1. Legal Ad

    Documents: PB LEGAL AD 10-13-15.PDF

2. Agenda

    Documents: PB AGENDA 10-13-15.PDF

3. 26-32 Thomas Street

    3.I. Memo

        Documents: THOMAS STREET - 26-32 (MEMO).PDF

    3.II. Memo Attachments

        Documents: THOMAS STREET - 26-32 (MEMO ATTACHMENTS).PDF

    3.III. Applicants Submittal

        Documents: THOMAS STREET - 26-32 (APPLICANTS SUBMITTAL)PDF.PDF

    3.IV. Plans

        Documents: THOMAS STREET - 26-32 (PLANS).PDF

4. 101 York Street

    4.I. Memo

        Documents: YORK ST. - 101 (MEMO).PDF

    4.II. Report Attachments

        Documents: YORK ST. - 101 (REPORT ATTACHMENTS)PDF.PDF

    4.III. Applicants Submittal

        Documents: YORK ST. - 101 (APPLICANTS SUBMITTAL).PDF

    4.IV. Plans

        Documents: YORK ST. - 101 (PLANS).PDF

5. 11 Brown Street

    5.I. Memo

        Documents: BROWN STREET - 11 (MEMO).PDF

    5.II. Report Attachments

        Documents: BROWN STREET - 11 (REPORT ATTACHMENTS).PDF

    5.III. Applicants Submittal

        Documents: BROWN STREET - 11 (APPLICANTS SUBMITTAL).PDF

    5.IV. Plans

        Documents: BROWN STREET - 11 (PLANS).PDF

6. Thompsons Point

6.I. Memo

Documents: THOMPSONS POINT LEVEL III (REPORT).PDF

6.II. Report Attachments

Documents: THOMPSONS POINT SUBDIVISION (REPORT ATTACHMENTS).PDF

6.III. Applicants Submittal

Documents: THOMPSONS POINT SUBDIVISION (APPLICANTS SUBMITTAL).PDF

6.IV. Plans

Documents: THOMPSONS POINT SUBDIVISION (PLANS).PDF, THOMPSONS POINT LEVEL III SITE PLAN (PLANS).PDF

LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, October 13, 2015, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

Workshop – 4:30 p.m.

i. Level III Site Plan and Subdivision; 26-32 Thomas Street; 32 Thomas Street, LLC., Applicant. (4:30 -5:30 p.m. estimated time)The Board will hold a workshop to consider five residential dwelling units in the former Williston-West Parish House. The proposal is for two (2) two-bedroom units and three (3) three-bedroom units with four parking spaces that are proposed on-site. This proposal does not include any proposals for the use of the sanctuary.

ii. Level III Site Plan and Subdivision; 101 York Street; J.B. Brown & Sons, Applicant. (5:30 p.m.- 6:30 p.m. estimated time) The Board will hold a workshop to consider a mixed use development at the corner of York and High Streets. The proposal is for a five story building with 17,000 sq. ft. of commercial space on the first floor and 63 residential units on the upper four floors. The proposal also includes a parking facility with two levels of parking for 207 vehicles and the site is in the Downtown Business B-3 zone.

Public Hearing – 7:30 p.m.

i. Election of Officers

II. Level III Site Plan and Subdivision; 11 Brown Street; LK Exchange, LLC., Applicant.. (7:30 -8:00 p.m. estimated time) The Board will hold a public hearing to consider the proposal of four residential units on the upper floors of the 12,191 sq. ft. building. The first floor will remain a commercial use. Parking for eight vehicles is proposed on the 7,880 sq. ft. lot, which is located in the Downtown Business B-3 zone.

Evening Workshop

i. Level III Amendment; Thompson's Point; Forefront Partners, I, LP, Applicant. (8:00 p.m. estimated time) The Board will hold an evening workshop on a proposal submitted by Parallax Partners (dba Forefront Partners, I, LP) for two Level III development review applications: 1) amendment to the approved 2013 subdivision plan and 2) the renovation of the existing Brick South Building at 1 Thompson's Point. The amended subdivision plan is for 19 lots and is proposed to be consistent with the Master Development Plan for the site, which was approved in March, 2014. The proposed site plan is for the renovation of Brick South for a flexible 2,500 person event/assembly space with site improvements for parking, utilities, and stormwater management. The site is located within the B-5 and RPZ zones.

ELIZABETH BOEPPLE, VICE CHAIR - PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD

Elizabeth Boepple, Vice Chair
Sean Dundon
Bill Hall
Carol Morrissette
Jack Soley
David Eaton

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PUBLIC HEARING – 7:30 p.m.

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON SEPTEMBER 29, 2015:
Workshop and Public Hearing: Boepple, Eaton, Hall, Morrissette and Soley present; Dundon absent. O'Brien resigned.

4. REPORT OF DECISIONS AT THE MEETING HELD ON SEPTEMBER 29, 2015:

i. Zoning Text Amendments; IR-1 and I-2 Accessory Dwelling Units (ADU, City of Portland, Applicant. Morrissette moved and Hall seconded a motion to find the proposed text amendments as presented in A.1 and A.2 for lawfully non-conforming lots as of May 1, 2015 on Peaks Island are consistent with the comprehensive plan and to recommend adoption to the City Council. Vote: 5-0, Dundon absent.

ii. Zoning Text Amendments, B-5 Zone Self Storage; 425 Marginal Way; U-Haul International, Inc., Applicant. Morrissette moved and Hall seconded a motion to find the proposed B-5 zoning text amendments consistent with the comprehensive plan and to recommend adoption to the City Council. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to find the amendment to the B-5 and B-5b façade standard consistent with the comprehensive plan and adopted the amendment in the Portland Design Manual. Vote: 5-0, Dundon absent.

iii. Zoning Text Amendments, B-7 Parking Revisions and Commercial Kitchens in B-7 and B-2 zones, City of Portland, Applicant. Morrissette moved and Hall seconded a motion to find the proposed text amendments for gravel surface parking lots in the B-7 zone as proposed for sites with a minimum redevelopment of 25,000 sf and including item G requiring a stormwater treatment system are consistent with the comprehensive plan and to recommend adoption to the City Council. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to find the proposed text amendment for commercial kitchens in the B-7 zone is consistent with the comprehensive plan and to recommend adoption to the City Council. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to find the proposed text amendments for commercial kitchens in the B2 and B-2b zones are consistent with the comprehensive plan and to recommend adoption to the City Council. Vote: 5-0, Dundon absent.

iv. Level III Site Plan; 72 Munjoy Street; C and B Realty, Applicant. Morrissette moved and Hall seconded a motion to grant a waiver to reduce the driveway width to 18.5 feet. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to grant a waiver for one street tree with a monetary contribution of $200 to the street tree fund. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to approve the subdivision plan with two conditions of approval. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to approve the site plan with three conditions of approval. Vote: 4-1, Morrissette opposed, Dundon absent.

v. Level III Site Plan and Subdivision; 93 St. Lawrence Street; Laurence Gross and Barbara Colby, Applicants. Morrissette moved and Hall seconded a motion to grant a waiver for 3 street trees with a monetary contribution of $600 to the street tree fund. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to approve the subdivision plan with one condition of approval. Vote: 5-0, Dundon absent. Morrissette moved and Hall seconded a motion to approve the site plan with four conditions of approval. Vote: 5-0, Dundon absent.

5. NEW BUSINESS

i. Election of Officers

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Memorandum
Planning and Urban Development Department
Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: October 9th , 2015

Re: **October 13th Planning Board Workshop**
Level III Subdivision and Site Plan:
Conversion of Parish House to 5 residential units, 26-32 Thomas Street
32 Thomas Street LLC, Applicant

I. INTRODUCTION

On behalf of 32 Thomas Street, LLC, Garrison Consulting has submitted a Level III Subdivision and Site Plan for the conversion of the Williston West Parish House at 26-32 Thomas Street into 5 residential units. The Parish House is part of the Williston West complex that was subject of a conditional rezoning review in 2012.

The Williston West Church complex is both a national and local landmark and the submission outlines its historic and architectural importance (Attachment D). The Parish House was designed and built by John Calvin Stevens in 1905 to complement the Williston West United Church of Christ, which dates from 1877 and was built by Francis Fassett.

The site (including both the Church and Parish House) totals 17,998 sq ft and is in the R4 zone. It is subject to the 2012 Conditional Zoning Agreement (CZA) (Attachment 4) which was subject to appeal but became operative on December 12, 2014. The CZA allows 2,800 sq ft (maximum of 14 employees) of professional offices on the first floor of the Parish House with associated conditions including the requirement for off street parking and associated monitoring.

The office space on the ground floor is not part of the current review for conversion of the remainder of the building to 5 residential units, except that it should be noted that the proposed parking on site (in the courtyard) is proposed to serve the residential units and this would need to be documented.

Vicinity 32 Thomas St.

The proposals create two (2) two-bedroom units and three (3) three-bedroom units and reorganize the courtyard to provide four parking on-site parking spaces. This proposal also replaces the connector structure (between the two buildings) with a glass enclosed vestibule, with no increase in footprint.

The applicant held a Neighborhood Meeting on September 1, 2015 which was attended by about 32 neighbors. This Workshop was noticed to 224 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on October 5th and 6th, 2015.

Required reviews and requested waivers:

Review	*Applicable Standards*
Subdivision: Conversion of existing building to 5 residential dwelling units	*Section 14-497* for the division into 5 residential units.
Site Plan: Multifamily development	*Section 14-526* for the proposed multifamily residential development.
Historic Preservation: Actions affecting a Landmark require a Certificate of Appropriateness from the Historic Preservation Board	Section 14-634 requires a Certificate of Appropriateness for any exterior alterations or new construction requiring a building permit where it affects a Landmark
Conditional Use: Conditional Use Appeal to add 5 units to the existing structure by the Zoning Board of Appeals (9.3.2015)	Ordinance for Zone R4 14-103 (a) Residential 2. Alteration of an existing structure to accommodate one (1) or more dwelling units is a conditional use.
Waiver Requests to Planning Board	***Applicable Standards***
Parking Drive Aisle: Waiver required for parking drive aisle that is approximately 20 ft in order to minimize impact on the courtyard of Landmark building complex.	Technical Standard 1.14 *Parking Lot and Parking Space Design* require a drive aisle of 24 feet width for 90 degree parking. The Traffic Engineering Reviewer supports this waiver (Att 2).

II. PROJECT DATA

SUBJECT	*DATA*
Existing Zoning	R-4 and Conditional Zoning Agreement
Previous Uses	Religious assembly; daycare; community and social service programs
Existing Use	Approved for office use (part) by CZA- no CO issued
Proposed Use	Residential
Parcel Size	17,998 sq ft
Impervious Surface Area	
--Existing	13,800 sq ft
--Proposed	14,700 sq ft
--Net Change	900 sq ft
Total Disturbed Area	Approx. 15,500 sq ft
Building Footprint	
--Existing	12,000 sq ft
--Proposed	12,000 sq ft
--Net Change	0 sq ft
Building Floor Area	
--Existing	19,400 sq ft
--Proposed	20,030 sq ft
-Net change	630 sq ft (in Parish House top floor)
Residential Mix	2 No. two-bedroom units; 3 No. three-bedroom units
Parking Spaces	4 proposed
Bicycle parking Spaces	0 proposed (2 required)
Estimated Cost of Project	$1,400,000

III. EXISTING CONDITIONS

The three story Parish House is to the south of the larger Williston West Church and is in better condition generally. It was most recently used as a day care center and has been partially fitted out (but not used) for the 2,800 sq ft of first floor offices allowed under the terms of the Conditional Rezoning Agreement.

The Parish House currently has a ramped access to the porch and office part of the ground floor, and a curb cut with one parking space just north of the building.

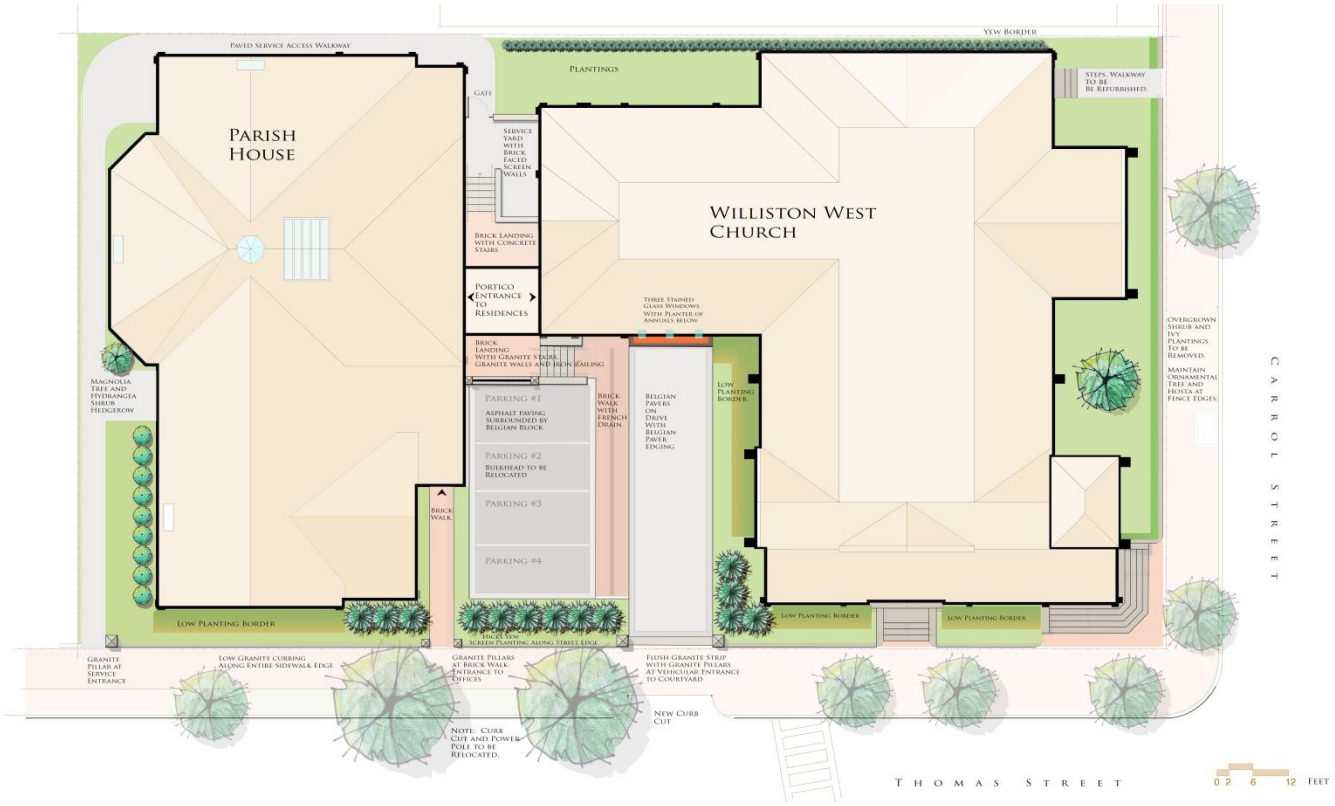
Parish House

Courtyard just north of Parish House

The large existing parking lot to the west of the Church is owned by the abutter (McLellan School condominiums) and the property boundary is a few feet from the Williston West buildings.

IV. PROPOSED DEVELOPMENT

The proposals, including floor plans and elevations, are described in Attachments D and E and shown in the Plan set. The increase in floor area derives from infilling of a central mezzanine floor at the third level.



The proposals include relocation of the curb cut to the north is based on a suggestion from the Historic Preservation Program Manager, as that allows a view across the parking aisle towards the stained glass windows of the Church. The proposal includes a replacement connector building between the Parish House and the Church, which provides a separate access to the 5 proposed dwellings units and an area behind it for trash storage.

The courtyard proposals are subject to review by the Historic Preservation Board; the HP Workshop scheduled for October 7th was postponed to October 21st due to Board member absences, so it is possible that the parking layout may be revised to address the HP Board comments.

V. STAFF REVIEW

A. ZONING ASSESSMENT

The proposals constitute a conditional use under the R4 zoning ordinance and the Zoning Board of Appeals has approved this conditional use in early September (Attachment 5). The Conditional Zone Agreement (CZA) (Attachment 4) modified the dimensional requirements that apply to the site so that the existing buildings are conforming.

The office use is not subject to further review as it is allowed and regulated by the Conditional Use Agreement.

B. SUBDIVISION STANDARDS

14-496. Subdivision Plat Requirements

The submissions meet the requirements and include a draft subdivision plat (Plan P2.); the draft has not been reviewed in detail. The proposals are currently envisaged as apartments for rent so the submission does not include condominium documents.

14-497. General Requirements (a) Review Criteria

The proposals do not raise any issues related to the Subdivision review criteria.

C. SITE PLAN STANDARDS - 14-526 Requirements for approval

(comments included where relevant to this project)

Transportation Standards

Traffic

The proposals relocate the curb cut further north and create 4 parking spaces within the courtyard area.

Tom Errico, the Traffic Engineering Reviewer, provided preliminary comments on 9.2.15 as noted below:

- *The parking aisle width does not meet City standards. Given the project setting and constraints, I'm supportive of a waiver.*
- *The applicant shall provide a vehicle turning template for the parking space nearest the building. It appears the space may be very difficult to enter and exit.*
- *A crosswalk is located on Thomas Street. The applicant shall upgrade the crosswalk ramps to be ADA compliant and meet City standards.*

The applicant has submitted turning templates and revised the site plan; Mr Errico has confirmed that his comments have been satisfactorily addressed (Attachment 2).

Vehicle parking

There is no requirement for off-site parking for the proposed new 5 dwelling units, as the site is within an historic district. However, the applicant is sensitive to the pressure for on-street parking in the area and is proposing the 4 parking spaces within the courtyard to support the new dwelling units. The location and number of spaces was discussed by the applicant with the Historic Preservation Program Manager and the review of this approach is awaited from the Historic Preservation Board.

If the four spaces are confirmed as being acceptable from an historic preservation viewpoint, the final report and approval letter is recommended to clarify that these spaces are for the proposed residential units and not for the offices on the ground floor. The CZA requires the offices to report to the City as to the provision of off-street parking for any employees who arrive by car.

The relocation of the curb cut results in one additional on-street public parking space and four on-site spaces. The option of adding another on-site parking space to the south of the Parish House was explored in the hope of creating an additional parking space. As outlined in Attachment F, the need for a second curb cut resulted in the loss of an on-street space, so this did not yield any overall benefit. The City's Technical Standards do not support second curb cuts unless they provide access to more than 9 parking spaces.

Bicycle Parking
The proposals do not include any bicycle parking and the ordinance requirement would be for a bike rack that can hold 2 bicycles. The final proposals should include bicycle parking.

Pedestrian accommodations
Reviewers (Attachments 1 and 2) have requested that the existing crosswalk be upgraded with ADA compliant tip downs on both ends. The applicant has indicated support for retaining the crosswalk and for installing the ADA ramps as requested (Attachment F and Plan P3).

The applicant was asked if an ADA compliant ramped access could be incorporated for the residential entrance. The applicant investigated this and concluded that the required length of any ramp would be impossible to fit into the courtyard space; they also noted that the residential units can only be reached by stairs once inside the building. The existing lobby is accessible via an existing ramp from the sidewalk.

Snow Storage
There is limited on-site space for snow storage and the applicants will need to address this issue in the final submissions.

Environmental Quality Standards

Site Landscaping and Screening
This element of the proposals is subject to Historic Preservation Board review as it impacts a Landmark.

Street Trees
The site has 5 street trees already within the Right of Way and therefore the project has met this requirement.

Water quality, Stormwater Management and Erosion Control
The applicant is increasing the impervious surface by approximately 900sq ft and is not required to incorporate stormwater management/ treatment proposals. The Department of Public Services requested that the roof drains be confirmed as directed to ground and not to the sewers (Attachment 1), and the submitted site plan has clarified that they will be directed to the ground (Plan P3.)

Public Infrastructure and community safety standards

Public Infrastructure/master Plan
The Department of Public Services has noted the need to address the open area in the sidewalk where a street tree was previously removed. The City Arborist is reviewing this area to see what action is recommended.

Public Safety
The question of lighting for the parking area has not yet been discussed and would also require Historic Preservation Board approval. Some external lighting of walkways and entrances is recommended.

Fire Prevention
The Fire Department comments in Attachment 3 focus on the need for clear addressing and do not identify any particular concerns.

Public Utilities
The applicant has had extensive discussions with CMP to determine how best to serve the new project with three phase electrical service, as outlined in Attachment F. The site plan (Plan P3) shows the options under consideration and confirms that the service will be underground between the ROW and the buildings. The DPS comments in Attachment 1 request that the existing overhead lines to the rear of the buildings should be shown as removed (it is understood the applicant intends to remove these lines).

The water and sewer service capacity letters have not yet been submitted.

Site Design Standards

Historic Resources
The Historic Preservation Board will review the proposals at a workshop on October 21, 2015. The Planning Board hearing will be scheduled after the Historic Preservation Board Hearing on this project.

Exterior Lighting
The proposals do not include any proposals at this time.

Design Standards
The project is required to meet the following standards:

(i) ***TWO-FAMILY, SPECIAL NEEDS INDEPENDENT LIVING UNITS, MULTIPLE-FAMILY, LODGING HOUSES, BED AND BREAKFASTS, AND EMERGENCY SHELTERS:***

(1) ***STANDARDS.*** *Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts, and emergency shelters shall meet the following standards:*
a. Proposed structures and related site improvements shall meet the following standards:

1. The exterior design of the proposed structures, including architectural style, facade materials, roof pitch, building form and height, window pattern and spacing, porches and entryways, cornerboard and trim details, and facade variation in projecting or recessed building elements, shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements;

a. The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other streetscape elements;

Staff comment: The only proposed new structure is the replacement of the existing connector building, which has been subject to in appropriate modifications in the past, with a glass vestibule structure that is designed to allow the two main buildings to read as separate. This new structure will be subject to review by the Historic Preservation Board and would therefore meet this standard.

3. Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;

Staff comment: The courtyard and landscape improvements are anticipated to address this requirement.

4. The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;

Staff comment: This standard appears to be met.

5. The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;

Staff comment: The Historic Preservation Board review will address this standard.

VI NEXT STEPS

Suggested next steps include the items listed below, and the final submissions would need to address these issues:

- Confirm Historic Preservation Board approval regarding the proposals for the parking provision, landscape, courtyard and new connecting structure
- Revise the site plan to address requirements such as bicycle parking, snow storage, clarification re CMP lines, lighting etc
- Provide details of proposed and required ROW improvements
- Further discussions with staff re any revisions needed to the Subdivision Plat
- Submission of capacity letters
- Clarification of how to ensure the on-site parking spaces are not used for office employees or office visitors
- Address any Planning Board comments

ATTACHMENTS:

Attachments to Memorandum

1. DPS (David Margolis-Pineo) comments
2. Traffic Engineering comments
3. Fire Department comments
4. Williston West conditional Zoning Agreement (CZA)
5. ZBA Decision Letter

Public comments

(none)

Applicant's Submittal

A. Application
B. Right, Title and Interest (Warranty Deed)
C. Financial Capability letter
D. Project Description
E. Site Plan issues analysis
F. Additional information re parking and CMP

Plans

P1. Boundary Survey
P2. Draft Recording Plat
P3. Site Plan
P4. Rendered Site Plan
P5. Landscape Plan
P6. Floor Plans
P7. Elevations
P8. Turning Templates for parking

From: David Margolis-Pineo
To: Jean Fraser
CC: Barbara Barhydt
Date: 10/5/2015 4:14 PM
Subject: Re: Urgent re comments for PB Workshop on Parish House, Thomas St Fwd: Updated Drawings

September 3, 2015
October 5, 2015

Memo To: Jean Fraser
Barbara Barhydt
From: David Margolis-Pineo
RE: 26 Thomas St – Williston West Parish House – Subdivision & Site Plan-2015-131

The Department of Public Services has the following review comments for the above mentioned project.

1. There are overhead utilities extending to the site from both Thomas and Carroll Streets. Subdivision code requires all overhead utilities to be placed underground from the street right of way.
Status: Applicant needs to indicate on plans that all existing overhead utilities will be removed.
2. There is an open area in the brick sidewalk where a tree was removed which needs repair. Please coordinate with Jeff Tarling (874-8820), City arborist, to have the tree replaced or make arrangements to repair by replacing the brick.
Status: Issue not resolved.
3. The applicant is request to install an ADA warning panel in the crosswalk ramp adjacent to the applicant's property on Thomas St.
Status: The applicant has indicated that warning panels will be installed. Thank you
4. Please verify if roof drains are connected to the City's sewer system. If so, please redirect the drainage out of the sewer to the ground.
Status: The applicant has indicated that all roof drains will be redirected to the ground. Thank you

This department has no further comments at this time.
>>> Jean Fraser 10/5/2015 1:10 PM >>>
David

Could you update your Sept 3, 2015 comments as appropriate to address their revised plans as attached.

The PB memo goes out this week.

thanks
Jean

>>> "Matthew G. Winch" <matthewwinch@earthlink.net> 10/5/2015 10:35 AM >>>
Hi Jean -

Here are the Civil, Landscape and Illustrative plans updated with out the second curb cut, with the two likely locations for CMP to pull new 3-phase service down the street and coordinated notations by civil to marry up with the hardscape site improvements proposed.

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...
Date: 10/8/2015 8:10 AM
Subject: 26 Thomas Street

Jean - I have reviewed the revised site plan and I find it to be acceptable. I would note that for final approval, the applicant will be required to provide specific design plans for the crosswalk handicap ramps.

If you have any questions, please contact me.

Best regards,

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

"One Vision, One Company"

Please consider the environment before printing.

MEMORANDUM

To: FILE

From: Jean Fraser

Subject: Application ID: 2015-131

Date: 10/8/2015

Comments Submitted by: Keith Gautreau/Fire on 8/18/2015

Removal of the existing fire escape shall be handled at the Building Permit level.

Comments Submitted by: Keith Gautreau/Fire on 8/18/2015

Emergency access is good to two sides of the building on the corner of Thomas and Carroll.

Comments Submitted by: Keith Gautreau/Fire on 8/18/2015

All construction and installation shall comply with City Code Chapter 10.
http://www.portlandmaine.gov/citycode/chapter010.pdf

Comments Submitted by: Keith Gautreau/Fire on 8/18/2015

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.

Recorded July 26, 2012 at 2:46 p.m.
Book 29784, Page 123

CONDITIONAL ZONE AGREEMENT
RE:
WILLISTON-WEST CHURCH

AGREEMENT made this 13th day of July, 2012 by 32 Thomas Street, LLC, 477 Congress St., Suite 601, Portland, Maine ("Developer"), and its successors and assigns.

W I T N E S S E T H

WHEREAS, the Developer owns real property located at 32 Thomas Street, consisting of the parcel shown on the City's Tax Map 62, Block E, Lot 5, being more particularly described in a deed recorded in Cumberland County Registry of Deeds in Book 29217, Page 171 (collectively the "Property"); and

WHEREAS, the existing building complex located on the Property was formerly used as the Williston-West Church; and

WHEREAS, the Property, located within the West End Historic District, is currently zoned R-4 Residential; and

WHEREAS, the properties on the opposite sides of Thomas and Carroll Streets, directly across from the Property, are zoned R-6 Residential; and

WHEREAS, the building complex located on the Property is comprised of two principal portions, the sanctuary and the parish house; and

WHEREAS, the building complex is listed in the National Register of Historic Places, the sanctuary is a designated local landmark as defined by Article IX of the Portland City Code and the parish house is a contributing structure within the West End Historic District under Article IX; and

WHEREAS, the sanctuary and the parish hall are important, unique, large-scale, non-residential historic structures that were designed by noted architects Francis Fassett and John Calvin Stevens respectively; and

WHEREAS, the building complex significantly contributes to the architectural fabric of the neighborhood and distinctive sense of place that defines Portland and therefore requires special consideration with regard to its rehabilitation and preservation; and

WHEREAS, the standards of review for alterations of historic structures set forth in Portland City Land Use Code (the "Code") §14-650 include the following: (a) Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose; and (b) The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or

alteration of any historic material or distinctive architectural features should be avoided when possible.

WHEREAS, the building complex located on the Property is falling into a state of disrepair; and

WHEREAS, historically appropriate and neighborhood compatible adaptive re-use of historic religious structures is often challenging, and reasonable use flexibility may enable economically viable rehabilitation and productive use of such buildings for their long term preservation; and

WHEREAS, the City's comprehensive plan includes the following stated goals: to preserve Portland's architectural and historic heritage; to promote an economic climate which increases job opportunities and overall economic well-being; and to preserve and enhance the quality and vitality of neighborhoods within and adjacent to the Downtown; and

WHEREAS, offices in residential zones, particularly in the R-4 zone, have been limited and any allowance of an office use in the R-4 zone should only be considered for large, unique, and historically significant structures which have not previously been in residential use, and must be carefully considered and controlled to achieve an appropriate balance between policies supporting neighborhood preservation and policies supporting economic development and preservation of the City's architectural and historic heritage; and

WHEREAS, the Developer proposes and intends to rehabilitate the parish house to provide for a family residence on the second and third floors, and a caretaker residence and office space on the first floor, as illustrated in Exhibit A attached hereto; and

WHEREAS, the Developer proposes and intends to rehabilitate, preserve and maintain the sanctuary and to use the building as a community hall for limited community uses; and

WHEREAS, the Developer intends to maintain the historic character of the structures and Property and will commit to a rehabilitation schedule of improvements to the building complex to address immediate needs to ensure the soundness and integrity of the building envelope and structural elements, and intends to perform additional improvements to the building complex to prolong its useful life and preserve the historic character, all with the goal of extending the useful life of the building complex for a time period approaching fifty (50) years or longer; and

WHEREAS, the existing zoning is R-4 which has dimensional requirements that the existing building complex does not meet, but is lawfully nonconforming; and

WHEREAS, the proposed use of the building complex by the owner/Developer includes an office component that is a necessary economic value and program element for the feasibility of the productive use of the building complex and the associated rehabilitation investments; and

WHEREAS, the Developer has requested a rezoning of the Property in order to permit the proposed development of the Property which will facilitate funding the comprehensive rehabilitation and long-term maintenance of the historic structures; and

WHEREAS, the proposed uses of the Property are consistent with the existing and permitted uses in the neighborhood, which include a mix of residential, commercial and institutional uses; and

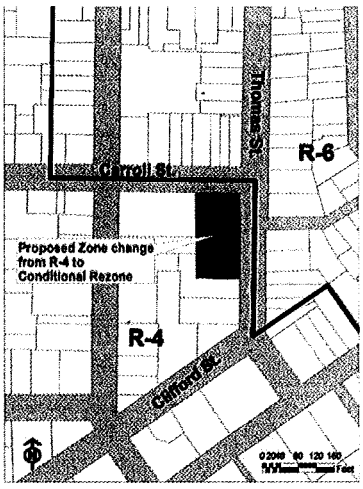
WHEREAS, the Planning Board, after notice and hearing and due deliberation thereon, recommended the rezoning of the Property as aforesaid, subject, however, to certain conditions contained in this AGREEMENT; and

WHEREAS, the Portland City Council, pursuant to 30-A M.R.S.A. § 4352(8) and §§ 14-60 to 14-62 of the Code, after notice, hearing and due deliberation thereon, has determined that because of the unusual nature and unique location of the proposed development, and its minimal impact on and compatibility with the surrounding community, it is necessary and appropriate to recommend the rezoning of the Property as aforesaid, with the following conditions and restrictions set forth in this AGREEMENT; and

WHEREAS, the Portland City Council has on June 18, 2012 approved this Agreement in its entirety, by City Council Order No. 214-11/12, a true copy of which is attached hereto as Attachment 1 (the "Order");

NOW, THEREFORE, in consideration of the rezoning, the Developer covenants and agrees as follows:

1. Pursuant to the Order, the City shall amend the Zoning Map of the City of Portland, dated September, 2000 (as amended from time to time and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by § 14-49 of the Code) by adopting the map change amendment shown below to zone the property conditional R-4, subject to the conditions contained below.



Conditional Rezoning from R-4
32 Thomas Street
(Williston West Church building complex)

If this Agreement is not recorded within sixty (60) days after the effective date of the City Council's approval of the Order, then the conditional rezoning shall become null and void and the zoning of the Property shall revert to the pre-existing R-4 zone.

2. Permitted uses:

   a. All uses allowed in the R-4 zone.

   b. Professional offices, including computer software programming and marketing, and excluding personal services, retail services and veterinarians, subject to the following limitations:

      (1) Professional offices shall be located on the first floor of the parish house and shall occupy no more than 2,800 square feet of floor area.
      (2) The total number of individuals working in the professional offices shall not exceed fourteen (14) non-resident employees regularly scheduled to occupy the premises at any one time.
      (3) The business utilizing the office space shall be a single tenant office user owned by or affiliated with the owner of the building complex.
      (4) The office use shall not generate frequent daily visitation by clients, customers, or the general public.
      (5) The owner or operator of the business shall secure and provide to its employees one (1) off street parking space for each employee who commutes to the office by his or her automobile.

3. Use of the sanctuary as a community hall shall be reviewed as a conditional use by the Planning Board, which may place limitations on the use of the sanctuary as a community hall, in addition to the requirements for community halls set forth in section 14-103(b)(2)(e). Said limitations may include, but are not limited to the following:

a. Occupancy load;
b. Hours and days of operation;
c. Record keeping and reporting;
d. Number of organizations that may be entitled to regular use of the community hall at any one time;
e. Noise level as the property line; and
f. Service of alcohol.

4. The underlying dimensional requirements of the R-4 zone shall apply and are modified as follows:

a. Minimum Lot Size for place of assembly and professional office uses combined: 17,500 square feet.

b. Minimum Yard Dimensions:

1. Front yard: 3 feet.
2. Rear Yard: 3 feet.
3. Side Yard: 4 feet
4. Side Yard on Side Streets: 8 feet.

c. Maximum Lot Coverage: 90%.

d. Maximum Structure Height (Sanctuary): 37 feet.

e. Maximum Structure Height (Parish House): 46 feet.

f. Maximum Structure Height (Bell Tower): 70 feet.

g. Maximum Floor Area for Places of Assembly: 6,000 sq. ft.

h. Residential dwellings within the existing structures shall be governed by the provisions of Section 14-103(a)(2) of the underlying R-4 zone. Density calculations for residential use shall be based on the lot size of the parcel without land area deductions for other non-residential uses on the site.

5. Any increase in the volume or footprint of either the parish house or the sanctuary shall be prohibited.

6. Subject to receiving all necessary regulatory approvals, the Developer shall rehabilitate the Property in accordance with the Rehabilitation Schedule and related elevation drawings A-1 through A-8, attached hereto as Exhibit B, in keeping with the standards of Article IX, Historic Preservation, of the Portland City Code and as shall be reviewed and approved by the Historic Preservation Board or staff under the terms of this Article. Rehabilitation shall commence within six (6) months of [date of enactment] and shall be completed within twenty-four (24) months of [date of enactment]. Any rehabilitation improvements required by this

AGREEMENT not completed before the issuance of the certificate of occupancy for the office use shall be secured by a performance guarantee in the form of an escrow account, letter of credit, or equivalent surety approved by the Corporation Counsel of the City of Portland, in an amount equal to the estimated cost of completion of such improvements. Such performance guarantee shall be reduced by the City upon completion of improvement phases, but shall not be reduced to less than the estimated cost of any incomplete required improvements. In the event that the owner/developer fails to execute the required improvements by the time specified herein, unless granted an extension in writing from the Planning Authority of the time to complete for good cause and not to exceed an additional twelve (12) months, then the City of Portland or its designee shall have the right to utilize the proceeds of the performance guarantee to hire a competent contractor to complete such improvements. In such event, the Planning Authority shall have the right to review and approve the work scope consistency with the required improvements of Exhibit B, the specifications and methods of such work items, and contractor qualifications.

7. If any required approval, including the City Council's approval of this AGREEMENT, has been appealed or becomes the subject of litigation, then the required performance time frames contained in this AGREEMENT shall be measured from the final disposition of any such appeal or litigation. Failure, however, to commence the rehabilitation improvements or post the performance guarantee within the timeframes stipulated in this paragraph and/or paragraph 13 shall result in the reversion of the subject property to the underlying R-4 zone and this AGREEMENT shall be null and void.

8. The provisions of this AGREEMENT are intended to replace and/or supersede the associated provisions of the underlying R-4 zone. As stated above, to the extent not otherwise altered herein, the zoning requirements for the R-4 zone shall otherwise apply to the Property.

9. For a period of five (5) years from [date of enactment], Developer shall submit an annual report to the Planning Authority which shall include the number of employees working at the premises, the location and number of secured off street parking spaces, and other items pertaining to compliance with provisions of this AGREEMENT as required by the Planning Authority. Thereafter, to the extent the Planning Authority requires additional information/report(s) the Developer shall provide the Authority with any such additional information/report(s).

10. The Developer shall replace and/or repair the sidewalk and all other public property surrounding the entire Property if said sidewalk or other public property is damaged as a result of construction on the Property including, but not limited to, construction of the residential and office uses described in this AGREEMENT.

11. Under no circumstances shall the Developer be permitted to convert any residential property in the R-4 zone to an institutional use.

12~~10~~. In the event of a breach by the Developer or its successors or assigns of the provisions contained herein (whether the Zoning Administrator, the Zoning Board of Appeals or a Court determines such breach), the Planning Board, after notice and hearing, may review the

circumstances of the breach and recommend to the City Council that this AGREEMENT be amended or be rescinded and determine that such rescission should result in the termination of this AGREEMENT and a reversion of the Property to the R-4 zone requirements in place before the execution of this AGREEMENT.

13~~11~~. This AGREEMENT may also be enforced pursuant to the land use enforcement provisions of state law including, but not limited to, 30-A MRSA § 4452 and the Portland City Code.

14~~12~~. The above stated restrictions, provisions, and conditions are an essential part of the rezoning, shall run with the Property, shall bind and benefit the Developer, any entity affiliated with the Developer that takes title to the Property, its successors and assigns, and any party in possession or occupancy of said Property or any part thereof, and shall inure to the benefit of and be enforceable by the City of Portland, by and through its duly authorized representatives. The Developer shall file a counterpart original of this Agreement in the Cumberland County Registry of Deeds.

15~~13~~. The Planning Authority shall be notified of any potential and/or pending sale of the Property (which most likely will be evidenced by a Purchase & Sales Agreement or its equivalent), and prior to closing the sale of the Property shall meet with the buyer and verify that he/she/it has read, understood and agrees to be bound by the terms, conditions, limitations and provisions of this AGREEMENT, and said buyer shall so state in a signed affidavit to be kept on file with the Planning Authority.

16~~14~~. If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent

provision and such determination shall not affect the validity of the remaining portions hereof.

17~~15~~. Except as expressly modified herein, the development shall be governed by and comply with the provisions of the Portland City Code, including but not limited to, the maintenance requirements for historic structures set forth in section 14-690 of the Code, and any applicable amendments thereto or replacement thereof.

[Signatures to Follow on Next Page]

WITNESS:

32 THOMAS STREET, LLC

BY:

STATE OF MAINE
CUMBERLAND, ss.

July 13, 2012

Personally appeared before me the above-named Sebastian Gerard James, in his/~~her~~ capacity as Director of 32 THOMAS STREET, LLC, and acknowledged the foregoing instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

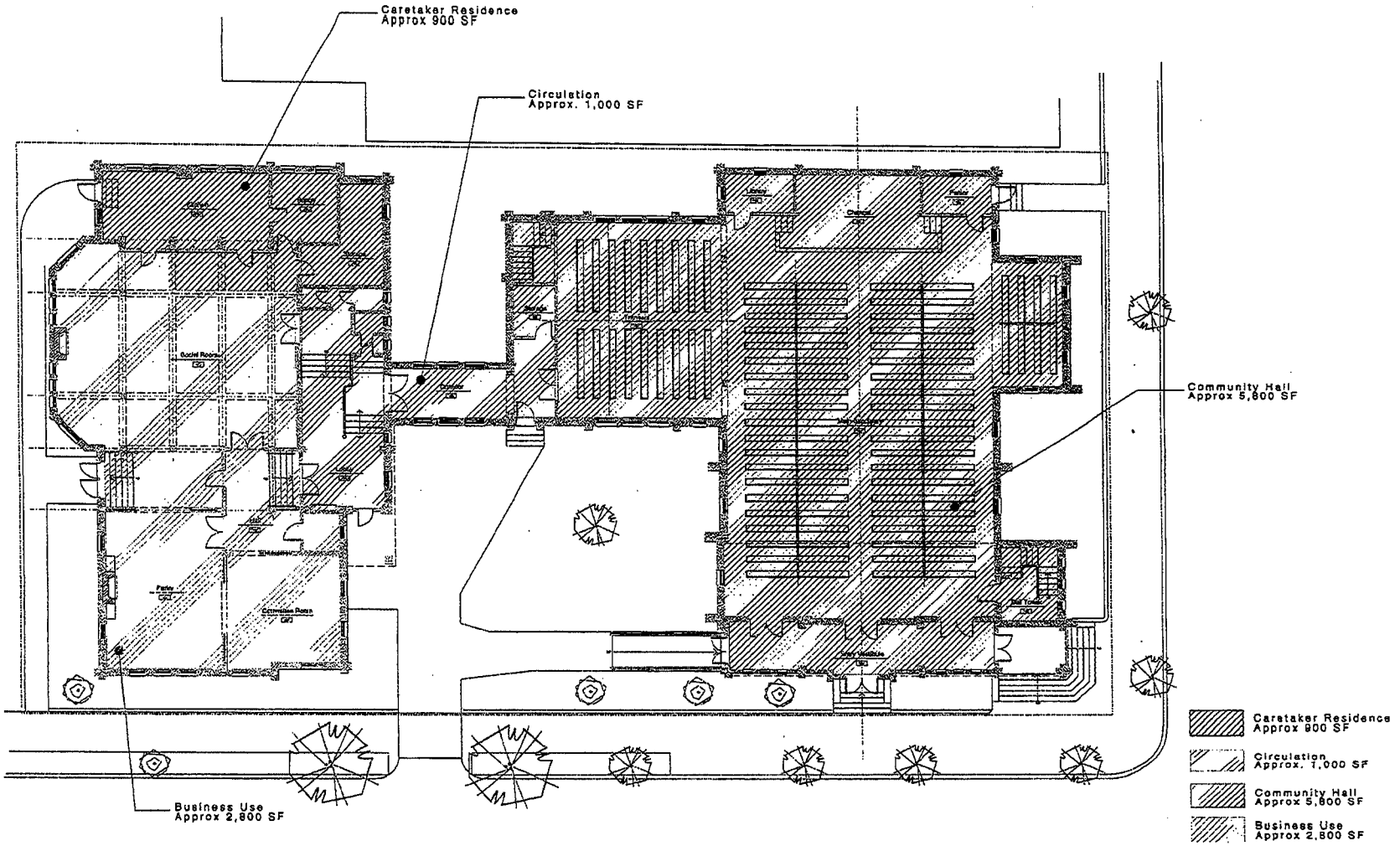
Before me,

Notary Public/~~Attorney at Law~~

RUTH E. EARLEY
My Comission Expires September 9, 2012

EXHIBIT A

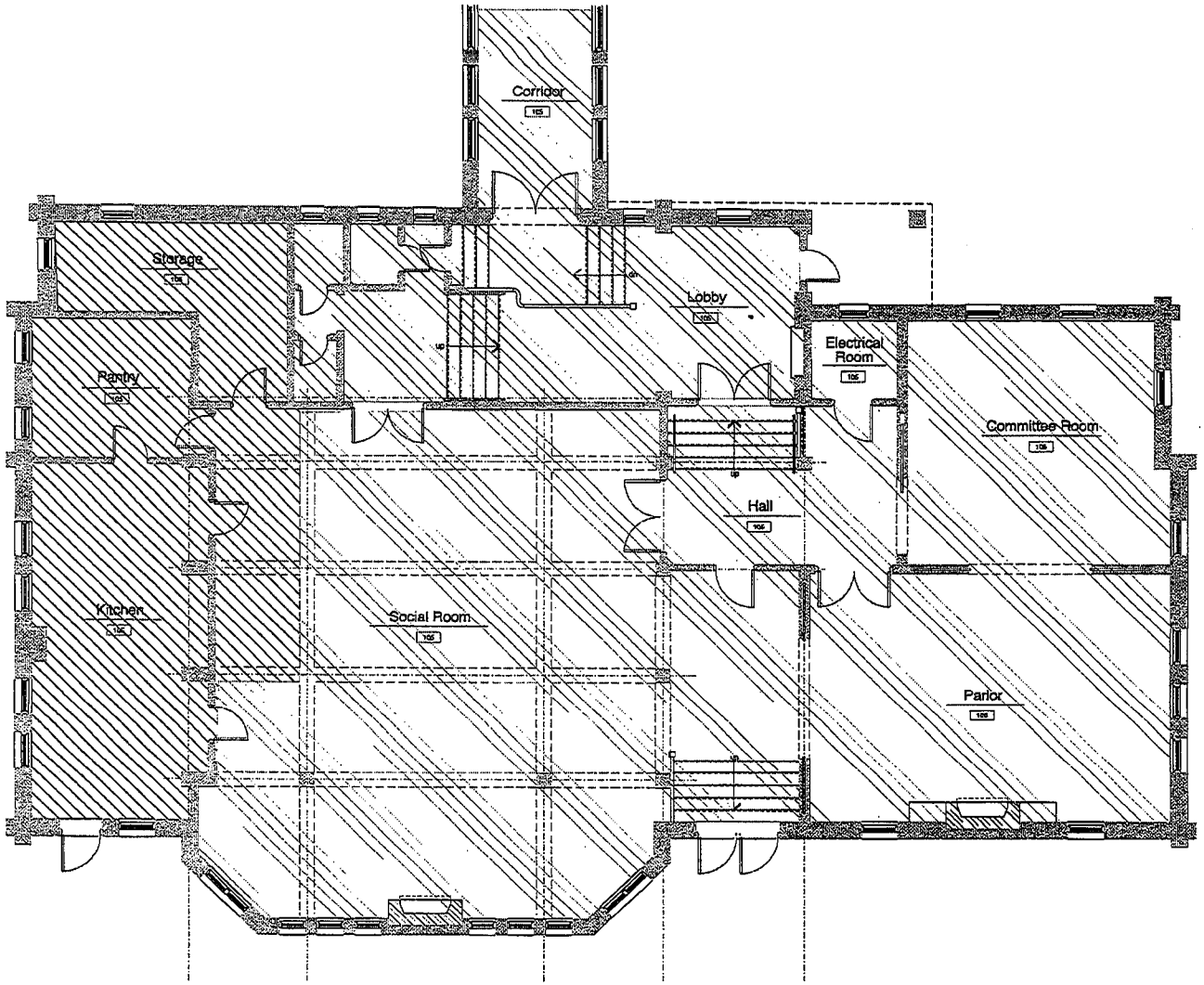
FLOOR PLANS



GARRISON CONSULTING
41 edgewood ave
portland, maine 04103
telephone 207 450 0760
e-mail matthewwinch@earthlink.net

Williston West
32 Thomas Street LLC
92 Thomas Street
Portland, Maine

date February 16, 2012
scale 1/8" = 1'-0"
project # 2011-018
drawing title Ground Floor Plan
A101



Caretaker Residence
Approx 900 SF

Circulation
Approx. 600 SF

Business Use
Approx 2,800 SF

GARRISON CONSULTING
41 edgewood ave
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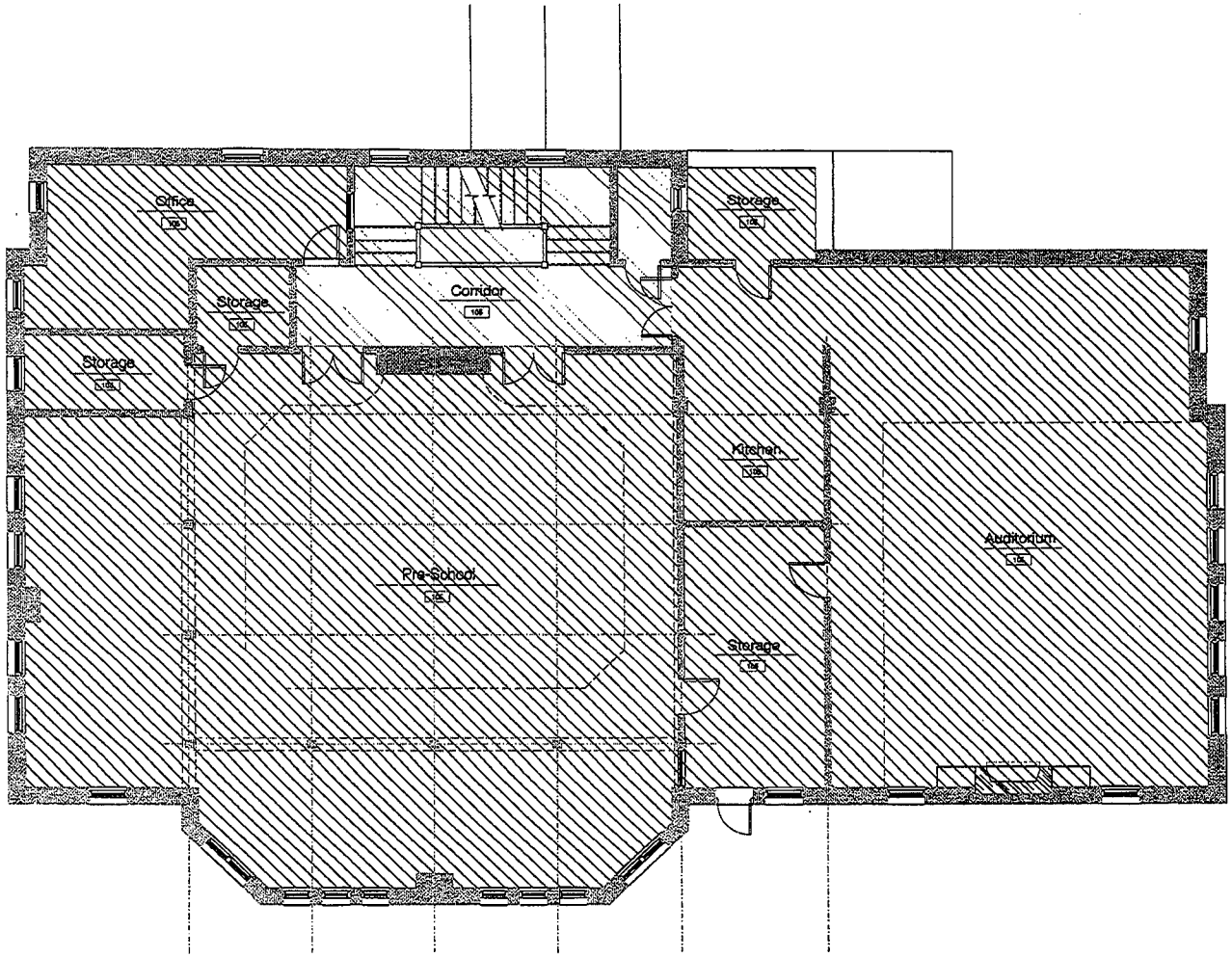
telephone 207 480 0760
e-mail mathewwinch@earthlink.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

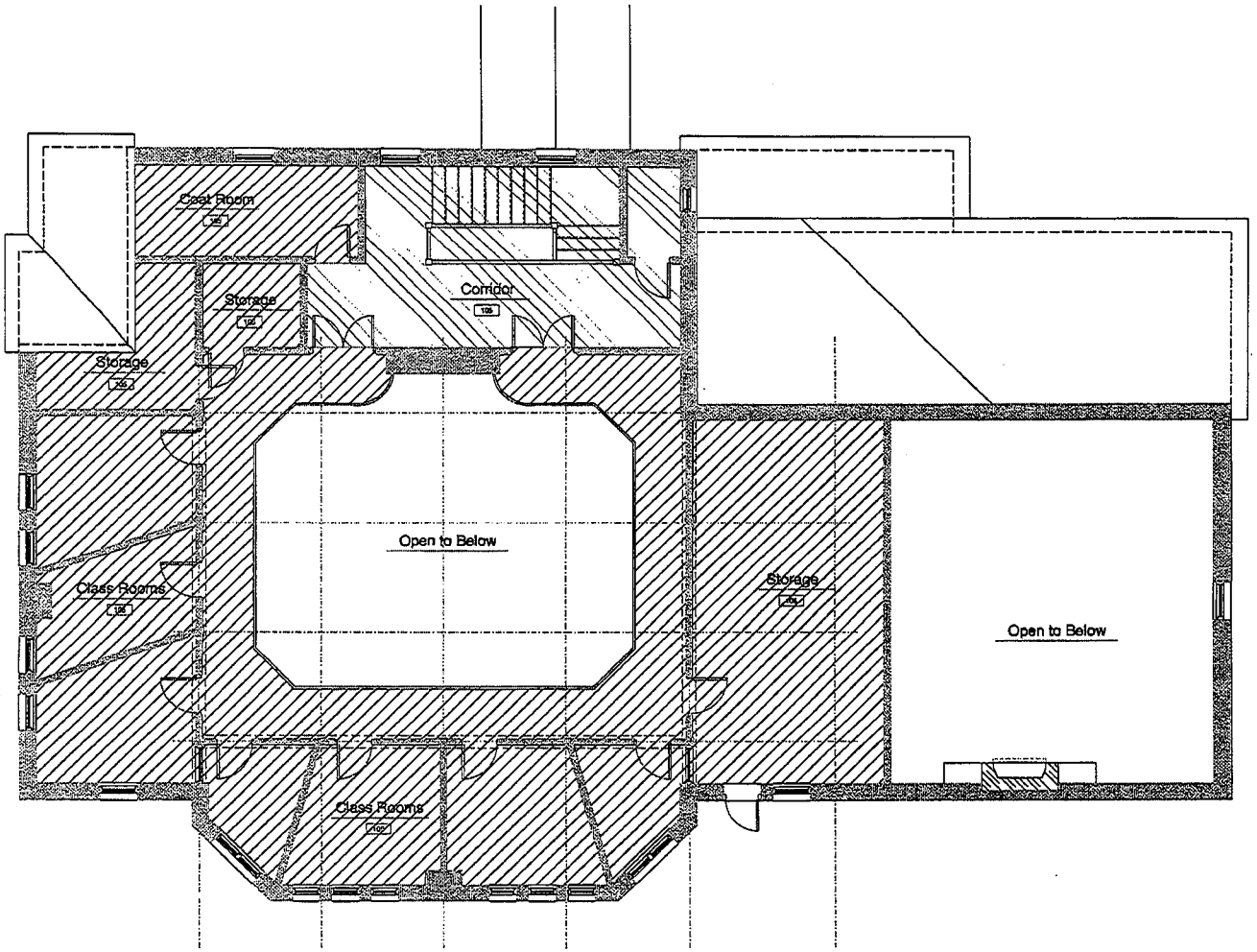
date February 16, 2012
scale 1/4" = 1'-0"
project # 2011-012
Parish House Ground
drawing title Floor Plan
A102



GARRISON CONSULTING
41 edgewood ave
portland, maine 04103
telephone 207 450 0760
e-mail matthewwinch@earthlink.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date February 16, 2012
scale 1/4" = 1'-0"
project # 2011-018
drawing title Parish House Second Floor Plan
A103



Primary Residence
Approx 1,900 SF

Circulation
Approx. 400 SF

Business Use
Approx 0 SF

GARRISON CONSULTING

41 edgewood ave
portland, maine 04103
telephone 207 450 0780

e-mail matthewmich@earthlink.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date February 16, 2012
scale 1/4" = 1'-0"
project # 2011-018
drawing title Parish House Third Floor Plan
A104

EXHIBIT B

32 THOMAS STREET
REHABILITATION SCHEDULE

The following schedule outlines the rehabilitation projects that will be performed at 32 Thomas Street upon approval of Conditional Rezoning of the property, in order to address the immediate needs of the Property to ensure the soundness and integrity of the building envelope and structural elements. Said rehabilitation projects will be designed and constructed to meet the City of Portland's Historic Preservation Ordinance Standards and the Secretary of the Interior's Standards for the Treatment of Historic Properties, and shall be reviewed and approved by the Historic Preservation Board or staff.

