN UTILITIES
1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.797.8002, EXT. 6220
CONTACT: MIKE SMITH
OR
BRAD BUZZELL
252.0907 (CELL)

DIG SAFE:
CALL BEFORE YOU DIG
888.344.7233

PERMITS / APPROVALS

TYPE:

LOCAL

SITE PLAN/SUBDIVISION APPROVAL:

GOVERNING BODY:

CITY OF PORTLAND PLANNING AUTHORITY
CITY HALL, CONGRESS STREET
PORTLAND, MAINE 04103
207.874.8722

STATUS/DATE ISSUED:

PRELIMINARY SUBMISSION 05.05.14

BUILDING PERMIT:

CITY OF PORTLAND CODE ENFORCEMENT OFFICE
CITY HALL, CONGRESS STREET
PORTLAND, MAINE 04103
207.874.8900

TO BE FILED BY BUILDING CONTRACTOR

UTILITY / STREET OPENING PERMITS:

CITY OF PORTLAND PUBLIC SERVICES DIVISION
55 PORTLAND STREET
PORTLAND, ME 04102
207.874.8801

TO BE FILED PRIOR TO CONSTRUCTION

CONSULTANT LIST

CIVIL ENGINEER:
Fay, Spofford & Thorndike
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
207.775.1121
CONTACT: JOSEPH LAVERRIERE
jlaverriere@fstinc.com

ARCHITECT:
Archetype Architects
48 UNION WHARF
PORTLAND, MAINE 04101
207.772.6022
ATTN: DAVID LLOYD

SURVEYOR:
Owen Haskell, Inc.
390 US ROUTE 1, UNIT 10
FALMOUTH, MAINE 04105
207.774.0424
ATTN: JOHN SWAN

ELECTRICAL / MECHANICAL ENGINEER:
Bennett Engineering
P.O. BOX 297
FREEPORT, MAINE 04032
207.865.9475
ATTN: WILLIAM BENNETT, JR.

ENVIRONMENTAL CONSULTANT:
Hoffman Engineering, Inc.
640 TEN ROD ROAD
NORTH KINGSTOWN, RHODE ISLAND 02852
401.294.9032
ATTN: ROBERT HOFFMAN

GEOTECHNICAL ENGINEER:
Haley & Aldrich, Inc.
75 WASHINGTON AVENUE, SUITE 203
PORTLAND, MAINE 04101
207.482.4600
ATTN: WAYNE CHADBOURNE

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

PRELIMINARY - NOT FOR CONSTRUCTION

				PROJECT 16 MIDDLE STREET PORTLAND, MAINE	FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE COVER SHEET		
2	06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY		P.E. JOSEPH A. LAVERRIERE LIC. #7417	CLIENT BATEMAN PARTNERS LLC	DRAWN: CDD DESIGNED: JAL CHECKED: JAL FILE NAME: SP-M150-COV SHEET C-1.0
1	05.05.14	SUBMITTED TO CITY			DATE: MAY 2014 SCALE: N.T.S. JOB NO. SP-M150	
REV	DATE	DESCRIPTION				
REVISIONS						

GENERAL NOTES:

- THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF ALL REGULATIONS ADMINISTERED BY THE LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
- THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXITS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS.
- ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-888-DIGSAFE). IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT NO EXTRA EXPENSE TO THE OWNER.
- MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
- ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO PROJECT CONTRACT SPECIFICATIONS, AND THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS, WHICHEVER IS MORE STRINGENT.
- TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY OWEN HASKELL, INC. BENCHMARK C CHISELED X STREET SIDE HYDRANT BONNET BOLT ON MIDDLE STREET, ELEVATION 28.32, NGVD 1929 DATUM.
- FEMA MAP COMMUNITY PANEL NUMBER 23005100148. THE SITE IS LOCATED IN A C ZONE.
- THE PROPERTY SHOWN ON THIS PLAN MAY BE DEVELOPED AND USED ONLY AS DEPICTED IN THIS APPROVED PLAN. ALL ELEMENTS AND FEATURES OF THE PLAN AND ALL THE PROPERTY WHICH APPEARS IN THE RECORD OF THE PLANNING BOARD PROCEEDINGS ARE CONDITIONS OF THE APPROVAL. NO CHANGE FROM THE CONDITIONS OF APPROVALS IS PERMITTED UNLESS AN AMENDED PLAN IS FIRST SUBMITTED TO AND APPROVED BY THE PLANNING AUTHORITY.
- ALL SIGNAGE SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS:
GRANITE AND BITUMINOUS CONCRETE CURB SHALL MEET THE REQUIREMENTS OF MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS 609.03 AND 609.04 AND CITY OF PORTLAND TECHNICAL STANDARDS.
- ALL DIMENSIONING UNLESS OTHERWISE NOTED IS TO THE FACE OF CURB OR FACE OF BUILDING.
- THE FACILITY IS SERVICED BY PUBLIC WATER, SEWER, NATURAL GAS AND OVERHEAD POWER. THE PROJECT INCLUDES UPDATES TO THE POWER SERVICE INCLUDING THE INSTALLATION OF NEW UNDERGROUND SYSTEM. SEE SITE ELECTRICAL PLANS FOR DETAILS.
- THE CONTRACTOR IS REQUIRED TO NOTIFY THE CITY OF PORTLAND PUBLIC WORKS INSPECTION SERVICES DIVISION (874-8300 EXT. 8838), CODE ENFORCEMENT OFFICE AND DEVELOPMENT REVIEW COORDINATOR IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. A PRE-CONSTRUCTION MEETING MAY BE REQUIRED TO INCLUDE THE PUBLIC WORKS AUTHORITY OR DEVELOPMENT REVIEW COORDINATOR.
- AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE.
- WARNING SIGNS, MARKERS, BARRICADES OR FLAGMEN MUST BE EMPLOYED ON ADJACENT STREETS AS NECESSARY THE CONTRACTOR SHALL COORDINATE AND SEEK APPROVAL FROM THE PUBLIC SERVICE DIVISION FOR THE PLACEMENT/PARKING OF EQUIPMENT WITHIN THE PUBLIC RIGHT OF WAY.
- CONSTRUCTION DEBRIS SHALL BE CONTAINERIZED AND DISPOSED OF IN ACCORDANCE WITH THE CITY OF PORTLAND'S SOLID WASTE ORDINANCE CHAPTER 12. ALL DEMOLITION MATERIAL FROM THE PROJECT SITES SHALL BE TAKEN TO THE RIVERSIDE RECYCLING FACILITY OR AS OTHERWISE DIRECTED PENDING THE RESULTS OF A HAZARDOUS BUILDING MATERIALS SURVEY AS AUTHORIZED AND COORDINATED BY THE OWNER. ALL SALVAGED MATERIAL WITHIN THE PUBLIC R.O.W (SIDEWALKS, BRICKS, GRANITE CURB) NOT REUSED SHALL BE DISPOSED OF AS DIRECTED BY THE PORTLAND PUBLIC SERVICES DEPARTMENT AT NO EXTRA COST TO THE OWNER.
- ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE.
- PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROPERLY PROTECTED AT ALL TIMES DURING CONSTRUCTION TO INSURE INTEGRITY. IF DISTURBED THEY SHALL BE REPLACED BY A SURVEYOR REGISTERED IN THE STATE OF MAINE AT THE CONTRACTOR EXPENSE.
- THE OWNER SHALL BE RESPONSIBLE TO COORDINATE THE PERFORMANCE OF A HAZARDOUS MATERIALS INSPECTION OF THE PROPERTY.
- A STREET OPENING PERMIT MUST BE OBTAINED FROM THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT PRIOR TO BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED IN CONFORMANCE TO THE CITY'S RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN PUBLIC RIGHT OF WAYS.
- CONTRACTOR MUST MAINTAIN THROUGH TRAFFIC ON ADJACENT STREETS AT ALL TIMES.
- ALL METHODS AND MATERIALS USED IN THE CONSTRUCTION OF THE IMPROVEMENTS IDENTIFIED HEREIN SHALL CONFORM TO THE CITY OF PORTLAND CONSTRUCTION AND TECHNICAL STANDARDS AND SPECIFICATIONS AND/OR CURRENT MDOT STANDARDS AND SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
- SITE WORK FOR BUILDING SHALL INCLUDE GRADING THE BUILDING PAD AREA (DEFINED AS THE BUILDING FOOTPRINT PLUS 5'-0" BEYOND THE EXTERIOR WALL) TO A GRADE 18" BELOW THE GROUND FLOOR FINISH ELEVATION. ALL WORK SHALL INCLUDE EXCAVATION (INCLUDING ROCK REMOVAL AND EXISTING FOUNDATION DEMOLITION) AND BACKFILL OF ALL FOOTINGS AND FOUNDATIONS, INSTALLATION OF PERIMETER FOUNDATION DRAINS, EXCAVATION AND BACKFILL OF ALL UNDERSLAB UTILITIES AND PLACEMENT OF ALL AGGREGATES BELOW THE FLOOR SLAB AND ADJACENT THE FOUNDATION WALLS IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS. (SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL DETAILS PERTAINING TO ANY BUILDING RELATED FOUNDATION WORK).
- RECORD DRAWINGS REQUIRE ALL BURIED UTILITIES INCLUDING, BUT NOT LIMITED TO, BENDS, APPURTENANCES, AND OTHER FEATURES TO BE LOCATED BY COORDINATE INFORMATION TO BE RECORDED BY THE CONTRACTOR AND SUPPLIED TO THE OWNER AT THE END OF THE PROJECT.
- THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL DRAWINGS PREPARED BY ARCHETYPE ARCHITECTS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, PAVING, EXIT PORCHES, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE POINTS.
- ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.

GRADING AND DRAINAGE NOTES:

- ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF n = 0.013 OR LESS. UNLESS A SPECIFIC PIPE MATERIAL IS CALLED FOR ON THE CONTRACT DRAWINGS. PVC PIPING SHALL NOT BE USED IN AREAS OF EXPOSED SUNLIGHT.
- SLOPE PROTECTION IS TO BE PROVIDED PER THE DESIGN PLANS AND MAY INCLUDE RIPRAP, SOD OR MULCH.
- THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING EARTHWORK OPERATIONS TO INSURE THAT DISTURBANCE TO ANY STEEP SLOPE AREAS ARE MINIMIZED TO THE EXTENT PRACTICABLE.
- THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY OTHERS. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) 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.
- ALL PAVING WITHIN THE PUBLIC R.O.W. SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF PORTLAND RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC R.O.W.
- NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
- THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
- CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES AND PHYSICAL FEATURES THAT ARE OUTSIDE THE SCOPE OF WORK. THE CONTRACTOR SHALL MAINTAIN SITE STABILITY DURING CONSTRUCTION TO AVOID EROSION AND SEDIMENT TRANSPORT. CONTRACTOR SHALL RESTORE ALL AREAS TO A FINAL STABILIZED CONDITION AS DIRECTED BY DESIGN DRAWINGS.
- 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.
- EXTERIOR GRADES AROUND PROPOSED STRUCTURE SHALL BE COORDINATED WITH FINAL BUILDING PLANS AND PROVIDE FOR ALL ACCESS OPENINGS.
- SUBGRADE FILL PLACED BENEATH ALL PERMANENT PAVEMENT, SIDEWALK OR CONCRETE SURFACES EXCLUDING ANY BUILDING AREAS, SHALL BE GRANULAR BORROW. SUBGRADE FILL PLACED BENEATH ALL LANDSCAPE AREAS EXCEPT THOSE ADJACENT THE FOUNDATION SYSTEMS MAY BE A COMMON BORROW MATERIAL SUITABLE FOR EMBANKMENT CONSTRUCTION. FREE FROM FROZEN MATERIAL, PERISHABLE RUBBLE, PEAT, ORGANICS, ROCKS LARGER THAN 12" IN DIAMETER, VEGETATION AND OTHER MATERIAL UNSUITABLE FOR ROADWAY AND SUBGRADE CONSTRUCTION. EXCAVATED ON-SITE MATERIALS MAY BE USED FOR FILL PROVIDED THE MATERIAL IS FREE FROM UNSUITABLE MATERIAL. DESCRIBED IN THIS NOTE AND UPON APPROVAL OF THE ENGINEER. EXCAVATED ONSITE MATERIALS MAY NOT BE USED AS COMPACTED STRUCTURAL FILL BENEATH THE BUILDING AREAS OR AS FOUNDATION BACKFILL. GRANULAR BORROW AND COMMON BORROW SHALL COMPLY WITH THE MDOT SPECIFICATIONS.
- ALL FILLS SHALL BE PLACED IN LAYERS NOT MORE THAN 12" LOOSE DEPTH AND COMPACTED BY HEAVY COMPACTION EQUIPMENT. MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ASTM 1557, MODIFIED AND FIELD DENSITY ASTM D2922 (NUCLEAR METHODS).
- THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

UTILITY NOTES:

- ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED BETWEEN THE SITE WORK CONTRACTOR AND DIVISION 22/26 CONTRACTOR(S). THE SITE WORK CONTRACTOR SHALL BE RESPONSIBLE TO EXTEND ALL PROPOSED UTILITIES TO WITHIN FIVE (5) FEET OF THE BUILDING TO A LOCATION COORDINATED WITH THE MECHANICAL AND ELECTRICAL SUBCONTRACTORS. THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITIES WITHIN FIVE (5) FEET AND INSIDE THE BUILDING OR UNDER SLAB.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER; THE TELECOMMUNICATIONS SERVICE WITH FAIRPOINT COMMUNICATIONS AND CABLE SERVICE WITH TIME WARNER CABLE. ALL WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS OR UTILITY COMPANY STANDARDS, WHICHEVER IS MORE STRINGENT.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE AT NO ADDITIONAL EXPENSE TO THE OWNER.
- ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- 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 COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
- A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. A 12 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.
- CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY ELECTRICAL SERVICES IN CONDUIT TO SITE LIGHTING, COMPLYING WITH APPLICABLE CODES. COORDINATE WITH OWNER, SITE ELECTRICAL, ARCHITECTURAL AND CMP PLANS.
- ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT. ALL SANITARY SERVICES AND APPURTENANCES TO BE ABANDONED SHALL BE PROPERLY RECORDED WITH PORTLAND PUBLIC WORKS ENGINEERING DEPARTMENT. A DIGITAL VIDEOTAPE SHALL BE MADE OF SANITARY SEWER SYSTEMS TO BE UTILIZED PRIOR TO CONSTRUCTION; UPSTREAM PIPES INTENDED FOR ABANDONMENT SHALL BE INSPECTED TO VERIFY THAT THEY NO LONGER SERVE OTHER FACILITIES.

EROSION CONTROL NOTES:

Plan 2

- LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE SITE.
- PRIOR TO BEGINNING ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES AND THE STABILIZED CONSTRUCTION ENTRANCES.
- SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
- THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS THEY BECOME SATURATED WITH MUD TO ENSURE THAT THEY WORK AS PLANNED DURING CONSTRUCTION AND SHALL KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD.
- SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO IT FOR LATER USE IN LANDSCAPING OPERATIONS.
- CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITIES IN THE AREA OF PROPOSED EXCAVATION OR BLASTING AT LEAST THREE (3) BUT NOT MORE THAN (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSa 3360-A.
- IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AS SPECIFIED ON PLANS.
- 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 CUMBERLAND COUNTY SOIL AND WATER 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.
- CONTRACTOR SHALL PERFORM WORK IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL REQUIREMENTS, INSPECTION AND MAINTENANCE REQUIREMENTS AND GOOD HOUSEKEEPING PRACTICES IN ACCORDANCE WITH APPENDIX A, B& C OF MAINE DEP CHAPTER 500.

CONSTRUCTION MANAGEMENT NOTES:

- ALL CONSTRUCTION SHALL COMPLY WITH 2009 NFPA 1 CHAPTER 16 SAFE GUARDS DURING BUILDING CONSTRUCTION, ALTERATION AND DEMOLITION OPERATIONS.
- ANY CUTTING AND WELDING WORK PERFORMED ONSITE SHALL REQUIRE A "HOT WORK" PERMIT FROM THE PORTLAND FIRE DEPARTMENT.
- THE GENERAL CONTRACTOR SHALL POST EMERGENCY CONTACT INFORMATION ON THE PROJECT SITE PROPERTY DURING CONSTRUCTION IN THE EVENT OF AN AFTER HOURS EMERGENCY. THIS CONTACT INFORMATION SHALL ALSO BE PROVIDED TO THE PORTLAND FIRE DEPARTMENT.
- IF THE SITE IS SECURED BY TEMPORARY OR PERMANENT FENCING WITH LOCKED GATES, THEN THE APPLICANT OR ASSIGNED REPRESENTATIVE SHALL PURCHASE A KNOX PADLOCK FROM THE PORTLAND FIRE DEPARTMENT TO ALLOW ACCESS BY THE PORTLAND FIRE DEPARTMENT.

ZONING SUMMARY TABLE:

B-5b Urban Commercial Mixed Use Zone
Dimensional Requirements

Standard	B-5b Requirement	16 Middle Street
Minimum Lot Size	None	12,116 s.f.
Minimum Frontage	None	162.25' Middle Street
Minimum Front Yard	None	0.00' Middle Street
Minimum Side Yard	None	0.83' Hancock Street
Minimum Rear Yard	None	5.00'
Maximum Front Yard	10'	0.00'
Maximum Lot Coverage	100%	89%
Maximum Building Height	65'	65'
Parking Retail Use	1 space per 200 s.f. of first floor area in excess of 2,000 s.f. not used for bulk storage	5,179 s.f. on first floor 16 parking spaces
Parking Office Use	1 space per 400 s.f.	42,625 s.f. 107 parking spaces

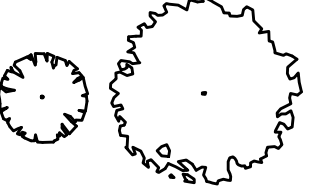
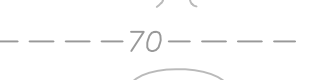
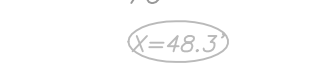
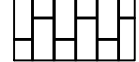
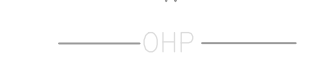
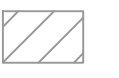
PERMITTING NOTES:

- THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.

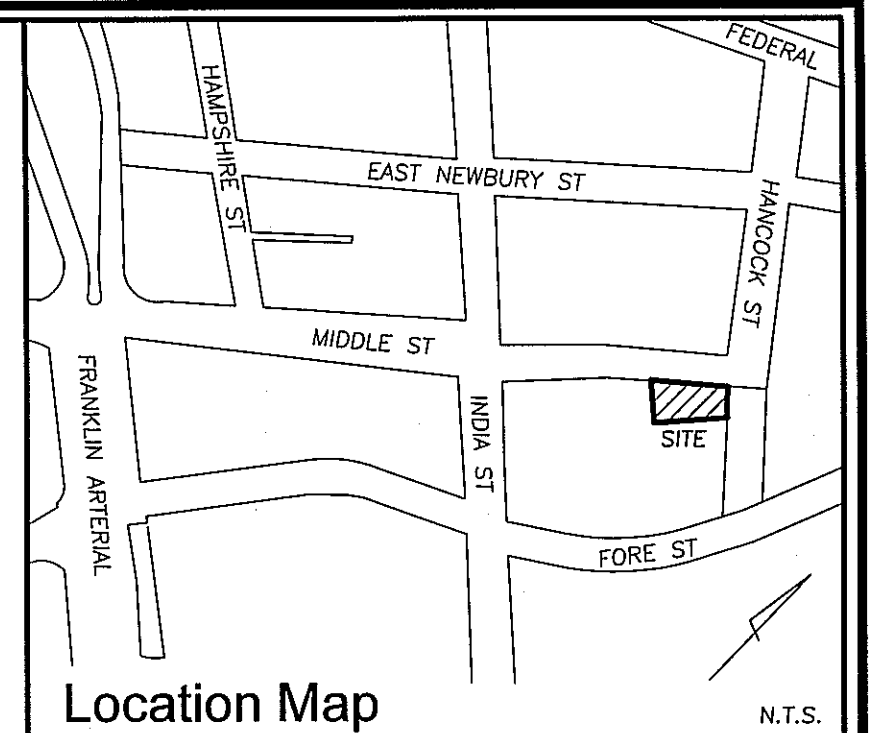
SITE PLAN CONDITIONS OF APPROVAL (PENDING):

SUBDIVISION CONDITIONS OF APPROVAL (PENDING):

LEGEND

PROPOSED	EXISTING	EXISTING
 BUILDING	 IRON PIN FOUND (IPF) OR CAPPED IRON ROD FOUND (CIR)	 TREE
 LANDSCAPING	 ELECTRIC MANHOLE	 STUMP
 EDGE OF PAVEMENT	 CATCH BASIN	 EXISTING CONTOUR
 SLIPFORM CONCRETE CURB	 SEWER MANHOLE	 SPOT GRADE
 VERTICAL GRANITE CURB	 DRAIN MANHOLE	 PROPERTY LINE
 BRICK SIDEWALK	 DOWN SPOUT	 RIGHT OF WAY
	 WATER VALVE	 STORM DRAIN
	 WATER SHUTOFF	 SEWER
	 UTILITY POLE	 UNDERGROUND WATER
	 SIGN	 OVERHEAD UTILITY WIRES
	 LIGHT POLE	 WOOD STOCKADE FENCE
	 ELECTRIC METER	 CHAIN LINK FENCE
	 GAS METER	 GUARD RAIL
	 EDGE OF PAVEMENT	 EXISTING BUILDING
	 CURB (GRANITE, UNLESS NOTED)	
	 EDGE OF GRAVEL	

PRELIMINARY - NOT FOR CONSTRUCTION

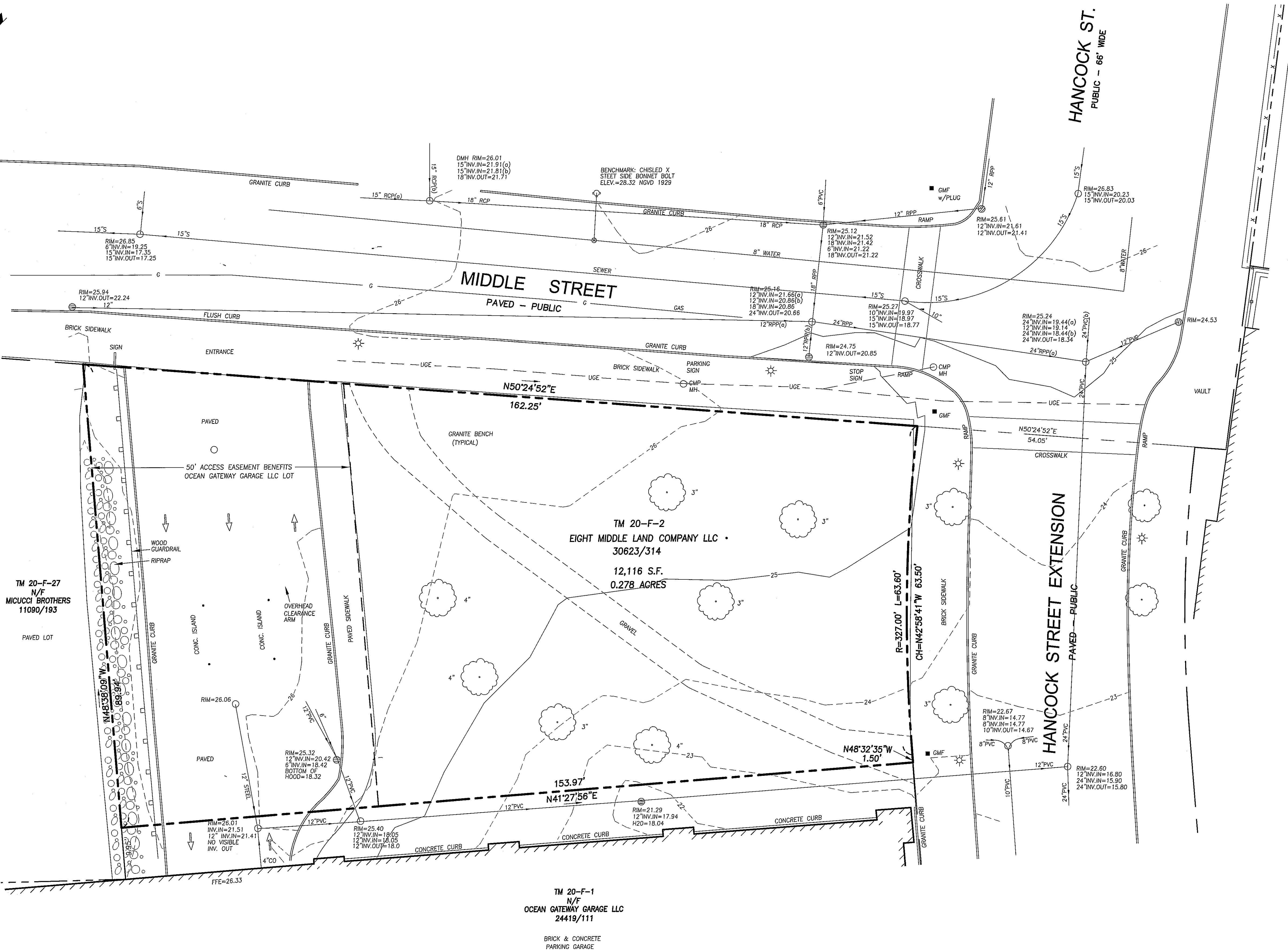


Legend:

- GRANITE MONUMENT FOUND
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- DECIDUOUS TREE
- FENCE
- CURB
- OHW
- OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- W
- WATER LINE
- G
- GAS LINE
- SS
- SANITARY SEWER
- SD
- STORM DRAIN
- 22
- 1' CONTOUR

Plan References:

- RECORDING PLAT, OCEAN GATEWAY, COMMERCIAL STREET AND FORE STREET, PORTLAND, MAINE MADE FOR CITY OF PORTLAND AND STATE OF MAINE DATED AUGUST 4, 2004 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 204 PAGE 622.
- LAND TITLE SURVEY AND SUBDIVISION PLAN IN PORTLAND, MAINE, USA MADE FOR THE TRUST FOR PUBLIC LAND, THE CITY OF PORTLAND, THE MAINE DEPARTMENT OF TRANSPORTATION, THE CANADIAN NATIONAL RAILWAY COMPANY DATED FEBRUARY 19, 1993 REVISED THROUGH 10-20-94 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 193 PAGE 187.
- SUBDIVISION RECORDING PLAT ON ONE INDIA STREET, PORTLAND, MAINE MADE FOR RIVERWALK LLC, 25 INDIA STREET LLC, HANCOCK & MIDDLE, LLC, AND OCEAN GATEWAY LLC DATED MARCH 22, 2006 REVISED 04-13-06 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 207 PAGE 54.
- CONDOMINIUM PLAT "THE LONGFELLOW A CONDOMINIUM" ONE INDIA STREET, PORTLAND, MAINE MADE FOR LRAR LLC, THE DECLARANT AND OWNER OF RECORD, DATED SEPT. 20, 2006 REVISED 9-26-09 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 206 PAGE 618.
- BOUNDARY SURVEY OF ONE INDIA STREET, PORTLAND, MAINE MADE FOR RIVERWALK LLC AND LRAR LLC DATED MARCH 22, 2006 REVISED 04-13-06 BY OWEN HASKELL, INC.
- ALTA/ACSM LAND TITLE SURVEY, INDIA STREET, FORE STREET, MIDDLE STREET & HANCOCK STREET EXT., PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR JAMES BRADLEY DATED MAY 23, 2011, REVISED DECEMBER 12, 2011 BY OWEN HASKELL, INC.



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 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 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.

Notes:

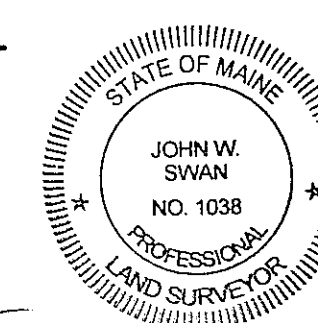
- OWNER OF RECORD: EIGHT MIDDLE LAND COMPANY LLC DEED BOOK 30623 PAGE 314
- PARCEL IS SHOWN AS LOT 2 BLOCK F ON THE CITY OF PORTLAND ASSESSORS MAP 20.
- BEARINGS ARE GRID NORTH PER PLAN REFERENCE 1.
- LOT NUMBERS SHOWN ARE FROM PLAN REFERENCE 3.
- ELEVATIONS BASED ON NGVD 1929 DATUM. BENCHMARK: USC&GS DISK AT 17 COMMERCIAL STREET ELEVATION=14.50.

Certificate:

OWEN HASKELL, INC. 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, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

DATE 4/29/14

JOHN W. SWAN, PLS NO. 1038

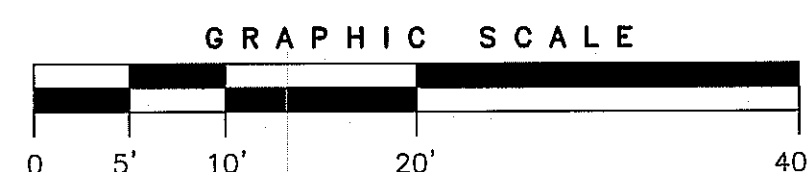


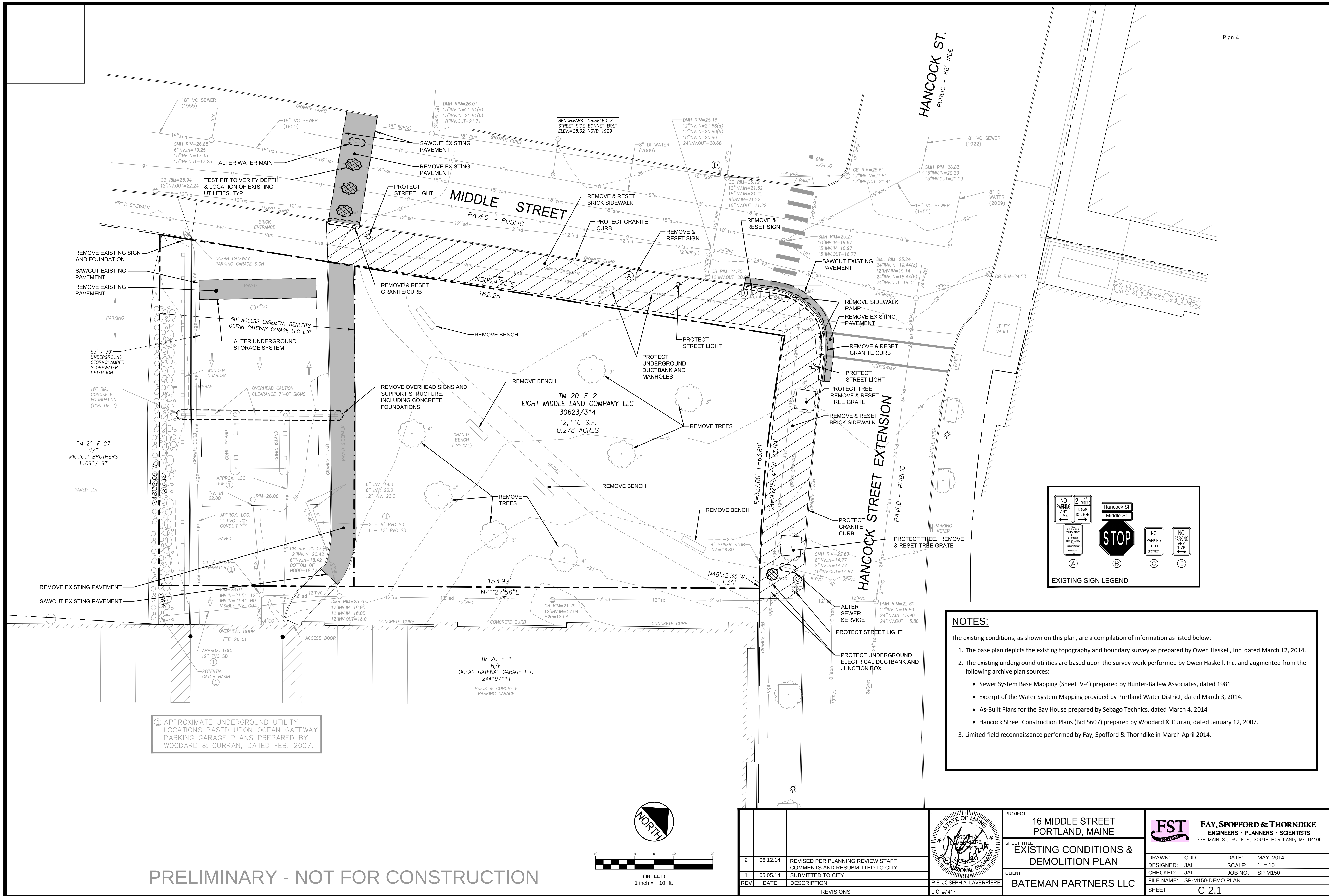
REV. 1 4-29-14 UPDATE OWNER OF RECORD

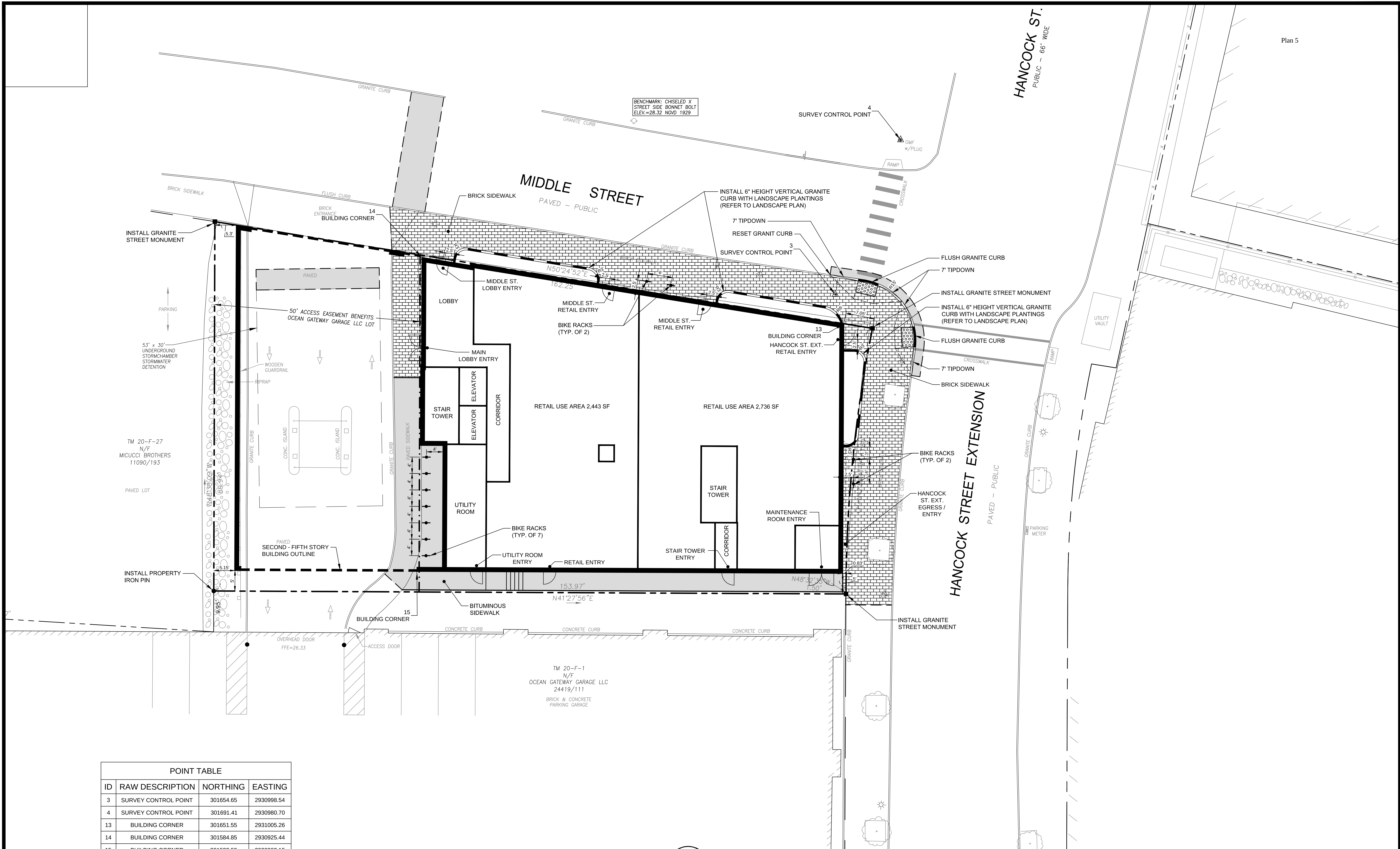
BOUNDARY & TOPOGRAPHIC SURVEY
ON
MIDDLE STREET, PORTLAND, MAINE
MADE FOR
FAY, SPOFFORD & THORNDIKE, INC.
778 MAIN STREET, SOUTH PORTLAND, MAINE

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

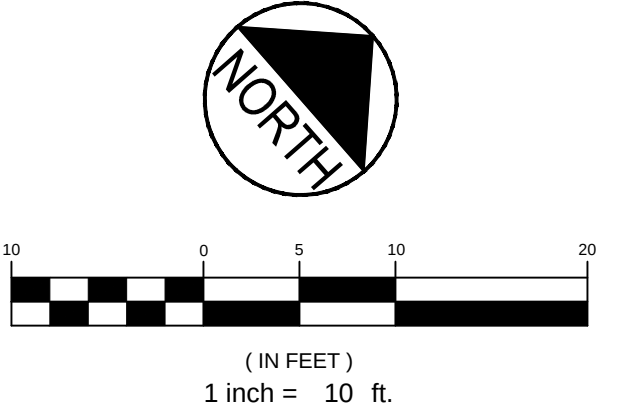
Drawn By	RS	Date	Job No.
Trace By	JLW	MARCH 12, 2014	2014-023P
Check By	JWS	Scale	Drwg. No.
Book No.	1124	1" = 10'	C-2.0



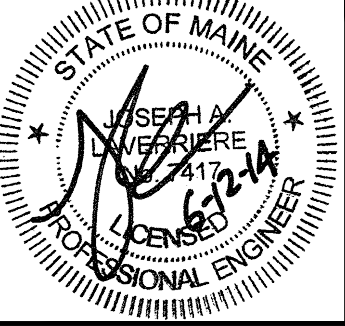


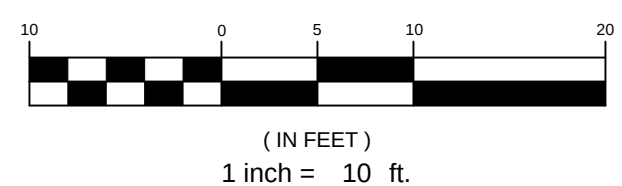
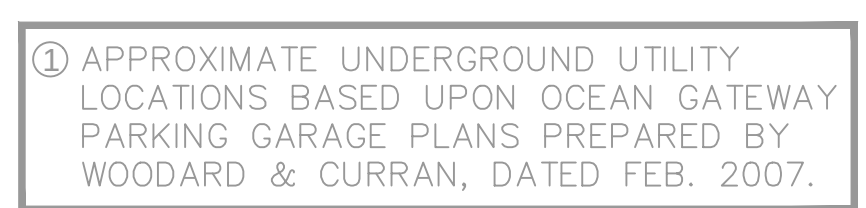


POINT TABLE			
ID	RAW DESCRIPTION	NORTHING	EASTING
3	SURVEY CONTROL POINT	301654.65	2930998.54
4	SURVEY CONTROL POINT	301691.41	2930980.70
13	BUILDING CORNER	301651.55	2931005.26
14	BUILDING CORNER	301584.85	2930925.44
15	BUILDING CORNER	301533.59	2930982.15



PRELIMINARY - NOT FOR CONSTRUCTION

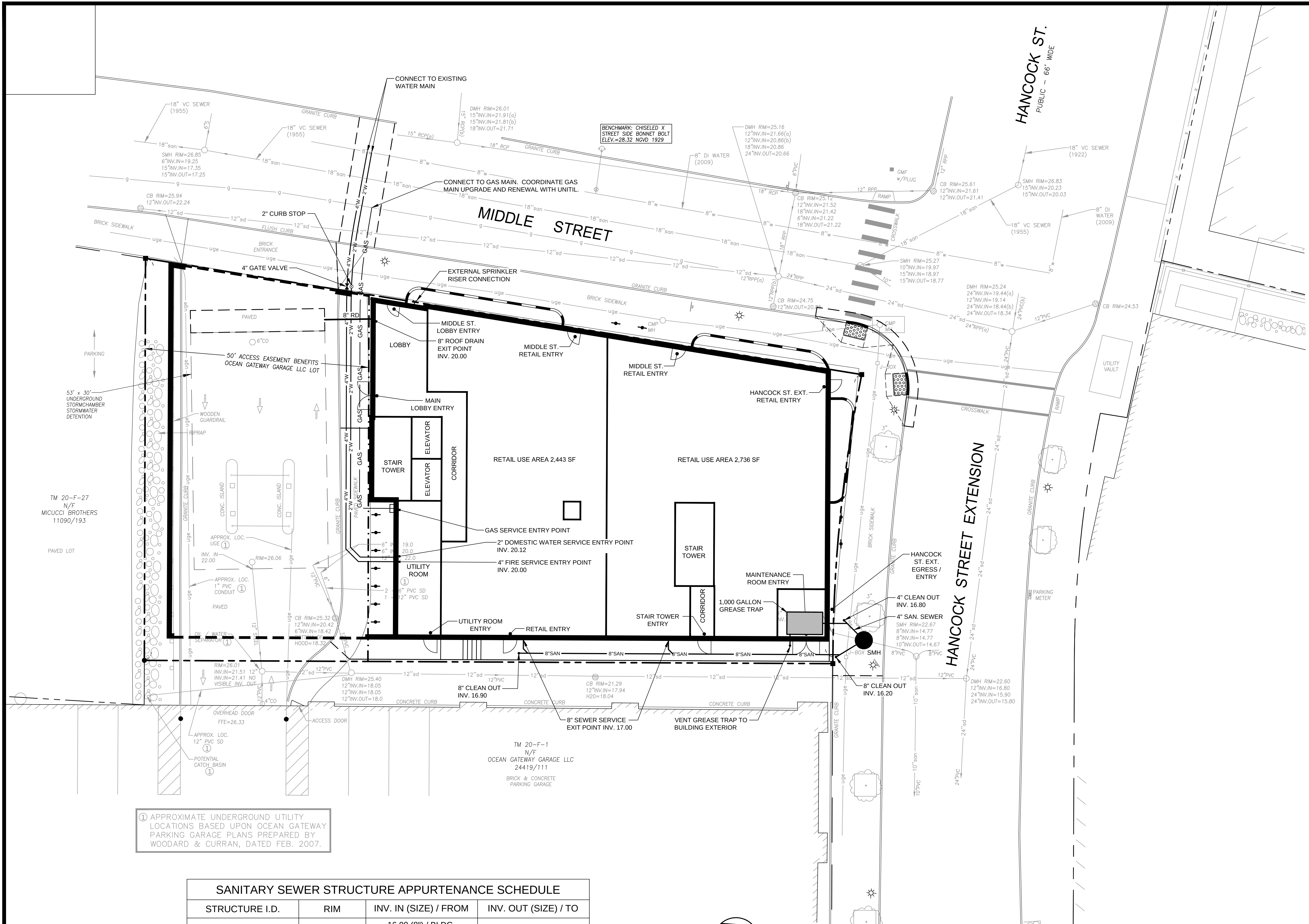
2		06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY		PROJECT 16 MIDDLE STREET PORTLAND, MAINE		 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
1		05.05.14	SUBMITTED TO CITY		SHEET TITLE SITE LAYOUT PLAN			
REV	DATE	DESCRIPTION			CLIENT BATEMAN PARTNERS LLC			
REVISIONS				LIC. #7417	DRAWN: CDD		DATE: MAY 2014	
					DESIGNED: JAL		SCALE: 1" = 10'	
					CHECKED: JAL		JOB NO. SP-M150	
					FILE NAME: SP-M150-SITE LAYOUT			
					SHEET		C-3.0	



FST
100 YEARS

FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

R:\SP-M150 India & Middle Sts\Cadd\Permit Set\dwg\SP-M150-GRADING & DRAINAGE.dwg winter_c 6/12/2014 4:31 PM



① APPROXIMATE UNDERGROUND UTILITY LOCATIONS BASED UPON OCEAN GATEWAY PARKING GARAGE PLANS PREPARED BY WOODARD & CURRAN, DATED FEB. 2007.

SANITARY SEWER STRUCTURE APPURTENANCE SCHEDULE			
STRUCTURE I.D.	RIM	INV. IN (SIZE) / FROM	INV. OUT (SIZE) / TO
SMH 1	23.25	16.00 (8") / BLDG. 16.30 (4") / GREASE TRAP	15.90* (8") / EX. SMH
GREASE TRAP	23.50	17.25 (4") / BLDG.	17.00 (4") / SMH 1

*MATCH EXISTING SEWER STUB INVERTS - TEST PIT TO VERIFY PRIOR TO ORDERING STRUCTURE.

PRELIMINARY - NOT FOR CONSTRUCTION

2		06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY
1		05.05.14	SUBMITTED TO CITY
REV	DATE	DESCRIPTION	
REVISIONS			

P.E. JOSEPH A. LAVERRIERE
LIC. #7417

PROJECT		16 MIDDLE STREET PORTLAND, MAINE
SHEET TITLE		UTILITY PLAN
CLIENT		BATEMAN PARTNERS LLC

FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: CDD	DATE: MAY 2014
DESIGNED: JAL	SCALE: 1" = 10'
CHECKED: JAL	JOB NO. SP-M150
FILE NAME: SP-M150-UTILITY PLAN	
SHEET	C-5.0



NOT TO SCALE



AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



N.T.S

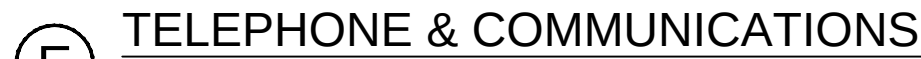


AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



N.T.S



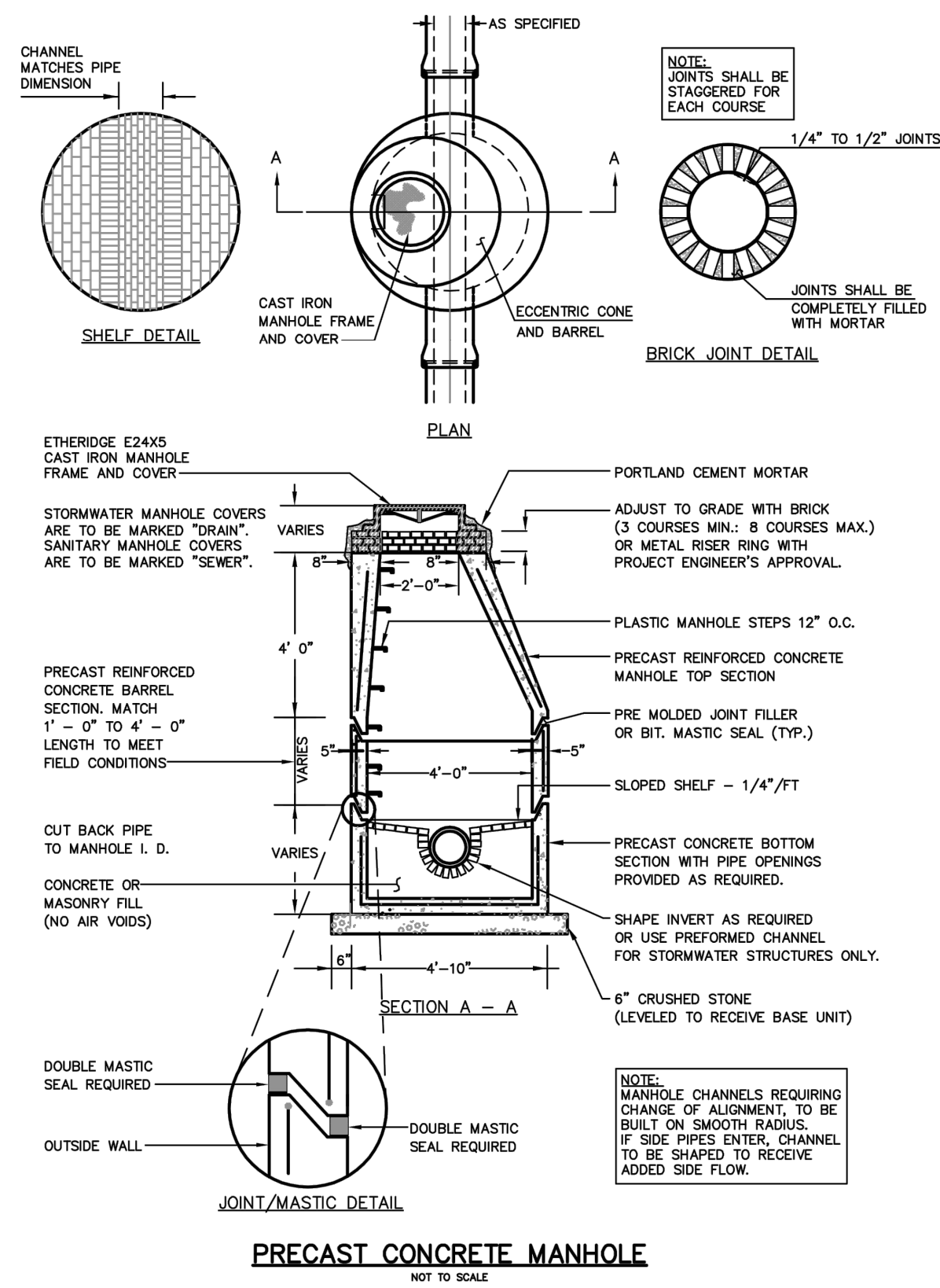
N.T.S.

1. THE LANDSCAPE CONTRACTOR SHALL BE ADVISED OF THE EXISTENCE OF UNDERGROUND UTILITIES. CONTRACTOR SHALL VERIFY UTILITIES PRIOR TO COMMENCING DIGGING OPERATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY UTILITIES, WALKS, PAVING, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO COST TO THE OWNER.
3. ALL PLANT MATERIALS SHALL MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK", BY THE AMERICAN NURSERYMAN'S ASSOCIATION, LATEST EDITION.
4. ALL PLANTING SHALL BE COMPLETED IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES, INCLUDING PROPER BED PREPARATION, SOIL MIX, PRUNING, STAKING, WRAPPING AND OTHER MAINTENANCE UNTIL ACCEPTED BY THE OWNER.
5. ALL GRASS, DEBRIS AND OTHER EXTRANEUS MATERIALS SHALL BE REMOVED FROM THE PLANTING AREAS PRIOR TO INSTALLATION OF PLANT MATERIALS.
6. ALL PLANTS SHALL BE LOCATED IN ACCORDANCE WITH THE PLANS. ANY DEVIATION FROM THESE PLANS SHALL BE APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT PRIOR TO PLANTING.
7. CONTRACTOR SHALL SUPPLY QUANTITIES OF PLANTS SUFFICIENT TO COMPLETE THE WORK INDICATED ON THE PLAN. ANY DISCREPANCY BETWEEN THE PLANT LIST AND PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL REMUNERATION.
8. NO LANDSCAPING SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. PLANTING SOIL MIX SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS COMPOST AND ONE PART PERLITE. ROTOTILL TO A DEPTH OF 8" MINIMUM.
10. TREE GRATE AND FRAME SHALL BE CAST IRON, R-8808-103 RECTANGULAR TREE GRATE WITH 4 FOOT HIGH TYPE "C" TREE GUARDS FROM NEENAH FOUNDRY AND INSTALLED PER MANUFACTURER'S RECOMMENDATION.

CLIENT
BATEMAN PARTNERS LLC

DRAWN: CDD	DATE: MAY 2014
DESIGNED: JAL	SCALE: N.T.S.
CHECKED: JAL	JOB NO. SP-M150
FILE NAME: SP-M150-DET	
SHEET C-6.1	

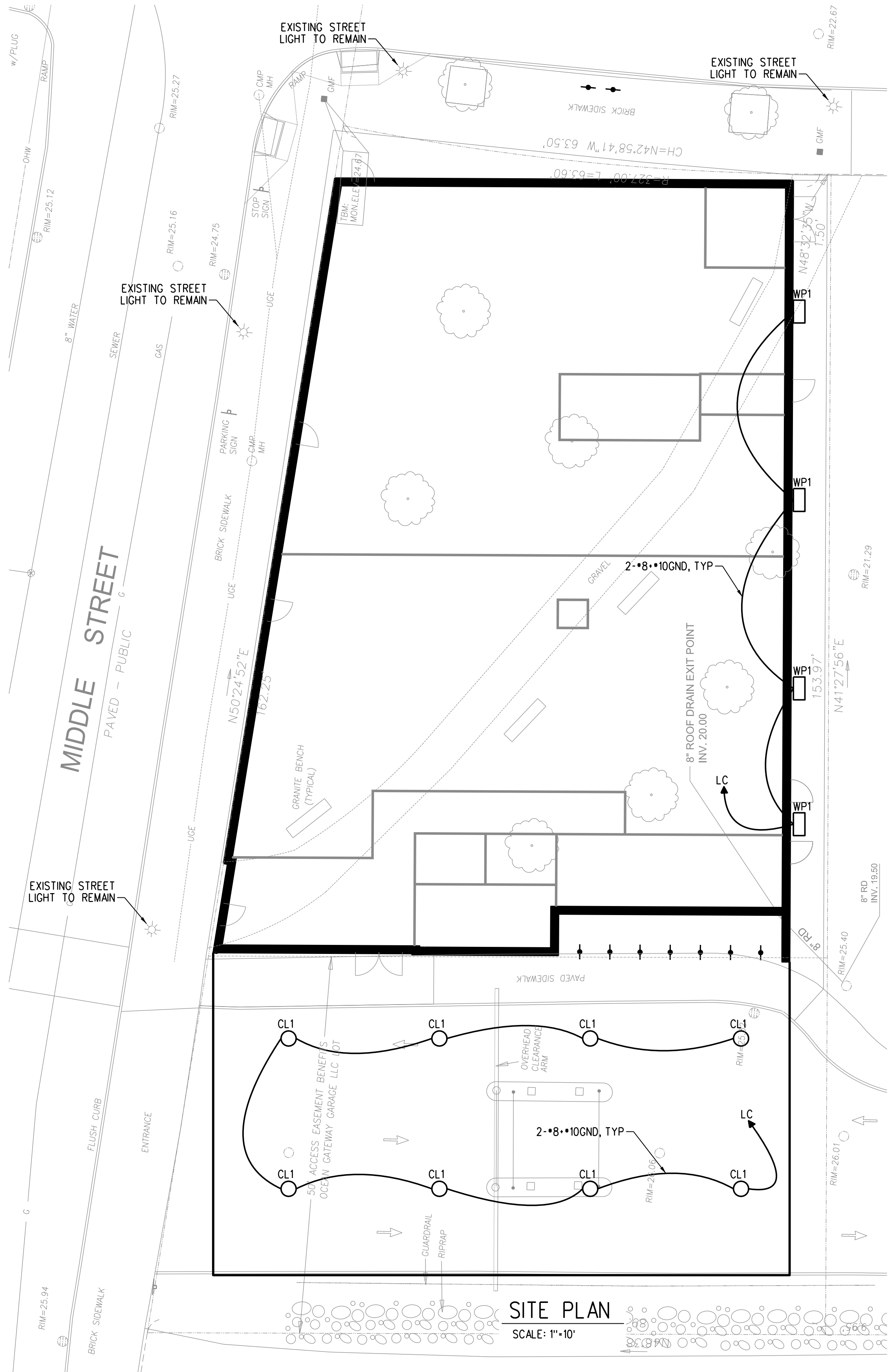
PRELIMINARY - NOT FOR CONSTRUCTION



A PRECAST CONCRETE MANHOLE
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

PRELIMINARY - NOT FOR CONSTRUCTION

				PROJECT 16 MIDDLE STREET PORTLAND, MAINE		 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106		
				SHEET TITLE UTILITY DETAILS		DRAWN: CDD DESIGNED: JAL CHECKED: JAL		
				CLIENT BATEMAN PARTNERS LLC		DATE: MAY 2014 SCALE: N.T.S. JOB NO. SP-M150		
				REVISIONS		FILE NAME: SP-M150-DET SHEET C-6.2		
2	06.12.14	REVISED PER PLANNING REVIEW STAFF COMMENTS AND RESUBMITTED TO CITY	P.E. JOSEPH A. LAVERRIERE LIC. #7417					
1	05.05.14	SUBMITTED TO CITY						
REV	DATE	DESCRIPTION						



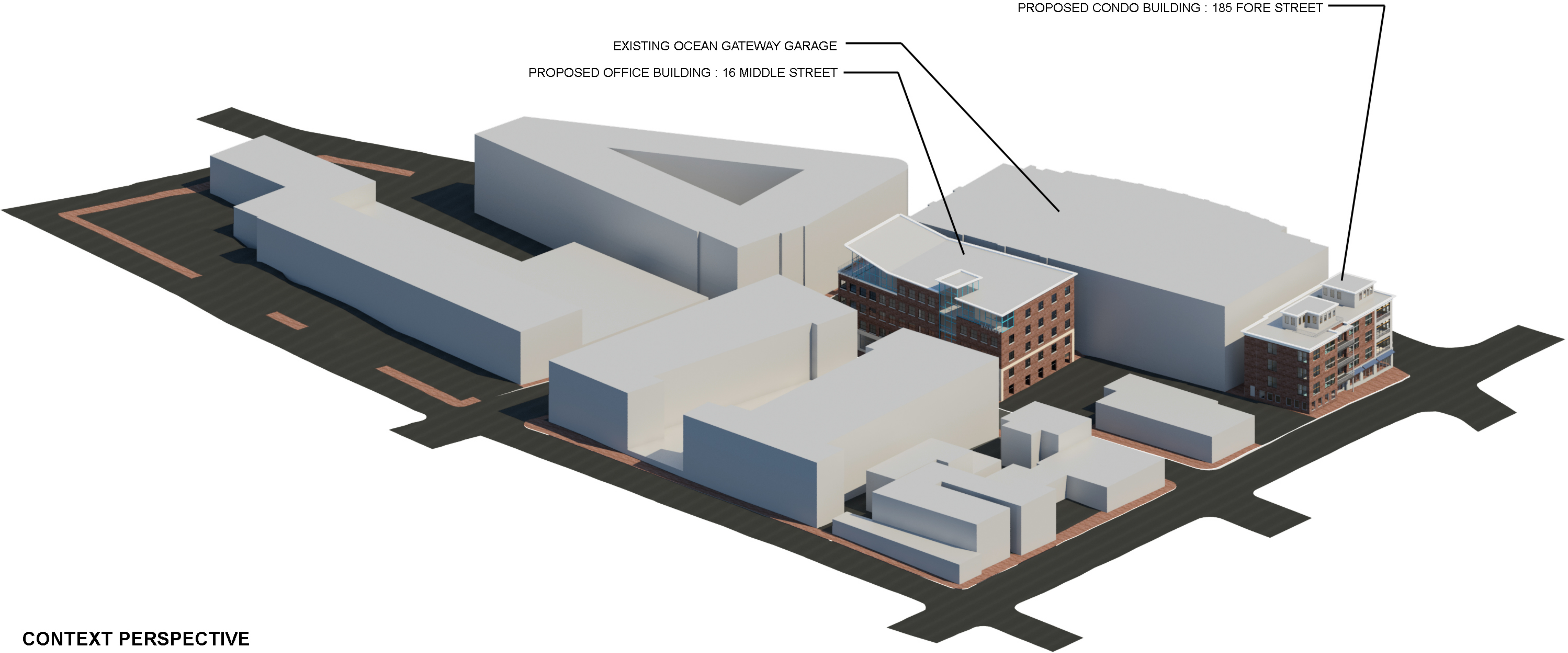
GENERAL NOTES - SITE ELECTRICAL

1. THE COMPLETE INSTALLATION SHALL CONFORM WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS, CODES AND ORDINANCES, INCLUDED BUT NOT LIMITED TO APPROVED EDITIONS OF THE FOLLOWING: NATIONAL ELECTRICAL SAFETY CODE (ANSIC2); NATIONAL ELECTRICAL CODE (NFPA 70); OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA) AND ALL AMENDMENTS THERETO. NOTHING CONTAINED IN THE DRAWINGS AND SPECIFICATIONS SHALL BE CONSTRUED TO CONFLICT WITH THESE LAWS, CODES, AND ORDINANCES, AND THEY ARE THEREBY INCLUDED IN THESE SPECIFICATIONS. OBTAIN PERMITS AND REQUEST INSPECTIONS FROM ALL AUTHORITIES HAVING JURISDICTION. COMPLY WITH ALL POWER, TELEPHONE, CABLE TELEVISION PROVIDER REGULATIONS AND STANDARDS.
2. THE FOLLOWING ELECTRICAL WORK SHALL BE PERFORMED UNDER THIS CONTRACT: UNDERGROUND CONDUIT, FITTINGS, AND ALL DEVICES; PROVISION OF HAND HOLES, NEW LIGHTING FIXTURES, POLES WITH ALL ACCESSORIES INCLUDING ANCHOR BOLTS AND POLE BASES; PROVISION OF UNDERGROUND CONDUIT AND WIRE TO SERVE NEW LIGHTING EQUIPMENT AND RECEPTACLES; PROVISION OF SERVICE EQUIPMENT, INCLUDING OUTDOOR CABINETS, INGROUND SPLICE BOXES, GROUNDING, METER ENCLOSURES, AND WEATHERPROOF RECEPTACLES.
3. ELECTRICAL UTILITY SHALL PROVIDE ALL ASSOCIATED OVERHEAD AND UNDERGROUND PRIMARY WIRING, PRIMARY TERMINATIONS, TRANSFORMERS, AND CONNECTIONS TO EXISTING OVERHEAD LINES. CONTRACTOR SHALL PROVIDE UNDERGROUND CONDUIT.
4. PROVIDE UNDERGROUND ELECTRICAL WARNING TAPE: 6" WIDE PLASTIC TAPE, COLORED RED WITH SUITABLE LEGEND DESCRIBING BURIED ELECTRICAL LINES FOR ALL UNDERGROUND CONDUITS. LOCATE 6 INCHES BELOW FINISHED GRADE.
5. REFER TO CIVIL DRAWINGS FOR EXCAVATION AND BACKFILL OF ALL UNDERGROUND WORK.
6. EXISTING UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED. CONTRACTORS SHALL CONTACT DIG SAFE BEFORE BEGINNING ANY EXCAVATIONS.
7. FINAL LOCATION OF NEW UTILITIES MAY VARY FROM PLANS PENDING UTILITY COMPANY FIELD COORDINATION.
8. THE LOCAL TELEPHONE AND CABLE TELEVISION SERVICE PROVIDERS SHALL PROVIDE AND INSTALL ALL THE SITE UTILITY SERVICE CABLE TO NEW BACKBOARD IN THE CONDUITS PROVIDED BY THE CONTRACTOR AS PART OF THE SITE WORK.
9. UNDERGROUND CONDUIT SHALL BE SCHED 40 PVC. ABOVE GRADE CONDUIT SHALL BE RGS. ALL CONDUIT SWEEPS SHALL BE RGS LONG SWEEPS.
10. PROVIDE EXPANSION FITTINGS FOR ALL UNDERGROUND CONDUIT CONNECTED TO FIXED ABOVE GROUND STRUCTURES.
11. GENERATOR PAD GROUNDING: PROVIDE (2) 3/4" x 8' LONG GROUND RODS AT OPPOSITE CORNERS OF GENERATOR PAD. PROVIDE 3/0 COPPER GROUND LOOP 30" BELOW GRADE AROUND PAD. RUN GROUND CABLE TO MAIN SWITCH GEAR. VERIFY GROUNDING REQUIREMENTS WITH GENERATOR MANUFACTURER PRIOR TO INSTALLING THE GENERATOR.
12. PROVIDE A LISTED INTERSYSTEM BONDING TERMINAL AT THE SERVICE ENTRANCE. INSTALL IN ACCORDANCE WITH NFPA 70, 250.94
13. REFER TO ONE-LINE DIAGRAM FOR ADDITIONAL INFORMATION.

Date: 13 JUNE 2014		Scale: As indicated		Revisions: ISSUED FOR PRICING		Project: 185 FORE STREET		Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056		Consultant: BENNETT ENGINEERING MECHANICAL, ELECTRICAL (207) 666-9475		Prepared For:		Plan 10	
MIDDLE STREET SITE PLAN		PROGRESS PRINT NOT FOR CONSTRUCTION		E1.02											







EXISTING OCEAN GATEWAY GARAGE
PROPOSED OFFICE BUILDING : 16 MIDDLE STREET

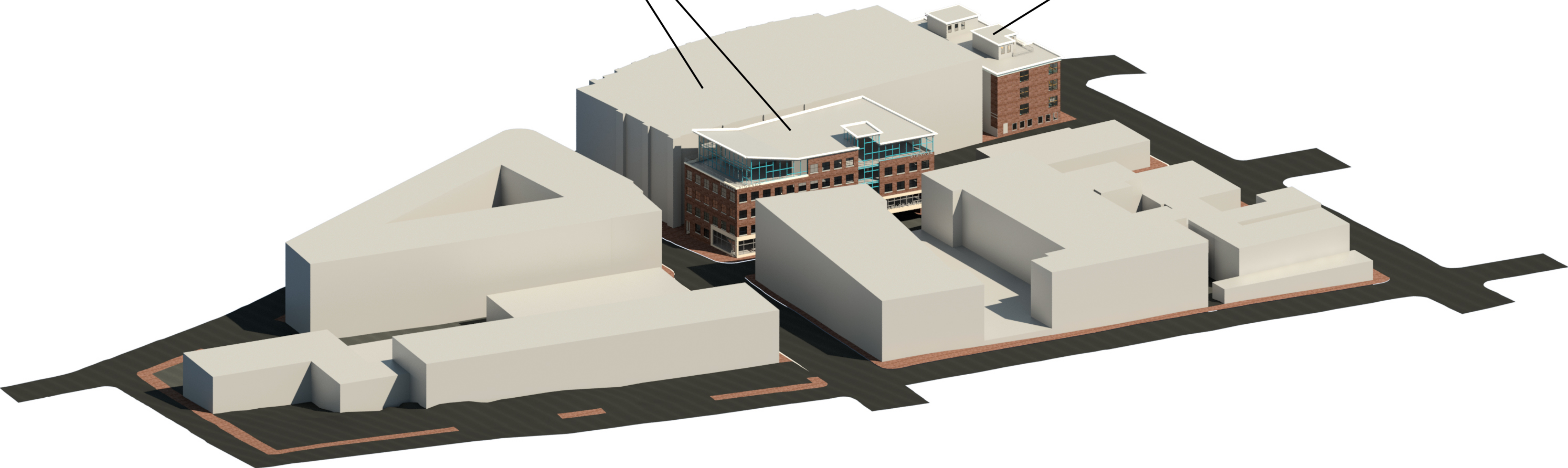
PROPOSED CONDO BUILDING : 185 FORE STREET

CONTEXT PERSPECTIVE

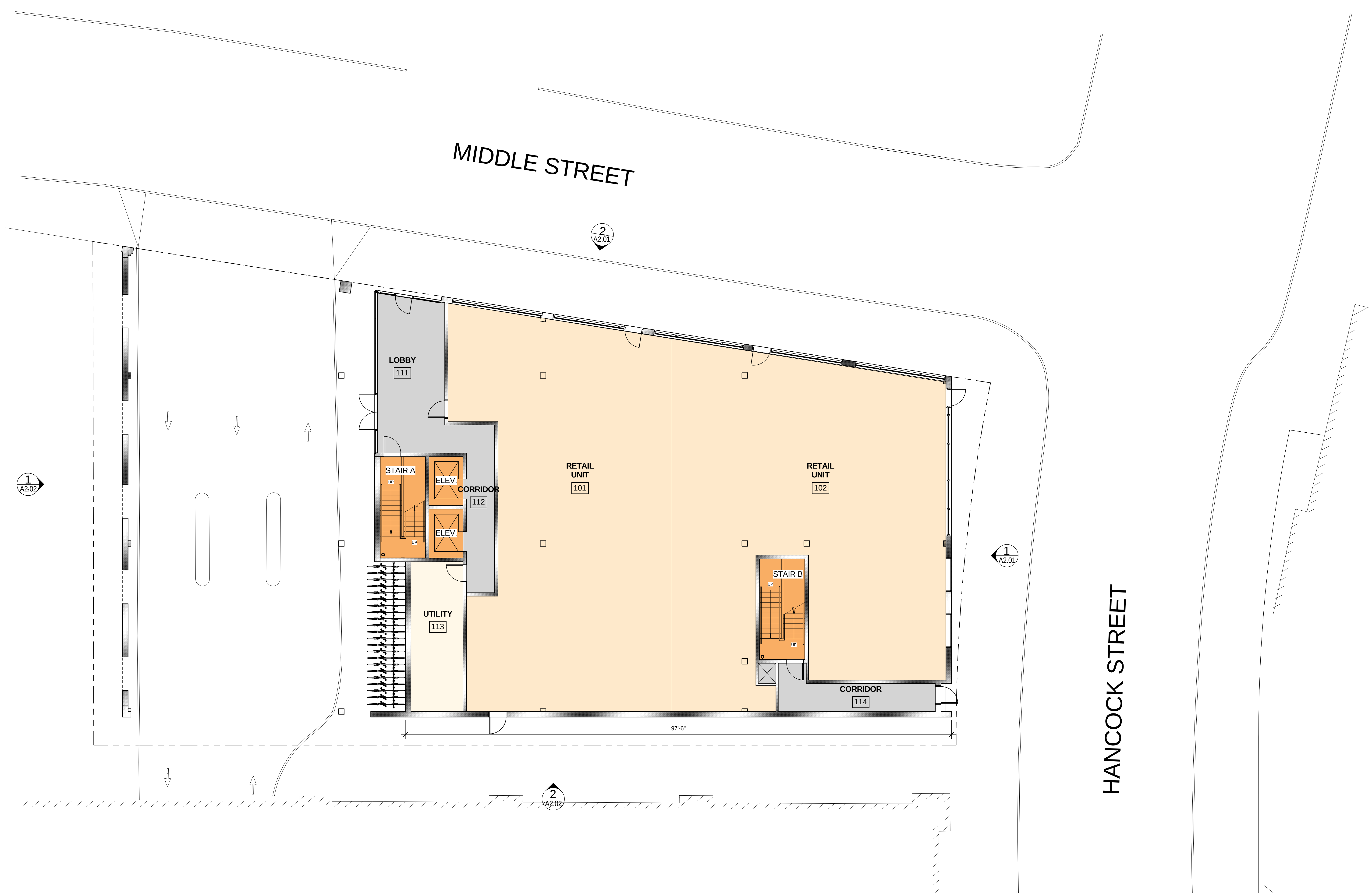
PROPOSED OFFICE BUILDING : 16 MIDDLE STREET

EXISTING OCEAN GATEWAY GARAGE

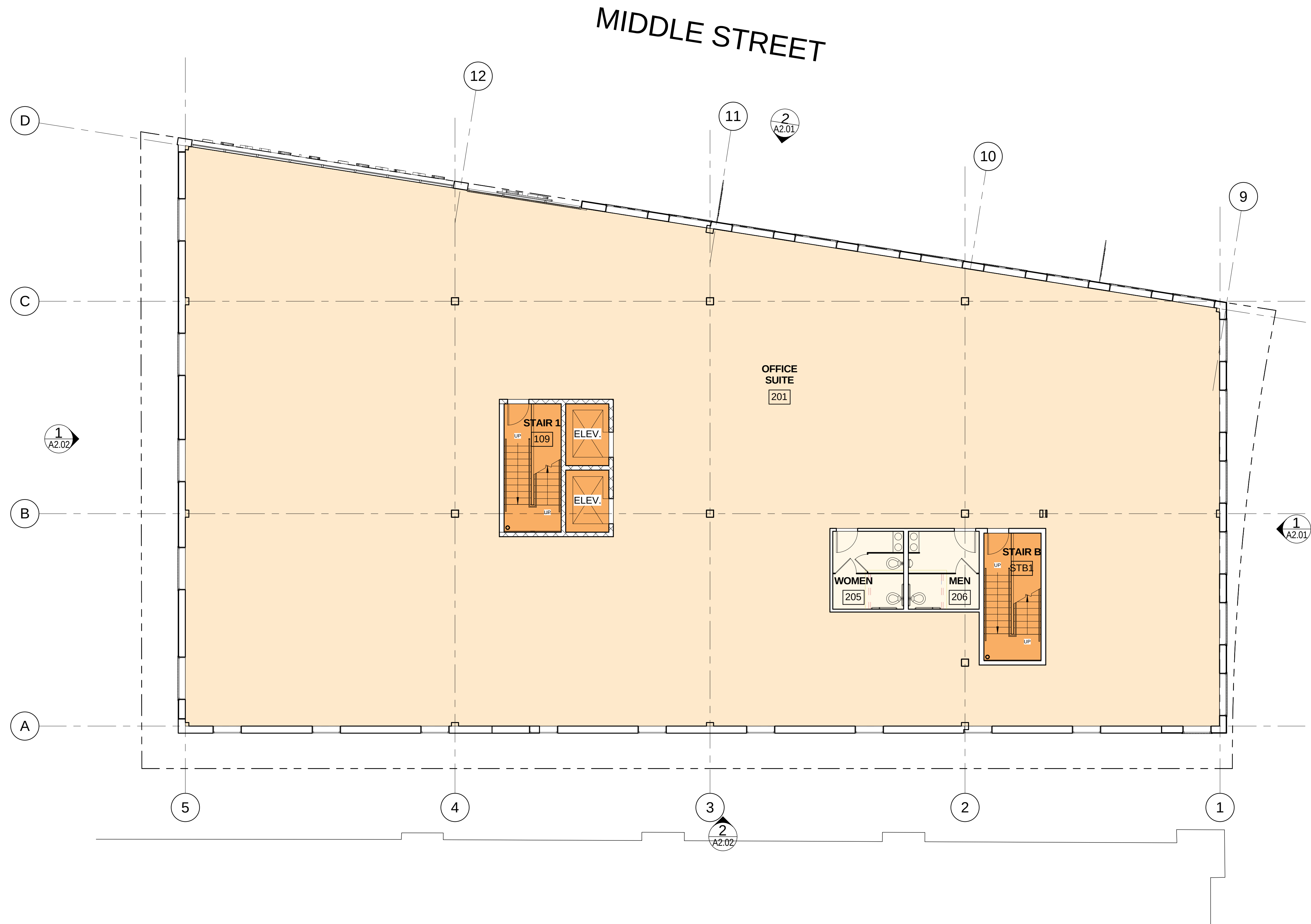
PROPOSED CONDO BUILDING : 185 FORE STREET



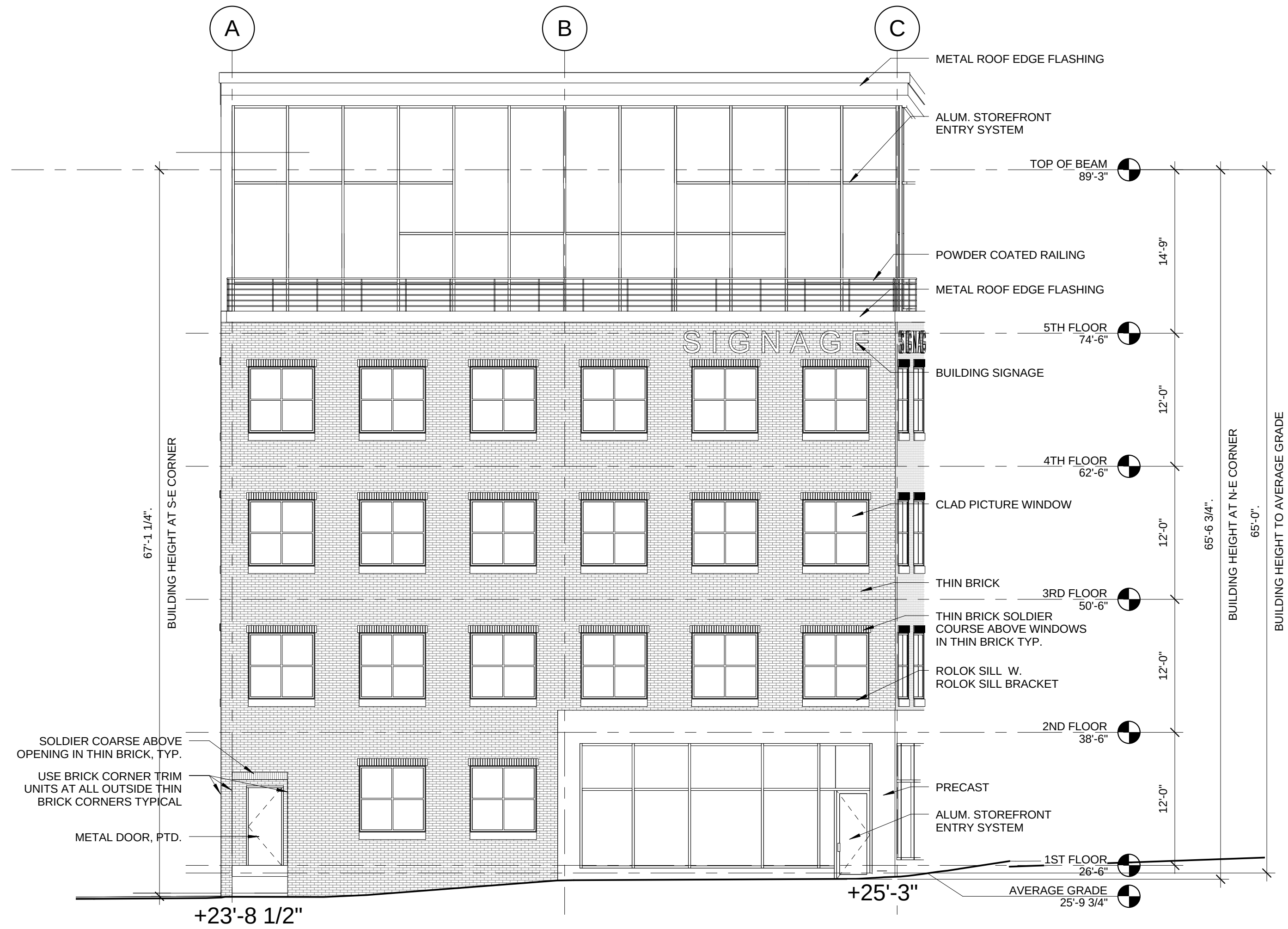
CONTEXT PERSPECTIVE



Plan 14		Prepared For: BATEMAN PARTNERS, LLC. P.O. Box 7486 Portland, ME 04112	
Consultant: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056		Project: 16 MIDDLE STREET MIDDLE STREET PORTLAND, MAINE	
Date: MAY 1, 2014	Scale: 1/8" = 1'-0"	FIRST FLOOR PLAN	
A1.01			



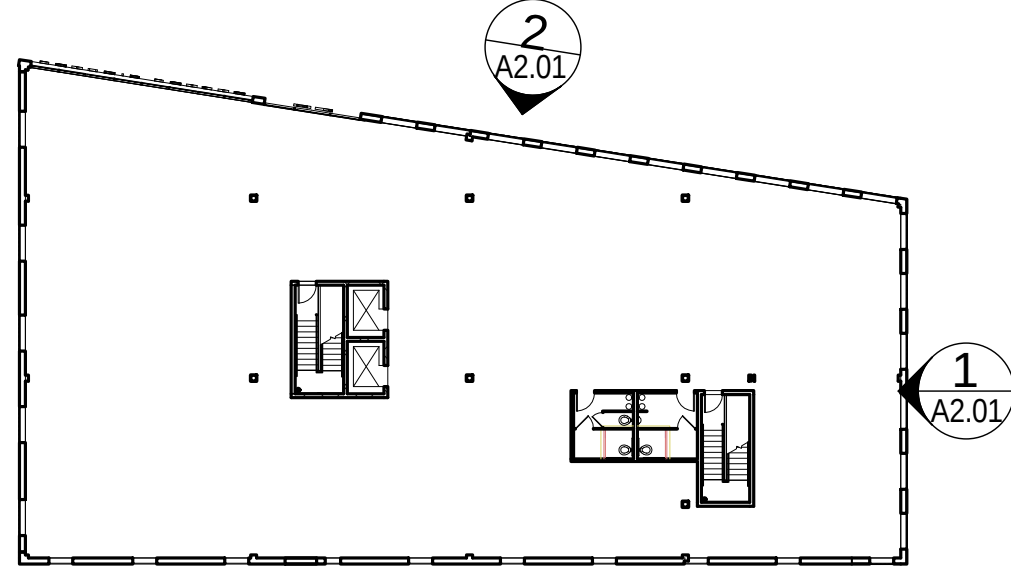
Plan 15	
Prepared For:	BATEMAN PARTNERS, LLC. P.O. Box 7486 Portland, ME 04112
Consultant:	Archetype Architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056
Project:	16 MIDDLE STREET MIDDLE STREET PORTLAND, MAINE
Revisions:	
Date: MAY 1, 2014	Scale: 1/8" = 1'-0"
TYP. FLOOR PLAN	
A1.02	



1 EAST ELEVATION

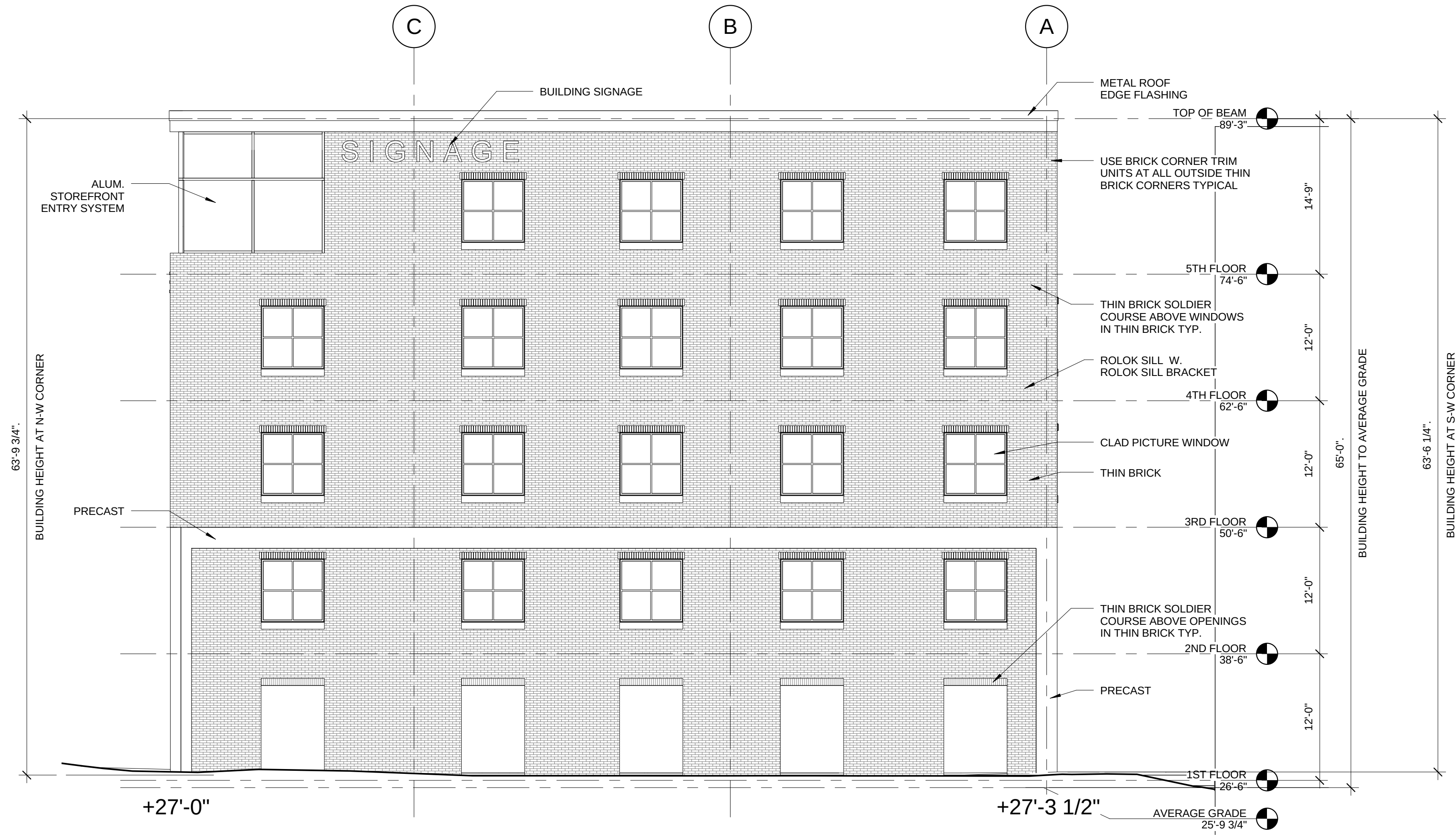
1/8" = 1'-0" 0 2'-0" 4'-0" 8'-0" 16'-0"

- GENERAL NOTES:
1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE - NE 27'-0" + NW 25'-3" + SW 23'-8 1/2" + SE 27'-3 1/2" = 103'-3" / 4 = 25'-9 3/4" (AVERAGE GRADE)
 2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT AT THE FOUR CORNERS FROM GRADE TO HIGHEST POINT OF ROOF BEAM - NE 65'-6 3/4" + NW 63'-9 3/4" + SW 63'-6 1/4" + SE 67'-1 1/4" = 260'4" = 65 FEET (BUILDING HEIGHT)



2 NORTH ELEVATION

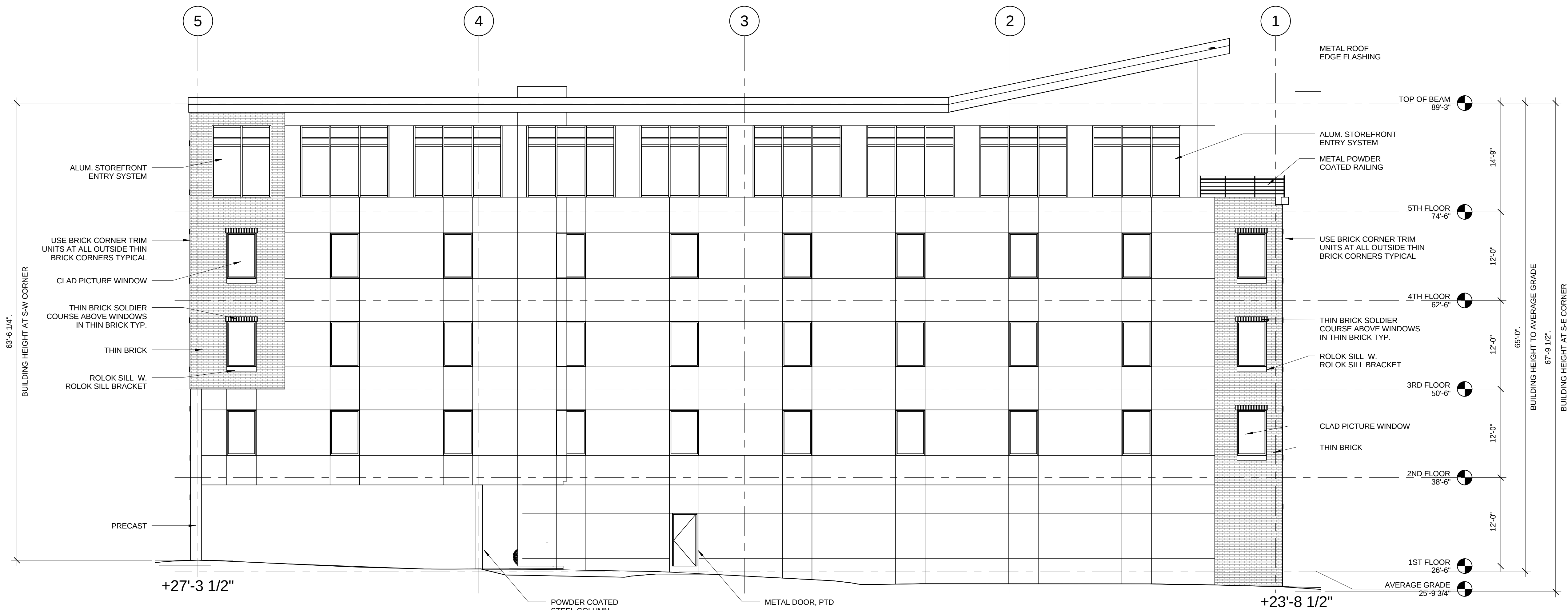
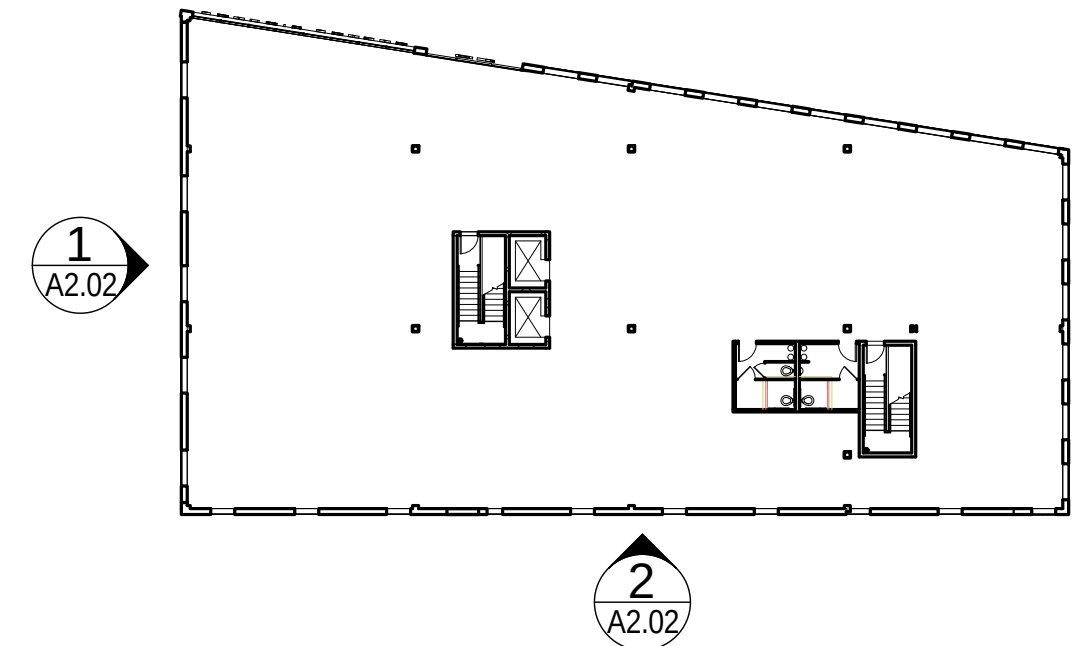
1/8" = 1'-0" 0 2'-0" 4'-0" 8'-0" 16'-0"



1 | WEST ELEVATION

1/8" = 1'-0" 0 2'-0" 4'-0" 8'-0" 16'-0"

- GENERAL NOTES:
1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE - NE 27'-0" + NW 25'-3" + SW 23'-8 1/2" + SE 27'3 1/2" = 103'-3" / 4 = 25'-9 3/4" (AVERAGE GRADE)
 2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT AT THE FOUR CORNERS FROM GRADE TO HIGHEST POINT OF ROOF BEAM - NE 65'-6 3/4" + NW 63'-9 3/4" + SW 63'-6 1/4" + SE 67'-1 1/4" = 260'/4 = 65 FEET (BUILDING HEIGHT)



2 | SOUTH ELEVATION

1/8" = 1'-0" 0 2'-0" 4'-0" 8'-0" 16'-0"



PLANNING BOARD REPORT PORTLAND, MAINE

Pre-owned Automobile Dealership
Site Plan and Conditional Use Review

Changiz Fard, Applicant

Project No: 2014-025 & 2013-044

CBL: 130-C-001

Submitted to: Portland Planning Board
Public Hearing Date: June 24th, 2014
(Tabled from June 10th, 2014)

Prepared by: Jean Fraser, Planner
Date: June 20th, 2014

I. INTRODUCTION

Changiz Fard, applicant, has requested Planning Board approval for a Conditional Use and a Level I: Site Alteration site plan for the proposed used car dealership on a leased site at 783 Forest Avenue. The 12,111 sq ft site was formerly a gas station. The gas tanks were removed and filled with sand in 2005 and the site is currently paved, with the former gas station building remaining on the rear part of the site. The site has a legal use as “office and oil truck storage” and the existing building was recently renovated by the applicant.

The site has 134 feet of street frontage on the east side of Forest Avenue between/opposite the intersections with Clinton and Hartley Streets, and backs onto the railway line. The applicant has a lease for the site from the owner Steve Mardigan ([Attachment C](#)).

The site is located in a B-2 Community Business Zone, where automobile dealerships are listed as a conditional use and therefore are reviewed by the Planning Board.

Required Reviews:

- Conditional Use in the B2 zone;
- Level I (Site Alteration) Site Plan.

Staff recommended this be brought directly to a Planning Board hearing in view of the small scale of the proposed exterior improvements. At the time this decision was taken, staff were unaware of the scale of the public concerns, as indicated in the public comments ([PC1](#), [PC2](#) and [PC3](#)).

This item was tabled at the June 10th Planning Board hearing to a date certain (June 24, 2014 at 7pm) because there was not time to obtain review comments on the plans that showed closure of the northern curb cut.

A total of 145 notices of the Hearing were sent to property owners within 500 feet and to interested citizens and a notice was published in the June 16th and 17th, 2014 editions of the *Portland Press Herald*. Neighbors who contacted the Planning office regarding the June 10th hearing were advised of the Tabling. The applicant is not required to hold a neighborhood meeting for this proposal. Three comments have been received that all raise objections regarding its impact on the sidewalk/street and nearby residential area ([PC1](#), [PC2](#) and [PC3](#)).

Required Waivers:

<i>Requested Waiver</i>	<i>Standard and any waiver provisions</i>
Driveway Design: the remaining access driveway into the proposal site is proposed to be 28 feet in width and exceeds the maximum in order to allow facilitate two way access at this busy Forest Avenue location.	<i>Technical Manual Section 1.7.1.4</i> which specifies a maximum of 24 feet wide for a minor commercial driveway. (Note: the existing site has 2 drives, each approx. 40 feet in width. Tom Errico, Traffic Reviewer, supports the waiver.)



(Above aerial prepared by staff;
enlarged version in [Att. 6](#))

II. PROJECT DATA:

Zone:	B-2 Business
Proposed Use:	Automobile Sales
Previous (Legal) Use:	Office and oil truck storage (use of former Gas Station)
Required Minimum Lot Area:	10,000 sq ft
Proposed Lot Area:	12,111 sq ft
Existing impervious area:	10,408 sq ft
Proposed impervious area:	10,258 sq ft
Total floorspace of existing bldg:	652 sq.ft. (included in above impervious area)
Required parking:	not specified in ordinance
Proposed parking:	6 spaces for employees and customers, up to 16 vehicle display spaces
Required Bicycle Parking:	2 spaces
Proposed bicycle parking:	2 spaces
Existing Driveways:	2 for applicants leased area
Proposed Driveways:	1 narrowed and 1 closed

III. EXISTING CONDITIONS

The parcel is largely a rectangle with 134 feet of frontage along Forest Avenue, but includes a sliver of land running along the back of the abutting lot along the railway (Plan P1.) The former gas station building has been refurbished by the applicant. The former gas pumps have been removed along with the underground gas tanks.

There are many cars currently parked on the site, roughly as shown in the aerial photograph (Attachment 6). The applicant has indicated that the site is associated with the nearby Merlin Auto Sales and used to “store” vehicles at this time.

The site is located between a parking lot serving the adjacent restaurant and hairdressers to the north, and a driveway and commercial building (currently also a hairdressers) to the south. Opposite the site (across Forest Avenue) is Hartley Street, a residential street with commercial uses nearest Forest Avenue where it is zoned B2c (see below under VII A zoning Assessment).

A pedestrian crosswalk is located across Forest Avenue just north of the site.



The site backs onto the railway line and there are mature trees along the rear boundary (photo below left), though the site itself is not delineated from the parking/driveways on the two sides. To the north curb stops separate the vehicles for sale from the parking for the adjacent restaurant (photo below at right).



IV. PROPOSED DEVELOPMENT

The applicant considers that few improvements are needed as he is leasing the site and the site is suitable “as is” for the proposed use as a car dealership. However, during discussions with staff regarding the conditional use and site plan ordinance requirements, the proposals evolved so that the plans (Plans P2 and P3) now show:

- The closure of the northern curb cut/drive (now 39 feet wide- see Plan P1)
- Narrowing of the southern curb cut/drive (now 40.6 feet wide- see Plan P1)
- Creation of sidewalk along the closed curb cut
- Repair of existing apron within proposed drive access
- Landscaped buffer along front
- Relocation of existing curb stops along northern property boundary
- Marking of parking spaces for customer and display vehicles
- Dumpster and enclosure of the dumpster

The plans do not include any proposals for the existing building (former gas station) as the work has already been completed.

V. PUBLIC COMMENT

Three residents of Hartley Street have raised concerns regarding the proposed use based on the applicant’s historic use of the site, including:

- Excessive number of vehicles, overflowing onto street
- Encroachment onto the sidewalk
- Vehicles for sale being parked on Hartley Street
- Vehicles delivered or picked up by flatbed truck in Hartley Street
- Bright fluorescent lights left on at night (building canopy)
- Apparent car sales taking place at the site.

The current application would address some of the concerns raised by neighbors if the proposals were to be implemented as shown on the plans (P2 and P3). The other issues could be addressed by the potential conditions of approval as listed in the motion for the Board to consider.

VI. RIGHT, TITLE AND INTEREST

The applicant submitted a Lease for the site and the deed held by the site owner (Attachment C).

VII. STAFF REVIEW

A. ZONING ASSESSMENT

The site is located in the B-2 Community Business zone where automobile dealerships are permitted as a Conditional Use. The site is within a long band of B2 on the east side of Forest Avenue and is at least 90 feet from the R5 zone on the other side of the railway tracks (see aerial photograph with zoning shown, below).

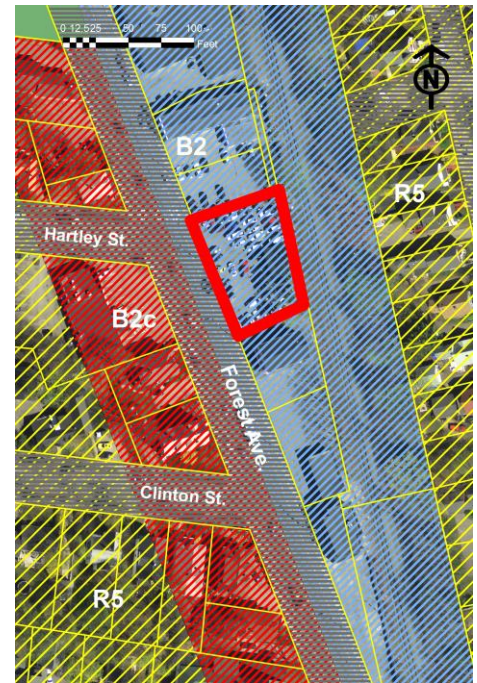
Marge Schmuckal has submitted the following comments (Attachment 2):

This property is located in the B-2 business zone. This is an after-the-fact application. Automobile sales are considered a conditional use appeal to the Planning Board. There may be a question as to which conditional use standards to use for the PB meeting since the new standards just went into effect.

The existing building is legally nonconforming for the maximum front yard setback. It is noted that the current car parking arrangement is not reflected in the existing conditions plan

The applicant is showing a 5' strip of landscaped buffer. As required. Once the use has been approved by the PB, separate permits are required to establish that use on the property. Separate permits are required for any signage for this lot.

Marge Schmuckal has termed this an after-the-fact application because previously car sales were taking place. In early 2013 the owner of the site (Steve Mardigan) was sent a letter by Ms Schmuckal that requested the automobiles to be removed and for the use to be “legalized” through the appropriate building permits and site plan/conditional use reviews.



Staff plan based on City GIS data

At that time the applicant submitted both a conditional use and site plan application, but these were incomplete and not made complete until early in 2014. The Corporation Counsel’s office has confirmed that the proposal should be reviewed under the conditional use standards in place at the time the application was accepted.

It is understood that the applicant has renewed progress on the previous applications because the State will not license this site for car sales until the City confirms the use through this review and with the issuance of a “change of use” permit from the Zoning Administrator. It is understood that the nearby Merlin Auto site (640 Forest Avenue) does have a license to sell cars and the applicant has indicated that 783 Forest Avenue is currently used for car storage associated with the Merlin auto site rather than car sales.

B. CONDITIONAL USE REVIEW (Section 14-183):

Sec. 14-183. Conditional uses identifies auto dealership in the B-2 zone as a conditional business use if they meet the following requirements, and “*the Planning Board shall be substituted for the board of appeals as the reviewing authority over conditional business uses*”. The applicant has submitted an conditional use application (Attachment B) and an analysis of how the proposal complies with the conditional use standards in Attachment D.

Section 14-183 specifies (in relation to automobile dealerships):

In addition to approval by the Planning Board with respect to the requirements of article V (site plan), sections 14-522 and 14-523 notwithstanding, these uses shall comply with the following conditions and standards in addition to the provisions of section 14-474:

The requirements taken from the Ordinance 14-183 (a) 5 (as in place at the time the applications were accepted) are in italics below, together with a staff comment in respect of the proposals.

- a. *Signs: Signs shall not adversely affect visibility at intersections or access drives. Such signs shall be constructed, installed and maintained so as to ensure the safety of the public. Such signs shall advertise only services of goods available on the premises.*

Staff comment: The applicant is not proposing any signs as part of the current applications. A potential condition requiring the separate sign review and approval is included in the proposed motion for the Board to consider.

- b. *Circulation: No ingress and egress driveways shall be located within thirty (30) feet from an intersection. No entrance or exit for vehicles shall be in such proximity to a playground, school, church, other places of public assembly, or any residential zone that the nearness poses a threat or potential danger to the safety of the public.*

Staff comment: The applicant proposes to close one of the two existing curb cuts and continue to narrow and use the other curb cut. The remaining curb cut/drive access is over 100 feet from the intersection with Hartley Street on the opposite side of Forest Avenue.

- Clause 6 g.i. *A landscaped buffer, no less than five (5) feet wide, shall be located along street frontages (excluding driveways). The buffer shall consist of a variety of plantings in accordance with the City of Portland Technical Manual.*

Staff comment: The proposals include a 5 foot wide landscaped buffer along part of the Forest Avenue frontage, with a note confirming it would be planted to meet the ordinance.

The City Arborist, Jeff Tarling, has commented
(Attachment 3):

The applicant should install a small island that can be planted with low ornamental grasses.

I have the grass types etc that I can send next. It will provide some relief to the bleak pavement and parking lot without blocking the car display.

It should work well actually.



The City Arborist comments addressed the nature of the planting but Mr Tarling was not aware of the proposed curb cut closure and expanded display area. Staff suggest that the buffer should be about twice as long as shown on the plan to extend in front of the display cars that will face Forest Avenue. It would then ensure that the display cars do not encroach on the sidewalk and also address the Conditional Use standard more fully.

The following standards apply to all conditional uses:

Section 14-474(c)(2) *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.*

Staff comment: There are no known unique or distinctive characteristics associated with the proposed use (as say compared with a parking lot).

- b. *There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding area; and*

Staff comment: The location of the proposed car dealership is within a large section of B2/B2c. The site abuts the railway to the east, where mature trees contribute to the buffering and screening of the site from the nearest residential zone. To the north and south are commercial premises and associated parking. Residents in Hartley Street, opposite the site, object to the proposal based on the way the applicant has used the surrounding streets as part of the business. Staff have included several potential conditions of approval to manage the facility on-site and address the concern about potential off-site activity associated with the use.

- c. *Such impact differs substantially from the impact which would normally occur from such a use in that zone.*

Staff comment: The impacts of this use, assuming it remains within the site, would not differ substantially from the impact of other permitted uses in the zone.

C. DEVELOPMENT REVIEW

The proposed development has been reviewed by staff for conformance with the relevant review standards of Section 14-526- Site Plan. As this is a Level I: Site Alteration Site Plan, not all of the standards are applicable and there are fewer submittal requirements. Staff comments are highlighted in this report.

1 SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527)

The proposal is subject to a Level I: Site Alteration Site Plan and the submission requirements are listed in 14-527 (b). The Site Plan application (Attachment A), narratives and plans have addressed the ordinance requirements.

2 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. A Level I site Alteration is not subject to all of the Site Plan Standards. Staff comments are listed below.

A. Transportation Standards (1,2 and 4)

1. Impact on Surrounding Street system and 2. Access and circulation

The proposed used car dealership is located on Forest Avenue along a straight stretch of single lane traffic with good visibility; there are two existing curb cuts on the site, each about 40 feet in width. The proposed use does not have high trip generation, with limited loading and servicing. Although the Technical Standards would allow the two drives to remain (if narrowed to about 24 feet each), the location of the northern curb cut opposite Hartley Street and adjacent to a crosswalk has led staff to suggest the closure of the curb cut and this would provide additional car display area.

The applicant has decided to move forward with one access drive, and Plan P2 shows the proposed closure of the northern curb cut with sidewalk replacing the existing apron, and that the main drive access will be via the southern curb cut which would be narrowed to 28 feet. The interior circulation includes space to display approximately 16 vehicles for sale along with access to the dumpster and customer parking, with no provision for car repair and associated apparatus.

Tom Errico, the Traffic Engineering reviewer, has commented (Attachment 4):

I have reviewed the revised site and I find it to be acceptable. I believe the changes are very beneficial overall. Please note the following:

- The landscape island should be extended along the entire frontage so vehicle encroachment on the sidewalk is prevented.*
- On-site parking of vehicles should not block access and egress movements.*

The comments imply support for the waiver of the driveway width, and the suggested conditions of approval incorporate the recommendations of Mr Errico.

2. Access and circulation- Sidewalks

The two aprons associated with the existing wide (approx. 40 feet) curb cuts are in poor condition- see photos below taken June 3, 2014:



Northern curb cut and apron (to be closed)



Southern curb cut apron (to be narrowed and repaired)

The applicant has proposed to reinstate the sidewalk along the closed curb cut and upgrade the remaining drive apron as indicated in Plan P2. Planning and DPS staff met with the applicant on June 5, 2014 and confirmed that formal PE stamped plans were not required for the two apron sections that needed repair, but that a contractor licensed in the City of Portland needed to meet with DPS staff prior to starting work, to clarify the details and arrange for granite curbing to be extended and installed where needed. The applicant engaged a contractor to undertake the apron repairs soon after that meeting, apparently hoping to show that he was sincere in completing this aspect of the proposal.

Staff understand that the Director of DPS is very concerned that the contractor started work in the ROW last week but were not licensed in the City of Portland, did not obtain a street opening permit, did not follow “dig safe” procedures, and did not do the work in accordance with the DPS standards set out in the Technical Manual. DPS staff asked the contractors to stop work on Friday and the contractors left lumps of concrete in Forest Avenue and then came in on the weekend to complete the work. Details are set out in the comments from Mike Farmer in Attachment 5.

DPS are intending to take enforcement action (including fines) and at the time of completing this report the nature of the enforcement is under discussion. DPS have requested that the conditions of approval include the requirement to rectify the situation in the ROW and staff envisage that the potential condition included in this report may be amended at the hearing to reflect the final DPS and Corporation Counsel recommendations.

The DPS comments (Attachment 5) also confirm that the recent work in the ROW did not close the northerly curb cut, and no new sidewalk (with curbing) was installed as indicated on the site plan in Plan P2. The comments of Mr Errico, Traffic Engineering reviewer, are based on the expectation that the northern curb cut would be closed and the sidewalk reinstated with curbs. The suggested conditions of approval, under both the conditional use and site plan reviews, clarify this requirement.

4. Parking Requirements

The ordinance does not specify minimum vehicle parking provision for this use. Staff have confirmed that the proposed parking layout and associated buffers and curb stops are acceptable except that the planted buffer needs to be lengthened (Attachment 4). The Ordinance requires 2 bicycle parking spaces where the parking requirement is 0 to 10 vehicle parking spaces for this proposal, which have been included in the site improvements on Plan P2.

B. Environmental Quality Standards (1 and 3)

1. Preservation of Significant natural Features

There are no significant natural features on this site, which is largely paved or built. There are several large trees along the rear boundary line that are not impacted by the proposal. Planting along the frontage at the back of the sidewalk is proposed (see conditional use review above). Staff suggest the inclusion of a condition that requires the preservation of these trees to ensure that some future occupant does not

3. Water quality; Stormwater Management; Erosion control:

The applicant has reduced the overall impervious surface through the addition of the planted area at the front and therefore does not trigger Chapter 500 requirements. Dave Senus, the Peer Engineering reviewer, has commented that during the construction of the planter (and any other construction eg laying of new curbing) that (Attachment 1):

The plans should show or note catch basin inlet protection (silt sacks) to be installed at the first down-gradient catch basin in Forest Ave during construction. The plans should state that the Forest Ave Right-of-Way shall be kept clean from dust and construction debris and swept daily or as requested by the City of Portland during construction to minimize dust and sediment originating from the site.

C. Public Infrastructure and Community Safety Standards (1)

1. Consistency with Master Plans:

The proposals do not impact city infrastructure except the repairs/sidewalk reinstatement to the drive apron areas which is discussed above.

D. Site Design Standards (5,6,8,9)

5. Historic Resources:

The proposed site alterations do not affect any historic resource.

6. Exterior Lighting:

The proposals do not include any specific lighting proposals. It is noted that two existing light bases are on site and if these are re-fitted or new lighting is proposed, the proposals would need to be reviewed and approved to ensure that they meet the City's Technical Standards.

The existing building includes bright lighting under the canopy (open fluorescent with no shield) and residents have stated it is on all night. This does not meet City Technical standards which require cut-off lighting and that the light levels should be halved during night time hours.

A potential condition of approval is included in the motion for the Board to consider to address both of these issues.

8. Signage and Wayfinding:

The proposals do not include any new signs, but a potential condition of approval is included to clarify that any new signs would require separate permits.

9. Zoning Related Design Standards

There are B2 standards that would apply if there was a new building. The existing gas station building is legally nonconforming regarding setbacks. The B2 design standards do require landscaping and buffers, which is largely addressed by the Conditional Use requirement for a frontage buffer. Staff recommend the preservation of the mature trees along the rear of the site to address this requirement regarding the residential properties on the other side of the railway line.

VIII. STAFF RECOMMENDATION

Staff recommends that the Planning Board approve the Auto Dealership conditional use and site plan with the proposed waiver and conditions of approval.

IX. PROPOSED MOTIONS FOR THE PLANNING BOARD'S CONSIDERATION

WAIVER

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on June 24, 2014 for application #2013-044 and #2014-025 (783 Forest Avenue) relevant to the Portland Technical and Design Standards and Guidelines and other regulations and the testimony presented at the Planning Board hearing:

1. The Planning Board **waives / does not waive** the requirements of *Technical Manual Section 1.7.1.4* which specifies a maximum of 24 feet wide for a minor commercial driveway, to allow one driveway (only) at this site at a maximum of 28 feet wide.

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 for the public hearing on June 24, 2014 for application #2013-044 and #2014-025 (783 Forest Avenue), 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 Auto Dealership at 783 Forest Avenue in the B-2 zone **does / does not** meet the standards of Section 14-474 and the standards of Section 14-183 for the B2 zone, subject to the following conditions:

- i. That no vehicles associated with this site and the dealership use shall be parked on any adjoining or nearby streets (including any part of Hartley Street) nor overhang the ROW, sidewalk or property outside of the site; if such parking is documented as taking place, enforcement action may be pursued by the City; and
- ii. That all activities associated with the car dealership use shall take place on the privately owned part of the site; if such activities are documented as taking place, enforcement action may be pursued by the City; and
- iii. That the “Improvements Plan” (Plan P2 in this report) shall be revised for review and approval prior to implementation, to: 1) expand the planted buffer along Forest Avenue to be approximately twice the length shown on the plan; 2) show that the existing trees along the rear of the site are to be preserved; and 3) show that the existing lights on the building shall be modified to be “cut-off” in type and on a timer that lowers the light levels at night; and
- iv. That no car sales take place from this site until all of the improvements shown on the revised and finally approved “Improvements Plan” are completed to the satisfaction of the Planning Authority.

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 for the public hearing on June 24, 2014 for application #2013-044 and #2014-025 (783 Forest Avenue), 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 / is not** in conformance with the site plan standards of the land use code, subject to the following conditions:

- i. That a revised final site plan (“Improvements Plan”) shall be submitted for review and approval prior to implementation, to: 1) expand the planted buffer along Forest Avenue to be approximately twice the length shown on the plan; 2) show that the existing trees along the rear of the site are to be preserved; and 3) show that the existing lights on the building shall be modified to be “cut-off” in type and on a timer that lowers the light levels at night; and
- ii. No work shall be done on site improvements until such time as the applicant has posted a Performance Guarantee in accordance with the standard conditions of approval and obtained all required City permits, including a street opening permit from the Department of Public Services and a change of use permit from the Inspections Division; and
- iii. That the improvements to the sidewalks, aprons and curbing be completed in accordance with the City of Portland Technical Standards and the final approved site plan (“Improvements Plan”), and that no car sales may commence from this site until the Department of Public Services confirms the completed improvements meet the Technical Standards for these improvements; and
- iv. That the applicant shall obtain a license from the State of Maine Bureau of Motor Vehicles prior to the start of car sales from this site; and
- v. That erosion control measures, as outlined in the Peer Engineer comments dated 5.30.2014, be in place prior to the start of construction of the planter and relocation of curbs; and
- vi. That the storage of snow shall not impede sight distance for vehicles exiting the site, and on-site parking of vehicles should not block access and egress movements; and
- vii. That no car repairs shall take place on the site unless an amended site plan is approved by the Planning Authority, with the amendments showing where and how these would be accommodated, and all other necessary permits are obtained; and
- viii. That any new lighting shall be in compliance with the site lighting requirements as set out in the City’s Technical Standard 12 “Site Lighting”; and
- ix. That separate permits are required for any signs on the site prior to their installation.

ATTACHMENTS

Report attachments

1. Peer Engineering Reviewer, Dave Senus 5.30.2014
2. Zoning Administrator, Marge Schmuckal 6.5.2014
3. City Arborist, Jeff Tarling 6.13.2014
4. Traffic Engineering Reviewer, Tom Errico, 6.20.2014
5. Department of Public Services, Mike Farmer 6.20.2014
6. Aerial showing site and parcel

Public Comments

- PC 1 J Parsons
- PC 2 M Charek
- PC 3 C Albert

Applicants submittal

- A. Level I: Site Alteration Site Plan Application (made complete 2014)
- B. Conditional Use Application
- C. Right, title and interest
- D. Conditional use analysis (letter) February 2013, amended May 2014

Plans

- P1. Existing conditions/survey
- P2. Proposed improvements (site plan)
- P3. Details

From: David Senus <dsenus@woodardcurran.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, "Thomas.Errico@tylin.com" <Thomas.Errico@tylin.com>, "Barbara Barhydt (bab@portlandmaine.gov)" <bab@portlandmaine.gov>
Date: 5/30/2014 10:16 AM
Subject: RE: Site Plan & Cond Use 783 Forest Ave Car Dealership (2014-025)

Hi Jean:

The plans should show or note catch basin inlet protection (silt sacks) to be installed at the first down-gradient catch basin in Forest Ave during construction. The plans should state that the Forest Ave Right-of-Way shall be kept clean from dust and construction debris and swept daily or as requested by the City of Portland during construction to minimize dust and sediment originating from the site.

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<<http://www.woodardcurran.com>>
Commitment & Integrity Drive Results

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2014-025
Date: 6/19/2014

Comments Submitted by: Marge Schmuckal/Zoning on 6/5/2014

This property is located in the B-2 business zone. This is an after-the-fact application. Automobile sales are considered a conditional use appeal to the Planning Board. There may be a question as to which conditional use standards to use for the PB meeting since the new standards just went into effect.

The existing building is legally nonconforming for the maximum front yard setback. It is noted that the current car parking arrangement is not reflected in the existing conditions plan

The applicant is showing a 5' strip of landscaped buffer. As required. Once the use has been approved by the PB, separate permits are required to establish that use on the property. Separate permits are required for any signage for this lot.

Marge Schmuckal
Zoning Administrator

From: Jeff Tarling
To: Jean Fraser
Date: 6/13/2014 8:40 AM
Subject: Re: 793 Forest Ave - please look at site - need advice

Jean -

The applicant should install a small island that can be planted with low ornamental grasses.

I have the grass types etc that I can send next. It will provide some relief to the bleak pavement and parking lot without blocking the car display.

It should work well actually.

Jeff

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 6/20/2014 12:44 PM
Subject: 783 Forest Avenue

Jean- I have reviewed the revised site and I find it to be acceptable. I believe the changes are very beneficial overall. Please note the following:

The landscape island should be extended along the entire frontage so vehicle encroachment on the sidewalk is prevented.

On-site parking of vehicles should not block access and egress movements.

If you have any questions, please contact me.

Tom Errico

Sent from my iPhone

From: Jean Fraser
To: Fraser, Jean
Date: 6/20/2014 1:11 PM
Subject: DPS Comments : Final Site plan for PB Hearing re 783 Forest Avenue

>>> Michael Farmer 6/20/2014 12:55 PM >>>

I offer the following comments on behalf of the Public Services Department (DPS) with regards to the conditional use permit application for 783 Forest Avenue.

As I think you know, the applicant's contractor recently completed some driveway and sidewalk construction work in the right of way. This work is relevant to the most recent site plan, which you e-mailed to me after our office closed yesterday. I think there are three separate issues that are of concern to DPS with respect to this application.

1. One issue of concern is site plan conformance. The recently completed sidewalk and driveway work does not conform to the site plan. The plan indicates that the original northerly curb cut was to be closed, with curbing and new sidewalk constructed across the driveway opening. The work that was completed at the northerly curb cut was simply removal and replacement of the driveway apron. There is no newly installed curbing at this location, and the new concrete surface meets the edge of the street pavement. To conform to the site plan, the new driveway apron in the northerly curb cut will have to be removed and reconstructed (assuming that the intent is to close the curb cut, install new curbing, and build a new sidewalk that is raised 6 or 7 inches street level. There appear to be other inconsistencies between the details shown on the site plan and the recently completed work in the right of way.

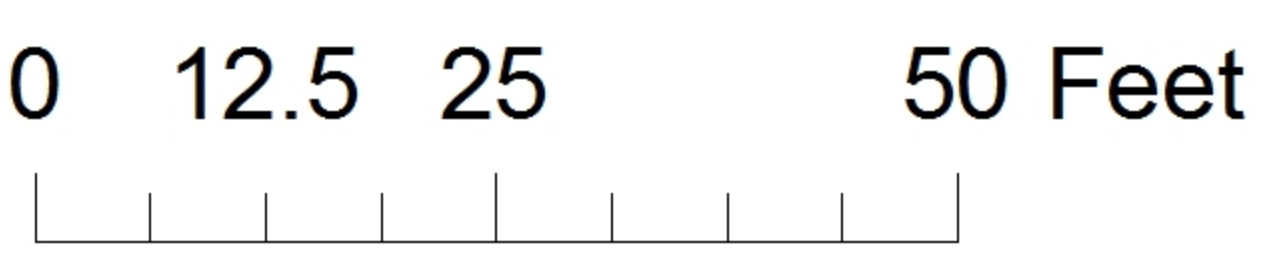
2. Quality of the recently completed construction work in the right of way is an issue of concern. The DPS is responsible for inspecting street, driveway, and sidewalk improvements built in the public streets. DPS utilizes its "street opening" permit process and pre-construction meetings (between inspectors and contractors) to communicate with contractors and coordinate inspections, which are considered a necessary means of assuring that construction work in public streets meets City standards. In this situation, the contractor did the construction work without obtaining a street opening permit and without notifying City staff to arrange for them to inspect the work. When the work was in progress and a DPS inspector visited the job site on a rainy Friday, the contractor was advised to stop the work. My understanding is that the contractor essentially ignored the request to stop work and subsequently worked on a Saturday to complete their work. Inasmuch as City staff did not have an opportunity to inspect the recently completed construction work, and in consideration of the discrepancies noted above, there is a high likelihood that DPS staff will request that the recently completed work be removed and reconstructed.

3. Regulatory compliance is an issue of concern. My understanding is that the contractor who recently performed the work described above did so without an Excavator License required from the City, without a Street Opening Permit required by the City, without adhering to the State "Dig Safe" rules, and without adequate traffic control at the work site. DPS is still reviewing this situation and considering what, if any, enforcement activities might be undertaken to address these regulatory compliance concerns.

Michael Farmer, Project Engineer
 Portland Dept. of Public Services
 55 Portland Street
 Portland, ME 04101
 phone: 207-874-8845
 fax: 207-874-8852>>> Jean Fraser 6/19/2014 4:50 PM >>>



Site at 783 Forest Ave.



Prepared by Planning Div.based on City GIS/2006 aeri



Level I – Site Alteration 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 I: Site Alteration site plan.

Level I: Site Alteration Development includes:

- Alteration of a watercourse or wetland as defined in Section 14-47 of the City Code.
- Alteration of a site. The disturbance of land areas of less than one (1) acre that are stripped, graded, grubbed, filled or excavated. The Planning Authority shall exempt from review the loam and seeding of lawns and the cumulative placement of less than fifteen (15) cubic yards of fill on any lot provided such loaming or placement does not alter a drainage course, swale, wetland or redirect water onto adjoining property and does not violate any other provision of the Portland City Code or state or federal law. "Disturbed area" does not include routine maintenance, but does include re-development and new impervious areas.
- The construction of any temporary or permanent parking area, paving of existing unpaved surface parking areas between 1,000 and 7,500 sq. ft., or creation of other impervious surface areas between 1,000 and 7,500 sq. ft..
- The rehabilitation or reconstruction, but not new construction, of piers, docks, wharves, bridges, retaining walls, and other structures located within the shoreland zone.
- A site alteration in which vehicle access is proposed from more than one (1) street;

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> or copies may be purchased at the Planning Division Office.

Planning Division

Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or (207) 874-8719

Office Hours

Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: 783 FOREST AVENUE

PROPOSED DEVELOPMENT ADDRESS:

783 FOREST AVENUE

PROJECT DESCRIPTION:

CONDITIONAL USE OF THE ABOVE ADDRESS LOCATED
IN THE B-2 ZONE. PROPOSED USE: AUTO DEALERSHIP

CHART/BLOCK/LOT: 137-C-001

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: <u>CHANGIZ FARD</u> Business Name, if applicable: <u>H/A</u> Address: <u>684 FOREST BAXTER BLVD</u> City/State: <u>PORTLAND</u> Zip Code: <u>04103</u>	Applicant Contact Information Work # Home# Cell # <u>207-650-1100</u> Fax# e-mail:
Owner – (if different from Applicant) Name: <u>STEPHEN E. MARDIGAN</u> Address: <u>460 BAXTER BLVD</u> City/State: <u>PORTLAND</u> Zip Code: <u>04103</u>	Owner Contact Information Work # Home# Cell # <u>207-831-8762</u> Fax# e-mail:
Agent/ Representative Name: <u>ROBERT T. GREENLAW PLS</u> Address: <u>134 PORTLAND AVE</u> City/State: <u>OLD ORCHARD BEACH</u> Zip Code: <u>04064</u>	Agent/Representative Contact information Work # Cell # <u>207-749-9471</u> e-mail: <u>BOB.GREENLAW@MYFAIRPRINT.NET</u>
Billing Information Name: <u>CHANGIZ FARD</u> Address: <u>684 BAXTER BLVD</u> City/State: <u>PORTLAND</u> Zip Code: <u>04103</u>	Billing Information Work # Cell # <u>207-650-1100</u> Fax# e-mail:

Engineer Name: <u>H/A</u> Address: City/State : Zip Code:	Engineer Contact Information Work # <u>H/A</u> Cell # Fax# e-mail:
Surveyor Name: <u>ROBERT T. GREENLAW PLS</u> Address: <u>134 PORTLAND AVE</u> City/State : <u>O.O. B</u> Zip Code: <u>04064</u>	Surveyor Contact Information Work # Cell # <u>749-9471</u> Fax# e-mail:

APPLICATION FEES:

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

Level I Site Alteration Site Plan

___ Application Fee (\$200.00)

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.

Performance Guarantee: A performance guarantee is required to cover all public and private site improvements.

Inspection Fee: An inspection fee of 2% of the performance guarantee is due prior to the release of permits

Application Submittal

Refer to the application checklist (page 5) for a detailed list of submittal requirements.

All site plans and written application materials must be submitted in digital format. Each plan shall be submitted as a separate file and named as noted on page ____?. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), written materials, and application fee must be submitted to the Planning Division Office to start the review process.

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).

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 Site Plan review only. A Performance Guarantee, Inspection Fee, Building Permit Application and associated fees will be required prior to construction.

Signature of Applicant:

Date:

02/25/13

PROJECT DATA

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

Total Area of Site	1211.3	sq. ft.
Proposed Total Disturbed Area of the Site	150	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 (Existing)	10408.7	sq. ft.
Impervious Area (Proposed)	10258.7	sq. ft.
Parking Spaces		
Parking Spaces (Existing)	11	
Parking Spaces (Proposed)	11	
Handicapped Spaces (Proposed)	1	

General Submittal Requirements – Level I Site Alteration

Applicant Checklist	Planner Checklist	Number of Paper Copies	Submittal Requirement
☒	☐	1	Completed application form.
☐	☐	1	Application fees.
☒	☐	1	Written description of project.
☒	☐	1	Evidence of right, title and interest.
☒	☐	1	Copies of required state and/or federal permits.
☐	☐	1	Written assessment of proposed project's compliance with applicable zoning requirements.
☒	☐	1	Written description of existing and proposed easements or other burdens.
☒	☐	1	Written requests for waivers from individual site plan and/or technical standards.
☒	☐	1	Evidence of financial and technical capacity.

Site Plans and Boundary Survey Requirements – Level I Site Alteration

Applicant Checklist	Planner Checklist	Number of Copies	Submittal Requirement
☒	☐	1	Boundary Survey meeting the requirements of Section 13 of the City of Portland Technical Manual.
☐	☐	1	Site Plan Including the following:
☒	☐		▪ Existing structures with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone)
☒	☐		▪ Location and dimension of existing and proposed paved areas.
☒	☐		▪ Location and details of proposed infrastructure improvements (e.g. - curb and sidewalk improvements, utility connections, roadway improvements).
☒	☐		▪ Identification of and proposed protection measures for any significant natural features on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code.
☒	☐		▪ Details of proposed pier rehabilitation (Shoreland areas only).
☒	☐		▪ Existing utilities.
☒	☐		▪ Existing and proposed grading and contours.
☒	☐		▪ Proposed stormwater management and erosion controls.
☒	☐		▪ Total area and limits of proposed land disturbance.
☒	☐		▪ Existing vegetation to be preserved and proposed site landscaping.
☒	☐		▪ Existing and proposed easements or public or private rights of way.

Reminder: All items submitted must be submitted in digital format in addition to the paper copies referenced above on page 4.



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: _783 Forest Avenue

CHART/BLOCK/LOT: ____137 C 001_____

RIGHT, TITLE OR INTEREST: (Please identify the status of the applicant's right, title, or interest in the subject property.)

Changiz Fard is the lessee of 783 Forest Ave. Stephen E. Mardigan is the owner

(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.

The property was previously used as an office for CN Brown Oil. It also had oil delivery trucks parked there when not in use. Before that it was a gas station. The tanks have been removed.

TYPE OF CONDITIONAL USE PROPOSED:

Used automobile dealer.

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- 183

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.

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; and
- d. Zone Related Criteria

CONTACT INFORMATION:

	Applicant's Contact for electronic plans Name: Robert T. Greenlaw PLS e-mail: Bobgreenlaw@myfairpoint.net work #: 207-749-9471
Applicant – must be owner, Lessee or Buyer Name: Changiz Fard Business Name, if applicable: Address: 684 Baxter Blvd City/State : Portland Zip Code: 04103	Applicant Contact Information Work # Home# Cell # 207-650-1100 Fax# e-mail:
Owner – (if different from Applicant) Name: Stephen E. Mardigan Address: 460 Baxter Blvd City/State : Portland Zip Code: 04103	Owner Contact Information Work # Home# Cell # 207-831-8762 Fax# e-mail:
Billing Information Name: Changiz Fard Address: 684 Baxter Blvd City/State : Portland Zip Code: 04103	Billing Information Work # Cell # 207-650-1100 Fax# e-mail:

APPLICATION FEES:

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

___ Conditional Use \$100.00

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

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:

- a. Conditional Use 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 Section 14-474 and any applicable standards of review contained in the zoning code for the specific use.
- e. 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.
- f. One set of the plans at 11X17.
- g. 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: 02/13/13
---	--------------------------

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.

3/27/14

MODIFIED GROSS LEASE

785 Forest Avenue, Portland, Maine

This LEASE AGREEMENT (the "Lease") is made as of July 12, 2011 between **Stephen E. Mardigan** ("Landlord"), and **Changiz(aka Marco) Fard** ("Tenant").

Landlord hereby agrees to lease to Tenant and Tenant hereby agrees to hire from Landlord, subject to all of the terms and conditions hereinafter set forth, a portion of the land and building at 785 Forest Ave, Portland, Maine (the "Leased Premises").

BASIC LEASE TERMS

1. **Building:** 785 Forest Ave, Portland, Maine.
2. **Leased Premises and Leased Premises Areas:** Rentable Area of the Leased Premises: 660 square feet. See attached.
3. **Initial Base Rent:** Initial Rent Monthly Installments: \$2,000.00 through June 30, 2012. Beginning July 1, 2012 monthly rent will go up to \$2,500.00.
4. **Initial Term:** One (1) Year, commencing on July 1, 2011. Plus one (1) year renewal at \$2,500 per month.
5. **Tenant Responsibilities:** Tenant is responsible for all repairs and maintenance (including snow plowing and removal) on the property and building. Tenant is responsible for all utilities servicing the property.
6. **Tenant Insurance:** Tenant is required to carry liability insurance naming the Landlord as additional insured and must show proof of insurance prior to any work commencing on the property.
7. **Rent Commencement Date:** July 12, 2011. Rent will be due on the first of the month starting on August 1, 2011.
8. **Late Fee:** \$200 late fee will be assessed after the 3rd of the month.
9. **Termination:** If the rent is not paid by the 10th of the month, this agreement is terminated and the Tenant shall immediately vacate.
10. **Permitted Uses:** Used car sales and related business.
11. **Landlord's Work:** None. The Leased Premises are provided "AS IS." Tenant acknowledges that Tenant may be required to make additional improvements to the Leased Premises to make it usable for its purposes, and that the Rent reflects the "AS IS" nature of the Leased Premises and the limited nature of the Landlord's Work. Landlord is not responsible for any permitting or worked required by the State or City of Portland pertaining to the licensing or use of property for auto sales.

12. Addresses for Notices:

Landlord:

460 Baxter Boulevard
Portland, ME 04103
Attn: Stephen E. Mardigan

Tenant:

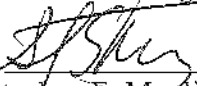
684 Baxter Boulevard
Portland, ME 04103
Attn: Changiz Fard

13. All payments payable under this Lease will be picked up by the Landlord on the 1st of every month.

IN WITNESS WHEREOF, the parties hereto have executed this Lease, consisting of the foregoing provisions incorporated herein by this reference, as of the date first above written.

"Landlord"

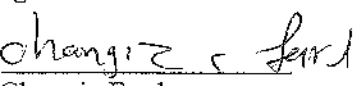
Stephen E. Mardigan

By: 

Stephen E. Mardigan

"Tenant"

Changiz Fard

By: 

Changiz Fard



Index Number - 15W

April 1 2005 by 2010

TRUSTEE'S DEED

GERALD GROSS, in his capacity as Successor Trustee of the J.G. REALTY TRUST dated February 1, 1973 with any amendments thereto,

of 17489 Via Capri, Boca Raton, FL 33496

for consideration paid, grants to

STEPHEN E. MARDIGAN

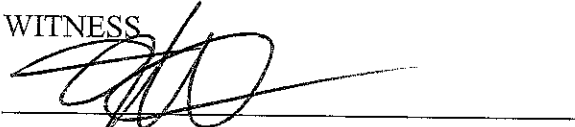
of 460 Baxter Blvd., Portland, ME 04103, with WARRANTY COVENANTS, the following described real property in Portland, County of Cumberland and State of Maine:

See Exhibit A attached hereto and made a part hereof

Also hereby conveying all rights, easements, privileges, and appurtenances, belonging to the premises hereinabove described.

WITNESS hand and seal this 9th day of May, 2006.

WITNESS



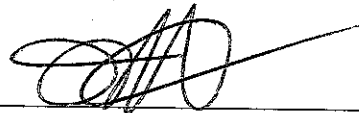
Gerald Gross, Successor Trustee of the
J.G. Realty Trust dated February 1, 1973
With any amendments thereto

State of Maine
Cumberland, ss.

May 9, 2006

Personally appeared before me the above-named Gerald Gross, Successor Trustee of the J.G. Realty Trust and acknowledged the foregoing instrument to be his free act and deed and the free act and deed of the J.G. Realty Trust dated February 1, 1973, with any amendments thereto.

Before me,



James A. Hopkinson, Attorney-at-Law

MAINE REAL ESTATE TAX PAID

EXHIBIT A

A certain lot or parcel of land with the buildings thereon, situated on Forest Avenue in the City of Portland, County of Cumberland, State of Maine, bounded and described as follows:

Beginning on the easterly side of Forest Avenue, at the southerly sideline of a parcel of land conveyed by Frederick E. Leighton to E.P. Jillson by deed recorded in Cumberland County Registry of Deeds, Book 874, Page 450; thence easterly 88 feet to the right of way of the Portland Terminal Co.; thence southerly along the westerly boundary of said Terminal Co., right of way 128 feet to land conveyed to Clifford S. Libby, et al.; thence westerly by said Libby land 68 feet to the easterly sideline of Forest Avenue; thence northerly along said sideline of Forest Avenue 134 feet to the point of beginning.

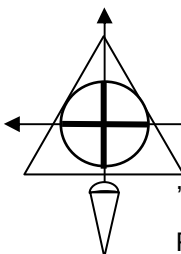
For title reference see Deed given by Gergro Realty Corp. of Maine to Laura A. MacMullin, Trustee of the J.G. Realty Trust, dated February 1, 1973 and recorded in the Cumberland County Registry of Deeds in Book 3359, Page 122.

H-MARDIGAN.ST.FA

G:\CLIENTS\M\Mardigan\783.789Forest\ExhibitA.DOC

Received
Recorded Register of Deeds
May 10, 2006 09:50:50A
Cumberland County
John B O'Brien

After Recording Return to:
Hopkinson, Abbondanza & Backer
511 Congress Street, Ste. 801
Portland, Maine 04101
(207) 772-5845



ROBERT T. GREENLAW, PLS

February 12, 2013

City of Portland
Planning and Urban Development Department
Planning Division
389 Congress Street
Portland Maine 04101

Conditional Use Appeal for an Automobile Dealership at 783 Forest Ave

As a representative of the lessee of 783 Forest Avenue, Changiz Fard, I would like to ask the planning department and or Planning Board to grant our request to authorize a conditional use of the above address to operate as a Pre Owned Automobile Dealership.

Listed as a conditional use in section 14-183 of the zoning ordinance for the B-2 zone this property will continue to serve the neighborhood as it has since 1968. Originally a Citgo Gas Station, this property has always been associated with automobiles in some way.

Most recently C. N. Brown owned the property and used it as an oil delivery location.

The site will remain as it has with two entrances/exits that are not within 30 feet of intersection No entrance or exit for vehicles is proximity to a playground, school, church, other places of public assembly, or any residential zone that the nearness poses a threat or potential danger to the safety of the public.

The proposed conditional use is actually a traditional use along Forest Avenue. There are currently two used car dealers along Forest Avenue. This property is suited for the proposed use as there enough space to park at least 10 automobiles while still meeting the design guidelines of creating a 5 foot wide planted buffer in front of the property.

The parking lot is paved and in fair condition with the City of Portland concrete sidewalks providing safe passage for pedestrians.

To the north and south of the property are commercial buildings with the railroad to rear of the property. Commercial properties are directly across the street with two residences to the south of the commercial uses.

No sign is planned for the property at this time. There are two abandoned sign bases that are still in place but these will not be used at this time.

No mechanic work will take place on the parcel with very limited auto detailing taking place.

We look forward to working with the planning staff in developing this conditional use.

Sincerely,

Robert T. Greenlaw PLS

134 Portland Ave.
Old Orchard Beach, Maine 04064
Bobgreenlaw504@gmail.com
207-289-4546

ROBERT T. GREENLAW, PLS

Written Response to Conditional Use Standards:

Section 14-183:

(a) Business permitted to in the B-2 zone

(a) 5. Automobile dealerships

Signs:

No signs are planned on the street line side of the property.

Circulation:

The existing entrances shall be used for the dealership as shown on the attached proposed site plan. They are not within 30 feet of any intersection.

6. Drive through:

No drive through window is planned for the dealership.

(g) Conditions specific to major or minor auto service stations, car washes and automobile dealerships.

i. A 5 foot wide landscape buffer is planned to be installed along the street line as shown on the attached "Proposed Site Plan".

Section 14-474

1. An application has been submitted with the appropriate fee

a. The applicant's name and address is Changiz Fard 684 Baxter Blvd Portland, Maine 04103. Changiz is a lessee of the of the subject property.

b. The owner is Stephen E. Mardigan 460 Baxter Blvd Portland Maine 04103

c. The address of the subject property is 783 Forest Ave Portland Maine

d. The subject parcel falls in the B2 zone and is currently a former gas station last used as a home oil delivery office.

e. As noted above, an automobile dealership is a conditional accepted use in the B2 zone as mentioned in Section 14-183.

f. The applicant seeks to use the property as a previously owned automobile dealership.

g. A preliminary site plan is attached hereto.

ROBERT T. GREENLAW, PLS

Assessment of Zoning Compliance:

The building was constructed in 1968 with gas pumps and a canopy in front of the building. The pumps, tanks and canopy have been removed and the site remediated. While the building does not meet the B2 zone requirement of having the building near the street it does meet setback requirements for the side and rear setbacks.

Evidence of Financial and Technical capacity:

A statement of Mr. Fard's financial capability has been submitted to the Building Inspection Department.

Required State and Federal Permits:

The State of Maine Car dealer's license has been submitted to the State and is waiting on the Conditional Use being approved by the City of Portland.

From: <jimellen@maine.rr.com>
To: <jf@portlandmaine.gov>
Date: 6/11/2014 4:02 PM
Subject: 783 Forest Ave Site Plan and Conditional Use Review

Hello Jean,

My wife and I have resided in our home at 38 Hartley St since 1996 and are very happy with the area we chose to buy our home in.

Over the years we have seen neighbors come and go but still a tight knit community with a lot more kids in the area as of recent years.

The car dealership at 783 Forest Ave (Merlin Motors) has been a concern to many of us since they started up.

More and more cars are on the lot, overflowing onto the street and sidewalk of Forest Ave making what has always been a difficult area to make a left turn onto than ever before.

Even more of a nuisance is the fact that they park the cars that they cannot cram on their lot onto our residential street. Not only do these cars take up valuable parking (especially in the winter months), but are not registered and many not having current Maine State Inspection stickers on them which brings up another concern. Many times I have seen these cars being "test driven" without plates (even though I know they have dealer plates that are mostly used for their 2nd location by Woodford's Corner).

Not only is this "car lot" unsightly during the day, but they leave their VERY BRIGHT fluorescent lights on all night pointing up our street creating light pollution.

Thank you for addressing our concerns,
Jim Parsons
38 Hartley St.
Portland, ME 04103

From: Michael Charek <michaelcharek@gmail.com>
To: Jean Fraser <jf@portlandmaine.gov>
Date: 6/16/2014 1:08 PM
Subject: 783 Forest Avenue

Ms. Fraser,

I am writing as a Hartley Street resident, among the group of neighbors contacted by the City of Portland about a pending Site Plan and Conditional Use application for 783 Forest Avenue. We have lived at our current address for 31 years, and have seen the neighborhood change over that time, with businesses on Forest Avenue developing and, for the most part, flourishing. We recognize that we live fairly near a busy street with its attendant traffic and business activity, and accept what goes with that proximity. However, we are concerned about what has been going on at 783 Forest Avenue for several years now.

I have reviewed the report that had been prepared for the June 10 meeting, and understand the application was tabled until June 24. I also understand that the plan available at that time was not complete, but that representations have been made by the tenant as to what they are proposing to do.

The application indicates that the northerly curb cut is to be closed in and the sidewalk built up to the level of the adjacent sidewalk, and the southerly curb cut and drive are to be narrowed from approximately 40 feet to 28 feet, with sidewalk and curbing extended to the new apron. This seems to be at odds with work that was done on Friday June 13 and today, June 16, essentially removing and replacing the concrete sidewalk at both curb cuts, with no filling in or narrowing. Concrete was placed and broom-finished, with tooled control joints. There are no expansion joints in the new concrete, and the material was placed without formwork, but rather "blended in" to the adjacent concrete and bituminous surfaces, as if it were bituminous paving instead of concrete. It does not look as though City of Portland engineering details were followed in the placement of the concrete.

This just-completed repair follows the behavior we have seen over the past two years that the current business has been in operation at this address, in complete disregard of land use regulations. As far as I have seen, no permission was ever asked or granted for the storage of vehicles at this address, or for used car sales to take place there. This is what we have observed:

A large number of passenger vehicles, between 40 and 50, are parked on the lot at all times.

Most of the vehicles have no license plates. They may not have current state inspection stickers.

Many of the vehicles have some sort of window sticker similar to car dealer's stickers, with particulars about the vehicle listed.

People often drive to the property and inspect the vehicles on display there.

At times the vehicles parked along the Forest Avenue side hang over the sidewalk, making it difficult, and at times in the winter, impossible, to walk along the property on the sidewalk.

On many occasions, vehicles are delivered or picked up by flatbed truck on Hartley Street.

Vehicles without plates, and with window stickers, are often parked on Hartley Street for short periods.

This is especially so in the winter, when vehicles are moved from the lot for snow removal.

Vehicles entering Forest Avenue from the driveway opposite Hartley Street make it difficult at times to enter Forest Avenue from Hartley Street.

There is no sign anywhere on the property to indicate what sort of business is going on there.

Unshielded exterior lights under the building canopy shine straight out from the building and cause glare in the eyes of drivers and pedestrians coming down Hartley Street toward Forest Avenue.

I would like to speak in support of a business trying to make a go of it in the City. Unfortunately, this particular business seems to have no interest in being a good neighbor and following the rules. Given past and very recent behavior of the owner and/or tenant, I cannot support their application. I would rather see the property revert to a vacant lot or to its current use of record, a gas station, than continue to be used as a mass storage lot for automobiles. As far as permitting the conditional use – used car dealership – that is being applied for, it is difficult to believe that anything shown on the plan or represented by the applicant will come to pass if the conditional use permission is granted.

Thank you for this opportunity to comment.

Sincerely,
Michael Charek

From: Matthew Albert <thealberts@maine.rr.com>
To: <jf@portlandmaine.gov>
Date: 6/18/2014 1:52 PM
Subject: 783 Forest Avenue

Dear Ms. Faser,

My family and I have lived on Hartley Street for 14 years and have watched responsible businesses grow and become successful in the general vicinity of our home. We have been supportive of several of the small businesses that have developed since we moved here 14 years ago. Unfortunately we are not supportive of the business being conducted and up for review by the Planning Board at 783 Forest Avenue. For two years a car dealership has operated out of that address without the proper licensing to operate such a business at that location. They load and unload cars on Hartley St, conduct car sales and negotiations in front of homes close to Forest Avenue, allow customers to park on Hartley St without regard to the residential nature of the street. Additionally, the current business and business owners at 783 Forest Avenue have demonstrated a complete and utter lack of regard or respect for the city ordinances that govern that property. I am aware of the plan that they presented to the planning board, they have recently made some "upgrades" to their property that are not shown on those plans. The owners are connected with Merlin Motors and seem to be an alternate lot for selling additional cars, a quick review of Merlin Motors website shows vehicles for sale which are parked in the overcrowded lot at 783 Forest Ave. I cannot support the application presented for 783 Forest Avenue.

Thank you for allowing public comment on this important issue.

Sincerely,

Christine S. Albert
19 Hartley Street
Portland, Maine 04103

GENERAL NOTES:

1. RECORD OWNER OF PARCEL: STEPHEN E. MARDIGAN AS RECORDED IN BOOK 25010, PAGE 160 IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.

a.) ADDRESS OF OWNER: 460 BAXTER BLVD. PORTLAND MAINE 04103

2. BEARINGS ARE BASED UPON THE MAINE STATE GRID WEST ZONE 1983 DATUM. BASIS OF BEARINGS IS THE MONUMENT SHOWN HEREON IN FRONT THE SUBJECT PARCEL. THE COORDINATES ARE LABELED HEREON AND WERE SUPPLIED BY THE CITY OF PORTLAND ENGINEERING DEPARTMENT IN 2006.

THE MONUMENT THE AZIMUTH EXTENDS TO IS A 3' OFFSET MONUMENT FOUND ON THE EASTERLY SIDE OF FOREST AVENUE IN FRONT OF #835 FOREST AVE.
IT'S COORDINATES ARE NORTH 307446.28, EAST 2920849.86.

3. AREA OF PARCEL : 12111.3 SQ. FT., 0.28 ACRES

4. REFERENCE IS MADE TO THE FOLLOWING PLANS:

a.) RIGHT OF WAY AND TRACK MAP PORTLAND, MAINE CITY OF PORTLAND MAINE. VALUATION SHEET 1A, MAP 2.

b.) CITY OF PORTLAND MAINE STREETLINE SHEET OF FOREST AVE. DATED 3/4/27

c.) CITY OF PORTLAND MAINE ASSESSORS PLAN #137-BLOCK C-LOT 1.

5. ZONING: B-2 ZONE - SETBACKS: FRONT - NONE
REAR - 10 FT
SIDE - NONE

6. EXISTING PARKING: 10 9'X19' SPACES, 1-11'-19' HANDICAP SPACE. THE PARKING SPACES NOT DESIGNATED ARE FOR AUTOMOBILE DISPLAY.

7. PROPOSED 5 FOOT WIDE BUFFER SHALL CONTAIN PLANTINGS THAT CONFORM TO THE CITY OF PORTLAND ORDINANCES. NAMELY 1 2-1/2" STREET TREE NOT MORE THAN 15' FEET APART.

LEGEND

- Capped 5/8" Rebar Found
- Iron Pipe or Solid Pin Found
- △ Survey Instrument Point
- Abutter Line
- Property Line
- Street Line
- (50.00') Distance from reference plan or deed.
- N/F Now Or Formerly
- Overhead Utility
- Utility Pole
- Edge of traveled way
- Set Back Line
- Handicap Parking Spot
- 72 — Existing Contour Line

Detail 1
3 Of 3

Detail # Shown on Sheet 3 of 3

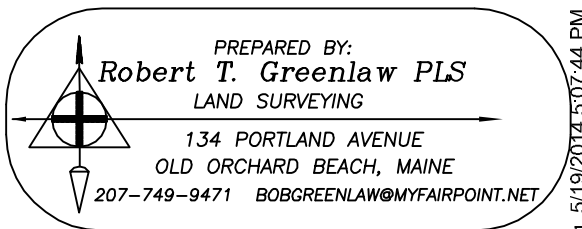
SURVEYORS STATEMENT:

I HEREBY CERTIFY THAT THIS SURVEY CONFORMS TO THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS' STANDARDS OF PRACTICE AS ADOPTED APRIL 01, 2001 WITH THE FOLLOWING EXCEPTIONS:

- a) NO WRITTEN REPORT
- b) NO PROPERTY CORNERS SET.

DATE: MAY 19, 2014

ROBERT T. GREENLAW P.L.S. #2303



GRAPHIC SCALE

REVISED 02-25-2013: VARIOUS EDITS FOR CLARITY
REVISED 02-04-2013: ADDED SITE FEATURES

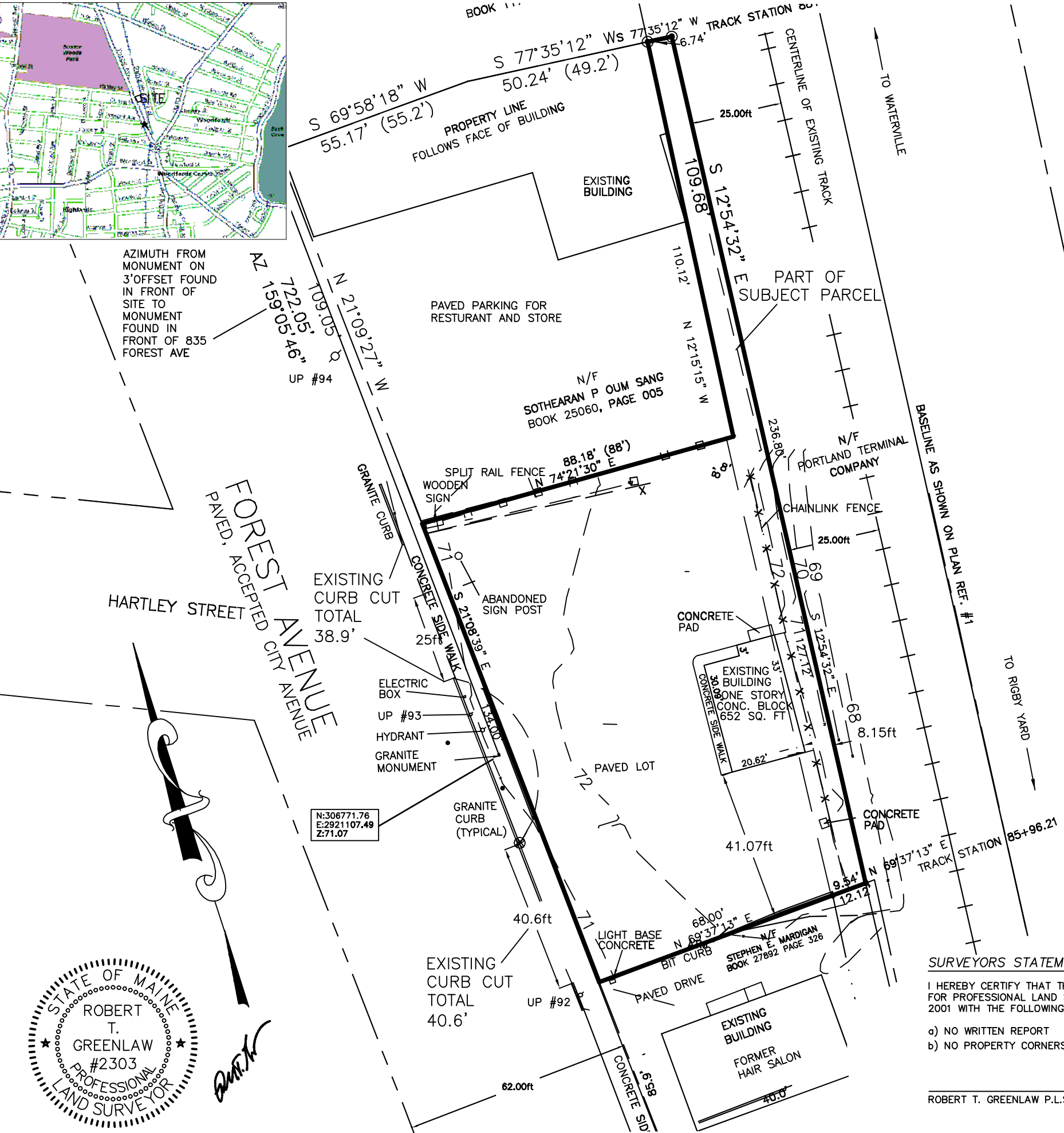
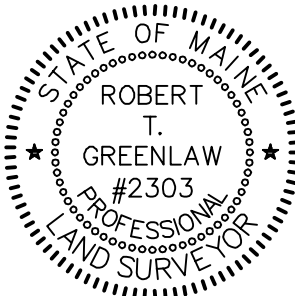
EXISTING CONDITIONS PLAN FOR A
PROPOSED AUTO DEALER
LOCATION
783 FOREST AVE. PORTLAND, ME.