Performance of the following rehabilitation projects shall commence within six (6) months of [date of enactment] and shall be completed within twenty-four (24) months of [date of enactment]. Any rehabilitation improvements required by the Conditional Zone Agreement not completed before the issuance of the certificate of occupancy for the office use shall be secured by a performance guarantee in the form of an escrow account, letter of credit, or equivalent surety approved by the Corporation Counsel of the City of Portland, in an amount equal to the estimated cost of completion of such improvements.

1. Replace entire roof system at the sanctuary in accordance with the attached proposal from *The Heritage Co*. Replace all metal flashings, gutters and downspouts to original historic appearance. Original metal trim pieces are at the end of their useful life and should be replicated. Replace membrane at flat roof section.

2. Perform structural repair at all three floor levels of the bell tower including new wood framing and restoration of damaged brick bearing pockets.

3. Perform masonry repairs at the sanctuary as identified on the attached elevation drawings. Said repairs include the damaged area at the southwest corner and other areas of severely damaged or deteriorated masonry.

4. Repair and /or replace approximately 20 bricks at the parish house as identified on the attached elevation drawings.

5. Repair or replace all leaking or missing downspouts on the Parish Hall. The replaced downspouts shall be reviewed by the City's Historic Preservation Manager.

6. Install temporary storm protection window over stained glass window at the parish house that does not currently have storm protection, as identified on the attached elevation drawings.

7. Re-grade the courtyard to create positive drainage away from the building.

8. Reset, repair or repoint granite steps as identified on the attached elevation drawings A-5 and A-6 and reset section of collapsed brick landing at bottom of Carroll Street entrance as identified on the attached elevation drawing A-6.

PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 50 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
4. REMOVE SEVERELY DAMAGED BRICK AND TOOTH IN RESTORATION BRICK.
5. REPAIR OR REPLACE LEAKING OR MISSING DOWNSPOUTS AT THE PARISH HALL WITH TEMPORARY DOWNSPOUTS AS REVIEWED BY CITY HISTORIC PRESERVATION MANAGER.
6. INSTALL TEMPORARY STORM PROTECTION AT MEMORIAL STAINED GLASS WINDOW AT PARISH HOUSE THAT DOES NOT CURRENTLY HAVE STORM PROTECTION.
7. RE- GRADE THE COURTYARD TO CREATE POSITIVE DRAINAGE AWAY FROM THE BUILDING.
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.

1 / A-1 PARISH HOUSE - EAST ELEVATION

1/4" = 1'-0"

0' 5' 10' 25' 100'

ttl-architects, llc
28 DANFORTH STREET
SUITE 213
PORTLAND, MAINE 04101
TEL. 207.761.9662
FAX. 207.761.9696

Exterior Conditions Assessment & Treatment Plan

32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Parish House
East Elevation

Sheet No: A-1

PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 50 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
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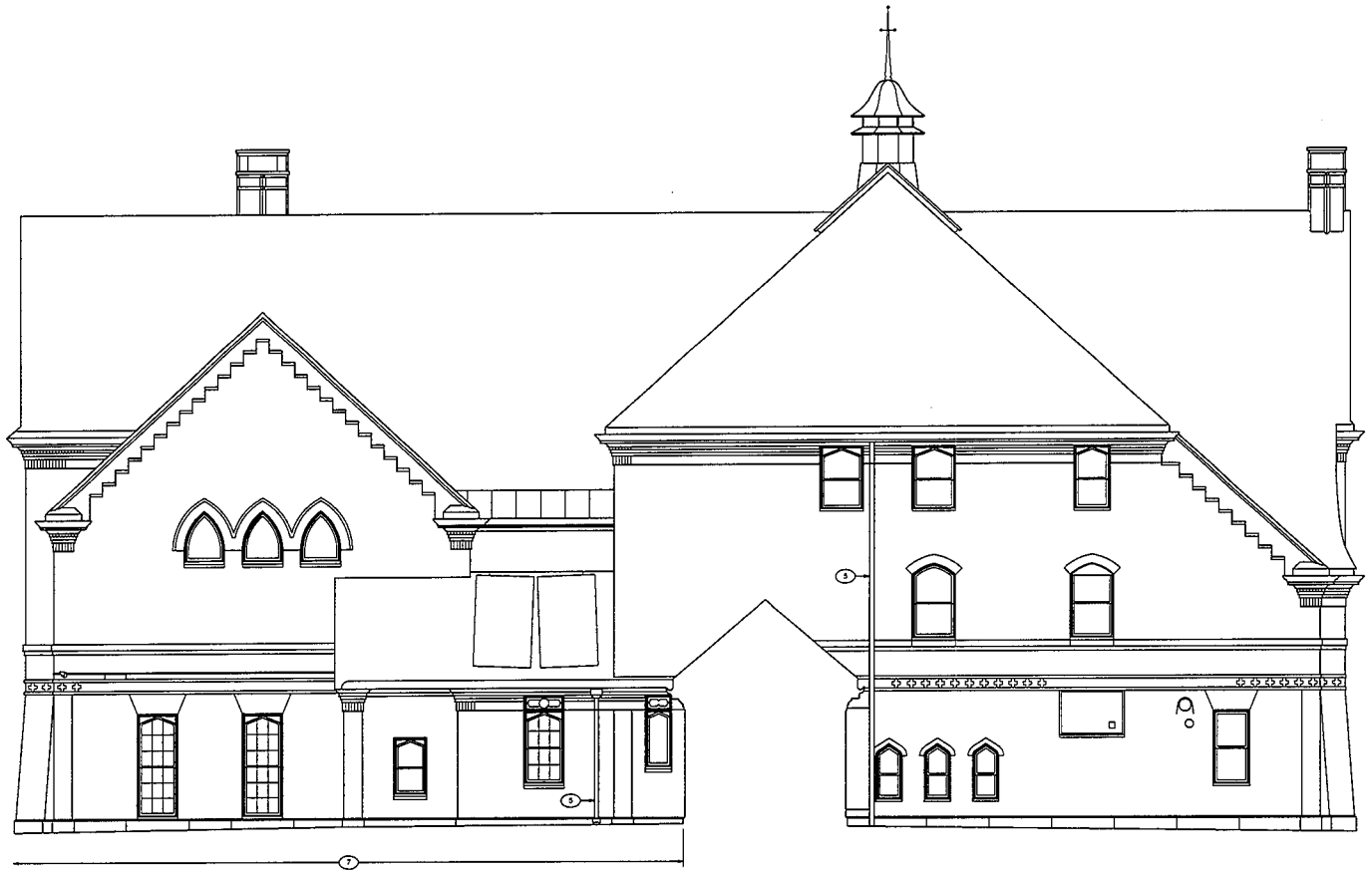
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.



1 / A-2 PARISH HOUSE - NORTH ELEVATION
1/4" = 1'-0"

0' 5' 10' 25' 100'

ttl-architects, llc
28 DANFORTH STREET
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FAX. 207.761.9696

Exterior Conditions Assessment & Treatment Plan

32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Parish House
North Elevation

Sheet No: A-2

PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 50 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
4. REMOVE SEVERELY DAMAGED BRICK AND TOOTH IN RESTORATION BRICK.
5. REPAIR OR REPLACE LEAKING OR MISSING DOWNSPOUTS AT THE PARISH HALL WITH TEMPORARY DOWNSPOUTS AS REVIEWED BY CITY HISTORIC PRESERVATION MANAGER.
6. INSTALL TEMPORARY STORM PROTECTION AT MEMORIAL STAINED GLASS WINDOW AT PARISH HOUSE THAT DOES NOT CURRENTLY HAVE STORM PROTECTION.
7. RE- GRADE THE COURTYARD TO CREATE POSITIVE DRAINAGE AWAY FROM THE BUILDING.
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.

1 / A-3 PARISH HOUSE - WEST ELEVATION
1/4" = 1'-0"

0' 5' 10' 25' 100'

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28 DANFORTH STREET
SUITE 213
PORTLAND, MAINE 04101
TEL. 207.761.6662
FAX. 207.761.6696

Exterior Conditions Assessment & Treatment Plan

32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Parish House
West Elevation

Sheet No: A-3

PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 50 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
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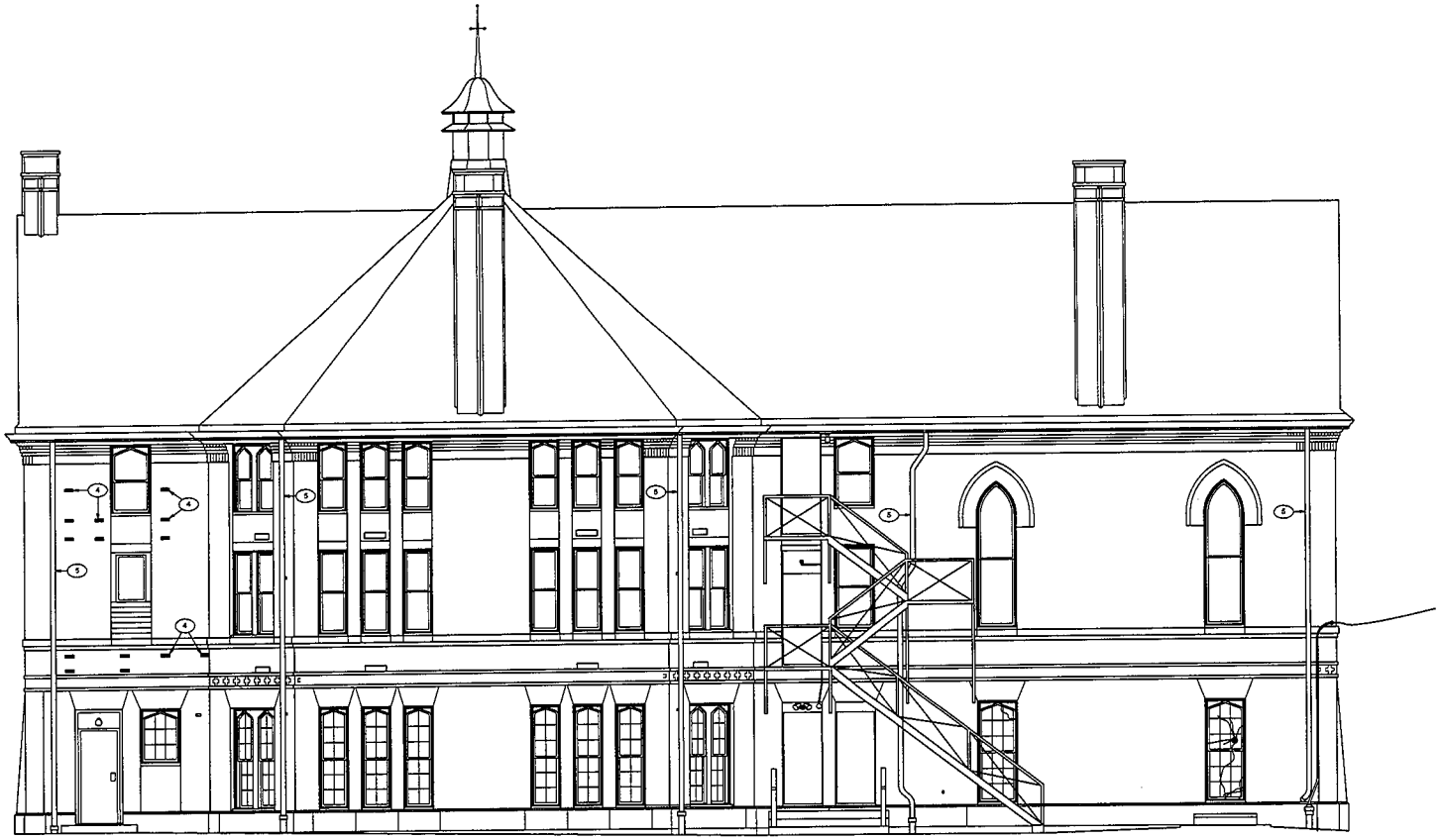
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.



1 / A-4 PARISH HOUSE - SOUTH ELEVATION

1/4" = 1'-0"

0' 5' 10' 25' 100'

ttl-architects, llc
28 DANFORTH STREET
SUITE 213
PORTLAND, MAINE 04101
TEL. 207.761.9652
FAX. 207.761.2696

Exterior Conditions Assessment & Treatment Plan

32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

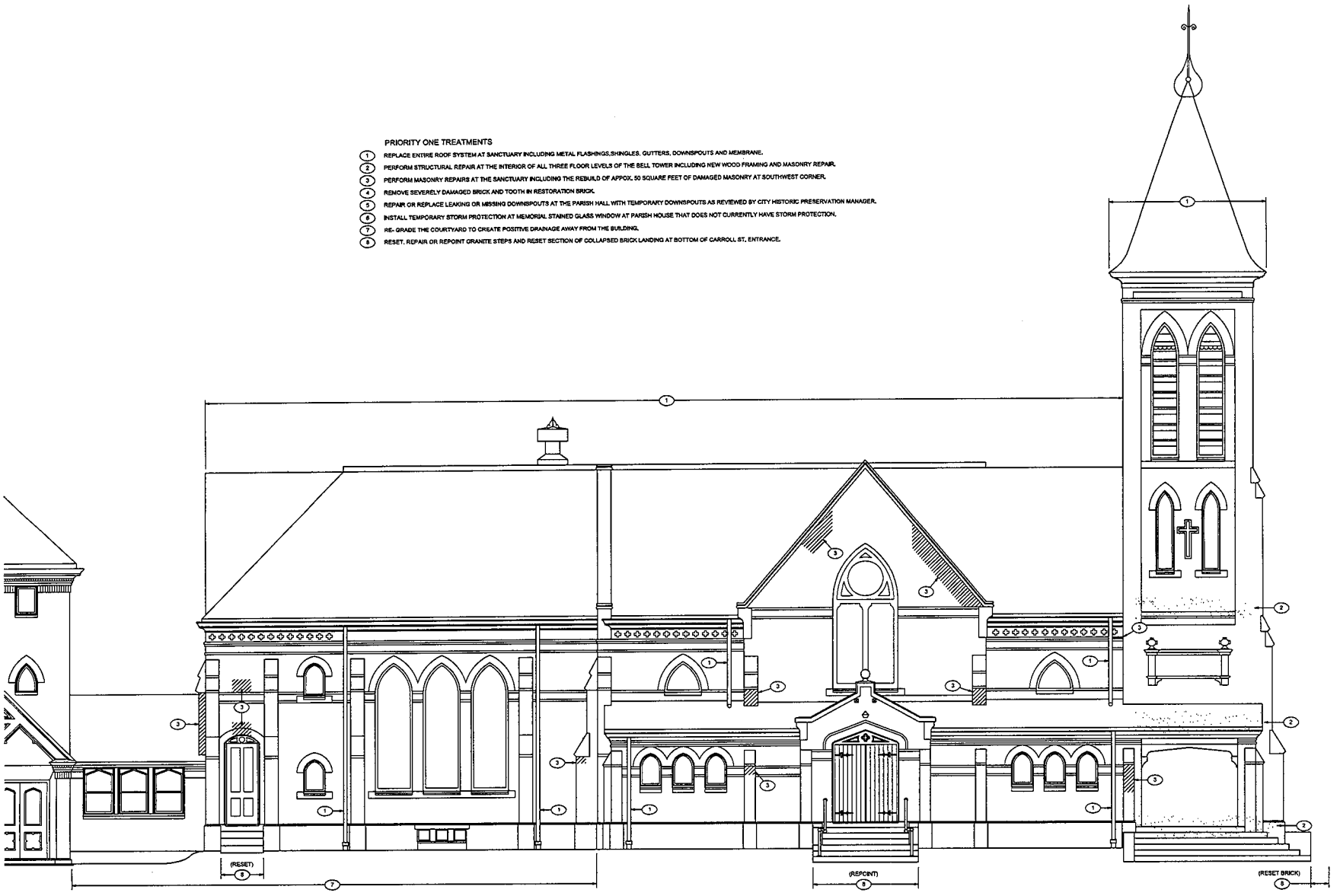
Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Parish House
South Elevation

Sheet No: A-4

PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 50 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
4. REMOVE SEVERELY DAMAGED BRICK AND TOOTH IN RESTORATION BRICK.
5. REPAIR OR REPLACE LEAKING OR MISSING DOWNSPOUTS AT THE PARISH HALL WITH TEMPORARY DOWNSPOUTS AS REVIEWED BY CITY HISTORIC PRESERVATION MANAGER.
6. INSTALL TEMPORARY STORM PROTECTION AT MEMORIAL STAINED GLASS WINDOW AT PARISH HOUSE THAT DOES NOT CURRENTLY HAVE STORM PROTECTION.
7. RE- GRADE THE COURTYARD TO CREATE POSITIVE DRAINAGE AWAY FROM THE BUILDING.
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.



1 / A-5 SANCTUARY - EAST ELEVATION
1/4" = 1'-0"

0' 5' 10' 25' 100'

ttl-architects, llc
26 DANFORTH STREET
SUITE 213
PORTLAND, MAINE 04101
TEL. 207.761.9662
FAX. 207.761.9696

Exterior Conditions Assessment & Treatment Plan

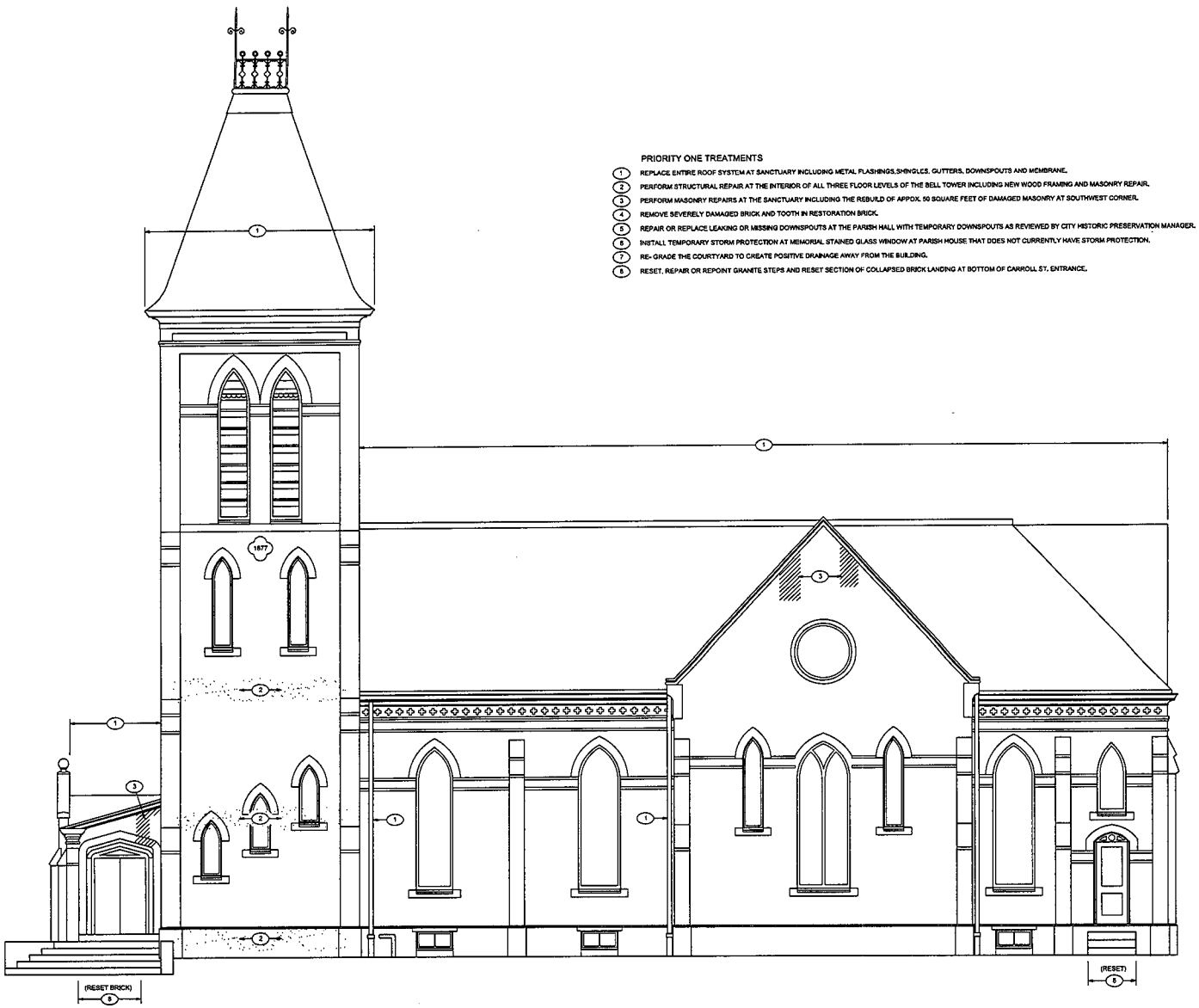
32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Sanctuary
East Elevation

Sheet No: A-5



PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 50 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
4. REMOVE SEVERELY DAMAGED BRICK AND TOOTH IN RESTORATION BRICK.
5. REPAIR OR REPLACE LEAKING OR MISSING DOWNSPOUTS AT THE PARISH HALL WITH TEMPORARY DOWNSPOUTS AS REVIEWED BY CITY HISTORIC PRESERVATION MANAGER.
6. INSTALL TEMPORARY STORM PROTECTION AT MEMORIAL STAINED GLASS WINDOW AT PARISH HOUSE THAT DOES NOT CURRENTLY HAVE STORM PROTECTION.
7. RE- GRADE THE COURTYARD TO CREATE POSITIVE DRAINAGE AWAY FROM THE BUILDING.
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.

1 / A-6 SANCTUARY - NORTH ELEVATION
1/4" = 1'-0"

0' 5' 10' 25' 100'

ttl-architects, llc
26 DANFORTH STREET
SUITE 213
PORTLAND, MAINE 04101
TEL. 207.761.9662
FAX. 207.791.9696

Exterior Conditions Assessment & Treatment Plan

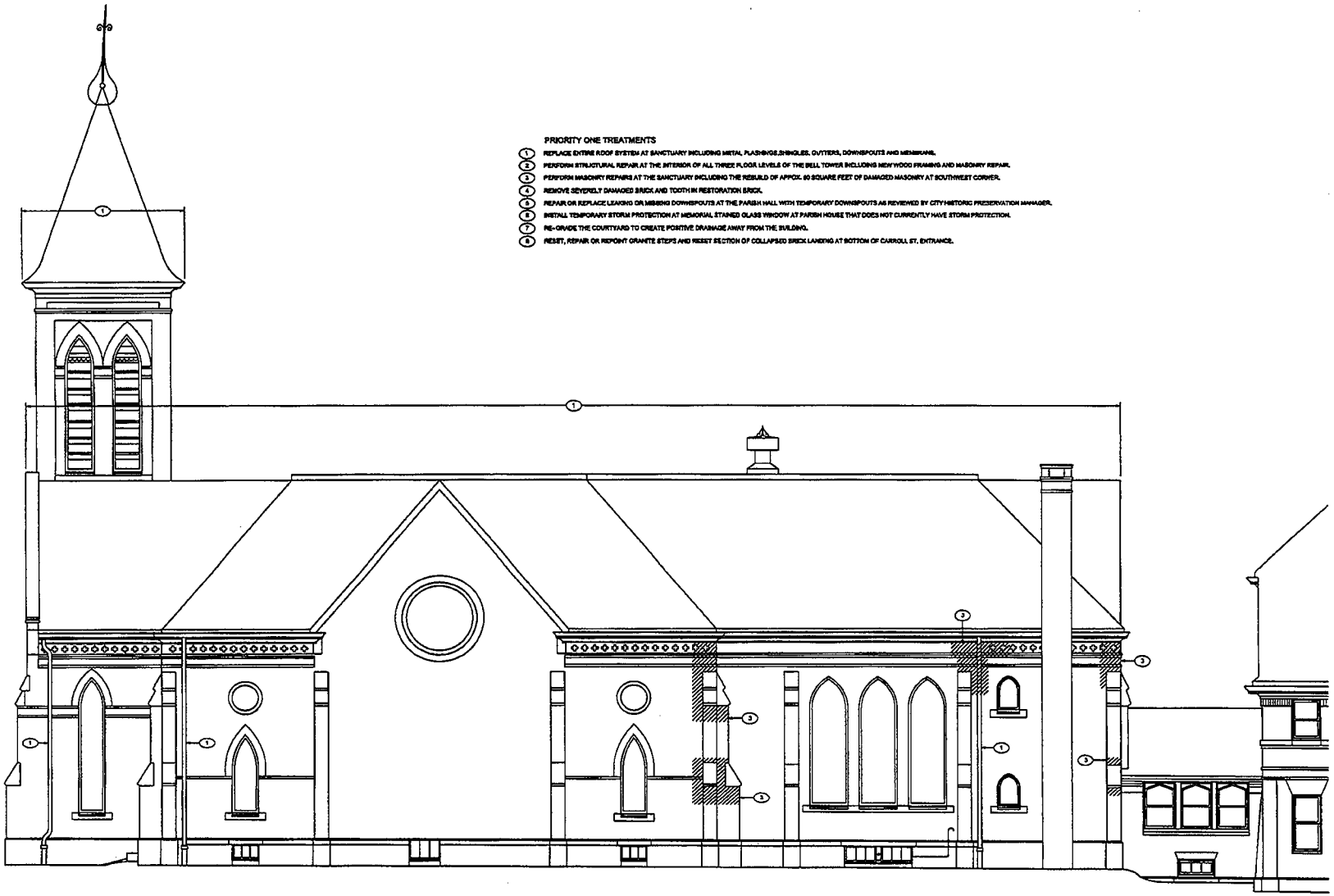
32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Sanctuary
North Elevation

Sheet No: A-6



PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL, FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 80 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
4. REMOVE SEVERELY DAMAGED BRICK AND TOOTH IN RESTORATION BRICK.
5. REPAIR OR REPLACE LEAKING OR MISSING DOWNSPOUTS AT THE PARISH HALL WITH TEMPORARY DOWNSPOUTS AS REVIEWED BY CITY HISTORIC PRESERVATION MANAGER.
6. INSTALL TEMPORARY STORM PROTECTION AT MEMORIAL STAINED GLASS WINDOW AT PARISH HOUSE THAT DOES NOT CURRENTLY HAVE STORM PROTECTION.
7. RE-GRADE THE COURTYARD TO CREATE POSITIVE DRAINAGE AWAY FROM THE BUILDING.
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.

1 / A-7 SANCTUARY - WEST ELEVATION
1/4" = 1'-0"

0' 5' 10' 25' 100'

tll-architects, llc
28 DANFORTH STREET
SUITE 213
PORTLAND, MAINE 04101
TEL. 207.761.9662
FAX. 207.761.9666

Exterior Conditions Assessment & Treatment Plan

32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Sanctuary
West Elevation

Sheet No: A-7

PRIORITY ONE TREATMENTS

1. REPLACE ENTIRE ROOF SYSTEM AT SANCTUARY INCLUDING METAL FLASHINGS,SHINGLES, GUTTERS, DOWNSPOUTS AND MEMBRANE.
2. PERFORM STRUCTURAL REPAIR AT THE INTERIOR OF ALL THREE FLOOR LEVELS OF THE BELL TOWER INCLUDING NEW WOOD FRAMING AND MASONRY REPAIR.
3. PERFORM MASONRY REPAIRS AT THE SANCTUARY INCLUDING THE REBUILD OF APPOX. 50 SQUARE FEET OF DAMAGED MASONRY AT SOUTHWEST CORNER.
4. REMOVE SEVERELY DAMAGED BRICK AND TOOTH IN RESTORATION BRICK.
5. REPAIR OR REPLACE LEAKING OR MISSING DOWNSPOUTS AT THE PARISH HALL WITH TEMPORARY DOWNSPOUTS AS REVIEWED BY CITY HISTORIC PRESERVATION MANAGER.
6. INSTALL TEMPORARY STORM PROTECTION AT MEMORIAL STAINED GLASS WINDOW AT PARISH HOUSE THAT DOES NOT CURRENTLY HAVE STORM PROTECTION.
7. RE- GRADE THE COURTYARD TO CREATE POSITIVE DRAINAGE AWAY FROM THE BUILDING.
8. RESET, REPAIR OR REPOINT GRANITE STEPS AND RESET SECTION OF COLLAPSED BRICK LANDING AT BOTTOM OF CARROLL ST. ENTRANCE.

1 / A-8 SANCTUARY - SOUTH ELEVATION

1/4" = 1'-0"

0' 5' 10' 25' 100'

ttl-architects, llc
28 DANFORTH STREET
SUITE 213
PORTLAND, MAINE 04101
TEL. 207.761.9662
FAX. 207.761.9696

Exterior Conditions Assessment & Treatment Plan

32 Thomas Street, LLC

32 Thomas Street
Portland, Maine

Date: 7 May 2012
Scale: As Shown
Revisions:

Title:
Sanctuary
South Elevation

Sheet No: A-8

THE HERITAGE CO.
P.O. Box 71
E. Waterboro, ME. 04030
247-5372 Fax 247-4256

Architectural Copper Work and Cornicing
Historically Correct Restorations
Slate and Clay Tile Roofing

April 27, 2012

Leddy Houser Associates
Attn: Paul Leddy
429 Preble Street
South Portland, Maine 04106

Dear Mr. Leddy:

Please accept the following updated estimate for the complete, historically accurate slate and copper roof restoration work on the upper main roof of the Williston Church on Thomas Street in Portland, Maine.

Scaffolding---$22,526.00
-Erect scaffolding in accordance to OSHA standards up to the gutter line around the perimeter of the main church roof. Install the necessary safety features to protect pedestrians and the property.

Demolition---$40,008.00
-Remove and dispose of the existing asphalt shingle roof materials and flashing components from the pitched roofs. Re-nail all roof decking using 8d nails. Install an ice and water shield membrane to the lower three feet of the main roof, in all valleys, and around all other roof protrusions such as the steeple sidewalls, chimney and the vent pipe. Install a #30 roofing paper to all other exposed roof decks.

Main Roof Gutter---$25,854.00
-Install a custom fabricated 16-oz. copper gutter system exactly matching the size and configuration of the original gutter at all main roof fascia. The gutter shall have a 1/4" x 1" copper bar installed into its face with 1/8" x 1" copper bar hangers bolted to the face bar with brass bolts every 18" for strength.

-If the existing gutters are eliminated and a cornice flashing is to be installed similar to your drawing, the cost will be $20,016.00 instead of the $25,854.00 for the gutter.

Conductor Pipes for Main Roof Gutters---$9,600.00
-Install custom fit 16-oz. copper conductor pipes at the original pipe locations to lead the water from the main roof gutters to the ground. If 3" round corrugated galvanized steel conductor pipes are to be used instead of copper please deduct **$3,735.00** from the total. If galvanized steel pipes are used, they should be primed inside and outside and two coats of paint applied to the outside.

THE HERITAGE CO.
P.O. Box 71
E. Waterboro, ME. 04030
247-5372 Fax 247-4256

Architectural Copper Work and Cornicing
Historically Correct Restorations
Slate and Clay Tile Roofing

Valley Flashings---$6,667.00
-Install continuous 16-oz. copper flashings in all main roof valleys fabricated from 18" stock. If 24" stock is to be used, please add $1,030.00.

Slating---$108,110.00
-Install Premium ¼" thick North Country Black Slate to the roof using 1 ½" copper slating nails. The valleys will be slated using an open profile. If a mixed Vermont Grey/Green and Vermont Semi Weathering Green Slate will be used instead of the North Country Black Slate, please deduct $7,000.00.

Cornice Flashings for Raised Parapets---$12,561.00
-3 of the gables have raised parapet walls above the roof deck. Fabricate and install 16-oz. copper step flashings interwoven with the installation of the slate along each of the parapet walls. Install custom fabricated 16-oz. copper flashings to the tops of the parapets. The new copper parapet caps will exactly match the size and configuration of the original caps.

Cornice Flashings for the Gables that are not Raised---$3,990.00
-2 of the gables have metal cornice flashings running up the gable rakes. Install custom fabricated 16-oz. copper flashings to gable rakes. The new copper cornice flashings will exactly match the size and configuration of the original flashings.

Chimney Flashings---$1,391.00
-Install16-oz. copper base flashings interwoven with the installation of the slate around the west elevation chimney. Install 16-oz. copper counter flashings symmetrically placed into 1" deep reglets symmetrically cut into mortar joints around three sides of the chimney. Repoint the reglets with a compatible mortar.

Plumbing Vent Pipe Flashing---$490.00
-Install a16-oz. copper base flashing around the plumbing vent pipe interwoven with the installation of the slate. Install a high hat counter flashing over the pipe.

Steeple Base Flashings---$3,218.00
-Install16-oz. copper base flashings interwoven with the installation of the slate around the base of the steeple. Install 16-oz. copper counter flashings symmetrically placed into 1" deep reglets symmetrically cut into mortar joints above the step flashings. Repoint the reglets with a compatible mortar.

"Four Generations Of Experience"

THE HERITAGE CO.
P.O. Box 71
E. Waterboro, ME. 04030
247-5372 Fax 247-4256

Architectural Copper Work and Cornicing
Historically Correct Restorations
Slate and Clay Tile Roofing

Hip and Ridge Flashings---$4,650.00
-Install continuous copper flashings mechanically fastened with brass screws and washers on all hip and ridge lines.

Cornice Flashings at Perimeter of EPDM Roof---$2,343.00
-Custom fabrication and installation of a copper cornice flashing around the perimeter of the EPDM roof at the top of the building.

Front Vestibule Roof, Gutter and Conductor Pipes---$21,191.00
-Erect scaffolding in accordance to OSHA standards up to the gutter line at the front vestibule. Install the necessary safety features to protect pedestrians and the property---$2,659.00.

-Remove and dispose of the existing roof materials and flashing components from the vestibule roof. Re-nail all roof decking using 8d nails. Install an ice and water shield membrane to the roof deck. Install a rosin sized paper over the membrane---$2,632.00.

-Install a custom fabricated 16-oz. copper gutter system exactly matching the size and configuration of the original gutter across the front fascia of the front vestibule. The gutter shall have a 1/4" x 1" copper bar installed into its face with 1/8" x 1" copper bar hangers bolted to the face bar with brass bolts every 18" for strength---$4,650.00.

-Install custom fit 16-oz. copper conductor pipes at the original pipe locations to lead the water from the gutters to the ground---$800.00. If 3" round corrugated galvanized steel conductor pipes are to be used instead of copper please deduct $312.00 from the total.

-Install a symmetrically placed, double locked standing seam 16-oz. copper roof to the vestibule roof. Install all related flashings---$10,450.00.

If you have any questions, please feel free to call.

Sincerely,

Victor A. Wright

"Four Generations Of Experience"

TECTA AMERICA

April 24, 2012

Leddy/Hauser Assoc.
72 Ocean Street
Suite 104
South Portland, Me. 04106

Attn:

Project Name: 32 Thomas Street (approx. 1,700 sq. ft.)
Location: Portland, Me.

- Remove and dispose of the existing epdm and fiberboard.
- Supply and install 1/2" HD polyiso insulation.
- Supply and install a fully adhered .060 E.P.D.M. of system.
- Flash all vertical transitions and penetrations.
- Supply a 15 year labor 20 year material warranty.
- This estimate/proposal will become a contract once executed by both parties.

TOTAL LABOR MATERIALS: $16,800.00
(Sales tax included if applicable)

Customer Approval: _____ Date: _____

Tecta America: Scott Weeks Date: 4-24-12

Alternates: Supply and install a Bilco S-20 roof hatch at the existing penetration. **ADD $1,475.00**

For white .060 PVC membrane **ADD $2,100.00**

ATTACHMENT 1

PORTLAND CITY COUNCIL ORDER 214-11/12

JUNE 18, 2012

A TRUE COPY
ATTEST: Katherine L. Jones City Clerk
Katherine L. Jones, City Clerk
Portland, Maine
DATE 4/28/2012

Order 214-11/12
Given first reading on 6/4/12
Passage as amended: 6-3 (Coyne, Anton, Leeman) 6-18-12

MICHAEL F. BRENNAN (MAYOR)
KEVIN J. DONOGHUE (1)
DAVID A. MARSHALL (2)
EDWARD J. SUSLOVIC (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JOHN R. COYNE (5)
JOHN M. ANTON (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

AMENDMENT TO CITY CODE
SEC. 14-49 (ZONING TEXT AND MAP AMENDMENT)
RE: Conditional Zoning Agreement
Williston-West Church

ORDERED, that the zoning map and text of the City of Portland, dated December 2000 as amended and on file in the Department of Planning & Development, and incorporated by reference into the Zoning Ordinance by Sec. 14-49 of the Portland City Code, is hereby amended to reflect a conditional rezoning as detailed below.

CONDITIONAL ZONE AGREEMENT
RE:
WILLISTON-WEST CHURCH

AGREEMENT made this 13th day of July, 2012 by 32 Thomas Street, LLC, 477 Congress St., Suite 601, Portland, Maine ("Developer"), and its successors and assigns.

W I T N E S S E T H

WHEREAS, the Developer owns real property located at 32 Thomas Street, consisting of the parcel shown on the City's Tax Map 62, Block E, Lot 5, being more particularly described in a deed recorded in Cumberland County Registry of Deeds in Book 29217, Page 171 (collectively the "Property"); and

WHEREAS, the existing building complex located on the Property was formerly used as the Williston-West Church; and

WHEREAS, the Property, located within the West End Historic District, is currently zoned R-4 Residential; and

WHEREAS, the properties on the opposite sides of Thomas and Carroll Streets, directly across from the Property, are zoned R-6 Residential; and

WHEREAS, the building complex located on the Property is comprised of two principal portions, the sanctuary and the parish house; and

WHEREAS, the building complex is listed in the National Register of Historic Places, the sanctuary is a designated local landmark as defined by Article IX of the

Portland City Code and the parish house is a contributing structure within the West End Historic District under Article IX; and

WHEREAS, the sanctuary and the parish hall are important, unique, large-scale, non-residential historic structures that were designed by noted architects Francis Fassett and John Calvin Stevens respectively; and

WHEREAS, the building complex significantly contributes to the architectural fabric of the neighborhood and distinctive sense of place that defines Portland and therefore requires special consideration with regard to its rehabilitation and preservation; and

WHEREAS, the standards of review for alterations of historic structures set forth in Portland City Land Use Code (the "Code") §14-650 include the following: (a) Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose; and (b) The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

WHEREAS, the building complex located on the Property is falling into a state of disrepair; and

WHEREAS, historically appropriate and neighborhood compatible adaptive re-use of historic religious structures is often challenging, and reasonable use flexibility may enable economically viable rehabilitation and productive use of such buildings for their long term preservation; and

WHEREAS, the City's comprehensive plan includes the following stated goals: to preserve Portland's architectural and historic heritage; to promote an economic climate which increases job opportunities and overall economic well-being; and to preserve and enhance the quality and vitality of neighborhoods within and adjacent to the Downtown; and

WHEREAS, offices in residential zones, particularly in the R-4 zone, have been limited and any allowance of an office use in the R-4 zone should only be considered for large, unique, and historically significant structures which have not previously been in residential use, and must be carefully considered and controlled to achieve an appropriate balance between policies supporting neighborhood preservation and policies supporting economic development and preservation of the City's architectural and historic heritage; and

WHEREAS, the Developer proposes and intends to rehabilitate the parish house to provide for a family residence on the second and third floors, and a caretaker residence and office space on the first floor, as illustrated in Exhibit A attached hereto; and

WHEREAS, the Developer proposes and intends to rehabilitate, preserve and maintain the sanctuary and to use the building as a community hall for limited community uses; and

WHEREAS, the Developer intends to maintain the historic character of the structures and Property and will commit to a rehabilitation schedule of improvements to the building complex to address immediate needs to ensure the soundness and integrity of the building envelope and structural elements, and intends to perform additional improvements to the building complex to prolong its useful life and preserve the historic character, all with the goal of extending the useful life of the building complex for a time period approaching fifty (50) years or longer; and

WHEREAS, the existing zoning is R-4 which has dimensional requirements that the existing building complex does not meet, but is lawfully nonconforming; and

WHEREAS, the proposed use of the building complex by the owner/Developer includes an office component that is a necessary economic value and program element for the feasibility of the productive use of the building complex and the associated rehabilitation investments; and

WHEREAS, the Developer has requested a rezoning of the Property in order to permit the proposed development of the Property which will facilitate funding the comprehensive rehabilitation and long-term maintenance of the historic structures; and

WHEREAS, the proposed uses of the Property are consistent with the existing and permitted uses in the neighborhood, which include a mix of residential, commercial and institutional uses; and

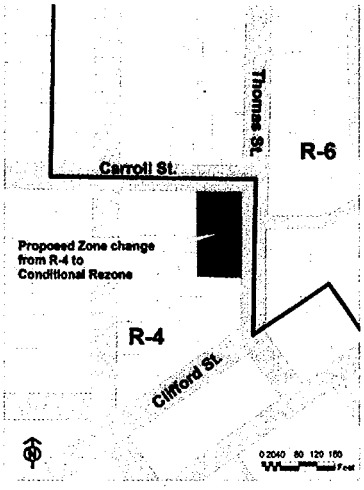
WHEREAS, the Planning Board, after notice and hearing and due deliberation thereon, recommended the rezoning of the Property as aforesaid, subject, however, to certain conditions contained in this AGREEMENT; and

WHEREAS, the Portland City Council, pursuant to 30-A M.R.S.A. § 4352(8) and §§ 14-60 to 14-62 of the Code, after notice, hearing and due deliberation thereon, has determined that because of the unusual nature and unique location of the proposed development, and its minimal impact on and compatibility with the surrounding community, it is necessary and appropriate to recommend the rezoning of the Property as aforesaid, with the following conditions and restrictions set forth in this AGREEMENT; and

WHEREAS, the Portland City Council has on June 18, 2012 approved this Agreement in its entirety, by City Council Order No. 214-11/12, a true copy of which is attached hereto as Attachment 1 (the "Order");

NOW, THEREFORE, in consideration of the rezoning, the Developer covenants and agrees as follows:

1. Pursuant to the Order, the City shall amend the Zoning Map of the City of Portland, dated September, 2000 (as amended from time to time and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by § 14-49 of the Code) by adopting the map change amendment shown below to zone the property conditional R-4, subject to the conditions contained below.



Conditional Rezoning from R-4
32 Thomas Street
(Williston West Church building complex)

If this Agreement is not recorded within sixty (60) days after the effective date of the City Council's approval of the Order, then the conditional rezoning shall become null and void and the zoning of the Property shall revert to the pre-existing R-4 zone.

2. Permitted uses:

a. All uses allowed in the R-4 zone.

b. Professional offices, including computer software programming and marketing, and excluding personal services, retail services and veterinarians, subject to the following limitations:

(1) Professional offices shall be located on the first floor of the parish house and shall occupy no more than 2,800 square feet of floor area.
(2) The total number of individuals working in the professional offices shall not exceed fourteen (14) non-resident employees regularly scheduled to occupy the premises at any one time.

(3) The business utilizing the office space shall be a single tenant office user owned by or affiliated with the owner of the building complex.
(4) The office use shall not generate frequent daily visitation by clients, customers, or the general public.
(5) The owner or operator of the business shall secure and provide to its employees one (1) off street parking space for each employee who commutes to the office by his or her automobile.

3. Use of the sanctuary as a community hall shall be reviewed as a conditional use by the Planning Board, which may place limitations on the use of the sanctuary as a community hall, in addition to the requirements for community halls set forth in section 14-103(b)(2)(e). Said limitations may include, but are not limited to the following:

a. Occupancy load;
b. Hours and days of operation;
c. Record keeping and reporting;
d. Number of organizations that may be entitled to regular use of the community hall at any one time;
e. Noise level as the property line; and
f. Service of alcohol.

4. The underlying dimensional requirements of the R-4 zone shall apply and are modified as follows:

a. Minimum Lot Size for place of assembly and professional office uses combined: 17,500 square feet.

b. Minimum Yard Dimensions:

1. Front yard: 3 feet.
2. Rear Yard: 3 feet.
3. Side Yard: 4 feet
4. Side Yard on Side Streets: 8 feet.

c. Maximum Lot Coverage: 90%.

d. Maximum Structure Height (Sanctuary): 37 feet.

e. Maximum Structure Height (Parish House): 46 feet.

f. Maximum Structure Height (Bell Tower): 70 feet.

g. Maximum Floor Area for Places of Assembly: 6,000 sq. ft.

h. Residential dwellings within the existing structures shall be governed by the provisions of Section 14-103(a)(2) of the underlying R-4 zone. Density calculations for residential use shall be based on the lot size of the parcel without land area deductions for other non-residential uses on the site.

5. Any increase in the volume or footprint of either the parish house or the sanctuary shall be prohibited.

6. Subject to receiving all necessary regulatory approvals, the Developer shall rehabilitate the Property in accordance with the Rehabilitation Schedule and related elevation drawings A-1 through A-8, attached hereto as Exhibit B, in keeping with the standards of Article IX, Historic Preservation, of the Portland City Code and as shall be reviewed and approved by the Historic Preservation Board or staff under the terms of this Article. Rehabilitation shall commence within six (6) months of [date of enactment] and shall be completed within twenty-four (24) months of [date of enactment]. Any rehabilitation improvements required by this AGREEMENT not completed before the issuance of the certificate of occupancy for the office use shall be secured by a performance guarantee in the form of an escrow account, letter of credit, or equivalent surety approved by the Corporation Counsel of the City of Portland, in an amount equal to the estimated cost of completion of such improvements. Such performance guarantee shall be reduced by the City upon completion of improvement phases, but shall not be reduced to less than the estimated cost of any incomplete required improvements. In the event that the owner/developer fails to execute the required improvements by the time specified herein, unless granted an extension in writing from the Planning Authority of the time to complete for good cause and not to exceed an additional twelve (12) months, then the City of Portland or its designee shall have the right to utilize the proceeds of the performance guarantee to hire a competent contractor to complete such improvements. In such event, the Planning Authority shall have the right to review and approve the work scope consistency with the required improvements of Exhibit B, the specifications and methods of such work items, and contractor qualifications.

7. If any required approval, including the City Council's approval of this AGREEMENT, has been appealed or becomes the subject of litigation, then the required performance time frames contained in this AGREEMENT shall be measured from the final disposition of any such appeal or litigation. Failure, however, to commence the rehabilitation improvements or post the performance guarantee within the timeframes stipulated in this paragraph and/or paragraph 13 shall result in the reversion of the subject property to the underlying R-4 zone and this AGREEMENT shall be null and void.

8. The provisions of this AGREEMENT are intended to replace and/or supersede the associated provisions of the underlying R-4 zone. As stated above, to the extent not otherwise altered herein, the zoning requirements for the R-4 zone shall otherwise apply to the Property.

9. For a period of five (5) years from [date of enactment], Developer shall submit an annual report to the Planning Authority which shall include the number of employees working at the premises, the location and number of secured off street parking spaces, and other items pertaining to compliance with provisions of this AGREEMENT as required by the Planning Authority. Thereafter, to the extent the Planning Authority requires additional information/report(s) the Developer shall provide the Authority with any such additional information/report(s).

10. The Developer shall replace and/or repair the sidewalk and all other public property surrounding the entire Property if said sidewalk or other public property is damaged as a result of construction on the Property including, but not limited to, construction of the residential and office uses described in this AGREEMENT.

11. Under no circumstances shall the Developer be permitted to convert any residential property in the R-4 zone to an institutional use.

12~~10~~. In the event of a breach by the Developer or its successors or assigns of the provisions contained herein (whether the Zoning Administrator, the Zoning Board of Appeals or a Court determines such breach), the Planning Board, after notice and hearing, may review the circumstances of the breach and recommend to the City Council that this AGREEMENT be amended or be rescinded and determine that such rescission should result in the termination of this AGREEMENT and a reversion of the Property to the R-4 zone requirements in place before the execution of this AGREEMENT.

13~~11~~. This AGREEMENT may also be enforced pursuant to the land use enforcement provisions of state law including, but not limited to, 30-A MRSA § 4452 and the Portland City Code.

14~~12~~. The above stated restrictions, provisions, and conditions are an essential part of the rezoning, shall run with the Property, shall bind and benefit the Developer, any entity affiliated with the Developer that takes title to the Property, its successors and assigns, and any party in possession or occupancy of said Property or any part thereof, and shall inure to the benefit of and be enforceable by the City of Portland, by and through its duly authorized representatives. The Developer shall file a counterpart original of this Agreement in the Cumberland County Registry of Deeds.

15~~13~~. The Planning Authority shall be notified of any potential and/or pending sale of the Property (which most likely will be evidenced by a Purchase & Sales Agreement or its equivalent), and prior to closing the sale of the Property shall meet with the buyer and verify that he/she/it has read, understood and agrees to be bound by the terms, conditions, limitations and provisions of this AGREEMENT, and said buyer shall so state in a signed affidavit to be kept on file with the Planning Authority.

16~~14~~. If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent

provision and such determination shall not affect the validity of the remaining portions hereof.

17~~15~~. Except as expressly modified herein, the development shall be governed by and comply with the provisions of the Portland City Code, including but not limited to, the maintenance requirements for historic structures set forth in section 14-690 of the Code, and any applicable amendments thereto or replacement thereof.

WITNESS: _____

32 THOMAS STREET, LLC

_____

BY:

STATE OF MAINE
CUMBERLAND, ss. _____, 2012

Personally appeared before me the above-named _____, in his/her capacity as _____ of 32 THOMAS STREET, LLC, and acknowledged the foregoing instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

Before me,

_____

Att. 5

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

Jeff Levine, AICP, Director
Ann Machado, Zoning Administrator

September 9, 2015

Prof. Frank Monsour
32 Thomas Street LLC
32 Thomas Street
Portland ME 04101

Re: 26-32 Thomas Street

Dear Prof. Monsour:

On September 3, 2015, the Zoning Board of Appeals voted 4-0 (Moppin and Larssen absent) to grant the Conditional Use Appeal to add five dwelling units to the existing structure that was previously used as the Parish House for the Church. This approval is valid for two years. I am enclosing a copy of the Board's decision. You will also find an invoice for the fees that are still owed for the processing fee, legal ad and the notices for the appeal. Please submit your payment on receipt of this invoice.

Now that the conditional use appeal has been approved, you will need to apply for a permit to add the five dwelling units to the existing building. This permit can be found on the City website http://www.portlandmaine.gov/documentcenter/view/2301. You have two years from the date of the meeting, September 3, 2015, referenced under section 14-474(f) to obtain the permit and start work, or your Zoning Board approval will expire.

Your permit will be reviewed concurrently with the current Level III Site Plan (#2015-131). It cannot be issued until the Planning Board approves the Level III Site Plan.

Appeals from decisions of the Board may be filed in Superior Court in accordance with Rule 80B of the Maine Rules of Civil Procedure.

Should you have any questions, please contact me at (207) 874-8709.

Sincerely,

Ann B. Machado
Zoning Administrator

CC: file

Att. A

GARRISON CONSULTING

August 10, 2015

Portland Planning Board
389 Congress Street
Portland Maine, 04101

Re: Preliminary Submission for Site Plan Review
32 Thomas St – Williston West Church

Dear Chair O'Brien and Members of the Planning Board,

On behalf of 32 Thomas Street LLC please accept and consider this submission for site plan review for the conversion of the parish house at 32 Thomas Street to 5 residential dwelling units and office use. The work proposed meets the requirements of the conditional rezoning agreement for the property as well as the underlying requirements for the R4 Zone, which in part are applicable to this submission.

This submission includes:

- A completed application and fee.
- A narrative of the proposed work and compliance with the requirements
- Deed for the property
- Existing site plan and existing conditions analysis
- Preliminary utility plan and site plan
- Illustrative landscape plan and exterior elevations.

Along with this submittal, we are concurrently submitting to the Zoning Board of Appeals as required for conditionally allowed uses in the R4. In addition we are submitting to Historic Preservation for approval of the proposed modifications to the courtyard per the requirements of the historic designation of the property.

We look forward to submission of a Final Plan - Level III Site Plan application and subsequent presentations to the planning board.

Sincerely,

Matthew G Winch, Architect
Principal

A Maine Licensed Architect

41 Edgewood Avenue Portland, ME 04103
(207) 450-0750
matthewwinch@earthlink.net

Portland, Maine Yes. Life's good here.

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.

☑ I intend to hand deliver a check.
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.~~

☐ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

M. Coul
Applicant Signature: August 10, 2015 Date:

I have provided digital copies and sent them on: August 10, 2015 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 III: 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).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: http://me-portland.civicplus.com/DocumentCenter/Home/View/1080
Design Manual: http://me-portland.civicplus.com/DocumentCenter/View/2355
Technical Manual: http://me-portland.civicplus.com/DocumentCenter/View/2356

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

Updated: June 1, 2015

PROJECT NAME: 32 Thomas Street Apartments

PROPOSED DEVELOPMENT ADDRESS:

32 Thomas Street

PROJECT DESCRIPTION:

Conversion of old John Calvin Stevens Parish House to 5 new residential dwelling units. The development would maintain the +/- 2,600 SF of previously approved office use. See the attached narrative included with this submission for additional project details.

CHART/BLOCK/LOT: Chart 62 Block E Lot 5

PRELIMINARY PLAN August 10, 2015 (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Prof. Frank Monsour Business Name, if applicable: 32 Thomas St LLC Address: 32 Thomas St City/State : Portland, ME Zip Code: 04101	**Applicant Contact Information** Work # (207) 774-4060 Home# Cell # Fax# e-mail: 32thomas@majellaenterprises.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	**Owner Contact Information** Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Garrison Consulting Matthew Winch, Architect Address: 41 Edgewood Ave City/State : Portland, ME Zip Code: 04103	**Agent/Representative Contact information** Work # (207) 450-0750 Cell # e-mail: matthewwinch@earthlink.net
Billing Information Name: 32 Thomas St LLC Address: 32 Thomas St City/State : Portland, ME Zip Code: 04101	**Billing Information** Work # (207) 774-4060 Cell # Fax# e-mail: fred.lamontange@majellaenterprises.com

Engineer	**Engineer Contact Information**
Name: SGC Engineering, LLC, Eric Williams, PE Address: 501 County Road City/State : Westbrook, ME Zip Code: 04092	Work # (207) 347-8137 Cell # (207) 615-9232 Fax# e-mail: ewilliams@sgceng.com
Surveyor	**Surveyor Contact Information**
Name: Northeast Civil Solutions, Jim Fisher Address: 381 Payne Road City/State : Scarborough, ME Zip Code: 04074	Work # (207) 883-1000 Cell # Fax# e-mail: jim.fisher@northeastcivilsolutions.com
Architect	**Architect Contact Information**
Name: Garrison Consulting Matthew Winch, Architect Address: 41 Edgewood Ave City/State : Portland, ME Zip Code: 04103	Work # (207) 450-0750 Cell # Fax# e-mail: matthewwinch@earthlink.net
Attorney	**Attorney Contact Information**
Name: Mary Costigan Bernstein Shur Sawyer & Nelson Address: 100 Middle Street City/State : Portland, ME Zip Code: 04101	Work # Cell # Fax# e-mail:

APPLICATION FEES:

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

Level III Development (check applicable reviews)

_X_ 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)
_X_ Subdivisions ($500 + $25/lot)
# of Lots _6_ x $25/lot = _$150_
___ Site Location ($3,000, except for residential projects which shall be $200/lot)
# of Lots ___ x $200/lot = _____
___ Other _____
_X_ Change of Use
___ Flood Plain
___ Shoreland
___ Design Review
___ Housing Replacement
_X_ Historic Preservation

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal

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 Building Inspections 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.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

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:**
	August 10, 2015

PROJECT DATA

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

Total Area of Site	17,998 sq. ft.
Proposed Total Disturbed Area of the Site	Approx 15,500 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)	13,800 sq. ft.
Impervious Area (Total Proposed)	Approx 14,700 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	12,000 sq. ft.
Building Footprint (Total Proposed)	12,000 sq. ft.
Building Floor Area (Total Existing)	19,400 sq. ft.
Building Floor Area (Total Proposed)	20,030 sq. ft.
Zoning	
Existing	Conditional Use
Proposed, if applicable	N/A
Land Use	Religious assembly, daycare,
Existing	community and social service programs.
Proposed	Residential, office.
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	5
# of Lots (Total Proposed)	1
# 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)	2
# of Three-Bedroom Units (Total Proposed)	3
Parking Spaces	
# of Parking Spaces (Total Existing)	2
# of Parking Spaces (Total Proposed)	4
# of Handicapped Spaces (Total Proposed)	0
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	0
Estimated Cost of Project	$1,400,000

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
		1	Written description of project
X		1	Evidence of right, title and interest
N/A		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
N/A		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
N/A		1	Written requests for waivers from site plan or technical standards, if applicable.
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;	
N/A - Existing structures noted on Exist Site Plan		Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;	
N/A		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
N/A		Preliminary infrastructure improvements;	
X		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
N/A		Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);	
N/A		Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);	
N/A		Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;	
X		Exterior building elevations.	

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	**(* 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

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: _____

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

Site Address: _____

Chart Block Lot Number: _____

Proposed Use: _____
Previous Use: _____
Existing Sanitary Flows: _____GPD
Existing Process Flows: _____GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.

_____
_____

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

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____
Owner/Developer Name: _____
Owner/Developer Address: _____
Phone: _____ Fax: _____ E-mail: _____
Engineering Consultant Name: _____
Engineering Consultant Address: _____
Phone: _____ Fax:_____ E-mail: _____

(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: _____ 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.

Total Drainage Fixture Unit (DFU) Values: _____

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: _____ 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

Att. B

WARRANTY DEED
Maine Statutory Short Form

MAINE REAL ESTATE TAX PAID

KNOW ALL BY THESE PRESENTS, that **WILLISTON-WEST CHURCH, a/k/a Williston-West United Church of Christ, successor in interest to Williston Church,** a Maine non-profit corporation having a place of business at Portland, County of Cumberland, and State of Maine, for consideration paid, grants to **32 THOMAS STREET, LLC**, a Maine limited liability with a place of business in Portland, County of Cumberland and State of Maine, whose mailing address is 477 Congress Street, Suite 601, Portland, Maine 04101, with **WARRANTY COVENANTS,** the land, together with any improvements thereon, located in the City of Portland, County of Cumberland and State of Maine, and more particularly described in Exhibit "A" attached hereto and made a part hereof.

IN WITNESS WHEREOF, said WILLISTON-WEST CHURCH has caused this instrument to be signed and sealed by Patrick Costin, its duly-authorized Chairman of the Board of Trustees this 19TH day of December, 2011.

WITNESS:

WILLISTON-WEST CHURCH,
a/k/a Williston-West United Church of Christ, successor in interest to Williston Church

By: Patrick Costin
Its: Chairman of Board of Trustees

STATE OF MAINE
COUNTY OF CUMBERLAND

December 19, 2011

Personally appeared before me the above-named Patrick Costin, Chairman of the Board of Trustees, and acknowledged the foregoing to be his free act and deed in said capacity and the free act and deed of said church.

~~Notary Public~~/Attorney at Law

Peter L. Murray
Printed Name

EXHIBIT A
TO
WARRANTY DEED

Two certain lots or parcels of land, together with any improvements thereon, situated in the City of Portland, County of Cumberland and State of Maine and further described as follows:

PARCEL 1: A certain parcel of land located in said Portland bounded as follows. Beginning at the corner made by the intersection of the Westerly side of Thomas Street unto the Southerly side of Carroll Street; thence Southerly by said Westerly side of Thomas Street one hundred and five (105) feet to a point; thence Westerly on a line parallel with said Southerly side of Carroll Street one hundred (100) feet to a point; thence Northerly on a line parallel with said Westerly side of Thomas Street one hundred and five (105) feet to said Carroll Street; thence Easterly by said Carroll Street to the point begun at. Being the same premises described in two certain agreements between Abby A. Steele and John H. True. Being the premises described in a deed from Abby A. Steele to Williston Church dated April 13, 1886 and recorded in the Cumberland County Registry of Deeds in Book 525, Page 221.

PARCEL 2: Property located in said Portland, being the premises described in a deed from Edward P. Chase to Williston Church dated September 9, 1897 and recorded in the Cumberland County Registry of Deeds in Book 652, Page 460.

Also hereby conveying all of the Grantor's right, title and interest in and to the fee underlying all public or private rights-of-way, easements, streets and alleys over, contiguous, benefitting or appurtenant to the premises.

The above described property is conveyed subject to an Easement from Williston Church to Central Maine Power and New England Telephone and Telegraph dated November 11, 1970 and recorded in said Registry of Deeds in Book 3157, Page 51.

By acceptance of this deed, Grantee agrees, for itself and its successors and assigns, that should the Grantee, its successors or assigns, at any time desire to demolish or alter the building on the property conveyed herein as to result in material damage to or removal of the stained glass windows, pipe organ and church bell, the Grantor shall have the right to remove and repossess the affected stained glass windows, pipe organ and church bell, without charge, but at its own expense, for preservation, recycling and/or re-use by Grantor, its successors and assigns, at Grantor's other location or elsewhere; provided, however, that Grantor, its successors or assigns, shall at its own expense reasonably restore any portion of the property disturbed by such removal activities.

Meaning and intending to describe the same property as described in a deed from Abby Steele to Williston Church, dated April 13, 1886 and recorded in said Registry of Deeds in Book 525, Page 221and in a deed from Edward Chase to Williston Church, dated September 9, 1897 and recorded in said Registry of Deeds in Book 652, Page 460.

The above-described premises were surveyed by Northeast Civil Solutions as shown on a "Boundary Survey of 26 Thomas Street, Portland, Maine" dated December 13, 2011, and the Grantor conveys all right, title and interest in and to the metes and bounds description as follows:

A certain lot or parcel of land, together with any improvements thereon, located on the southerly side of Carroll Street and on the westerly side of Thomas Street, in the City of Portland, County of Cumberland, State of Maine, being more particularly bounded and described as follows:

BEGINNING at a #5 rebar w/cap stamped "NCS, INC PLS 1314" at the intersection of the southerly right-of-way line of Carroll Street and the westerly right-of-way line of Thomas Street. Said rebar being shown on a plan entitled "Boundary Survey of 26 Thomas Street, Portland, Maine" by Northeast Civil Solutions, dated December 13, 2011;

THENCE S 17°46'20" W along the westerly right-of-way line of said Thomas Street 180.00' to a #5 rebar w/cap stamped "NCS, INC PLS 1314". Said rebar being the northeasterly corner of land now or formerly of McKee Associates LLC as recorded in a deed recorded in the Cumberland County Registry of Deeds in Book 15262, Page 140;

THENCE N 72°58'37" W along the northerly line of land now or formerly of said McKee Associates LLC, 100.00' to a #5 rebar w/cap stamped "NCS, INC PLS 1314";

THENCE N 17°46'20" E along the easterly line of said McKee Associates LLC, land now or formerly of Sidney Tripp as recorded in a deed recorded in said Registry of Deeds in Book 15671, Page 307 and land now or formerly of McLellan School Houses Condominiums 180.00' to a #5 rebar w/cap stamped "NCS, INC PLS 1314". Said rebar being on the southerly right-of-way line of Carroll Street;

THENCE S 72°58'37" E along the southerly right-of-way line of said Carroll Street 100.00' to the POINT OF BEGININNG.

The above described parcel contains 17,998 square feet, more or less.

The basis of bearing for the above described parcel is Magnetic 1980.

Received
Recorded Register of Deeds
Dec 20,2011 02:21:24P
Cumberland County
Pamela E. Lovley

Att. C

Androscoggin Bank

130 Middle Street
Portland, Maine 04101
207.518.6300
1.800.966.9172
androscogginbank.com

8/11/2015

City of Portland
389 Congress Street
Portland, ME 04101

RE: 32 Thomas Street LLC

To Whom It May Concern:

On behalf of Androscoggin Bank, I am pleased to provide this letter of support for Frank Monsour for the Williston-West Church Historic Renovation. Based on our knowledge of Mr. Monsour's past projects, we believe that the applicant has the ability to finance projected costs and develop a project of similar type and scale from a fiscal perspective.

Further, based upon our discussions, we believe that Mr. Monsour possesses the skills and expertise to complete the proposed project on time and within budget.

While this letter is not a commitment to lend, Androscoggin Bank would welcome the opportunity. Please feel free to call me with any questions.

Sincerely,

Sean Rankin
Assistant Vice President
Androscoggin Bank

Member FDIC EQUAL HOUSING LENDER

Written Description of Project

Located on the Western Promenade, 32 Thomas Street is the location of the historic Williston West Church and Parish House. A cornerstone to the neighborhood the church sanctuary, designed by renowed Architect Francis Fassett was constructed in the 1870's. At this time Fassett was a mentor to a young John Calvin Stevens. Williston West Church celebrated its first service on September 1, 1878.

That service was led by Reverend Francis E Clarke, whose role in the church can not be taken lightly. Williston West Church is credirted as the birthplace of and Reverend Clarke the founder of the Young People's Society of Christian Endeavor, later know as Christian Endeavor Society. It is with that amazing legacy that the future history of the church was built.

That legacy also led to the design and construction of the parish house, the focus of this current submission to the Planning Board. Designed by the then established Architect John Calvin Stevens the parish house fully transformed the church from a place of worship to a home for related acitivites of the church that served community as well as religious mores.

The church was added ot the Niational Register of Historic Places in 1980 however the result of a declining congregation the church property was sold to a private entity (32 Thomas St LLC) in 2011 and the church merged with Emmanuelle Church. Known today as Williston Emanuelle United Church and located in the Emanuelle Church on High Street.

After the property was purchased, 32 Thomas St LLC requested and was granted a Conditional Zoning designation for the property. While not going into full detail this designation allowed for the converstion of up to 2800 SF of space in the Parish House for use as office space with a maximum of 14 staff and private off street parking for the staff that commuted via automobile. The agreement for this office use included the completion of an agreed to Rehabilitation Work Schedule (Exhibit B of the agreement).

At the time of this submission the rehabilitation of the bell tower (Item #2), Instalation of the temporary storm window (Item #7) and the reset and repair of the granite steps (Item #8) have all been completed. In addition the work to repair or repoint the masonry in identified locations around the property (Items #3 and #4) has also been started.

The final work from the rehabilitation schedule, replacement of the sanctuary roof with a new slate roof, copper flashings gutters and downspouts (Item #1) and the repair of the missing or leaky downspouts on the Parish House (Item #5). Regrading of the courtyard to create positive drainage away from the building will be completed last and will be incorporated into the proposed site landscape improvements to the courtyard as part of this submission to the city.

The proposed scope work associated with this submission for preliminary site plan review is for the conversion of 2,500 SF of ground floor space of the Parish House to office use, the conversion of the remaining ground floor space of the Parish House to one residential dwelling unit (Caretaker's Unit) and the conversion of the upper two floors of the Parish House (approximateley 8,000SF) to 4 residential dwelling units.

The proposed uses are allowable per the Conditional Zoning Agreement for the property and by the Conditiaonally Allowable Uses of the underlying R4 Zone. The following sections of the narrative evaluates each of the required components individually.

Compliance with Appllicable Zoning

A copy of the Conditional Rezoning Agreement has been attached as Appendix A and is refered to along with the R4 Zoning in the evaluation of the the proposed project's compliance with the applicable zoing for this site.

Permitted uses:

a. All uses in the R-4 Zone
b. Professional offices, including computer software programing and marketing, and excluding personal services, retail services and veterinarians subject to the following limitations:
    1. Professional offices shall be located on the first floor of the Parish House and shall occupy no more than 2,800 SF of floor area
    2. The total number of individuals working in the profesional offices shall not exceed fourteen (14) non-resident emplyees regularly scheduled to occupy the premises at any one time.
    3. The business utilizing the office space shall be a single tenant office user owneed by or affiliated with the owner of the building complex
    4. The office use shall not generate frequent daily visitation by clients customers, or the general public.
    5. The owner or operator of the business shall secure and provide to its employees one (1) off street parking space for each employee who commutes to the office by his or her automobile.

This submission includes an office use on the first floor of the Parish House that occupies approximatley 2,500 SF of floor area.

The underlying dimensional requirements for the underlying R4 Zone apply but for the following modifications as per the Conditional Rezoning Agreement. These individual equirements are listed below along with the established compliance to those requirements in this submittal.

a. Minimum Lot Size for places of assembly and professional office uses combined 17,500 SF. The lot size of the subject property is 17,998SF and is documented as such on the attached existing site survey.
b. Minimum Yard Dimensions
    1. Front yard: 3 feet. **The existing Front yard of Parish House is 4'-0", the Sanctuary is 6'-10" at Thomas Street and 6'-9" at Carroll St.**
    2. Rear Yard: 3 feet. **The existing structure of Sanctuary is 2'-9" and at the existing structure at the rear of the Parish House is 3'-9".**
    3. Side Yard: 4 feet. **The side of the existing Parish House structure at the side yeard is 5'-0".**
    4. Side Yard on Side Streets: 8 feet.

c. Maximum Lot Coverage: 90%. **The existing footprint of the structures on the property is approximately 12,000 SF providing a lot coverage of 67%.**
d. Maximum Structure height (Sanctuary): 37 feet. **The existing height of the Sanctuary is approximately 37 feet.**
e. Maximum Structure height (Parish House): 47 feet. **The existing height of the Parish House is approximately 47 feet.**
f. Maximum Structure height (Bell Tower): 70 feet. **The existing height of the Bell Tower is approximately 70 feet.**
g. Maximum Floor Area for Places of Assembly: 6,000SF. **This submission does not include any provision or consideration for the use of the Sanctuary as a Community Hall at this time.**

h. Residential dwellings within the existing structures shall be goverened by th eprovisions of Section 14-103(a)(2) of the underlying R-4 Zone. Density calculations for residential use shall be based on the lot size of the parcel without land area deductions for other non-residential uses on the site. The owner of the poperty is proposing 5 residential dwelling units within the existing structure of the Parish House. **The R-4 Zone requires a minimum lot area of 3,000SF per unit. And a minimum floor area of 700SF per unit. The proposal of 5 units requires 15,000SF of land area. As noted in previous sections of this submittal the existing land area of the site is 17,998 SF. The smallest unit of the 5 proposed is approximately 1,100 SF.**

The Conditional Rezoning Agreement prohibits the increase in volume or footprint of either the Parish House or the Sanctuary. **The submission includes the rennovation of the existing portico connector between the Parish House and the transept of the Sanctuary as the main entrance to the residences in the Parish House. These modifications will not increase the footprint or the volume of the primary structures on th eproperty.**

As noted in other sections of this submission, the Conditional Rezoning Agreement included a Rehabilitations Schedule (Exhibit B of the attached Appendix A). **That work has commenced and is underway as noted**. **The owner does not intend to seek a certificate of occupancy for the office use int eh Parish House until all of the work on the Rehabilitation Schedule has been completed.**

In addition to the requirements above, the submission for 5 residential dwelling units is considered a sub-division, which is conditionally allowable in the R4 Zone. Conditionally allowable uses shall be presented to the Zoning Board of Appeals. The subdivision will also ultimatley require a recording platt be submitted for the completed residential dwelling units.

On site parking for the residential use is not required because of the historic designation of the property, however a preliminary site plan has been submitted indicating parking for up to four (4) vehicles on site. The exterior site plan and courtyard design are presently being reviewed with Historic Preservation staff and will be submitted for review by Historic Preservation Board shortly.

Preliminary Traffic Analysis

Traffic in the immediate vicinity of the property should be minimal at best. The proposed 5 residential units will bring very little change to the overall traffic flows on the Western Promenade neighborhood streets. The same applies to the proposed office use. Any increase in traffic flows will not be significant and are a significant reduction in the traffic associated with the former uses of the property, which was a fully functioning church, with community outreach programs and a fully functioning daycare.

Preliminary Stormwater Analysis

As a Level III Site Plan, the proposed development requires a Stormwater Management Plan per Section 5.2.C.b of the Stormwater Management Standards found in the City of Portland Technical Manual. The Stormwater Management plan must be pursuant to the Maine DEP Chapter 500 Stormwater Management Rules for basic, general, and flooding standards. As the development is a change of use and the existing footprint of the building will be utilized, the project results in only approximately 900 square feet of additional impervious area. This additional impervious area will likely be required for parking or driveway accommodations in the existing courtyard off of Thomas Street. While this is a negligible increase in comparison to the overall impervious area associated with the footprint of the building, there are approaches that can mitigate any offsite affects. The use of grass pavers reduces impervious area and the resulting stormwater runoff that may be well suited for tight accommodations of this site while providing for additional green space. Another alternative that could be implemented is a shallow rain garden incorporated into the landscaping surrounding the proposed parking. This provides for both stormwater quantity and quality control. Either one of these approaches or a combination of both, will be adequate to address any offsite stormwater quantity or quality impacts.

Preliminary Utilities Analysis

The proposed development will utilize existing public utility services connected to common utilities in the adjacent right of ways of Thomas and Carroll Street. The existing building has water service to a 6-inch water main in Thomas Street that will be utilized. Domestic water service will be evaluated based on existing and proposed water usage and a determination will be made if the service size needs to be increase. The existing 6-inch fire service will similarly be evaluated to determine if future fire suppression demands will be adequately provided or if the service needs to be increased.

Sanitary sewer service for the existing building is 4-inch diameter leading to existing sanitary sewer main in Thomas Street. Based on the existing and proposed water usage that the project will generate, a flow analysis and wastewater capacity application will be submitted to the City.

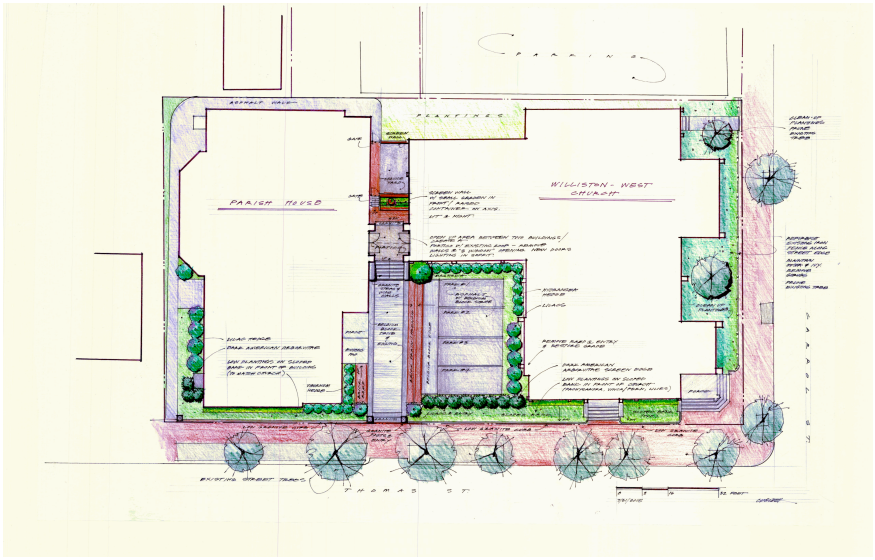
All other communication utilities that will service the proposed development are overhead and exist in Thomas and / or Carroll Streets.

Proposed Site Plan and Preliminary Landscape Plan

On the attached plans we have shown a proposed redevelopment of the principal courtyard on the property. The courtyard of the property has an existing curb cut and two in-line parking spaces. An existing entry to the Parish House is at the southwest corner of the courtyard. An old ramp and side entrance to the church sanctuary lies to the eastern corner. Several overgrown plantings surround the perimeter of the courtyard with a single tree at the center.

A preliminary site plan was developed showing a renovated courtyard with 4 proposed parking spaces and a new primary entrance to eh residential units in a renovated portico. The attached photo shows that original scheme.

We met informally with Historic Preservation Manager Deb Andrews to review this scheme and to get her preliminary feedback on it. We shared the idea of pulling cars in and to the right of the existing driveway, creating a visual corridor with an unobstructed (by car bumpers) view of the building. A hedgerow along the sidewalk to help screen the parked cars and we shared some very preliminary thoughts on how the portico could be re-imagined as a front door to the new apartments and a new entrance to the transept of the sanctuary. Four cars parked in the courtyard with proper drainage a cobblestone driveway and very minimal to no planting in front of the transept and south facade of the main sanctuary structure and finally removal of the ramp leading up to the sanctuary.



Deb was somewhat concerned with the notion that vehicles would be parked in front of the historic stained glass in the transept. A feature that Deb also would not like to see heavily screened by the hedgerow, which while screening the cars acts as a foil to the important architecture of the sanctuary.

Where this ultimately led us was to talk about the possibility of moving the curb cut to the to the opposite side of the courtyard and closer to the sanctuary. If we moved the curb cut we would then turn into the courtyard and park to the left toward the parish house. This would accomplish a number of possible positive outcomes. It provides a more dramatic and unobstructed view of the stained glass of the transept and the south face of the sanctuary. It also serves to take the focus off the portico.

We also discussed some thoughts about creating a small walk leading up to the offices, again taking some focus off the portico. Deb would ultimately hope that we could come up with some further thoughts and ideas that transforms the portico, perhaps makes a more modern statement to better connect the parish house and the sanctuary.

With that feedback from Deb it led us to redesign the courtyard and try to strike a balance for the demands for the functional re-use of the site and the concerns of Historic Preservation. This new plan builds on that feedback. With the entrance to the courtyard flipped the site access to the the courtyard is now adjacent to the sanctuary. If approved, this new location will provide for a better unobstructed view of the historic stained glass windows in the transept. The main entrance remains at the portico, but the proposed stair leading up to it has been rotated 90° to allow for closer parking to the Parish House and to increase the views line of the stained glass. New materials in the courtyard include brick pavers, cobblestones and grass pavers (if required to mitigate impervious increases). A hedgerow would still block the view of cars parked in the courtyard, but again view of the stained glass would be maintained from the new driveway.

Finally the existing entrance to the parish house would now be accessed from the sidewalk at Thomas Street. A hedgerow is proposed to screen the parking area and provides a modest but strong view corridor to the parish house entrance and the existing masonry and wood timber frame that frames the opening.

From: "Matthew G. Winch" <matthewwinch@earthlink.net>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 10/1/2015 4:43 PM
Subject: Re: Further comments Re: On-street parking, crosswalks and CMP

Hi Jean -

Sorry it took a spell to get this turned around back to you. However as we discussed earlier today, outside of some coordination on drawings there are no major staff concerns.

I will adress your comments in the same order presented.

1 - Crosswalk: We are all on the same page on leaving the crosswalk. I should note that it is not evident on the existing conditions site plan from Northeast Civil, but there are tip-down ADA curbs at both end of the Spruce Street crosswalk. Please let me know if there is a higher expectation with the existing ramping at the crosswalk

2 - Parking: We are working to remove the second curb cut and will have this as wells the other coordination items to you for Monday.

3 - CMP: At present the telephone pole off the southeast corner of the parish house provides power underground to the property. This pole also feeds 4 other properties adjacent or across the street from the parish house. When we met with CMP we did begin to discuss power upgrades to the building. We realized that there is not any 3-phase power on Thomas Street. With the load demand we anticipate we will need to provide 3-phase to the building. After a quick walk around the neighboring streets the closest location for 3-phase may be from the corner of Neal and Carroll Street. CMP is now just beginning to evaluate how to best deliver 3-phase power to the property to balance loads, engineering and cost. There is a chance we will reuse the underground entrance at the corner of the Parish House or come into the property at the corner of the sanctuary by the rear entrance on Carroll Street. SGC Engineering will indicate both location as possible service entrance (and underground vault) for future 3-phase. Once we know which option is best we will inform staff / PB.

4 - Drainage: SGC Engineering will add a general note to their drawing that all roof gutter leaders terminate and drain at the surface. Capping the underground leaders. With Heritage Roofing starting soon on the roof restoration, this may well be underway later in the autumn.

5 - Site Plan: SGC's site plan will coordinate all of the site info as you described below.

Again we plan to send you 3 updated drawings on Monday showing the above and the second curb cut removed.

Best,
Matthew

Matthew G. Winch, Architect
Garrison Consulting
41 Edgewood Ave
Portland, ME 04103
(207) 450-0750
matthewwinch@earthlink.net

Maine Licensed Architect

"every idea starts with a thought"

> On Sep 30, 2015, at 3:24 PM, Jean Fraser <JF@portlandmaine.gov> wrote:

From: Matthew G. Winch <matthewwinch@earthlink.net>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 9/29/2015 4:10 PM
Subject: On-street parking, crosswalks and CMP

Hi Jean -

Following is an update on the three items we reviewed yesterday.

CMP Meeting
We had a productive initial conversation on-site with CMP. The telephone pole at the second proposed curb cut will need to be moved about 24" north (closer to Carroll Street). The guy wire overhead would be reconfigured with an extension bracket overhead and reattach to the same anchor presently in the ground. If the second curb cut is approved buy HP and PB we will proceed with CMP to initiate design and relocation of the pole.

The pole that lands adjacent to the proposed courtyard curb cut looks like it can be preserved where it is. When CMP recently put in a new 40' pole it was set about 24-30" south of Carroll Street, which looks to be out of the way of the new curb cut to the courtyard. If CMP were to relocate this pole, it would have to go pretty close to the mature street tree, which we do not favor (nor would we think the city favors). The civil engineer felt we could make clearances all work.

On-street parking
Presently today there are 7 on-street parking spaces between Carroll Street and the driveway of the abutter next to the church property. One of those space is a handicapped parking space and site between the existing Spruce Street crosswalk and the existing courtyard curb cut.

By relocating the courtyard curb cut (leaving the cross walk to Spruce) it would create an efficiency to on-street parking that would gain 1 parking space bringing the on-street total to 8. The existing 2 spaces between Carroll Street and the crosswalk to Spruce and 6 spaces between the new courtyard curb cut and the driveway of the abutter to the south of the Parish House.

By adding a second curb cut to the property it would eliminate the parking space that was gained and return the total to 7. The distance between the two curb cuts proposed for the church property would allow for 3 spaces. The distance between the second curb cut and the abutter to the south is tight, but appears to have just about 40 of width plus site line distance at each end for 2 vehicles. The spaces between the crosswalk and Carroll Street remains at 2.

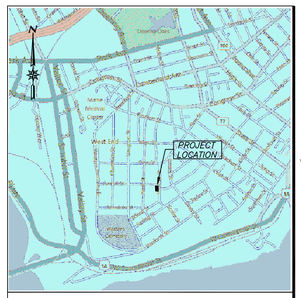
Crosswalk
While on-site today for our meeting with CMP there were quite a few people using the crosswalk to Spruce, both coming and going. While removal of the crosswalk could gain 1 additional parking space, it does not seem practical given the amount of use we noted in the short period of time we were outside on site. 10:30 to 12:00. At this point in time we would not like to pursue its removal.

In conclusion. By having 2 curb cuts on the property, parking would remain at 7 spaces on street. With just one curb cut parking would increase by 1 to a total of 8 spaces on street. If the city was to decide it best to remove the crosswalk the above two scenarios would both increase by 1 parking space.

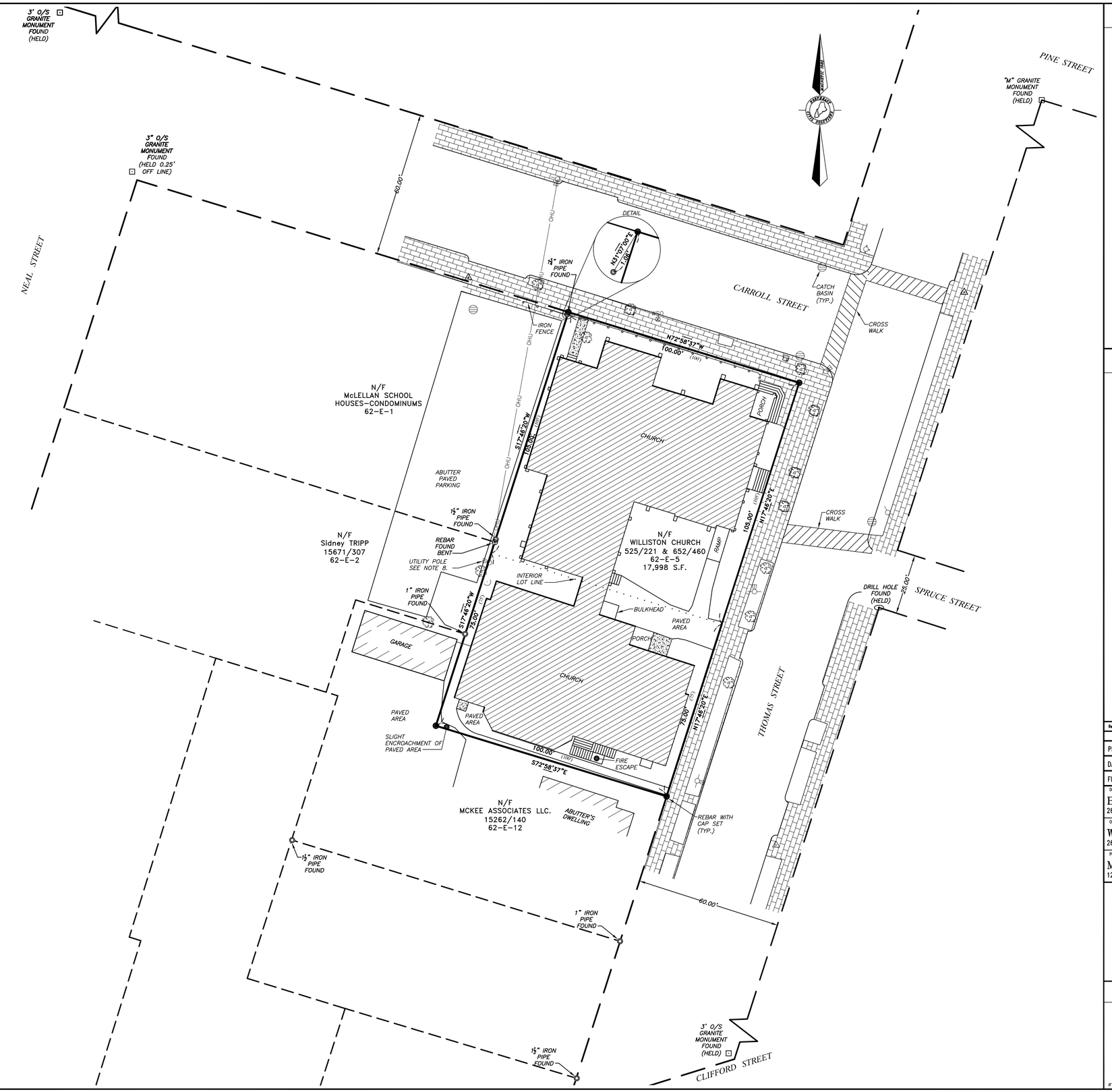
If you have any questions about any of the information above please let us know.

- Matthew

Matthew G. Winch, Architect
Garrison Consulting



VICINITY MAP
N.T.S.



LEGEND

●	#5 REBAR WITH PLASTIC CAP STAMPED "NCS, INC. PLS 1314" SET ON 12/22/11
◎	FOUND IRON PIPE (AS NOTED)
⊡	FOUND MONUMENT (AS NOTED)
⊙	FOUND DRILL HOLE
⊕	FOUND IRON ROD
	UTILITY POLE
	GUY WIRE ANCHOR
	FOUND DECIDUOUS TREE
	BOUNDARY LINE
	EASEMENT LINE
	EDGE OF PAVEMENT
	RIGHT–OF–WAY LINE
	ABUTTER LINE
OHU	OVERHEAD UTILITY
N/F	NOW OR FORMERLY OWNED BY
1234/567	DEED BOOK AND PAGE (CCRD)
12–3–45	TAX MAP–BLOCK–LOT
(123.45')	PARENTHESIS DENOTE RECORD DATA

NOTES

1. THE BASIS OF BEARING FOR THIS SURVEY MAGNETIC 1980 AND FROM PLAN REFERENCED IN NOTE 4.a.
2. DEED AND PLAN BOOK REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
3. RECORD OWNERSHIP OF THE PARCELS SURVEYED CAN BE FOUND IN THE FOLLOWING DEEDS OF RECORD:
   a. DEED FROM ABBY STEEL TO WILLISTON CHURCH DATED APRIL 13, 1886 AND RECORDED IN DEED BOOK 525, PAGE 221.
   b. DEED FROM EDWARD CHASE TO WILLISTON CHURCH DATED SEPTEMBER 9, 1897 AND RECORDED IN DEED BOOK 652, PAGE 460.
4. REFERENCE IS MADE TO THE FOLLOWING PLANS:
   a. PLAN OF LAND ON NEAL AND CARROLL STREETS PORTLAND, MAINE FOR MCLELLAN SCHOOL HOUSES, BY OWEN HASKELL, INC., DATED DECEMBER 15, 1982 AND RECORDED IN PLAN BOOK 97, PAGE 1.
   b. CLIFFORD STREET CONDOMINIUM AT 15 CLIFFORD STREET PORTLAND, MAINE FOR WILLIAM HAMILL, BY OWEN HASKELL, INC, DATED SEPTEMBER 10, 1980 AND RECORDED IN PLAN BOOK 37, PAGE 1.
   c. PLAN OF REVALUATION PLAN OF PORTLAND, DATED OCTOBER 24, 1884 AND RECORDED IN PLAN BOOK 5, PAGE 62.
   d. VARIOUS RIGHT–OF–WAY PLANS OBTAINED FROM THE CITY OF PORTLAND ENGINEERING DEPARTMENT.
5. THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 62, BLOCK E, PARCEL 5.
6. THE PARCEL SURVEYED IS LOCATED IN THE R–4 ZONE/DISTRICT. PORTIONS OF BULK AND SPACE REQUIREMENTS ARE AS FOLLOWS:
   MINIMUM STREET FRONTAGE.....50'
   MINIMUM FRONT YARD.....25'
   MINIMUM SIDE YARD.....10*
   MINIMUM REAR YARD.....25'
   *SIDE YARD IS DETERMINED BY HEIGHT OF STRUCTURE AND CAN INCREASE TO 16'
7. THE WIDTH AND LAYOUT OF CARROLL AND THOMAS STREETS IS 60' AND FROM PLANS REFERENCED IN NOTES 4.d
8. REFERENCE IS MADE TO THE FOLLOWING EASEMENTS OF RECORD:
   a. SUBJECT TO THE RIGHT OF CENTRAL MAINE POWER AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY TO CONSTRUCT, ERECT, REBUILD, OPERATE, MAINTAIN AND REMOVE ELECTRIC DISTRIBUTION AND COMMUNICATION LINES AS DESCRIBED IN DEED BOOK 3157, PAGE 51.
9. THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN. CONTACT DIG–SAFE (888)DIG–SAFE PRIOR TO ANY EXCAVATION WORK.
10. THERE IS MENTION OF AN UNDERGROUND OIL STORAGE FACILITY IN DEED BOOK 9824, PAGE 156. THE LOCATION OF THIS FACILITY IS UNKNOWN

Revision:	By:	Date:	Change:
1	ADA	12/22/11	UPDATED SET MONUMENTATION

PROJECT: 33078	DRAWING NAME: 33078.DWG
DATE: DECEMBER 13, 2011	SCALE: 1"=20'
FIELDED BY: ADA	DRAWN BY: ADA

Drawing Name and Location:
BOUNDARY SURVEY
26 THOMAS STREET, PORTLAND, MAINE

Owner:
WILLISTON CHURCH
26 THOMAS STREET, PORTLAND, MAINE

Prepared For:
MAJELLA GLOBAL TECHNOLOGY DEVELOPMENT
1200 MIDDLE STEET, PORTLAND, MAINE

SURVEYING ENGINEERING LAND PLANNING
Northeast Civil Solutions
INCORPORATED
153 US ROUTE 1, SCARBOROUGH, MAINE 04074
tel 207.883.1000 800.882.2227
fax 207.883.1001
e–mail info@northeastcivilsolutions.com

0 20' 40' 80'

STAMP AND SIGNATURE

M. JOHANN BUISMAN
MAINE L.S. No. 1314

12–22–11
DATE

IF THIS PLAN DOES NOT CONTAIN AN EMBOSSED SEAL, IT IS NOT AN ORIGINAL AND MAY BE VOID.

STATE OF MAINE
M. JOHANN BUISMAN 1314
LICENSED PROFESSIONAL LAND SURVEYOR
EMBOSSED SEAL ABOVE

E:\Land Projects\33000\33078 Williston Church\dwg\33078.dwg

VICINITY MAP:
NOT TO SCALE

LEGEND

EXISTING

- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- ABUTTER LINE
- INTERIOR LOT LINE
- PAVEMENT
- EXISTING BUILDING
- STEEL FENCE
- OHU — OVERHEAD UTILITY
- 6"W — WATER MAIN
- W — SERVICE LINES
- G — GAS MAIN
- S — SANITARY SEWER MAIN
- SS — SANITARY SEWER SERVICE
- SEWER MANHOLE
- CATCH BASIN
- N/F 15671/307 62-E-2 (123.45') — NOW OR FORMERLY OWNED BY
- DEED BOOK AND PAGE (CCRD)
- TAX MAP-BLOCK-LOT
- PARENTHESIS DENOTE RECORD DATA
- FOUND DECIDUOUS TREE
- UTILITY POLE
- FOUND MONUMENT (AS NOTED)
- #5 REBAR WITH PLASTIC CAP STAMPED, "NCS, INC. PLS 1314" SET ON 12/22/11
- FOUND IRON PIPE (AS NOTED)
- FOUND DRILL HOLE

PROPOSED

- PAVEMENT LINE
- CONCRETE LINE
- W — WATER LINE

SURVEY NOTES:

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MIN. SIDE YARD	10	FT*
MIN. REAR YARD	25	FT

* SIDE YARD IS DETERMINED BY HEIGHT OF STRUCTURE AND CAN INCREASE TO 16 FT

7. THE WIDTH AND LAYOUT OF CARROLL AND THOMAS STREETS IS 60 FT AND FROM PLANS REFERENCED IN NOTES 4.D.
8. REFERENCE IS MADE TO THE FOLLOWING EASEMENTS OR RECORD:
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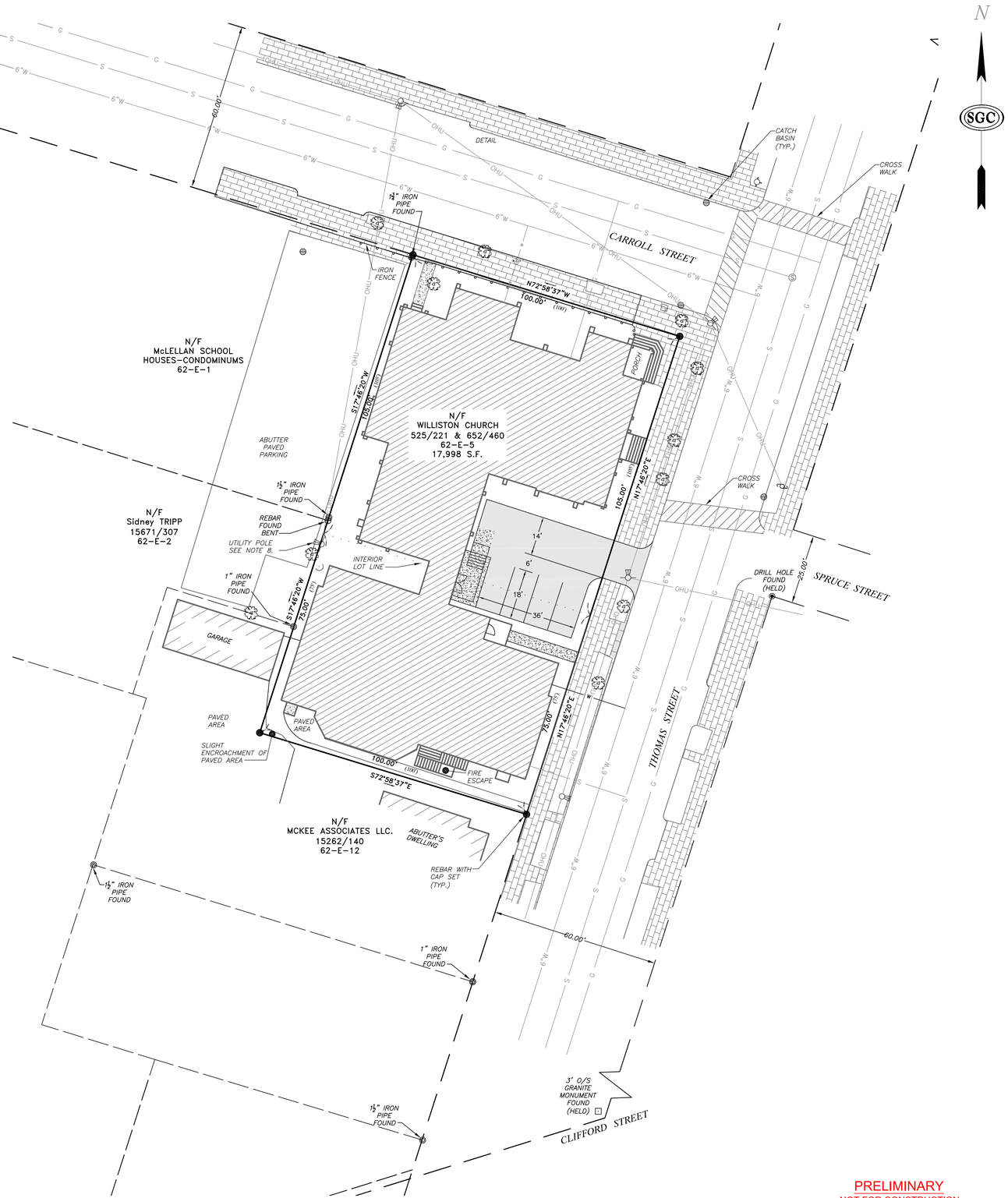
9. THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN. CONTACT DIG-SAFE (888) DIG-SAFE PRIOR TO ANY EXCAVATION WORK.
10. THERE IS MENTION OF AN UNDERGROUND OIL STORAGE FACILITY IN DEED BOOK 9824, PAGE 156. THE LOCATION OF THIS FACILITY IS UNKNOWN.
11. BOUNDARY SURVEY CONDUCTED BY NORTHEAST CIVIL SOLUTIONS, INC., DATED DECEMBER 13, 2011.