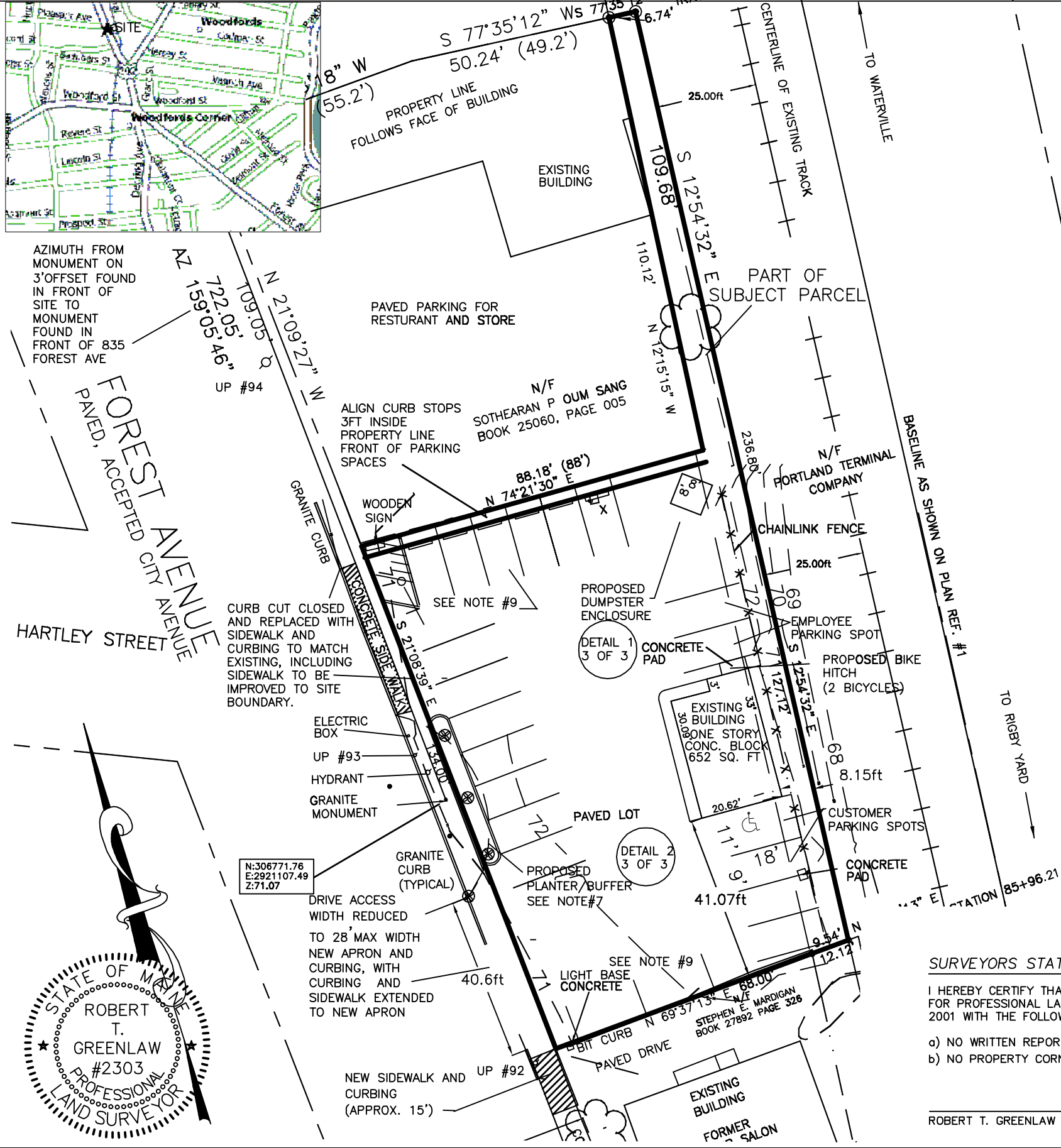
FOR
CHANGIZ FARD

SCALE: 1" = 30' DATE OF SURVEY: OCTOBER 18, 2013

BACK BAY FILE# 2006090

SHEET C1 EXISTING CONDITIONS





- GENERAL NOTES:
1. RECORD OWNER OF PARCEL: STEPHEN E. MARDIGAN AS RECORDED IN BOOK 25010, PAGE 160 IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
 - a.) ADDRESS OF OWNER: 460 BAXTER BLVD. PORTLAND MAINE 04103
 - b.) APPLICANT: CHANGIZ FARD 684 BAXTER BLVD. PORTLAND MAINE 04103
 2. BEARINGS ARE BASED UPON THE MAINE STATE GRID WEST ZONE 1983 DATUM. BASIS OF BEARINGS IS THE MONUMENT SHOWN HEREON IN FRONT THE SUBJECT PARCEL. THE COORDINATES ARE LABELED HEREON AND WERE SUPPLIED BY THE CITY OF PORTLAND ENGINEERING DEPARTMENT IN 2006.
THE MONUMENT THE AZIMUTH EXTENDS TO IS A 3' OFFSET MONUMENT FOUND ON THE EASTERLY SIDE OF FOREST AVENUE IN FRONT OF #835 FOREST AVE.
IT'S COORDINATES ARE NORTH 307446.28, EAST 2920849.86.
 3. AREA OF PARCEL : 12111.3 SQ. FT., 0.28 ACRES
 4. REFERENCE IS MADE TO THE FOLLOWING PLANS:
a.) RIGHT OF WAY AND TRACK MAP PORTLAND, MAINE CITY OF PORTLAND MAINE. VALUATION SHEET 1A, MAP 2.
b.) CITY OF PORTLAND MAINE STREETLINE SHEET OF FOREST AVE. DATED 3/4/27
c.) CITY OF PORTLAND MAINE ASSESSORS PLAN #137-BLOCK C-LOT 1.
 5. ZONING: B-2 ZONE - SETBACKS: FRONT - NONE
REAR - 10 FT
SIDE - NONE
 6. EXISTING PARKING: 10 9'X19' SPACES, 1-11'-19' HANDICAP SPACE. THE PARKING SPACES NOT DESIGNATED ARE FOR AUTOMOBILE DISPLAY.
 7. PROPOSED 5 FOOT WIDE BUFFER SHALL CONTAIN PLANTINGS THAT CONFORM TO THE CITY OF PORTLAND ORDINANCES.
 8. AS NOTED IN THE N.F.P.A. SECTION 220 THIS BUILDING IS CLASSIFIED AS A TYPE III (ORDINARY) EXTERIOR PROTECTED. THE EXISTING STRUCTURE IS A SINGLE STORY STRUCTURE WITH CINDER BLOCK WALLS. THE ONLY INTERIOR PARTITION WALL ENCLOSES THE BATHROOM. THE BUILDING IS COVERED WITH A WOOD FRAMED FLAT ROOF COVERED IN RUBBER.
a.) FIRE PROTECTION IS ACHIEVED WITH TWO HARD WIRED SMOKE DETECTORS AND A FIRE EXTINGUISHER LOCATED NEAR THE FRONT DOOR. A CITY OF PORTLAND FIRE HYDRANT IS ALSO LOCATED DIRECTLY INFRONT OF THE SUBJECT PARCEL.
 9. PARKING SPACES NOT MARKED CUSTOMER PARKING, EMPLOYEE OR HANDICAP ARE FOR THE DISPLAY OF CARS FOR SALE.

- LEGEND
- Capped 5/8" Rebar Found
 - Iron Pipe or Solid Pin Found
 - △ Survey Instrument Point
 - Abutter Line
 - Property Line
 - Street Line
 - (50.00') Distance from reference plan or deed.
 - N/F Now Or Formerly
 - Overhead Utility
 - Utility Pole
 - Edge of traveled way
 - Set Back Line
 - Handicap Parking Spot
 - 72 — Existing Contour Line

PREPARED BY:
Robert T. Greenlaw PLS
LAND SURVEYING
134 PORTLAND AVENUE
OLD ORCHARD BEACH, MAINE
207-749-9471 BOBGREENLAW@MYFAIRPOINT.NET



GRAPHIC SCALE

REV 7 06-19-14: ADDED MORE PARKING SPACES AND EDITED NOTES
REV 3 06-9-14: ADDED NOTES ON PLAN PER CITY COMMENTS

PLAN SHOWING IMPROVEMENTS FOR A	
PROPOSED AUTO DEALER	
LOCATION	
783 FOREST AVE. PORTLAND, ME.	
FOR	
CHANGIZ FARD	
SCALE: 1"= 30'	DATE OF SURVEY: FEBRUARY 25, 2013
BACK BAY FILE# 2006090	C2 PROPOSED AUTO DEALER IMPROVEMENTS

SURVEYORS STATEMENT:

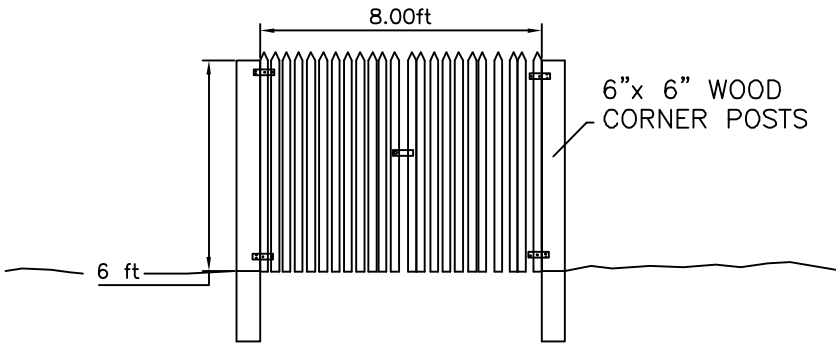
I HEREBY CERTIFY THAT THIS SURVEY CONFORMS TO THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS' STANDARDS OF PRACTICE AS ADOPTED APRIL 01, 2001 WITH THE FOLLOWING EXCEPTIONS:

a) NO WRITTEN REPORT
b) NO PROPERTY CORNERS SET.

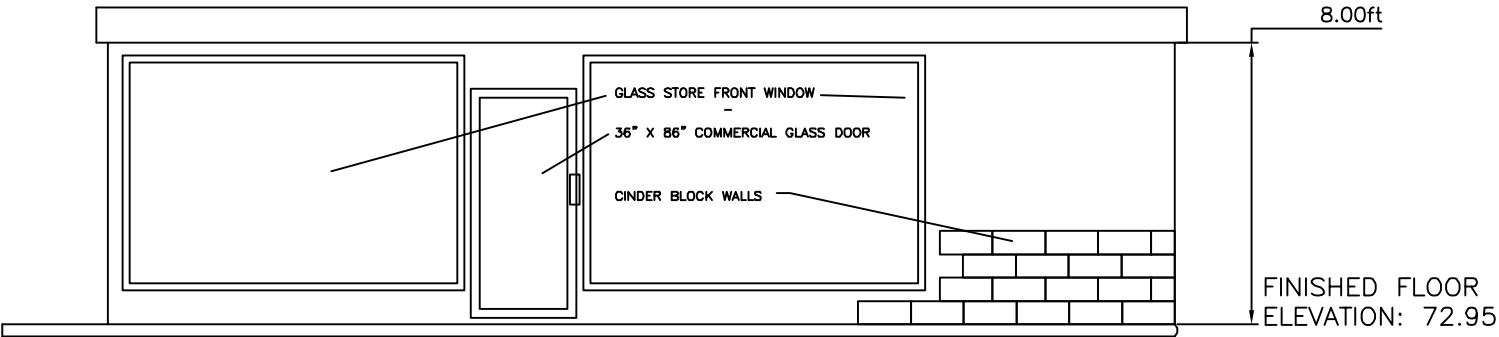
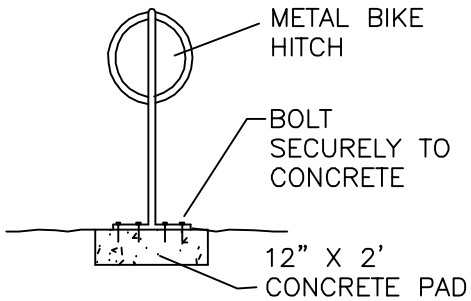
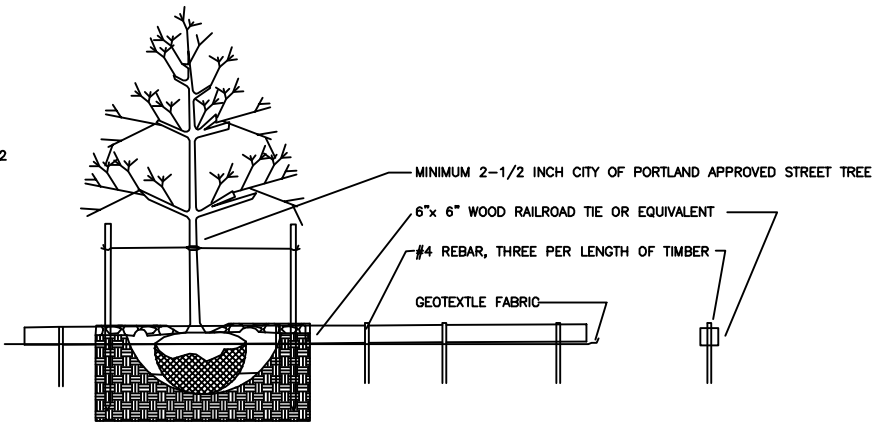
DATE: JUNE 19, 2014
ROBERT T. GREENLAW P.L.S. #2303

DETAIL 1
3 OF 3

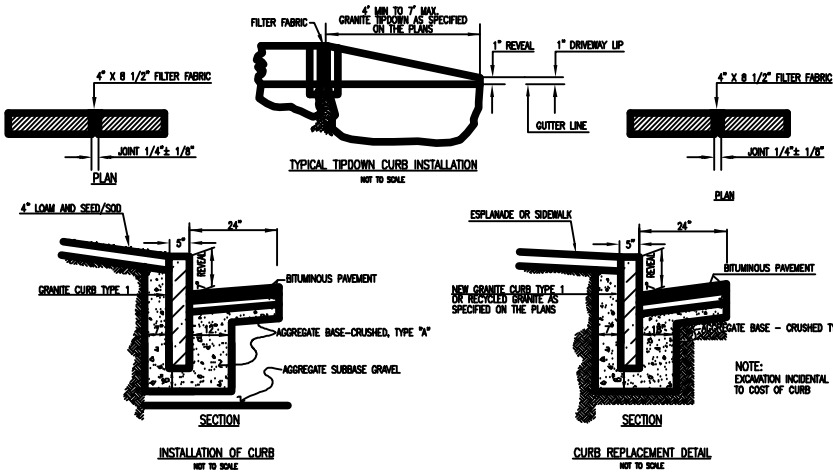
DUMPSTER
ENCLOSURE
8FT X 8FT WOOD
PICKETS



DETAIL 2
3 OF 3



STREET VIEW 783 FOREST AVENUE



TYPICAL INSTALLATION OF CURB
NOT TO SCALE

NOTE:
REFER TO CONTRACT FOR MORE
DETAIL MATERIAL SPECIFICATIONS.

CONCRETE SPECIFICATION:

- 4000 P.S.I.
- 3/4" AGGREGATE
- 6 - 7 % AIR ENTRAINMENT
- SLUMP - 4" ± 1"

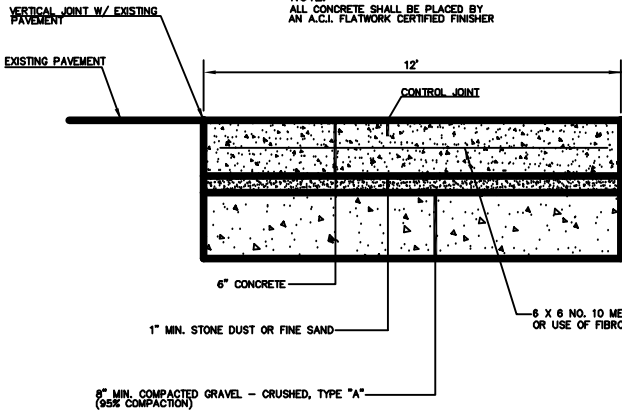
CONTROL JOINT SPECIFICATION:

- SPACING OF JOINTS
- 10 FEET ON CENTER ALONG LENGTH
- 6 FEET ON CENTER ALONG WIDTH
- SAW CUT JOINTS AT 1 1/2" MAX. DEPTH

FINISH SPECIFICATION:

- BROOM SWEEP FINISH
- CURE WITH CURE-TO-SPEC MS
- AFTER CONSTRUCTION JOINTS HAVE BEEN FILLED AND SEALED; APPLY "CONSOLDECK SALTGUARD"

NOTE:
ALL CONCRETE SHALL BE PLACED BY
AN A.C.I. FLATWORK CERTIFIED FINISHER



REINFORCED CONCRETE CROSSWALK - TYPICAL SECTION
NOT TO SCALE



REVISED 06-10-14: ADDED TIP DOWN, WALK AND BIKE DETAIL

DETAIL SHEET
783 FOREST AVENUE PORTLAND, MAINE

FOR:
A PROPOSED AUTOMOBILE DEALER

DRAWN BY: RTG

CHECKED BY: KGG

SCALE: NOT TO SCALE

DATE: FEBRUARY 25, 2013

JOB NUMBER: 2004013

PRINT DATE: 02/25/2013

SHEET: C3 DETAILS

PREPARED BY:
ROBERT T. GREENLAW PLS
LAND SURVEYING

134 PORTLAND AVE
OLD ORCHARD BEACH, MAINE
207-749-9471 Bobgreenlaw@myfairpoint.net

DRAWER: 2013 NO: 005

REVISED 6.24.2014 for PB Hearing

IX. PROPOSED MOTIONS FOR THE PLANNING BOARD'S CONSIDERATION *** sections have been revised by the Associate Corporation Counsel & Department of Public Services ***

WAIVER

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on June 24, 2014 for application #2013-044 and #2014-025 (783 Forest Avenue) relevant to the Portland Technical and Design Standards and Guidelines and other regulations and the testimony presented at the Planning Board hearing:

1. The Planning Board **waives / does not waive** the requirements of *Technical Manual Section 1.7.1.4* which specifies a maximum of 24 feet wide for a minor commercial driveway, to allow one driveway (only) at this site at a maximum of 28 feet wide.

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 for the public hearing on June 24, 2014 for application #2013-044 and #2014-025 (783 Forest Avenue), 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 Auto Dealership at 783 Forest Avenue in the B-2 zone **does / does not** meet the standards of Section 14-474 and the standards of Section 14-183 for the B2 zone, subject to the following conditions:

- i. That no vehicles associated with this site and the dealership use shall be parked on any adjoining or nearby streets (including any part of Hartley Street) nor overhang the ROW, sidewalk or property outside of the site; if such parking is documented by the City as taking place, enforcement action may be pursued by the City in accordance with the Portland City Code, 30-A M.R.S. § 4452, M.R. Civ. P. 80K, or in any other manner available by law; and
- ii. That all activities associated with the car dealership use shall take place on the privately owned part of the site; if activities in violation of this requirement are documented as taking place, enforcement action may be pursued by the City in accordance with the Portland City Code, 30-A M.R.S. § 4452, M.R. Civ. P. 80K, or in any other manner available by law; and
- iii. That the "Improvements Plan" (Plan P2 in this report) shall be revised for review and approval by the Planning Authority prior to implementation, to: 1) expand the planted buffer along Forest Avenue to be approximately twice the length shown on the plan; 2) show that the existing trees along the rear of the site are to be preserved; and 3) show that the existing lights on the building shall be modified to be "cut-off" in type and on a timer that lowers the light levels at night (one hour after the business closing to one hour before business opening, per City Technical Standards 12.2.8) ; and
- iv. That no car sales take place from this site until all of the improvements shown on the revised and finally approved "Improvements Plan" are completed to the satisfaction of the Planning Authority.

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 for the public hearing on June 24, 2014 for application #2013-044 and #2014-025 (783 Forest Avenue), 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 / is not** in conformance with the site plan standards of the land use code, subject to the following conditions:

- i. No work shall be done on any site or Right of Way improvements until such time as the applicant has: 1) posted a Performance Guarantee in accordance with the standard conditions of approval; and 2) obtained all required City permits, including a street opening permit from the Department of Public Services and a Change of Use permit from the Inspections Division; and 3) held a Preconstruction Meeting; and

- ii. That a revised final site plan (“Improvements Plan”) shall be submitted for review and approval prior to implementation, to: 1) expand the planted buffer along Forest Avenue to be approximately twice the length shown on the plan; 2) show that the existing trees along the rear of the site are to be preserved; and 3) show that the existing lights on the building shall be modified to be “cut-off” in type and on a timer that lowers the light levels at night; and
- iii. That the improvements to the sidewalks, aprons and curbing be completed in accordance with the City of Portland Technical Standards and the final approved site plan (“Improvements Plan”), and that no car sales may commence from this site until the Department of Public Services confirms the completed improvements meet the Technical Standards for these improvements; and
- iv. That the applicant shall obtain a license from the State of Maine Bureau of Motor Vehicles prior to the start of car sales from this site; and
- v. That erosion control measures, as outlined in the Peer Engineer comments dated 5.30.2014, be in place prior to the start of construction of the planter and relocation of curbs; and
- vi. That the storage of snow shall not impede sight distance for vehicles exiting the site, and on-site parking of vehicles should not block access and egress movements; and
- vii. That no car repairs shall take place on the site unless an amended site plan is approved by the Planning Authority, with the amendments showing where and how these would be accommodated, and all other necessary permits are obtained; and
- viii. That any new lighting shall be in compliance with the site lighting requirements as set out in the City’s Technical Standard 12 “Site Lighting” and the approved Improvements Plan; and
- ix. That separate permits are required for any signs on the site prior to their installation.



PLANNING BOARD REPORT PORTLAND, MAINE

Portland International Marine Terminal
460 Commercial Street
Level III Site Plan Review
2014-038
Maine Department of Transportation, Applicant

Submitted to: Portland Planning Board: Public Hearing Date: June 24, 2014	Prepared by: Richard Knowland Date: June 20, 2014 CBL: 59-A-1-3-4-7-8-11; 59-A-2-5-6-9-10 (leased)
---	--

I. INTRODUCTION

A public hearing 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, 3 and 4 include updated supplemental material submitted on April 24, 2014, May 6, 2014 and June 6, 2014, respectively. The site plan sheets are shown as Attachment P.

The Board had an initial workshop on this item at the Board’s May 13th meeting. A follow-up workshop scheduled for the Board’s June 10th meeting was cancelled at the request of MDOT and the staff memo prepared for the workshop was discussed as a communication to the Board.

The issue of infrastructure coordination with the New Yard parcel appears to be nearing resolution. Based on progress staff has seen over the last week we feel comfortable with the progress that has been made in securing appropriate infrastructure and access for the New Yard parcel. The documentation of this agreement (including corresponding related site plans) will likely be a condition of approval because not all final legal documents and easements will have been completed or in place by Tuesday’s public hearing. The immediate concern of both parties is drafting a memorandum of understanding that would form the framework for addressing outstanding access and infrastructure issues. See page 6 of this report for more information

Notice of the public hearing consisted of 454 notices being mailed to neighbors as well as the Legal Ad which ran in the June 16 and June 17 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 on 22 acres. 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

A. Overview

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, a concrete loading pad 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.
- A concrete pad that facilitates the loading and unloading of railroad cars. The pad is 752 feet long and 74 feet wide or about 55,000 sf in size. A four foot high concrete wall will be placed along the entire length of the pad at the edge of Commercial Street. Thirty foot high light poles will be placed on the pad 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 and the front entrance area will have a black top surface.

B. 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. Jennifer Thompson, Associate Corporation Counsel, has confirmed MDOT has established right, title and interest in the property. See Attachment B.

C. Development Reviews

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

State of Maine permits include Site Location of Development Act and Natural Resources Protection Act (NRPA). A copy of the approved DEP Site Location of Development permit (dated May 27, 2014) has been provided. The letter references that a NRPA permit-by-rule was also approved on May 21, 2014.

D. Waivers

Applicant has requested a number of waivers. The request along with supporting information is shown as part of Attachment 3 (Subattachment I). City staff recommendations on the waiver requests may be found on Attachments D (Tom Errico memo) and Attachment F (David Margolis-Pineo memo).

Waiver	Code Reference	Comment
Sidewalks and Granite Curbing	Site Plan Standard 14-526(a)(2)c.1 (and 14-448 and 14-449, by reference)	<i>Sidewalk waiver is recommended by staff based on sidewalk criteria 1 (safe route across the street, and criteria 2 (no sidewalk within 1,000 feet along southerly side of Commercial St.). Curbing waiver is recommended based on</i>

		<i>criteria 4 (loss of significant site features of a greater public value,) and criteria 5 (runoff from the development site or within the street does not require curbing for stormwater management.)</i>
Driveway Width	Tech Standards, Sec. 1.7. Maximum driveway width of 30 for industrial uses.	<i>IMT: Proposed driveway width of 100 feet to accommodate large trucks. Nova Seafood: Oversized driveway width (100 plus feet) to accommodate existing tight site and maneuvering area for tractor trailers. Graybar: Proposed driveway widths of 50 feet and 65 feet. Similar to existing width. Tight site and maneuvering area for tractor trailers.</i>
Flooding	Tech Standards, Sec.V E, Flooding	<i>Waiver requested due to the capacity of the receiving body (the Fore River)</i>
Boundary Survey	Technical Standard, Sec. 13.2	<i>Waiver requested regarding incomplete info on rims/inverts and underground utilities. A portion of the site has incomplete topo info. Survey plans are less than 1 inch to 50 feet due to size and shape of subject parcels.</i>
Soil Infiltration Testing	Tech Standards, Sec. V, Appendix D.4.(a)	<i>Based on known conditions on the site and controlled materials to be installed with construction.</i>
Landscape and Preservation	Tech Standards Sec 4.2 & 4.3 (Preservation of Significant Site Features and Existing Vegetation) Site Landscaping: Screening and Buffers, Industrial and Commercial Developments Street Trees, Commercial, Industrial and institutional developments shall provide street trees 30 to 45 feet apart along project frontage.	<i>Regardless of waiver applicant must demonstrate compliance with Shoreland tree clearance standards. See landscaping section of this report. Applicant cites concrete wall, overhead and underground utilities as constraints to achieve this standard.</i>

E. Coordination With Adjacent Development Parcels

The narrative that follows came from the June 10th staff workshop memo regarding the coordination of access and utilities between the IMT proposal and the New Yard property. An agreement to resolve access and utility issues has not been received as of the writing of this report, but appears to be close to resolution. See Attachment X for letters submitted to the Planning Office on this issue.

As the Board may recall, Robert Flite of Portland Yacht Services (New Yard), testified at the workshop that the IMT should coordinate infrastructure and access with the New Yard site otherwise they will be “landlocked”. The New Yard landholdings (22 acres) originally received Planning Board site plan approval for a boat repair and storage facility in December 2012. Recently MDOT acquired all the New Yard landholdings for the IMT expansion except for 5 acres where the newly constructed New Yard building is located.

In a letter dated May 20, 2014, Stephen Bushey of FST consultant engineers, (representing New Yard), offered a number of suggestions regarding the IMT site plan to improve coordination of access, utilities and infrastructure between the two properties. See Attachment C-1. This letter covers improvements related to access, sanitary sewer, power, communication and cable lines and gas service.

At a meeting on May 20, 2014 with MDOT and their consultants, City staff requested a response to Mr. Bushey’s letter since these issues would undoubtedly be topics of discussion at the next Planning Board meeting.

In a letter dated May 23, 2013, Toni Kemmerle, Chief Counsel for MDOT, provided a response to Mr. Bushey’s letter. See Attachment 1.

Ms. Kemmerle states that an agreement between MDOT and New Yard “addresses such items as vehicular access for New Yard, utilities for New Yard, and drainage. Most of Mr. Bushey’s comments relate to these items, which are covered by that agreement”.

The next logical question would be whether the City could review a copy of the agreement to confirm how access, utilities and easements are addressed. We have asked both parties for a copy of the agreement but have not received one since the agreement includes a non-disclosure clause.

In a follow-up letter dated June 3, 2014, Stephen Bushey of FST, lists specific items that New Yard desires the IMT site plan to address including utility, infrastructure and access needs. See Attachment C-2 which includes a plan showing the location of requested utility easements.

- A 4” domestic water supply line and a 8” fire supply line from Commercial to the NW corner of the existing tension fabric building.
- A 6” sanitary sewer service to connect to the 48” sewer interceptor, located on the south side of Commercial Street.
- Power, communications and cable services to remain currently serving the site or as may be relocated in coordination with IMT Expansion activities.

- Vehicle access that supports routine large trailer and vessel movements from Gowen Marine and by New Yard patrons.

Mr. Bushey states: “From a practical standpoint, unless the retained parcel is afforded utility and vehicular easements a land locked parcel will have been created by the taking. We anticipate that as a matter of law, utility and vehicle access suitable for our immediate needs will be identified in the course of the IMT design process and we are working towards these solutions in advance of the upcoming Planning Board workshop.”

Summary: New Yard originally received Planning Board site plan approval in December 2012 for a boat yard and storage facility on 22 acres. Subsequently MDOT acquired approximately 14 acres of the site to accommodate an expansion of the IMT which is presently before the Planning Board for site plan review. The IMT proposal represents a revision or amendment to that approved site plan. In reviewing the IMT site plan, staff finds that the application has not met all of the site plan submission requirements of sec. 14-527(d), in particular, the following items of this section.

- (4) Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways.
- (22) Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets.
- (31) Location; dimensions and ownership of easements public or private rights of way, both existing or proposed.

Submission of this material should clarify the provision of access and utilities for New Yard and the IMT expansion since both sites are inextricably linked as a larger parcel (original New Yard parcel) which received Planning Board site plan approval. IMT now seeks to revise the originally approved site plan. Complete information on the above items needs to be addressed by the applicant to meet the submission requirements of the site plan ordinance.

V. STAFF SITE REVIEW

The site plan has been reviewed by City Staff including Planning Staff, the Zoning Administrator, Public Services (and review consultants), City Arborist and the Fire Department for conformance with the review standards of the Site plan Standards (sec. 14-526) and Shoreland Regulations.

Zoning

Marge Schmuckal, Zoning Administrator, has reviewed the plan and offers the following comments. See also Attachment C.

Comments dated May 6, 2014

The project is located in the WPDZ zone with a shoreland overlay zone. The proposed use for intermodal transportation facilities is listed as a permitted use. However the applicant explains that “there may be times where there will be truck to truck..”exchanges, I would want the applicant to explain in more detail outlining how this is an accessory use and not a principle 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 the same section of permitted uses 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 to what was written.

Comments dated June 18, 2014

I have reviewed the responses to my comments dated May 6, 2014. The response did not address my questions concerning truck to truck activities. I wanted more detail on that specific activity. Will that activity be less than 20% of the total activities there? Please give me more of a specific idea as to the details concerning the truck to truck activities.

My second comment regarded meeting the shoreland requirements of clearing vegetation. The response was that the final construction site plans will show what is to be removed. I could not find a plan with sufficient detail that responds to my request. As offered, I would like backup calculations to be provided so that I can determine compliance with ordinances. Please let me know the specific number on which the information is provided.

Site Plan Standards Review (Sec 14-526)

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

(a) TRANSPORTATION STANDARDS

A discussion of general circulation is shown below.

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 Unutil 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.

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. The driveway apron is recommended to be concrete (colored) since a brick apron is likely to be damaged by tractor trailers. The short sections of sidewalk between the driveway openings and outside the driveway openings will be brick. 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.

Tom Errico Comments

Vehicle, pedestrian and bicycle circulation have been important elements in the planning process of this project. Final review comments from Tom Errico, Traffic Review Consultant, are shown on Attachment D. For brevity sake we are not including all 37 of his comments in this section of the report. Comments highlighted below represent discussion of waiver requests, additional information needed or outstanding issues.

1. The traffic signal plan includes special phasing for Nova Seafood. I would suggest that a City agreement with Nova Seafood be crafted related to traffic operations and a memorandum of understanding and for traffic control.

Status: The applicant shall be required to provide a draft agreement that specifies maintenance, traffic signal, pavement marking and signage requirements for review and approval. The City suggests that this be a three-party agreement (City/State/Property Owner).

2. The driveway apron material at Nova Seafood does not meet City standards and a waiver will be required.

Status: The City supports a waiver from their technical standards for driveway apron material given pedestrian and truck movement conflicts. DPS requests that the driveway apron material be concrete with a color tint (to be determined in the future prior to construction) and be designed to accommodate heavy truck loads.

3. Several of the driveways on Commercial Street (IMT, Nova Seafood, and Gray Bar) do not meet City width standards and thus waivers will be required.

Status: For the IMT Driveway, which is proposed to be 100 feet wide, the applicant has provided a "auto-turn" graphic for a WB-67 truck. Reviewing the graphic, I believe the driveway can be narrowed, although not substantially. I would also like to understand more about the truck characteristics before rendering a final decision on the driveway width. Additionally, understanding right and left-turning movements for these large trucks will be helpful. If most are turning left and destined to the Fore River Parkway and the Veterans Bridge, there may be an opportunity to narrow the driveway on the easterly edge, which may also have a positive impact on the design of the crosswalk.

I have reviewed the "auto-turn" graphics for the Nova Seafood site and I support a waiver for driveway width given site operations and that it is an existing business with unique truck access/egress requirements.

The applicant has provided an "auto-turn" analysis for one of the Graybar Driveways. The applicant shall provide a similar analysis for the second driveway and provide specific truck delivery information before approval of the widths can be provided.

4. Several of the driveways on Commercial Street do not meet City corner clearance and separation standards.

Status: Both the Nova Seafood and Graybar driveways currently do not meet corner clearance standards and conditions will not worsen with the proposed project. Given site constraints and access and egress needs for large trucks, I support a waiver from the City's Technical standard.

5. The City is requesting that truck parking on in-bound Commercial Street be prohibited for to be specified distance in advance of the Beach Street intersection. The City will provide this restriction length.

Status: Trucks shall be prohibited from parking along Commercial Street from the new STOP bar at the signalized intersection to a point westerly of 200 feet. The applicant shall provide recommendations on how this prohibition will be regulated via signs or other measures for review and approval.

7. I am concerned about traffic operations and congestion during peak time periods, particularly when the special Nova Seafood traffic signal phase is actuated. The applicant should investigate the ability to limit the traffic signal phase during peak time periods.

Status: Specific information needs to be provided by the applicant that helps the City understanding specific constraints to implementing time-of-day restrictions.

8. A sidewalk waiver has been requested and a review of the supporting information will be performed.

Status: The applicant has documented that two sidewalk waiver criteria are met for the project and are based on prior IMT and New Yard applications. Given these prior decisions, specifically that an alternative route on the opposite side of Commercial Street will serve pedestrian activity in this area and that a signalized crossing will be provided at the IMT Site Driveway/Beach Street intersection, I support a waiver from providing a sidewalk along the property frontage.

9. A granite curbing waiver has been requested and a review of the supporting information will be performed.

Status: DPS is reviewing this waiver request.

10. 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.

Status: I understand the security constraints, as noted by the applicant, but I would suggest that the applicant provide an overview of the entire site and whether the layout could be modified to allow for an internal driveway connecting the existing IMT facility and the new signalized entrance that avoids going through the fenced area of the chassis yard.

11. A construction management plan has been prepared. Additional information will be required as it relates to specific traffic, pedestrian, and bicycle impacts during construction.

Status: The applicant has noted that the contractor will be responsible for development of a construction management plan. Site plan standards require applicants to prepare a plan in conjunction with site plan approval. The applicant is required to develop a conceptual management plan that should indicate how construction will occur on Commercial Street. The plan should note how vehicular traffic, pedestrians and bicyclists will be maintained during construction and should note any peak time period restrictions for construction activity (The City has arterial time restrictions). It may be necessary that some construction activities occur at night to avoid impacts to traffic flow.

24. It is my understanding that the Nova Seafood driveways will be restricted such that the easterly driveway will be an entrance only and the westerly driveway a exit only driveway. The plans do not reflect this.

Status: The applicant should include signs and pavement markings that support the one-way access/egress conditions for review and approval.

25. There are areas of roadway pavement that appear to be located outside the public right-of-way. An agreement on maintenance may be required.

Status: The applicant shall provide a draft maintenance agreement for review and comment.

30. The bicycle lane on the outbound side of Commercial Street continues to the limit of work, while the in-bound bicycle lane begins at the point where the left-turn lane is starting. The applicant should note why the in-bound bicycle lane can't start at the project limits.

Status: Within the project limits along Commercial Street, a formal bicycle lane should be continuously marked and signed as appropriate. The plans should be revised to reflect this.

31. The direction sign that note Casco Bay Bridge 500 Feet is being removed. This removal should be confirmed by City staff.

Status: A condition of approval shall be included that notes signage for the project is subject to change with final recommendations from the City to be provided prior to construction.

32. The plans illustrate that the sidewalk at the corner of the Nova Seafood building will not need to be reconstructed. Given that the curb is being relocated, the sidewalk will need to be upgraded.

Status: The applicant has agreed to make this change and revised plans will be reviewed for approval.

35. The plan replaces an existing Casco Bay Bridge 500 Feet sign with a sign that notes Casco Bay Bridge (right) and Fore River Parkway (through). City staff should determine if this replacement is acceptable.

Status: A condition of approval shall be included that notes signage for the project is subject to change with final recommendations from the City to be provided prior to construction.

36. It was my understanding that the bicycle lanes were going to have dashed line treatment through the intersection. The plans do not depict this.

Status: Enhanced pavements markings shall be provided in the subject area and final approval of the details shall be provided prior to construction.

Additional Comment

* DPS requests that the shared use path along Commercial Street within the project limits consist of brick material meeting city standards and the width be reduced to 8-feet. A revised plan that meets this directive shall be reviewed and approved by DPS.

1. Impact on Surrounding Street Systems

See above description of traffic circulation and improvements. The project is anticipated to generate 31 trip ends in the peak hour according to the HNTB traffic analysis. This analysis assumes that 15% of trip ends occur during peak hour.

Given the existing field conditions in the vicinity of the site, the placement of the driveway with a proposed traffic light, the bike lane, intersection and related improvements, this project represents a positive impact on the nearby street system.

2. Access and Circulation

a. Site Access and Circulation

- (i) *The development shall provide safe and reasonable access and internal circulation for the entire site for all users of the site.*
- (ii) *Points of access and egress shall be located to avoid conflicts with existing turning movements and traffic flows.*

Comments for both standards have been consolidated below

3. Pedestrians

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. This would assist pedestrians attempting to get to the sidewalk by the main entrance.

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.

Brick sidewalks will be installed along the Graybar frontage. A new sidewalk will be provided along the Nova Seafood property but the driveway apron will be concrete to withstand the weight of tractor trailers. Granite pavers along the edge of the roadway by Nova further enhances pedestrian safety.

4. Vehicles

As discussed above the new traffic light improves vehicle and circulation issues near the site. 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. 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.

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

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 although we have been told there are security limitations on the this movement.

5. *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 are provided near the project entrance.

6. *Loading and Servicing*

The entire site is designed to facilitate loading and servicing.

7. *Sidewalks.*

- (i) *All proposed developments shall provide sidewalks along all frontages in accordance with Sections 14-498 and 14-499 of the City Code.*

The applicants are requesting a waiver of this sidewalk and granite curbing requirements for the entire site frontage. This waiver request is addressed above in Mr. Errico's comment as well as with the applicant's submittal in Attachment A.7. City Staff and the consulting engineers have held lengthy discussions on the sidewalk waiver request and ultimately recommend that the Board grant the waiver. Under most circumstances, leaving a site isolated from the city sidewalk network would be unsupportable; but in this instance several complicating conditions exist:

- There will be very limited pedestrian use generated by the development.
- If a sidewalk were constructed, such a segment would be isolated for the foreseeable future due to rail right of way in West Commercial

Street under the Casco Bay Bridge, the recent waiver of sidewalk for the IMT to the east, and the lack of pedestrian destinations to the west.

Sidewalk construction on West Commercial Street is further complicated by the industrial context of the area and the need for heavy vehicle use of the soft shoulder. Working waterfronts require truck staging areas and with the gentrification of the Central Waterfront, West Commercial Street has become increasingly important as a truck staging area. Within recent years, trucks waiting to load and unload on the piers of the Central Waterfront traditionally staged in Commercial Street at the head of the piers. Increased congestion in the street and transition to other uses on the piers have combined to make in-street staging problematic (many of these trucks are bait trucks and the majority of the congestion occurs in the warmer months.) In response to changes in Commercial Street, West Commercial Street's southerly sideline has increasingly become the de facto truck staging area for many Central Waterfront marine businesses. At this time without a long-term plan for West Commercial Street, it is unclear if there is room for both sidewalk (which would need to be curbed) and truck staging and circulation.

There is a sidewalk on the north side of West Commercial Street and there are plans to extend a multi-use path along the entire length of the northerly right of way from Harborview Park to the Fore River Parkway. Given the industrial context of the site and the planned improvements to signalize the Beach Street intersection, both the DPS and Planning staff recommend waiving sidewalks for the site and asking the applicant to contribute toward pedestrian improvements at the planned traffic signal.

Staff has provided a map of the interim pedestrian route below.

The entire Portland Peninsula is located in a brick material district for sidewalk construction and granite curbing would be required as room for a planted esplanade is not available. For the New Yard application Public Services estimated that a new brick sidewalk would cost +/- \$135,000 and granite curbing could add +/- \$50,000 to \$60,000.

Based on the above discussion, staff recommends waiving both sidewalk and curbing. Sidewalk waivers criteria are provided below. Two criteria must be met to waive for each sidewalk and granite curbing.

Sidewalk Waiver Criteria

1. *There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.*
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.*
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 traveled.*
4. *The reconstruction of the street is specifically identified and approved in the first*

or second year of the current Capital Improvement Program or has been funded through an earlier CIP or through other sources.

5. *The street has been constructed or reconstructed without sidewalks within the last 24 months.*
6. *Strict adherence to the sidewalk 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.*

Criteria 3 is clearly met with the exiting sidewalk located on the northerly side of West Commercial Street. Criteria 2 could also be applied, if considered for only the south side of West Commercial Street.

Curbing Waiver Criteria

1. *The cost to construct the curbing, including any applicable street opening fees, is in excess of 5% of the overall project cost.*
2. *The reconstruction of the street is specifically identified and approved in the first or second year of the current Capital Improvement Program or has been funded through an earlier CIP or through other sources.*
3. *The street has been rehabilitated without curbing in the last 60 months.*
4. *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.*
5. *Runoff from the development site or within the street does not require curbing for stormwater management.*

Staff recommends waiving the requirement for granite curbing based on criteria 4 and criteria 5.

(iii) Continuous internal walkways shall be provided between existing or planned public sidewalks adjacent to the site, transit stops and street crossings and primary building entrances on the site.

See the sidewalk waiver discussion, above.

8. *Public Transit Access:*

Not applicable. No commercial building of 20,000 sf or more is proposed.

9. *Parking:*

- a. *Location and Required Number of Vehicle Parking Spaces:*
Since no new building is being proposed there is no parking requirement. The chassis storage yard provides parking for tractor trailer equipment.
- b. *Bicycle Parking*
Bike stand facilities for 4 bicycles are provided.
- c. *Motorcycle and Scooter Parking*
Not applicable. Staff believes this use does not require motor cycle or scooter parking.
- d. *Snow Storage*
There appears to be no provision for snow storage shown on the submitted plans. The applicant will be subject to MeDEP regulations if they intend to deposit snow in the Fore River.

10. *Transportation Demand Management Plan*

Not applicable. This project does not meet the threshold requiring a TDM.

(b) ENVIRONMENTAL QUALITY STANDARDS

1. *Preservation of Significant Natural Features:*

- a. *Significant natural features by incorporating them into site design. Significant natural features shall be defined as:*
 - (i) *Populations of trees and plants listed on the Official List of Endangered and Threatened Plants in Maine, published by the Maine Natural Areas Program. NA*
 - (ii) *Habitat for species appearing on the official state or federal list of endangered or threatened animal species; NA*
 - (iii) *High and moderate value waterfowl and wading bird habitat including nesting and feeding areas, as defined by the Department of Inland Fisheries and Wildlife; NA*
 - (iv) *Aquifers NA*

(v) *Waterbodies.* See Stormwater Management section of this report.

2. *Landscaping and Landscape Preservation:*

The proposed landscape plan is included in Plan 13.

a. *Landscape Preservation*

The Zoning Administrator has requested additional documentation regarding tree clearance within the Shoreland Zone. See Attachment C.

b. *Site Landscaping.*

Where zoning set backs are not required for development in the WPDZ, the landscaping requirements for buffer areas do not apply.

The applicant is proposing a 750 foot long concrete wall along the edge of Commercial Street so there is no room for street trees along this section short of shifting the wall a few feet to the south which the applicant indicates is not possible because of a potential need for an additional track line in the future.

Street trees are therefore focused on the northerly side of Commercial Street (across the street from the wall). Along the Graybar building frontage 11 red maple 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.

Jeff Tarling has reviewed the final submission and his comments are highlighted below:

1. The Karpick (Red Maple) may not be best tree for the street frontage along Graybar. Mr. Tarling would like to consider another tree species.
2. Stone benches should be relocated elsewhere because of conflicts with snow plowing operations.
3. Vegetation along the concrete such as Boston Ivy might help mitigate the impact of the wall.

Mr. Tarling supports the applicant's waiver requests regarding landscaping except that the project must meet minimum shoreland tree clearance standards.

Concrete Wall

As discussed at a previous workshop applicant is proposing a 752 foot long 4 foot high concrete wall along the edge of Commercial Street. In the project submission, the wall appeared to be integrated with a loading ramp to facilitate loading/unloading of rail road cars. During the workshop it was indicated the ramp was in fact a concrete slab and that the wall didn't necessarily need to be 4 feet high as the pad has internal curb stops to prevent equipment from damaging the wall.

A textured surface was proposed for the wall but the height and length (equivalent to 3 city blocks) and lack of space for landscaping between the wall and the street line, poses significant aesthetic issues in a highly visible gateway location. A textured surface with the proposed dimensions of the wall is unlikely to resolve this issue. Graffiti concerns were also raised at the workshop.

The latest submission indicates a 4 foot high concrete wall with a 4 foot high ornamental fence on top. Staff has suggested the height of the concrete wall be reduced with a proportionate increase in height of the ornamental fence to address the IMT goal of an 8 foot high security barrier. There appear to be a number of alternatives to a 4 foot high concrete wall that would address IMT operational and security needs.

MDOT's rationale for a 4 foot high concrete wall includes the following: A wall of a lower height could be an attractive nuisance as MDOT doesn't want pedestrians loitering along the IMT street frontage.

Staff Response: There is no sidewalk along the IMT street frontage. A new sidewalk is proposed on the opposite side of the street and the West Commercial Street Trail will be constructed on that side of the street so pedestrian travel will take place on the northerly side of the street away from the IMT.

A 4 foot high concrete wall will not block the street view of the IMT facility. If the wall is lowered a foot or so it will have no bearing on the visibility of the site or the desirability of people to loiter outside the fence. The MDOT goal of an 8 foot high security fence can be met by a lower concrete wall with a correspondingly higher ornamental fence. An example of a more appropriate concrete wall height is the Spring Street concrete barrier (20 to 22 inches high) and the Casco Bay Bridge concrete barrier (32 inches high).

Summary: A four high concrete wall that is 750 feet long is a questionable design solution in a gateway location. The higher the concrete wall the greater the concern about graffiti. A high wall also raises concerns about graffiti. There are a number of options in achieving an eight foot high security fence without using a 4 foot high concrete wall.

The proposed metal ornamental fence (Impasse H Steel Palisade) is of high quality and an appropriate design. The ornamental fence will also be used along the remainder of the street frontage of the IMT street frontage east of the driveway entrance.

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

The subject parcels are relatively flat and grade generally south from West Commercial Street to the Fore River. The grade and soils appear to allow sufficient infiltration to avoid ponding and the site does not show evidence of channelized flow nor impacts to off-site properties.

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.

The site's location along the Fore River obviates the need for stormwater volume controls, as the receiving body will not be negatively impacted by increased water volume or rate of discharge. The applicants have requested a waiver of the Technical Standards for Stormwater Flooding, as is typical for coastal shoreline projects. The stormwater quality standards, therefore, are the primary design concern.

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 that crosses the site (just west of the bridge), 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 chase 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 has two catch basins.

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 latest comments are dated June 17, 2014 and are shown as Attachment E.

Review comments that remain open and that need to be addressed by the Applicant are as follows:

1. Provide an updated stormwater treatment area plan that better identifies treated vs. untreated areas of the site in plan view (via hatching or some other means).
2. Provide an updated Stormwater Management Plan and Calculations that reflect the final design approach.

3. Provide an updated Stormwater Inspection & Maintenance Plan (or Stormwater Pollution Prevention Plan) that addresses the previous review comment: “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”. Specific guidance will need to be included for both the inspection and maintenance of the porous concrete panels and the crushed stone yard surface.

(c) PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY STANDARDS.

1. *Consistency with City Master Plans:*

- a. The proposal appears consistent with applicable approved master plans. Review of pedestrian related improvements along Commercial Street have been informed by the West Commercial Street Trail Plan.

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 a transportation facility.

- (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.*

Captain Chris Pirone has reviewed the plan and finds it acceptable. This approval assumes there is appropriate access to the New Yard facility from the proposed IMT entrance on Commercial Street.

- (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 will be served by 5 hydrants and 3 standpipes which are proposed on the concrete loading pad. There are also 4 hydrants in the vicinity of the site along the northerly side of Commercial Street. The Portland Water District has provided a letter indicating adequate capacity to serve the fire suppression needs of the development.

A Fire Safety Assessment and a Fire Safety Plan for the IMT has been prepared by Fire Risk Management, Inc. which is part of the submission. See Attachment 1-21, Attachment 3 and P, C-17

Chris Pirone has verbally indicated that that the submitted plan is acceptable.

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

The site will be served by water and electricity. A letter confirming water capacity has been provided from the Portland Water District. A letter from CMP should also be provided for power service. All power will be underground except for temporary power for New Yard. An existing 1 ½ inch gas line will be near the southerly edge of the property.

The issue of providing access and utility service for the New Yard property is discussed in Section IV of this report.

(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:*
 - a. *Developments affecting designated landmarks or within designated historic districts or historic landscape districts: NA*
 - b. *Preservation and/or Documentation of Archaeological Resources.*

The site plan standard references the landforms associated with the Cumberland and Oxford Canal is recognized as a local archeological resource.

Applicant has submitted a letter from the Maine Historic Preservation Commission dated May 1, 2014 regarding archeological resources on the IMT site. Primary archeological resources of the site include the remnant of the Cumberland Oxford Canal and the Glass Works site..

MHPC indicates there will be no adverse effect to the canal site, if its 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.

MHPC concludes that the excavation for the proposed 730 foot long concrete slab loading area has the potential to encounter and destroy a section of the Canal. To mitigate this potential damage MHPC staff will be present during excavation, monitoring the excavation and record features of the canal if/as they are exposed.

MCPC concludes there will be minimal or no adverse effect to the former Glass Works site from the construction of the rail line on fill but it not known how deep the Glass Works site is. MHPC staff will be allowed to hand dig test pits to determine this.

6. 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.

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.

7. Noise and Vibration

Information on generators (if any) was not submitted.

8. Signage and Wayfinding

A specific signage plan was not submitted.

9. Zoning Related Standards

Not applicable.

.ii. Shoreland Zone:

The Planning Board or planning authority shall approve a site plan located within a shoreland zone if it finds that the following standards, in addition to the standards set forth in section 14-526, are met:

1. *The proposal will maintain safe and healthful conditions;*
There are no known safety or health issues associated with this project.
2. *The proposal will not result in water pollution, erosion, or sedimentation to surface waters;*
See Stormwater Management section of this report.
3. *The proposal will adequately provide for the disposal of all wastewater;*
Waste water facilities are not required in this section of the IMT.

- 3 *The proposal will not have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat;*
The property is a former industrial site with some overgrown vegetation but no documented bird or wildlife habitat.
- 4 *The proposal will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters;*
The site is a former industrial site that is being redeveloped for marine industrial and transportation use. Due to the industrial nature of the facility active public access to the shoreline is not proposed. The treatment of ground cover within the shoreland zone will be stable to avoid erosion and sedimentation issues. Visually there are no buildings proposed on the site so views from Commercial Street to the water will remain open.
- 5 *The proposal will protect archaeological and historic resources;*
See site plan section
- 6 *The proposal will not adversely affect existing commercial fishing or maritime activities;*
There are no existing commercial fishing or maritime activities presently taking place on this site. The proposed development supports the existing IMT facility which is a maritime use.
- 8 *The proposal will avoid problems associated with flood plain development and use; and*
Applicant proposes no new buildings on the site which avoids potential flood hazard issues.
- 9 *The proposal is in conformance with the standards set forth in this section.*
The proposal is in conformance with the standards of this section.

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.

VI. MOTIONS FOR THE BOARD TO CONSIDER

A. Waivers

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report for application #2014-038 relevant to the Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

1. The Planning Board finds that two or more criteria for sidewalk waiver, specifically criteria 2 and 3, as provided under Sec. 14-506(b), **(are/are not)** met and therefore **(waives/does not waive)** the requirement for sidewalks along the southerly sideline of Commercial Street.
2. The Planning Board finds that two or more criteria for granite curbing waiver, specifically criteria 4 and 5, as provided under Sec. 14-506(b), **(are/are not)** met and therefore **(waives/does not waive)** the requirement for granite curbing along the southerly sideline of Commercial Street.
3. The Planning Board **(waives/does not waive)** the Technical Standard for Driveway Design: Maximum driveway width, Section 1.7.1.4. for IMT, Nova Seafood and Graybar as specified on the plan due to the existing constrained circulation conditions for large trucks.
4. The Planning Board **(waives/does not waive)** Technical Standard for flooding as provided under Section 5.III.4.E(2) due to the capacity of the receiving water (Fore River).
5. The Planning Board **(waives/does not waive)** Technical Standard for Soil Infiltration Testing, Sec V, Appendix D.4.(a) based on known conditions on the site and controlled materials to be installed with construction.
6. The Planning Board **(waives/does not waive)** Technical Standard for Landscape and Landscape Preservation:
Sec. 4.2 and 4.3 – Preservation of Significant Site Features and Existing Vegetation.
Except that tree clearance shall not exceed Shoreland Zoning requirements.
Sec. 4.5 – Site Landscaping: Screening and Buffers, Industrial and Commercial and
Sec. 4.6 – Street Trees. Commercial, industrial and industrial developments shall provide street trees 35 to 45 feet on center along City right-of- way.
7. The Planning Board **(waives/does not waive)** Technical Standard for boundary survey under Sec. 13.2 Level I Site Alteration, II and III General Standards regarding incomplete utility information, incomplete topographic information, and scale drawn to no less than 1 inch to 50 feet.

B. Site Plan

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application#2014-038 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/is not) in conformance with the site plan standards of the land use code, subject to the following conditions of approval prior to the issuance of a building permit:

1. That the applicant shall submit information addressing the comments of Marge Schmuckal (Zoning Administrator) memo dated June 18, 2014 for review and approval.
2. That the applicant shall submit a revised site plan and other related material addressing the review comments of Tom Errico (Traffic Review Consultant) memo dated June 18, 2014 for review and approval.
3. That the applicant shall submit a revised site plan and other related material addressing the comments of David Senus (Development Review Consultant) memo dated June 17, 2014 for review and approval.
4. That the applicant shall submit a revised site plan and other related material addressing the comments of David Margolis-Pineo memo dated June 17, 2014 for review and approval.
5. That the applicant shall submit a revised site plan removing the proposed benches from the City right-of-way and providing an alternative tree species to the Red Maple for review and approval by Jeff Tarling (City Arborist).
6. That applicant shall submit a revised site plan for Planning Staff review and approval reflecting a lower concrete wall along Commercial Street.
7. That the applicant shall submit agreements, easements, a revised site plan and other relevant documents confirming appropriate easements for access and utilities to service the New Yard property through the IMT site or evidence of rights of access over the additional land to be acquired from the rail road for City Staff review and approval.
8. That the applicant shall submit a revised site plan with sufficient details and dimensions to clarify design intent for Planning Staff review and approval.

C. Shoreland Regulations

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2014-038 relevant to Shoreland Regulations, and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan (is/is not) in conformance with the shoreland regulations standards of the land use code, subject to the following conditions of approval to be met prior to the issuance of a building permit:

1. That a revised plan shall be submitted documenting compliance with shoreland tree clearance standards.

Attachment List

- A. New Yard Approval and Planning Board Report (excerpt)
- B. Jennifer Thompson (Associate Corporation Counsel) Memo dated May 7, 2014
- C. Marge Schmuckal (Zoning Administrator) Memo dated 6-18-2014
- D. Tom Errico (Traffic Engineer Consultant) Memo dated 6-18-2014
- E. David Senus (Development Review Consultant) Memo dated 7-17-2014
- F. David Margolis-Pineo
- X. Written Public Comment

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
4. Letter from Toni Kemmerle (MDOT Chief Counsel) dated 5-23-2014
5. Email from Joel Kittredge (MDOT Project Manager) dated 6-3-2014
6. Site Plan Addendum Material received 6-6-2014

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.

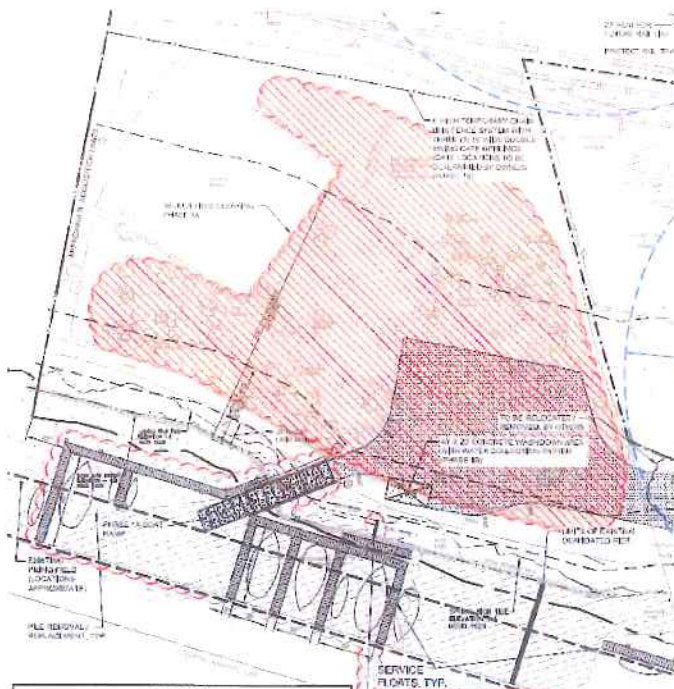
The proposed improvements included with the requested amendment are shown on Attachment P1 (Sheet C-2.1) Sheet C-2.1 shows the entirety of the previously approved improvements with the Phase 1a proposal marked with red balloons and cross hatching

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.*

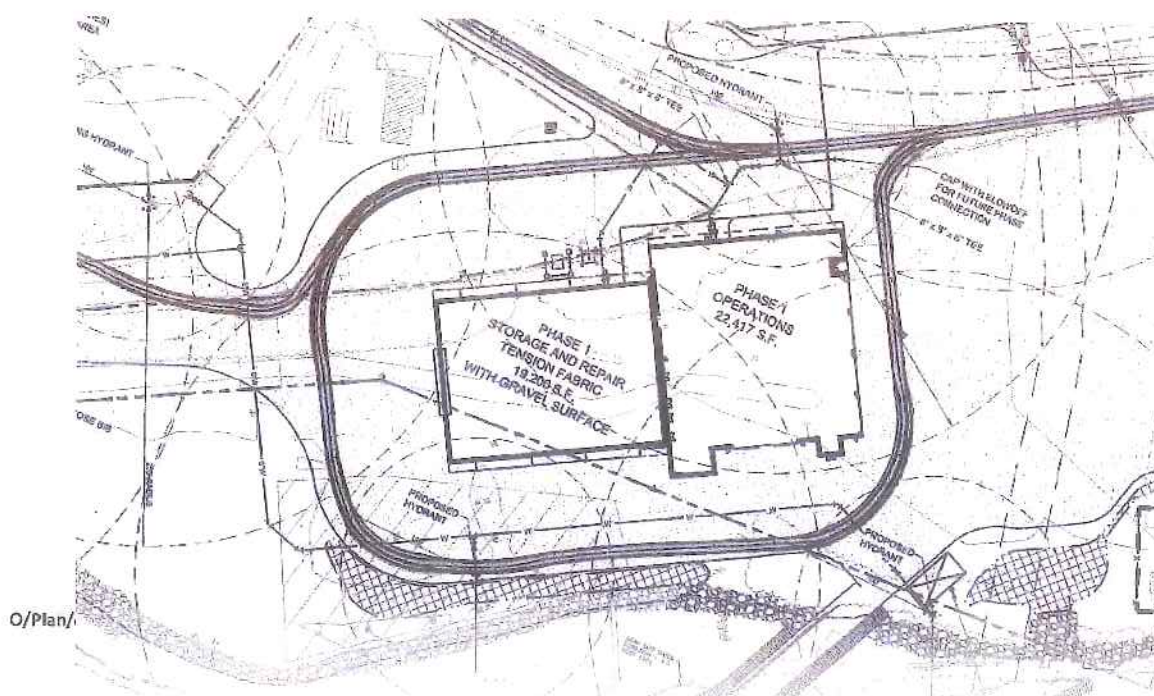
The site appears to sufficient access control through fencing, entry gates, and its location on the water.

- (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.

MEMORANDUM

To: FILE
From: Richard Knowland
Subject: Application ID: 2014-038
Date: 6/18/2014

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

Comments Submitted by: Marge Schmuckal/Zoning on 6/18/2014

I have reviewed the responses to my comments dated 5/6/2014. The response did not quite address my question concerning truck to truck activities. I wanted more detail on that specific activity. Will that specific activity be less than 20% of the total activities there? Please give me more of a specific idea as to the details concerning the truck to truck activities.

My second comment regarded meeting the shoreland requirements of clearing vegetation. The response was that the final construction site plans will show what is to be remove. I could not find a plan with sufficient detail that response to my request. As offered. I would like backup calculations to be provided so that I can determine compliance with the Ordinances. Please let me know the specific sheet number on which the information is provided.

Marge Schmuckal
Zoning Administrator

A55 D

Rick Knowland - IMT Expansion - Final Traffic Comments

From: Tom Errico <thomas.errico@tylin.com>
To: "Knowland, Rick" <RWK@portlandmaine.gov>
Date: 6/18/2014 8:40 PM
Subject: IMT Expansion - Final Traffic Comments
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...

Rick – The following is a status update of my May 19, 2014 comments and is reflective of responses provided by the applicant dated June 6, 2014.

1. The traffic signal plan includes special signal phasing for Nova Seafood. I would suggest that a City agreement with Nova Seafood be crafted related to traffic operations and a memorandum of understanding and for traffic control.

Status: The applicant shall be required to provide a draft agreement that specifies maintenance, traffic signal, pavement marking and signage requirements for review and approval. The City suggests that this be a three-party agreement (City/State/Property Owner).

2. The driveway apron material at Nova Seafood does not meet City standards and a waiver will be required.

Status: The City supports a waiver from their technical standards for driveway apron material given pedestrian and truck movement conflicts. DPS requests that the driveway apron material be concrete with a color tint (to be determined in the future prior to construction) and be designed to accommodate heavy truck loads.

3. Several of the driveways on Commercial Street (IMT, Nova Seafood, and Gray Bar) do not meet City width standards and thus waivers will be required.

Status: For the IMT Driveway, which is proposed to be 100 feet wide, the applicant has provided a "auto-turn" graphic for a WB-67 truck. Reviewing the graphic, I believe the driveway can be narrowed, although not substantially. I would also like to understand more about the truck characteristics before rendering a final decision on the driveway width. Additionally, understanding right and left-turning movements for these large trucks will be helpful. If most are turning left and destined to the Fore River Parkway and the Veterans Bridge, there may be an opportunity to narrow the driveway on the easterly edge, which may also have a positive impact on the design of the crosswalk.

I have reviewed the "auto-turn" graphics for the Nova Seafood site and I support a waiver for driveway width given site operations and that it is an existing business with unique truck access/egress requirements.

The applicant has provided a "auto-turn" analysis for one of the Graybar Driveways. The applicant shall provide a similar analysis for the second driveway and provide specific truck delivery information before approval of the widths can be provided.

4. Several of the driveways on Commercial Street do not meet City corner clearance and separation standards.

Status: Both the Nova Seafood and Graybar driveways currently do not meet corner clearance standards and conditions will not worsen with the proposed project. Given site constraints and access and egress needs for large trucks, I support a waiver from the City's Technical standard.

5. The City is requesting that truck parking on in-bound Commercial Street be prohibited for to be specified distance in advance of the Beach Street intersection. The City will provide this restriction length.

Status: Trucks shall be prohibited from parking along Commercial Street from the new STOP bar at the signalized intersection to a point westerly of 200 feet. The applicant shall provide recommendations on how this prohibition will be regulated via signs or other measures for review and approval.

6. The applicant should investigate the provision of a bicycle lane on Beach Street departing the intersection.

Status: The applicant has noted that adequate shoulder spaces is provided on Beach Street and no action is required. I concur with their response.

7. I am concerned about traffic operations and congestion during peak time periods, particularly when the special Nova Seafood traffic signal phase is actuated. The applicant should investigate the ability to limit the traffic signal phase during peak time periods.

Status: Specific information needs to be provided by the applicant that helps the City understanding specific constraints to implementing time-of-day restrictions.

8. A sidewalk waiver has been requested and a review of the supporting information will be performed.

Status: The applicant has documented that two sidewalk waiver criteria are met for the project and are based on prior IMT and New Yard applications. Given these prior decisions, specifically that an alternative route on the opposite side of Commercial Street will serve pedestrian activity in this area and that a signalized crossing will be provided at the IMT Site Driveway/Beach Street intersection, I support a waiver from providing a sidewalk along the property frontage.

9. A granite curbing waiver has been requested and a review of the supporting information will be performed.

Status: DPS is reviewing this waiver request.

10. 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.

Status: I understand the security constraints, as noted by the applicant, but I would suggest that the applicant provide an overview of the entire site and whether the layout could be modified to allow for an internal driveway connecting the existing IMT facility and the new signalized entrance that avoids going through the fenced area of the chassis yard.

11. A construction management plan has been prepared. Additional information will be required as it relates to specific traffic, pedestrian, and bicycle impacts during construction.

Status: The applicant has noted that the contractor will be responsible for development of a construction management plan. Site plan standards require applicants to prepare a plan in conjunction with site plan approval. The applicant is required to developed a conceptual management plan that should indicate how construction will occur on Commercial Street. The plan should note how vehicular traffic, pedestrians and bicyclists will be maintained during construction and should note any peak time period restrictions for construction activity (The City has arterial time restrictions). It may be necessary that some construction activities occur at night to avoid impacts to traffic flow.

12. At the planning board workshop, there was discussion about the provision of a driveway entrance west of the project site for future development access and egress. The applicant should provide information in support of that driveway if that is to be included in the project approval.

Status: The applicant has indicated that this is not part of the project application and therefore no further action is required.

13. The City does not support the use of pavement markings to delineated pavements areas for use by large trucks.

Status: The applicant has suggested the use of cobblestones for the truck apron areas and I find this material, in general, to be acceptable. DPS shall review the product information and design details and provide approval.

14. The phasing for the intersection does not appear to be NEMA compliant. Please revise with Commercial Street as the main street, assuming an east-west phasing structure.

Status: The plans have been revised and I have no further comment.

15. The phasing sequence should begin with Commercial Street and end with Nova Seafood (currently designated as Phase 9).

Status: The plans have been revised and I have no further comment.

16. The peak hour cycle length seems unusually long for an intersection with this type of geometry, going as long as 150 seconds during the PM peak hour. Discussion should be provided as to why shorter cycle lengths cannot be achieved.

Status: The applicant has indicated that this cycle length is necessary for providing optimal level of service conditions. The long cycle length is related to the long Nova Seafood signal phase. Given this requirement, I find their response to be acceptable. I would note that the City can monitor traffic conditions and incorporate signal timing adjustments in the future.

17. The pedestrian timing does not appear to provide sufficient crossing time, particularly for Commercial Street. Please confirm use of a standard 3.5 feet per second pedestrian crossing time from curb to curb.

Status: The plans have been revised and I have no further comment.

18. Given the sight distance issues for this intersection, the all-red clearance times should likely be extended.

Status: The plans have been revised and I have no further comment.

19. The City's technical standards are in the process to migrating to infra-red video detection as a requirement. The City now requires that either the cameras used with the VIP processors be the FLIR FC series or that the solution be based on the FLIR TrafiSense cameras.

Status: The plans have been revised and I have no further comment.

20. Please specify four-inch conduit to provide additional future wiring capabilities.

Status: The plans have been revised and I have no further comment.

21. Please provide one-piece pedestrian poles.

Status: The plans have been revised and I have no further comment.

22. All pole bases, pull boxes and controller conduits should be sealed to prevent access by rodents and other small animals.

Status: The plans have been revised and I have no further comment.

23. Please confirm the method of advance notification when the Commercial Street westbound approach is red to account for minimal sight distances passing by Nova Seafood.

Status: The applicant has added a supplemental signal head and I have no further comment.

24. It is my understanding that the Nova Seafood driveways will be restricted such that the easterly driveway will be an entrance only and the westerly driveway a exit only driveway. The plans do not reflect this.

Status: The applicant should include signs and pavement markings that support the one-way access/egress conditions for review and approval.

25. There are areas of roadway pavement that appear to be located outside the public right-of-way. An agreement on maintenance may be required.

Status: The applicant shall provide a draft maintenance agreement for review and comment.

26. The applicant should note the material for the Nova Seafood island.

Status: The applicant has provided the detail and I find the material to be acceptable.

27. The applicant should provide details for the area between the sidewalk and the Nova Seafood island.

Status: The applicant has indicated that this area will have cobblestone material. I find this material to be acceptable. I have no further comment.

28. The left-turn bay shadowed island is depicted as paint. The applicant should investigate other material treatment for longevity purposes.

Status: The City supports the use of paint in this area. I have no further comment.

29. During Casco Bay Bridge openings, traffic may be backed up into the new traffic signalized intersection. The applicant should note whether there are any provisions for this scenario from a traffic signal perspective.

Status: No special provisions have been identified and therefore I have no further comment.

30. The bicycle lane on the outbound side of Commercial Street continues to the limit of work, while the in-bound bicycle lane begins at the point where the left-turn lane is starting. The applicant should note why the in-bound bicycle lane can't start at the project limits.

Status: Within the project limits along Commercial Street, a formal bicycle lane should be continuously marked and signed as appropriate. The plans should be revised to reflect this.

31. The direction sign that note Casco Bay Bridge 500 Feet is being removed. This removal should be confirmed by City staff.

Status: A condition of approval shall be included that notes signage for the project is subject to change with final recommendations from the City to be provided prior to construction.

32. The plans illustrate that the sidewalk at the corner of the Nova Seafood building will not need to be reconstructed. Given that the curb is being relocated, the sidewalk will need to be upgraded.

Status: The applicant has agreed to make this change and revised plans will be reviewed for approval.

33. The length of curbing at the Nova Seafood driveway is being eliminated. Justification on this change shall be provided.

Status: I have reviewed the "auto-turn" graphics and given Nova Seafood's site needs, I have no further comment.

34. A fire hydrant is located in the middle of the sidewalk east of the easternmost Nova Seafood driveway. It would be beneficial if this hydrant could be relocated.

Status: No further action is requested of the applicant on this issue.

35. The plan replaces an existing Casco Bay Bridge 500 Feet sign with a sign that notes Casco Bay Bridge (right) and Fore River Parkway (through). City staff should determine if this replacement is acceptable.
Status: A condition of approval shall be included that notes signage for the project is subject to change with final recommendations from the City to be provided prior to construction.

36. It was my understanding that the bicycle lanes were going to have dashed line treatment through the intersection. The plans do not depict this.
Status: Enhanced pavements markings shall be provided in the subject area and final approval of the details shall be provided prior to construction..

37. The applicant should confirm that adequate illumination will be provided at the two crosswalk locations.
Status: The applicant has noted that the traffic signal mast arm support will include light fixtures and provide adequate illumination. I have no further comment.

Additional Comment

- **DPS requests that the shared use path along Commercial Street within the project limits consist of brick material meeting city standards and the width be reduced to 8-feet. A revised plan that meets this directive shall be reviewed and approved by DPS.**

If you have any questions, please contact me.

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
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.



MEMORANDUM

TO: Rick Knowland, Planner
FROM: David Senus, P.E.
DATE: June 17, 2014
RE: IMT Expansion, Level III Site Plan Application

Woodard & Curran has reviewed the June 6, 2014 final submittal for 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

- Response to Comments Letters dated June 6, 2014 prepared by Carroll Associates and HNTB Corporation on behalf of MaineDOT.
- Engineering Plans, as noted on Sheet Index contained on G-1 (Title Sheet), dated June 5, 2014, prepared by HNTB Corporation on behalf of MaineDOT.

Comments

Woodard & Curran had previously developed a list of open items requested to complete our review of the Applicant's submittal, as contained in an email dated Thursday, May 8, 2014 from David Senus (Woodard & Curran) to Rick Knowland (City) with subject line "IMT Comments, Review of May 6, 2014 Response to Comments Letter from HNTB". This list of comments was incorporated into the May 9, 2014 Memo to the Board for the May 13th workshop. A specific response to these comments has not been received at this time; however, the Applicant's most recent submittal did address a couple of the open comments. Comments that remain open and that need to be addressed by the Applicant are as follows:

1. Provide an updated stormwater treatment area plan that better identifies treated vs. untreated areas of the site in plan view (via hatching or some other means).
2. Provide an updated Stormwater Management Plan and Calculations that reflect the final design approach.
3. Provide an updated Stormwater Inspection & Maintenance Plan (or Stormwater Pollution Prevention Plan) that addresses the previous review comment: "*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*". Specific guidance will need to be included for both the inspection and maintenance of the porous concrete panels and the crushed stone yard surface.

ATT F

Rick Knowland - Response to IMT waiver request

From: David Margolis-Pineo
To: Barbara Barhydt; Rick Knowland
Date: 6/17/2014 5:27 PM
Subject: Response to IMT waiver request
CC: William Clark

May 14, 2014
June 17, 2014

Memo To: Rick Knowland
 Barbara Barhydt
From: David Margolis-Pineo
Re: Review Comments from Public Services
 528 Commercial Street – International Marine Terminal

The Department of Public Services has the following comments.

1. A four foot concrete barrier is proposed along the Commercial Street right of way adjacent to the proposed loading dock. Also proposed along this same area within the right of way are porous concrete panels. It seems apparent that snow removal will be required to allow for proposed parking and to allow drainage. Since the City cannot guaranty snow removal in a timely fashion, it is proposed that the applicant pull all infrastructure back onto the applicant's property six feet and to reach an agreement with the City to allow for snow storage in this vacated area on the applicant's property.
2. To accommodate vehicle turning movement, the applicant is proposing to pave from the road right of way well onto the applicant's property. Technical theTechnical the City agrees to maintain infrastructure within the right of way with the understanding that all proposed work within the road right of way meets City of Portland Technical Manual standards.
3. It is understood that the proposed porous concrete panel are design for an H-20 loading, and prior to project approval the applicant submit the manufactures recommended maintenance requirements for these panel and that the City agrees to maintain those panels so they will function as designed.

We have no further comments.

Comments of this date, June 17, 2014, are to address the applicant's Written Request for Waivers:

1. **Waiver Request 1: Sidewalks**
The Department of Public Services is supportive of this waiver.
2. **Waiver Request 2: Granite Curbing**
The Department of Public Services is supportive of this waiver.
3. **Waiver Request 7: Boundary Survey**

This Department is agreeable to support a waiver for point 1 – Incomplete Utility Information and point 2 – Incomplete topographic information. However we do not support a waiver of the request to a scale of less than 1 inch to 50 feet. The applicant is requested to resubmit the site plans at a scale on no less than 1 inch to 50'. Match line shall be used and the plan size shall be no bigger than 24" X 36".

ATT X

Rick Knowland - IMT/New Yard

From: "Stephen Bushey" <SBushey@fstinc.com>
To: "Rick Knowland" <RWK@portlandmaine.gov>, <PSP@mpmlaw.com>, "Phineas Spra...
Date: 6/19/2014 5:37 PM
Subject: IMT/New Yard

Rick,

Just a follow up to your phone message. In fact things are proceeding well with the dialogue between IMT/DOT and the New Yard folks so I'm pretty comfortable in saying that the MOA should be in place prior to the PB meeting next week. We continue to assemble the Amended Site Plan for New Yard and hope to get you something next week.

I'll call you on Friday to discuss.

thanks

Stephen Bushey | Senior Principal Engineer

Maine Office



FAY, SPOFFORD & THORNDIKE

Celebrating a Century of Engineering Excellence

778 Main Street, Suite 8 | South Portland, ME 04106

D: 207-775-1121 | T: 207-775-1121

sbushey@fstinc.com | www.fstinc.com |



The information transmitted in this electronic communication is intended only for the person or entity to whom it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this information in error, please contact IT Services at 800-835-8666 and properly dispose of this information.

Please consider the environment before printing this email.

Rick Knowland - New Yard/IMT Coordination

From: "Stephen Bushey" <SBushey@fstinc.com>
To: "Kittredge, Joel" <Joel.C.Kittredge@maine.gov>, <Toni.Kemmerle@maine.gov...
Date: 6/13/2014 9:34 AM
Subject: New Yard/IMT Coordination
CC: "Rick Knowland" <RWK@portlandmaine.gov>, "Barbara Barhydt" <BAB@portland...

Good morning all,

Just a quick status follow up to info everyone that a good discussion between Joel, Craig and Steve occurred yesterday afternoon and many of the issues related to New Yard/IMT coordination seem to be on the road to resolution. We discussed the access and utility pieces we've highlighted over several letters to the City in the past few weeks and I believe we have some solid solutions. Our task is now to get these solutions on plans. The bullets below highlight where we are at:

- A temporary access easement benefitting New Yard will extend through the NGL/Unitil yard area directly off the Beach Street Intersection. This will improve New Yard access flow.
- The IMT plans will continue to show temporary power serving New Yard via new power service into IMT off Commercial Street. Ultimately New Yard's power is anticipated to come from the west within additional land to be acquired from Pan AM however in the meantime the service will tie into the IMT electrical plan. I noted to Joel that there is an existing utility easement related to the overhead power now serving New Yard. New Easements may likely be required for CMP's benefit for any primary power runs, which is their normal protocol.
- The existing water service to New Yard's Tension fabric Building will continue in place until New Yard is able to install new Domestic and Fire Supply lines from Commercial Street to the site.
- The IMT plans will be updated to include the installation of four 24" RCP Class V conduits in the vicinity of Station 82+00 of the main line track. These casing pipes will serve for water, sewer, gas and future power services to the New Yard Remainder land.
- The IMT plans will continue to show the two proposed track crossings at Station 58+66 and Station 63+81 along with the 24" RCP pipes currently identified on the plans.
- FST is meeting with Unitil representatives on Tuesday June 17 to review the ability for a service connection for natural gas off Commercial Street. We understand that Unitil plans to relocate a 10" main line within the Commercial Street corridor. The timing of that work needs to be confirmed.
- Joel will discuss with Nate Moulton the operations of the main line track and runaround track since both of the proposed crossing locations will involve crossing of each track. SRB expressed possible concern about the storage of train cars on the runaround track that might impact access.
- FST will be preparing an Amended Site Plan(s) that will depict the same utility and access provisions for consistency with the IMT drawings.
- New Yard will complete documents with Pan Am indicating evidence of RTI to have utility easements across the land currently controlled by Pan Am (but also to be acquired by New Yard in the future hopefully)
- New Yard and IMT legal reps will work together to craft the updates to agreement language regarding these access and utility provisions.
- FST to send off schematics of the utility pieces to HNTB so they can update their plans accordingly. The goal being to allow HNTB to update plans in advance of the Tentative June 24 PB Public Hearing.
- The City will review this status and consider how the amended Site Plan for New Yard can be processed.

I believe there may remain a few items on timing to work out given the schedule of the IMT work and New Yards Desire to commence construction of their second building this summer and fall as they need occupancy of the building by December 31, 2014. The utility connections previously discussed will need to be in place this fall in order to allow occupancy to occur.

Again, thanks to Joel and Craig for a good discussion and we appreciate the cooperative stance of all involved. We will continue to assist in the process as much as possible.

Stephen Bushey PE *Senior Principal Engineer*

FAY, SPOFFORD & THORNDIKE

formerly DeLuca Hoffman Associates

778 Main Street | South Portland, Maine 04106

Tel: (207) 775-1121 Fax: (207)879-0896

sbushey@fstinc.com | www.fstinc.com

The information transmitted in this electronic communication is intended only for the person or entity to whom it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this information in error, please contact IT Services at 800-835-8666 and properly dispose of this information.

Please consider the environment before printing this email.



June 11, 2014

Mr. Rick Knowland, Planner
City of Portland Planning Authority
4th Floor City Hall
389 Congress Street
Portland, Maine 04101

Subject: IMT Expansion and Canal Landing Boat Yard Coordination

Dear Rick:

On behalf of New Yard, LLC we are reaching out to you to express our frustration with yesterday's IMT workshop cancellation. The New Yard Team was prepared to relay our understanding of the status of discussions with the MDOT as they relate to our concerns on vehicular access and utilities services to the remaining New Yard Property. Foremost, the workshop was an opportunity for New Yard and its Principal Manager, Phin Sprague, to express his support for the IMT expansion, yet also provide information about various outstanding issues needing resolution, prior to any approvals. Most importantly we believe there is a direct linkage between the IMT application and the requirements for an Amended Site Plan for the New Yard site, which, in our opinion, should be part of the ongoing IMT review process. As you are aware, we have not yet had the opportunity to supply the City with any Amended Site Plan materials, as we have the list of unresolved items as conveyed to you in our most recent letters. Our team is working hard to cooperate with the MDOT; however, several issues remain partially unresolved.

New Yard was prepared to express several themes yesterday to the Board so that they would have an understanding and appreciation of the challenges created for New Yard as part of the IMT expansion process. Mr. Sprague was prepared to offer the following comments (as taken in the first person):

- *First and foremost, my reason for being here today is not about me. Rather, I want to ensure that we can all realize the vision, goals and economic development priorities that have been established by the State of Maine, the City of Portland and my business, which directly employs 45 local people today and many more through businesses we contract with.*
- *The amended site plan for my business (New Yard) is inextricably tied to the State's application because it involved my willingness to relocate my business operations and work with the State to accommodate their goals specific to the International Marine Terminal.*

Mr. Rick Knowland

June 11, 2014

Page 2

- *We have acted in good faith and have been accommodating to several parties during this process. Therefore, we are requesting that the Planning Board co-join the applications submitted by the State with our pending application that will allow us to move forward with construction of our second building once the State receives its permit.*
- *Frankly, we are concerned by the State's most recent position spelled out to us last Thursday regarding denial of infrastructure easements to the remainder parcel despite our track record of flexibility and accommodation. Some progress is now being made.*

In order for our business to survive or secure additional financing, we need to demonstrate that we have access to electricity, gas, and water, including uninterrupted service from the existing water main.

We also need these easements, even if temporary, to secure the minor site plan review due to the eminent domain proceeding and with that review in hand secure the construction permits to build the building that has now been the subject of three Planning Board reviews since it was originally permitted.

Time is of the essence and no matter how strong financially, a private sector business cannot withstand what is now quickly appearing to be over two years of extra costs and delays due to the process we are involved in.

- *As you all know, our new facility will allow our business to continue growing and employing more people. Moreover, New Yard will provide the port of Portland with a vital piece of infrastructure that will accommodate the repair of larger marine vessels, something that every successful port needs and Portland currently lacks.*

All of this remains at risk, however, if the State refuses to demonstrate the same commitment to flexibility that we have demonstrated from the very beginning.

- *From our perspective, flexibility has always been the main ingredient needed to ensure that the State of Maine, the City of Portland, Emskip and Portland Yacht Services could realize their goals. You have our assurance that our team remains flexible and dedicated to moving forward in delivering what we promised more than a year ago.*

So, you can see that yesterday's meeting would have been a good opportunity to perhaps work through various issues and bring some clarity to the process. This seems true for not only any unresolved New Yard issues but also several outstanding issues related to IMT application completeness, the concrete wall, and other items we heard as part of the brief communication and Board discussion that did occur at the meeting.

To date, the New Yard team has participated mostly in email and telephone communications with the MDOT/IMT team as we work towards resolutions of our issues. However, we have not yet seen any specific materials from the MDOT related to design measures, etc. for the access and utility issues we've outlined. I took a brief moment on Tuesday afternoon to review

Mr. Rick Knowland

June 11, 2014

Page 3

the recently resubmitted plan set for the IMT expansion (submitted on 06.06.2014) and it appears that these recent plans have yet to incorporate solutions to the access and utility services for New Yard's remaining parcel. Specifically, we have requested a New Yard access easement that would go directly through the NGL facility. MDOT has now agreed to this in writing but it is not shown on the plans. We are also seeking to resolve how water, sewer, natural gas and power will be delivered to New Yard's existing 5.03 acre site. Currently, the IMT documents only include a TEMPORARY electrical service from within the IMT site to New Yard's remainder parcel. MDOT has agreed that the power line can remain until more permanent access can be obtained elsewhere, but it is not shown on the plan. We have yet to resolve ultimately how a permanent power/communications feed into the New Yard site will be provided. Our current thinking is that water, sewer, power and gas services may require extensions from Commercial Street across land currently owned by Portland Terminal Company and crossings of the proposed IMT rail line. MDOT has agreed to this but again there is nothing on the plans or any other record to confirm it. We acknowledge that the current IMT plans include FUTURE access and utility crossing provisions that would benefit New Yard (as outlined in the Settlement Agreement); however, these crossings and utility provisions do not specifically address the immediate needs of New Yard's remainder parcel, in our opinion.

Our current objectives include the completion of an Amended Site Plan package for New Yard's remainder parcel for submission to the Planning Authority. In our opinion, these materials should be reviewed and approved concurrent with the IMT Expansion application, so that there is assurance that the typical Site Plan standards set forth in the City's code are satisfactorily met. To this end we foresee making a submission to the City imminently, but MDOT needs to do the same. As you can imagine, we have new plans to prepare and materials to assemble (once again an effort that has become a burden to New Yard, despite multiple previous planning submissions and reviews; all due to the IMT proposal).

We welcome the City's ability to assist in this planning process and we remain committed to working with the MDOT towards resolution of the technical items outlined in our May 20th letter. We also understand that the project is tentatively scheduled for a Public Hearing and PB action at the June 24, 2014 meeting. We encourage the Planning Authority to consider this information and the needs of New Yard and to keep any proposed action on the IMT proposal linked to approval of New Yard's amended site plan which will be forthcoming to your attention in the upcoming weeks. We hope that New Yard's Amended Site Plan can be handled at the staff level, to expedite the whole process. For everyone's sake we fervently hope that all issues will be resolved so that both site plans can proceed on June 24th.

We remain committed to assisting the process and arrival at a successful resolution to these outstanding issues in a timely manner.

FAY, SPOFFORD & THORNDIKE

Mr. Rick Knowland

June 11, 2014

Page 4

Sincerely,

FAY, SPOFFORD & THORNDIKE



Stephen R. Bushey, P.E.
Senior Principal Engineer

SRB/cmd/smk

Attachment: Schematic Plan

c: Phin Sprague, New Yard LLC
Bob Flight, New Yard LLC
Peter Plumb, Murray, Plumb and Murray
Joel Kittredge, MDOT
Toni Kemmerle, MDOT
Craig Morin, HNTB

R:\3091.03 Canal Landing\Admin\Correspondence Out\2014.06.11 Knowland (IMT Expansion).doc



June 3, 2014

Mr. Rick Knowland, Planner
City of Portland Planning Authority
4th Floor City Hall
389 Congress Street
Portland, Maine 04101

Subject: IMT Expansion and Canal Landing Boat Yard Coordination

Dear Rick:

As a follow-up to our telephone discussion on Friday, May 30th, I am taking this opportunity to reply to your request for the *Property Acquisition and Settlement Agreement* between the Maine Department of Transportation and New Yard, LLC. Unfortunately, we are not authorized to release this document at this time. However, I want to reiterate a few of the points set forth in our May 20, 2014 letter to you related to the utility and access needs of New Yard's retained land and to inform you that the New Yard Team is cooperating with the IMT team regarding provisions for utilities and access to the remaining land of New Yard, LLC.

From a practical standpoint, unless the retained parcel is afforded utility and vehicular easements a land locked parcel will have been created by the taking. We anticipate that as a matter of law, utility and vehicular access suitable for our immediate needs will be identified in the course of the IMT design process and we are working towards these solutions in advance of the upcoming Planning Board workshop meeting.

To this end, New Yard's specific needs include the following:

- A 4" domestic water supply line from Commercial Street to the NW corner of the existing tension fabric building.
- An 8" fire supply line from Commercial Street to the NW corner of the existing Tension fabric building.
- A 6" sanitary sewer service to connect to the 48" sewer interceptor, located on the south side of Commercial Street.
- Power, communications and cable services to remain currently serving the site or as may be relocated in coordination with the IMT Expansion activities.
- Vehicular access that supports routine large trailer and vessel movements from Gowen Marine and by New Yard Patrons.

We note that the current IMT plans do afford a vehicular and pedestrian access easement from Commercial Street, however, this routing is circuitous and problematic for its intended use, including the passage of the Brownell trailers that may be carrying large vessels (>90 ft length) from Gowen Marine to the site.

FAY, SPOFFORD & THORNDIKE

Mr. Rick Knowland

June 3, 2014

Page 2

Ideally, the vehicular easement would proceed directly from the Beach Street intersection through the Unutil parcel towards the waterfront, prior to turning towards New Yard's retained parcel.

It has been our experience with many other projects in the City, that the Site Plan approval process nearly always requires that adequate consideration be given to adjacent and nearby properties as they may be impacted by any new development proposal. In this case, we believe that it is a matter of legal right that adequate vehicular and utility access is provided to New Yard's retained land. Because of the circumstances of the taking, this will require at a minimum, utility and access easement(s), and coordinated design effort for stand-alone services to the New Yard property, crossing the land acquired by the Department. At this time, this coordination and a firm indication from the Department to allow these utility crossings are underway and we hope to inform you of successful discussions in the immediate future.

We welcome the City's ability to assist in this planning process and we believe that each of the technical items outlined in the May 20th letter can adequately be addressed. In the meantime, we understand that the IMT expansion application will be considered again by the Planning Board at the June 10 2014 workshop. We also understand that the project is tentatively scheduled for a Public Hearing and PB action at the June 24, 2014 meeting. Absent final resolutions to these issues in advance of the Public Hearing we request that a condition of approval be considered by the Planning Board that includes a requirement to provide these easements in advance of construction commencement.

We remain committed to assisting the process and arrival at a successful resolution to these outstanding issues in a timely manner.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Stephen R. Bushey, P.E.
Senior Principal Engineer

SRB/cmd

Attachment-Schematic plan

c: Phin Sprague, New Yard LLC
Bob Flight, New Yard LLC
Peter Plumb, Murray, Plumb and Murray
Joel Kittredge, MDOT
Toni Kemmerle, MDOT
Craig Morin, HNTB

PRELIMINARY - NOT FOR CONSTRUCTION

[illegible]

ROUTING OF ON-SITE WATER AND PRIMARY AND SECONDARY ELECTRICAL SYSTEMS TO BE DETERMINED



FAY, SPOFFORD &
THORNDIKE
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896
www.fstinc.com

May 20, 2014

Mr. Rick Knowland, Planner
City of Portland Planning Authority
4th Floor City Hall
389 Congress Street
Portland, Maine 04101

RE: IMT expansion and Canal Landing Boat Yard coordination

Dear Rick;

On behalf of New Yard, LLC Fay, Spofford & Thorndike (FST) is submitting this letter to outline various issues and comments related to the proposed International Marine Terminal (IMT) expansion now under consideration by City staff. We have reviewed various plans associated with the proposed IMT expansion, prepared by HNTB. These include the following:

- Plans R1 & R6-R8, related to the proposed rail track from Cassidy Point to the proposed loading slab (dated April 4, 2014)
- Sheets E01 & E02 - Electrical Plan Parts 1 & 2 (dated 2/26/14)
- Sheet H4 - Commercial Street Plan (dated 03/14)
- Sheet C9 - Site utility plan (dated 03/27/2014)
- Sheet C17 - Site Operations (dated 01/2014)
- Sheet C17 Fire Protection Plan (dated 01/2014)
- Site Survey plans by Owen Haskell, Inc. (dated March 2014)

We offer the following comments related to the operations and logistics between the existing New Yard site that will remain and the proposed IMT expansion activities. We emphasize that it is important that the land to remain for New Yard LLC be able to stand alone in function and infrastructure capacity in our opinion, given the uncertainty as to future New Yard development to the west. Prior to the completion of Final Approvals we believe that the State of Maine should ensure that the IMT expansion plans adequately address all current and future utility needs and costs for the remaining New Yard Site area as well as similar provisions for the land area that may be acquired by Canal Landing LLC in the future, further to the west. We understand that DOT representatives have indicated their willingness to assist New Yard in this regard, however many of the items currently remain unresolved.



FAY, SPOFFORD &
THORNDIKE
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896
www.fstinc.com

Water

1. We understand the State of Maine has acquired approximately 18 acres of the existing 23 acre area that New Yard previously controlled. This leaves New Yard with a stand alone site area of approximately 5.03 acres. This area is landlocked and will not benefit from frontage on Commercial Street.
2. The existing New Yard site includes a recently completed tension fabric structure that contains a fire suppression system. The system is connected to an existing 6" fire service line that extends from the existing NGL Energy yard area, along the waterfront to the SW corner of the structure. This existing water main is the only water service main serving the New Yard area. We understand that the Portland Water District (PWD) has proposed an agreement that would allow New Yard to install a TEMPORARY domestic (potable) water service tap off the existing 6" line just outside of the tension fabric structure. (This is not standard PWD practice). Ideally, the PWD will be seeking entirely separate water services to feed the New Yard site, as we understand the IMT plans include reuse of the existing main entering into the site to benefit the IMT expansion. The City should verify how permanent fire and domestic water services for New Yard can be provided. We have discussed this matter with PWD representatives and they have indicated their desire to have the New Yard site be served by new domestic and fire services directly from Commercial Street.
3. To satisfy these needs, we recommend that the IMT plans include provisions for the installation of new fire and domestic water supply services into the New Yard Site. As the remaining New Yard area will NOT have frontage on Commercial Street, it will be necessary that these services cross over land to be taken for the IMT expansion (hence an easement is required). We note that the uncertainty of any future New Yard expansion to the west really requires the current plans contemplate new water services to serve New Yard's stand alone site area as is. We believe these services will likely extend from the 12" water main in Commercial Street, under the proposed loading slab and into New Yard's 5 acre site. These provisions should include measures to reconnect the existing fire service for the tension fabric structure, as that existing fire service enters into the south side of the building and the new services would extend to the north side of the building.

Sewer

1. The existing New Yard site is not currently served by sanitary sewer, although we understand that New Yard will be seeking sanitary service for the proposed second building to be installed adjacent the existing Tension Fabric Structure. The PWD



FAY, SPOFFORD &
THORNDIKE
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896
www.fstinc.com

currently maintains the 48" RCP sewer interceptor along Commercial Street. New Yard's original plans contemplated a gravity sewer connection to the interceptor.

2. Based on our understanding of the existing 48" interceptor sewer depth and condition we believe that at least a 6" sanitary sewer connection should be extended beneath the proposed IMT Loading Slab to serve the New Yard site. The location of this service might be in the vicinity of Station 83+00 along the proposed IMT loading track, as depicted on Sheet R8 of the IMT drawings. The service should be laid at minimal slope from the interceptor to the New Yard Site. Assuming these conditions, it appears that New Yard's structures could be served by gravity to the mainline interceptor. These plans need to be coordinated with the plan to slip line a portion of the existing sewer interceptor. During preliminary discussions with PWD and City officials they have suggested their acceptance of this approach, pending final design. New Yard is seeking this work be performed during the IMT Loading slab construction.

Power/Communications/Cable

1. The existing New Yard building is served by a 3-Phase overhead wire extension from a Pole on the north side of Commercial Street. A new Pole was installed on the south side of Commercial Street and overhead wires have been run over the existing tracks to a new pole on the New Yard Site, near the building. An underground primary service runs into an existing transformer and into the building.
2. According to Sheets E01 and 02, the IMT expansion work includes the installation of underground conduits beneath the Loading slab area. This will allow the overhead lines to be removed and new underground systems installed. We have not seen any details about conduit/duct bank sizing and capacity.
3. We recommend that the IMT activities include adequate conduits for not only power, but communications and cable facilities into the New Yard Site. At this time, the plans we have reviewed are unclear as to the full extent of underground power/comm/cable being provided. The installation work should also include any underground vaults (including standard 38Y structures) that may be required by CMP and/or Fairpoint Communications. The typical underground facilities for each of the providers could include; Two (2) 5" dia conduits for Power (CMP); Two (2) 4" dia. Conduits for Communications (Fairpoint); and Two (2) 4" conduits for cable (Time Warner).
4. We suggest that additional coordination with CMP/Fairpoint/TWC take place to assure that the proposed UGE may also have capacity to serve possible future New Yard activity to the west. This is also true for communications and cable.



FAY, SPOFFORD &
THORNDIKE
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896
www.fstinc.com

1. There currently is no natural gas service to the New Yard Tension Fabric Building. We understand that New Yard desires natural gas service to their buildings; therefore provisions should be made by the IMT expansion designers to accommodate this.
2. We understand there are natural gas supply lines within the nearby vicinity; therefore we trust that a line can be extended to New Yard's site. We have recommended that the New Yard mechanical designer provide load information for heating loads to the Department.

West Site Expansion (Pan Am land)

FST has reviewed the proposed IMT expansion plans and track plans and we have come up with the following comments and questions related to New Yard site access and future provisions for possible New Yard development activity west of the existing site. This land is currently owned by Pan Am Railways.

1. The proposed taking plans prepared by Owen Haskell Inc ('Land Acquisitions' Plan, March 2014) indicates that the State of Maine intends to acquire approximately 5 acres from Pan Am Railways for development of the tracks and a heavy haul road. This will leave approximately 6 acres on the shorefront side and approximately 6.75 acres on the Commercial Street side of the tracks. Presumably these two remaining parcels comprise the site area to be acquired by Canal Landing LLC, pending successful negotiations with Pan Am and the State of Maine.
2. A primary concern for future development within the remaining Pan AM lands is for the location of the driveways. New Yard is interested in at least two driveways into the site area. They are seeking assurance from the Department and the City that two driveways can be provided in the future and that any Commercial Street improvements associated with the IMT expansion will not preclude future driveway placement. Ideally, these driveways would be constructed as part of the IMT work.
3. The proposed track plans indicate a 30 ft. wide timber grade crossing at approximately Station 58+85. At this location the rail grade is proposed to be approximately 13.5', which represents nearly a 3 ft. raise in grade above existing. The raise in grade for the track appears reasonable and should not preclude future development opportunity; however, we would like to better understand the ability to provide the driveway approaches on each side. We are primarily concerned with the drive grades transitioning to the grade crossing. These approach grades should not exceed 3% if possible.
4. We recommend that the grade crossing at Station 58+85 be wide enough to allow passage of a marine travel lift. We understand that this width should be at least 50' to



FAY, SPOFFORD &
THORNDIKE
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896
www.fstinc.com

- accommodate the travel lift equipment that New Yard may ultimately acquire for operations at this location.
5. The proposed grade crossing also includes a single 24" dia. class IV RCP utility sleeve. We suggest that at least two 24" sleeves be installed to allow for future passage of various utilities including water, sewer, power and communications. The ability to install these utilities should not be precluded, once the tracks are installed.
 6. A secondary grade crossing of 24' width is proposed at Station 64+00. This track also includes the crossing of the running track and the runaround track. We suggest that the location of this secondary grade crossing be revised to a different location. It appears that Station 65+60 may be a more suitable location as it involves only a single track. This location may also fit more harmoniously with New Yard's future shorefront development plans, however largely conceptual currently they may be.
 7. We recommend that the second grade crossing also contain at least two 24" RCP sleeves to allow for future utilities beneath the tracks.
 8. The Track plans currently depict the layout of an underdrain system running parallel to the tracks on each side. These systems include multiple catch basin structures on each side, presumably for the collection of surface runoff. These systems are designed to tie into the existing Combined Sewer Overflow (CSO) lines that bisect the site from Commercial Street to their outfalls along the waterfront. We assume the City will need to sign off on the use of the CSO's for drainage purposes, specifically for future development activities that may occur.
 9. We recommend that the proposed drainage structures include 15" lateral knockouts to allow for future connection of ancillary drainage pipe from the yard areas. This will avoid the need for core drilling these structures in the future.
 10. Regarding the access from the Beach Street intersection into the New Yard site, we understand that the IMT expansion will include a route, generally around the existing NGL fence line, for access to New Yard. The IMT designers should provide information related to signage provisions etc. that will direct New Yard customers/visitors to the site. Will a New Yard project sign be allowed at Commercial Street? Signage to adequately direct New Yard traffic to/from the site will be very important, given the landlocked nature of the remaining 5 acres that New Yard will be left with. This is also true for pedestrian access conditions to/from New Yard to Commercial Street.
 11. We recommend that the alignment of the access route from Commercial Street to the New Yard be provided to accommodate larger vehicle movements, including those by the Brownell Systems, Inc. trailers as well as standard WB-67 trailers. Currently it appears the New Yard access would be shifted to run along the southerly NGL fence line. There



FAY, SPOFFORD &
THORNDIKE
778 Main Street, Suite 8
South Portland, ME 04106
Toll Free: 800.835.8666
Main: 207.775.1121
Fax: 207.879.0896
www.fstinc.com

is no existing road base in this area, so we recommend the IMT designers consider realigning New Yard's access to align with the existing drive, at least for the portion on the south side of the NGL yard area. Otherwise the new access route will involve box cut construction to place appropriate gravels within the proposed New Yard access drive.

We appreciate the opportunity to submit these comments to the Planning Authority and look forward to continued dialogue regarding these development coordination issues. If you have any questions or desire a meeting to review these comments, please call this office for arrangements.

Sincerely,

Fay, Spofford & Thorndike

Stephen R. Bushey, PE
Senior Principal Engineer

C: Phin Sprague, New Yard LLC
Bob Flight, New Yard LLC
Peter Plumb, Murray, Plumb and Murray
Joel Kitteridge, MDOT
Craig Morin, HNTB

Jobs/3091.03/admin/correspondence out/2014.05.20 Knowland

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.



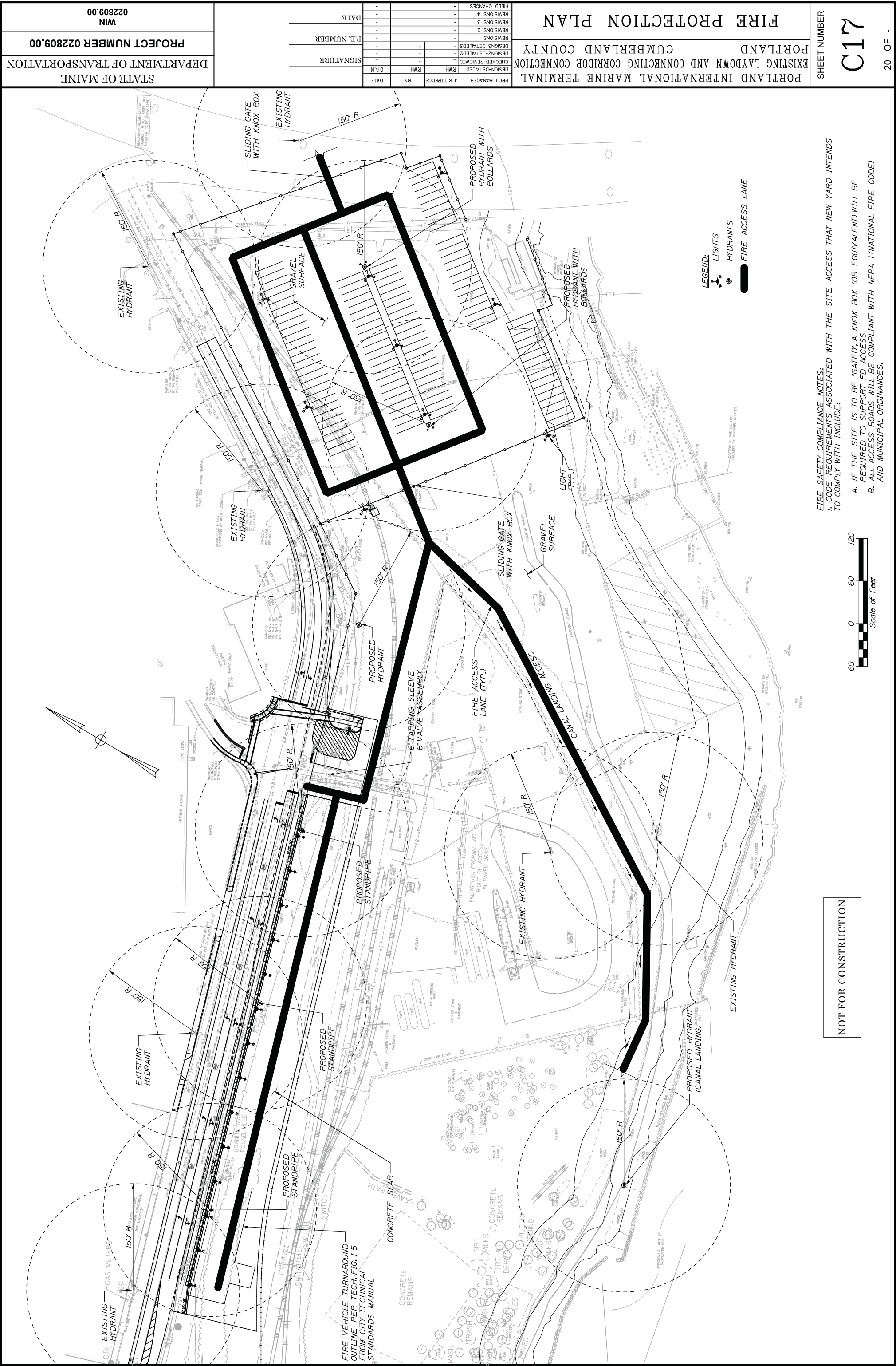
**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



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**

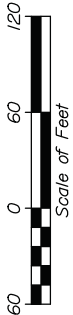
1. Name, address, telephone number of applicant
2. **Joel Kittredge, Maine Dept. of Transportation, 16 State House Station, Augusta, ME 04333-0016, 207-624-3550**
3. Name address, telephone number of architect
not applicable
4. Proposed uses of any structures [NFPA and IBC classification]
5. **not applicable**
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



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.



SHEET NUMBER

C17

20 OF -

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
CUMBERLAND COUNTY
PORTLAND

FIRE PROTECTION PLAN

PROJ. MANAGER	J. KITTREDGE	BY	DATE
CHECKED-REVIEWED	RWH		01/14
DESIGN-DETAILED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER 022809.00	WIN 022809.00
----------------	------------------------------	--------------------------	---------------

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)

X

(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)

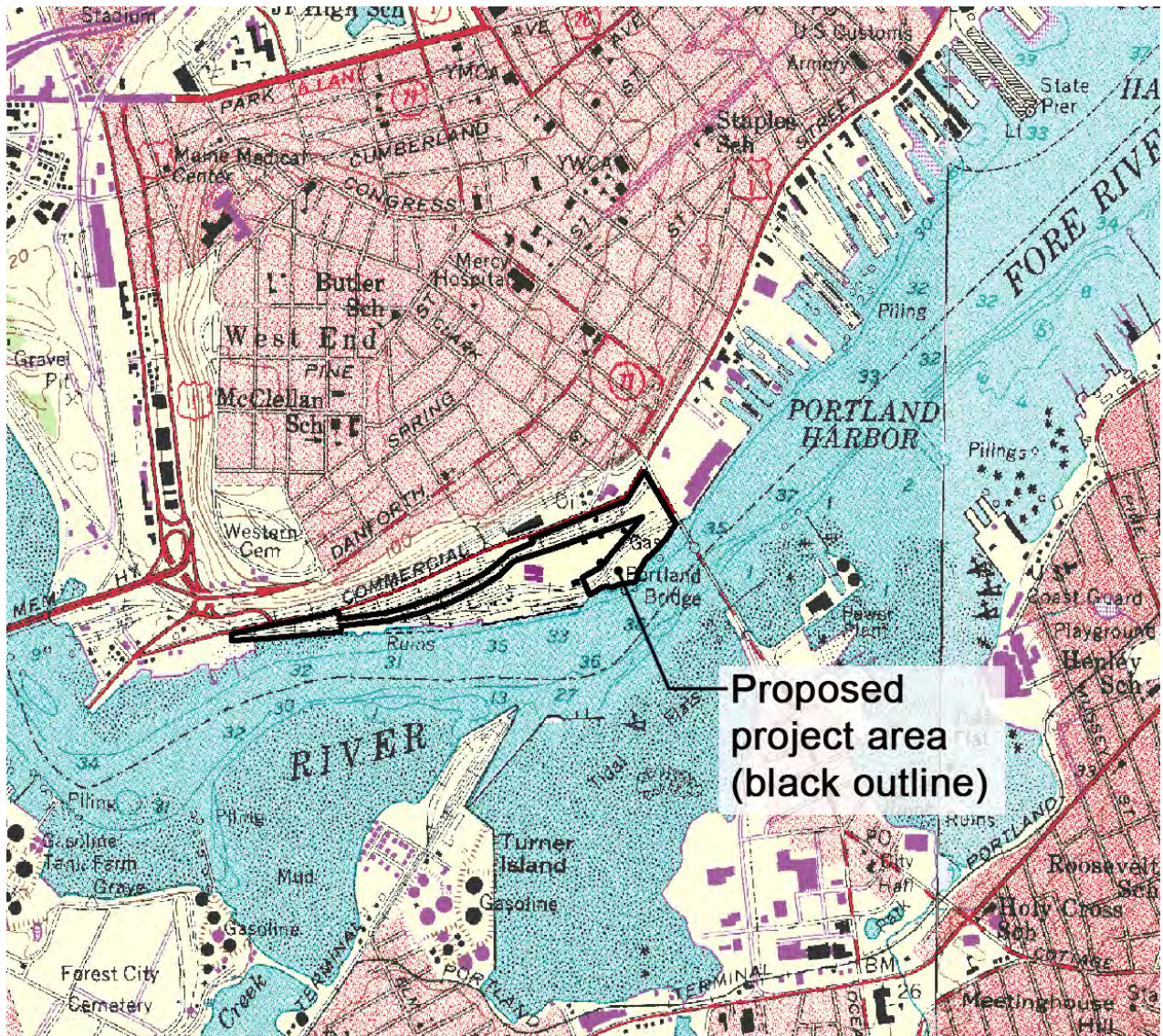
(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)

Notes, Comments or Calculation

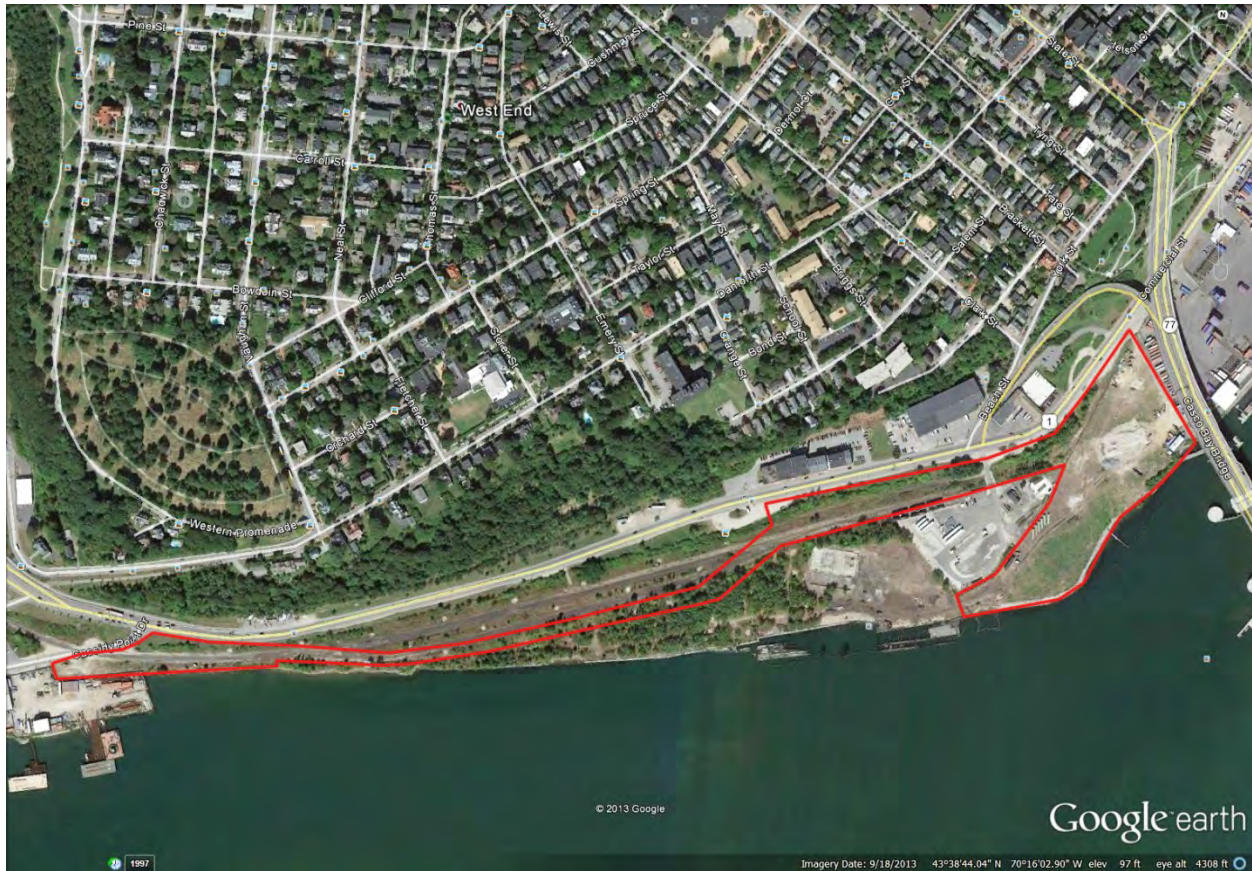
For this project only a temporary security shack is proposed (no buildings); whereas this is only an expansion of the existing IMT facility where there is an existing office building. No domestic type sewer connections are proposed. Instead a Porta-Potty type bathroom for the one security person (or 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.

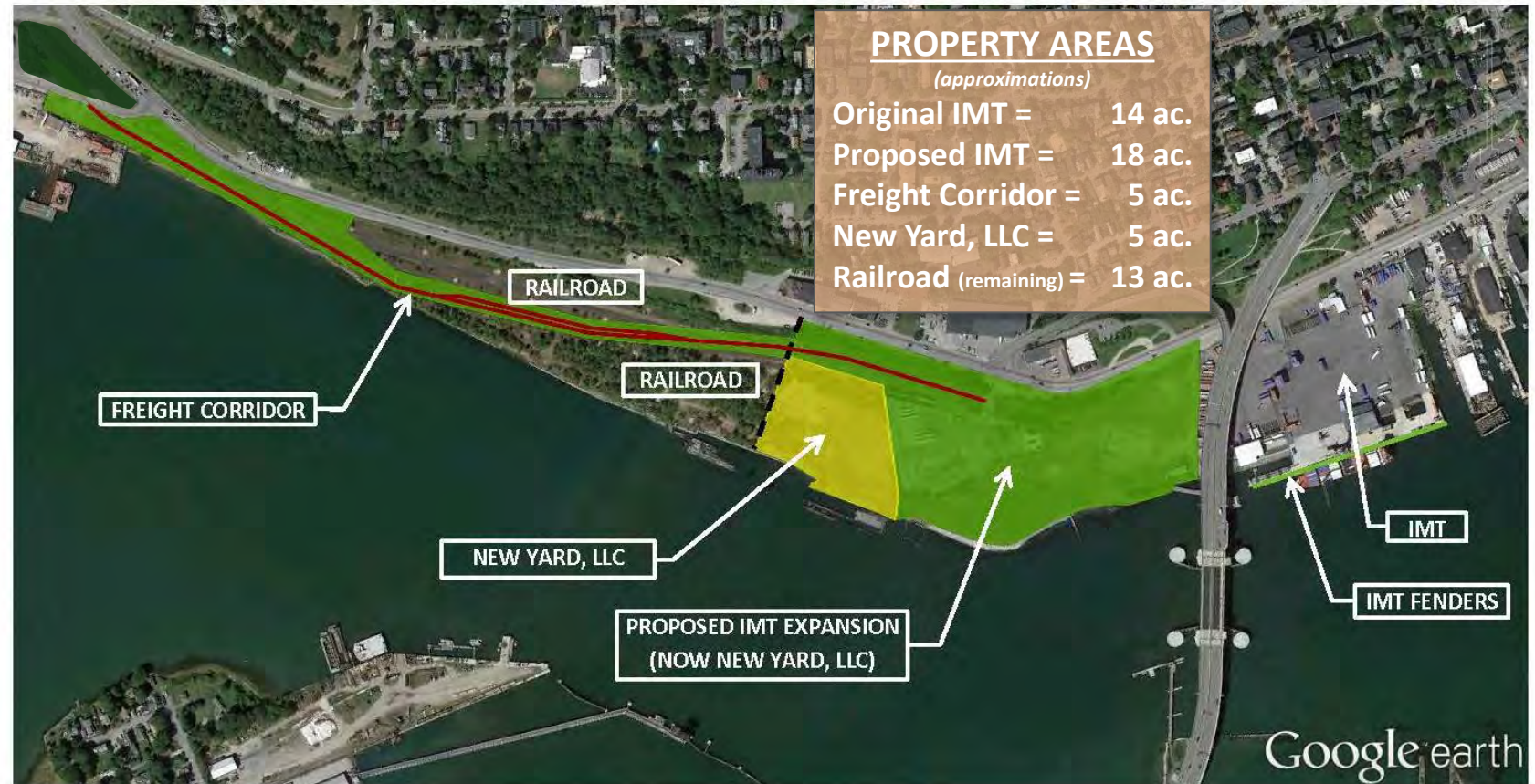
Additionally, the project envisions significant improvements to West Commercial Street and at the intersection of Beach Street. Proposed improvements include widening of the street to provide turn lanes and truck staging areas, signalization of the intersection, and improving the pedestrian corridor 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



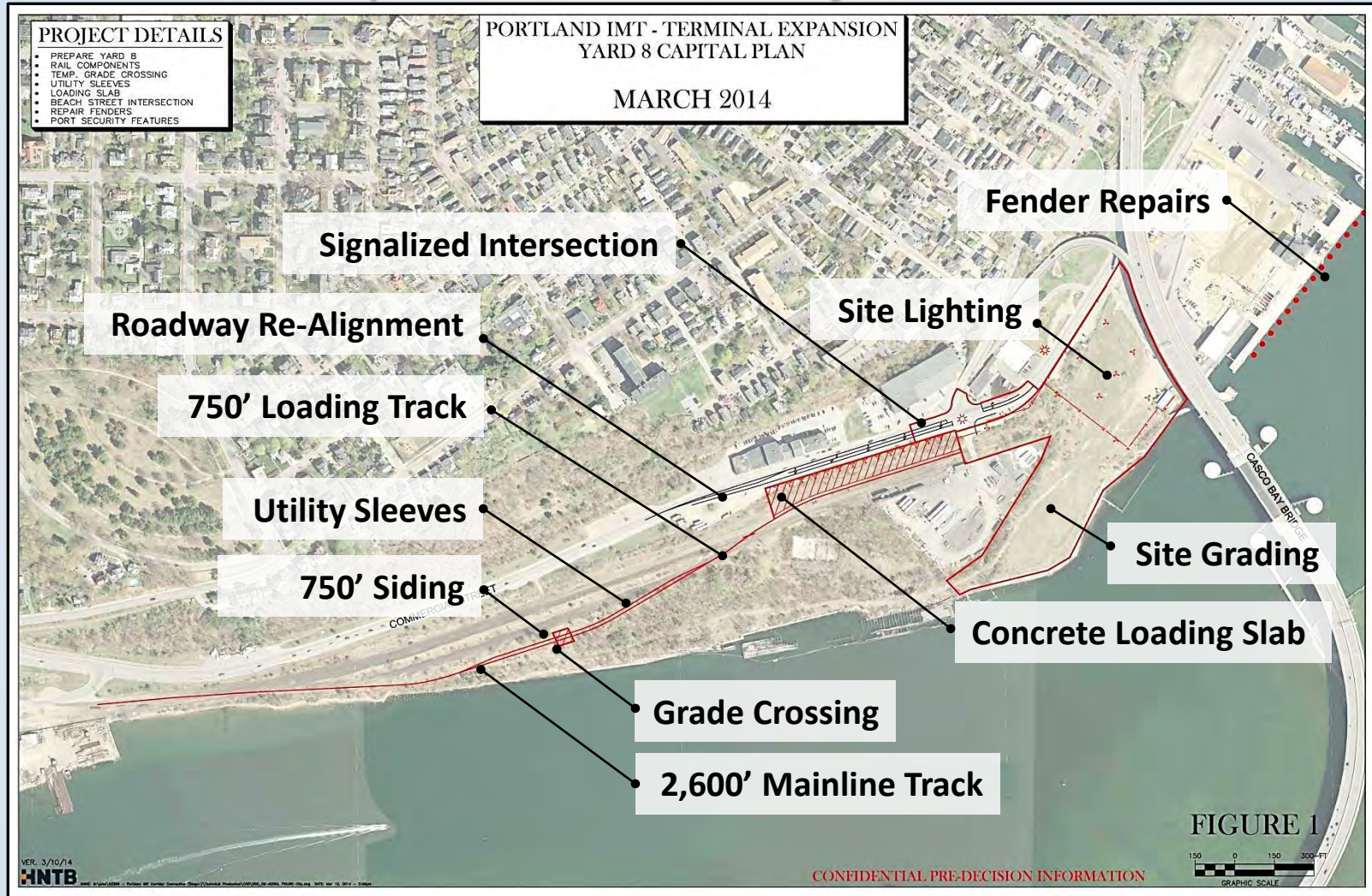
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

Portland International Marine Terminal

PORTLAND INTERNATIONAL MARINE TERMINAL

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

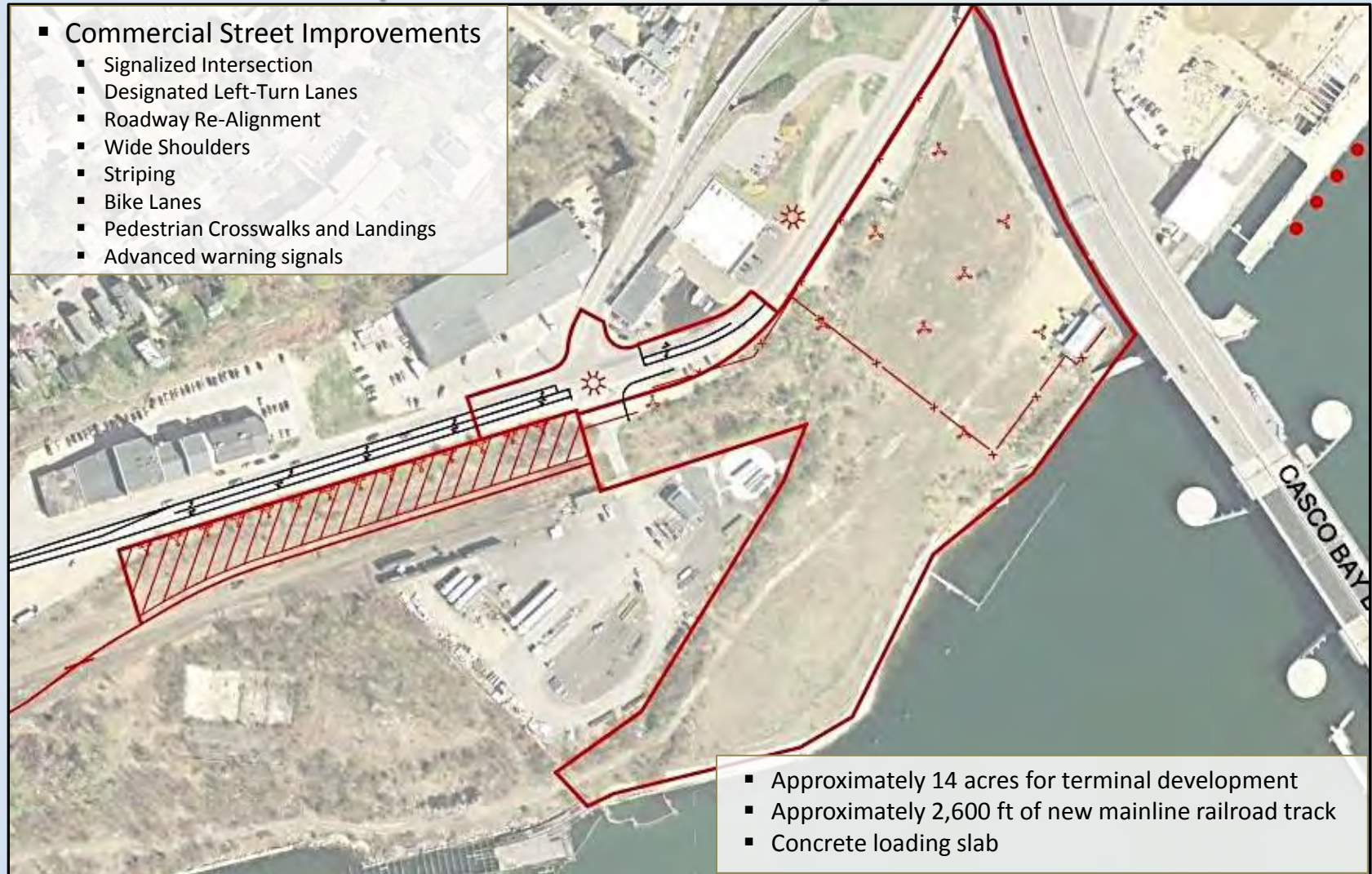
General Description of the Project



PORTLAND INTERNATIONAL MARINE TERMINAL

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

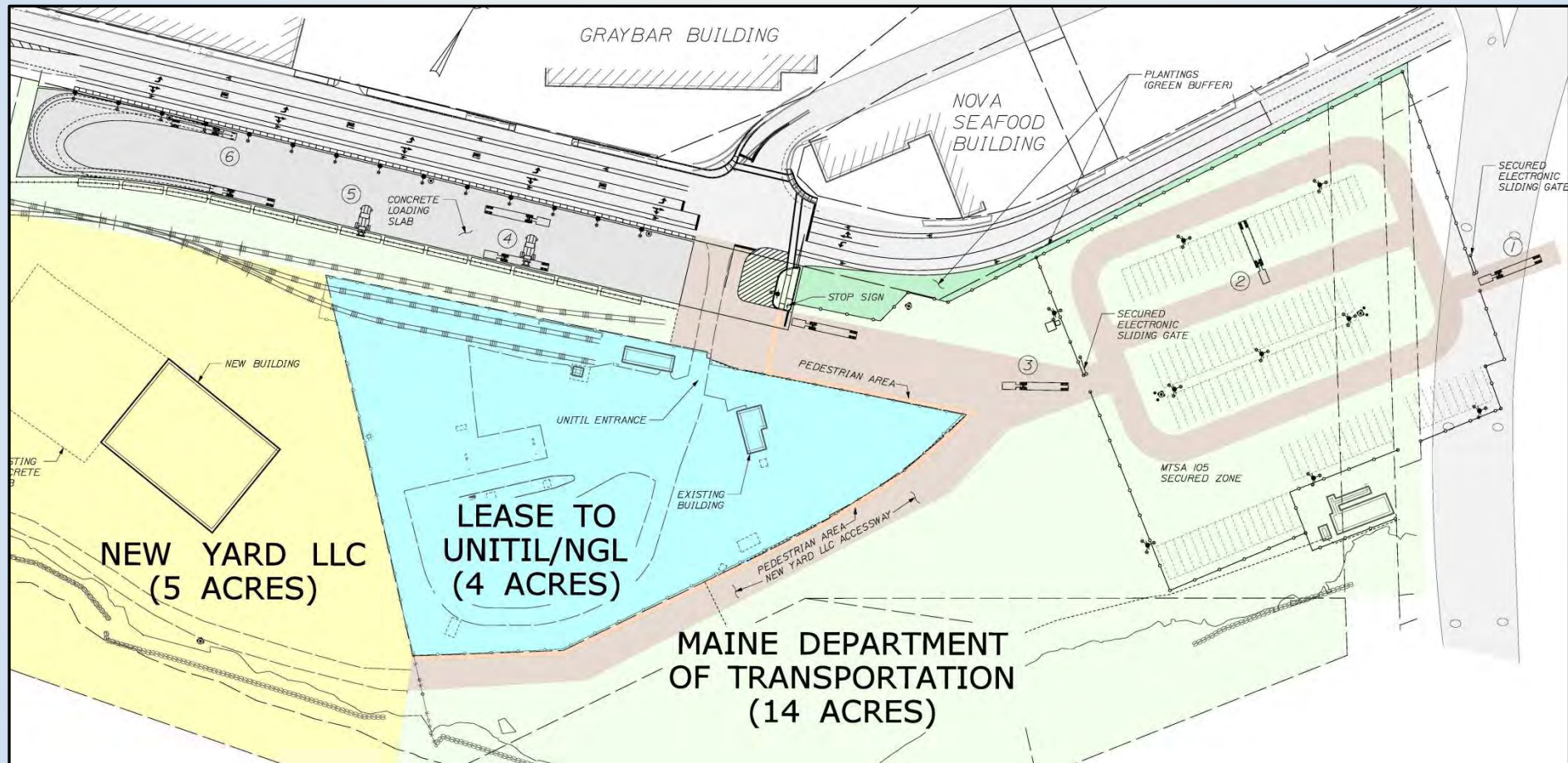
General Description of the Project



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.

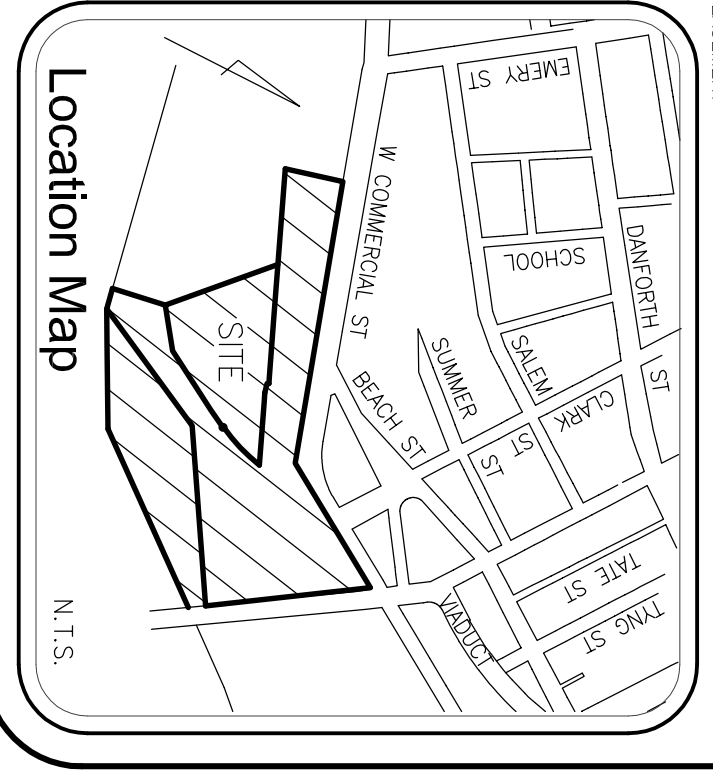
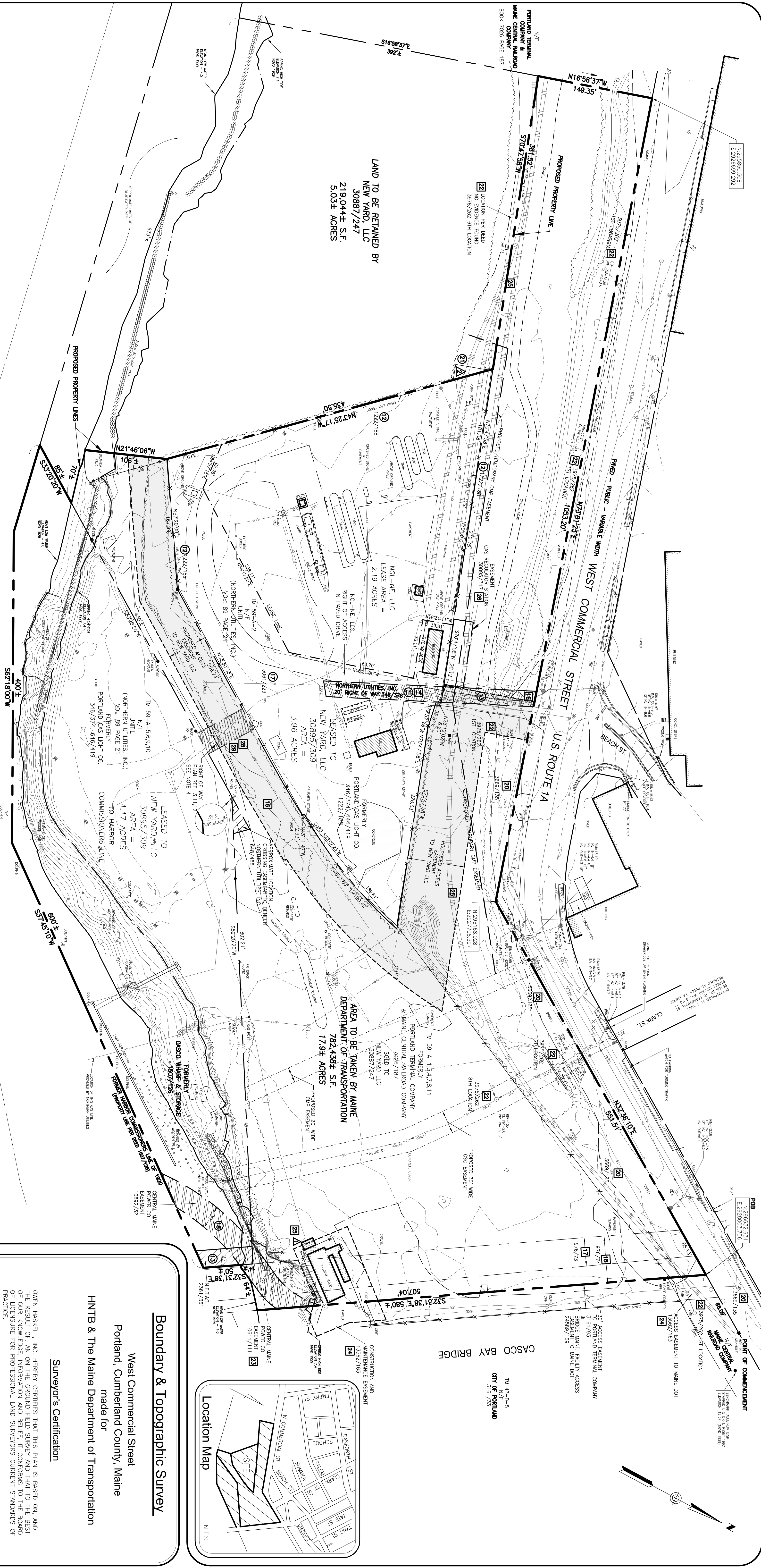
10. Summary of Proposed & Existing Easements

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.



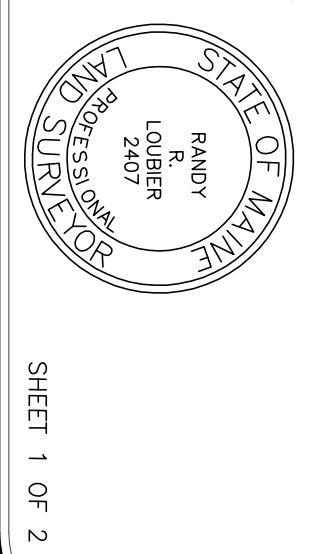
Boundary & Topographic Survey

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 THAT THE SURVEYOR HAS PERSONALLY CONDUCTED A REASONABLE INVESTIGATION OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

Owen Haskell
OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYOR NO. 2407
IN THE STATE OF MAINE
DATE OF PLAN: APRIL 4, 2014
REVISION DATE:
OHI JOB NO. 2013-154P



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

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 NGD 1929 BASED UPON MAINE DEPARTMENT OF TRANSPORTATION DISK L 5 (NGS) REST 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 AND 83 MAINE WEST.
4. NO RECORDED DOCUMENTS HAVE BEEN FOUND FOR THE 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 AVE'S AND UTILITIES LEGACY COMPANIES:
-THE INSTALLATION OF A 12-INCH PIPE WITHIN A 10-FOOT WIDE STRIP OR CROSSING
(DATED JULY 1, 1887).
-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 14.64 SHORELAND 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 0018B WITH AN EFFECTIVE DATE OF JULY 17, 1986.

FEDERAL CHANNEL LINE (PER PLAN REF. 7)

SEE SHEET 2 OF 2 FOR PLAN REFERENCES AND TITLE
COMMITMENT SCHEDULE B SECTION 2 EXCEPTIONS

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 COMPARE ALL SUCH UTILITIES IN THE AREA. 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. CONSTRUCTION OF ANY NEW UTILITIES SHALL BE THE RESPONSIBILITY OF THE CLIENT. 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 UNTIL VOL. 89 PAGE 21

Utility Companies:

SANITARY SEWER/STORM DRAIN:
CITY OF PORTLAND
DEPARTMENT OF PUBLIC SERVICES
PORTLAND, MAINE 04103
CONTACT: WANE 04101
TEL. 207-874-
WATER:
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PORTLAND, MAINE 04102
CONTACT: WANE 04101
TEL. 207-761-5310

Possible Enroachments:

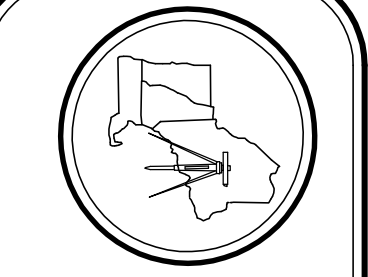
- ▲ BUILDING OVER LINE 3'+
- ▲ FENCE OVER LINE 18.5'

Legend:

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- ⊗ GAS VALVE
- ⊗ WATER VALVE
- ⊗ HYDRANT
- ⊗ UTILITY POLE
- ⊗ LIGHT POLE
- ⊗ MANHOLE
- ⊗ CATCH BASIN
- ⊗ SIGN
- FENCE
- CURB
- OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- TELEPHONE
- WATER LINE
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- 1" CONTOUR
- MONITORING WELL
- TITLE EXCEPTION-RAILROAD

⑧ TITLE EXCEPTION-RAILROAD

SCALE : 1" = 60'



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, 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 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 DEED FROM COUNTY OF CUMBERLAND TO PORTLAND TERMINAL COMPANY, DATED AUGUST 30, 1916 AND RECORDED IN BOOK 976, PAGE 74 - AS SHOWN.
18. EASEMENT RESERVED IN DEED FROM COUNTY OF CUMBERLAND TO PORTLAND TERMINAL COMPANY, DATED APRIL 15, 1975 AND RECORDED IN BOOK 3689, PAGE 135 - AS SHOWN.
19. INTENTIONALLY DELETED
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 3873, 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 FLOUTABLE
28. UNRECORDED PERMISSON TO LAY AND MAINTAIN 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, 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 REF. 2 MAY 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 MCDUTCHEM LLP DATED DEC. 18, 2006 BY OWEN HASKELL, INC.
7. 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.
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 NORTHEASTREY SURVEYING, INC.
9. PORTLAND TERMINAL COMPANY OFFICE OF THE VICE PRESIDENT - ENGINEERING, LAND SALE PLAN, PORTLAND, ME DATED DEC. 30, 2011.
10. COMMERCIAL STREET ORNANCE 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

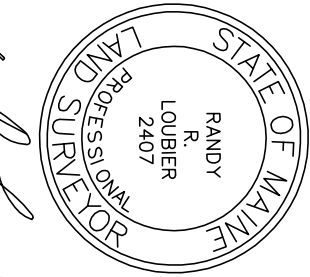
TM 59-A-1,3,4,7&8,11 NEW YARD LLC, BOOK 30887 PAGE 247
TM 59-A-2,5,6,9,10 UNITIL, VOL. 89 PAGE 21

Boundary & Topographic Survey

West Commercial Street
Portland, Cumberland County, Maine
made for
HNTB & The Maine Department of Transportation

RANDY R. 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

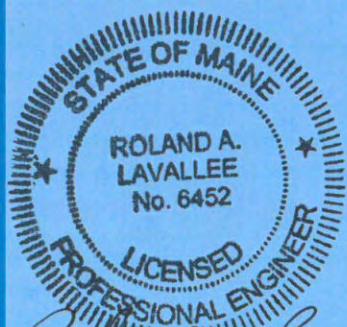
See enclosed Stormwater Management Report.

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-DIGITARY 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:

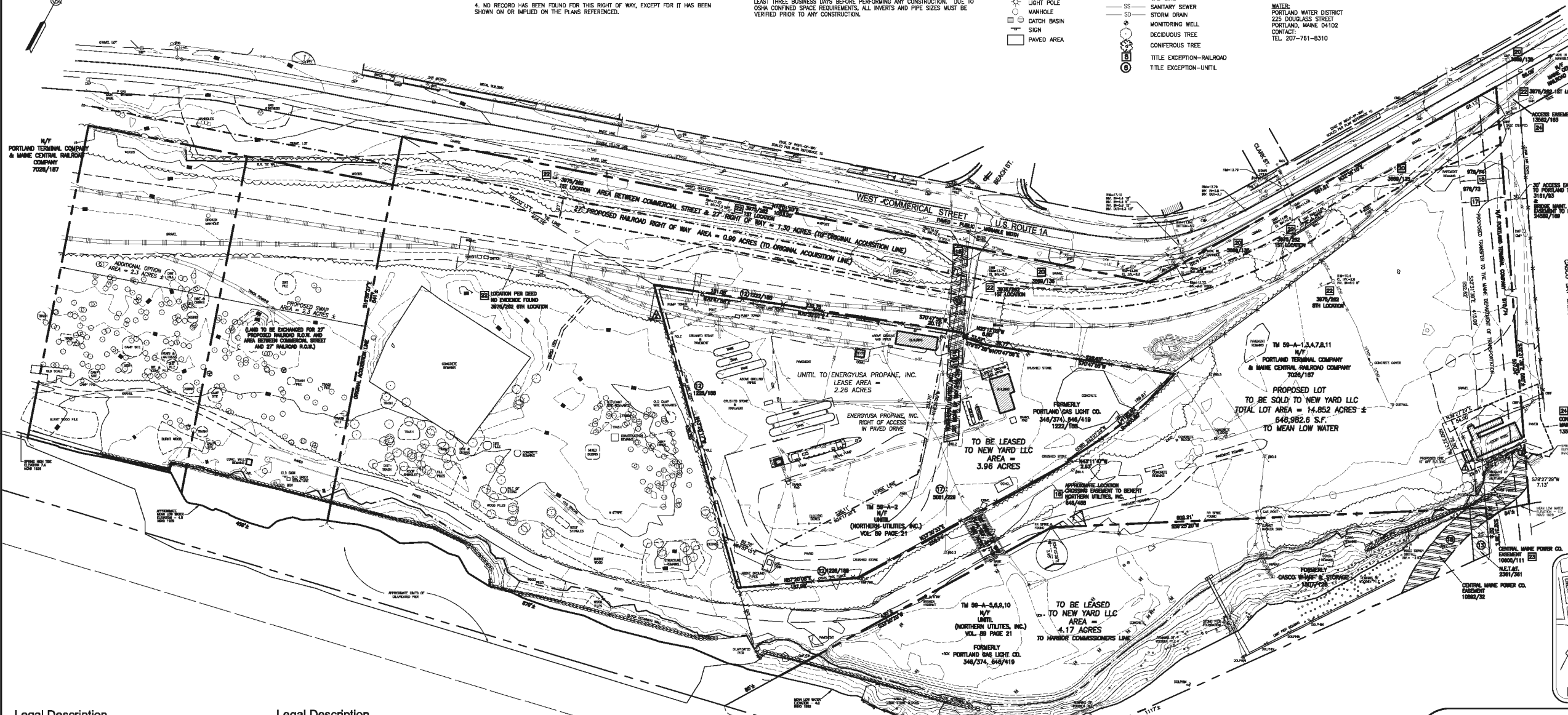
- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- SIGN
- PAVED AREA
- FENCE
- CURB
- OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- TELEPHONE
- WATER LINE
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- MONITORING WELL
- DECIDUOUS TREE
- CONIFEROUS TREE
- TITLE EXCEPTION—RAILROAD
- TITLE EXCEPTION—UNITLE

Utility Companies:

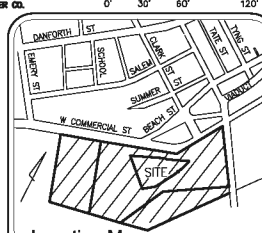
SANITARY SEWER/STORM DRAIN:
CITY OF PORTLAND
DEPARTMENT OF PUBLIC SERVICES
55 PORTLAND STREET
PORTLAND, MAINE 04101
CONTACT:
TEL: 207-874-874

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



SCALE: 1" = 60'



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 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 # 100215, 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, 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, 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 3689, 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:
(c) ENCROACHMENT OF BUILDING OWNED BY THE EASTERLY ADJUTER'S PROPERTY ON THE INSURED PREMISES - AS SHOWN

Schedule B Section 2 Exceptions

Unitle Parcels

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE # 100215, EFFECTIVE DATE: UPDATE FROM 11-30-12
WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE

1-8. NON-SURVEY ITEMS
9. EASEMENT FROM MILLIAM LANSDE 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, 1886 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:
(c) 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 MCCUTCHEN LLP DATED DEC. 18, 2006 BY OWEN HASKELL, INC.
7. 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.
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 2, 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.

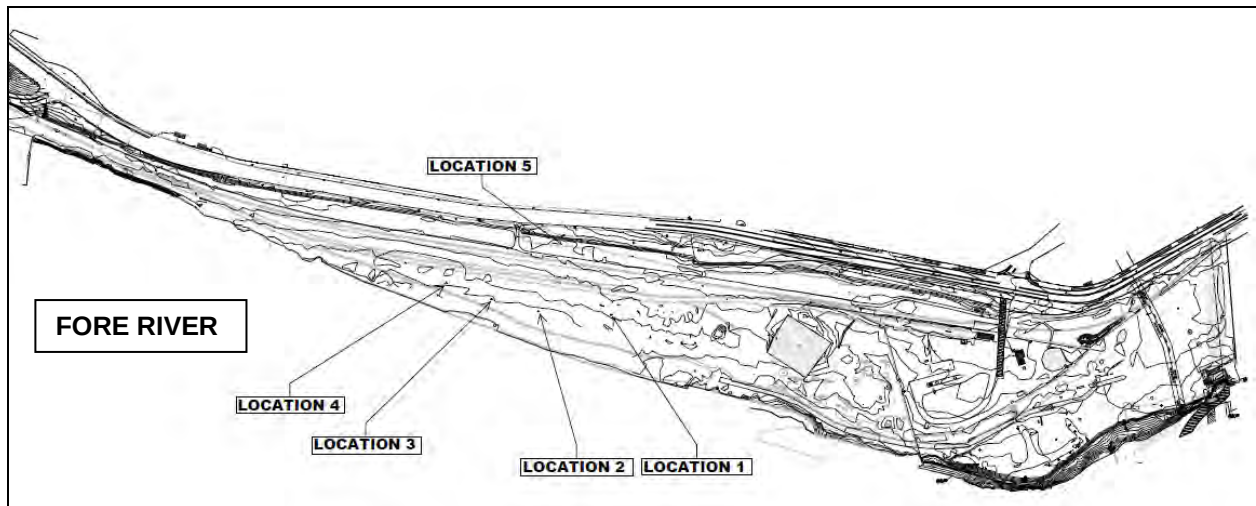


Figure 3 – locations of the areas exhibiting potential inland wetland characteristics. All locations are within disturbed and formerly developed soils. Orientation of figure is with north to the top.

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.



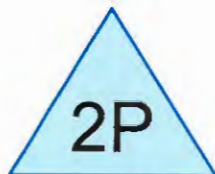
Figure 7 – Picture of a linear swale feature between Commercial Street and rail line. Commercial Street is to the left. Although water is evident during the frozen conditions, little hydrophytic vegetation was noted here. Non-hydrophytes such as multiflora rose are growing from the low ground/ice.

APPENDIX C: DRAINAGE CALCULATIONS

- COMMERCIAL STREET STORMWATER CALCULATIONS
- 1" STORM CALCULATIONS



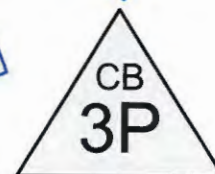
Commercial Street



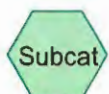
POROUS CONCRETE



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

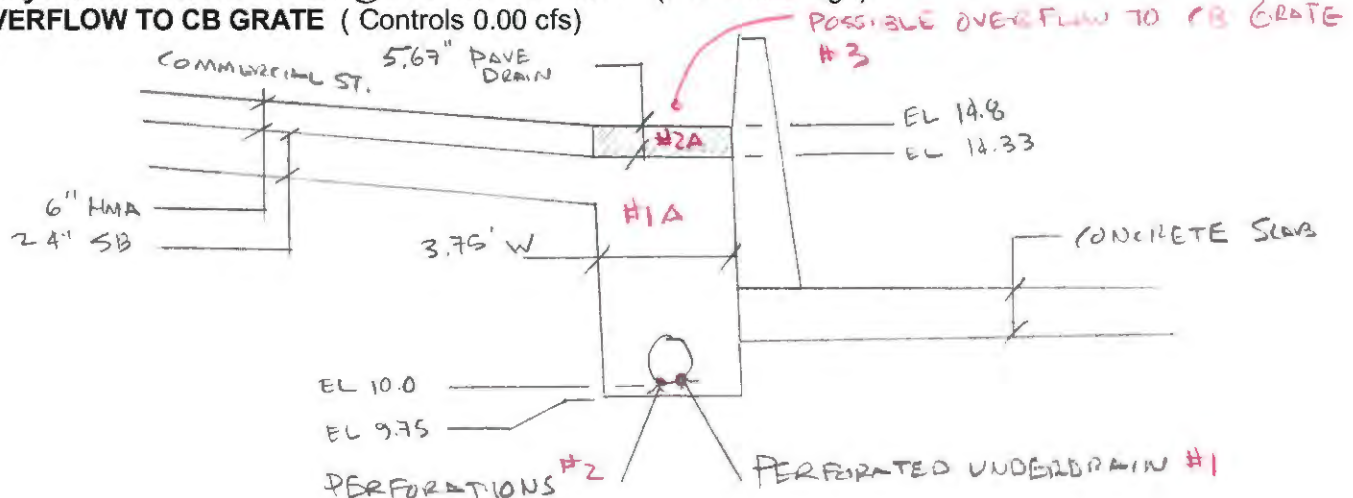
Primary OutFlow Max=1.17 cfs @ 12.19 hrs HW=12.23' (Free Discharge)

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

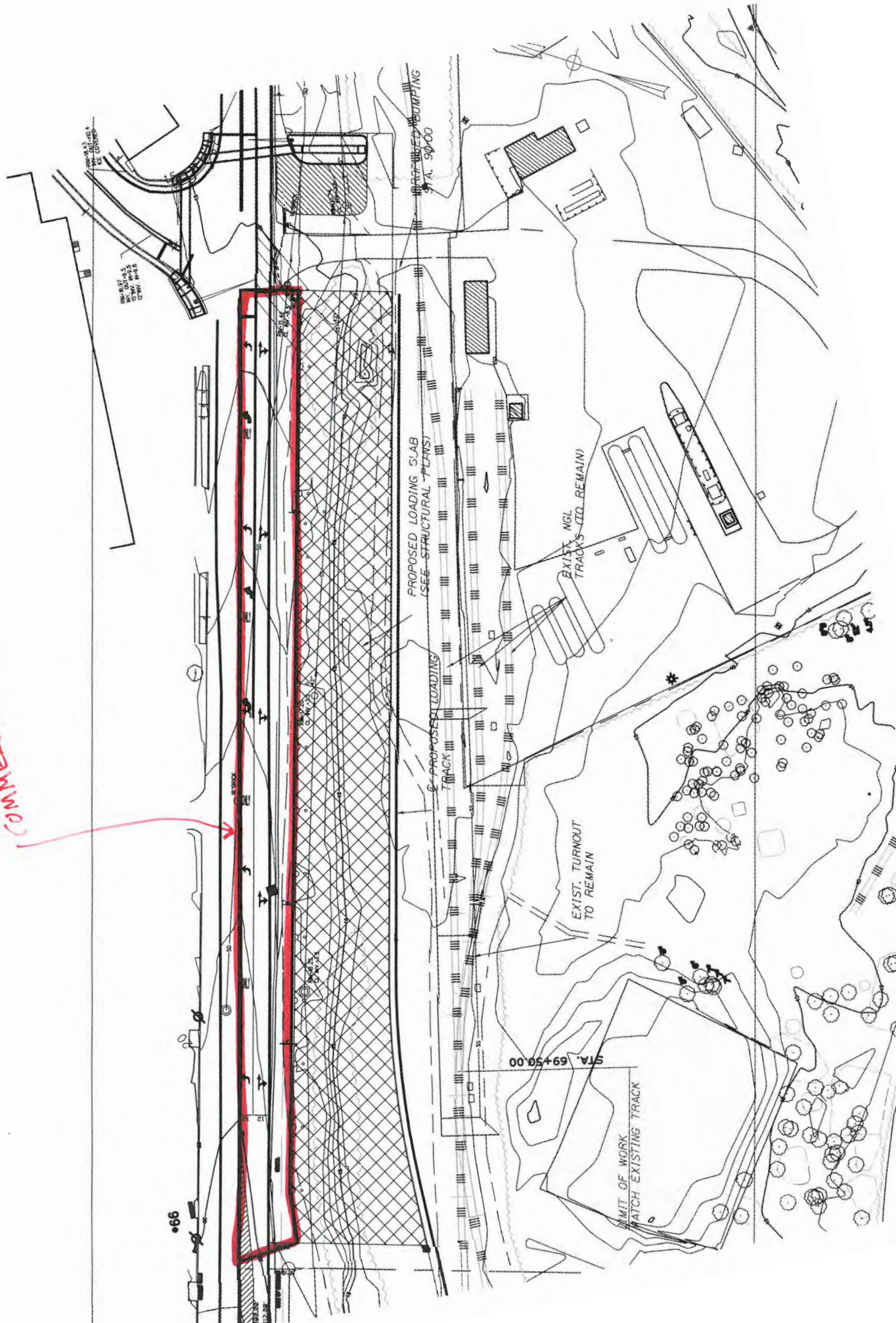
Flood Elev= 14.80'

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)

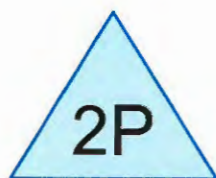
COMMERCIAL ST. SUBCATCHMENT



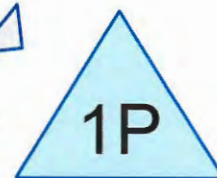


Commercial Street

* CONSIDER POROUS CONCRETE
CLOGGED, ANALYSIS OF
CB @ INT ENTRANCE



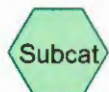
POROUS CONCRETE



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)

25 SCALE



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 $300,609 \text{ SF} \left(\frac{1"}{12}\right) = 25,050 \text{ CF}$

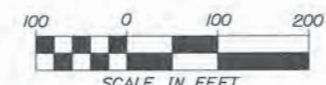
ASSUME 40% VOIDS IN STONE LAYER:

$1" / 0.4 = 2.5"$ 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



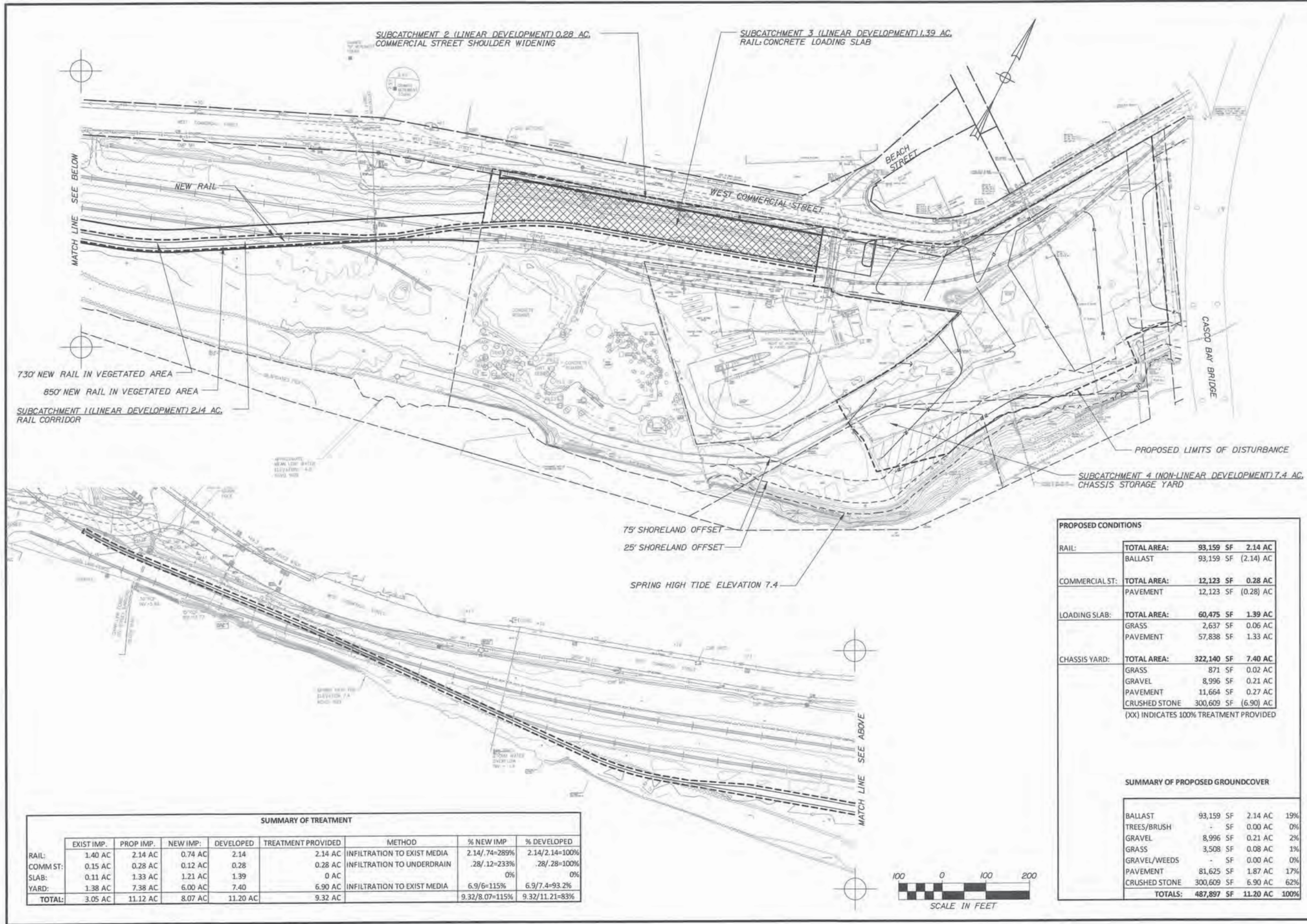
EXISTING CONDITIONS			
RAIL:	TOTAL AREA:	93,159 SF	2.14 AC
	BALLAST	61,067 SF	1.40 AC
	TREES/BRUSH	32,092 SF	0.74 AC
COMMERCIAL ST:	TOTAL AREA:	12,123 SF	0.28 AC
	GRAVEL	6,684 SF	0.15 AC
	GRASS	5,439 SF	0.12 AC
LOADING SLAB:	TOTAL AREA:	60,475 SF	1.39 AC
	GRASS	14,927 SF	0.34 AC
	TREES/BRUSH	11,953 SF	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 GROUND COVER				
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: RWH
DESIGN: DETAILER: RWH
CHECKED: REVIEWER: RWH
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

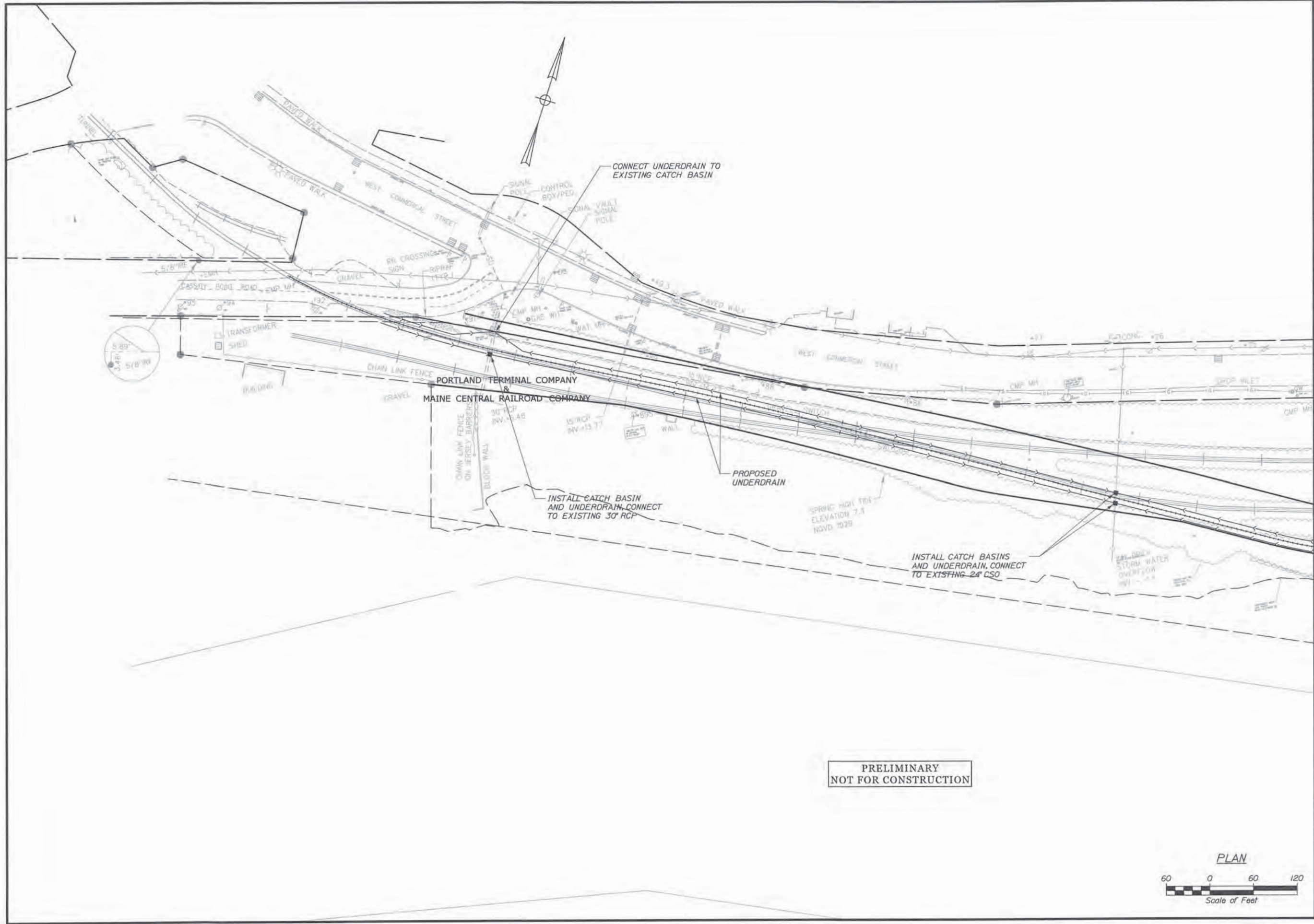
SHEET NUMBER
SW2
2 OF 9

Date: 3/26/2014

Username:

Division:

Filename: 003_SitePlan1.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00		PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		SHEET NUMBER SW3 3 OF 9	
SIGNATURE <i>John A. Lawrence</i> P.E. NUMBER 6962 DATE 3/26/14		PROJ. MANAGER J. KITTREDGE BY RNH DATE 03/14		SITE PLAN 1	
ROLAND A. LAWRENCE No. 6962 LICENSED PROFESSIONAL ENGINEER		DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES			
WIN 022809.00					

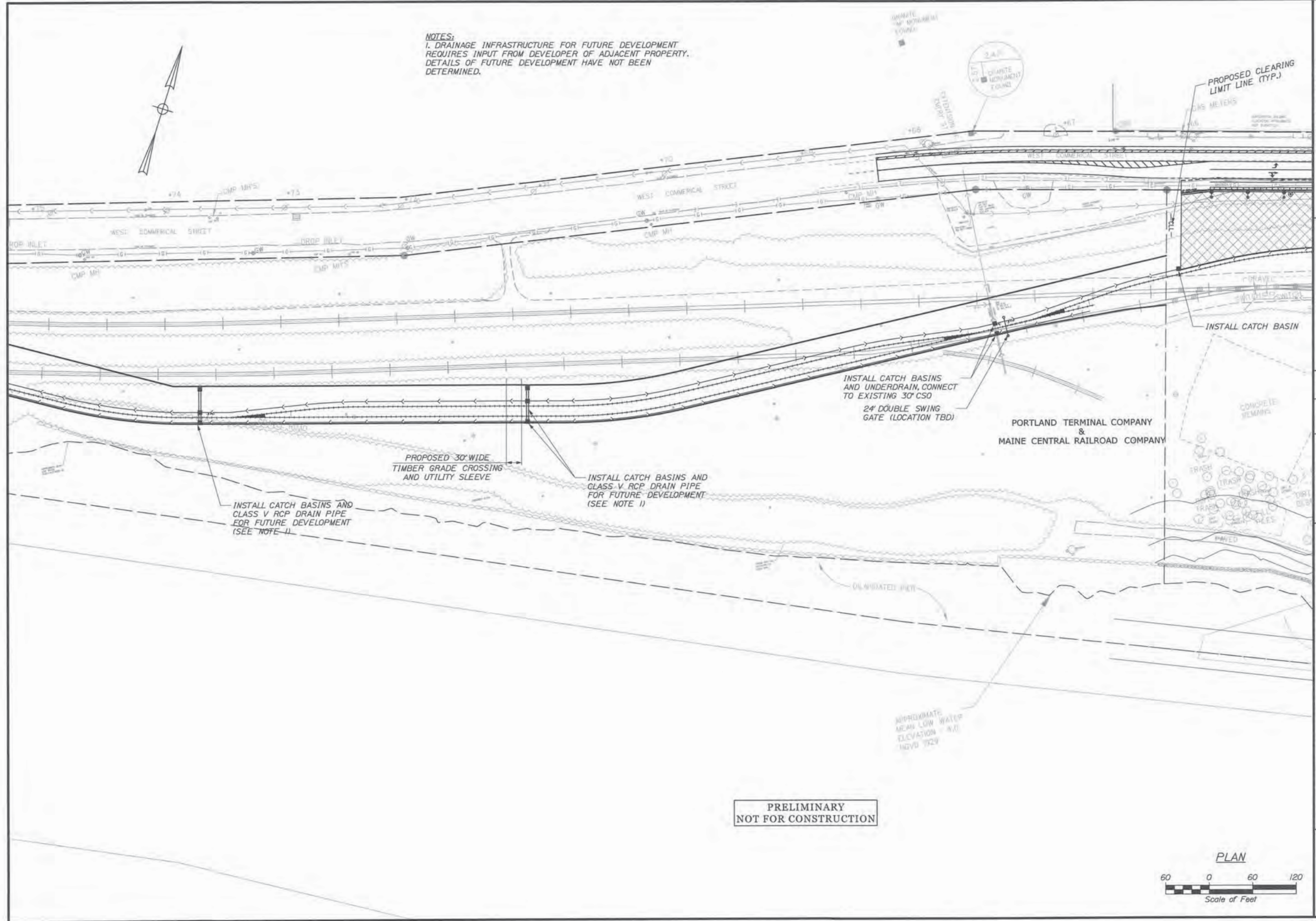
Date: 3/26/2014

Username:

Division:

Filename: 004_SitePlan2.dgn

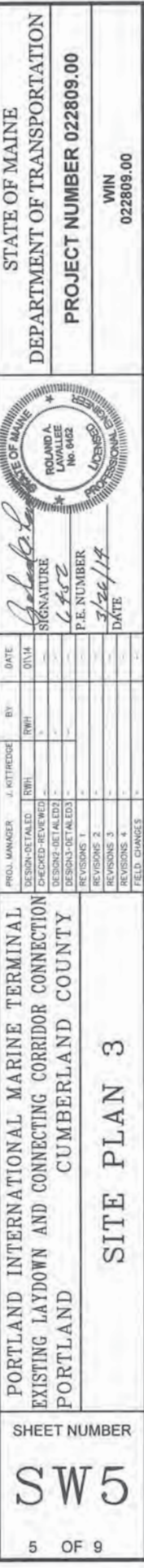
NOTES:
1. DRAINAGE INFRASTRUCTURE FOR FUTURE DEVELOPMENT
REQUIRES INPUT FROM DEVELOPER OF ADJACENT PROPERTY.
DETAILS OF FUTURE DEVELOPMENT HAVE NOT BEEN
DETERMINED.



PRELIMINARY
NOT FOR CONSTRUCTION



STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00 WIN 022809.00	
	
SIGNATURE: <i>Ronald A. Raulo</i> P.E. NUMBER: 6462 DATE: 3/26/14	
DATE: 03/14	BY: SWH
PROJ. MANAGER: J. MITCHELL	DESIGN: DETAIL 1
CHECKED: REVERED	DESIGN: DETAIL 102
DESIGN: DETAIL 103	REVISIONS: 1
REVISIONS: 2	REVISIONS: 3
REVISIONS: 4	FIELD CHANGES
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY SITE PLAN 2	
SHEET NUMBER SW 4 4 OF 9	

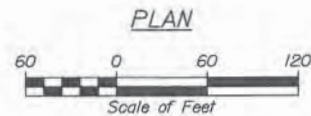
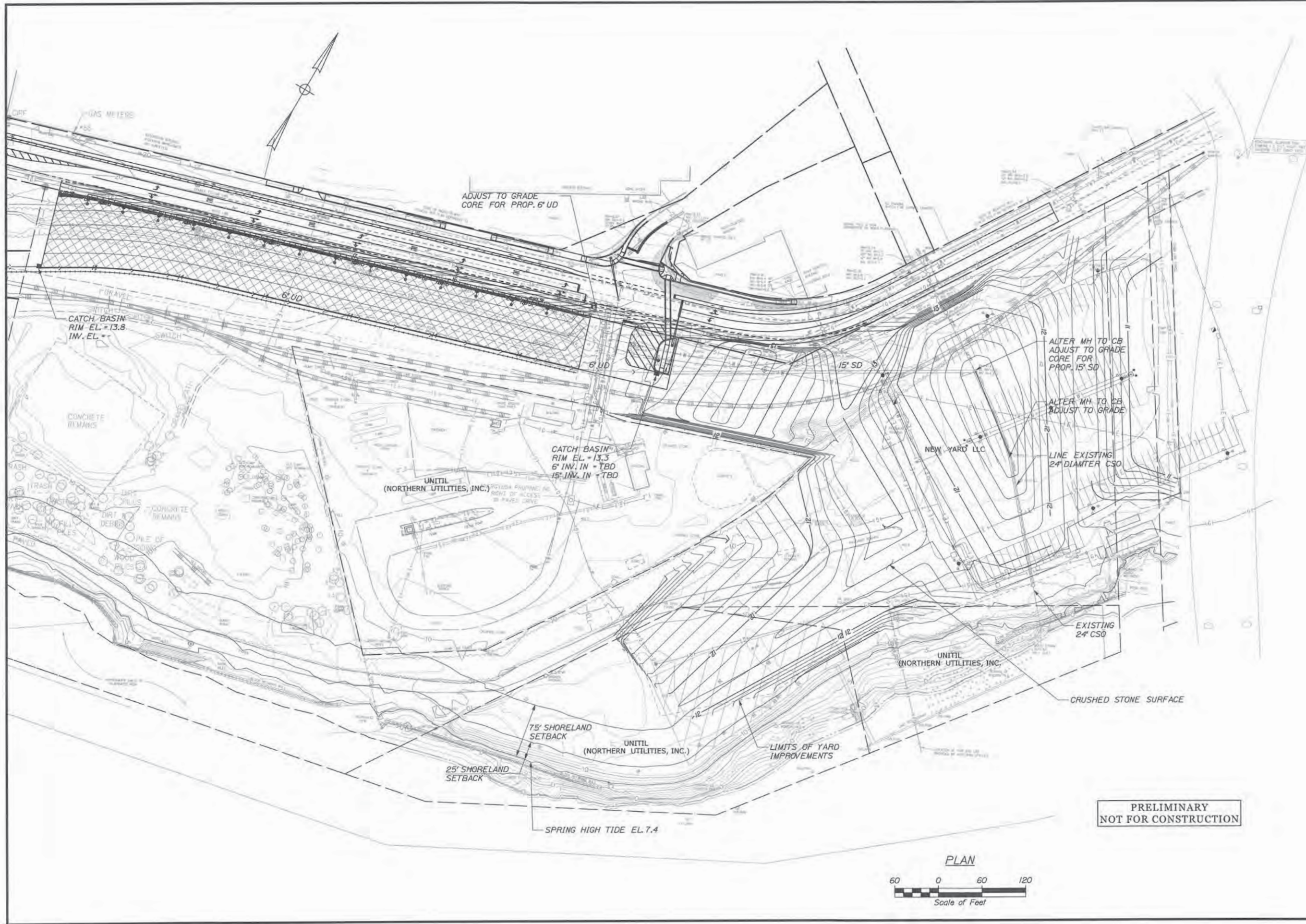


Date: 3/26/2014

Username:

Division:

Filename: 006_SiteGradingPlan3.dgn



PRELIMINARY
NOT FOR CONSTRUCTION

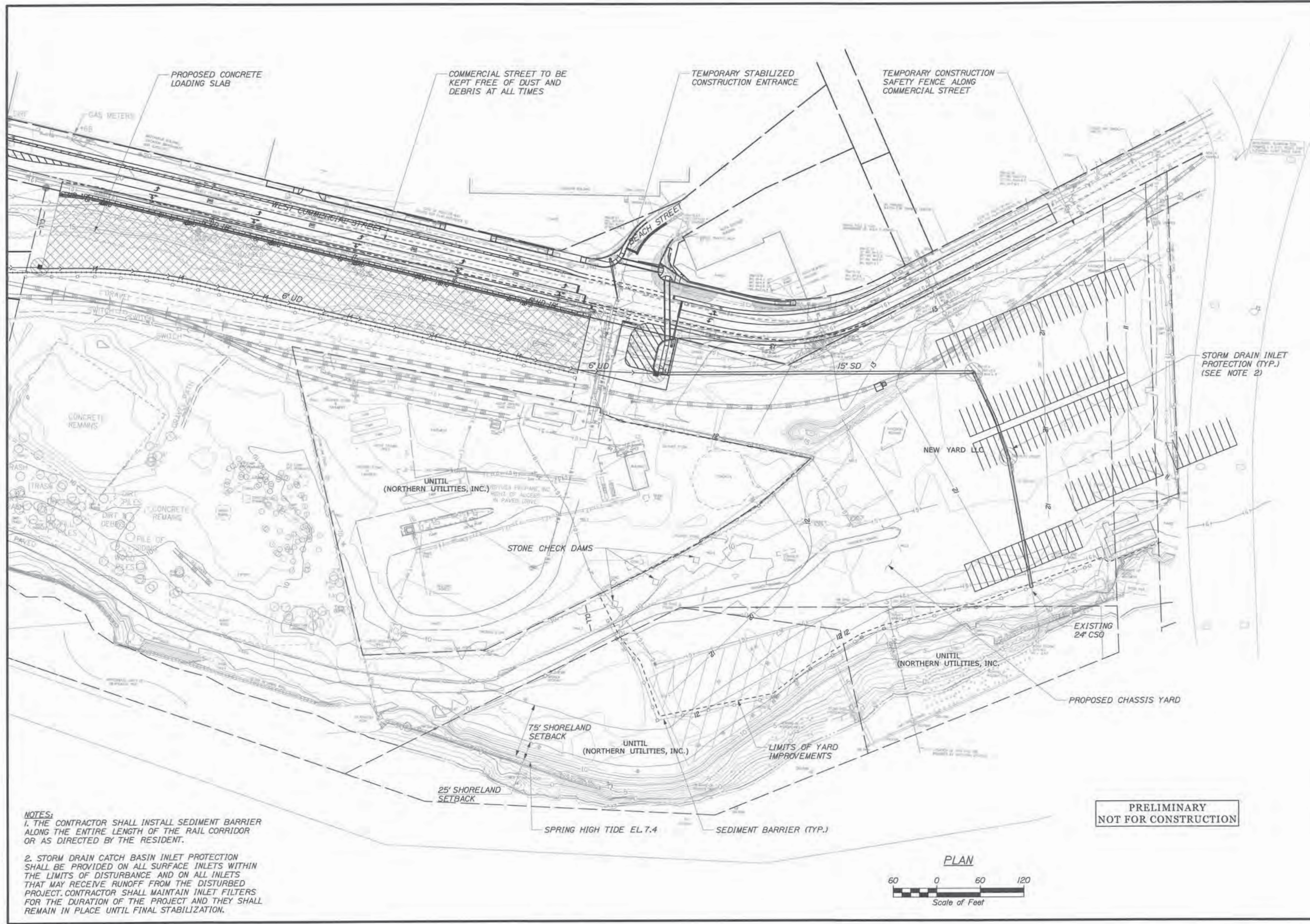
STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00		DATE: 3/26/14 P.E. NUMBER: 14252 SIGNATURE: [Signature] ROLAND A. LAMALLE No. 6462 LICENSED PROFESSIONAL ENGINEER	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		SHEET NUMBER SW6 6 OF 9	
SITE GRADING PLAN		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.

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 AND SEDIMENT CONTROL PLAN	
SHEET NUMBER SW7 7 OF 9	

DATE	BY	PROJ. MANAGER	J. MITCHELL	DATE	BY	PROJ. MANAGER	J. MITCHELL
03/24	FINH	DESIGN-REVIEWED	ME	03/24	FINH	DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME
		DESIGN-REVIEWED	ME			DESIGN-REVIEWED	ME

STATE OF MAINE
ROLAND A. LAMALLEE
No. 9462
LICENSED PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER
DATE

022809.00

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) STRAW OR HAY (ANCHORED) SHREDDED OR CHOPPED JUTE MESH EXCELSIOR MAT	70-90	LBS	PROTECTED AREAS
	185-275	LBS	WINDY AREAS
	185-275	LBS	
	AS REQUIRED MODERATE TO HIGH VELOCITY AREAS & STEEP SLOPES AS REQUIRED		
MULCH ANCHORING: PEG AND TWINE MULCH NETTING ASPHALT EMULSION	LIQUID ASPHALT		
	WOOD CELLULOSE FIBER		
	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, TRACK 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% (13H: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% (24H: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.

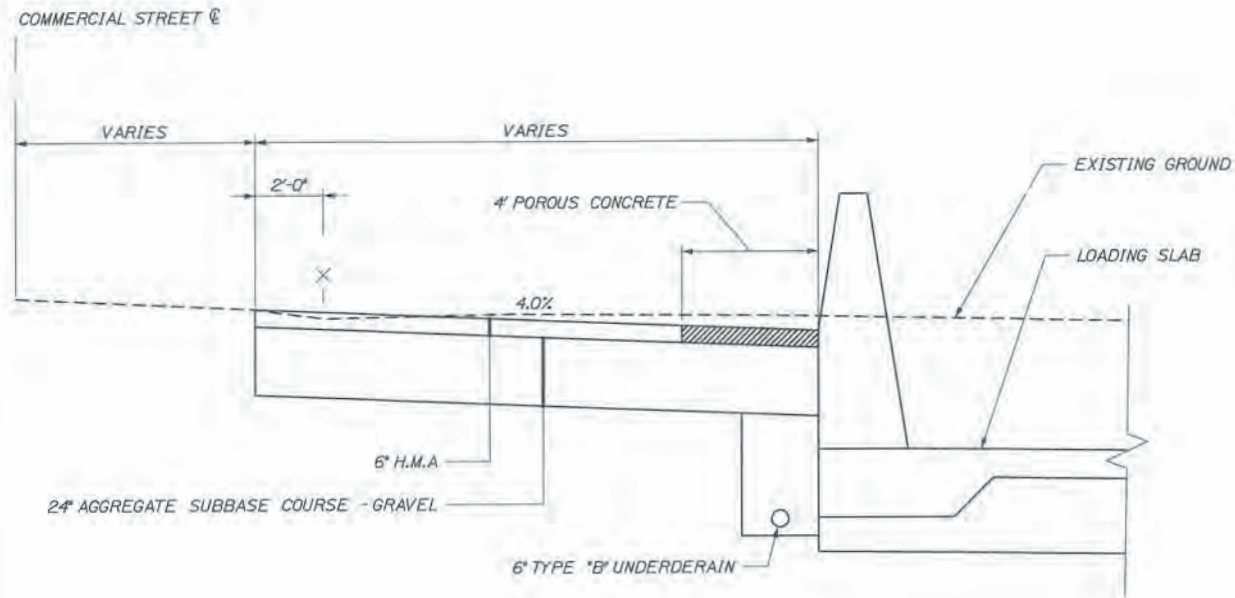
STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00 WIN 022809.00	 Signature: <i>[Signature]</i> P.E. NUMBER: 6572 DATE: 7/26/14										
DATE: 07/14	BY: MFC	PROJ. MANAGER: J. WITROUSE	DESIGN: DETAILED	CHECKED: REVIEWED	SPECIAL: NETTING	DESIGN: DETAILED	REVISIONS: 1	REVISIONS: 2	REVISIONS: 3	REVISIONS: 4	FIELD CHANGES
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EROSION AND SEDIMENTATION CONTROL NOTES											
SHEET NUMBER SW8 8 OF 9											

Date: 3/26/2014

Username:

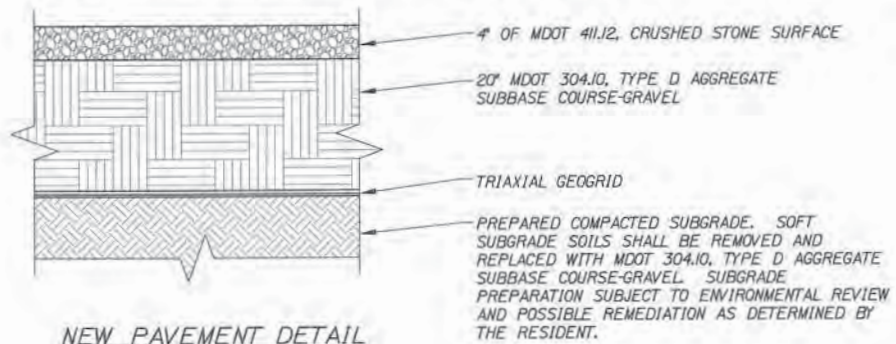
Division:

Filename: 009_ErosionDetails.dgn

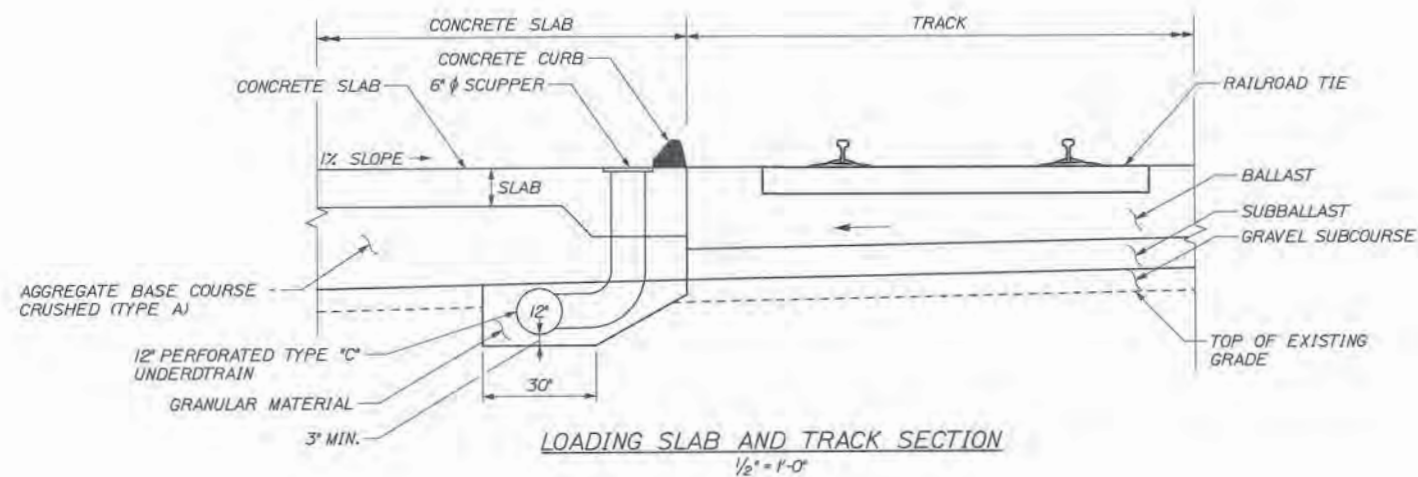


COMMERCIAL STREET SHOULDER WIDENING
NOT TO SCALE

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\" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00	WIN 022809.00																						
Professional Engineer Seal: State of Maine, License No. 6462, Signature: [Signature], Date: 3/26/14																							
<table><tr><td>DATE</td><td>BY</td><td>PROJECT MANAGER</td><td>DESIGN-DETAILED</td><td>CHECKED-REVIEWED</td><td>DESIGN-DETAILED</td><td>REVISIONS 1</td><td>REVISIONS 2</td><td>REVISIONS 3</td><td>REVISIONS 4</td><td>FIELD CHANGES</td></tr><tr><td>03/14</td><td>MFC</td><td>CRM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>		DATE	BY	PROJECT MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES	03/14	MFC	CRM								
DATE	BY	PROJECT MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES													
03/14	MFC	CRM																					
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EROSION CONTROL DETAILS																							
SHEET NUMBER SW9 9 OF 9																							

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:

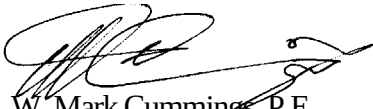
In general, the overall plan for the expansion to the Portland IMT site appears to address the required physical attributes needed to support adequate fire protection; assuming that all modifications depicted on the Fire Protection Plan for the expansion are implemented, including;

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.



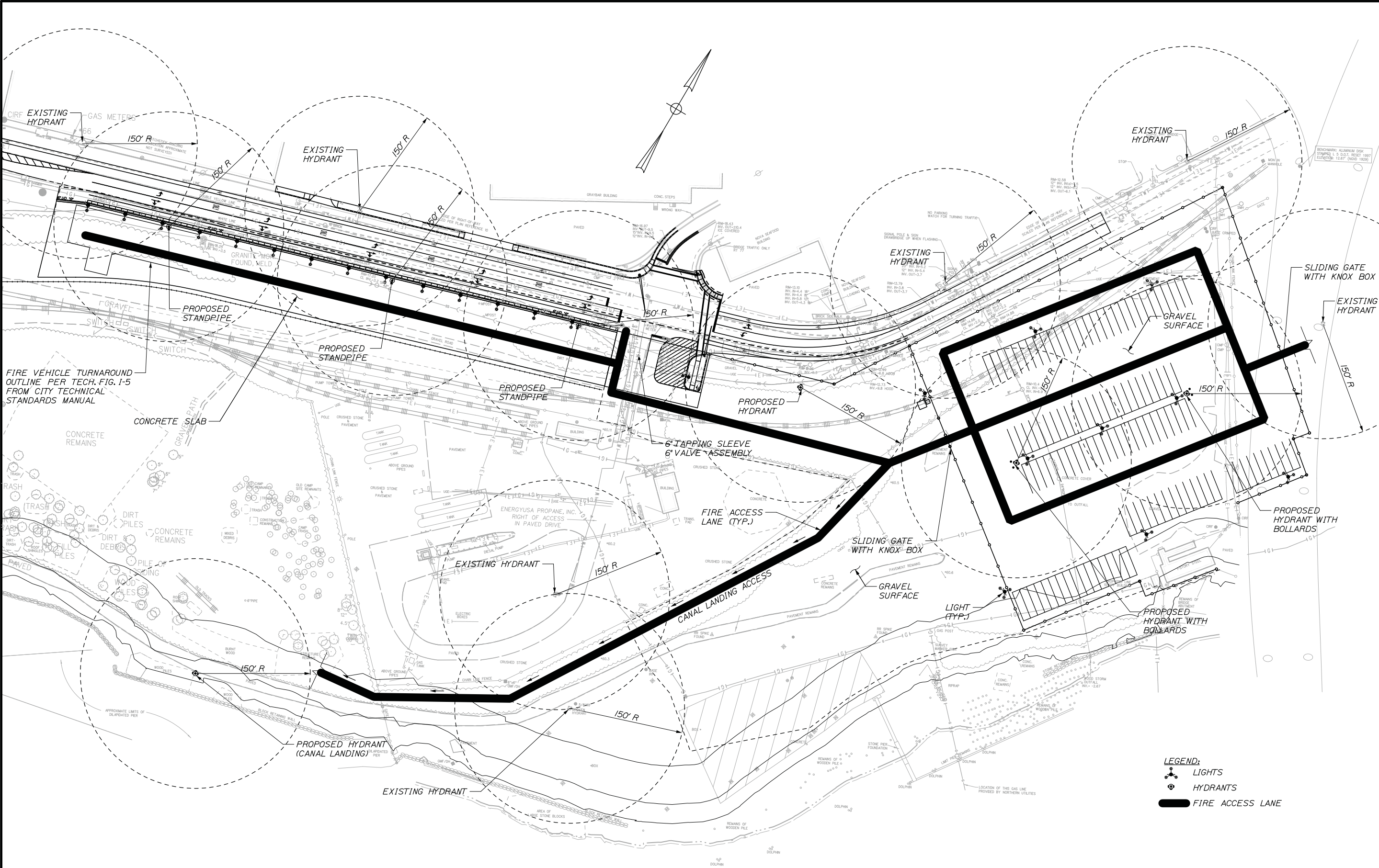
W. Mark Cummings, P.E.
Principal Fire Protection Engineer

Date: 3/11/2014

Username:

Division:

Filename: 020_FireProtection.dgn



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.

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

FIRE PROTECTION PLAN

SHEET NUMBER
C17

20 OF -

PROJ. MANAGER	J. KITREDE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	RWH	01/14				
CHECKED-REVIEWED						
DESIGNS-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

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

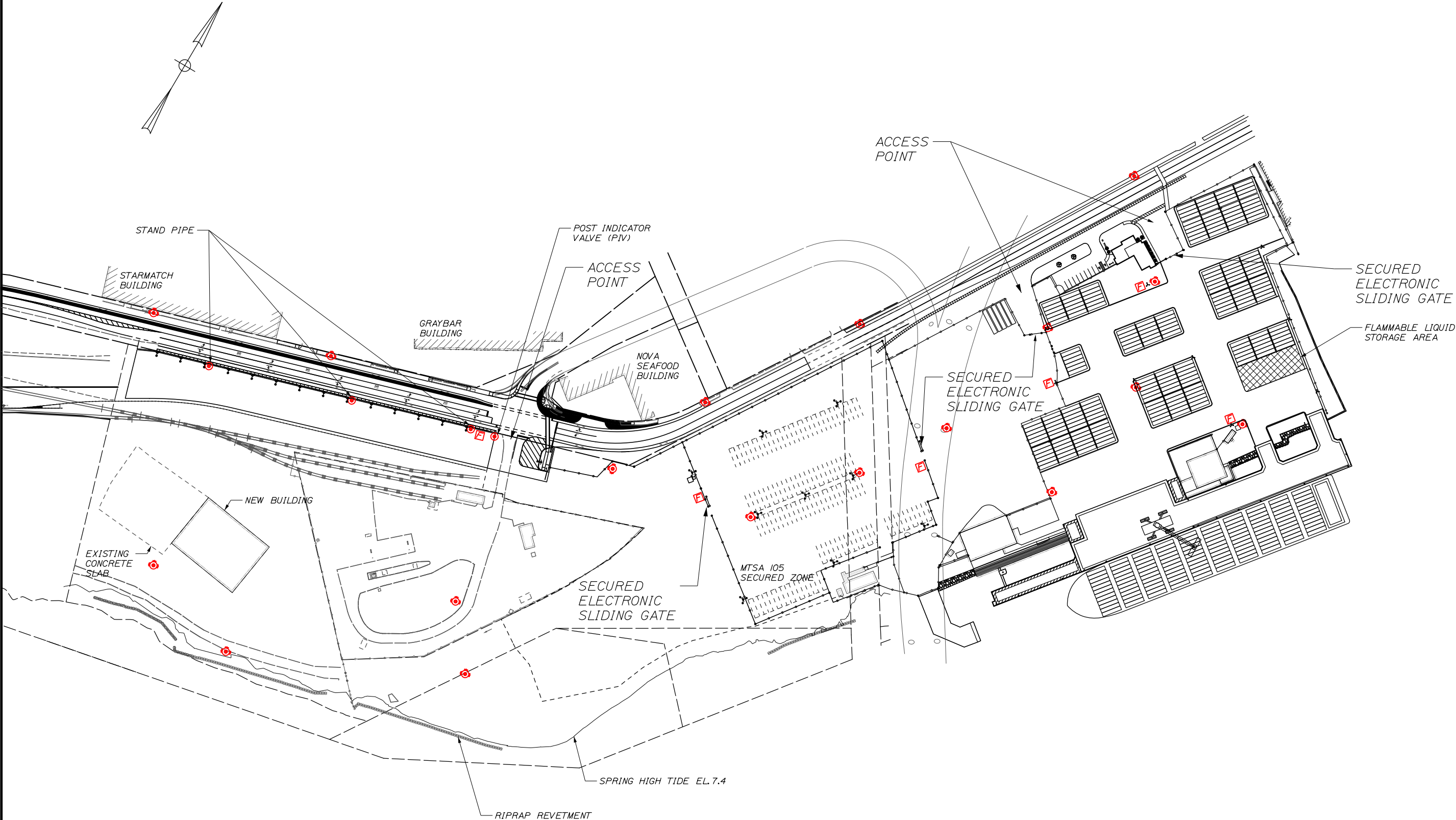
To ensure that all fire protection and life safety systems are operational and ready for use when/if needed, the site's Fire Safety Coordinator will maintain records that demonstrate all installed systems are being properly maintained and tested in accordance with applicable industry codes and standards. 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

STATE OF MAINE		DATE		BY		J. KITTREDE		DATE	
DEPARTMENT OF TRANSPORTATION		03/24		RW		RW		03/24	
PROJECT NUMBER 022809.00		SIGNATURE		P.E. NUMBER		DATE		DATE	
WIN		022809.00		REVISIONS 1		REVISIONS 2		REVISIONS 3	
022809.00		FIELD CHANGES		REVISIONS 4		FIELD CHANGES		FIELD CHANGES	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		CUMBERLAND COUNTY		FIRE SAFETY PLAN		SHEET NUMBER	
C17		OF							

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:

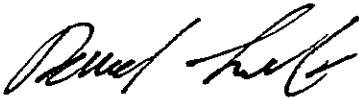
The survey entitled "Boundary Survey on West Commercial Street, Portland, ME made for HNTB Corporation" by Owen Haskell, Inc. dated October 10, 2012 Revised through 02-25-14 does not meet all the City of Portland technical standards under Section 13 for the following reasons:

- 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

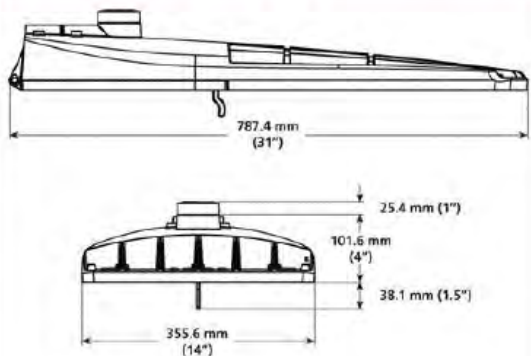
PRODUCT OVERVIEW



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>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>Paint</u> (blank) Gray (standard) GI Graphite BK Black BZ Bronze DDB Dark Bronze WH White UP Unpainted	
<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

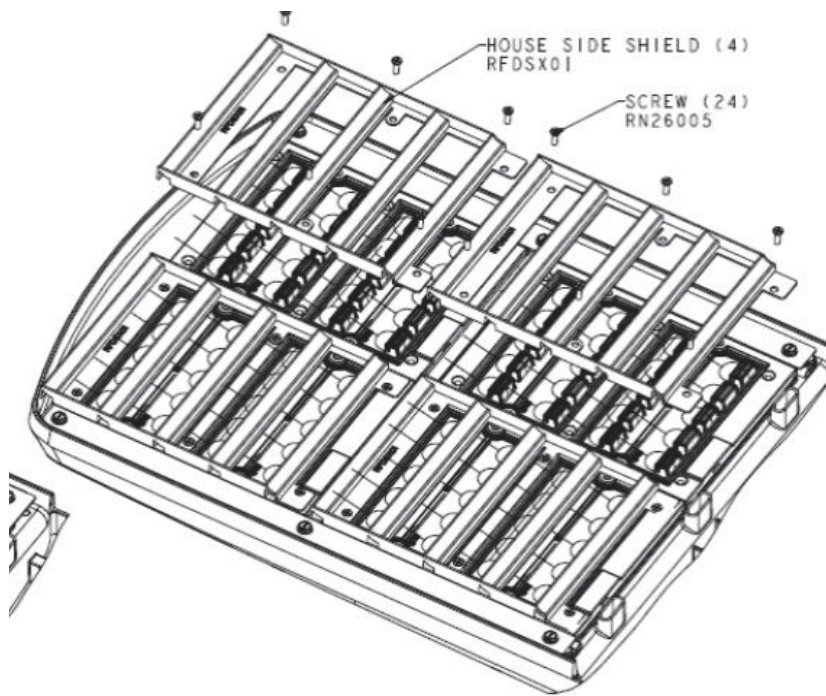
TYPES S1

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)

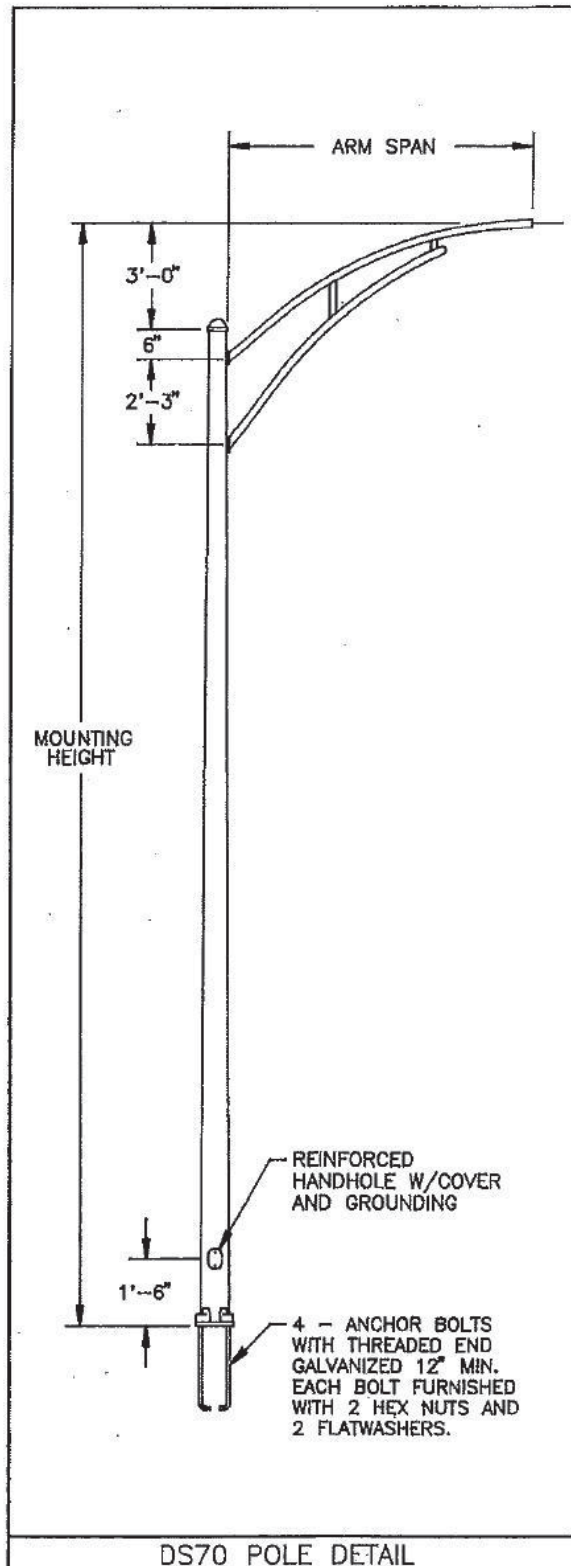
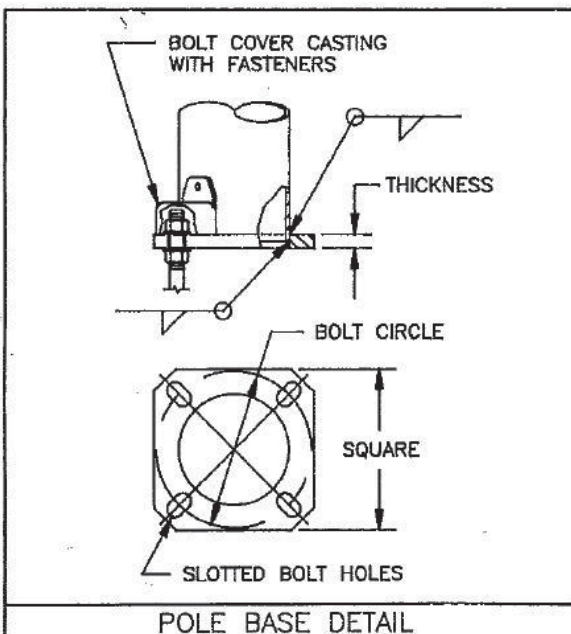
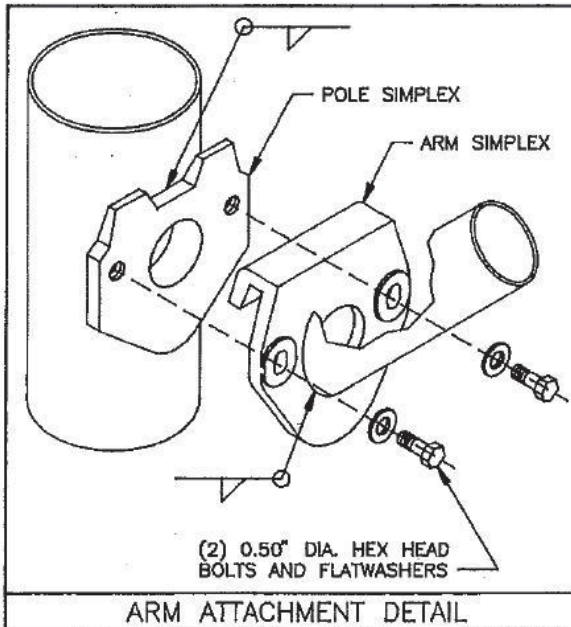
TYPE S1 AND TYPE S1A ONLY

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

STANDARD SAFETY BASE INSTALLATION LUMINAIRES

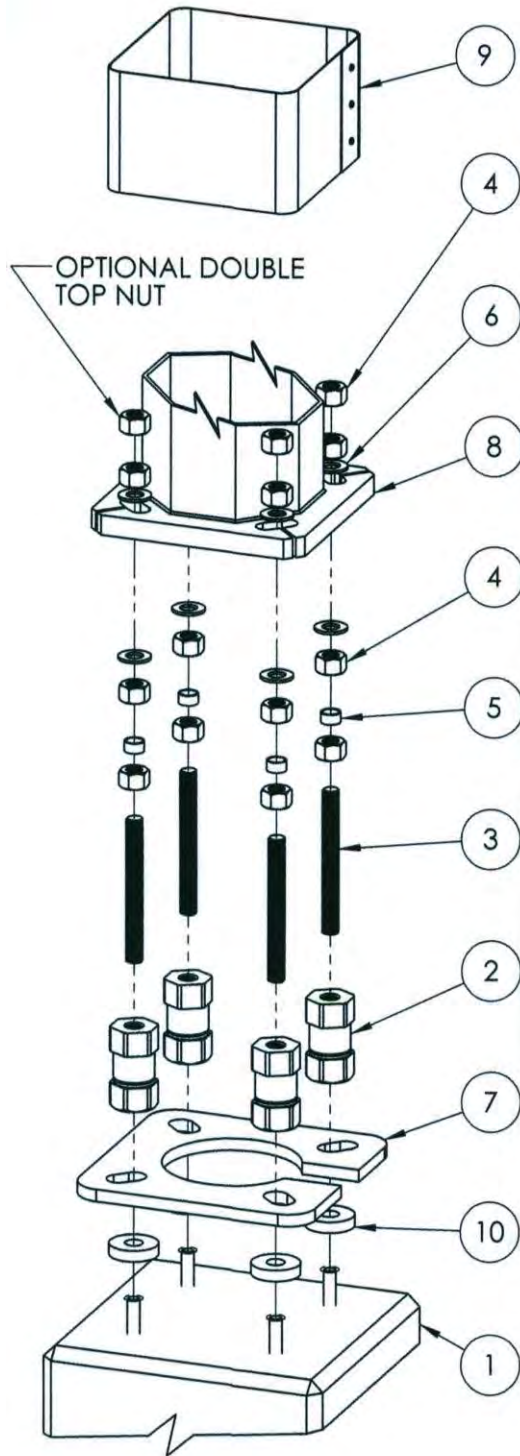
STANDARD SAFETY BASE INSTALLATION INSTRUCTIONS ALL ANCHOR BOLT SIZES

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

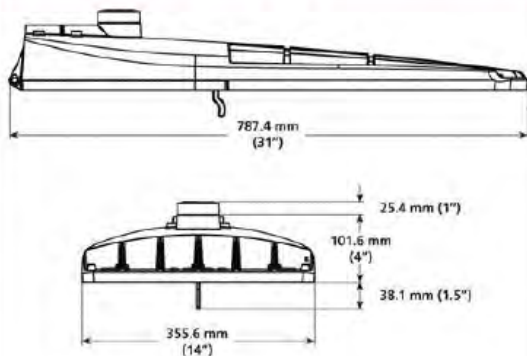
PRODUCT OVERVIEW



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

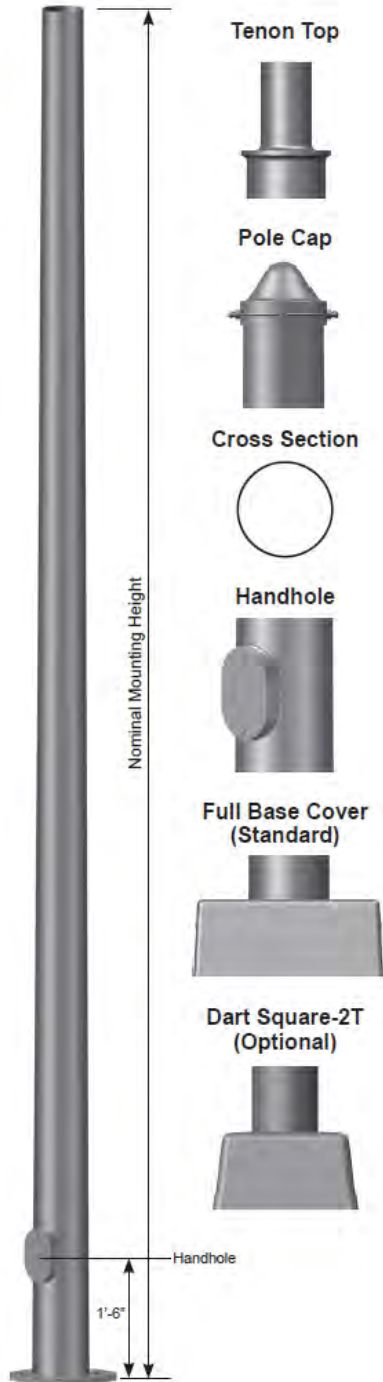
TYPE S2 LIGHTING POLE



**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

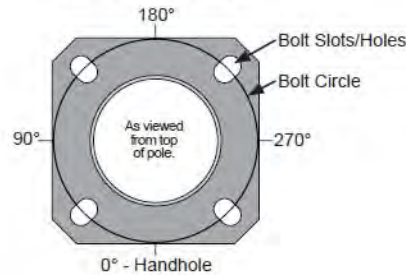
Light Duty

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

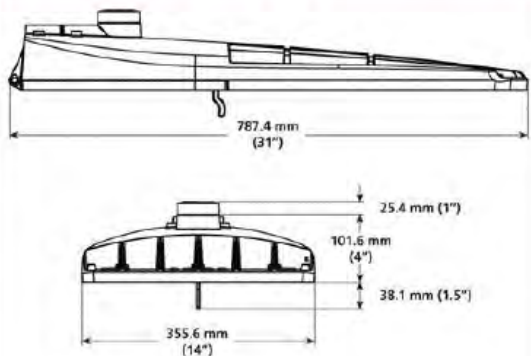
PRODUCT OVERVIEW



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 INFORMATIONExample: 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>	
⇒ (blank) Gray (standard)	
GI Graphite	
BK Black	
BZ Bronze	
DDB Dark Bronze	
WH White	
UP Unpainted	

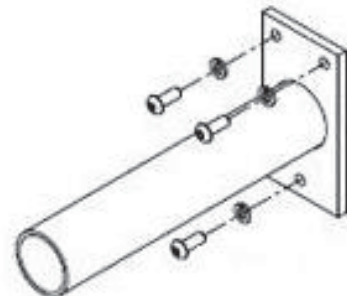
<u>Terminal Block</u>	
(blank) Terminal Block (standard)	
T2 Wired to L1 and L2 Position	

<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	
⇒ 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.

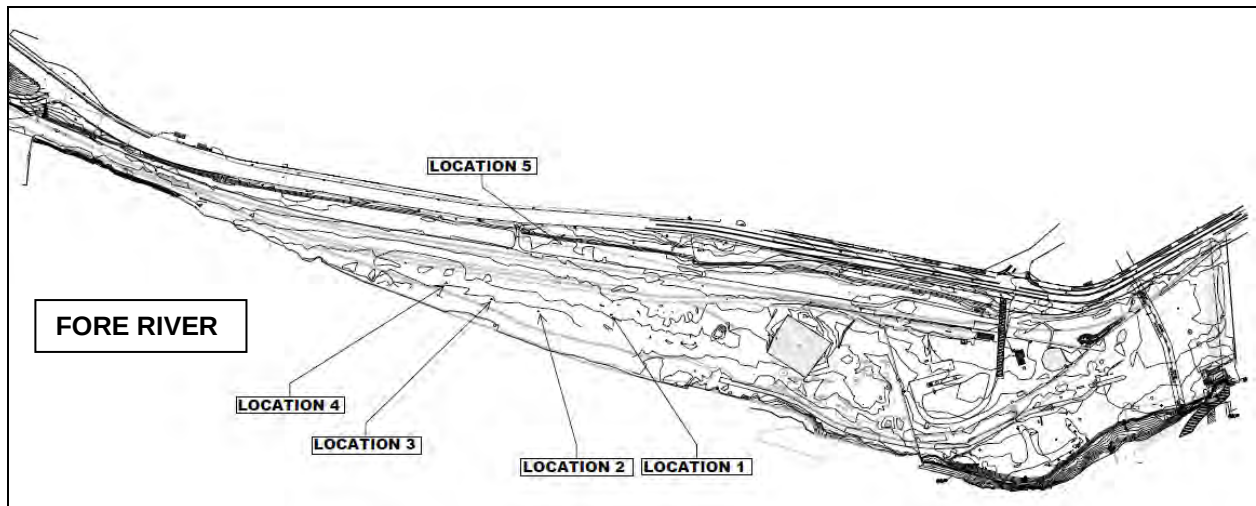


Figure 3 – locations of the areas exhibiting potential inland wetland characteristics. All locations are within disturbed and formerly developed soils. Orientation of figure is with north to the top.

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.

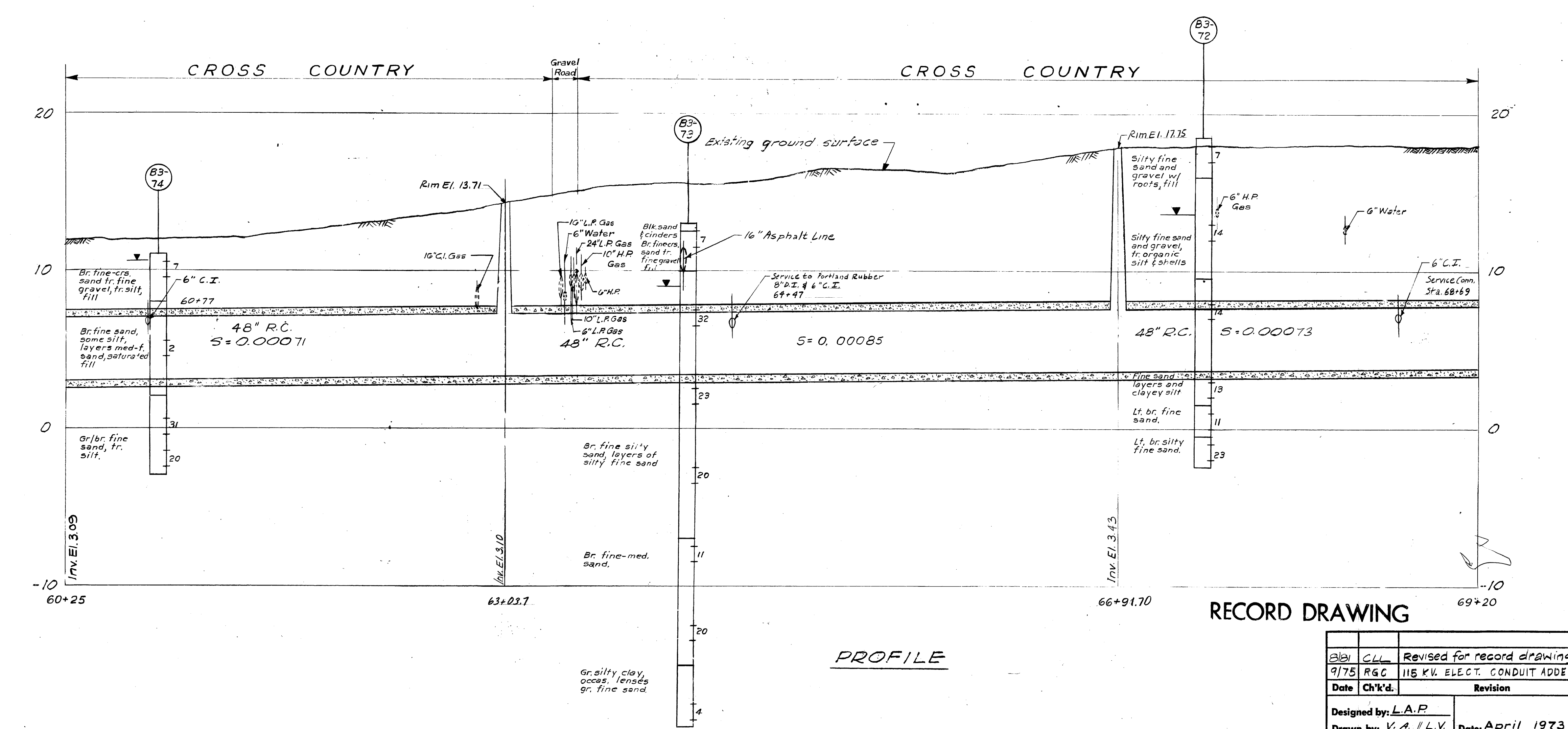
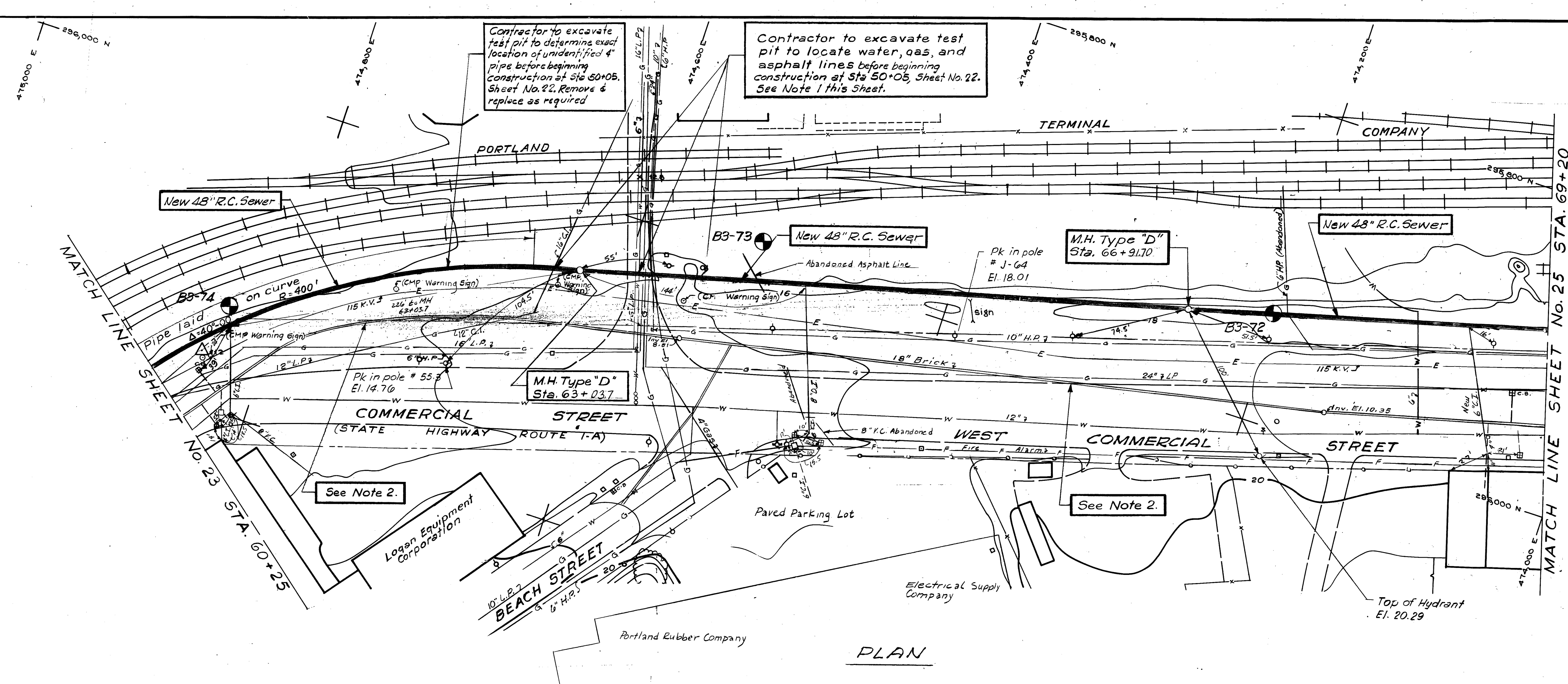


Figure 7 – Picture of a linear swale feature between Commercial Street and rail line. Commercial Street is to the left. Although water is evident during the frozen conditions, little hydrophytic vegetation was noted here. Non-hydrophytes such as multiflora rose are growing from the low ground/ice.

27. Test Boring Plan and Logs

Test Boring Plan and Logs

See enclosed plans showing test boring locations and soil profiles.



- NOTES:**
- Catch basins, utility poles, water lines, gas lines, asphalt lines, street and road signs shall be removed and replaced as required.
 - 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.
 - From Sta. 61+10 to Sta. 62+90 trench box required during construction, See Section 20 of the Specifications.

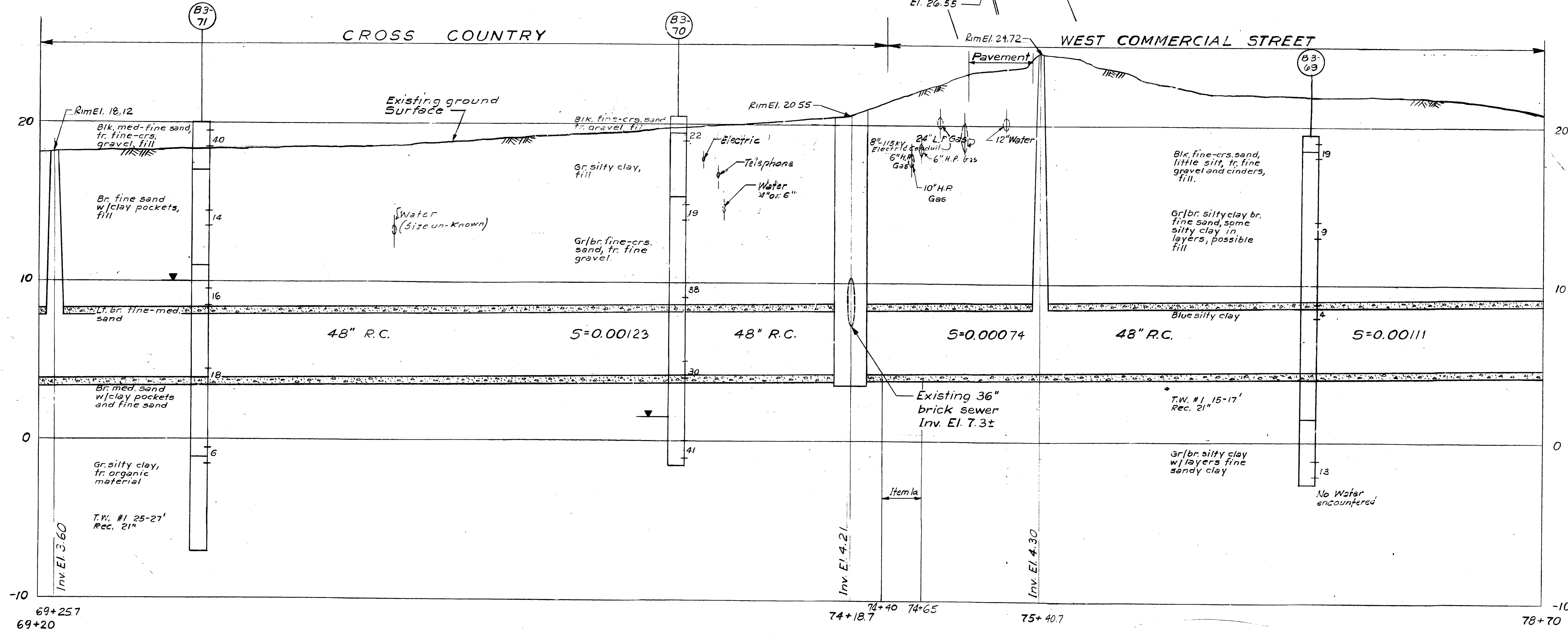
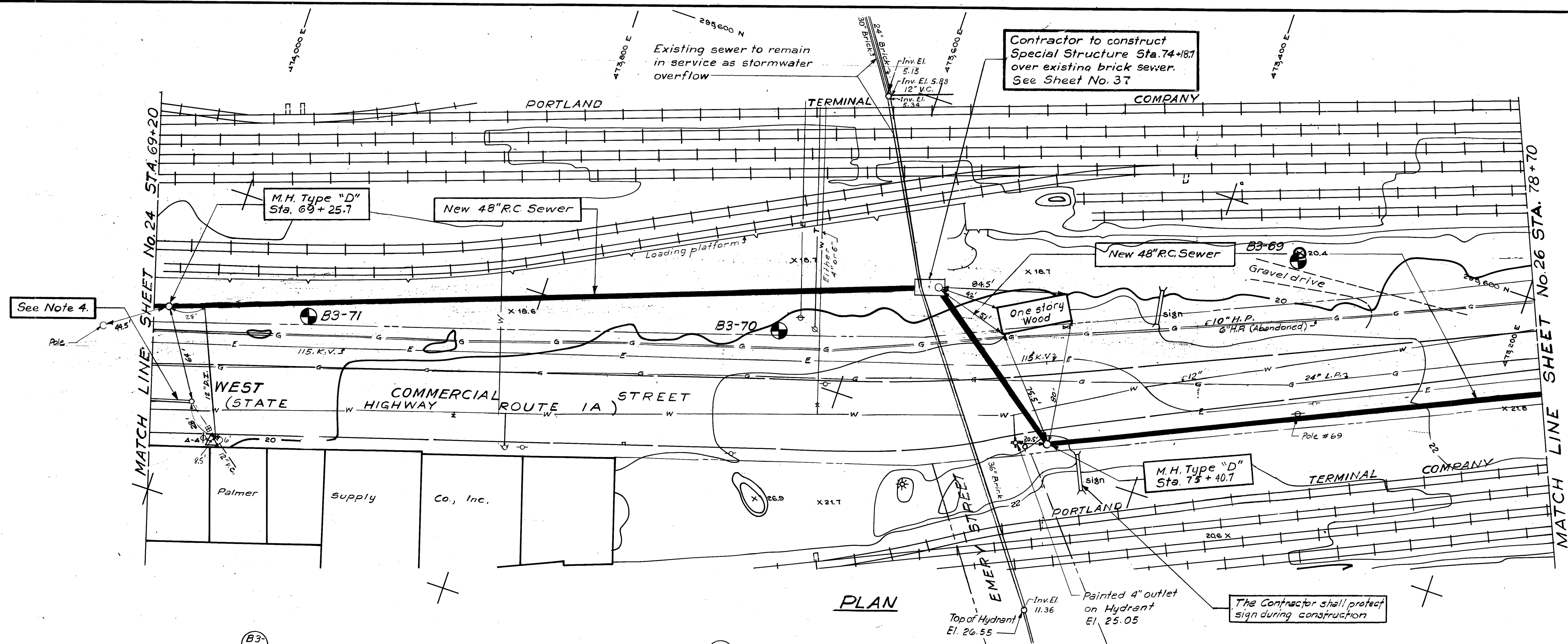
Approved by:	Date	Name
Structural	5/22/73	R. Wood
Electrical		
HVAC		
Project Engineer	6-1-73	R. Wood
Project Manager	6-1-73	R. Wood

Designed by: L.A.P.	Date: April 1973
Drawn by: V.A. L.V.	Hor. 1" = 40'
Checked by: R.J.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
CROSS COUNTRY
STA. 60+25 TO STA. 69+20

CAMP DRESSER & McKEE Inc.
 Consulting Engineers
 Boston, Mass.

SHEET NO.
24
 197 - 1964



- NOTES**
- From Sta. 75+30 to Sta. 78+30 Concrete Sand required. Work to be paid for under Item 5d.
 - From Sta. 74+55 to Sta. 74+80, Steel Sheet piling required. See Section 2k of the Specifications.
 - 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.
 - 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.
 - From Sta. 75+70 to Sta. 78+00 Common Refill required from mid diameter of pipe. Work to be paid for under Item 5a.
 - The Contractor shall maintain public access to Railroad loading platform and ramp during construction Sta. 72+00 to Sta. 75+00.
 - Work from Sta. 74+55 to Sta. 74+80 to be paid for under Item 1a.

PROFILE

RECORD DRAWING

Approved by:	Date:	Name:
Structural	6/17/73	R. Wood
Electrical		
HVAC		
Project Engineer	6/17/73	R. C. Wood
Project Manager	6/17/73	R. C. Wood

Drawn by: C.L.L.	Revised for record drawing
Checked by: R.J.R./R.H.E.	115 KV. ELECT. CONDUIT ADDED
Date: 6/17/73	Revision
Designed by: L.A.P.	
Drawn by: V.A. (L.V.)	Date: April 1973
Checked by: R.J.R./R.H.E.	Hor. 1" = 40'
Approved by: [Signature]	Scale: Vert. 1" = 4'

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**

CAMP DRESSER & McKEE Inc.
Consulting Engineers
Boston, Mass.

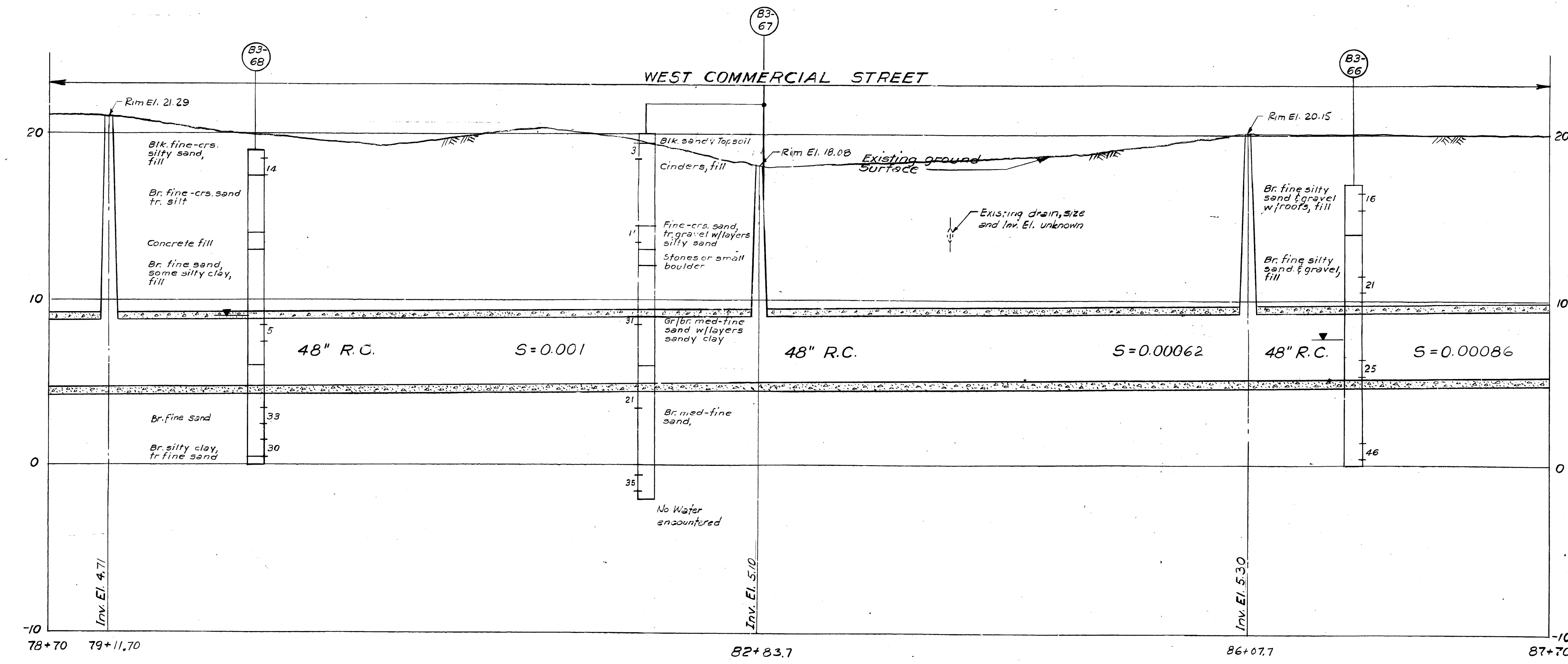
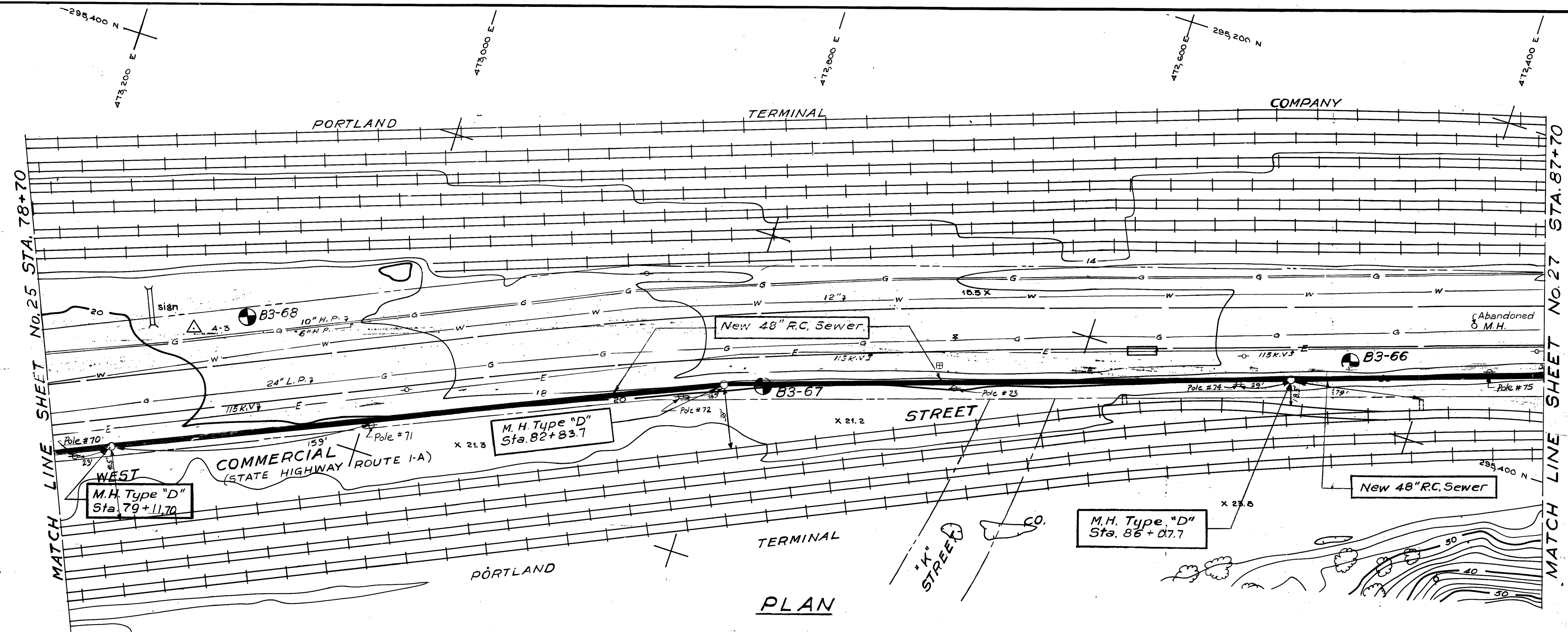
SHEET NO. 25
197-19649

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

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'

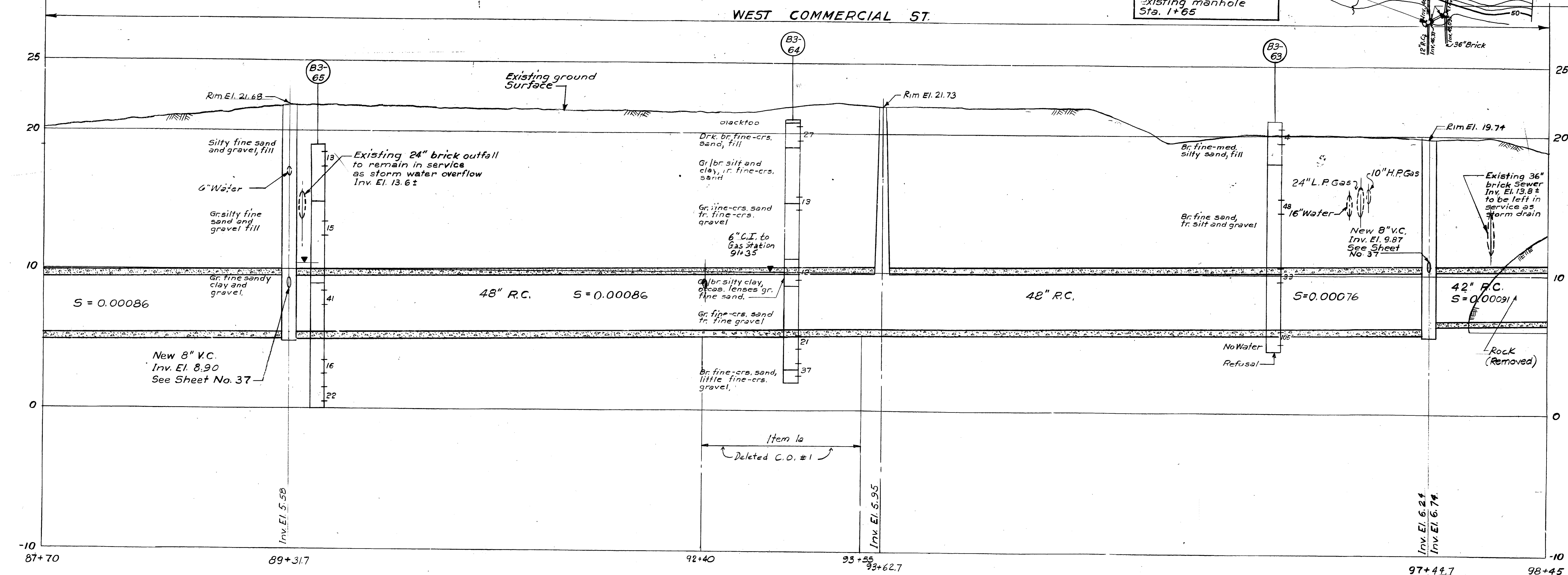
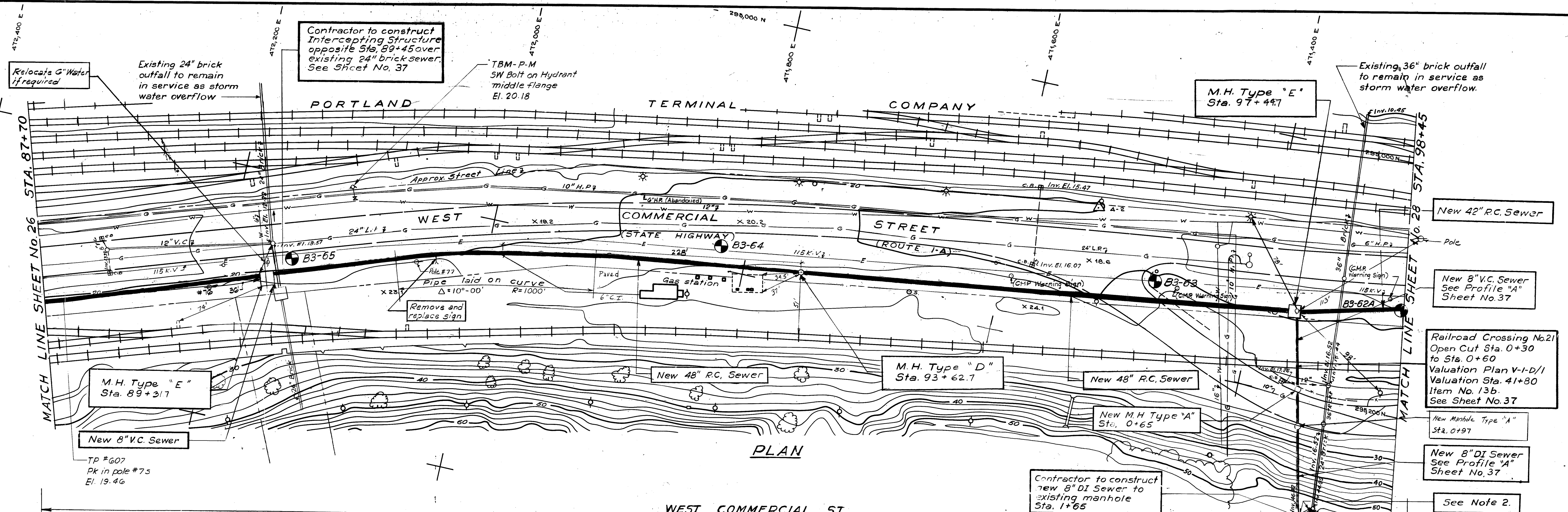
RECORD DRAWING

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



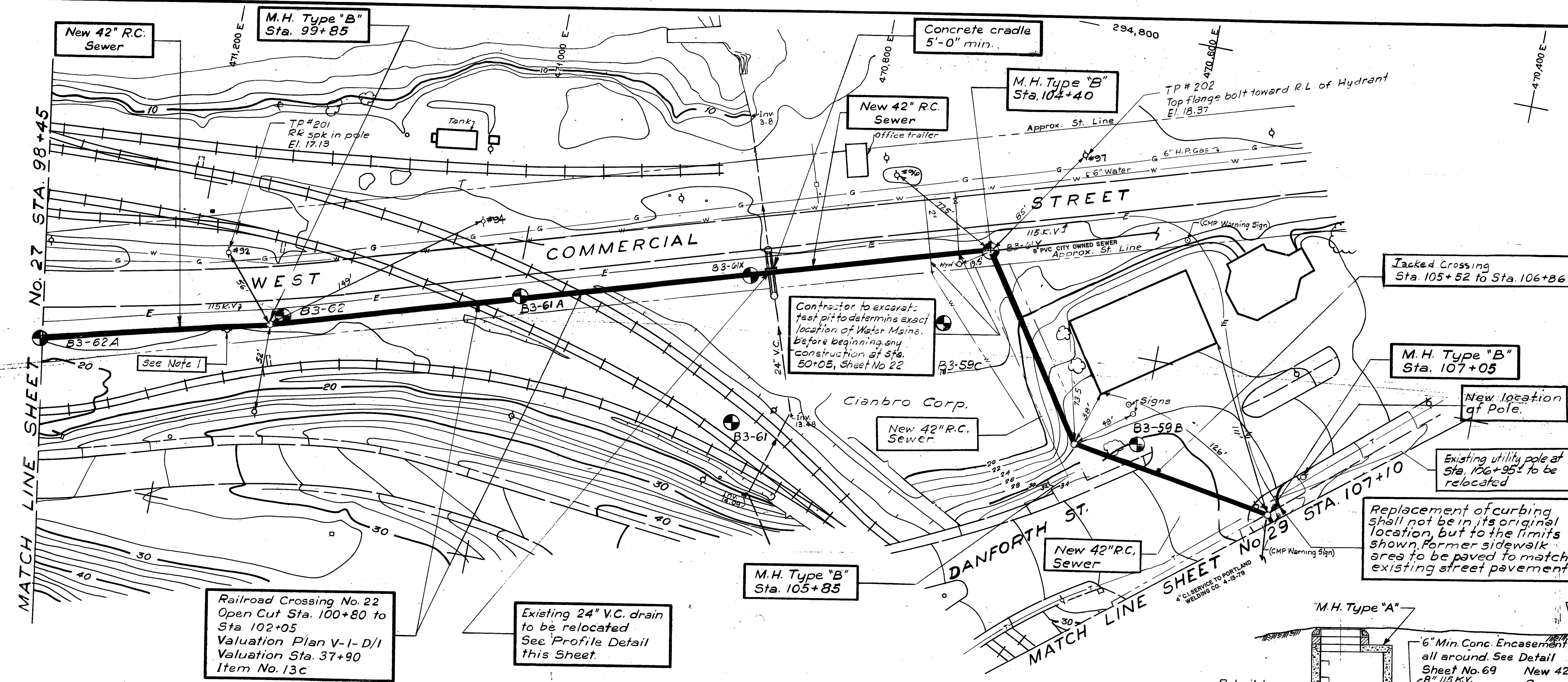
- 25 NOTES:

- 20 1. From Sta. 87+70 to Sta. 91+35 Concrete Sand required. Work to be paid for under Item 5d.
2. Contractor to plug existing pipe.
See Specifications. Section 2 P.
3. 24" L.P. gas line located from plans done by Geographical Survey Systems, Inc. and furnished by CMP Co.
- 10 4. From Sta. 0+30 to Sta. 0+60 (Profile A Sheet No. 37) Granular Fill required from mid-diameter of pipe. To be paid for under Item 13e.
5. Sheeting required from Sta. 88+40 to 89+70 between Intersecting Structure Opposite Sta. 89+45 and railroad track northerly of structure. Sheeting 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.

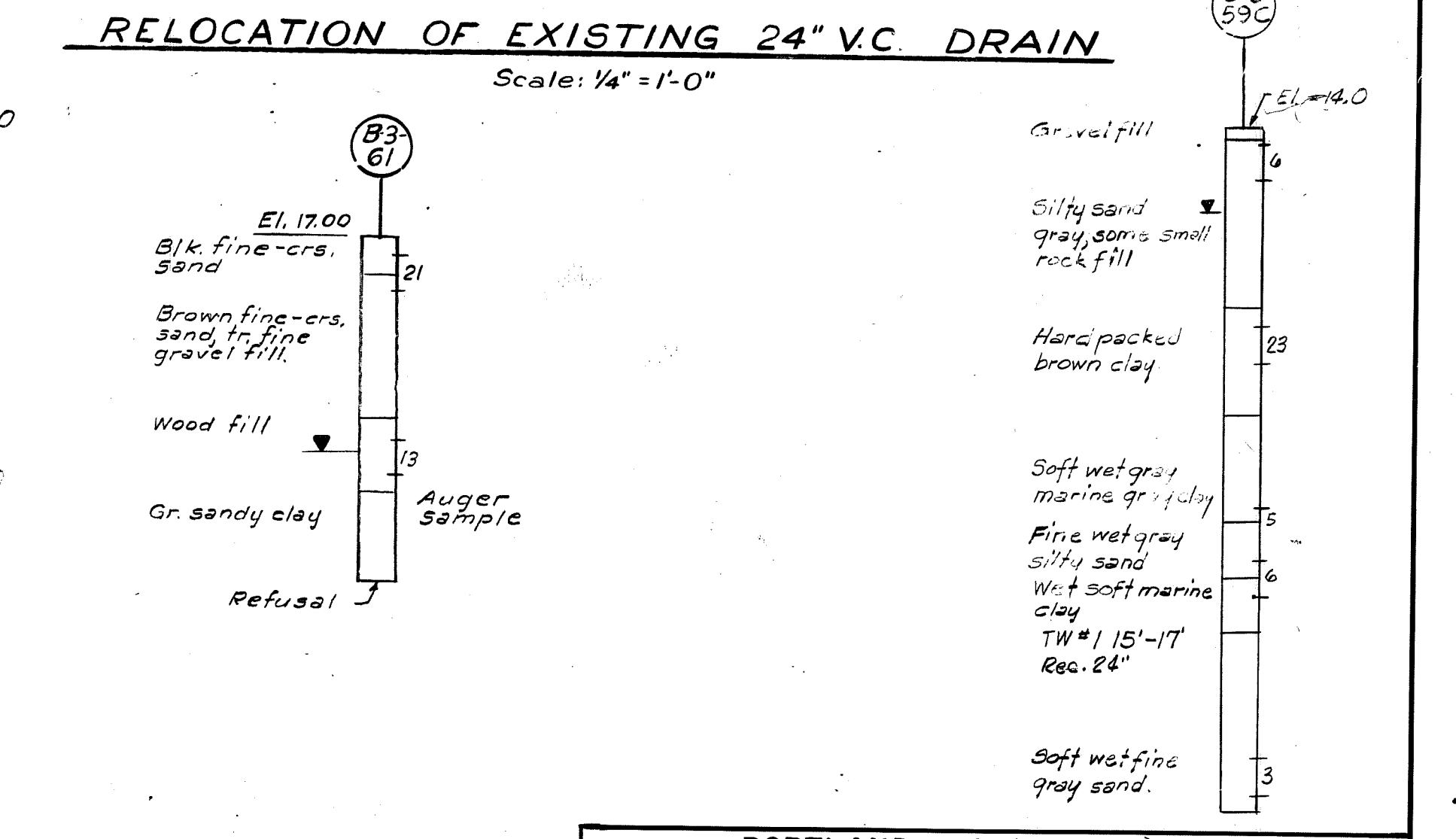
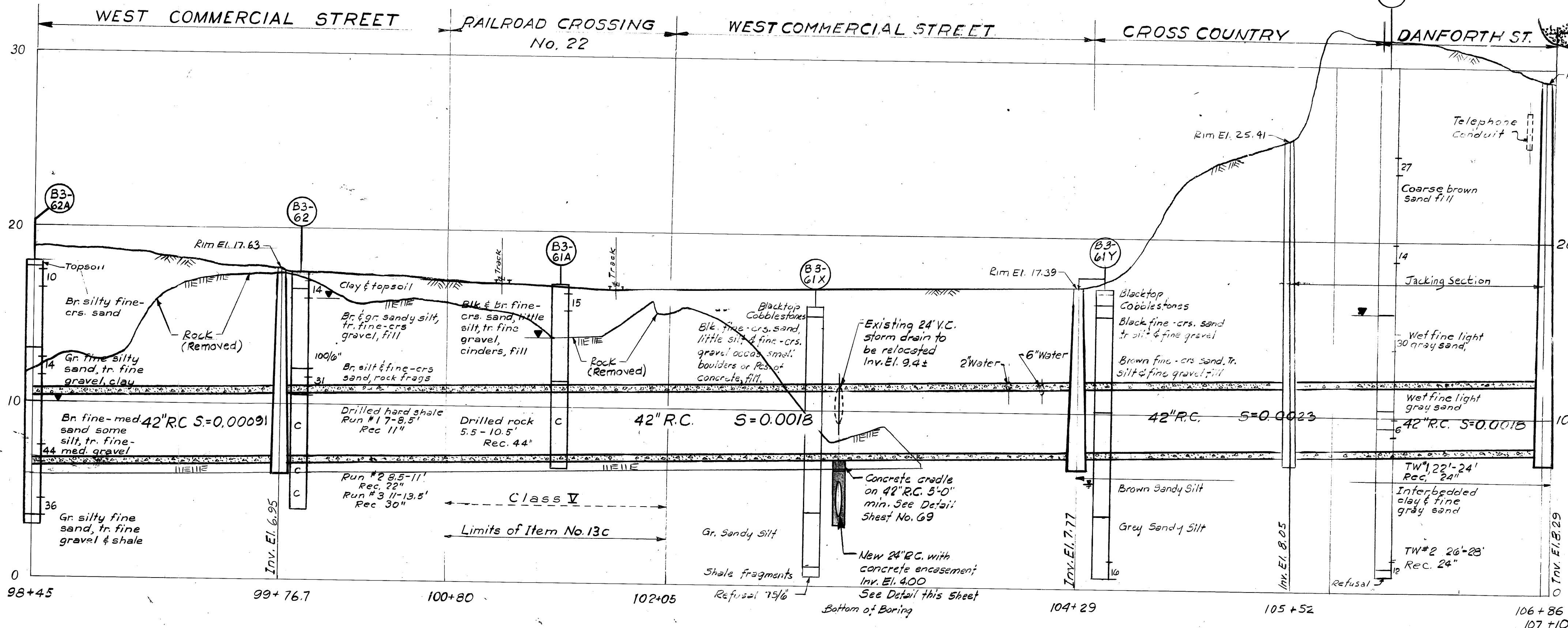
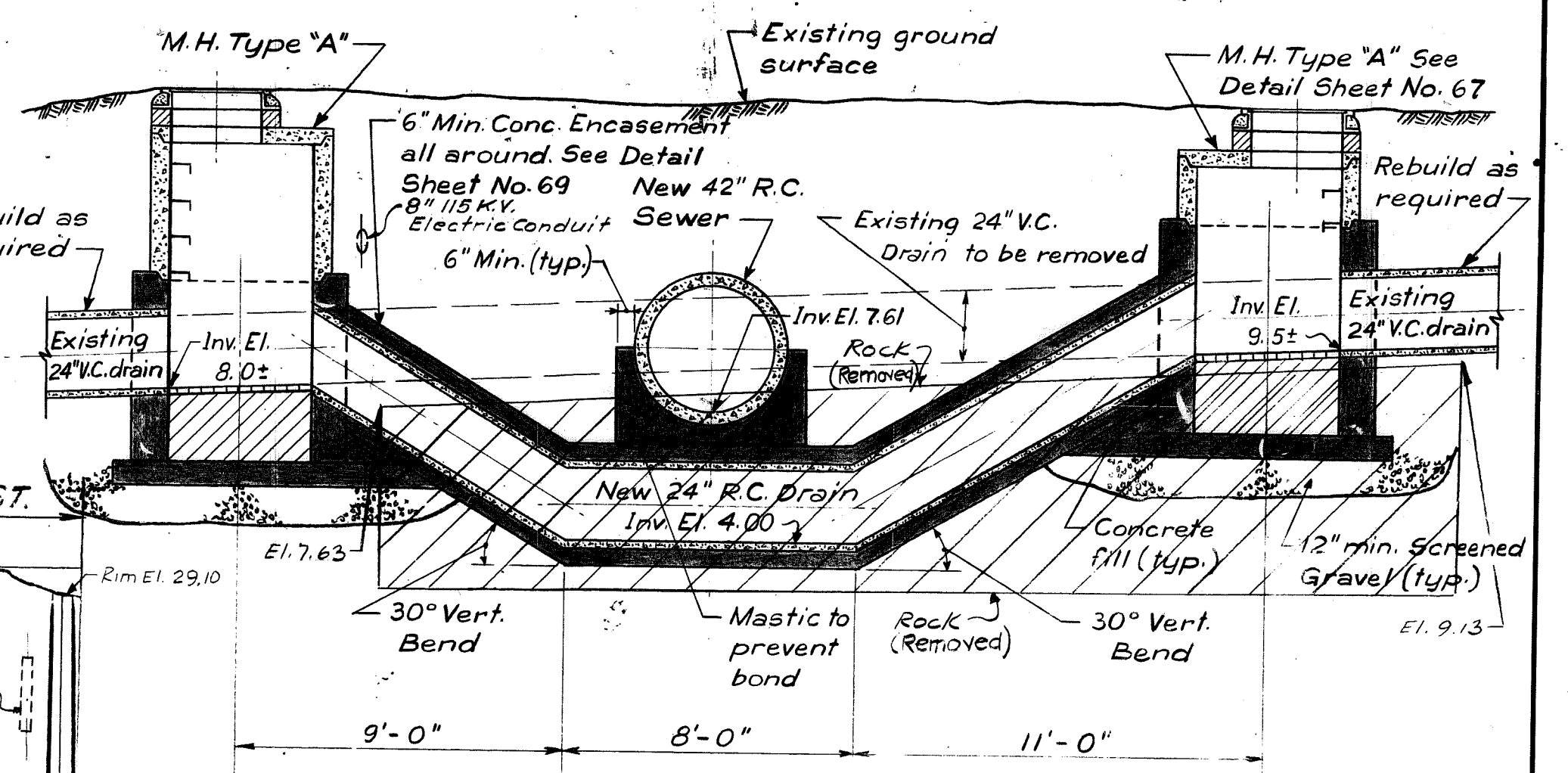
Approved by:	Date	Name
Structural	5/2/73	R. Wood
Electrical		
HVAC		
Project Engineer	6-173	R. Low
Project Manager	6-173	R. S. ten

RECORD DRAWING		
2/8/81	C.L.L.	Revised for record drawing
9/7/85	R.G.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: <i>RLK</i>		

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	
	SHEET NO. 27
	197 - 1965



- 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 Sheet piling 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 24.
 5. Work from Sta. 104+40 to Sta. 107+10 to be paid for under Item 1a.
 6. From Sta. 100+80 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. 104+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	5/2/73	R. Wood
Electrical		
HVAC		
Project Engineer	4-1-73	R. Rose
Project Manager	6-1-73	E. S. Co.

RECORD DRAWING	
2/94 (P.W.D.)	ADDED SERVICE TO PORTLAND WELDING
8/81 C.C.L.	Revised for record drawing
9/75 R.G.C.	115 KV. ELECT. CONDUIT ADDED
Date	Ch'd.
Designed by: L.A.P.	
Drawn by: L.V.	
Checked by: R.J.R./R.H.E.	
Approved by: [Signature]	
Date: April 1973	
Hor. 1"=40'	
Scale: Vert. 1"= 4'	

**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**

CAMP DRESSER & McKEE Inc.
Consulting Engineers
Boston, Mass.

SHEET NO. 28
197-19652

28. Turning Movements

Turning Movements

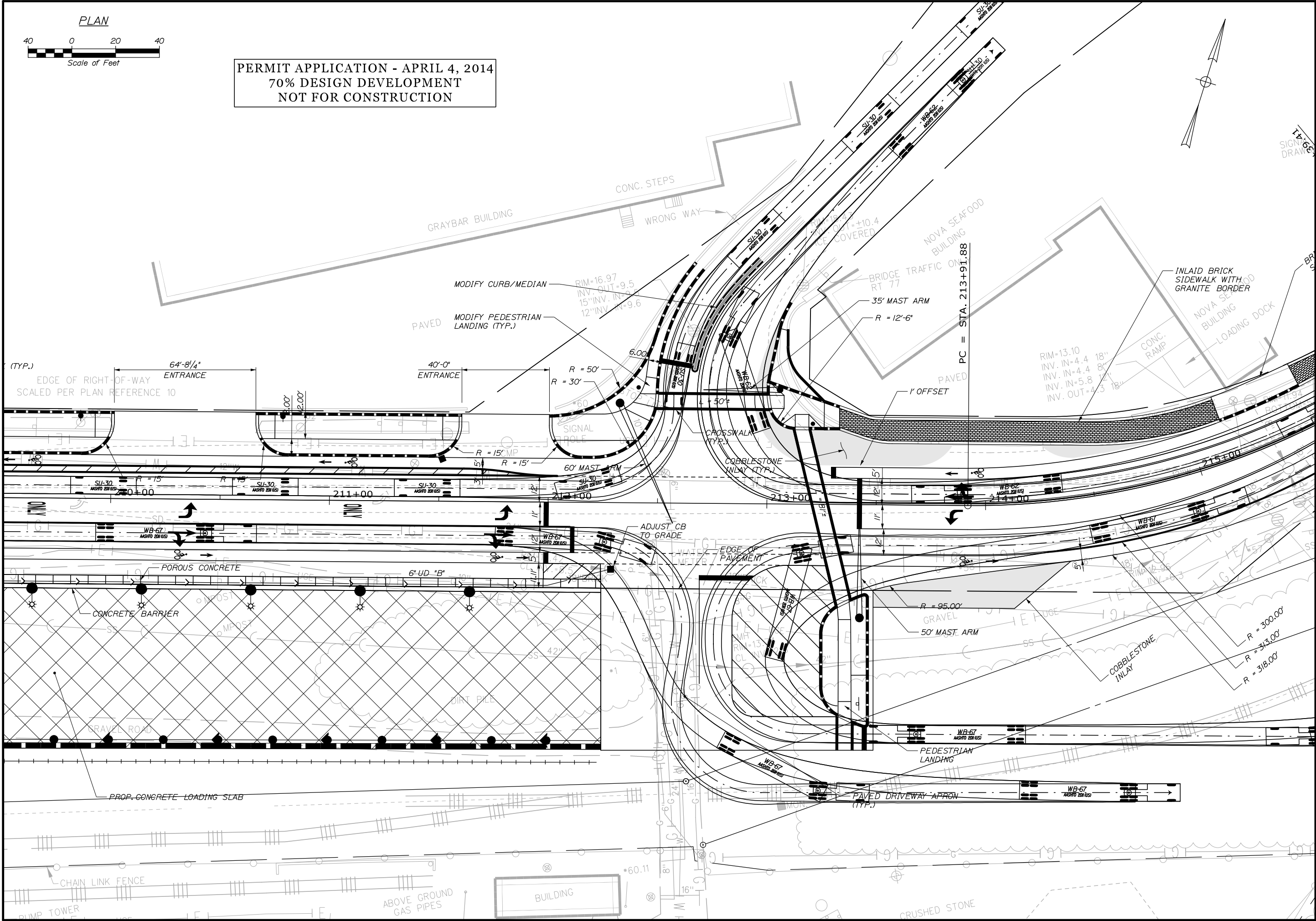
See enclosed plans showing turning movements at Beach Street intersection and project entrance.

Date:4/4/2014

Username:

Division:

Filename: 001_TurningMovements.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20

WIN
022809.20

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	RWH		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

COMMERCIAL STREET
TURNING MOVEMENTS

SHEET NUMBER

1

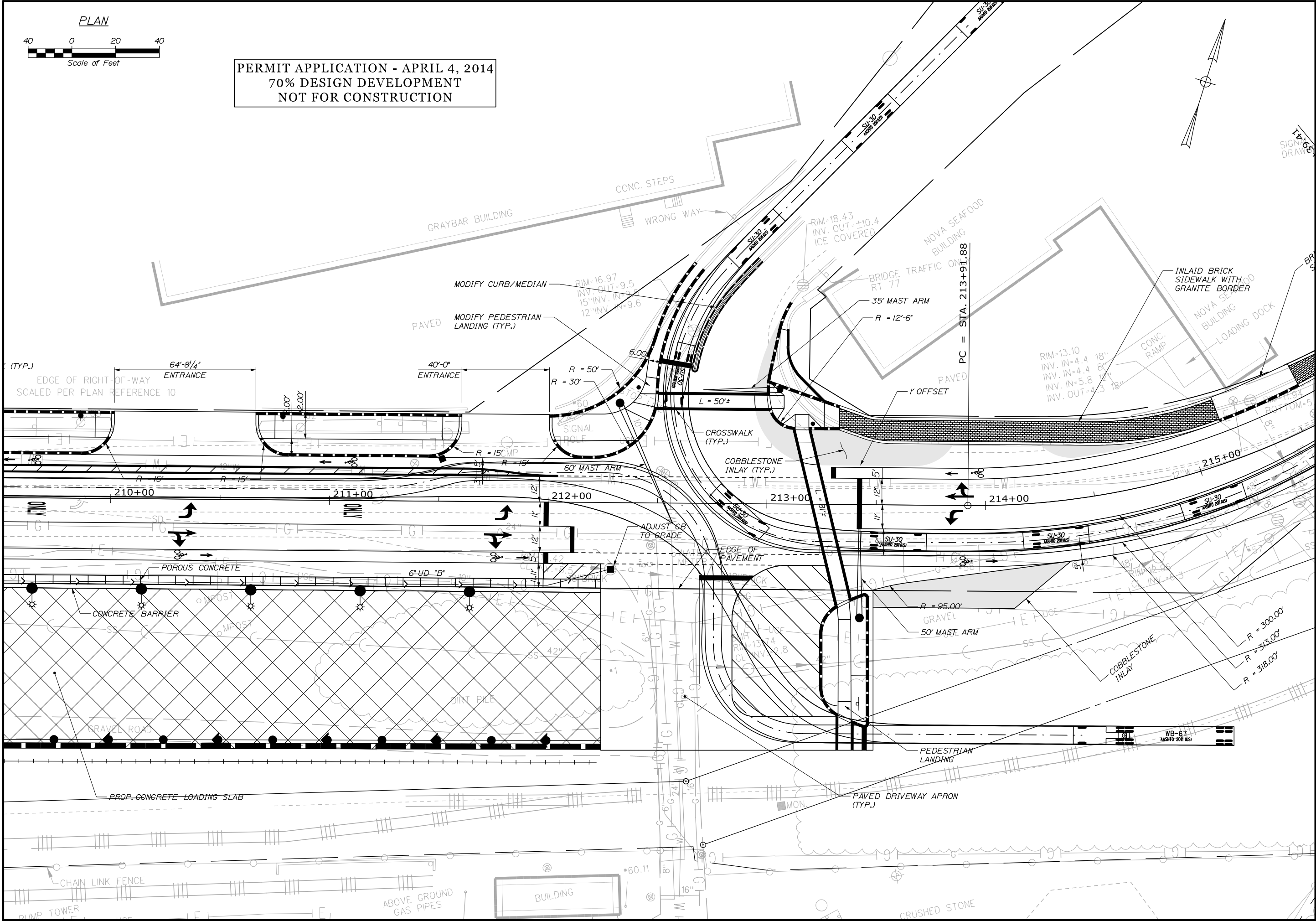
OF 5

Date:4/4/2014

Username:

Division:

Filename: 002_TurningMovements.dgn



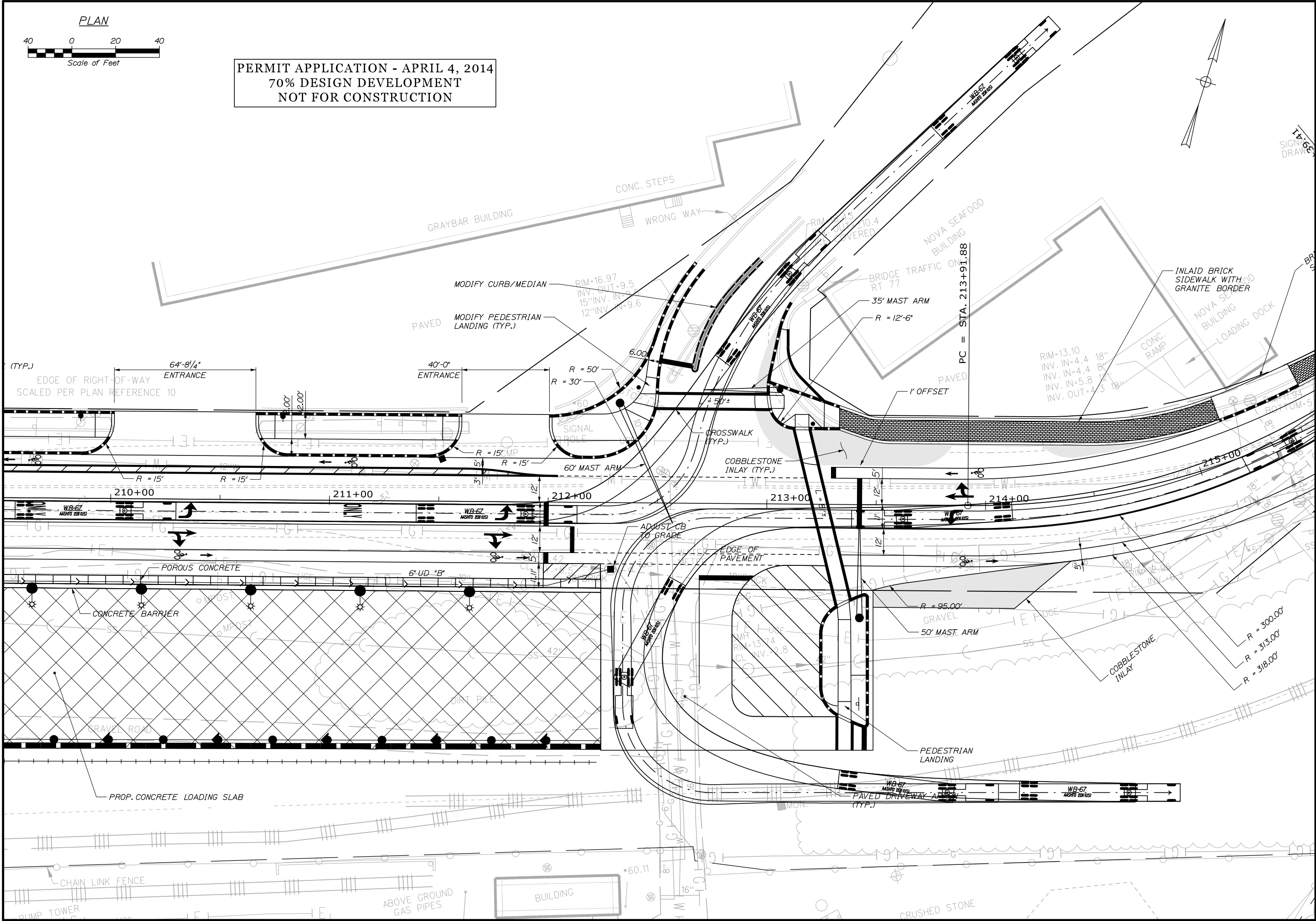
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		CUMBERLAND COUNTY		COMMERCIAL STREET	
TURNING MOVEMENTS		SHEET NUMBER		2		OF 5	
PROJ. MANAGER	J. KITREDE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	
DESIGN-DETAILED	RWH	03/14					
CHECKED-REVIEWED							
DESIGNS-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

Date:4/4/2014

Username:

Division:

Filename: 003_TurningMovements.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

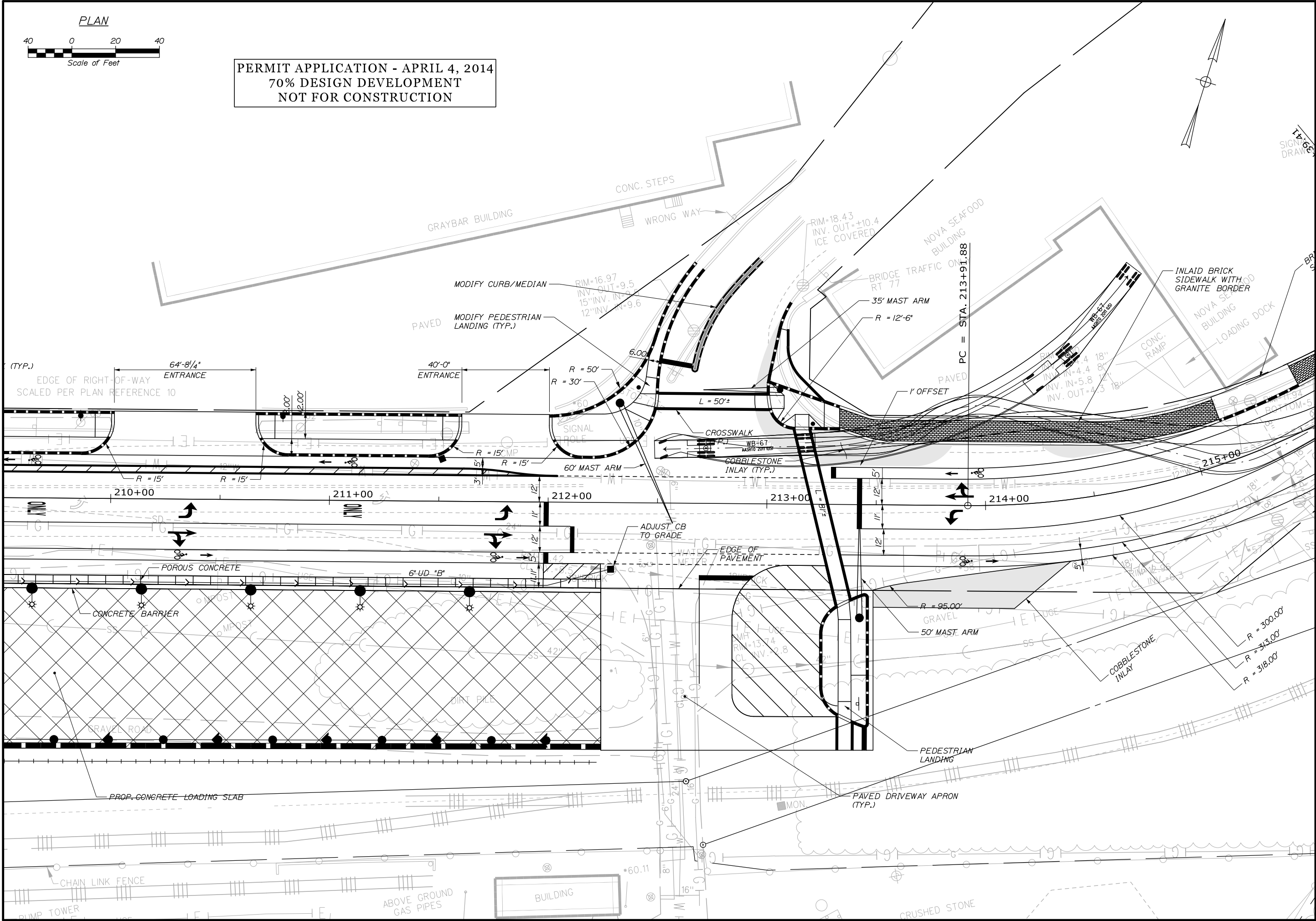
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		COMMERCIAL STREET TURNING MOVEMENTS		SHEET NUMBER 3 OF 5	
PROJ. MANAGER	J. KITREDE	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN-DETAILED	RWH	DATE	03/14		
CHECKED-REVIEWED					
DESIGNS-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

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			

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

COMMERCIAL STREET
TURNING MOVEMENTS

SHEET NUMBER

4

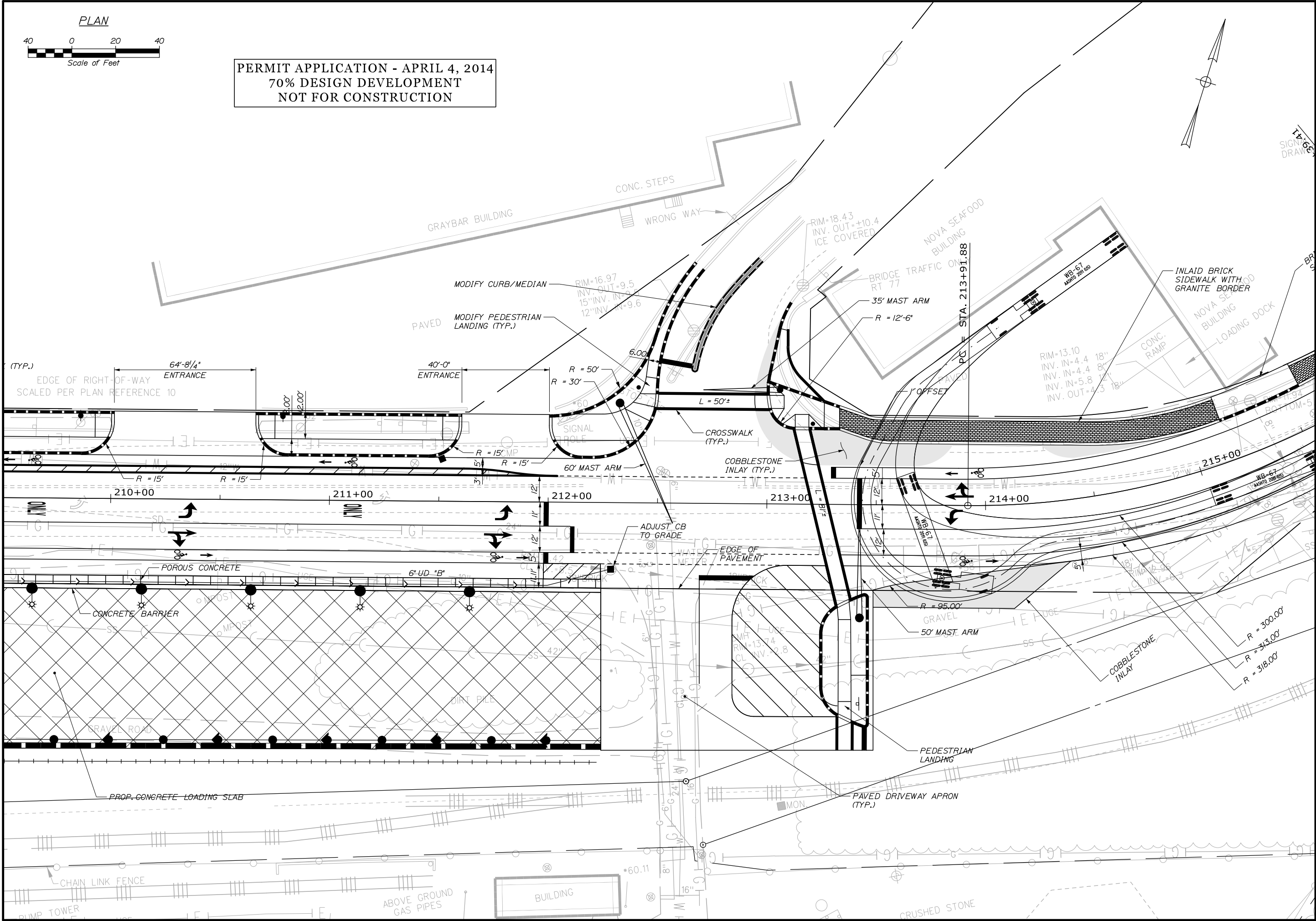
OF 5

Date:4/4/2014

Username:

Division:

Filename: 005_TurningMovements.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20

WIN
022809.20

PROJ. MANAGER	J. KITREDE	BY	DATE
DESIGN-DETAILED	RWH		03/14
CHECKED-REVIEWED			
DESIGN-DETAILED			
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

COMMERCIAL STREET
TURNING MOVEMENTS

SHEET NUMBER
5
OF 5

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.”

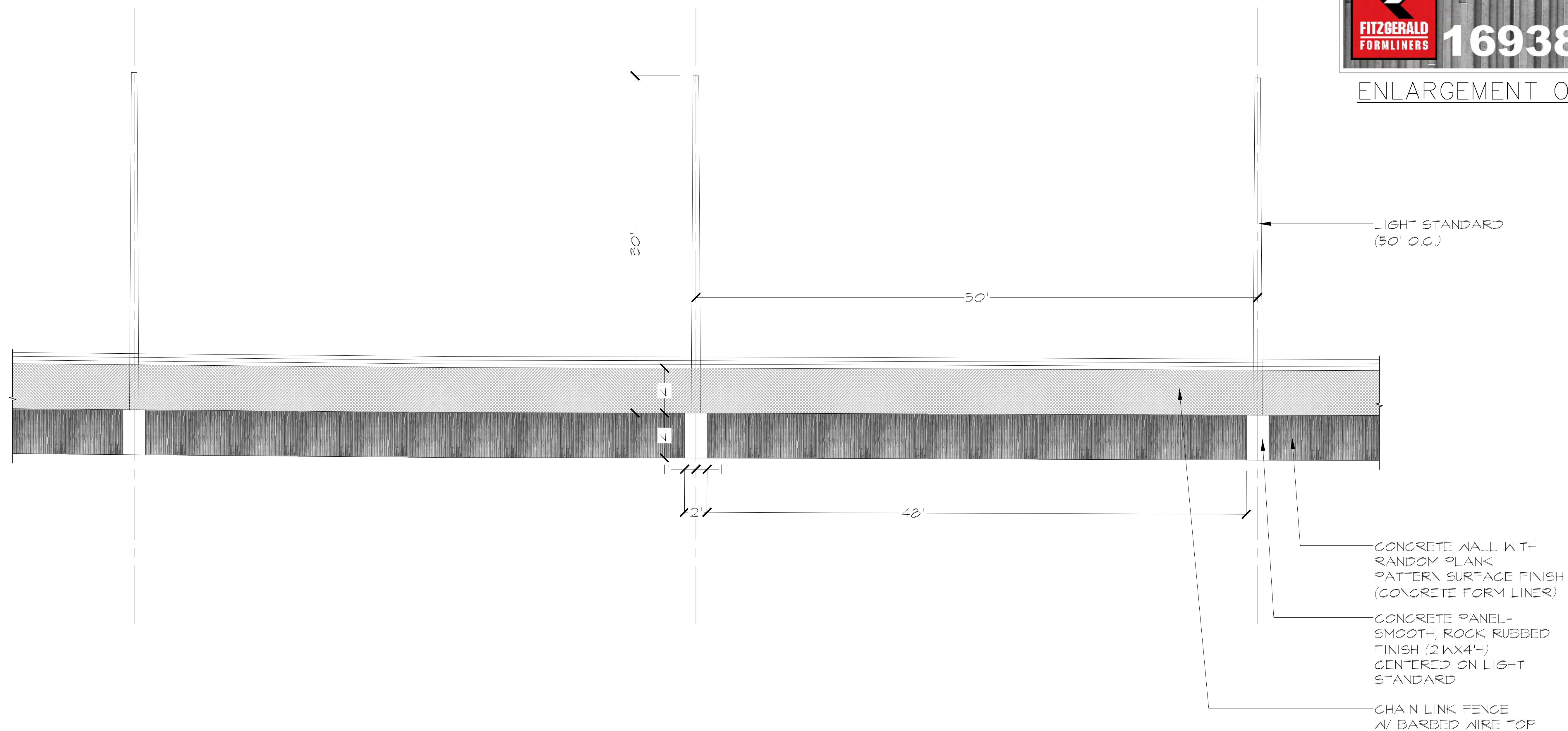
STORMWATER POLLUTION PREVENTION PLAN:

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_____

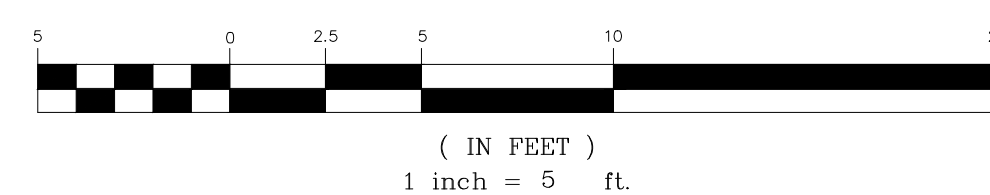
Title_____

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:

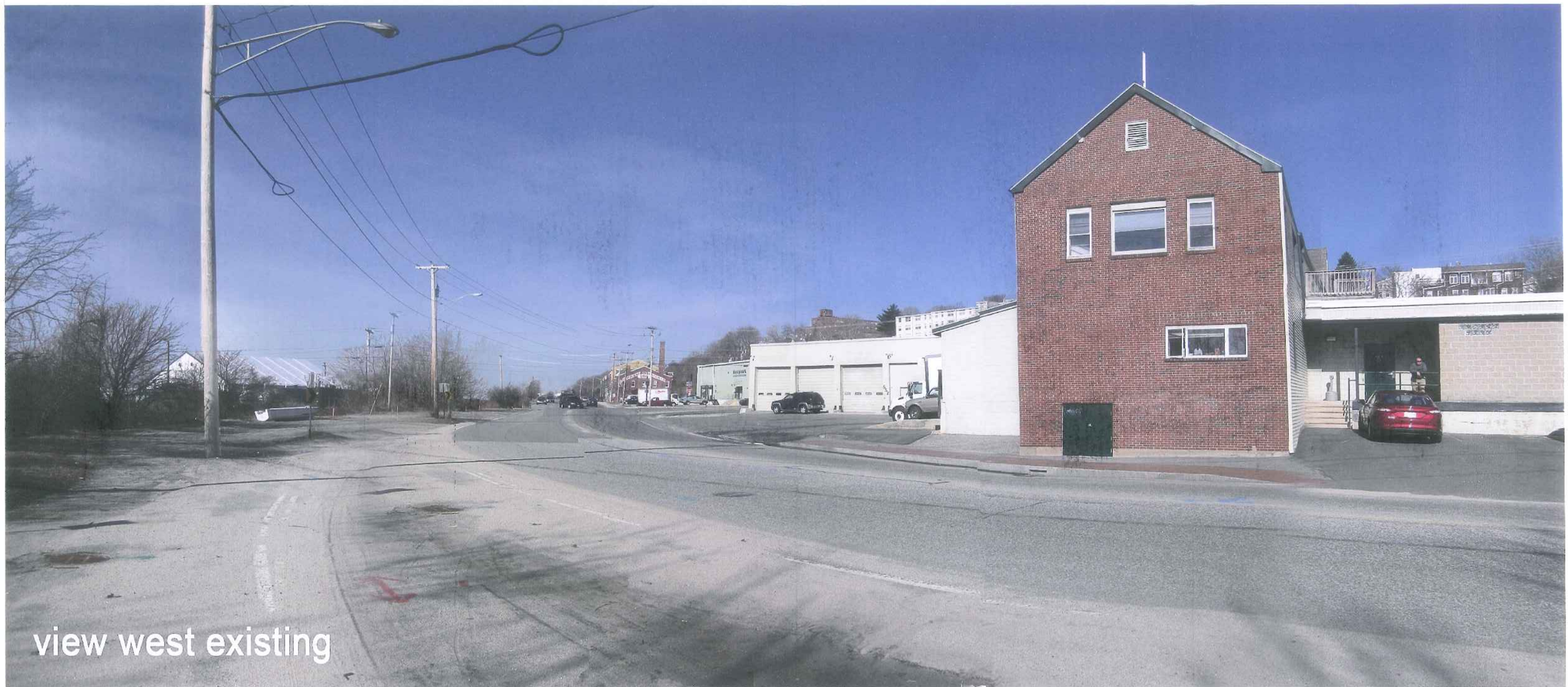
- Plans, updated April 24, 2014
 - H2- Commercial Street Plan 1 (Updated)
 - H3- Commercial Street Plan 2 (Updated)
 - H4- Commercial Street Plan 3 (Updated)
 - H32- Commercial Street Signal Plan 1 (NEW)
 - H4- Commercial Street Signal Notes (NEW)
- Perspective Sketches
 - Commercial Street View East, 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



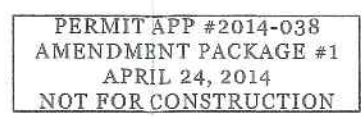
view east proposed



view west existing



view west proposed



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN 022809.20

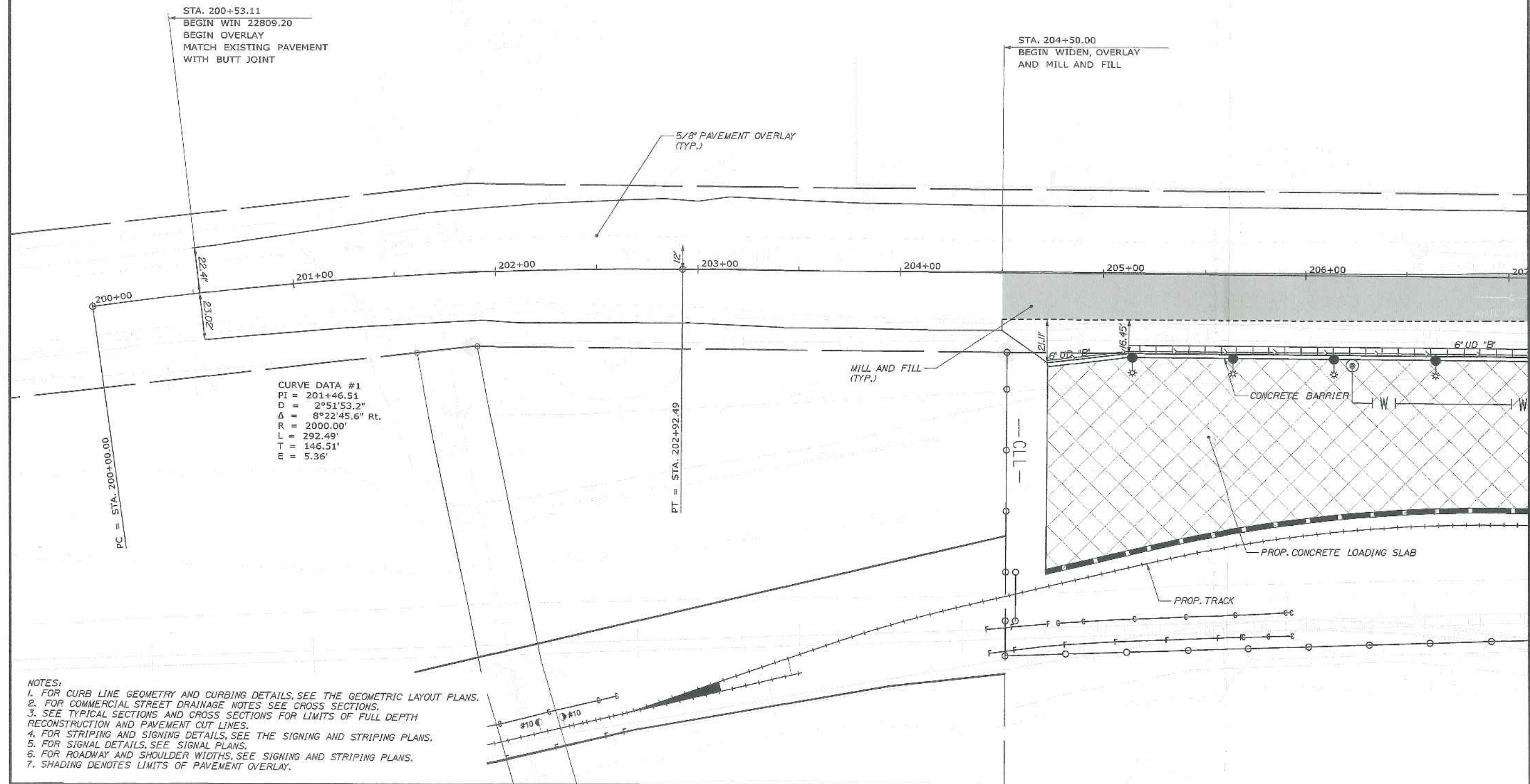
PROJ. MANAGER	J. INTREDE	BY	DATE
DESIGN DETAILD	FWH	RWH	04/14
CHE-COND-REVIEWD	-	-	DATE
DESIGN-DET-FALED	-	-	SIGNATURE
DESIGN-DET-FALED	-	-	P.B. NUMBER
REVISIONS 1	UPDATE	INTERSECTION	4/24/14
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	DATE

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
PLAN

SHEET NUMBER

H2

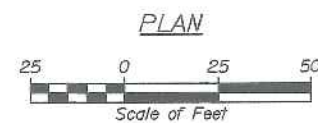
34 OF -



- 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



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

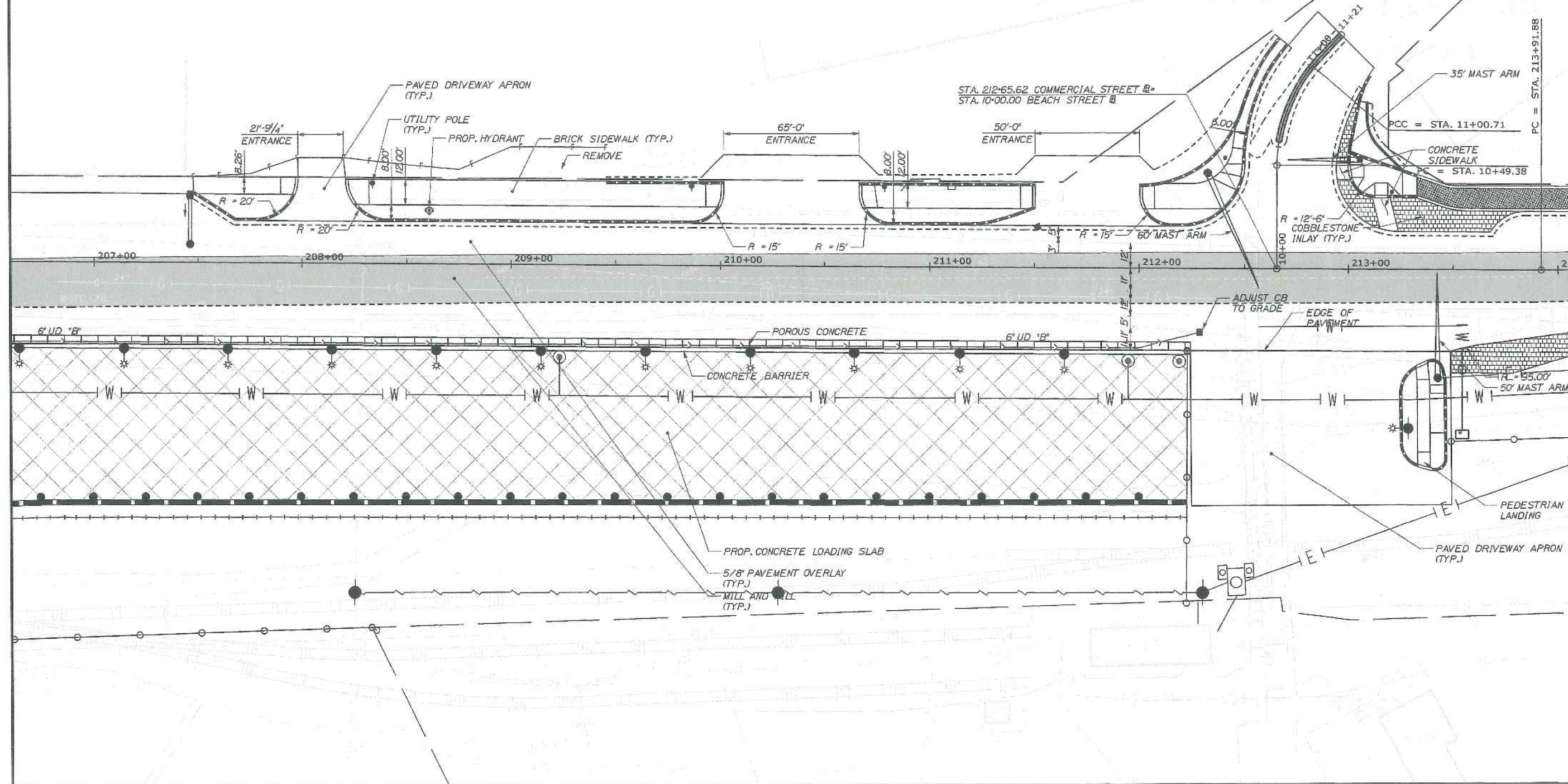
PROJ. MANAGER	J. MITRODGE	BY	DATE
DESIGN-DETAIL	RWH	RWH	04/14
CHECKED-REVIEWED	-	-	04/14
DESIGNZ-DETAILED2	-	-	-
DESIGNS-DETAILED3	-	-	-
PROVISIONS 1	-	UPDATED INTERSECTION	4/24/14
PROVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
SIGNATURE			P.R. NUMBER
DATE			

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
PLAN

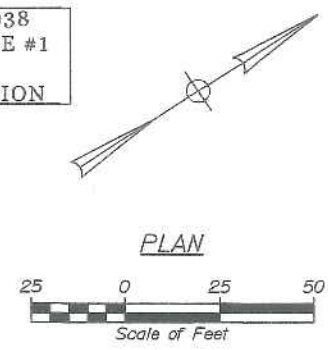
SHEET NUMBER

H3

35 OF -

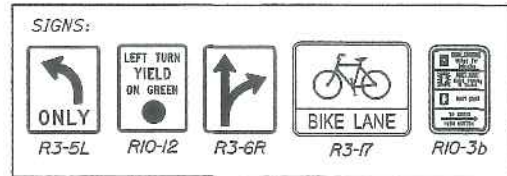


Filename: 036_Highway_003.dgn



SHEET NUMBER						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 PLAN						PROJ. MANAGER	DATE	SIGNATURE			
						DESIGN DETAILER	BY				
						CHECKED-REVIEWED	RWH	04/14			
						DESIGNER-DRAWN	-	04/14			
						DESIGNER-DETAILER	-				
						DESIGNER-FINALIST	-	P.E. NUMBER			
						DESIGNER-INTERSECTION	UPDATED INTERSECTION	4/21/14			
REVISIONS 1	-	DATE									
REVISIONS 2	-										
REVISIONS 3	-										
REVISIONS 4	-										
FIELD CHANGES	-										

Date: 4/24/2014



MAST ARM & STEEL POLE ON FOUNDATION
PEDESTAL POLE & FOUNDATION
SIGNAL HEAD
PEDESTRIAN SIGNAL HEAD
PEDESTRIAN PUSH BUTTON & SIGN RIO-3b
CONTROL CABINET & FOUNDATION
JUNCTION BOX
MAST ARM OR SPAN WIRE MOUNTED SIGN
DETECTOR ZONE
VIDEO DETECTOR
PREEMPTION RECEIVER
PREEMPTION CONFIRMATION STROBE
INTERCONNECT WIRE
3" UNDERGROUND CONDUIT
UNDERGROUND CONDUIT FOR LIGHTING

64 OF -

PROJ. MANAGER	J. MITCHELL	BY	DATE
DESIGNER-DEL TALLEO	UPC		04/14
CHECKED-REVIEWED	RW/IME		04/14
DESIGNER-DEL TALLEO			
DESIGNER-DEL TALLEO			
DESIGNER-DEL TALLEO			
REVISIONS 1	AUTOCAD PLAN		4/24/14
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20

WIN
022809.20

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

340 County Road, Suite 6-C
Westbrook, ME 04092

Telephone (207) 774-5155
Facsimile (207) 228-0909
www.hntb.com

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 "C.R. Morin".

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.

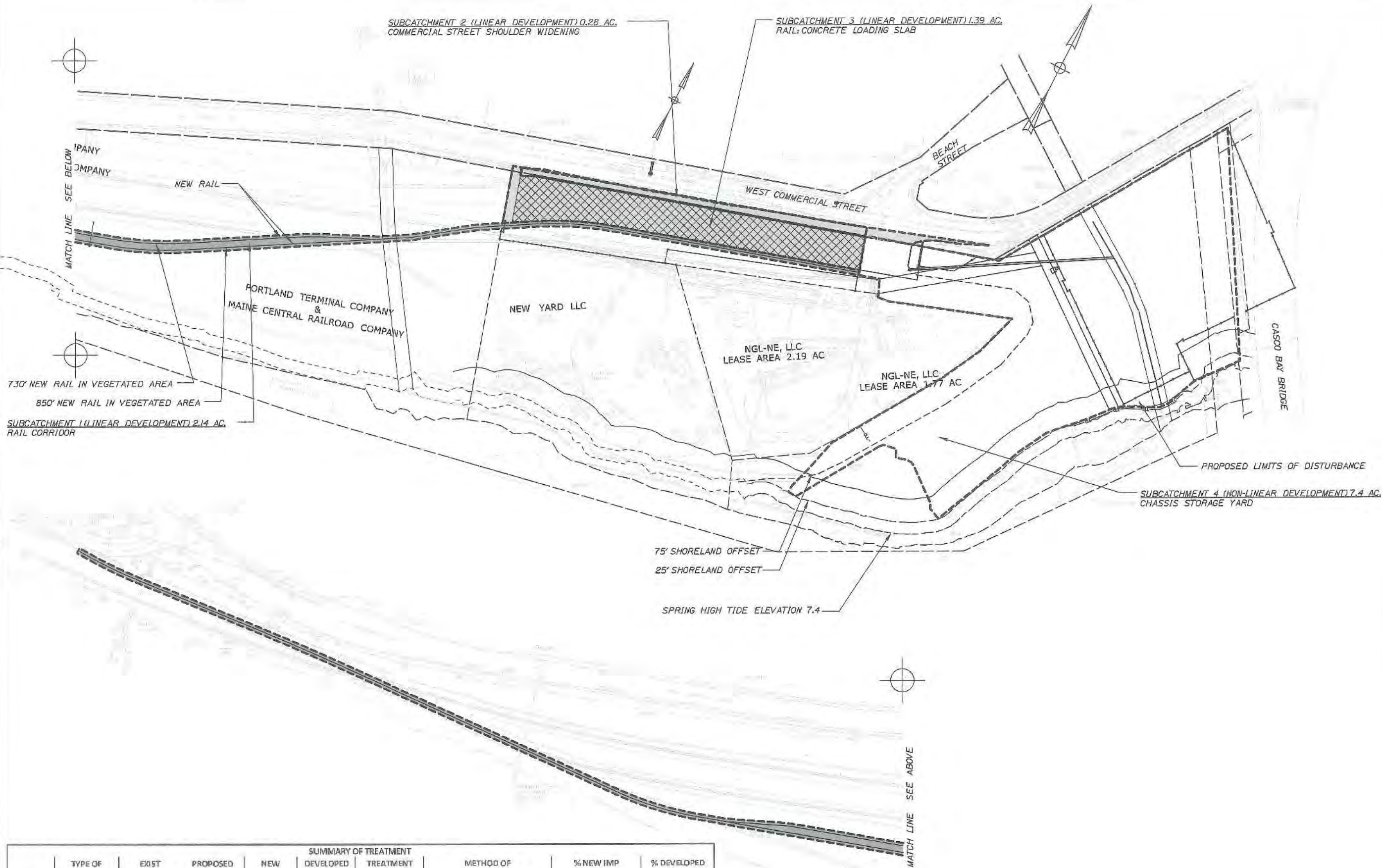
- c) **Flooding Standard:** The project will result in an increase in impervious area of approximately eight acres. As such, the project is required to include stormwater management features to control the rate of stormwater runoff from the site; however, much of the runoff from the Site is proposed 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

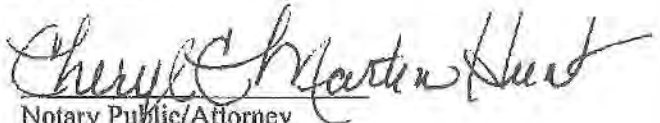

David Bernhardt, Commissioner

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

MAINE DEPARTMENT OF TRANSPORTATION
FREIGHT CORRIDOR
(5 ACRES)

MAINE CENTRAL R.R. CO.
(6.75 ACRES)

MAINE CENTRAL R.R. CO.
(6 ACRES)

GRAYBAR BUILDING

STAR HATCH BUILDING

GRAYBAR BUILDING

NOVA SEAFOOD BUILDING

NEW YARD LLC
(5 ACRES)

LEASE TO UNIL/NGL
(4 ACRES)

MAINE DEPARTMENT OF TRANSPORTATION
(14 ACRES)

EXISTING IMT FACILITY

CASCO BAY BRIDGE

BEACH STREET

GRAY STREET

INTERSECTION ENLARGEMENT

SCALE OF FEET

60 0 60 120

Scale of Feet

100 0 100 200

Scale of Feet

SITE PLAN

1. CONTAINERS MOVED BY TRUCK TO STORAGE YARD.
2. CONTAINERS MOVED 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 BEHIND REACH-STACKER.

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NUMBER 022809.00	
WIN	022809.00

SIGNATURE _____
P.E. NUMBER _____
DATE: 5.5.2019

[illegible]

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION CUMBERLAND COUNTY PORTLAND	ILLUSTRATIVE SITE PLAN
--	------------------------

SHEET NUMBER
1
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.

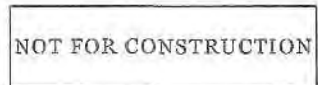
2. It will be necessary to ensure that the turn-around area at the end of the railway loading area remains clear of any obstructions that could limit fire department use of this area. Similarly, it may be necessary to provide a means to mark the fire department access lanes outside of the secured storage 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

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 DETAILS	RWH	RWH	03/11
CLIENT-REVENUE	-	-	-
DESIGN-DETAILS2	-	-	-
DESIGN-DETAILS3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
SIGNATURE			
P. E. NUMBER			
DATE			

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)

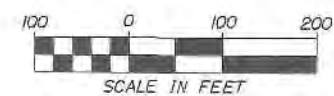
will provide a more in-depth understanding of all facets of the site's Fire Safety Plan. He/She will be responsible for ensuring the day-to-day implementation of, and adherence to, the Fire Safety Plan by all site personnel. Equally, this individual will be responsible for coordinating the IMT fire safety 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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.00

WIN
022809.00

PRCA MANAGER	J. KITTREDGE	BY	DATE
SACSEN DETAIL IN	IPWH	Per	JUNE
CHECKED-REVIEWED	-		
DESIGNATION FIELD	2		
DESIGNATION FIELD	2		
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

FIRE SAFETY PLAN

SHEET NUMBER

C17

- OF -



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 Inspection
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

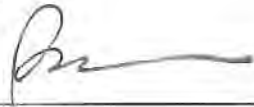
Neighborhood Meeting Certification

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.

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

(Meeting concluded at 7:34 p.m.)

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



Paul R. LePage
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

XXXXXXX

Att. 4

David Bernhardt
COMMISSIONER

May 23, 2014

Rick Knowland, Senior Planner
Planning Division
City of Portland
389 Congress Street, 4th Floor
Portland, Maine 04101

Re: International Marine Terminal Expansion

Dear Mr. Knowland:

Maine DOT would like to take this opportunity to briefly respond to the letter, dated May 20, 2014, that Steve Bushey sent to you on behalf of New Yard, LLC ("New Yard"). Mr. Bushey's letter contains various comments pertaining to the coordination of MaineDOT's IMT expansion project along West Commercial Street in Portland with New Yard's activities on adjacent land.

I want to be sure that you are aware that MaineDOT and New Yard entered into an agreement prior to MaineDOT's taking of the property along West Commercial Street for the IMT expansion project. Included in that agreement are the terms of cooperation between the parties in regard to their respective projects and operations. That agreement addresses such items as vehicular access for New Yard, utilities access for New Yard, and drainage. Most of Mr. Bushey's comments relate to these items, which are covered by that agreement.

With regard to the signage item raised in Mr. Bushey's letter (in paragraph 10 on page 5), MaineDOT has advised New Yard that MaineDOT will work with New Yard on the placement of temporary signs and that permanent signs will need to be installed in accordance with the City's process and regulations.

MaineDOT remains willing to work with New Yard as the IMT expansion project goes forward under the terms established in the MaineDOT-New Yard agreement. Please do not hesitate to contact me if you have any questions in that regard.

Sincerely,

Toni L. Kemmerle
Chief Counsel

cc: Stephen R. Bushey, FST



PRINTED ON RECYCLED PAPER

~~XXXXX~~

Att. 5

Rick Knowland - IMT June 10th planning workshop to discuss New Yard access and rights related to IMT acquisition

From: "Kittredge, Joel" <Joel.C.Kittredge@maine.gov>
To: "rwk@portlandmaine.gov" <rwk@portlandmaine.gov>
Date: 5/29/2014 4:02 PM
Subject: IMT June 10th planning workshop to discuss New Yard access and rights related to IMT acquisition
CC: "Kemmerle, Toni" <Toni.Kemmerle@maine.gov>, "Van Note, Bruce" <Bruce.Van...

Hi Rick:

We understand that the planning board desires a June 10th workshop in which the board members will gain understanding of resolution of items raised in Steve Bushey's letter to you dated May 20, 2014. You are aware that MaineDOT and New Yard previously agreed in writing to terms and conditions regarding access, utilities, and drainage on our abutting projects. Unfortunately the specifics are confidential.

Toni Kemmerle, MaineDOT Chief Council, will be making contact(s) in an effort to further describe the MaineDOT/New Yard level of cooperation allowing planning board members clear understanding of property access. While we are certainly prepared to present our project on the 10th, we hope that City staff will gain clarity from Toni's additional efforts, negating the need for a workshop dedicated to New Yard issues.

Sincerely---Joel



XXXX
Att. 8

Att. 6

June 6, 2014

Mr. Rick Knowland, Senior Planner
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
Response to Staff Comments**

Dear Rick,

On behalf of the MaineDOT and Portland International Marine Terminal, we are submitting a memorandum from HNTB with responses to all Staff comments based on your current review of the IMT Expansion Project. These responses reflect comments from the following City Staff and Consultants:

- David Margolis-Pineo, Department of Public Services.
- Jeff Tarling, City Arborist
- Marge Schmuckal, Zoning Administrator
- Tom Errico, Jeremiah Bartlett, Scott Quillette, Kevin Thomas, Traffic
- Rick Knowland, Planning Staff

We are hopeful that these responses adequately answer the issues raised to date and look forward to discussing the project in greater detail with the Planning Board on June 10.

The final drawing package will be delivered later today under a separate cover.

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: Craig Morin, HNTB
Joel Kittredge, MaineDOT
Matt Phillips, Carroll Associates

June 6, 2014



Mr. Richard Knowland
Senior Planner
City of Portland
389 Congress Street
Portland, ME 04101

RE: Site Plan Application for Portland IMT, Existing Laydown and Connecting Corridor Connection
Site Plan Addendum #4

C/O: Pat Carroll, Carroll Associates (email: pcarroll@carroll-assoc.com)

Rick,

Please find attached responses to the City's latest questions and comments received 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 "C.R. Morin".

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 02 Response to City Comments 06-05-14.docx

COMMENTS FROM DAVID MARGOLIS-PINEO (VIA EMAIL, MAY 14, 2014, ATTACHMENT A) AND RESPONSES:

Comment 1

A four foot concrete barrier is proposed along the Commercial Street right of way adjacent to the proposed loading dock. Also proposed along this same area within the right of way are porous concrete panels. It seems apparent that snow removal will be required to allow for proposed parking and to allow drainage. Since the City cannot guaranty snow removal in a timely fashion, it is proposed that the applicant pull all infrastructure back onto the applicant's property six feet and to reach an agreement with the City to allow for snow storage in this vacated area on the applicant's property.