ZONING, BULK & SPACE REQUIREMENTS:

1. REFERENCE CONDITIONAL ZONING AGREEMENT RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS AT BOOK 29784 PAGE 123 AND R4 ZONING REQUIREMENTS.
2. PERMITTED USES:
   A. ALL USES IN THE R-4 ZONE
   B. PROFESSIONAL OFFICES, INCLUDING COMPUTER SOFTWARE PROGRAMMING AND MARKETING, AND EXCLUDING PERSONAL SERVICES, RETAIL SERVICES AND VETERINARIANS SUBJECT TO THE FOLLOWING LIMITATIONS:
      i. PROFESSIONAL OFFICES SHALL BE LOCATED ON THE FIRST FLOOR OF THE PARISH HOUSE AND SHALL OCCUPY NO MORE THAN 2,800 SF OF FLOOR AREA.
      ii. THE TOTAL NUMBER OF INDIVIDUALS WORKING IN THE PROFESSIONAL OFFICES SHALL NOT EXCEED FOURTEEN (14) NON-RESIDENT EMPLOYEES REGULARLY SCHEDULED TO OCCUPY THE PREMISES AT ANY ONE TIME.
      iii. THE BUSINESS UTILIZING THE OFFICE SPACE SHALL BE A SINGLE TENANT OFFICE USER OWNED BY OR AFFILIATED WITH THE OWNER OF THE BUILDING COMPLEX
      iv. THE OFFICE USE SHALL NOT GENERATE FREQUENT DAILY VISITATION BY CLIENTS CUSTOMERS, OR THE GENERAL PUBLIC.
      v. THE OWNER OR OPERATOR OF THE BUSINESS SHALL SECURE AND PROVIDE TO ITS EMPLOYEES ONE (1) OFF STREET PARKING SPACE FOR EACH EMPLOYEE WHO COMMUTES TO THE OFFICE BY HIS OR HER AUTOMOBILE.
3. THIS PROJECT INCLUDES AN OFFICE USE ON THE FIRST FLOOR OF THE PARISH HOUSE THAT OCCUPIES APPROXIMATELY 2,500 SF OF FLOOR AREA. THE UNDERLYING DIMENSIONAL REQUIREMENTS FOR THE UNDERLYING R4 ZONE APPLY BUT FOR THE FOLLOWING MODIFICATIONS AS PER THE CONDITIONAL REZONING AGREEMENT. THESE INDIVIDUAL REQUIREMENTS ARE LISTED BELOW ALONG WITH THE ESTABLISHED COMPLIANCE TO THOSE REQUIREMENTS.
   A. MINIMUM LOT SIZE FOR PLACES OF ASSEMBLY AND PROFESSIONAL OFFICE USES COMBINED 17,500 SF. THE LOT SIZE OF THE SUBJECT PROPERTY IS 17,998SF AND IS DOCUMENTED AS SUCH ON THE BOUNDARY SURVEY BY NORTHEAST CIVIL SOLUTIONS DATED DECEMBER 13, 2011.
   B. MINIMUM YARD DIMENSIONS
      i. FRONT YARD: 3 FEET. THE EXISTING FRONT YARD OF PARISH HOUSE IS 4'-0", THE SANCTUARY IS 6'-10" AT THOMAS STREET AND 6'-9" AT CARROLL ST.
      ii. REAR YARD: 3 FEET. THE EXISTING STRUCTURE OF SANCTUARY IS 2'-9" AND AT THE EXISTING STRUCTURE AT THE REAR OF THE PARISH HOUSE IS 3'-9".
      iii. SIDE YARD: 4 FEET. THE SIDE OF THE EXISTING PARISH HOUSE STRUCTURE AT THE SIDE YARD IS 5'-0".
      iv. SIDE YARD ON SIDE STREETS: 8 FEET.
   C. MAXIMUM LOT COVERAGE: 90%. THE EXISTING FOOTPRINT OF THE STRUCTURES ON THE PROPERTY IS APPROXIMATELY 12,000 SF PROVIDING A LOT COVERAGE OF 67%.
   D. MAXIMUM STRUCTURE HEIGHT (SANCTUARY): 37 FEET. THE EXISTING HEIGHT OF THE SANCTUARY IS APPROXIMATELY 37 FEET.
   E. MAXIMUM STRUCTURE HEIGHT (PARISH HOUSE): 47 FEET. THE EXISTING HEIGHT OF THE PARISH HOUSE IS APPROXIMATELY 47 FEET.
   F. MAXIMUM STRUCTURE HEIGHT (BELL TOWER): 70 FEET. THE EXISTING HEIGHT OF THE BELL TOWER IS APPROXIMATELY 70 FEET.
   G. MAXIMUM FLOOR AREA FOR PLACES OF ASSEMBLY: 6,000SF. THIS PROJECT DOES NOT INCLUDE ANY PROVISION OR CONSIDERATION FOR THE USE OF THE SANCTUARY AS A COMMUNITY HALL AT THIS TIME.
   H. RESIDENTIAL DWELLINGS WITHIN THE EXISTING STRUCTURES SHALL BE GOVERNED BY THE PROVISIONS OF SECTION 14-103(A)(2) OF THE UNDERLYING R-4 ZONE. DENSITY CALCULATIONS FOR RESIDENTIAL USE SHALL BE BASED ON THE LOT SIZE OF THE PARCEL WITHOUT LAND AREA DEDUCTIONS FOR OTHER NON-RESIDENTIAL USES ON THE SITE. THIS PROJECT PROPOSES 5 RESIDENTIAL DWELLING UNITS WITHIN THE EXISTING STRUCTURE OF THE PARISH HOUSE. THE R-4 ZONE REQUIRES A MINIMUM LOT AREA OF 3,000SF PER UNIT AND A MINIMUM FLOOR AREA OF 700SF PER UNIT. THE PROPOSAL OF 5 UNITS REQUIRES 15,000SF OF LAND AREA. THE EXISTING LAND AREA OF THE SITE IS 17,998 SF. THE SMALLEST OF THE 5 PROPOSED UNITS IS APPROXIMATELY 1,100 SF.
   I. THE CONDITIONAL REZONING AGREEMENT PROHIBITS THE INCREASE IN VOLUME OR FOOTPRINT OF EITHER THE PARISH HOUSE OR THE SANCTUARY. THE SUBMISSION INCLUDES THE RENOVATION OF THE EXISTING PORTICO CONNECTOR BETWEEN THE PARISH HOUSE AND THE TRANSEPT OF THE SANCTUARY AS THE MAIN ENTRANCE TO THE RESIDENCES IN THE PARISH HOUSE. THESE MODIFICATIONS WILL NOT INCREASE THE FOOTPRINT OR THE VOLUME OF THE PRIMARY STRUCTURES ON THE PROPERTY.
   J. THE CONDITIONAL REZONING AGREEMENT INCLUDED A REHABILITATIONS SCHEDULE. THAT WORK HAS COMMENCED AND IS UNDERWAY AS NOTED. THIS PROJECT DOES NOT INTEND TO SEEK A CERTIFICATE OF OCCUPANCY FOR THE OFFICE USE IN THE PARISH HOUSE UNTIL ALL OF THE WORK ON THE REHABILITATION SCHEDULE HAS BEEN COMPLETED.
   K. THE SUBMISSION FOR 5 RESIDENTIAL DWELLING UNITS IS CONSIDERED A SUBDIVISION, WHICH IS CONDITIONALLY ALLOWABLE IN THE R4 ZONE. CONDITIONALLY ALLOWABLE USES SHALL BE PRESENTED TO THE ZONING BOARD OF APPEALS. ONSITE PARKING FOR THE RESIDENTIAL USE IS NOT REQUIRED BECAUSE OF THE HISTORIC DESIGNATION OF THE PROPERTY; HOWEVER A PRELIMINARY THE PROJECT PROVIDES PARKING FOR UP TO FOUR (4) VEHICLES ON SITE.

UNIT SQUARE FOOTAGE TABLE:

UNIT #	DESCRIPTION	SQUARE FOOTAGE (SF)
1	GROUND FLOOR CARETAKERS	1,115
2	OVERLOOKING THOMAS STREET	2,161
3	CENTER OF BUILDING	1,768
4	SOUTHWEST CORNER	1,627
5	REAR NORTHWEST CORNER	1,507

APPROVED BY CITY OF PORTLAND PLANNING BOARD

NAME	DATE

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS:

NO.	DATE	
0	08/06/2015	PRELIMINARY SITE PLAN SUBMITTAL

SGC ENGINEERING, LLC
• Civil Design & Survey Engineering
• Environmental & Regulatory Permitting
• Electrical Power Systems Engineering
SERVING OUR CLIENTS IN THE U.S.A. & CANADA
501 County Road, Westbrook, Maine 04092, Tel: 207-341-6100, Fax: 207-341-6101
40 Hatfield Street, Suite 2, Bangor, Maine 04401, Tel: 207-217-6018, Fax: 207-217-6019
14 Kimball Street, Suite 203-5, Bristol, VT 05443, Tel: 802-735-4258
Gatehill Tower, Suite 2475, 2350 N Sam Houston Pkwy E, Houston, TX 77056

STATE OF MAINE · LICENSED PROFESSIONAL ENGINEER · WILLIAMS No. 9988 · SURVEYOR

ONLY VALID WITH ORIGINAL STAMP

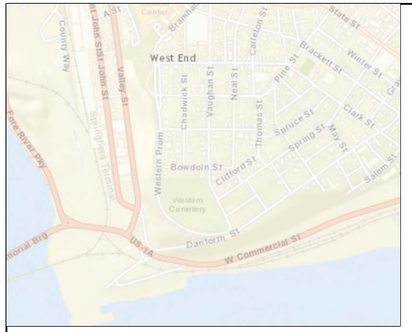
RECORD OWNER:
MAJAELLA GLOBAL TECHNOLOGY DEVELOPMENT
1200 MIDDLE STREET
PORTLAND, MAINE

PROJECT: 1309001
FILE: 1309001_SITE PLANDWG
DRAWN: TDD
CHECK: EGW
DATE: MM/DD/YYYY
DESIGN: TDD

TITLE:
RECORDING PLAT
WILLISTON CHURCH
26 THOMAS STREET
PORTLAND, MAINE

SCALE: 1" = XXX'
2X X 0 .5X X

SHEET:
1 of 1



LEGEND

EXISTING

- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- ABUTTER LINE
- INTERIOR LOT LINE
- PAVEMENT
- EXISTING BUILDING
- STEEL FENCE
- OHU — OVERHEAD UTILITY
- 6"W — WATER MAIN
- W — SERVICE LINES
- G — GAS MAIN
- S — SANITARY SEWER MAIN
- SS — SANITARY SEWER SERVICE
- SEWER MANHOLE
- CATCH BASIN
- ROOF DRAIN GUTTER DOWNSPOUT
- N/F 15671/307 62-E-2 — NOW OR FORMERLY OWNED BY
- (123.45') — DEED BOOK AND PAGE (CCRD)
- TAX MAP-BLOCK-LOT
- PARENTHESIS DENOTE RECORD DATA
- FOUND DECIDUOUS TREE
- UTILITY POLE
- FOUND MONUMENT (AS NOTED)
- #5 REBAR WITH PLASTIC CAP STAMPED, "NCS, INC. PLS 1314" SET ON 12/22/11
- FOUND IRON PIPE (AS NOTED)
- FOUND DRILL HOLE

PROPOSED

- PAVEMENT LINE
- CONCRETE LINE
- W — WATER LINE
- UE — UNDERGROUND ELECTRIC

SURVEY NOTES:

1. THE BASIS OF BEARING FOR THIS SURVEY MAGNETIC 1980 AND FROM PLAN REFERENCE IN NOTE 4.A.
2. DEED AND PLAN BOOK REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEED.
3. RECORD OWNERSHIP OF THE PARCELS SURVEYED CAN BE FOUND IN THE FOLLOWING DEEDS OF RECORD:
   A. DEED FROM ABBY STEEL TO WILLISTON CHURCH DATED APRIL 13, 1886 AND RECORDED IN DEED BOOK 525, PAGE 221.
   B. DEED FROM EDWARD CHASE TO WILLISTON CHURCH DATED SEPTEMBER 9, 1987 AND RECORDED IN DEED BOOK 652, PAGE 460.
4. REFERENCE IS MADE TO THE FOLLOWING PLANS:
   A. PLAN OF LAND ON NEAL AND CARROLL STREETS PORTLAND, MAINE FOR MCLELLAN SCHOOL HOUSES, BY OWEN HASKELL, INC., DATED DECEMBER 15, 1982 AND RECORDED IN PLAN BOOK 97, PAGE 1.
   B. CLIFFORD STREET CONDOMINIUM AT 15 CLIFFORD STREET, PORTLAND, MAINE FOR WILLIAM HAMILL, BY OWEN HASKELL, INC., DATED SEPTEMBER 10, 1980 AND RECORDED IN PLAN BOOK 37, PAGE 1.
   C. PLAN OF REVALUATION PLAN OF PORTLAND, DATED OCTOBER 24, 1884 AND RECORDED IN PLAN BOOK 5, PAGE 62.
   D. VARIOUS RIGHT-OF-WAY PLANS OBTAINED FROM THE CITY OF PORTLAND ENGINEERING DEPARTMENT
5. THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 62, BLOCK E, PARCEL 5.
6. THE PARCEL SURVEYED IS LOCATED IN THE R-4 ZONE/DISTRICT. PORTIONS OF BULK AND SPACE REQUIREMENTS ARE AS FOLLOWS:

MIN. STREET FRONTAGE	50	FT
MIN. FRONT YARD	25	FT
MIN. SIDE YARD	10	FT*
MIN. REAR YARD	25	FT

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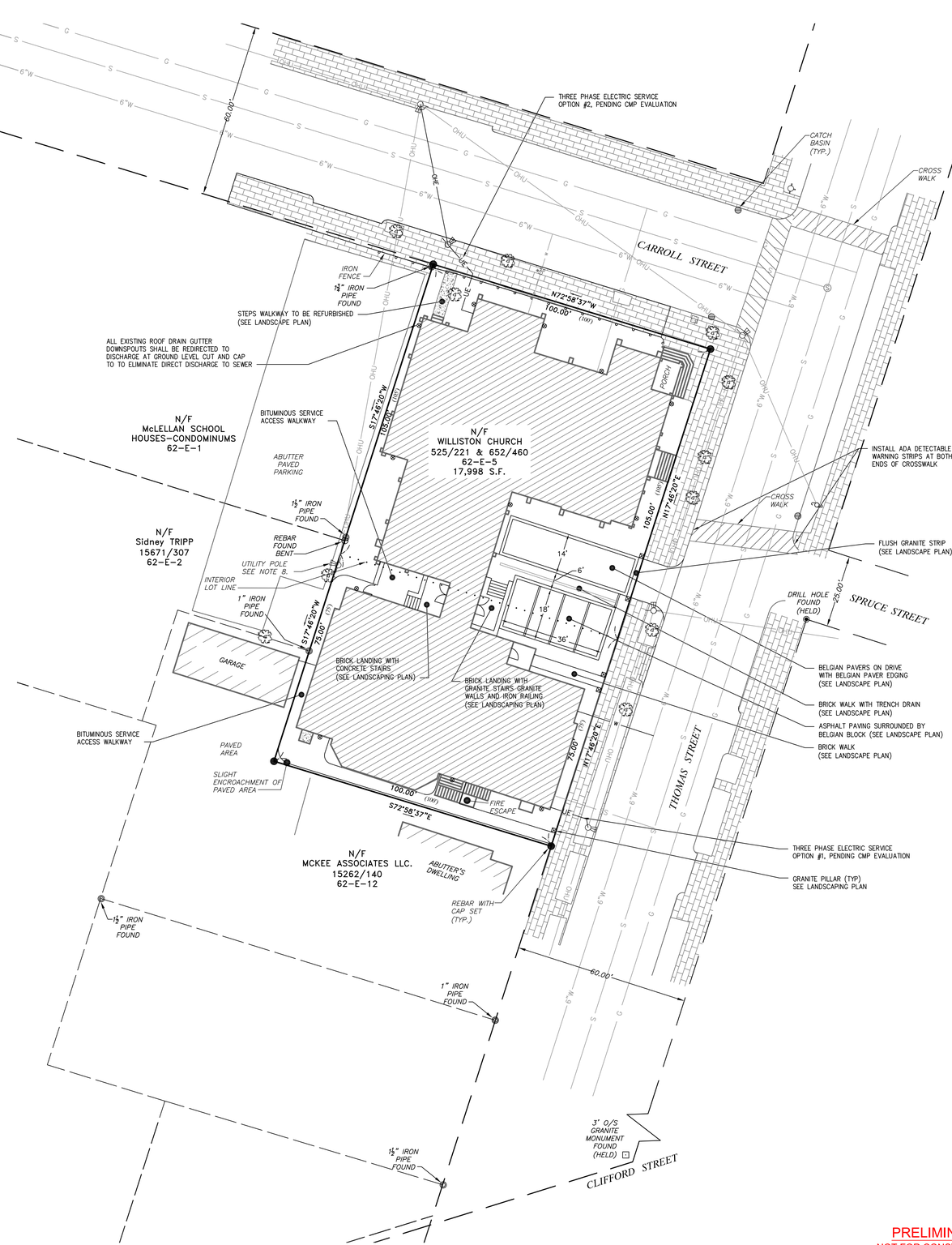

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PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED BY CITY OF PORTLAND PLANNING BOARD

NAME	DATE

REVISIONS:

NO.	DATE	
0	8/6/2015	PRELIMINARY PLAN SUBMITTAL
1	10/5/2015	REVISED PRELIMINARY PLAN PER CITY OF PORTLAND COMMENTS

SGC ENGINEERING, LLC
• Civil Design & Survey Engineering
• Environmental & Regulatory Permitting
• Electrical Power Systems Engineering
SERVING OUR CLIENTS IN THE U.S.A. & CANADA
501 County Road, Westbrook, Maine 04092, Tel: 207-341-6100, Fax: 207-341-8101
40 Harlow Street, Suite 2, Bangor, Maine 04401, Tel: 207-941-1019, Fax: 207-217-6018
14 School Street, Suite 203-5, Bristol, VT 05443, Tel: 802-735-4258
Gatlield Tower - Suite 2075, 2700 Post Oak Boulevard, Houston, TX 77056

ERIC G. WILLIAMS No. 9059 REGISTERED PROFESSIONAL ENGINEER STATE OF MAINE

ONLY VALID WITH ORIGINAL STAMP

RECORD OWNER:
MAJAELLA GLOBAL TECHNOLOGY DEVELOPMENT
1200 MIDDLE STREET
PORTLAND, MAINE

PROJECT: 1309001
FILE: 1309001_SITE PLANDWG
DRAWN: TDD
CHECK: EGW
DATE: 10/01/2015
DESIGN: TDD

TITLE:
RECORDING PLAT
WILLISTON CHURCH
26 THOMAS STREET
PORTLAND, MAINE

SCALE: 1" = 20'

SHEET:
1 of 1

Preliminary Site Plan

Williston West - 32 Thomas Street
Portland, Maine

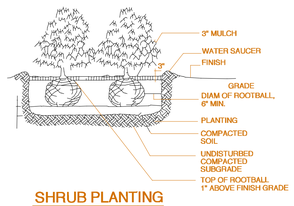
September 23, 2015

Garrison Consulting
41 edgewood ave
portland, maine 04103
telephone 207 450 0750
e-mail matthewwinch@earthlink.net

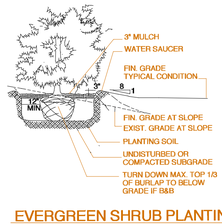
Orcutt Consulting
Architecture • Planning • Landscape Architecture
PO Box 314
Kingfield, Maine 04947
telephone 207 939 6618
e-mail corcutt866@gmail.com

Qty.	Item	Size	Root	Spcng	Remarks
	TREES and SHRUBS				
1	Magnolia stellata 'Royal Star' Royal Star Magnolia	2" - 2 1/2" caliper	B&B		Specimen tree - symmetrical full branching
9	Hydrangea paniculata 'Limelight' Limelight Hardy Hydrangea	4'-5' ht.	B&B	5' oc	Or approved equivalent hybrid Hydrangea
23	Taxus x media 'Hicksii' Hicks Yew	3'-3 1/2' ht.	B&B	3' oc	Matched shrubs
30	Taxus x Media 'Browniii' Brown's Yew	18"-24" sp	B&B or potted	30" oc	
	PERENNIALS				
136	Hemerocallis spp. 'Stella d'Oro' Stella de Oro Daylilly	1 fan div blooming size	min #1 cont.	18" OC trinagulated	Plant in front row of all borders - two rows triangulated
76	Matteuccia struthiopteris Ostrich Fern	Min 15-18"	min #1 cont.	24" OC trinagulated	Plant in back row of all borders facing Thomas St- two rows triang.
30	Physotegia virginiana Obediant Plant	Min 15-18"	min #SP5 cont.	24" OC trinagulated	Plant in back row of courtyard border - two rows triang.
16	Veronica spicata 'Icicle' Spiked Speedwell	Min 15-18"	min #SP5 cont.	18" OC	Plant between Daylilly and Obedient Plant in courtyard border
	MISC				
	Shredded Pine Bark Mulch				3" depth
	Seed & Mulch				Seed areas disturbed by construction

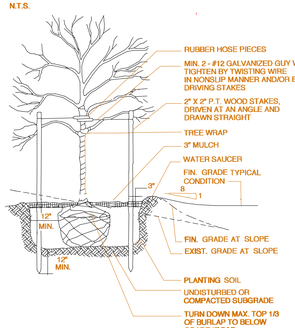
Planting List



SHRUB PLANTING
N.T.S.



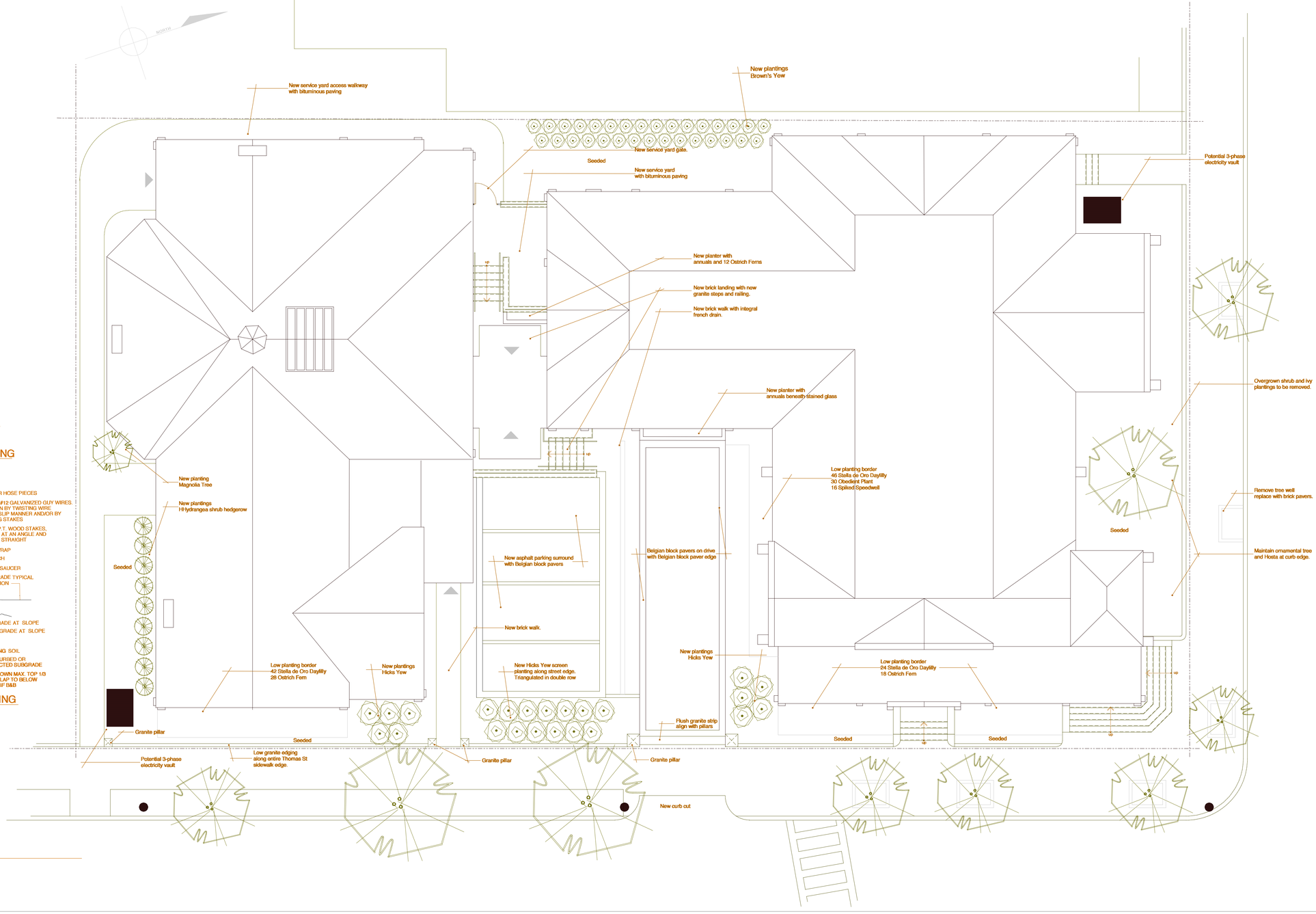
EVERGREEN SHRUB PLANTING
N.T.S.



DECIDUOUS TREE PLANTING
N.T.S.

Building entrances

Project Key



GARRISON CONSULTING
41 edgewood ave
portland, maine 04103
telephone 207 450 0750
e-mail matthewwinch@earthlink.net

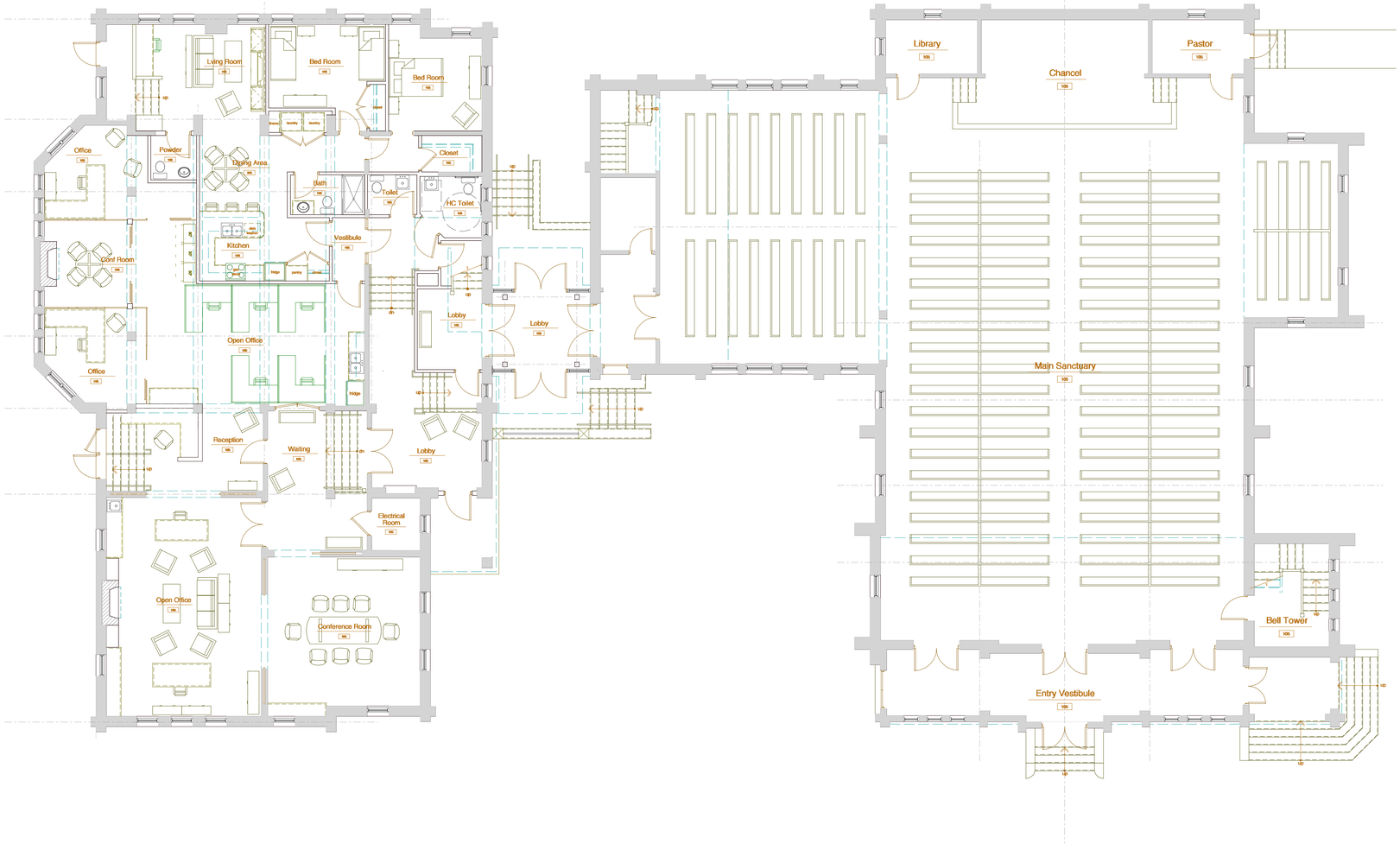
ORCUTT CONSULTING
ARCHITECTURE + PLANNING + LANDSCAPE ARCHITECTURE
PO Box 314
Kingfield, Maine 04947
telephone 207 939 66518
e-mail corcutt86@gmail.com

project name
32 Thomas Street Apartments

project location
32 Thomas Street
Portland Maine 04101

Revisions	date

date September 30, 2015
scale 1/8" = 1'-0"
project # 2011-018
drawing title Landscape & Planting Plan
drawing number L101



10 Ground Floor Plan

0 4 12 24

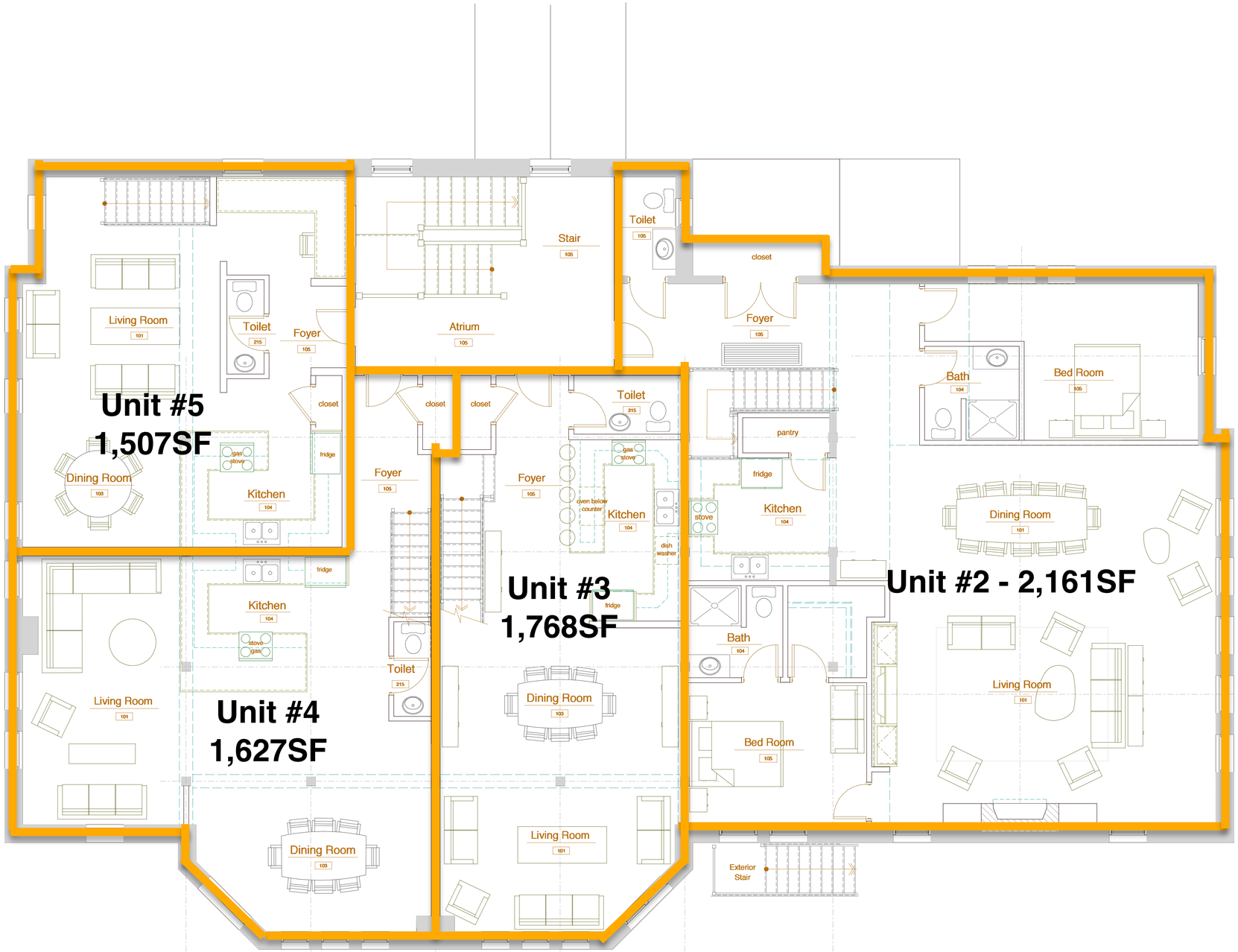
GARRISON CONSULTING

41 edgewood ave
portland, maine 04103
telephone 207 450 0750

e-mail matthewwinch@earthlink.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date	September 15, 2015
scale	1/8" = 1'-0"
project #	2011-018
drawing title	Ground Floor Plan A101



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GARRISON CONSULTING

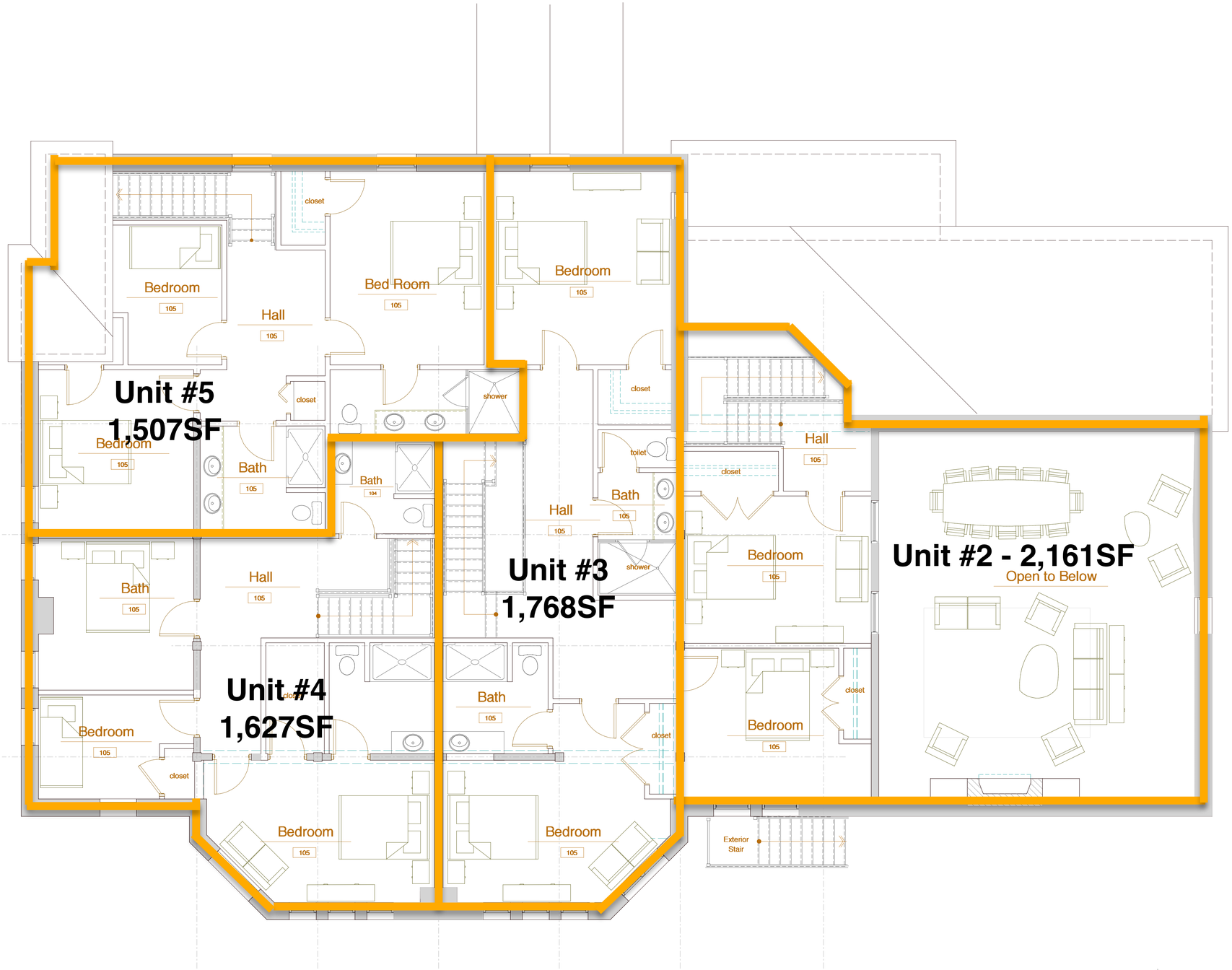
41 edgewood ave
portland, maine 04103
telephone 207 450 0750

e-mail matthewwinch@earthlink.net

Monsour Residences

32 Thomas Street
Portland, Maine

date	March 21, 2015
scale	1/4" = 1'-0"
project #	2011-018
drawing title	Second Floor Plan A102



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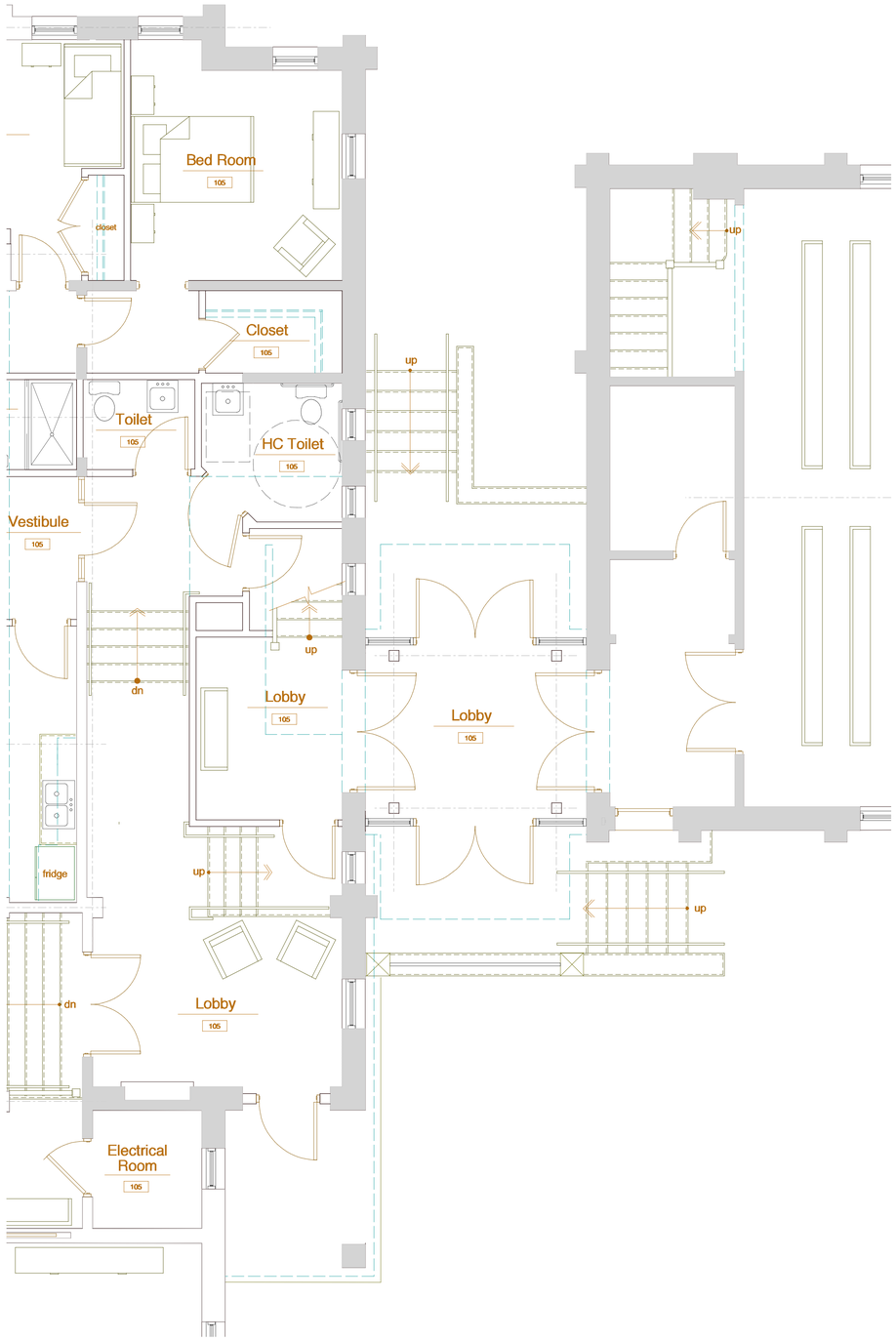
Monsour Residences

32 Thomas Street
Portland, Maine

date	March 21, 2015
scale	1/4" = 1'-0"
project #	2011-018
drawing title	Third Floor Plan A103



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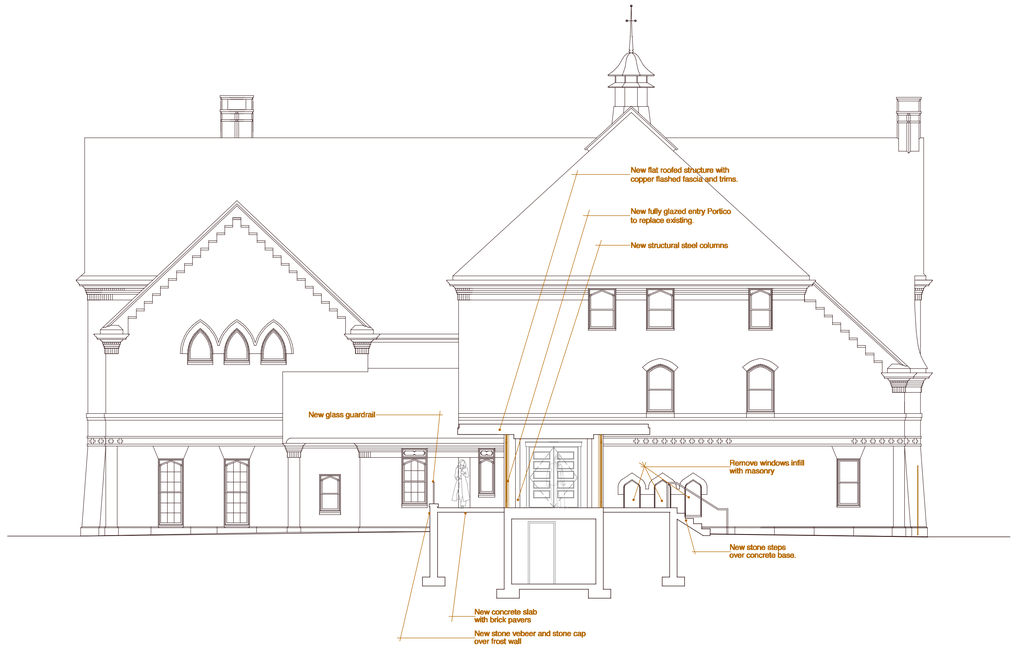
Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

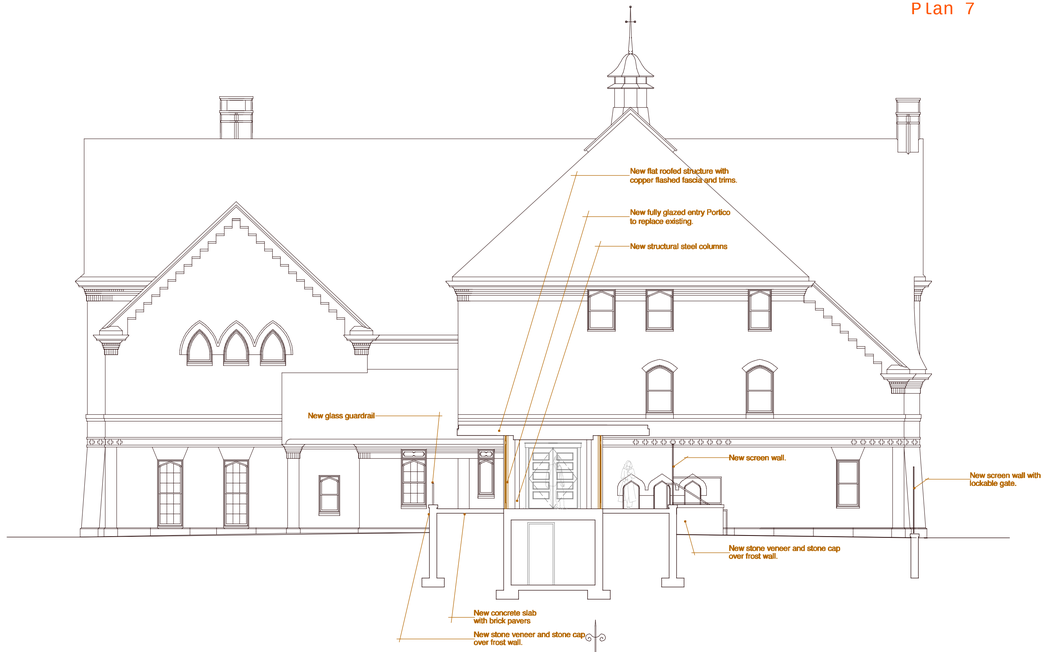
date September 17, 2015
scale 1/8" = 1'-0"
project # 2011-018

Partial Enlarged Ground Floor Plan
drawing title A104



21 Section at New Vestibule

0 4 12 24



20 Section at New Vestibule

0 4 12 24

10 Elevation at Thomas Street

0 4 12 24

Graphic Scale

0 2 6 12

GARRISON CONSULTING

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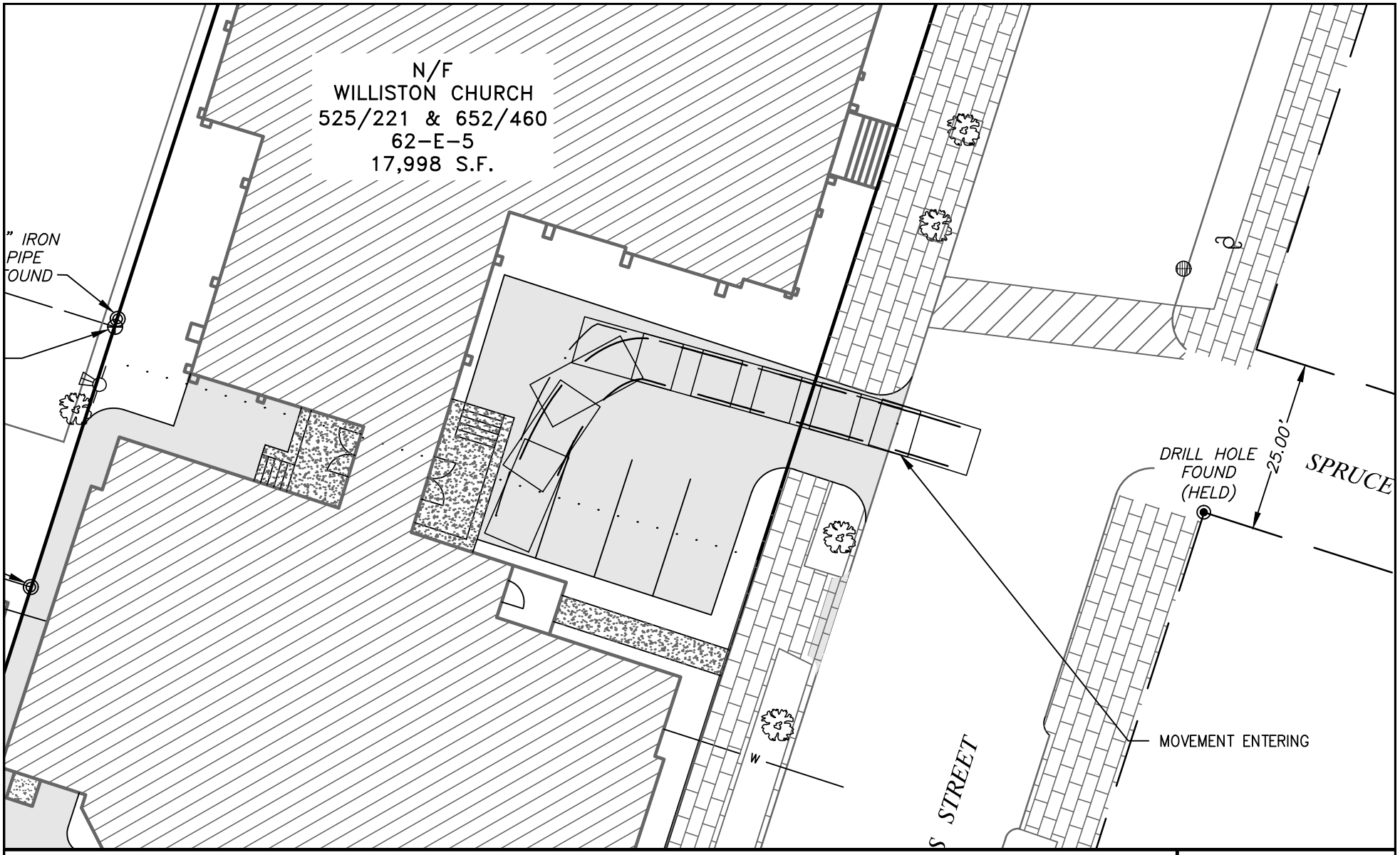
portland, maine 04103
telephone 207 450 0750

e-mail matthewwinch@earthlink.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date	September 15, 2015
scale	1/8" = 1'-0"
project #	2011-018
drawing title	Thomas St Ellevation



TURNING TEMPLATES OF PROPERTY LOCATED ON

26 THOMAS STREET

PORTLAND, MAINE

PREPARED FOR

MAJELLA GLOBAL TECH

PORTLAND, MAINE

SGC

SGC ENGINEERING, LLC

- Civil Design & Survey Engineering
- Environmental & Regulatory Permitting
- Electrical Power Systems Engineering

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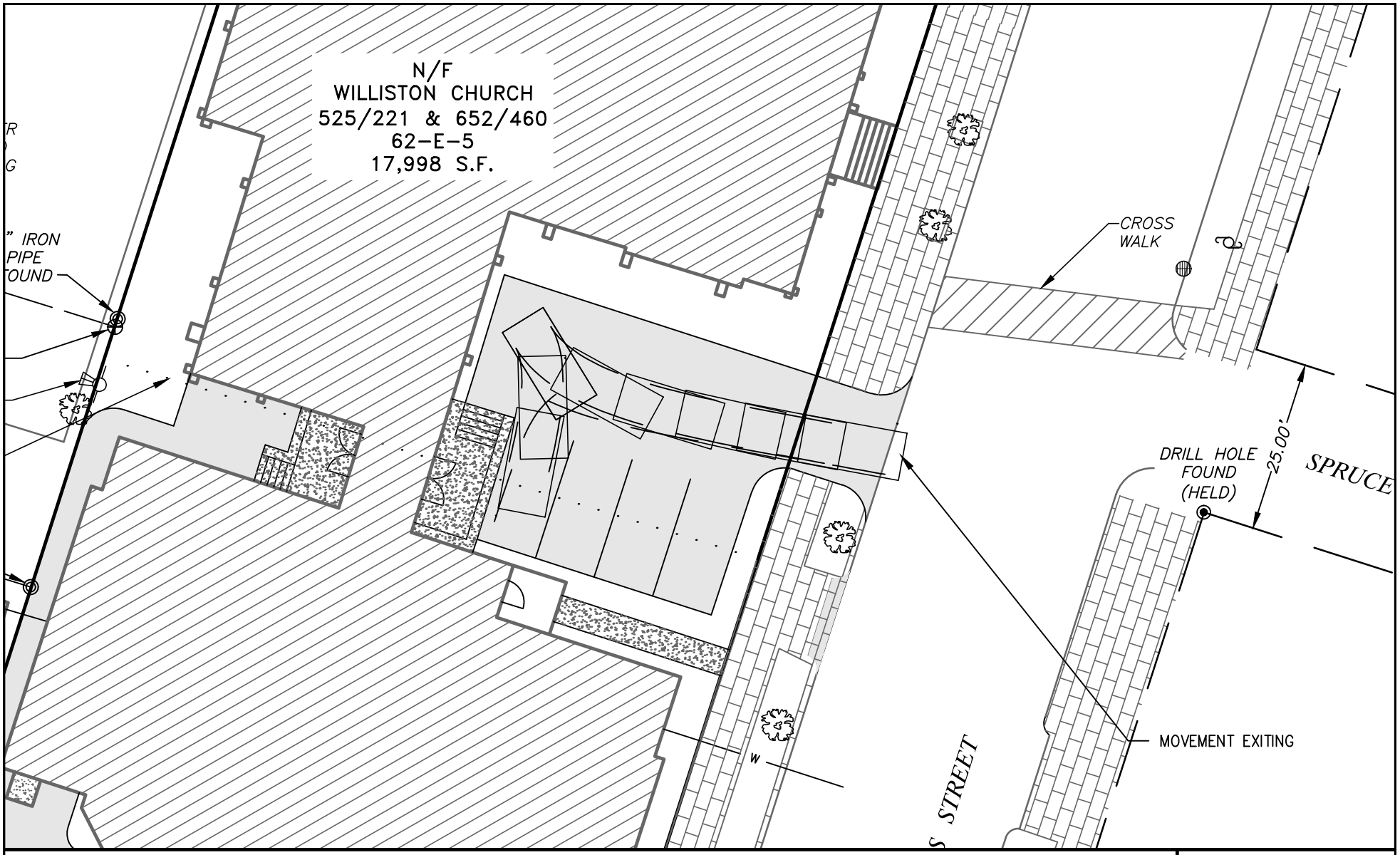
Bangor, Maine 04401
Tel: 207-217-6769
Fax: 207-217-6018

14 School Street, Suite 203-5
Bristol, VT 05443
Tel: 802-735-0258

Galleria Tower 1, Suite 2475
2700 Post Oak Boulevard
Houston, TX 77056

DATE: 09/23/15 SCALE: 1" = 20' DRAWN: TDD FILE: 1309001_Site Plan



TURNING TEMPLATES OF PROPERTY LOCATED ON

26 THOMAS STREET

PORTLAND, MAINE

PREPARED FOR

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PORTLAND, MAINE

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2700 Post Oak Boulevard
Houston, TX 77056

DATE: 09/23/15 SCALE: 1" = 20' DRAWN: TDD FILE: 1309001_Site Plan

Memorandum
Planning and Urban Development Department
Planning Division

To:	Elizabeth Boepple, Vice Chair, and Members of the Portland Planning Board
From:	Nell Donaldson, Planner
Date:	October 7, 2015
Re:	York Street Mixed Use Development, 85-101 York
Project #:	2015-139 **CBL:** 40-C-3, 4, 5, 9, 18, 22, 25, 33 and 40-C-21
Meeting Date:	October 13, 2015

I. INTRODUCTION

101 York Street, LLC has requested a preliminary Level III site plan and subdivision review for a five-story mixed use development at 85-101 York Street, at the corner of York and High Streets near the city's West End. The proposed 97,565 SF development includes approximately 17,000 SF of first floor commercial and 63 market rate apartments on the four floors above. The proposal also includes a two-level parking structure with 211 spaces at the building's rear, sidewalk and landscaping improvements, and stormwater treatment facilities for a small area of site runoff. The site is currently occupied by a restaurant, office space, and surface parking.