Response: The location of the concrete loading slab is established to accommodate the necessary operations for rail car loading, as well as the conceptual future build-out scenario with an additional track. Fence lines, utilities, and the existing NGL tracks are interior constraints which prevent relocation of the slab. The layout of the slab is illustrated in Attachment B

Comment 2

To accommodate vehicle turning movement, the applicant is proposing to pave from the road right of way well onto the applicant's property. The City agrees to maintain infrastructure within the right of way with the understanding that all proposed work within the road right of way meets City of Portland Technical Manual standards.

Response: Agreed.

Comment 3

It is understood that the proposed porous [pervious] concrete panels are design for an H-20 loading, and prior to project approval the applicant submit the manufactures recommended maintenance requirements for these panel and that the City agrees to maintain those panels so they will function as designed.

Response: Sample manufacturer's product information and maintenance recommendations are included herein as Attachment C.

COMMENTS FROM JEFF TARLING (VIA EMAIL, MAY 9, 2014, ATTACHMENT D) AND RESPONSES:

Comment 1

C18 Landscaping Plan - Due to the space requirements on the IMT or 'water side' of Commercial Street the project directs street tree planting across the street along an improved sidewalk and esplanade. This compromise is a fair approach given the scale of the proposed project.

Landscape mitigation of the proposed wall should be explored. Options could include: varying the wall texture or scoring so that certain length of wall panels are accentuated vs continuous the same, create pockets for vegetation, some spaces could have a grove of Bayberry, others with vines perhaps. Could local MECA be advised of possible concrete forming options with a local arts theme?

Explore fence options including using black vinyl chain link vs galvanized to reduce glare.
Unsure if barbed wire is needed?

Response: The wall has been designed with a textured surface to provide aesthetic appeal. The height of the wall has been limited to 4-ft in height in order to provide visual views of the site while maintaining the necessary safety measures against the reach stacker operations. Block-outs for vegetation will not be provided since these can act as climbing devices which negate the effectiveness of the security fence and will result in added maintenance issues (watering, care, etc.). The applicant has revised its fence type to a more aesthetically pleasing and functional palisade fence style to enhance the "gateway" appearance of the site and facilitate snow removal, while upholding the Homeland Security, MTSA 105 requirements. The fence color will be black. See Attachment E.

Comment 2

Proposed benches along Commercial Street - the proposed granite or stone benches set on the sidewalk would be best to be set back behind the walk to reduce sidewalk plowing conflicts. There may be additional review of the bench type - but the type as shown fits into the nearby Harborview Memorial Park use of that material.

Response: The sidewalk width accommodates the City's desire for a 12-ft multi-use trail and an 8-ft esplanade. The area behind the sidewalk is private property.

Comment 3

Interpretive signage & graphics - this aspect is a positive approach to connect the proposed project with an historical context. Perhaps somewhere along the wall expanse a sign / graphic could be used to identify the site and use. Celebrating the Port of Portland and the intermodal function of ship to rail and truck is a positive feature for the City of Portland and the State of Maine, and perhaps the rail service. I couldn't find an example off hand of Pan Am railway but the CSX graphic could be an example.

Response: The interpretive signs are under development by a separate committee which is exploring these details.

COMMENTS FROM MARGE SCHMUCKAL (VIA EMAIL, MAY 6, 2014, ATTACHMENT F) AND RESPONSES:

Comment 1

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.

Response: The expanded portion of the terminal will primarily be used for intermodal use from ship to rail and vice versa; however, there will also be some truck uses, as well.

Comment 2

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.

Response: Final construction Site Plans will show the proposed tree clearing line. Trees greater than 4" diameter proposed to be removed within the 250' shoreland have been calculated as noted in the original Level III Site Plan application. As there are more than 900 trees greater than 4" within this track of land, individual trees are not shown graphically on the plans as this would make plans more cluttered. Additional backup calculations can be provided if requested by the City.

COMMENTS FROM TOM ERRICO, JEREMIAH BARTLETT, SCOTT QUILLETTE, AND KEVIN THOMAS (VIA EMAIL, MAY 19, 2014, ATTACHMENT G) AND RESPONSES:

General Response: Based on the number of comments listed below, the applicant has updated the striping and signal plans to address the comments. The updated plans are included herein as Attachment H.

Comment 1

The traffic signal plan includes special signal phasing for Nova Seafood. I would suggest that a City agreement with Nova Seafood be crafted related to traffic operations and a memorandum of understanding and for traffic control.

Response: HNTB agrees that an agreement would be prudent.

Comment 2

The driveway apron material at Nova Seafood does not meet City standards and a waiver will be required.

Response: Agreed.

Comment 3

Several of the driveways on Commercial Street (IMT, Nova Seafood, and Gray Bar) do not meet City width standards and thus waivers will be required.

Response: Agreed.

Comment 4

Several of the driveways on Commercial Street do not meet City corner clearance and separation standards.

Response: Agreed, waiver will be required.

Comment 5

The City is requesting that truck parking on in-bound Commercial Street be prohibited for a specified distance in advance of the Beach Street intersection. The City will provide this restriction length.

Comment 6

The applicant should investigate the provision of a bicycle lane on Beach Street departing the intersection.

Response: There is currently a paved shoulder on Beach Street departing the intersection which functions as a bike lane.

Comment 7

I am concerned about traffic operations and congestion during peak time periods, particularly when the special Nova Seafood traffic signal phase is actuated. The applicant should investigate the ability to limit the traffic signal phase during peak time periods.

Response: The applicant met privately with Nova Seafood regarding the peak hour traffic. Nova Seafood has indicated that peak hour traffic cannot be controlled.

Comment 8

A sidewalk waiver has been requested and a review of the supporting information will be performed.

Response: Agreed.

Comment 9

A granite curbing waiver has been requested and a review of the supporting information will be performed.

Response: Agreed.

Comment 10

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.

Response: The site traffic is dependent upon the level of security for each container, and therefore, the use of each entranceway is still required. Not all of the traffic generated at the IMT can utilize the traffic signal.

Comment 11

A construction management plan has been prepared. Additional information will be required as it relates to specific traffic, pedestrian, and bicycle impacts during construction.

Response: An initial construction management plan has been developed in brief and is included herein as Attachment I. Typically, a construction management plan is the responsibility of the contractor and is provided at the onset of construction. The project specifications will include the requirements outlined in the attachment in addition to the typical construction management requirements imposed by the State.

Comment 12

At the planning board workshop, there was discussion about the provision of a driveway entrance west of the project site for future development access and egress. The applicant should provide information in support of that driveway if that is to be included in the project approval.

Response: The driveway entrance in question is not part of this project. Any additional driveway entrances will be part of New Yard's future development.

Comment 13

The City does not support the use of pavement markings to delineated pavements areas for use by large trucks.

Response: The applicant is amenable to the use of cobblestones in areas traversed by large trucks in lieu of pavement markings. The cobblestone detail section will include cobblestones atop a sand layer atop a 6-inch thick fiber-reinforced concrete slab as shown in Attachment J.

Comment 14

The phasing for the intersection does not appear to be NEMA compliant. Please revise with Commercial Street as the main street, assuming an east-west phasing structure.

Response: Revised as shown in attached drawings.

Comment 15

The phasing sequence should begin with Commercial Street and end with Nova Seafood (currently designated as Phase 9).

Response: Revised as shown in attached drawings.

Comment 16

The peak hour cycle length seems unusually long for an intersection with this type of geometry, going as long as 150 seconds during the PM peak hour. Discussion should be provided as to why shorter cycle lengths cannot be achieved.

Response: With the addition of the Nova Seafood phase the natural cycle length is approximately 150 seconds, if the cycle length is shortened, LOS decreases. The Synchro Model has been provided to the City.

Comment 17

The pedestrian timing does not appear to provide sufficient crossing time, particularly for Commercial Street. Please confirm use of a standard 3.5 feet per second pedestrian crossing time from curb to curb.

Response: Revised as shown in attached drawings.

Comment 18

Given the sight distance issues for this intersection, the all-red clearance times should likely be extended.

Response: Revised as shown in attached drawings.

Comment 19

The City's technical standards are in the process to migrating to infra-red video detection as a requirement. The City now requires that either the cameras used with the VIP processors be the FLIR FC series or that the solution be based on the FLIR TrafiSense cameras.

Response: Revised as shown in attached drawings and in project specifications.

Comment 20

Please specify four-inch conduit to provide additional future wiring capabilities.

Response: Revised as shown in attached drawings.

Comment 21

Please provide one-piece pedestrian poles

Response: Revised as shown in attached drawings.

Comment 22

All pole bases, pull boxes and controller conduits should be sealed to prevent access by rodents and other small animals.

Response: Revised as shown in attached drawings.

Comment 23

Please confirm the method of advance notification when the Commercial Street westbound approach is red to account for minimal sight distances passing by Nova Seafood.

Response: There is a near side signal head on the southeast mast arm upright that is visible to westbound traffic.

Comment 24

It is my understanding that the Nova Seafood driveways will be restricted such that the easterly driveway will be an entrance only and the westerly driveway an exit only driveway. The plans do not reflect this.

Response: Nova seafood's owner intended for one way circulation with exiting traffic at signal.

Comment 25

There are areas of roadway pavement that appear to be located outside the public right-of-way. An agreement on maintenance may be required.

Response: HNTB agrees that an agreement would be prudent.

Comment 26

The applicant should note the material for the Nova Seafood island.

Response: Revised as shown in attached drawings. Type 1 curb will be installed on the street side, while Type 5 curb will be installed on the driveway side. The middle area will be filled with a 4-inch thick concrete infill.

Comment 27

The applicant should provide details for the area between the sidewalk and the Nova Seafood island.

Response: Revised as shown in attached drawings. The area will be cobblestone.

Comment 28

The left-turn bay shadowed island is depicted as paint. The applicant should investigate other material treatment for longevity purposes.

Response: The MaineDOT prefers paint in this application.

Comment 29

During Casco Bay Bridge openings, traffic may be backed up into the new traffic signalized intersection. The applicant should note whether there are any provisions for this scenario from a traffic signal perspective.

Response: There are no provisions for this scenario. If there are other intersections in the City where special provisions have been implemented, please provide these for our review.

Comment 30

The bicycle lane on the outbound side of Commercial Street continues to the limit of work, while the in-bound bicycle lane begins at the point where the left-turn lane is starting. The applicant should note why the in-bound bicycle lane can't start at the project limits.

Response: There is already a shoulder in this region for the bike lane, and our proposed bike lane ties into the existing layout.

Comment 31

The direction sign that notes Casco Bay Bridge 500 Feet is being removed. This removal should be confirmed by City staff.

Response: A new guide sign which is MUTCD compliant is being provided in lieu of the existing direction sign.

Comment 32

The plans illustrate that the sidewalk at the corner of the Nova Seafood building will not need to be reconstructed. Given that the curb is being relocated, the sidewalk will need to be upgraded.

Response: Agreed. We will show modifications to the existing sidewalk to illustrate the new location of the curb.

Comment 33

The length of curbing at the Nova Seafood driveway is being eliminated. Justification on this change shall be provided.

Response: Curbing is being removed from both sides of the driveway to facilitate truck entering/exiting movements.

Comment 34

A fire hydrant is located in the middle of the sidewalk east of the easternmost Nova Seafood driveway. It would be beneficial if this hydrant could be relocated.

Response: The hydrant is beyond the project limits of sidewalk work and is therefore not within the scope of this project.

Comment 35

The plan replaces an existing Casco Bay Bridge 500 Feet sign with a sign that notes Casco Bay Bridge (right) and Fore River Parkway (through). City staff should determine if this replacement is acceptable.

Response: A new guide sign which is MUTCD compliant is being provided in lieu of the existing direction sign.

Comment 36

It was my understanding that the bicycle lanes were going to have dashed line treatment through the intersection. The plans do not depict this.

Response: Revised as shown in attached drawings.

Comment 37

The applicant should confirm that adequate illumination will be provided at the two crosswalk locations.

Response: Dual-purpose mast arm uprights have been included in the project to provide adequate light for the intersection including the crosswalks.

COMMENTS FROM CITY STAFF MEMBERS (VIA EMAIL, JUNE 4, 2014, ATTACHMENT K) AND RESPONSES:

Comment 1

There is an assumption that brick along the expansive sidewalk apron by Nova could be damaged by heavy truck use. A comment from Alex is that he would prefer inlaid, narrow edge/soldier course brick. That is the preference. If someone can provide documentation that it's not possible to design a brick sidewalk without risking excessive damage to the sidewalk from truck traffic than we are open to another material.

Response: We will update the drawings to reflect the suggested change.

Comment 2

There was discussion about a protocol (or management) system that Nova would use to avoid potential problems with the traffic light such as trucks or cars parking within the signal detection area. Any progress on that?

Response: There is a provision within the video/Thermal detection system to skip a call once the call has reached a 240 second duration. It would mean two cycles, but would not continue beyond two calls. No additional cost, this is a programming feature of the system.

Comment 3

People seem to like the pervious panels but would like further info and references regarding product history, maintenance and durability. There were several comments indicating it will be a challenge for the city to maintain the panels. (Would the State be willing to maintain it?) A question came up whether there could be scuppers or breaks in the wall to serve as an outlet for water in case there was a failure.

Response: Additional information regarding the pervious panels is provided in Attachment C. In previous discussions, the City has indicated that it was willing to perform the maintenance of the panels and maintain the infrastructure in the right-of-way, hence the reason for the earlier literature request (please see Comments #2 and #3 from David Pineo Margolis on May 14, 2014). In the event the panels do not provide adequate drainage as intended, there are two manholes at the eastern end of the concrete barrier to provide adequate drainage for runoff.

Comment 4

Green bike lane questions came up regarding maintenance, available warranty and durability. Further info would be helpful. One comment was whether it would make sense to shave some of the pavement first prior to installation so when the bike lane material is applied it would be thicker.

Response: Additional information regarding the bike lane material is provided in Attachment L. The design team agrees that shaving the pavement is an appropriate step to ensure longevity in the coating material to avoid damage by plows.

Comment 5

By Nova Seafood, City wants the cobblestones back because it provides a clear delineation for circulation movements (trucks, cars, peds). The material should Belgium blocks. The expansive sidewalk apron along Nova we are open to a non-brick material because of potential truck damage to bricks. We are open to colored concrete or some other similar material (ability to support heavy trucks) which would provide a contrast from the Nova black top parking area and the Belgium blocks.

Response: The design team has re-implemented the use of cobblestones in the project to delineate circulation movements within this region. The material will be Belgium blocks. The sidewalk apron will continue to be brick to provide a durable textured surface and a clear contrast to the Belgium blocks.

Comment 6

The area on the southerly side of Commercial St (which allows Nova trucks the ability to turn where cobblestones were previously located) should be concrete rather than black top.

Response: The design team believes that this area should remain cobblestone in order to provide a uniform traffic delineation to the intersection while minimizing the number of various construction materials.

ADDITIONAL ATTACHMENTS (PER APPLICANT):

ATTACHMENT M

DEP PERMIT

From: David Margolis-Pineo <DMP@portlandmaine.gov>
Sent: Wednesday, May 14, 2014 12:55 PM
To: Barbara Barhydt; Rick Knowland
Cc: Bruce Hyman; Chris Pirone; Charles Wordell; Doug Roncarati; Eric Labelle; Jeremiah Bartlett; Jane Ward; Jeff Tarling; John Emerson; Katherine Earley; Michael Farmer; Michelle Sweeney; William Clark; Tom Errico; David Senus
Subject: Review Comments for 528 Commercial St - IMT

ATTACHMENT A

May 14, 2014

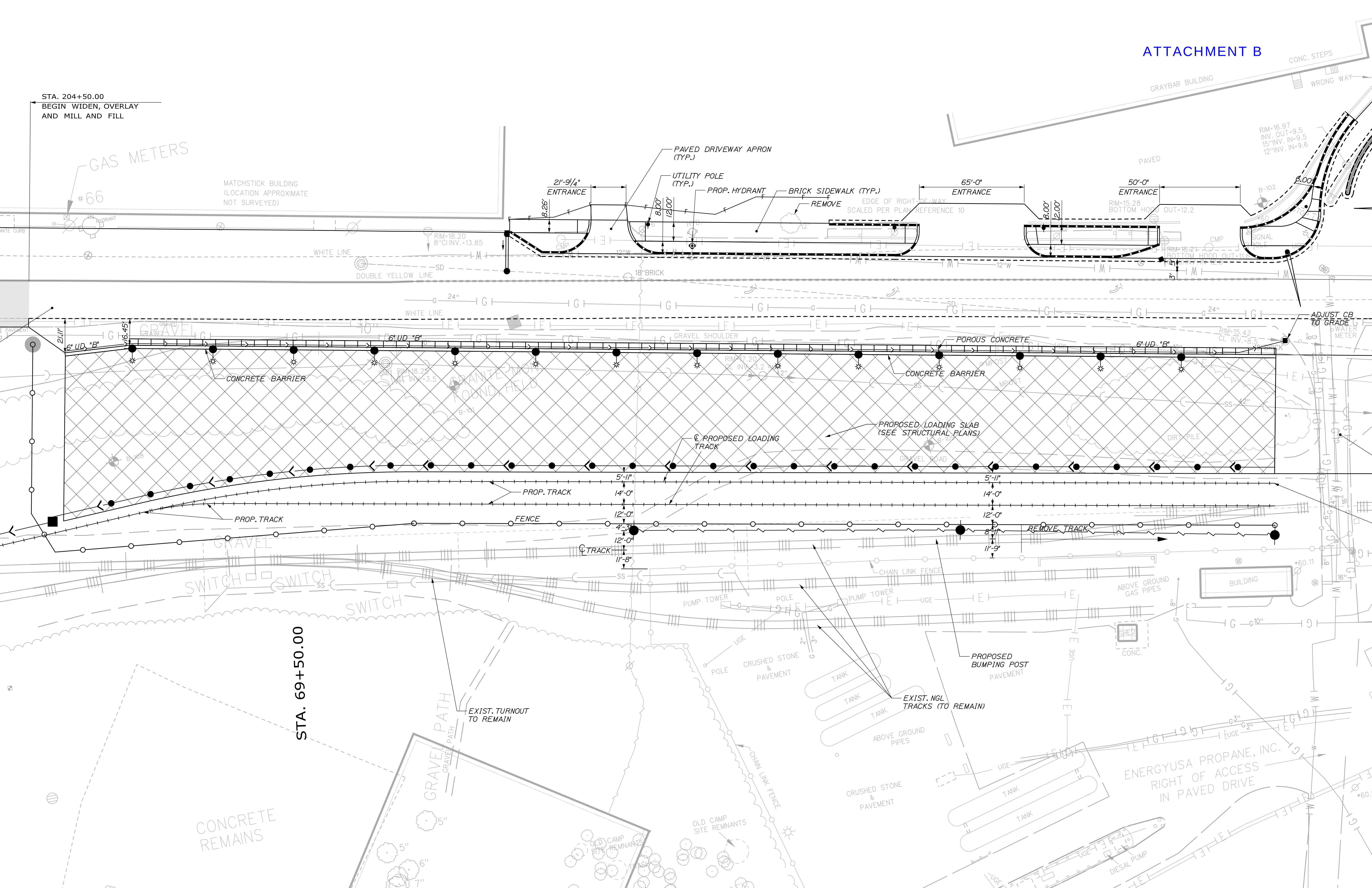
Memo To: Rick Knowland
Barbara Barhydt
From: David Margolis-Pineo
Re: Review Comments from Public Services
528 Commercial Street – International Marine Terminal

The Department of Public Services has the following comments.

1. A four foot concrete barrier is proposed along the Commercial Street right of way adjacent to the proposed loading dock. Also proposed along this same area within the right of way are porous concrete panels. It seems apparent that snow removal will be required to allow for proposed parking and to allow drainage. Since the City cannot guaranty snow removal in a timely fashion, it is proposed that the applicant pull all infrastructure back onto the applicant's property six feet and to reach an agreement with the City to allow for snow storage in this vacated area on the applicant's property.
2. To accommodate vehicle turning movement, the applicant is proposing to pave from the road right of way well onto the applicant's property. The City agrees to maintain infrastructure within the right of way with the understanding that all proposed work within the road right of way meets City of Portland Technical Manual standards.
3. It is understood that the proposed porous concrete panel are design for an H-20 loading, and prior to project approval the applicant submit the manufactures recommended maintenance requirements for these panel and that the City agrees to maintain those panels so they will function as designed.

We have no further comments.

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.





Stormcrete™ ATTACHMENT C

Operation and Maintenance Manual

Introduction:



Stormcrete™ is a modular precast porous concrete stormwater system and is able to provide a low risk alternative to poured in place porous pavements. Routine operation and maintenance (O&M) procedures are similar to that of conventional porous pavements. However, Stormcrete™ provides the security of knowing that the slabs can be easily lifted for maintenance and repairs or in some cases even replaced when standard maintenance practices are insufficient.

Planning / Placement:

Proper planning and placement of porous surfaces is fundamental to their longevity and effectiveness. All projects are unique and careful attention should be taken to each situation. Locate porous surfaces where they will be most effective from a StormWater perspective and least susceptible to heavy loading of sediment and debris. For example, potential issues can arise in locations of winter operations (i.e. snow storage, deicing material storage, etc.), site entrances, dirt to pavement vehicle traffic, and run-on from landscaped areas.



Regular Inspection:

Regular inspection of the Stormcrete™ System is critical to developing a site specific maintenance program. Inspection should be performed several times in the first few months and then 2-4 times per year depending upon the intensity of use. The following should be included in any ongoing inspection program:

- Confirm “good housekeeping” practices are in place. Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on Stormcrete™ surfaces or in such a way that the material can be washed or blown on to Stormcrete™.
- During inspection note the accumulation of sediment and debris. Voids should be checked for accumulation of fine material. This will aid in determining proper vacuum sweeping frequency and the ability to target areas with higher accumulation rates.
- Inspect for surface deficiencies. (i.e. raveling, spalling, cracking, etc.)
- Inspect for evidence of ponding. (i.e. staining or unusual light sediment or debris)
- Inspect for evidence of run-on from perimeter unpaved areas or nearby erosion.
- Inspect for evidence of accidental or illicit spillage.
- Maintain a log detailing all inspection and maintenance activities.

Routine Maintenance:

Even with the advantages of the Stormcrete™ System, all porous surfaces require some routine maintenance activities to preserve permeability and service life. A minimum amount of planning and regular maintenance is more effective than surface rehabilitation or replacement.

- **Blower:** A high-powered backpack blower (similar to a Stihl BR600) can be used with a swirl pattern to loosen sediment and debris lodged into the Stormcrete™ System. A vacuum can be used to remove the material dislodged by the blower.
- **Vacuum Sweeping:** Vacuum a minimum of 2 times per year is recommended for most installations. Site specifics (land use, climate, tree cover, site conditions, winter de-icing practices, construction activities, etc.) along with data from regular inspections will ultimately determine how frequently the surface should be vacuumed. Minimum vacuum cleaning should occur in spring (after snow melt) and fall (after leaf drop). Additional cleaning should be scheduled any time accumulated sediment / debris is visible on surface.



- **Proper Equipment:** Use of a powerful vacuum for routine maintenance is critical. Regenerative air vacuum sweepers and high-efficiency vacuum only sweepers are recommended. Equipment condition and proper maintenance is also critical to maximize vacuum efficiencies.
- **Operator experience and diligence** is critical to maximize vacuum efficiencies. Vehicle speed, equipment settings, timing for proper access, and type of material being removed are only a few of the factors an operator needs to properly gage.
- **Maintenance Staff / Public awareness:** On-site personnel and contractors should be made aware of the porous surface and proper O&M procedures. (i.e. signage / pavement demarcation, snow removal, etc.)

Rehabilitation, Repairs, and Replacement:

- **Focused Power Washing:** Power-washing can be an effective tool for unclogging plugged areas. Power-washing should be used in conjunction with a focused, high-velocity vacuum head so that debris is removed and not just displaced. Power-washing should occur at moderate pressure and at low angle (<45 degrees) to drive materials into the vacuum head. Care should be taken with water pressure until effect of water pressure on surface is realized.
- **Remove, Restore & Reset:** In the event that focused power-washing does not provide adequate flow capacity, the slab(s) can be lifted, removed, flushed and replaced.
 - Please note: Removal and replacement should be completed using Stormcrete™ lifting swivels. Reference the Stormcrete™ Removable & Replaceable Manual.
- **Replacement:** In the event that the slab(s) is plugged beyond rehabilitation the slab(s) can easily be removed and replaced.

Winter Maintenance / Snow Removal: Routine winter operations are similar to that of conventional porous pavements.

- **De-icing & Chemicals:**
 - If at all possible avoid applying sand to StormCrete™.
 - Due to the nature of porous pavement de-icing chemicals have a difficult time forming a melting solution (brine) on the surface. This tends to lead to needless excessive chemical use.



- **Plowing & Snow Removal:**

- Snow can be removed using conventional plow blades equipped with shoes. Well maintained plow blades can prevent damage to porous surface. Back dragging is not recommended. Where possible, plow passes should be made at a 45-degree angle to the slab joints.
- Operator training: Snow removal operators should be aware of the presence of the StormCrete™ System.
- Snow within pores of porous pavement can make them appear more snow covered than standard impervious pavements. Porous surface should not be “over plowed” or scraped.

Additional Help:

For guidance or a quote to maintain your porous surface please contact Stormwater Compliance, LLC at sweeping@stormwatercomp.com or 1-877-271-9055.

SAMPLE SPECIFICATION

Porous Pavement Maintenance Specifications

(Vacuum Sweeping, Power Washing, Flow Testing, Documentation)

Scope: Furnish all equipment, materials and labor to provide Porous Pavement Vacuuming, Selective Power Washing, and Documentation as specified below.

Qualifications and Experience: Porous pavement systems (PPS) are specialized pavement systems with the designed purpose of collecting and treating stormwater runoff. Designs and intended function vary from installation to installation. There are four main categories of PPS; Porous Asphalt, Cast in Place Porous Concrete, Permeable Pavers, and Precast Modular Porous Concrete (see below). Knowledge of intended stormwater functions for all types of PPS is critical to proper maintenance and identification of deficiencies. Contractor shall be familiar with all types of PPS and have demonstrable experience with maintenance of these systems. Contractor must also be experienced with effective inspection and documentation processes. Proposal should include a summary of similar projects / experience and biographies of key personnel.

- Porous Asphalt (PA): a type of asphalt that has a high porosity due to an increased void space to facilitate water infiltration through the porous asphalt into a stone reservoir and then into the ground.
- Cast in Place Porous Concrete (CPPC): a type of concrete that has a high porosity due to an increased void space to facilitate water infiltration through the porous concrete into a stone reservoir and then into the ground.
- Permeable Pavers (PP): an alternative to traditional hardscape paving which allows water to infiltrate between the pavers and through permeable layers below ground. When vacuuming porous pavers, the setting should be adjusted to a lower power in order to prevent complete removal of aggregate between voids (unless more intensive vacuuming is required to alleviate clogged areas).
- Pre-cast Modular Porous Concrete (PMPC, e.g. Stormcrete): similar to CPPC but precast in slabs of varying sizes under controlled conditions and shipped to the project location ready for installation. Because PMPC is modular it can be removed and replaced if

Work Completion Time (after notice to proceed): Porous pavement vacuuming shall occur in the spring and fall. Spring vacuuming shall be completed between April 1st and May 30. Spring vacuuming should follow initial spring cleanup of gross sand and debris accumulations. Fall vacuuming shall be completed between October 1st and November 30. Where necessary, power washing / rehabilitation of plugged porous pavements shall occur at the direction of _____ at the times and locations identified during post sweeping inspections. Bidders shall provide a unit price per square yard of porous pavement power washing with their bid.

Required Vacuum Equipment: For Safety and Effective completion of work, all equipment utilized of this work will be maintained in good functional and aesthetic condition. Equipment shall have operational safety devices as required by all state, local, and federal regulations.

It is anticipated that the use of push brooms, backpack blowers, walk behind vacuums, ride-on type vacuums, etc. will be required for some sidewalks, plazas, and other areas not navigable by truck mounted vacuum sweepers. The Contractor must utilize this equipment where necessary to properly maintain all areas of Porous Pavement.

Regenerative Air Vacuum Sweepers will be the only vacuum sweepers acceptable for use within this Contract. The Contractor shall submit descriptions of all porous pavement vacuum equipment to be used within the bid package.

- **Regenerative Air Vacuum Sweepers:** This type of vacuum sweeper uses a blower system that generates a high velocity air column, forcing it against the pavement at an angle, and creating a “peeling” or “knifing” effect. The high volume air blast loosens the debris from the pavement surface so it can be removed by vacuum. Equipment must have a water system for dust suppression.
- **GPS Tracking:** Over the road sweeper equipment shall be equipped with a GPS module and software capable of recording the equipment’s route and timing details while on site. This system shall be utilized in the event of dispute/damage to property and work verification. Records should be available upon request.

Permeability Testing: Contractor shall be experienced and equipped to perform Falling Head Infiltrometer permeability testing as required by _____ personnel. Procedures and results will be documented and presented in a cohesive format. A unit price should be provided per testing location.

Maintenance Procedures:

Porous Pavement Vacuuming is done in order to remove sediment that may lead to a clogging of the porous surface, preventing water from infiltrating through the pavement into the stone reservoir.

Frequency: Semi-Annual vacuuming is recommended for Porous Pavement Systems

Labor Requirements: 1 sweeper operator and 1 laborer

Maintenance Procedure:

- **Safety set-up:** Set up safety perimeter. Ensure that no vehicles are parked in the vicinity of the location and that area is closed to the public.

- **Inspect:** Visually inspect porous pavement for damage, including holes, cracks, excessive scuffing, settlement, and areas of standing water. Inspect status of aggregate between voids in porous pavers before and after vacuuming to see if additional replacement aggregate is needed. Record observations/damage in the Maintenance Log Report, include photos if possible, and report as necessary.
- **Prepare site for vacuuming:** Remove (by hand) bulky debris and waste materials from surface of porous pavement that may be too large to be picked up and/or block/clog the vacuum hose prior to using vacuum. Use a push broom to loosen debris as needed. Pay particular attention to inside corners, curb lines, and heavily loaded areas.

Vacuum: Vacuum porous pavement per the vacuum manufacturer recommendations.

Note: If vacuuming permeable pavers, set vacuum at a lower power in order to prevent complete removal of aggregate between voids (unless more intensive vacuuming is required to alleviate clogged areas). Vacuum machine speed should be adjusted so that the vacuum draws out the first inch or so of stone and dirt in the openings between porous pavers, as this is where most unwanted sediment/debris typically collects.

- Follow all steps in the Manufacturer's Operation Checklist for the specified vacuum.
 - Engage the Water Feature/ Water Dust Control Option of the vacuum (or equivalent on specific vacuum model).
 - Operate the vacuum at a highest vacuum setting that will not damage the surface. Sweeping speed should be less than 3 miles per hour. Drive the vacuum over the porous pavement, Overlap the edges of the vacuum runs and make two passes over the entire porous pavement area.
 - Continuously verify pick up efficacy especially when vacuuming areas with excessive sediment.
 - **Post-vacuuming inspection:** After two passes, visually inspect porous pavement to ensure adequate debris removal. Any areas with visible debris/sediment still present should be vacuumed again until debris is removed. In the event that the surface of the porous pavement becomes clogged with fine dirt or sand, record observations in the Maintenance Log Report.

- Disposal: Material collected should be containerized and covered for proper disposal. Material should be disposed according to all applicable regulations. Disposal location and Manifest should be included in the Maintenance Log Report

Porous Pavement Power Washing should be done if porous pavement surfaces become clogged with fine dirt or sand. Power washing of the pavement surface allows partial restoration of the original void space and therefore permeability and should immediately follow the porous pavement vacuum task.

Frequency: As needed for rehabilitation based on post vacuuming inspection

Labor Requirements: 1 sweeper operator and 1 laborer

Maintenance Procedure:

- Safety set-up: Set up safety perimeter. Ensure that no vehicles are parked in the vicinity of the location and that area is closed to the public.
- Inspect: Visually inspect porous pavement for damage, including holes, cracks, excessive scuffing, settlement, and areas of standing water. Inspect status of aggregate between voids in porous pavers before and after vacuuming to see if additional replacement aggregate is needed. Record observations/damage in the Maintenance Log Report, include photos if possible, and report as necessary.
- Prepare site for power washing: Remove (by hand) bulky debris and waste materials from surface of porous pavement that may block or impede power washer access to the surface. Use a rigid push broom to loosen debris as needed. Pay particular attention to pavement edges and heavily loaded area.

Power wash: Follow manufacturer's recommendations for use of the power washer unit with the clarifications noted below. Ensure that the water inlet valve and pump are both on.

- Set the pressure levels to be no greater than 500 PSI.
- Pressure wash plugged surface with wand spraying at a 45 degree angle. Use care not to damage the surface. Nearly simultaneous vacuum should be applied at washing site to remove loosened material.
- Post-power washing inspection: Note areas that appear to still be plugged. Note if water remains ponded in any areas of the porous pavement. Record observation with photographs. Record observations in the Maintenance Log Report.
- Safety completion: Remove safety perimeter and re-open lot for parking/public access.

Permeable Paver Restoring Aggregate: Following vacuuming of permeable pavers, refill the voids (joints) between pavers with additional aggregate material to replace any material that has been lost by vacuuming and/or due to natural migration, settlement, and erosion.

Frequency: As needed when gravel infill is not within ½ inch of the paver surface, immediately following vacuuming

Labor Requirements: 2 Laborers

Maintenance Procedure:

- **Safety set-up:** Set up safety perimeter. Ensure that no vehicles are parked in the vicinity of the location and that area is closed to the public.
- **Inspect:** Visually inspect permeable pavers for damage, including broken pavers, cracks, settlement, and any areas of standing water or evidence of standing water. Inspect status of aggregate infill material in the voids between porous pavers to see if additional replacement aggregate is needed. Evaluate if voids (joints) between porous pavers are clogged or not. Inspect to see if pavers themselves are missing from any areas and note need for replacement pavers. Record observations/ damage in the Maintenance Log Report, include photos of all notable observations, and report as necessary.
- **Prepare site:** Remove (by hand) bulky debris and waste materials from surface of pavers.
- **Cleaning Clogged Voids:** If voids (joints) between porous pavers are still clogged even after area has been vacuumed, use a ridged too to pry material out joint until clean aggregate is found. Follow aggregate replacement instructions below.
- **Add aggregate:** Using a shovel, spread aggregate over the surface of the pavers. Using a broom, sweep aggregate into the voids between porous paves, taking care to fill in any obvious holes. Once the aggregate has been added to the pavers, and the voids have been filled, perform a final sweeping pass with the hand broom to remove any excess gravel from the paver surface.
- **Safety completion:** Remove safety perimeter and re-open area for parking/public access.

Maintenance Coordination and Scheduling: Contractor shall be responsible for advanced notifications and coordination of access to maintenance locations. Coordination with _____ personnel and private property owners may be required to ensure unobstructed access to certain maintenance locations. Unforeseen, obstructions to complete maintenance efforts will be described and photo documented in the Location Maintenance Report (outlined below).

Maintenance Log Reporting: A maintenance report log shall be kept by the Contractor for each location maintained. Each Maintenance Log Report shall include the following information:

- Location name, Date and time on site, Personnel on site, Description of pavement system.
- Inspection observations prior to and following maintenance.
- Photos of any notable observations and/or marked up site plan / aerial photo / sketch.
- Obstructions preventing complete maintenance (such as parked cars) shall be photo documented.

Electronic Document Management: Contractor must have the means and experience to create, store, and transfer Location Maintenance Reports and other contract documents electronically. A web based, password protected portal that enables _____ to view, print, and download all pertinent contract documents and maintenance reports is the preferred method of document management. Contractor shall outline electronic document management procedures in their bid package.

Pre and Post-Maintenance Inspection: A pre and post-maintenance inspection shall occur with the Contractor and the Representative from _____ at each location to be maintained within this Contract. The purpose of the inspections will be to identify and document (with photographs) damage, additional maintenance needs, and potential access issues. If damage to porous pavements is the result of the Contractor's operations, the Contractor is responsible for repairing the damage at the Contractor's expense. The post-maintenance inspection shall occur within one (1) week of the completion of each maintenance activity.

Additional Porous Pavement Vacuuming: At any time during the Contract period, _____ may request that the Contractor perform additional porous pavement vacuuming (beyond the spring and fall vacuuming included in the Contract) at any of the locations noted above. This will indicated as a Unit Price on the pricing page.

The Contractor shall coordinate additional porous pavement vacuuming with _____, and complete the work in a timely manner. The Contractor shall submit a payment application for the additional vacuuming after the work is completed for payment.



Maintaining your investment • Protecting our environment™

8 Blue Moon Drive • North Yarmouth, Maine 04097

PHONE: 207.829.2198 • FAX: 207.829.2178 • www.StormwaterComp.com

Site Safety Responsibilities: The Contractor shall maintain all maintenance locations in a safe, neat and orderly condition, and free from human hazard. If an unsafe condition is encountered, the affected activity shall be suspended until the unsafe condition is corrected. The Contractor is also solely responsible by law for compliance, and regulatory reporting requirements, for all workplace and employee safety issues.

Specific Permit Information: All permits required shall be the responsibility of the Contractor. In all cases, for all permits the Contractor shall be responsible for payment of all required fees, charges, maintenance, bonds, insurance, and penalties or fines for non-compliance, associated with all required permits.

DRAFT

From: Jeff Tarling <JST@portlandmaine.gov>
Sent: Friday, May 09, 2014 5:05 PM
To: Rick Knowland
Cc: David Margolis-Pineo
Subject: IMT Project
Attachments: 501 Danforth St. Portland, ME 2012 (1).jpg; GreenWall.jpg; ChestnutPlanter.JPG

ATTACHMENT D

Hi Rick -

In review of the proposed modifications to the IMT West Commercial Street site I wanted to include the following landscape items:

a) C18 Landscaping Plan - Due to the space requirements on the IMT or 'water side' of Commercial Street the project directs street tree planting across the street along an improved sidewalk and esplanade. This compromise is a fair approach given the scale of the proposed project.

Landscape mitigation of the proposed wall should be explored...

Options could include: varying the wall texture or scoring so that certain length of wall panels are accentuated vs continuous the same, create pockets for vegetation, some spaces could have a grove of Bayberry, others with vines perhaps. Could local MECA be advised of possible concrete forming options with a local arts theme?
Explore fence options including using black vinyl chain link vs galvanized to reduce glare.
Unsure if barbed wire is needed?

b) Proposed benches along Commercial Street - the proposed granite or stone benches set on the sidewalk would be best to be set back behind the walk to reduce sidewalk plowing conflicts. There maybe additional review of the bench type - but the type as shown fits into the nearby Harborview Memorial Park use of that material.

c) Interpretive signage & graphics - this aspect is a positive approach to connect the proposed project with an historical context. Perhaps somewhere along the wall expanse a sign / graphic could be used to identify the site and use. Celebrating the Port of Portland and the intermodel function of ship to rail and truck is a positive feature for the City of Portland and the State of Maine, and perhaps the rail service. I couldn't find an example off hand of PanAm railway but the CSX graphic could be an example.



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.

IMPASSE II®

ATTACHMENT E



HIGH SECURITY STEEL PALISADE FENCING

Maintaining a secure perimeter is your first line of defense against potential threats. Impasse II fence systems serve as a *visual deterrent backed with heavy steel components* that give a higher level of protection compared to the traditional chain link or architectural mesh fence alternatives. Impasse II is the *best choice for securing at risk facilities or protecting specific assets within a property.*

DESIGN INTEGRATION

The Impasse II framework is a raceway for wiring, conduits, and/or security cabling required around the perimeter of a project. This integrated design eliminates the need for costly trenching and boring becoming a value added solution for perimeter security upgrades.

When installing these security elements use Impasse II as a platform:



- **Communication & Video Cables**
- **Intrusion Detection / Fiber Optic Cables**
- **Access Control Wiring**
- **Conduits**
- **Anti-Ram Cabling (Stalwart)**

PRIMARY APPLICATIONS

- **Military Sites**
- **Government Facilities**
- **Petroleum & Chemical Facilities**
- **Power Plants & Substations**
- **Airports**
- **Data Centers**
- **Ports of Entry**
- **Water Treatment & Storage**



AMERISTARFENCE.COM | 888-333-3422

ASSA ABLOY, the global leader in door opening solutions

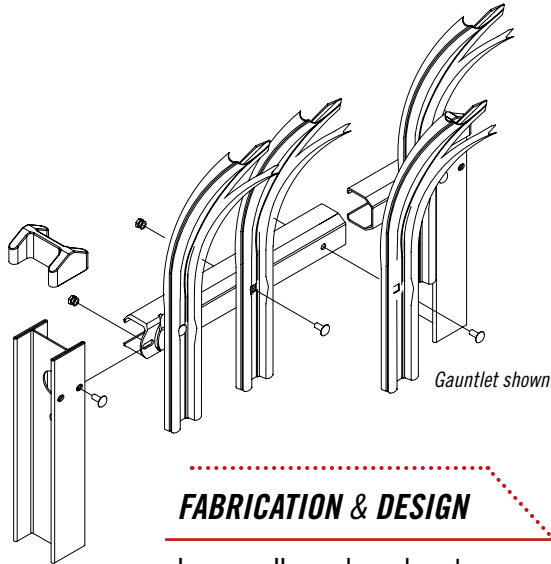
AMERISTAR®

ASSA ABLOY

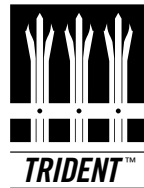
IMPASSE II®

HIGH SECURITY STEEL PALISADE FENCING

2.75"w x 14ga PALES | 2" x 2" x 11ga RAILS | 3" x 2.75" x 12ga & 4" x 2.75" x 11ga I-BEAM POSTS



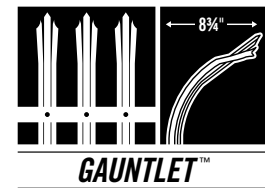
STYLE OPTIONS



TRIDENT™



STRONGHOLD™



GAUNTLET™

FABRICATION & DESIGN

Impasse II panels and posts are manufactured using high-tensile pre-galvanized G-90 steel. Each component has been roll-formed into a unique profile that yields significant strength properties. Impasse II's distinct design enables the fence to traverse aggressive changes in grade in order to maintain security along any perimeter. Each connection point of the Impasse II system is secured with tamper-proof fasteners providing the highest level of security and versatility.



PERMACOAT™ PROTECTIVE FINISH

Ameristar's production facilities use a state-of-the-art polyester powder coating system that provides a durable and scratch resistant finish. Impasse II is protected with Ameristar's PermaCoat multi-layer coating process. The combination of these layers delivers a system that increases weathering resistance and product durability. The Ameristar coating system results in finished surfaces with unmatched performance.



15 YEAR LIMITED WARRANTY

Impasse II is coated using Ameristar's PermaCoat process, this dual-coat finish yields the best results for durability and weathering in the fence industry. Ameristar has over 25 years of experience and research in coating fence products allowing Impasse to support a 15 year warranty.



DOMESTIC MANUFACTURING

Ameristar is committed to providing products that are manufactured in the USA. We have made significant investments in technology, process improvement, and employee training in an effort to secure American jobs and combat inferior import products.

#9792 | REVISED 03/2014



FENCE PRODUCTS

TO PLACE YOUR ORDER CALL 888-333-3422

VISIT AMERISTARFENCE.COM

MEMORANDUM

To: FILE
From: Richard Knowland
Subject: Application ID: 2014-038
Date: 5/6/2014

ATTACHMENT F

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

From: Patrick Carroll <pcarroll@carroll-assoc.com>
Sent: Monday, May 19, 2014 4:30 PM
To: Craig Morin; Mitch Elliott; Bruce Munger
Cc: Matthew Phillips
Subject: FW: IMT Expansion -- Traffic Comments

ATTACHMENT G

Craig,

This just in from Tom Errico.
PC

From: Tom Errico [mailto:thomas.errico@tylin.com]
Sent: Monday, May 19, 2014 4:04 PM
To: Rick Knowland
Cc: David Margolis-Pineo; Katherine Earley; Jeremiah Bartlett; Jeff Tarling (JST@portlandmaine.gov)
Subject: IMT Expansion -- Traffic Comments

Rick – The following presents a brief summary of traffic issues that need resolution and can serve as discussion items for Wednesday's meeting. My review continues and therefore additional comments should be expected.

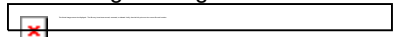
1. The traffic signal plan includes special signal phasing for Nova Seafood. I would suggest that a City agreement with Nova Seafood be crafted related to traffic operations and a memorandum of understanding and for traffic control.
2. The driveway apron material at Nova Seafood does not meet City standards and a waiver will be required.
3. Several of the driveways on Commercial Street (IMT, Nova Seafood, and Gray Bar) do not meet City width standards and thus waivers will be required.
4. Several of the driveways on Commercial Street do not meet City corner clearance and separation standards.
5. The City is requesting that truck parking on in-bound Commercial Street be prohibited for to be specified distance in advance of the Beach Street intersection. The City will provide this restriction length.
6. The applicant should investigate the provision of a bicycle lane on Beach Street departing the intersection.
7. I am concerned about traffic operations and congestion during peak time periods, particularly when the special Nova Seafood traffic signal phase is actuated. The applicant should investigate the ability to limit the traffic signal phase during peak time periods.
8. A sidewalk waiver has been requested and a review of the supporting information will be performed.
9. A granite curbing waiver has been requested and a review of the supporting information will be performed.
10. 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.
11. A construction management plan has been prepared. Additional information will be required as it relates to specific traffic, pedestrian, and bicycle impacts during construction.
12. At the planning board workshop, there was discussion about the provision of a driveway entrance west of the project site for future development access and egress. The applicant should provide information in support of that driveway if that is to be included in the project approval.
13. The City does not support the use of pavement markings to delineated pavements areas for use by large trucks.
14. The phasing for the intersection does not appear to be NEMA compliant. Please revise with Commercial Street as the main street, assuming an east-west phasing structure.
15. The phasing sequence should begin with Commercial Street and end with Nova Seafood (currently designated as Phase 9).
16. The peak hour cycle length seems unusually long for an intersection with this type of geometry, going as long as 150 seconds during the PM peak hour. Discussion should be provided as to why shorter cycle lengths cannot be achieved.

17. The pedestrian timing does not appear to provide sufficient crossing time, particularly for Commercial Street. Please confirm use of a standard 3.5 feet per second pedestrian crossing time from curb to curb.
18. Given the sight distance issues for this intersection, the all-red clearance times should likely be extended.
19. The City's technical standards are in the process to migrating to infra-red video detection as a requirement. The City now requires that either the cameras used with the VIP processors be the FLIR FC series or that the solution be based on the FLIR TrafiSense cameras.
20. Please specify four-inch conduit to provide additional future wiring capabilities.
21. Please provide one-piece pedestrian poles.
22. All pole bases, pull boxes and controller conduits should be sealed to prevent access by rodents and other small animals.
23. Please confirm the method of advance notification when the Commercial Street westbound approach is red to account for minimal sight distances passing by Nova Seafood.
24. It is my understanding that the Nova Seafood driveways will be restricted such that the easterly driveway will be an entrance only and the westerly driveway a exit only driveway. The plans do not reflect this.
25. There are areas of roadway pavement that appear to be located outside the public right-of-way. An agreement on maintenance may be required.
26. The applicant should note the material for the Nova Seafood island.
27. The applicant should provide details for the area between the sidewalk and the Nova Seafood island.
28. The left-turn bay shadowed island is depicted as paint. The applicant should investigate other material treatment for longevity purposes.
29. During Casco Bay Bridge openings, traffic may be backed up into the new traffic signalized intersection. The applicant should note whether there are any provisions for this scenario from a traffic signal perspective.
30. The bicycle lane on the outbound side of Commercial Street continues to the limit of work, while the in-bound bicycle lane begins at the point where the left-turn lane is starting. The applicant should note why the in-bound bicycle lane can't start at the project limits.
31. The direction sign that note Casco Bay Bridge 500 Feet is being removed. This removal should be confirmed by City staff.
32. The plans illustrate that the sidewalk at the corner of the Nova Seafood building will not need to be reconstructed. Given that the curb is being relocated, the sidewalk will need to be upgraded.
33. The length of curbing at the Nova Seafood driveway is being eliminated. Justification on this change shall be provided
34. A fire hydrant is located in the middle of the sidewalk east of the easternmost Nova Seafood driveway. It would be beneficial if this hydrant could be relocated.
35. The plan replaces an existing Casco Bay Bridge 500 Feet sign with a sign that notes Casco Bay Bridge (right) and Fore River Parkway (through). City staff should determine if this replacement is acceptable.
36. It was my understanding that the bicycle lanes were going to have dashed line treatment through the intersection. The plans do not depict this.
37. The applicant should confirm that adequate illumination will be provided at the two crosswalk locations.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

 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

Visit us online at www.tylin.com

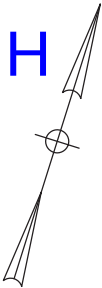
Date:6/5/2014

Username:

Division:

Filename: 063_SSPlan1.dgn

ATTACHMENT H

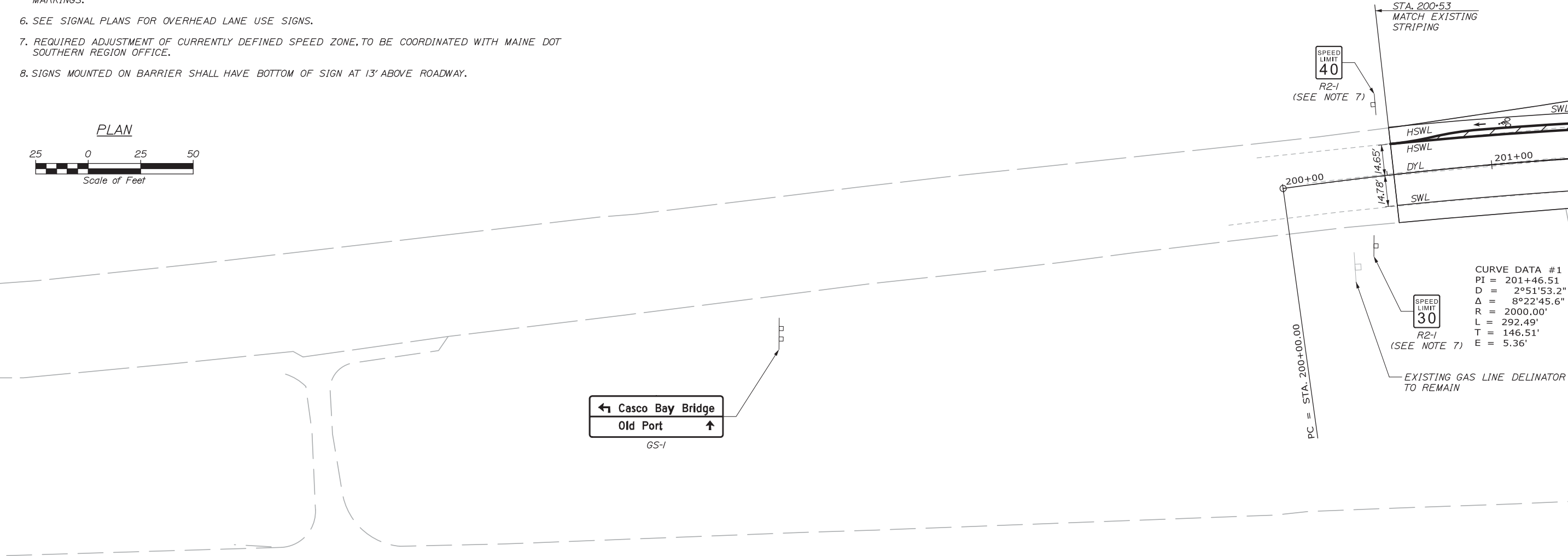
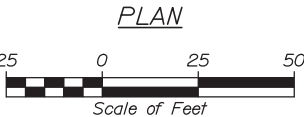


LEGEND

SWL	SOLID WHITE LINE (4")	↑	STRAIGHT ARROW PAVEMENT MARKING
SYL	SOLID YELLOW LINE (4")		
DYL	DOUBLE YELLOW LINE (4")	↩	LEFT ARROW PAVEMENT MARKING
BWL	BROKEN WHITE LINE (4")	↪	RIGHT ARROW PAVEMENT MARKING
DL	4" DOTTED WHITE LINE (2' LINE & 6' GAP)	↔	SHARED STRAIGHT & RIGHT/LEFT ARROW PAVEMENT MARKING
CW	CROSS WALK STRIPE (12")		
SL	STOP LINE (24")		
HSWL	HEAVY SOLID WHITE LINE (12")		
		ONLY	"ONLY" PAVEMENT MARKING

NOTES:

- ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AND STANDARD DETAILS
- ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A. LATEST EDITION.
- PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO 645 ITEMS.
- SIGNS INSTALLED ON ISLANDS SHALL BE INSTALLED ON 4 LB/FT U-CHANNEL POSTS AND BREAKAWAY DEVICE. THE BREAKAWAY DEVICE SHALL BE MARION STEEL LAP SPLICE U-CHANNEL BREAKAWAY SYSTEM, "THE RIB-BAK."
- THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS.
- SEE SIGNAL PLANS FOR OVERHEAD LANE USE SIGNS.
- REQUIRED ADJUSTMENT OF CURRENTLY DEFINED SPEED ZONE, TO BE COORDINATED WITH MAINE DOT SOUTHERN REGION OFFICE.
- SIGNS MOUNTED ON BARRIER SHALL HAVE BOTTOM OF SIGN AT 13' ABOVE ROADWAY.



CURVE DATA #1

PI	=	201+46.51
D	=	2°51'53.2"
Δ	=	8°22'45.6"
R	=	2000.00'
L	=	292.49'
T	=	146.51'
E	=	5.36'

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 SIGNING & STRIPING PLANS										DATE	BY	J. KITTEDGE	PROJ. MANAGER	CDH	DESIGN-DETAILED	CHECKED-REVIEWED	05/14	SIGNATURE	

SHEET NUMBER

H29

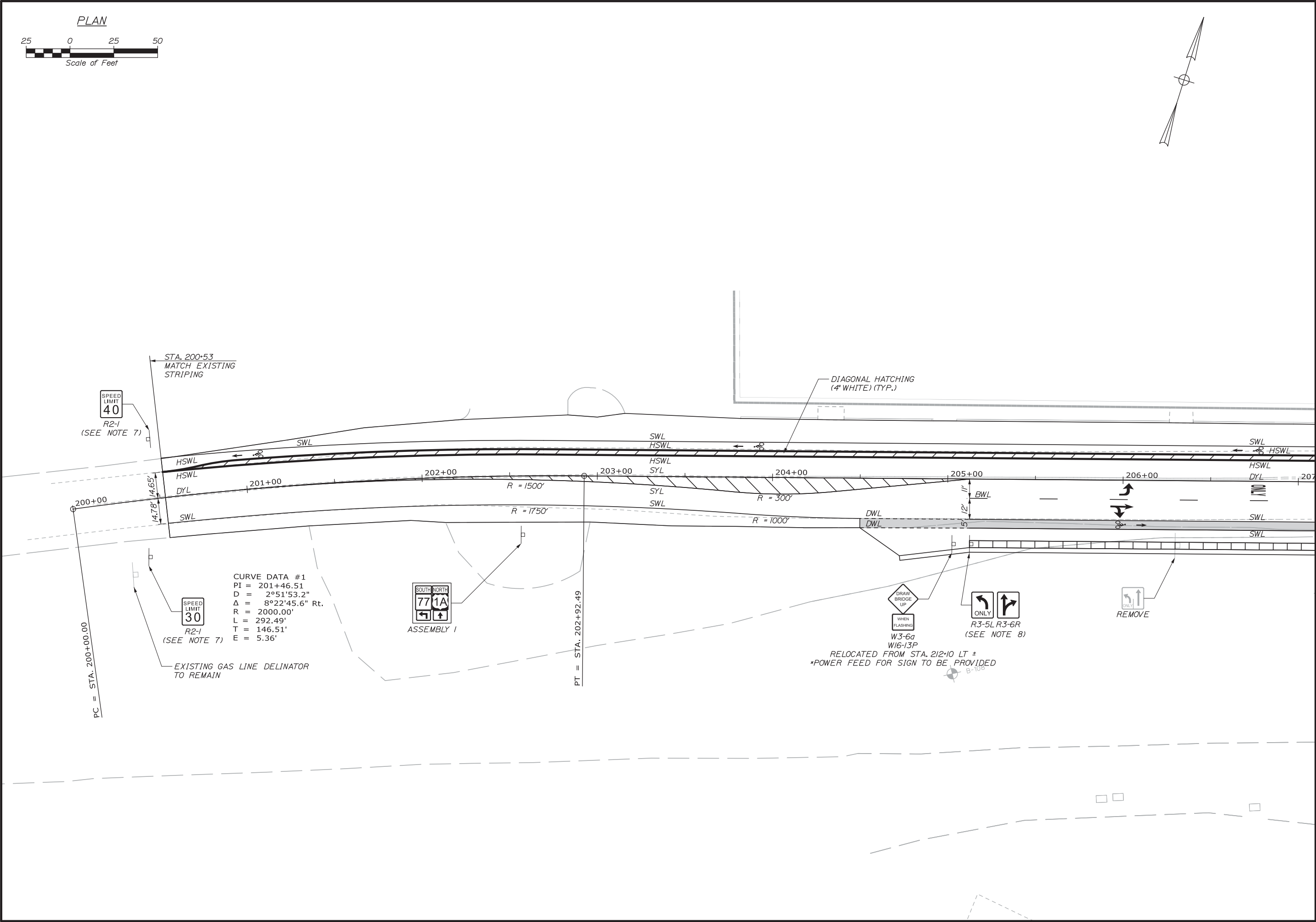
63 OF 113

Date:6/5/2014

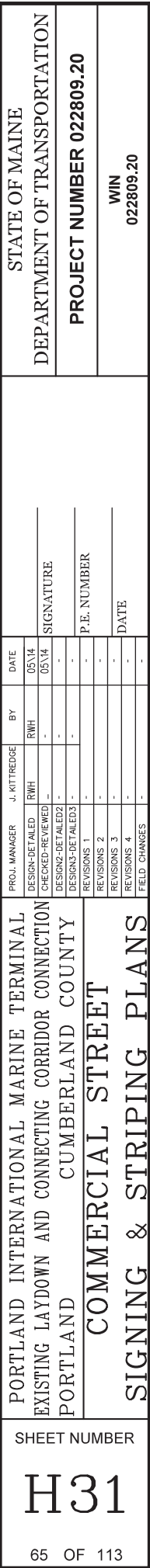
Username:

Division:

Filename: 064_SSPlan2.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20	DATE		BY	J. KITTEDGE CDH	DATE	
	DESIGN-DETAILED	05/14	CDH/RWH		05/14	SIGNATURE
	CHECKED-REVIEWED	-	-		-	P.E. NUMBER
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY COMMERCIAL STREET SIGNING & STRIPING PLANS	DESIGN-DETAILED	-	-	DESIGN-DETAILED	-	DATE
	REVISIONS 1	-	-	REVISIONS 1	-	-
	REVISIONS 2	-	-	REVISIONS 2	-	-
	REVISIONS 3	-	-	REVISIONS 3	-	-
SHEET NUMBER H30 64 OF 113	REVISIONS 4	-	-	REVISIONS 4	-	-
	FIELD CHANGES	-	-	FIELD CHANGES	-	-

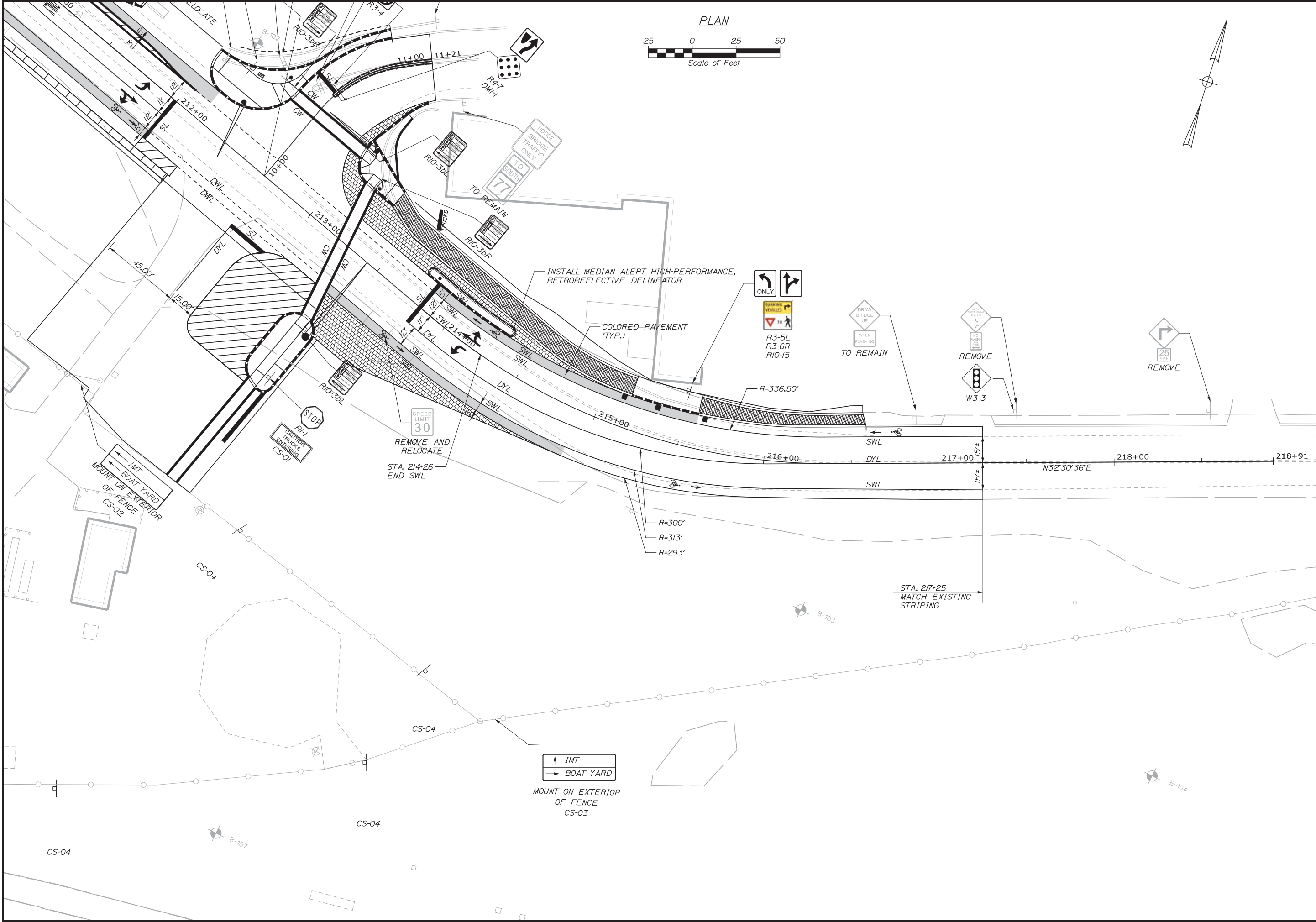


Date:6/5/2014

Username:

Division:

Filename: 066_SSPlan4.dgn



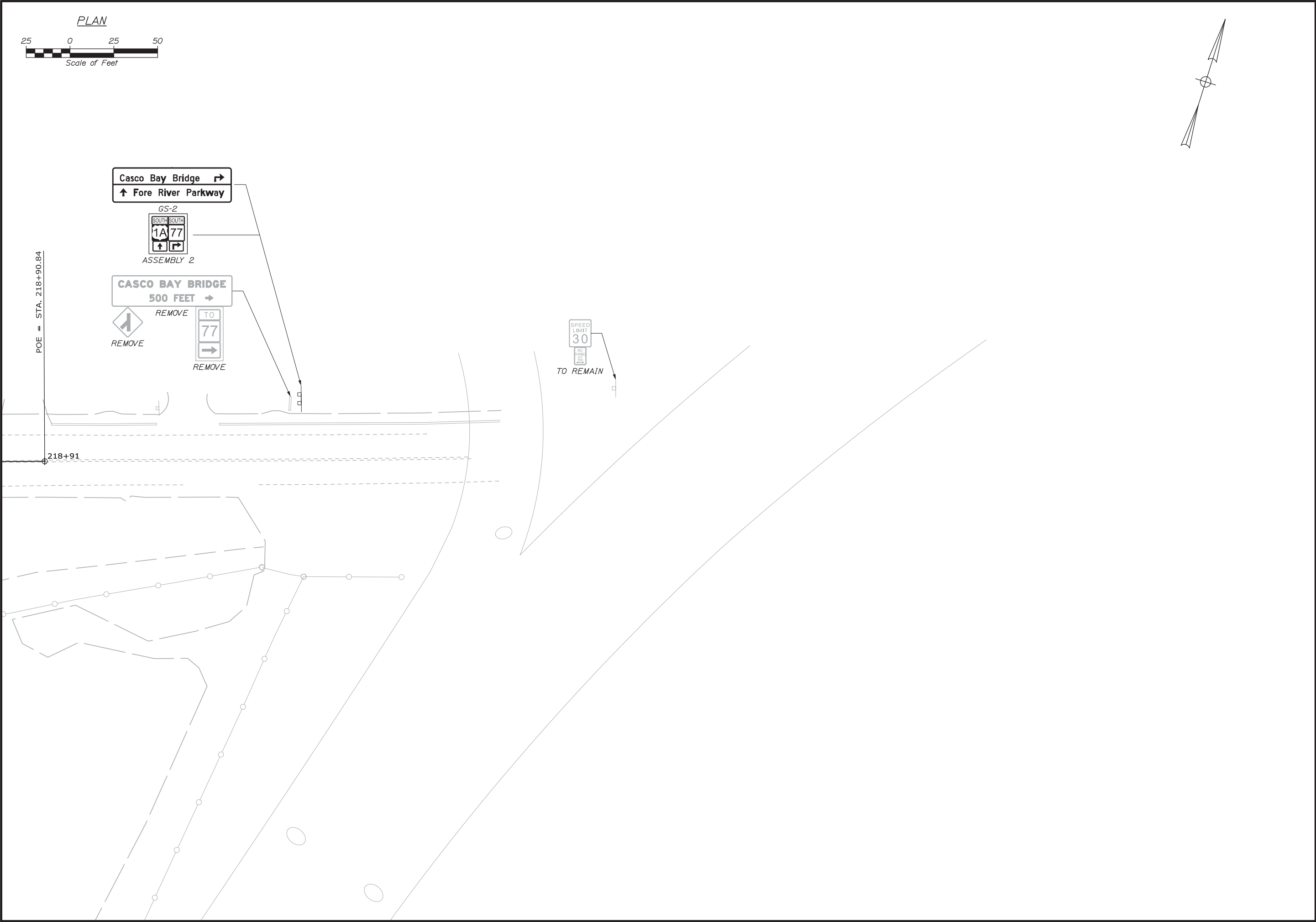
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		COMMERCIAL STREET SIGNING & STRIPING PLANS	
SHEET NUMBER		H32	
66 OF 113			
PROJ. MANAGER	J. KITREDE	BY	DATE
DESIGN-DETAILED	CDH	CDH/RWH	05/14
CHECKED-REVIEWED	-	-	05/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
SIGNATURE		P.E. NUMBER	
DATE		DATE	

Date:6/5/2014

Username:

Division:

Filename: 067_SSPlan5.dgn



SHEET NUMBER				STATE OF MAINE				
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY COMMERCIAL STREET SIGNING & STRIPING PLANS				PROJ. MANAGER		J. KITTREDEE	BY	DATE
				DESIGN-DETAILED		CDH	CDH/RWH	05/14
				CHECKED-REVIEWED		-	-	05/14
				DESIGN2-DETAILED2		-	-	-
				DESIGN3-DETAILED3		-	-	-
				REVISIONS 1		-	-	P.E. NUMBER
				REVISIONS 2		-	-	-
				REVISIONS 3		-	-	-
				REVISIONS 4		-	-	DATE
				FIELD CHANGES		-	-	-
				WIN 022809.20				
				PROJECT NUMBER 022809.20				



Date:6/5/2014

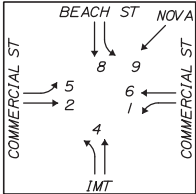
Username:

Division:

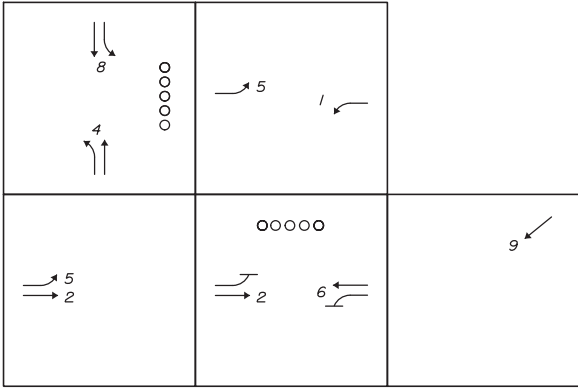
Filename: 069_Signal Notes.dgn

PROPOSED TIMING & PHASING

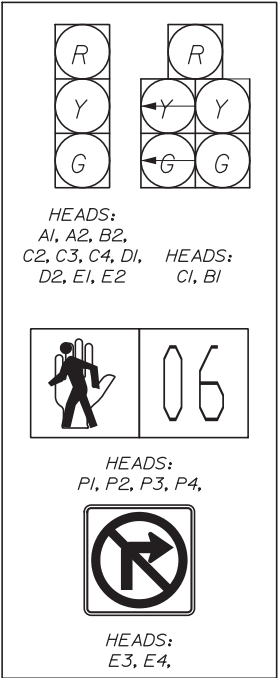
NEMA PHASE IDENTIFICATION



SIGNAL PHASING SEQUENCE



PROPOSED SIGNAL HEADS



SIGNAL NOTES

- CONDUITS INSTALLED ON UTILITY COMPANY OWNED POLES WILL BE INSTALLED BY THE RESPECTIVE UTILITY. THE CONDUIT WILL BE PROVIDED BY THE CONTRACTOR.
- THE LOCATION OF ALL SIGNAL EQUIPMENT AND RELATED ITEMS SHALL BE IN CONFORMITY WITH ‘AMERICANS WITH DISABILITIES ACT’ (ADA) ACCESSIBILITY STANDARDS. USE OF SIDEWALKS AND PEDESTRIAN RAMPS SHALL NOT BE OBSTRUCTED.
- TRAFFIC CONTROLLER CABINETS SHALL BE NAZTEC MODEL P44 TS2 TYPE I SERIES T ONLY. THE CABINET SHALL HAVE AN EXTENSION BASE AND BE MOUNTED ON A CONCRETE PAD FOUNDATION.
- ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER WITH 5" BACK PLATES.
- ALL SPLICES WILL BE MADE IN THE CABINETS MEETING MAINEDOT SPECIFICATIONS.
- THE BOTTOM OF THE HOUSING OF NEW MAST ARM MOUNTED SIGNAL FACES SHALL BE AT LEAST 16 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
- TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, AND CONTROLLER MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET.
- THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
- TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
- THE RESIDENT, MAINE DOT, AND CITY SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
- THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND THE CITY OF PORTLAND WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS.
- THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND ELEVATIONS TO THE BID PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOUNDATION DESIGN AND DOCUMENTATION FOR ALL PEDESTAL POLES. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION THAT IS STAMPED BY A REGISTERED PROFESSIONAL ENGINEER UNDER THEIR OFFICIAL SEAL TO THE RESIDENT FOR REVIEW AND APPROVAL.
- ALL UNDERGROUND CONDUIT SHALL BE PVC SCHEDULE 80 CONDUIT WHEN PLACED UNDER PAVEMENT AND SCHEDULE 40 BEYOND PAVEMENT LIMITS.
- AM TIMING SHALL BE FROM 7:00 - 9:00 AM; PM TIMING SHALL BE FROM 3:30 - 6:30 PM. FREE TIME OPERATION WILL BE FROM 9:00 AM - 3:30 PM AND 6:30 PM - 7:00 AM.
- CONTRACTOR SHALL SET THE PROPOSED SIGNAL TO FLASHING MODE ONE WEEK PRIOR TO ACTIVATING THE PROPOSED SIGNAL TIMING AND PHASING. FLASHING MODE SHALL BEGIN DURING THE BEGINNING OF A WEEK.
- THE THREE SECTION SIGNAL HEADS FOR NOVA SEAFOOD (E1 AND E2) SHALL BE EQUIPPED WITH GEOMETRICALLY PROGRAM LOUVERS TO LIMIT FIELD OF VIEW TO 15° ON EITHER SIDE OF CENTER OF THE STOP BAR FOR ALL SIGNAL INDICATORS. THE LOUVERS SHALL BE CONTAINED IN A FULLY ENCLOSED UNIVERSAL VISOR AND SHALL BE INSTALLED ON ALL SIGNAL INDICATORS.
- THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR THE NEW SERVICE CONNECTION.
- FOR POLE MOUNTED SIGNAL HEADS, THE BOTTOM OF THE HOUSING SHALL BE MOUNTED AT LEAST 8 FEET BUT NOT MORE THAN 19 FEET ABOVE THE SIDEWALK, OR ABOVE PAVMENT GRADE AT THE HIGH POINT OF THE ROAD.
- ALL PEDESTRAIN POLES SHALL BE ONE-PIECE.
- CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES, ALL JUNCTION BOXES SHALL BE INCIDENTAL TO ITEM 643.80.
- THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CITY OF PORTLAND SIGNAL REQUIREMENTS.
- ALL POLE BASES, PULL BOXES, AND OTHER CONTROLLER CONDUITS SHALL BE SEALED TO PREVENT ACCESS BY RODENTS AND OTHER SMALL ANIMALS.

VIDEO DETECTION

- VIDEO DETECTION SHALL CONSIST OF TRAFICON MODEL VIP 3.1 AND 3.2 SERIES PROCESSOR BOARDS, TRAFICON MODEL VIEWCOM/E COMMUNICATION BOARD, TRAFICON CAMERA ASSEMBLIES, 9" B/W MONITOR, SURGE/FUSE PANEL AND TRAFICON KEYPAD ONLY.
- DETECTION CAMERA FOR PHASE 9 SHALL BE A TERMAL TRAFFIC SENSOR SYSTEM PER CITY AND MAINEDOT. FOR ADDITIONAL INFORMATION SEE SPECIAL PROVISIONS.
- THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD ADJUST THE HEIGHT, EITHER LOWER OR HIGHER, OF THE VIDEO DETECTOR FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER CONSTRUCTION. NO ADDITIONAL COSTS WILL BE ALLOWED FOR FIELD ADJUSTING THE VIDEO DETECTOR.

AM SIGNAL TIMING (CYCLE LENGTH 150.0 S)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9*
MINIMUM GREEN	4	4	-	4	4	4	-	4	4
VEHICLE EXTENSION	3	3	-	3	3	3	-	3	3
MAXIMUM GREEN	4	91	-	16	24	71	-	16	24
YELLOW	3	4	-	4	3	4	-	4	4
ALL RED	2	3	-	2	2	3	-	2	2
RECALL MODE	MIN	MAX	-	MIN	MAX	MIN	-	MIN	NONE
WALK	-	-	-	4	-	4	-	-	-
PED CLEAR	-	-	-	18	-	13	-	-	-

*A 45 SECOND DELAY IN ACTIVATION OF PHASE 9 SHALL BE PROGRAMMED INTO THE PHASE 9 TIMING.

PM SIGNAL TIMING (CYCLE LENGTH 150.0 S)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9*
MINIMUM GREEN	4	4	-	4	4	4	-	4	4
VEHICLE EXTENSION	3	3	-	3	3	3	-	3	3
MAXIMUM GREEN	5	91	-	16	12	84	-	16	24
YELLOW	3	4	-	4	3	4	-	4	4
ALL RED	2	3	-	2	2	3	-	2	2
RECALL MODE	MIN	MAX	-	MIN	MAX	MIN	-	MIN	NONE
WALK	-	-	-	4	-	4	-	-	-
PED CLEAR	-	-	-	18	-	13	-	-	-

*A 45 SECOND DELAY IN ACTIVATION OF PHASE 9 SHALL BE PROGRAMMED INTO THE PHASE 9 TIMING.

FREE SIGNAL TIMING (CYCLE LENGTH 100.0 S)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9*
MINIMUM GREEN	4	4	-	4	4	4	-	4	4
VEHICLE EXTENSION	3	3	-	3	3	3	-	3	3
MAXIMUM GREEN	4	41	-	16	7	38	-	16	24
YELLOW	3	4	-	4	3	4	-	4	4
ALL RED	2	3	-	2	2	3	-	2	2
RECALL MODE	MIN	MAX	-	MIN	MAX	MIN	-	MIN	NONE
WALK	-	-	-	4	-	4	-	-	-
PED CLEAR	-	-	-	18	-	13	-	-	-

*A 45 SECOND DELAY IN ACTIVATION OF PHASE 9 SHALL BE PROGRAMMED INTO THE PHASE 9 TIMING.

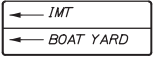
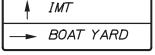
IMT SIGNAL NOTES:

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
SIGNAL NOTES

SHEET NUMBER
H35
69 OF 113

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET	NOTES
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER			
OMI-1	18"	18"		TEXT DIMENSIONS SHALL CONFORM TO '2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT'			/	COLORS SHALL CONFORM TO '2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT'			2.25 (2.25)	
CS-01	24"	30"					/				4.50 (4.50)	
RI-1	30"	30"					/				6.25 (6.25)	
R2-1 (30) R2-1 (40)	30"	36"					/				7.50 (7.50)	
							/				7.50 (7.50)	
R3-4	24"	24"					/				4.00 (4.00)	
R3-5L	30"	36"					5				7.50 (37.50)	
R3-6R	30"	36"					5				7.50 (37.50)	
R4-7	24"	30"					/				5.00 (5.00)	
R9-2	12"	18"					/				1.50 (1.50)	
RI0-3bL	9"	12"					2				0.75 (1.50)	
RI0-3bR	9"	12"					2				0.75 (1.50)	
RI0-12	30"	36"					2				7.50 (15.00)	
RI0-15	30"	30"					/				6.25 (6.25)	

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET	NOTES
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER			
CS-04	18"	30"		TEXT DIMENSIONS SHALL CONFORM TO '2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT'			4	COLORS SHALL CONFORM TO '2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT'			3.75 (15.00)	
W3-3	30"	30"					/				6.25 (6.25)	
W3-6a	36"	36"					/				9.00 (9.00)	
W16-13P	24"	18"					/				3.00 (3.00)	
GS-1	36"	108"					/				27.00 (27.00)	
GS-2	36"	108"					/				27.00 (27.00)	
CS-02	24"	48"					/				8.00 (8.00)	
CS-03	24"	48"					/				8.00 (8.00)	
MI-4	24"	24"					2				4.00 (8.00)	
MI-5	24"	24"					2				4.00 (8.00)	
M3-1	24"	12"					/				2.00 (2.00)	
M3-3	24"	12"					3				2.00 (6.00)	
R3-17	24"	18"					2				3.00 (6.00)	



SIGN ASSEMBLY NO.1
(1 REQUIRED)



SIGN ASSEMBLY NO.2
(1 REQUIRED)

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
SIGN SUMMARY

SHEET NUMBER
H36
70 OF 113

ATTACHMENT I

Portland International Marine Terminal Existing Laydown and Connecting Corridor Connection Project

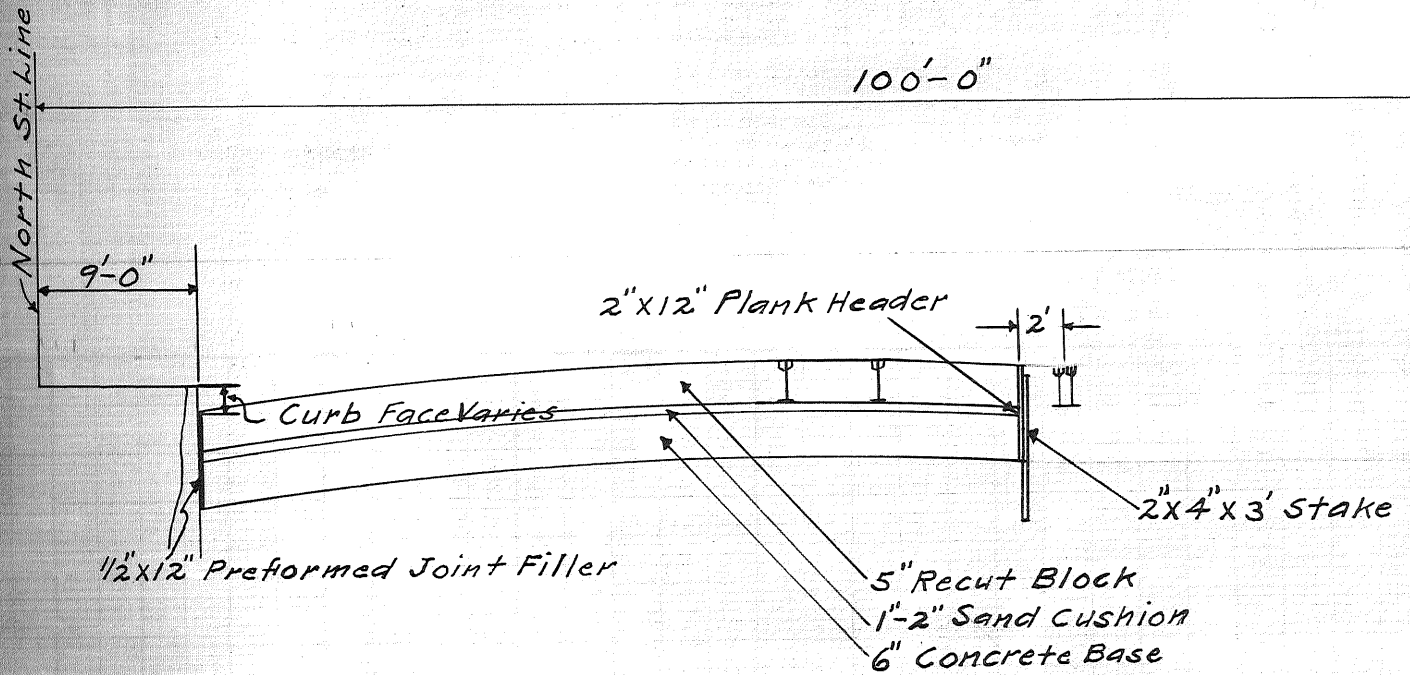
CONSTRUCTION MANAGEMENT PLAN

The following outline represents the anticipated construction management plan that will be provided by the winning bidder for the project:

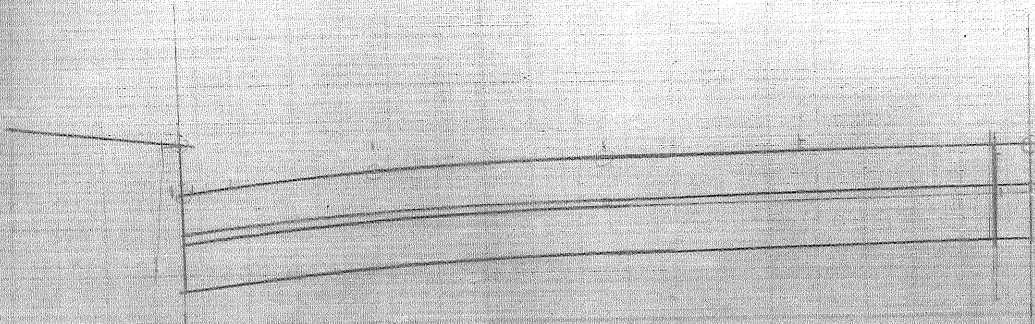
- The contractor shall maintain a minimum of a 11 foot lane through lane (and a 10 foot Left turn lane for eastbound commercial street) for each approach through the duration of the project unless otherwise noted.
- The contractor shall maintain a minimum of a 3 foot sidewalk for existing pedestrian approaches for the duration of the project unless otherwise noted.
- All full lane closures on Commercial street shall only be allowed from 7 PM to 7 AM Sunday night through Friday Morning. Full lane closures shall have a minimum of an 11 foot lane of alternating one way traffic.
- All Traffic Control Devices shall comply with the latest edition of the MUTCD.
- All temporary pedestrian facilities shall comply ADA requirements.
- No unpaved surfaces (gravel) shall be allowed within the work zone on Commercial Street.
- The Contractor Shall provide Certified Flaggers for any construction operation requiring short term stoppages of traffic.

ATTACHMENT J

7.50
7.33
1.17



SECTION AT STA. 4+56.64



ATTACHMENT K

From: Rick Knowland [<mailto:RWK@portlandmaine.gov>]

Sent: Wednesday, June 04, 2014 11:48 AM

To: pcarroll@carroll-assoc.com

Cc: Alex Jaegerman; Barbara Barhydt; David Margolis-Pineo; Thomas.Errico@tylin.com

Subject: imt

Hi Pat, As a quick follow-up to our phone conversation. It would be very helpful to have responses to Tom Errico's last review memo. We deal in written documentation so unless we see it in writing it doesn't exist. It would be helpful to all parties concerned if Tom's list of issues in his memo could be reduced in number. This should be emailed to Tom and myself asap otherwise it will be too late to incorporate in Tom's memo to the Planning Board.

Meeting held yesterday with Mike B., K. Earlie, David M-P and others. People seem to like the pervious panels but would like further info and references regarding product history, maintenance and durability. There were several comments indicating it will be a challenge for the city to maintain the panels. (Would the State be willing to maintain it?) A question came up whether there could be scuppers or breaks in the wall to serve as an outlet for water in case there was a failure.

Green bike lane questions came up regarding maintenance, available warranty and durability. Further info would be helpful. One comment was whether it would make sense to shave some of the pavement first prior to installation so when the bike lane material is applied it would be thicker.

By Nova Seafood, City wants the cobblestones back because it provides a clear delineation for circulation movements (trucks, cars, peds). The material should Belgium blocks. The expansive sidewalk apron along Nova we are open to a non-brick material because of potential truck damage to bricks. We are open to colored concrete or some other similar material (ability to support heavy trucks) which would provide a contrast from the Nova black top parking area and the Belgium blocks.

The area on the southerly side of Commercial St (which allows Nova trucks the ability to turn where cobble stones were previously located) should be concrete rather than black top.

This provides you an update on staff comments regarding the imt. Needless to say we are very interested in any updates on the access/utility easement issue regarding new yard and imt.

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.

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.

ATTACHMENT L



Pulverizing & Coloring Process

PO Box 611 493 State Route 28 Richfield Springs, NY 13439

www.rubylakeglass.com

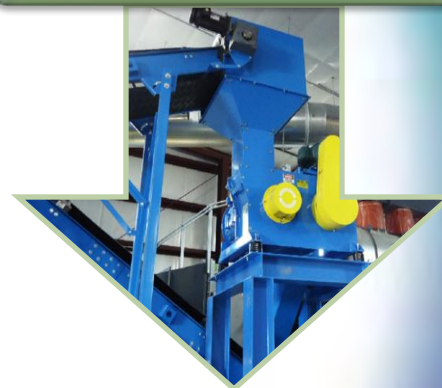
Pulverizing



**Recycled
Post
Consumer
/ Industrial
Glass**



Pulverizing



Screened Product Sizes

**4/8 Mesh
[3-5mm]**

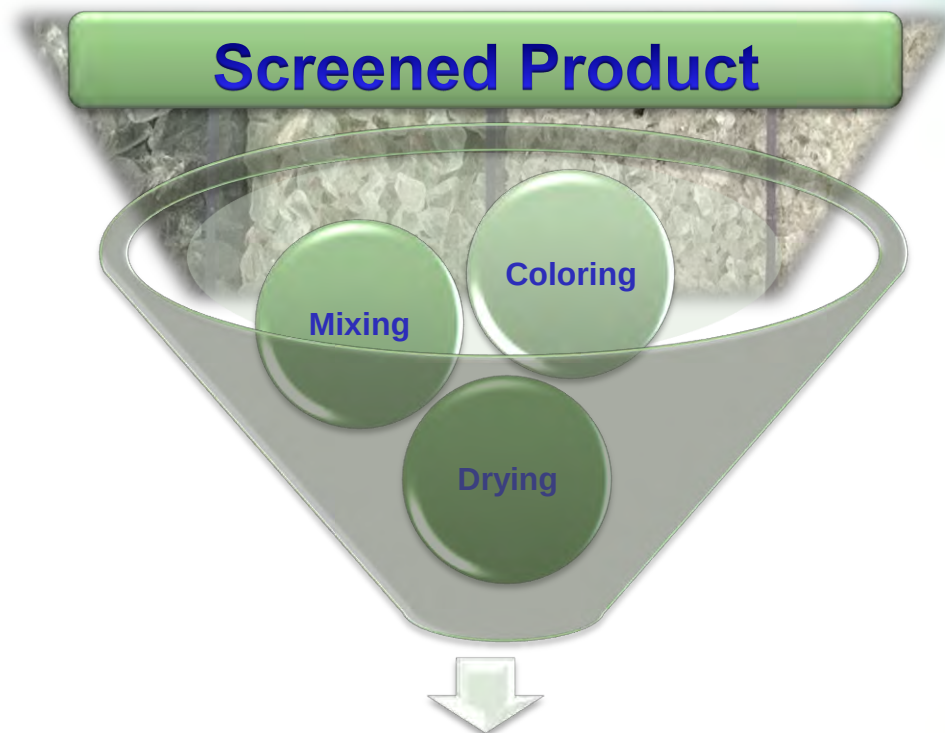
**8/14 Mesh
[1.5-3mm]**

**14/20 Mesh
[0.8-1.5mm]**

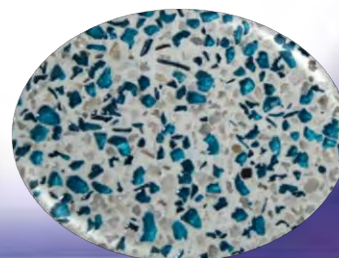
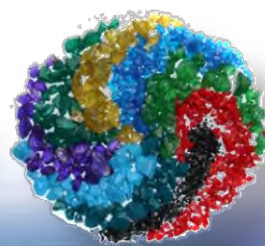
**20/40 Mesh
[0.4-0.8mm]**

**40/70 Mesh
[fines]**

Coloring



Finished Product





Summary of Testing Data on Color-Coated Recycled Glass Aggregate

Ruby Lake Glass, LLC (RLG) is an American company which has exclusive license in North and South America for the processes and products of Coloured Recycled Glass, Pty in Australia (CRG).

Test results achieved by RLG and CRG's product are summarized below. Copies of detailed test results are available on request.

The two most common questions about our color-coated recycled glass aggregates are:

How long does the color last? This is important to all interior and exterior applications, as they will be subjected to UV rays, weathering, and differing conditions of temperature and humidity.

How much skid resistance does the aggregate provide? This is relevant to road and walkway applications, where safety is an issue.

Color Fastness and Weather Durability:

CRG submitted eight panels with different colored aggregates for accelerated weathering tests to ASTM standards including conditions of aggressive QUV, heat and moisture. It is generally accepted in the industry that 1000 hours of QUV testing is equivocal to around 7 years of UV exposure. Each of the panels was situated so that only half the panel was exposed to weathering. After 2885 hours of testing, it was determined there was no visible deterioration in the appearance of any of the panels under exposure compared to unexposed sections.

Skid resistance:

British Pendulum Test: RLG had samples tested to evaluate initial laboratory friction properties of color coated glass aggregate applied on a board with a binder or resin. A British Pendulum (BPN) test was performed to estimate a correlation to a lock wheeled skid test using ribbed tire at 40 mph (FN40R).

The results of the laboratory testing and material observations regarding the friction properties of the subject material were a BPN of 80 and an estimated FN40R value of 71.

Polished Stone Value: Another standard that can be applied to our aggregate without regard to its application is a Polished Stone Value (PSV), or a Polished Aggregate Friction Value (PAFV). The PSV test utilizes a vertical wheel, the PAFV a horizontal wheel.

CRG had samples of their color-coated glass aggregate tested, as well as samples of calcined bauxite (an aggregate commonly used for road friction), for PAFV according to Australian standards. A value was measured in wet conditions before and after polishing. The bauxite's mean friction value before polishing was very high, at 105, with a PAFV after polishing of 79. The glass had a mean friction value before polishing of 80, and a PAFV of 60 after polishing. Different entities apply different requirements depending on the conditions of the location – however, generally, aggregate that has a PSV value over 60 is regarded as a skid resistant aggregate.



L.A. Abrasion Test: The Los Angeles (L.A.) abrasion test is a common test method used to indicate aggregate toughness and abrasion characteristics. RLG color coated aggregate was tested using ASTM C-131, Grading D resulting in an 11% loss through a #12 mesh sieve.

Aggregate Properties:

Magnesium Soundness: RLG color coated aggregate was tested using ASTM C-88 resulting a 2.45% loss

Acid Insolubility: RLG color coated aggregate was tested using ASTM D-3042 resulting in 100% insoluble.

** See attached documents for testing results.



Ruby Lake Glass, LLC
ATTN: Cynthia Andela
PO Box 611
493 State Route 28
Richfield Springs, NY 13439

October 18, 2013

**RE: High Friction Surface Testing
Ruby Lake Glass Aggregate No. 6- No. 16**

Dear Cynthia Andela,

Raba Kistner Infrastructure Inc. (RKI) is pleased to submit the report of our laboratory testing for the above-referenced project. This study was performed in accordance with the **RKI** proposal, dated October 18, 2013. The purpose of this study was to evaluate initial laboratory friction properties of color coated glass aggregate, perform a British Pendulum (BPN) test and estimate a correlation to a lock wheeled skid test using ribbed tire at 40 mph (FN40R). The following report presents the results of our laboratory testing and material observations regarding the friction properties of the subject material.

We received to our Orem, Utah laboratory on October 14 a BPN test specimen consisting of black color coated aggregate (No. 6 sieve size to plus No. 16 sieve size) adhered to an epoxy coated $\frac{1}{4}$ " thick by 24 inch long by 11.5 inch wide Hardy plank board. The laboratory test panel was prepared for testing by aggressively brushing surface until clean and free of loose particles then mounting level to a flat surface. The specimen was then tested according to ASTM E303-Standard Test method for Measuring Surface Frictional Properties using the British Pendulum Tester. The tests were run with both a 3 inch rubber pad and a $1\frac{1}{4}$ inch pad over a 5 inch travel path. Two locations along the test panel where selected for BPN testing and results are tabulated in Table 1 below.

The Average BPN results were then entered into a correlation equation^{1,2} which, based on laboratory and field testing, estimates the initial FN40R values as would be predicted if the actual field ASTM E274 (Standard Test Method for Skid Resistance of Paved Surfaces Using a Full-Scale Tire) test had been run on day one after installation.

- ^{1.} Fu, Chien and Hua, Chen. "Alternate Polish Value and Soundness Specifications for Bituminous Coarse Aggregates." Texas Department of Transportation, Report No. 7-3994, Austin, TX, 1998, pg 36.
- ^{2.} Fu, Chien. "Improved Polish Value Test Method and Skid Performance Prediction"

Table 1 – Laboratory BPN Tests Performed

Test Location	Results	Average BPN
Upper Middle 5" Strike	80, 80, 80, 80, 79	80
Lower Middle 5" Strike	80, 80, 79, 79, 79	79

Table 2 – Laboratory BPN Correlated to FN40R

Test Location	Average BPN	Estimated FN40R
Upper Middle 5" Strike	80	71
Lower Middle 5" Strike	79	71

Overall, the material appears to have an estimated FN40R value of **71**.

We appreciate the opportunity to be of service to you on this project. Should you have any questions about the information presented in this report, or if we may be of additional assistance, please call.

Very truly yours,

RABA KISTNER INFRASTRUCTURE, INC.

A handwritten signature in blue ink, appearing to read 'Aaron B. Smith', with a long horizontal flourish extending to the right.

Aaron B. Smith, P.E.
Geotechnical Engineer

Laboratory Evaluation of
Construction Materials
Field Testing & Observation
Subsurface Investigations
Geotechnical Engineering

John H. Robinson Testing

1319 Sassafras Street
Erie, Pennsylvania 16501-1720
Telephone: 814.454.0195
Facsimile: 814.453.2020

Member: ASTM, ACI, ACIL
AAP AASHTO R18 Accredited
USACOE Validated

Date: October 8, 2013

Client: Ruby Lake Glass, LLC
P. O. Box 611
493 State Route 28
Richfield Springs, NY 13439

Attn: Cynthia Andela

Re: DBi Texas Black Colored Glass
Product ID: PA1-3Blk

Lab Ref.: A-13-0187
Received: 10-02-2013
Examined with the following results:

MAGNESIUM SULFATE, 5 CYCLE: ASTM C-88

Grain Size	Grading Percent	Start Weight	End Weight	Loss Wt.	Percent Loss	Weighted % Loss
#6	2.3				2.7	0.06
#8	56.5	100.0	97.3	2.7	2.7	1.53
#16	41.13	100.0	97.9	2.1	2.1	0.86
Total Loss:						2.45

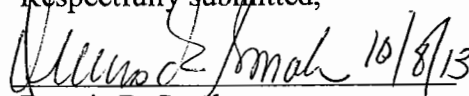
LOS ANGELES ABRASION: ASTM C-131, GRADING D, #12 WASH

Run #	Start Weight	End Weight	Loss	% Loss
1	5004.6	4414.1	590.5	11.8
2	4990.5	4422.2	568.3	11.4
Avg:				11.6

ACID INSOLUBLES: ASTM D-3042

Run #	Start Weight	End Weight	Loss	% Loss	% Insoluble
1	500.0	500.0	0.0	0.0	100.0
2	500.0	500.0	0.0	0.0	100.0
3	500.0	500.0	0.0	0.0	100.0
Avg.:					100.0

Respectfully submitted,

 10/8/13

Dennis R. Smale
Laboratory Superintendent



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

May 2014

Maine Department of Transportation
Attn: Kristen Chamberlain
16 State House Station
Augusta, ME 04333

RE: Site Location of Development Act General Permit, Portland, DEP #L-26347-TP-A-N

Dear Ms. Chamberlain:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at 207-592-1692 or at marybeth.richardson@maine.gov.

Sincerely,

Marybeth Richardson
Division of Land Resource Regulation
Bureau of Land and Water Quality

pc File:

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

MAINE DEPARTMENT OF	) SITE LOCATION OF DEVELOPMENT ACT
TRANSPORTATION	)
Portland, Cumberland County	)
LAYDOWN AREA AND CONNECTING	) GRANTING OF COVERAGE
RAIL CORRIDOR	) GENERAL PERMIT FOR THE MAINE
L-26347-TP-A-N (approval)	) DEPARTMENT OF TRANSPORTATION

The Department of Environmental Protection (Department) has considered the Notice of Intent submitted by MAINE DEPARTMENT OF TRANSPORTATION, with supportive data and other related materials on file, for coverage under the General Permit for the Maine Department of Transportation, issued by the Department on February 19, 2013, and FINDS THE FOLLOWING FACTS:

The applicant proposes to construct a laydown area and connecting railroad corridor between the existing International Marine Terminal and existing rail corridors. The project site is located between Commercial Street and the Fore River in Portland. The applicant has indicated that it intends to comply with the terms and conditions of the General Permit for the Maine Department of Transportation. The applicant is authorized to construct the facility in accordance with the applicant's Notice of Intent, received by the Department on May 16, 2014 and accepted for processing on May 22, 2014, and in accordance with the terms and conditions of the General Permit for the Maine Department of Transportation effective February 19, 2013 and authorized through February 18, 2018.

In conjunction with this project, the Maine Department of Transportation submitted a Natural Resources Protection Act (NRPA) Permit-by-Rule Notification form (PBR #57888) which indicates that activities occurring within 75 feet of the highest annual tide line will be carried out in accordance with the standards of the NRPA, Chapter 305, Section 11. The Department approved PBR #57888 on May 21, 2014.

Constructed and operated in accordance with the General Permit for the Maine Department of Transportation, the project will not adversely affect the natural environment, will be built on suitable soil types, will meet the standards for erosion control and stormwater management, will not pose an unreasonable risk of discharge to a significant ground water aquifer, will not unreasonably cause or increase the flooding of the area or adjacent properties nor create an unreasonable flood hazard to any structure and any blasting, if it occurs, will be conducted in accordance with the standards of 38 M.R.S. §490-Z(14). In addition, the applicant has made adequate provision of utilities and the

development will not have an unreasonable adverse effect on existing or proposed utilities in the municipality or area served by those services.

THEREFORE, the Department GRANTS coverage for MAINE DEPARTMENT OF TRANSPORTATION under the General Permit for the Maine Department of Transportation for the above-described laydown area and connecting rail corridor in Portland, Maine, subject to the terms and conditions therein.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED AT AUGUSTA, MAINE THIS 27th DAY OF May, 2014.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Michael Kuhns
For: PATRICIA W. AHO, Commissioner



PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

MR/L26347AN/ATS#77750



DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012

Contact: (207) 287-2811

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status.* The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

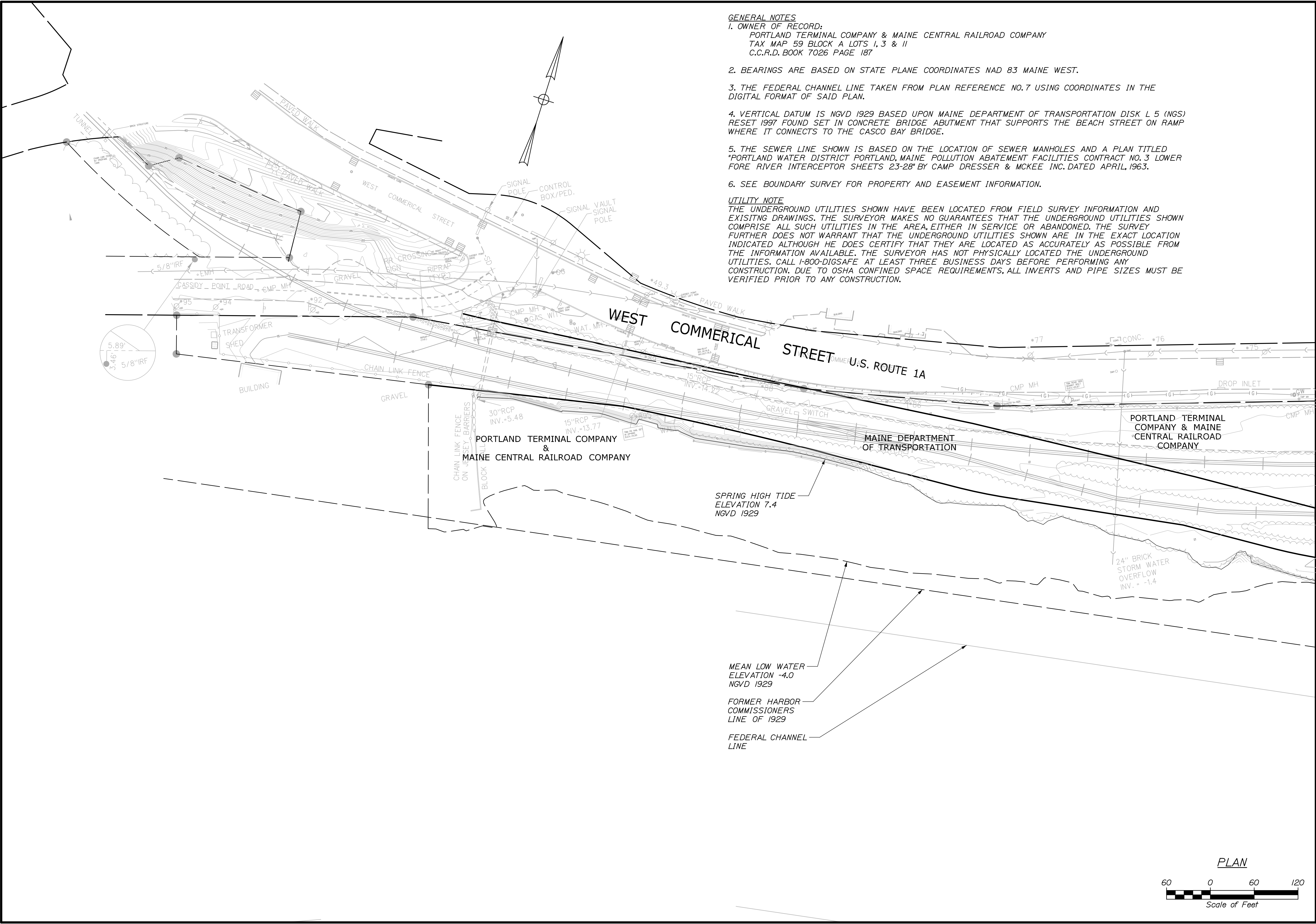
Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

Date:6/6/2014

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 I, 3 & II
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 FORD RIVER INTERCEPTOR SHEETS 23-28" BY CAMP DRESSER & MCKEE INC. DATED APRIL, 1963.
 6. SEE BOUNDARY SURVEY FOR PROPERTY AND EASEMENT INFORMATION.

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.

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

WIN 022809.20

PROJ. MANAGER	J. KITTEDGE	BY	DATE	SIGNATURE
DESIGN-DETAILED	LINE	MPC	06/14	
CHECKED-REVIEWED		CPM	06/14	
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

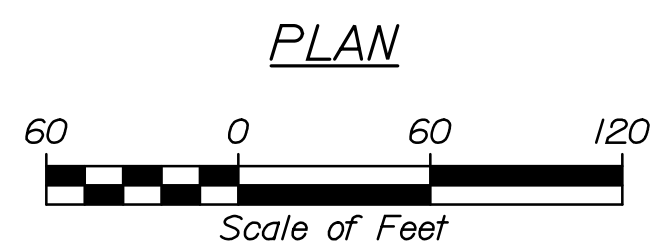
EXISTING CONDITIONS PLAN

SHEET NUMBER

C01

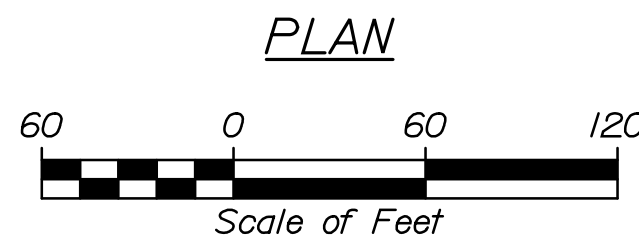
4 OF 113

Filename: 013_SiteUtilityPlan3.dgn



NOTES:
1. CONTRACTOR TO PERFORM TEST PITS TO LOCATE UTILITIES AS NEEDED. SEE SECTION 104 SPECIAL PROVISION.
2. SEE ELECTRICAL PLANS FOR ELECTRICAL ITEMS.

Filename: 011_SitePlan3.dgn

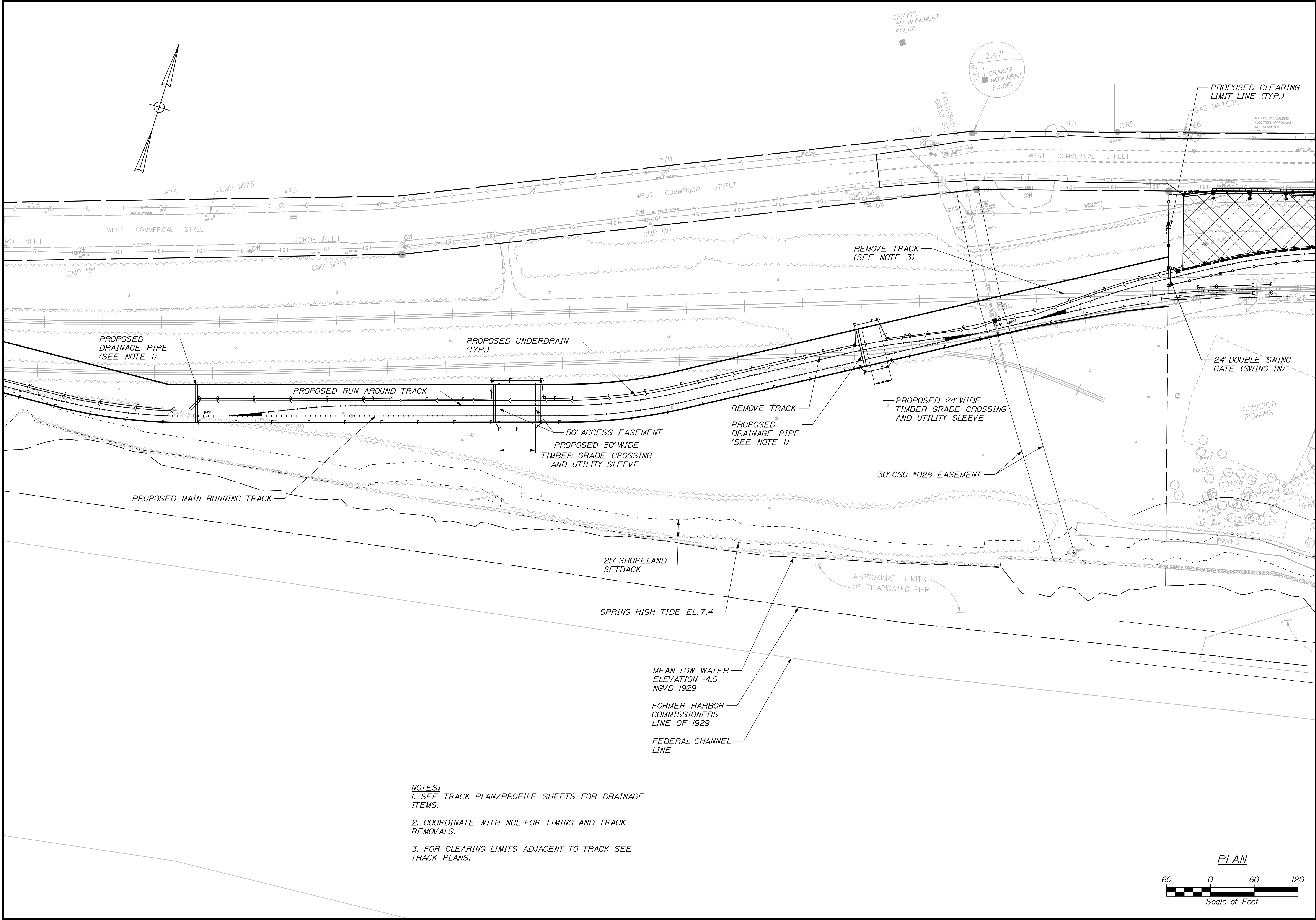


Date:6/6/2014

Username:

Division:

Filename: 010_SitePlan2.dgn



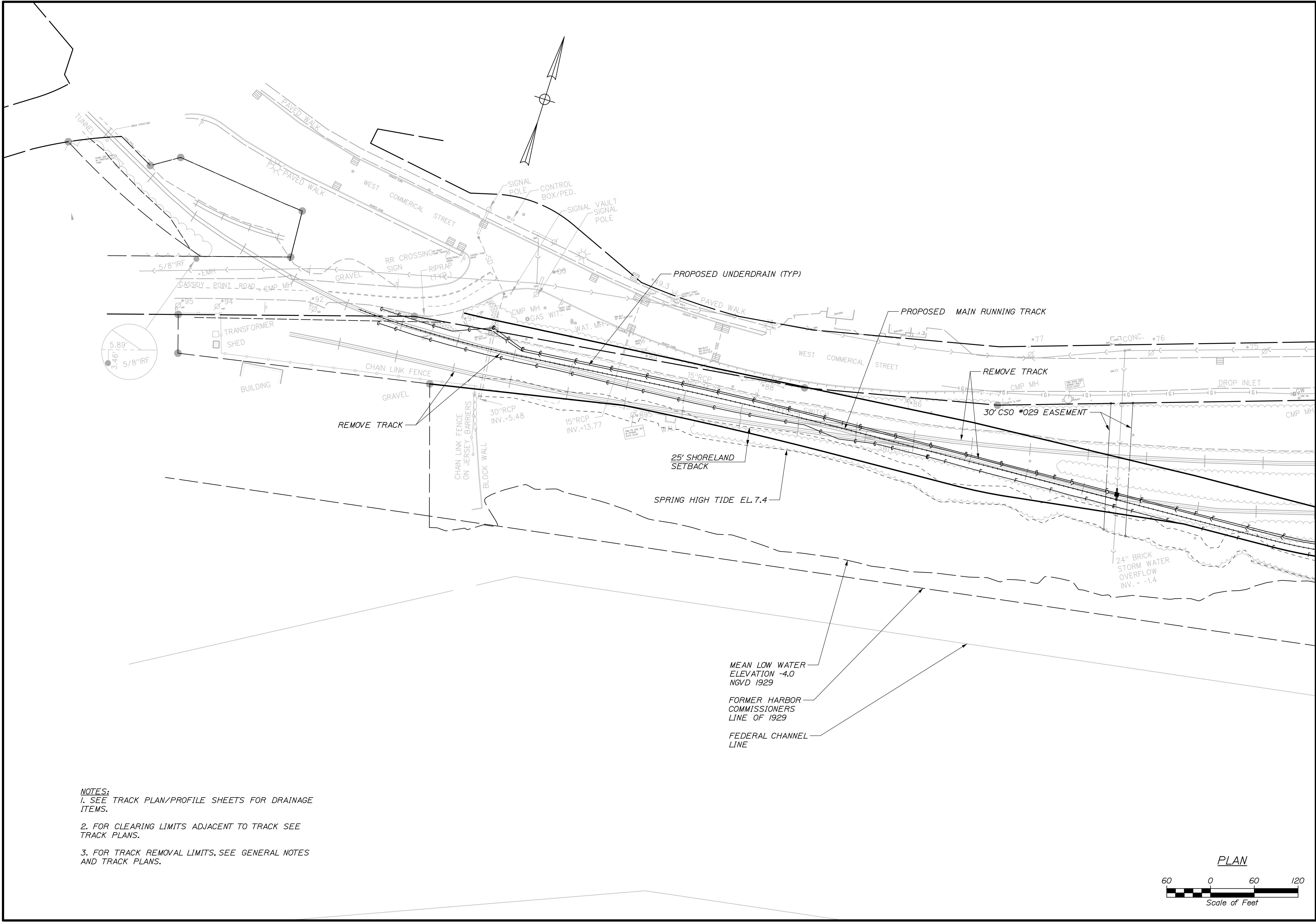
STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		SHEET NUMBER C07 10 OF 113	
SITE PLAN		DATE	
PROJ. MANAGER J. KITTEDGE		DATE	
DESIGN-DETAILED HME		DATE	
CHECKED-REVIEWED CPM		DATE	
DESIGN-DETAILED -		DATE	
DESIGN-DETAILED -		DATE	
REVISIONS 1 -		DATE	
REVISIONS 2 -		DATE	
REVISIONS 3 -		DATE	
REVISIONS 4 -		DATE	
FIELD CHANGES		DATE	

Date:6/6/2014

Username:

Division:

Filename: 009_SitePlan1.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	J. KITTREDE	BY	DATE
DESIGN-DETAILED	LINE	MPC	06/14
CHECKED-REVIEWED	CPM	CPM	06/14
DESIGN-DETAILED	-	-	-
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
SITE PLAN

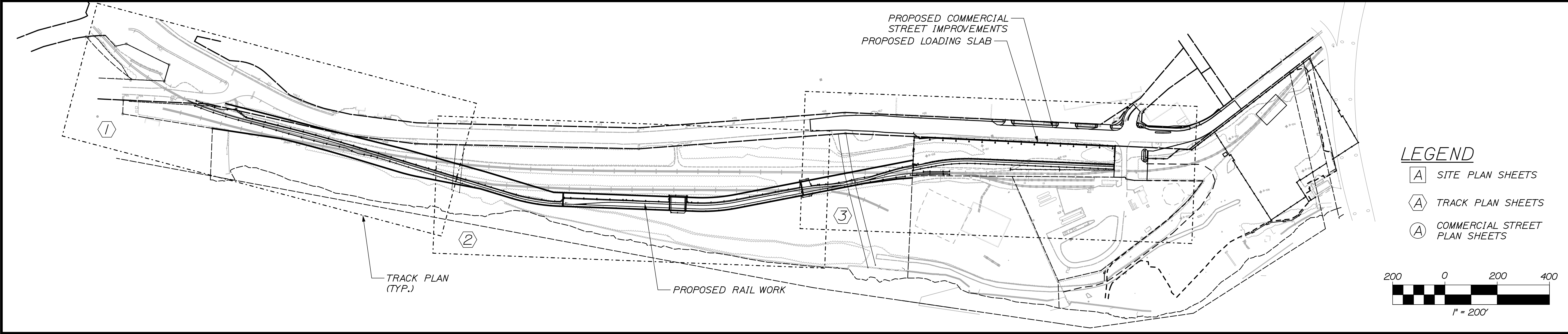
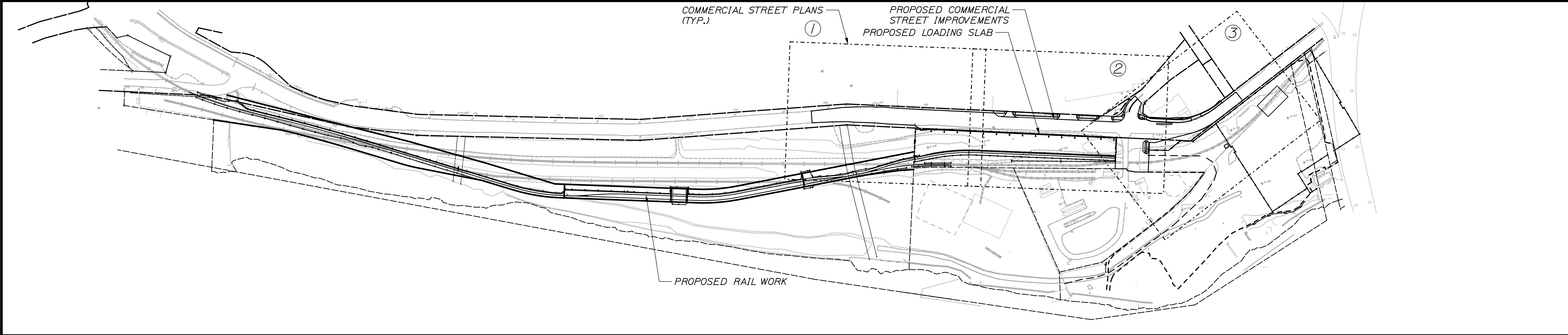
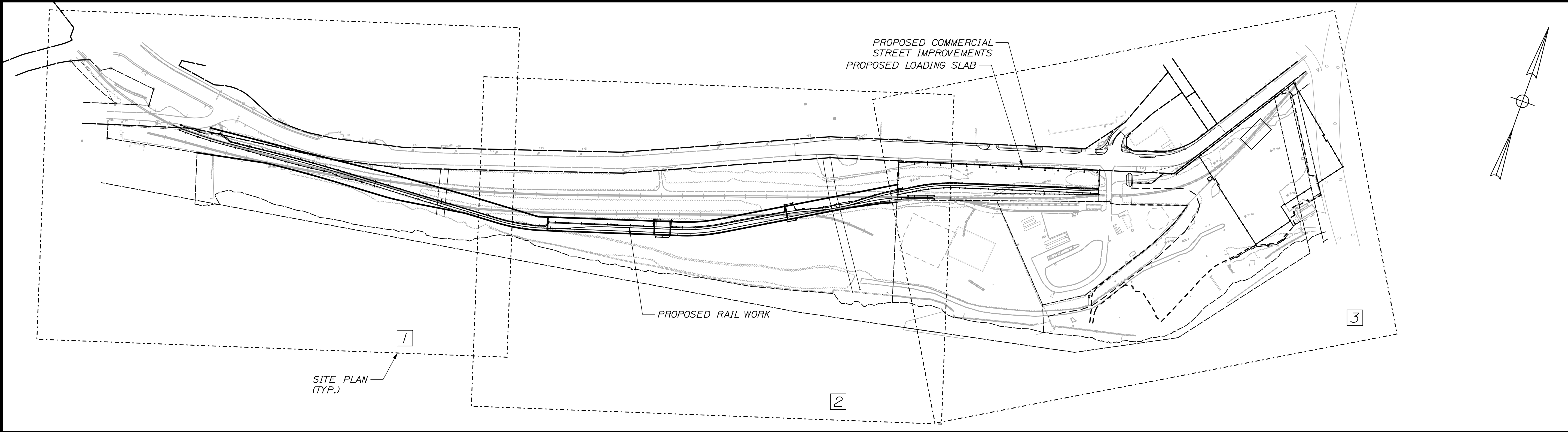
SHEET NUMBER
C06
9 OF 113

Date: 6/6/2014

Username:

Division:

Filename: 008_LayoutPlan.dgn



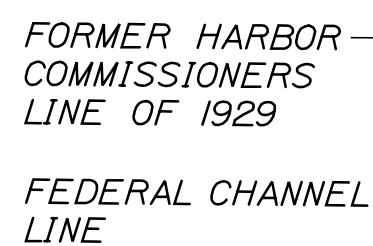
STATE OF MAINE		PORTLAND INTERNATIONAL MARINE TERMINAL		SHEET LAYOUT PLAN	
DEPARTMENT OF TRANSPORTATION		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		SHEET NUMBER	
PROJECT NUMBER 022809.20		CUMBERLAND COUNTY		C05	
WIN 022809.20		PORTLAND		8 OF 113	

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	CRM	MPC	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE
-	-	-

		PROJECT: Maine Department of Transportation Int'l Marine Terminal Expansion		Boring No.: B-101 WIN: 22809.20	
LOCATION: Portland, Maine		Elevation (ft.): 17.8		Auger ID/OD: 3-1/2"OD (approx.)	
Driller: Maine Test Borings Operator: Porter/ Nason		Date: NGVD 1929		Sampler: standard split-spoon	
Logged By: Schonewald		Rig Type: Mobile B-47		Hammer Wt/Fall: 140 lbs / 30 inches (safety)	
Date Start/Finish: 5/2/14; 0800 - 5/2/14; 0910		Drilling Method: HSA		Core Barrel:	
Boring Location: loading slab - see geoplan		Casing ID/OD:		Water Level*: 11.0 ft. (in augers)	
Definitions: D = Split Spoon Sample MD = Unsuccessful Split Spoon Sample attempt U = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample attempt V = Inside Vane Shear Test MV = Unsuccessful Inside Vane Shear Test attempt		Definitions: S _u = Inside Field Vane Shear Strength (psf) R = Rock Core Sample RQD = Rock Quality Designation (%) WOC = weight of casing WCH = water content, percent WCR = water content, percent G = grain size analysis		Definitions: -- = not recorded LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index WOC = weight of casing WCH = water content, percent WCR = water content, percent G = grain size analysis	
Sample Information		Visual Description and Remarks		Lab. Testing Results	
Depth (ft.)	Sample No.	Pen. Rec. (ft.)	Sample Depth (ft.)	Blows (ft in.) Strength or RQD (%)	N-value Casing Blows Elevation (ft.) Graphic Log
0					
5	1D	24/20	5.5 - 7.5	4-8-3-3	9
10	2D	24/20	8.0 - 10.0	1-1/2"-3	1
15	3D	24/18	10.0 - 12.0	2-3-5-8	8
20	4D	24/12	12.0 - 14.0	1-3-9-9	12
25					
30					
35					
40					
45					
50					
55					
60					
65					
70					
75					
80					
85					
90					
95					
100					
105					
110					
115					
120					
125					
130					
135					
140					
145					
150					
155					
160					
165					
170					
175					
180					
185					
190					
195					
200					
205					
210					
215					
220					
225					
230					
235					
240					
245					
250					
255					
260					
265					
270					
275					
280					
285					
290					
295					
300					
305					
310					
315					
320					
325					
330					
335					
340					
345					
350					
355					
360					
365					
370					
375					
380					
385					
390					
395					
400					
405					
410					
415					
420					
425					
430					
435					
440					
445					
450					
455					
460					
465					
470					
475					
480					
485					
490					
495					
500					
505					
510					
515					
520					
525					
530					
535					
540					
545					
550					
555					
560					
565					
570					
575					
580					
585					
590					
595					
600					
605					
610					
615					
620					
625					
630					
635					
640					
645					
650					
655					
660					
665					
670					
675					
680					
685					
690					
695					
700					
705					
710					
715					
720					
725					
730					
735					
740					
745					
750					
755					
760					
765					
770					
775					
780					
785					
790					
795					
800					
805					
810					
815					
820					
825					
830					
835					
840					
845					
850					
855					
860					
865					
870					
875					
880					
885					
890					
895					
900					
905					
910					
915					
920					
925					
930					
935					
940					
945					
950					
955					
960					
965					
970					
975					
980					
985					
990					
995					
1000					
1005					
1010					
1015					
1020					
1025					
1030					
1035					
1040					
1045					
1050					
1055					
1060					
1065					
1070					
1075					
1080					
1085					
1090					
1095					
1100					
1105					
1110					
1115					
1120					
1125					
1130					
1135					
1140					
1145					
1150					
1155					
1160					
1165					
1170					
1175					
1180					
1185					
1190					
1195					
1200					
1205					
1210					
1215					
1220					
1225					
1230					
1235					
1240					
1245					
1250					
1255					
1260					
1265					
1270					
1275					
1280					
1285					
1290					
1295					
1300					
1305					
1310					
1315					
1320					
1325					
1330					
1335					
1340					
1345					

Filename: 006_ExistSitePlan3.dgn



60 0 60 120

Scale of Feet

SHEET NUMBER

C03

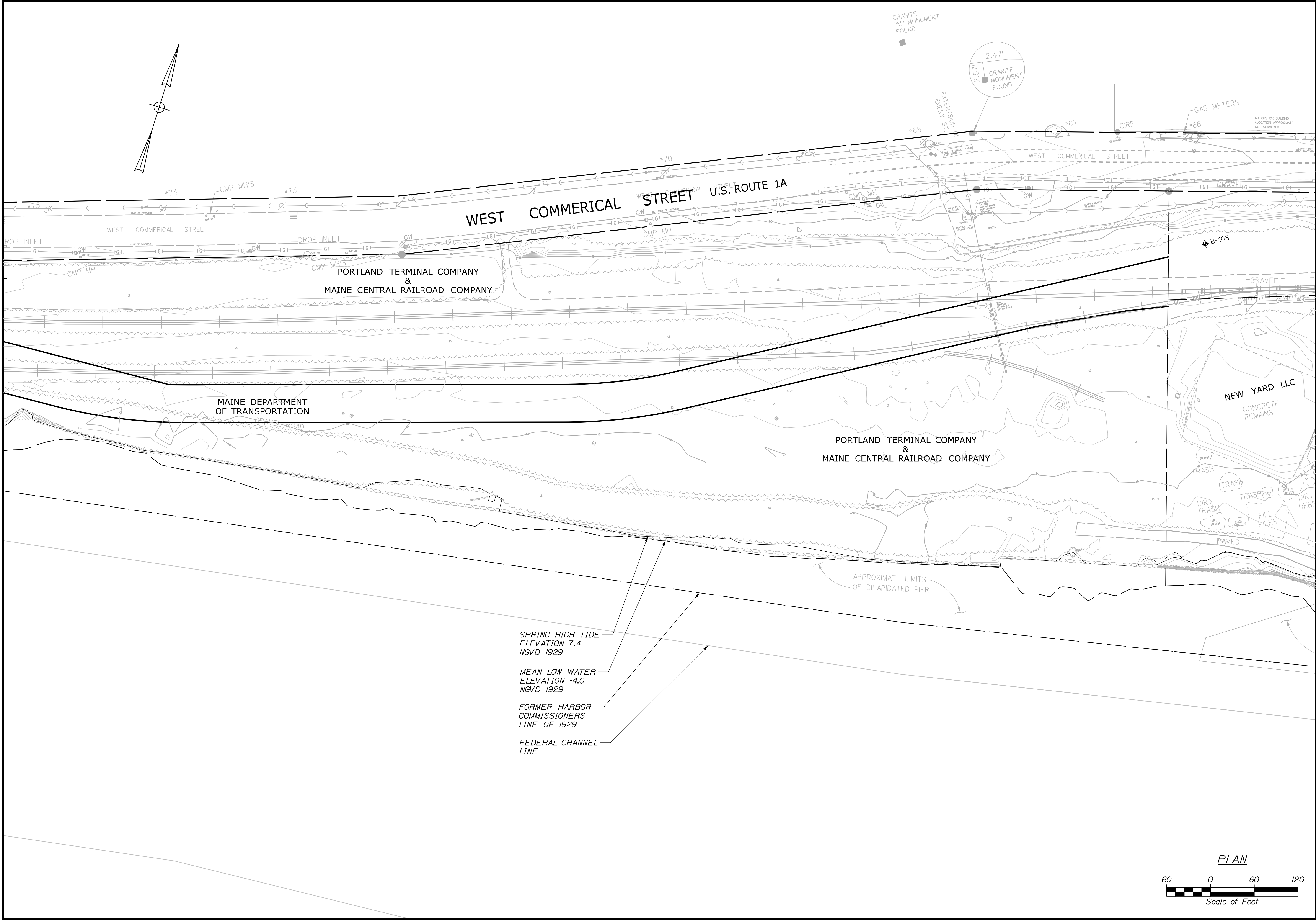
6 OF 113

Date:6/6/2014

Username:

Division:

Filename: 005_ExistSitePlan2.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20

WIN
022809.20

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	LINE	MPC	6/14
CHECKED-REVIEWED	LINE	CPM	6/14
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

EXISTING CONDITIONS PLAN

SHEET NUMBER

C02

5 OF 113

Date:6/6/2014

Username:

Division:

Filename: 014_ErosSedNotes.dgn

EROSION CONTROL NOTES:

1. THE ANTICIPATED EROSION CONTROL DEVICES ARE SHOWN ON THE PLANS.THE CONTRACTOR SHALL PROPOSE ACTUAL TYPE AND LOCATION OF DEVICES FOR APPROVAL BE THE RESIDENT.ADDITIONAL MEASURES MAY BE PROPOSED BY THE CONTRACTOR DUE TO SITE OR WEATHER CONDITIONS.THE RESIDENT MAY DIRECT THE CONTRACTOR TO IMPLEMENT ADDITIONAL MEASURES.
2. 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.
3. THE CONTRACTOR SHALL ONLY DISTURB THE AREAS OF THE PROPOSED CONSTRUCTION AND GRADING. ANY DISTURBANCE OUTSIDE THESE LIMITS MUST BE APPROVED BY THE ENGINEER.
4. 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.
5. 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.
6. 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.
7. 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.
8. THE CONTRACTOR SHALL STABILIZE ANY SOIL STOCKPILES WHICH WILL REMAIN UNUSED FOR MORE THAN 7 DAYS,OR PRIOR TO A STORM EVENT.
9. 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.
10. ALL TRAFFIC INTO AND OUT OF THE SITE SHALL BE OVER A STABILIZED CONSTRUCTION ENTRANCE.
11. 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.
12. SEDIMENT BARRIERS MUST BE MAINTAINED UNTIL DISTURBED AREAS ARE PERMANENTLY STABILIZED.
13. EROSION CONTROL DEVICES (EROSION CONTROL BLANKET, SEDIMENT BARRIER, STABILIZED CONSTRUCTION ENTRANCE) SHALL BE REMOVED WITHIN 30 DAYS OF FINAL STABILIZATION.
14. SEEDED AREAS SHALL BE FERTILIZED AND RESEEDED AS NECESSARY TO ENSURE VEGETATION IS ESTABLISHED.
15. 4" LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA UNLESS OTHERWISE SPECIFIED ON THE PLANS.ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DESIGNATED BY THE RESIDENT.

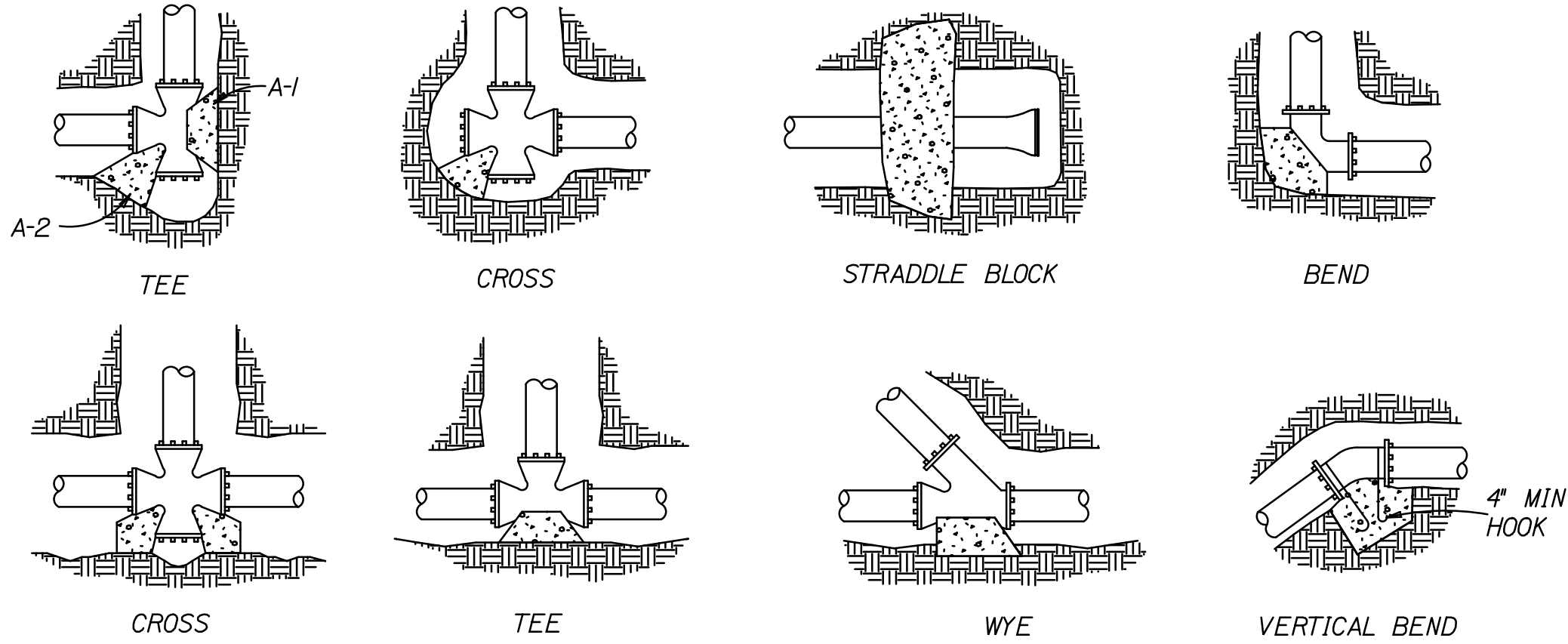
SEEDING NOTES:

1. ALL SEEDING SHALL BE IN ACCORDANCE WITH SECTION 618.
2. ALL FINAL SEEDING SHALL BE COMPLETED WITHIN SEVEN (7) DAYS FOLLOWING FINAL GRADING.
3. 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.
4. SEEDING SHALL BE PERFORMED BETWEEN APRIL 15TH AND OCTOBER 1ST (WITHOUT DORMANT SEEDING).
5. ALL SEEDING SHALL BE METHOD NUMBER 1.

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. KITTREDEE	BY	DATE					
		DESIGN-DETAILED	HME	MPC	06/14	SIGNATURE				
		CHECKED-REVIEWED	-	CPM	06/14	P.E. NUMBER				
		DESIGN-DETAILED	-	-	-	DATE				
		REVISIONS 1	-	-	-					
		REVISIONS 2	-	-	-					
		REVISIONS 3	-	-	-					
		REVISIONS 4	-	-	-					
		FIELD CHANGES	-	-	-					
SHEET NUMBER										
C11										
14 OF 113										

(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	---	---	---	---

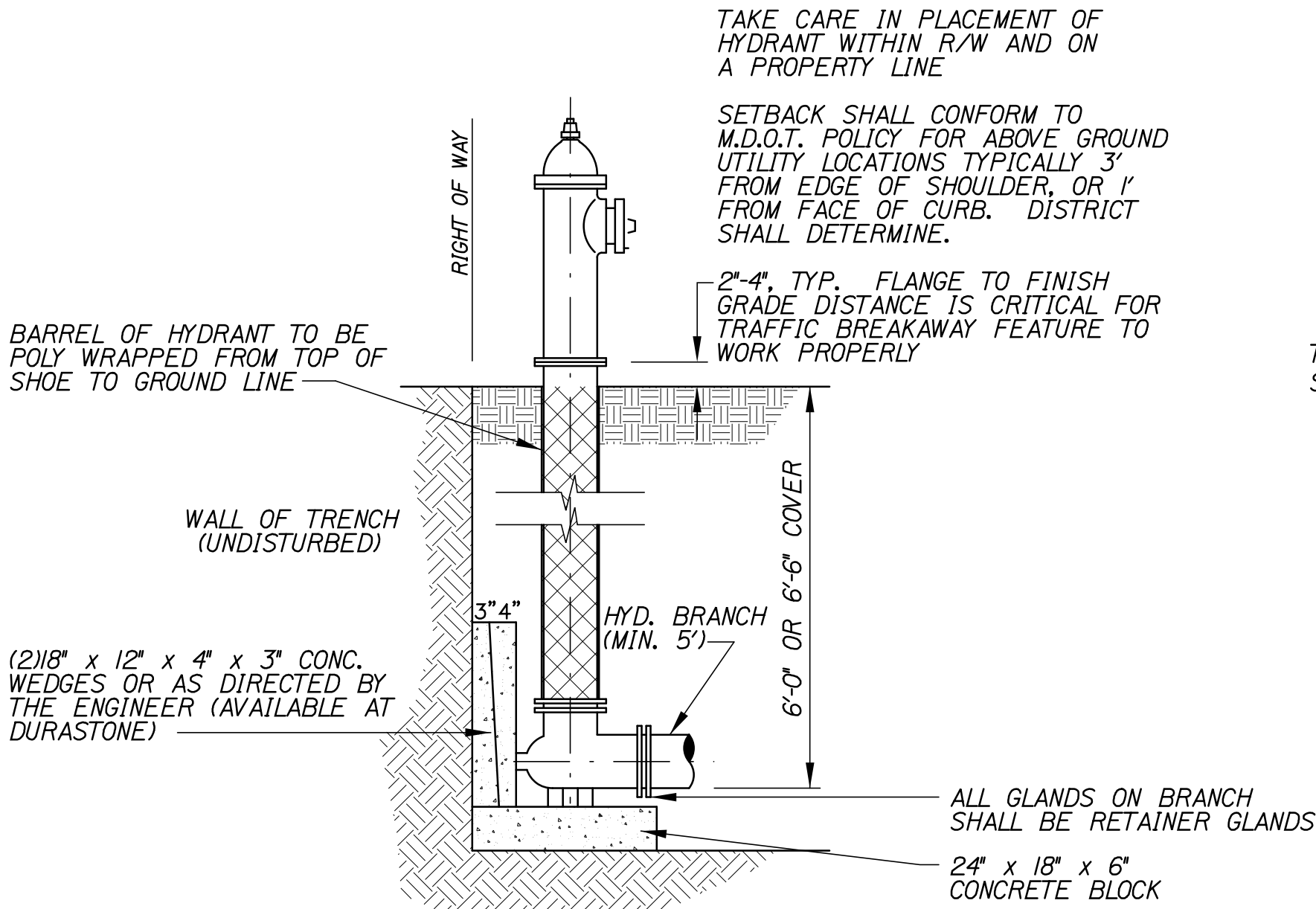
- NOTES:
1. ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURES AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION:
BEARING AREA = (TEST PRESSURE / 150) x (2000 / SOIL BEARING 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)



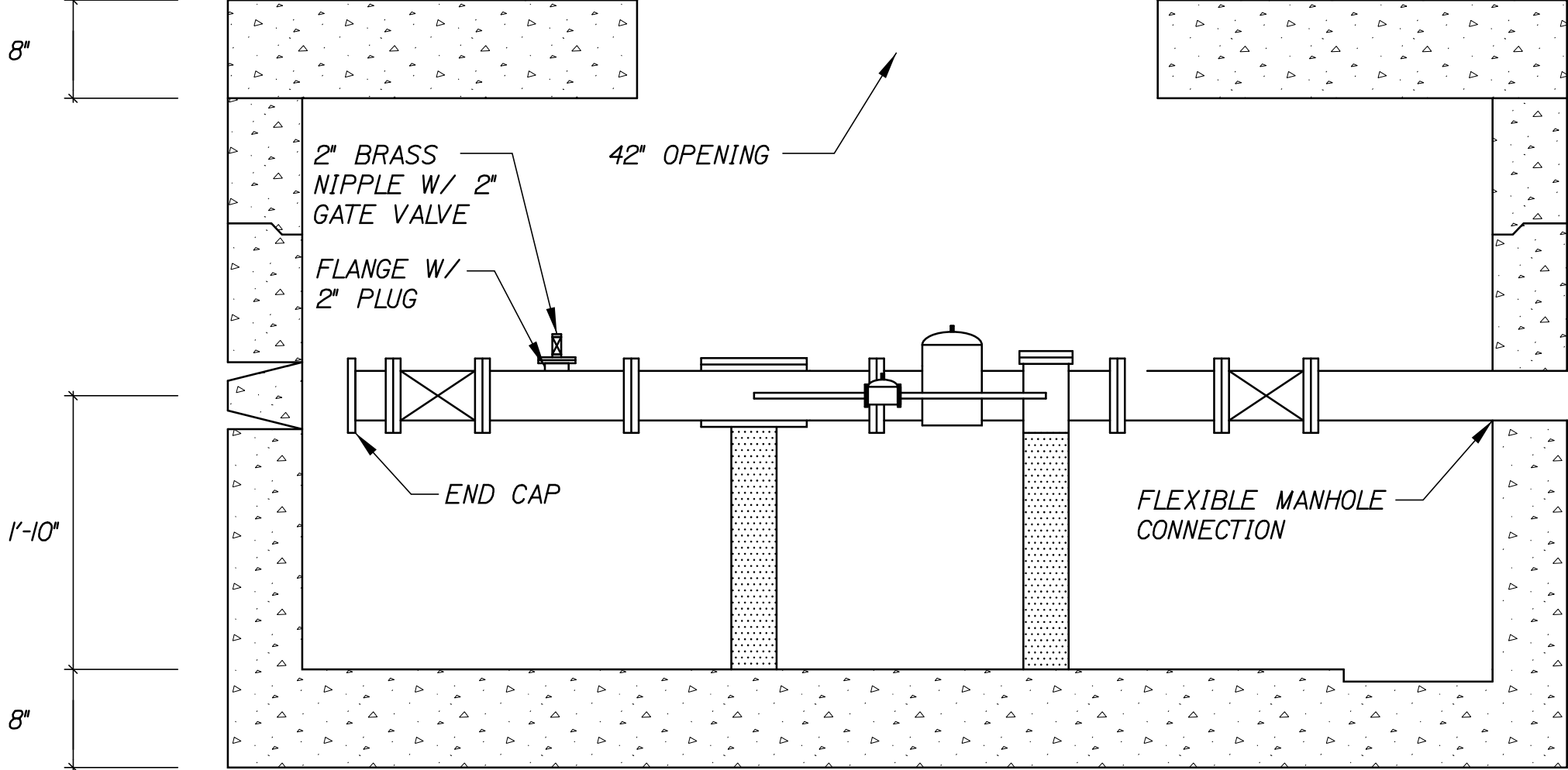
RODS FOR VERTICAL BENDS		
FITTING SIZE	ROD SIZE	EMBEDMENT
12" AND LESS	#6	30"
14"-16"	#8	36"

- 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.

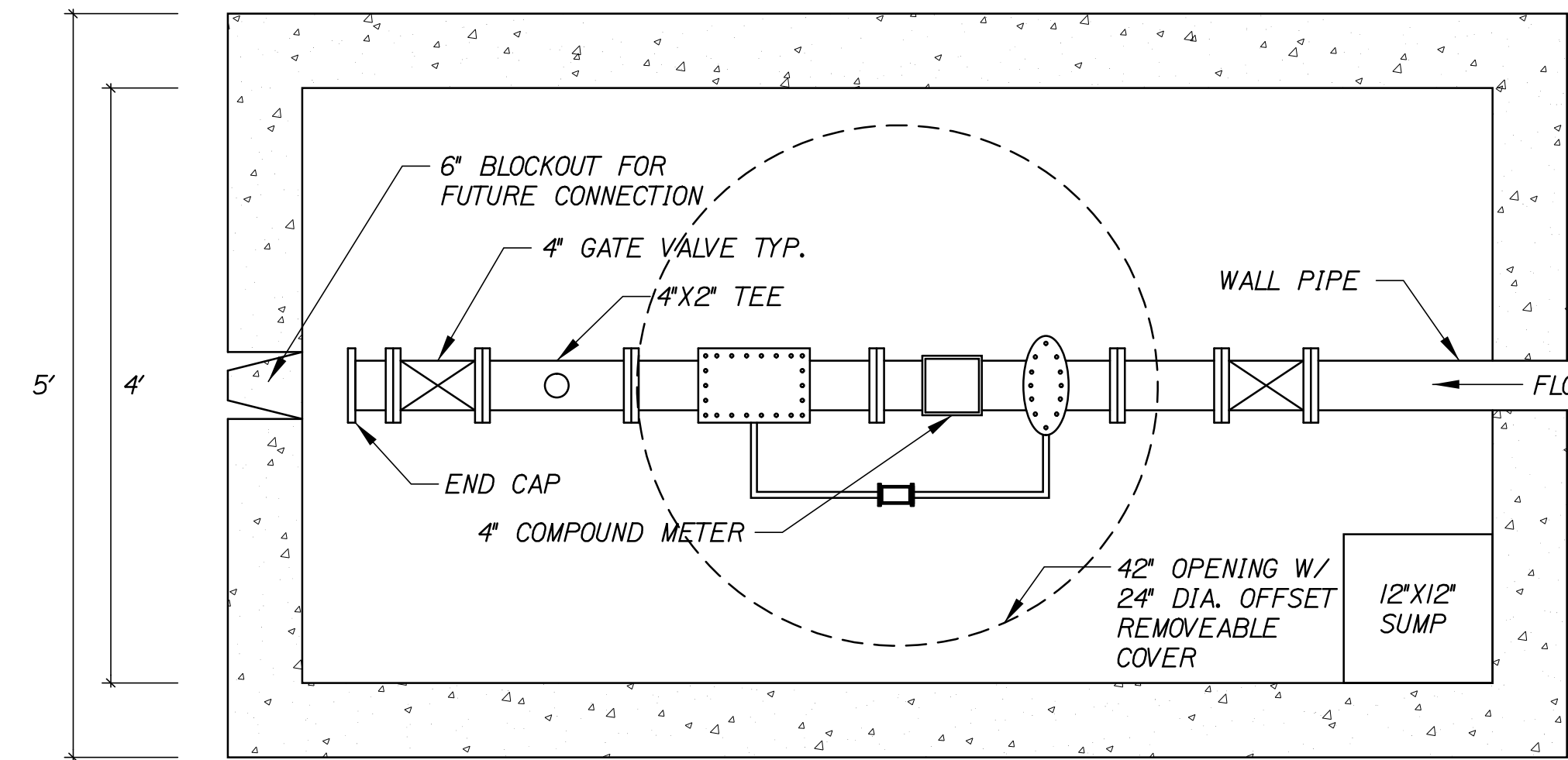
THRUST BLOCKING
NOT TO SCALE



FIRE HYDRANT
NOT TO SCALE

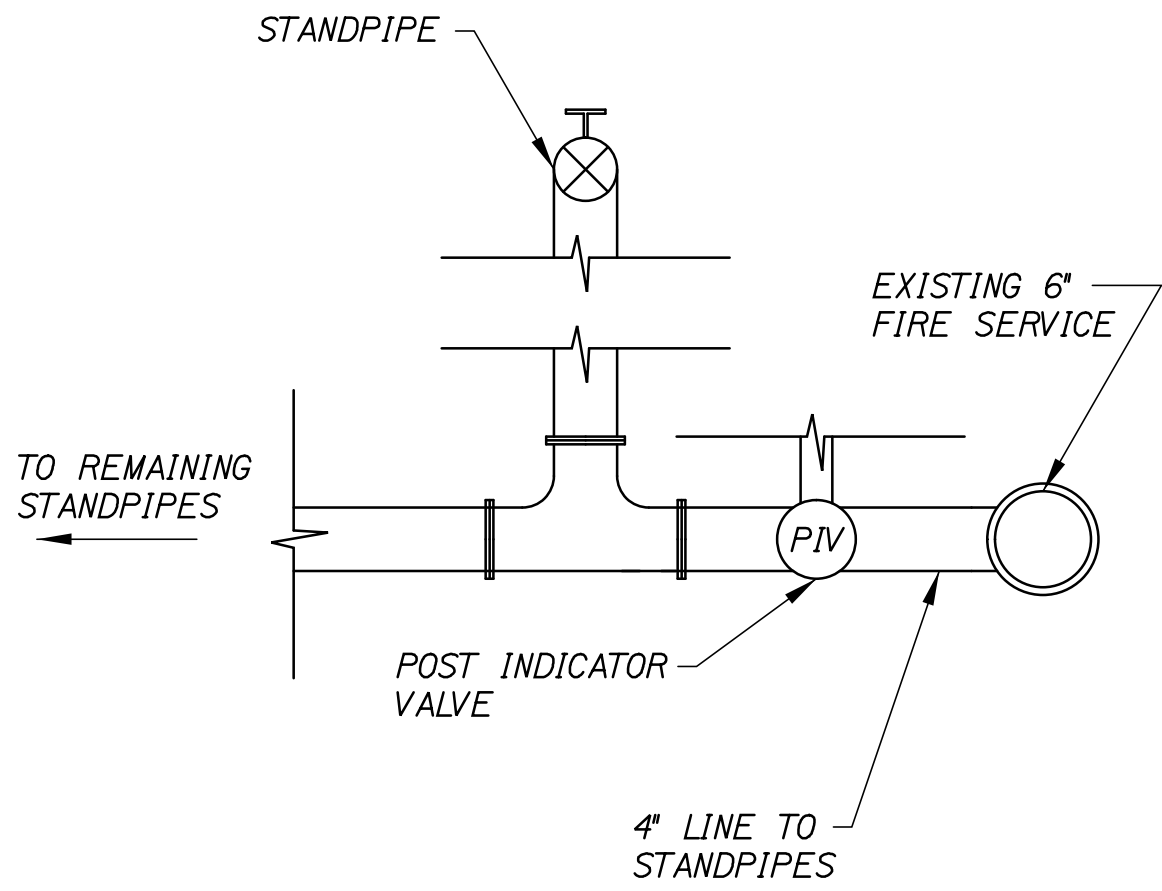


SECTION

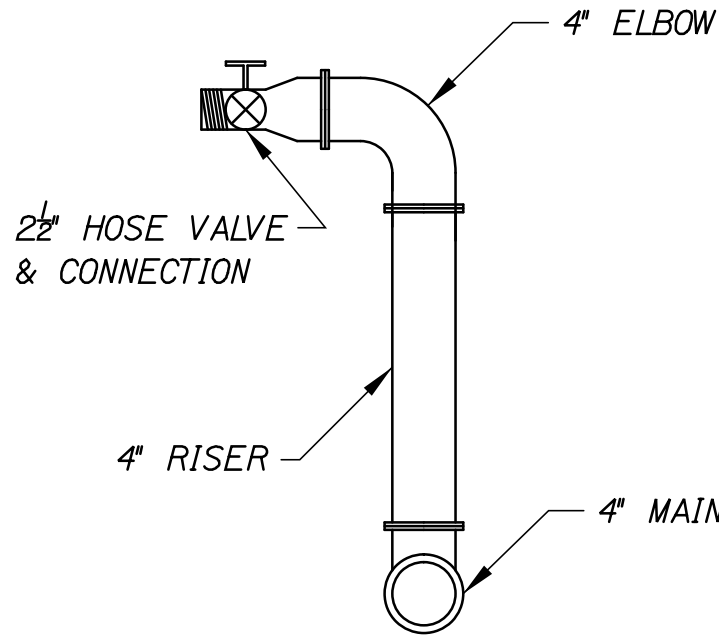


PLAN

METER PIT DETAIL
NOT TO SCALE



STANDPIPE CONNECTION TO MAIN
NOT TO SCALE



STANDPIPE DETAIL
NOT TO SCALE

- NOTES:
1. SUBMITTAL REQUIRED.
2. ALL JOINTS TO BE RESTRAINED.
3. COVER LOADING.
A. TRAFFIC - H20
4. STRUCTURAL DESIGN OF THE VAULT TO MEET H20 LOADING.
5. ALL PIPING THROUGH PIT SHALL BE DUCTILE IRON.
6. CAP END FOR FUTURE CONNECTION.
7. COMPONENTS (NEENAH OR APPROVED EQUAL)
A. FRAME: 1740-2001
B. LID: 1741-0001
C. CENTER LID: 1090-0011
-TYPE C W/ PERMAGRIP TEXTURE AND OPEN PICKHOLES.
8. PROVIDE ADEQUATE SPACE BETWEEN END CAP AND INSIDE WALL TO ALLOW FOR FUTURE CONNECTION.

PROJ. MANAGER	J. KITTEDGE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	HME	MPC	06/14			
CHECKED-REVIEWED	CPM	CPM	06/14			
DESIGN-DETAILED	-	-	-			
DESIGN-DETAILED	-	-	-			
REVISIONS 1	-	-	-			
REVISIONS 2	-	-	-			
REVISIONS 3	-	-	-			
REVISIONS 4	-	-	-			
FIELD CHANGES	-	-	-			

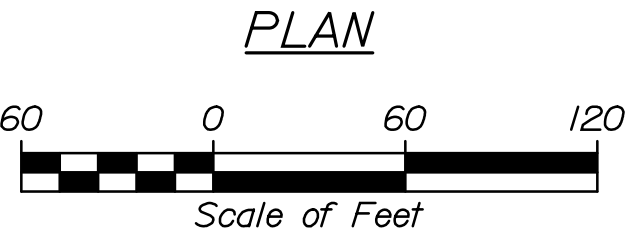
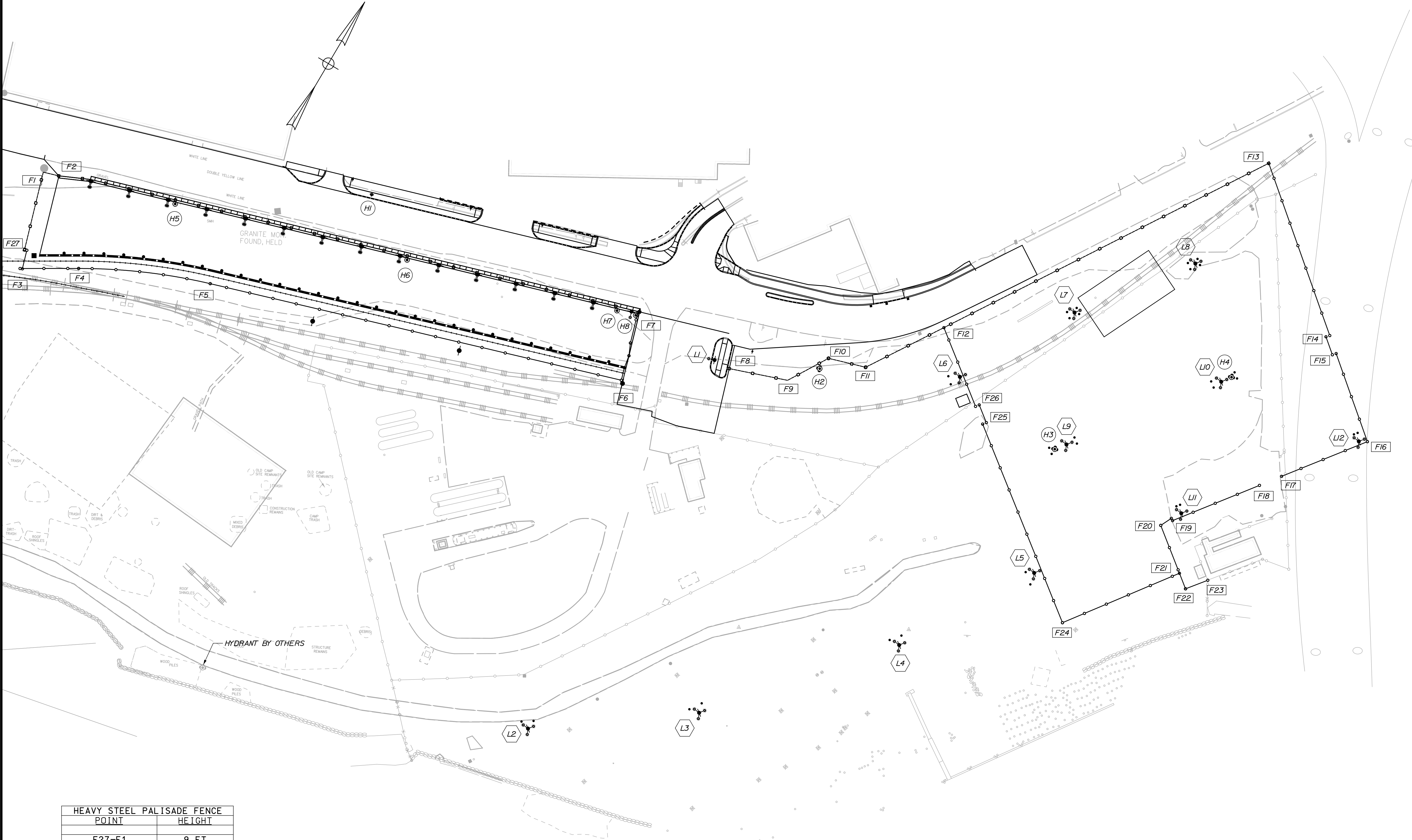
Date:6/6/2014

Username:

Division:

Filename: 021_SiteGeometricsPlan3.dgn

HEAVY STEEL PALISADE FENCE	
POINT	HEIGHT
F27-F1	9 FT
F1-F2	9 FT
F2-F7	5 FT
F8-F9	9 FT
F9-F10	9 FT
F10-F11	9 FT
F11-F12	9 FT
F12-F13	9 FT



PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	LINE	MPC	06/14
CHECKED-REVIEWED		CPM	06/14
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

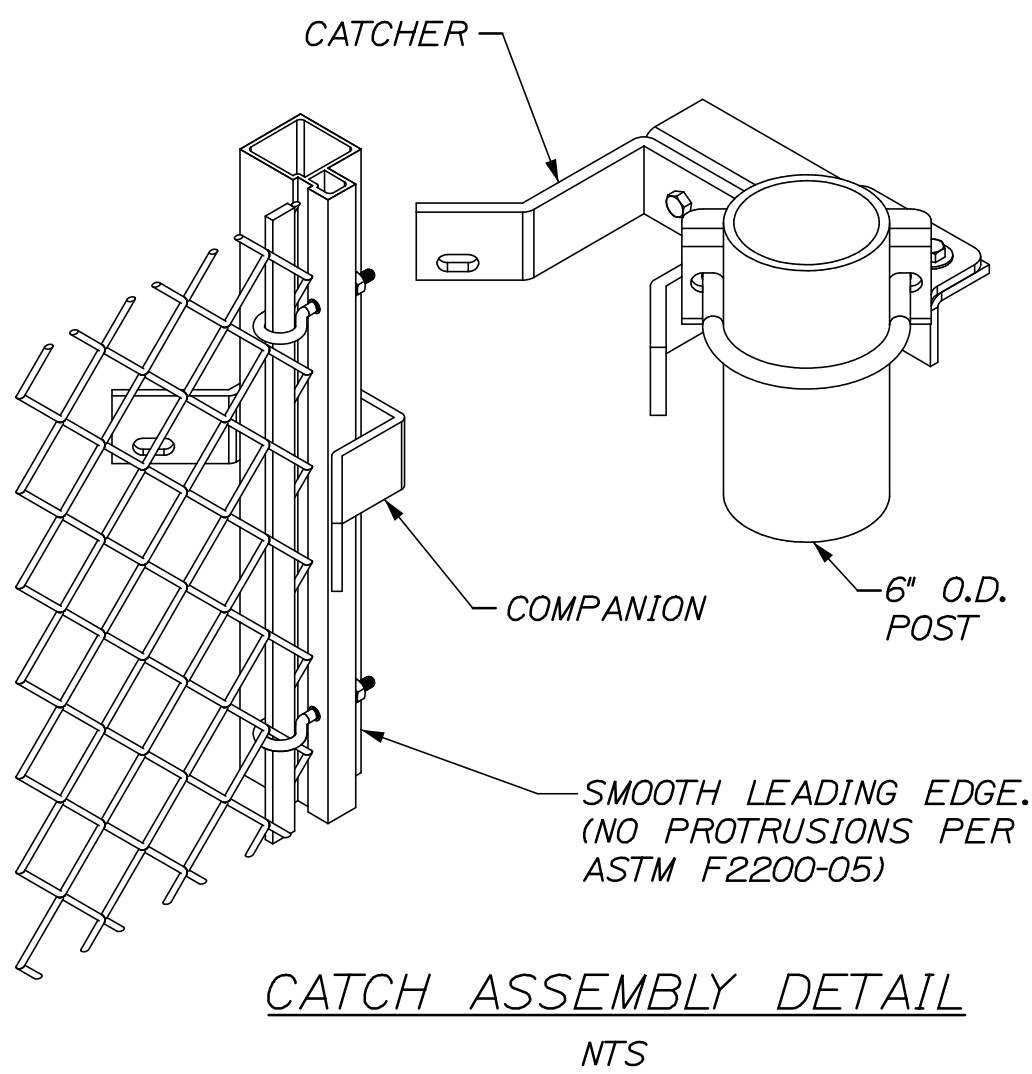
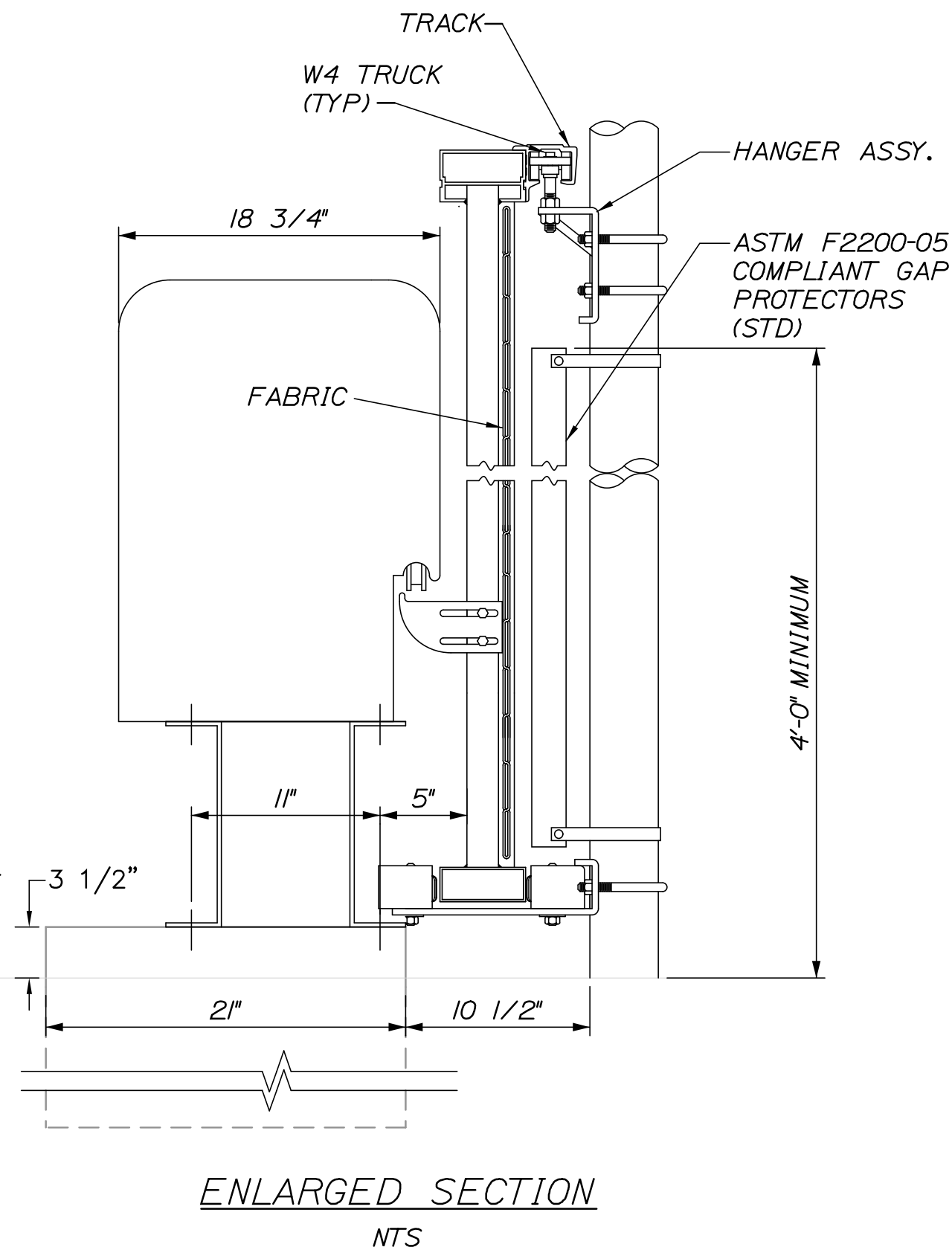
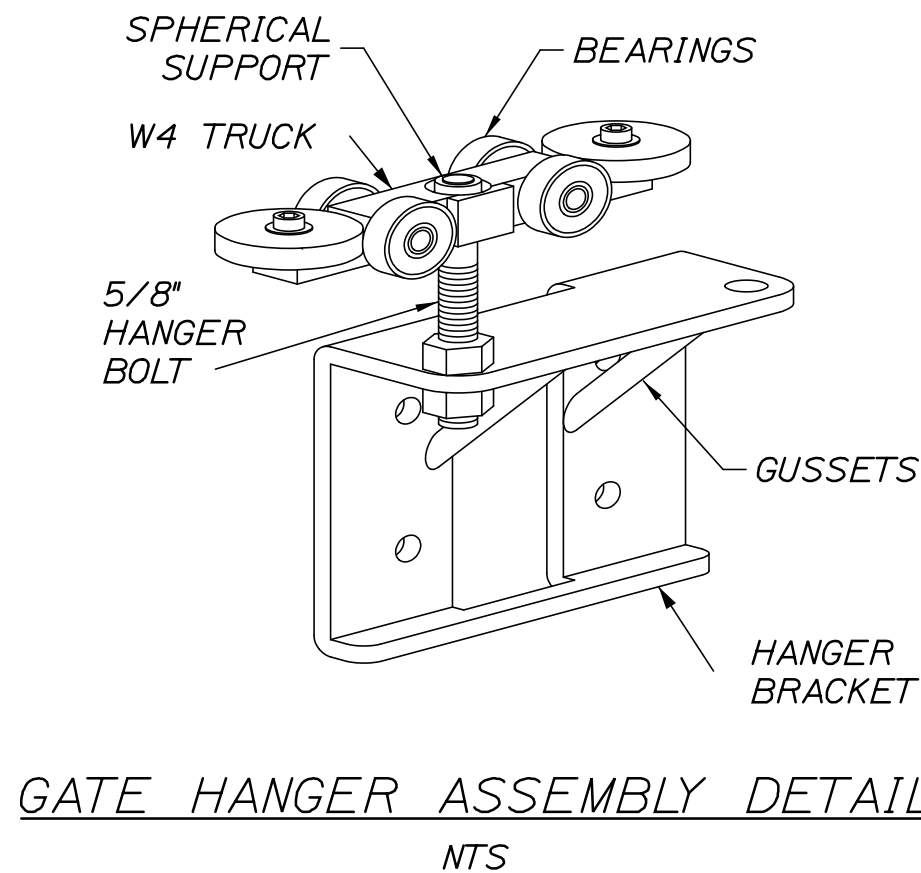
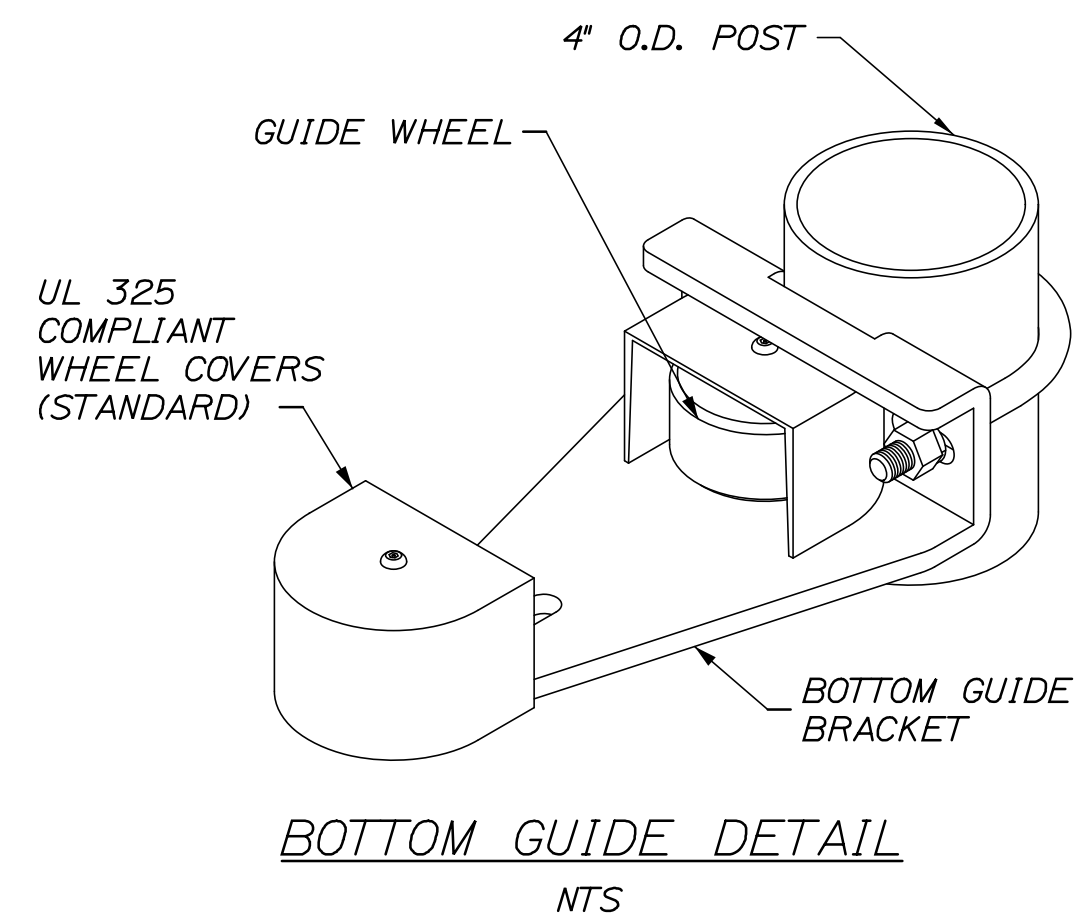
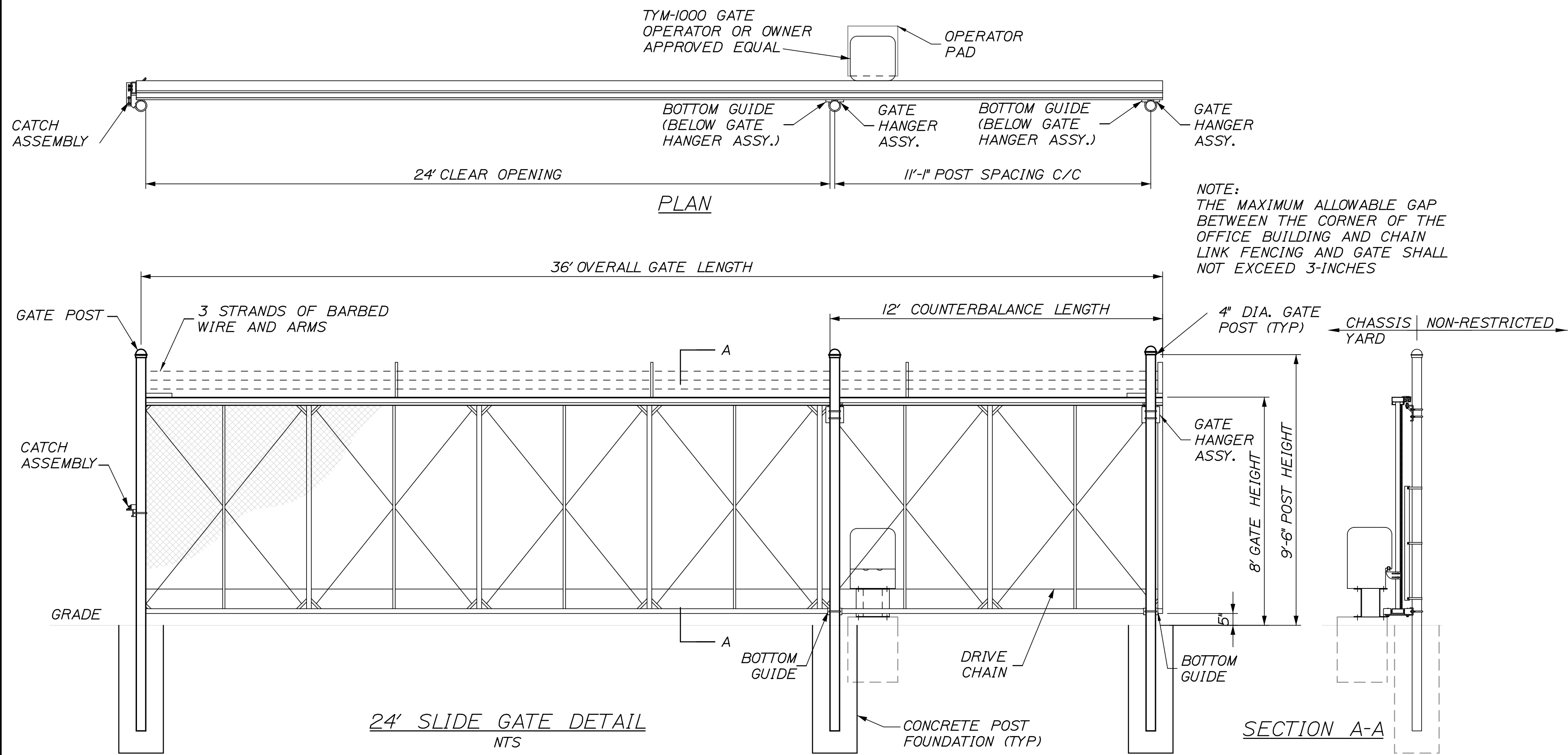
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
FENCING, HYDRANT, LIGHT POLE
AND BOLLARD GEOMETRICS

Date:6/6/2014

Username:

Division:

Filename: 020_FencingDets2.dgn



PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	HME	MPC	06/14
CHECKED-REVIEWED		CPM	06/14
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

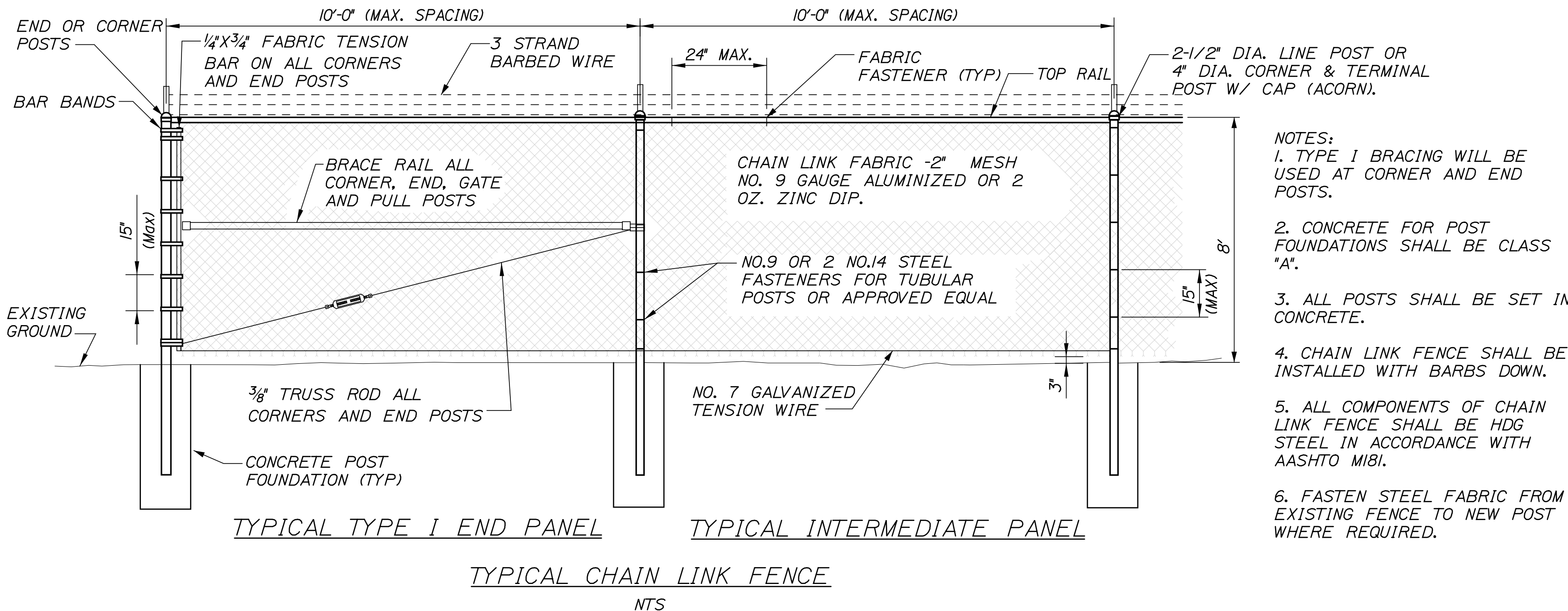
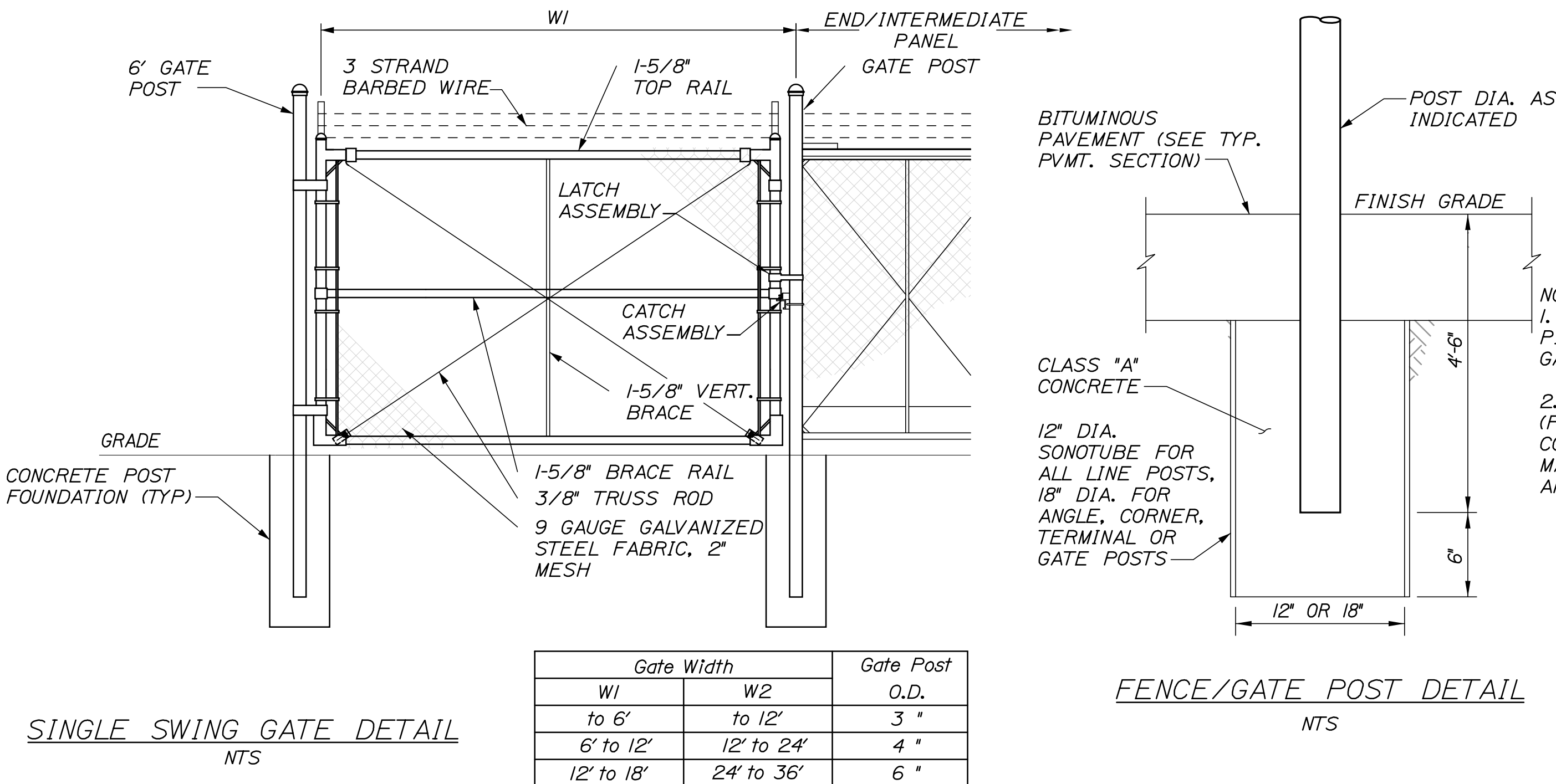
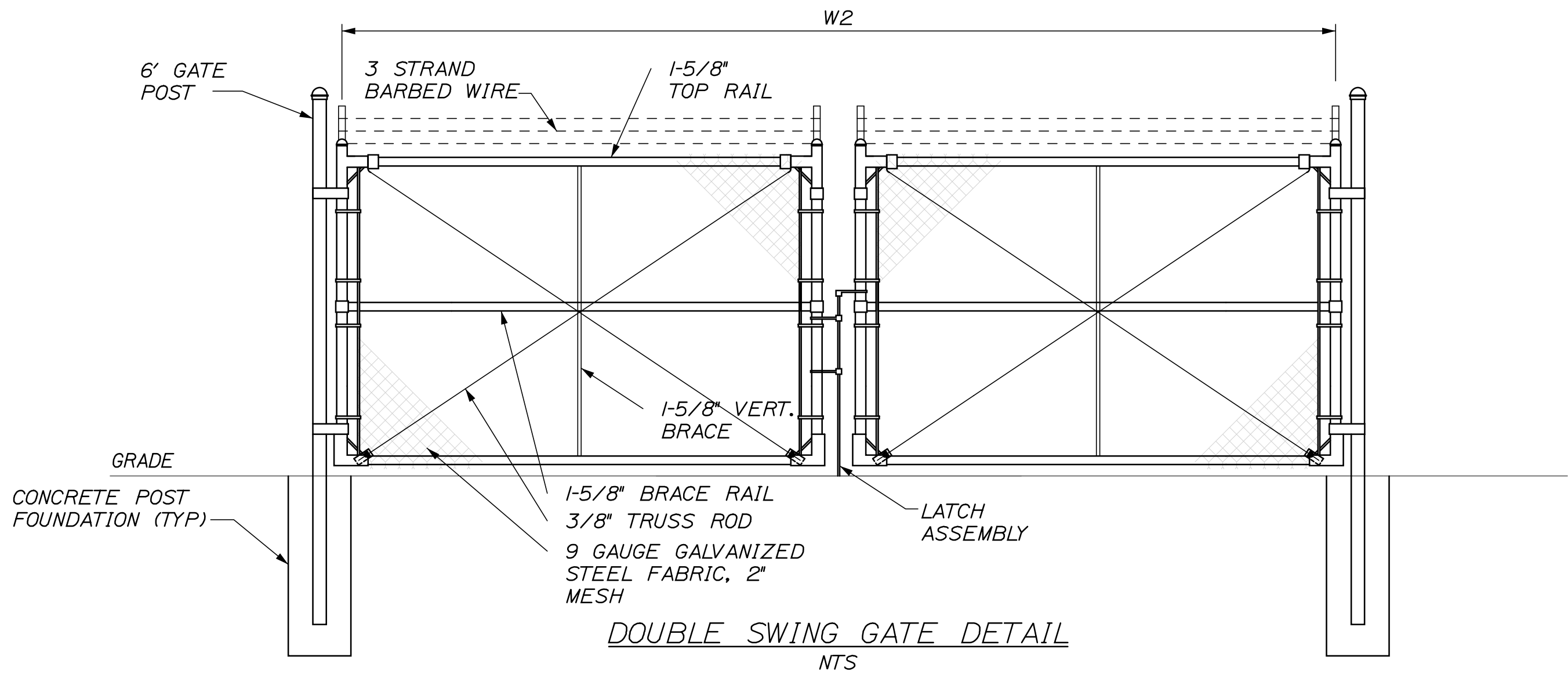
SIGNATURE	P.E. NUMBER	DATE

Date:6/6/2014

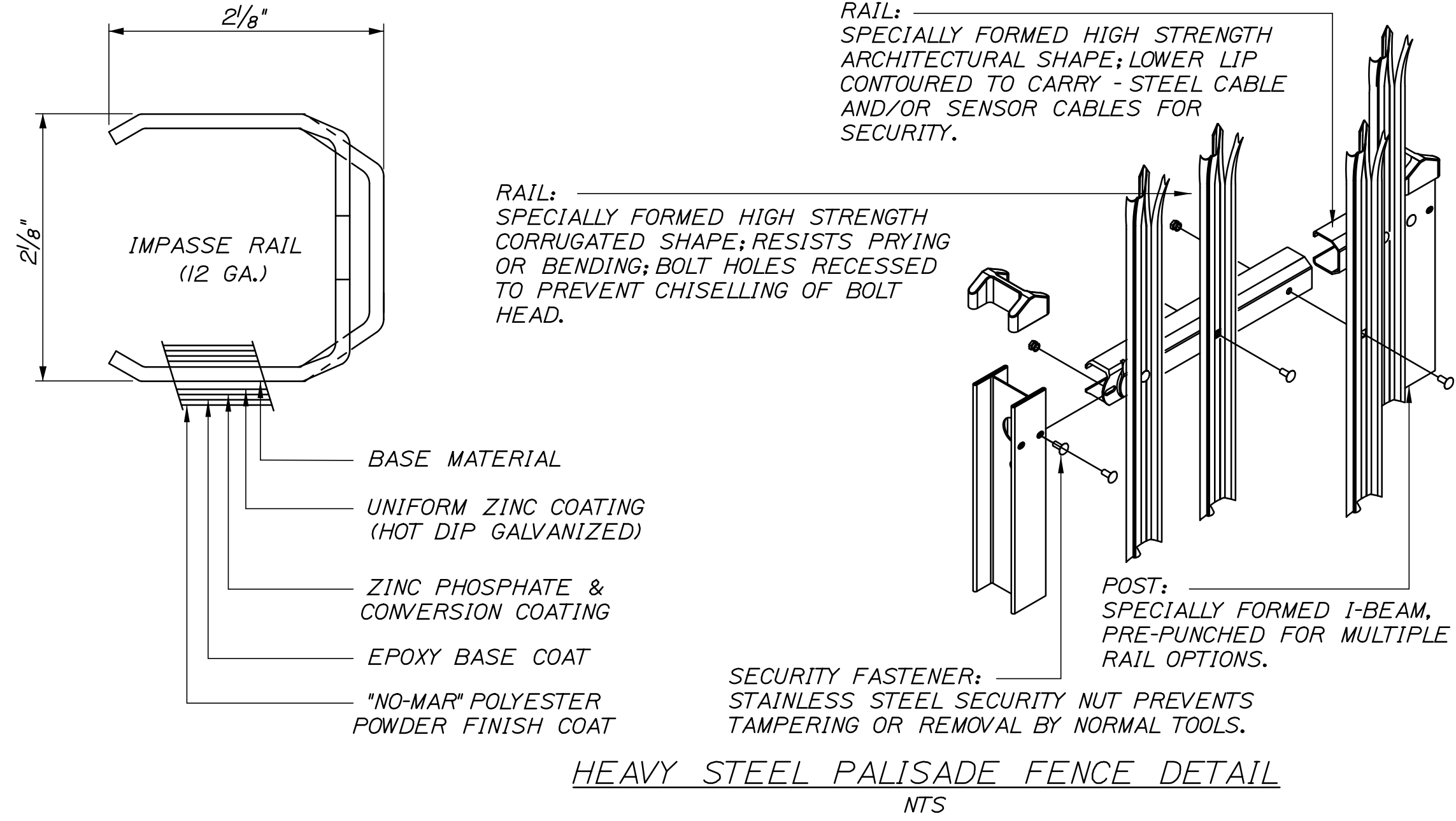
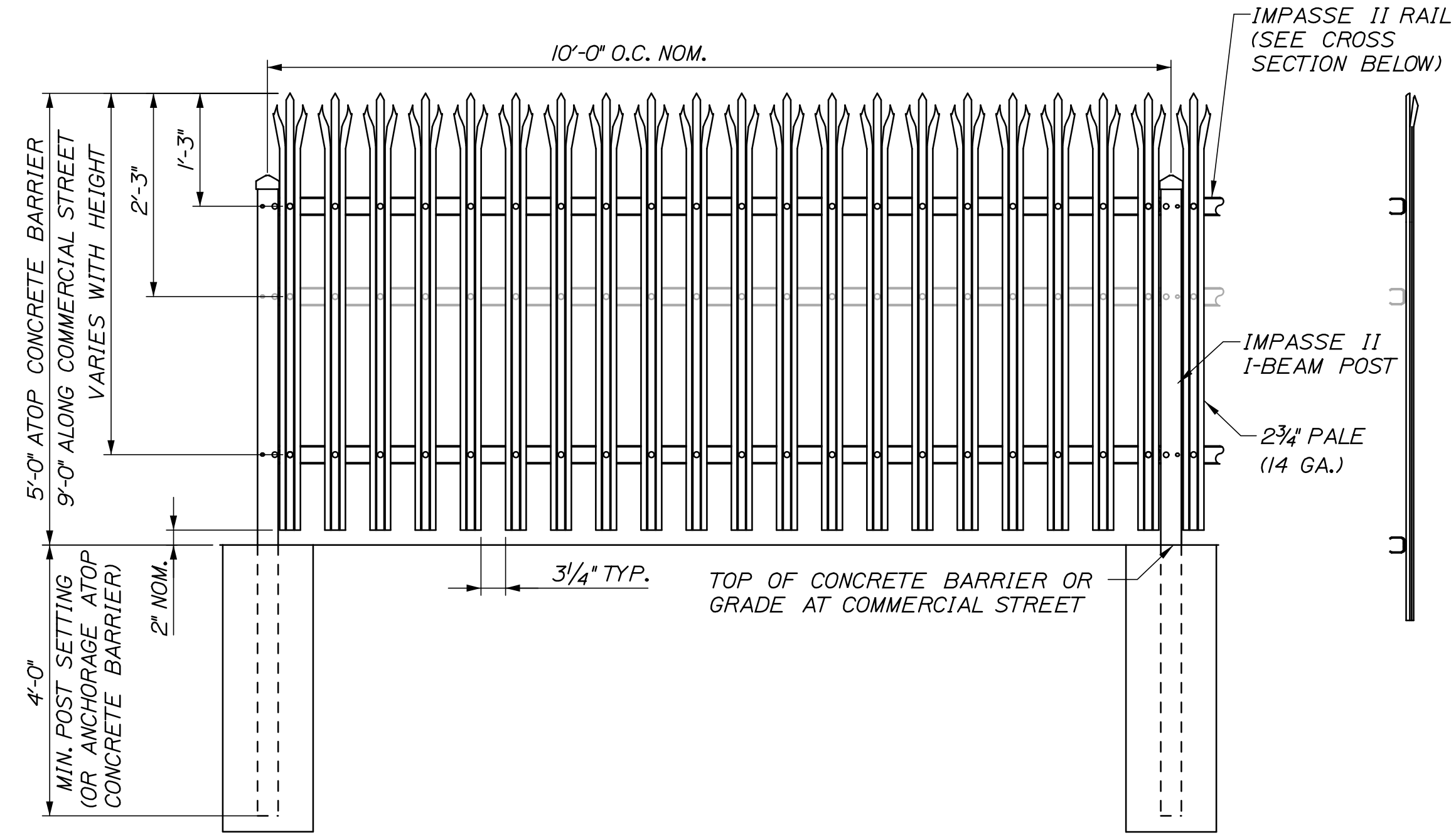
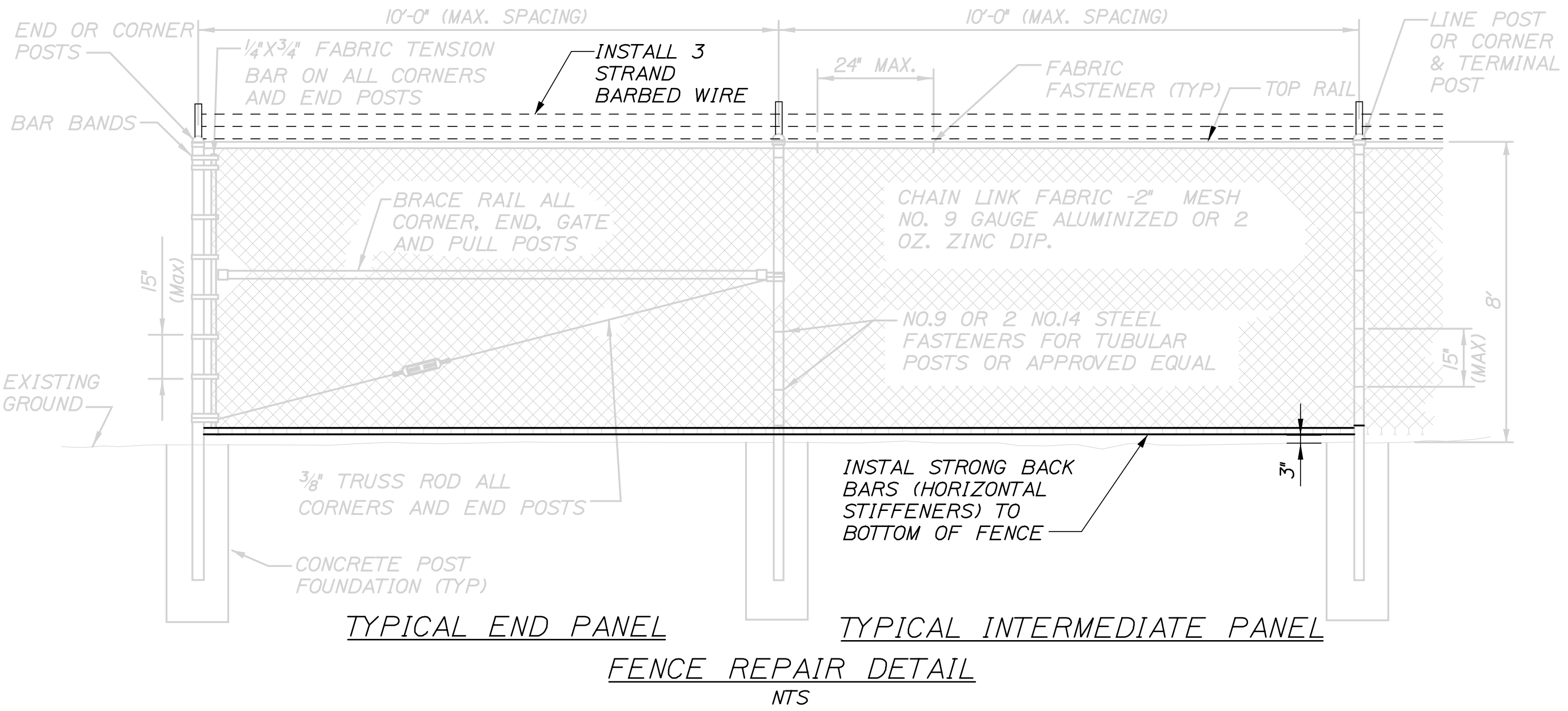
Username:

Division:

Filename: 019_FencingDet1.dgn



- NOTES:
1. TYPE I 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 M81.
 6. FASTEN STEEL FABRIC FROM EXISTING FENCE TO NEW POST WHERE REQUIRED.



STATE OF MAINE			
DEPARTMENT OF TRANSPORTATION			
PROJECT NUMBER 022809.20			
WIN 022809.20			
PROJ. MANAGER	J. KITTREDEE	BY	DATE
DESIGN-DETAILED	LINE	MPC	06/14
CHECKED-REVIEWED	CPM	CPM	06/14
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

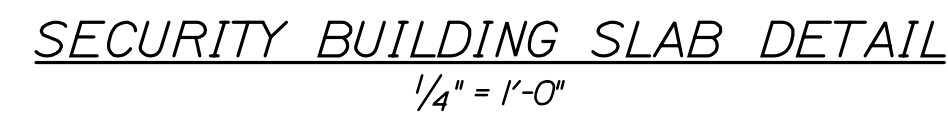
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

FENCING DETAILS

SHEET NUMBER C16

19 OF 113

Filename: 018_SiteDets3.dan

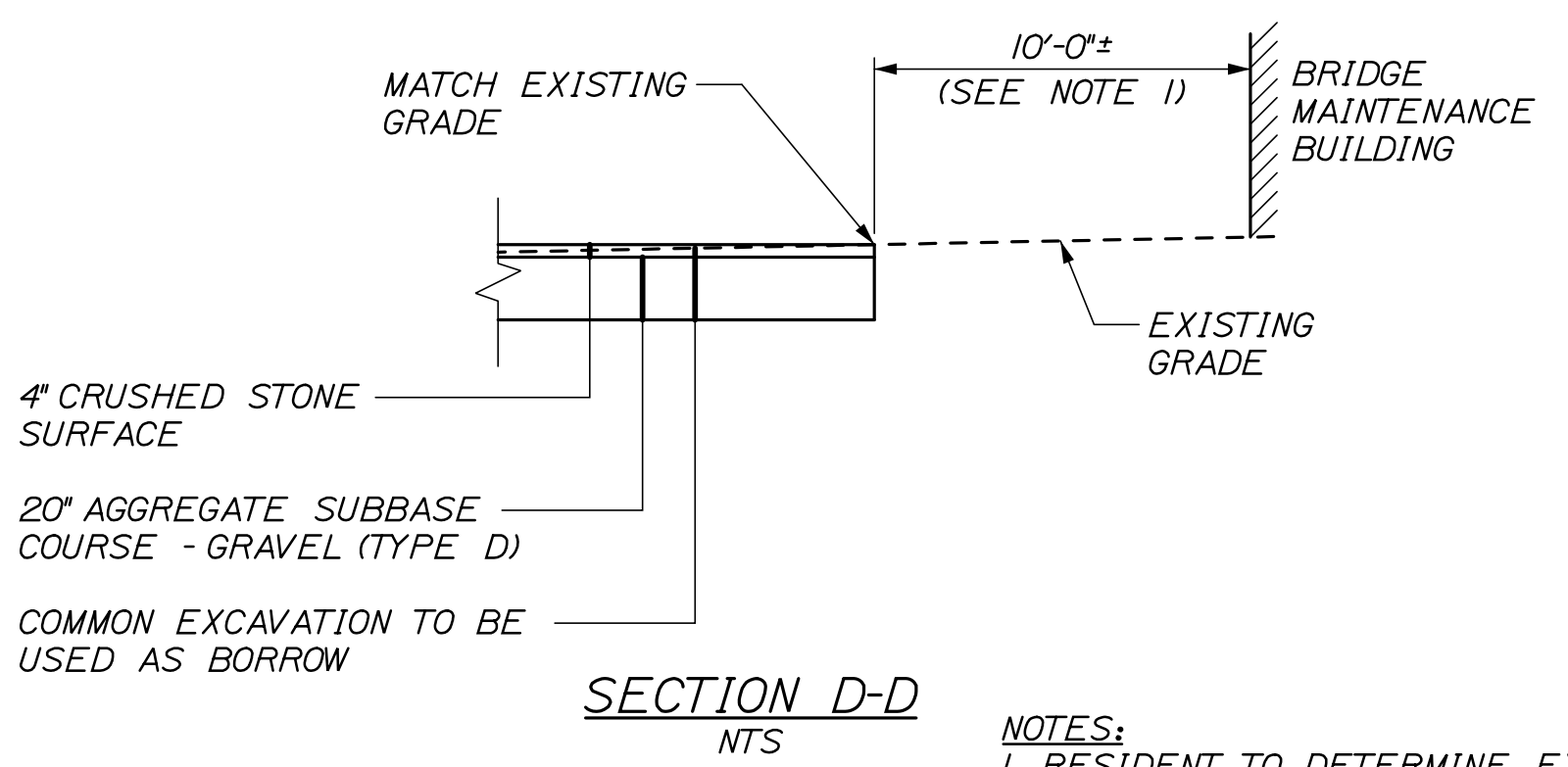
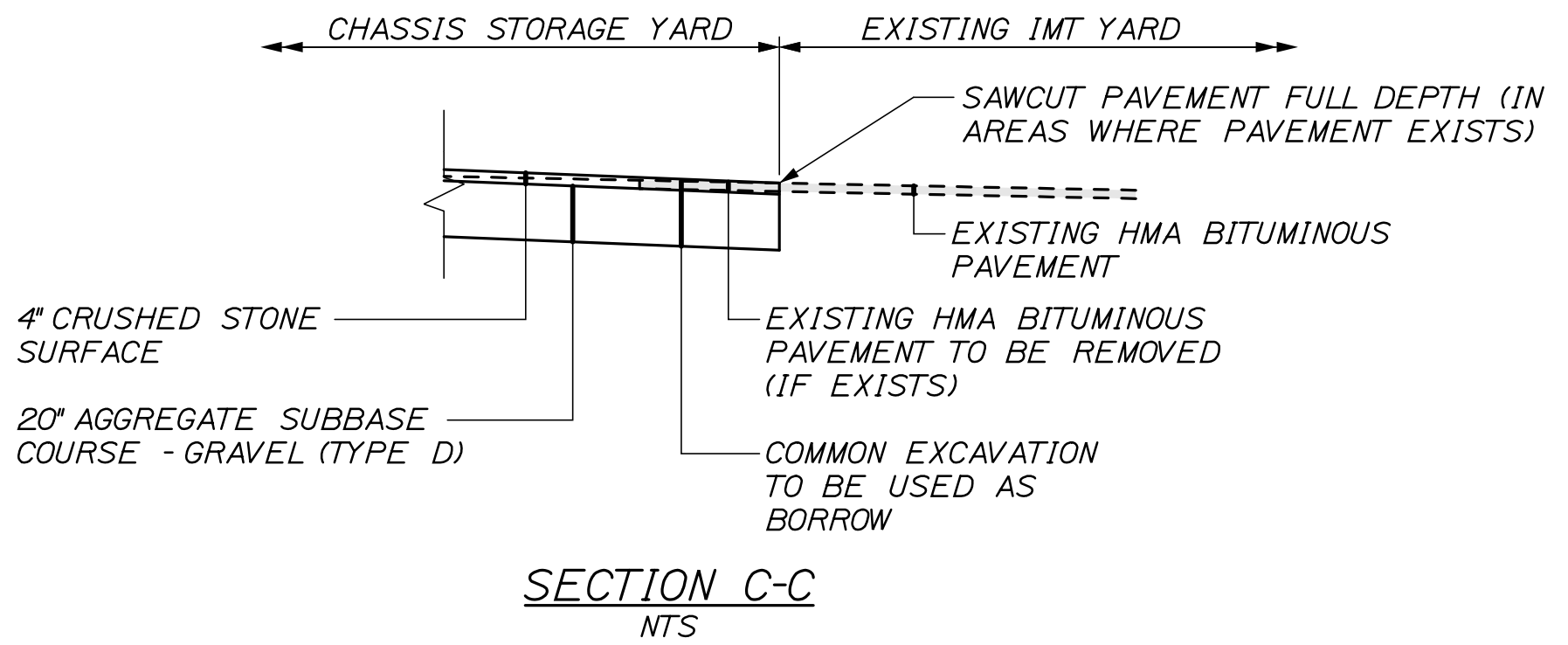
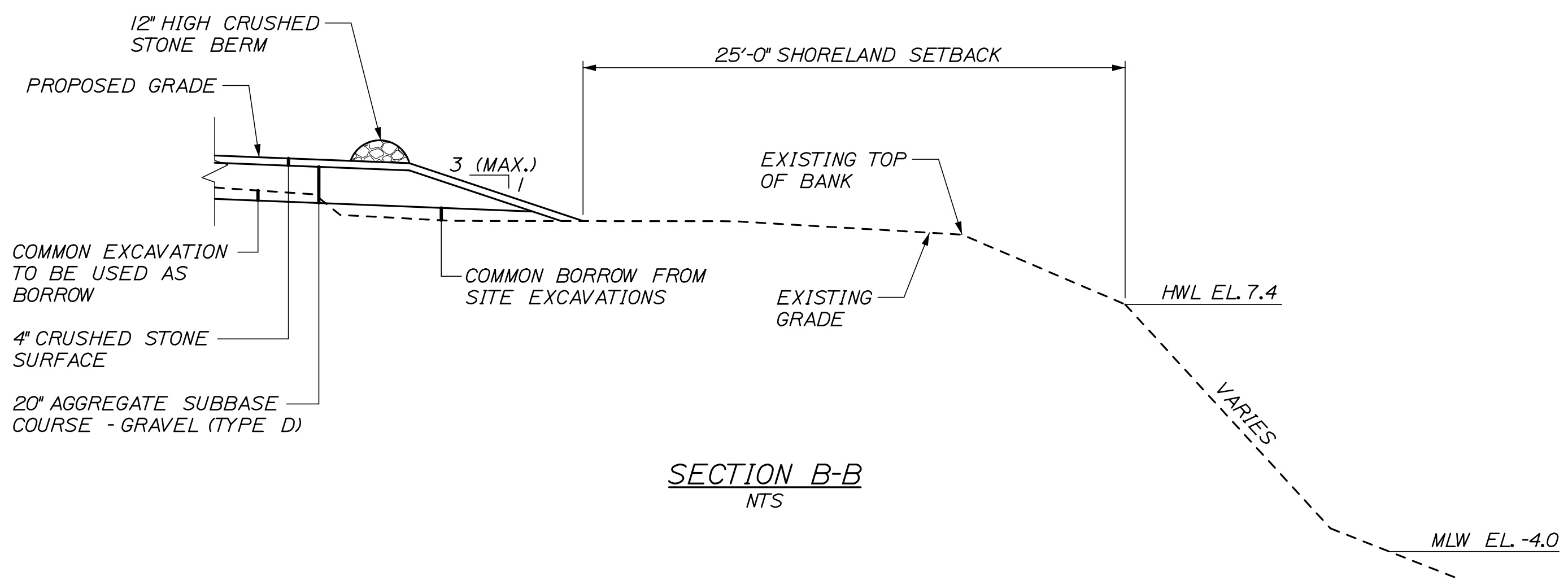
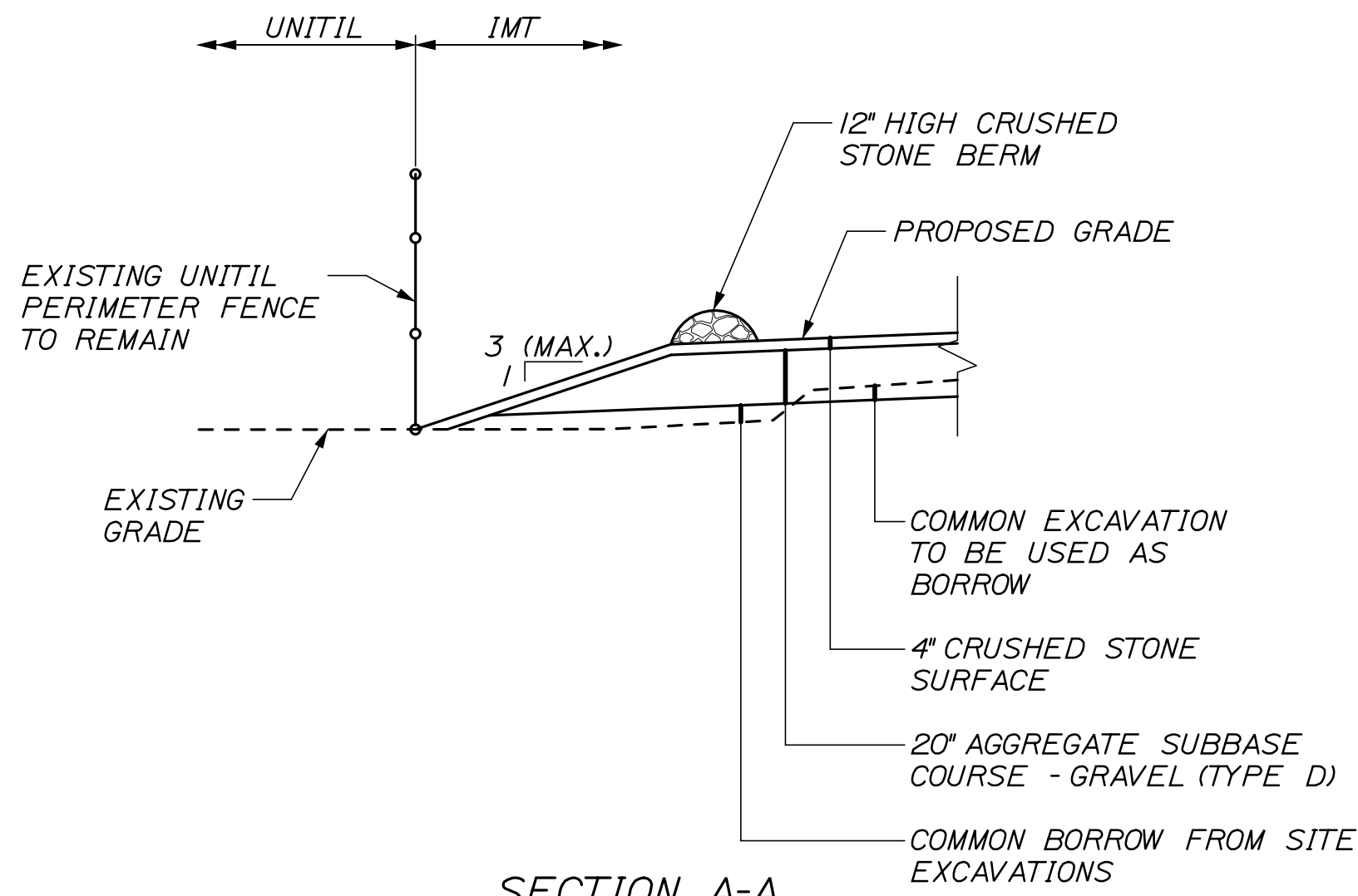


Date:6/6/2014

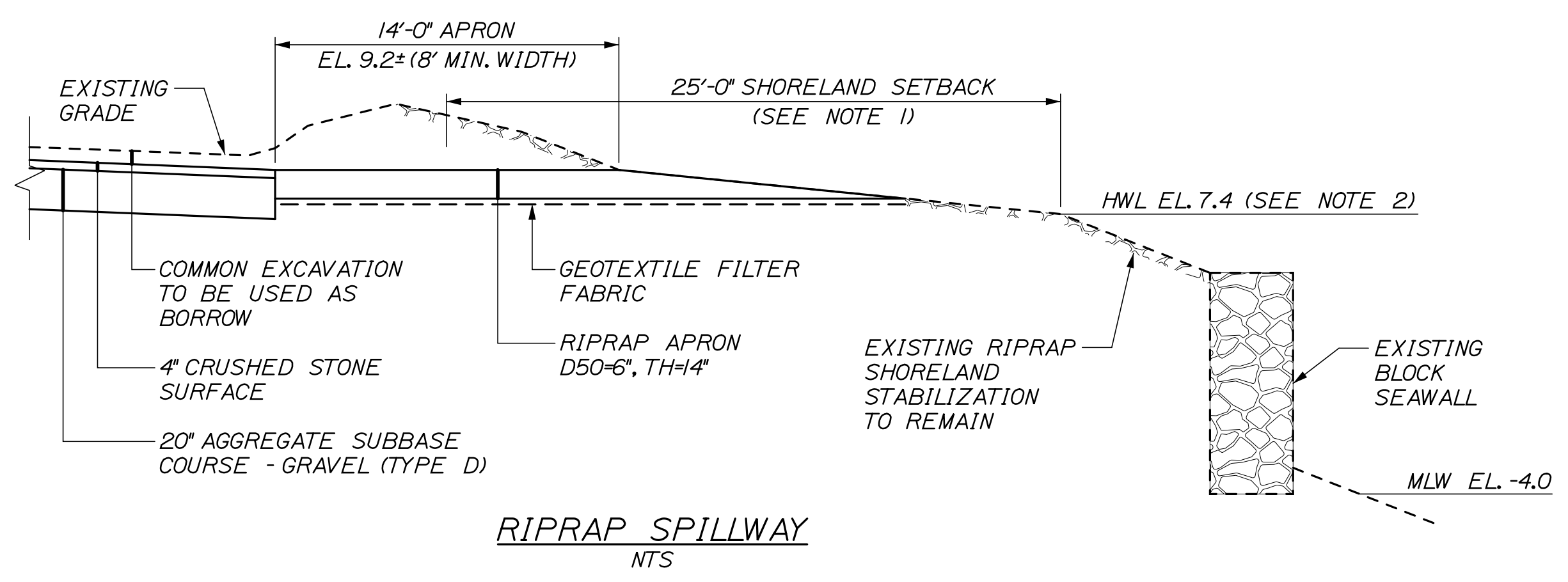
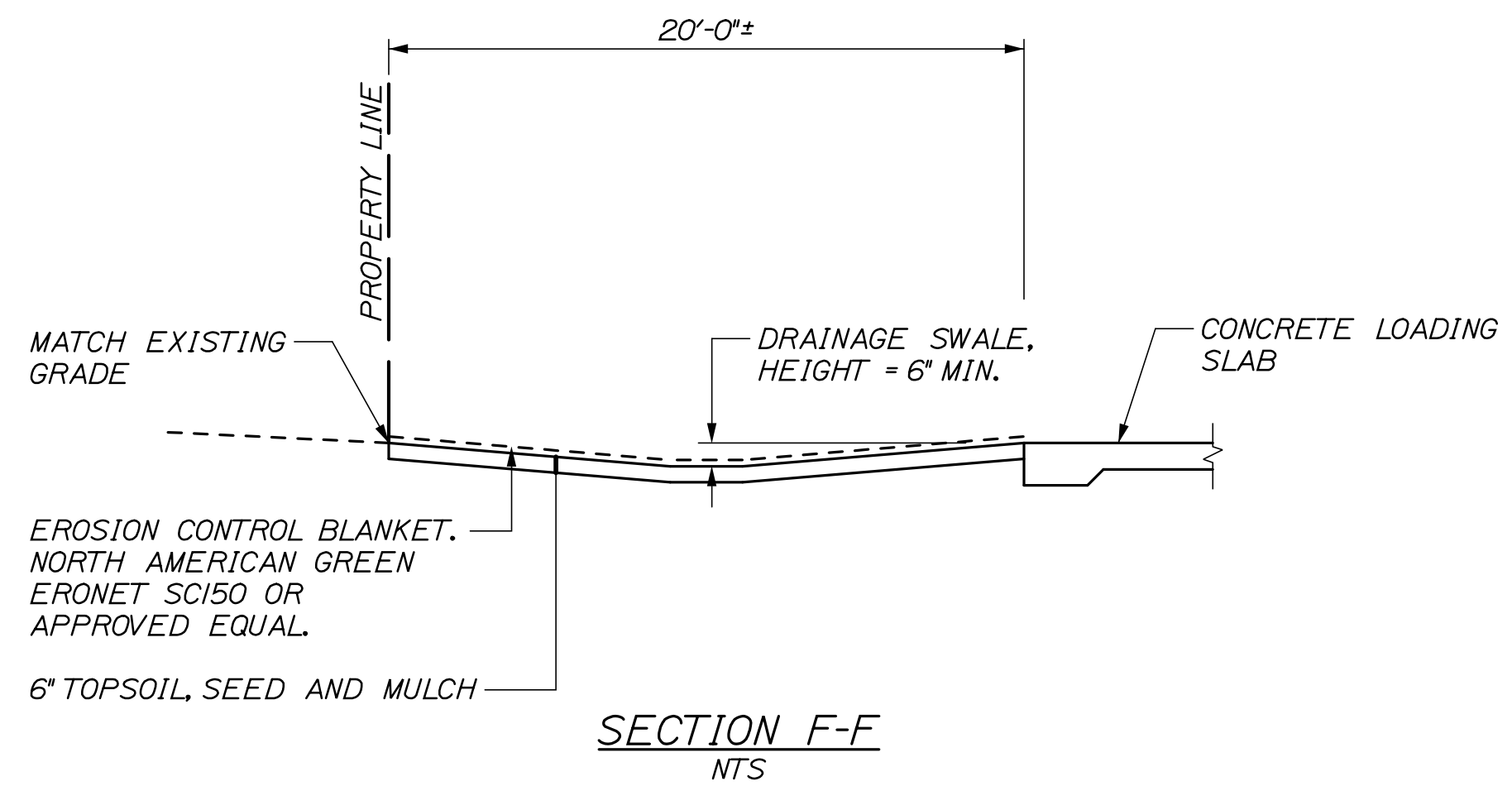
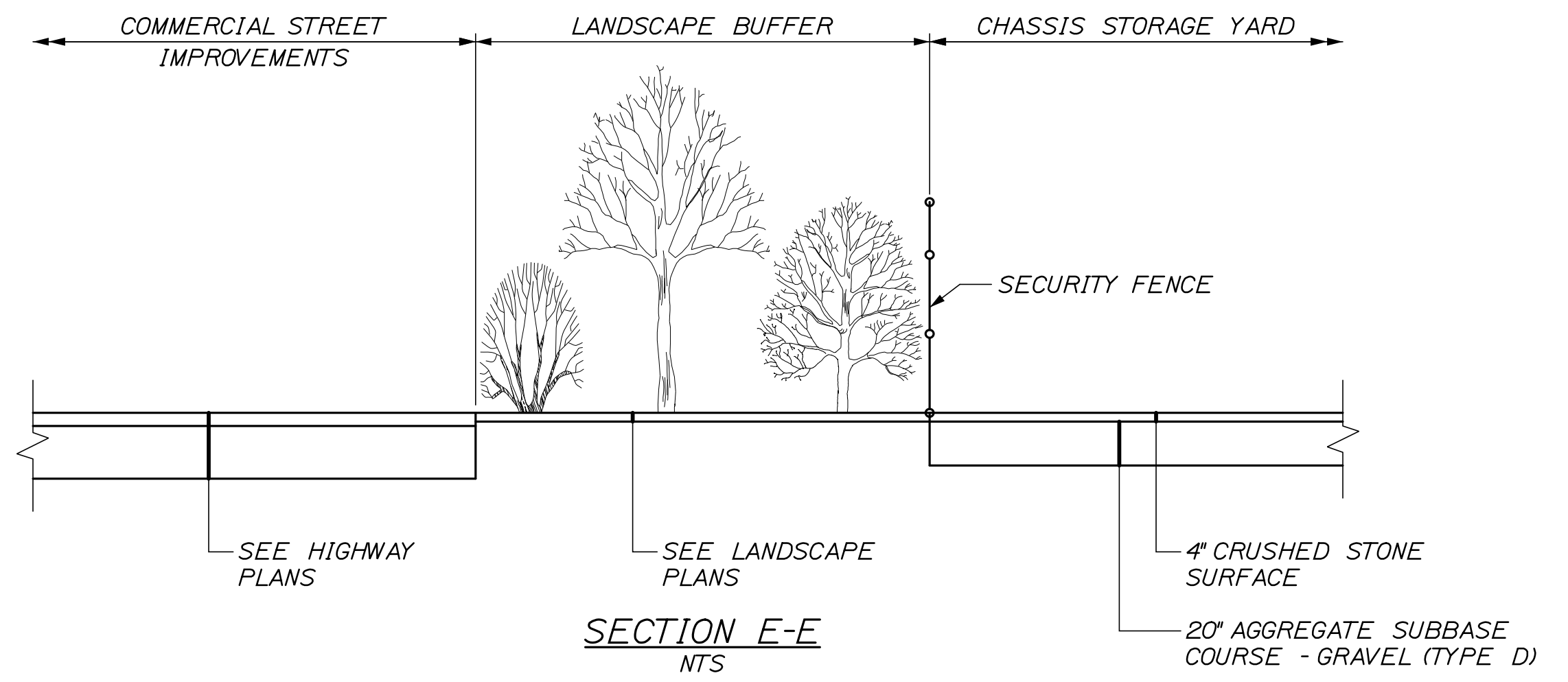
Username:

Division:

Filename: 017_SiteDets2.dgn



NOTES:
1. RESIDENT TO DETERMINE EXACT MATCH LIMITS
BASED ON EXISTING FIELD CONDITIONS.



NOTES:
1. CONTRACTOR TO MINIMIZE LAND DISTURBANCE
WITHIN 25' SHORELAND SETBACK. ALL EROSION
CONTROL MEASURES MUST BE IN PLACE AND
APPROVED BY RESIDENT PRIOR TO COMMENCING WITH
CONSTRUCTION.
2. CONTRACTOR SHALL NOT DISTURB GROUND BELOW
HWL EL. 7.4.

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 C14		17 OF 113	
PROJ. MANAGER	J. KITTREDEE	BY	MPC	DATE	06/14
DESIGN-DETAILED	HME	CHECKED-REVIEWED	CPM	SIGNATURE	06/14
DESIGN-DETAILED	-	DESIGN-DETAILED	-	P.E. NUMBER	-
REVISIONS 1	-	REVISIONS 2	-	DATE	-
REVISIONS 3	-	REVISIONS 4	-	FIELD CHANGES	-

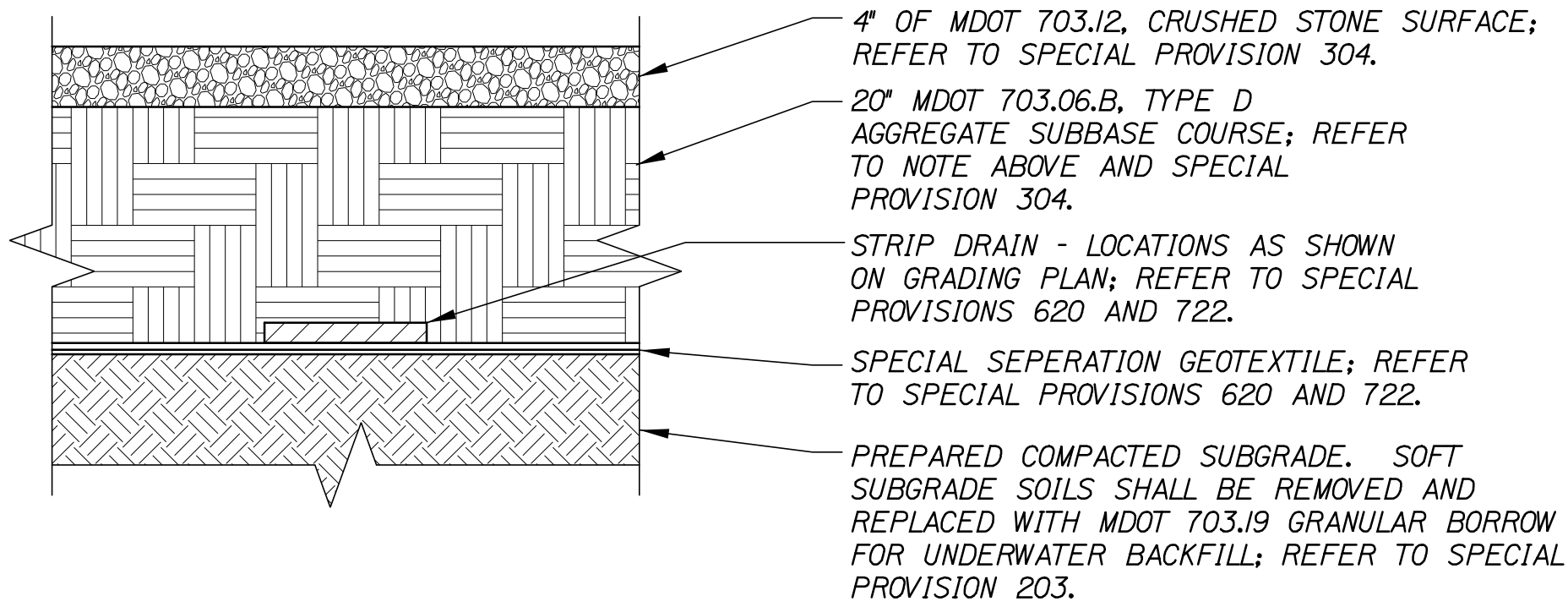
Date:6/6/2014

Username:

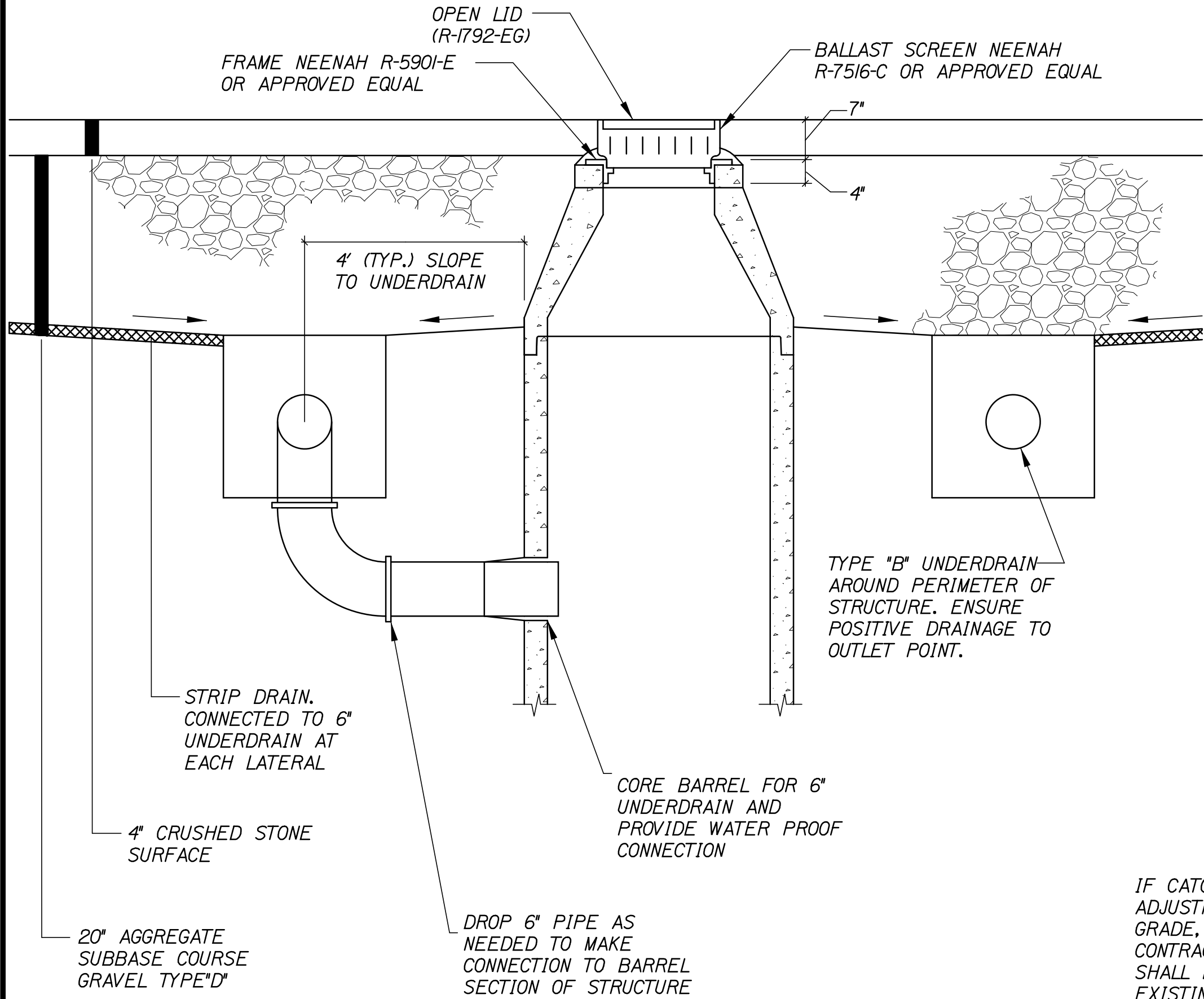
Division:

Filename: 016_SiteDets.dgn

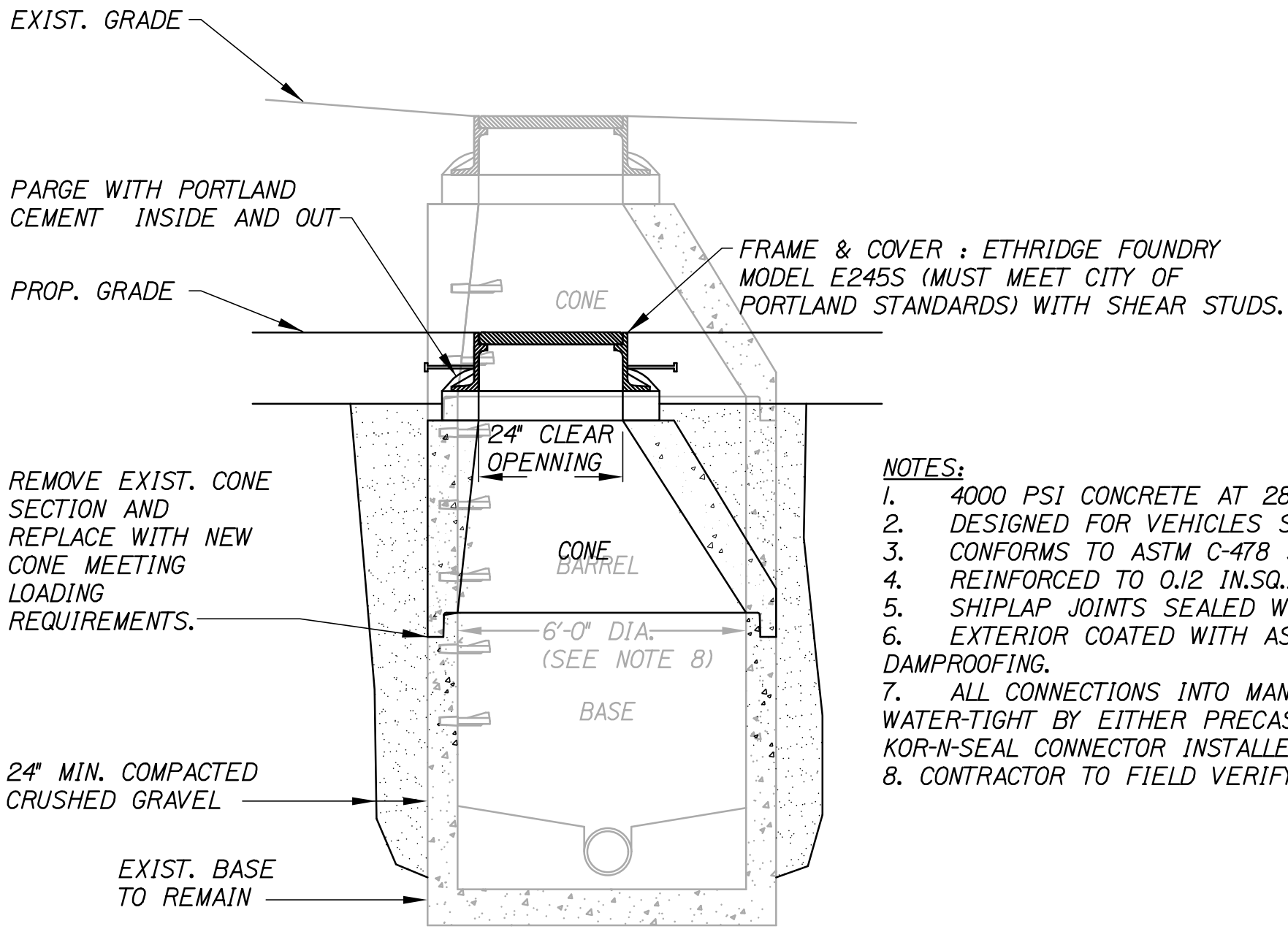
NOTE:
TYPE D AGGREGATE SUBBASE SHALL HAVE BETWEEN 4% AND 7% FINES (PERCENT PASSING #200 SIEVE) TO ACT AS A FILTER LAYER.



CHASSIS STORAGE YARD SURFACE DETAIL
NOT TO SCALE

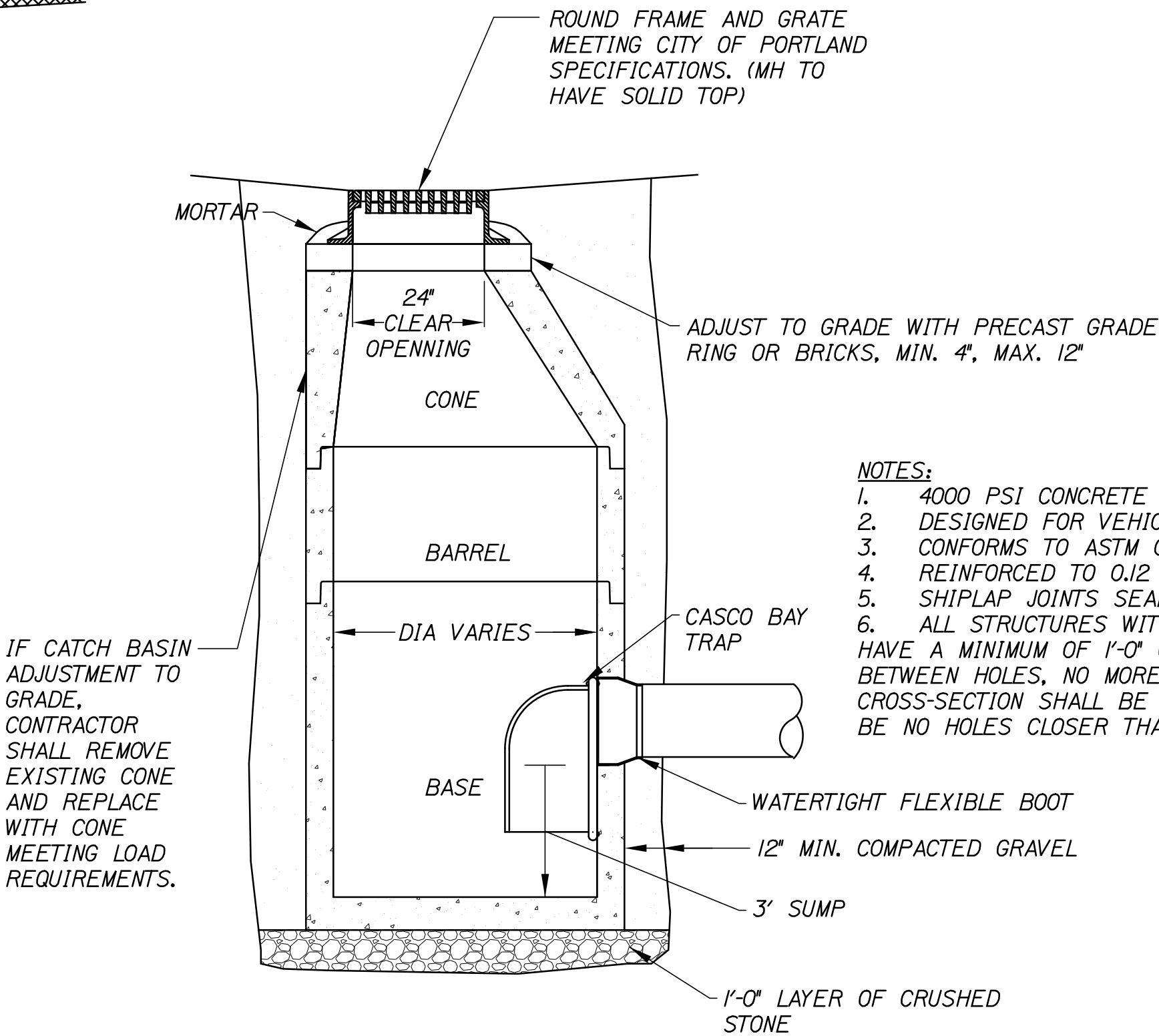


STRIP DRAIN CONNECTION TO CB2 AND CB3 DETAIL
NOT TO SCALE



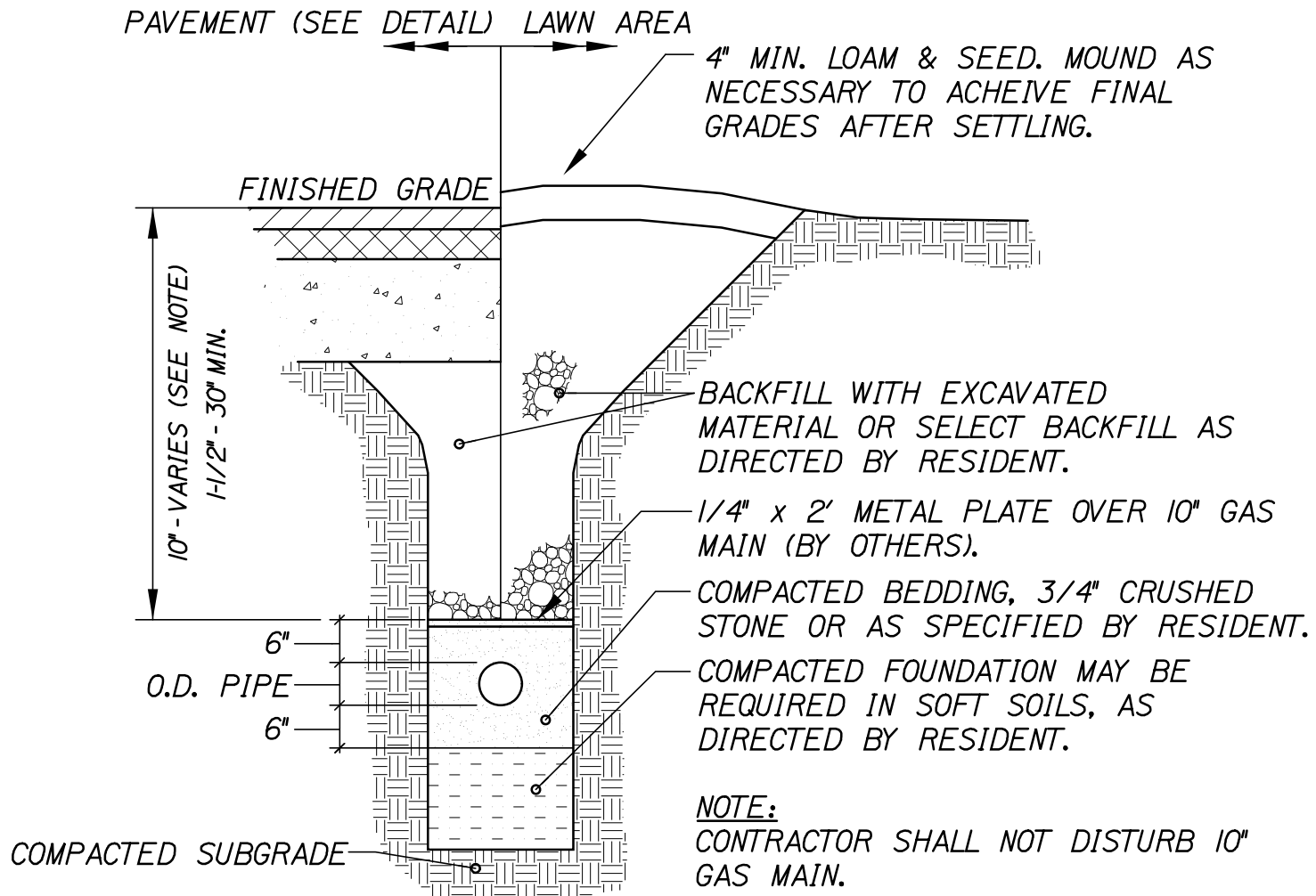
- NOTES:
1. 4000 PSI CONCRETE AT 28 DAYS.
 2. DESIGNED FOR VEHICLES SHOWN ON SHEET G3.
 3. CONFORMS TO ASTM C-478 SPECIFICATIONS.
 4. REINFORCED TO 0.12 IN.SQ./L.F.
 5. SHIPLAP JOINTS SEALED WITH BUTYL RUBBER.
 6. EXTERIOR COATED WITH ASPHALTIC PROTECTIVE DAMPROOFING.
 7. ALL CONNECTIONS INTO MANHOLE SHALL BE WATER-TIGHT BY EITHER PRECAST FLEXIBLE BOOT OR KOR-N-SEAL CONNECTOR INSTALLED IN CORED HOLE.
 8. CONTRACTOR TO FIELD VERIFY.

ADJUST LOADING SLAB MANHOLE (SMH) TO GRADE
NOT TO SCALE

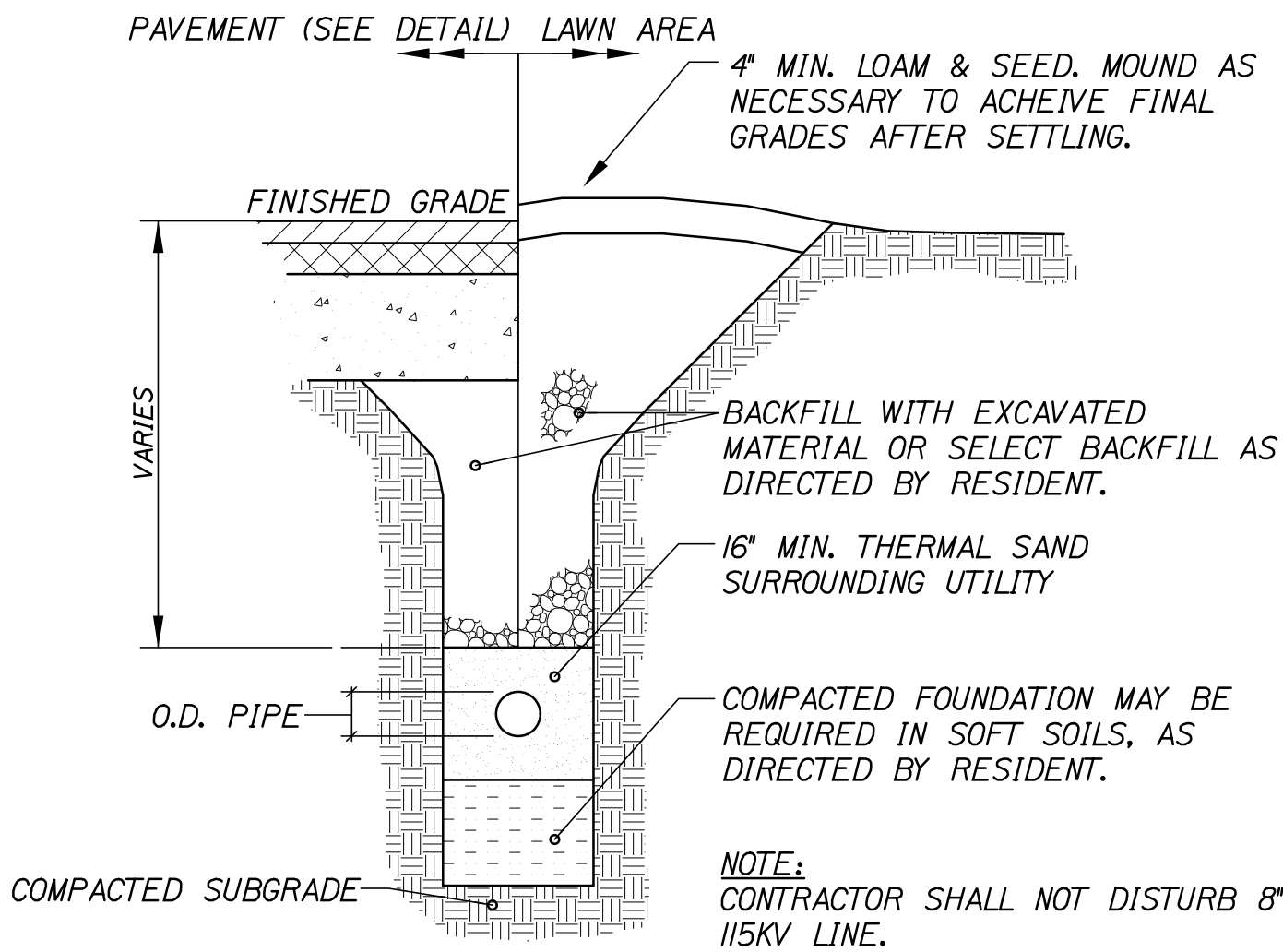


- NOTES:
1. 4000 PSI CONCRETE AT 28 DAYS.
 2. DESIGNED FOR VEHICLES SHOWN ON SHEET G3.
 3. CONFORMS TO ASTM C-478 SPECIFICATIONS.
 4. REINFORCED TO 0.12 IN.SQ./L.F.
 5. SHIPLAP JOINTS SEALED WITH BUTYL RUBBER.
 6. ALL STRUCTURES WITH MULTIPLE PIPES SHALL HAVE A MINIMUM OF 1'-0" OF OUTSIDE SURFACE BETWEEN HOLES, NO MORE THAN 75% OF A HORIZONTAL CROSS-SECTION SHALL BE HOLES, AND THERE SHALL BE NO HOLES CLOSER THAN 3" FROM JOINTS.

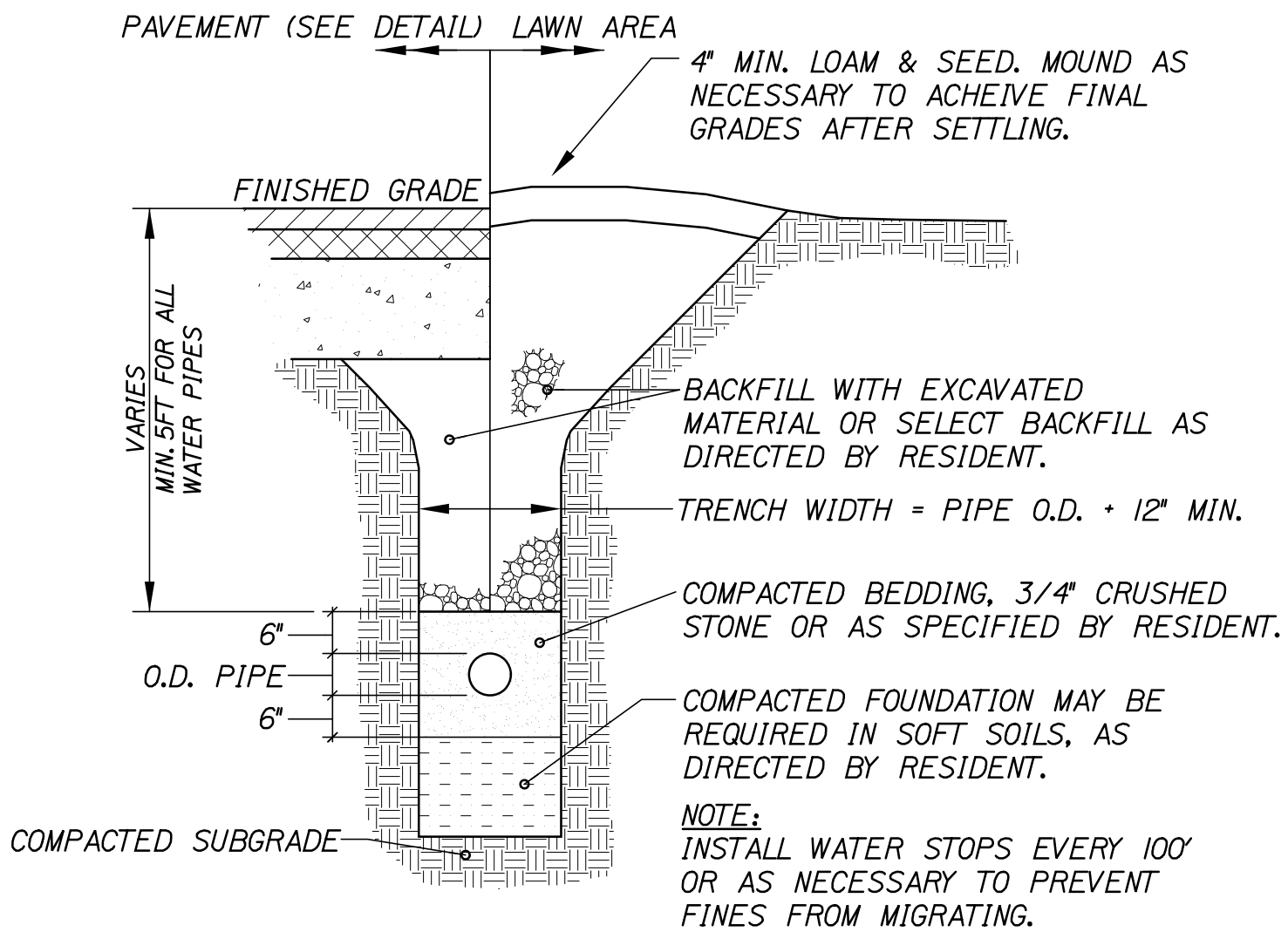
CATCH BASIN (CB)
NOT TO SCALE



GAS TRENCH SECTION
NOT TO SCALE



115KV ELECTRICAL TRENCH SECTION
NOT TO SCALE



UTILITY TRENCH SECTION
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			
PROJ. MANAGER				J. KITREDE				DESIGN-DETAILED				DESIGN-DETAILED			
CHECKED-REVIEWED				HME				MPC				CPM			
DATE				06/14				06/14				06/14			
BY				MPC				CPM				CPM			
SIGNATURE															
P.E. NUMBER															
DATE															
REVISIONS 1															
REVISIONS 2															
REVISIONS 3															
REVISIONS 4															
FIELD CHANGES															
SHEET NUMBER				C13				16 OF 113							

Date:6/6/2014

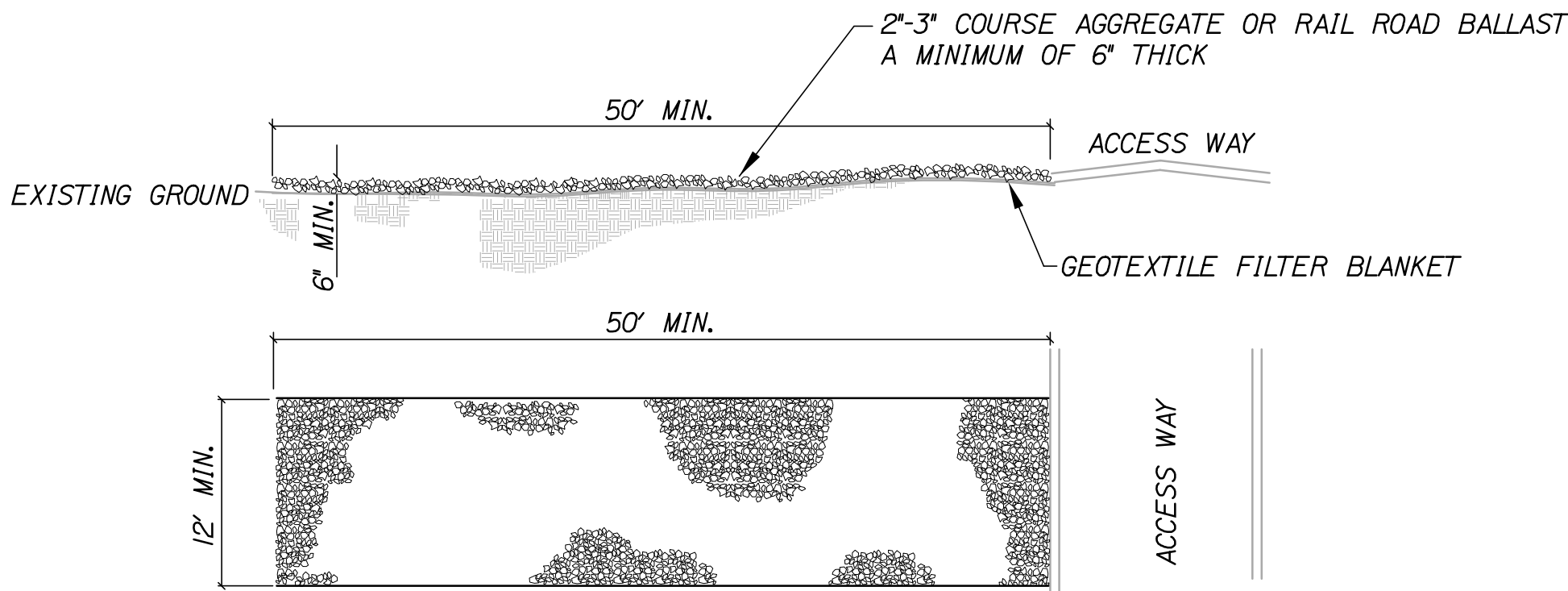
Username:

Division:

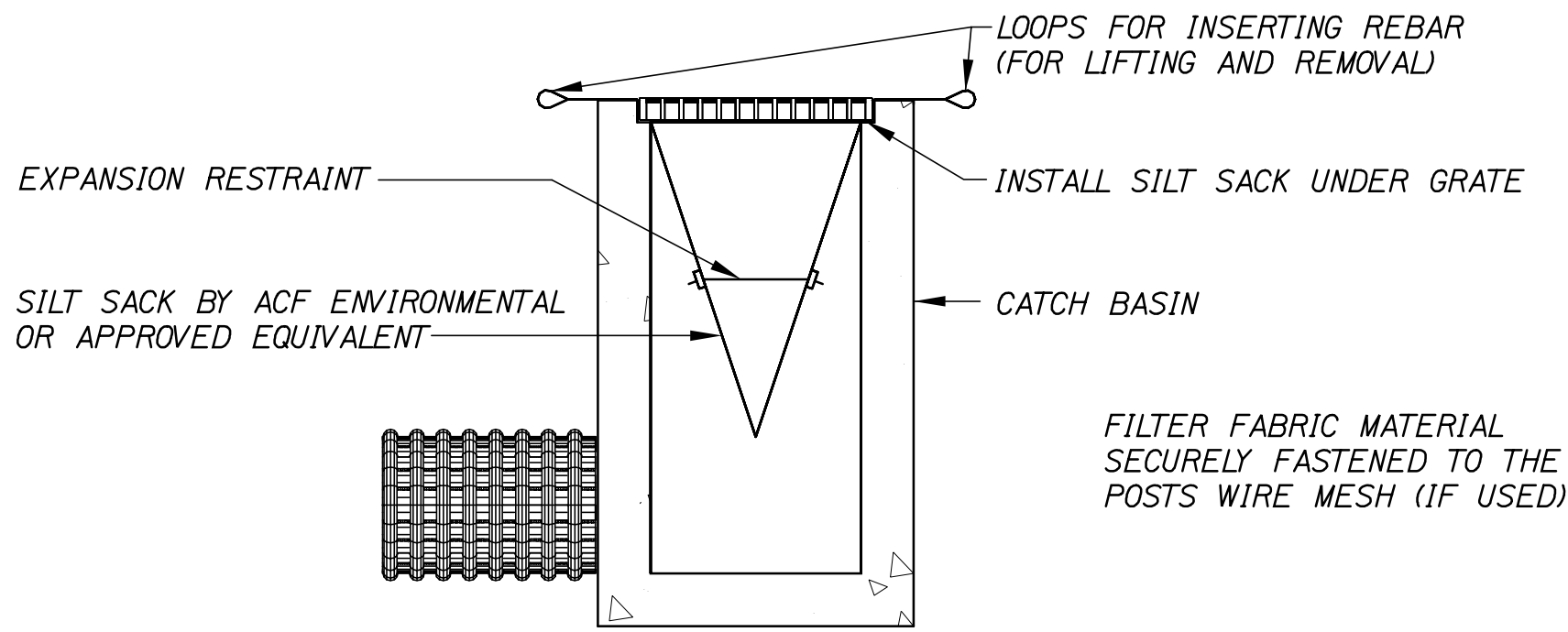
Filename: 015_ErosSedDets.dgn

NOTES:

1. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE LOCATED WHERE TRAFFIC WILL ENTER OR LEAVE THE CONSTRUCTION SITE ONTO A PUBLIC STREET.
2. FILTER FABRIC OR COMPACTED CRUSHER RUN STONE SHALL BE USED AS A BASE FOR THE CONSTRUCTION ENTRANCE.
3. 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.
4. ANY SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC STREETS MUST BE REMOVED IMMEDIATELY.
5. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IN ORDER TO TRAP AND STABILIZE ANY SEDIMENT THAT RUNS OFF OF THE STABILIZED CONSTRUCTION ENTRANCE.
6. WHEN APPROPRIATE, WHEELS MUST BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTERING A PUBLIC STREET.
7. 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.



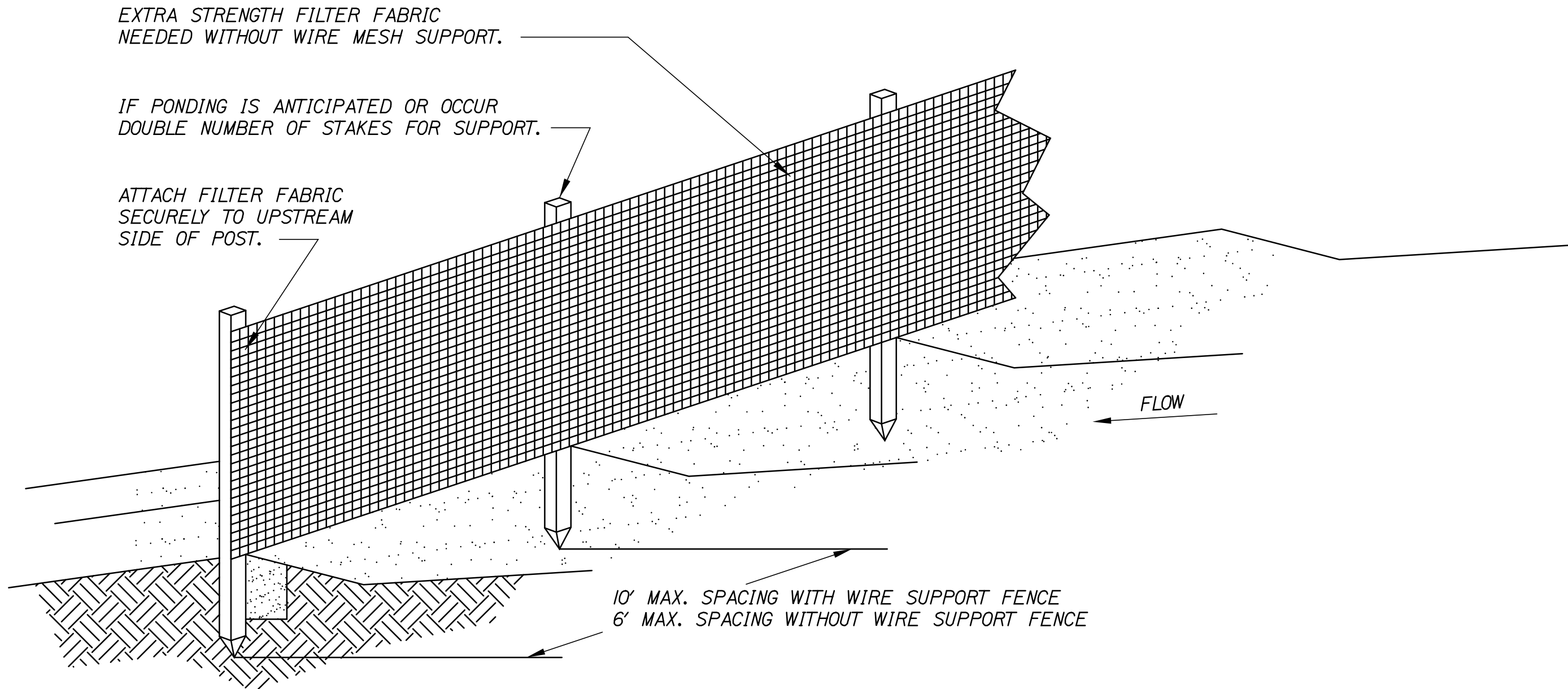
STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE



NOTES:

1. INSTALL SILTSACK PER MANUFACTUREER'S RECOMENDATIONS.
2. SILTSACKS SHALL BE CHECKED FOR SEDIMENT LEVEL AND OVERALL CONDITION IMMEDIATELY AFTER EVERY RAIN EVENT AND AT LEAST EVERY DAY DURING PROLONGED RAINFALL.
3. 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.
4. SEDIMENT SHALL ONLY BE REMOVED BY REMOVING THE SILTSACKS FROM THE CATCH BASINS ACCORDING TO MANUFACTUREER RECOMENDATIONS.
6. CARE SHALL BE TAKEN TO AVOID SPILLING SEDIMENT WHILE REMOVING THE SILTSACK.
7. ANY DAMAGED SILTSACK SHALL BE REPLACED WITH A NEW SILTSACK.

INLET PROTECTION - SILTSACK
NOT TO SCALE

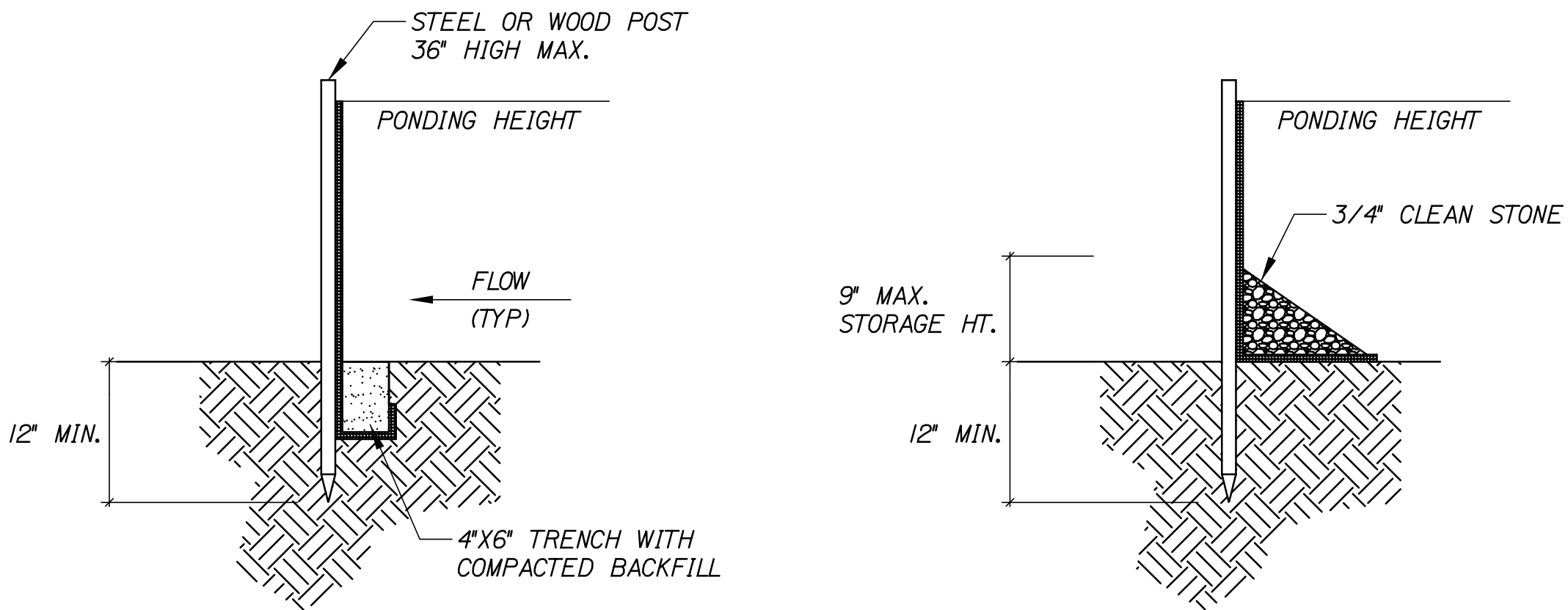


NOTE:

PRE-FABRICATED SILT FENCE IS ACCEPTABLE IF INSTALLED PER MANUFACTURER.

NOTES:

1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9' MAXIMUM RECOMMENDED STORAGE HEIGHT.
3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
4. DO NOT PLACE SILT FENCE IN STREAMS OR CONCENTRATED FLOW CONDITIONS.



TRENCH DETAIL

SILT FENCE DETAIL
NOT TO SCALE

LEDGE, FROZEN GROUND, HEAVY ROOTS
INSTALLATION WITHOUT TRENCHING

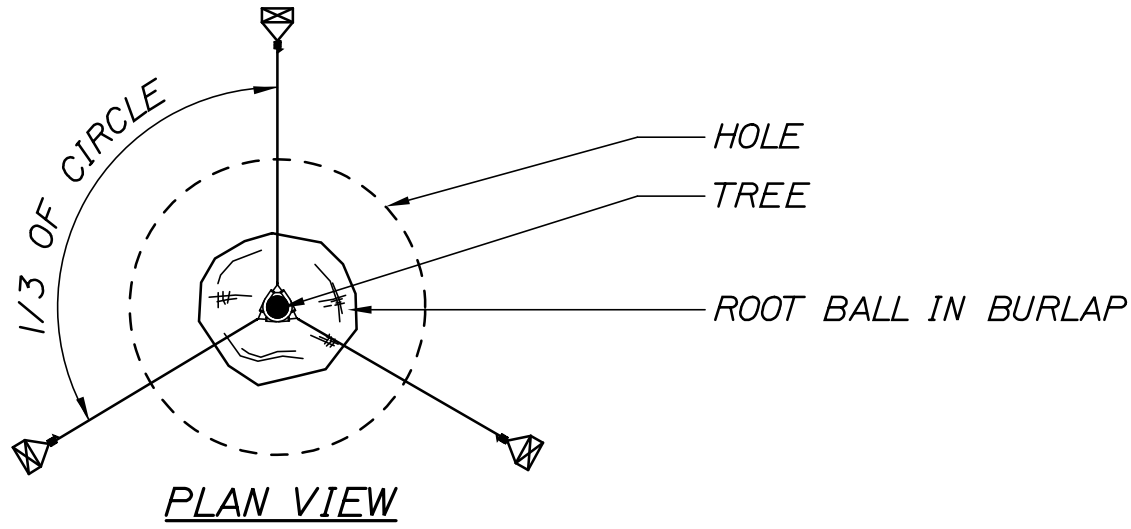
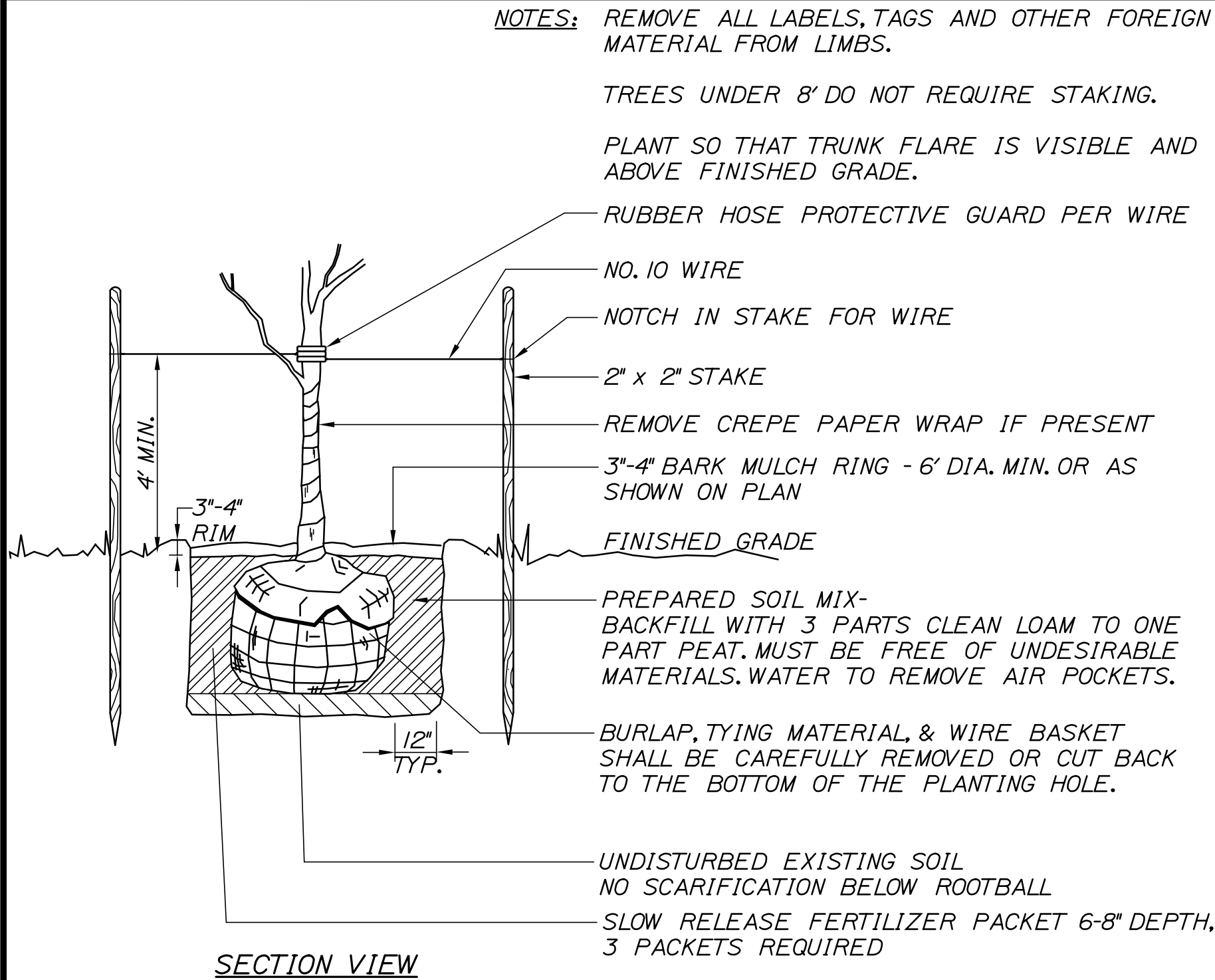
STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20				
	PROJ. MANAGER	J. KITTREDEE	BY	DATE
	DESIGN-DETAILED	HME	MPC	06/14
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EROSION AND SEDIMENTATION CONTROL DETAILS	CHECKED-REVIEWED	-	CPM	06/14
	DESIGN-DETAILED	-	-	-
	DESIGN-DETAILED	-	-	-
	REVISIONS 1	-	-	-
	REVISIONS 2	-	-	-
SHEET NUMBER C12 15 OF 113	REVISIONS 3	-	-	-
	REVISIONS 4	-	-	-
	FIELD CHANGES	-	-	-
SIGNATURE				
P.E. NUMBER				
DATE				

Date:6/6/2014

Username:

Division:

Filename: 026_LandscapeDetails&Notes.dgn



TREE PLANTING DETAIL

NOT TO SCALE

NOTES: SCARIFY ROOTBALL USING A SHARP BLADE EVERY SIX INCHES AROUND THE CIRCUMFERENCE AND TO A DEPTH OF TWO INCHES.

REMOVE ALL LABELS, TAGS AND OTHER FOREIGN MATERIAL FROM LIMBS.

3"-4" BARK MULCH

REMOVE TOP 2/3 OF BURLAP FROM ROOT BALL (TYP.)

3"-4" RIM

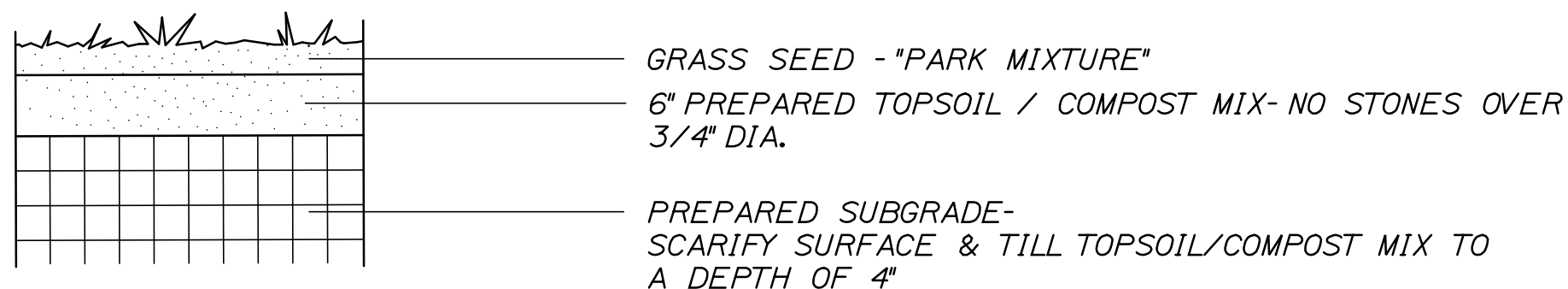
FINISHED GRADE

PREPARED SOIL MIX- BACKFILL WITH 3 PARTS CLEAN LOAM TO ONE PART PEAT. MUST BE FREE OF UNDESIRABLE MATERIALS. WATER TO REMOVE AIR POCKETS.

SLOW RELEASE FERTILIZER PACKET 6-8" DEPTH, 1 PACKETS REQUIRED

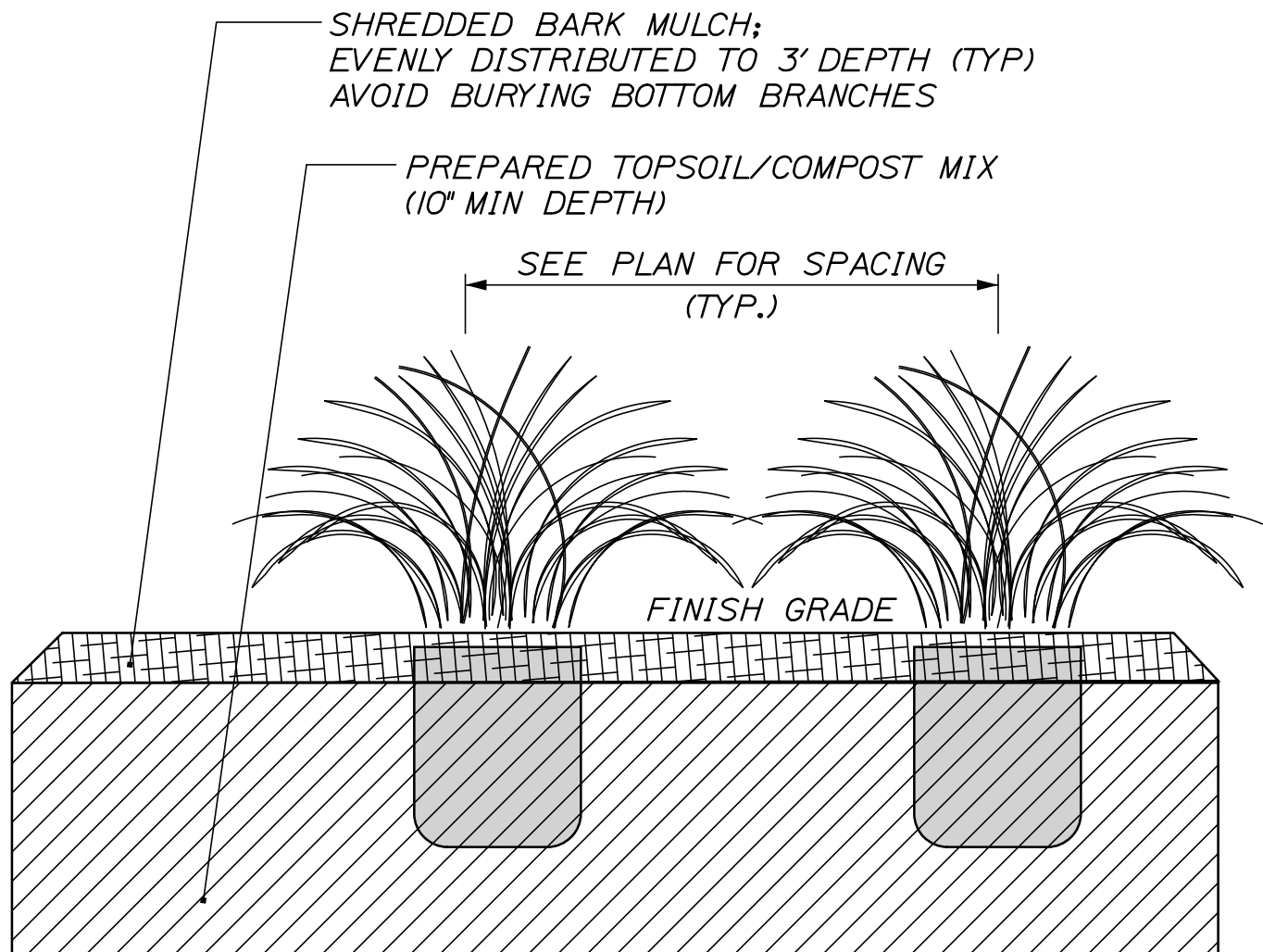
SHRUB PLANTING DETAIL

NOT TO SCALE



LAWN PLANTING DETAIL

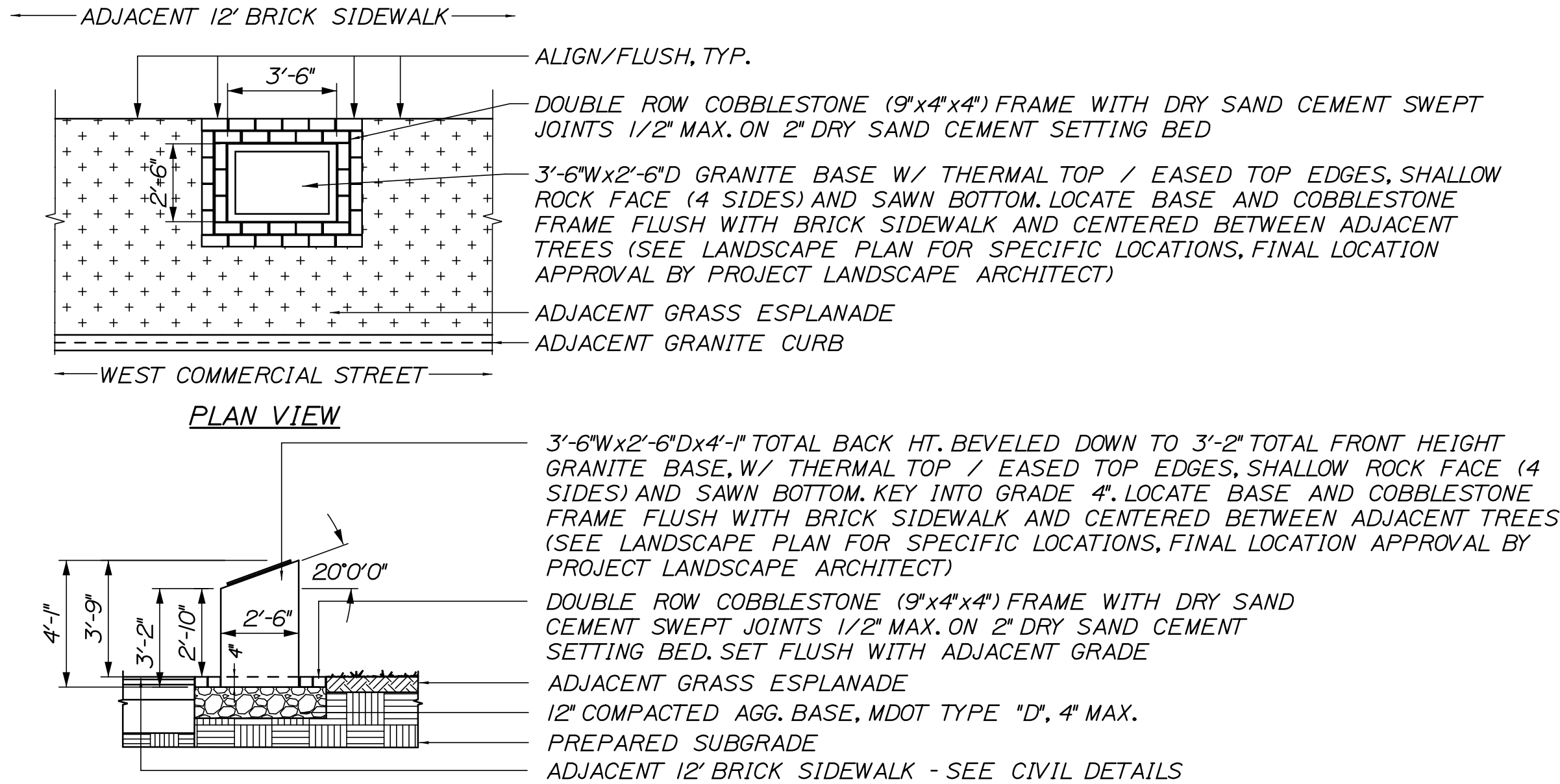
NOT TO SCALE



PLANTING PROCEDURE:
EXCAVATE PLANT HOLE TO WIDTH TWICE THE SIZE OF POT (TYP.) CENTER PLANT SQUARELY IN HOLE; PERPENDICULAR TO GRADE BACKFILL BOTTOM 2/3 OF PLANT W/ COMBINATION OF EXCAVATED SOIL AND SOIL/FERTILIZER AMMENDMENT; (CONSULT SPECIFICATIONS FOR SOIL ADMIXTURE CONTENT) COMPACT BACKFILL AROUND PLANT TO PREVENT SHIFTING/SETTLING; WATER PLANT THOROUGHLY; CONTINUE BACKFILLING PLANT TO FINISH GRADE;

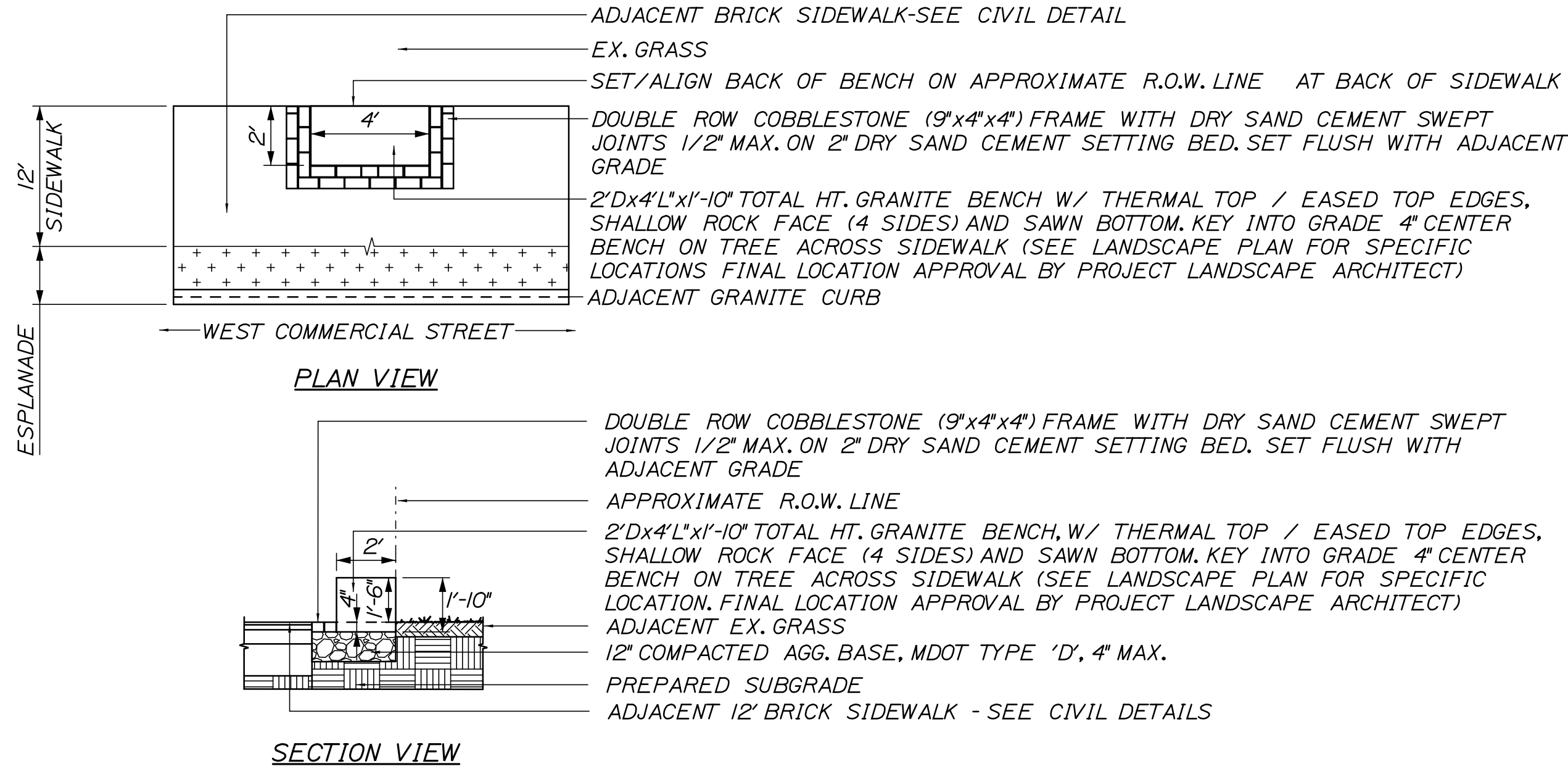
PERENNIAL PLANTING DETAIL

NOT TO SCALE



GRANITE BASE FOR SIGN DETAIL

NOT TO SCALE



GRANITE BENCH DETAIL

NOT TO SCALE

PLANTING NOTES

1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLAN SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL RENUMERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
3. ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
5. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
6. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
7. ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
8. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. ALL PLANTS BEDS AND TREE WELLS SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH.
10. CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMIXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
11. ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
13. ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
14. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
15. CONTRACTOR SHALL STAKE TREES IF DEEMED NECESSARY BY LANDSCAPE ARCHITECT.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE LOAM FILL AS PER THE CONTRACT SPECIFICATIONS.
17. ALL PLANTS SHALL THEN BE WATERED BY THE CONTRACTOR, AS NECESSARY TO INSURE HEALTH UNTIL FINAL ACCEPTANCE.
18. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.

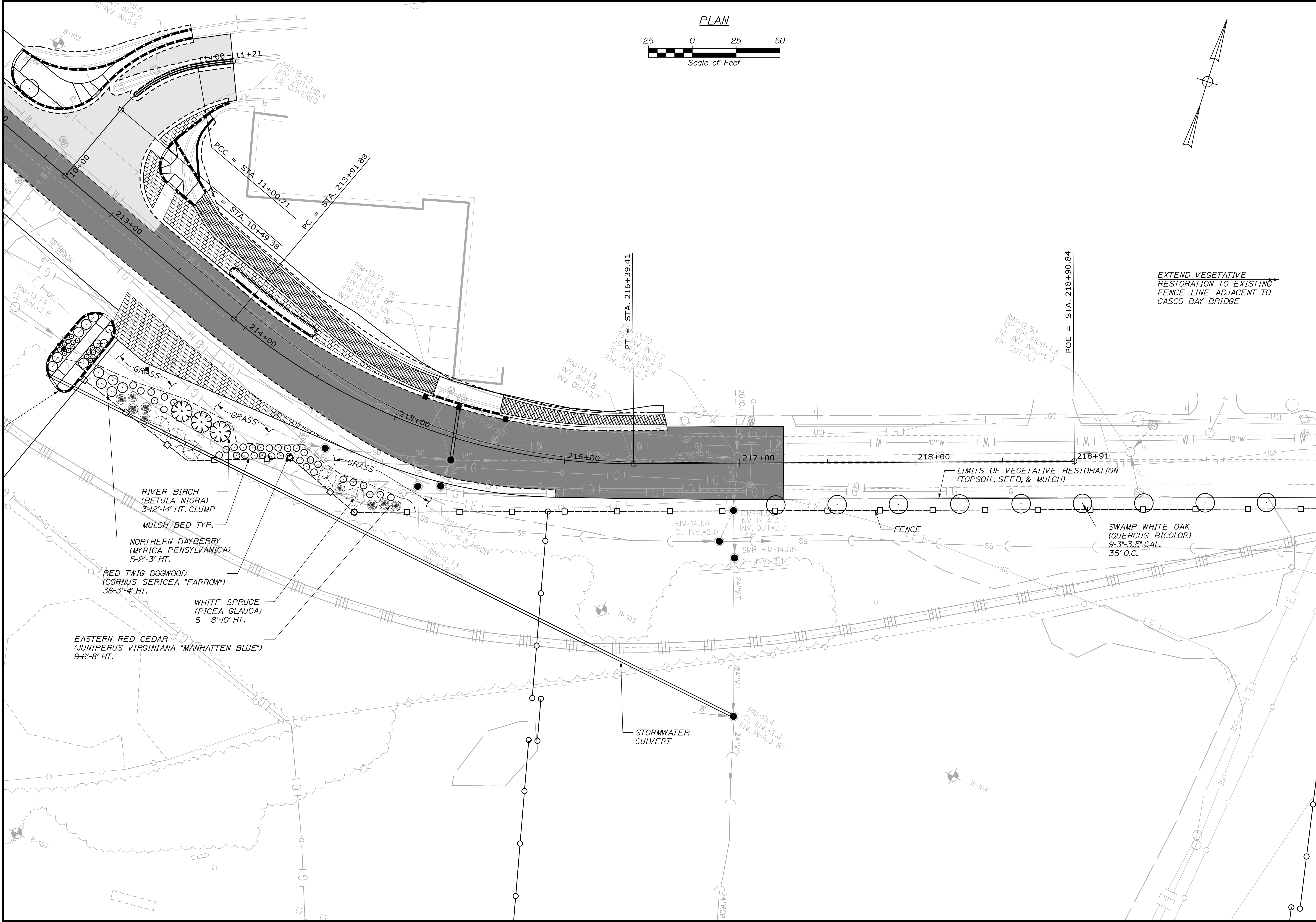
STATE OF MAINE				DEPARTMENT OF TRANSPORTATION				PROJECT NUMBER 022809.20				WIN 022809.20			
PORTLAND INTERNATIONAL MARINE TERMINAL				EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION				CUMBERLAND COUNTY				LANDSCAPING DETAILS AND NOTES			
PROJ. MANAGER				DESIGN-DETAILED				DESIGN-DETAILED				REVISIONS 1			
J. KIT REDD				PC				-				REVISIONS 2			
BY				MPC				-				REVISIONS 3			
DATE				06/14				06/14				-			
SIGNATURE				P.E. NUMBER				DATE				FIELD CHANGES			
LANDSCAPE ARCHITECT				PATRICK A. CARROLL				NO. 127				STATE OF MAINE			
SHEET NUMBER				C23				26 OF 113							

Date:6/6/2014

Username:

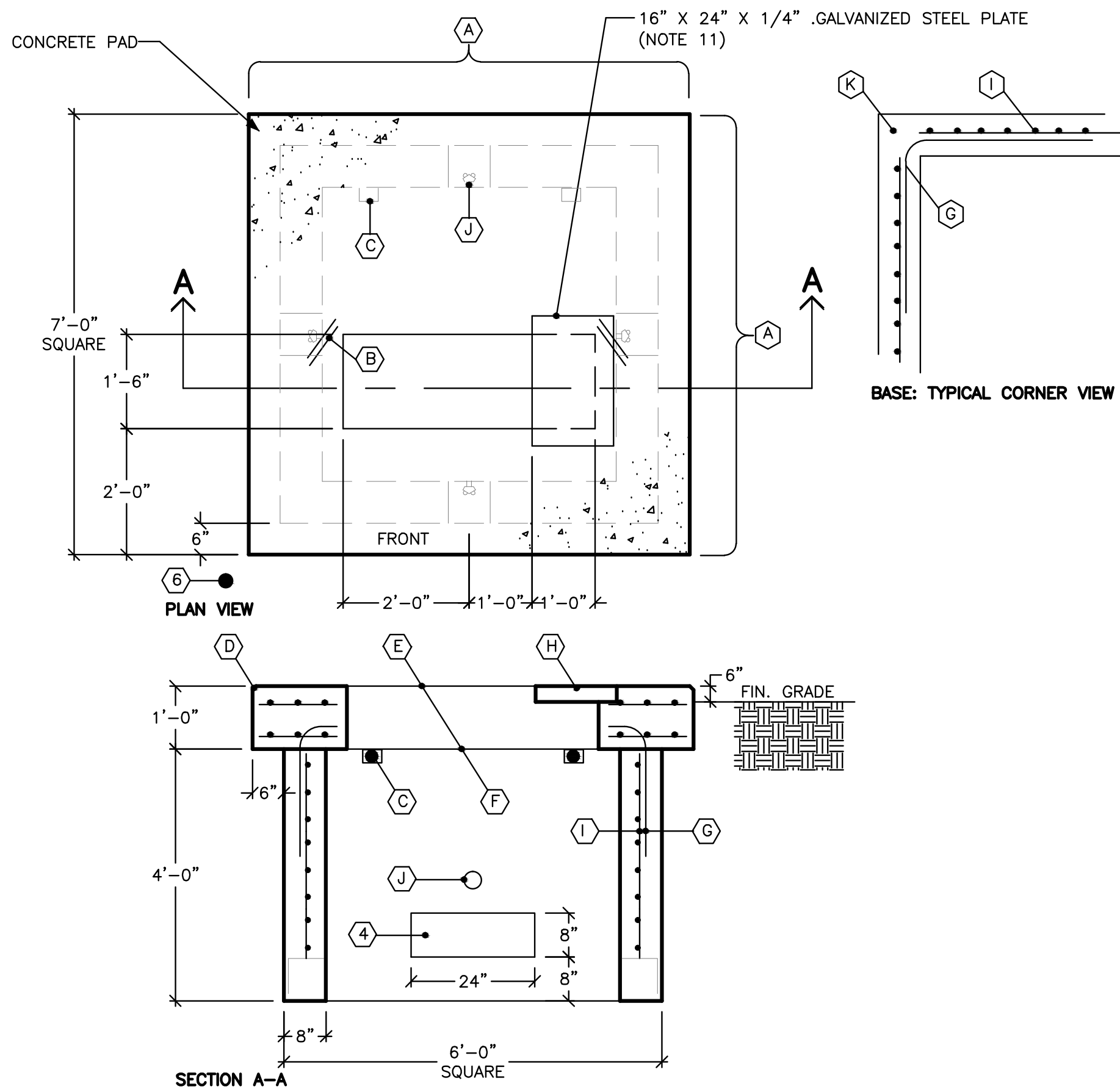
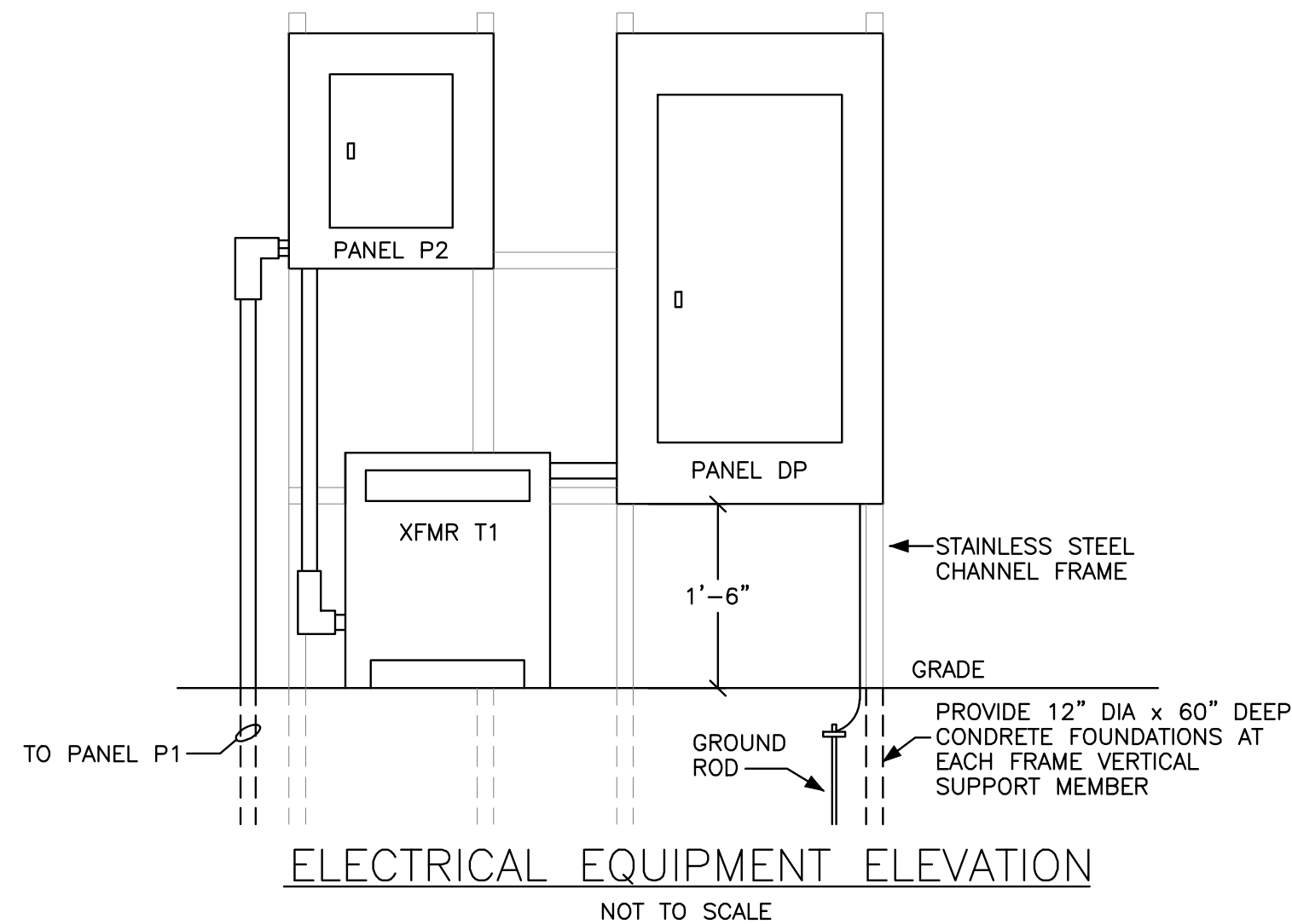
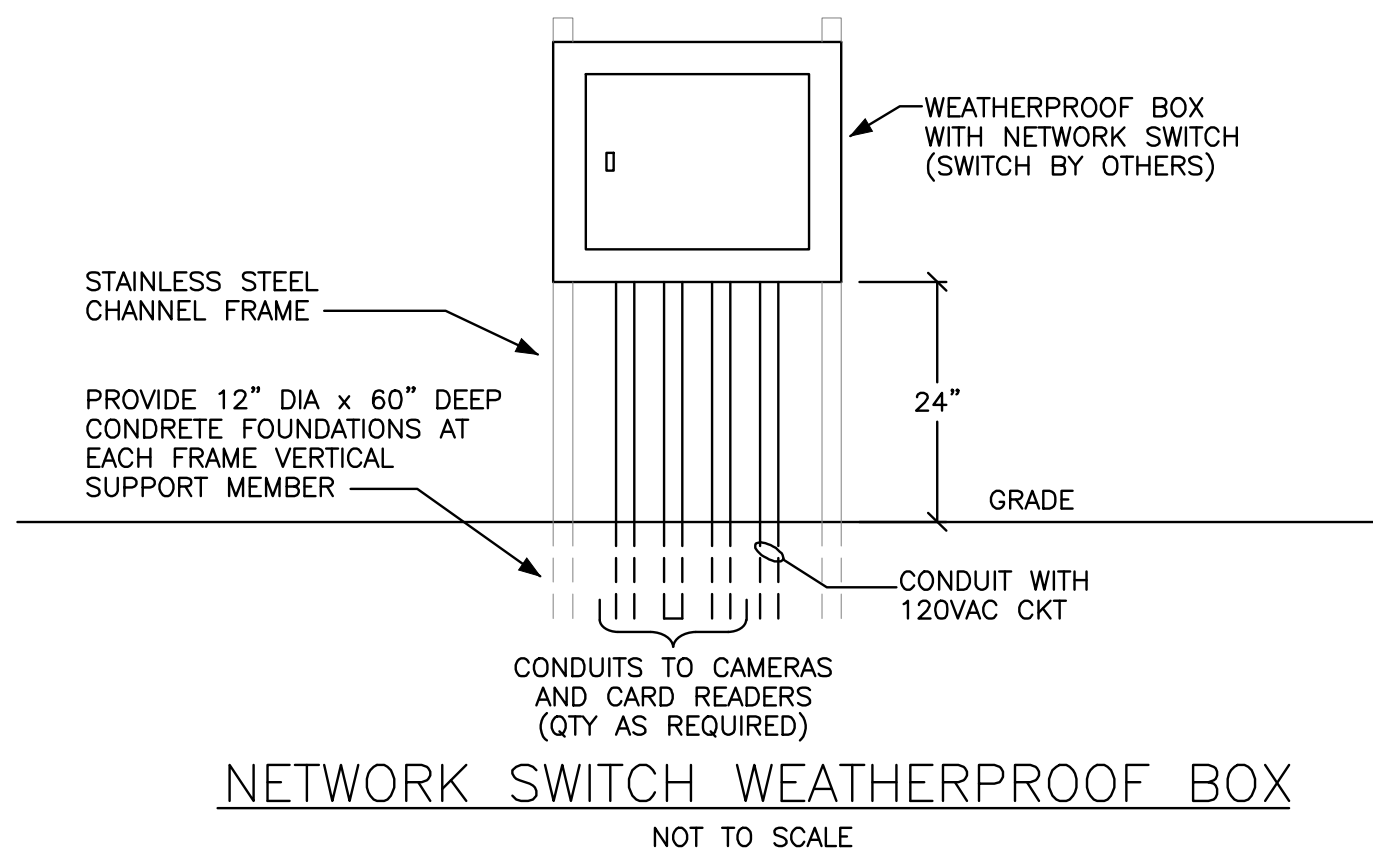
Division:

Filename: 025_Landscape2.dgn

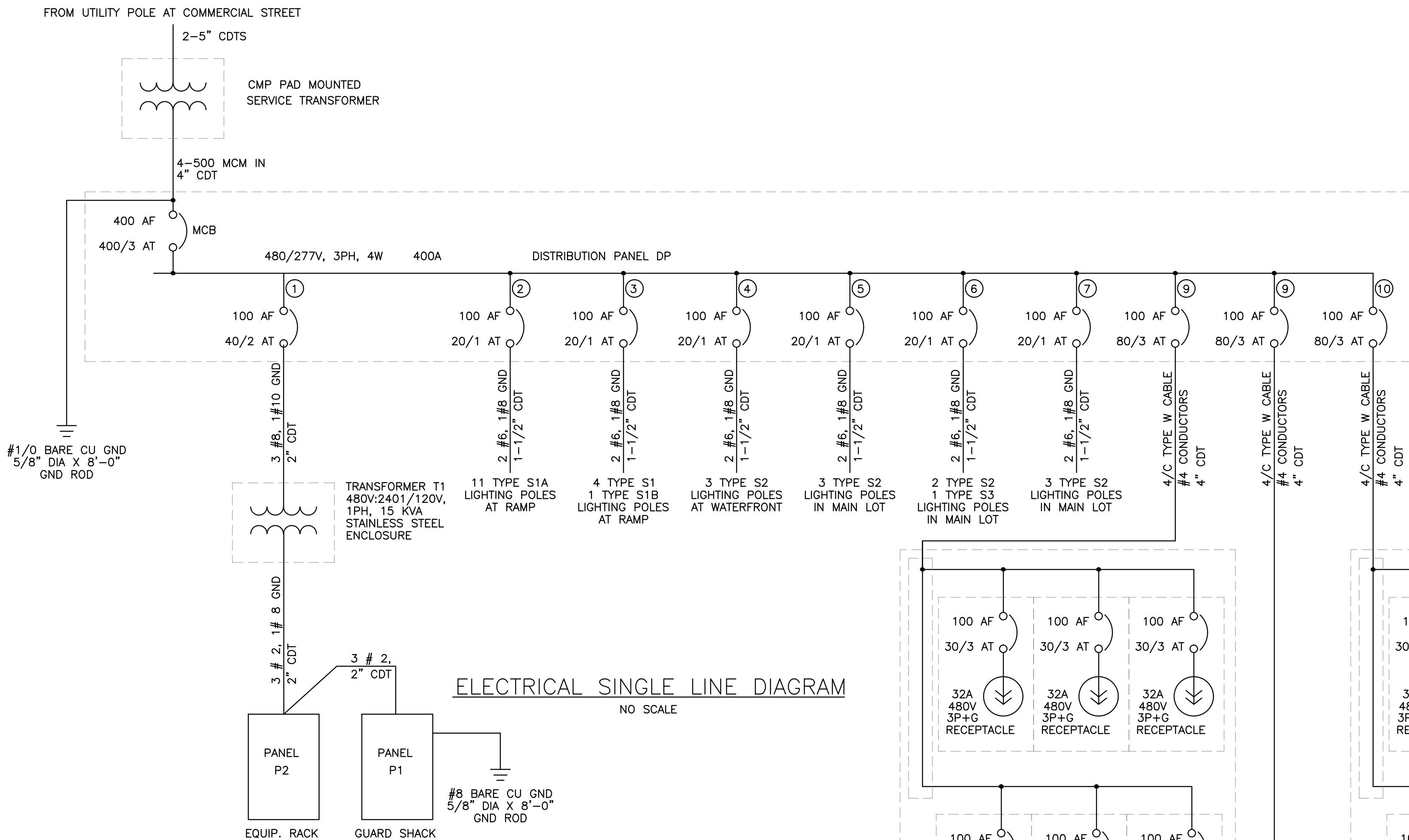


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20	
LANDSCAPE ARCHITECT		SIGNATURE		P.E. NUMBER	
PATRICK J. CARRON		DATE		DATE	
NO. 127		DATE		DATE	
STATE OF MAINE		DATE		DATE	
PORTLAND INTERNATIONAL MARINE TERMINAL		BY		DATE	
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		J. KITREDE		06/14	
PORTLAND		MPC		06/14	
CUMBERLAND COUNTY		CPM		06/14	
LANDSCAPING PLAN		DESIGN-DETAILED		DESIGN-DETAILED	
		DESIGN-DETAILED		DESIGN-DETAILED	
		REVISIONS 1		REVISIONS 1	
		REVISIONS 2		REVISIONS 2	
		REVISIONS 3		REVISIONS 3	
		REVISIONS 4		REVISIONS 4	
		FIELD CHANGES		FIELD CHANGES	
SHEET NUMBER		C22		25 OF 113	



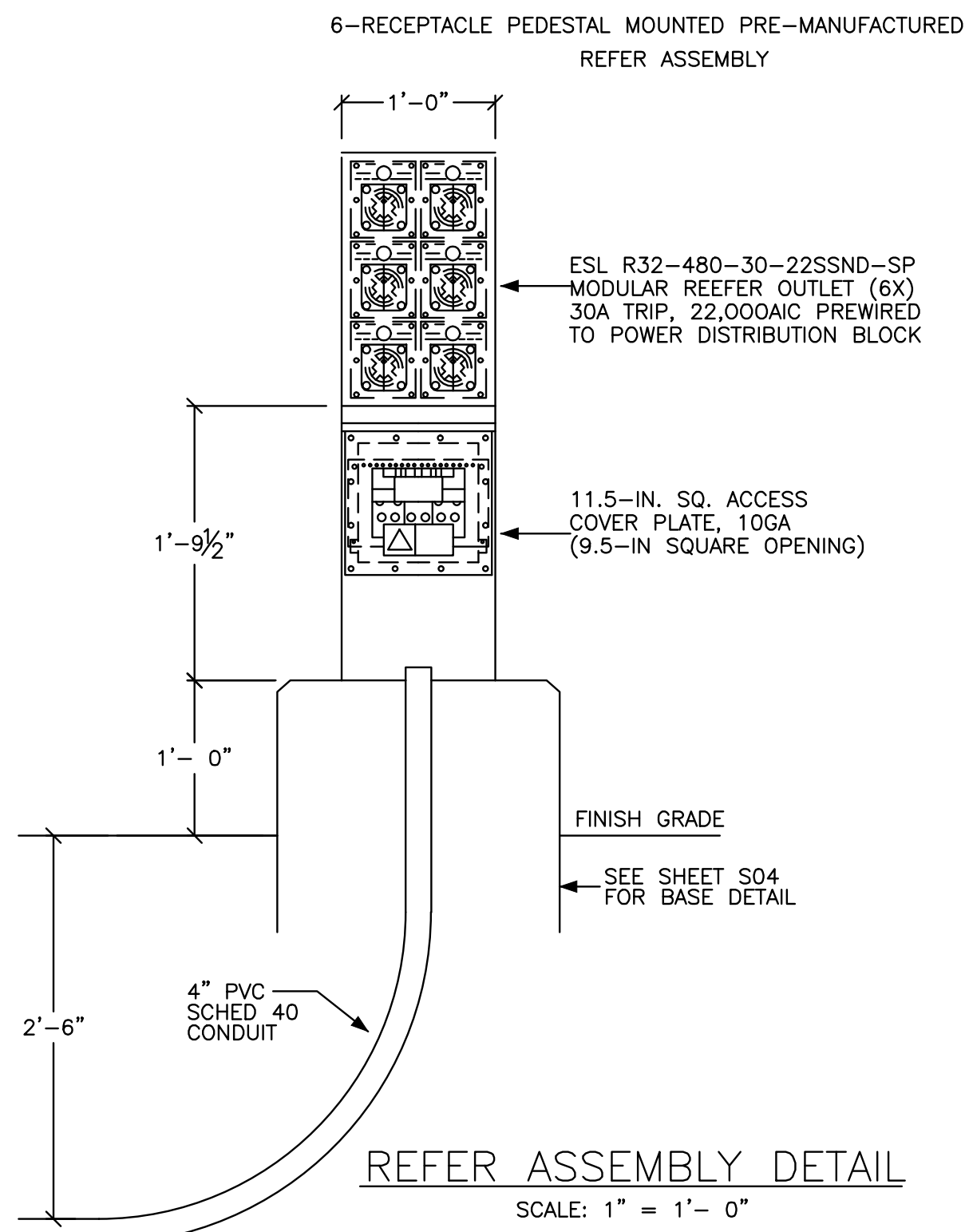


THREE PHASE TRANSFORMER PAD DETAIL 7FT SQ.
NOT TO SCALE

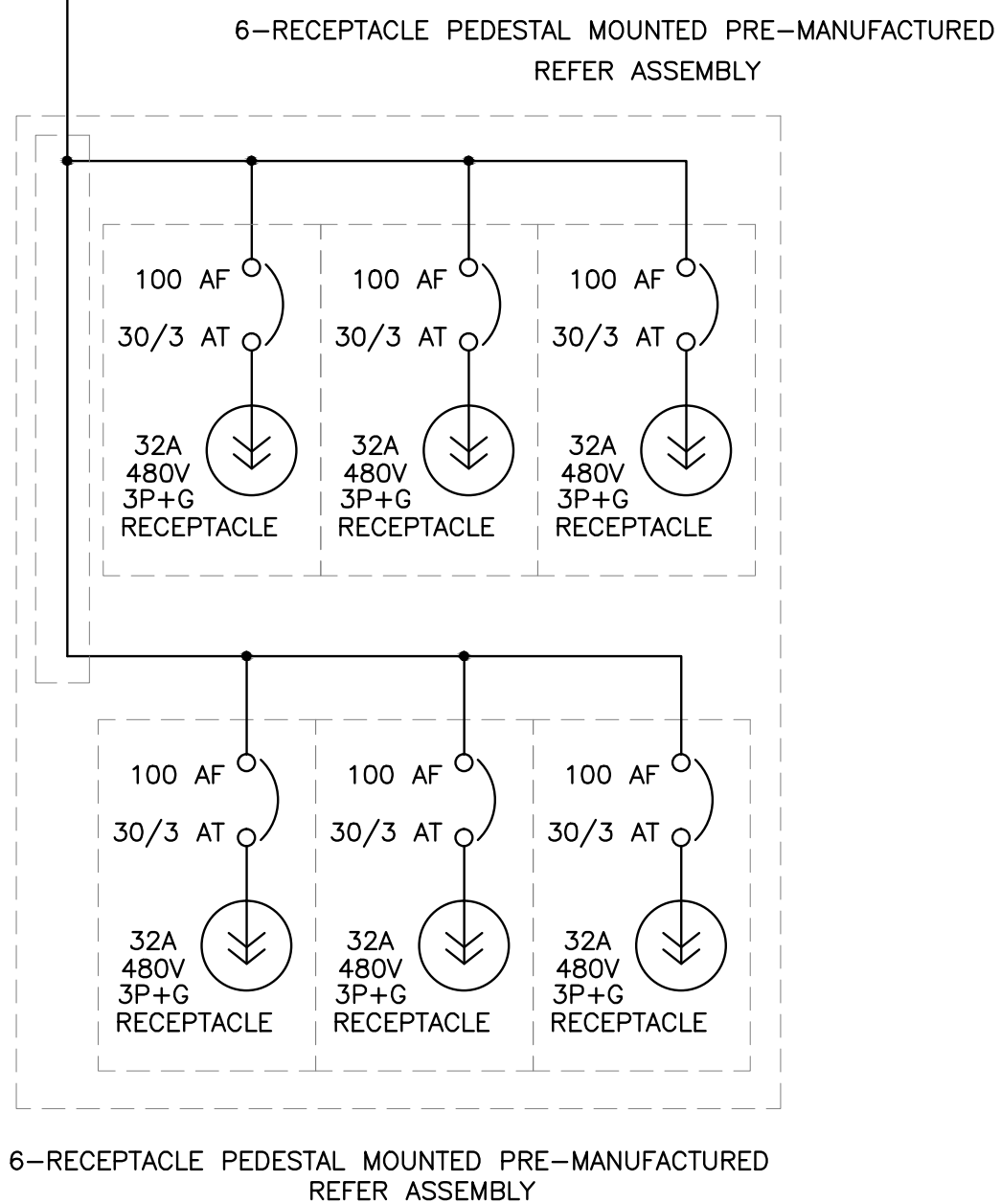


ELECTRICAL SINGLE LINE DIAGRAM
NO SCALE

- TRANSFORMER PAD DETAIL NOTES:**
- "FRONT" DENOTES THE SIDE ON WHICH THE ACCESS DOORS ARE LOCATED. THE CONCRETE BASE SHALL BE SET ON A SUITABLE GRAVEL BASE AND LOCATED SO THE FRONT IS ACCESSIBLE BY TRUCK AND SUITABLY PROTECTED FROM PLOW AND TRAFFIC DAMAGE.
 - BEFORE INSTALLING OR REQUIRING ANY ACTIVE DRAINAGE STRUCTURE (EG. DRAIN PIPE) INTO THE FOUNDATION OR PAD, THE CONTRACTOR, CMP LINE SUPERVISOR, OR CMP DISTRIBUTION ENGINEER MUST CONTACT CENTRAL MAINE POWER COMPANY'S ENVIRONMENTAL SERVICES DEPARTMENT AT 623-3521 EXT 3479 TO REQUEST A SITE INSPECTION.
 - FINISH GRADE SHALL BE GRADED IN SUCH A MANNER TO ALLOW SURFACE WATER TO FLOW AWAY FROM THE PAD.
 - PROVIDE 8" X 24" CABLE HOLES (BOND OUTS) 8" UP THE WALL FROM THE BASE. LOCATE ONE CABLE HOLE PER WALL, MORE IF NECESSARY. LINE UP CABLE HOLES WITH TRENCH.
 - CONDUITS ENTERING CONCRETE STRUCTURES SHALL BE SET BACK FROM THE INSIDE WALL 1 TO 2 INCHES AND THE SPACE WITHIN THE KNOCKOUT SURROUNDING THE CONDUITS COMPLETELY FILLED WITH MORTAR TO PREVENT SOIL FROM ENTERING STRUCTURE. INSIDE THE STRUCTURE THE MORTAR SHALL BE FINISHED AND BEVELED FROM THE CONDUIT ENDS TO THE INSIDE WALL FACE TO COVER AND SMOOTH THE EDGES OF THE KNOCKOUTS.
 - A 3/4" X 8'-0" GALVANIZED GROUND ROD IS TO BE INSTALLED SIX INCHES IN FRONT OF THE FRONT CORNER OF THE FOUNDATION. THE TOP OF THE GROUND IS TO BE 6" BELOW FINAL GRADE.
 - A GROUND WIRE SHALL BE INSTALLED FROM THE GROUND ROD THROUGH THE CABLE HOLE AT THE BOTTOM OF THE PAD. 10 FEET OF GROUND WIRE SHALL BE PROVIDED SO THAT IT CAN BE INSTALLED THROUGH THE TWO GROUNDING LUGS AND CONNECTED TO THE NEUTRAL SPADE.
 - CONCRETE COMPRESSION STRENGTH SHALL BE 4000 PSI @ 28 DAYS. FOR CAST IN PLACE EARLY HIGH STRENGTH MAY BE USED WITH A MINIMUM OF SEVEN DAY CURE TIME.
 - REINFORCING STEEL TO HAVE: F_y = 60 KSI.
 - FOR PRECAST UNITS: THE PRECAST SUPPLIER SHALL PROVIDE LIFTING LUGS IN THE SLAB (FOUNDATION) AND BASE; THE PRECAST SUPPLIER SHALL ASSEMBLE THE SLAB TO THE BASE PRIOR TO SHIPPING TO THE SITE TO ENSURE THAT THE SLAB AND THE BASE FIT PROPERLY (WITH NO ROCKING OF THE SLAB EVIDENT).
 1. 16" X 24" X 1/4" GALVANIZED STEEL PLATE TO COVER A PORTION OF THE CABLE HOLE WHEN THE TRANSFORMER DOES NOT COMPLETELY COVER IT. CUT THE STEEL PLATE TO FIT IF NECESSARY.
- A. 7-#5 REBAR EVENLY SPACED EACH WAY TOP TO BOTTOM
B. 2-#4 CORNER DIAGONAL REBAR 2'-0" LONG TOP AND BOTTOM
C. 4" X 4" X 1/2" ANGLE 6" LONG WITH 2-3/4" DIAMETER EXPANSION ANCHORS TYPICAL - 4 PLACES (TWO PIECE PRECAST ONLY)
D. CHAMFER TYPICAL
E. 2" CONCRETE COVER OVER TOP REBAR
F. 3" CONCRETE COVER OVER BOTTOM REBAR
G. #5 L-BAR @ 12" (CAST IN PLACE ONLY)
H. 16" X 24" X 1/4" GALVANIZED STEEL PLATE. MID #600621790
I. #5 REBAR ON 12" CENTERS
J. PULLING EYE INSERT, FOR USE WITH 3/4" NATIONAL COURSE THREAD EYE-BOLT, (RICHMOND LCB-1 OR EQUIVALENT), LOCATED OPPOSITE EACH CABLE HOLE AND 2 FEET FROM THE BOTTOM.
K. ALL REBAR ENDS TO BE COVERED BY 1" OF CONCRETE MINIMUM.