This development is being referred to the planning board for compliance with the site plan and subdivision standards of the land use code. A total of 199 notices were sent to property owners within 500 feet of the site and a legal ad ran in the *Portland Press Herald* on October 5 and 6, 2015.

Applicant: Vincent Veroneau, 101 York Street, LCC
Consultants: Barry Stowe, Opechee Construction Corporation; Gorrill-Palmer Consulting Engineers; Owen Haskell, Surveyor

II. REQUIRED REVIEWS

Waiver Requests	***Applicable Standards***
Driveway separation – to allow driveway 40 feet from nearest curb cut to the east on York Street	Technical Manual, *Section 1.7.2.7.* Along arterial and collector streets, minimum acceptable spacing between double or multiple driveways on adjacent lots shall be 100 feet on streets with a speed limit of 25 mph or less.
Bicycle parking – to provide 20 bicycle parking spaces, less than required	Site plan standard *Section 14-526(a)4b:* Two bicycle spaces are required for every five residential units *(63 units/5)*2 = 26* For non-residential "structures," two bicycle parking spaces are required for every 10 required vehicle parking spaces. *(65 parking spaces/10)*2 = 13**
Compact parking spaces – to allow a variation in size	Technical Manual, *Figure I-29.* Compact right-angle parking spaces shall be 8 feet x 15 feet.*
Aisle width – to allow 21 foot aisle in parking area	Technical Manual, *Section 1.14. Aisle* width for right-angle parking be 24 feet per *Figure I-27.*
Street trees – to plant 12 street trees, less than required	Site Plan Standard, *Section 14-526(b)2.b(iii)* and Technical Manual, *Section 4.6.1.* All multi-family development shall provide one street tree per unit. Waiver permitted where site constraints prevent it, with applicant contributing proportionate amount to Tree Fund. *63 units = 63 street trees required**

** Figures to be verified at final plan review.*

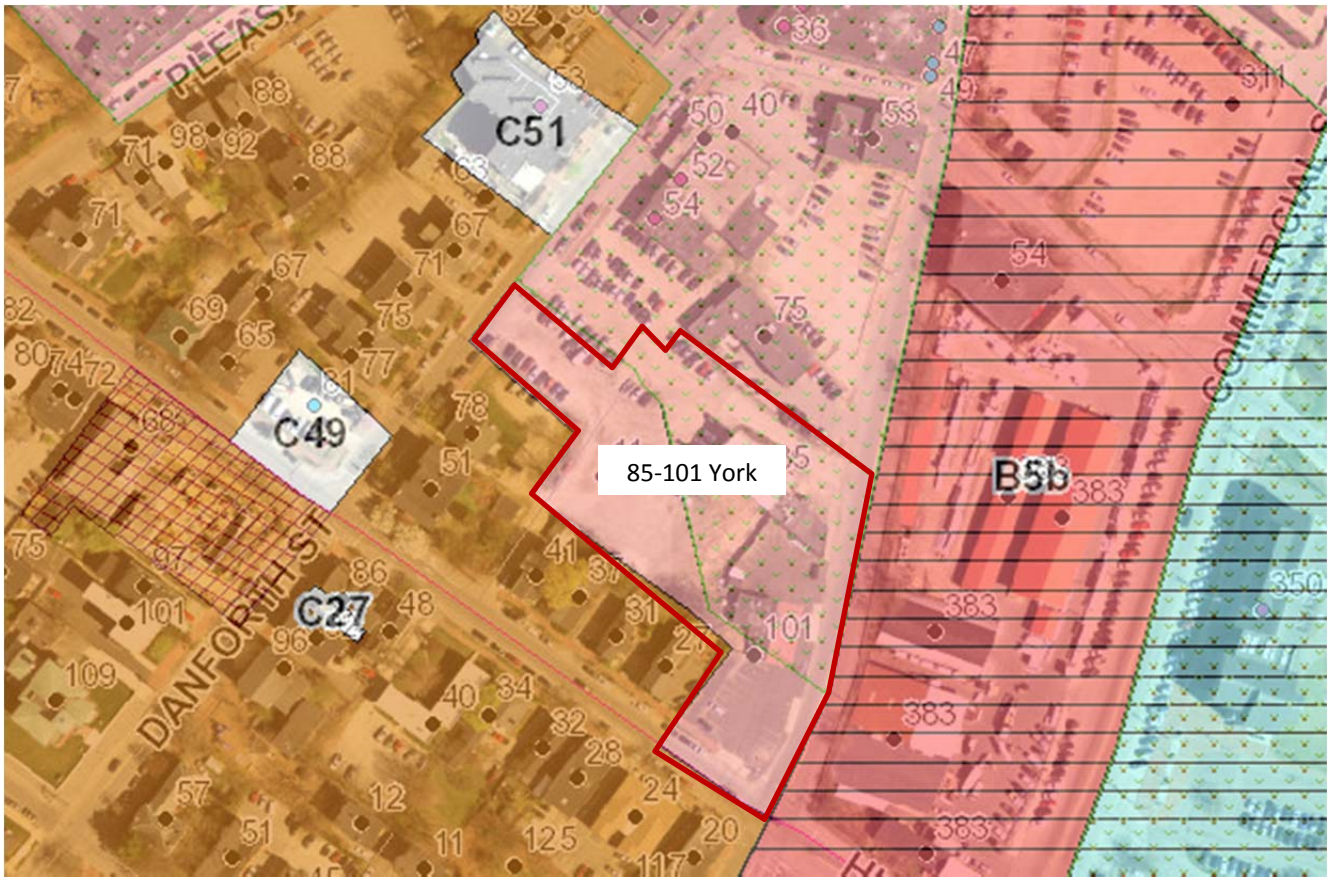
Review	***Applicable Standards***
Site Plan	*Section 14-526,* including Downtown Urban Design Guidelines
Subdivision	*Section 14-497*

III. PROJECT DATA

Existing Zoning	B-3
Existing Use	Restaurant, office, and parking lot
Proposed Use	Mixed use (commercial and residential)
Proposed Development Program	App. 17,000 SF commercial (7,000 SF restaurant and 10,000 SF office) 63 apartment units (19 1-bedroom, 40 2-bedroom, 4 3-bedroom)
Parcel Size	72,930 SF

	Existing	*Proposed*	*Net Change*
Building Footprint	6,075 SF	17,505 SF	11,430 SF
Building Floor Area	11,650 SF	97,565 SF	85,915 SF
Impervious Surface Area	64,836 SF	66,072 SF	1,236 SF
Parking Spaces (on site)	App. 95	211 (122 projected demand)	116
Bicycle Parking Spaces	14	20	6
Estimated Cost of Project	$18,000,000		

Figure 1: 85-101 York Street site



Figures 2, 3, & 4: Existing zoning at York and High Streets (top); existing site from York and High; existing site from Danforth Street

IV. BACKGROUND & EXISTING CONDITIONS

85-101 York Street lies at the corner of York and High Streets at one of the city's major gateways. Virtually all northbound Casco Bay Bridge traffic, as well as a share of the southbound volume, currently passes the property. The site, which, a century ago, housed residential development similar to that found north on High Street, has more recently served as the location of a gas station, a restaurant, office uses, and surface parking.

The site is actually a portion of a larger conglomeration of nine distinct lots, all of which are held under common ownership *(Plan 3)*. The site is zoned Downtown Business B-3, but borders R-6 and B-5b zones. It is situated in the Downtown Height Overlay Zone, which regulates height, and the Downtown Entertainment Overlay Zone, which establishes a 100 foot dispersal requirement for facilities with entertainment licenses. The site is not in the Pedestrian Activities District.

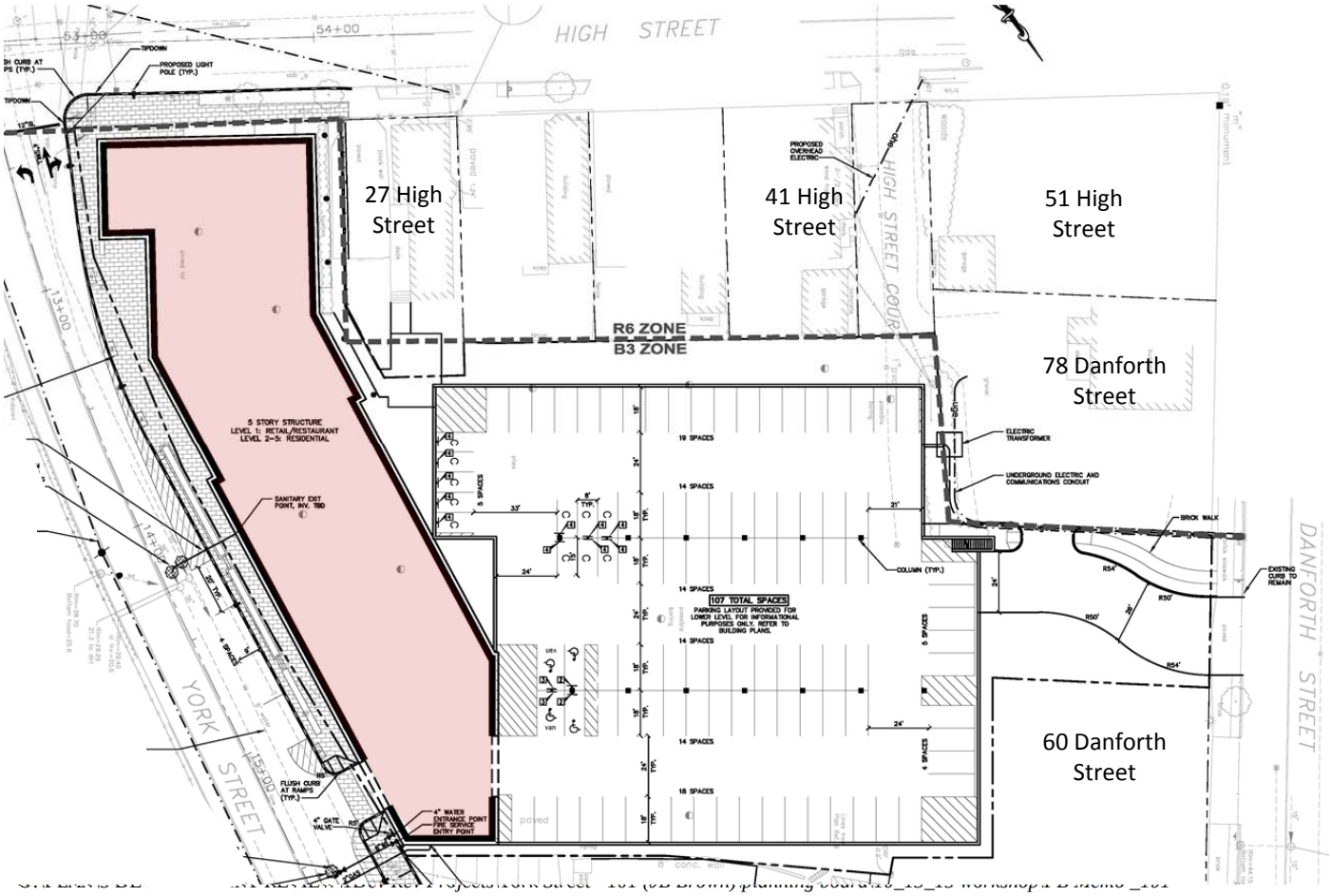
The block which houses the site serves as an important transition between the fine-grained residential fabric of the historic West End to the north and west, the historic Old Port and the larger commercial office buildings of downtown to the east, the city's industrial waterfront to the south. The site is bordered by the West End Historic District. As noted previously, it serves as a key gateway to the city, to the extent that it has been recognized as such in the city's *Design Manual.*

V. PROPOSED DEVELOPMENT

The applicant proposes to reconfigure nine existing lots and a portion of High Street Court, a private alley with access to High Street, in order to create a single contiguous lot for purposes of this development. The development would consist of a five-story building with approximately 300 feet of frontage on York Street and 100 feet of frontage on High Street. Commercial space would occupy the first floor, with pedestrian access from York Street.

63 residential apartments would occupy the upper four floors, with access either from a door at the building's rear or from inside a driveway through the building at its eastern end. Vehicular parking would be provided in a two-level structure situated behind the proposed building, with lower level access from York Street and upper level access from

Figures 5 & 6: Rendering from York and High Streets; site plan, with proposed building shown in red



Danforth Street. Because of grade changes, the structured parking area would read as surface parking from Danforth Street, and residential units on the second floor of the building would actually read as the first floor from the rear.

New brick sidewalks, street lights, and street trees are proposed on York and High Streets. The plans also include landscaping in planters on the York Street and High Street frontages, with additional landscaping between the parking and the building's rear. Stormwater treatment is proposed in planters along the York Street right-of-way.

The plans also reflect some minor improvements at 27 High Street, one of the adjacent parcels owned by the applicant. These improvements include landscaping and hardscaping of a shared patio space at the building's rear.

VI. PUBLIC COMMENT

Staff fielded one telephone call from a neighbor who raised concerns about the proposed height and view impacts of the proposal. No written comments have been submitted.

The applicant hosted a neighborhood meeting on Wednesday, September 3. The meeting minutes show that neighbors raised questions about height, traffic, parking and access, and stormwater *(Attachment S).*

VII. RIGHT, TITLE, & INTEREST

The applicant's submittal includes deeds as evidence of right, title, and interest. As noted above, the project involves reconfiguring nine lots to create a development site on the middle of what will be three new parcels. Corporation Counsel has reviewed the plan for the new division of lots *(Plan 3)* and has not identified concerns.

A number of easements are proposed. The applicant proposes an assembly/common area easement with the property at 27 High Street, where landscaping improvements are planned. Electric, communications, and landscaping easements are needed from the neighbor at 78 Danforth; access and electric easements will also be granted to this neighboring property. A grading easement is necessary from the property to the east at 60 Danforth Street. Lastly, there will be some area of the sidewalk constructed on private property outside the right-of-way. A public access easement will be required. In the revised submittal, Bill Clark, the city's surveyor, has requested more detail on the access arrangement with the property at 78 Danforth Street. He writes,

> *Will the West Company [owner at 78 Danforth] be granted an access easement to use the Danforth Street entrance? Also, will a portion of High Street Court be blocked off to West Company access due to the boundary line?*

The applicant proposes to use a portion of High Street Court, a private way from High Street which is bounded on the south and east by the applicant's property, for purposes of development. Under the preliminary plans, the neighbor at 78 Danforth would relinquish rights to the High Street Court access, and the way would be developed as parking. It appears that the remainder of High Street Court would remain in private ownership, providing access to the garages of 41 and 51 High Street. The applicant also proposes to eliminate an 8 foot strip of land perpendicular to Danforth Street and designated in the survey as Palermo Road. Mr. Clark has asked the applicant to clarify plans for this area. He writes,

> *Will High Street Court and Palermo Road be abandoned within the project area?*
>
> *What will come of the remainder of High Street Court? Will it remain as part of JB Brown property or conveyed to abutters?*

VIII. FINANCIAL & TECHNICAL CAPACITY

The estimated cost of the development is approximately $18 million. The applicant has submitted a letter from TD Bank indicating that their intent to consider financing for the project. The applicant has also provided a list of reference projects as a means of attesting to the technical capacity of Opechee Construction Corporation *(Attachment H)*.

IX. ZONING ANALYSIS

The applicant has provided a zoning analysis documenting that the plans meet most of the dimensional requirements of the B-3 zone, including the maximum height requirement of 45 feet, which is established by the Downtown Height Overlay Zone *(Attachment E)*. It should be noted that, because of the slope of the site, the absolute height of the building would actually be greater at the corner of York and High Streets, where elevations show a height of 59.5 feet. Ann Machado has reviewed the methodology of the average grade calculations and indicated that she is satisfied with the applicant's approach. It should also be noted that the planning board recommended an increase in building height to 65 feet in this area as an incentive for housing development proposed by the city. The board's positive recommendation has been forwarded to the city council. As of now, the applicant has not indicated any intent to increase the building height at the corner of York and High Streets.

The plans do not meet the B-3 zone's maximum front yard setback of five feet in three locations *(Section 14-220)*. The plans show setbacks on the York Street, High Street, and Danforth Street frontages, at their greatest, of 21.32 feet, 5.32 feet, and approximately 300 feet respectively.

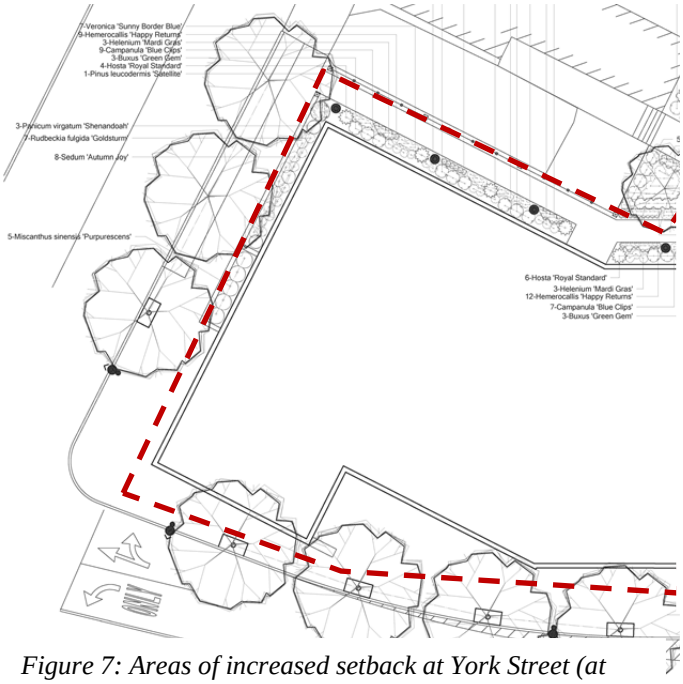


Figure 7: Areas of increased setback at York Street (at bottom) and High Street (at left), with approximate property line in red

In discussions, the applicant has indicated their intent to resolve the build-to issue on Danforth Street by revising the lot lines to eliminate the site's frontage in this location. Instead, the frontage would be included in the 60 Danforth lot, also held by the applicant, to the east. Access would remain in its planned location with an access easement from the adjacent site.

With respect to the other two frontages, however, the greater setbacks would remain. The applicant has argued that these setbacks are necessary because of the "unusual geometry of the right-of-way line along the frontage" *(Attachment G)*. The applicant has also stated that the increased setbacks will "create a public pedestrian friendly environment…with floor to ceiling store front windows…and street front building access…architectural lighting, granite sit walls, street trees, and landscaped planters."

Under the site plan ordinance, the planning board may grant an extension of the B-3's maximum setback if "the Planning Board requires or approves an additional distance to comply with the requirements of *Section 14-526(d)9* (Zoning-Related Design Standards)." The *Design Manual* explicitly establishes guidelines for increasing the setback beyond the build-to line, including cases where the increased setback:

- "Provides substantial and viable publicly accessible open space or other amenity at the street level"
- "Does not substantially detract from the prevailing street wall character"
- "Does not detract from existing publicly accessible open space by creating an excessive amount of open space"
- Provides "area…of high quality and character of design and of acceptable orientation to solar access and wind impacts as to be attractive to pedestrian activity"

The applicant has responded to these guidelines in their design narrative, stating that the increased setbacks will create high quality and active public space *(Attachment Q)*. It should be noted that staff's design review requests additional detail on the plan for the plaza area on York Street *(Attachment 7)*. Staff is seeking guidance from the planning board on the matter of the maximum setback requirement.

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

Per the city's land use ordinance, the following materials should be included in the final plan submission:

- A subdivision plat meeting all plat requirements as noted in *Section 14-496*. The draft plat has been reviewed by Mr. Clark, who has provided a markup *(Attachment 1)* and made the following comments:
  - *[Show] state Plane Coordinates at noted locations.*
  - *Set property corners.*
  - *Set the two monuments at the end of the 51.63 foot boundary line end points rather than on three foot offset. The three foot offset points are too close to the curb line.*
  - *Subdivision Plan needs a Professional Land Surveyor signature and seal.*
- Final plan submittal requirements as noted in *Sections 14-527(e) and (f)*, including:
  - Existing soil conditions and locations of test pits and borings;
  - Clarification on the proposed use of the area east of the Danforth Street driveway (i.e. on Sheet 7.03, the plans show off-street parking from the adjacent lot encroaching on the site in this location);
  - Sewer capacity letter; and
  - State permits (e.g. Stormwater Permit-By-Rule/Notice of Intent to Comply with the Maine Construction General Permit)
- A final site plan, including:
  - Distances to property lines;
  - Dimensions of major plan elements (e.g. curb cut/driveway from York Street, sidewalks, parking spaces (including compact));
  - Exterior doors; and
  - Snow storage locations.

The applicant has provided draft construction management plans, which will be fully reviewed with the final submittal. Since blasting is proposed, the applicant will be required to follow the relevant standards in the city's *Technical Manual*. This should be noted on the revised construction management plans. The applicant has recognized that construction easements will be necessary from 75 York to demolish an existing retaining wall and78 Danforth for the construction of the Danforth Street driveway, landscaping, and grading. These should also be noted on the construction management plans.

XI. SUBDIVISION REVIEW *(14-497(a). Review Criteria)*

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. Staff comments are below.

1. Water, Air Pollution

The site is currently occupied by a surface parking lot, a restaurant, and an office building. The project will disturb approximately 77,500 SF of the parcel and result in a total of 66,072 SF of impervious area, or an increase in 1,236 SF. The majority of the site's runoff, including the roof drain, storm drain from the upper parking level, and foundation drain from the northwest side of the building, will be collected and conveyed to the city's storm drain in High Street. Given existing grades, the applicant is proposing to direct the remainder of the site runoff, including that from the lower level parking, the foundation drain from the easterly side of the building, and treated stormwater from planters on the south side of the site, through two outlets to the combined sewer system in York Street. Both of these outlets will incorporate check valves. An oil/water separator is proposed for the lower parking area runoff *(Attachment L)*. David Senus, consulting civil engineer, has reviewed the plans relating to stormwater runoff *(Attachment 2)*. His comments are discussed in detail under site plan review below. No detrimental water or air quality impacts are anticipated.

2 & 3. Adequacy of Water Supply

The plans show water service from an existing 8-inch main in York Street. The applicant has provided evidence of capacity from the Portland Water District *(Attachment N)*.

4. Soil Erosion
No unreasonable soil erosion or reduction in the capacity of the land to hold water is anticipated.

5. Impacts on Existing or Proposed Highways and Public Roads
The applicant has provided a trip generation estimate prepared by Gorrill-Palmer Consulting Engineers *(Attachment I)*. The estimate incorporates a credit for existing and former uses on the site, including the gas station, restaurant, and the existing office space, calculates projected trips from the proposed uses on site, and results in an estimated net increase in trip generation of 93 trip ends in the AM peak hour and 83 in the PM peak hour. The applicant has therefore argued that a Traffic Movement Permit (TMP) is not required from Maine DOT. Mr. Errico has reviewed the trip generation and provided comments *(Attachment 3)*, which are discussed in detail under site plan review below.

6. Sanitary Sewer/Stormwater Disposal
One 8-inch sewer line is proposed to service the entire building; this line would outlet to York Street. The applicant has submitted a wastewater capacity application to the Department of Public Services *(Attachment N)*. Verification of capacity will be required at the time of final plan review.

As noted above, the proposed development would direct runoff to both the separated system in High Street and the combined system in York Street. A small portion of this runoff would be treated through the use of stormwater planters in the York Street sidewalk. Both Mr. Senus and David Margolis-Pineo, of the city's Department of Public Services, have reviewed site's stormwater system *(Attachments 2 and 4)*. Comments are discussed in more detail under site plan review below.

7. Solid Waste
The applicant has proposed a trash and recycling room adjacent to the residential entrance and has indicated that a waste management contractor would provide waste removal service. Commercial tenants would be responsible for moving waste to off-site containers provided by the owner, and a commercial contractor would then remove waste from these containers. Staff has requested additional information on the plan for commercial waste removal.

8. Scenic Beauty
This proposal is not deemed to have an adverse impact on the scenic beauty of the area.

9. Comprehensive Plan
The applicant's narrative argues that the project would achieve a number of the purpose statements of the B-3 zone including increasing housing opportunity, enhancing and promoting the orderly expansion of retail and service business downtown, maintaining and enhancing the role of downtown as the region's business and commercial center, and providing adequate parking and transportation facilities which promote accessibility, enhance and encourage development opportunity, and enhance and protect the pedestrian environment *(Attachment M)*. The project also helps to meet comprehensive plan goals related to "support[ing] Portland's livable neighborhoods by encouraging a mix of uses that provide needed goods and services within walking distance of most residents," "encourag[ing] neighborhood business centers throughout the city to reduce dependence on the car and make neighborhood life without a car more practical," "encourag[ing] higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation," and "increas[ing] Portland's rental housing stock."

10. Financial and Technical Capacity
As noted above, the applicant has provided evidence of financial and technical capacity (*Attachment H*).

11. Wetland/Water Body Impacts
There are no anticipated impacts to wetlands.

12. Groundwater Impacts
There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

Per the city's existing flood maps, the site is not located in a flood zone.

XII. SITE PLAN REVIEW

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

1. Transportation Standards

a. Impact on Surrounding Street Systems

As noted above, the applicant has provided a trip generation analysis based on the proposed site uses, factoring in a credit for all uses in operation on the site over the last ten years *(Attachment I)*. The analysis projects 93 AM peak hour and 83 PM peak hour trips. These numbers do not meet the threshold for a Maine DOT Traffic Movement Permit. Mr. Errico has reviewed the analysis and writes,

> *The applicant has conducted a trip generation analysis for the project site that indicates the site will generate less than 100 trips when credit for prior uses is included. The applicant should provide specific information regarding the prior uses such that double counting of trips is not occurring. This is relevant as it relates to the need for a Traffic Movement Permit.*
>
> *The applicant should conduct a safety analysis of crash information for York Street and Danforth Street and at the High Street intersections with York Street and Danforth Street.*

b. Access and Circulation

The plans include new brick sidewalks on York and High Streets and a ramp at the York and High Street corner. No new crosswalks are currently proposed. Pedestrian access to the commercial units is proposed from York Street. The primary access to the residential units would be from a door at the rear of the building. This door would be accessible to the street either via a path from High Street or from the parking area. A secondary entrance would be provided inside the driveway access from York Street. Staff has requested that the applicant make the primary residential entrance more legible from the street (and even consider bringing the door to High Street) and clarify how the door will be accessed from Danforth Street at the rear. Staff has also requested that the applicant depict all doors and sidewalk dimensions on the revised plans and document ADA access to the building.

The preliminary plans show bicycle hitches at five locations around the perimeter of the building and the site, including eight spaces on York Street, four spaces on High Street, four spaces in the parking area, and four spaces on Danforth Street. Mr. Errico has requested that the applicant provide bike lanes on York Street *(Attachment 3)*.

Vehicular access is proposed via two curb cuts, one at the east end of the site on York Street and the other on Danforth Street. The York Street entrance would cut through the first floor of the building and provide access to the lower level of the parking at the property's rear. The other driveway would provide access to the top deck of the parking area. The York Street driveway is proposed at a distance of approximately 40 feet from the nearest existing driveway to the east. This allows the driveway to sit well away from the York Street/High Street intersection, approximately 280 feet, but fails to meet driveway separation requirements. A waiver would be required for this condition.

Regarding the access and circulation around the site, Mr. Errico writes,

> *The York Street design needs to be revised to meet the City's Complete Streets Policy. The following notes specific items for consideration:*
>
> - *The design should provide for a consistent horizontal alignment between High Street and Maple Street.*
> - *York Street should include bicycle lanes – although a shared-use facility is likely on the eastbound approach at High Street.*

- *On-street parking is acceptable – assuming it can fit with other cross-section needs.*
- *The dedicated right-turn lane into the site should be eliminated.*
- *The radius on the northeast corner of the High Street/York Street intersection should be considerate of a possible conversion of High Street to two-way flow.*
- *The project should include replacement of the existing traffic signal mast arm structure at the northeast corner of the High Street/York Street intersection.*
- *All crosswalks and sidewalk ramp configurations should be clearly illustrated such that ADA compliance can be determined. Detectible warning panels need to be provided at all public street crossings.*
- *The plan needs to show how vehicle lanes transition east of the site to Maple Street.*

c. Public Transit Access

Greater Portland METRO operates a transit line through the West End which travels eastbound on Danforth Street and north on High Street in close proximity to the site, and South Portland currently provides transit service on High Street directly adjacent to the site. However, transit facilities have generally not been required in instances when other municipalities' transit service is involved. As such, staff is not requesting a transit facility here.

d. Parking

Division 20 of the land use ordinance establishes parking requirements by use but also grants an exception for projects that exceed 50,000 SF of floor area, allowing the planning board to determine the parking requirement in these cases. Since this project exceeds the 50,000 SF threshold, the applicant has submitted a parking study in an effort to establish parking demand *(Attachment I)*. This study is fundamentally based on the city's parking ordinance, but assumes several credits based on shared use and shared parking/offset periods of peak demand. The study estimates a total vehicular parking demand of 122 spaces.

The applicant's preliminary plans show 211 parking spaces, far exceeding the projected parking needed for the project. In this way, the plans are designed to account not only for the project but also for existing parking spaces on the property that are currently used for off-site parking for other users. The parking study estimates that 59 such spaces currently exist on site.

Mr. Errico has reviewed the parking analysis and writes,

> *I have reviewed the parking analysis and concur that an adequate parking supply will be provided for the project (with an excess supply).*
>
> *I find the design of the parking levels generally to be acceptable with the following comments.*
> - *Compact parking spaces are slightly larger than City standards. I support a waiver from the City's technical standards.*
> - *One circulation lane is 21 feet wide and does not meet City standards. I support a waiver from the City's technical standards.*
> - *The driveway width at York Street should be dimensioned on the plan.*
> - *The layout of the parking level accessed via Danforth Street should be provided for review and approval.*
> - *The applicant should note whether the driveway on Danforth Street meets City driveway separation standards. While conditions currently exist, bringing the driveway into conformance may be desired.*

As noted above, the applicant proposes 20 bicycle parking spaces, most of which would be located in the right-of-way on York and High Streets. Per the site plan standards, two bicycle spaces are required for every five residential units; at this ratio, 26 bicycle parking spaces would be required. With respect to the commercial space in the proposal, the ordinance requires two bicycle parking spaces for each 10 vehicular spaces required. Per the applicant's parking study, 65 parking spaces would be required to accommodate

the commercial space; this figure results in a commercial bicycle parking requirement of 13 spaces. Given these figures, 39 bicycle parking spaces are required on the site. The applicant's preliminary plans are thus short by 19 spaces.

The ordinance allows for a bicycle parking waiver "if it is determined, based on evidence submitted by the applicant, that the proposed development is expected to generate reduced demand for bicycle parking due to characteristics or uses such as elderly or disabled persons housing or industrial uses located in outlying areas" *(Section 14-526(a)4(b)(ii).* In their submittal, the applicant has requested such a waiver, asking that the need for bicycle parking be addressed through a transportation demand management plan. The applicant writes, "if TDM monitoring determines the quantity of bike spaces in inadequate in the post-development condition, the owner can install additional bike racks" *(Attachment G).* It should be noted that a TDM plan is not required of this project; nor has one been explicitly proposed. Staff has suggested interior bike storage as a potential means of addressing the remaining bicycle parking requirement.

A snow storage and removal plan should be provided in the revised submittal. Regarding this plan, Mr. Senus has noted,

> *The plans should note a location for snow storage. The snow storage location should be sited outside of existing and proposed drainage courses.*

e. Transportation Demand Management
As noted above, a transportation demand management plan is not required.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features
There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation
The preliminary landscaping plans include a variety of trees, shrubs, and perennials on both street the York and High Street frontages and at the building's rear and side. Trees include a combination of zelkovas, sugar maples, birches, river birches, ginkgos, and crab apples. Staff has requested that final plans include labels clarifying the location of these species. Likewise, the plans include boxwood, juniper, Bosnian pine, dwarf lilacs, viburnum, yew, and forsythia bushes, and staff has requested that revised plans clearly depict plant locations as well, particularly along the street frontages.

Staff has also requested that the applicant look carefully at the area on the western property line between adjacent residential neighbors and the parking, where four zelkovas are proposed as landscaping. A fence currently exists along this line; no new fencing is planned.

Regarding the landscaping plan, Jeff Tarling, the city's arborist, writes,

> *The York Street project 'street view' from York Street is a critical part of the overall tree & landscape design review. Attached is our recommended raised granite tree planter detail and photo (Attachment 5). These have proven to be very efficient at protecting trees from compaction and deicing salt which are the top two limiting factors on urban street tree survival.*
>
> *The proposed rain planter feature is also a good design and storm water element for this project. It also helps define the street edge and circulation due to grade changes along the curb line. The placement location and design of the rain planter is also important. Having adequate space between the street curb and planter is recommended to be around 3' in width. This planter may include street trees as well as woody & herbaceous plantings.*
>
> *More information is needed in regards to planter design, location along with the street tree*

placement. Providing space for pedestrian travel up York & High Streets along with space enough for standard sidewalk clearing equipment should be a standard goal.

The parking lot area should also receive green screening in the form of green wall or planted trellis along with trees and shrubs where space allows.

Altogether, 14 street trees are proposed. Per the site plan ordinance, 63 street trees are technically required at one per residential unit. However, site constraints clearly prevent the planting of all of these trees. Staff suggests that the applicant consider current gaps in the High and Danforth Street frontages as possible locations for additional street trees. As noted above, street tree species should be clearly defined on the revised plans. A contribution for outstanding street trees will be required.

c. Water Quality/Storm Water Management/Erosion Control

As noted above, the applicant plans to increase impervious area by approximately 1,235 SF, and proposes to treat a small area of runoff greater than this area through the use of biocell stormwater planters with 18" of soil media, 14" of gravel, and a 6" underdrain. The biocell installation is designed to sit below the surface level of the sidewalk in order to allow ponding. Underdrains would outlet to the combined sewer in York Street *(Attachment L)*.

Mr. Senus has reviewed the design of the biocell system and provided the following comments,

Stormwater planters are proposed along York Street to provide treatment for a portion of York Street to offset [the] increase in impervious area. This is an acceptable approach to managing stormwater quality; however, additional comments and concerns have been raised associated with accommodating traffic, bicycles, and pedestrians within the York Street Right-of-Way, which may preclude the ability to fit these planter systems in this area. It should be noted that the City would accept a stormwater quality measure in the area around or within the swale above CB2 (along the south edge of the parking garage) as an acceptable means of meeting the stormwater quality standards for the project. If a depressed planter/filter area is proposed within or adjacent to the traveled way, some measure should be taken to demark the edge through the use of a raised curb or rail.

The Stormwater Management Plan should include a stormwater inspection and maintenance plan developed in accordance with and in reference to Chapter 32 of the City of Portland Code of Ordinances.

Currently, the stormwater planters are proposed within the city's right-of-way. Staff has advised the applicant that this arrangement would require both a license and a maintenance agreement with the city, and given this, suggested that an alternative location might be more suitable. Mr. Senus writes,

Maintenance of any stormwater quality treatment measures proposed in the City Right-of-Way will be the responsibility of the property owner; as such, agreements will be needed to define these responsibilities. The City has executed similar agreements on other projects and can help coordinate the language carried in these agreements.

3. Public Infrastructure and Community Safety Standards

a. Consistency with Related Master Plans

As noted above, the project is generally deemed consistent with related master plans.

b. Public Safety and Fire Prevention

In preliminary comments, staff has raised some concerns with respect to Crime Prevention through Environmental Design (CPTED), particularly as it relates to access to the main residential entrance at the building's rear. Residents walking from the south or west would access the residential entrance via a path enclosed between the building and an adjacent fence on the property line with 27 High Street. The path

would be lit with bollards and the applicant has indicated the intent to make the fence permeable to increase opportunities for natural surveillance. However, visibility and safety are concerns. The dimensions of this area should be included on revised plans, and, ideally, a more visible front entry on one of the building's street facades would be preferable.

The applicant has provided a life safety summary for review by the city's Fire Prevention Bureau *(Attachment P).* Per this summary, the building would be fully sprinklered and accessible from two sides. Assistant Fire Chief Keith Gautreau has reviewed the life safety summary and raised concerns with regard to fire access to the rear of the building *(Attachment 6).* These concerns were discussed in a meeting with the applicant in late September. At that meeting, Assistant Chief Gautreau asked whether the parking deck would support fire vehicles, and the applicant indicated that this was not the design intent. Following this meeting, Assistant Chief Gautreau reiterated his concern about access to the building. He writes,

> *I have some concerns about emergency access to the rear of this 5 story building. Is there going to be any proposed access off of High Street or Danforth? There also appears to be several trees proposed on York Street side making access to upper floors difficult as well.*
>
> *Fire Vehicle Access*
> - *Largest Fire Department Vehicle must be able to navigate through the parking lot to access building*
> - *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.*
>
> *There are existing hydrants located at York and High and High and Danforth. There should be sufficient water supply for the proposed building but would like to see an analysis done per NFPA 1.*
>
> *Hydrants 2(009 NFPA 1 18.3 Water Supplies and Fire Hydrants)*
> *Fire Department Connections shall not be located where large diameter hose may block egress.*
>
> *A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.*

The applicant will need to resolve outstanding questions from the Fire Prevention Bureau prior to final hearing.

c. Availability and Capacity of Public Utilities

The Portland Water District has provided documentation of capacity to serve the project *(Attachment N).* At the time of final site plan review, the applicant will need to present evidence that there is sufficient sewer capacity to service the commercial and residential units on the site.

As noted above, the majority of the site's runoff would be collected and conveyed to the city's storm drain in High Street. Given existing grades, the applicant is proposing to direct the remainder of the site runoff, including the treated stormwater from planters on the south side of the site, to the combined sewer system in York Street. These outlets will incorporate check valves. An oil/water separator is proposed for the lower area parking area runoff. Regarding this plan, Mr. Senus writes,

> *Sheet C4.01 - The Tide-Flex Checkmate inline valve should be installed in close proximity to a manhole structure so future access to the valve can occur without the need to cut into the City Street.*

A detail should be provided and location should be noted on the plans for the garage floor drain oil/water separator system.

Mr. Margolis-Pineo adds,

If food preparation is proposed or anticipated as part of this complex, a grease removal device will be required. The size and location will need to be determined. Please contact Ben Pearson (874-8843), of the City's Industrial Pretreatment Division for guidance.

4. Site Design Standards

a. Massing, Ventilation, and Wind Impact

The bulk, location, or height of the building is not likely to result in health or safety problems from a reduction in ventilation to abutting structures. However, staff has requested a wind study through the design review *(Attachment 7).*

b. Shadows

The project is proposed in the B-3 zone; as such, this standard does not apply.

c. Snow and Ice Loading

As noted above, snow storage areas should be delineated on the revised plans.

d. View Corridors

High Street is designated in the city's *Design Manual* as a protected view corridor. The applicant has provided renderings of the building from the west and east on York Street, and is currently developing views down High Street. Per the site plan standard pertaining to view corridors, "the massing, location, and height of development shall not substantially obstruct public views." Additional renderings will be reviewed in this light prior to public hearing.

e. Historic Resources

The project includes some minor site work on one parcel within the West End Historic District, 27 High Street. As such, this site work is subject to review for conformance with the historic preservation ordinance standards. Further, portions of the proposed building lie within 100 feet of this district, meaning that the entire development is subject to review for general compatibility "with the major character-defining elements of the…portion of the district in the immediate vicinity" *(Section 14-526(d)5).*
The applicant has provided a narrative which speaks to the compatibility of the proposed building with the West End, writing "[t]he proposed project creates a bridge between the commercial brick buildings of the Old Port and the wood residential buildings of the West End. While the functions of the building are divided vertically [(]commercial space at level 1 and residential space on the upper levels[)], the architecture is divided by the Old Port and West End" (*Attachment Q).*" They state, "[a]t the corner of York Street and High Street, the building…utilizes residentially scaled materials and colors similar to buildings of the West End. These facades are details [sic] in a more ornate fashion with historically proportioned trim, storefont details and cornice."

Deb Andrews, the city's Historic Preservation Manager, reviewed the plans and intends to present the applicant's drawings to the Historic Preservation Board for an advisory review on 21, 2015. In her memo preliminary comments, Ms. Andrews has noted the importance of the York and High Street intersection as a major gateway and prominent corner. She has advised that this corner could support larger scale development than the smaller residential buildings characteristic of the West End. She has also suggested, however, that the applicant redesign the High Street facade to shift the mass of the building away from the existing residential and toward the corner of York and High Streets. The Historic Preservation Board's findings will be available at the time of final review.

f. Exterior Lighting

The applicant has provided a lighting plan including the city's Eastern Waterfront fixtures on the York and High Street frontages, a series of bollards along the pathway to the main residential entrance, and pole-mounted lights in the parking area at rear. All of these lights are full cutoff and meet the requirements of the city's Technical Manual.

The applicant also proposes wall-mounted sconces on the York and High Street building façades that are designed as "architectural lighting." These lights are not technically full cutoff. Per the code, any "architectural lighting" would need to *Technical Manual* standards, which include the provision that "[architectural] lighting shall be directed downward unless the development is located in an area of the city where uplighting is permitted" *(14-526(D)6b* and *Technical Manual Section 12.4).* The use of architectural lighting will need to be further considered prior to final review. No uplighting is proposed.

The photometric plan shows shows some light trespass to the north onto both adjacent properties on Danforth Street. Given the location of the parking area stairs proximate the property line in this area, staff recognizes the need for adequate lighting. Staff has requested that the applicant revise the lighting plan in an attempt to meet the trespass standard.

g. Noise and Vibration

The applicant has not provided information on HVAC equipment in the preliminary submittal. The applicant has requested that this be treated as a condition of approval.

h. Signage and Wayfinding

No signage or wayfinding is proposed at this time.

i. Zoning-Related Design Standards

The city's site plan ordinance states that "Development in the B3, B5, B5-b, B7 business zones and in the B6 and EWPZ waterfront zones shall be designed to support the development of dense, mixed-use neighborhoods with attractive, safe and convenient street level pedestrian environments as demonstrated by compliance with all applicable design standards listed in the *Design Manual*" (*Section 14-526(d)9.a(iii)*). The *Design Manual* establishes design guidelines for the B-3 zone. The applicant has provided a brief narrative responding to the design guidelines *(Attachment Q).*

Caitlin Cameron, the city's urban designer, has provided preliminary design review comments *(Attachment 7)*. These comments raise several concerns about the building design. The review suggests:

- That the length of the building be articulated in a way that more clearly reflects the building function, where material changes emphasize changes in use, but that the entire building should use a more consistent language to reflect that the building is one;
- More consistent window types and sizes to provide a pattern and rhythm to both street-facing building facades;
- Moderating the scale of the building on the High Street frontage as it meets the West End Historic District by stepping down one story;
- Emphasizing entries;
- Emphasizing the corner of York and High Streets; and
- Screening between the adjacent rear yards and the parking area.

These comments should be addressed prior to public hearing.

Figures 8, 9, and 10: Rendering from the east; High Street façade (middle); York Street façade (bottom)

XIII. NEXT STEPS

1. Applicant to address staff comments and additional comments of the Planning Board;
2. Applicant to prepare final plan submission, including subdivision and site plan submittal requirements as included in 14-496(a) and (b) and 14-527(e) and (f) for review by the Planning Authority and Planning Board; and
3. Hold final Planning Board Hearing.

XIV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. City Surveyor review (memo from Bill Clark, 9/17/15)
2. Traffic Engineer review (memo from Thomas Errico, 10/2/15)
3. Civil Engineer review (memo from David Senus, 10/1/15)
4. Department of Public Services review (memo from David Margolis-Pineo, 10/2/15)
5. City Arborist review (memo from Jeff Tarling, 10/6/15)
6. Fire Prevention Bureau review (memo from Keith Gautreau, 2/11/15)
7. Design review (memo from Caitlin Cameron, 2/11/15)

APPLICANT'S SUBMITTALS

A. Level III Site Plan application
B. Project Description
C. Evidence of Right, Title, and Interest
D. Evidence of State and/or Federal Permits
E. Compliance with Applicable Zoning Requirements
F. Proposed Easements
G. Requested Waivers
H. Financial and Technical Capacity
I. Traffic Studies
J. Significant Natural Features
K. Narrative Describing the Site
L. Stormwater
M. Consistency with Master Plans
N. Availability of Off-Site Facilities
O. Solid Waste
P. Fire Code Summary
Q. Design Narrative
R. HVAC Narrative

PLANS

Plan 1. Cover Sheet
Plan 2. Boundary Survey
Plan 3. New Division of Lots
Plan 4. Subdivision Plan
Plan 5. Subdivision Notes and Details
Plan 6. Demolition Plan
Plan 7. Overall Site and Utility Plan
Plan 8. Site and Utility Plan
Plan 9. Grading, Drainage, & Erosion Control Plan
Plan 10. Details - 1
Plan 11. Details - 2
Plan 12. Stormwater Planter Plan and Details
Plan 13. Erosion Control Notes
Plan 14. Hardscape Plan and Details
Plan 15. Hardscape Plan and Details
Plan 16. Landscape Plan Commercial
Plan 17. Landscape Plan Residential
Plan 18. Lighting and Photometric Plan
Plan 19. Lighting Specifications
Plan 20. Exterior Building Elevations
Plan 21. Building Section and Roof Plan
Plan 22. Lower Level Floor Plan

Plan 23. Second Level Floor Plan
Plan 24. Third Level Floor Plan
Plan 25. Construction Management Advance Site Work
Plan 26. Construction Management Foundations
Plan 27. Construction Management Steel & Plank Erection
Plan 28. Construction Management Masonry & Site Work
Plan 29. Rendering from York/High
Plan 30. Rendering from York Street East

From: William Clark
To: Helen Donaldson; Jennifer Thompson
CC: Ann Machado; David Margolis-Pineo
Date: 9/17/2015 4:25 PM
Subject: Re: 101 York Street lot merger/subdivision plat
Attachments: C1.03 Subdivision Plan 101 York St 08 14 2015 survey review 9 17 15.pdf; C1.02 New Division of Lots 101 York St 08 14 2015 survey review 9 17 15.PDF

Hi,

I looked at the plans. My comments on them are on the attached plans.

1. State Plane Coordinates at noted locations.

2. Set property corners.

3. Set the two monuments at the end of the 51.63 foot boundary line end points rather than on three foot offset. The three foot offset points are too close to the curb line.

4. Will the City be granted sidewalk/pedestrian easements along York Street? It appears there may be some planters going in.

5. Will the West Company be granted an access easement to use the Danforth Street entrance? Also, will a portion of High Street Court be blocked off to West Company access due to the boundary line?