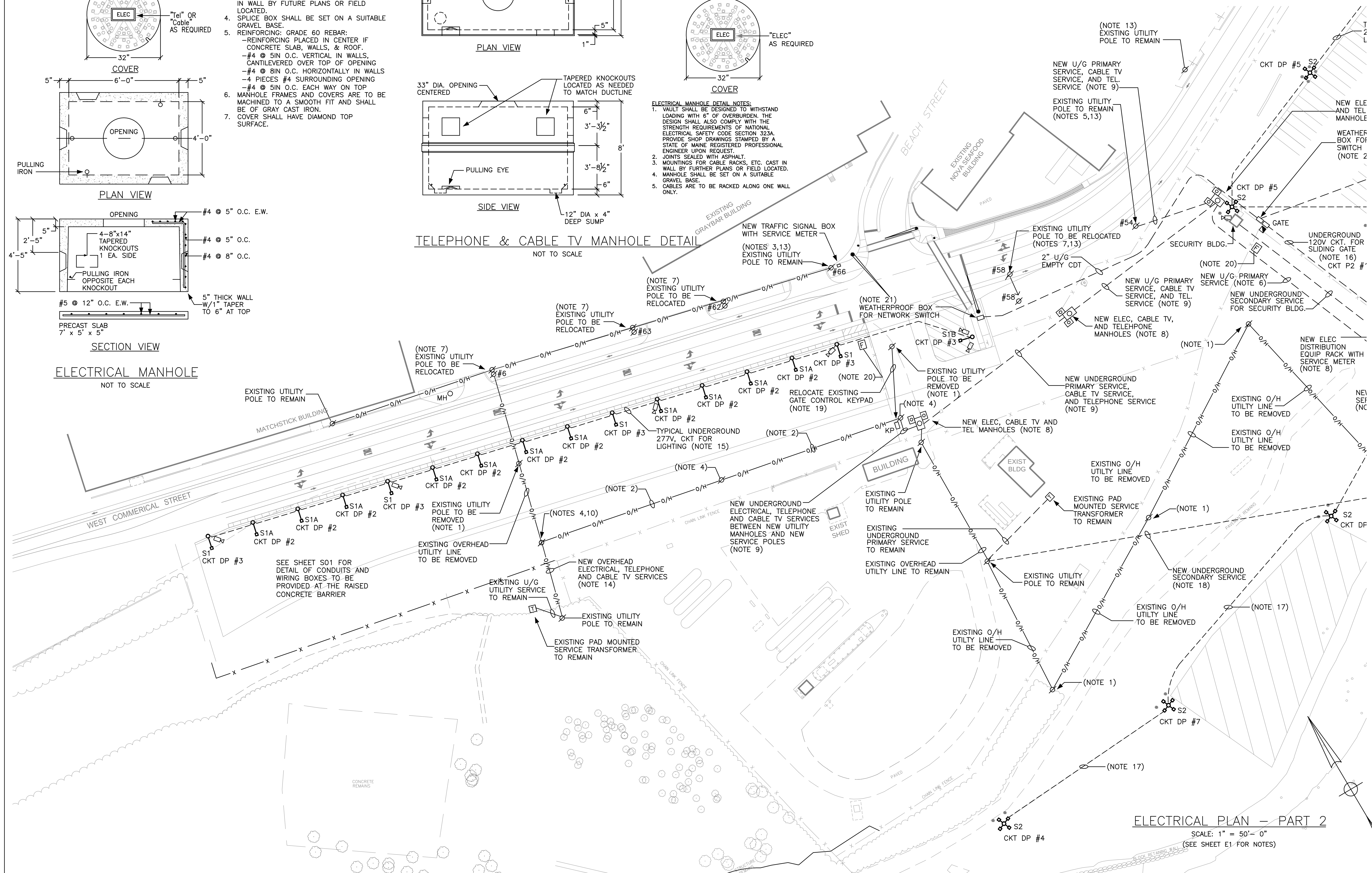
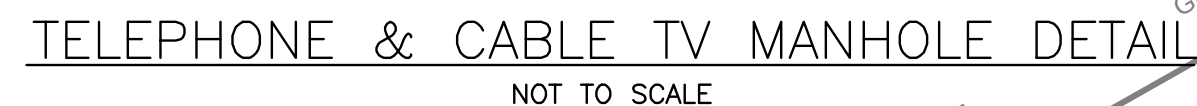
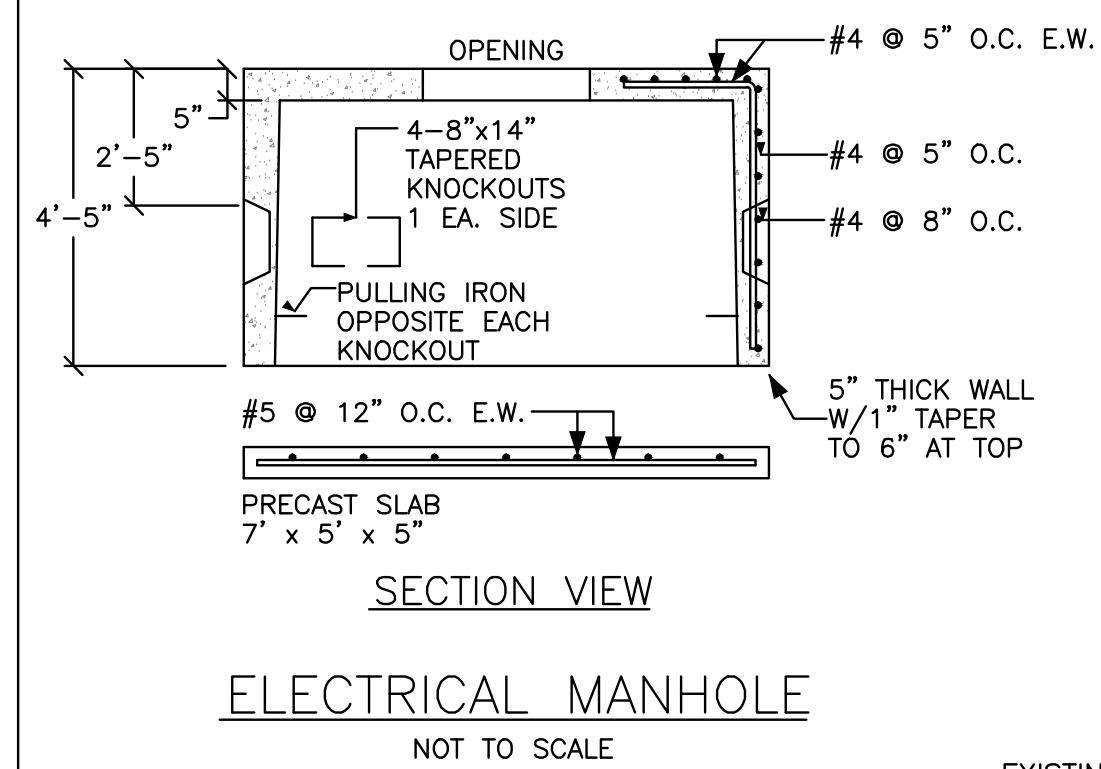
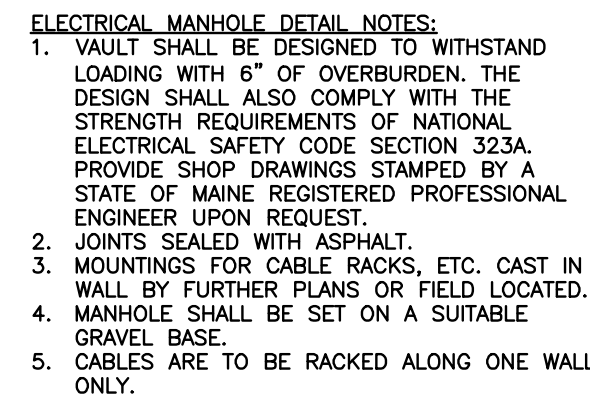
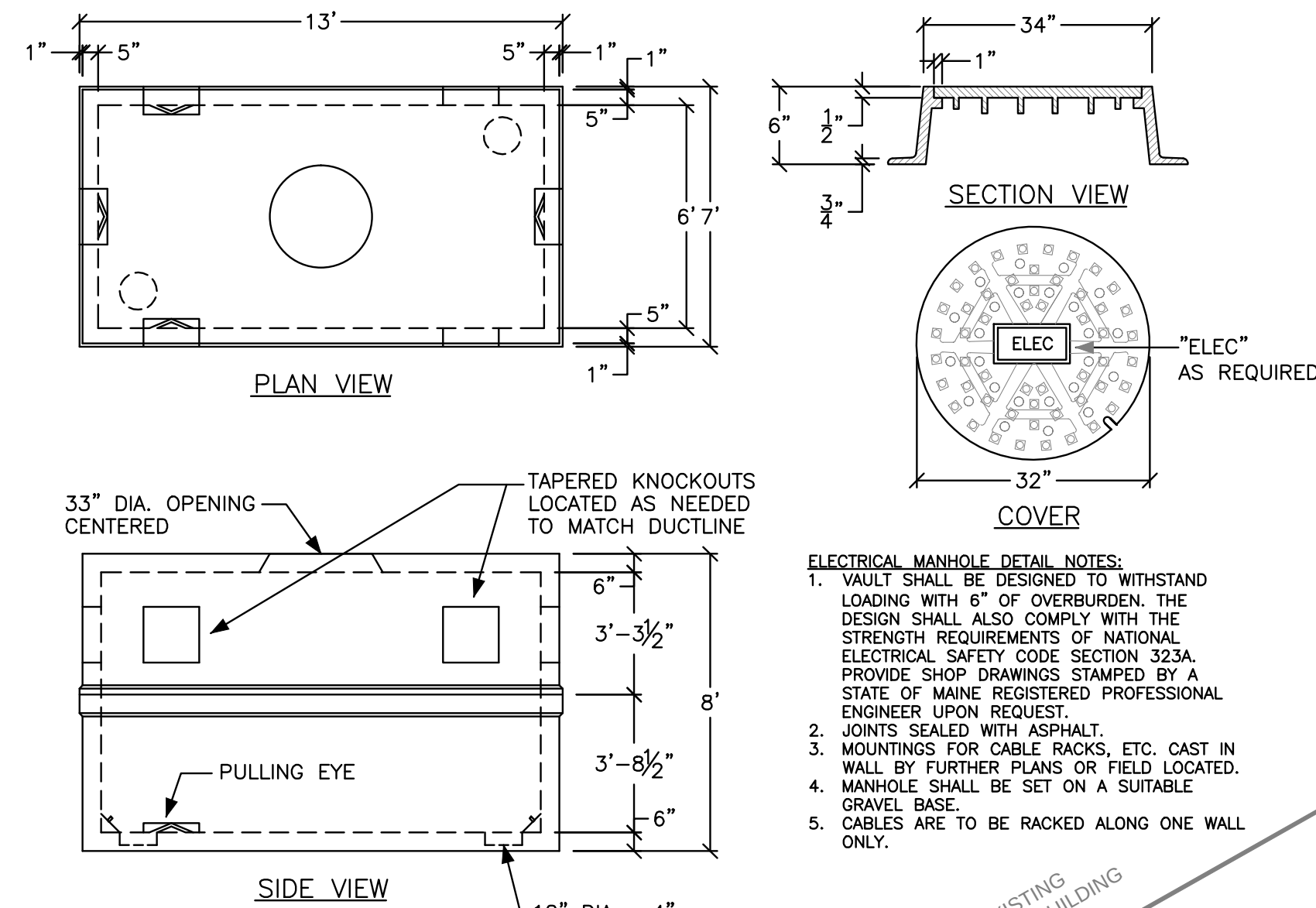
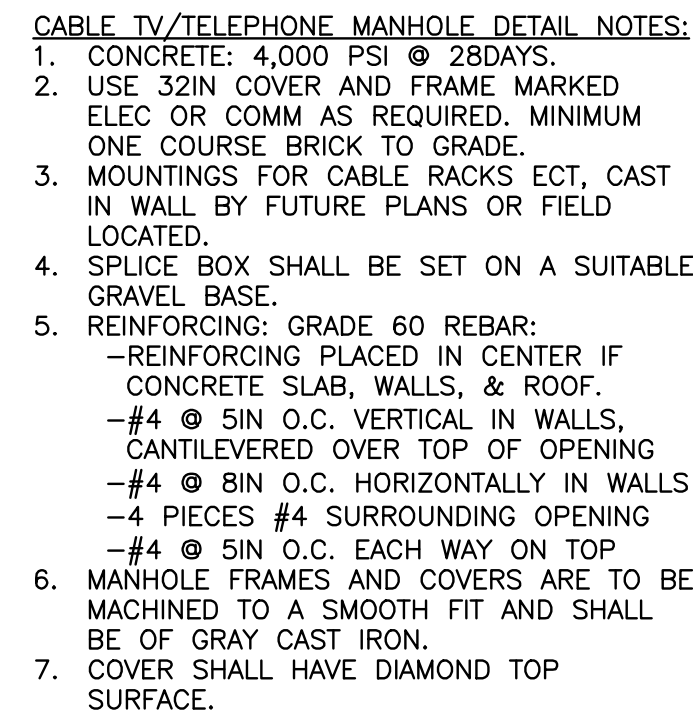


REFER DETAIL
SCALE: 1" = 1'-0"



HNTB

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	SHEET NUMBER			
	E03			
	029 OF 113			
ELECTRICAL DETAILS	PROJ. MANAGER	CRING R. MORIN	BY	DATE
	DESIGN-DETAILED	LEB	LEB	06/06/14
	CHECKED-REVIEWED	-	-	-
	DESIGN2-DETAILED2	-	-	-
	DESIGN3-DETAILED3	-	-	-
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3	-	-	02/26/14
	REVISIONS 4	-	-	DATE
	FIELD CHANGES	-	-	06/06/14
STATE OF MAINE DEPARTMENT OF TRANSPORTATION				
62506-DS-001				
WIN				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				
DATE				
06/06/14				
FIELD CHANGES				
06/06/14				
PROJECT NUMBER				
DATE				
02/26/14				



ELECTRICAL PLAN - PART 2

SCALE: 1" = 50'- 0"

(SEE SHEET E1 FOR NOTES)

ELECTRICAL SITE PLAN NOTES:

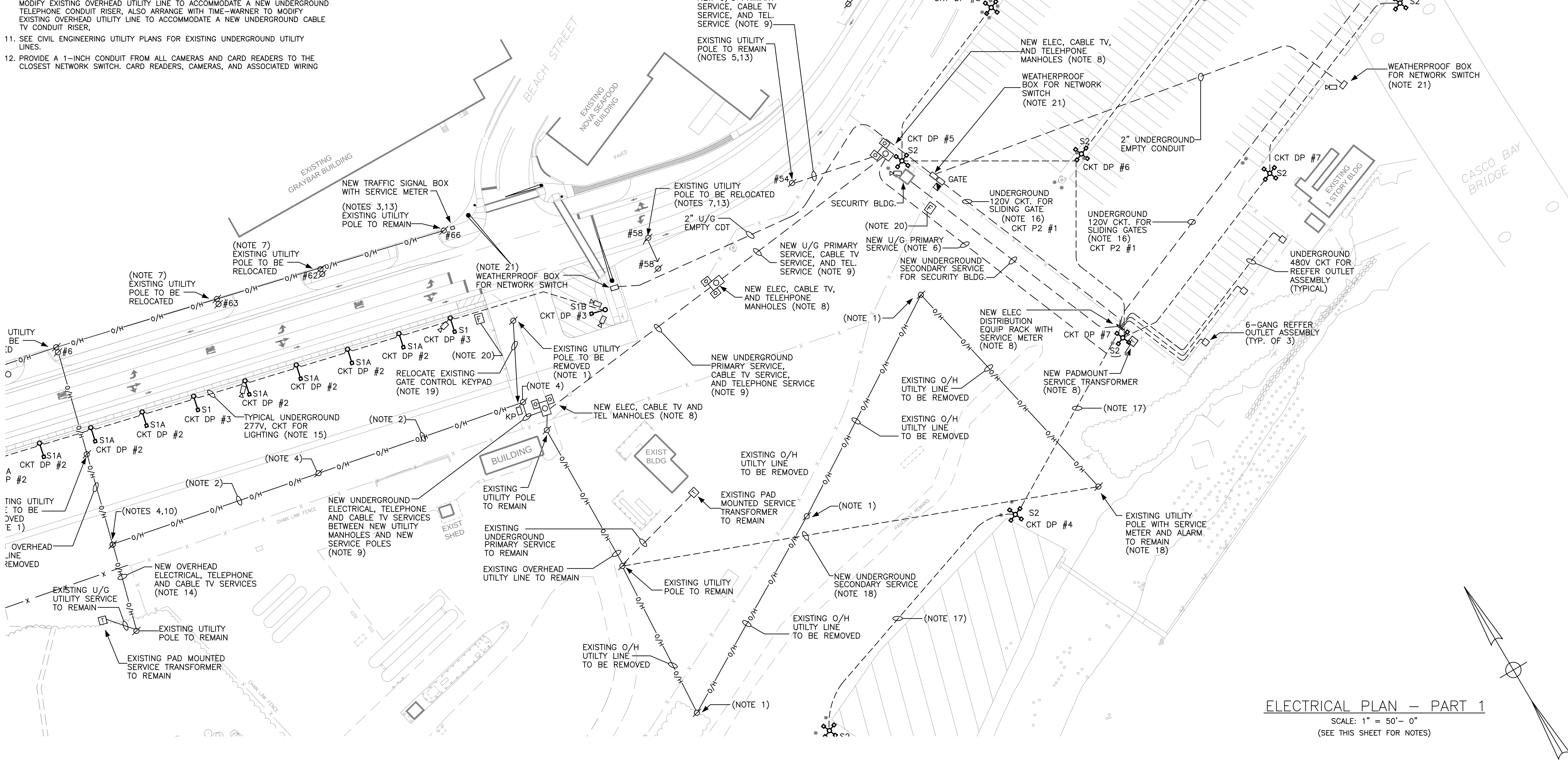
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO REMOVE THE EXISTING UTILITY POLE AND ATTACHED UTILITY LINES.
- WHERE INDICATED, INSTALL NEW OVERHEAD UTILITY LINE 12 FEET NORTH OF CENTERLINE OF EXISTING RAILROAD TRACK THAT IS TO REMAIN. SEE SHEET C10 FOR RAILROAD TRACK LOCATION.
- WHERE 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. ALSO MODIFY THE EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND TELEPHONE SERVICE CONDUIT RISER AND A NEW CABLE TV SERVICE CONDUIT RISER.
- 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 RELOCATE AN EXISTING UTILITY POLE.
- SEE SHEET E3 FOR DETAILS OF THE SERVICE TRANSFORMER PAD, AND THE NEW ELECTRICAL EQUIPMENT RACK. SEE SHEET E2 FOR ELECTRICAL & TELEPHONE/CABLE TV 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 CLOSEST NETWORK SWITCH. CARD READERS, CAMERAS, AND ASSOCIATED WIRING

SHALL BE PROVIDED BY OTHERS.

- 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.
- PROVIDE 2#6, 1#8 GND, IN A 1-1/2" CONDUIT FOR ALL TYPE S1, S1A, S1B, AND S2 LIGHTING POLE CIRCUITS.
- PROVIDE 2#6, 1#8 GND, IN A 1-1/2" CONDUIT FOR THE GATE OPERATOR CIRCUIT.
- THE MINIMUM BURIAL DEPTH FOR UNDERGROUND CONDUITS SHALL BE 30 INCHES, EXCEPT FOR THE CONDUITS THAT SERVICE THE THREE TYPE S2 LIGHTING POLES ALONG THE WATERFRONT WHICH SHALL BE BURIED AT 18 INCHES TO AVOID CONFLICT WITH THE EXISTING VRAP.
- WHERE INDICATED, PROVIDE NEW UNDERGROUND SERVICE TO EXISTING METERED SERVICE. MATCH EXISTING CONDUCTOR QUANTITY AND SIZE.
- WHERE INDICATED, RELOCATE EXISTING KEYPAD. INSTALL RELOCATED KEYPAD ON FENCE. PROVIDE THE EXTENSION OF EXISTING CONTROL CONDUCTORS AS REQUIRED.
- WHERE INDICATED, PROVIDE A WEATHERPROOF FIRE ALARM MANUAL PULL STATION. EXTEND FIRE ALARM CABLE IN A 1-1/2" CONDUIT UNDERGROUND BETWEEN PULL STATIONS, AND EXTEND TO THE EXISTING FIRE ALARM SYSTEM IN THE IMT RUBB BUILDING EAST OF THE CASCO BRIDGE. INSTALL FIRE ALARM PULL STATION ON A 2" RIGID GALVANIZED CONDUIT POST TO MOUNT THE PULL STATION AT 48" ABOVE GRADE. VERIFY EXACT LOCATION OF PULL STATION WITH OWNER PRIOR TO INSTALLATION.
- WHERE INDICATED, PROVIDE A WEATHERPROOF BOX FOR OWNER'S NETWORK SWITCH. PROVIDE A 120 VAC CIRCUIT TO EACH BOX WITH 2 #6 CONDUCTORS PLUS A #8 GND IN A 1-1/2" CONDUIT. CIRCUIT TO PANEL P2 # 2.
- VERIFY EXACT LOCATION OF CARD READERS WITH OWNER PRIOR TO INSTALLATION.

ELECTRICAL SYMBOLS

- S2 LIGHTING POLE
pole designation
- S1 LIGHTING POLE
pole designation
- GATE CARD READER
- SECURITY CAMERA
- FIRE ALARM PULL STATION



ELECTRICAL PLAN - PART 1

SCALE: 1" = 50'- 0"
(SEE THIS SHEET FOR NOTES)

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
62506-DS-001
WIN

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVISED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
FIELD CHANGES

SIGNATURE
P.E. NUMBER
DATE
06/06/14

DATE
06/06/14
BY
LEB
PROJ. MANAGER
ORANG R. MORIN
LEB

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND
CUMBERLAND COUNTY
ELECTRICAL PLAN - PART 1

SHEET NUMBER

E01

027 OF 113

Date:5/30/2014

Username:

Division:

Filename: 001_Title.dgn

INDEX OF SHEETS

SHEET NO. TITLE

GENERAL

G01	1	TITLE SHEET
G02	2	GENERAL NOTES
G03	3	GENERAL NOTES AND LEGEND

SITE PLANS

C01-C03	4-6	EXISTING CONDITIONS PLANS
C04	7	BORING LOGS
C05	8	SHEET LAYOUT PLAN
C06-C08	9-11	SITE LAYOUT PLANS
C09	12	SITE GRADING AND DRAINAGE PLAN
C10	13	SITE UTILITY PLAN
C11	14	EROSION AND SEDIMENTATION NOTES
C12	15	EROSION AND SEDIMENTATION DETAILS
C13-C15	16-18	SITE DETAILS
C16-C17	19-20	FENCING DETAILS
C18-C19	21-22	FENCING, HYDRANT, LIGHT POLE AND BOLLARD GEOMETRICS
C20	23	WATER SYSTEM DETAILS
C21-C22	24-25	LANDSCAPING PLANS
C23	26	LANDSCAPING DETAILS AND NOTES

ELECTRICAL PLANS

E01-E02	27-28	ELECTRICAL PLANS
E03	29	ELECTRICAL DETAILS

STRUCTURAL PLANS

S01-S04	30-33	CONCRETE LOADING SLAB DETAILS
S05	34	STRUCTURAL DETAILS

HIGHWAY PLANS

H01-H03	35-37	COMMERCIAL STREET TYPICAL SECTIONS
H04-H06	38-40	COMMERCIAL STREET PLANS
H07-H24	41-58	COMMERCIAL STREET CROSS SECTIONS
H25-H26	59-60	BEACH STREET CROSS SECTIONS
H27-H28	61-62	COMMERCIAL STREET GEOMETRIC AND CURBING PLANS
H29-H33	63-67	COMMERCIAL STREET SIGNING PLANS
H34-H35	68-69	COMMERCIAL STREET SIGNAL PLANS
H36	70	COMMERCIAL STREET SIGN SUMMARY

TRACK PLANS

R01-R02	71-72	TRACK TYPICAL SECTIONS
R03-R05	73-75	TRACK DETAILS
R06	76	TRACK GEOMETRY
R07-R09	77-79	TRACK PLANS AND PROFILES
R10	80	LOADING TRACK PROFILE
R11-R38	81-108	TRACK CROSS SECTIONS

MARINE PLANS

M01-M02	109-110	FENDER SYSTEM REPAIR DETAILS
---------	---------	------------------------------

BOUNDARY SURVEY PLANS

-	111-113	BOUNDARY SURVEY PLANS
---	---------	-----------------------

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

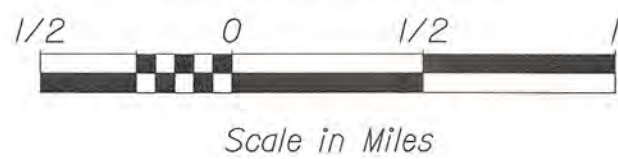


CITY OF PORTLAND
CUMBERLAND COUNTY
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND
CONNECTING CORRIDOR CONNECTION

WIN: 022809.20



LOCATION MAP



Scale in Miles

THE PROFESSIONAL ENGINEER WHOSE STAMP APPEARS ON THIS COVER SHEET BEARS RESPONSIBILITY FOR THE FOLLOWING SHEETS WITHIN THIS DRAWING SET:

GENERAL	G01-G03
SITE PLANS	C01-C03, C05-C20
STRUCTURAL PLANS	S01-S05
HIGHWAY PLANS	H01-H36
TRACK PLANS	R01-R38
MARINE PLANS	M01-M02

ADDITIONAL WORK APPEARS WITHIN THIS DRAWING SET AND IS THE RESPONSIBILITY OF THE FOLLOWING ORGANIZATIONS, WHOSE STAMP APPEARS ON THOSE INDIVIDUAL SHEETS:

SITE PLAN	C04	GEOTECHNICAL BORING LOGS	SCHONEWALD ENGINEERING ASSOC., INC.
SITE PLANS	C21-C23	LANDSCAPE DESIGN	CARROLL ASSOCIATES LANDSCAPE ARCHITECTS
ELECTRICAL PLANS	E01-E03	ELECTRICAL DESIGN	BARTLETT DESIGN, INC.
BOUNDARY PLANS	-	BOUNDARY SURVEY	OWEN HASKELL, INC.

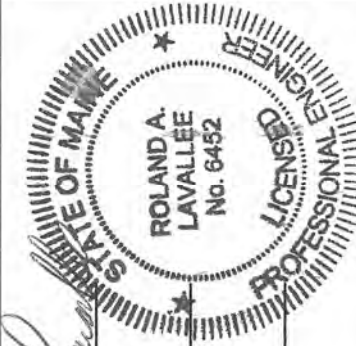
WIN 022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND
CUMBERLAND COUNTY

SHEET NUMBER

G1

1 OF 113



SIGNATURE: *Roland A. Lavallee*
P.E. NUMBER: 6452
DATE: 6/18/14

PROJECT INFORMATION	
PROGRAM	MULTIMODAL
PROJECT MANAGER	JOEL C. KITTREDGE
DESIGNER	CRAIG R. MORIN, P.E.
CONSULTANT	HNTB CORPORATION
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

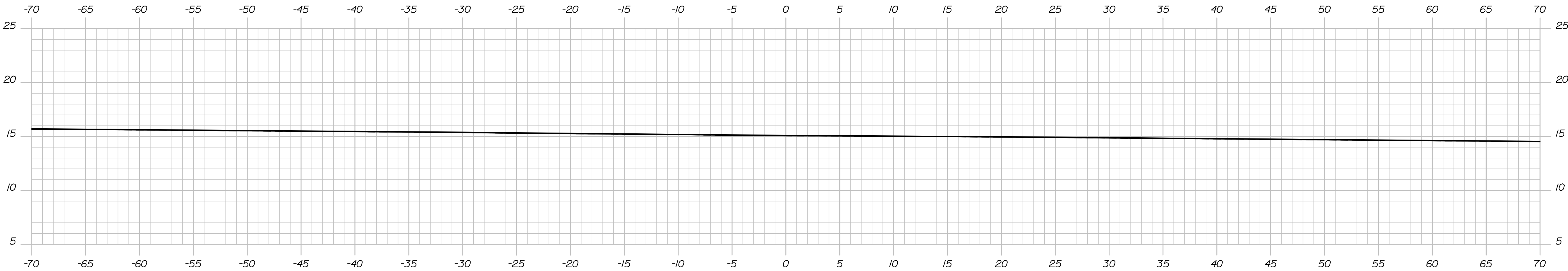
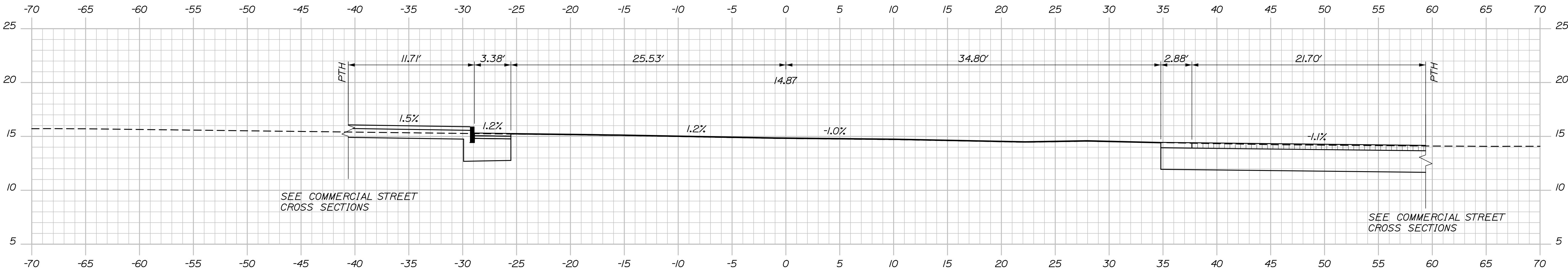
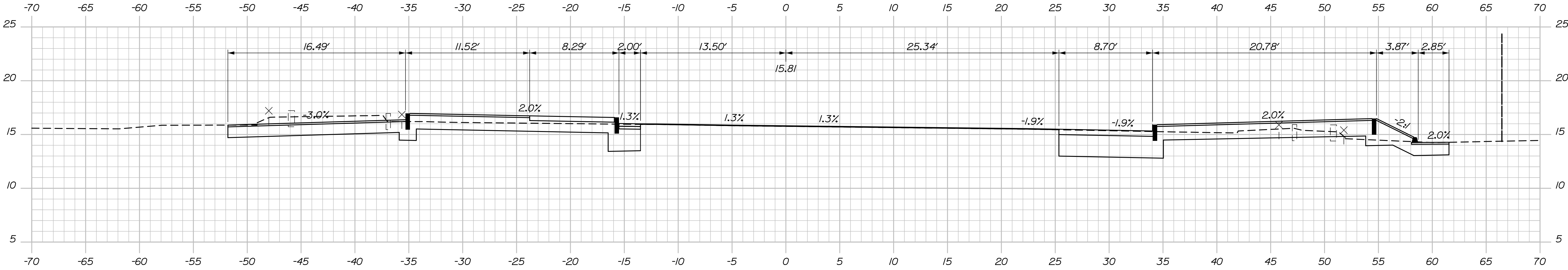
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
COMMISSIONER:	
CHIEF ENGINEER:	

Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn



PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	RWH	TJW	06/14
CHECKED-REVIEWED	RWH	CPM	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

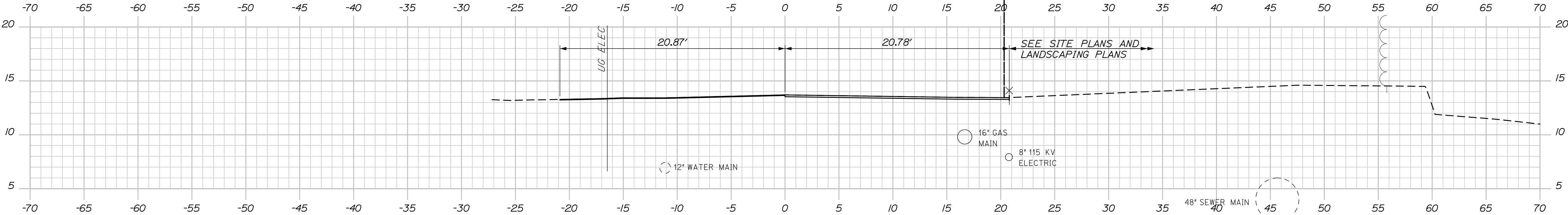
Date:6/6/2014

Username:

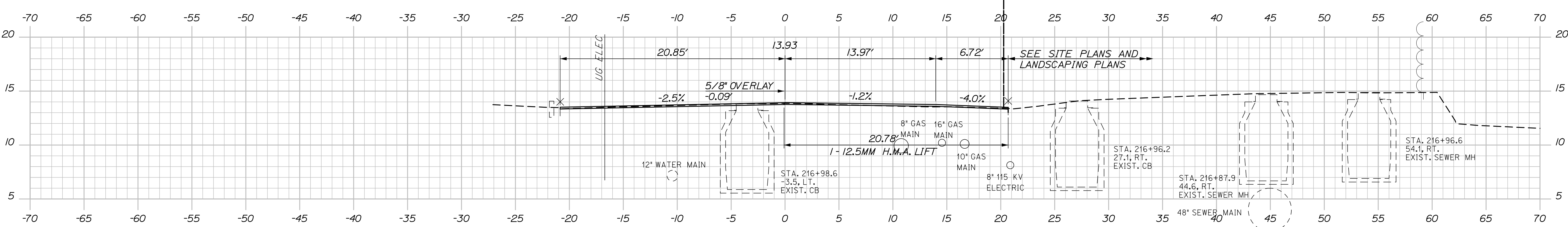
Division:

Filename: Xsect.dgn

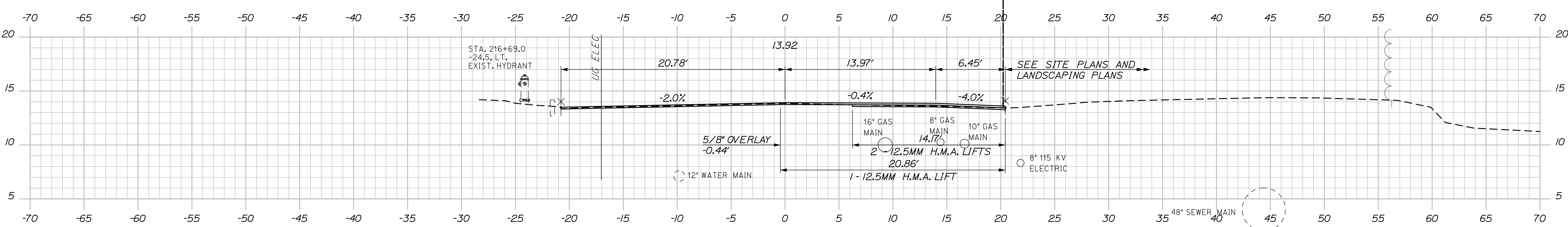
STA. 217+25.00
END PAVEMENT OVERLAY
MATCH EXISTING SECTION WITH
BUTT JOINT
LIMIT OF WORK



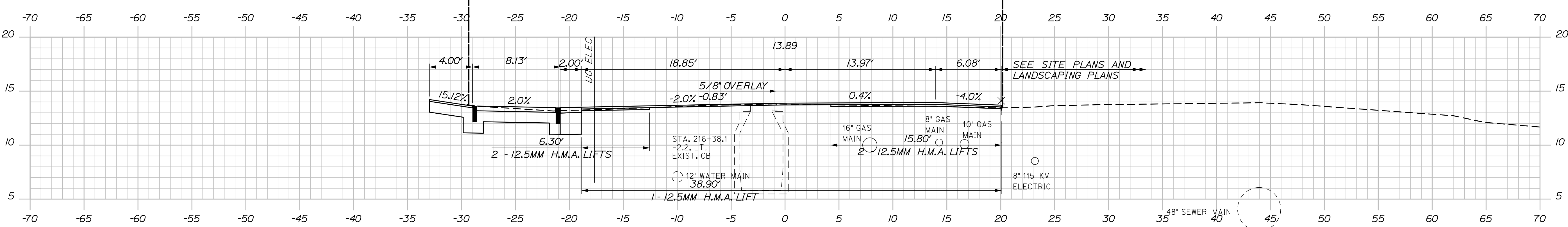
217+25.00



217+00.00



216+75.00



216+50.00

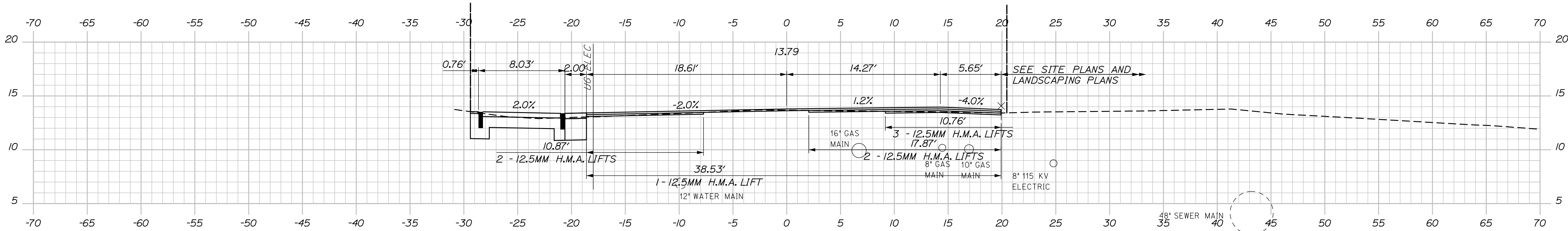
DATE	BY	J. KITREDOE
06/14	TJW	DESIGN-DETAILED
06/14	CPM	CHECKED-REVIEWED
-	-	DESIGN-DETAILED
-	-	DESIGN-DETAILED
-	-	REVISIONS 1
-	-	REVISIONS 2
-	-	REVISIONS 3
-	-	REVISIONS 4
-	-	FIELD CHANGES

Date:6/6/2014

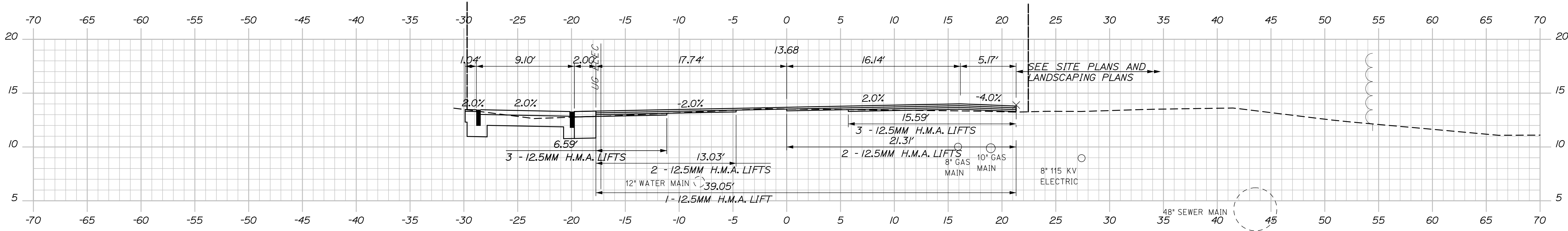
Username:

Division:

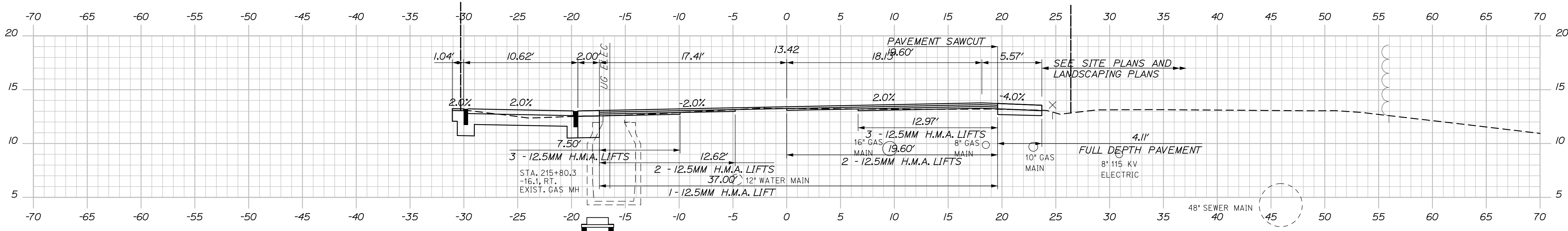
Filename: Xsect.dgn



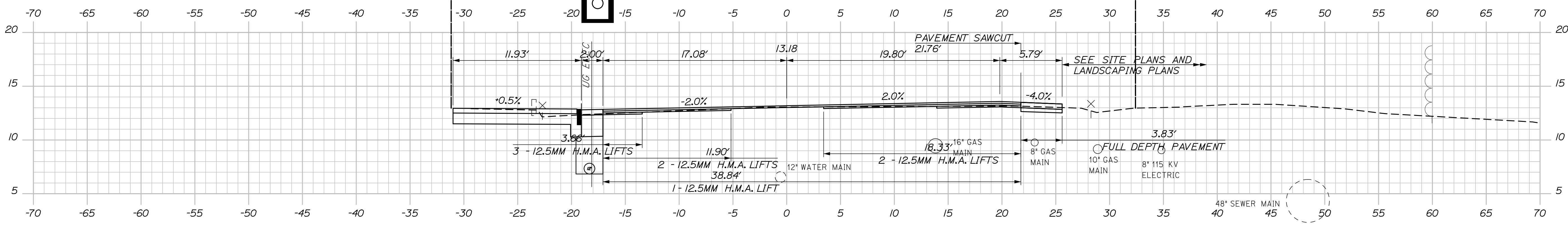
216+25.00



216+00.00

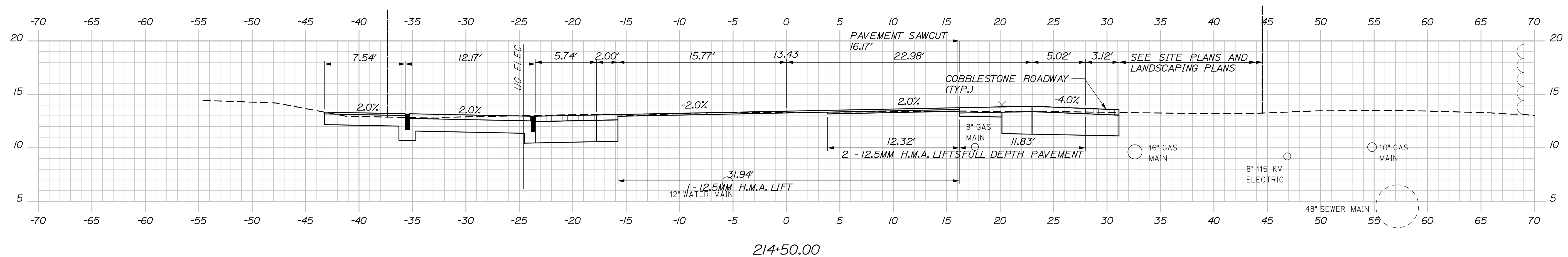
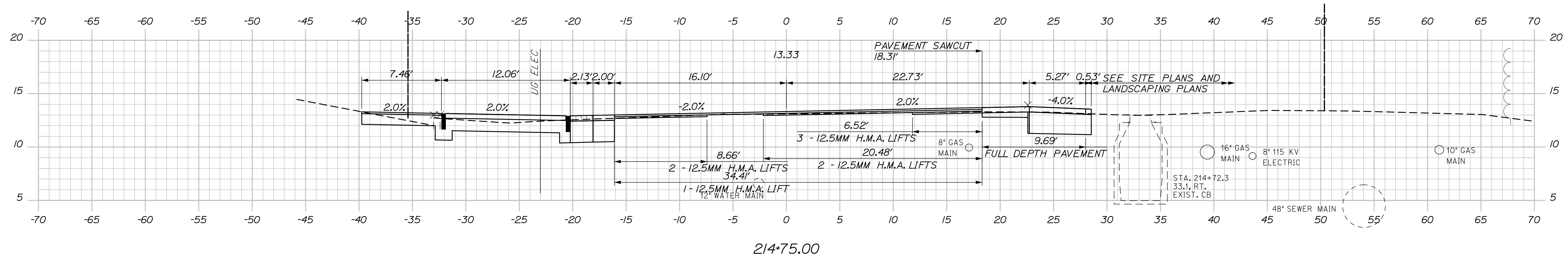
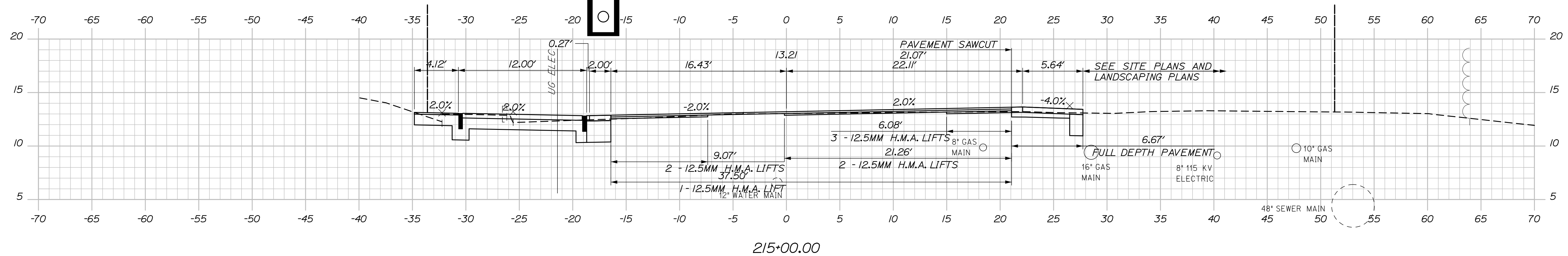
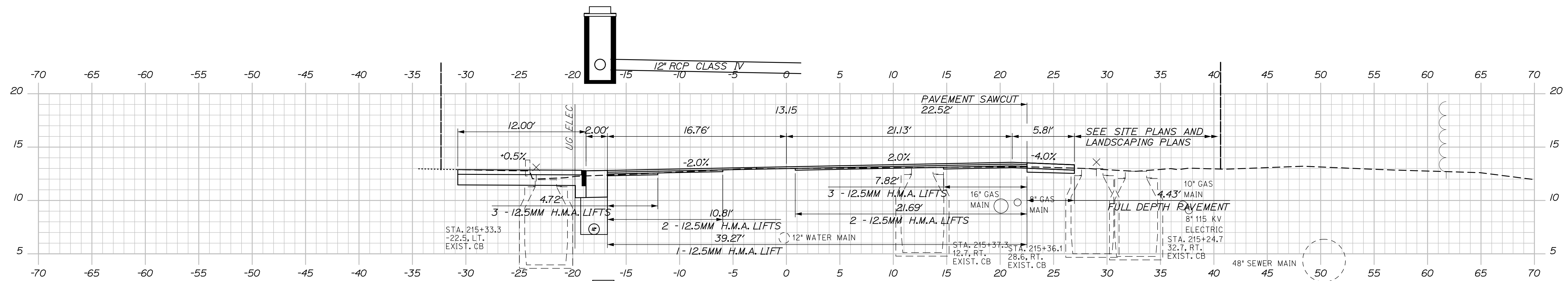


215+75.00



215+50.00

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DATE	BY	DATE
J. KITTEDGE	RWH	CPM	06/14	CPM	06/14
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



Date: 6/6/2014

Username:

Division:

Filename: Xsect.dgn

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

PIN
022809

PIN
022809.20

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION

COMMERCIAL STREET

COMMERCIAL STREET

CROSS SECTIONS

SHEET NUMBER

H22

56 OF 113

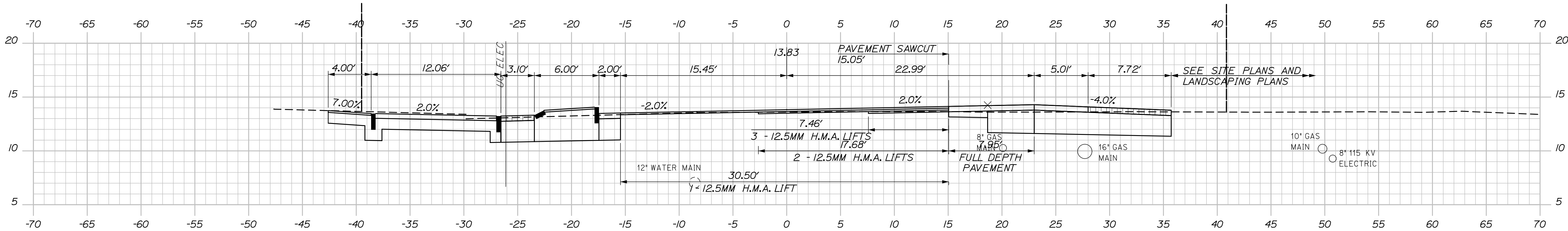
Sta. 214+50.00 to Sta. 215+25.00

Date:6/6/2014

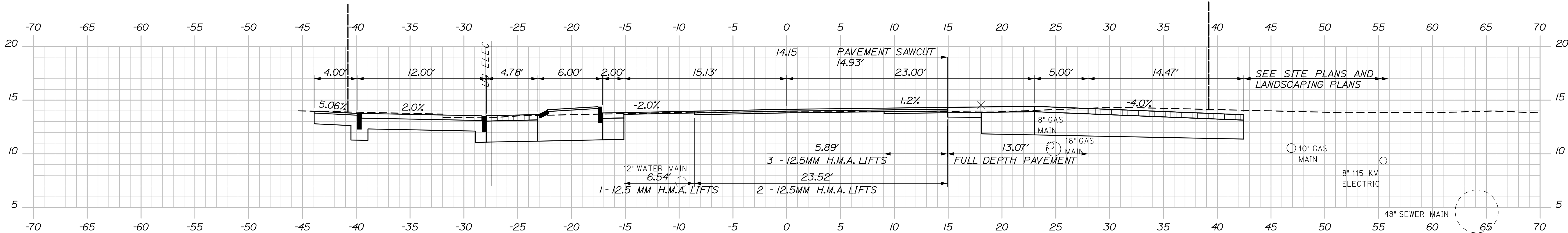
Username:

Division:

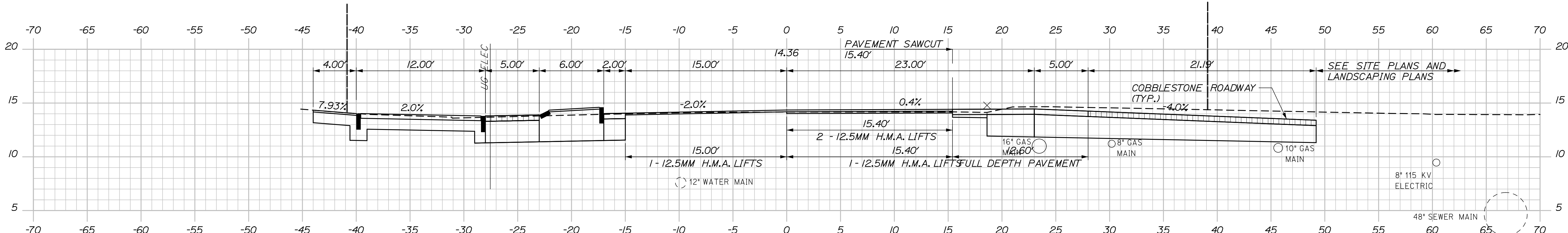
Filename: Xsect.dgn



214+25.00



214+00.00



213+75.00

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	BY	DATE	
CHECKED-REVIEWED	BY	DATE	
DESIGN-DETAILED	BY	DATE	
DESIGN-DETAILED	BY	DATE	
REVISIONS 1	BY	DATE	
REVISIONS 2	BY	DATE	
REVISIONS 3	BY	DATE	
REVISIONS 4	BY	DATE	
FIELD CHANGES	BY	DATE	

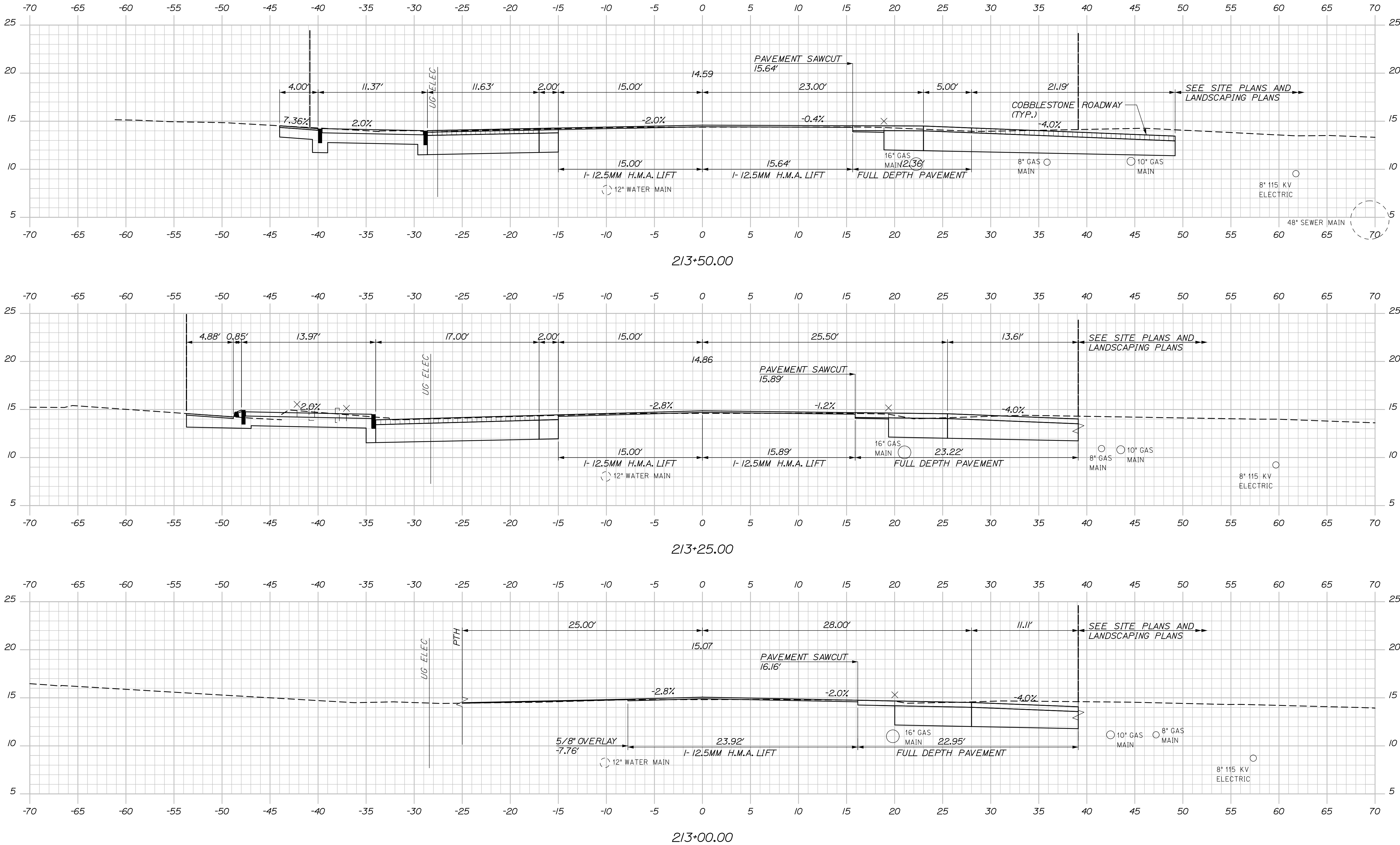
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
CROSS SECTIONS

Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

PIN
022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION

PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET

CROSS SECTIONS

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	IRWH	TJW	06/14
CHECKED-REVIEWED	-	CFM	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SHEET NUMBER

H20

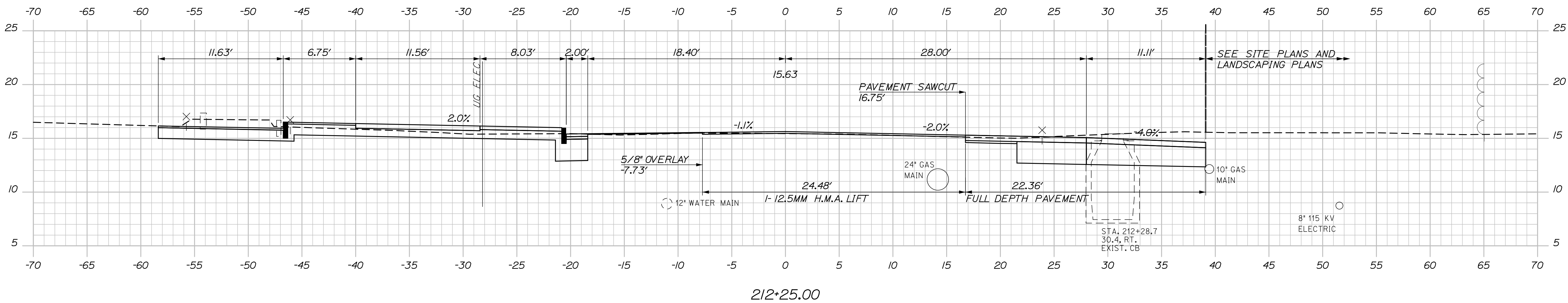
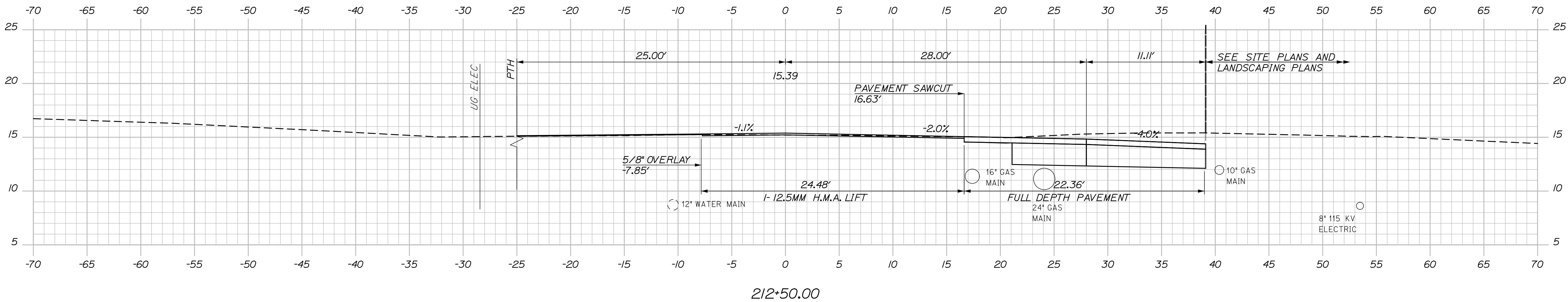
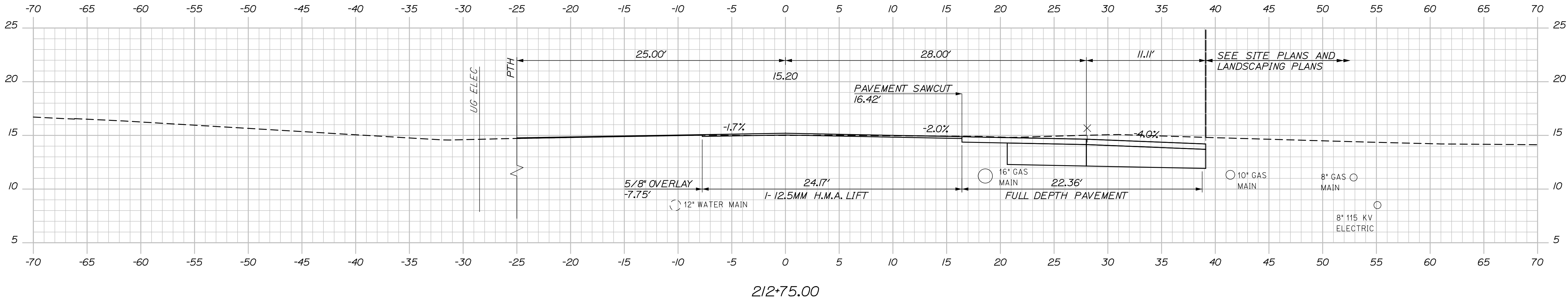
54 OF 113

Date:6/6/2014

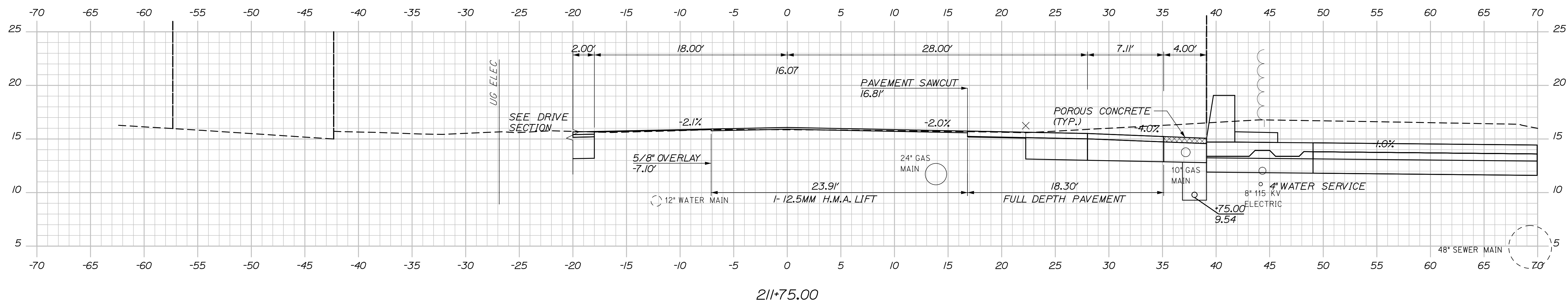
Username:

Division:

Filename: Xsect.dgn



Filename: Xsect.dgn



SHEET NUMBER

H18

52 OF 113

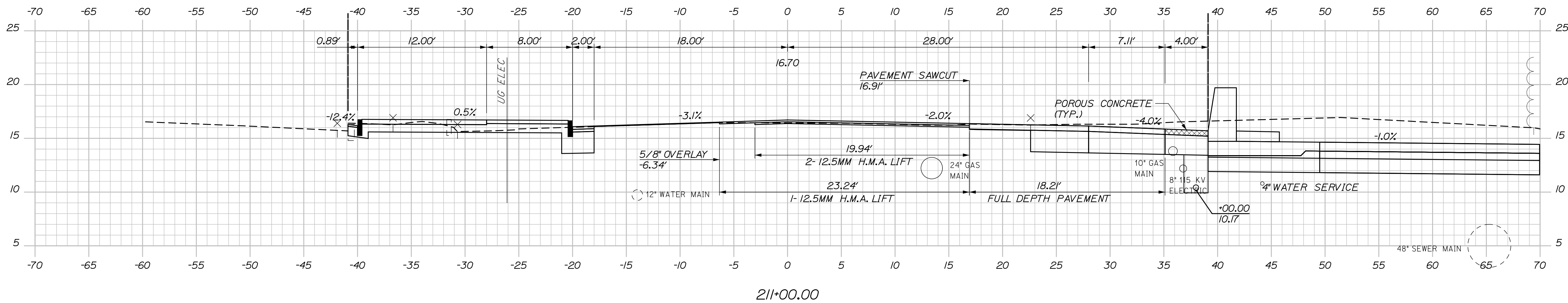
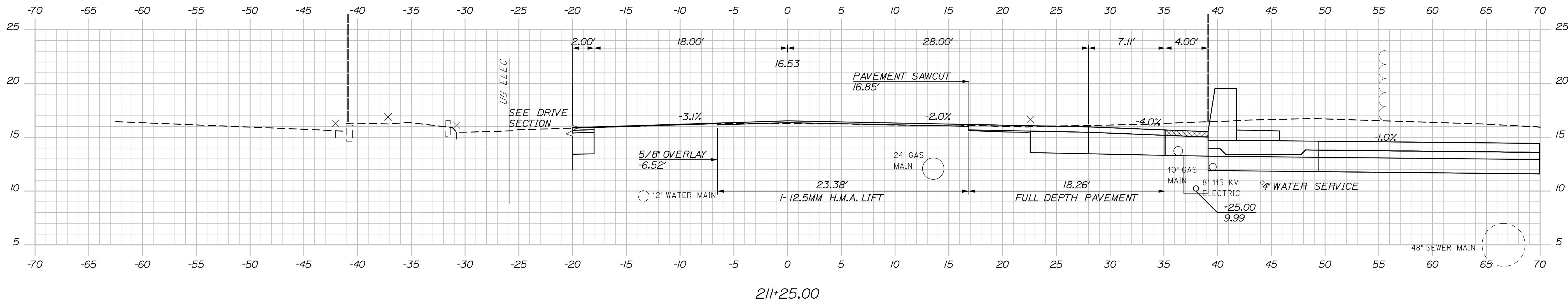
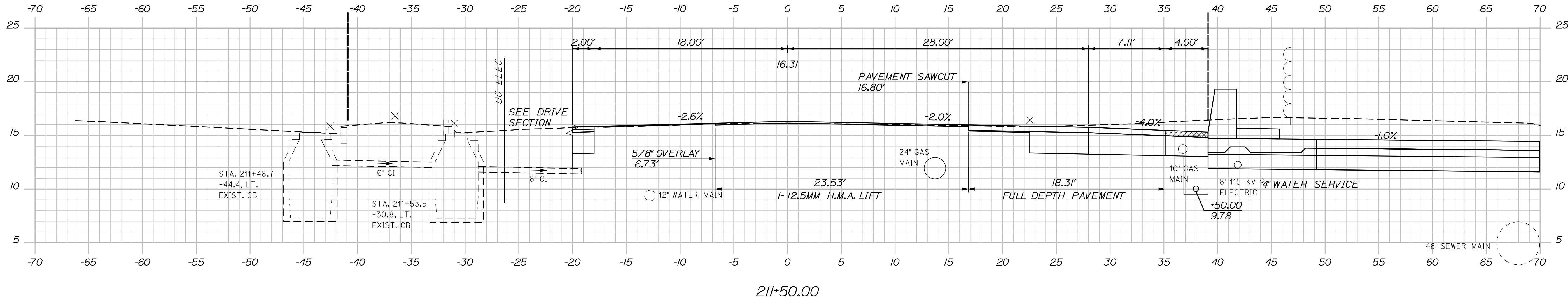
Sta. 211+75.00 to Sta. 212+00.00

Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn

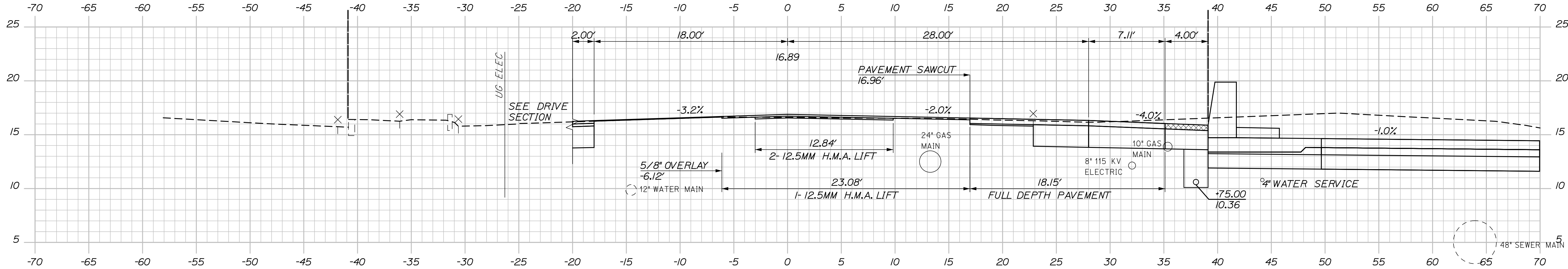


Date:6/6/2014

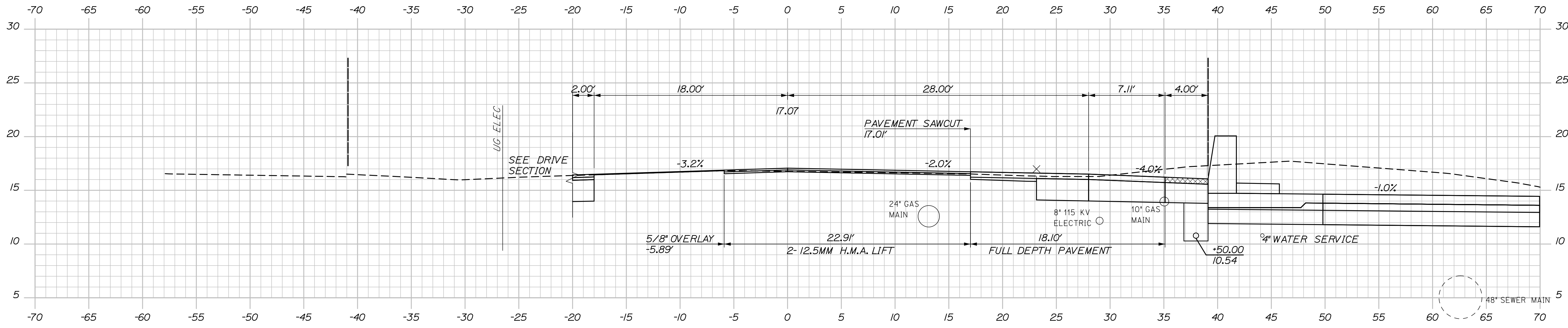
Username:

Division:

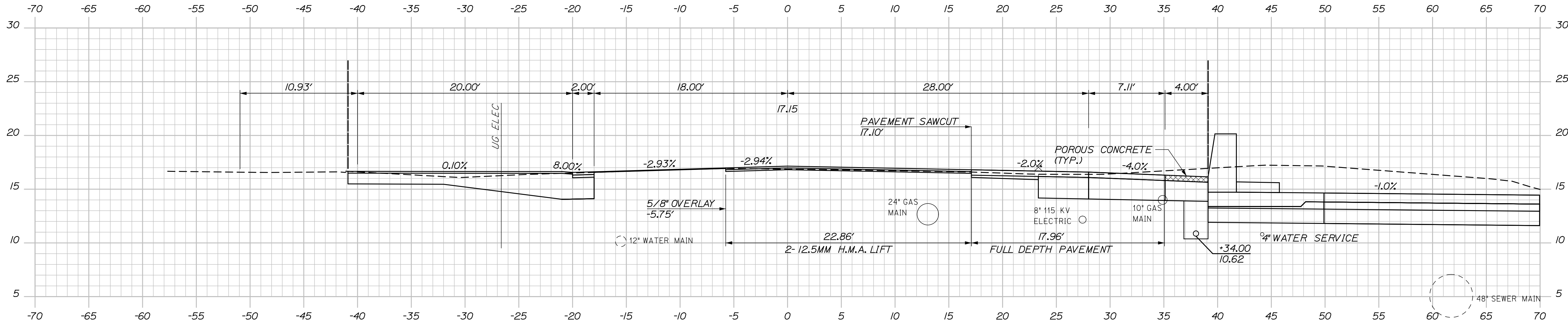
Filename: Xsect.dgn



210+75.00



210+50.00



210+34.00

Sta. 210+34.00 to Sta. 210+75.00

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	LRW	TJW	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

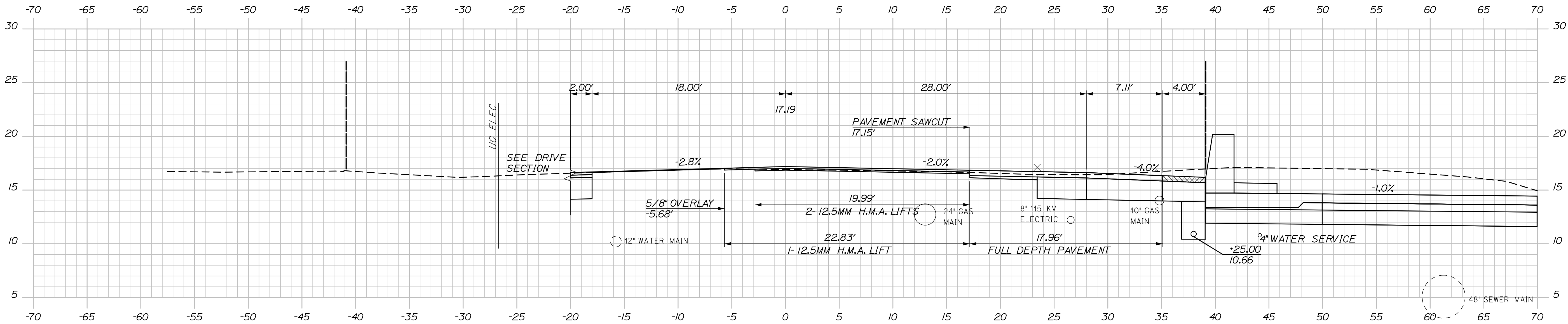
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
CROSS SECTIONS

Date:6/6/2014

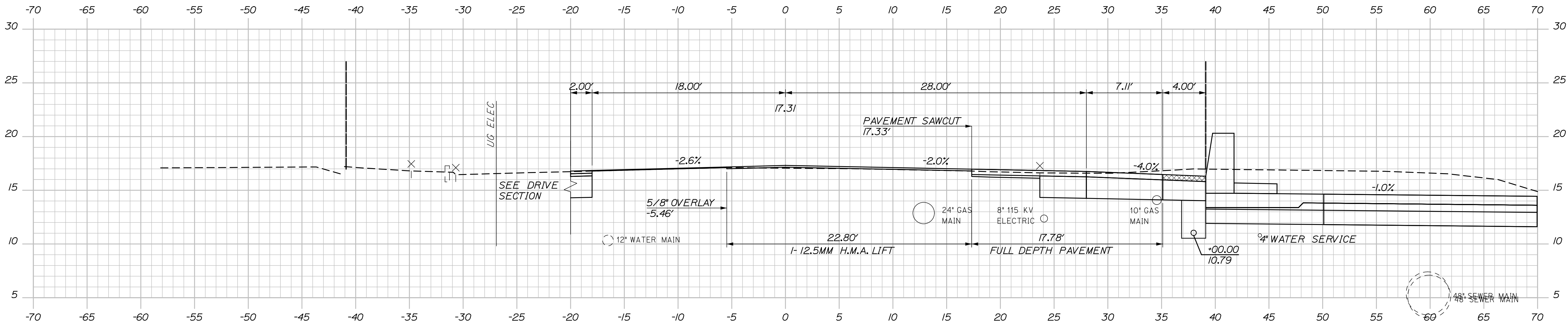
Username:

Division:

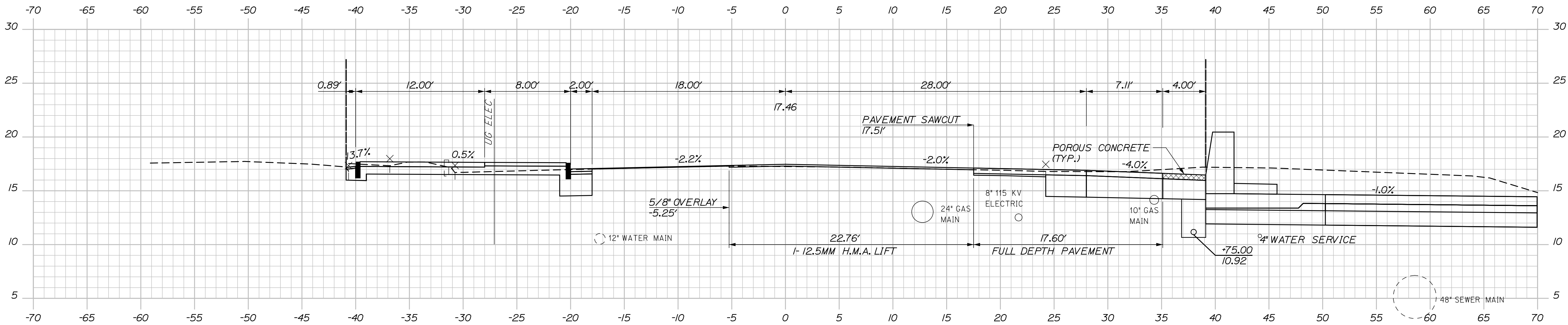
Filename: Xsect.dgn



210+25.00



210+00.00

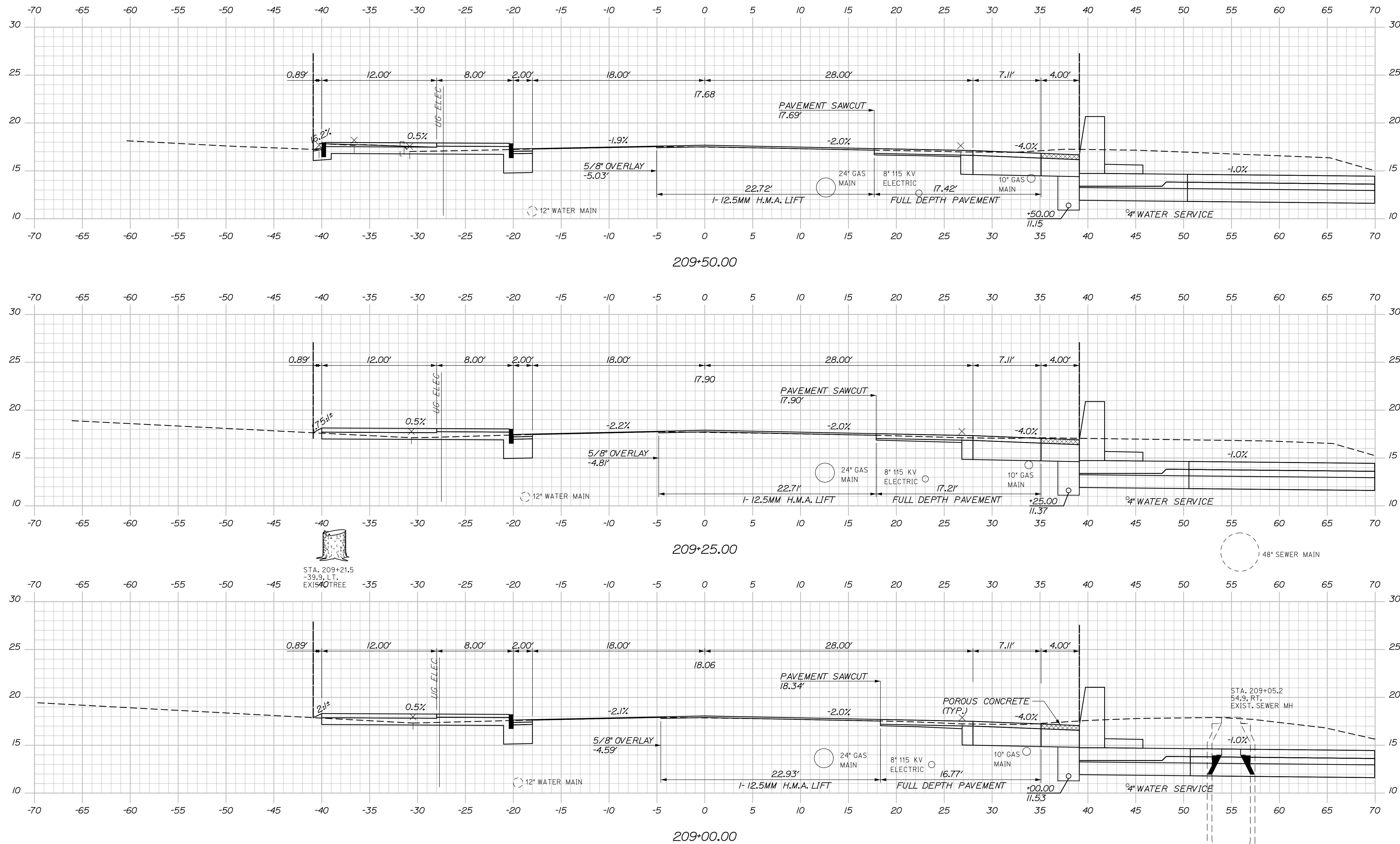


209+75.00

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	RMH	TJW	06/14
CHECKED-REVIEWED		CPM	06/14
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
CROSS SECTIONS

Filename: Xsect.dgn



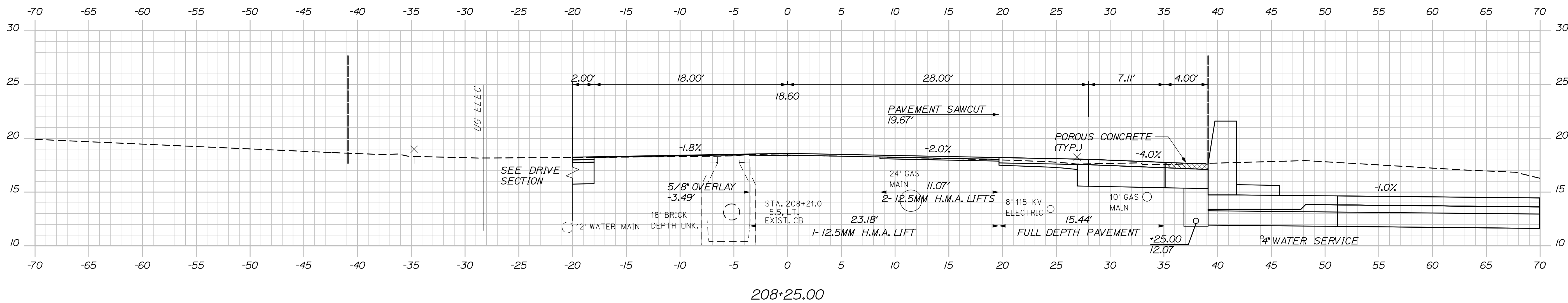
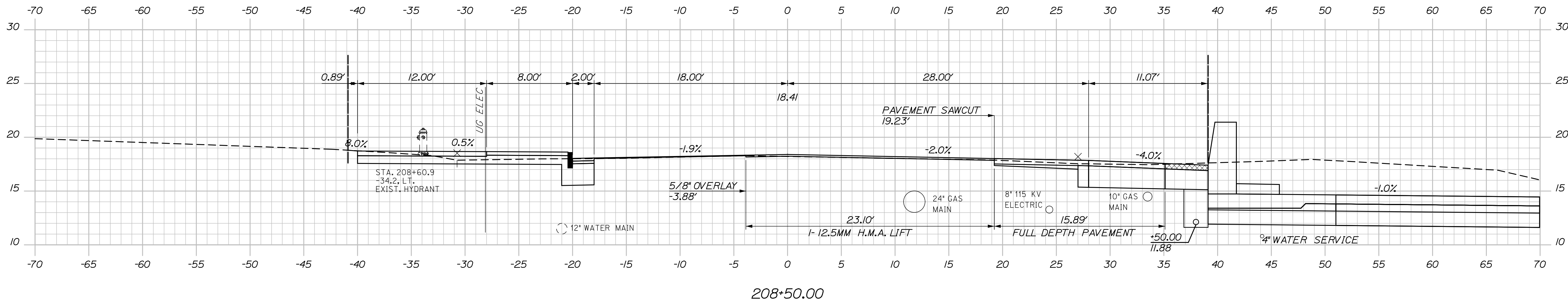
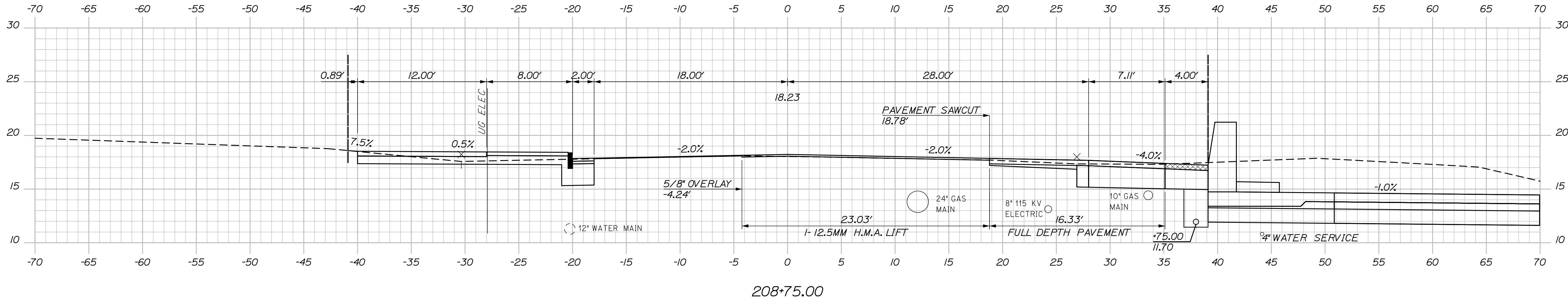
Sta. 209+00.00 to Sta. 209+50.00

Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn

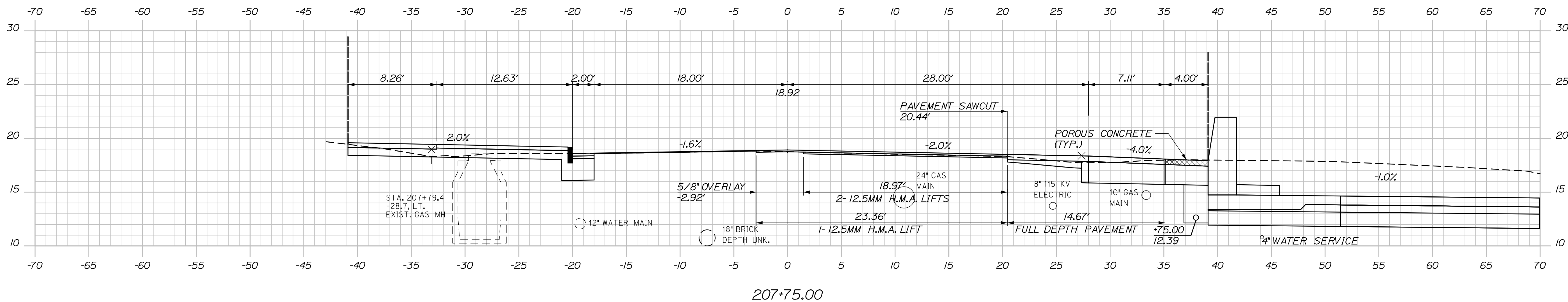
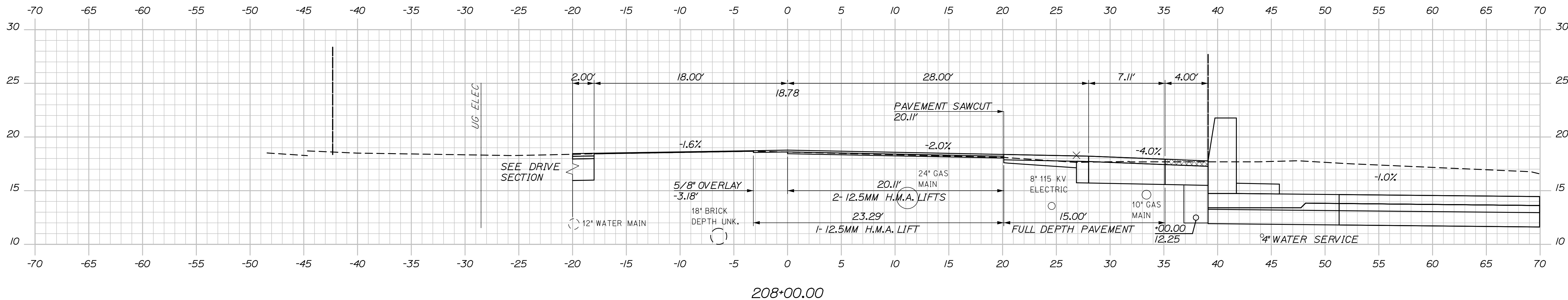
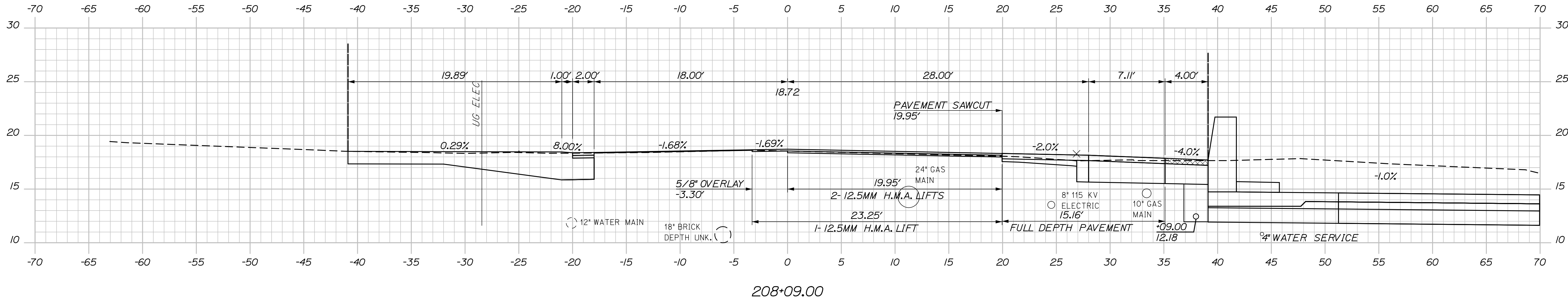


Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn

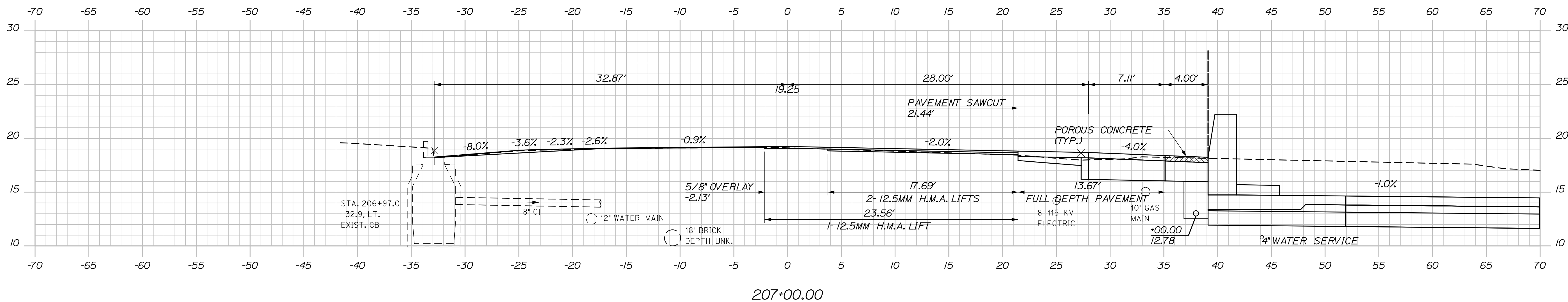
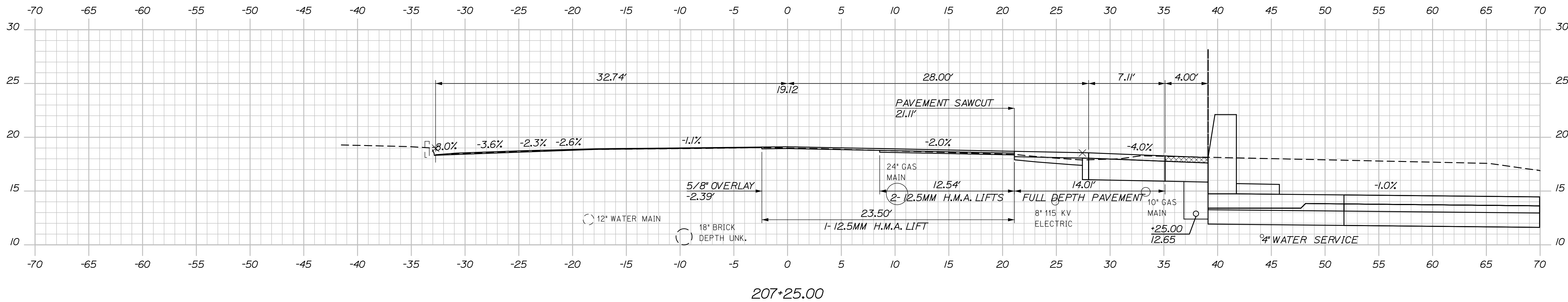
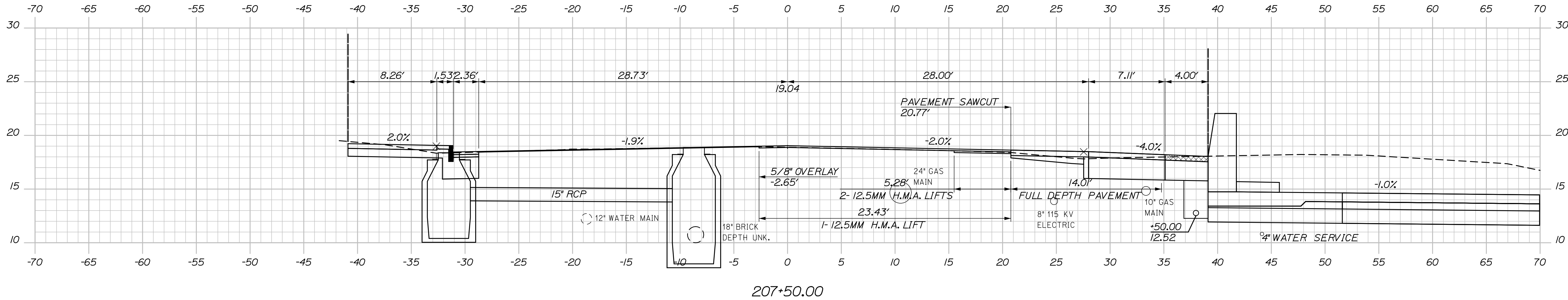


Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn

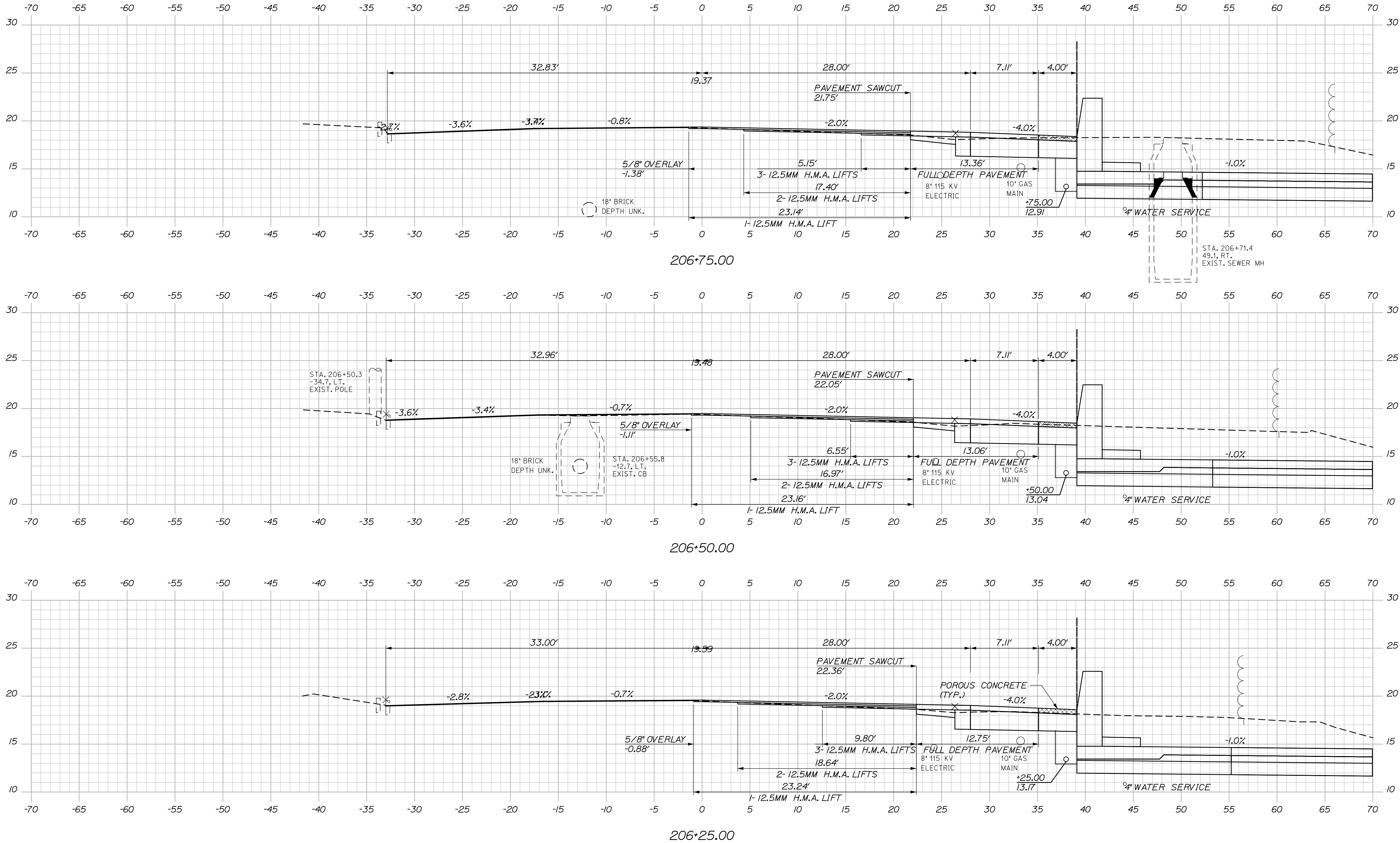


Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

PIN
022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION

PORTLAND CUMBERLAND COUNTY

COMMERCIAL STREET
CROSS SECTIONS

SHEET NUMBER
H10

44 OF 113

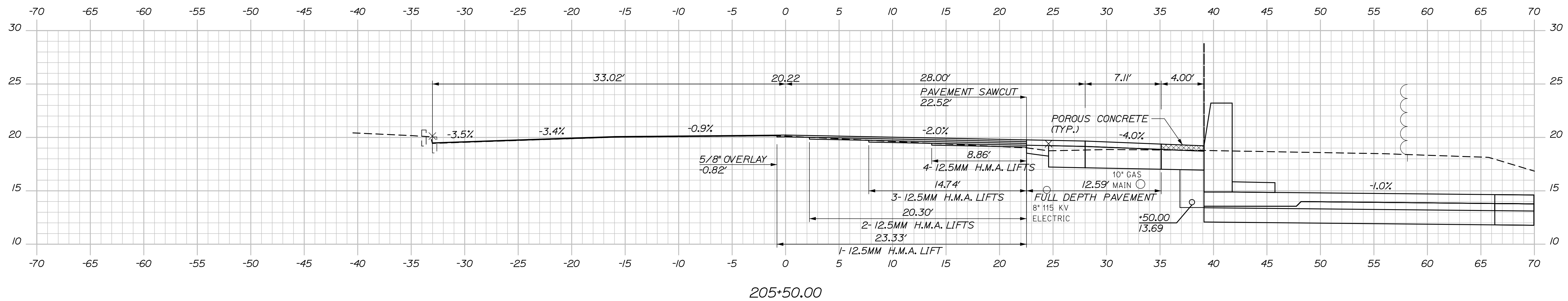
PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	CM	TJW	06/14
CHECKED-REVIEWED	RWH	CM	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

Filename: Xsect.dgn

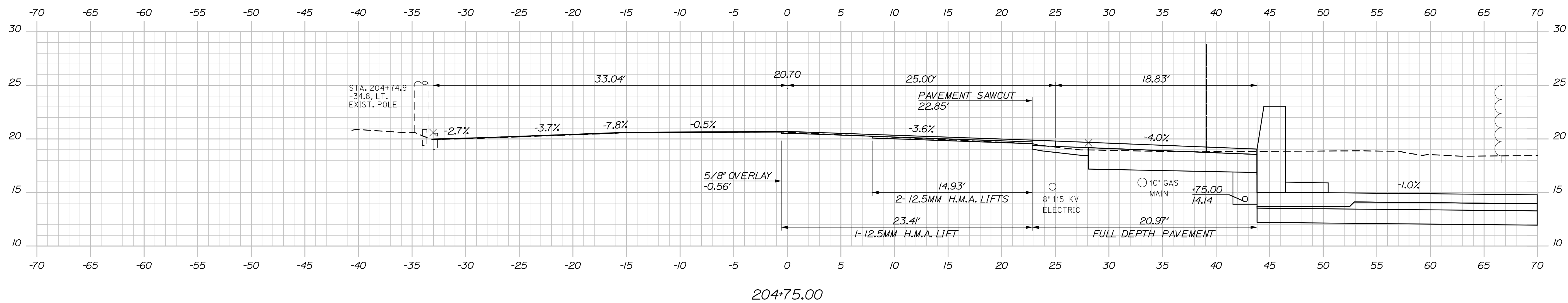


SHEET NUMBER

H9

43 OF 113

Filename: Xsect.dgn

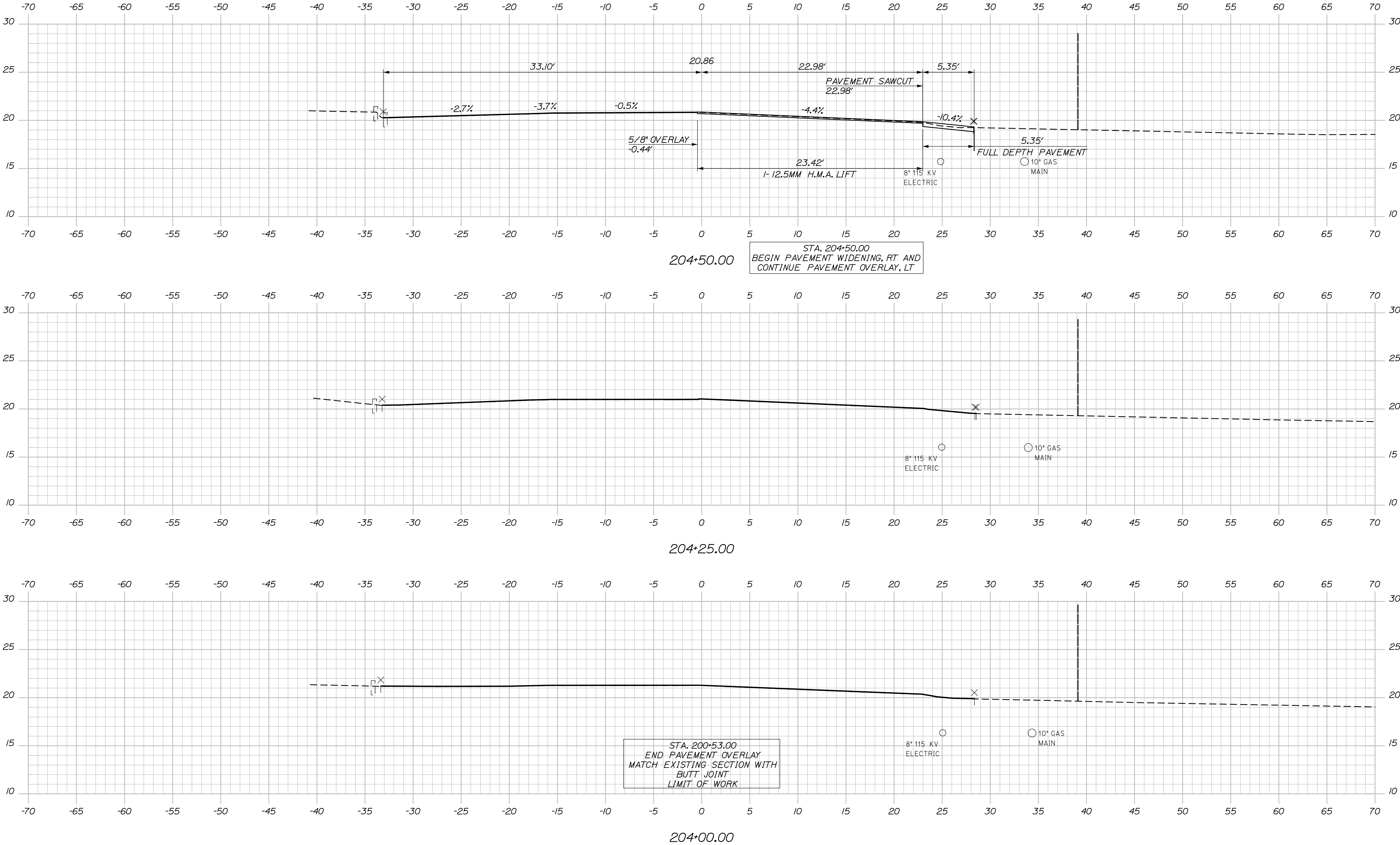


Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

PIN
022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION

PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET

CROSS SECTIONS

SHEET NUMBER
H7

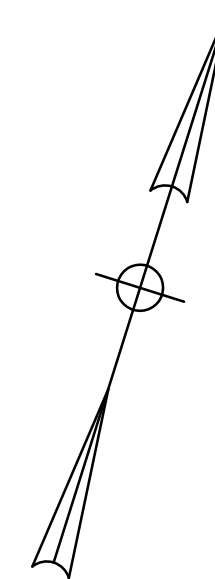
41 OF 113

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	RWH	TJW	06/14
CHECKED-REVIEWED	-	CPM	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

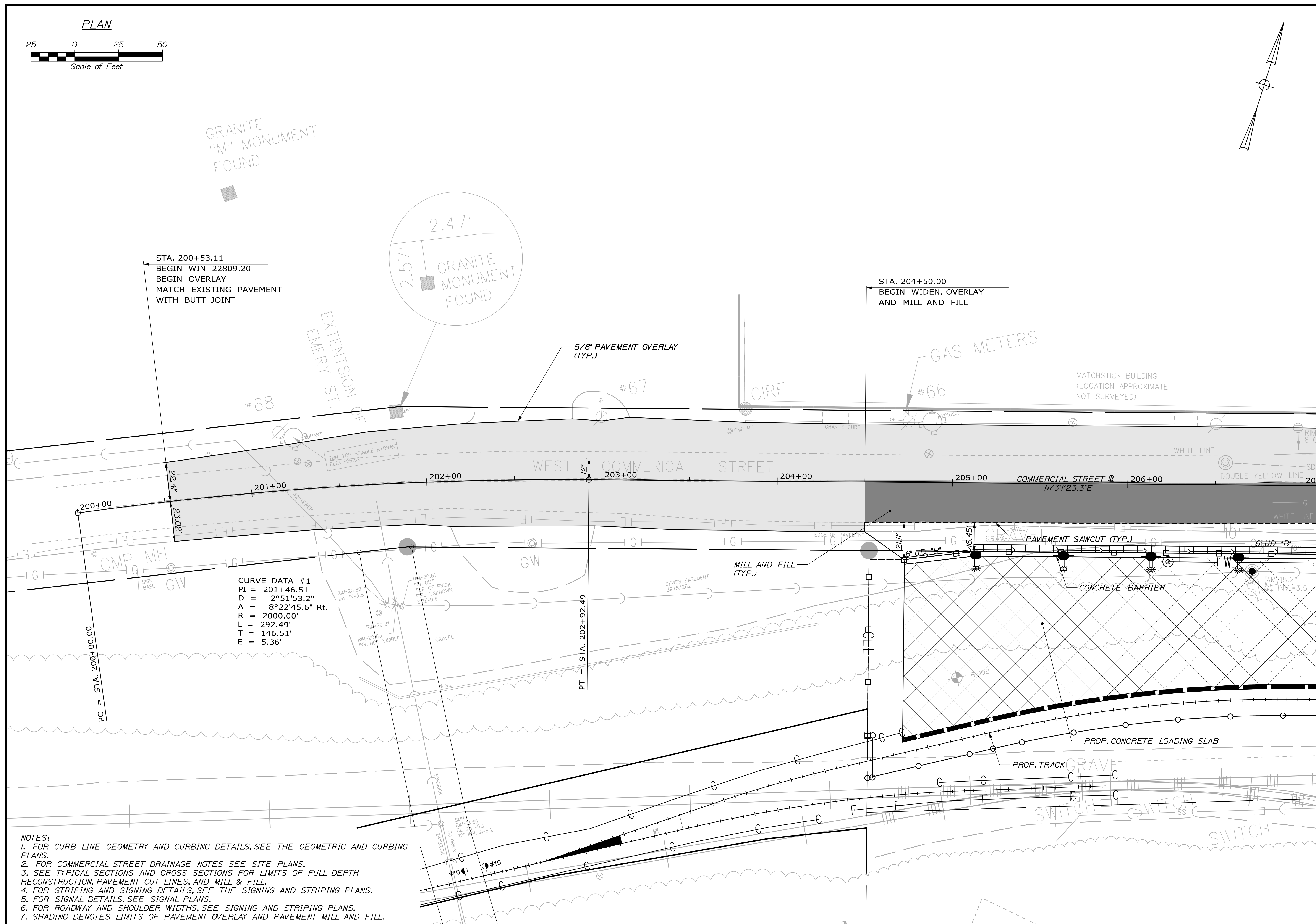
SIGNATURE

P.E. NUMBER

DATE



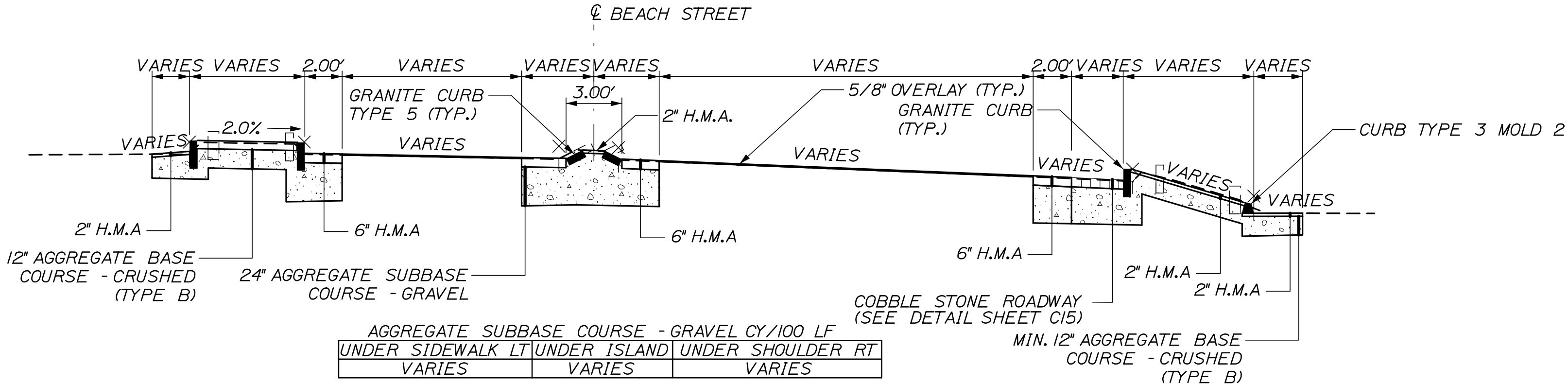
File name: 038_Highway_001.dgn



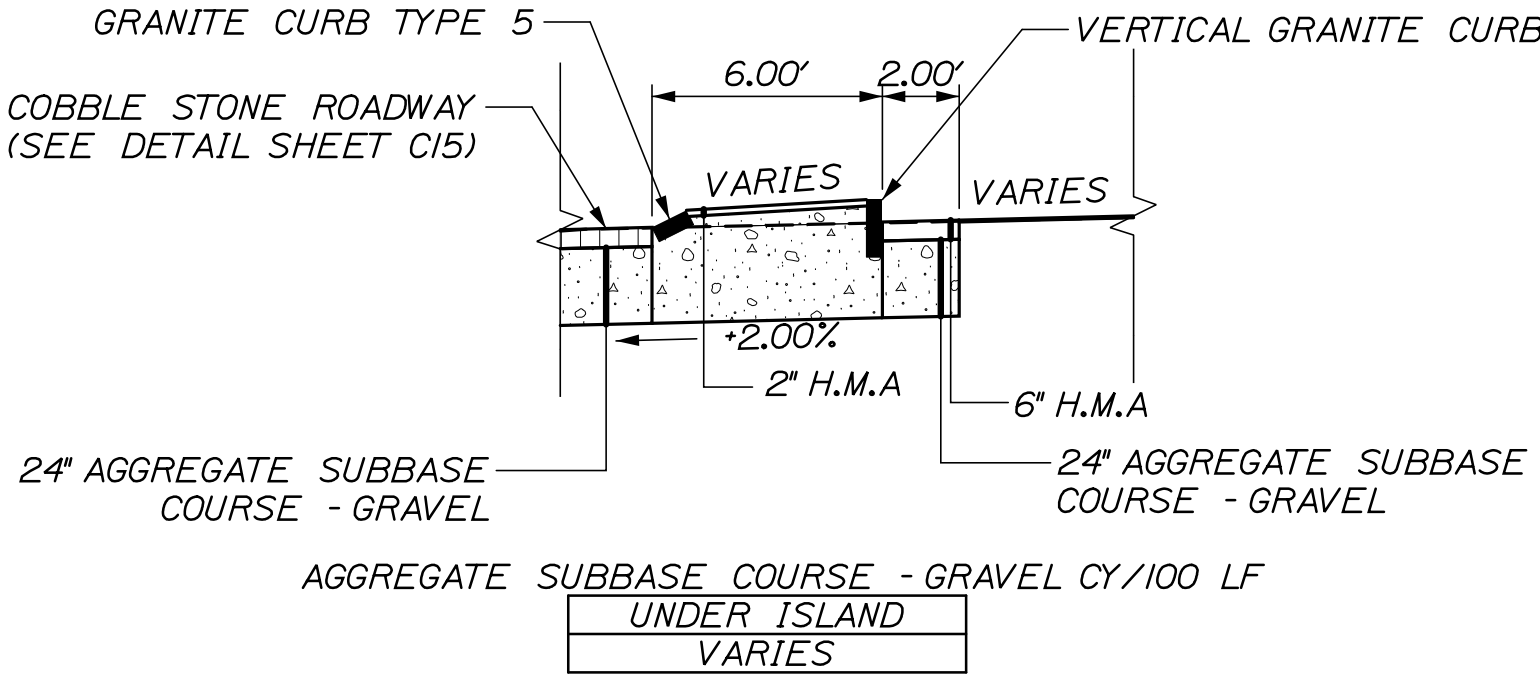
NOTES:

1. FOR CURB LINE GEOMETRY AND CURBING DETAILS, SEE THE GEOMETRIC AND CURBING PLANS.
2. FOR COMMERCIAL STREET DRAINAGE NOTES SEE SITE PLANS.
3. SEE TYPICAL SECTIONS AND CROSS SECTIONS FOR LIMITS OF FULL DEPTH RECONSTRUCTION, PAVEMENT CUT LINES, AND MILL & FILL.
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 AND PAVEMENT MILL AND FILL.

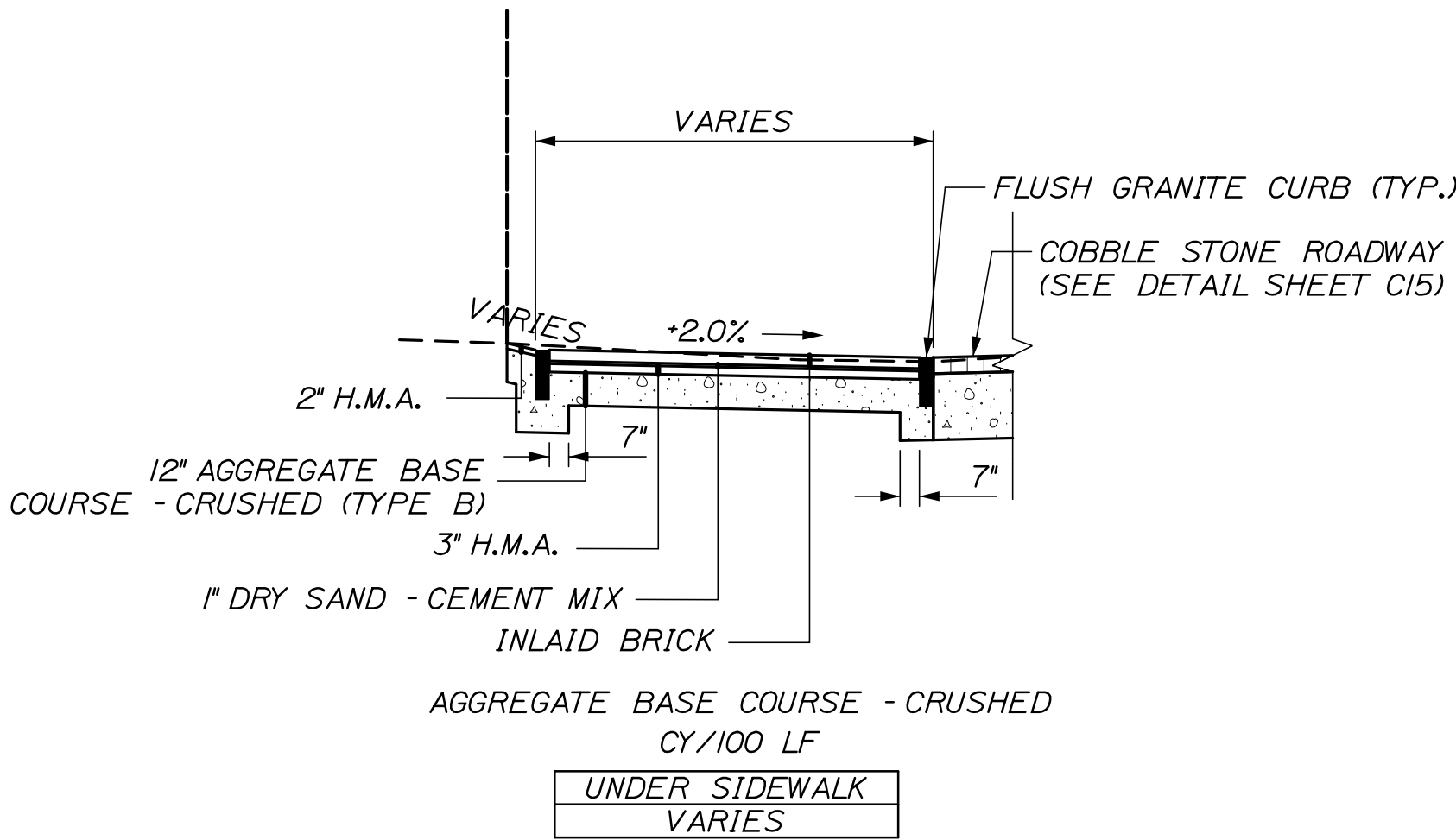
38 OF 113	H04	SHEET NUMBER	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY COMMERCIAL STREET PLAN	PROJ. MANAGER	J. KITTREDGE	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20
				DESIGN-DETAILED	BWH	TJM	06/14	
				CHECKED-REVIEWED	-	CRM	06/14	
				DESIGN2-DETAILED2	-	-	-	
				DESIGN3-DETAILED3	-	-	-	
				REVISIONS 1				P.E. NUMBER
				REVISIONS 2				
				REVISIONS 3	-			
				REVISIONS 4	-			DATE
				FIELD CHANGES	-			



BEACH ST
OVERLAY
STA. 10+60 TO STA. 11+21



COMMERCIAL STREET
ISLAND
STA. 213+72 TO STA. 214+36



COMMERCIAL STREET
INLAID BRICK SIDEWALK
STA. 213+33 TO STA. 215+16
STA. 215+58 TO STA. 216+58

- 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. EXECPT HMA SHALL BE 9.5 MM PAID UNDER 403.209
6. FOR LIMITS OF COBBLE STONE ROADWAY SEE GEOMETRIC AND CURBING PLAN

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

PORTLAND CUMBERLAND COUNTY

COMMERCIAL STREET

TYPICAL SECTIONS

SHEET NUMBER

H03

37 OF 113

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	RWH	TJW	06/14
CHECKED-REVIEWED		CPM	06/14
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

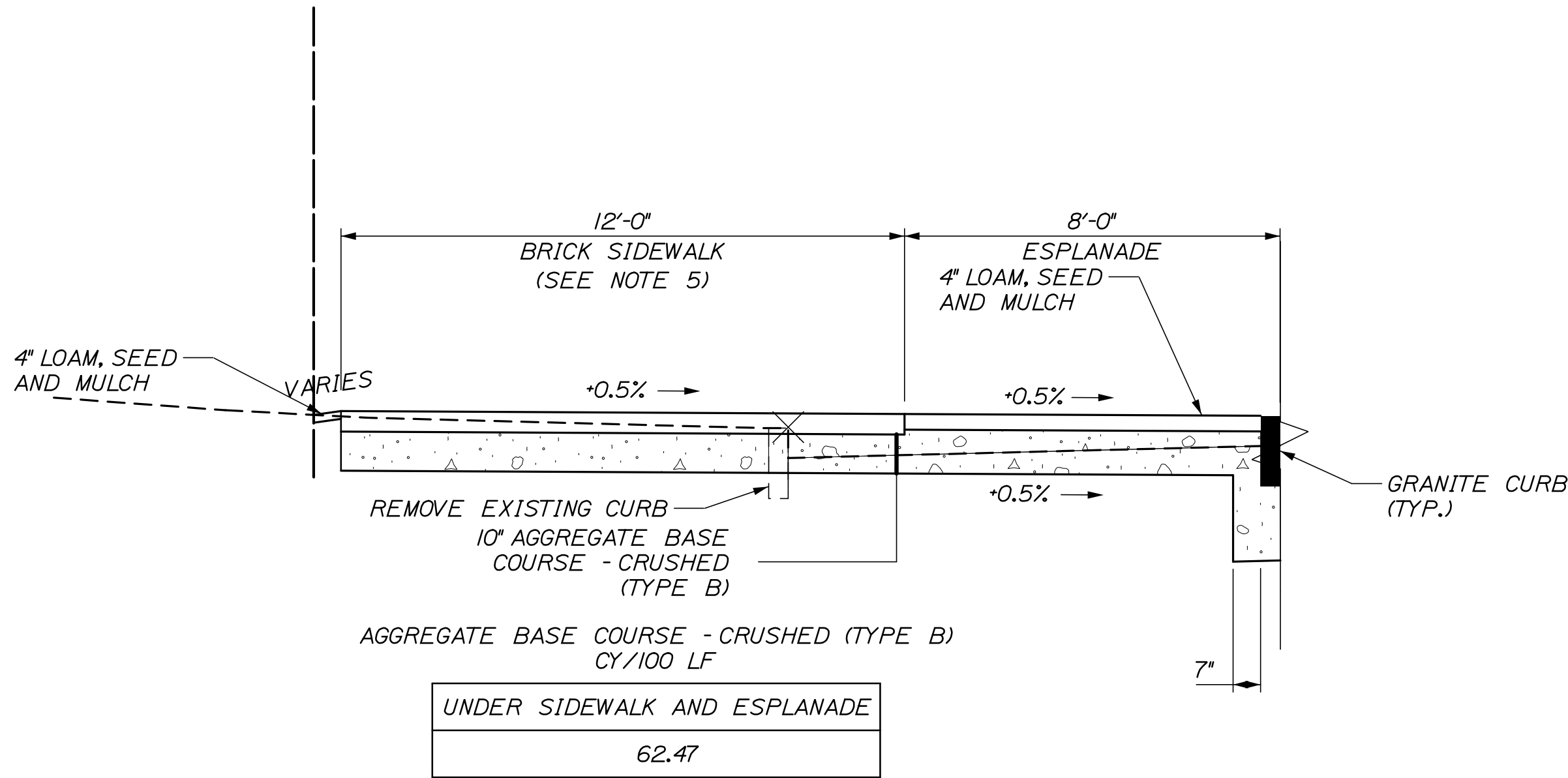
SIGNATURE	P.E. NUMBER	DATE

Date:6/6/2014

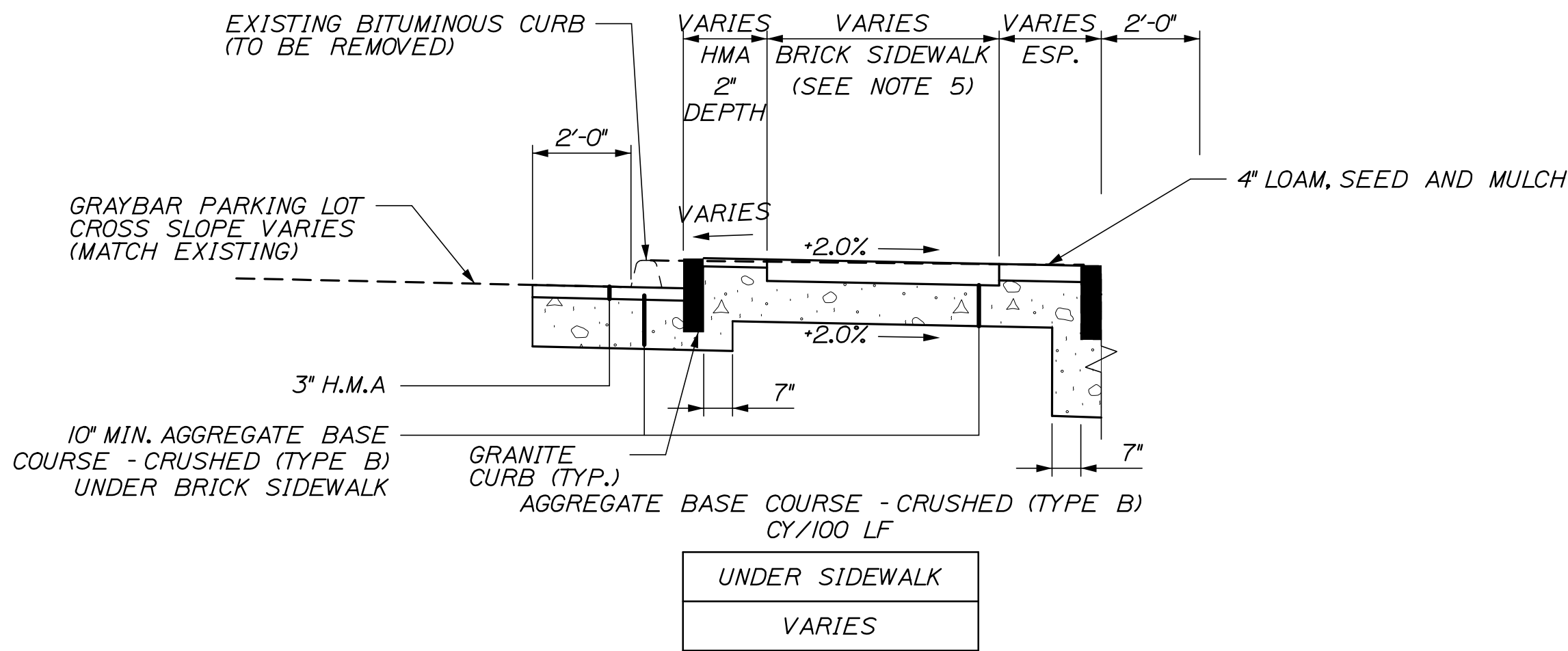
Username:

Division:

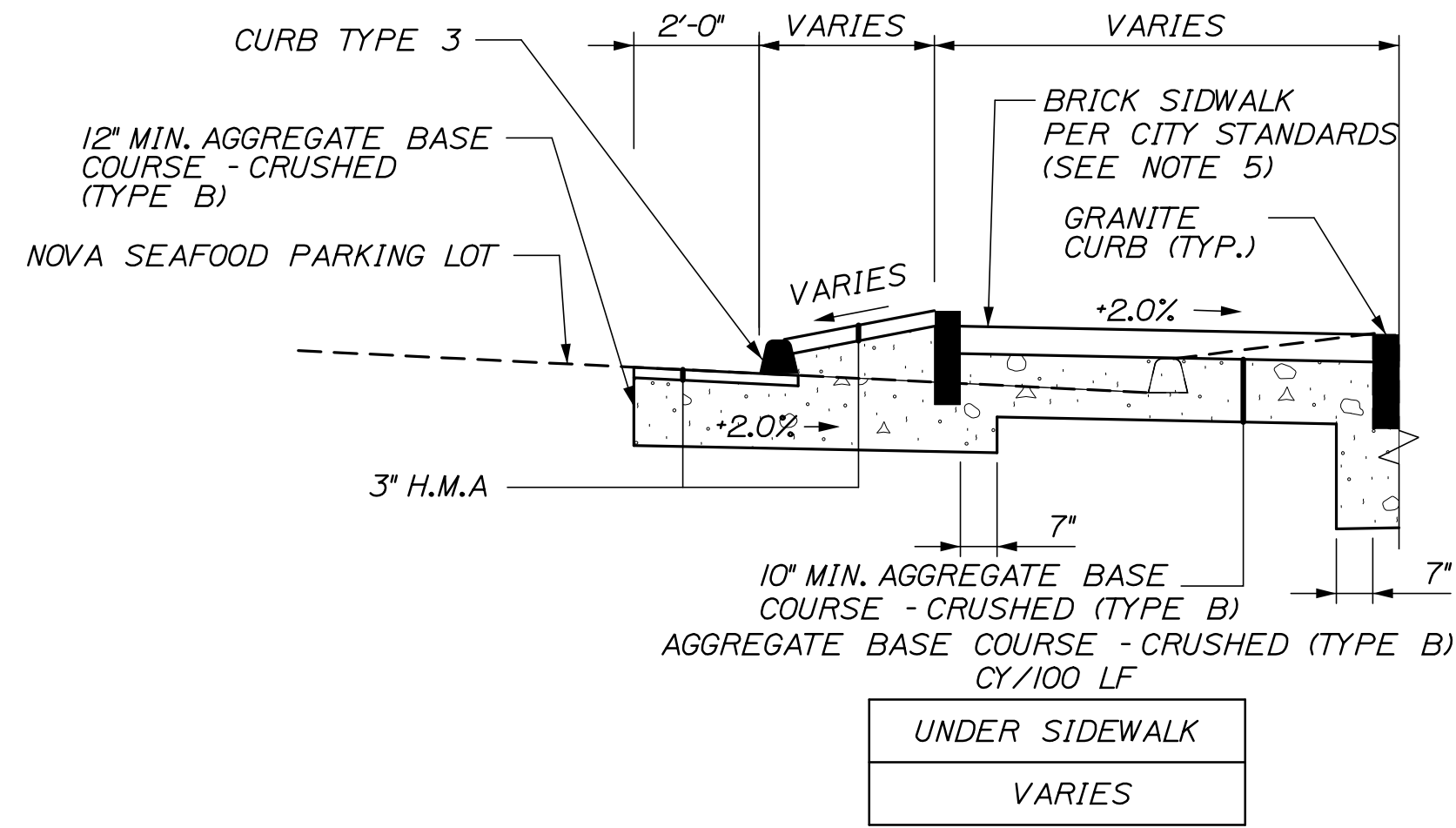
Filename: 036_Typ_Commercial.dgn



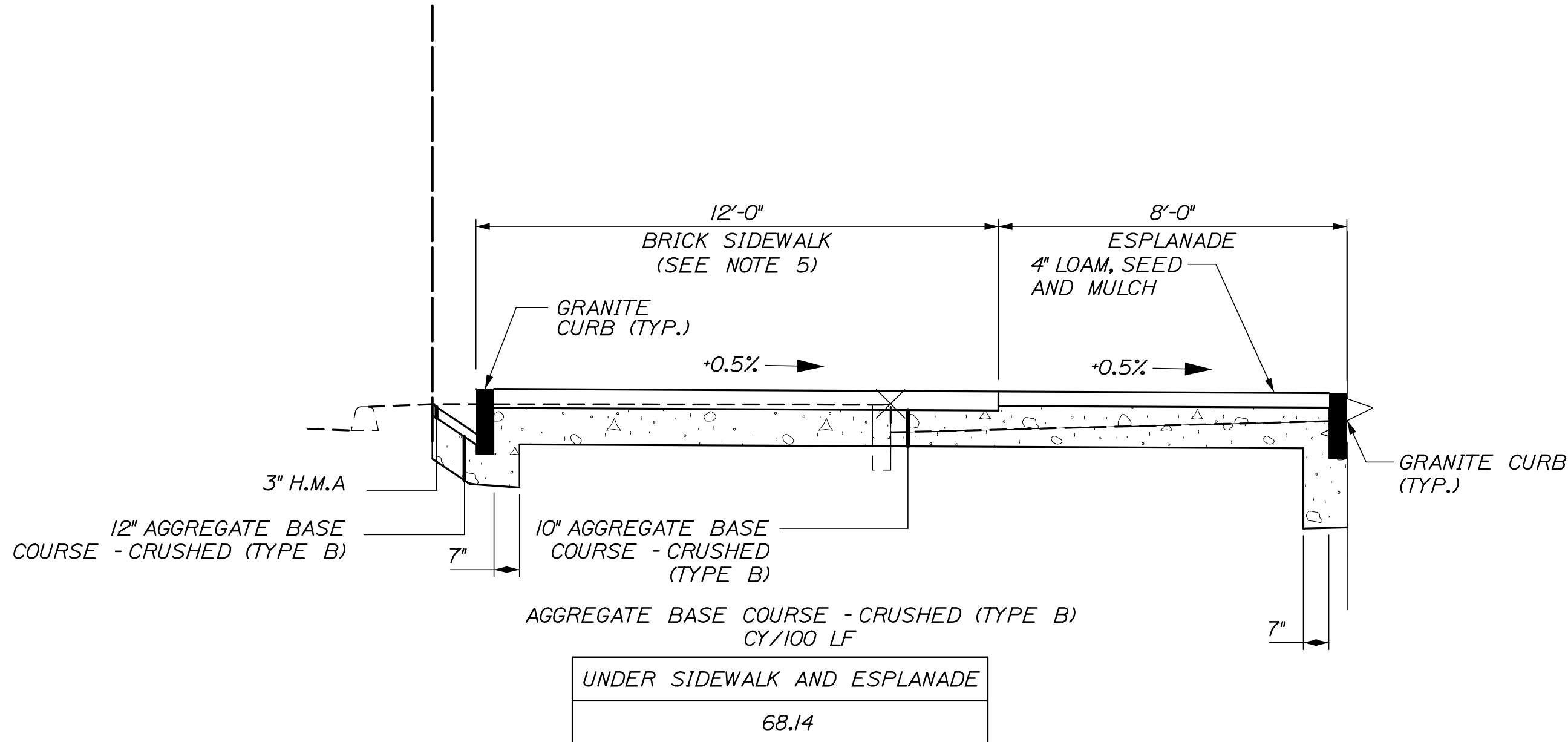
COMMERCIAL STREET
SIDEWALK CONSTRUCTION
STA. 208+41 TO STA. 209+45



COMMERCIAL STREET
SIDEWALK CONSTRUCTION
STA. 212+00 TO STA. 212+50, LT.



COMMERCIAL STREET
SIDEWALK CONSTRUCTION
STA. 212+94 TO STA. 213+35, LT.



COMMERCIAL STREET
SIDEWALK CONSTRUCTION
STA. 209+45 TO STA. 211+50

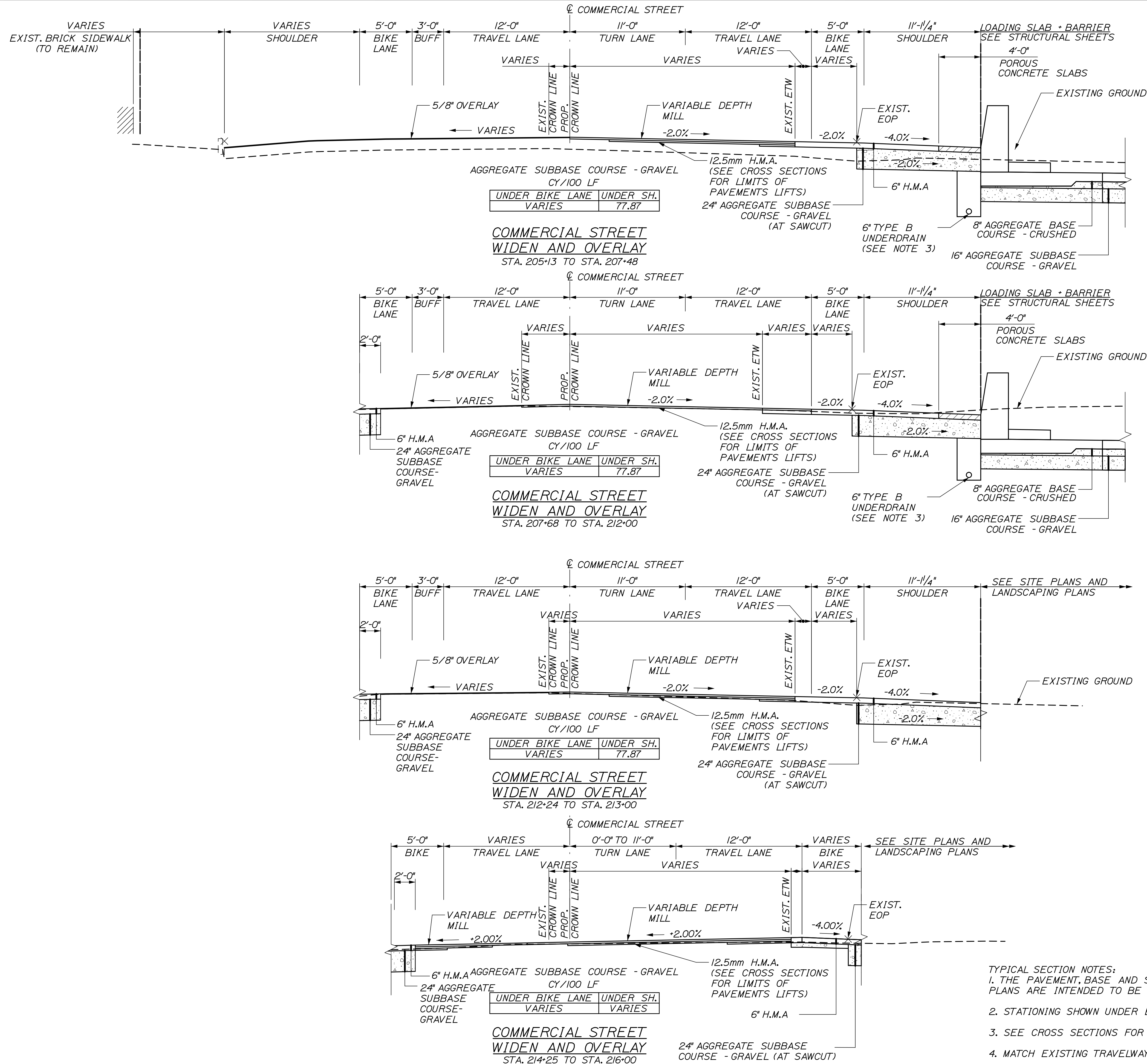
SUPERELEVATION (e)		
LEFT %	STATION	RIGHT %
MATCH EXISTING	204+50	MATCH EXISTING
MATCH EXISTING	204+75	-3.60
MATCH EXISTING	205+00	-2.80
MATCH EXISTING	205+25	-2.00
MATCH EXISTING	T0	
MATCH EXISTING	213+00	-2.00
MATCH EXISTING	213+25	-1.20
-2.00	213+50	-0.40
-2.00	213+75	+0.40
-2.00	214+00	+1.20
-2.00	214+25	+2.00
-2.00	T0	
-2.00	216+00	+2.00
-2.00	216+25	+1.20
-2.00	216+50	+0.40
-2.00	216+75	-0.40
-2.00	217+00	-1.20
MATCH EXISTING	217+25	MATCH EXISTING

- 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. EXECPT HMA SHALL BE 9.5 MM PAID UNDER 403.209

NOT TO SCALE

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. EXCEPT HMA SHALL BE 9.5 MM PAID UNDER 403.209



- 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, REFER TO SECTION 203 AND GEOTECHNICAL RECOMMENDATIONS. 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, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL TRACK LENGTH IF POSSIBLE.
9. ALL PROPOSED DRAINAGE PIPES ADJACENT TO RAILROAD TRACKS 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.
10. RAILROAD VAL PLANS AND PROPERTY DOCUMENTS CAN BE MADE AVAILABLE UPON REQUEST TO MAINE DOT.

1. 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.
2. UTILITY SLEEVES AND CLASS V RCP FOR FUTURE USE BY NEW YARD, LLC AT RAILROAD GRADE CROSSINGS SHALL BE PLUGGED AT BOTH ENDS AND MARKED WITH TIMBER POSTS. THIS SHALL BE INCIDENTAL TO THE 603 ITEM(S).
3. VIDEO INSPECTION OF CSO #027, 028, AND 029 HAS BEEN CONDUCTED BY THE CITY AND WILL BE POSTED ON THE MAINE DOT'S WEBSITE AND MADE AVAILABLE TO THE CONTRACTOR FOR BIDDING PURPOSES.
4. EXCAVATION AND INSTALLATION IN THE VICINITY OF 115KV LINE WILL REQUIRE CONTRACTOR TO RE-INSTALL 16" THERMAL SAND, AS SPECIFIED BY CMP CO. PAYMENT SHALL BE INCIDENTAL TO CONTRACT.
5. 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.

I. THE GEOTECHNICAL REPORT SHALL BECOME PART OF THE CONTRACT DOCUMENTS.

Date:6/6/2014

Username:

Division:

Filename: 002_GenNotes.dgn

GENERAL NOTES:

- THESE DRAWINGS FORM PART OF THE CONTRACT DOCUMENTS. REFER TO THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- ELEVATIONS AND SOUNDINGS ARE IN FEET BASED ON PROJECT DATUM, NGVD29.
- CONTRACTOR SHALL MAINTAIN ADEQUATE SURVEY CONTROL AT ALL TIMES TO ESTABLISH AND MAINTAIN ALL LINES AND ELEVATIONS.
- 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.
- ALL NORTH ARROWS SHOWN ARE GRID NORTH BASED ON NAD83 MAINE WEST. VERTICAL DATUM IS NGVD 1929.
- 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
UNTIL
- ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.
- THE EXACT SIZE & LOCATION OF ALL EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR, SEE SECTION 104. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES PRESENT AND ALL CONSTRUCTION SHALL BE COORDINATED WITH THE RESIDENT.
- EXISTING FEATURES WERE SURVEYED BY OWEN HASKELL, INC. BETWEEN OCTOBER 2010 AND NOVEMBER 2010 WITH REVISIONS IN JANUARY 2014, AND CAN ONLY BE CONSIDERED AS INDICATING THE CONDITIONS EXISTING AT THAT TIME.
- 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.
- THE CONTRACTOR MAY BE CHARGED ANY ADDITIONAL COST OF REINSPECTION OR RETEST WHEN PRIOR REJECTION MAKES REINSPECTION OR RETEST NECESSARY.
- 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 MAINEDOT EROSION CONTROL SPECIFICATIONS.
- 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.
- 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.
- DRAWING PLAN VIEWS WITH SCALES ARE INTENDED FOR FULL SIZE 22X34-INCH DRAWINGS.
- NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN SHALL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
- EXISTING AND PROPOSED RIGHT OF WAY INFORMATION IS SHOWN ON THE PLANS.
- "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
- 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 652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICE. VEHICULAR ACCESS SHALL ACCOMODATE A WB-67 AT ALL TIMES.
- 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 CONTRACTOR 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.

- 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.
- EXISTING MANHOLES, CATCH BASINS, FRAMES AND COVERS TO BE REMOVED SHALL BE SALVAGED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.

SECURITY NOTES:

- 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.
- THE CONTRACTOR, ITS EMPLOYEES, AND SUBCONTRACTORS SHALL OBTAIN SECURITY PASSES INCLUDING TWIC CARDS FOR THE DURATION OF THE PROJECT. NO PERSONNEL WILL BE PERMITTED OUTSIDE THE DESIGNATED PRIMARY CONSTRUCTION ZONE WITHOUT THE REQUIRED SECURITY PASS.

EARTHWORK NOTES:

- 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.
- 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.
- ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.
- 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.
- 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.
- EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT.
- 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.
- 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.
- 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).
- 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.
- 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.
- 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.

EROSION CONTROL NOTES:

- 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.
- 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.

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.

- 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".

- CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCE IN ACCORDANCE WITH DETAIL. LOCATION SHALL BE COORDINATED WITH RESIDENT

DRAINAGE NOTES:

- EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATORS).
- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
- 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.
- THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH LINED PIPES. FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE SUMMARY.
- A 3 FOOT X 3 FOOT SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.
- 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.

- CONTRACTOR SHALL VERIFY CSO INVERTS AT ALL PROPOSED TIE-IN LOCATIONS.
- UNDERDRAIN CONNECTION TO EXISTING DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO THE 605 ITEM(S).

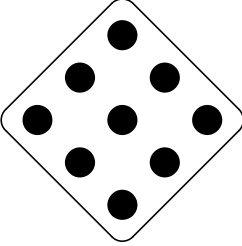
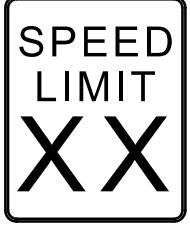
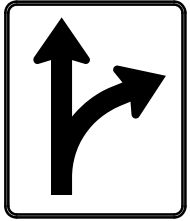
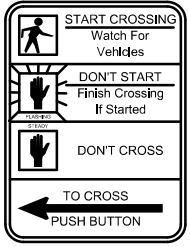
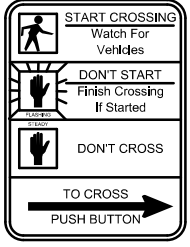
SEEDING NOTES:

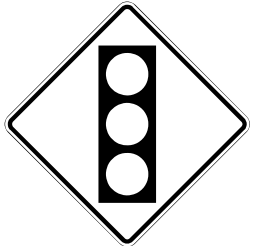
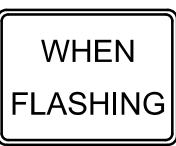
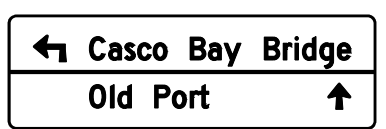
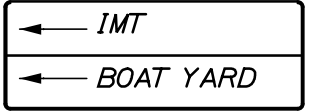
- SEEDING METHOD NO.1 AND 2 SEEDING SHALL BE UTILIZED ON THE PROJECT.
- MULCH SHALL BE APPLIED IN ALL AREAS SEEDED.
- LOAM SHALL BE PLACED TO A DEPTH OF 6" IN ALL AREAS OR AS DIRECTED BY THE RESIDENT.

CONSTRUCTION NOTES:

- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE ERECTION PROCEDURES AND SEQUENCE TO INSURE THE SAFETY OF THE FACILITIES AND THEIR COMPONENTS DURING CONSTRUCTION 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.
- 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.
- 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.
- COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT AND 11" AGGREGATE SUBBASE COURSE GRAVEL.

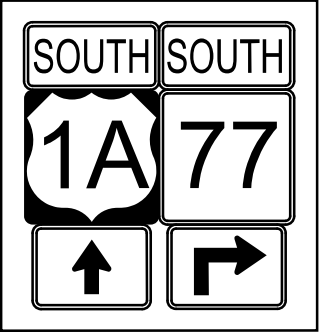
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND		CUMBERLAND COUNTY		GENERAL NOTES		SHEET NUMBER		G2		2 OF 113	
PROJ. MANAGER	J. KITTEDGE	BY	DATE					STATE OF MAINE			
DESIGN-DETAILED	CRM	MPC	06/14					DEPARTMENT OF TRANSPORTATION			
CHECKED-REVIEWED	-	-	06/14								
DESIGN2-DETAILED2	-	-	-			SIGNATURE					
DESIGN3-DETAILED3	-	-	-					PROJECT NUMBER 022809.20			
REVISIONS 1	-	-	-			P.E. NUMBER					
REVISIONS 2	-	-	-								
REVISIONS 3	-	-	-								
REVISIONS 4	-	-	-			DATE		WIN			
FIELD CHANGES	-	-	-					022809.20			

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET	NOTES
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER			
OMI-1	18"	18"		TEXT DIMENSIONS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			/	COLORS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			2.25 (2.25)	
CS-01	24"	30"					/				4.50 (4.50)	
RI-1	30"	30"					/				6.25 (6.25)	
R2-1 (30) R2-1 (40)	30"	36"					/				7.50 (7.50)	
							/				7.50 (7.50)	
R3-4	24"	24"					/				4.00 (4.00)	
R3-5L	30"	36"					5				7.50 (37.50)	
R3-6R	30"	36"					5				7.50 (37.50)	
R4-7	24"	30"					/				5.00 (5.00)	
R9-2	12"	18"					/				1.50 (1.50)	
RI0-3bL	9"	12"					2				0.75 (1.50)	
RI0-3bR	9"	12"					2				0.75 (1.50)	
RI0-12	30"	36"					2				7.50 (15.00)	
RI0-15	30"	30"					/				6.25 (6.25)	

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET	NOTES
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER			
CS-04	18"	30"		TEXT DIMENSIONS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			4	COLORS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			3.75 (15.00)	
W3-3	30"	30"					/				6.25 (6.25)	
W3-6a	36"	36"					/				9.00 (9.00)	
W16-13P	24"	18"					/				3.00 (3.00)	
GS-1	36"	108"					/				27.00 (27.00)	
GS-2	36"	108"					/				27.00 (27.00)	
CS-02	24"	48"					/				8.00 (8.00)	
CS-03	24"	48"					/				8.00 (8.00)	
M1-4	24"	24"					2				4.00 (8.00)	
M1-5	24"	24"					2				4.00 (8.00)	
M3-1	24"	12"					/				2.00 (2.00)	
M3-3	24"	12"					3				2.00 (6.00)	
R3-17	24"	18"					2				3.00 (6.00)	



SIGN ASSEMBLY NO.1
(1 REQUIRED)



SIGN ASSEMBLY NO.2
(1 REQUIRED)

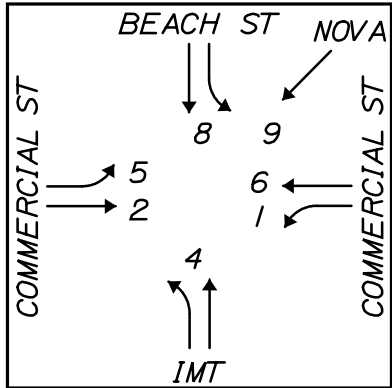
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
SIGN SUMMARY

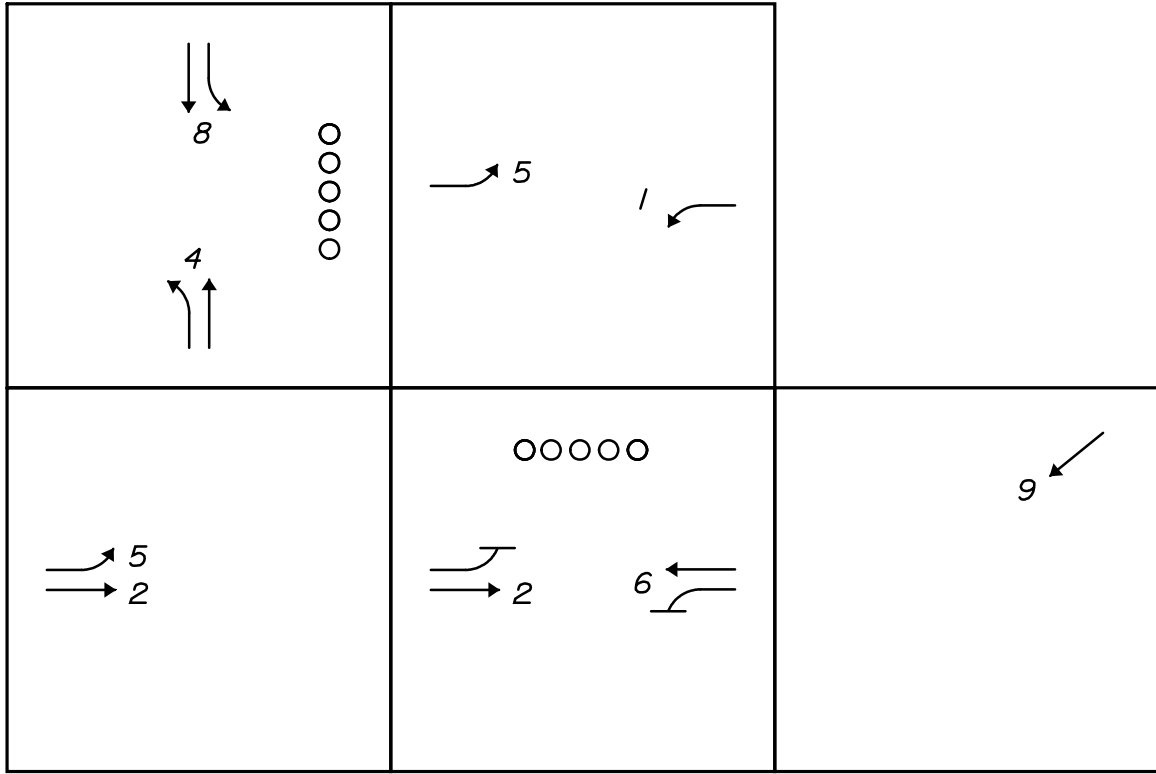
SHEET NUMBER
H36
70 OF 113

PROPOSED TIMING & PHASING

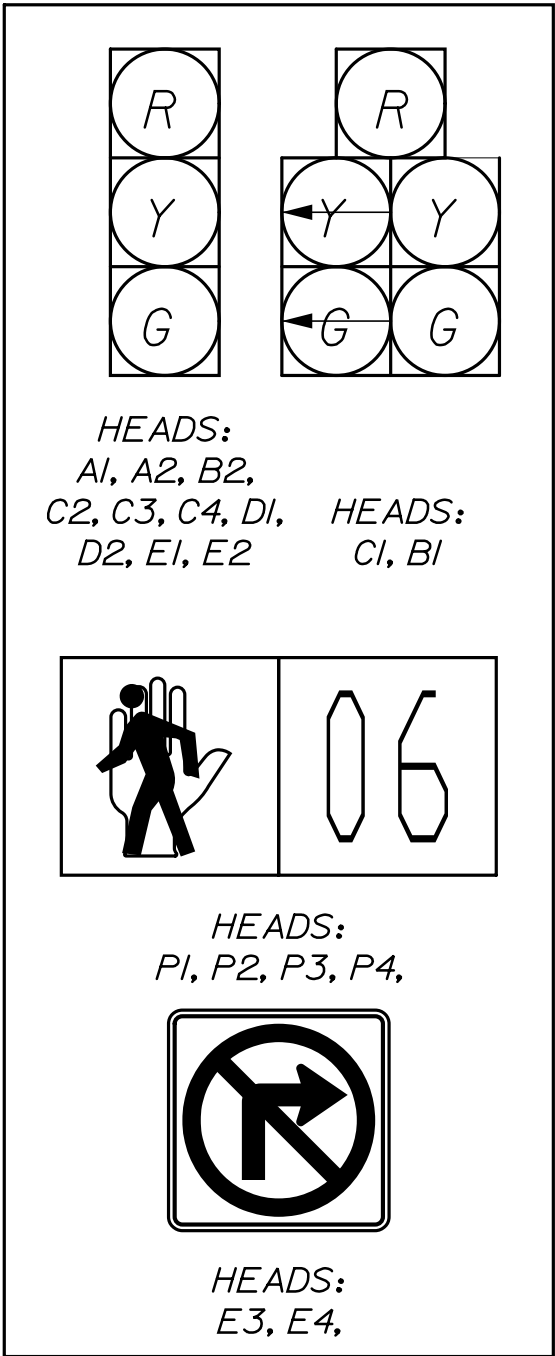
NEMA PHASE IDENTIFICATION



SIGNAL PHASING SEQUENCE



PROPOSED SIGNAL HEADS



SIGNAL NOTES

- CONDUITS INSTALLED ON UTILITY COMPANY OWNED POLES WILL BE INSTALLED BY THE RESPECTIVE UTILITY. THE CONDUIT WILL BE PROVIDED BY THE CONTRACTOR.
- THE LOCATION OF ALL SIGNAL EQUIPMENT AND RELATED ITEMS SHALL BE IN CONFORMITY WITH ‘AMERICANS WITH DISABILITIES ACT’ (ADA) ACCESSIBILITY STANDARDS. USE OF SIDEWALKS AND PEDESTRIAN RAMPS SHALL NOT BE OBSTRUCTED.
- TRAFFIC CONTROLLER CABINETS SHALL BE NAZTEC MODEL P44 TS2 TYPE I SERIES T ONLY. THE CABINET SHALL HAVE AN EXTENSION BASE AND BE MOUNTED ON A CONCRETE PAD FOUNDATION.
- ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER WITH 5" BACK PLATES.
- ALL SPLICES WILL BE MADE IN THE CABINETS MEETING MAINEDOT SPECIFICATIONS.
- THE BOTTOM OF THE HOUSING OF NEW MAST ARM MOUNTED SIGNAL FACES SHALL BE AT LEAST 16 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
- TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, AND CONTROLLER MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET.
- THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
- TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
- THE RESIDENT, MAINE DOT, AND CITY SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
- THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND THE CITY OF PORTLAND WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS.
- THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND ELEVATIONS TO THE BID PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOUNDATION DESIGN AND DOCUMENTATION FOR ALL PEDESTAL POLES. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION THAT IS STAMPED BY A REGISTERED PROFESSIONAL ENGINEER UNDER THEIR OFFICIAL SEAL TO THE RESIDENT FOR REVIEW AND APPROVAL.
- ALL UNDERGROUND CONDUIT SHALL BE PVC SCHEDULE 80 CONDUIT WHEN PLACED UNDER PAVEMENT AND SCHEDULE 40 BEYOND PAVEMENT LIMITS.
- AM TIMING SHALL BE FROM 7:00 - 9:00 AM; PM TIMING SHALL BE FROM 3:30 - 6:30 PM. FREE TIME OPERATION WILL BE FROM 9:00 AM - 3:30 PM AND 6:30 PM - 7:00 AM.
- CONTRACTOR SHALL SET THE PROPOSED SIGNAL TO FLASHING MODE ONE WEEK PRIOR TO ACTIVATING THE PROPOSED SIGNAL TIMING AND PHASING. FLASHING MODE SHALL BEGIN DURING THE BEGINNING OF A WEEK.
- THE THREE SECTION SIGNAL HEADS FOR NOVA SEAFOOD (E1 AND E2) SHALL BE EQUIPPED WITH GEOMETRICALLY PROGRAM LOUVERS TO LIMIT FIELD OF VIEW TO 15° ON EITHER SIDE OF CENTER OF THE STOP BAR FOR ALL SIGNAL INDICATORS. THE LOUVERS SHALL BE CONTAINED IN A FULLY ENCLOSED UNIVERSAL VISOR AND SHALL BE INSTALLED ON ALL SIGNAL INDICATORS.
- THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR THE NEW SERVICE CONNECTION.
- FOR POLE MOUNTED SIGNAL HEADS, THE BOTTOM OF THE HOUSING SHALL BE MOUNTED AT LEAST 8 FEET BUT NOT MORE THAN 19 FEET ABOVE THE SIDEWALK, OR ABOVE PAVMENT GRADE AT THE HIGH POINT OF THE ROAD.
- ALL PEDESTRAIN POLES SHALL BE ONE-PIECE.
- CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES, ALL JUNCTION BOXES SHALL BE INCIDENTAL TO ITEM 643.80.
- THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CITY OF PORTLAND SIGNAL REQUIREMENTS.
- ALL POLE BASES, PULL BOXES, AND OTHER CONTROLLER CONDUITS SHALL BE SEALED TO PREVENT ACCESS BY RODENTS AND OTHER SMALL ANIMALS.

VIDEO DETECTION

- VIDEO DETECTION SHALL CONSIST OF A THERMAL TRAFFIC SENSOR SYSTEM PER THE CITY OF PORTLAND AND MAINEDOT. FOR ADDITIONAL INFORMATION SEE SPECIAL PROVISIONS.
- THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD ADJUST THE HEIGHT, EITHER LOWER OR HIGHER, OF THE VIDEO DETECTOR FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER CONSTRUCTION. NO ADDITIONAL COSTS WILL BE ALLOWED FOR FIELD ADJUSTING THE VIDEO DETECTOR.

AM SIGNAL TIMING (CYCLE LENGTH 150.0 S)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9*
MINIMUM GREEN	4	4	-	4	4	4	-	4	4
VEHICLE EXTENSION	3	3	-	3	3	3	-	3	3
MAXIMUM GREEN	4	91	-	16	24	71	-	16	24
YELLOW	3	4	-	4	3	4	-	4	4
ALL RED	2	3	-	2	2	3	-	2	2
RECALL MODE	MIN	MAX	-	MIN	MAX	MIN	-	MIN	NONE
WALK	-	-	-	4	-	4	-	-	-
PED CLEAR	-	-	-	18	-	13	-	-	-

*A 45 SECOND DELAY IN ACTIVATION OF PHASE 9 SHALL BE PROGRAMMED INTO THE PHASE 9 TIMING.

PM SIGNAL TIMING (CYCLE LENGTH 150.0 S)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9*
MINIMUM GREEN	4	4	-	4	4	4	-	4	4
VEHICLE EXTENSION	3	3	-	3	3	3	-	3	3
MAXIMUM GREEN	5	91	-	16	12	84	-	16	24
YELLOW	3	4	-	4	3	4	-	4	4
ALL RED	2	3	-	2	2	3	-	2	2
RECALL MODE	MIN	MAX	-	MIN	MAX	MIN	-	MIN	NONE
WALK	-	-	-	4	-	4	-	-	-
PED CLEAR	-	-	-	18	-	13	-	-	-

*A 45 SECOND DELAY IN ACTIVATION OF PHASE 9 SHALL BE PROGRAMMED INTO THE PHASE 9 TIMING.

FREE SIGNAL TIMING (CYCLE LENGTH 100.0 S)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9*
MINIMUM GREEN	4	4	-	4	4	4	-	4	4
VEHICLE EXTENSION	3	3	-	3	3	3	-	3	3
MAXIMUM GREEN	4	41	-	16	7	38	-	16	24
YELLOW	3	4	-	4	3	4	-	4	4
ALL RED	2	3	-	2	2	3	-	2	2
RECALL MODE	MIN	MAX	-	MIN	MAX	MIN	-	MIN	NONE
WALK	-	-	-	4	-	4	-	-	-
PED CLEAR	-	-	-	18	-	13	-	-	-

*A 45 SECOND DELAY IN ACTIVATION OF PHASE 9 SHALL BE PROGRAMMED INTO THE PHASE 9 TIMING.

IMT SIGNAL NOTES:

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
SIGNAL NOTES

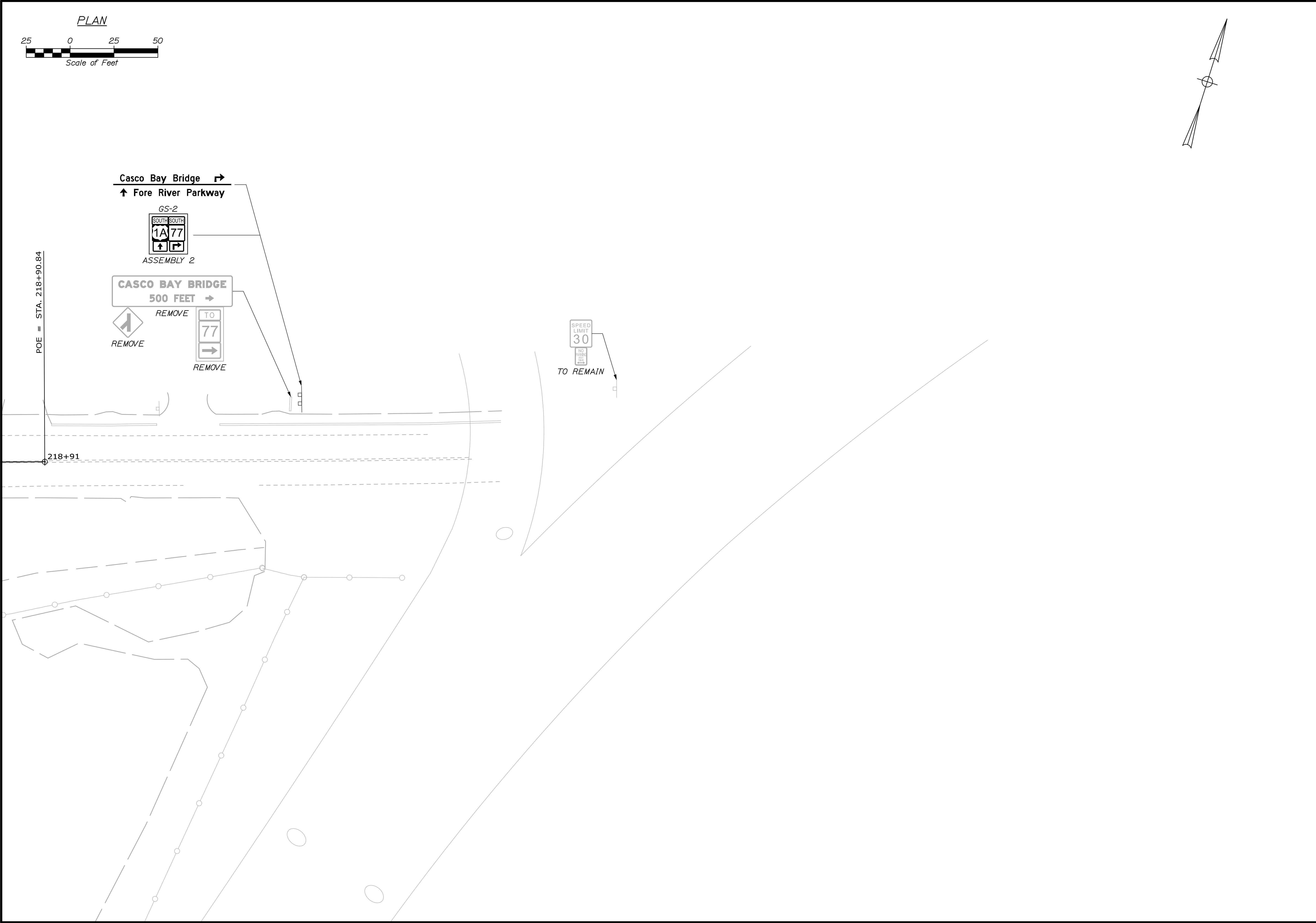
SHEET NUMBER
H35
69 OF 113

Date:6/6/2014

Username:

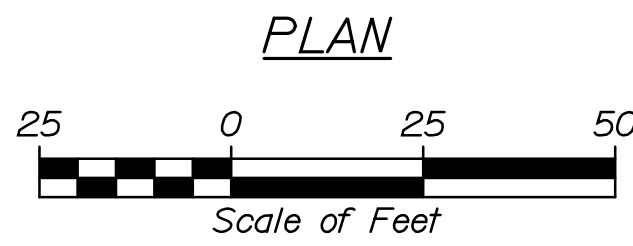
Division:

Filename: 067_SSPlan5.dgn

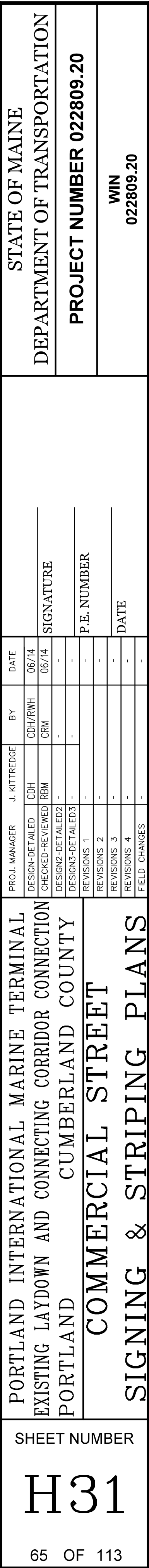


PROJ. MANAGER	J. KITTREDEE	BY	DATE
DESIGN-DETAILED	CDH	CHVRWH	06/14
CHECKED-REVIEWED	RBH	CRM	06/14
DESIGN-DETAILED2	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE
P.E. NUMBER
DATE



66 OF 113		SHEET NUMBER		PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY				PROJ. MANAGER	J. KITTREDGE	BY	DATE
H32				COMMERCIAL STREET SIGNING & STRIPING PLANS				DESIGN-DETAILED	CDH	COH/RWH	06/14
								CHECKED-REVIEWED	IRM	CRM	06/14
								DESIGN2-DETAILED2	-	-	-
								DESIGN3-DETAILED3	-	-	-
								REVISIONS 1	-	-	-
								REVISIONS 2	-	-	-
								REVISIONS 3	-	-	-
								REVISIONS 4	-	-	-
								FIELD CHANGES	-	-	-
								DATE			
								P.E. NUMBER			
								SIGNATURE			
								STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
								PROJECT NUMBER 022809.20			
								WIN 022809.20			

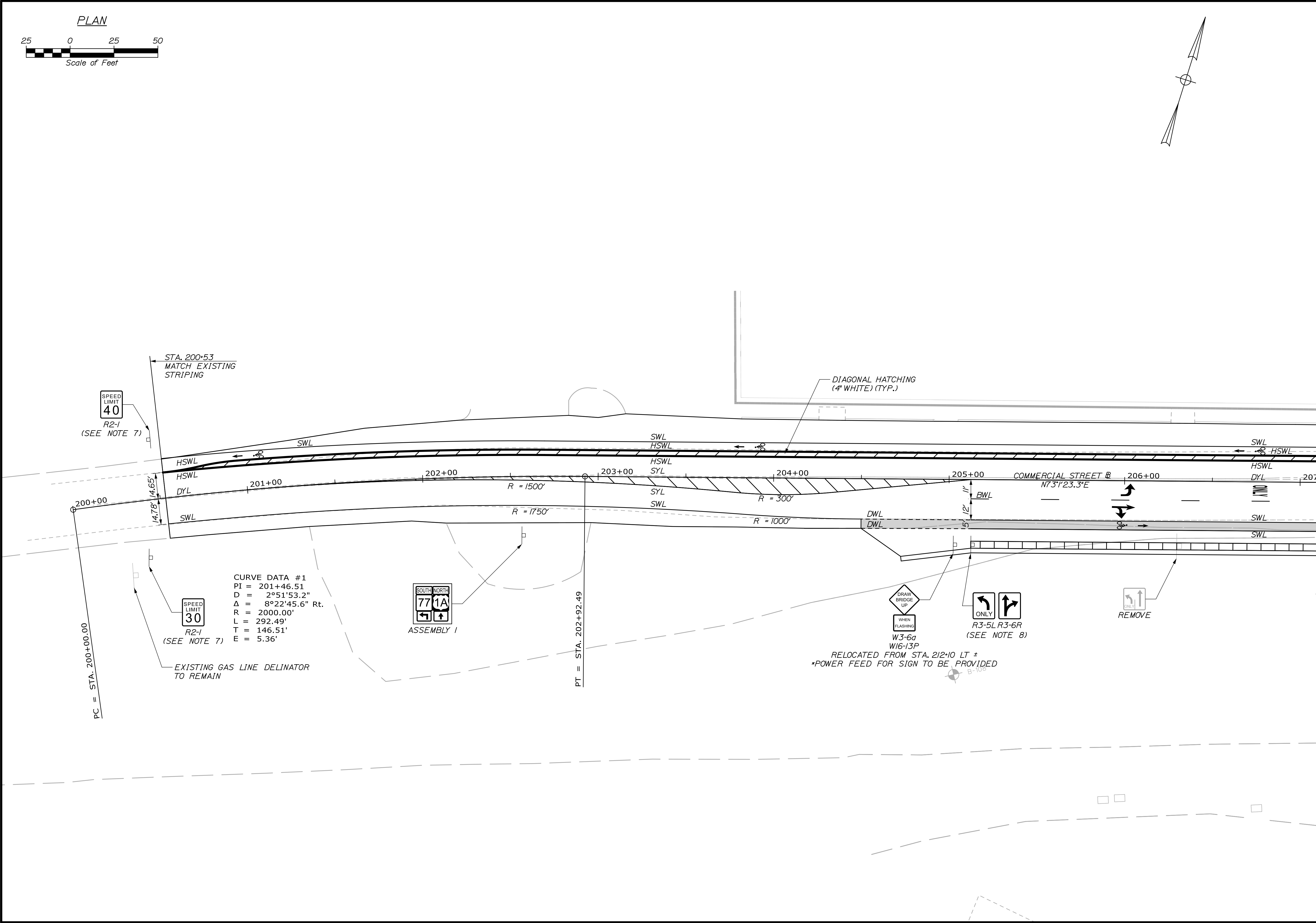


Date:6/6/2014

Username:

Division:

Filename: 064_SSPlan2.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20				
	PROJ. MANAGER	J. KITREDOE	BY	DATE
	DESIGN-DETAILED	CDH	CHK/RWH	06/14
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY COMMERCIAL STREET SIGNING & STRIPING PLANS	CHECKED-REVIEWED	RBH	CRM	06/14
	DESIGN-DETAILED	-	-	-
	REVISIONS 1	-	-	-
	REVISIONS 2	-	-	-
SHEET NUMBER H30 64 OF 113	REVISIONS 3	-	-	-
	REVISIONS 4	-	-	-
	FIELD CHANGES	-	-	-
	SIGNATURE			
	P.E. NUMBER			
	DATE			

Date:6/6/2014

Username:

Division:

Filename: 063_SSPlan1.dgn

LEGEND

SWL
SYL
DYL
BWL
DL

CW
SL
HSWL

SOLID WHITE LINE (4")
SOLID YELLOW LINE (4")
DOUBLE YELLOW LINE (4")
BROKEN WHITE LINE (4")
4" DOTTED WHITE LINE (2' LINE & 6' GAP)
CROSS WALK STRIPE (12")
STOP LINE (24")
HEAVY SOLID WHITE LINE (12")

↑
←
↶
↷
↹
ONLY

STRAIGHT ARROW PAVEMENT MARKING
LEFT ARROW PAVEMENT MARKING
RIGHT ARROW PAVEMENT MARKING
SHARED STRAIGHT & RIGHT/LEFT ARROW PAVEMENT MARKING
"ONLY" PAVEMENT MARKING

NOTES:

- ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AND STANDARD DETAILS
- ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A. LATEST EDITION.
- PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO 645 ITEMS.
- SIGNS INSTALLED ON ISLANDS SHALL BE INSTALLED ON 4 LB/FT U-CHANNEL POSTS AND BREAKAWAY DEVICE. THE BREAKAWAY DEVICE SHALL BE MARION STEEL LAP SPLICE U-CHANNEL BREAKAWAY SYSTEM, "THE RIB-BAK."
- THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS.
- SEE SIGNAL PLANS FOR OVERHEAD LANE USE SIGNS.
- REQUIRED ADJUSTMENT OF CURRENTLY DEFINED SPEED ZONE, TO BE COORDINATED WITH MAINE DOT SOUTHERN REGION OFFICE.
- SIGNS MOUNTED ON BARRIER SHALL HAVE BOTTOM OF SIGN AT 13' ABOVE ROADWAY.

PLAN

Scale of Feet

← Casco Bay Bridge
Old Port
↑
GS-I

STATION

200+00

PC = STA. 200+00.00

14.78'

14.65'

201+00

STATION

STA. 200+53

MATCH EXISTING STRIPING

SPEED LIMIT

40

R2-I
(SEE NOTE 7)

HSWL

HSWL

DYL

SWL

STATION

201+46.51

PI = 201+46.51

D = 2°51'53.2"

Δ = 8°22'45.6"

R = 2000.00'

L = 292.49'

T = 146.51'

E = 5.36'

SPEED LIMIT

30

R2-I
(SEE NOTE 7)

EXISTING GAS LINE DELINATOR TO REMAIN

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
SIGNING & STRIPING PLANS

SHEET NUMBER

H29

63 OF 113

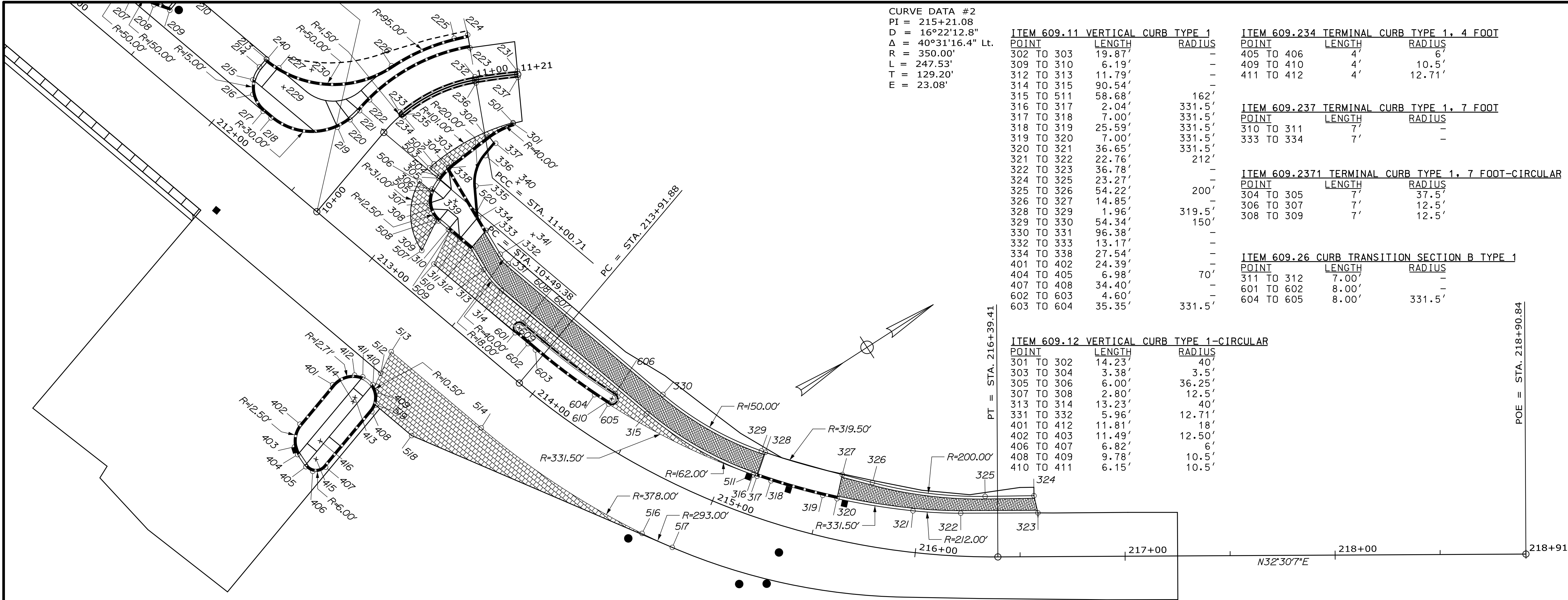
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN 022809.20

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	CDH	CHK/RWH	06/14
CHECKED-REVIEWED	RBH	CRM	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE



CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
301	11+16.30	23' RT	2927480.7276	296236.6488
302	11+01.54	27.74' RT	2927479.4302	296222.5543
303	10+68.95	33.37' RT	2927481.1381	296202.7605
304	10+62.76	33.57' RT	2927481.5792	296199.4150
305	10+49.83	34.04' RT	2927483.4397	296192.6773
306	10+43.69	34.92' RT	2927486.0075	296187.2617
307	10+37.65	38.27' RT	2927490.9769	296182.4618
308	213+06.08	35.91' LT	2927493.5799	296181.4346
309	213+12.72	34' LT	2927500.4879	296181.5472
310	213+18.91	34' LT	2927506.4099	296183.3551
311	213+25.91	34' LT	2927513.1048	296185.3990
312	213+32.91	34' LT	2927519.7998	296187.4429
313	213+44.06	30.17' LT	2927531.5856	296187.0357
314	213+57.06	28' LT	2927544.6463	296188.7549
315	214+51.85	23.22' LT	2927631.2380	296215.1904
316	215+13.81	18.61' LT	2927683.0754	296242.0081
317	215+15.96	18.64' LT	2927684.6824	296243.2594
318	215+23.35	18.73' LT	2927690.1461	296247.6350
319	215+50.41	19.09' LT	2927709.3089	296264.5922
320	215+57.81	19.18' LT	2927714.3167	296269.4830
321	215+96.61	19.68' LT	2927738.7800	296296.7424
322	216+20.73	20.43' LT	2927752.0418	296315.2230
323	216+58.60	20.84' LT	2927771.8489	296346.2085
324	216+56.75	29.03' LT	2927763.9519	296349.0489
325	216+32.95	28.78' LT	2927751.6102	296329.3190
326	215+73.88	30.1' LT	2927717.0137	296287.7861
327	215+57.63	30.88' LT	2927706.0550	296277.7656
328	215+15.78	30.64' LT	2927677.2806	296252.7047
329	215+13.62	30.61' LT	2927675.7318	296251.4987
330	214+54.12	35.03' LT	2927627.7342	296226.6675
331	213+51.22	40' LT	2927535.5565	296198.5267
332	213+45.37	40.98' LT	2927529.6792	296197.7530
333	213+32.91	45.26' LT	2927516.5133	296198.2079
334	213+26.29	47.53' LT	2927509.5175	296198.4497
335	10+75.83	48.33' RT	2927496.1248	296205.5655
336	10+97.87	36.26' RT	2927486.4377	296217.2030
337	11+05.64	31.29' RT	2927484.1429	296224.4678
338	10+62.65	33.99' RT	2927481.9956	296199.4006
339	10+46.50	47.1' RT	2927496.8381	296193.5025
340	11+15.07	51.17' RT	2927505.5089	296223.2273
341	213+51.22	58' LT	2927530.3008	296215.7423

CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
401	213+24.53	58' RT	2927538.6438	296097.0072
402	213+24.73	82.38' RT	2927545.9547	296073.7438
403	213+29.73	92.28' RT	2927553.6250	296065.7378
404	213+33.25	94.13' RT	2927557.5383	296064.9961
405	213+39.96	96.01' RT	2927564.5027	296065.1525
406	213+43.86	95.59' RT	2927568.1105	296066.7017
407	213+47.29	90.11' RT	2927569.7936	296072.9358
408	213+47.01	55.72' RT	2927559.4813	296105.7494
409	213+42.71	47.33' RT	2927552.9179	296112.5172
410	213+39.11	45.63' RT	2927548.9835	296113.0904
411	213+33.06	45.89' RT	2927543.2652	296111.0761
412	213+29.55	47.77' RT	2927540.4583	296108.2495
413	213+36.51	55.81' RT	2927549.4644	296102.6014
414	213+37.24	57.89' RT	2927550.7691	296100.8177
415	213+41.29	90.16' RT	2927564.0696	296071.1369
416	213+37.23	82.28' RT	2927557.8797	296077.4914
501	11+16.23	22.62' RT	2927480.3624	296236.7629
502	10+55.91	27.76' RT	2927476.4886	296194.5448
503	10+51.37	27.56' RT	2927476.9573	296191.7432
504	10+51.69	33.97' RT	2927483.0971	296193.6176
505	10+42.62	35.22' RT	2927486.6048	296186.3240
506	10+42.62	27.93' RT	2927479.6364	296184.1966
507	213+15.70	18.15' LT	2927507.9651	296167.2622
508	213+11.68	34.04' LT	2927499.4799	296181.2848
509	213+19.93	34' LT	2927507.3855	296183.6530
510	213+24.25	17' LT	2927516.4764	296168.6538
511	215+13.81	18.61' LT	2927683.0754	296242.0081
512	213+38.49	39.11' RT	2927546.4825	296119.1463
513	213+35.67	28' RT	2927540.5405	296128.9500
514	213+91.83	28' RT	2927594.2530	296145.3478
516	214+76.80	27.99' RT	2927677.9182	296182.4774
517	214+91.49	27.89' RT	2927691.3044	296190.9845
518	213+68.85	52.19' RT	2927579.3386	296115.4988
519	213+46.37	52.19' RT	2927557.8389	296108.9352
520	213+24.08	48' LT	2927507.2658	296198.2543

CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
601	213+74.93	17' LT	2927564.9540	296183.4534
602	213+82.93	17' LT	2925752.6054	296185.7893
603	213+87.53	17' LT	2925757.0008	296187.1312
604	214+24.48	17.44' LT	2927610.1924	296199.2326
605	214+32.90	17.55' LT	2927617.5132	296202.4579
606	214+32.81	23.55' LT	2927615.0280	296207.9191
607	213+87.53	23' LT	2927575.2489	296192.8697
608	213+74.93	20' LT	2925763.2021	296189.1920
609	213+74.93	20' LT	2927564.0780	296186.3227
610	214+32.85	20.55' LT	2927616.2706	296205.1885

ITEM 609.31 CURB TYPE 3		
POINT	LENGTH	RADIUS
334 TO 335	15.17'	-
335 TO 336	15.53'	20'
336 TO 337	7.62'	-

ITEM 609.34 CURB TYPE 5		
POINT	LENGTH	RADIUS
606 TO 607	42.56'	325.5'
607 TO 608	12.60'	-

ITEM 609.35 CURB TYPE 5-CIRCULAR		
POINT	LENGTH	RADIUS
601 TO 608	9.42'	3'
605 TO 606	9.42'	3'



Date:6/6/2014

Username:

Division:

Filename: 061_Geometric_002.dgn

CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
101	207+43.57	32.65' LT	2926956.5349	296014.0689
102	207+47.57	32.63' LT	2926960.3657	296015.2171
103	207+67.61	20' LT	2926983.2197	296008.9930
104	207+78.00	20' LT	2926993.1550	296012.0262
105	207+92.93	26.7' LT	2927005.4836	296022.7933
106	207+96.59	32.63' LT	2927007.2492	296029.5301
107	207+97.98	40.89' LT	2927006.1654	296037.8384
108	208+20.67	40' LT	2927028.1306	296043.6151
109	208+24.67	28' LT	2927035.4601	296033.3060
110	208+29.76	23.24' LT	2927041.7129	296030.2392
111	208+40.67	20' LT	2927053.0988	296030.3263
112	209+86.40	20' LT	2927192.4747	296072.8763
113	209+95.10	22.78' LT	2927199.9825	296078.0747
114	209+99.66	28' LT	2927202.8272	296084.4013
115	210+01.40	35' LT	2927202.4412	296091.6024
116	210+01.40	40' LT	2927200.9813	296096.3845
117	209+93.98	40' LT	2927193.8878	296094.2189
118	209+45.45	40' LT	2927147.4716	296080.0486
119	207+78.00	40' LT	2926987.3153	296031.1546
120	208+40.67	40' LT	2927047.2591	296049.4548
121	209+86.40	35' LT	2927188.0949	296087.2226
122	210+00.98	40' LT	2927200.5828	296096.2628

ITEM 609.11 VERTICAL CURB TYPE 1		
POINT	LENGTH	RADIUS
102 TO 103	23.69'	-
103 TO 104	10.39'	-
111 TO 112	145.73'	-
115 TO 116	5.00'	-
117 TO 118	48.53'	-
201 TO 202	5.00'	-
205 TO 206	37.84'	-
207 TO 208	11.26'	150'
209 TO 210	12.00'	-
211 TO 212	69.05'	-
213 TO 214	5.00'	-
217 TO 218	4.84'	-
222 TO 223	54.69'	89'
224 TO 225	6.62'	-
225 TO 226	32.76'	95'

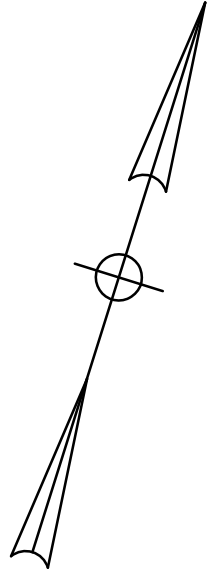
ITEM 609.237 TERMINAL CURB TYPE 1, 7 FOOT		
POINT	LENGTH	RADIUS
117 TO 122	7'	-
211 TO 239	7'	-
212 TO 238	7'	-
221 TO 222	7'	89'

ITEM 609.12 VERTICAL CURB TYPE 1-CIRCULAR		
POINT	LENGTH	RADIUS
104 TO 105	16.86'	20'
106 TO 107	8.44'	20'
108 TO 109	12.87'	20'
110 TO 111	11.55'	20'
112 TO 113	9.28'	15'
114 TO 115	7.28'	15'
202 TO 203	7.28'	15'
204 TO 205	8.97'	15'
206 TO 207	13.3'	50'
214 TO 215	6.93'	15'
216 TO 217	9.63'	15'
218 TO 219	33.70'	30'
220 TO 221	6.27'	30'
226 TO 227	56.58'	50'

ITEM 609.2371 TERMINAL CURB TYPE 1, 7 FOOT-CIRCULAR		
POINT	LENGTH	RADIUS
105 TO 106	7'	20'
109 TO 110	7'	20'
113 TO 114	7'	15'
203 TO 204	7'	15'
215 TO 216	7'	15'
219 TO 220	7'	30'
227 TO 240	7'	50'

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'

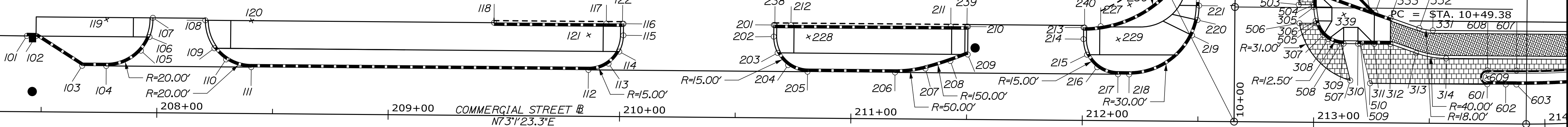
CURVE DATA #2
PI = 11+10.87
D = 21°44'38.9"
Δ = 4°24'55.6" Rt.
R = 263.50'
L = 20.31'
T = 10.16'
E = 0.20'



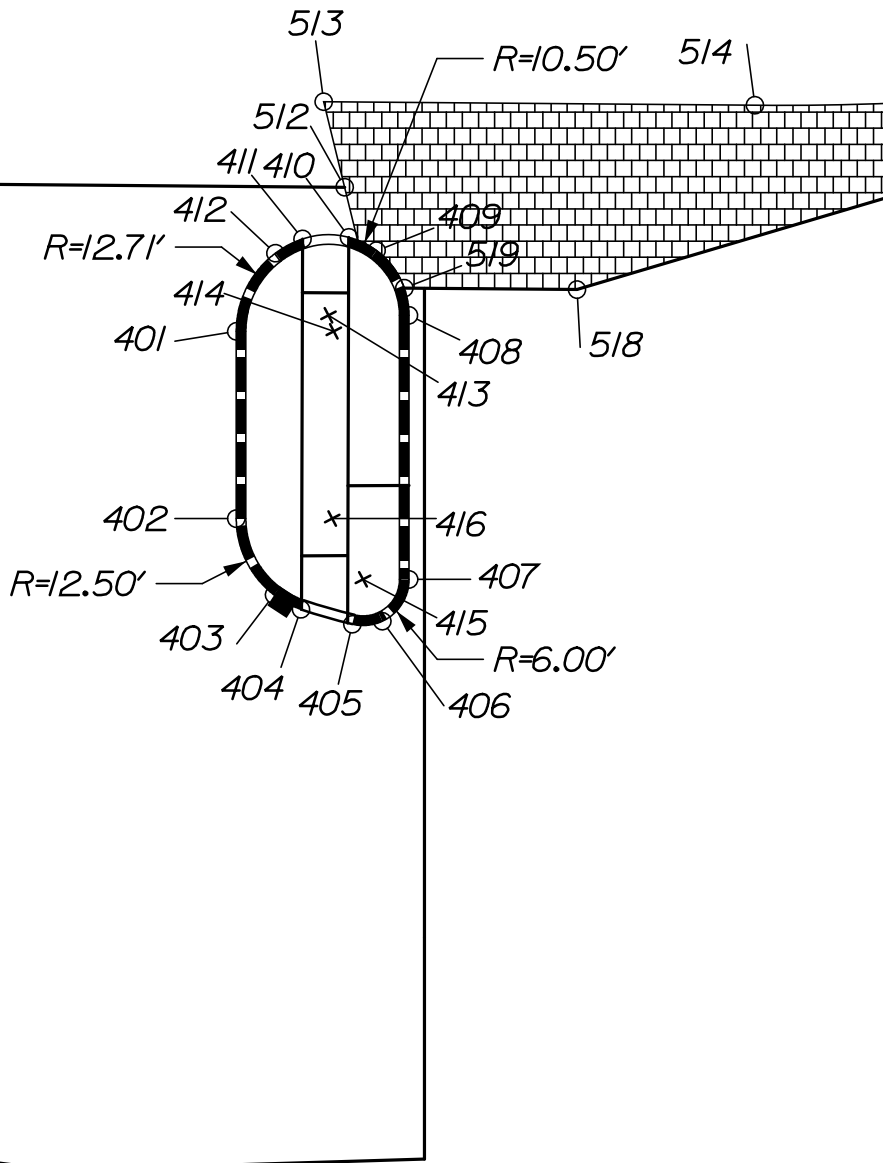
ITEM 609.26 CURB TRANSITION SECTION B TYPE 1		
POINT	LENGTH	RADIUS
208 TO 209	8.00'	150'

ITEM 609.34 CURB TYPE 5		
POINT	LENGTH	RADIUS
231 TO 232	20.42'	265'
232 TO 233	40.00'	75'
234 TO 236	38.40'	72'
236 TO 237	20.19'	262'

ITEM 609.34 CURB TYPE 5-CIRCULAR		
POINT	LENGTH	RADIUS
233 TO 234	4.71'	1.5'



CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
201	210+66.40	40' LT	2927263.1488	296115.3636
202	210+66.40	35' LT	2927264.6087	296110.5814
203	210+68.13	28' LT	2927268.3106	296104.3926
204	210+72.70	22.78' LT	2927274.2037	296100.7336
205	210+81.09	20' LT	2927283.0414	296100.5253
206	211+18.93	20' LT	2927319.2282	296111.5727
207	211+32.07	21.76' LT	2927331.2859	296117.0925
208	211+42.82	25.12' LT	2927340.5799	296123.4488
209	211+50.28	28' LT	2927346.8792	296128.3788
210	211+50.28	40' LT	2927343.3753	296139.8558
211	211+42.86	40' LT	2927336.2819	296137.6903
212	210+73.82	40' LT	2927270.2422	296117.5291
213	212+00.28	40' LT	2927391.1947	296154.4559
214	212+00.28	35' LT	2927392.6550	296149.6726
215	212+01.85	28.31' LT	2927396.1144	296143.7337
216	212+06.30	22.98' LT	2927401.9210	296139.9389
217	212+15.28	20' LT	2927411.3811	296139.7060
218	212+20.12	20' LT	2927416.0119	296141.1197
219	10+37.02	18.45' LT	2927436.9098	296165.2920
220	10+43.62	16.18' LT	2927437.1513	296172.2720
221	10+49.76	15.5' LT	2927435.9902	296178.4226
222	10+55.54	15.5' LT	2927434.2468	296185.2002
223	11+00.71	15.5' LT	2927439.3427	296238.7926
224	11+00.71	21.73' LT	2927433.6089	296241.2307
225	10+95.59	21.5' LT	2927431.4469	296234.9686
226	10+70.25	21.5' LT	2927426.2531	296202.7909
227	212+07.66	40.60' LT	2927398.0761	296157.1843
228	210+81.40	35' LT	2927278.9550	296114.9612
229	212+15.28	35' LT	2927407.0013	296154.0524
230	212+20.12	50' LT	2927407.2523	296169.8124
231	11+21.02	1.5' LT	2927460.9336	296251.7815
232	11+00.71	1.5' LT	2927452.2264	296233.3143
233	10+61.51	1.5' LT	2927446.8912	296194.1488
234	10+61.51	1.5' RT	2927449.8654	296194.5415
235	10+61.51	0' RT	2927448.3783	296194.3451
236	11+00.71	1.5' RT	2927454.9871	296232.1403
237	11+21.02	1.5' RT	2927463.5958	296250.3985
238	210+66.82	40' LT	2927263.5473	296115.4852
239	211+49.86	40' LT	2927342.9768	296139.7342
240	212+00.70	40' LT	2927391.5918	296154.5820



STATE OF MAINE	PROJECT NUMBER 022809.20	WIN 022809.20
DEPARTMENT OF TRANSPORTATION		

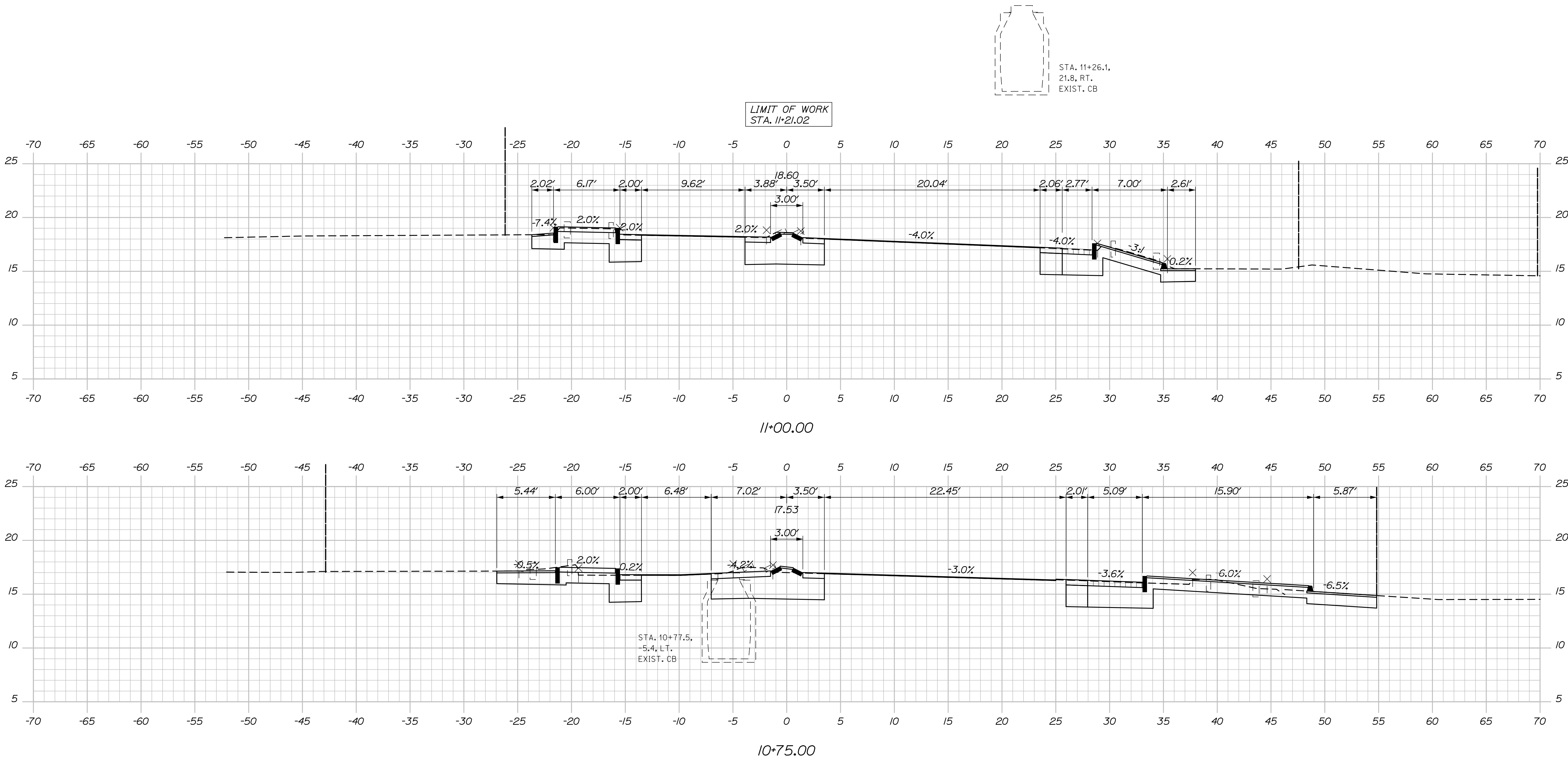
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY COMMERCIAL STREET GEOMETRIC AND CURBING PLAN	PROJ. MANAGER	DATE	BY	J. KITTEDGE	DATE	DATE
	CHECKED-REVIEWED	06/14	TJW	06/14	CPM	06/14
	DESIGN-DETAILED	-	-	-	-	-
	DESIGN-REVIEWED	-	-	-	-	-
SHEET NUMBER	DESIGN-DETAILED	-	-	-	-	-
	DESIGN-REVIEWED	-	-	-	-	-
	REVISIONS 1	-	-	-	-	-
	REVISIONS 2	-	-	-	-	-
H27	REVISIONS 3	-	-	-	-	-
	REVISIONS 4	-	-	-	-	-
	FIELD CHANGES	-	-	-	-	-
	61	OF	113			

Date:6/6/2014

Username:

Division:

Filename: Xsect.dgn

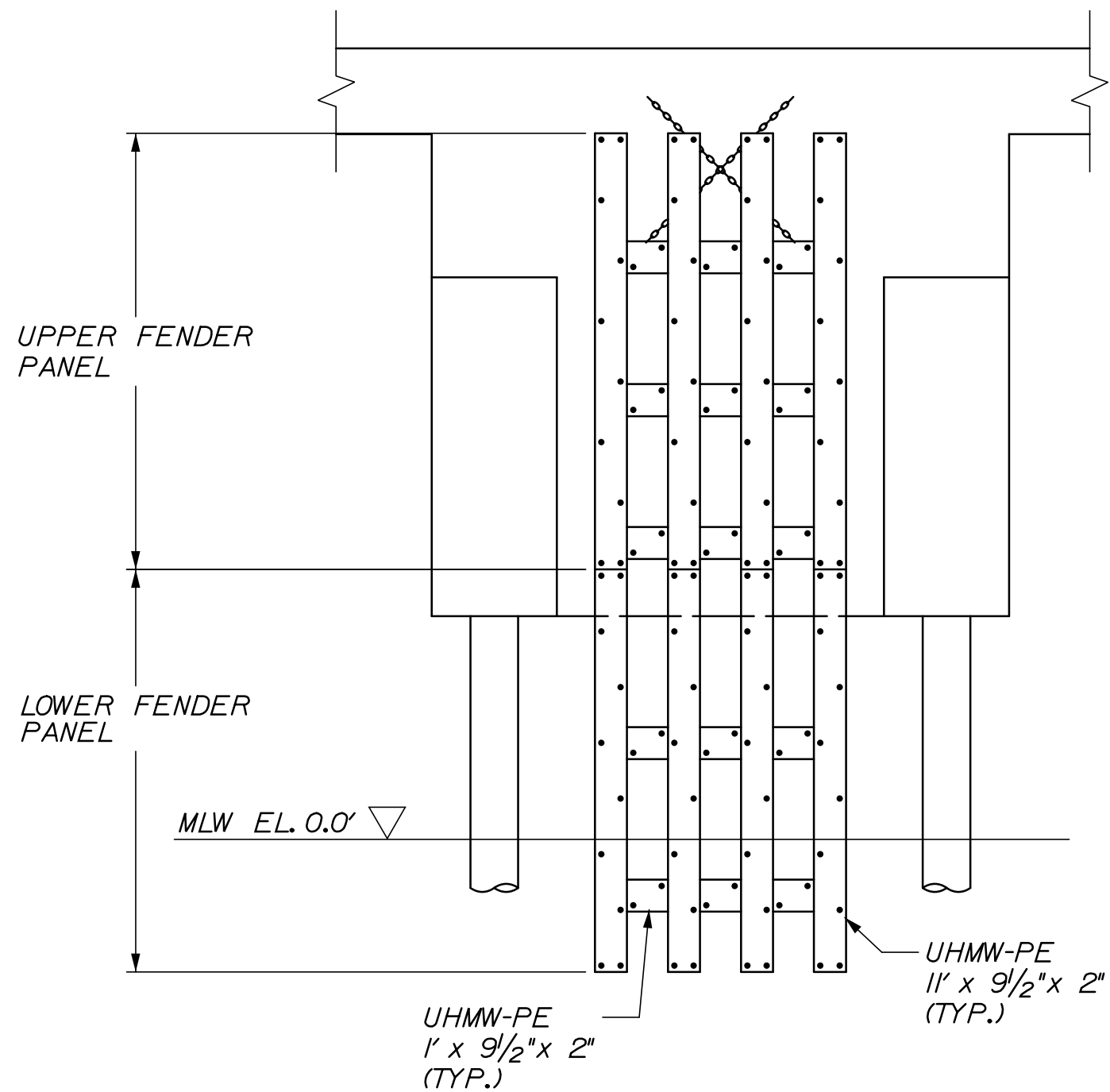


Date:6/6/2014

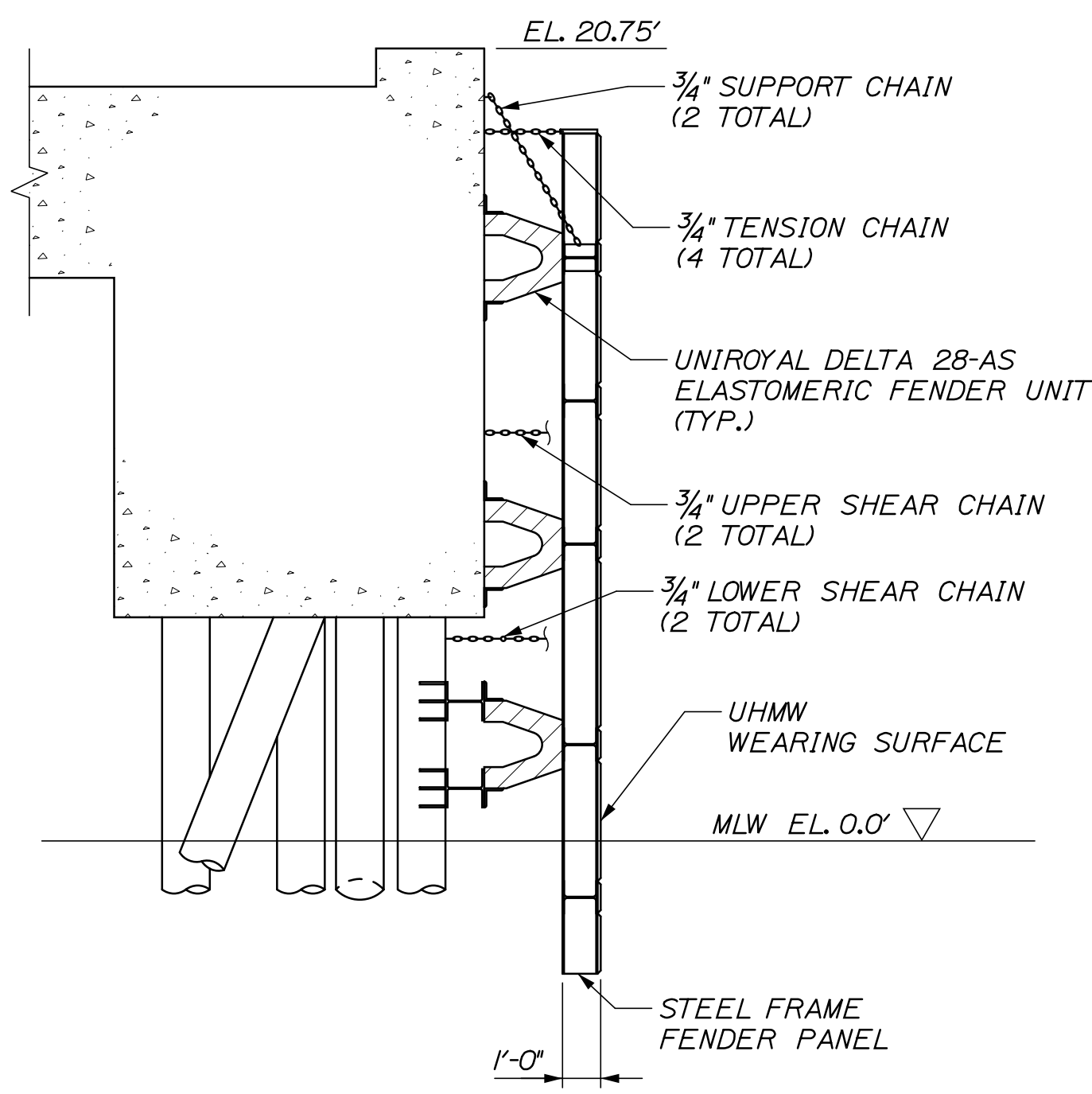
Username:

Division:

Filename: 109_FenderRepairs.dgn

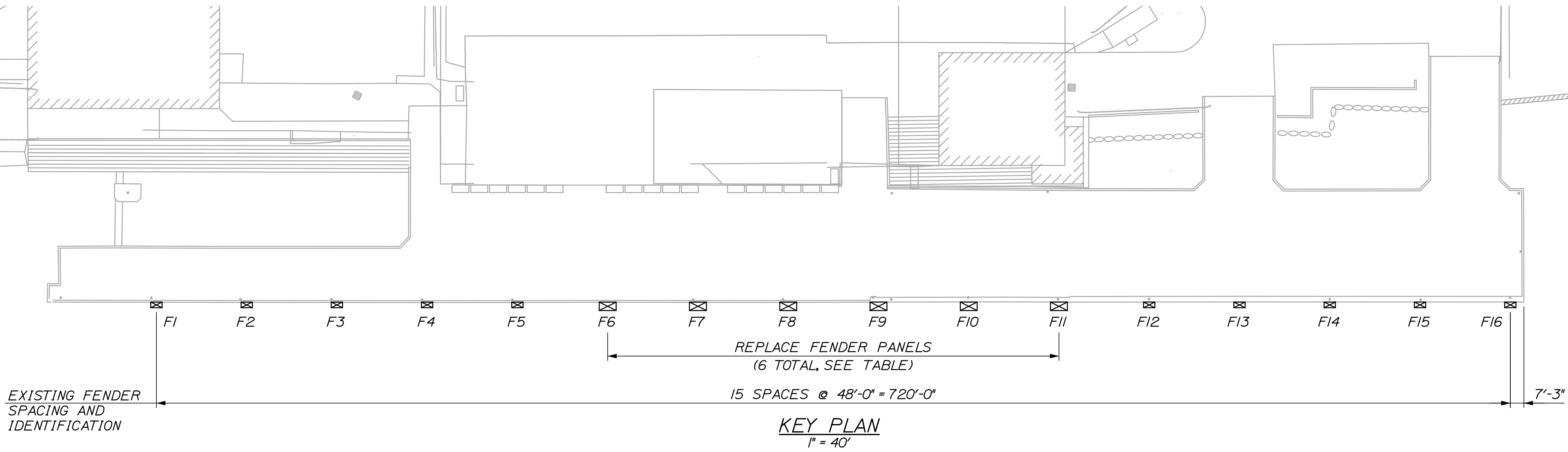


ELEVATION



SECTION

EXISTING FENDER ASSEMBLY
1/4" = 1'-0"



KEY PLAN
1" = 40'

SUMMARY OF REPAIRS/MODIFICATIONS

FENDER PANEL	REMOVE STEEL FRAME FENDER PANEL	INSTALL STEEL BOX FENDER PANEL	REPLACE EXISTING UPPER & LOWER SHEAR CHAINS	INSTALL UHMW WEARING SURFACES ON LOWER FENDER PANEL	INSTALL UHMW WEARING SURFACES ON UPPER FENDER PANEL
F1			X	X	
F2			X	X	
F3			X	X	
F4			X	X	
F5			X	X	
F6	X	X	X		
F7	X	X	X		
F8	X	X	X		
F9	X	X	X		
F10	X	X	X		
F11	X	X	X		
F12			X	X	X
F13			X	X	X
F14			X	X	X
F15			X	X	X
F16			X	X	X

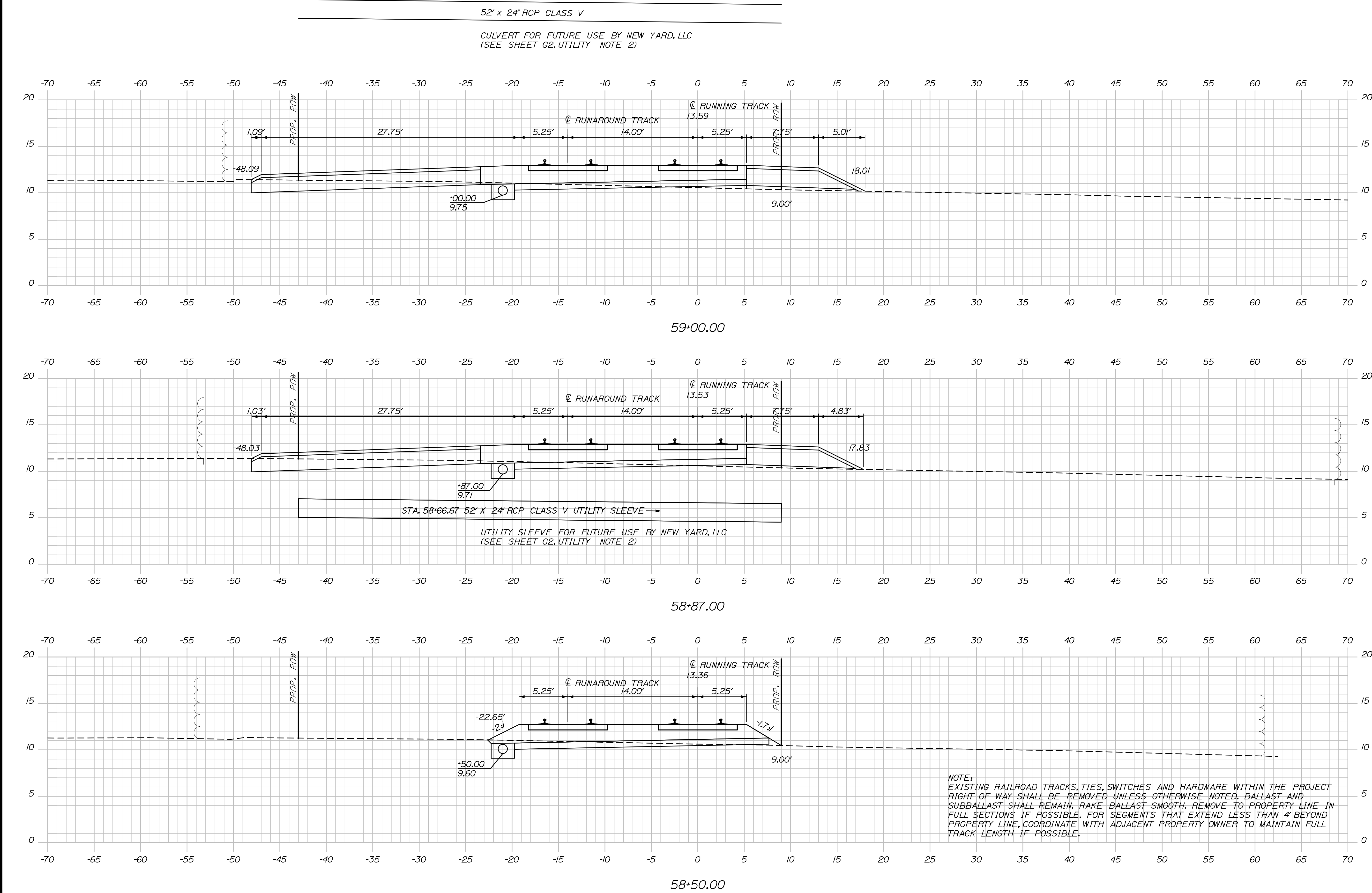
- NOTES:
- THE CLOSED-BOX STEEL FRONTAL PANEL SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE TO THE VESSEL DESIGN CRITERIA OUTLINED IN SPECIAL PROVISION 504, FENDER SYSTEMS. THE FENDER PANEL DESIGN SHALL BE SUBMIT FOR REVIEW AND APPROVAL. THE MAXIMUM WEIGHT OF THE FENDER PANEL INCLUDING ALL HARDWARE, OFFSET MATERIALS, AND WEARING SURFACES SHALL BE 6,000 LBS.
 - THE EXISTING STEEL FENDER PANELS REMOVED AS PART OF THIS PROJECT SHALL HAVE THEIR UHMW WEARING SURFACES REMOVED FOR REINSTALLATION ON THE EXISTING FENDER PANELS TO REMAIN. CARE SHALL BE USED WHEN REMOVING THE WEARING SURFACES. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING NEW CONNECTION HARDWARE WHEN REINSTALLING ALL WEARING SURFACES.
 - THE CONTRACTOR IS RESPONSIBLE TO MEASURE ALL EXISTING FIELD DIMENSIONS ASSOCIATED WITH THE FENDER PANELS TO ENSURE PROPER CONNECTION AND FIT UP OF THE NEW PANELS. THREADED RODS ON THE PROPOSED FENDER PANELS SHALL ALIGN WITH THE HOLES ON THE EXISTING ARCH FENDERS. THE CONTRACTOR SHALL SALVAGE AND REINSTALL THE 3" PLATE ON THE BACKSIDE OF THE ARCH FENDERS.
 - WHEN REMOVING THE EXISTING FENDER PANELS, THE CONTRACTOR SHALL CAREFULLY DISCONNECT THE SUPPORT CHAINS AND THE TENSION CHAINS FROM THE EXISTING PANELS FOR REUSE ON THE PROPOSED FENDER PANELS.
 - THE MINIMUM THICKNESS OF THE PROPOSED CLOSED-BOX STEEL FENDER PANEL SHALL BE AS SHOWN, WHICH SHALL BE A COMBINATION OF THE CLOSED-BOX PANEL, THE UHMW WEARING SURFACE, AND ANY OFFSET MATERIAL/DEVICES INSTALLED BETWEEN THE EXISTING RUBBER ARCH FENDERS AND THE PROPOSED FENDER PANEL.
 - SALVAGED UHMW WEARING SURFACE PIECES SHALL BE INSTALLED ON EXISTING FENDER PANELS TO REMAIN. NEW WEARING SURFACE PIECES MAY REQUIRE FIELD DRILLING TO ACCOMMODATE MISALIGNMENTS IN THE STEEL FENDER PANELS. THE CONTRACTOR SHALL QUANTIFY THE NUMBER OF SALVAGED WEARING SURFACE PIECES AND THE NUMBER OF PIECES REQUIRED ON THE EXISTING STEEL FENDER PANELS, AND NOTIFY THE RESIDENT IF THE QUANTITY DIFFERS FROM PAY ITEMS 504.633 AND 504.634.
 - APPROXIMATELY THREE EXISTING STEEL FENDER PANELS CONTAIN BENT FRAME MEMBERS (HPIOX42). THE BENT PORTIONS OF THE FRAME SHALL BE REMOVED BY FLAME CUTTING AT A BEVEL AND THE EDGES GROUND FLUSH. THE UHMW WEARING SURFACE SHALL BE MODIFIED TO ACCOMMODATE THE SHORTENED LENGTHS OF THE HPIOX42.

Date:6/6/2014

Username:

Division:

Filename: Xsect_track.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

PIN
022809.20

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	TJW	TJW	06/14
CHECKED-REVIEWED	-	-	06/14
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

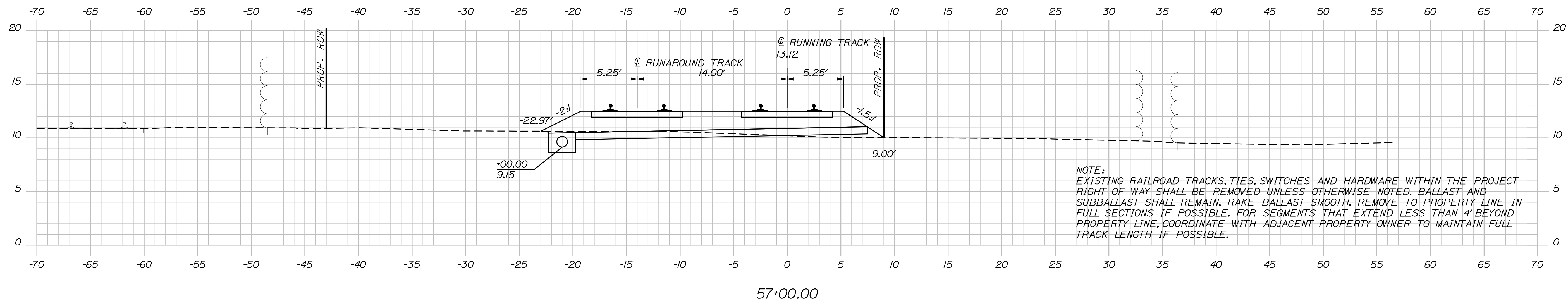
TRACK CROSS SECTIONS

SHEET NUMBER

R25

95 OF 113

Filename: Xsect_track.dgn



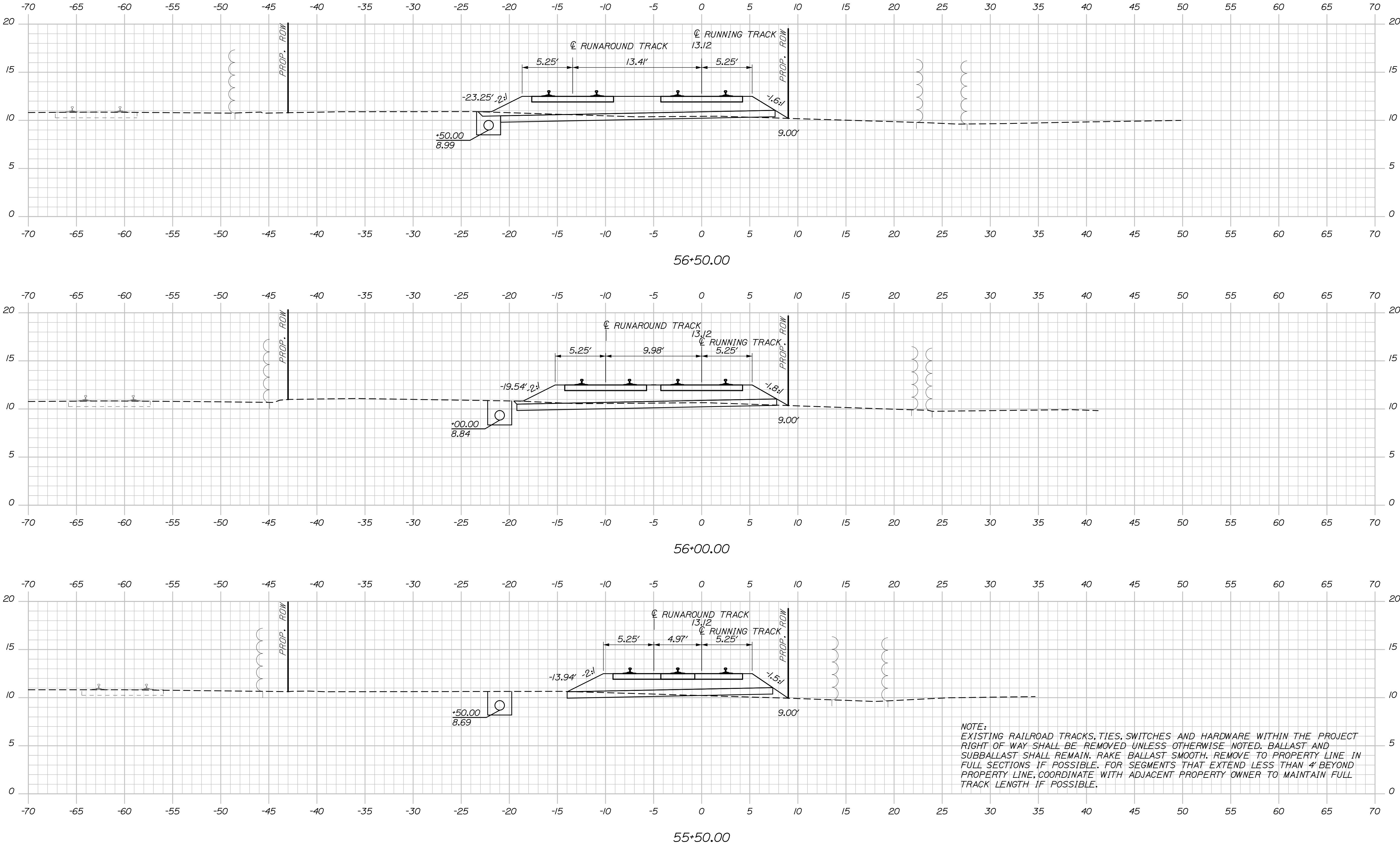
NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL TRACK LENGTH IF POSSIBLE.

Date:6/6/2014

Username:

Division:

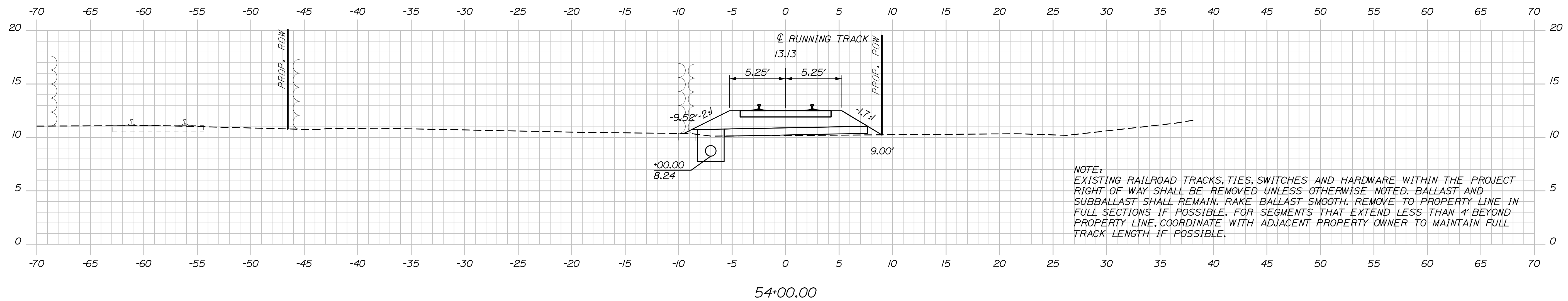
Filename: Xsect_track.dgn



NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

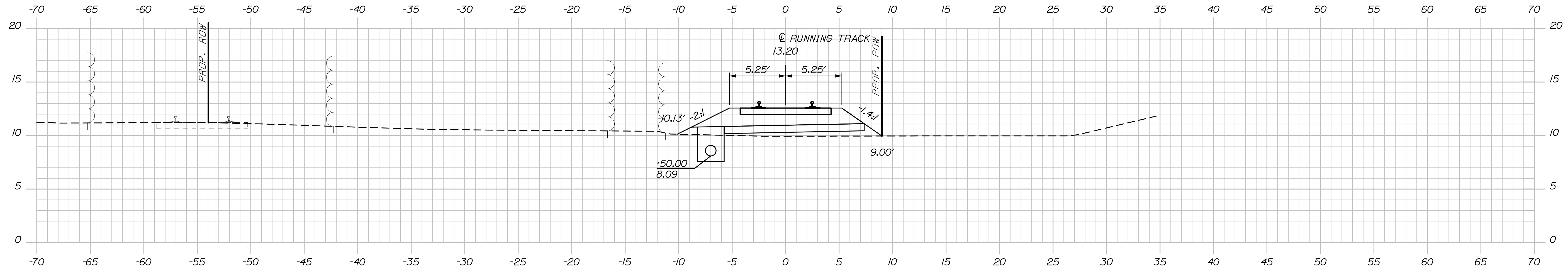
STATE OF MAINE		DATE		BY		J. KITREDOE		PROJ. MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
DEPARTMENT OF TRANSPORTATION		06/14		TJW		-		-		-		-		-		-		-		-		-		-	
PROJECT NUMBER 022809.20		SIGNATURE		P.E. NUMBER		DATE		-		-		-		-		-		-		-		-		-	
PORTLAND INTERNATIONAL MARINE TERMINAL		PORTLAND CUMBERLAND COUNTY																							
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		TRACK CROSS SECTIONS																							
SHEET NUMBER		R23																							
93 OF 113																									

Filename: Xsect_track.dgn



NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

Filename: Xsect_track.dan

[illegible]

NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

DESIGN-DETAILED	RWH/MM	TJW	06/14	SIGNATURE
CHECKED-REVIEWED	-	-	06/14	
DESIGN-DETAILED2	-	-	-	
DESIGN-DETAILED3	-	-	-	
REVISIONS 1	-	-	-	P.E. NUMBER
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	DATE

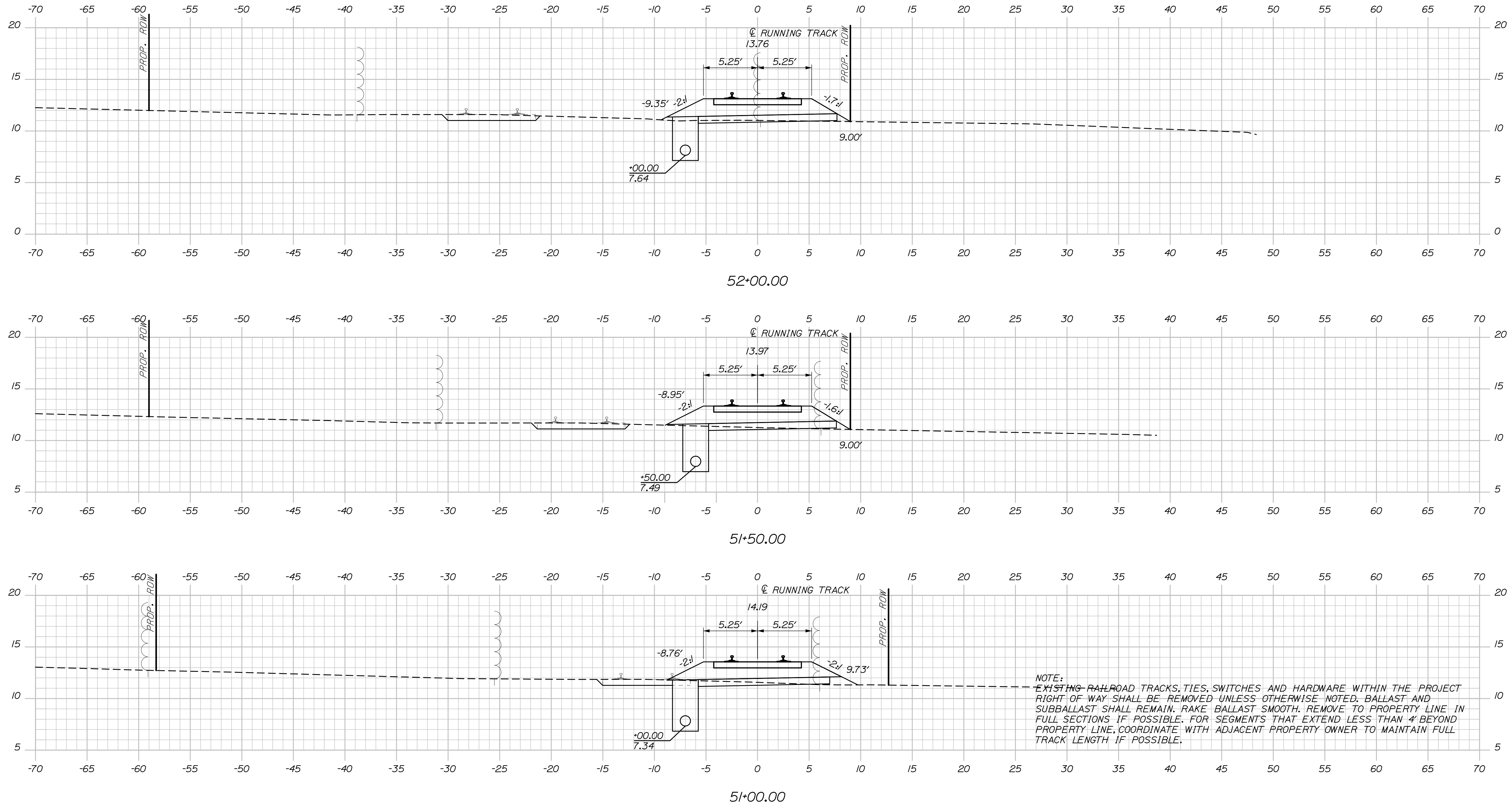
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION	PORTLAND	CUMBERLAND COUNTY
TRACK CROSS SECTIONS		

SHEET NUMBER

R21

91 OF 113

Filename: Xsect_track.dgn



STATE OF MAINE

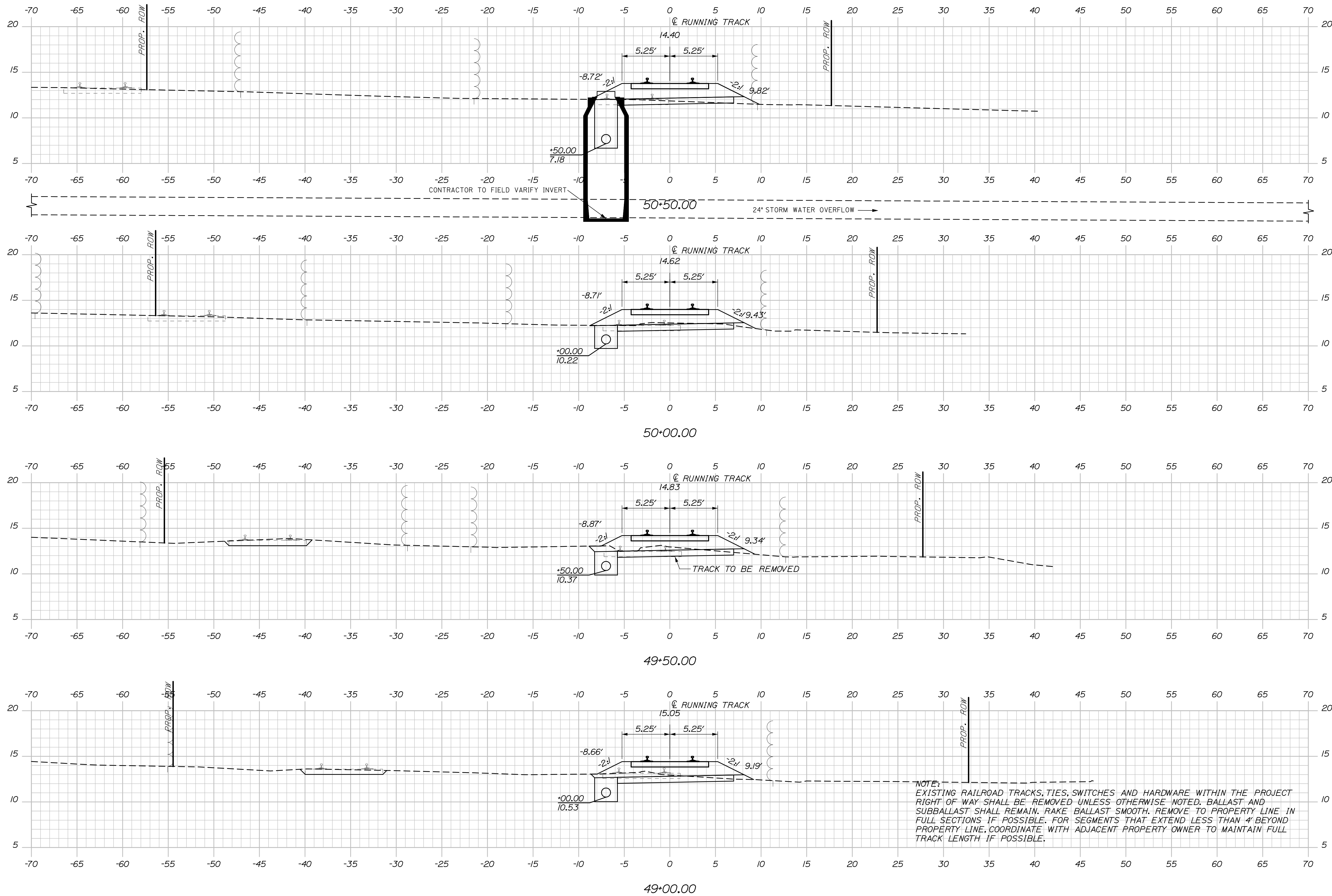
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

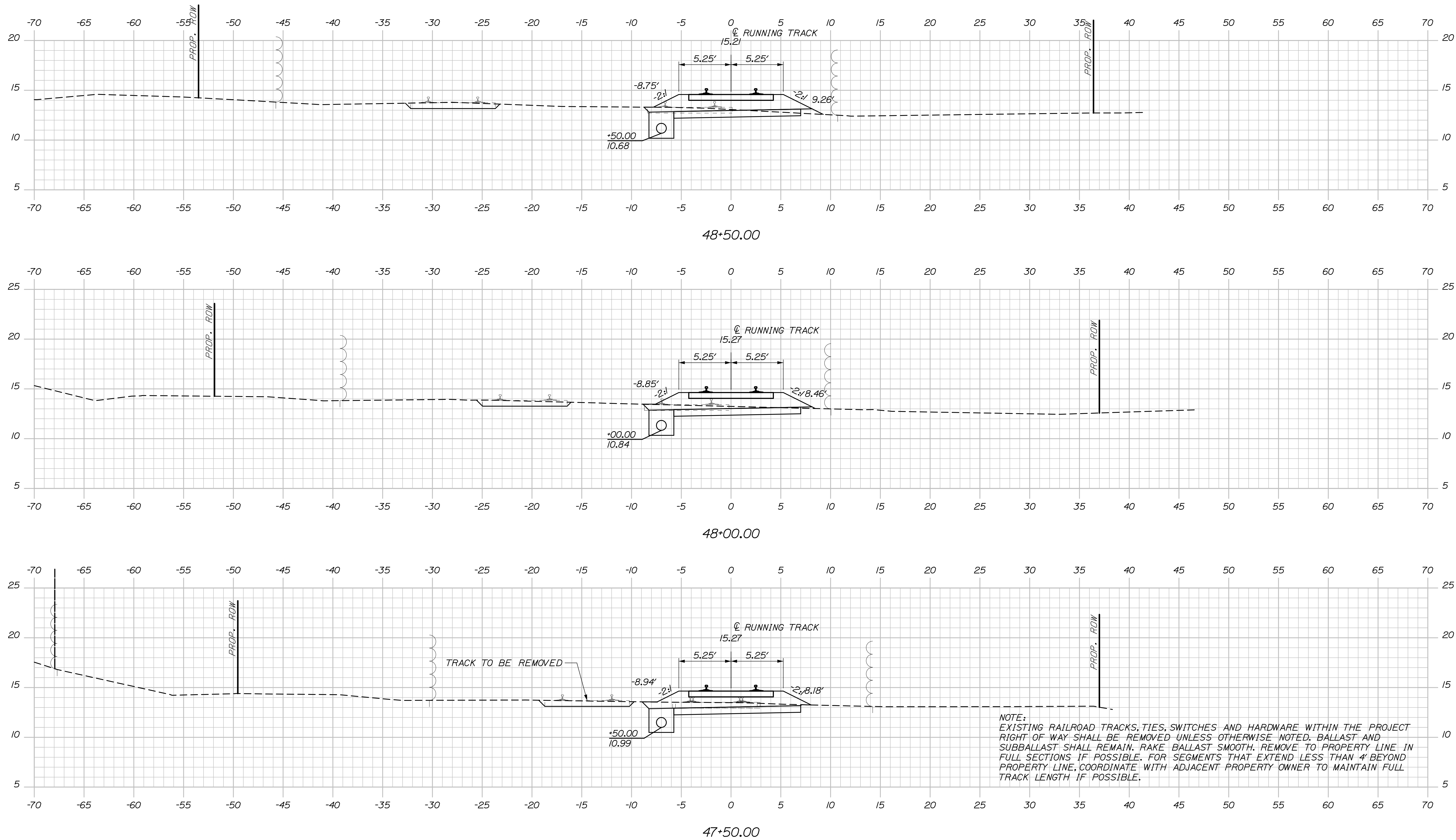
PIN
022809.20

90 OF 113	SHEET NUMBER	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		PROJ. MANAGER	J. MITTREDGE	BY	DATE
		TRACK CROSS SECTIONS		DESIGN-DETAILED	RWH/MM	TJW	06\14
				CHECKED-REVIEWED	-	-	06\14
				DESIGN2-DETAILED2	-	-	SIGNATURE
				DESIGN3-DETAILED3	-	-	
				REVISIONS 1	-	-	P.E. NUMBER
				REVISIONS 2	-	-	
				REVISIONS 3	-	-	
				REVISIONS 4	-	-	DATE
				FIELD CHANGES	-	-	

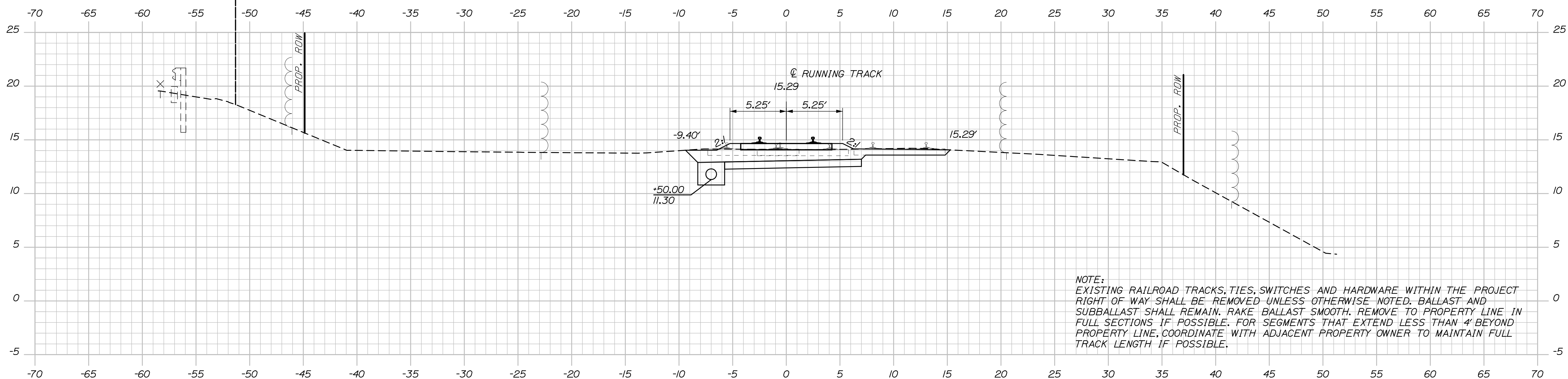
Filename: Xsect_track.dan



Filename: Xsect_track.dgn



Filename: Xsect_track.dgn



NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL TRACK LENGTH IF POSSIBLE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20

022809.20

PROJ. MANAGER	J. KIT TREDGE	BY	DATE
DESIGN-DETAILED	RWH/MM	TJW	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGNS-DETAILED2	-	-	SIGNATURE
DESIGNS-DETAILED3	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	P.E. NUMBER
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	DATE

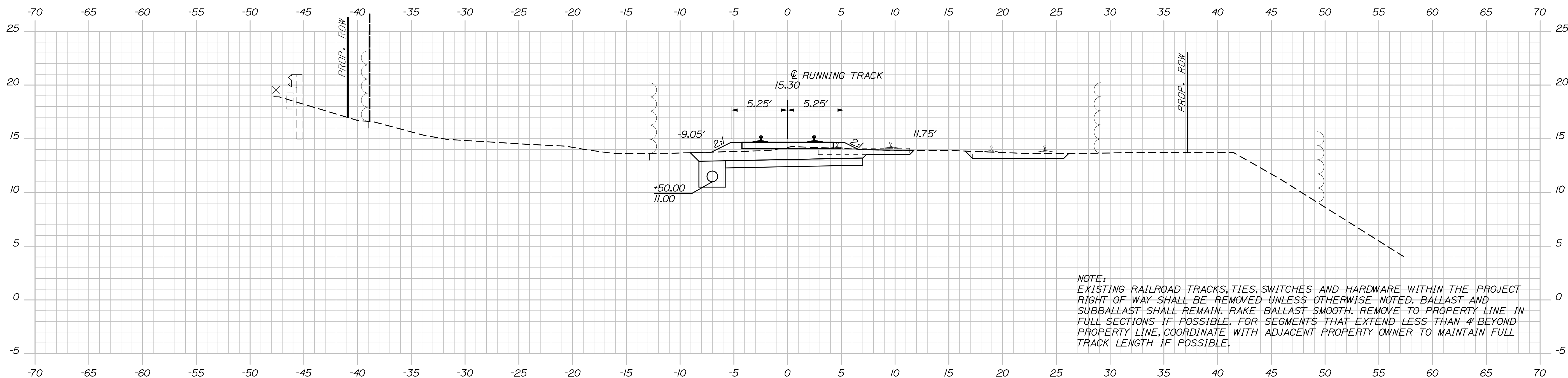
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY

SHEET NUMBER

R17

87 OF 113

Filename: Xsect_track.dgn



SHEET NUMBER

R16

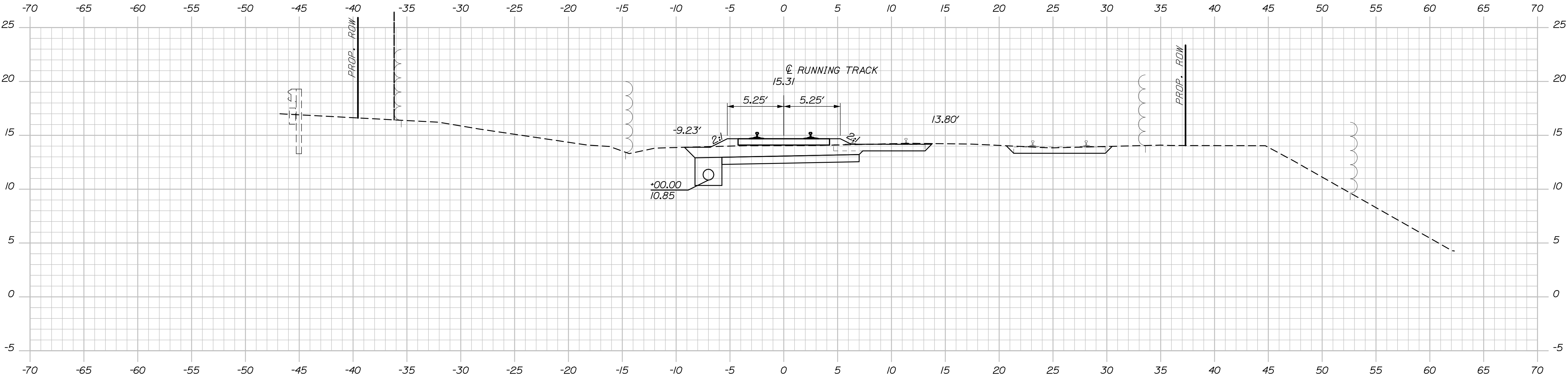
86 OF 113

Date:6/6/2014

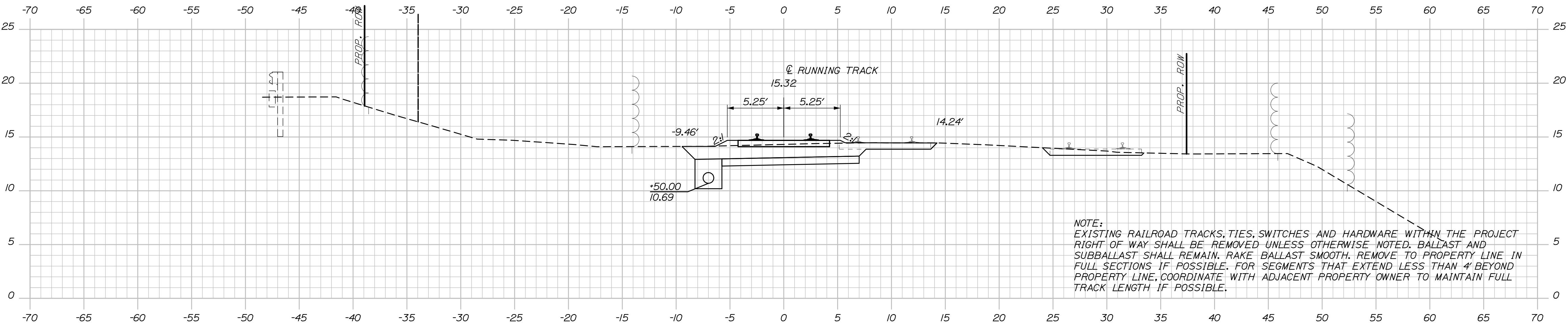
Username:

Division:

Filename: Xsect_track.dgn



45+00.00



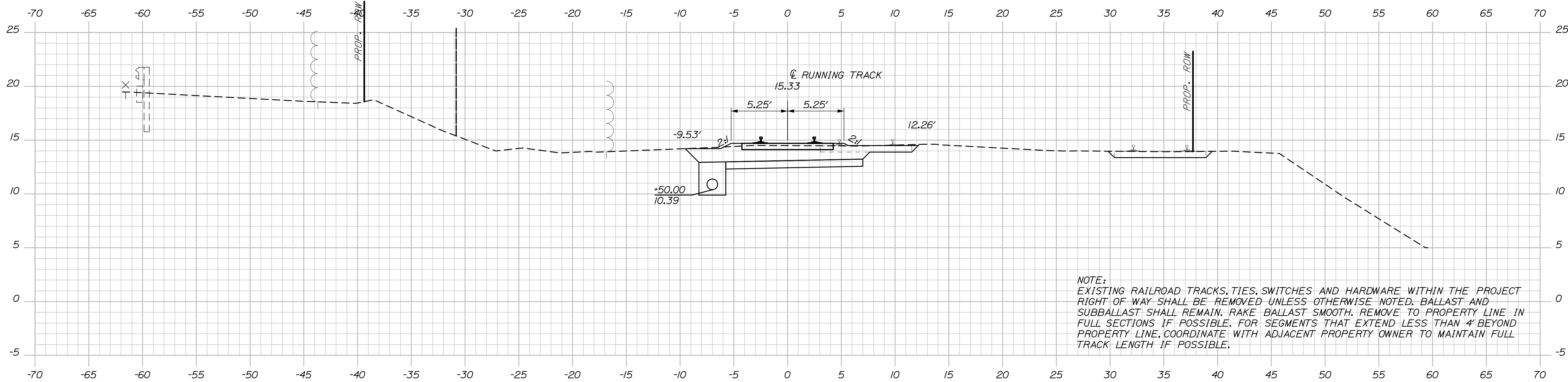
44+50.00

NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

PROJ. MANAGER	J. KITREDEE	BY	DATE
DESIGN-DETAILED	RLW/MM	TJW	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE	P.E. NUMBER	DATE

Filename: Xsect_track.dgn

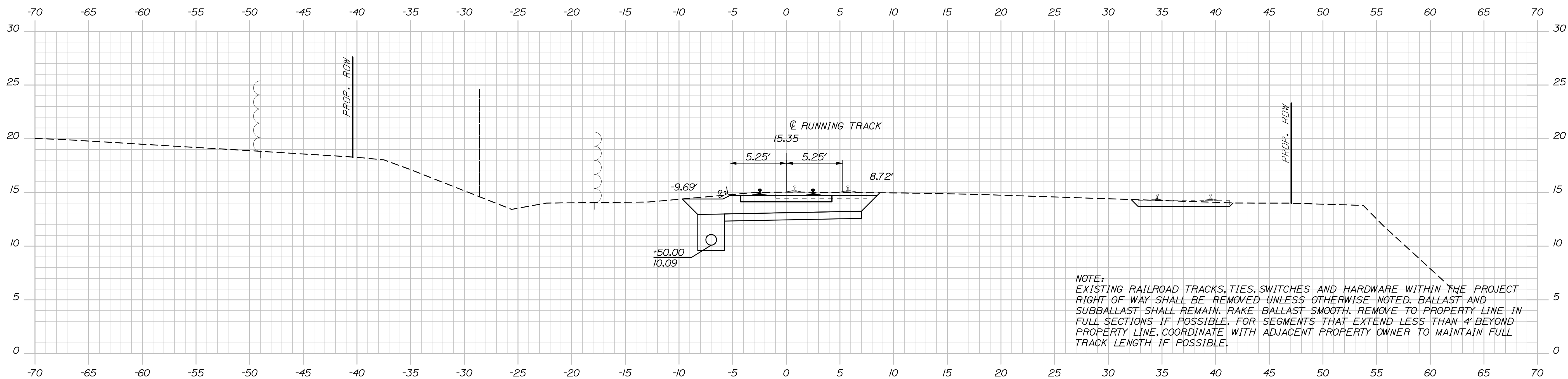


SHEET NUMBER

R14

84 OF 113

Filename: Xsect_track.dgn



NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL TRACK LENGTH IF POSSIBLE.

SHEET NUMBER

R13

83 OF 113

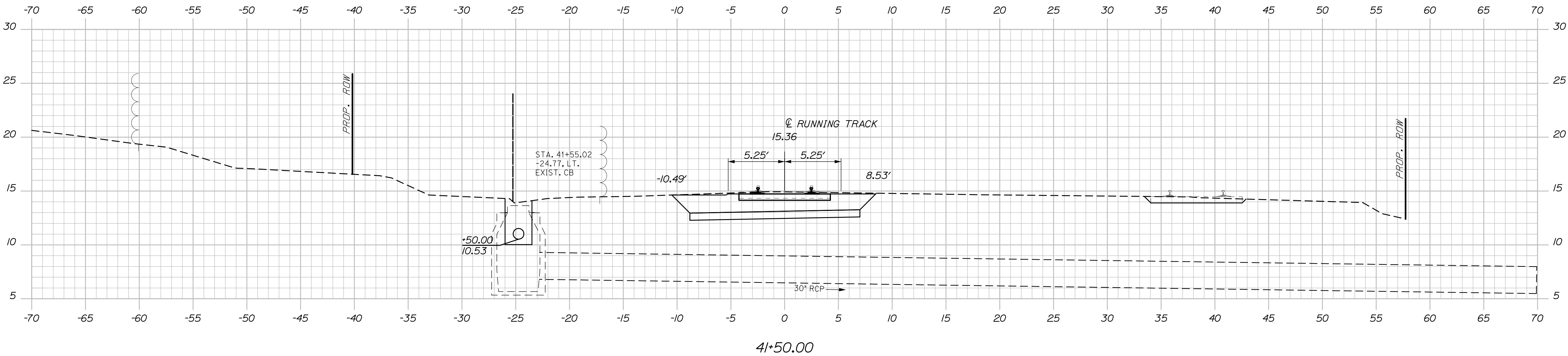
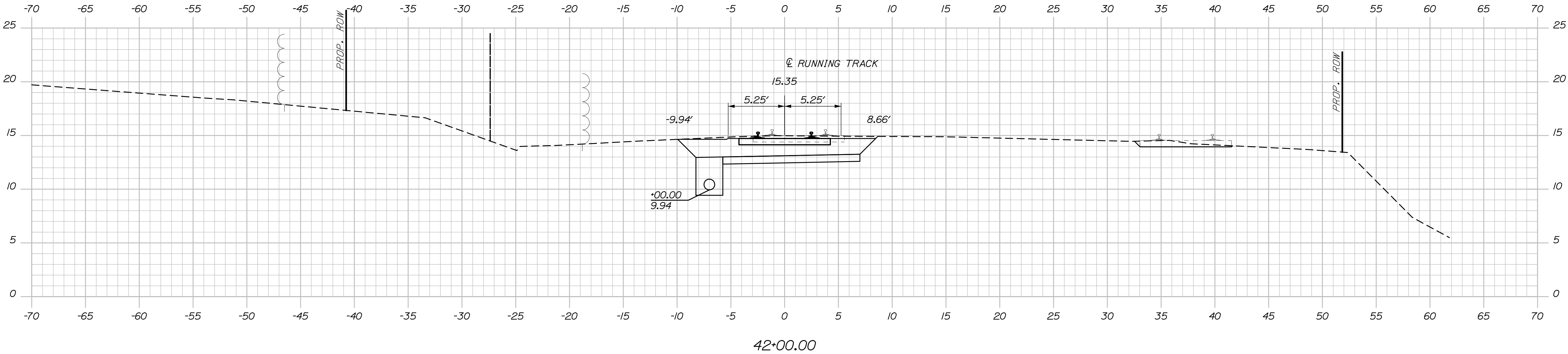
Date:6/6/2014

Username:

Division:

Filename: Xsect_track.dgn

NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.



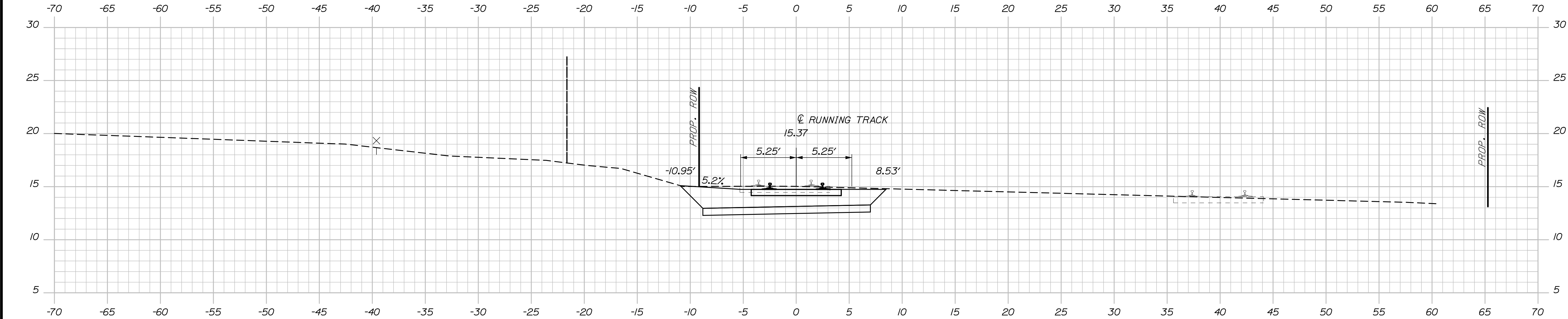
PROJ. MANAGER	J. KITREDOE	BY	DATE	SIGNATURE
DESIGN-DETAILED	1/11/14	JWK	06/14	
CHECKED-REVIEWED	-	-	06/14	
DESIGN-DETAILED	-	-	-	
DESIGN-DETAILED	-	-	-	
REVISIONS 1	-	-	-	
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

Date:6/6/2014

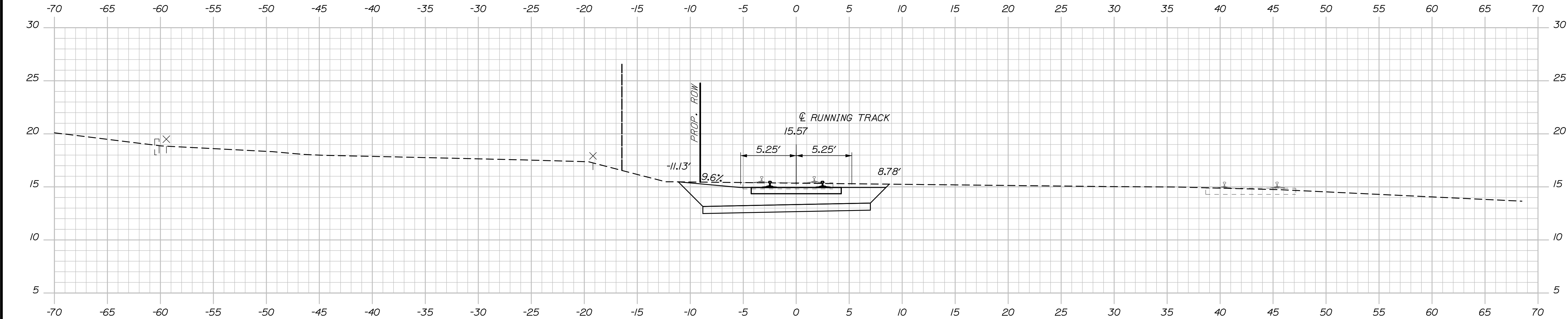
Username:

Division:

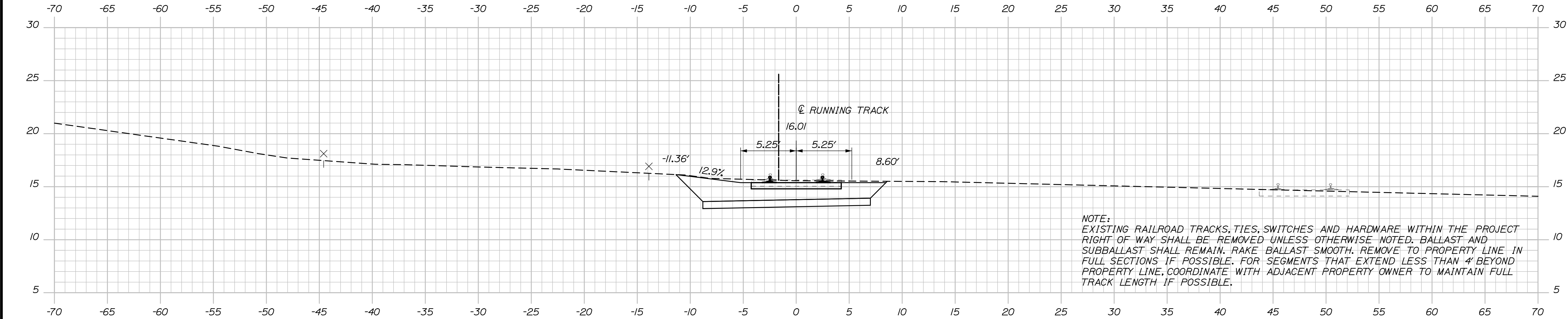
Filename: Xsect_track.dgn



41+00.00



40+50.00



40+00.00

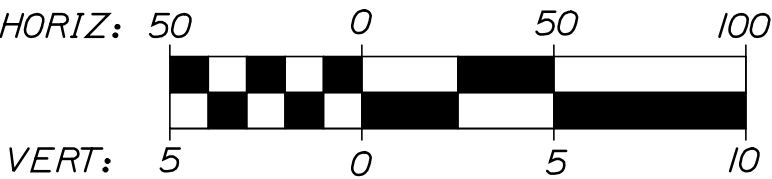
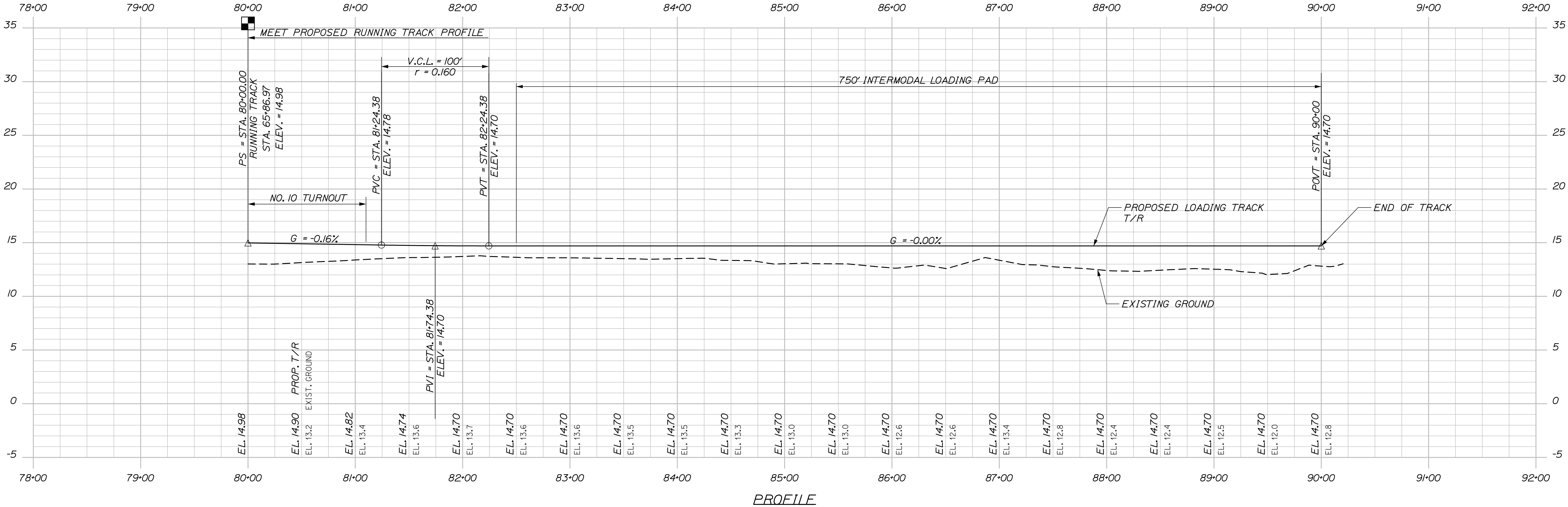
NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER 022809.20	PIN 022809.20

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	LM	LM	06/14
CHECKED-REVIEWED	-	-	06/14
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	TRACK CROSS SECTIONS
---	----------------------

SHEET NUMBER R11 81 OF 113



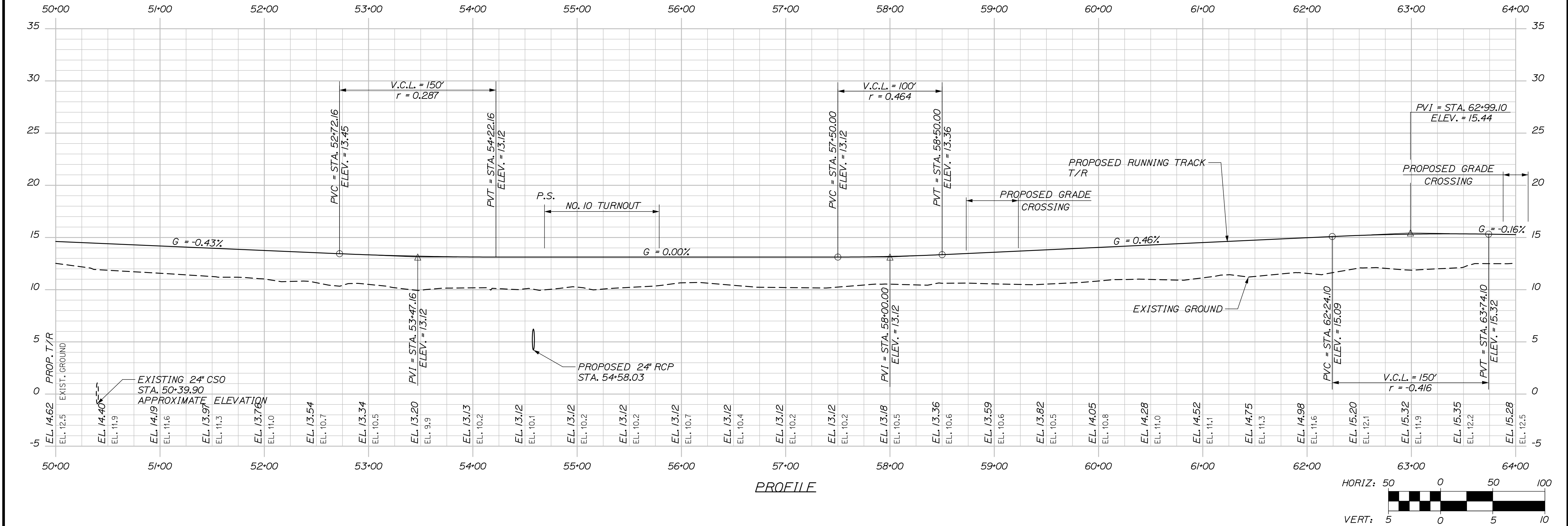
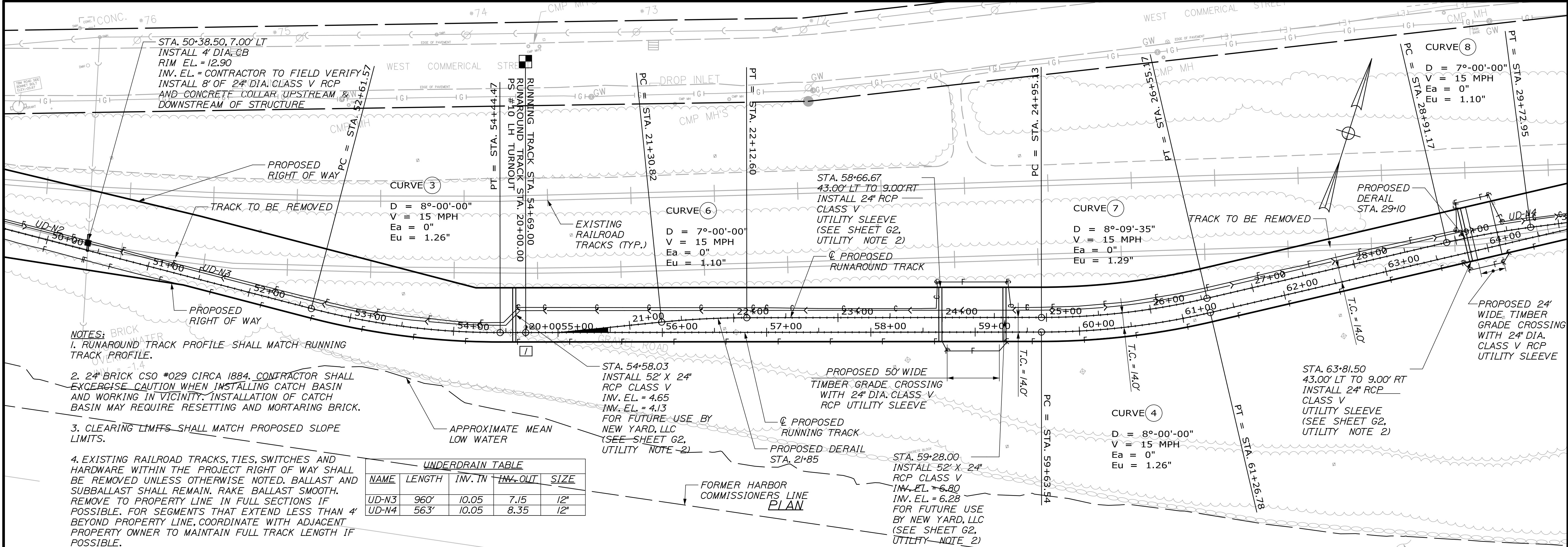
PROJ. MANAGER	J. KITTREDEE	BY	DATE
DESIGN-DETAILED	RWH/MM	MPC	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

Date:6/6/2014

Username:

Division:

Filename: 078_TrackPlan-Profile_002.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
TRACK
PLAN/PROFILE

SHEET NUMBER
R08
78 OF 113

PROJ. MANAGER	J. KITTEDGE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	RWH/MM	06/14	06/14			
CHECKED-REVIEWED						
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

Date:6/6/2014

Username:

Division:

Filename: 076_PIMT-GeoTables.dgn

TRACK GEOMETRY DATA RUNNING TRACK							
ELEMENT	CURVE No.	POINT	STATION	BEARING	COORDINATES		DATA
					Northing	Easting	
CURVE	1A						MAINTAIN EXISTING HORIZONTAL ALIGNMENT Dc= 7°38'19.17" R= 750.6323 CC:N 295905.4408 E 2924087.9071
SPIRAL		CS	39+57.89		295058.8074	2924086.1016	6a= 3°21'36.92" Lb= 80.0000" LI= 33.8192" SI= 26.3678 X= 59.9715 Y= 1.3412 P= 0.1057 Xb= 16.0737
		SC	40+57.89		295054.4373	2924086.0535	
CURVE	1B	SC	40+57.89		295054.4373	2924086.0535	Ac= 5°18'44.18" Dc= 3°33'33.00" R= 1810.0650 Lc= 149.2987 V= 15 MPH Ea= 0 Ec= 0.56" Eu= 0.58" Ic= 74.6396 Ec= 1.7318 CC:N 296661.4120 E 2924112.9136
		PI			295041.4162	2924087.3903	
		CS	41+57.15		295058.7863	2924215.1571	
SPIRAL		CS	41+57.15		295058.7863	2924215.1571	6a= 1°04'03.28" Lb= 80.0000" LI= 40.0000" SI= 20.0000 X= 59.9979 Y= 0.3726 P= 0.0932 Xb= 29.9997
		ST	42+37.15		295085.4578	2924304.9145	
TANGENT				N 64°13'12.50" E			
CURVE	2	PC	43+50.11		295078.8338	2924417.3027	Ac= 2°54'25.57" Dc= 1°00'00.00" R= 5728.8507 Lc= 390.7085 V= 15 MPH Ea= 0 Ec= 0.16" Eu= 0.16" Tc= 145.3874 Ec= 1.8448 CC:N 280376.3117 E 2924804.3163
		PI			295091.4753	2924561.9511	
		PT	46+40.82		295098.7018	2924707.1568	
TANGENT				N 57°07'38.32" E			
CURVE	3	PC	52+51.57		295129.8730	2925327.1288	Ac= 14°37'53.51" Dc= 8°00'00.00" R= 716.7794 Lc= 182.8947 V= 15 MPH Ea= 0 Ec= 1.28" Eu= 1.28" Tc= 92.0220 Ec= 5.0829 CC:N 296045.7516 E 2925291.2050
		PI			295154.4650	2925419.0551	
		PT	54+44.47		295182.1631	2925506.7990	
TANGENT				N 72°29'44.52" E			
TANGENT	1			N 72°29'44.52" E			NO. 10 LH TURNOUT Ac= 13°03'34.04" Dc= 8°00'34.65" R= 702.7807 Lc= 160.0487 V= 15 MPH Ea= 0 Ec= 1.29" Eu= 1.29" Tc= 60.4411 Ec= 4.5687 CC:N 296001.5781 E 2925758.2434
		PS	51+59.00		295058.5113	2925630.1906	
				N 72°29'44.52" E			
				N 72°29'44.52" E			
		P TO	55+00.41		295170.9008	2925580.1525	
CURVE	4	PC	58+53.51		295218.2891	2926001.8377	Ac= 13°03'34.04" Dc= 8°00'00.00" R= 716.7794 Lc= 183.2732 V= 15 MPH Ea= 0 Ec= 1.26" Eu= 1.26" Tc= 82.0434 Ec= 4.6801 CC:N 296001.8775 E 2925786.2435
		PI			295342.9659	2926030.0790	
		PT	61+26.78		295354.5847	2926150.7237	
TANGENT				N 59°28'10.47" E			
TANGENT	2			N 59°28'10.47" E			NO. 10 RH TURNOUT Ac= 5°43'29.00" Dc= 8°00'00.00" R= 716.7794 Lc= 71.5590 V= 15 MPH Ea= 0 Ec= 0.8954 Eu= 0.8954 Tc= 35.9384 Ec= 0.8954 CC:N 296118.7005 E 2927082.4926
		P TO	65+43.36		295590.5242	2926509.4424	
				N 59°28'10.47" E			
				N 59°28'10.47" E			
		PS	65+74.80		295512.4985	2926558.4941	
TANGENT				N 59°28'10.47" E			
TANGENT	3			N 59°28'10.47" E			NO. 10 LH TURNOUT Ac= 13°14'32.36" Dc= 7°51'07.70" R= 730.2680 Lc= 168.8481 V= 15 MPH Ea= 0 Ec= 1.24" Eu= 1.24" Ic= 57.7675 Ec= 1.8031 CC:N 299153.3193 E 2927157.5129
		PS	65+85.97		295618.8867	2926516.9712	
				N 59°28'10.47" E			
				N 59°28'10.47" E			
		P TO	86+16.36		295634.8619	2926574.0229	
CURVE	5	PC	87+06.81		295679.5132	2926650.1930	Ac= 11°06'55.46" Dc= 1°00'00.00" R= 819.0209 Lc= 158.7915 V= 15 MPH Ea= 0 Ec= 1.10" Eu= 1.10" Tc= 79.6903 Ec= 3.8683 CC:N 294974.4149 E 2927086.8873
		PI			295720.1686	2926718.5167	
		PT	88+65.64		295748.7037	2926793.9837	
TANGENT				N 70°33'06.99" E			
TANGENT		POL	89+50.00		295774.7935	2926873.5148	LIMIT OF WORK

TRACK GEOMETRY DATA RUNAROUND TRACK							
ELEMENT	CURVE No.	POINT	STATION	BEARING	COORDINATES		DATA
					Northing	Easting	
TANGENT	1			N 72°29'44.52" E			NO. 10 LH TURNOUT Ac= 5°43'29.00" Dc= 7°00'00.00" R= 819.0204 Lc= 81.7817 V= 15 MPH Ea= 0 Ec= 1.10" Eu= 1.10" Tc= 40.9524 Ec= 1.0231 CC:N 294455.5655 E 2925974.5241
		PS	20+00.00		295169.5413	2925630.1906	
				N 72°29'44.52" E			
		P TO	20+37.42		295178.9308	2925650.1625	
CURVE	6	PC	21+30.52		295218.1956	2925851.4985	Ac= 5°43'29.00" Dc= 7°00'00.00" R= 819.0204 Lc= 81.7817 V= 15 MPH Ea= 0 Ec= 1.10" Eu= 1.10" Tc= 40.9524 Ec= 1.0231 CC:N 294455.5655 E 2925974.5241
		P			295234.3407	2925889.1271	
		PT	22+12.50		295246.6536	2925725.1812	
				N 72°29'44.52" E			
TANGENT	7			N 72°29'44.52" E			Ac= 13°03'34.04" Dc= 8°00'34.65" R= 702.7807 Lc= 160.0487 V= 15 MPH Ea= 0 Ec= 1.29" Eu= 1.29" Tc= 60.4411 Ec= 4.5687 CC:N 296001.5781 E 2925758.2434
		PI	22+12.50		295207.6.6536	2925725.1812	
		PC	24+36.13		295331.0408	2925997.9237	
		P			295385.8566	2926074.5393	
CURVE	8	PT	25+55.17		295396.7596	2926143.8045	Ac= 5°43'29.00" Dc= 7°00'00.00" R= 819.0204 Lc= 81.7817 V= 15 MPH Ea= 0 Ec= 1.10" Eu= 1.10" Tc= 40.9524 Ec= 1.0231 CC:N 294455.5655 E 2925974.5241
				N 59°28'10.47" E			
TANGENT				N 65°09'39.47" E			
TANGENT	2			N 65°09'39.47" E			NO. 10 RH TURNOUT Ac= 5°43'29.00" Dc= 8°00'00.00" R= 716.7794 Lc= 71.5590 V= 15 MPH Ea= 0 Ec= 0.8954 Eu= 0.8954 Tc= 35.9384 Ec= 0.8954 CC:N 296118.7005 E 2927082.4926
				N 65°09'39.47" E			
		P TO	30+72.36		295606.5242	2926509.4424	
				N 59°28'10.47" E			
				N 59°28'10.47" E			
		PS	31+03.77		295612.4985	2926536.4941	

TRACK GEOMETRY DATA LOADING TRACK							
ELEMENT	CURVE No.	POINT	STATION	BEARING	COORDINATES		DATA
					Northing	Easting	
TANGENT	3			N 59°28'10.47" E			NO. 10 LH TURNOUT Ac= 5°43'29.00" Dc= 8°00'00.00" R= 716.7794 Lc= 71.5590 V= 15 MPH Ea= 0 Ec= 0.8954 Eu= 0.8954 Tc= 35.9384 Ec= 0.8954 CC:N 296118.7005 E 2927082.4926
		PS	80+00.00		295618.6587	2926548.9712	
				N 59°28'10.47" E			
				N 53°42'41.47" E			
		P TO	80+37.42		295634.8619	2926574.0229	
TANGENT				N 53°42'41.47" E			
CURVE	9	PC	81+36.80		295696.5185	2926656.2060	Ac= 5°43'29.00" Dc= 8°00'00.00" R= 716.7794 Lc= 71.5590 V= 15 MPH Ea= 0 Ec= 0.8954 Eu= 0.8954 Tc= 35.9384 Ec= 0.8954 CC:N 296118.7005 E 2927082.4926
		P			295717.7295	2926687.1534	
		PT	82+07.49		295735.9532	2926778.9128	
TANGENT				N 59°28'10.47" E			Ac= 13°14'32.36" Dc= 7°51'07.70" R= 730.2680 Lc= 168.8481 V= 15 MPH Ea= 0 Ec= 1.24" Eu= 1.24" Ic= 57.7675 Ec= 1.8031 CC:N 299153.3193 E 2927157.5129
		PT	82+07.49		295735.9532	2926778.9128	
CURVE	10	PC	82+56.27		295782.1166	2926795.1815	Ac= 13°14'32.36" Dc= 7°51'07.70" R= 730.2680 Lc= 168.8481 V= 15 MPH Ea= 0 Ec= 1.24" Eu= 1.24" Ic= 57.7675 Ec= 1.8031 CC:N 299153.3193 E 2927157.5129
		P			295825.2190	2926869.1720	
		PI	81+58.82		295890.4576	2926950.0865	
TANGENT		POL	83+00.00	N 72°40'43.43" E	295909.1712	2927159.0012	LIMIT OF WORK

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
TRACK ALIGNMENT DATA

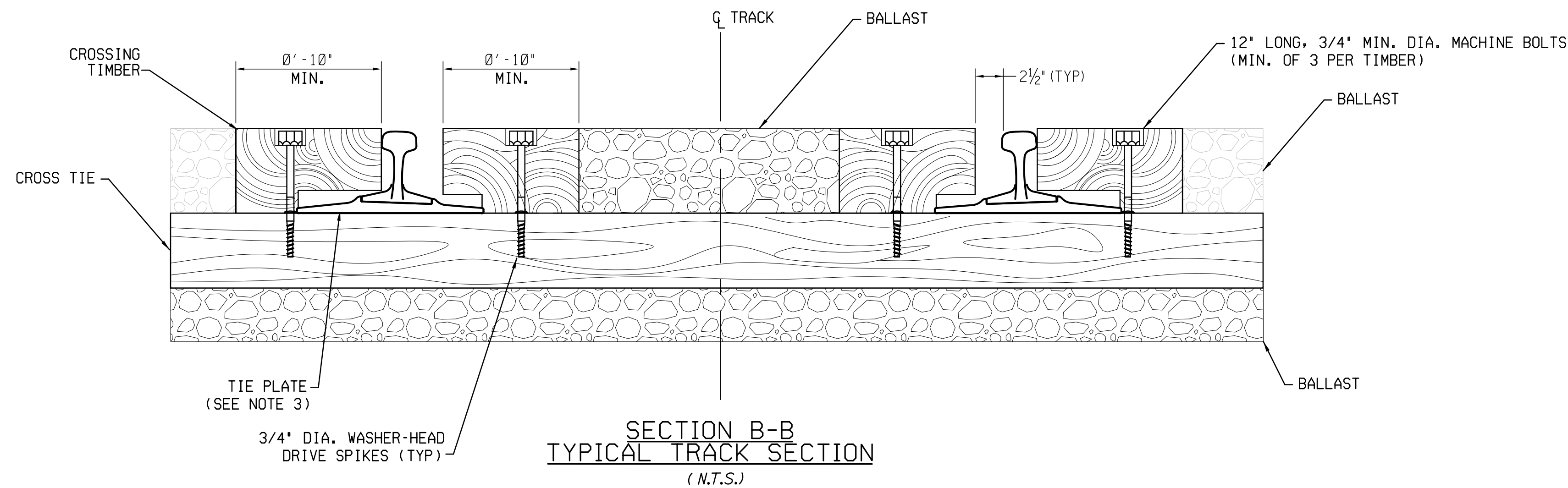
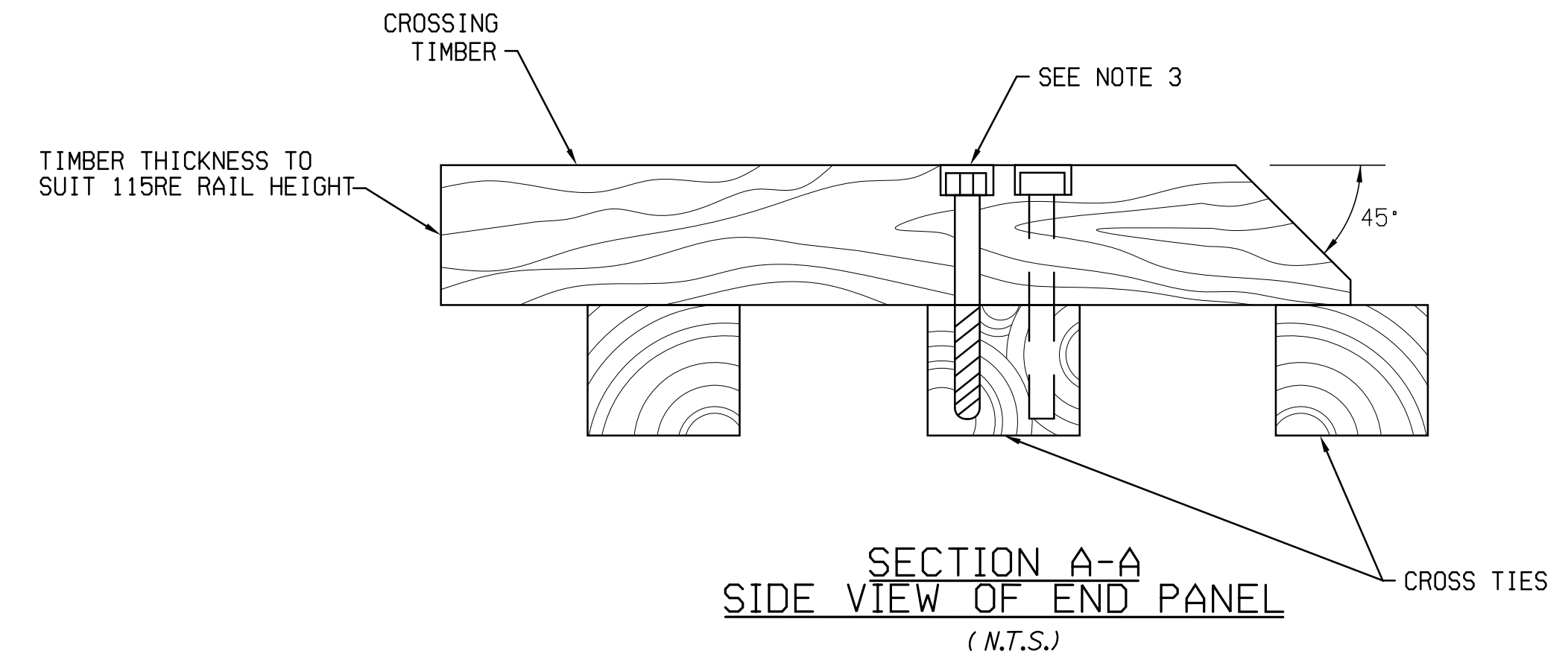
SHEET NUMBER
R06
76 OF 113

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
J. KITREDD
MM
06/14
06/14
-
-
-
-
-

DATE
06/14
06/14
-
-
-
-
-

SIGNATURE
P.E. NUMBER
DATE



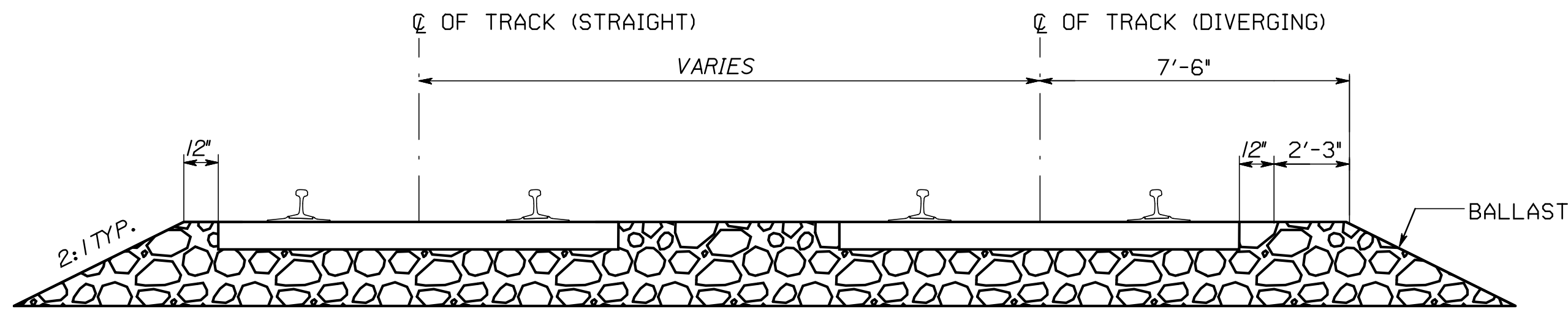
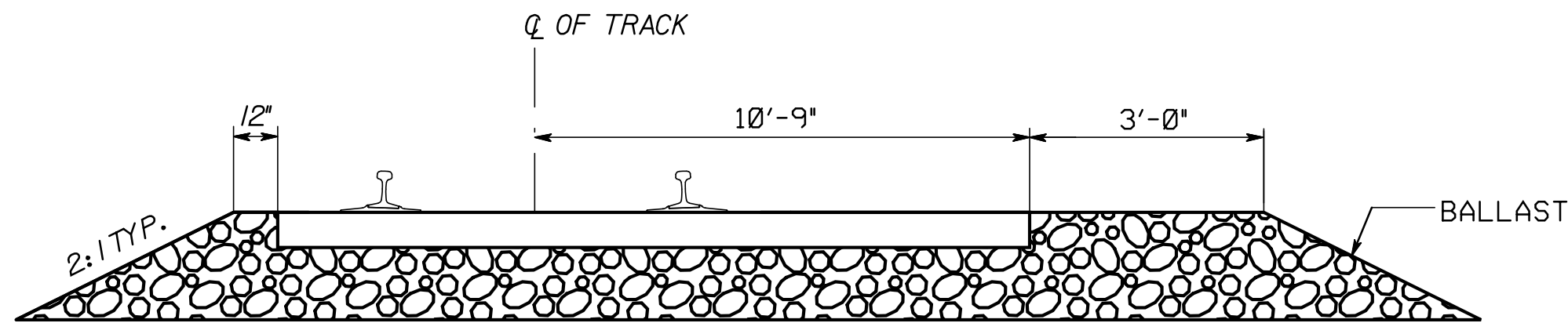
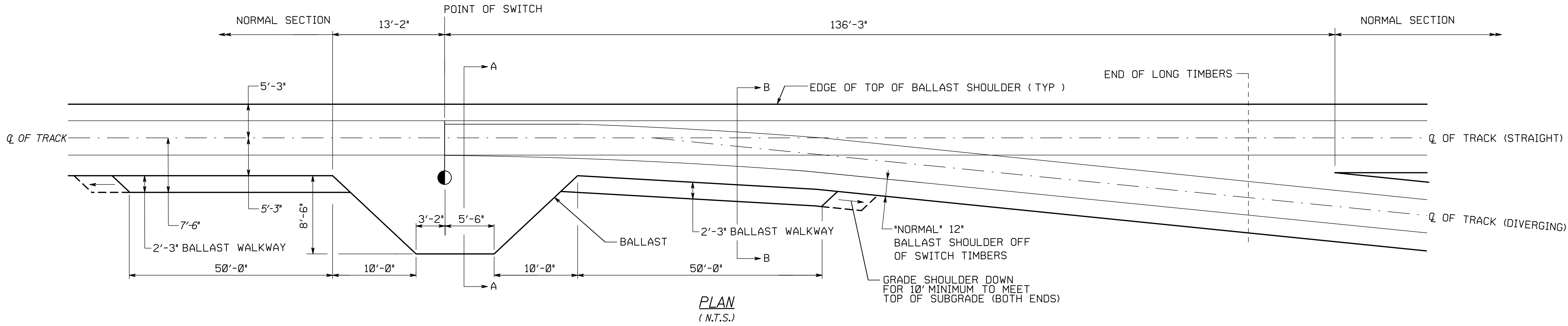
- NOTES:**
1. STANDARD TIMBER LENGTHS ARE 8'-0"
 2. CROSSING TIMBERS TO BE BORED TO FIT 20" TIE SPACING.
 3. CROSSING TIMBERS TO BE MANUFACTURED TO CLEAR TRACK FASTENING SYSTEM.
 4. CROSSING TIMBERS SHALL BE TREATED WITH CREOSOTE PRESERVATIVE AS PER AREMA CHAPTER 30.
 5. TIMBER SURFACE SHALL BE FLUSH WITH TOP OF RAIL.

Date:6/6/2014

Username:

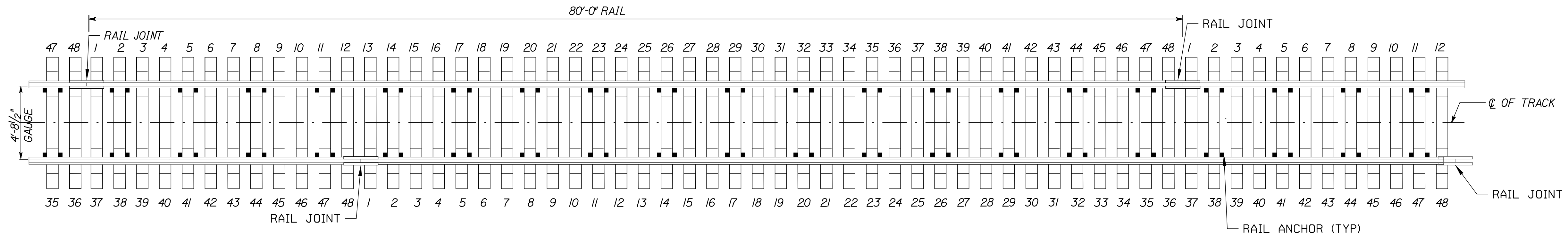
Division:

Filename: 074_details.dgn



NOTE:
1. SEE CROSS SECTIONS FOR ACTUAL
SUBGRADE SLOPES

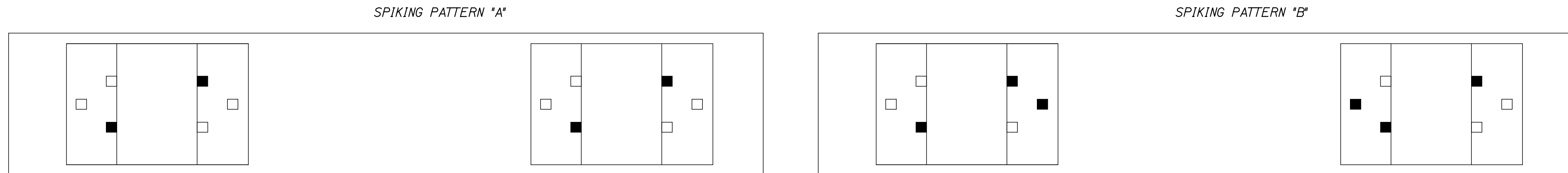
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER 022809.20	
	WIN	022809.20
	TRACK DETAILS	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	PROJ. MANAGER	J. KITTREDD
	DESIGN-DETAILED	EAH
	CHECKED-REVIEWED	-
	DESIGN-DETAILED	-
	DESIGN-DETAILED	-
SHEET NUMBER R04	DATE	06/14
	BY	MM
	SIGNATURE	06/14
	P.E. NUMBER	-
	DATE	-
74 OF 113	REVISIONS 1	-
	REVISIONS 2	-
	REVISIONS 3	-
	REVISIONS 4	-
	FIELD CHANGES	-



64 ANCHORS PER 80'-0" 115RE RAIL LENGTH
(N.T.S.)

NOTE:

1. BOX ANCHOR EVERY THIRD TIE, EXCEPT IN JOINT AREAS WHERE EVERY FOURTH TIE IS ACCEPTABLE.
2. JOINTS ON OPPOSITE SIDE OF RAILS SHALL BE STAGGERED NOT LESS THAN 12 FEET APART.
3. RAIL JOINTS SHALL NOT BE PLACED IN GRADE CROSSINGS OR WITHIN LIMITS OF SWITCH POINTS OR GUARD RAILS.