6. Will High Street Court and Palermo Road be abandoned within the project area?

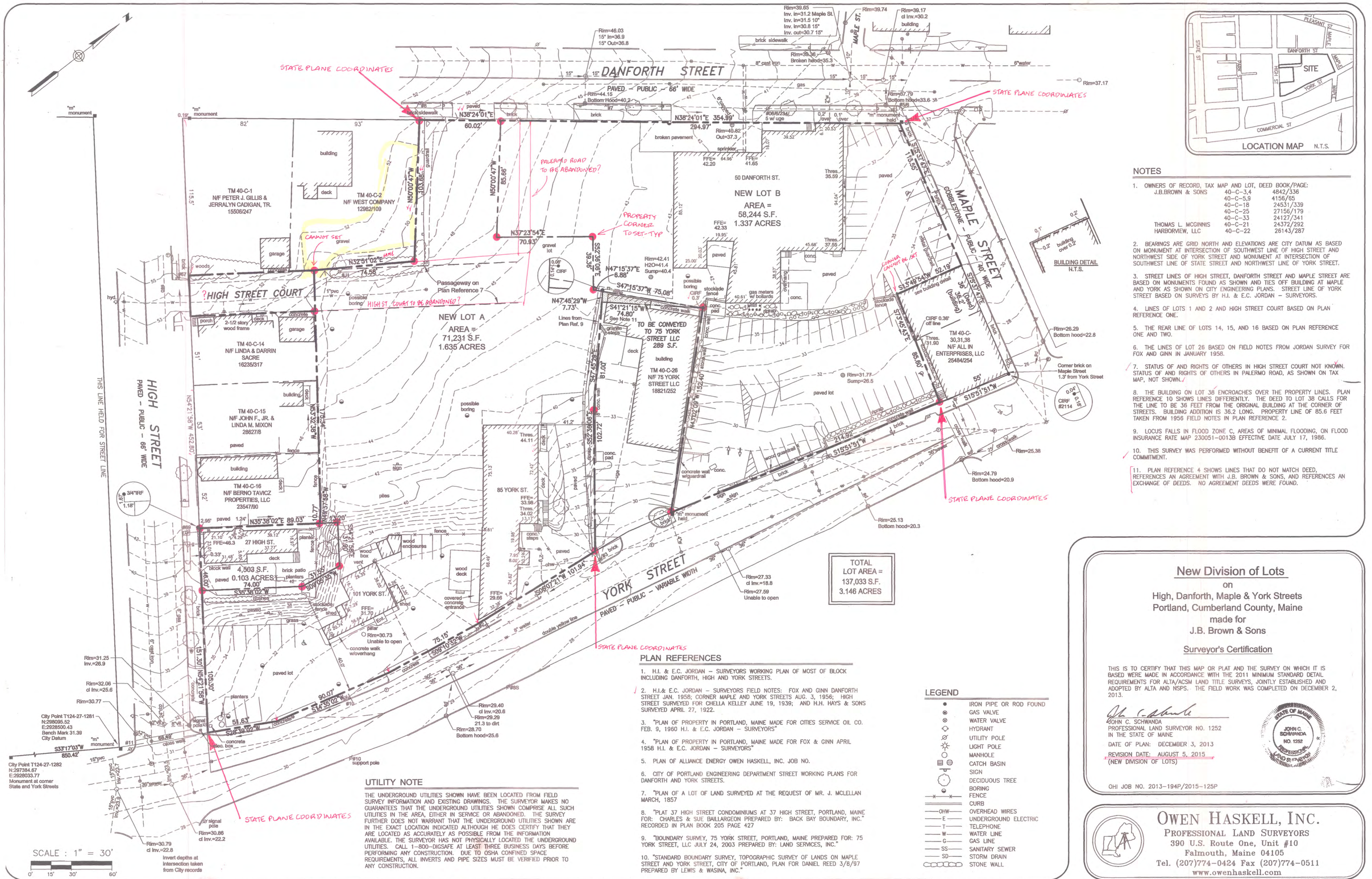
7. What will come of the remainder of High Street Court? Will it remain as part of JB Brown property or conveyed to abutters?

8. Subdivision Plan needs a Professional Land Surveyor signature and seal.

Thanks,

Bill

William Clark, PLS
Senior Project Engineer
Engineering
Department of Public Services
City of Portland
55 Portland St.



NOTES

1. OWNERS OF RECORD, TAX MAP AND LOT, DEED BOOK/PAGE:

J.B.BROWN & SONS	40–C–3,4	4842/336
	40–C–5,9	4156/65
	40–C–18	24531/339
	40–C–25	27156/179
	40–C–33	24127/341
THOMAS L. MCGINNIS	40–C–21	24372/292
HARBORVIEW, LLC	40–C–22	26143/287

2. BEARINGS ARE GRID NORTH AND ELEVATIONS ARE CITY DATUM AS BASED ON MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF HIGH STREET AND NORTHWEST SIDE OF YORK STREET AND MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF STATE STREET AND NORTHWEST LINE OF YORK STREET.

3. STREET LINES OF HIGH STREET, DANFORTH STREET AND MAPLE STREET ARE BASED ON MONUMENTS FOUND AS SHOWN AND TIES OFF BUILDING AT MAPLE AND YORK AS SHOWN ON CITY ENGINEERING PLANS. STREET LINE OF YORK STREET BASED ON SURVEYS BY H.J. & E.C. JORDAN – SURVEYORS.

4. LINES OF LOTS 1 AND 2 AND HIGH STREET COURT BASED ON PLAN REFERENCE ONE.

5. THE REAR LINE OF LOTS 14, 15, AND 16 BASED ON PLAN REFERENCE ONE AND TWO.

6. THE LINES OF LOT 26 BASED ON FIELD NOTES FROM JORDAN SURVEY FOR FOX AND GINN IN JANUARY 1958.

7. STATUS OF AND RIGHTS OF OTHERS IN HIGH STREET COURT NOT KNOWN. STATUS OF AND RIGHTS OF OTHERS IN PALERMO ROAD, AS SHOWN ON TAX MAP, NOT SHOWN.

8. THE BUILDING ON LOT 38 ENCROACHES OVER THE PROPERTY LINES. PLAN REFERENCE 10 SHOWS LINES DIFFERENTLY. THE DEED TO LOT 38 CALLS FOR THE LINE TO BE 36 FEET FROM THE ORIGINAL BUILDING AT THE CORNER OF STREETS. BUILDING ADDITION IS 36.2 LONG. PROPERTY LINE OF 85.6 FEET TAKEN FROM 1956 FIELD NOTES IN PLAN REFERENCE 2.

9. LOCUS FALLS IN FLOOD ZONE C, AREAS OF MINIMAL FLOODING, ON FLOOD INSURANCE RATE MAP 230051–0013B EFFECTIVE DATE JULY 17, 1986.

10. THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A CURRENT TITLE COMMITMENT.

11. PLAN REFERENCE 4 SHOWS LINES THAT DO NOT MATCH DEED, REFERENCES AN AGREEMENT WITH J.B. BROWN & SONS, AND REFERENCES AN EXCHANGE OF DEEDS. NO AGREEMENT DEEDS WERE FOUND.

PLAN REFERENCES

1. H.J. & E.C. JORDAN – SURVEYORS WORKING PLAN OF MOST OF BLOCK INCLUDING DANFORTH, HIGH AND YORK STREETS.

2. H.J.& E.C. JORDAN – SURVEYORS FIELD NOTES: FOX AND GINN DANFORTH STREET JAN. 1958; CORNER MAPLE AND YORK STREETS AUG. 3, 1956; HIGH STREET SURVEYED FOR CHELLIA KELLEY JUNE 19, 1939; AND H.H. HAYS & SONS SURVEYED APRIL 27, 1922.

3. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR CITIES SERVICE OIL CO. FEB. 9, 1960 H.J. & E.C. JORDAN – SURVEYORS"

4. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR FOX & GINN APRIL 1958 H.J. & E.C. JORDAN – SURVEYORS"

5. PLAN OF ALLIANCE ENERGY OWEN HASKELL, INC. JOB NO.

6. CITY OF PORTLAND ENGINEERING DEPARTMENT STREET WORKING PLANS FOR DANFORTH AND YORK STREETS.

7. "PLAN OF A LOT OF LAND SURVEYED AT THE REQUEST OF MR. J. MCLELLAN MARCH, 1857

8. "PLAT 37 HIGH STREET CONDOMINIUMS AT 37 HIGH STREET, PORTLAND, MAINE FOR: CHARLES & SUE BAILLARGEON PREPARED BY: BACK BAY BOUNDARY, INC." RECORDED IN PLAN BOOK 205 PAGE 427

9. "BOUNDARY SURVEY, 75 YORK STREET, PORTLAND, MAINE PREPARED FOR: 75 YORK STREET, LLC JULY 24, 2003 PREPARED BY: LAND SERVICES, INC."

10. "STANDARD BOUNDARY SURVEY, TOPOGRAPHIC SURVEY OF LANDS ON MAPLE STREET AND YORK STREET, CITY OF PORTLAND, PLAN FOR DANIEL REED 3/8/97 PREPARED BY LEWIS & WASINA, 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 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.

LEGEND

- IRON PIPE OR ROD FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- SIGN
- DECIDUOUS TREE
- BORING
- FENCE
- CURB
- OHW — OVERHEAD WIRES
- E — UNDERGROUND ELECTRIC
- T — TELEPHONE
- W — WATER LINE
- G — GAS LINE
- SS — SANITARY SEWER
- SD — STORM DRAIN
- STONE WALL

New Division of Lots

on

High, Danforth, Maple & York Streets
Portland, Cumberland County, Maine
made for
J.B. Brown & Sons

Surveyor's Certification

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. THE FIELD WORK WAS COMPLETED ON DECEMBER 2, 2013.

JOHN C. SCHWANDA
PROFESSIONAL LAND SURVEYOR NO. 1252
IN THE STATE OF MAINE

DATE OF PLAN: DECEMBER 3, 2013

REVISION DATE: AUGUST 5, 2015
(NEW DIVISION OF LOTS)

STATE OF MAINE — JOHN C. SCHWANDA — NO. 1252 — PROFESSIONAL LAND SURVEYOR

OHI JOB NO. 2013–194P/2015–125P

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

REC'D 9/17/15 SURVEY REVIEW 9/17/15 C1.02

HIGH STREET

GRANITE MONUMENT TO BE SET ON A 3" FOOT OFFSET LINE (SEE DETAIL ON SHEET C1.04)
- TOO CLOSE TO CURB - SET AT STREET LINE CORNER

STATE PLANE COORDINATES

GRANITE MONUMENT TO BE SET ON A 3" FOOT OFFSET LINE (SEE DETAIL ON SHEET C1.04)

GRANITE MONUMENT TO BE SET ON A 3" FOOT OFFSET LINE (SEE DETAIL ON SHEET C1.04)
- TOO CLOSE TO CURB - SET AT STREET LINE ANGLE POINT

DIST.?

N54°21'58"W 105.30'

S35°38'02"W 74.90'

S54°21'58"E 31.90'

S35°38'02"W 31.35'

N49°37'58"W 10.77'

N53°32'38"W 175.34'

N37°25'02"E 74.98'

N50°00'47"W 103.88'

N38°24'01"E 60.02'

N50°00'47"W 85.66'

N37°23'54"E 70.93'

S52°36'06"E 102.72'

S47°45'29"E 81.00'

S52°36'06"E 39.36'

N47°15'37"E 6.88'

S40°23'53"W 75.15'

S49°36'07"W 74.94'

S41°35'02"W 90.07'

S36°02'02"W 112.23'

PROPOSED MIXED-USED BUILDING

27 HIGH ST.
4,503 S.F.
0.103 ACRES

TM 40-C-16
N/F BERNO TAVICZ PROPERTIES, LLC
23547/90

TM 40-C-15
N/F JOHN F., JR. & LINDA M. MIXON
28627/8

TM 40-C-14
N/F LINDA & DARRIN SACRE
16235/317

TM 40-C-1
N/F PETER J. GILLIS & JERRALYN CADIGAN, TR.
15506/247

TM 40-C-2
N/F WEST COMPANY
12982/109

TM 40-C-26
N/F 75 YORK STREET LLC
18821/252

HIGH STREET COURT - RETAINED?

NOT ABLE TO SEE
WILL ACCESS BE BLOCKED FOR WEST COMPANY?

ACCESS EASEMENT TO WEST COMPANY?

PERIMETER OF J.B. BROWN AND SONS CONDOMINIUM BUILDING TO BE CONSTRUCTED

NEW LOT A
AREA =
71,231 S.F.
1.635 ACRES

PLAN DEPICTS LEVEL 1 PARKING ONLY. PARKING PROVIDED IS IN EXCESS OF REQUIRED NUMBER OF SPACES

STATE PLANE COORDINATES

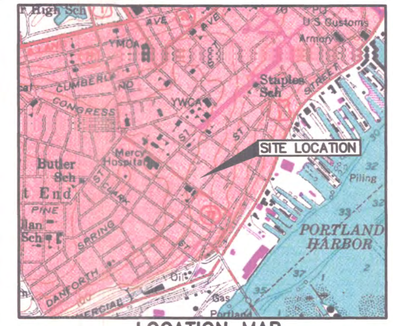
GRANITE MONUMENT TO BE SET ON A 3" FOOT OFFSET LINE (SEE DETAIL ON SHEET C1.04)

PROPERTY CORNERS TO SET - TYP

DANFORTH STREET

YORK STREET

0.10' "m" monument



LOCATION MAP
N.T.S.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE	
	MONUMENT	
	CURB	
	TREELINE	
	TREES & HEDGES	
	BUILDING	
	EDGE OF PAVEMENT	

APPROVAL BY:
CITY OF PORTLAND PLANNING BOARD

DATE: _____

1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

PROFESSIONAL LAND SURVEYOR SEAL

8/10/15

Rev.	Date	Revision

Issued For	Date	By
SITE PLAN REVIEW	8/14/15	AMP

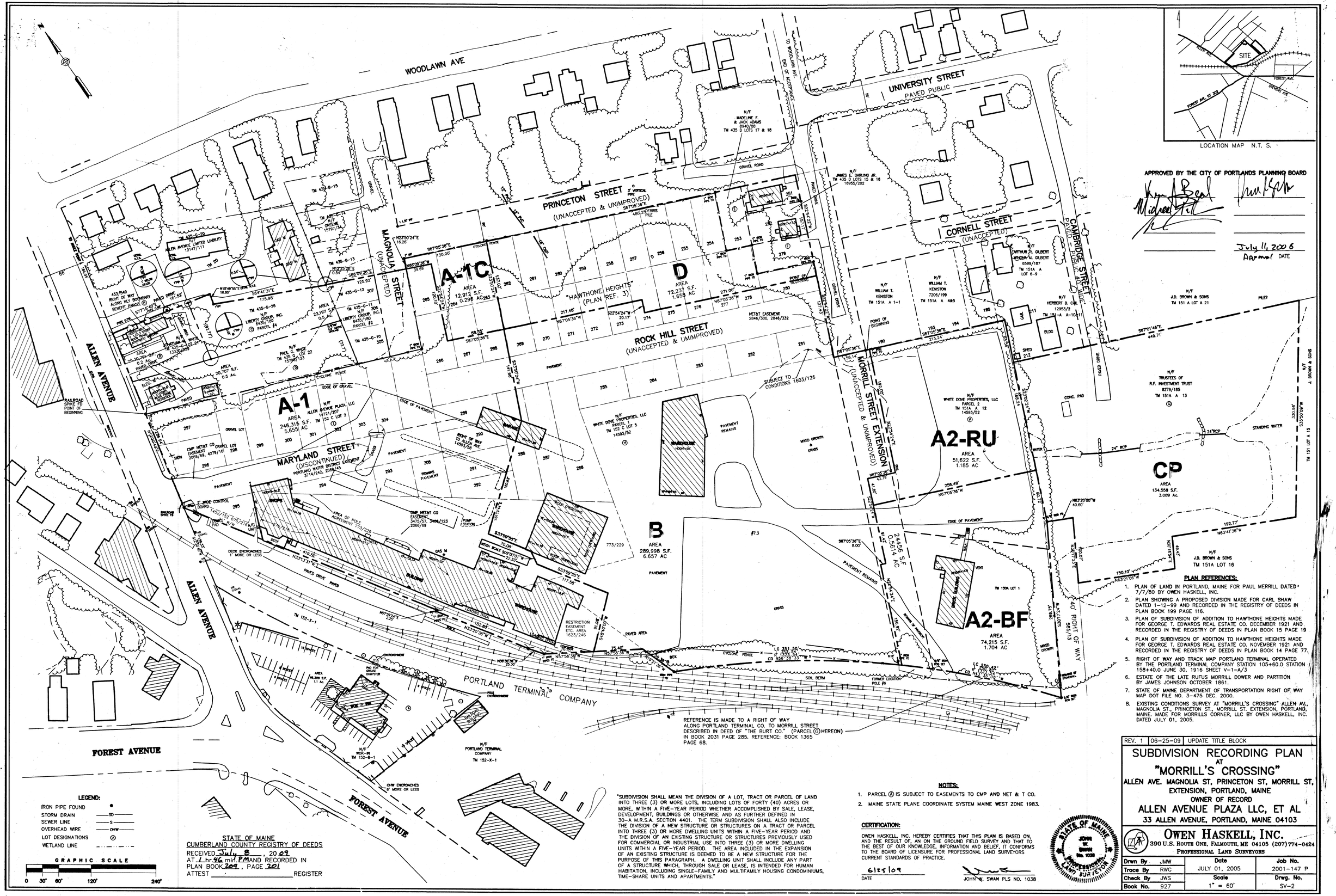
Design: DER | Draft: CG | Date: JUNE 2015
Checked: AMP | Scale: 1"=20' | Job No.: 3018
File Name: 3018-SUBDIVISION.dwg

This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.

GORRILL PALMER
Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.657.6910

Drawing Name: Subdivision Plan
Project: York Street - Mixed Use Development, Portland, Maine
Client: York Street, LLC, 36 Danforth Street, Portland, ME 04101
REC'D 9/17/15
SURVEY REVIEW 9/17/15

Drawing No. C1.03



APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

July 11, 2006
APPROVAL DATE

PLAN REFERENCES:

1. PLAN OF LAND IN PORTLAND, MAINE FOR PAUL MERRILL DATED 7/7/80 BY OWEN HASKELL, INC.
2. PLAN SHOWING A PROPOSED DIVISION MADE FOR CARL SHAW DATED 1-12-99 AND RECORDED IN THE REGISTRY OF DEEDS IN PLAN BOOK 199 PAGE 116.
3. PLAN OF SUBDIVISION OF ADDITION TO HAWTHONE HEIGHTS MADE FOR GEORGE T. EDWARDS REAL ESTATE CO. DECEMBER 1921 AND RECORDED IN THE REGISTRY OF DEEDS IN PLAN BOOK 15 PAGE 19
4. PLAN OF SUBDIVISION OF ADDITION TO HAWTHONE HEIGHTS MADE FOR GEORGE T. EDWARDS REAL ESTATE CO. NOVEMBER 1921 AND RECORDED IN THE REGISTRY OF DEEDS IN PLAN BOOK 14 PAGE 77.
5. RIGHT OF WAY AND TRACK MAP PORTLAND TERMINAL OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 105+60.0 STATION 158+40.0 JUNE 30, 1916 SHEET V-1-A/3
6. ESTATE OF THE LATE RUFUS MORRILL DOWER AND PARTITION BY JAMES JOHNSON OCTOBER 1861.
7. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP DOT FILE NO. 3-475 DEC. 2000.
8. EXISTING CONDITIONS SURVEY AT "MORRILL'S CROSSING" ALLEN AV., MAGNOLIA ST., PRINCETON ST., MORRILL ST. EXTENSION, PORTLAND, MAINE. MADE FOR MORRILLS CORNER, LLC BY OWEN HASKELL, INC. DATED JULY 01, 2005.

REFERENCE IS MADE TO A RIGHT OF WAY ALONG PORTLAND TERMINAL CO. TO MORRILL STREET DESCRIBED IN DEED OF "THE BURT CO." (P)PARCEL (G)HEREON) IN BOOK 2031 PAGE 285. REFERENCE: BOOK 1365 PAGE 68.

LEGEND:
IRON PIPE FOUND ●
STORM DRAIN —SD—
SEWER LINE —S—
OVERHEAD WIRE —OHW—
LOT DESIGNATIONS Ⓐ
WETLAND LINE

GRAPHIC SCALE
0 30' 60' 120' 240'

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED July 8, 2009
AT 1 hr 46 min PM AND RECORDED IN
PLAN BOOK 204, PAGE 201
ATTEST _____ REGISTER

"SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN A FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

NOTES:

1. PARCEL (A) IS SUBJECT TO EASEMENTS TO CMP AND NET & T CO.
2. MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST ZONE 1983.

CERTIFICATION:

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

6/25/09
DATE

JOHN W. SWAN PLS NO. 1038

STATE OF MAINE · JOHN W. SWAN · No. 1038 · REGISTERED PROFESSIONAL LAND SURVEYOR

REV. 1	06-25-09	UPDATE TITLE BLOCK

SUBDIVISION RECORDING PLAN AT "MORRILL'S CROSSING"

ALLEN AVE. MAGNOLIA ST, PRINCETON ST, MORRILL ST, EXTENSION, PORTLAND, MAINE

OWNER OF RECORD

ALLEN AVENUE PLAZA LLC, ET AL

33 ALLEN AVENUE, PORTLAND, MAINE 04103

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

Drwn By	JMW	Date	Job No.
Trace By	RWC	JULY 01, 2005	2001-147 P
Check By	JWS	Scale	Drwg. No.
Book No.	927	1" = 60'	SV-2

C:\2001-147\1-147SUB.dwg, 6/25/2009 7:58:25 AM

From: Tom Errico <thomas.errico@tylin.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
CC: Jeremiah Bartlett <JBartlett@portlandmaine.gov>, David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, "JeffTarling" <JST@portlandmaine.gov>
Date: 10/2/2015 3:33 PM
Subject: 101 York Street - Preliminary Traffic Comments

Nell - The following summarizes my preliminary traffic comments following a review of application materials.

1. The York Street design needs to be revised to meet the City's Complete Streets Policy. The following notes specific items for considerations

* The design should provide for a consistent horizontal alignment between High Street and Maple Street.

* York Street should include bicycle lanes - although a shared-use facility is likely on the eastbound approach at High Street.

* On-street parking is acceptable - assuming it can fit with other cross-section needs.

* The dedicated right-turn lane into the site should be eliminated.

* The radius on the northeast corner of the High Street/York Street intersection should be considerate of a possible conversion of High Street to two-way flow.

* The project should include replacement of the existing traffic signal mast arm structure at the northeast corner of the High Street/York Street intersection.

* All crosswalks and sidewalk ramp configurations should be clearly illustrate such that ADA compliance can be determined. Detectible warning panels need to be provided at all public street crossings.

* The plan needs to show how vehicle lanes transition east of the site to Maple Street.

2. The applicant has conducted a trip generation analysis for the project site that indicates the site will generate less than 100 trips when credit for prior uses is included. The applicant should provide specific information regarding the prior uses such that double counting of trips is not occurring. This is relevant as it relates to the need for a Traffic Movement Permit.

3. The applicant should conduct a safety analysis of crash information for York Street and Danforth Street and at the High Street intersections with York Street and Danforth Street.

4. I have reviewed the parking analysis and concur that an adequate parking supply will be provided for the project (with an excess supply).

5. I find the design of the parking levels generally to be acceptable with the following comments.

* Compact parking spaces are slightly larger than City standards. I support a waiver from the City's technical standards.

* One circulation lane is 21 feet wide and does not meet City standards. I support a waiver from the City's technical standards.

* The driveway width at York Street should be dimensioned on the plan.

* The layout of the parking level accessed via Danforth Street should be provided for review and approval.

* The applicant should note whether the driveway on Danforth Street meets City driveway separation standards. While conditions currently exist, bringing the driveway into conformance may be desired.

6. I have reviewed the construction management plans and need to continue to review, particularly as it relates to sidewalk closures and detours.

These comments should be considered preliminary and additional comments may be provided in the future. If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International

12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
207.781.4753 (fax)
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>
Visit us online at www.tylin.com<http://www.tylin.com>
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MEMORANDUM

TO: Nell Donaldson, Planner
FROM: David Senus, PE
DATE: October 1, 2015
RE: York & High Development, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed mixed use development located at 101 York Street in Portland, Maine. The project involves the construction of a five story mixed use building and a two level 207 space parking structure.

Documents Reviewed by Woodard & Curran

- Final Level III Site Plan Application and attachments, dated August 14, 2015, prepared by Opechee Construction Corporation, on behalf of JB Brown & Sons.
- Engineering Plans, dated August 14, 2015, prepared by Gorrill Palmer, on behalf of JB Brown & Sons.

Comments

1) The project will disturb more than one acre; the Applicant has noted that the proposed project will require a Stormwater Permit-By-Rule/Notice of Intent to Comply with the Maine Construction General Permit. Please provide a status for filing the PBR/NOI with MaineDEP.
2) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development 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 Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500.
   b) General Standard: The project will result in a net increase in impervious area of approximately 1,236 square feet. As such, the project is required to include stormwater management features for stormwater quality control. Stormwater planters are proposed along York Street to provide treatment for a portion of York Street to offset this increase in impervious area. This is an acceptable approach to managing stormwater quality; however, additional comments and concerns have been raised associated with accommodating traffic, bicycles, and pedestrians within the York Street Right-of-Way, which may preclude the ability to fit these planter systems in this area. It should be noted that the City would accept a stormwater quality measure in the area around or within the swale above CB2 (along the south edge of the parking garage) as an acceptable means of meeting the stormwater quality standards for the project. If a depressed planter/filter area is proposed within or adjacent to the traveled way, some measure should be taken to demark the edge through the use of a raised curb or rail.
   c) Flooding Standard: The project will result in a net increase in impervious area of approximately 1,236 square feet. As such, the project is required to include stormwater management features to control the rate of stormwater runoff from the site. Systems such as the stormwater filter planters provide an acceptable means of managing the rate of stormwater discharge from the site. As noted in the Application, a majority of stormwater runoff will now be separated from the combined sewer and discharged to the newly installed drainage in High Street.
3) The Stormwater Management Plan should include a stormwater inspection and maintenance plan developed in accordance with and in reference to Chapter 32 of the City of Portland Code of Ordinances.
4) Maintenance of any stormwater quality treatment measures proposed in the City Right-of-Way will be the responsibility of the property owner; as such, agreements will be needed to define these

responsibilities. The City has executed similar agreements on other projects and can help coordinate the language carried in these agreements.

5) Sheet C4.01 - The Tide-Flex Checkmate inline valve should be installed in close proximity to a manhole structure so future access to the valve can occur without the need to cut into the City Street.
6) A detail should be provided and location should be noted on the plans for the garage floor drain oil/water separator system.
7) The plans should note a location for snow storage. The snow storage location should be sited outside of existing and proposed drainage courses.

From: David Margolis-Pineo
To: Helen Donaldson; Tom Errico
CC: Benjamin Pearson; Katherine Earley
Date: 10/2/2015 4:20 PM
Subject: Re: 101 York Street - Preliminary Traffic Comments

Nell,

Also please add:

1. If food preparation is proposed or anticipated as part of this complex, a grease removal device will be required. The size and location will need to be determined. Please contact Ben Pearson (874-8843), of the City's Industrial Pretreatment Division for guidance.

From: Jeff Tarling
To: Helen Donaldson
Date: 10/6/2015 5:01 PM
Subject: York Street Tree & Landscape
Attachments: TreePlanter.pdf; Tplanter.JPG; portland-oregon-green-street-1a.jpg; stormwater planter PortOr.jpg

Hi Nell -

The York Street project 'street view' from York Street is a critical part of the overall tree & landscape design review. Attached is our recommended raised granite tree planter detail and photo. These have proven to be very efficient at protecting trees from compaction and deicing salt which are the top two limiting factors on urban street tree survival. The proposed rain planter feature is also a good design and storm water element for this project. It also helps define the street edge and circulation due to grade changes along the curb line. The placement location and design of the rain planter is also important. Having adequate space between the street curb and planter is recommended to be around 3' in width. This planter may include street trees as well as woody & herbaceous plantings. The parking lot area should also receive green screening in the form of green wall or planted trellis along with trees and shrubs where space allows. More information is needed in regards to planter design, location along with the street tree placement. Providing space for pedestrian travel up York & High Streets along with space enough for standard sidewalk clearing equipment should be a standard goal.

Thanks

Jeff

>>> Helen Donaldson 10/1/2015 4:22 PM >>>
David and Jeff,

I'm about to leave for the weekend, but before I do I wanted to issue another plea that you write up your comments on Vin Veroneau's project on York Street (2015-139) by the end of the week if you could. They're getting antsy prepping for a PB workshop on the 13th, and I need to write up a memo by mid-day on Wednesday...

Thanks so much for your help.

Nell

NOTES:

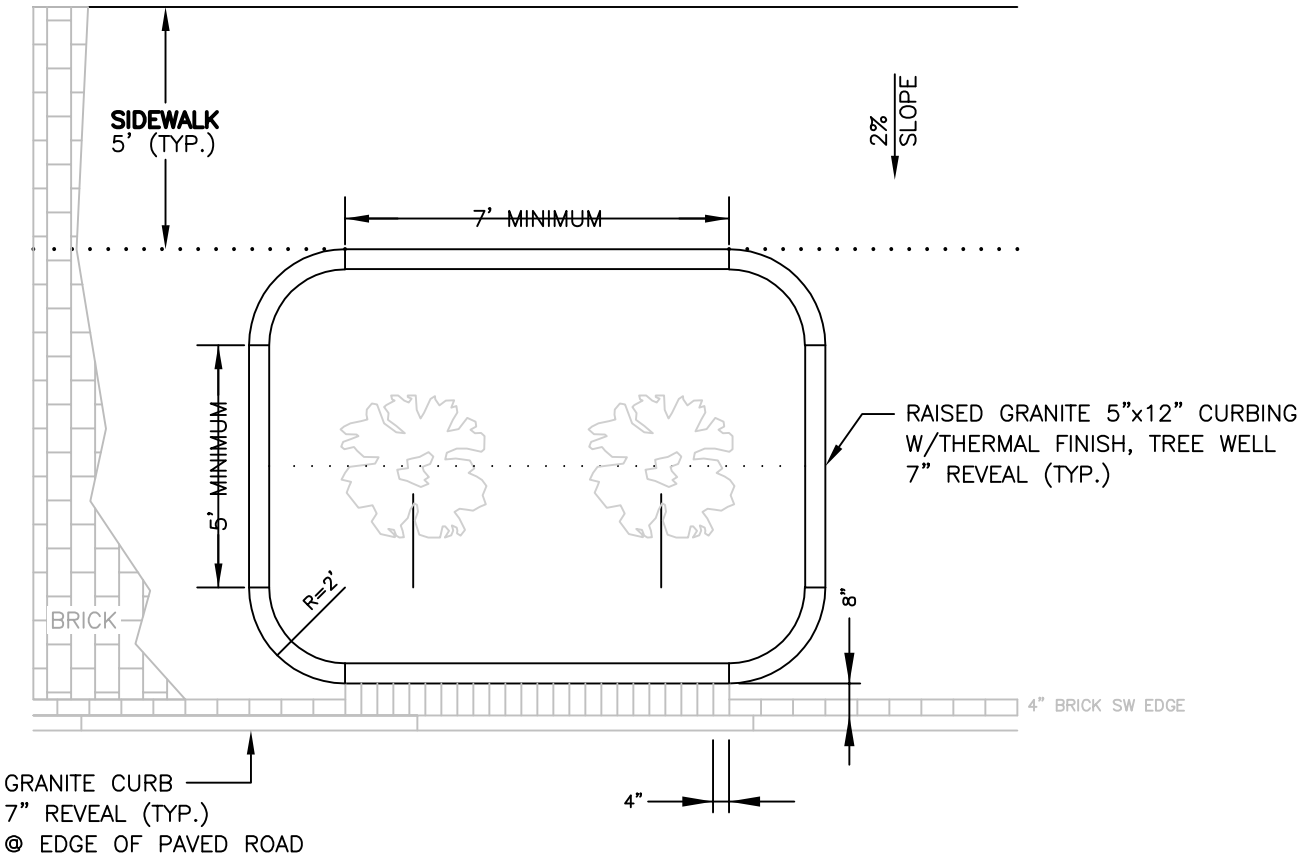
ALL TREE WELLS SHALL COMPLY WITH CITY TECHNICAL STANDARDS AND MUST BE APPROVED BY THE CITY ARBORIST.

GRANITE CURB TREE WELL SHALL BE ...

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA.
LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB



PLAN VIEW

TREEWELL IN BRICK SIDEWALK

NOT TO SCALE

DATE: FEB. 2013 REVISED:	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	**TRANSPORTATION SYSTEMS AND STREET DESIGN** SECTION V	FIGURE:
	LARGE GRANITE BORDER TREE WELL IN BRICK SIDEWALK WITH NO ESPLANADE		V-??D

560 DKH

MEMORANDUM

To: FILE

From: Nell Donaldson

Subject: Application ID: 2015-139

Date: 10/1/2015

Comments Submitted by: Keith Gautreau/Fire on 9/16/2015

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

Comments Submitted by: Keith Gautreau/Fire on 9/16/2015

I have some concerns about emergency access to the rear of this 5 story building. Is there going to be any proposed access off of High Street or Danforth? There also appears to be several trees proposed on York Street side making access to upper floors difficult as well. Would like to see an engineer's analysis of whether Emergency Vehicles can be supported on the second floor deck of parking garage.

Fire Vehicle Access

1.)Largest Fire Department Vehicle must be able to navigate through the parking lot to access building.
2.)Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in.
3.)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: Keith Gautreau/Fire on 9/16/2015

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.

Comments Submitted by: Keith Gautreau/Fire on 9/16/2015

There are existing hydrants located at York and High and High and Danforth. There should be sufficient water supply for the proposed building but would like to see an analysis done per NFPA 1.

Hydrants
2009 NFPA 1 18.3 Water Supplies and Fire Hydrants
-Fire Department Connections shall not be located where large diameter hose may block egress.

Comments Submitted by: Keith Gautreau/Fire on 9/29/2015

I would like to see what the proposal for Emergency Access to the rear of this 5 story building and parking garage will be?

Planning and Urban Development Department
Planning Division

Subject: B3 Design Review – 101 York Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, September 21, 2015

On Monday, September 21, a design review according to the *City of Portland Design Manual* Standards was performed for the proposed development at 101 York Street. The preliminary plans were reviewed by Caitlin Cameron, Urban Designer, Nell Donaldson, Planner, and Shukria Wiar, Planner, Planning Division of the Department of Planning & Urban Development with additional coordination with Deb Andrews, Historic Preservation Program Manager. The project was reviewed against the B-*3 Downtown Business Zone Standards* and *Downtown Urban Design Guidelines* (Appendix 1 of the Design Manual).

Design Review Criteria:
The project must meet all B-3 Design Standards found in the *City of Portland Design Manual*.

Findings of the Design Review:
The proposed design currently **does not pass** all of the standards of the *B-3 Downtown Business Zone Standards* and *Downtown Urban Design Guidelines* (Appendix 1 of the Design Manual) – please refer to comments below regarding Standards currently not met or where more information is needed.

B-3 Downtown Urban Design Guidelines (Appendix 1)

I. Relationship to the Pedestrian Environment

A. Distinguish the lower 35 feet of building facades

1. **Storefronts and building facades**

- Relationship to Context – Not Met – *the design of storefronts and the facades of lower portions of buildings should relate to the architecture of the rest of the building and should demonstrate a unified overall building design.*

- There is too much artificial variation in the facade design. The length of the building should be broken up in a way that is authentic and reflects the inherent building systems and function. The architectural style should not alter so much - this is one building.

- Pedestrian character – Met –

- Materials and detailing

- Material choices need to be indicated on the elevation drawings and in the project narrative.

- Storefront materials, details, and spacing should be consistent throughout the ground floor of the project. A change in the storefront design is logical at the point where the façade becomes recessed, but currently, too much variation is shown in the storefront design across the length of the building.
- Change in material should emphasize use - retail storefront vs. residential above. Use granite or stone to emphasize residential entry points, not to artificially break up the storefront facades.
- Details such as cornices, belt lines, water tables, should be cohesive throughout the building.

- Transparency – Met –

- Contemporary design – Not applicable – There is no surrounding retail context

2. **Building entrances**

- Compatibility with the building façade – Not Met – Compatibility is less of an issue as emphasis and visibility – further design is requested. Use granite or stone to emphasize residential entry points, not to artificially break up the storefront facades.

- Prominence along the street – Not Met – The two residential building entrances are not readily identifiable and do not have prominence on the building's street facades. This should be addressed through strategies such as material choice, canopies or projections, detailing, and/or lighting.

- **Access to the street – More information needed, Not Met–** Street-level retail entries are not indicated. For any off-street entrance, prominent access directly from the street should be provided to the extent feasible.

- **Accessibility – Met –**

3. **Blank Facades – Met –**
4. **Special Features – Not applicable –**

B. Pedestrian Activities District (PAD) – Not applicable –

C. Sidewalk Areas and Open Space – Met – The project appears to follow traditional material and technical standards. More information is requested regarding the pedestrian amenities in the widened sidewalk area. see II. B.

D. Pedestrian Amenities – Met – Some seating walls and planters are indicated. More information is requested regarding the pedestrian amenities in the widened sidewalk area. see II. B. Landscaping at residential entrances, plaza, and sidewalk furnishing zone is appropriate. Landscaping and planters should not be placed against storefront.

E. Sidewalk Vendors and Sidewalk Cafes – More information needed – see II. B.

F. Urban Open Spaces – More information needed – see II.B.

II. Relationship to Existing Development

A. Integrate with, respect and enhance – **More information needed, Not Met** – *Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the Downtown, surround building environment and streetscape.*

1. **Street walls and building setbacks – Met –** The proposed building setback on High Street does follow the pattern of the block.
2. **Open Space – Not applicable –**

3. **Building form, scale and massing:**
    - Particular attention should be paid to the relationship of the new building to the existing historic context on High and Danforth Streets. The form adjacent to the single-family houses should be moderated.
    - Additional views of the proposal in relation to the context on High and Danforth Streets is requested.
    - Refer to the Historic Preservation Board advisory review for further guidance on how to achieve compatibility with neighboring historic structures.
4. **Building façade proportion and composition – Not Met –** *In the design of larger buildings it is particularly important to examine opportunities to compose the building both horizontally and vertically, respecting the character of buildings nearby through a contextually sensitive design while creating an interesting and creative individual building. . . . Further, buildings Downtown frequently have a horizontal composition characterized by regular window openings set within distinctive bay spacing.*
    - There is too much artificial variation in the facade design. The length of the building should be broken up in a way that is authentic and reflects the inherent building systems and function. The architectural style should not alter so much - this is one building.
    - Consistent use of materials is desired as opposed to yellow and red brick on one building.
    - Bay spacing should be consistent – clear building systems, prevailing patterns, and a hierarchy.
    - Fenestration patterns should create a sense of rhythm and scale to the building horizontally and vertically with consistent window spacing, types, and sizes.
    - Details such as cornices, belt lines, water tables, should be cohesive throughout the building.
5. **Pedestrian circulation and building entrances – More information needed –**
    - Although storefront is planned for most of the York Street façade, building entrances are not indicated and cannot be evaluated for their frequency.
6. **Parking garages and surface lots – More information needed, Not Met –**
    - Screening should be provided between the garage and the rear yards of the adjacent properties and potentially screening the parking from Danforth Street. Please provide a plan to accommodate that.
    - A view of the proposal from Danforth Street is needed to evaluate how the building and parking are integrated with the existing streetscape.
    - The parking entrance from Danforth Street should be designed so as to not disrupt the pedestrian environment.
7. **Areas within downtown – Not applicable –**

B. Standards for increasing setback beyond street build-to-line – More information needed – *In order for proposed exceptions to this pattern of predominant street wall to be acceptable, the applicant must demonstrate to the Planning Board that the introduction of additional setbacks at the street level satisfies the following:*

1. *Open space and amenity*

2. *Prevailing character and continuity*
3. *Support for existing open space*
4. *Quality and orientation*
    - Further information is needed regarding the open space created by the setback on York Street in order to determine if it meets the criteria for setback variation. For example, is there landscaping, building entries, seating provided, public access?

III. Roof-Top Appurtenances – More information needed – As of 9/21/15 information about rooftop appurtenances has not been provided. In developing the mechanical plans for the project, keep this standard in mind.

IV. Shadow Impact on Open Space – Not applicable – As of 9/21/15 no portion of the building is in excess of 65' in height.

V. Wind Impacts – More information needed – As of 9/21/15 information about wind impacts has not been provided.

VI. Setback from Existing Structures – Met – New development does not appear to impact the structural integrity or general safety of neighboring structures.

VII. Building Tops – Not applicable – As of 9/21/15 no portion of the building or structure exceeds 150' in height.

VIII. View Corridors, Visual Landmarks, and Gateways

A. View Corridors – Not applicable –

B. Visual Landmarks – Not applicable –

***C.* Gateways – Not Met –** The site is identified as an existing significant Gateway *High Street* and *The Million Dollar Bridge to York Street* . . . *there are opportunities to enhance these entrances by preserving view corridors and panoramic skyline views along or from these corridors, reinforcing and enhancing the scale, character and placement of buildings along these entrance routes . . . Proposals for development along Gateway entrances to the Downtown are encouraged to examine and reinforce the unique character and opportunity of that gateway entrance in terms of the design and siting of buildings, land uses, and streetscape improvements.*

- The building placement at the corner does meet the standard. However, the architecture does not include special corner treatments or acknowledgement of the "gateway" status of the corner. Staff recommends some kind of architectural emphasis on the upper floors of the building corner at High Street to provide a visual significance of "gateway." For example, each side of the corner should relate to each other because the building will be viewed obliquely from most approaches. Other strategies might include lighting, material change, details that emphasize the corner.
- Further guidance from the Planning Board is sought on how to meet the standard.
- The unique and positive aspects and opportunities of this gateway include "this entry to Downtown provides an opportunity to get a sense of the residential

and evolving commercial districts which surround and are so important to the Downtown."

- The *1983 Gateways to Portland* study provides guidance:
    - Create a newcomer's first impression of the city;
    - Provide a clear orientation and guiding symbol;
    - Provide unique areas for residents and commuters to observe and relate to their city, broadening an understanding of their city;
    - Provide pleasure of experiencing an attractive and more livable urban environment;
    - Image and potential economic impact

IX. Signage/Awnings/Canopies – **More information needed –** As of 9/21/15 no information was provided regarding potential signage, awnings, or canopies. In developing any signage plans, keep the requirements of this standard in mind.

PROPOSED DEVELOPMENT

YORK & HIGH STREET
MIXED USE DEVELOPMENT
85 & 101 YORK STREET

SITE PLAN/SUBDIVISION APPLICATION

August 14th, 2015

Table of Contents

General Submissions per Section 14-527 (c)

1. Application forms
2. Application fees
3. Project description
4. Evidence of right, title and interest
5. Evidence of state and/or federal approvals
6. Compliance with applicable zoning requirements
7. Existing and or proposed esements, covenant, rights-of-ways or other burdens
8. Requests for waivers
9. Financial and Technical Capacity
10. Boundary Survey

Final Written Materials per Section 14-527 (f)

1. Construction Management Plan
2. Traffic Study
3. Significant natural features
4. Narrative describing the site
5. Stormwater runoff calculations
6. Developments consistency with City Master Plans
7. Evidence of Utility Capacity to Serve
8. Solid Waste
9. Code summary per NFPA 1 and Fire Dept. Standards
10. Consistency with Design Standards
11. Verification HVAC meets state and federal emissions requirements

Appendix

- One full size plan set (sheet C0.00 through C10.04)
- One reduced 11x17 plan set (sheets C0.00 through C10.04)

The following material has been prepared to address the written statement requirements of the City of Portland Site Plan Review Ordinance identified in Section 14-527(c) and (f)of the Land Use Ordinance and to provide additional information required by the City of Portland Development Review application requirements.

Owner:
J.B. Brown & Sons
c/o Vin Veroneau
36 Danforth Street
Portland, ME 04101
Phone: (207) 774-5908
Email: veroneau@jbbrown.com

Applicant:
101 York Street, LLC
c/o Vin Veroneau
36 Danforth Street
Portland, ME 04101
Phone: (207) 774-5908
Email: veroneau@jbbrown.com

Note: Evidence of the owner's and applicant's right, title, and interest in the property is included in Section 4 of the General Submissions

Design/Build Firm/Architect/Authorized Agent:
Opechee Construction Corporation
c/o Barry Stowe
11 Corporate Drive
Belmont, NH 03220
Phone: (603) 527-9090
Email: barrys@opechee.com

Civil Engineer:
Gorrill-Palmer
c/o Al Palmer
PO Box 1237, 15 Shaker Road
Gray, Maine 04039
(207) 657-6910
Email: APalmer@gorrillpalmer.com

Landscape Architect:
Elm Grove Property Solutions, LLC
c/o Kerry Schleyer
1910 Elm St.
Manchester, NH 03104
Phone: (603) 232-0428
Email: kerryschleyer@me.com

J.B. Brown & Sons
PO Box 207, 36 Danforth Street
Portland, ME 04112

August 6, 2015

Re: Permitting Authorization Letter
Mixed-Use Building & Parking Garage
85-101 York Street

To whom it may concern,

Opechee Construction Corporation and its employees are hereby authorized to submit applications, related plans and documents, and to appear before any boards/committees and other officials, with respect to obtaining development approvals for a proposed mixed-use building and parking garage at 85-101 York Street, Portland, Maine.

Sincerely,

Land Owner: J.B. Brown & Sons
Vincent P. Veroneau, President

Applicant: 101 York Street, LLC
Vincent P. Veroneau, manager

GENERAL SUBMISSIONS

1. **Application forms**

- Letter of authorization from J.B. Brown & Sons and 101 York Street, LLC
- The Site Plan Development Review Application has been completed and is attached.
- The City of Portland Wastewater Capacity Application is attached.
- Historic Preservation Application for Certificate of Appropriateness

Portland, Maine Yes. Life's good here.

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.

☒ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature: _____ Date: 08-17-2015

I have provided digital copies and sent them on: _____ Date: 08-17-2015

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 III: 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).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: http://me-portland.civicplus.com/DocumentCenter/Home/View/1080
Design Manual: http://me-portland.civicplus.com/DocumentCenter/View/2355
Technical Manual: http://me-portland.civicplus.com/DocumentCenter/View/2356

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

Updated: June 1, 2015

PROJECT NAME: York Street Mixed Use Building

PROPOSED DEVELOPMENT ADDRESS:

85 - 101 York Street

PROJECT DESCRIPTION:

Proposed 5-story mixed-use building and a two level 207 space parking structure.

Flexible commercial space on the first floor and condominiums on the upper floors

CHART/BLOCK/LOT: 40/C/ 3, 4, 5, 9,18, 22, 25, 33 & High Court St.

PRELIMINARY PLAN n/a (date)
FINAL PLAN 08-14-2015 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: 101 York Street, LLC c/o Vincent Veroneau Business Name, if applicable: Address: PO Box 207, 36 Danforth Street City/State : Portland, ME Zip Code: 04112	**Applicant Contact Information** Work # (207) 774-5908 Home# Cell # Fax# (207) 774-0898 e-mail: veroneau@jbbrown.com
Owner – (if different from Applicant) Name: J.B. Brown & Sons c/o Vincent Veroneau Address: PO Box 207, 36 Danforth Street City/State : Portland, ME Zip Code: 04112	**Owner Contact Information** Work # (207) 774-5908 Home# Cell # Fax# (207) 774-0898 e-mail: veroneau@jbbrown.com
Agent/ Representative Name: Opechee Construction Corporation c/o Barry Stowe Address: 11 Corporate Drive City/State : Belmont, NH Zip Code: 03220	**Agent/Representative Contact information** Work # (603) 527-9090 Cell # e-mail: barrys@opechee.com
Billing Information Name: Opechee Construction Corporation c/o Geoff Gray Address: 11 Corporate Drive City/State : Belmont, NH Zip Code: 03220	**Billing Information** Work # (603) 527-9090 Cell # Fax# (603) 527-9191 e-mail: geoffg@opechee.com

Engineer	Engineer Contact Information
Name: Gorrill-Palmer Consulting Engineers c/o Al Palmer Address: PO Box 1237, 15 Shaker Road City/State : Gray, ME Zip Code: 04039	Work # (207) 657-6910 Cell # Fax# e-mail: APalmer@gorrillpalmer.com
Surveyor	**Surveyor Contact Information**
Name: Owen Haskell, Inc. c/o John Schwanda Address: 390 US Route 1 City/State : Falmouth, ME Zip Code: 04105	Work # (207) 774-0424 Cell # Fax# (207) 774-0511 e-mail: jschwanda@owenhaskell.com
Architect	**Architect Contact Information**
Name: Opechee Construction Corporation c/o Keith Kelley Address: 11 Corporate Drive City/State : Belmont, NH Zip Code: 03220	Work # (603) 527-9090 Cell # Fax# (603) 527-9191 e-mail: keithk@opechee.com
Attorney	**Attorney Contact Information**
Name: Verrill Dana L.L.P. c/o David L. Galgay, Jr., Partner Address: One Portland Square City/State : Portland, ME Zip Code: 04112	Work # (207) 774-4000, x4514 Cell # Fax# e-mail: dgalgay@verrilldana.com

APPLICATION FEES:

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

Level III Development (check applicable reviews)

___ Less than 50,000 sq. ft. ($500.00)
_X_ 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)
_X_ Stormwater Quality ($250)
_X_ 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
___ Flood Plain
___ Shoreland
___ Design Review
___ Housing Replacement
_X_ Historic Preservation

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal

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 Building Inspections 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.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

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:
Kurt P. Verona	8/5/15

PROJECT DATA

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

Total Area of Site	Parcel: 72,930 sq. ft.
Proposed Total Disturbed Area of the Site	77,510 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)	64,836 sq. ft.
Impervious Area (Total Proposed)	66,072 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	6,075 sq. ft.
Building Footprint (Total Proposed)	17,505 sq. ft.
Building Floor Area (Total Existing)	11,650 sq. ft.
Building Floor Area (Total Proposed)	97,565 sq. ft.
Zoning	
Existing	B-3
Proposed, if applicable	n/a
Land Use	
Existing	Restaurant, parking, office
Proposed	Flexible mixed-use commercial
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	63
# of Lots (Total Proposed)	1
# of Affordable Housing Units (Total Proposed)	0
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	0
# of One-Bedroom Units (Total Proposed)	19 (31%)
# of Two-Bedroom Units (Total Proposed)	40 (63%)
# of Three-Bedroom Units (Total Proposed)	4 (6%)
Parking Spaces	
# of Parking Spaces (Total Existing)	
# of Parking Spaces (Total Proposed)	211
# of Handicapped Spaces (Total Proposed)	8
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	14
# of Bicycle Spaces (Total Proposed)	20 (33 required - see waiver)
Estimated Cost of Project	Approximately $18 Million

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
		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 approvals, if applicable
		1	Written assessment of proposed project's compliance with applicable zoning requirements
		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
		1	Written requests for waivers from site plan or technical standards, if applicable.
		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**
		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
		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)**
X		1	* Completed Application form
T.B.D.		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
n/a		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
X		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
X		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
X		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
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
X		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;	
n/a		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;	
n/a		A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;	
n/a		Proposed buffers and preservation measures for wetlands;	
n/a		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;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		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;
X		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;
T.B.D.		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

2. Application fees

Once the application has been delivered to the Building Inspections Office, Opechee Construction Corporation intends to call the Inspections Office within 48 hours and confirm the total application fee amount. Then J.B. Brown & Sons will deliver the payment in the form of a check to the Inspections Office, City Hall, 3rd Floor, Room 315.

3. Project Description

101 York Street, LLC (a subsidiary company of J.B. Brown & Sons) is proposing a mixed-use development at the corner of York Street and High Street in the B-3 zone. The proposal is a 5-story building that will provide approximately 17,000 sq.ft. of flexible commercial on the first floor and 63 residential apartments on the upper 4 floors. Also, the development will include a 2-level parking structure with 211 total spaces in the back of the 5-story structure. All parking in the garage will be owned by the applicant and will be shared parking for tenants.

The project will redevelop several existing City parcels under the common ownership of J.B. Brown & Sons. The owner will consolidate the existing lots and provide a new division of lots for the redevelopment. The redevelopment will raze two existing buildings, paved & gravel parking, curb cuts, patio areas, and landscaping. As it relates to parking, 95 existing parking spaces will be redeveloped into 211 parking spaces for a net increase of 30 spaces in excess parking on the subject property.

The proposed development has frontage on York Street, High Street, Danforth Street and Maple Street. The lower level garage will have access through the mixed-use building to an existing curb cut off York Street. The upper level parking in the garage will have access from an existing curb cut and new driveway off Danforth Street. In addition, the new driveway off from Danforth Street will be shared with the existing multifamily residence at 78 Danforth Street. 78 Danforth will release their rights over the private way known as High Street Court. It should be noted that project will remove (2) existing curb cuts on York Street and (1) curb cut on High Street in the post-development condition.

The redevelopment proposal will provide significant streetscape improvements along York Street and at the intersection with High Street. Improvements will include, but not limited to, building exterior, brick sidewalks, granite curbing, curb ramps, street trees and landscaped planters. In addition, the project will provide improvements to the existing infrastructure such as a majority of stormwater runoff will now be separated from the sewer and discharged to the newly installed drainage in High Street. Also, several existing overhead electric services will be removed and the new project services will be underground.

Also, the project provides some site improvements on the 27 High Street parcel in the R-6 zone and within the Historic District. These improvements will be related to hardscape and landscape only as the existing multi-family residences will share a proposed patio space with the new condominiums.

Easements are being proposed with the abutters located 78 Danforth Street and 75 York Street. The project requires the temporary access rights for construction and permanent access rights for shared utilities and driveways.

4. Evidence of right, title and interest

The record owner of the subject property is J B Brown & Sons. Deeds granting the subject property to the applicant are the following:

- Book 4842 Page 336; 66-68 Danforth Street; Tax Lot 40-C-3 & 4
- Book 4156 Page 65; 60 Danforth Street; Tax Lot 40-C-5 & 9
- Book 34531 Page 339; 11 High Street Court; Tax Lot 40-C-18
- Book 27156 Page 179; 85 York Street; Tax Lot 40-C-25
- Book 24127 Page 341; 13 High Street Court; Tax Lot 40-C-33
- Book 24372 Page 292; 27 High Street; Tax Lot 40-C-21
- Book 26143 Page 287; 101 York Street; Tax Lot 40-C-22

A copies of all the deeds are attached.

4842/336

QUITCLAIM DEED
With Covenant
Corporate Grantor

40-C-3,4
66-68 Danforth

Know all Men by these Presents,

That DORSE CORPORATION, sometimes known as THE DORSE CORPORATION,

a Corporation organized and existing under the laws of the State of Maine

and having a place of business at Portland

in the County of Cumberland and State of Maine,

in consideration of One Dollar ($1.00) and other valuable consideration,

paid by J. B. BROWN & SONS, a Corporation organized and existing under the laws of the State of Maine and having a place of business at said Portland

whose mailing address is 482 Congress Street, Portland, Maine

the receipt whereof it does hereby acknowledge, does hereby remise, release, bargain, sell and convey,

and forever quitclaim unto the said J. B. BROWN & SONS, its successors and assigns forever,

~~heirs and assigns forever~~

A certain lot or parcel of land, with the buildings thereon, situated on the southeasterly side of Danforth Street in said Portland, bounded and described as follows: Beginning at a stake standing on the northeasterly corner of land formerly owned by the late William Merrill; thence southeasterly adjoining said Merrill's land about 102 feet to a lane; thence on said lane 47 feet; thence running parallel with said Merrill's land about 102 feet to Danforth Street; thence by said Danforth Street 47 feet to the bounds first mentioned.

Also, another certain lot or parcel of land situated on the southeasterly side of Danforth Street in said Portland, being bounded and described as follows: Beginning on the southeasterly side of said Danforth Street at the northeasterly corner of land formerly of Michael F. Flaherty, being the parcel hereinabove described; thence running southeasterly by the parcel hereinabove described 102 feet, more or less, to the northwesterly line of High Street Court; thence running northeasterly by the northwesterly line of High Street Court to the intersection of the northwesterly line of High Street Court and the southwesterly line of a right of way known as Palermo Road; thence running northwesterly by the southwesterly line of said Palermo Road 102 feet, more or less, to the southeasterly side of Danforth Street; thence running southwesterly by the southeasterly side of said Danforth Street to the northeasterly corner of the parcel first hereinabove described and the point of beginning.

Being the same premises conveyed to the Grantor by Mark Slotsky by Deed dated September 5, 1972 and recorded in the Cumberland County Registry of Deeds in Book 3293, Page 21.

This conveyance is made subject to real estate taxes of the City of Portland for the municipal tax year July 1, 1981 through and including June 30, 1982.

337

40-C-3, 4
66-68 Danforth

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging, to the said J. B. BROWN & SONS, its successors and assigns forever.

~~And~~ **And** the said Grantor Corporation does ~~covenant~~ covenant with the said J. B. BROWN & SONS, its successors and ~~assigns~~ that it will ~~warrant and defend~~ warrant and defend the premises to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under it.

In Witness Whereof, the said DORSE CORPORATION has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Dorothy C. DeCosta, its President thereunto duly authorized, this 25th day of the month of August A.D. 19 81.

Signed, Sealed and Delivered in presence of

DORSE CORPORATION
(Corporate Name)

By Dorothy C. DeCosta
Its President

State of Maine, County of Cumberland ss. August 25, 1981

Then personally appeared the above named Dorothy C. DeCosta, President of said Grantor Corporation as aforesaid, and acknowledged the foregoing instrument to be her free act and deed in her said capacity, and the free act and deed of said Corporation.

Before me,

Justice of the Peace
Notary Public
Attorney at Law

AUG 26 1981

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 4:35 P.M. and recorded in
BOOK 4542 PAGE 336

4156/65

4156/65

40-C-5,9

Leo Danforth St.

Know all Men by these Presents,

That MAINE NATIONAL BANK, a national banking association created and existing under the laws of the United States of America and having its principal place of business in Portland in the County of Cumberland and State of Maine,

a corporation existing under the laws of the State of Maine and having its principal place of business in Portland in the County of Cumberland and State of Maine,

in consideration of One Dollar ($1.00) and other valuable considerations

paid by J. B. BROWN & SONS, a corporation created and existing under the laws of the State of Maine and having its principal place of business in Portland in the County of Cumberland and State of Maine,

the receipt whereof it does hereby acknowledge, does hereby grant, release, bargain, sell and convey, and forever quit-claim unto the said J. B. Brown & Sons, its successors

heirs and assigns forever,

a certain lot or parcel of land together with the buildings thereon situated in Portland in the County of Cumberland and State of Maine and bounded and described as follows:

Beginning at the interesection of the southeasterly sideline of Danforth Street and the southwesterly sideline of Maple Street;

Thence southeasterly by the southwesterly sideline of Maple Street one hundred thirteen and forty hundredths (113.40) feet, more or less, to land now or formerly of James E. McBrady & Son, Inc.;

Thence southwesterly by said McBrady land to a corner thereof;

Thence southeasterly by said McBrady land eighty-seven and seven hundredths (87.07) feet, more or less, to a corner thereof and the northwesterly sideline of York Street;

Thence southwesterly by said northwesterly sideline of York Street two hundred fifteen and twelve hundredths (215.12) feet, more or less, to land now or formerly of Joseph S. Pio;

Thence northwesterly by said Pio land one hundred fifty-two and forty hundredths (152.40) feet, more or less, to a corner thereof;

Thence southwesterly by said Pio land seventy-five (75) feet, more or less, to a corner thereof;

Thence continuing southwesterly by the southeasterly or rear line of the premises conveyed to Mailmark Corp. by deed of Margaret F. Costello dated January 6, 1964 and recorded in the Cumberland County Registry of Deeds in Book 2796, Page 483 to a corner thereof;

Thence northwesterly by the southwesterly sideline of said Mailmark land to said southeasterly sideline of Danforth Street;

Thence northeasterly by said southeasterly sideline of Danforth Street to the point of beginning.

Being the same premises conveyed to Inn Green, Inc., by Mailmark Corp. by deed, dated June 8, 1973 and recorded in said Registry of Deeds in Book 3[illegible] Page 322.

Also another certain lot or parcel of land together with any buildings thereon situated in Portland in the County of Cumberland and State of Maine and bounded and described as follows:

Beginning on the southeasterly sideline of Danforth Street at the most westerly corner of the property conveyed by Mailmark Corp. to Inn Green, Inc. by deed, dated June 8, 1973 and recorded in said Registry of Deeds in Book 3[illegible] Page 322.

60 Danforth St. 40-C-5

Thence southwesterly by said southeasterly sideline of Danforth Street to Palermo Road, so-called, and sometimes known as King Place;

Thence southeasterly by the northeasterly sideline of Palermo Road one hundred two (102) feet, more or less, to an angle therein and continuing southeasterly by said sideline twenty-five and sixteen hundredths (25.16) feet, more or less, to a corner thereof formed by its intersection with the southeasterly sideline of High Street Court;

Thence southwesterly by said southeasterly sideline of High Street Court thirty-one and eighty hundredths (31.80) feet, more or less, to an angle therein and continuing southwesterly by said sideline thirty and thirty hundredths (30.30) feet, more or less, to land believed to be now or formerly of Maurice A. Libby and Patricia C. Libby;

Thence southeasterly by said Libby land one hundred forty-seven (147) feet, more or less, to land believed to be now or formerly of Cities Service Corp;

Thence northeasterly by said Cities Service Corp. land twenty-nine and eighty-one hundredths (29.81) feet, more or less, to land believed to be now or formerly of Josephine M. Pellett;

Thence on the following courses by said Pellett land:

Northwesterly fifty-four and fifteen hundredths (54.15) feet, more or less, to a corner thereof;

Thence northeasterly nine and sixty-eight hundredths (9.68) feet, more or less, to a corner thereof;

Thence northwesterly fifteen (15) feet, more or less, to a corner thereof;

Thence northeasterly thirty-eight and fifty-two hundredths (38.52) feet, more or less, to a corner thereof;

Thence southeasterly one hundred twenty-four and ninety-five hundredths (124.95) feet, more or less, to the northwesterly sideline of York Street;

Thence by said northwesterly sideline of York Street northeasterly thirty-four and thirty hundredths (34.30) feet, more or less, to land now or formerly of Joseph S. Pio;

Thence by the southwesterly sideline of said land of Joseph S. Pio northwesterly one hundred fifteen (115) feet, more or less, to an angle therein and continuing northwesterly by said sideline sixty-six and ninety-three hundredths (66.93) feet, more or less, to a corner thereof;

Thence by the property conveyed by Neilmark Corp. to Inn Crowd, Inc. by deed, dated June 8, 1973 and recorded in said Registry of Deeds in Book 3406, Page 322 southwesterly to a corner thereof and thence northwesterly by said property to the southeasterly sideline of Danforth Street and the point of beginning.

Being the same premises conveyed to Inn Crowd, Inc. by Neilmark Corp., by deed, dated June 8, 1973 and recorded in said Registry of Deeds in Book 3406, Page 325.

Meaning and intending to convey and hereby conveying the same premises conveyed to Maine National Bank by Inn Crowd, Inc. by mortgage deed, dated January 23, 1976 and recorded in said Registry of Deeds in Book 3798, Page 127. Said mortgage was foreclosed by Maine National Bank and sold to Maine National Bank pursuant to a Judgement of Foreclosure and Sale entered in the Cumberland County Superior Court, located in Portland, Maine on July 1, 1977. Said deed to Maine National Bank was dated November 9, 1977 and recorded in said Registry of Deeds in Book 4130, Page 21.

60 Danforth St 40-C-5

To Have and to Hold the same, together with all the privileges and appurtenances thereunto belonging, to the said J. B. Brown & Sons, its successors

~~HEIRS~~ and Assigns forever.

And the said Grantor Corporation does covenant with the said J. B. Brown & Sons, its successors

~~HEIRS~~ and Assigns, that it will Warrant and Forever Defend the premises to the said Grantee, its successors ~~HEIRS~~ and Assigns forever, against the lawful claims and demands of all persons claiming by, through, or under it.

In Witness Whereof, the said Maine National Bank

has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Robert H. Harris, Jr., its Vice President thereunto duly authorized, this thirtieth day of December in the year one thousand nine hundred and seventy-seven.

Signed, Sealed and Delivered in presence of

[signature]

MAINE NATIONAL BANK

By [signature]

Its Vice President

(Corporate Seal)

State of Maine. } ss.
Cumberland

December 30, 19 77.

Personally appeared the above named Robert H. Harris, Jr., Vice President of said Grantor Corporation as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.

Before me,

[signature]

~~Justice of the Peace~~

Notary Public.

DEC 30 1977

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at [illegible] H. [illegible] M. M. and recorded in
[illegible]

40-C-18
11 High St. Ct.

72239 Bk:24581 Pg: 339

QUITCLAIM DEED WITH COVENANT
(Maine Statutory Short Form)

KNOW ALL PERSONS BY THESE PRESENTS that I, Richard D. Cawley, a resident of Baldwinsville, County of Onondaga and State of New York, for consideration paid, GRANT to J. B. Brown & Sons, a Maine corporation, whose mailing address is 482 Congress Street, P.O. Box 207, Portland, Maine 04112, with QUITCLAIM COVENANTS, the land in Portland, County of Cumberland and State of Maine, bounded and described as follows:

PLEASE SEE SCHEDULE A ATTACHED HERETO AND MADE A PART HEREOF

IN WITNESS WHEREOF, the said Richard D. Cawley has caused this instrument to be signed and sealed this 30th day of October, 2006.

Witness

Richard D. Cawley

State of New York
County of Onondaga ss.

October 30, 2006

Personally appeared the above named Richard D. Cawley and acknowledged the foregoing to be his free act and deed.

Before me,

JOHN M. DELANEY
Notary Public, State of New York
Qualified in Onon. Co. No. 34-4511724
My Commission Expires 10/31/09

Notary Public/Attorney at Law
Print Name: John M. DeLaney
Commission expires:

MAINE REAL ESTATE TAX PAID

40-C-18

11 High St. Ct.

[illegible] 23239 BK 24531 Pg 340

SCHEDULE A

A certain lot or parcel of land, with the buildings thereon, situated on the southeasterly side of High Street Court in said City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning on said southeasterly side of said High Street Court at the northerly corner of land formerly of Bessie O. Farley; thence running northeasterly by said High Street Court, sixty-three and five tenths (63.5) feet to land conveyed by Chella M. Kelley to William W. Gallagher, et al, by deed dated September 8, 1944 and recorded in the Cumberland County Registry of Deeds in Book 1757, Page 70; thence southeasterly by said Gallagher land, one hundred forty-three and seven tenths (143.7) feet, more or less, to land formerly of Dugan; thence southwesterly by said Dugan land and land formerly of Bradley, sixty-eight and eight tenths (68.8) feet, more or less, to land formerly of Jacobs; thence northwesterly by said Jacobs land, land formerly of Holland and said Farley land, one hundred forty-three and one-half (143-1/2) feet, more or less, to High Street Court at the point of beginning.

Being the same premises conveyed by Richard D. Cawley, Domiciliary Foreign Personal Representative of the Estate of Steven Lee Cawley, deceased (testate), to Richard D. Cawley by Deed of Distribution by Personal Representative and recorded in the Cumberland County Registry of Deeds at Book 24141, Page 29, also being the same premises conveyed by Michael D. Athearn and Deborah J. Bell to Steven Lee Cawley by warranty deed dated March 16, 1979 and recorded in the Cumberland County Registry of Deeds at Book 4393, Page 98.

Received
Recorded Register of Deeds
Nov 02,2006 11:03:35A
Cumberland County
John B OBrien

40-C-25

Doc#: 47529 Bk:27156 Pg: 179

poa desc.

QUITCLAIM DEED WITH COVENANT

MAINE REAL ESTATE TAX PAID

KNOW ALL PERSONS BY THESE PRESENTS, that **ANTHONY P. MEZOIAN,** of South Portland, County of Cumberland, State of Maine, and **ANTHONY P. MEZOIAN,** Trustee, **ANN L. MEZOIAN FAMILY TRUST,** Article 5, u/t/a dated February 14, 2008, each the holder of a fifty percent (50%) tenant-in-common interest, for consideration paid, grant to **J.B. BROWN & SONS, a Maine corporation** with a mailing address of 36 Danforth Street, P.O. Box 207, Portland, Maine 04112 with QUITCLAIM COVENANT that certain real property located in **Portland, Maine** more particularly described in Schedule A annexed hereto and incorporated by reference herein.

MEANING AND INTENDING to describe and convey, and hereby conveying, the same premises conveyed (i) to Anthony P. Mezoian and Ann Lee Mezoian, as joint tenants, by Warranty Deed from Josephine M. Newlander dated November 17, 1978 and recorded in the Cumberland County Registry of Deeds in Book 4842, Page 296, and (ii) to Anthony P. Mezoian in his capacity as Trustee of the Ann L. Mezoian Family Trust Article 5, u/t/a dated February 14, 2008, by Deed of Distribution by Personal Representative (Testate) from Anthony P. Mezoian in his capacity as the duly appointed and acting personal representative of the Estate of Ann L. Mezoian, dated April 14, 2009 and recorded in said Registry of Deeds in Book 27063, Page 81.

WITNESS my hand and seal this 5th day of August, 2009.

WITNESS

Anthony P. Mezoian

Anthony P. Mezoian, both in his individual capacity and as Trustee of the Ann L. Mezoian Family Trust Article 5, u/t/a dated February 14, 2008

SCHEDULE A

A certain lot or parcel of land with the buildings thereon, situated on the northerly side of York Street in said Portland, and bounded and described as follows:

Beginning on the northerly side line of said York Street at a point distant thirty- four and three tenths (34.3) feet southwesterly from easterly corner of Catherine Clary's lot purchased of John B. Brown in 1873; thence northwesterly upon a line drawn parallel to and distant three (3) inches from the northeasterly side of the house formerly standing on the lot hereby conveyed to land now or formally of one King; thence southwesterly by said King land to land now or formerly of one Fagan; thence southeasterly by said Fagan's land and land now or formerly of one McQuade to said York Street; thence northeasterly by said York Street sixty-seven and one-third (67 1/3) feet to the first bound.

STATE OF MAINE
CUMBERLAND, SS

August 5th, 2009

Personally appeared before me the above-named Anthony P. Mezoian and acknowledged the foregoing to be his free act and deed.

Notary Public/Attorney at Law
Printed Name: David Galgay
My commission expires: / /

Received
Recorded Register of Deeds
Aug 05,2009 10:37:47A
Cumberland County
Pamela E. Lovley

24127/341

Doc#: 41727 Bk:24127 Pg: 341

40-C-33
13 High St. Ct.

WARRANTY DEED

KNOW ALL BY THESE PRESENTS, THAT BETH GIDEON, of Sammamish, Washington (the "Grantor"), in consideration of One Dollar ($1.00) and other good and valuable consideration paid by J.B. BROWN & SONS, a Maine corporation (the "Grantee"), whose mailing address is 482 Congress Street, P.O. Box 207, Portland, Maine 04112, the receipt whereof the Grantor does hereby acknowledge, does hereby give, grant, bargain, sell and convey unto the Grantee, its successors and assigns forever, with Warranty Covenants, a certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at a stake on the southeasterly side of High Street Court, which stake is sixty-three and five tenths (63.5) feet northeasterly along High Street Court from the northerly corner of land now or formerly of Bessie O. Farley; thence running South 39° 49' East one hundred forty-three and seventh tenths (143.7) feet as surveyed to the lands now or formerly of said Walter M. Durgan; thence northeasterly along this said land now or formerly of said Durgan eighteen and two tenths (18.2) feet to a stake in the southwesterly line of lands now or formerly of Mary E. Fagan; thence North 37° 13' West along the land of said Mary E. Fagan one hundred forty-four (144) feet as surveyed to a stake in said southeasterly side of said High Street Court, which is the westerly corner of the land of said Mary E. Fagan; and thence southwesterly along the said southeasterly side of said High Street Court twenty-four and five tenths (24.5) feet to the point of beginning.

MAINE REAL ESTATE TAX PAID

Being the premises conveyed to Beth Gideon by Hildredth & White by Warranty Deed dated November 12, 1998 and recorded in the Cumberland County Registry of Deeds in Book 14304, Page 180.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed under seal this 28th day of the month of June, 2006.

WITNESS:

Beth Gideon

6/28/2006

40-C-21

24372/292

27 High St.

JBB - Purchasey 11/19/2013

Doc#: 60750 Bk:24372 Pg: 292

File Number 60663

WARRANTY DEED

Maine Statutory Short Form

MAINE REAL ESTATE TAX PAID

KNOW ALL MEN BY THESE PRESENTS, That I/we **William D. Nutting and Diana Sue Bartley, formerly known as Diana S. Nutting,** of the City/Towns of Saco and Clinton in the State of Maine, for consideration paid, grant(s) to **Thomas L. McGinniss** whose mailing address is 690 Congress St, Apt 34, Portland, Maine 04102, with **WARRANTY COVENANTS,** the real property situated in **Portland,** County of **Cumberland** and State of **Maine** more particularly described in Exhibit A attached hereto and incorporated herein by reference.

IN WITNESS WHEREOF, I/we have hereunto set my/our hands(s) and seal(s) this 15th day of September, 2006.

Witness to all

William D. Nutting

William D. Nutting as Attorney in Fact for Diana Sue Bartley

State of Maine
County of Cumberland, ss.

September 15, 2006

Personally appeared before me the above named **William D. Nutting** and acknowledged the foregoing instrument to be his/her/their free act and deed and in his said capacity as attorney in fact for Diana Sue Bartley.

Notary Public/Attorney at Law

LESLEY J. WENTWORTH
Notary Public, Maine
My Commission Expires November 12, 2006

Doc#: 60750 Bk:24372 Pg: 293

File No. 60663

EXHIBIT A
(DEED)

A certain lot or parcel of land situated on the northeasterly side of High Street in Portland, with the buildings thereon, and bounded and described as follows, to wit:

Commencing at the northwesterly corner of land now or formerly belonging to the Estate of J.B. Libby; thence northeasterly on the line of said Libby land eighty (80) feet, more or less, to land now or formerly of James Bradley Estates; thence northerly on the line of said Bradley Estate fifty three (53) feet to land formerly of Nicholas A. Jacobs, deceased; thence westerly on said Jacobs' land eighty (80) feet, more or less, to said High Street; thence southerly on the line of said High Street fifty three (53) feet to the point of beginning.

Meaning and intending to convey and hereby conveying the same premises described in a deed to Diana S. Nutting, now known as Diana Sue Bartley, and William D. Nutting dated August 31, 1993 and recorded in the Cumberland County Registry of Deeds in Book 10995, Page 31.

Received
Recorded Register of Deeds
Sep 15,2006 03:24:07P
Cumberland County
John B OBrien

Reviewed and Approved

26143/287

Doc#: 23197 Bk:24143 Pg: 287

40-C-22
101 York St.

QUITCLAIM DEED with COVENANT

(Maine Statutory Short Form)

KNOW ALL BY THESE PRESENTS, that **ALLIANCE ENERGY LLC**, a Massachusetts limited liability company, formerly being a Massachusetts corporation known as **Alliance Energy Corp.**, with a principal place of business in Lexington, Massachusetts, for consideration paid, GRANTS to **HARBORVIEW, LLC**, a Maine limited liability company of Portland, Maine, whose mailing address is 482 Congress Street, P.O. Box 207, Portland, Maine 04112, with QUITCLAIM COVENANT, the real estate in the City of Portland, County of Cumberland, and State of Maine, described as follows:

See Schedule A attached hereto.

Being the same premises described in a certain deed from Snow Flake Canning Company and Downeast Energy Corp. to Alliance Energy Corp. dated December 1, 2001, and recorded in the Cumberland County Registry of Deeds in Book 17040, Page 159.

Reference is made to Articles of Entity Conversion filed with the Massachusetts Secretary of the Commonwealth on May 14, 2008.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be signed and sealed on June 18, 2008.

MAINE REAL ESTATE TAX PAID

ALLIANCE ENERGY LLC

Witness

By: _____
Andrew Slifka, its Manager

Commonwealth of Massachusetts
County of Middlesex, ss

On this 18th day of June 2008, before me, the undersigned notary public, personally appeared Andrew Slifka, proved to me through satisfactory evidence of identification, which was personal knowledge of the identification of Andrew Slifka, to be the person whose name is signed on the preceding or attached document and acknowledged to me that he signed it voluntarily for its stated purpose as President of Alliance Energy LLC

SEAL

_____
Notary Public
My commission expires

MARY ELLEN WALSH
Notary Public
Commonwealth of Massachusetts
My Commission Expires
February 18, 2011

QC Deed Alliance York St, Portland.DOC
6/12/2008 6:08:00 PM

40-C-22
101 York St.

Schedule A

A certain lot or parcel of land located in the City of Portland, County of Cumberland, and State of Maine, bounded and described as follows:

Beginning at the point of intersection of the northeasterly sideline of High Street and the northwesterly sideline of York Street;

Thence North 37° 45' 00" West along the northeasterly sideline of High Street 96.58 feet to the most southerly corner of land now or formerly of the Estate of Kathryn P. Conroy;

Thence North 53° 00' 00" East along said Conroy land 84.41 feet to the easterly corner thereof;

Thence North 33° 01' 00" West along said Conroy land and land now or formerly of Irving L. Shaw and Helen J. Shaw 66.76 feet to the most southerly corner of land now or formerly of Steven Lee Cawley;

Thence North 49° 50' 00" East along said Cawley land and land now or formerly of Beth Gideon 90.55 feet to a point;

Thence North 57° 26' 00" East along land now or formerly of J.B. Brown 29.01 feet to a point on the southwesterly boundary of land now or formerly of Anthony P. Mezoian and Ann Lee Mezoian;

Thence South 33° 33' 00" East along said Mezoian land 91.34 feet to a point on the northwesterly sideline of York Street;

Thence South 25° 47' 30" West along said sideline of York Street 75.15 feet to a point;

Thence South 31° 12' 00" West along said sideline of York Street 90.07 feet to a point;

Thence South 45° 16' 00" West along said sideline of York Street 51.63 feet to the point of beginning. Containing 21,836 square feet, more or less.

Bearings are magnetic based upon the year 1960. Reference is made to a survey entitled "ALTA/ACSM Land Title Survey on High St and York St, Portland, Maine made for Alliance Energy Corp." prepared by Owen Haskell, Inc. dated October 30, 2001.

Received
Recorded Register of Deeds
Jun 19,2008 02:01:10P
Cumberland County
Pamela E. Lovley

5. Evidence of state and/or federal approvals

- The project site will be fully developed and less than two acres in size. The site will not require an MDEP Site Location of Development.

- With respect to the Stormwater Management Law, the project consists of redevelopment of impervious gravel parking lot. This results in an increase in impervious area of 1,236 sq.ft from the predevelopment condition. Thus, the project qualifies for a Stormwater Permit by Rule (PBR) and is required to comply with the Basic Standards as defined in Chapter 500 of the Stormwater Management Law.

- Based on the traffic assessment memo, this project will generate less than 100 trips and therefore not require a State of Maine Traffic Movement Permit (TMP) issued by the City under its delegated authority.

- We do not anticipate that the project is subject to any other State or Federal approvals, and we are unaware of any pending applications related the project site.

6. Compliance with applicable zoning requirements

Space and Bulk criteria for the B-3 Downtown Business Zone:

Criteria	Required	Provided
Min. Lot Size:	None	71,231 sq.ft. or 1.635 acres
Min. Street Frontage:	15 ft.	York St. = 318.79' High St. = 105.30' Danforth St.= 60.02'
Max. Front Yard Setback:	5 ft.	York = 21.32 ft. High = 5.32 ft.
Min. Yard Dimensions:	None	NA
Min. Lot Width:	None	NA
Max. Length of undifferentiated blank wall	30'	11'-4"
Max. Lot Coverage:	100%	±85%
Min. Building Height:	35 ft within 50' of street	44.4'
Max. Building Height:	45 ft.	*44.4'
Max. Residential. Density:	60 units/acre	63 units/1.635 acres

* Average Building Grade Calculations are attached.

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AVERAGE GRADE CALCULATION:

Node	Conceptual Spot Elevations	Nodes	Average Grade	Distance (feet)	Product
A	32.0	A-B	31.5	39.7	1251
B	31.0	B-C	30.8	2.0	62
C	30.6	C-D	30.6	199.0	6089
D	30.6	D-E	29.9	30.0	897
E	29.2	E-F	29.1	16.0	466
F	29.0	F-G	29.0	38.3	1111
G	29.0	G-H	30.0	26.5	795
H	31.0	H-I	32.5	75.0	2438
I	34.0	I-J	35.0	30.0	1050
J	36.0	J-K	39.5	30.0	1185
K	43.0	K-L	43.5	25.0	1088
L	44.0	L-M	47.0	12.0	564
M	50.0	M-N	50.0	223.0	11150
N	50.0	N-O	49.5	35.0	1733
O	49.0	O-P	46.0	125.0	5750
P	43.0	P-Q	43.3	34.0	1471
Q	43.5	Q-R	43.5	61.3	2667
R	43.5	R-S	43.5	61.0	2654
S	43.5	S-T	43.7	38.6	1687
T	43.9	T-U	43.9	10.0	439
U	43.9	U-V	42.0	60.7	2546
V	40.0	V-A	36.0	86.3	3107
A	32.0				
	Approximate Building Perimeter:			1258.4	
	Total Sum of Product:				50196
	Weighted Average Grade:			(Product /Perimeter)	39.9

BUILDING HEIGHT CALCULATION:

30.6' Elevation of first floor
+ 53.7' Measurement from finish floor to top of highest roof beam
= 84.3' Elevation at the top of the highest roof beam
- 39.9' Weighted average grade
= 44.4' Calculated building height as defined in Portland's land use ordinances

45.0' Allowable building height per Portland's land use regulations
- 44.4' building height (see above)
0.6' below the allowable height

0 10 20

SCALE: 1" = 20'

Friday, August 07, 2015 5:31:45 PM

OPECHEE CONSTRUCTION CORPORATION
11 CORPORATE DRIVE ■ BELMONT ■ NH 03220
PHONE 603-267-6908 ■ WWW.OPECHEE.COM

Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED:

project architect: KK
drawn by: BS

AVERAGE GRADE CALCULATION

sheet number:
1 of 1

7. Proposed Easements

- Permanent Electric & communications easement
  for benefit **New Lot A** with **Tax Lot 40-C-2**
  (proposed electric & communications service along property line)

- Permanent Assembly/common Area easement
  for benefit **New Lot A** with **Tax Lot 40-C-21**
  (*common patio area for 27 High Street and the proposed condominiums)*

- Temporary construction easement
  for benefit **New Lot A** with **Tax Lot 40-C-26**
  (*demo retaining wall, new landscaping, pavement repairs)*

- Temporary construction easement
  for benefit **New Lot A** with **Tax Lot 40-C-2**
  (driveway & landscaping improvements, electric & communications, grading)

- Permanent Access easement
  for benefit **Tax Lot 40-C-2** with **New Lot A**
  (driveway for 78 Danforth Street)

- Electric & communications easement
  for benefit **Tax Lot 40 -C-2** with **New Lot A**
  (electric & communications service along property line)

The applicant request the Planning Board to approve the application with the condition that drafts of the above easements are to be reviewed and finalized to the satisfaction of the Corporation Counsel prior to the issuance of a Certificate of Occupancy

8. Requested Waivers

1. Location and spacing of driveways:

Standard: Under the City's 'Technical Manual' Section 1.7.2.7 Location and spacing of driveways, requires that along arterial, collector and local streets, minimum acceptable spacing between double or multiple driveways for driveways on adjacent lots or on the same parcel shall meet the criteria below: for roads with a speed limit of 30 mph the minimum separation shall be 125' (including driveways on both sides of the street).

The project proposes to remove the (3) closest curb cuts to the intersection of York Street and High Street. The lower level of the proposed parking garage will utilize an existing curb cut on York Street that is the most distant from that public intersection. The existing curb cut is 50' in width and is approximately 25' from the driveway at 75 York Street and approximately 70' from next driveway northeast on York Street. The project proposes to reconstruct the existing curb cut to a standard driveway width and utilize a brick driveway apron/crosswalk. In the post-development condition, the proposed separation distances will be increased by 15' to approximately 40' and 85' from the two northeast driveways. In addition, the project proposes a dedicated right-turn only lane for these (3) driveways. The applicant request that Planning Board specifically grant relief from the above mentioned City standard as it relates to the proposed separation of the driveways.

2. Dimensional requirements: Street wall build-to line:

Ordinance: Under the City's Land Use Ordinance Section 14-220 (c) Street wall build-to line: All buildings or structures shall be located within five (5) feet of the property line along street frontages, unless the Planning Board requires or approves an additional distance to comply with the requirements of section 14-526 (d)9 and the City of Portland Design Manual.

The project proposes a 5-story mixed-use building along York Street and the above mentioned ordinance is applicable to the project. However, because of the unusual geometry of the right-of-way line along the frontage, the applicant request the Planning Board to grant relief from ordinance.

The proposed redevelopment will construct brick sidewalk from the building façade to the proposed street curb line and grant access easements to create a public pedestrian friendly environment. The project's street level first floor will be flexible commercial spaces and will provide a pedestrian friendly environment with floor to ceiling store front windows for visual interest and street front building access. Additional, improvements will include inviting building exterior, brick sidewalks, granite curbing, curb ramps, architectural lighting, granite sit walls, street trees and landscaped planters. The street-level flexible commercial space will be pedestrian friendly by providing floor to ceiling store front windows for create visual interest and by providing building access points from the street.

It is the applicants belief that all the above mentioned design elements will meet the intent of the ordinance will create an enhanced streetscape with an enjoyable pedestrian environment.

3. <u>Required number of bicycle parking spaces:</u>
Ordinance: Under the City's Land Use Ordinance Section 14-526 (a) 4. b. (ii) The reviewing authority may reduce the required number of bicycle parking spaces if it determined, based on evidence submitted by the applicant that the proposed development is expected to generate a reduced demand for bicycle parking.

The required number of bicycle parking spaces is calculated from the required parking spaces and quantity of residential units.

Bicycle Parking Required:

Residential = 2 bikes/5 dwelling units = 63/5 x 2 = 26 spaces
Non-residential = 2 bike/10 parking spaces req. = 65/10 x 2 = <u>7 spaces</u>
Total: 33 spaces

The required number of bicycle parking spaces is 33. The applicant requests that the bicycle parking be reduced to 20 spaces and made part of the Traffic Demand Management plan. The project proposes (5) locations with two bike hitches around the site for a total of 20 spaces. If TDM monitoring determines the quantity of bike spaces is inadequate in the post-development condition, the owner can install additional bike racks on the lower and upper garage levels.

9. Financial and Technical Capacity

Technical Capability
The project will be designed and built by Opechee Construction Corporation. Opechee has proved their technical ability with the design & construction of several mixed-used projects around the City:

- 209 Fore Street- redevelopment of Jordan's Meats factory into a mixed-use building consisting of a Hampton Inn, Sebago Brewing, and residential condominiums

- 321 Commercial Street – redevelopment of an existing parking lot into a mixed-use building consisting of a Marriott Courtyard, a restaurant and residential condominiums.

- 68 Marginal Way – The construction of a multi-tenant office building

Financial Capability
Attached is a letter indicating J.B. Brown's financial ability to complete the project.

TD Bank
America's Most Convenient Bank®
One Portland Square
P. O. Box 9540
Portland, ME 04112-9540
T 207 761 8600
F 207 761 8660

tdbank.com

August 5, 2015

Planning Board
City of Portland
Congress Street
Portland, ME

RE: 101 York Street Development
Portland, Maine

To Whom It May Concern:

J.B. Brown & Sons has had a banking relationship with TD Bank, N.A. in excess of 20 years. During this timeframe, the Bank has financed and/or reviewed several projects that were similar to the proposed project referenced above. These projects were completed on time, within budget and were repaid in a timely manner.

We believe that J.B. Brown & Sons, Inc. has the financial capacity to successfully complete the proposed development.

Although the Bank has not committed to finance this project, the Bank would be pleased to consider J.B. Brown's request to finance the project at the appropriate time.

If you need any further information, please contact me at (207) 828-7162.

Sincerely,

Jennifer E.H. Sirois
Vice President
Relationship Manager

10. Boundary Survey

- The boundaries of the subject property are shown on the plan entitled, "ALTA/ACSM Land Title Survey on High, Danforth, Maple & York Streets, Portland, Cumberland County, Maine made for J.B. Brown & Sons," by Owen Haskell, Inc. 390 U.S. Route One, Unit #10, Falmouth, Maine 04105; dated December 3, 2013 and last revised June 9, 2015
  (A copy of the plan is submitted with this application.)

- The new division of property lines for parcels under common ownership are shown on the plan entitled, "New Division of Lots on High, Danforth, Maple & York Streets, Portland, Cumberland County, Maine made for J.B. Brown & Sons," by Owen Haskell, Inc. 390 U.S. Route One, Unit #10, Falmouth, Maine 04105; dated December 3, 2013 and last revised August 5, 2015
  (A copy of the plan is submitted with this application.)

WRITTEN MATERIALS

1. Construction Management Plans

Construction Management Plans have been prepared that show temporary traffic control and the construction sequencing been prepared for the project and are sheets C10.01 through C10.04 of the plan set

2. Traffic Studies

Trip Study and trip generation

- A traffic assessment memo is attached and this project will generate between less than 100 trips. Therefore, the project will not require a State of Maine Traffic Movement Permit (TMP) issued by the City under its delegated authority.

- A traffic study is attached and is based on scoping questions asked at the pre-application.

Parking Study

A parking assessment memo has been prepared for this project and is attached.

GORRILL PALMER

PO Box 1237, 15 Shaker Road
Gray, Maine 04039
207.657.6910

August 10, 2015

Mr. Thomas Errico, P.E.
TY LIN
12 Northbrook Drive
Falmouth, ME 04105

Subject: York Street Mixed Use Development (Condos / Retail / Restaurant)
Portland, Maine

Dear Tom,

Gorrill Palmer (GP) has been retained by Opechee Construction to complete a trip generation forecast for the redevelopment of the site located on the northerly corner of York Street and High Street. The development is proposed to include the following uses:

- 63 Condo Units – LUC 232
- 7,000 sf High Turnover (Sit Down) Restaurant – LUC 932
- 9,955 sf Specialty Retail – LUC 826

The MaineDOT allows "credit" to be given for any on-site use within the last 10 years. For this site, that would include the following:

- Gas Station / Convenience Store (4 fueling positions + 1,350 sf C-Store) – LUC 853
- 1,300 sf Restaurant – LUC 932
- 9,000 sf Office Space – LUC 710

Using the 9th Edition of the Institute of Transportation Engineers (ITE) publication Trip Generation results in the following trip generation estimates (calculations attached):

Trip Generation Summary

	AM Gen	AM Adj St	PM Gen	PM Adj St
Proposed				
Condos	33	35	30	31
Restaurant	93	76	129	69
Retail	68	50	50	37
Proposed Total	**194**	**161**	**209**	**137**
Credit (Subtracted from Proposed)				
Gas / C Store	63	61	82	73
Restaurant	17	14	24	13
Office	21	21	20	20
Credit Total	**101**	**96**	**126**	**106**
Net Total	**93**	**65**	**83**	**31**

After review of this information, it is our opinion that the site will not generate a net increase in trip generation of more than 99 peak hour trip ends, and therefore does not require a MaineDOT Traffic Movement Permit. We understand this trip generation is not the same increase in trips that can be expected on the adjacent roadway network since the "credit" uses were not all operational at the time the recent turning movement counts were performed.

We respectfully request your review of this information and if you agree, your concurrence in writing that a TMP is not required.

If you have any questions please contact our office.

Sincerely,

Gorrill-Palmer

Randy Dunton, P.E., PTOE
Senior Engineer

Copy: Nell Donaldson, City of Portland
Barry Stowe, Opechee Construction Corporation

RED/JN 3018/Thomas Errico Concurrence 8-10-15

GORRILL PALMER
Relationships. Responsiveness. Results.
www.gorrillpalmer.com

JOB 3018.03
SHEET NO. _____ OF _____
CALCULATED BY ET DATE 7/14/15
CHECKED BY _____ DATE _____
SCALE _____

Condo trip Generation

Source: ITE Trip Generation Manual 9th Edition
LUC 232 - High-Rise Residential Condominium/Townhouse

Assumptions:
- All rooms occupied
- 63 dwelling units

Weekday AM Peak Hour Adjacent Street Traffic
Average Rate: 0.34 × 63 = 22
Equation: 0.29(63) + 28.86 = 47
~~34~~ 35 trip ends

19% in – 7 trip ends
81% out – 27 ~~trip ends~~ 28

Weekday PM Peak Hour Adjacent Street Traffic
Average Rate: 0.38 × 63 = 24
Equation: 0.34(63) + 15.47 = 37
31 trip ends

62% in – 19 trip ends
38% out – 12 trip ends

Weekday AM Peak Hour Generator
Average Rate: 0.34 × 63 = 22
Equation: 0.30 × (63) + 25.33 = 44
33 trip ends

17% in – 6 trip ends
83% out – 27 trip ends

Weekday PM Peak Hour Generator
Average Rate: 0.38 × 63 = 24
Equation: Ln(T) = 0.84 Ln(63) + 0.07 = 35
~~29~~ 30 trip ends

68% in – ~~20~~ 21 trip ends
32% out – 9 trip ends

JN: 3018
Project Description: Mixed Use
Project Location: Portland, Maine
Date: August 10, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft^2): 7,000

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split IN	Directional Split OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 127.15 (X)	14	890	50%	50%	445	445	N/A
AM Peak Adjacent Street	T = 10.81 (X)	24	**76**	50%	50%	38	38	N/A
PM Peak Adjacent Street	T = 9.85 (X)	60	**69**	60%	40%	41	28	N/A
AM Peak of Generator	**T = 13.33 (X)**	**25**	**93**	**50%**	**50%**	**47**	**46**	**N/A**
PM Peak of Generator	**T = 18.49 (X)**	**31**	**129**	**55%**	**45%**	**71**	**58**	**N/A**
Saturday	T = 158.37 (X)	2	1109	50%	50%	555	554	N/A
Saturday Peak Hour of Gen.	T = 14.07 (X)	8	**98**	65%	35%	64	34	N/A

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www.gorrillpalmer.com

JOB 3018.03
SHEET NO. _____ OF _____
CALCULATED BY RED DATE 8/10/15
CHECKED BY _____ DATE _____
SCALE _____

Trip Generation

Source: ITE Trip Generation Manual 9th Edition LUC 826

Assumptions: All Rooms Occupied
63 Dwelling Units

- AM Peak Hr. Generator

$$6.84 \times \frac{9,955}{1,000} = 68 \text{ Trip Ends}$$

- PM Peak Hr. Generator

$$5.02 \times \frac{9,955}{1,000} = 50 \text{ Trip Ends}$$

- PM Peak Hr. Adj St Traffic

$$2.71 \times \frac{9,955}{1,000} = 27 \text{ TE}$$

$$2.40\left(\frac{9,955}{1,000}\right) + 21.48 = 46 \text{ TE}$$

} Avg = 37

- AM Peak Hr. Adj St. Traffic

$$\frac{37}{50} = \frac{X}{68} \rightarrow X = 50 \text{ Trip Ends}$$

↑ PM

JN: 3018
Project Description: Condos / Retail
Project Location: Portland, Maine
Date: 7/21/2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

Convenience Market with Gasoline Pumps
Land Use Code (LUC) 853

Vehicle Fueling Positions: 4

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 542.60 (X)	10	2170	50%	50%	1085	1085	N/A
AM Peak Hour of Adjacent Street Traffic	T = 16.57 (X)	28	66	50%	50%	33	33	N/A
PM Peak Hour of Adjacent Street Traffic	T = 19.07 (X)	54	76	50%	50%	38	38	N/A
AM Peak Hour of Generator	T = 17.03 (X)	26	68	50%	50%	34	34	N/A
PM Peak Hour of Generator	T = 19.98 (X)	46	80	50%	50%	40	40	N/A
Saturday	T = 204.47 (X)	3	818	50%	50%	409	409	N/A
Sat Peak Hr Gen	T = 10.00 (X)	2	40	50%	50%	20	20	NA
Sunday	T = 166.88 (X)	3	668	50%	50%	334	334	N/A

* Percentages rounded to nearest 5%

Gross Floor Area (ft^2): 1,350

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 845.60 (X)	10	1142	50%	50%	571	571	N/A
AM Peak Hour of Adjacent Street Traffic	T = 40.92 (X)	53	55	50%	50%	28	27	N/A
PM Peak Hour of Adjacent Street Traffic	T = 50.92 (X)	78	69	50%	50%	35	34	N/A
AM Peak Hour of Generator	T = 42.86 (X)	34	58	50%	50%	29	29	N/A
PM Peak Hour of Generator	T = 62.57 (X)	46	84	50%	50%	42	42	N/A
Saturday	T = 1448.33 (X)	3	1955	50%	50%	978	977	N/A
Sat Peak Hr Gen	T = 45.94 (X)	3	62	50%	50%	31	31	N/A
Sunday	T = 1182.08 (X)	3	1596	50%	50%	798	798	N/A

* Percentages rounded to nearest 5%

Average

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	N/A	N/A	1656	50%	50%	828	828	N/A
AM Peak Hour of Adjacent Street Traffic	N/A	N/A	61	50%	50%	30	31	N/A
PM Peak Hour of Adjacent Street Traffic	N/A	N/A	73	50%	50%	36	37	N/A
AM Peak Hour of Generator	N/A	N/A	63	50%	50%	32	31	N/A
PM Peak Hour of Generator	N/A	N/A	82	50%	50%	41	41	N/A
Saturday	N/A	N/A	1387	50%	50%	693	694	N/A
Sat Peak Hr Gen	N/A	N/A	51	50%	50%	26	25	N/A
Sunday	N/A	N/A	1132	50%	50%	566	566	N/A

* Percentages rounded to nearest 5%

JN: 3018
Project Description: Condos / Retail
Project Location: Portland, Maine
Date: July 21, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft^2): 1,300

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split IN	Directional Split OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 127.15 (X)	14	165	50%	50%	83	82	N/A
AM Peak Adjacent Street	T = 10.81 (X)	24	14	50%	50%	7	7	N/A
PM Peak Adjacent Street	T = 9.85 (X)	60	13	60%	40%	8	5	N/A
AM Peak of Generator	**T = 13.33 (X)**	**25**	**17**	**50%**	**50%**	**9**	**8**	**N/A**
PM Peak of Generator	**T = 18.49 (X)**	**31**	**24**	**55%**	**45%**	**13**	**11**	**N/A**
Saturday	T = 158.37 (X)	2	206	50%	50%	103	103	N/A
Saturday Peak Hour of Gen.	T = 14.07 (X)	8	18	65%	35%	12	6	N/A

JN: 3018
Project Description: Condos / Retail
Project Location: Portland, Maine
Date: July 21, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

General Office Building
Land Use Code (LUC) 710

Square Feet 9,000

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	Ln (T) = 0.76 Ln (X) + 3.68	211	79	50%	50%	106	105	0.80
AM Peak Hour	**Ln (T) = 0.80 Ln (X) + 1.57**	**28**	**218**	**90%**	**10%**	**25**	**3**	**0.83**
PM Peak Hour	**T = 1.12 (X) + 78.45**	**89**	**236**	**15%**	**85%**	**13**	**76**	**0.82**
Saturday	T = 2.03 (X) + 31.75	50	18	50%	50%	25	25	0.66
Peak Hour of Generator			11	55%	45%	#VALUE!	#VALUE!	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 11.03 (X)	99	79	50%	50%	50	49	---
AM Peak Hour	T = 1.56 (X)	14	218	90%	10%	13	1	---
PM Peak Hour	T = 1.49 (X)	13	236	15%	85%	2	11	---
Saturday	T = 2.46 (X)	22	18	50%	50%	11	11	---
Saturday Peak Hour of Gen.	**T = 0.43 (X)**	**4**	11	**50%**	**50%**	2	**2**	**---**

* Percentages rounded to nearest 5%

PM Peak Hour:	T = 1.49/1.56 (AM Peak)	27		15%	85%	4	23	0.82

GORRILL PALMER

PO Box 1237, 15 Shaker Road
Gray, Maine 04039
207.657.6910

Project: York Street Mixed Use Development
Date: August 12, 2015
Subject: Parking Evaluation
To: Barry Stowe
From: Randy Dunton, Gorrill Palmer (JN 3018)

As requested, Gorrill Palmer (GP) has evaluated potential parking demand for the proposed mixed use development. At this time, the project is proceeding with the following mixture of uses; 63 condo units, 9,955 sf Specialty Retail and 7,000 sf of Restaurant. Therefore, the parking evaluation is based on this combination of uses.

Vehicular Parking:

Typically, the overall parking demand for a mixed use development can be further reduced due to the expectation that there will be some cross use between the individual facilities. For instance, it can be assumed that some of the people living in the condos will also be those that go to the restaurant or visit the retail. To be conservative, this was only assumed at 5%.

In addition to a reduction in parking due to shared use, there is also typically a reduction in parking because the peak parking demand for all three uses are not expected to occur concurrently. For instance, the peak parking demand for the Condos would be expected to occur early in the morning and late at night, when everyone is home. This is not the same time as the peak parking demand for specialty retail which would be expected during the normal business day, or the peak parking demand for the restaurant which would be expected at the end of the business day. We have assumed a 5% reduction in overall parking demand due to off-set peaks.

The following is a summary of the vehicular parking demand:

Vehicular Parking Requirement Summary

	Parking Variable	Ordinance Requirement	Required Parking per Ordinance	Shared Use Reduction (5%) (Note 4)	Off set parking peaks (5%) (Note 4)	Reduced Parking Demand
Potential Uses						
Condos	63 Units	1 / Unit (Note 1)	63 spaces	3 spaces	3 spaces	57 spaces
Retail	9,955 sf	1 / 200 sf (Note 2)	40 spaces	2 spaces	2 spaces	36 spaces
Restaurant	7,000 sf	1 / 150 sf (Note 3)	33 spaces	2 spaces	2 spaces	29 spaces
Total Parking Req.			**136 Spaces**	**7 spaces**	**7 spaces**	**122 spaces**

Notes:

1. The City's standard requirement for residential units is 2 spaces per unit (Sec. 14-332 (a)). However, under Sec. 14-332.2 (c) the requirement can be reduced for a development over 50,000 sf based on information submitted by the applicant and on the recommendation of the City's transportation engineer. For this analysis, we used 1 parking space per unit.