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".

73 OF 113 SHEET NUMBER R03	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY TRACK DETAILS	PROJ. MANAGER	J. KITTREDGE	BY	DATE
		DESIGN-DETAILED	EAH	MM	06/14
		CHECKED-REVIEWED	-	-	06/14
		SIGNATURE			
		DESIGN2-DETAILED2	-		
		DESIGN3-DETAILED3	-		
		REVISIONS 1	-		P.E. NUMBER
		REVISIONS 2	-		
		REVISIONS 3	-		
		REVISIONS 4	-		DATE
		FIELD CHANGES	-		
		STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20			

TYPICAL SECTION NOTES:

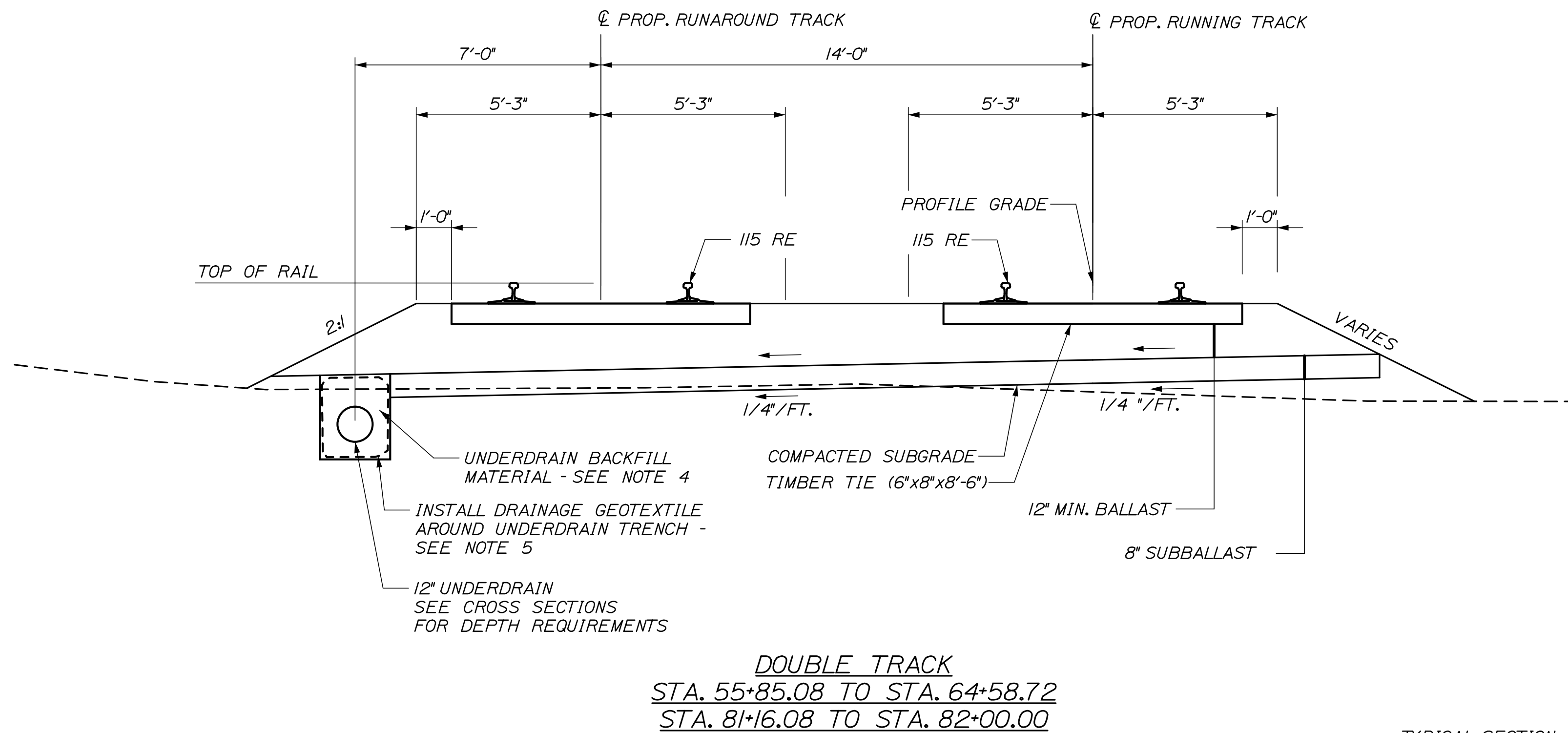
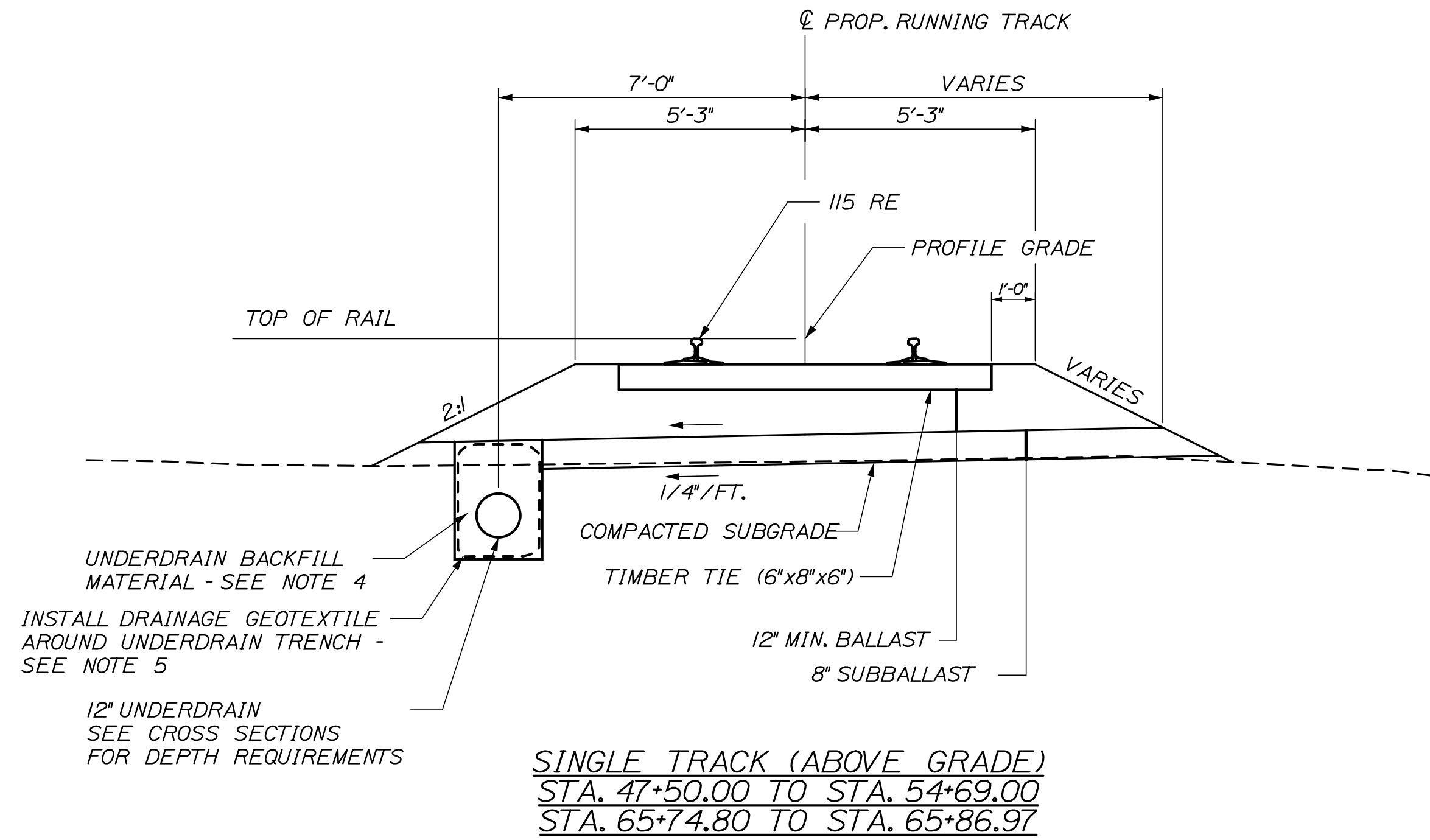
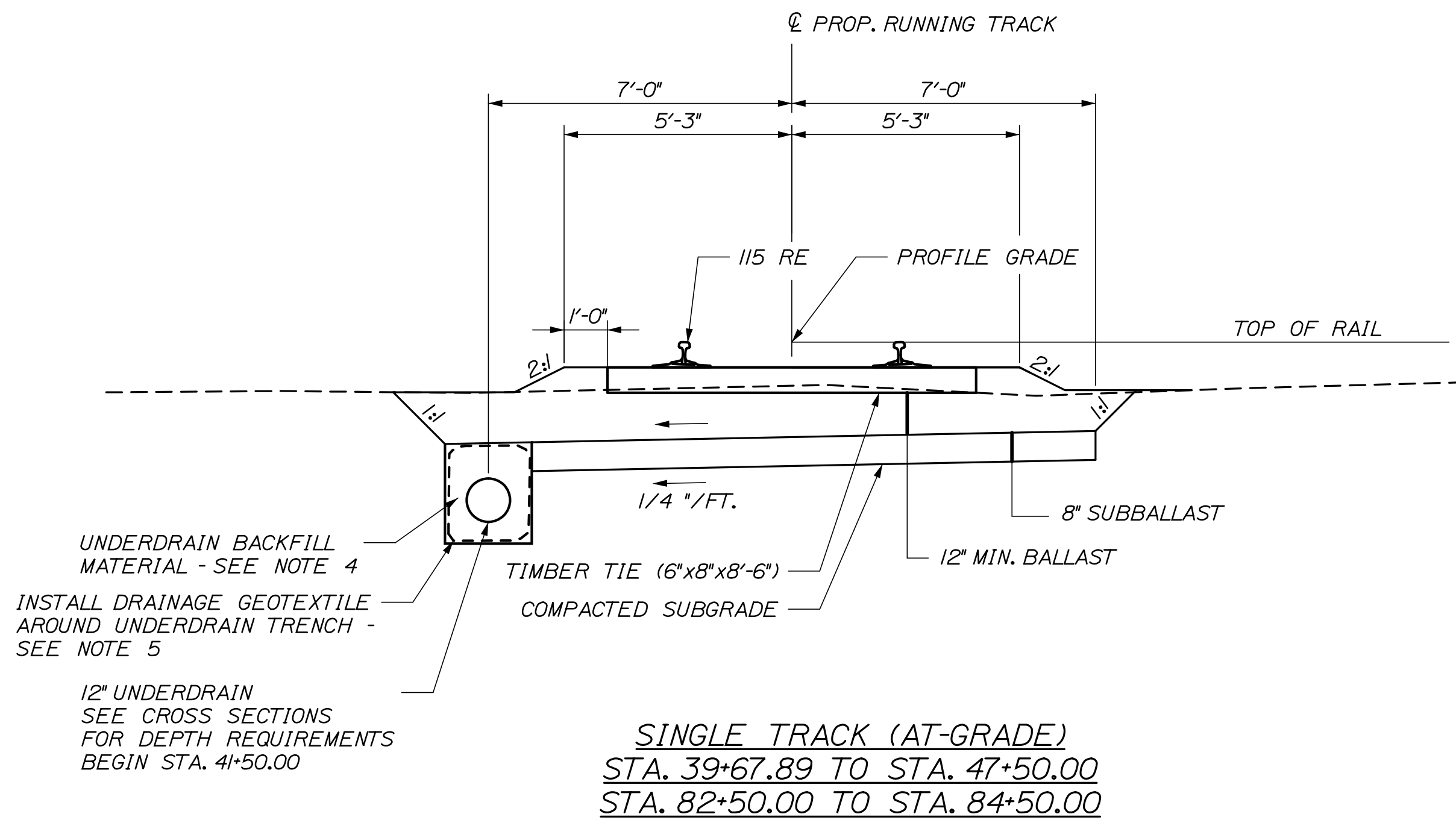
1. SEE CROSS SECTIONS FOR ACTUAL UNDERDRAIN ELEVATIONS.
2. CROSS SLOPES FOR BALLAST AND SUBBALLAST SHALL BE UNIFORM.
3. SEE PLANS, CROSS SECTIONS AND SPECIAL DETAILS FOR TRANSITION REQUIREMENTS BETWEEN TYPICAL SECTIONS AND AT PROJECT LIMIT OF WORK.
4. UNDERDRAIN BACKFILL MATERIAL SHALL MEET MAINEDOT REQUIREMENTS FOR CRUSHED OR UNCRUSHED MATERIAL SECTION 703.22. GRANULAR MATERIAL SHALL NOT BE USED.
5. PAYMENT FOR WORK, MATERIALS, AND EQUIPMENT ASSOCIATED WITH DRAINAGE GEOTEXTILE IN UNDERDRAIN TRENCH SHALL BE CONSIDERED INCIDENTAL TO THE 605 PAY ITEMS.

Date: 6/6/2014

Username:

Division:

Filename: 071_typ_Track.dgn



- TYPICAL SECTION NOTES:
- SEE CROSS SECTIONS FOR ACTUAL UNDERDRAIN ELEVATIONS.
 - CROSS SLOPES FOR BALLAST AND SUBBALLAST SHALL BE UNIFORM.
 - SEE PLANS, CROSS SECTIONS AND SPECIAL DETAILS FOR TRANSITION REQUIREMENTS BETWEEN TYPICAL SECTIONS AND AT PROJECT LIMIT OF WORK.
 - UNDERDRAIN BACKFILL MATERIAL SHALL MEET MAINEDOT REQUIREMENTS FOR CRUSHED OR UNCRUSHED MATERIAL SECTION 703.22. GRANULAR MATERIAL SHALL NOT BE USED.
 - PAYMENT FOR WORK, MATERIALS, AND EQUIPMENT ASSOCIATED WITH DRAINAGE GEOTEXTILE IN UNDERDRAIN TRENCH SHALL BE CONSIDERED INCIDENTAL TO THE 605 PAY ITEMS.

NOT TO SCALE

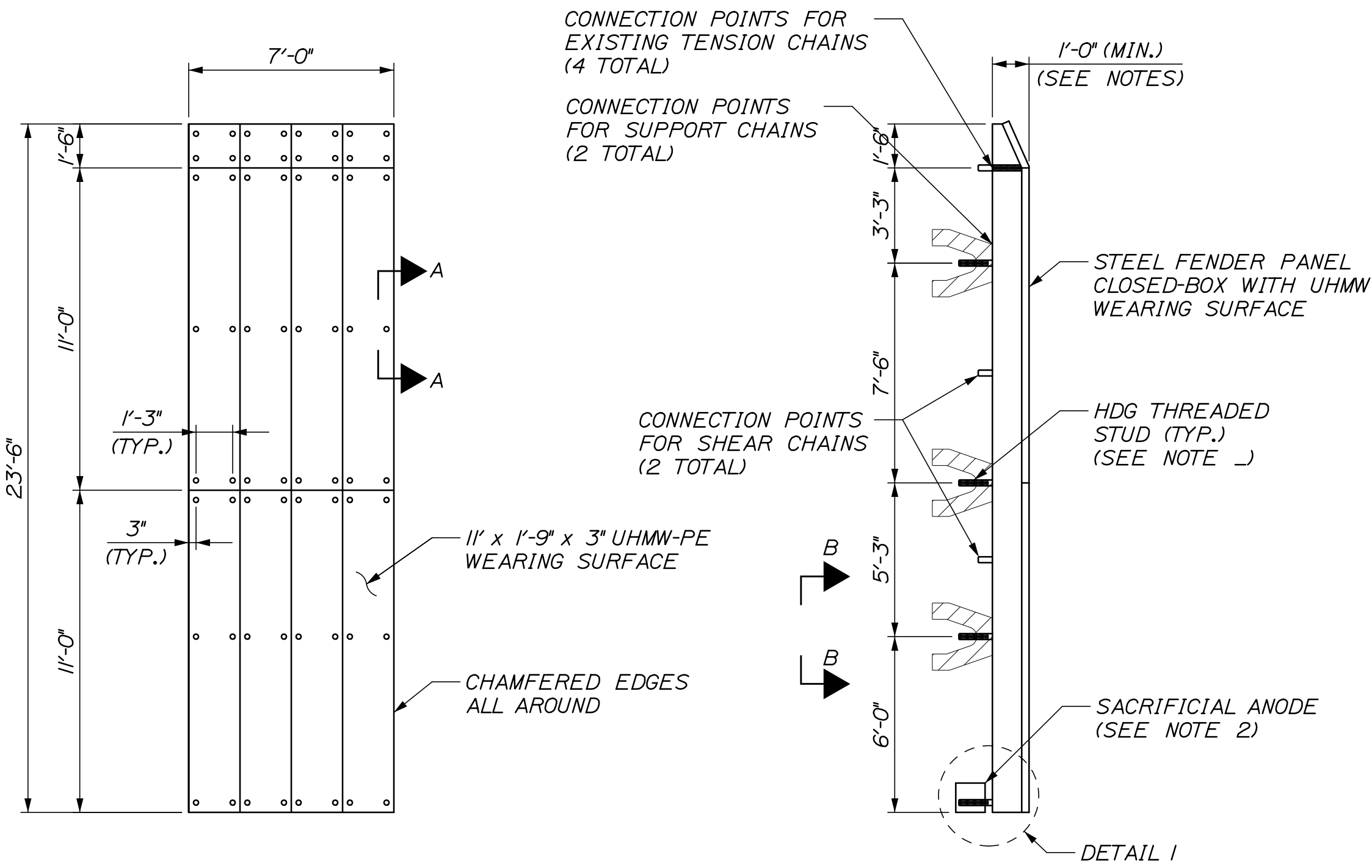
STATE OF MAINE DEPARTMENT OF TRANSPORTATION				PROJECT NUMBER 022809.20				WIN 022809.20			
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY				PROJ. MANAGER	J. KITTREDD	BY	DATE	SIGNATURE			
				DESIGN-DETAILED	EAH	MM	06/14				
				CHECKED-REVIEWED	-	-	06/14				
				DESIGN-DETAILED	-	-	-	P.E. NUMBER			
				DESIGN-DETAILED	-	-	-	DATE			
				REVISIONS 1	-	-	-				
				REVISIONS 2	-	-	-				
				REVISIONS 3	-	-	-				
				REVISIONS 4	-	-	-				
				FIELD CHANGES	-	-	-				
TRACK TYPICAL SECTIONS								SHEET NUMBER			
								R01			
								71 OF 113			

Date:6/6/2014

Username:

Division:

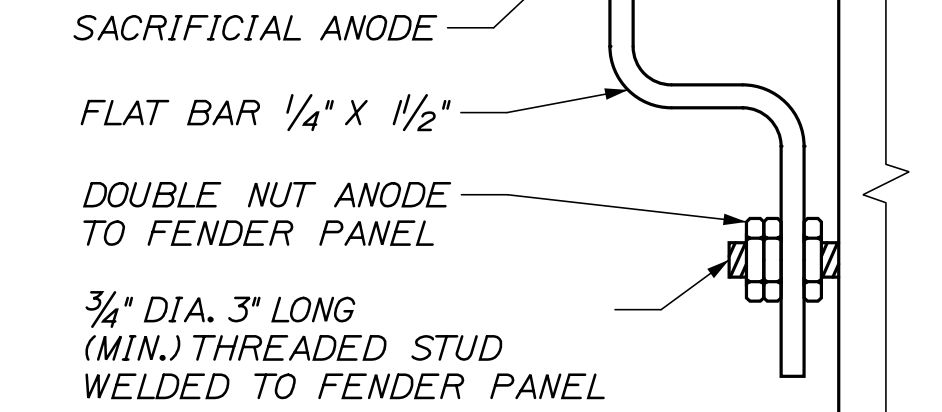
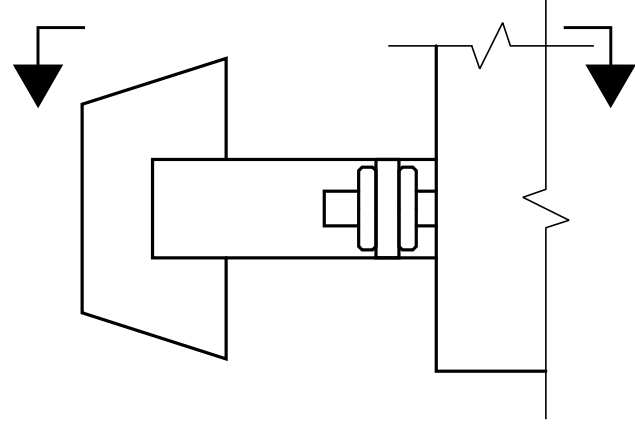
Filename: 110_FenderRepairs.dgn



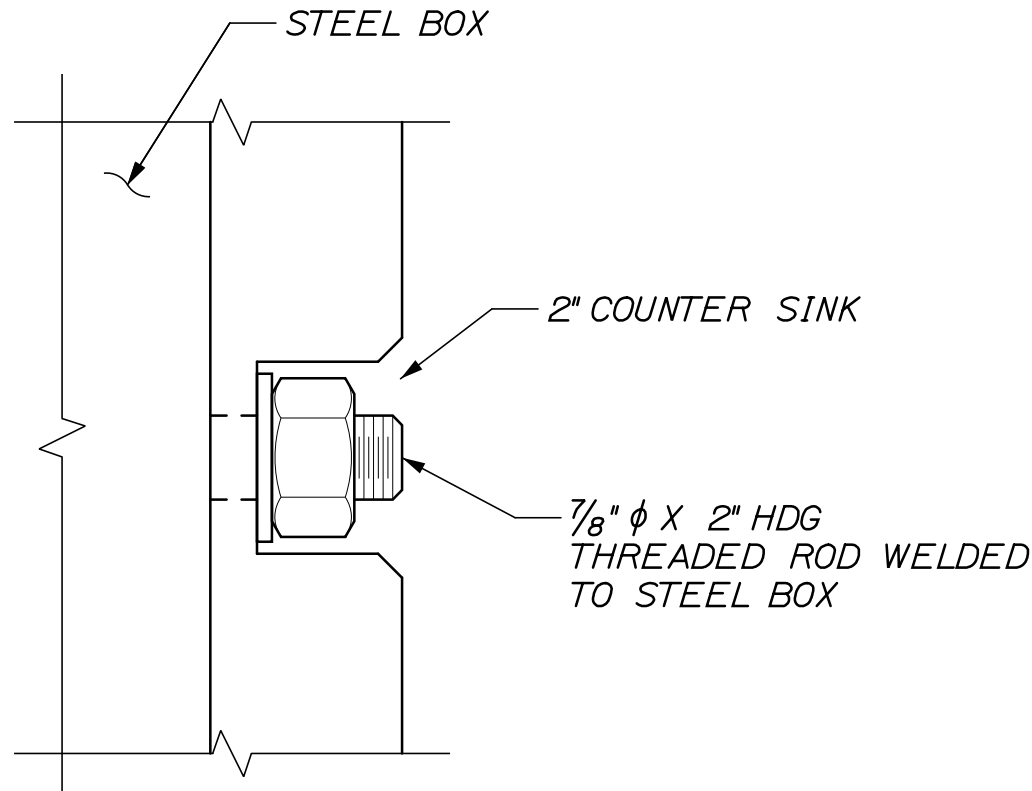
FRONT ELEVATION

SIDE ELEVATION

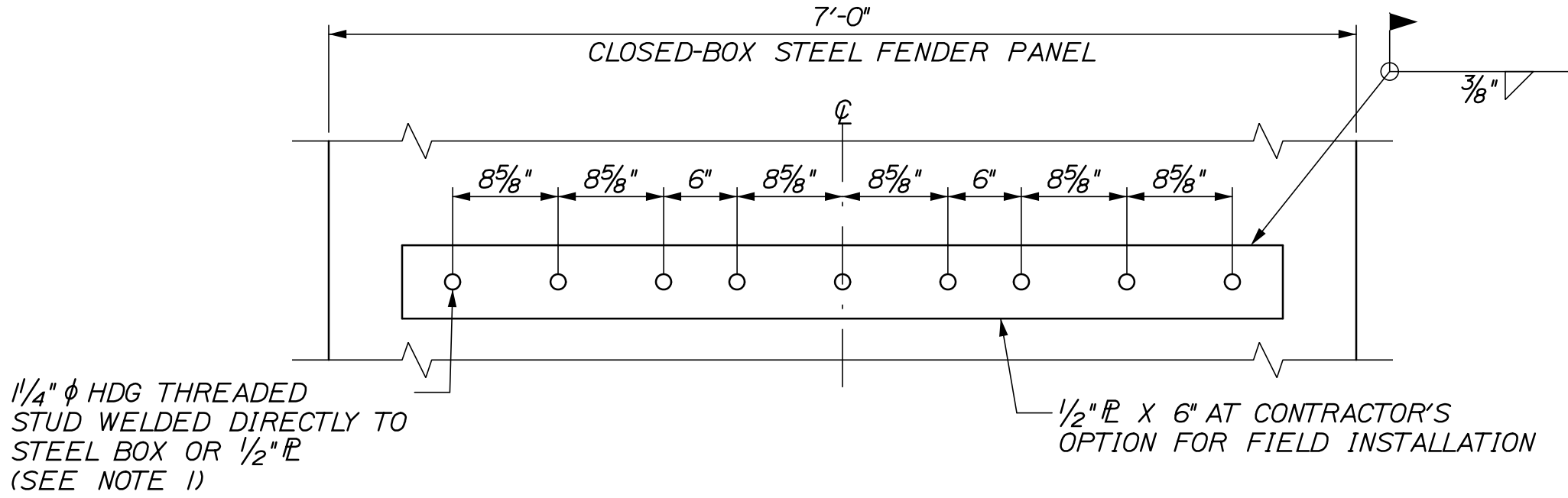
STEEL FENDER PANEL
1/4" = 1'-0"



DETAIL 1
1" = 1'-0"



SECTION A-A
6" = 1'-0"



SECTION B-B
1" = 1'-0"

- NOTES:
1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS ASSOCIATED WITH THE EXISTING FENDER PANELS TO ENSURE PROPER SPACING OF HDG THREADED STUDS AND SHEAR CHAIN CONNECTORS.
2. SACRIFICIAL ANODE SHALL BE BOLTED TO BACKSIDE OF FENDER PANEL. SEE SPECIAL PROVISION 655 FOR ADDITIONAL INFORMATION.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20	SIGNATURE				DATE
	P.E. NUMBER				DATE
	DATE				DATE
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY FENDER SYSTEM REPAIRS	PROJ. MANAGER	J. KITTREDEE	BY	DATE	
	DESIGN-DETAILED	CRM	MPC	06/14	
	CHECKED-REVIEWED	-	-	06/14	
	DESIGN-DETAILED	-	-	-	
	REVISIONS 1	-	-	-	
SHEET NUMBER M02 110 OF 113	REVISIONS 2	-	-	-	
	REVISIONS 3	-	-	-	
	REVISIONS 4	-	-	-	
	FIELD CHANGES	-	-	-	

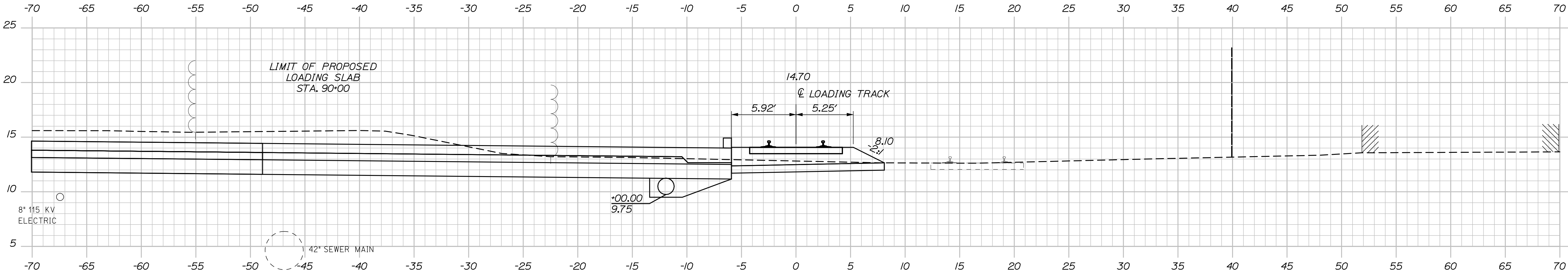
Date:6/6/2014

Username:

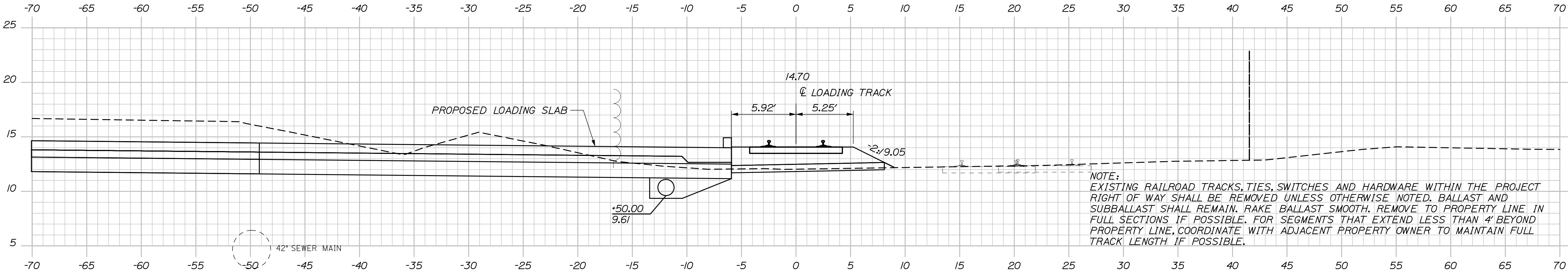
Division:

Filename: Xsect_track.dgn

STA. 90+20.35
LIMIT OF WORK



90+00.00



89+50.00

NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NUMBER 022809.20	
PIN	022809.20

PROJ. MANAGER	J. KITTREDEE	BY	DATE
DESIGN-DETAILED	TJW	DATE	06/14
CHECKED-REVIEWED	-	DATE	06/14
DESIGN-DETAILED	-	SIGNATURE	-
DESIGN-DETAILED	-	P.E. NUMBER	-
REVISIONS 1	-	DATE	-
REVISIONS 2	-	DATE	-
REVISIONS 3	-	DATE	-
REVISIONS 4	-	DATE	-
FIELD CHANGES	-	DATE	-

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION	CUMBERLAND COUNTY	TRACK CROSS SECTIONS
PORTLAND		

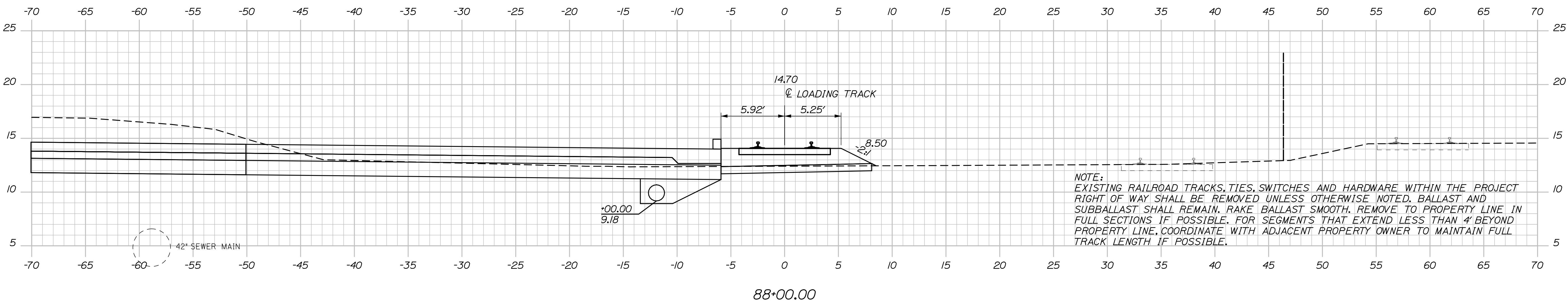
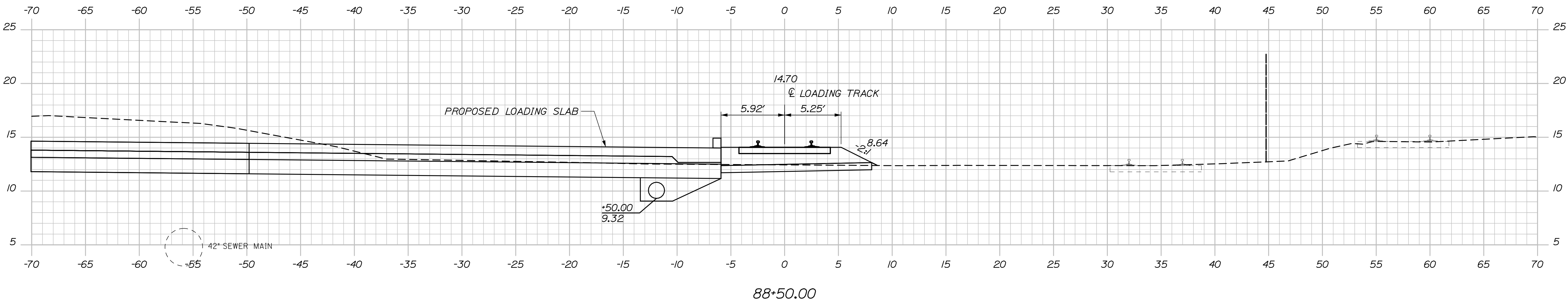
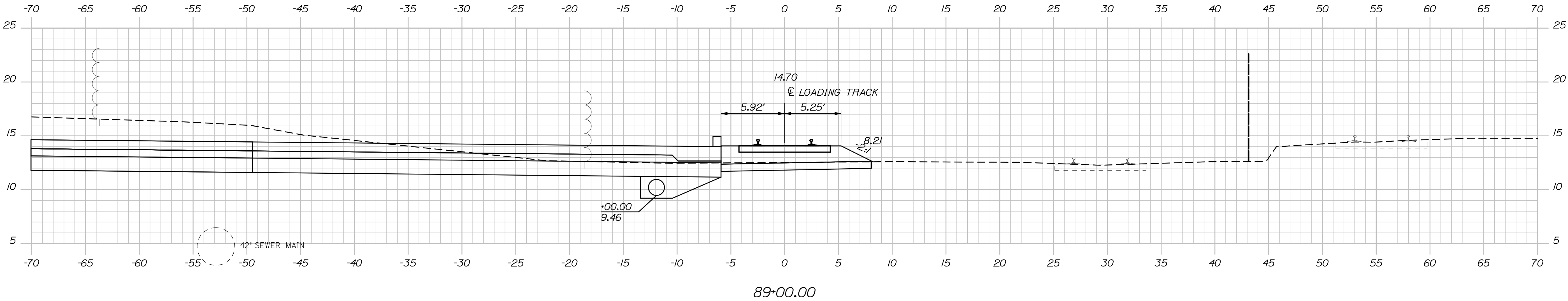
SHEET NUMBER
R38
108 OF 113

Date:6/6/2014

Username:

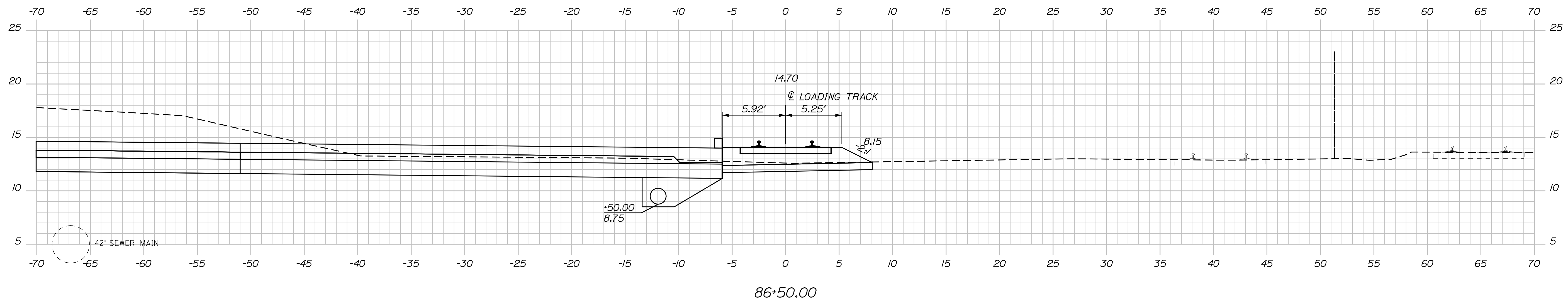
Division:

Filename: Xsect_track.dgn



PROJ. MANAGER	J. KITTREDEE	BY	DATE
DESIGNED-DETAILED	TJW	DATE	06/14
CHECKED-REVIEWED	-	DATE	06/14
DESIGNED-DETAILED	-	SIGNATURE	-
DESIGNED-DETAILED	-	P.E. NUMBER	-
REVISIONS 1	-	DATE	-
REVISIONS 2	-	DATE	-
REVISIONS 3	-	DATE	-
REVISIONS 4	-	DATE	-
FIELD CHANGES	-	DATE	-

Filename: Xsect_track.dgn



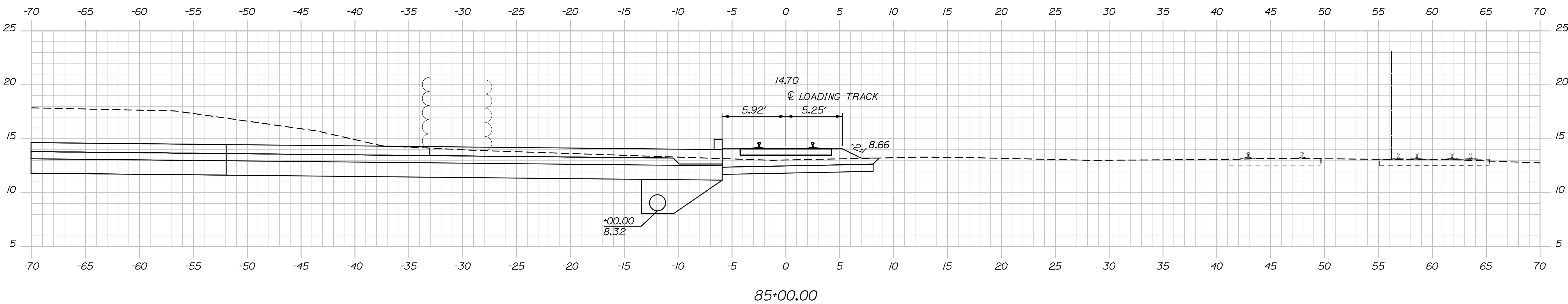
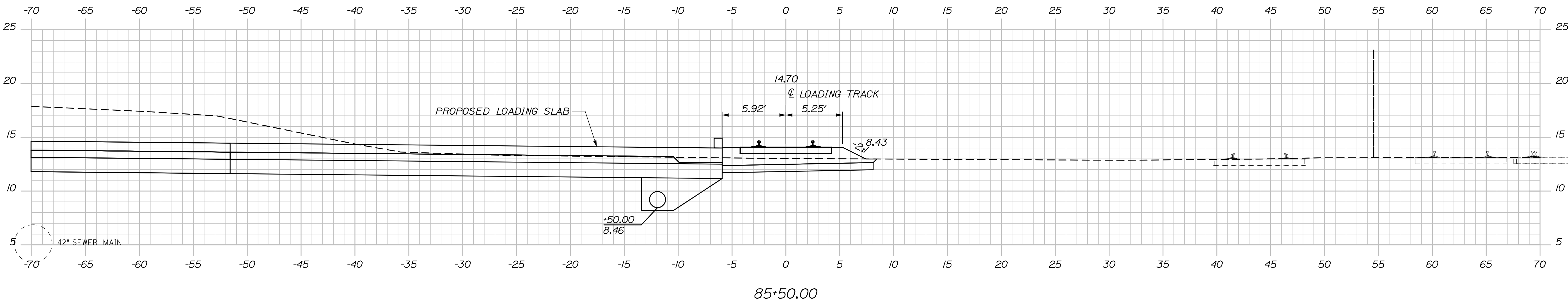
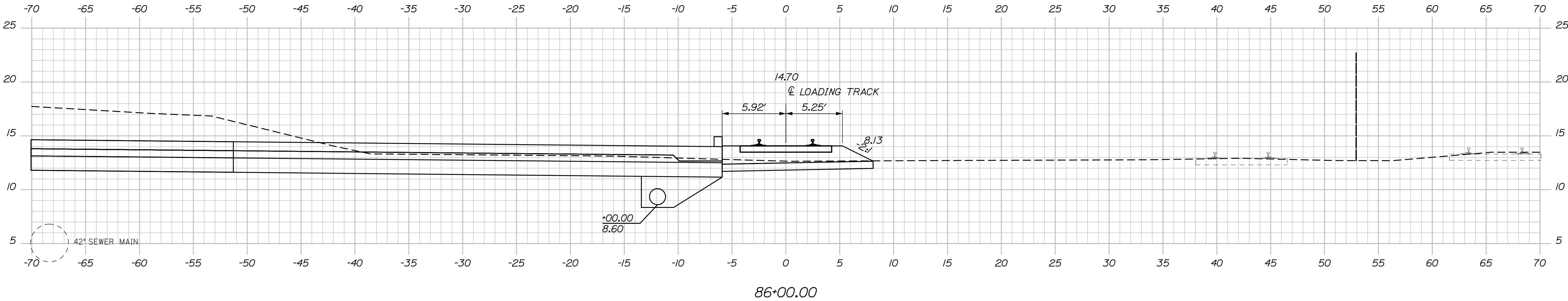
SHEET NUMBER
R36
106 OF 113

Date:6/6/2014

Username:

Division:

Filename: Xsect_track.dgn



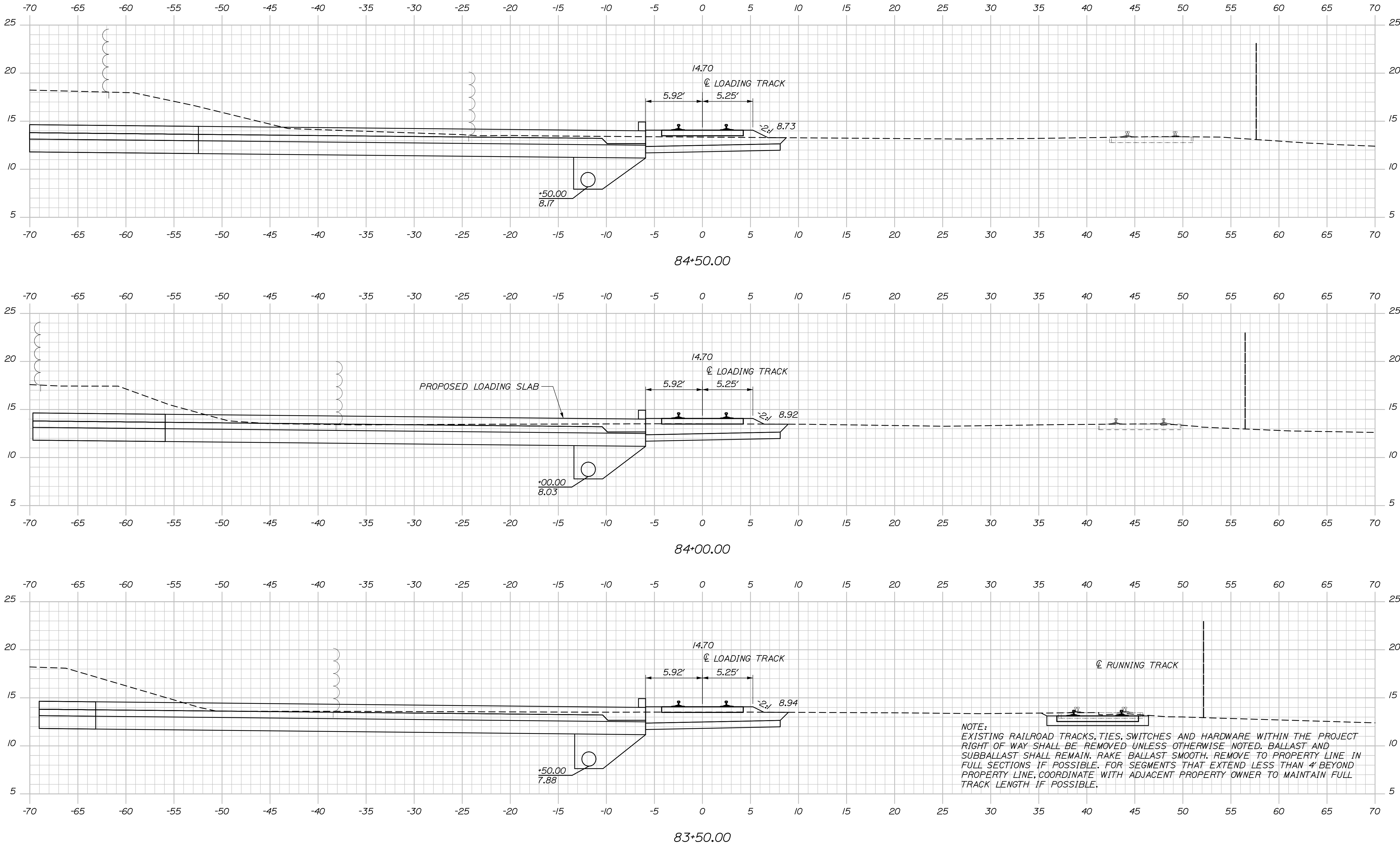
PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	TJW	06/14	06/14
CHECKED-REVIEWED	-	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

Date:6/6/2014

Username:

Division:

Filename: Xsect_track.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		PIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		CUMBERLAND COUNTY		TRACK CROSS SECTIONS	
SHEET NUMBER		R34			
104 OF 113		Sta. 83+50.00 to Sta. 84+50.00			

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	TJW	DATE	06/14
CHECKED-REVIEWED	-	DATE	06/14
DESIGN-DETAILED	-	DATE	-
DESIGN-DETAILED	-	DATE	-
REVISIONS 1	-	DATE	-
REVISIONS 2	-	DATE	-
REVISIONS 3	-	DATE	-
REVISIONS 4	-	DATE	-
FIELD CHANGES	-	DATE	-

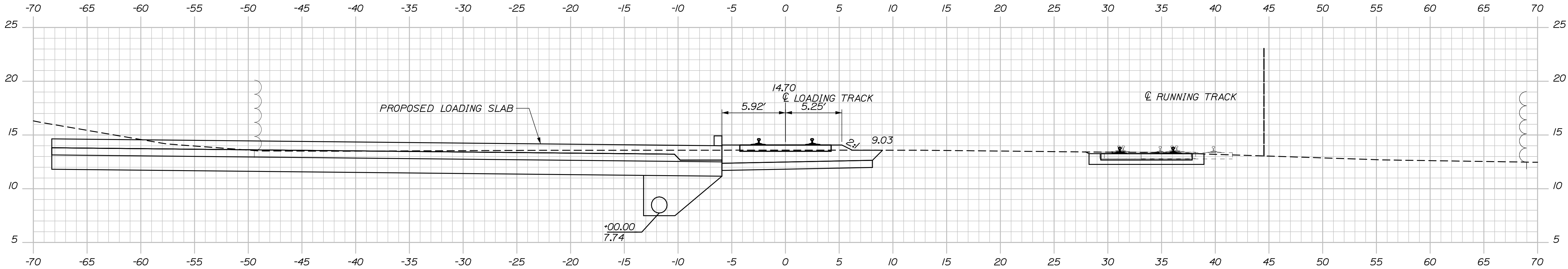
SIGNATURE	P.E. NUMBER	DATE
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

Date:6/6/2014

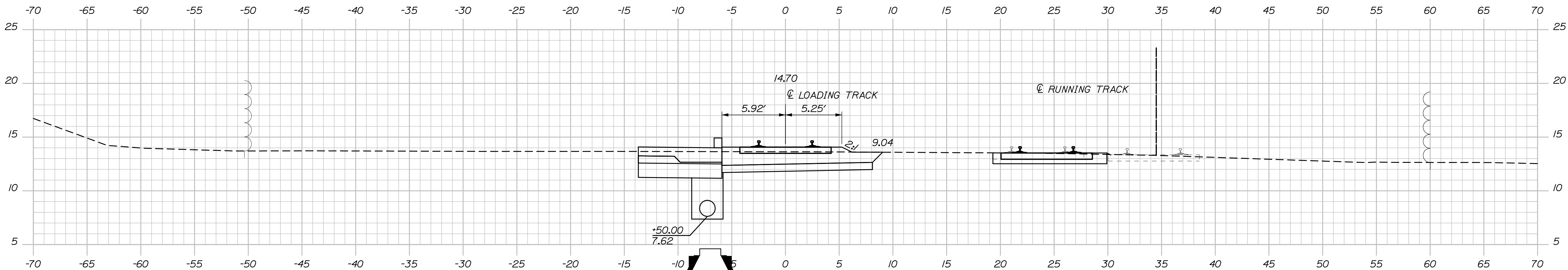
Username:

Division:

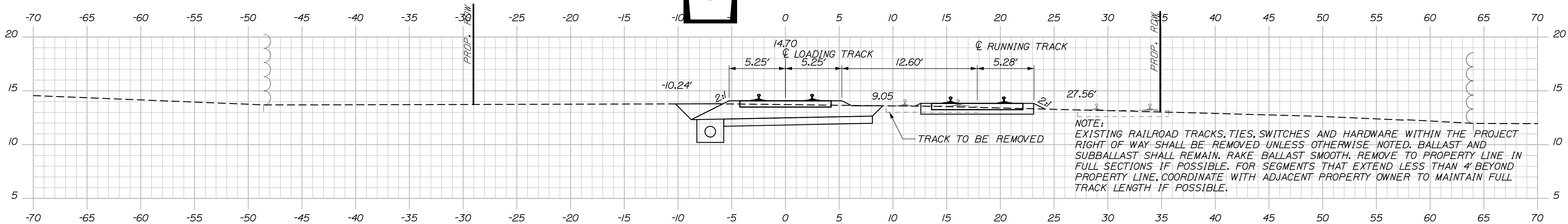
Filename: Xsect_track.dgn



83+00.00



82+50.00



82+00.00

NOTE:
 EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
 RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
 SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
 FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
 PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
 TRACK LENGTH IF POSSIBLE.

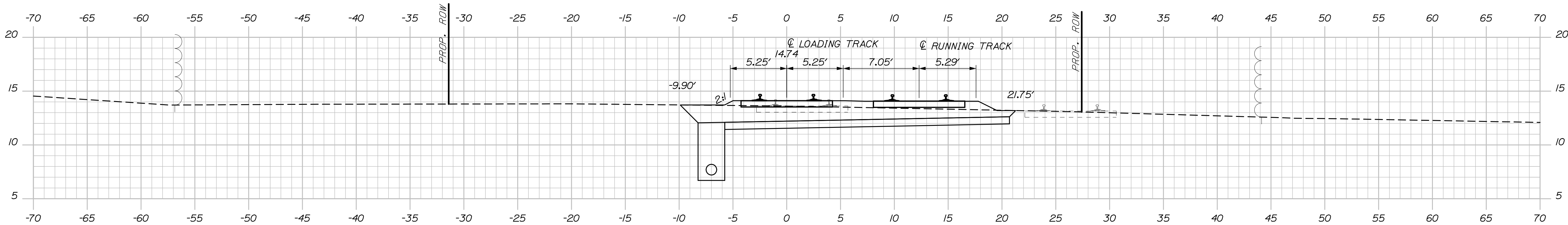
PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGNED-DETAILED	1/11/14	JW	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGNED-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

Date:6/6/2014

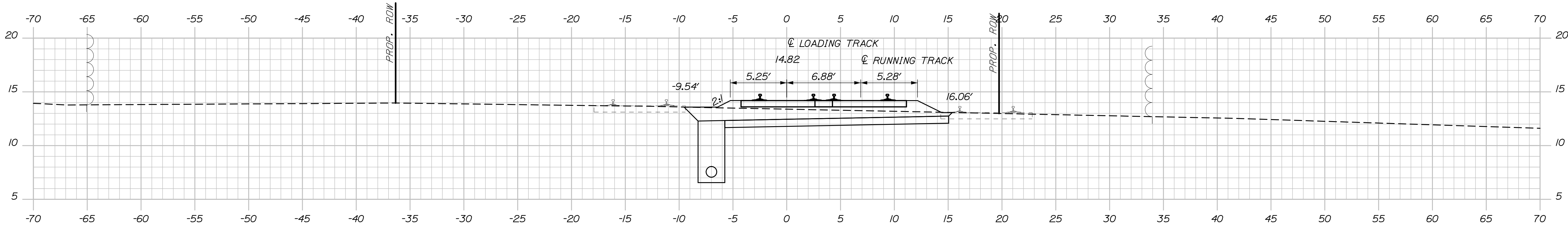
Username:

Division:

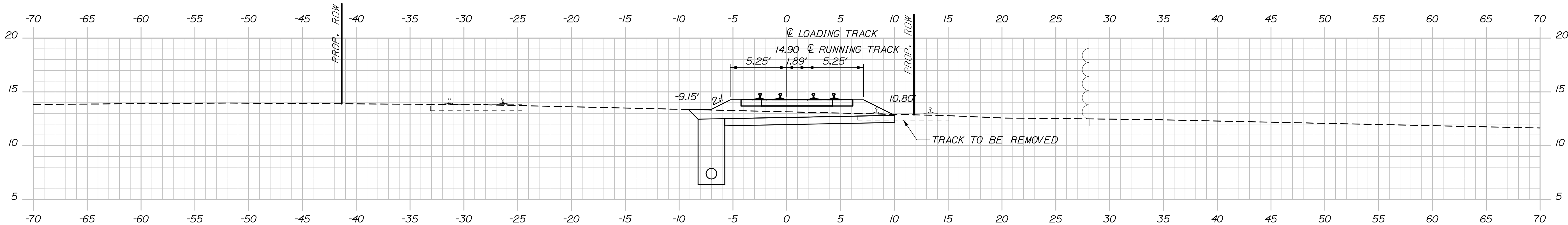
Filename: Xsect_track.dgn



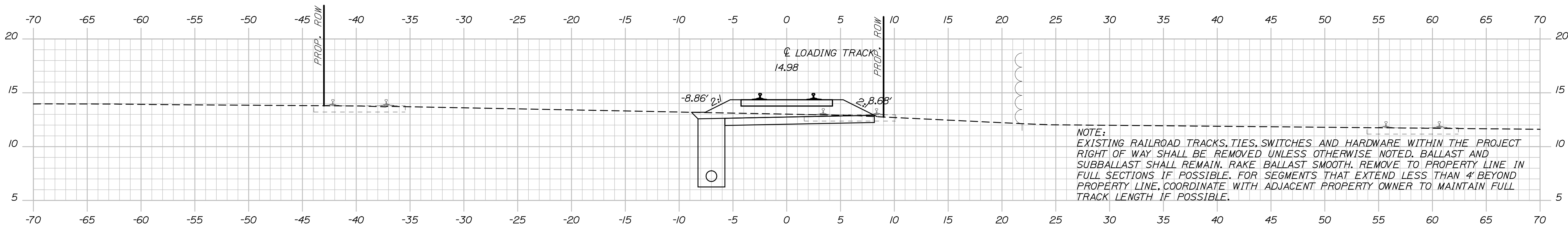
81+50.00



81+00.00



80+50.00



80+00.00

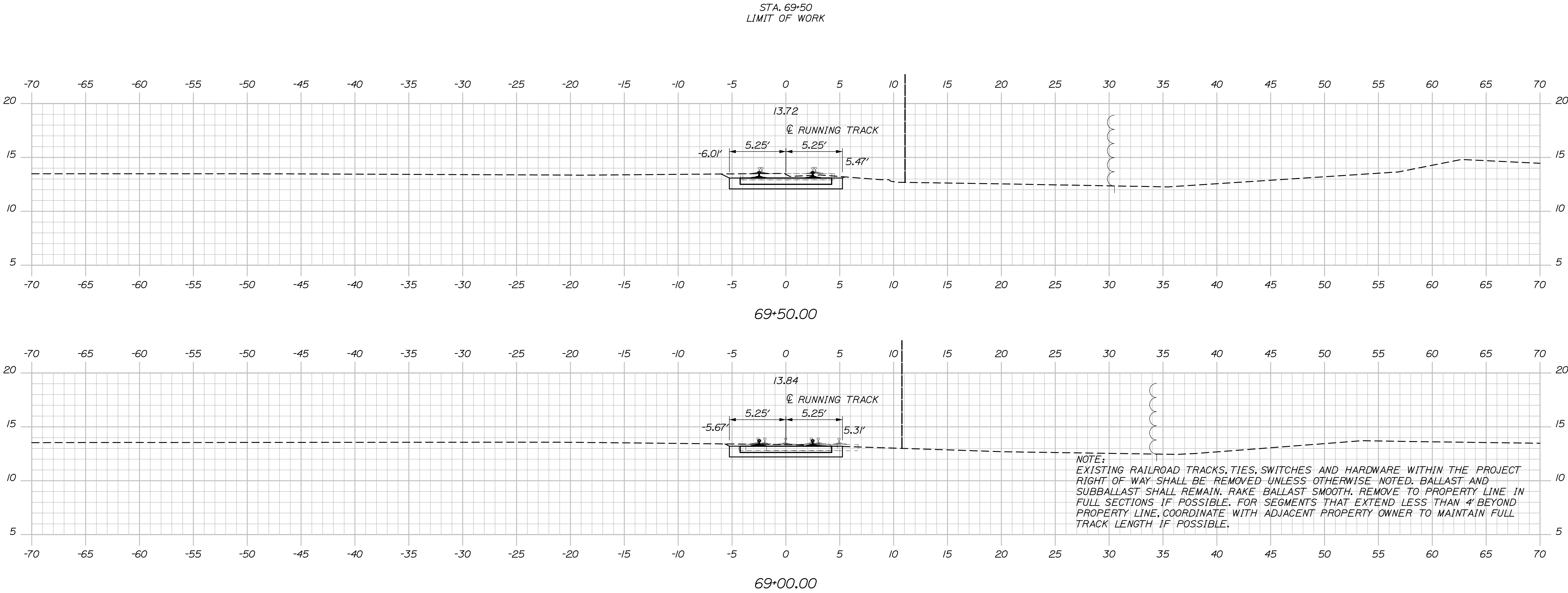
PROJ. MANAGER	J. KITTREDEE	BY	DATE
DESIGN-DETAILED	TJW	06/14	
CHECKED-REVIEWED	-	06/14	
DESIGN-DETAILED	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

Date:6/6/2014

Username:

Division:

Filename: Xsect_track.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
PIN
022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

TRACK CROSS SECTIONS

SHEET NUMBER
R31
101 OF 113

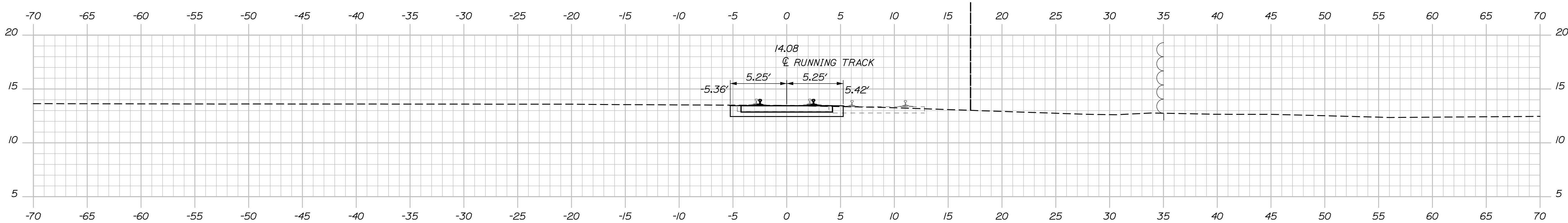
PROJ. MANAGER	J. KITTREDEE	BY	DATE	SIGNATURE
DESIGN-DETAILED	RWH/MM	TJW	06/14	
CHECKED-REVIEWED	-	-	06/14	
DESIGN-DETAILED	-	-	-	
REVISIONS 1	-	-	-	P.E. NUMBER
REVISIONS 2	-	-	-	DATE
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

Date:6/6/2014

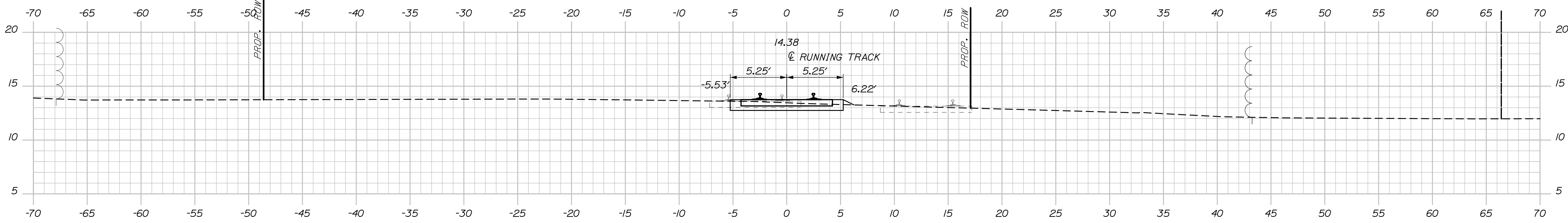
Username:

Division:

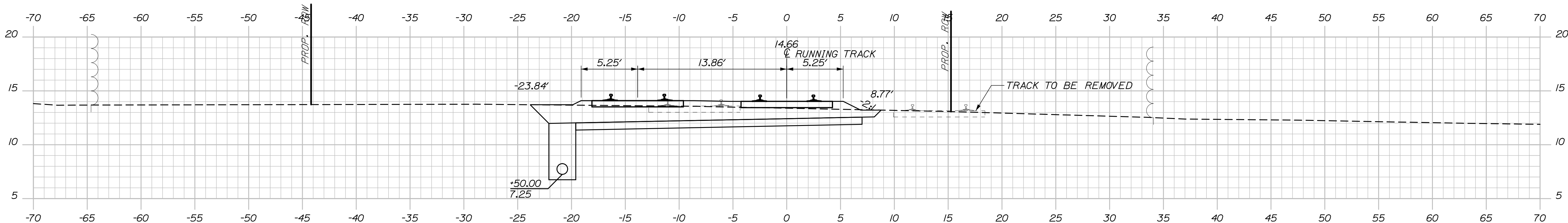
Filename: Xsect_track.dgn



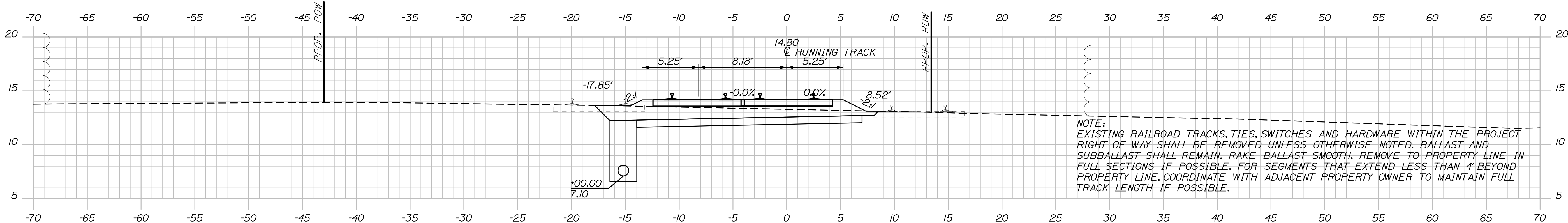
68+50.00



68+00.00



67+50.00



67+00.00

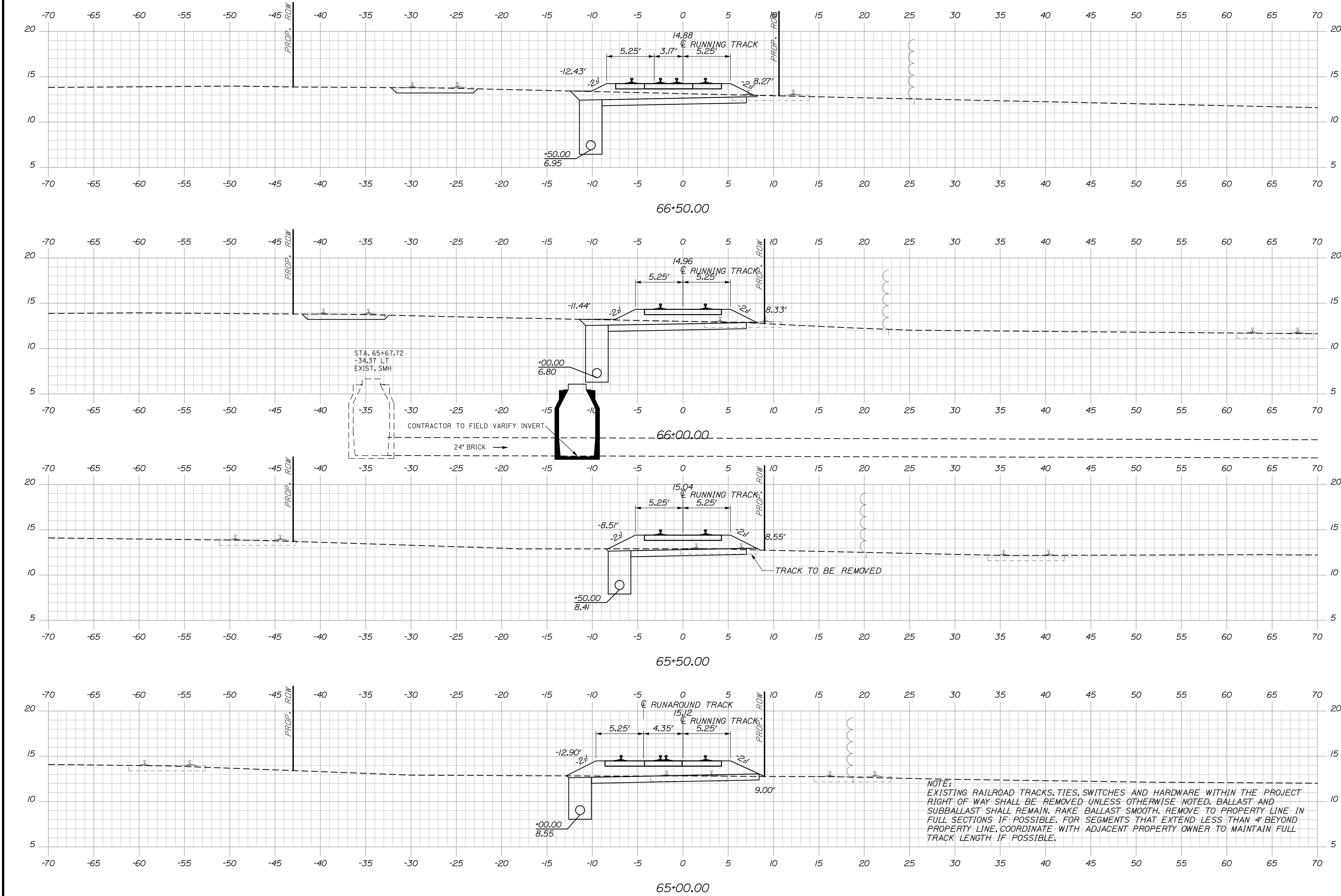
PROJ. MANAGER	J. KITREDE	BY	DATE
DESIGN-DETAILED	1	TJW	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

Date:6/6/2014

Username:

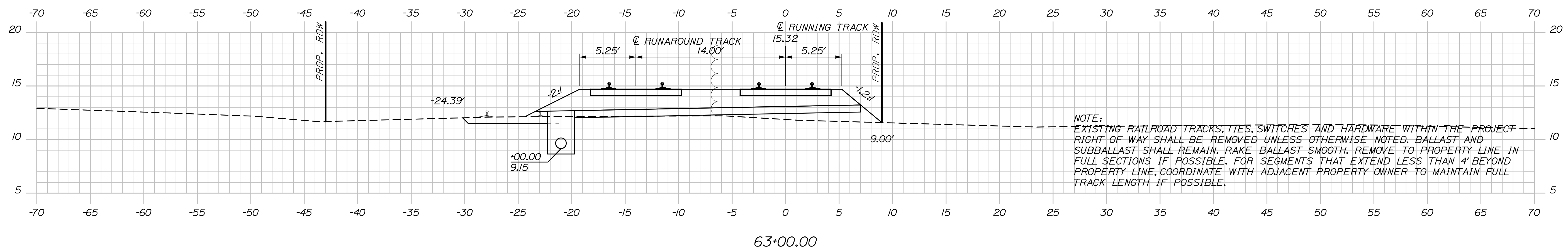
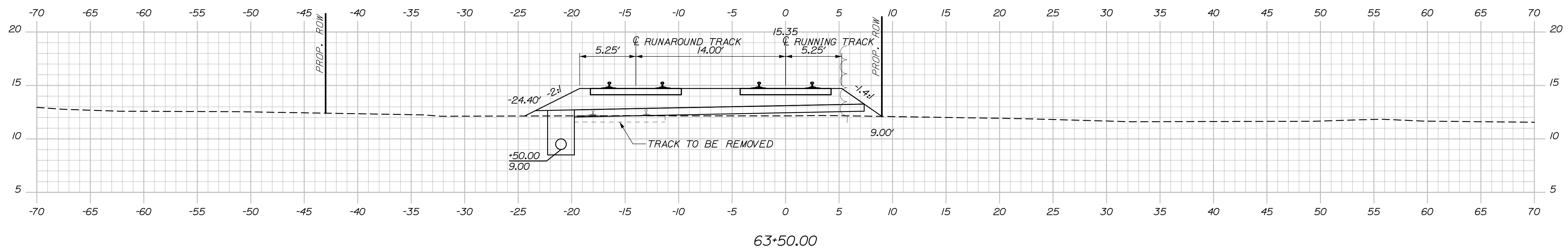
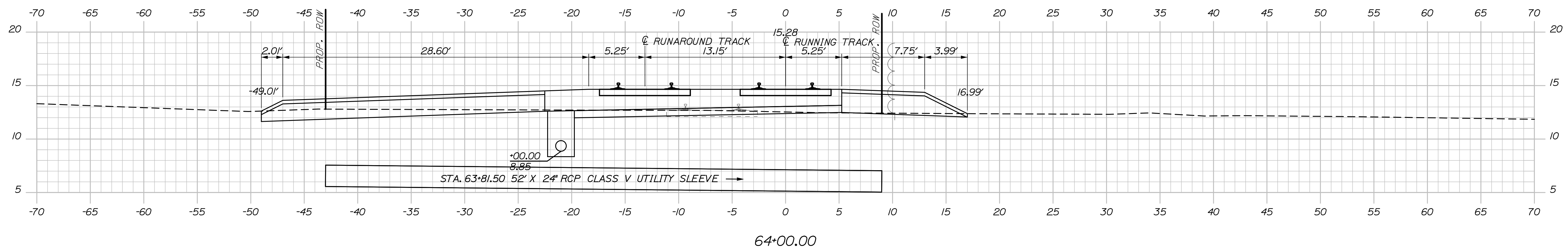
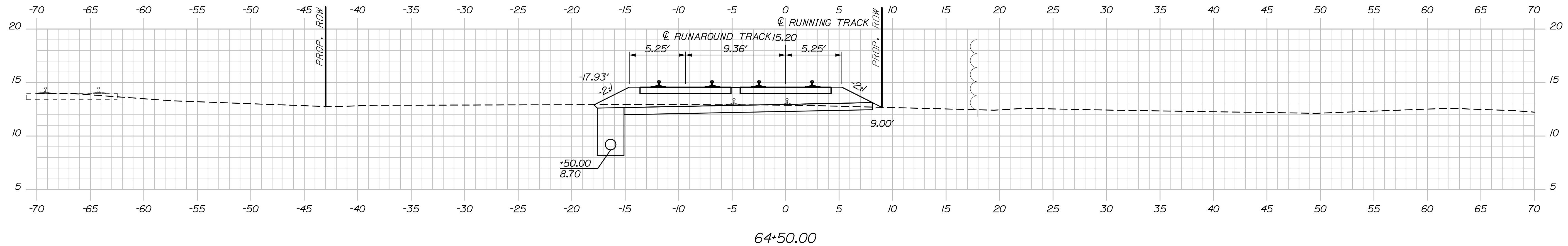
Division:

Filename: Xsect_track.dgn



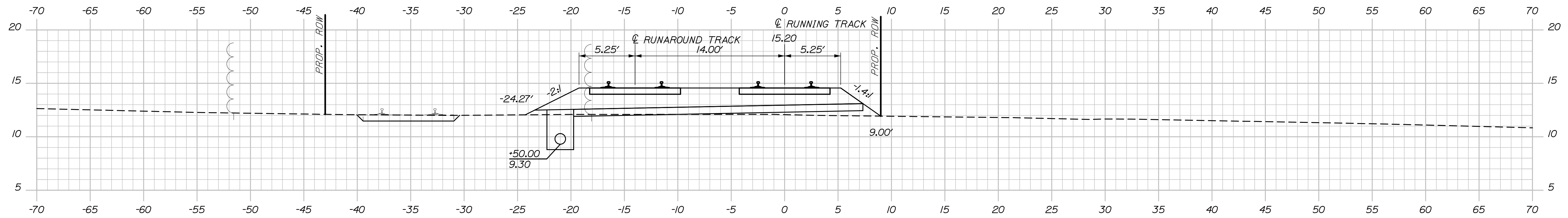
NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	DATE	DATE	DATE
CHECKED-REVIEWED	DATE	DATE	DATE
DESIGN-DETAILED	DATE	DATE	DATE
REVISIONS 1	DATE	DATE	DATE
REVISIONS 2	DATE	DATE	DATE
REVISIONS 3	DATE	DATE	DATE
REVISIONS 4	DATE	DATE	DATE
FIELD CHANGES	DATE	DATE	DATE

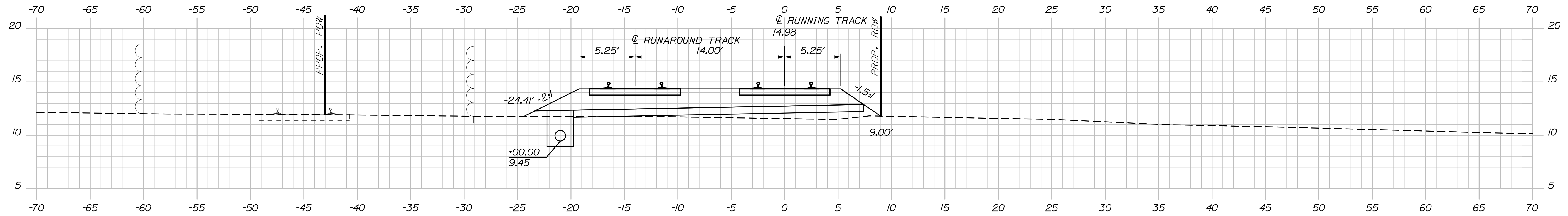


NOTE:
~~EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT~~
~~RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND~~
~~SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN~~
~~FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND~~
~~PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL~~
~~TRACK LENGTH IF POSSIBLE.~~

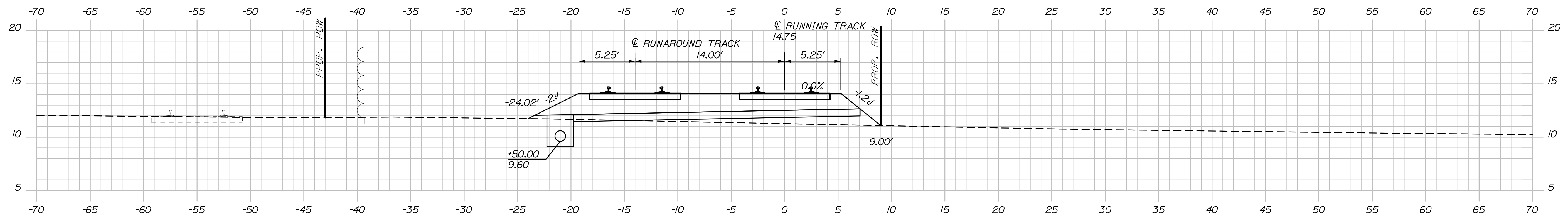
PROJ. MANAGER	J. KITTREDGE	BY	DATE
DESIGN-DETAILED	RWH/MM	TJW	06\14
CHECKED-REVIEWED	-	-	06\14
DESIGN2-DETAILED2	-	-	SIGNATURE
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	P.E. NUMBER
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	
			DATE



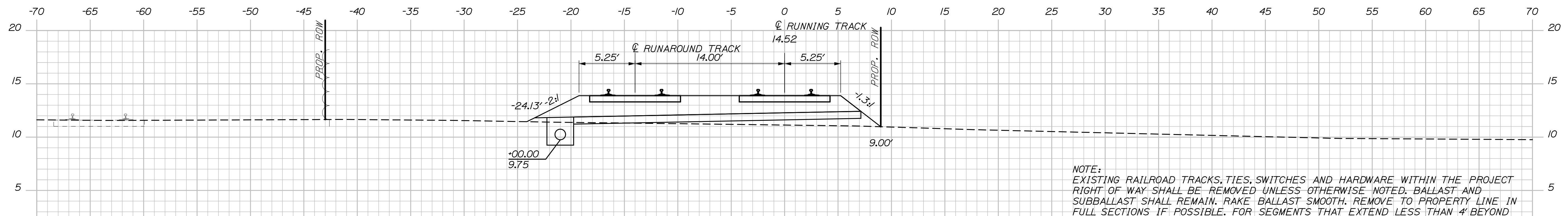
62+50.00



62+00.00



6/+50.00



NOTE:
EXISTING RAILROAD TRACKS, TIES, SWITCHES AND HARDWARE WITHIN THE PROJECT
RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED. BALLAST AND
SUBBALLAST SHALL REMAIN. RAKE BALLAST SMOOTH. REMOVE TO PROPERTY LINE IN
FULL SECTIONS IF POSSIBLE. FOR SEGMENTS THAT EXTEND LESS THAN 4' BEYOND
PROPERTY LINE, COORDINATE WITH ADJACENT PROPERTY OWNER TO MAINTAIN FULL
TRACK LENGTH IF POSSIBLE.

DESIGN-DETAILED	RWH/MM	TJW	06/14	SIGNATURE
CHECKED-REVIEWED	-	-	06/14	
DESIGN2-DETAILED2	-	-	-	
DESIGN3-DETAILED3	-	-	-	P.E. NUMBER
REVISIONS 1	-	-	-	
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	DATE
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION

[illegible]

TRACK CROSS SECTIONS

SHEET NUMBER

R27

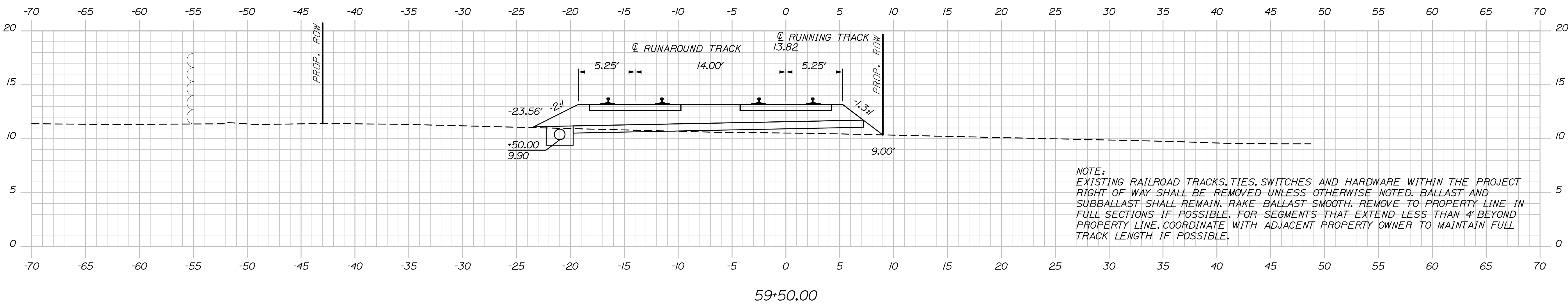
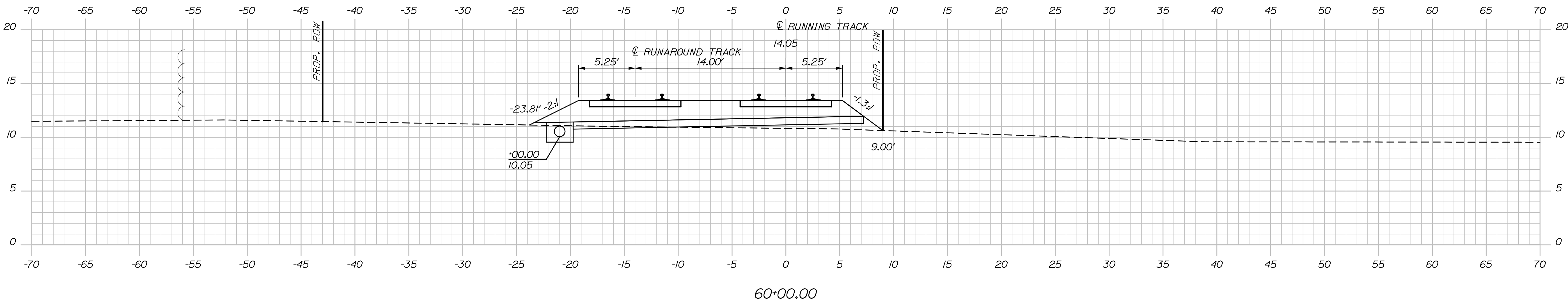
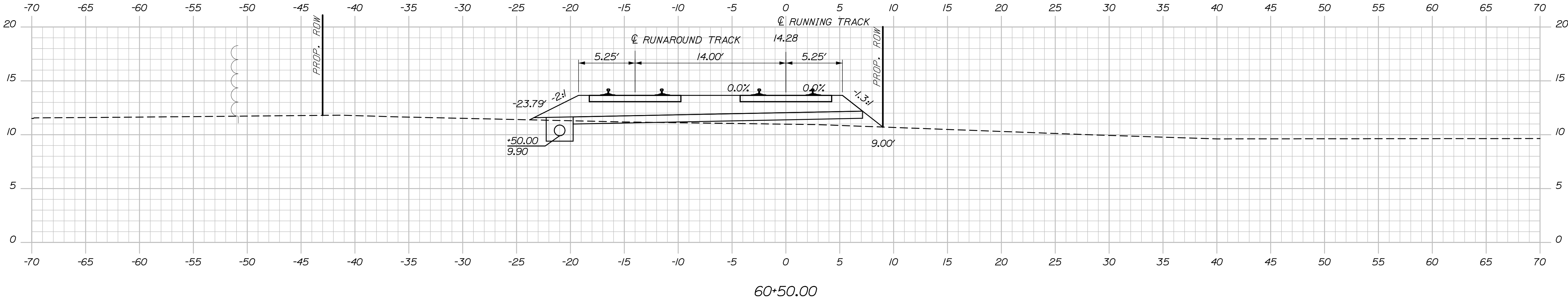
97 OF 113

Date:6/6/2014

Username:

Division:

Filename: Xsect_track.dgn



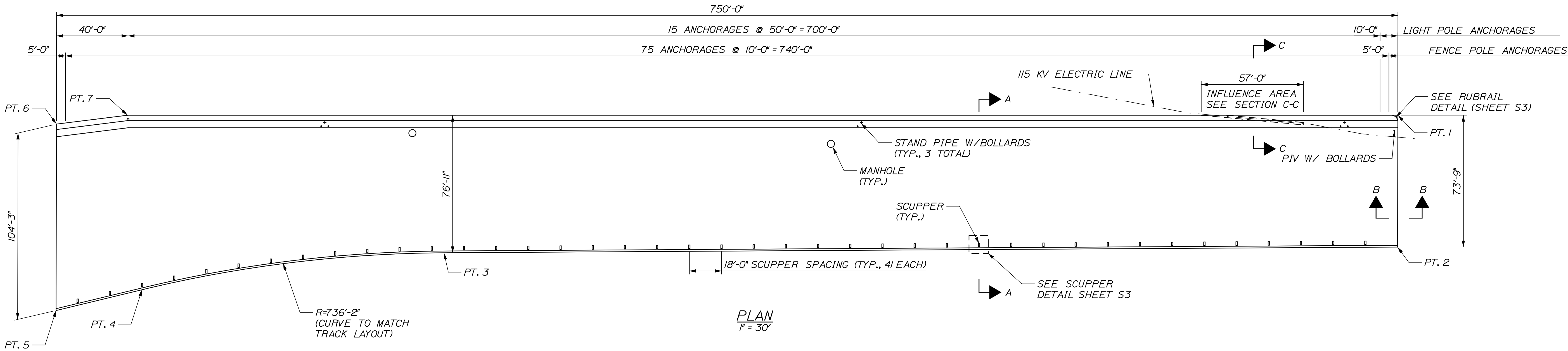
PROJ. MANAGER	J. KITREDEE	BY	DATE
DESIGN-DETAILED	TJW	TJW	06/14
CHECKED-REVIEWED	-	-	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

Date:6/6/2014

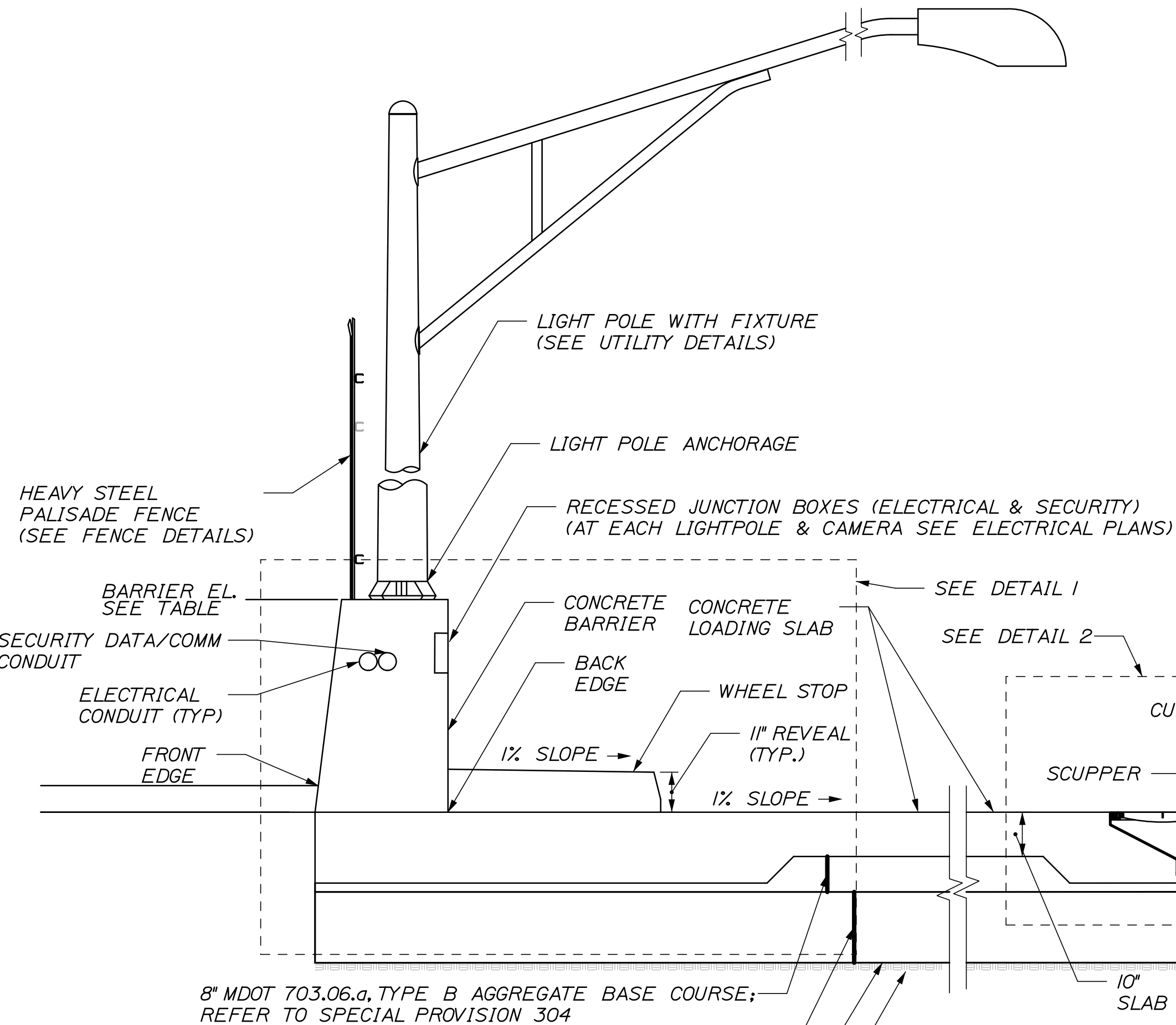
Username:

Division:

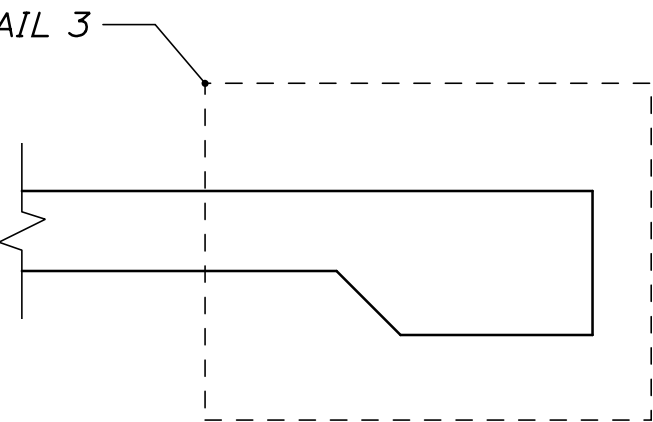
Filename: 030_Concrete Loading Slab.dgn



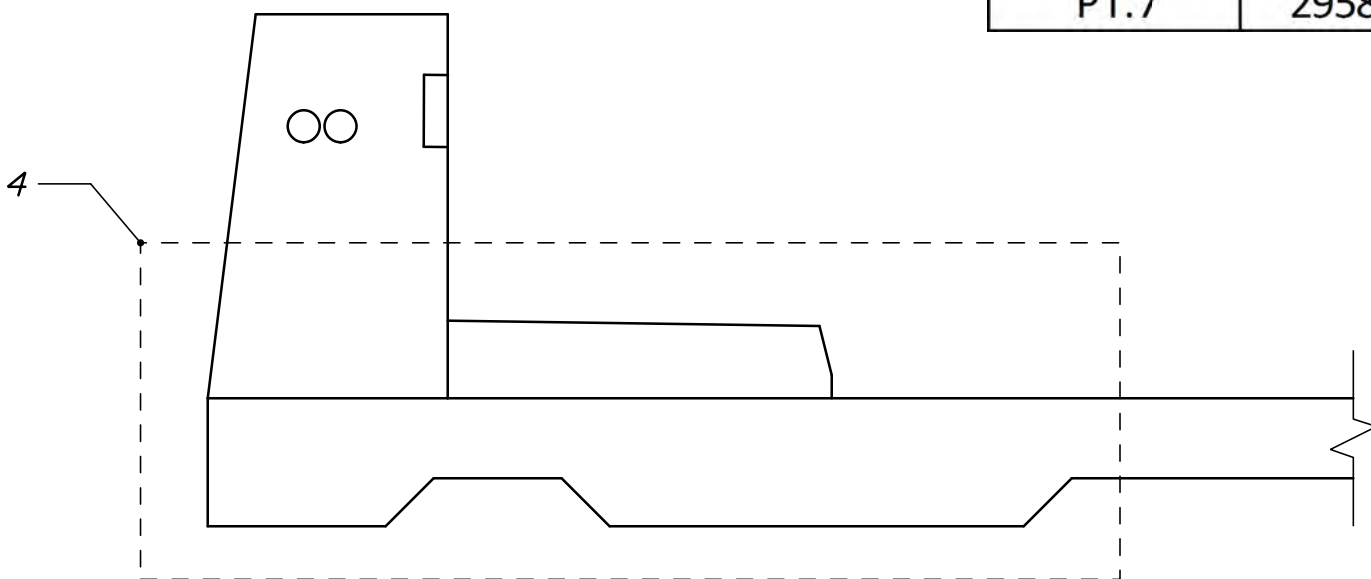
PLAN
1" = 30'



SECTION A-A
1/2" = 1'-0"



SECTION B-B
1/2" = 1'-0"



SECTION C-C
1/2" = 1'-0"

RAMP SITING		
POINT	NORTHING	EASTING
PT.1	296085.42	2927435.99
PT.2	296014.85	2927457.35
PT.3	295856.11	2926948.33
PT.4	295787.03	2926792.86
PT.5	295761.90	2926750.31
PT.6	295861.57	2926719.88
PT.7	295878.03	2926756.68

RAMP ELEVATIONS			
STATION*	FRONT EDGE FEATURE	BACK EDGE FEATURE	BARRIER
204+73	19.05	15.02	23.05
205+00	19.26	14.99	23.26
205+25	19.41	14.94	23.41
205+50	19.21	14.89	23.21
205+75	19.02	14.84	23.02
206+00	18.80	14.80	22.80
206+25	18.59	14.78	22.59
206+50	18.47	14.76	22.47
206+75	18.37	14.75	22.37
207+00	18.24	14.74	22.24
207+25	18.11	14.74	22.11
207+50	18.04	14.74	22.04
207+75	17.92	14.74	21.92
208+00	17.77	14.74	21.77
208+25	17.60	14.74	21.60
208+50	17.40	14.73	21.40
208+75	17.23	14.73	21.23
209+00	17.06	14.73	21.06
209+25	16.90	14.73	20.90
209+50	16.67	14.73	20.67
209+75	16.46	14.73	20.46
210+00	16.31	14.73	20.31
210+25	16.18	14.72	20.18
210+50	16.06	14.72	20.06
210+75	15.89	14.72	19.89
211+00	15.70	14.72	19.70
211+25	15.52	14.72	19.52
211+50	15.31	14.72	19.31
211+75	15.07	14.71	19.07
212+00	14.84	14.71	18.84
212+23	14.65	14.71	18.65

* STATIONS REFERENCED FROM COMMERCIAL STREET BASELINE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20

WIN
022809.20

DATE
06/14
06/14
06/14

BY
MPC
CPM

J. KITREDOE
KEB

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE
06/14
06/14
06/14

BY
MPC
CPM

J. KITREDOE
KEB

PROJ. MANAGER
DESIGN-DETAILED
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
CONCRETE LOADING SLAB

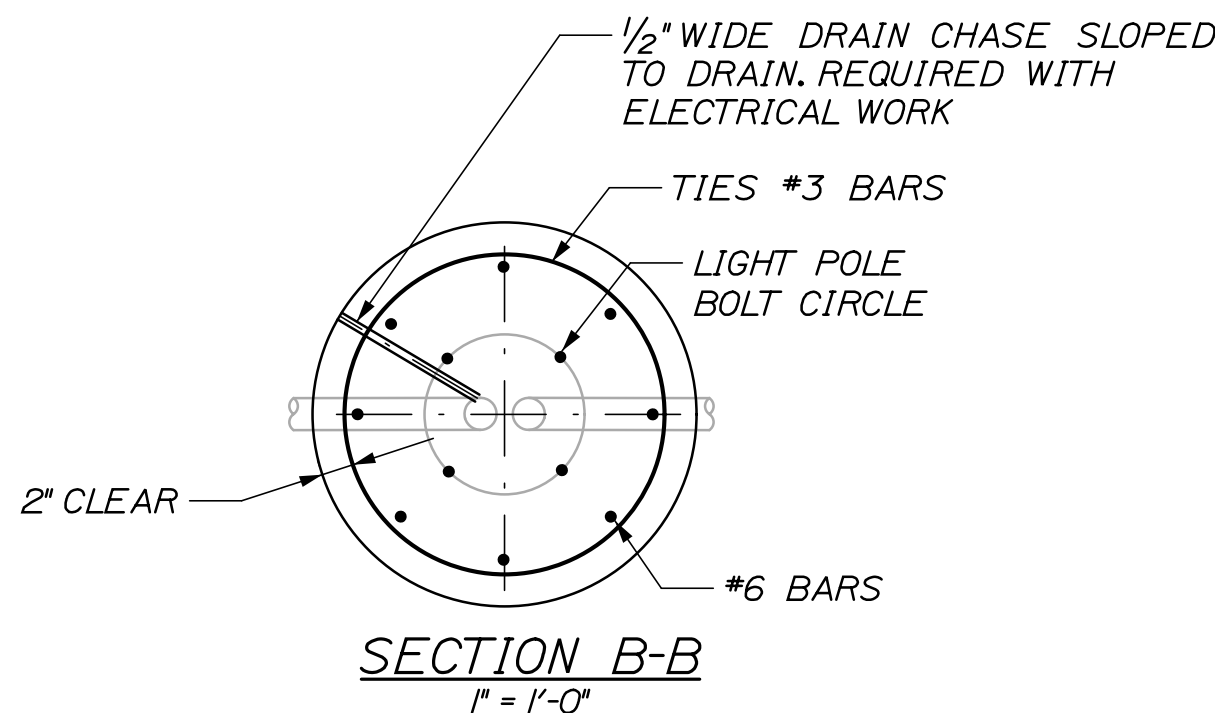
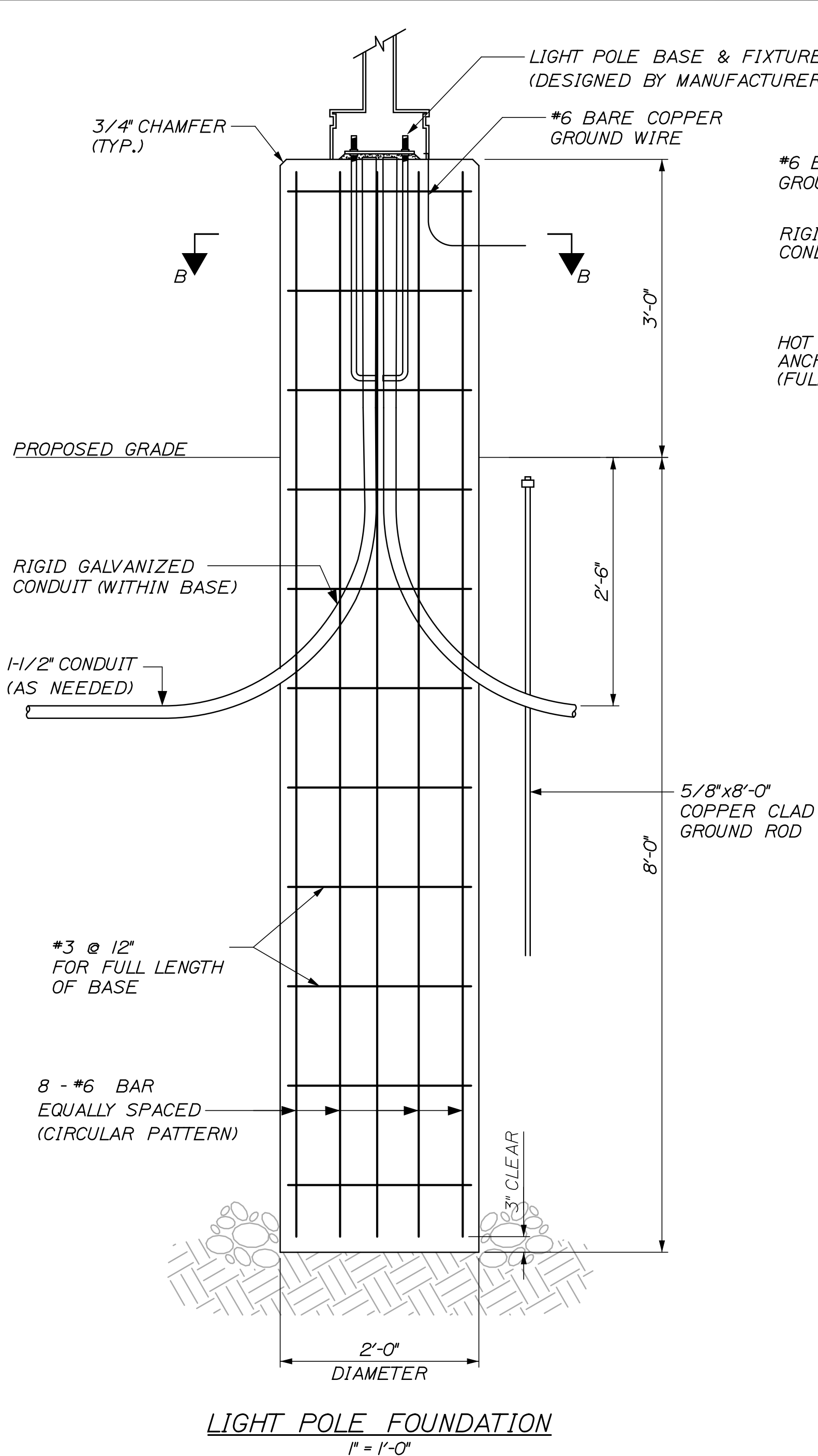
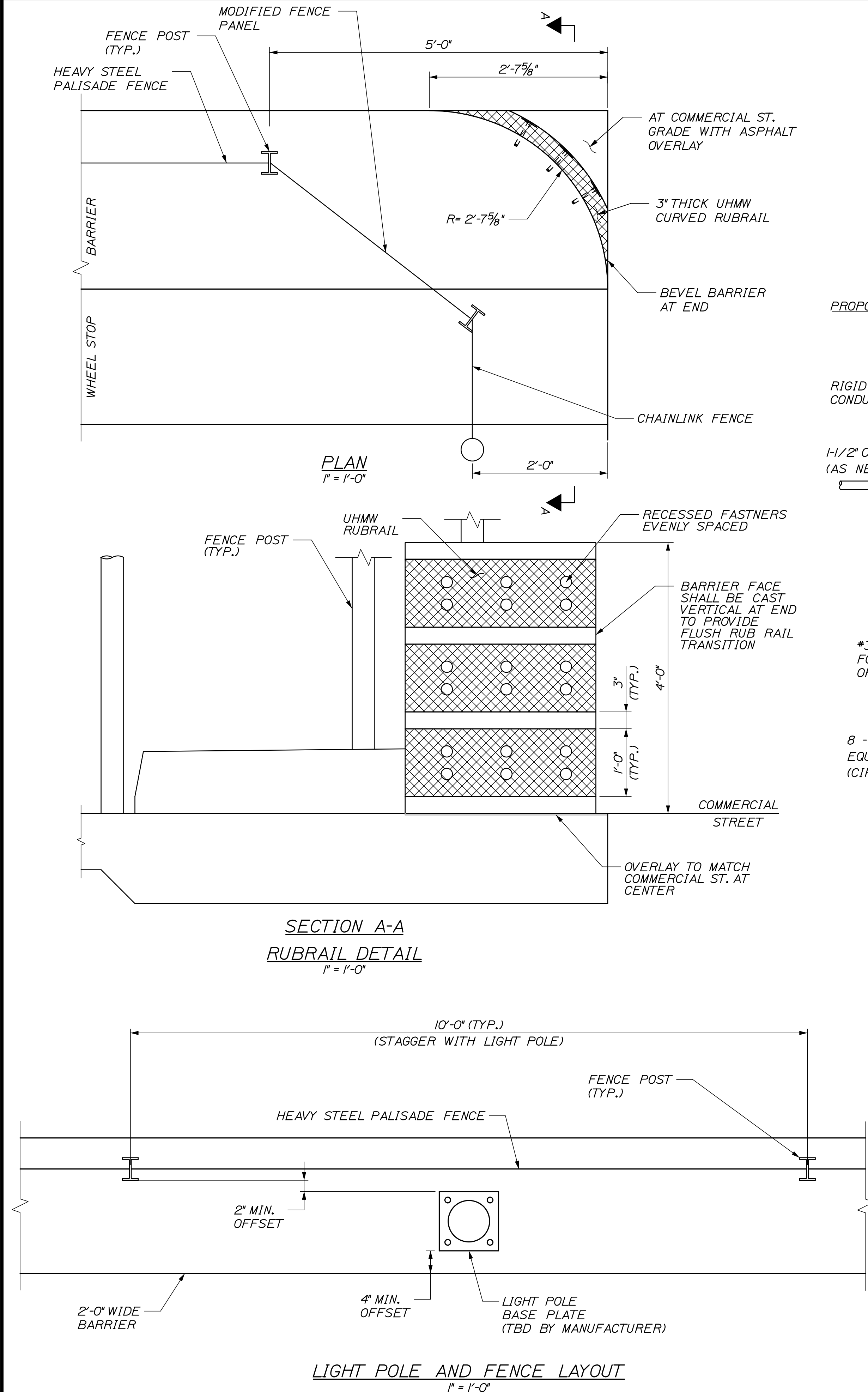
SHEET NUMBER
S01
30 OF 113

Date:6/6/2014

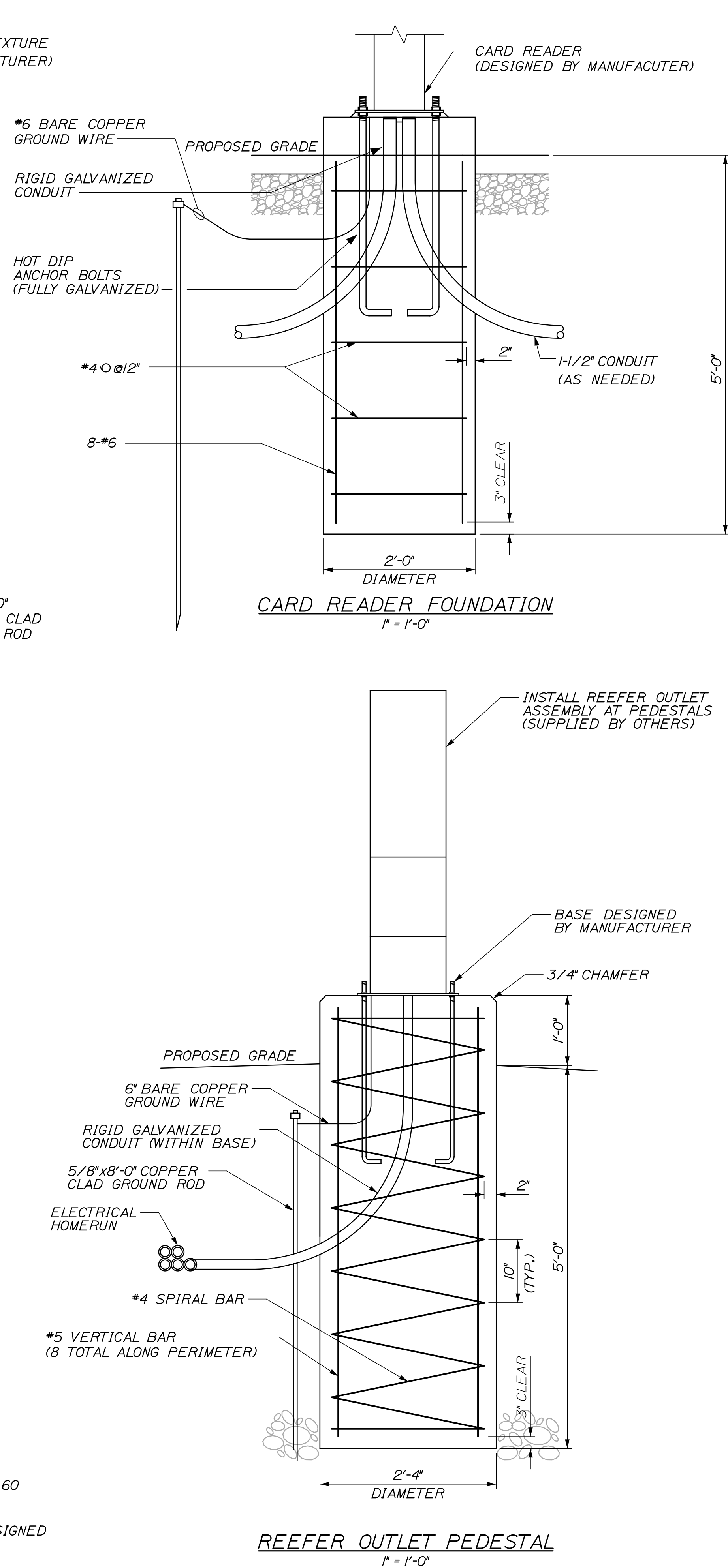
Username:

Division:

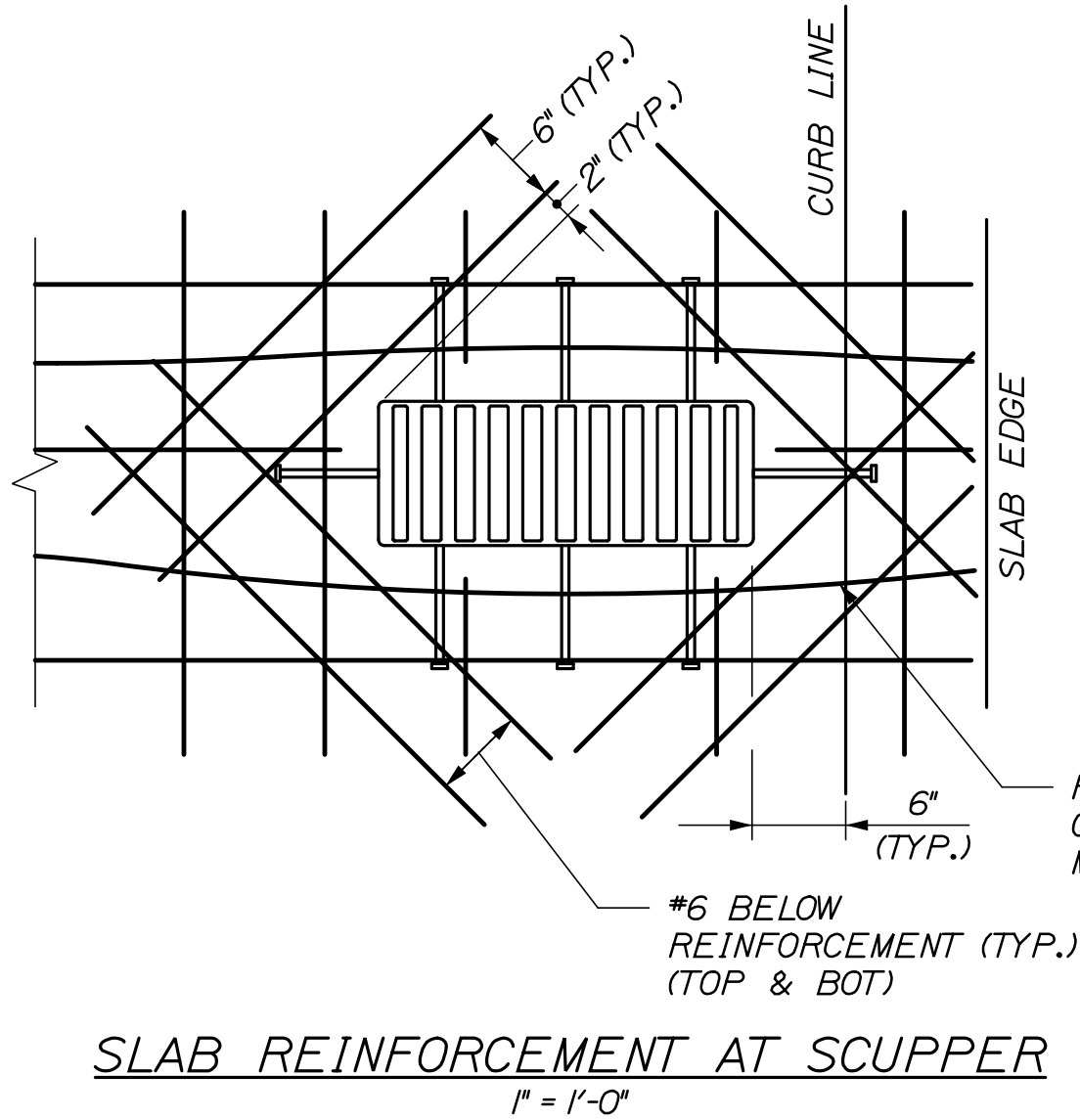
Filename: 033_Slab Details.dgn



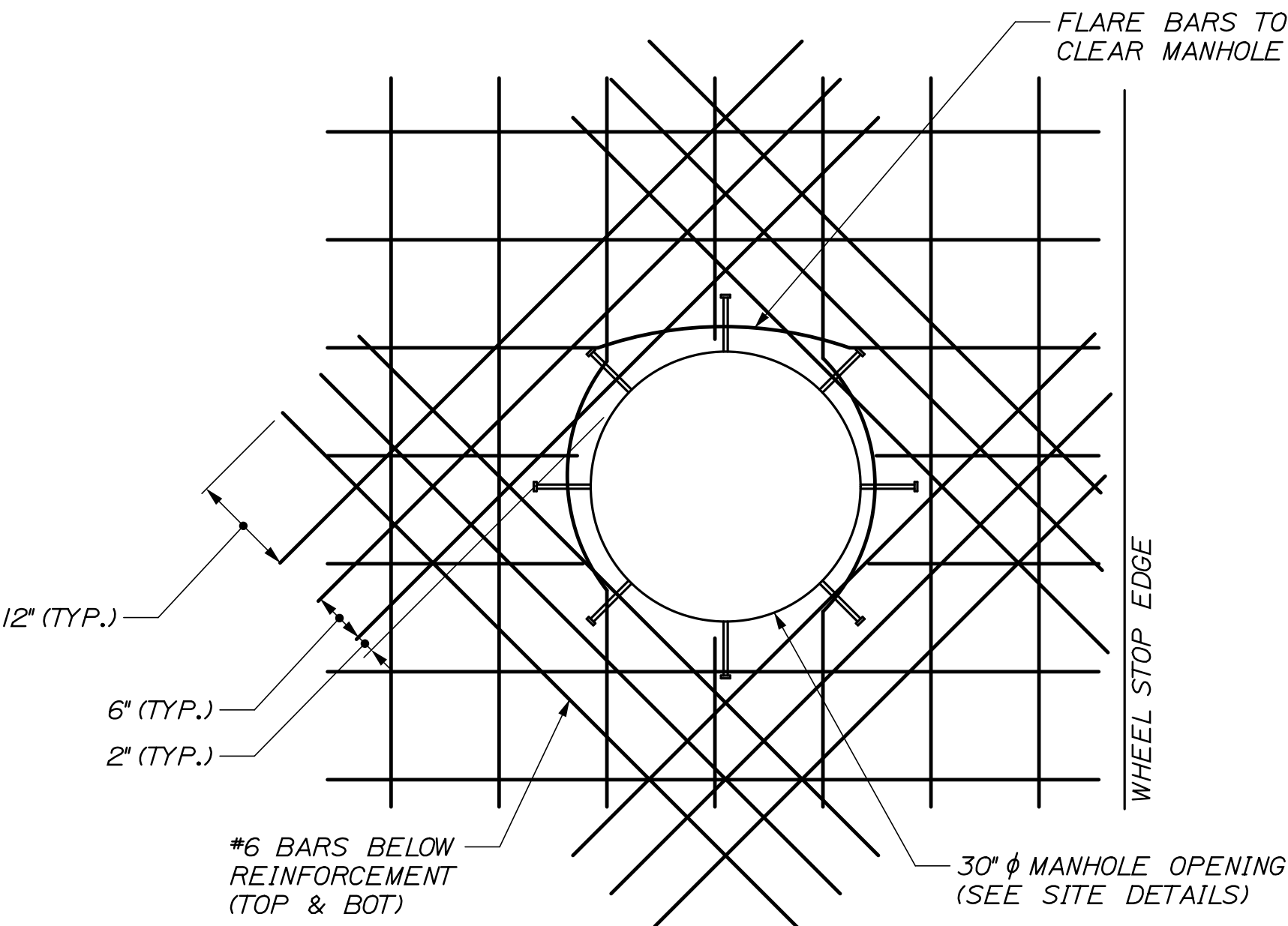
- FOUNDATION NOTES:**
1. REINFORCEMENT SHALL CONFORM WITH ASTM A615, GRADE 60 AND SHALL BE EPOXY COATED.
 2. FIXTURES MOUNTED TO THE FOUNDATIONS SHALL BE DESIGNED AND DETAILED BY MANUFACTURER.



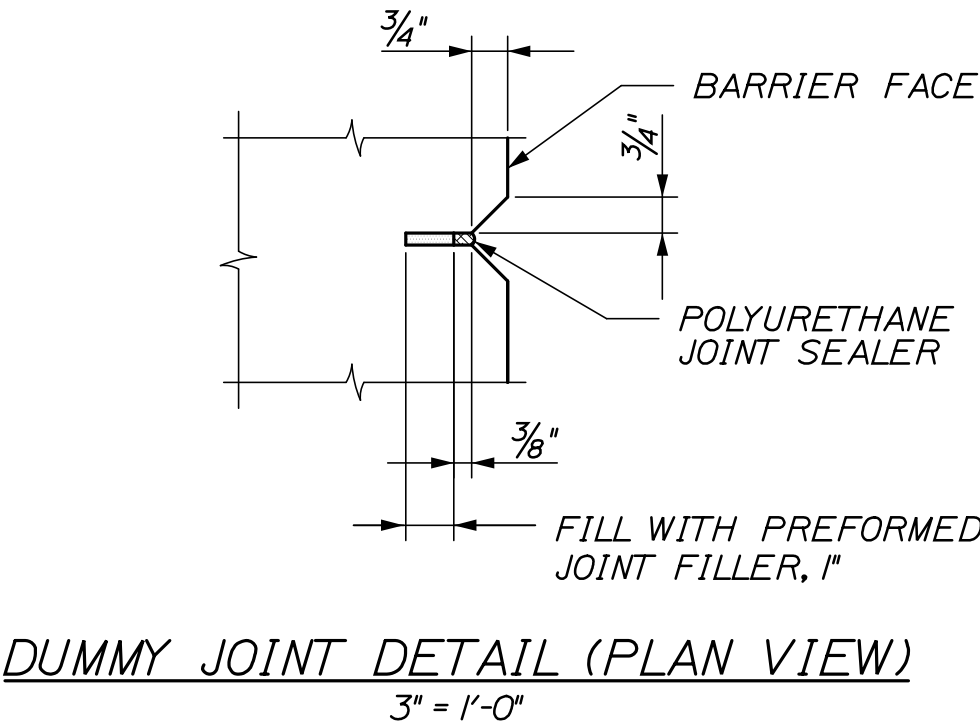
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN		022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		PORTLAND		CUMBERLAND COUNTY		CONCRETE LOADING SLAB	
SHEET NUMBER		022809.20		022809.20		022809.20		022809.20	
33		OF		113		113		113	



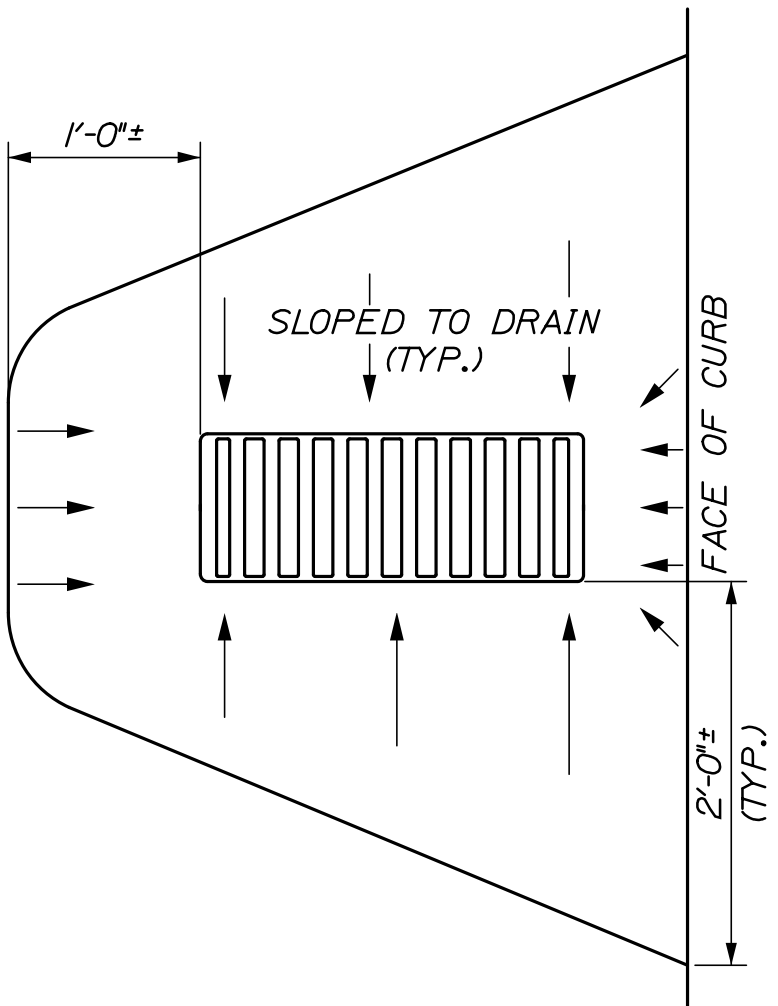
SLAB REINFORCEMENT AT SCUPPER
1" = 1'-0"



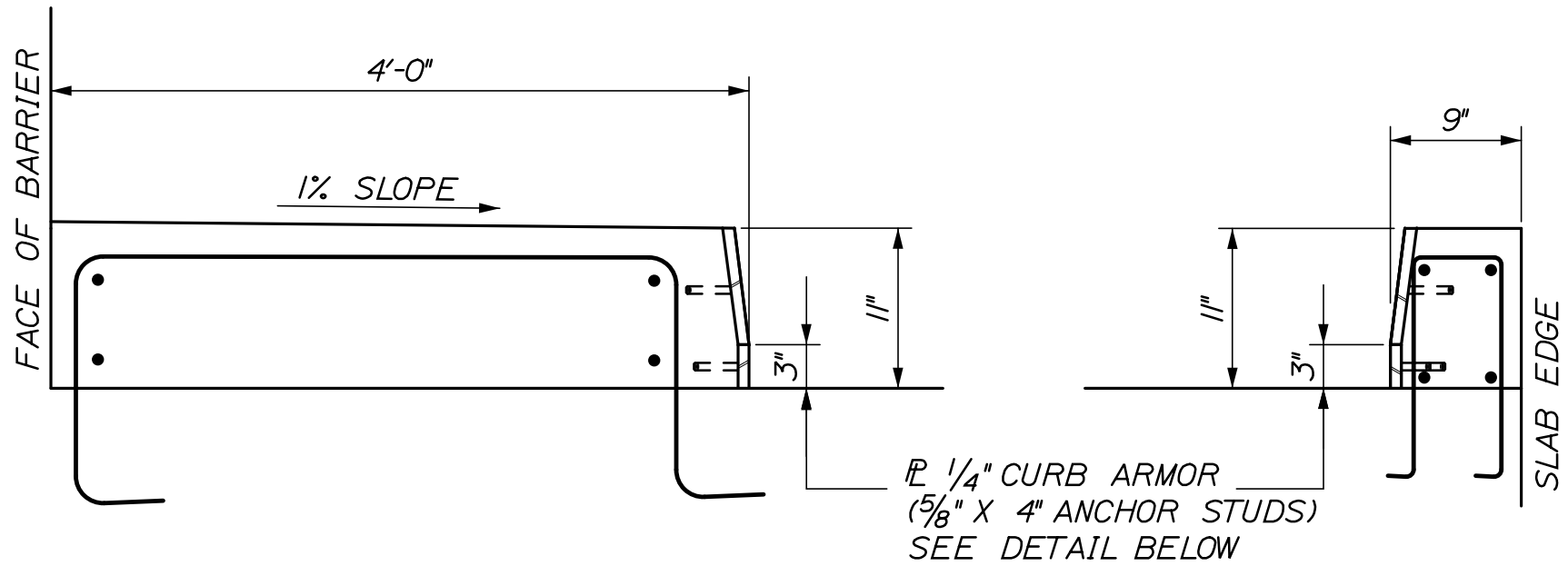
SLAB REINFORCEMENT AT MANHOLE
3/4" = 1'-0"



DUMMY JOINT DETAIL (PLAN VIEW)
3" = 1'-0"



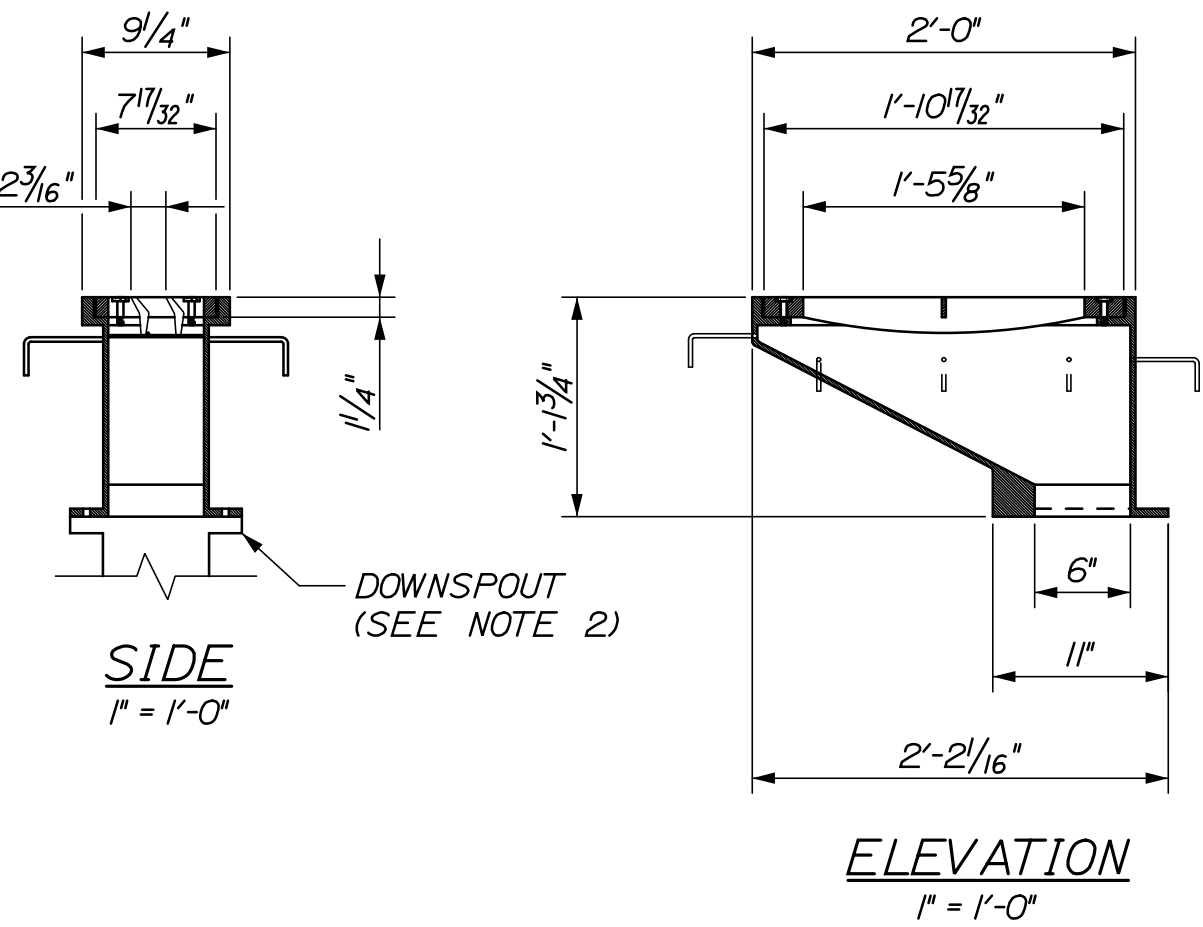
SLAB DEPRESSION AROUND SCUPPER
1" = 1'-0"



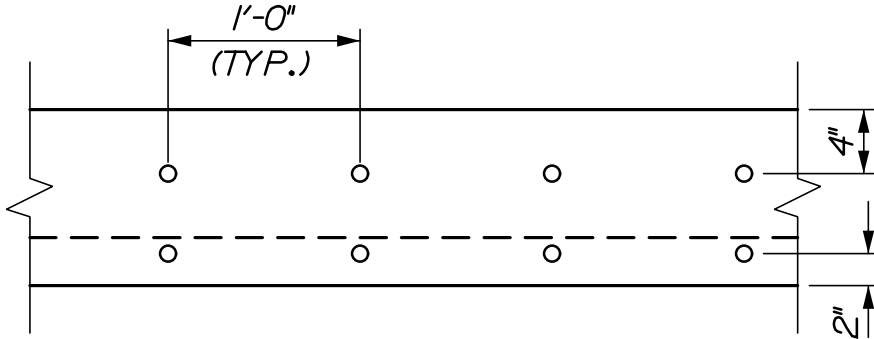
NORTH WHEEL STOP

SOUTH CURB

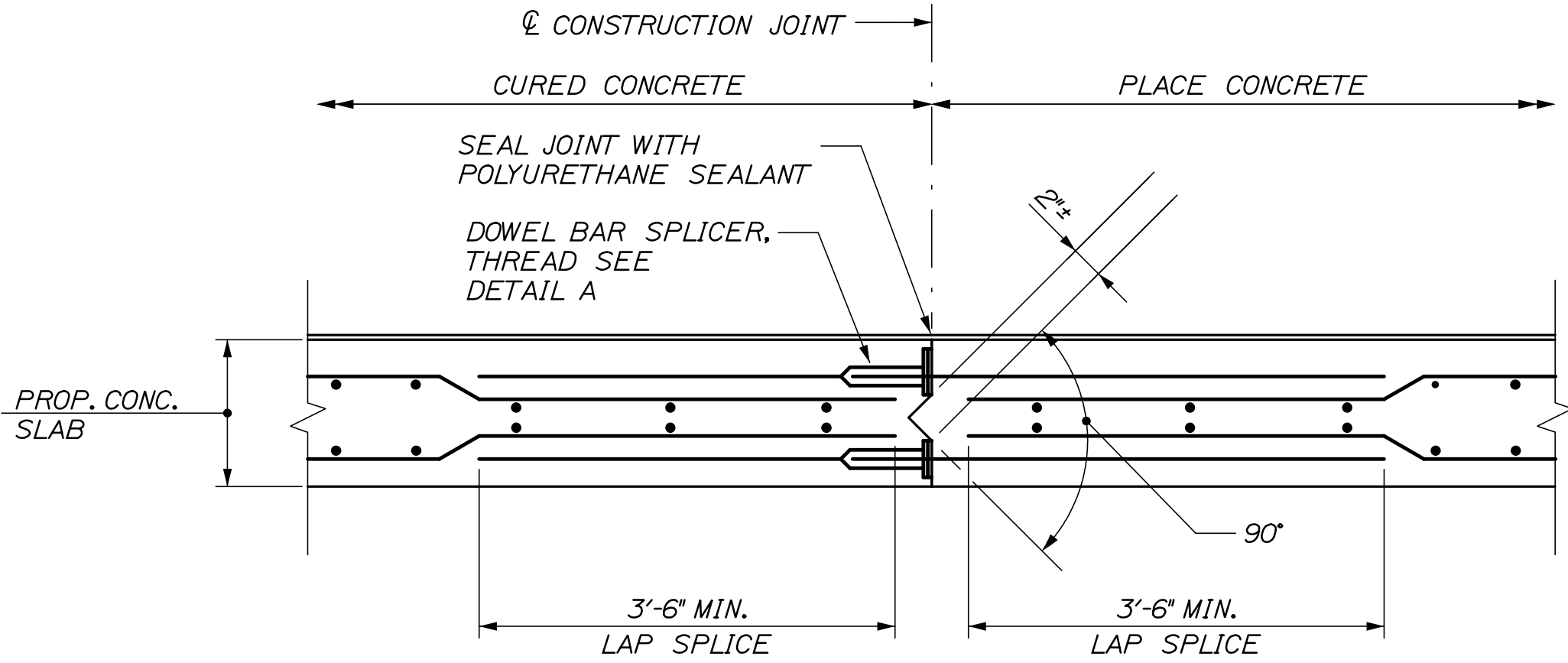
CURB DETAIL
1" = 1'-0"



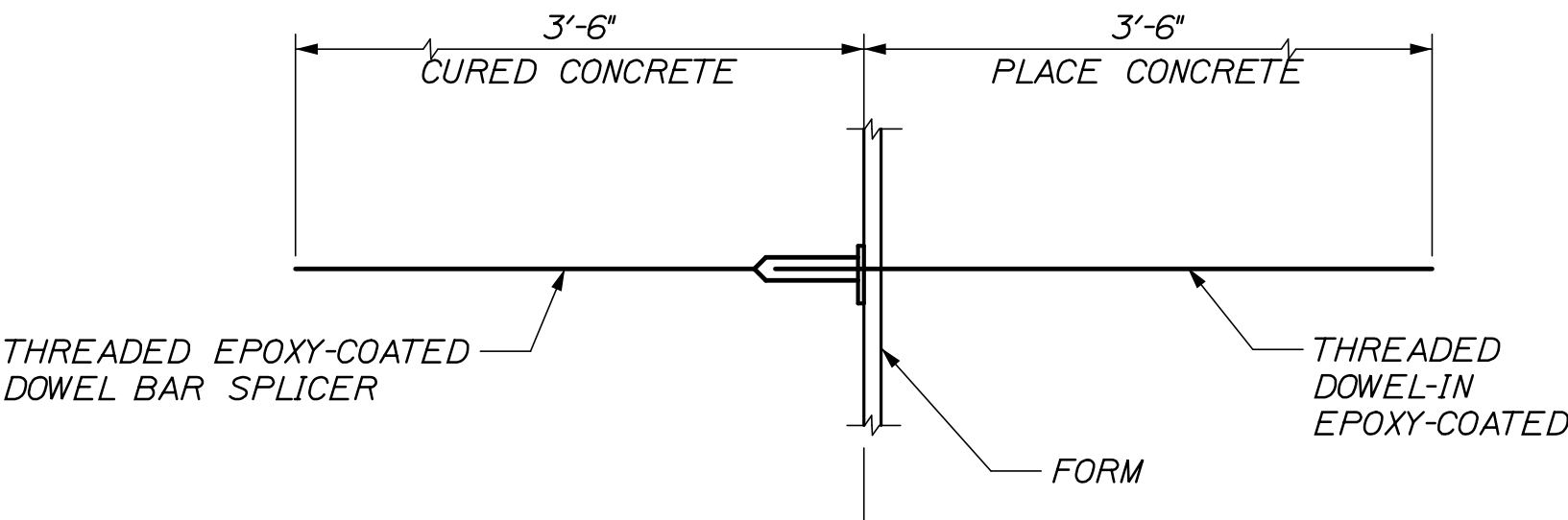
SCUPPER DETAIL



CURB ARMOR DETAIL
1" = 1'-0"



TRANSVERSE CONSTRUCTION JOINT DETAIL
NOT TO SCALE



DETAIL A
NOT TO SCALE

DUMMY JOINT NOTES

1. CONSTRUCTION OF DUMMY JOINTS, INCLUDING JOINT FILLER & SEALANT, SHALL BE INCIDENTAL TO SECTION 502.

2. CONCRETE SHALL BE PLACED SIMULTANEOUSLY ON BOTH SIDES OF THE JOINT. THE JOINTS SHALL REMAIN PLUMB AND STRAIGHT. A THIN STEEL PLATE MAY BE USED TO SUPPORT THE JOINT DURING CONCRETE PLACEMENT. THE PLATE SHALL BE CAREFULLY REMOVED WHILE THE CONCRETE IS PLASTIC.

3. PREFORMED JOINT FILLER SHALL CONFORM TO ASTM DESIGNATION D1752, TYPE 1 OR ASTM D5249, TYPE 2. PREFORMED JOINT FILLER SHALL BE A NON STAINING, NON BLEEDING TYPE. PRODUCTS SUCH AS CERAMAR MANUFACTURED BY W.R. MEADOWS OR AN APPROVED EQUAL WILL BE ACCEPTABLE. CORK IS NOT AN ACCEPTABLE FILLER MATERIAL.

SCUPPER NOTES:

1. SCUPPER SHALL BE HEAVY DUTY NEENAH R-392-I-BI OR APPROVED EQUAL.
2. STANDARD 125* FLANGED TEMPLATE DOWNSPOUT TO SLAB UNDERDRAIN.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	1	KEB	06/14
CHECKED-REVIEWED	-	CPM	06/14
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
CONCRETE LOADING SLAB

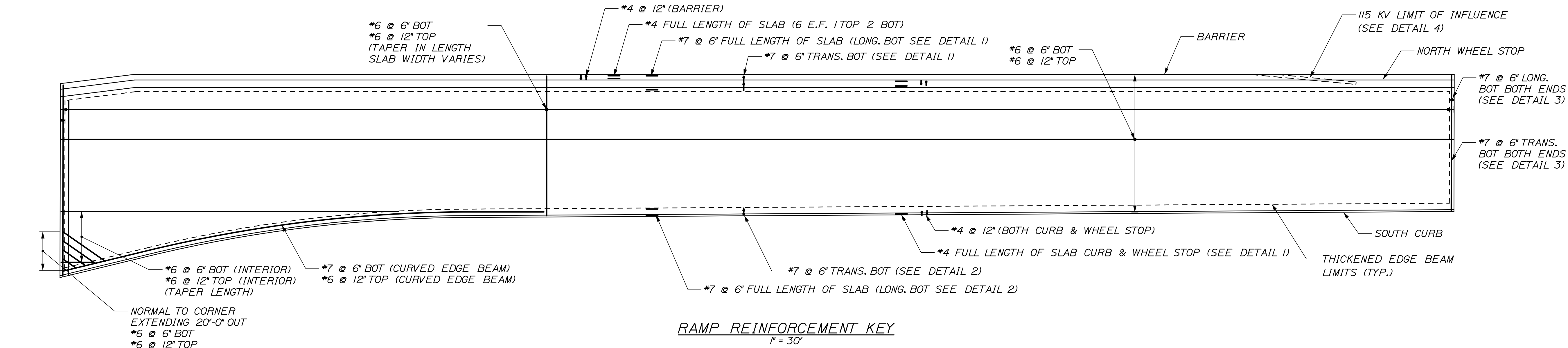
SHEET NUMBER
S03
32 OF 113

Date:6/6/2014

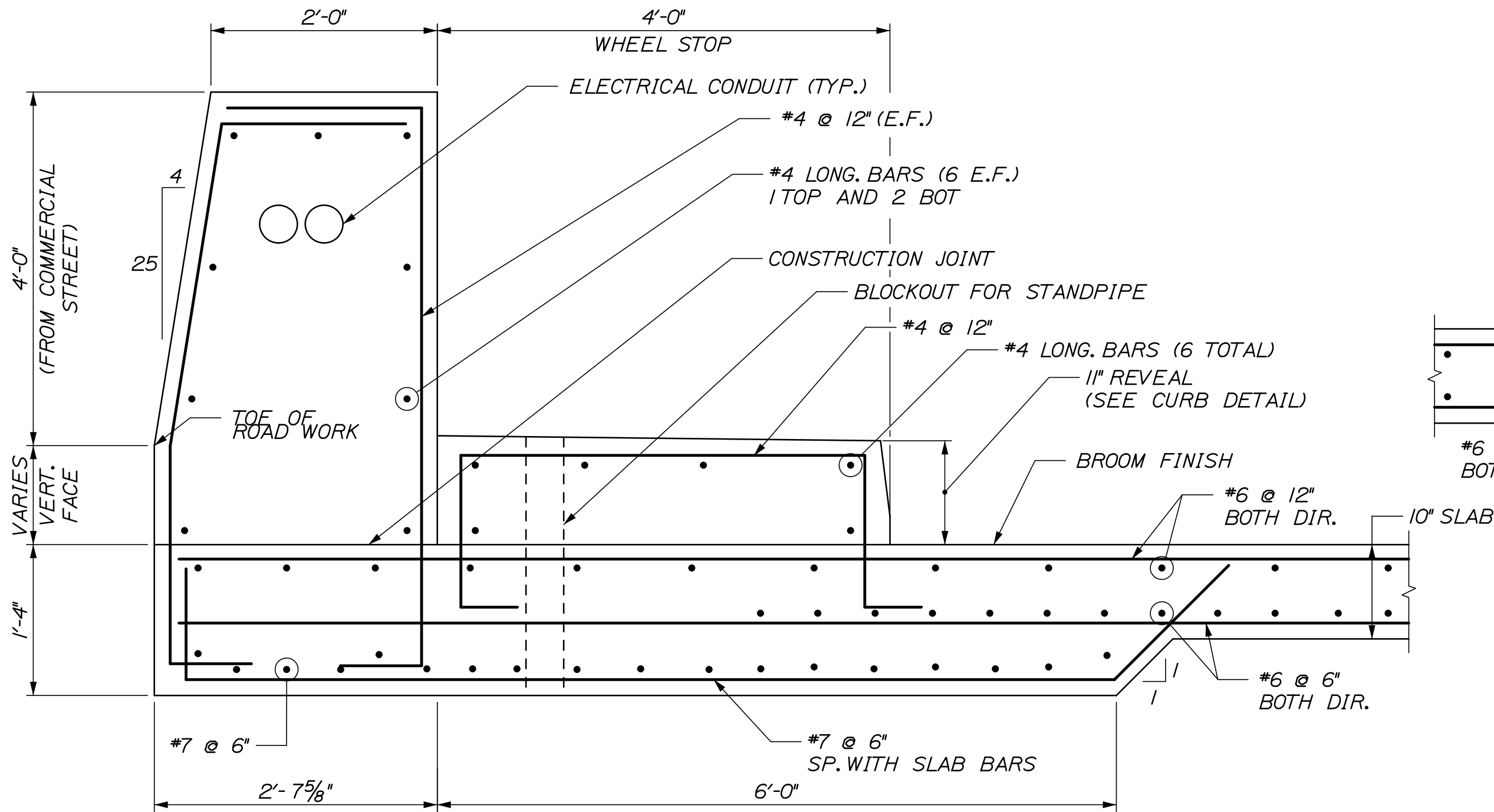
Username:

Division:

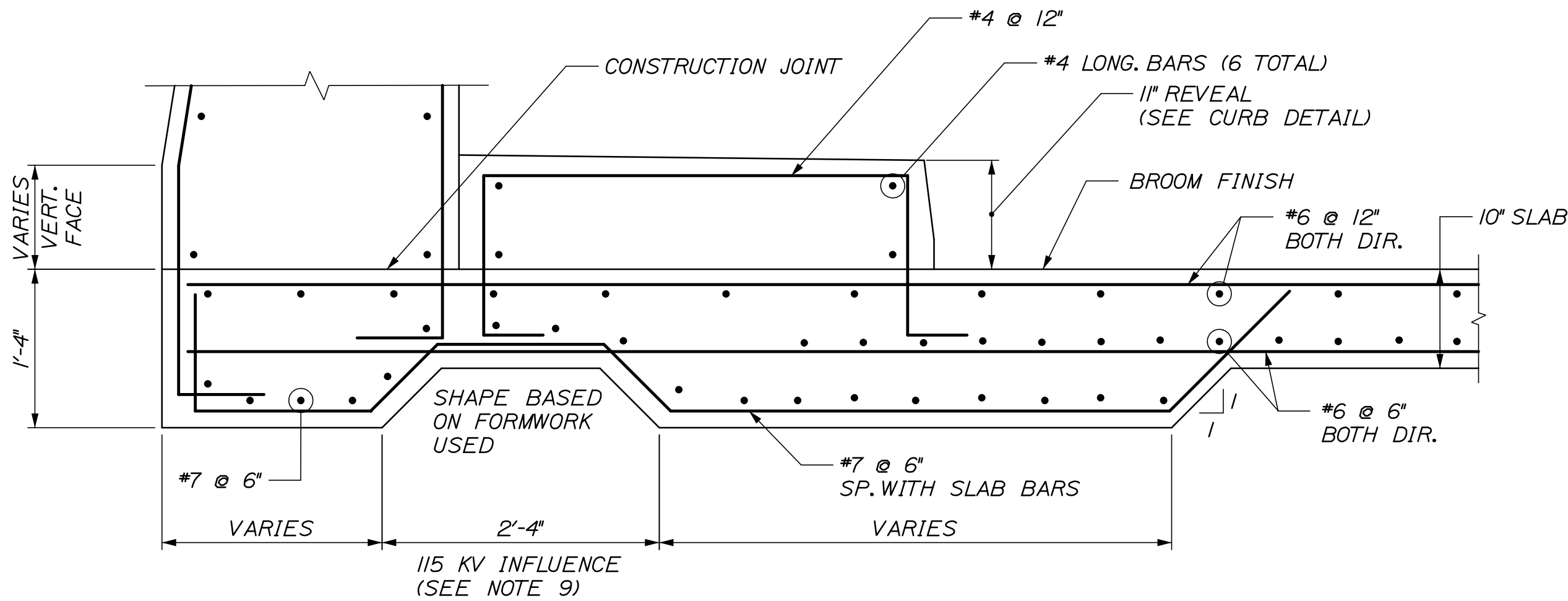
Filename: 031_Slab Reinforcing Details.dgn



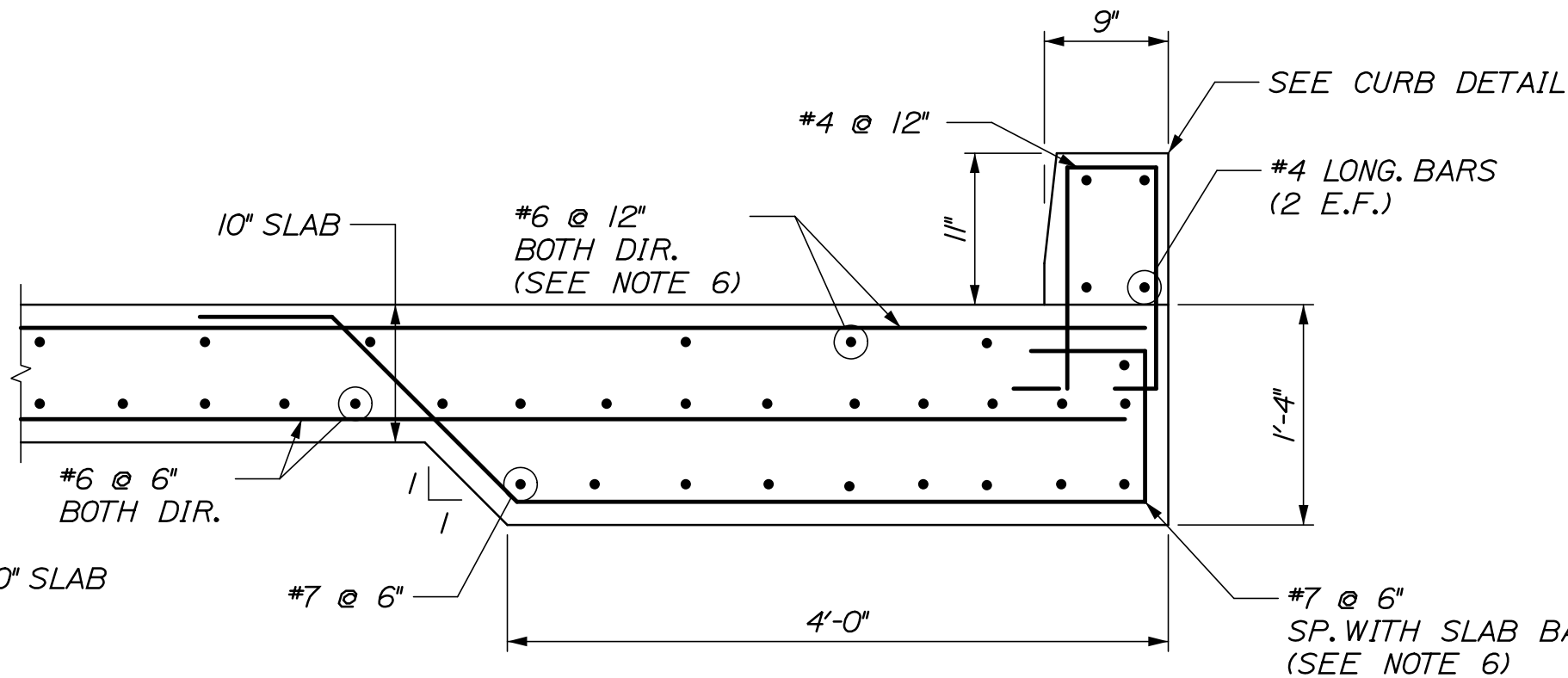
RAMP REINFORCEMENT KEY
1" = 30'



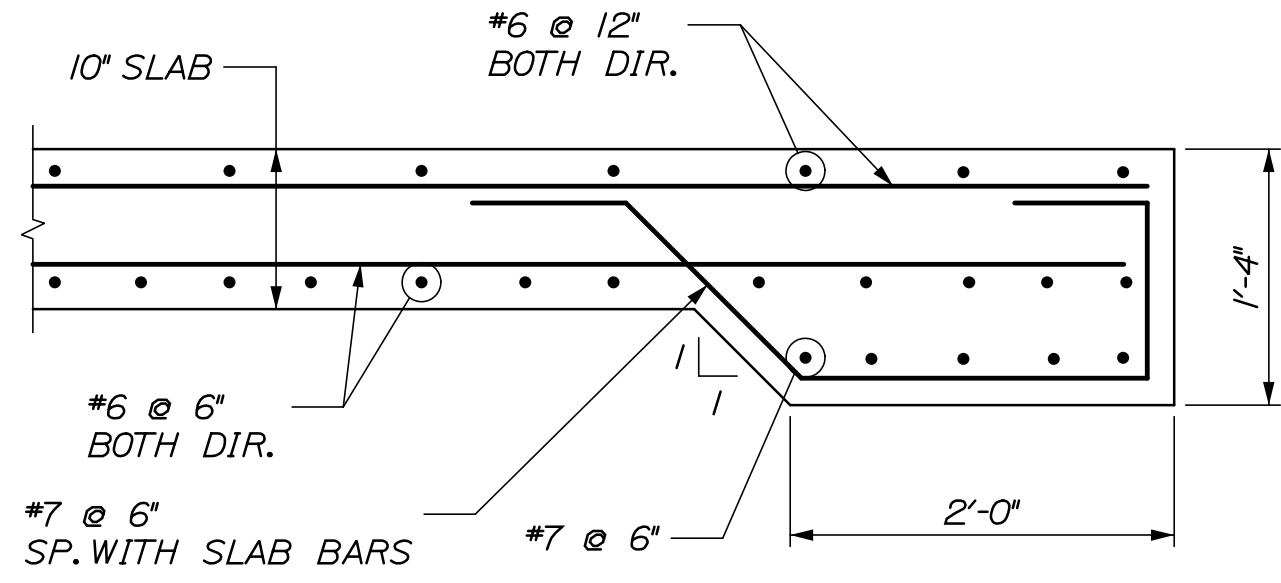
DETAIL 1
1" = 1'-0"



DETAIL 4
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 SLAB & BARRIER: 2" (UON)

4. WET CURING OF CONCRETE IS TO BEGIN WITHIN 30 MINUTES AFTER CONCRETE FINISHING, OR AS SOON AS POSSIBLE WITHOUT DAMAGING FINISHED SURFACE.

5. 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.

6. SAWCUT TOP 1 1/2" OF SLAB 20' X 20' GRID FOLLOWING CONCRETE PLACEMENT. CURBS SHALL BE SAWCUT EVERY 20' TO MATCH SLAB.

7. OPTIONAL TRANSVERSE CONSTRUCTION JOINTS MAY BE USED EVERY 100 FEET FOR BOTH BARRIER AND SLAB. JOINTS SHALL BE SEALED WITH JOINT SEALER SEE DETAIL.

8. DUMMY JOINTS SHALL BE PLACED ON ALL EXPOSED SURFACES OF BARRIER SPACED AT 20'-0" ON CENTER. SEE DETAIL.

9. 115 KV LIMIT OF INFLUENCE IS BASED ON TEST PITS, CONTRACTOR SHALL VERIFY LOCATION. IF LOCATION CHANGES THE RESIDENT AND THE ENGINEER SHOULD BE NOTIFIED. SEE SITE DETAILS FOR MORE INFORMATION.

REINFORCING STEEL NOTES:

1. ALL REINFORCING SHALL BE FULLY SUPPORTED ON NON-METALLIC APPROVED CHAIRS. REINFORCING SHALL NOT BE SUPPORTED ON TIMBER BLOCKS, BRICKS, CONCRETE BLOCKS, ETC.

2. 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.

3. REINFORCING BARS SHALL CONFORM TO ASTM A615, GRADE 60 AND SHALL BE EPOXY COATED.

4. 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'-4"	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.

5. SPLICES SHALL BE LOCATED SUCH THAT NO MORE THAN 50 PERCENT OF THE REINFORCEMENT IS SPLICED AT ANY ONE LOCATION, UNLESS SHOWN OTHERWISE.

6. ALL HOOKS SHALL BE STANDARD ACI 90 OR 180 DEGREE END HOOKS, UNLESS SHOWN OTHERWISE.

7. AT SCUPPER AND MANHOLE LOCATIONS FLARE BARS TO CLEAR DRAIN. SEE DETAIL ON SHEET S3.

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	1	KEB	06/14
CHECKED-REVIEWED	-	CPM	06/14
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-