2. The first 2,000 sf of a first floor is not considered per ordinance

3. This requirement is per sf of "area not used for bulk storage or food preparation". For the purposes of this parking summary, we assumed 30% of the sf will be used for this purpose.

4. City Ordinance Sec. 14-332.2 (c) and Sec. 14-343 (a) will allow for further reductions in parking demand which we have taken credit for (5% each) in the form of Shared Use and Off-Set Parking peaks.

Pre-Development Parking Demand vs. Post-Development Parking Demand:

Pre-development condition:

The existing site includes two buildings that are or were recently used as; 1,350 sf restaurant (was used as Convenience Store prior to that), a 1,300 sf restaurant and 9,000 sf of office space. Based on the City Ordinance, the existing site would require the following vehicular parking spaces:

Existing Total Required Parking Spaces

	Required Vehicular Parking Spaces
Existing Condition	
Restaurant (1,350 sf)*	7 spaces
Restaurant (1,300 sf)*	6 spaces
Office Space (9,000 sf)	23 spaces
Existing Total Required	36 spaces
Existing Spaces Available	95 spaces
Excess Parking Spaces	**59 spaces**

*Same assumptions for Restaurant in previous table

As can be seen from the summary, the site requires 36 parking spaces currently. There are approximately 95 spaces available on site currently, which leaves 59 excess parking spaces that could be rented out or used for future development in the area.

Post-development condition:

For the post-development condition, the condos were assumed to require one space per unit, and the reductions of shared use and off-set parking peaks was included. This yields a total required vehicular parking requirement of 122 spaces. The number of proposed on-site parking spaces after the development is complete is 211 spaces. Using 122 of the 211 parking spaces for the proposed uses, results in 89 excess parking spaces that could be rented out or used for future development in the area. **This is a net increase of 30 parking spaces (approximately 50% increase from pre-development) that can be used by others as a result of the proposed development.**

Bicycle Parking:

Per City Ordinance, non-residential structures are required to provide bicycle accommodations in proportion to the vehicular parking. For this project, the non-residential vehicular parking requirement is 65 spaces. Based on that vehicular parking requirement, this project requires seven bicycle parking spaces. For Residential Structures, the Ordinance requires two bicycle spaces for every five dwelling units. For the proposed 63 units, this would require 26 bicycle parking spaces, for a site total of 33 bicycle parking spaces.

Conclusion:

Based on this evaluation, approximately 122 vehicular parking spaces and 33 bicycle parking spaces are anticipated to be required to meet the City ordinance.

3. Significant Natural Features

- Data check inquiry letters containing a USGS site location map and site concept have been sent to the state wildlife agencies. Copies of the response letters are attached and indicate there are no concerns with impact to significant natural features.

    - The Maine Department of Inland Fisheries
    - The Maine Department of Inland Wildlife
    - The Maine Natural Areas Program

- The project proposes site improvements on 27 High Street which is within the Historic District. Please see the attached Historic Preservation for Certificate of Appropriateness application.

Barry Stowe

From: IFWEnvironmentalreview <IFWEnvironmentalreview@maine.gov>
Sent: Wednesday, August 05, 2015 2:33 PM
To: Barry Stowe
Subject: RE: Proposed mixed-use building and parking garage

Barry,

We have no concerns with this project as proposed. Please let me know if you need additional information.

John

John Perry
Environmental Review Coordinator
Maine Department of Inland Fisheries and Wildlife
284 State Street, 41 SHS
Augusta, Maine 04333-0041
Tel (207) 287-5254; Cell (207) 446-5145
Fax (207) 287-6395
www.mefishwildlife.com

Correspondence to and from this office is considered a public record and may be subject to a request under the Maine Freedom of Access Act. Information that you wish to keep confidential should not be included in email correspondence.

From: Barry Stowe [mailto:barrys@opechee.com]
Sent: Monday, August 03, 2015 10:59 AM
To: St.Hilaire, Lisa; IFWEnvironmentalreview
Subject: RE: Proposed mixed-use building and parking garage

Thank you Lisa. I appreciate the help

Hi John – I don't know if it matters much, but attached are the specific letters I put together for your departments.

In the future, I'll send a single email and copy you all.

Thanks,

Barry Stowe

Opechee Construction Corporation
11 Corporate Dr | Belmont | NH 03220

P (603) 527-9090 | F (603) 527-9191

barrys@opechee.com | www.opechee.com

From: St.Hilaire, Lisa [mailto:Lisa.St.Hilaire@maine.gov]
Sent: Monday, August 03, 2015 10:54 AM
To: IFWEnvironmentalreview
Cc: Barry Stowe
Subject: FW: Proposed mixed-use building and parking garage

Hi John, FYI, review in Portland.

Barry, John Perry is the environmental coordinator at MDIFW.

Thanks!

Lisa St. Hilaire

Information Manager | Maine Natural Areas Program
Department of Agriculture, Conservation and Forestry
93 State House Station | Augusta, ME 04333
PHONE 207-287-8044 | FAX 207-287-8040

From: Barry Stowe [mailto:barrys@opechee.com]
Sent: Monday, August 03, 2015 10:50 AM
To: NAP, Maine
Subject: Proposed mixed-use building and parking garage

Hello,

I tried using the online data check and didn't have success. Our IT personnel looked at the website with several different web browsers and with several different computers and determined the map "plugin" was not working. Attached you will find my request for a data check for the above referenced project. I will send a hard copy in the mail as well.

Landowner:
101 York Street, LLC
c/o Vin Veroneau, President of J.B. Brown & Sons
PO Box 207, 50 Danforth Street
Portland, ME 04112

Authorized Agent for the Landowner:

Barry Stowe

Opechee Construction Corporation
11 Corporate Dr | Belmont | NH 03220
P (603) 527-9090 | F (603) 527-9191

barrys@opechee.com | www.opechee.com

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
93 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0093

PAUL R. LEPAGE
GOVERNOR

WALTER E. WHITCOMB
COMMISSIONER

August 3, 2015

VIA ELECTRONIC MAIL

Barry Stowe
Opechee Construction Corporation
11 Corporate Drive
Belmont, NH 03220

Re: Rare and exemplary botanical features in proximity to: York Street Apartments Mixed Use Building and Parking Garage, Portland, Maine

Dear Mr. Stow:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request received August 3, 2015 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in Portland, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. Based on the information in our files and the landscape context of this project, there is a low probability that rare or significant botanical features occur at this project location.

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.

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

MAINE NATURAL AREAS PROGRAM
MOLLY DOCHERTY, DIRECTOR

PHONE: (207) 287-8044
FAX: (207) 287-8040
TTY: (207) 287-2213

The Natural Areas Program has instituted a fee structure of $75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for $150.00 for our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

Don Cameron
Ecologist
Maine Natural Areas Program
207-287-8041
don.s.cameron@maine.gov

4. Narrative describing the site.

101 York Street, LLC (a subsidiary company of J.B. Brown & Sons) is proposing a mixed-use development at the corner of York Street and High Street in the B-3 zone. The proposal is a 5-story building that will provide approximately 17,000 sq.ft. of flexible commercial on the first floor and 63 residential apartments on the upper 4 floors. Also, the development will include a 2-level parking structure with 211 total spaces in the back of the 5-story structure. All parking in the garage will be owned by the applicant and will be shared parking for tenants.

The following summarizes the proposed building floor space and quantity of parking spaces:

- 17,505 sf. - first floor flexible commercial tenant space

- 63 Residential Condominium Units
  20,015 sf - second floor with 15 units
  20,015 sf - third floor with 16 units
  20,015 sf - fourth floor with 16 units
  20,015 sf - fifth floor with 16 units

- Total gross building floor area = 97,565 sq.ft.

- Parking level 1 – 107 spaces (6 accessible)
  Parking level 2 – 104 spaces (4 accessible)
  Total Parking Spaces = 211

The project will redevelop several existing City parcels under the common ownership of J.B. Brown & Sons. The owner will consolidate the existing lots and provide a new division of lots for the redevelopment. The redevelopment will raze two existing buildings, paved & gravel parking, curb cuts, patio areas, and landscaping. As it relates to parking, 95 existing parking spaces will be redeveloped into 211 parking spaces for a net increase of 30 spaces in excess parking on the subject property.

The proposed development has frontage on York Street, High Street, Danforth Street and Maple Street. The lower level garage will have access through the mixed-use building to an existing curb cut off York Street. The upper level parking in the garage will have access from an existing curb cut and new driveway off Danforth Street. In addition, the new driveway off from Danforth Street will be shared with the existing multifamily residence at 78 Danforth Street. 78 Danforth will release their rights over the private way known as High Street Court. It should be noted that project will remove (2) existing curb cuts on York Street and (1) curb cut on High Street in the post-development condition.

The redevelopment proposal will provide significant streetscape improvements along York Street and at the intersection with High Street. Improvements will include, but not limited to, building exterior, brick sidewalks, granite curbing, curb ramps, street trees and landscaped planters. In addition, the project will provide improvements to the existing infrastructure such as a majority of stormwater runoff will now be separated from the sewer and discharged to the newly installed drainage in High Street. Also, several existing overhead electric services will be removed and the new project services will be underground.

Also, the project provides some site improvements on the 27 High Street parcel in the R-6 zone and within the Historic District. These improvements will be related to hardscape and landscape only as the existing multi-family residences will share a proposed patio space with the new condominiums.

Easements are being proposed with the abutters located 78 Danforth Street and 75 York Street. The project requires the temporary access rights for construction and permanent access rights for shared utilities and driveways.

5. Stormwater Runoff Calculations

- A Stormwater Management Report has been prepared and is attached

- An Erosion and Sedimentation Control Report to comply with the Basic Standards has been prepared and is attached

STORMWATER MANAGEMENT REPORT

8-7-15

1. Overview

This Exhibit demonstrates the developer has made adequate provision for controlling Stormwater Runoff.

2. Introduction

Gorrill Palmer has been retained by 101 York Street, LLC to prepare a Stormwater Management Report for a proposed five story multi-use building and two level parking structure at the corner of York Street and High Street in Portland, Maine. The redevelopment of the site is anticipated to include a 17,505 square foot footprint five story building with a total floor area of 97,753 square feet and 213 space parking garage. Figure 1 is a map showing the project location.

3. Stormwater Management

Section 14-526.b.3.b of the Land Use Ordinance states that all development other than Level I residential shall comply with Section 5 of the Technical Manual including Basic, General, and Flooding standards as applicable to prevent and control the release of pollutants to waterbodies, watercourses, wetlands and groundwater, and reduce adverse impacts associated with increases or changes in flow, soil erosion and sedimentation.

Section 5.II.c of the Technical Manual states that Level II and III site plans shall be required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including Basic, General and Flooding standards.

4. Basic Standard

The **Basic Standard** is met by the Erosion and Sedimentation Control Report submitted with this application.

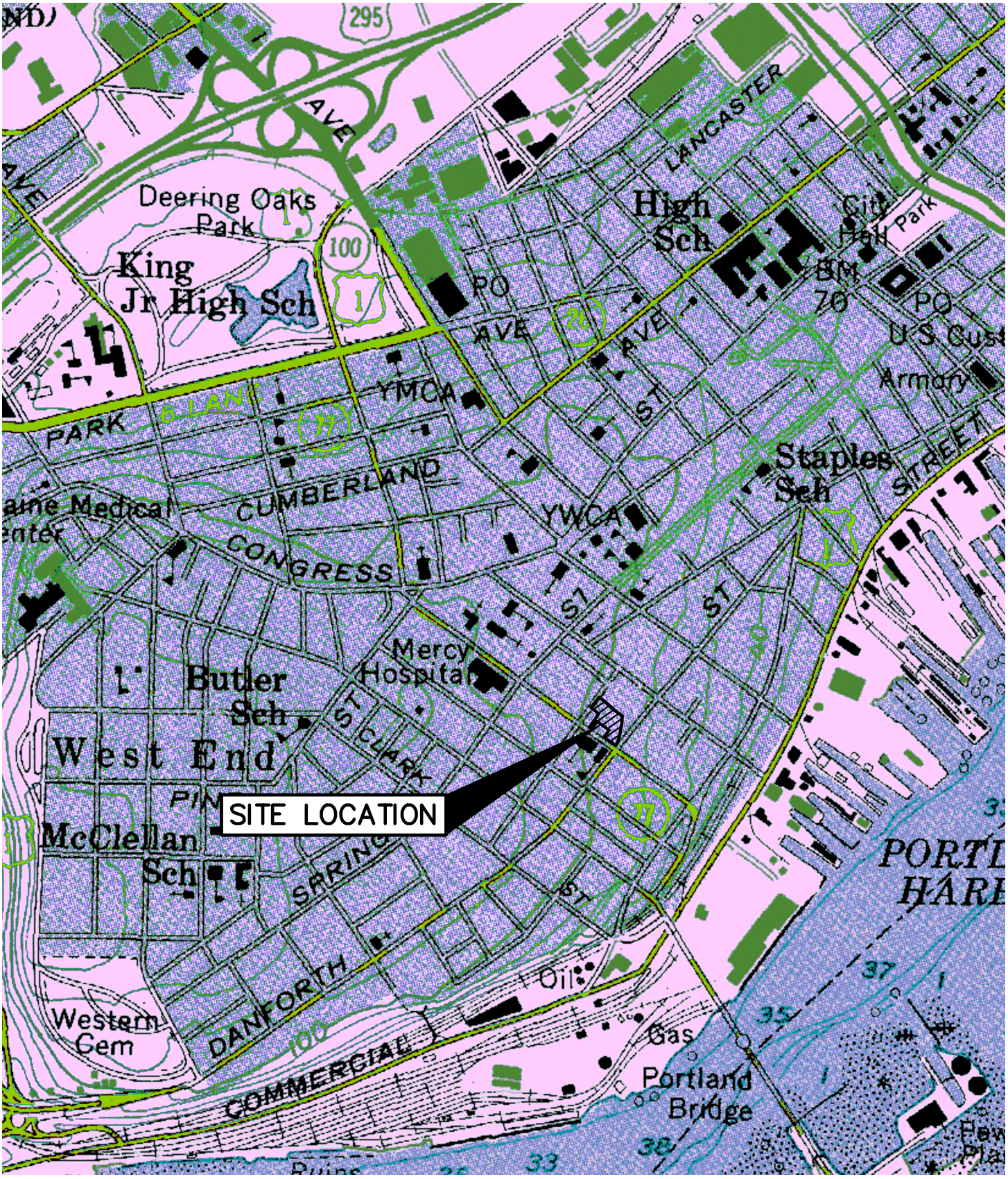
5. General Standard

The project site is not tributary to an Urban Impaired Stream. Section 5.III.4.B.1 States when general Standards must be met for areas not tributary to Urban Impaired Streams: A project disturbing one acre or more and resulting in any of the following must meet the general standards:

> 5.III.4.B.1.b - Other stream, coastal and freshwater wetland watersheds. One acre or more of impervious area, or 5 acres or more of developed area, in any other stream, coastal, or wetland watershed.

Section 5.III.4.B.3.e contains requirements for redevelopment; Stormwater Management Law project including redevelopment. For a project requiring a Stormwater Management Law permit that includes redevelopment of impervious area that was in existence as of November 16, 2005 (the effective date of Chapter 500 revisions), the redevelopment of that impervious area is not required to meet General standards provided the department determines that the new use of the existing impervious area is not likely to increase stormwater impacts resulting from the proposed project's stormwater runoff beyond the level of impact already caused by the runoff from the existing impervious area. The requirements of Appendix D must still be met, if applicable.

The Owner of the project site owns additional parcels adjacent to the site. The proposed disturbed area includes portions of these adjacent properties as well as area within the City right-of-way. The proposed



U.S.G.S. Location Map

York Street Condominiums - Portland, Maine

Portland West, Maine-7.5 Minute Series (Topographic)

Design: CEH	Date: AUG 2015	GORRILL PALMER	Figure 1
Draft: CG	Job No.: 3018	Relationships. Responsiveness. Results. www.gorrillpalmer.com 207.657.6910	
Checked: AMP	Scale: None		
File Name: 3018–LOCATION.dwg			

project will disturb approximately 77,510.4 sf (1.78 acres) and is a redevelopment of an existing developed site. The project will result in an impervious area of approximately 66,072 sf (1.52 acres) of which 1,236 sf (0.03 acres) is new impervious area.

The following table presents a comparison of the predevelopment and post development land cover.

Table 1		
	Predevelopment	**Post Development**
Roof/Walkway	9,659 sf	29,354 sf
Impervious Parking/Drives	55,176.9 sf	36,717.7 sf
Total Impervious	64,835.9 sf	66,071.7 sf
Vegetated	12,674.5 sf	11,438.7 sf
Total Area	77,510.4 sf	77,510.4 sf

As can be seen from the table above, the area of Impervious Parking/Drives has been reduced in the post development condition by 18,459.2 sf, while the area of roof and walkways has increased in the post development condition by 19,695 sf. The reduction in Parking/Drives area will result in a reduction of the pollutant load from the site and therefore is not likely to increase stormwater impacts from the project site. See surface cover plans in Attachment A. Since the total post development impervious area increases by 1,236 sf, the Applicant proposes to treat an equivalent area of impervious surface in stormwater planters proposed along York Street.

The stormwater planters are biocells enclosed on the sides by concrete planter walls. The planters contain 18" of soil media over 14" of underdrain gravel. The planters are open at the bottom and the stormwater runoff is conveyed from the planters by a 6" perforated underdrain. The plan set contains details of the proposed planters. The surface of the soil media is set 6" below the adjacent street level to provide for 6" of ponding within the planter area. Per MDEP design criteria for bioretention cells, one third of the soil filter volume has been included as storage volume. The tributary area is 95% impervious and will produce a runoff volume greater than the capacity of the stormwater planters based upon the MDEP requirement of 1" of runoff from impervious surfaces and 0.4 " of runoff from vegetated surfaces. The excess runoff and runoff from larger storms will bypass the planters along the gutter line once the 6" ponding depth is reached. The following table presents the treatment capacity of the stormwater planters.

Table 2		
Proposed Stormwater Planter #1		
	Required	**Provided**
Impervious Area		6,233 sq. ft.
Developed Area (non-impervious)		375 sq. ft.
Treatment Volume	531.92 cu. ft.	121.75 cu. ft.
Filter Surface Area		121.75 sq. ft.
Volume used for vegetated treatment = (0.4/12)(375)		12.5 cu. ft.
Volume available for impervious treatment = 121.75-12.5		109.25 cu. ft.
Equivalent square footage of impervious area treated = (109.25 cu. ft./(1"/12"/ft.))		1,311 sq. ft.
7%(imp. Area) +3%(landscaped Area) for equiv. square footage	103.02 sq. ft.	121.75 sq. ft.
Cell Base Elevation		28.95 ft.
Channel Protection Volume elevation		29.45 ft.

Table 3		
Proposed Stormwater Planter #2		
	Required	**Provided**
Impervious Area		1,693 sq. ft.
Developed Area (non-impervious)		95 sq. ft.
Treatment Volume	144.25 cu. ft.	96.75 cu. ft.
Filter Surface Area		96.75 sq. ft.
Volume used for vegetated treatment = (0.4/12)(95)		3.17 cu. ft.
Volume available for impervious treatment = 96.75-3.17		93.58 cu. ft.
Equivalent square footage of impervious area treated = (93.58 cu. ft./(1"/12"/ft.))		1,122.96 sq. ft.
7%(imp. Area) +3%(landscaped Area) for equiv. square footage	81.46 sq. ft.	96.75 sq. ft.
Cell Base Elevation		28.32 ft.
Channel Protection Volume elevation		28.82 ft.

Stormwater Planter #1 provides treatment for the equivalent of 1,311 sf of impervious area and Stormwater Planter #2 provides treatment for the equivalent of 1,123 sf of impervious area. The total equivalent area treated is 2,434 sf of impervious area. See WQ map in Attachment A.

The project is a redevelopment of a site with impervious area in existence as of November 16, 2005. The project results in approximately 1,236 sf of new impervious area and proposes treatment of runoff from approximately 2,434 sf of impervious area. Since the project is a redevelopment which will not increase stormwater impacts and treats runoff from 2,434 sf of impervious area, the General Standards have been met.

Due to the elevation constraints of the site, the stormdrain system discharge from the site has been directed to two outlet points. The proposed building roof drain, storm drain from the upper parking level, and foundation drain from the northwest side of the building are proposed to be connected to the City storm drain system in High Street. The site stormdrain will connect to the existing catch basin at the northerly corner of High Street and York Street.

The stormdrain systems that pick up runoff from the lower areas of the site cannot be directed to the High Street catch basin since the invert of the High Street system is higher than the inverts of the site drainage system. The stormdrain outlets from the stormwater planters, lower level of the proposed parking, and the foundation drain from the easterly side of the proposed building have proposed connections to the combined sewer in York Street as shown on the plans. The applicant proposes two connections to the York Street sewer. The foundation drain will be connected separately and will have a check valve on the outlet pipe. The lower level parking drainage and stormwater planter outlet will be combined and connected to the York Street sewer. The proposed stormdrain outlet pipe will have a check valve installed. The lower level parking stormwater system will include an oil/water separator.

6. Flooding Standard

Section 5.III.4.E states: If required, the flooding standard applies in addition to the basic standards, general standards, phosphorus standards and urban impaired stream standards.

When the flooding standard must be met: If a project results in three acres or more of impervious area or 20 acres or more of developed area, requires review pursuant to the Site Law, or is a Site Law modification of any size, the flooding standard must be met.

The project results in a total of 66,072 sf (1.52 acres) of impervious area and 77,510.4 sf (1.78 acres) of developed area, therefore the flooding standard does not apply. The 1,236 sf of new impervious area is believed to be an insignificant increase in impervious surface. The insignificant increase in impervious surface along with attenuation within the proposed stormwater planters ensures that the project will not have an adverse effect on downstream areas.

Since the proposed impervious and developed area are less than the Chapter 500 thresholds and the increase in new impervious area of 1,236 sf is insignificant, the Flooding Standard is met.

7. Additional Permits

The disturbed area is greater than one acre, therefore a Construction General Permit is required. Since the project will not result in excess of 3 acres of new non-vegetated surfaces, a Site Location of Development Act Permit is not required.

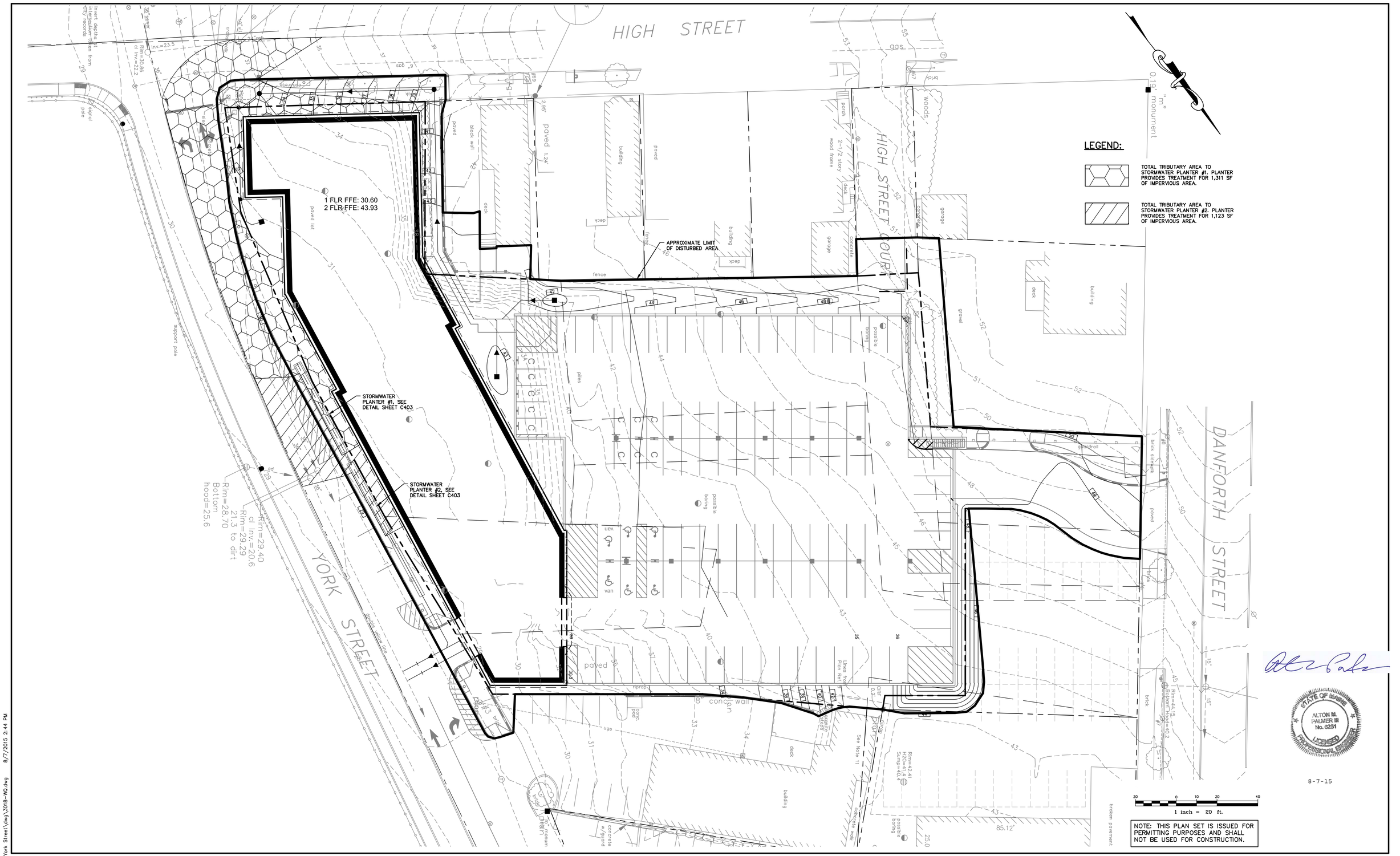
8. Conclusion

The proposed project is a redevelopment of an existing restaurant and parking area and results in 1,236 sf of new impervious area. Treatment of 2,434 sf of impervious area is provided by stormwater planters which satisfies the General Standard. The threshold areas for the Flooding Standard have not been reached by this project therefore the slight increase in impervious area along with the attenuation of runoff within the stormwater planter's results in an insignificant impact to downstream areas. The Basic Standard has been met by the Erosion and Sedimentation Control Report submitted to the City.

Attachments

Attachment A - Surface Cover and Water Quality Maps

ATTACHMENT A
Surface Cover and Water Quality Maps



STATE OF MAINE
ALTON M. PALMER III
No. 6251
LICENSED
PROFESSIONAL ENGINEER

8-7-15

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

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Rev.	Date	Revision

Issued For	Date	By
SITE PLAN REVIEW	8/7/15	AMP

Design: JWA	Draft: CG	Date: JUNE 2015
Checked: AMP	Scale: 1"=20'	Job No.: 3018

File Name: 3018-WQ.dwg

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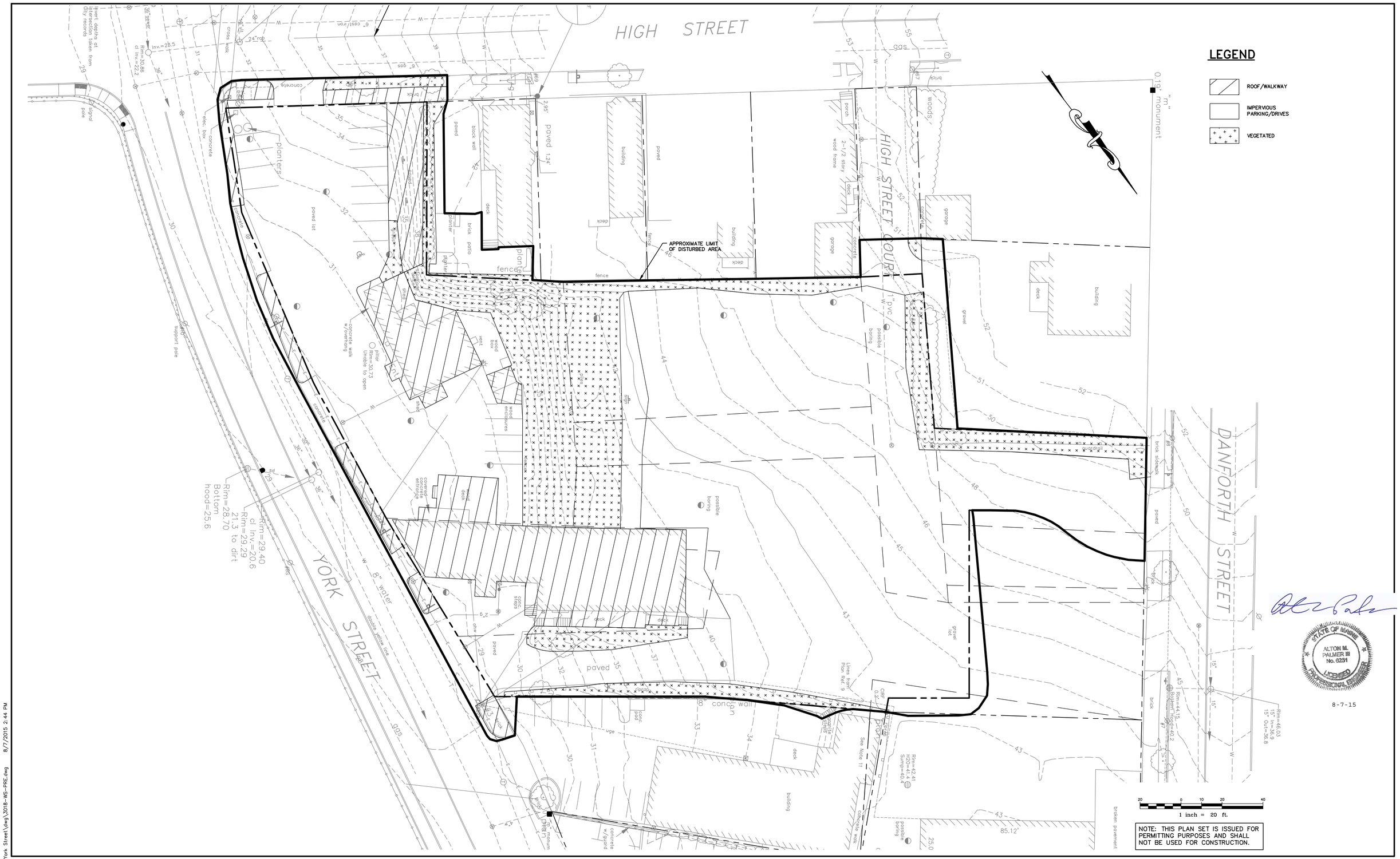
207.657.6910

Drawing Name: **Water Quality Map**

Project: **York Street – Mixed Use Development**
Portland, Maine

Client: **York Street, LLC**
36 Danforth Street, Portland, ME 04101

Drawing No. **WQ**



ALTON M. PALMER III
No. 6251
LICENSED PROFESSIONAL ENGINEER
STATE OF MAINE

8-7-15

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

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Rev.	Date	Revision

Issued For	Date	By
SITE PLAN REVIEW	8/7/15	AMP

Design: JWA	Draft: CG	Date: JUNE 2015
Checked: AMP	Scale: 1"=20'	Job No.: 3018

File Name: 3018-WS-PRE.dwg

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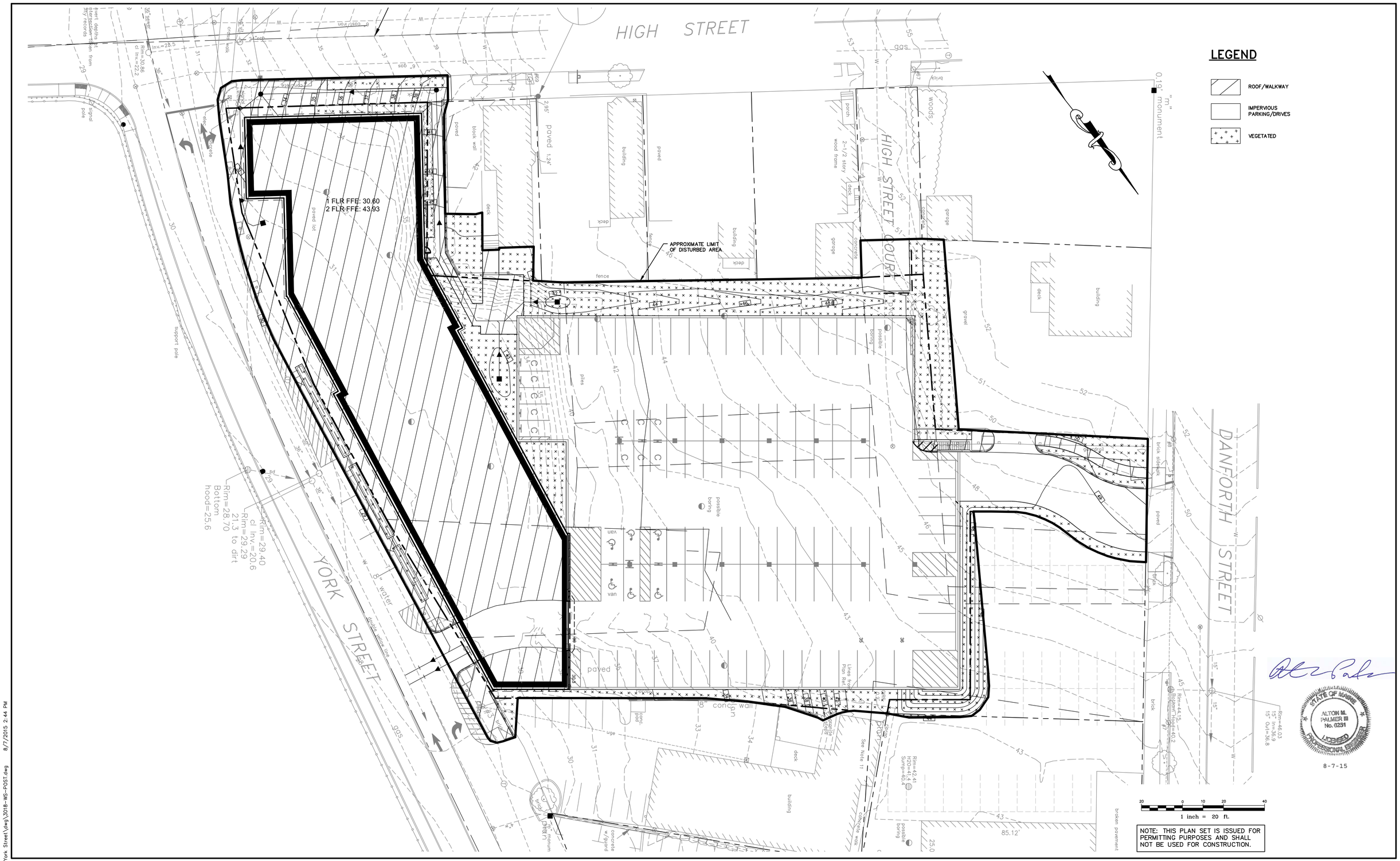
207.657.6910

Drawing Name: Pre Development Cover Type Map

Project: York Street – Mixed Use Development
Portland, Maine

Client: York Street, LLC
36 Danforth Street, Portland, ME 04101

Drawing No. W1



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
ALTON M. PALMER III
No. 0231
LICENSED
PROFESSIONAL ENGINEER

8-7-15

Rev.	Date	Revision

Issued For	Date	By
SITE PLAN REVIEW	8/7/15	AMP

Design: JWA	Draft: CG	Date: JUNE 2015
Checked: AMP	Scale: 1"=20'	Job No.: 3018

File Name: 3018-WS-POST.dwg

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207.657.6910

Drawing Name: **Post Development Cover Type Map**

Project: **York Street – Mixed Use Development**
Portland, Maine

Client: **York Street, LLC**
36 Danforth Street, Portland, ME 04101

Drawing No. **W2**

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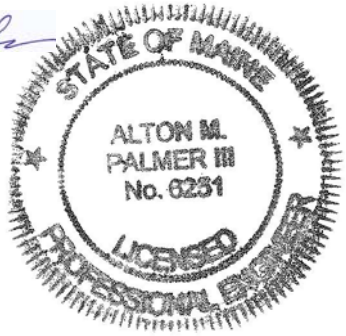
EROSION AND SEDIMENTATION CONTROL
BASIC STANDARDS



8-7-15

1.1 Overview

This Exhibit demonstrates the developer has made adequate provision for controlling erosion and sedimentation.

1.2 Introduction

Gorrill Palmer has been retained by 101 York Street, LLC to prepare an Erosion and Sedimentation Control Report for a proposed five story multi-use building and two level parking structure at the corner of York Street and High Street in Portland, Maine. The redevelopment of the site is anticipated to include a 17,505 square foot footprint five story building with a total floor area of 97,753 square feet and 213 space parking garage. Figure 1 is a map showing the project location. Gorrill Palmer has prepared an Erosion and Sedimentation Control Plan for the proposed development. This narrative contains the general erosion and sedimentation control measures, which are appropriate for the construction of the project.

1.3 Narrative

1.3.1 Existing Conditions and Soil Types

The site is approximately 71,231 square feet (1.635 acres) in size and is currently developed with a restaurant and parking areas. The disturbed area is approximately 77,510.4 square feet (1.78 acres) which includes disturbance on adjacent lots. Abutting land uses include:

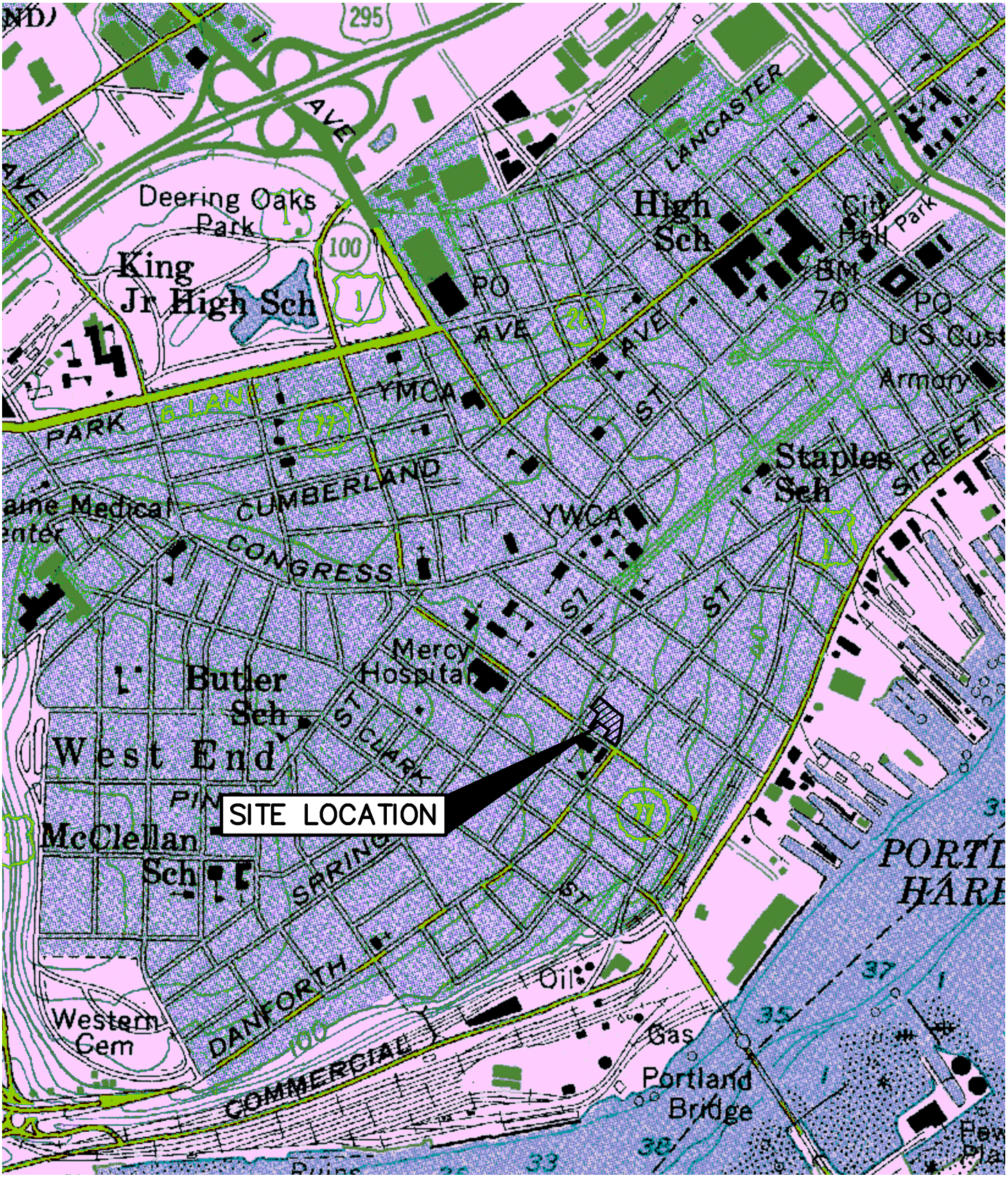
- North—Commercial
- East - Commercial
- South - Commercial
- West — Residential

Topography in the area of the proposed construction varies from relatively flat slops of approximately 6% to steep slopes of 35%. The existing site slopes generally towards York Street.

The Medium Intensity Soil Survey for Cumberland County as prepared by the Natural Resources Conservation Service was utilized in identifying the on-site soils. The soil report for this vicinity follows this page. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. The higher values are indicative of the more erodible soils. The following table lists the soils found on site and their K values:

K VALUE		
Type	Subsurface	Substratum
Hinckley gravelly sandy loan, 3 to 8 percent slopes	0.17	0.17

Based on the review of the K Values, the on-site soils have low susceptibility to erosion.



U.S.G.S. Location Map

York Street Condominiums - Portland, Maine

Portland West, Maine-7.5 Minute Series (Topographic)

Design: CEH	Date: AUG 2015	GORRILL PALMER	Figure 1
Draft: CG	Job No.: 3018	Relationships. Responsiveness. Results. www.gorrillpalmer.com 207.657.6910	
Checked: AMP	Scale: None		
File Name: 3018–LOCATION.dwg			

Custom Soil Resource Report
Soil Map

Map Scale: 1:866 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 10 20 40 60

Feet
0 40 80 160 240

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

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

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

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

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

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

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

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

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
Survey Area Data: Version 9, Sep 13, 2014

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

Date(s) aerial images were photographed: Jul 31, 2013—Aug 11, 2013

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

Map Unit Legend

Cumberland County and Part of Oxford County, Maine (ME005)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
HIB	Hinckley gravelly sandy loam, 3 to 8 percent slopes	1.9	100.0%
Totals for Area of Interest		**1.9**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

1.3.2 Existing Erosion Problems

Gorrill Palmer is not aware of any existing erosion problems onsite.

1.3.3 Critical Areas

The construction will take place within the existing development footprint, and is not anticipated to impact any critical areas.

1.3.4 Protected Natural Resources

The site has been previously developed and does not contain wetlands. Based upon the FEMA maps, the site is not located within a Zone A 100-year floodplain.

1.3.5 Erosion Control Measures and Site Stabilization

The primary emphasis of the erosion/sedimentation control plan, which will be implemented for this project, is as follows:

- Development of a careful construction sequence.
- Rapid revegetation of denuded areas to minimize the period of soil exposure.
- Rapid stabilization of drainage paths to avoid rill and gully erosion.
- The use of on-site measures to capture sediment (hay bales/ stone check dams/silt fence, etc.)

The following temporary and permanent erosion and sediment control devices will be implemented as part of the site development. These devices shall be installed as indicated on the plans or as described within this report. For further reference, see the latest edition of the Maine Erosion and Sediment Control BMPS.

A. Dewatering

Water from construction trench dewatering shall 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 50 feet of a protected natural resource.

B. 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 90% of areas vegetated with vigorous growth.

C. Temporary Erosion Control Measures

The following measures are planned as temporary erosion/sedimentation control measures during construction:

1. Crushed stone-stabilized construction entrance shall be placed at the entrance along York Street.

2. Siltation fence or wood waste compost berms shall be installed downstream of any disturbed areas to trap runoff- borne sediments until grass areas are revegetated. The silt fence and/or wood waste compost berms shall be installed per the details provided in this package and inspected at least once a week and before and immediately after a storm event of 0.5 inches or greater, and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence or berm line. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam. Wood waste compost berms are not to be used adjacent to wetland areas that are not to be disturbed.

3. Straw or hay mulch including hydroseeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and October 15th on slopes of less then 15 percent shall be anchored by applying water; mulch placed on slopes of equal to or steeper than 15 percent shall be covered by a fabric netting and anchored with staples in accordance with manufacturer's recommendation. Fabric netting and staples shall be used on disturbed areas within 50' of lakes, streams, and wetlands regardless of the upstream slope. Mulch placed between October 15th and April 15th on slopes equal to or steeper than 8 percent shall be covered with a fabric netting and anchored with staples in accordance with the manufacturer's recommendations. Slopes steeper than 3:1 and equal to or flatter than 2:1, which are to be revegetated, shall receive curlex blankets by American Excelsior or equal. Slopes steeper than 2:1 shall receive riprap as noted on the plans. The mulch application rate for both temporary and permanent seeding is 75 lbs per 1000 sf as identified in Attachment A of this section. Mulch shall not be placed over snow.

4. Temporary stockpiles of stumps, grubbings, or common excavation will be protected as follows:

a) Temporary stockpiles shall not be located within 50 feet of any wetlands which will not be disturbed and shall be located away from drainage swales.

b) Stockpiles shall be stabilized within 7 days by either temporarily seeding the stockpile by a hydroseed method containing an emulsified mulch tackifier or by covering the stockpile with mulch, such as hay, straw, or erosion control mix.

c) Stockpiles shall be surrounded by sedimentation barrier at the time of formation.

5. All denuded areas that are within 50 feet of an undisturbed wetland, which have been rough graded and are not located within a building pad, parking area, or access drive subbase area, shall receive mulch or erosion control mesh fabric within 48 hours of initial disturbance of soil. All areas within 100 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window. In other areas, the time period may be extended to 7 days.

6. For work, which is conducted between October 15th and April 15th of any calendar year, all denuded areas, shall be covered with hay mulch or erosion control mix, applied at twice the normal application rate and anchored with a fabric netting. The time period for applying mulch shall be limited to 2 days for all areas.

7. York Street, High Street, and Danforth Street shall be swept to control mud and dust as necessary.

8. During grubbing operations stone check dams shall be installed at any evident concentrated flow discharge points and as directed on the Erosion Control Plans.

9. Silt fencing with a minimum stake spacing of 6 feet shall be used, unless the fence is supported by wire fence reinforcement of minimum 14 gauge and with a maximum mesh spacing of 6 inches, in which case stakes may be spaced a maximum of 10 feet apart. The bottom of the fence shall be anchored.

10. Wood waste compost/bark berms may be used in lieu of siltation fencing. Berms shall be removed and spread in a layer not to exceed 3" thick once upstream areas are completed and a 90% catch of vegetation is attained.

11. Water and/or calcium chloride shall be furnished and applied in accordance with MDOT specifications – Section 637 – Dust Control.

12. Loam and seed is intended to serve, as the primary permanent revegetative measure for all denuded areas not provided with other erosion control measures, such as riprap. Application rates are provided in Attachment A of this section. Seeding shall not occur over snow.

D. Permanent Erosion Control Measures

The following permanent erosion control measures have been designed as part of the Erosion/Sedimentation Control Plan:

1. All areas disturbed during construction, but not subject to other restoration (paving, riprap, etc.) will be loamed, limed, fertilized, mulched, and seeded. Fabric netting, anchored with staples, shall be placed over the mulch in areas as noted in **Temporary Erosion Control Measures** paragraph 3 of this report. All areas within 50 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window. Native topsoil shall be stockpiled and reused for final restoration when it is of sufficient quality.

1.4 Implementation Schedule

The following construction sequence shall be required to insure the effectiveness of the erosion and sedimentation control measures are optimized:

It is anticipated that construction of the project will commence in the Fall of 2015 and be completed by Fall of 2016.

Note: For all grading activities, the contractor shall exercise extreme caution not to overexpose the site, this shall be accomplished by limiting the disturbed area.

1. Install stabilized construction entrance at the intersection of the access drive and York Street.
2. Install perimeter silt fence and/or wood waste berms prior to commencement of demolition.
3. Perform demolition of existing site elements.
4. Foundation preparation area shall be excavated for installation of the building foundation. Building work will be on going through the remainder of the project.
5. Commence installation of drainage appurtenances.
6. Commence earthwork and grading to subgrade.
7. Commence installation of water and sewer lines.
8. Continue earthwork and grading to subgrade as necessary for construction.
9. Complete installation of underground utilities to within 5' of the buildings.
10. Install light pole foundations and light poles.
11. Complete remaining earthwork operations.
12. Complete installation of catch basins and appurtenances.
13. Install sub-base and base gravel within parking fields, walkways, and all driveways.

14. Install curbing in parking fields, driveways, and along the streets as needed.

15. Install base course paving for access drive and parking area as well as concrete surfaces.

16. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.

17. Install surface course paving for access drive and parking areas. Stripe per plan.

18. Once the site is stabilized and a 90% catch of vegetation has been obtained, remove all temporary erosion control measures.

19. Touch up loam and seed.

    Note: All denuded areas not subject to final paving, riprap, or gravel shall be revegetated.

Prior to construction of the project, the contractor shall submit to the owner a schedule for the completion of the work, which will satisfy the following criteria:

1. The above construction sequence should generally be completed in the specified order; however, several separate items may be constructed simultaneously. Work must also be scheduled or phased to reduce the extent of the exposed areas as specified below. The intent of this sequence is to provide for erosion control and to have structural measures such as silt fence and construction entrances in place before large areas of land are denuded.

2. The work shall be conducted in sections which shall:

   a) Limit the amount of exposed area to those areas in which work is expected to be undertaken during the proceeding 30 days.

   b) Revegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event; or temporarily stabilized within 48 hours of initial disturbance of soil for areas within 50 feet of an undisturbed wetland and 7 days for all other areas. Areas within 50 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window.

   c) Incorporate planned inlets and drainage system as early as possible into the construction phase. The ditches shall be immediately lined or revegetated as soon as their installation is complete.

1.5 Erosion, Sedimentation and Stabilization Control Plan

The Erosion Control information is included in the plan set.

1.6 Details and Specifications

The Erosion Control details and specifications are included in the plan set.

1.7 Winter Stabilization Plan

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 any area left exposed can be controlled by the contractor. 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 areas shall be considered to be denuded until the subbase gravel is installed in roadway/parking areas or the areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch rate shall be a minimum of 150 lbs./1,000 s.f. (3 tons/acre) and shall be properly anchored.

The contractor shall install any added measures which may be necessary to control erosion/sedimentation from the site dependent upon the actual site and weather conditions. Continuation of earthwork operations on additional areas shall not begin until the exposed soil surface on the area being worked has been stabilized, in order to minimize areas without erosion control protection.

1. Soil Stockpiles

Stockpiles of soil or subsoil shall 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 shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall. Any soil stockpile shall not be placed (even covered with hay or straw) within 50 feet from any natural resources.

2. Natural Resource Protection

Any areas within 50 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) shall be placed between any natural resource and the disturbed area. Projects crossing the natural resource shall be protected a minimum distance of 50 feet on either side from the resource. Existing projects not stabilized by December 1 shall be protected with the second line of sediment barrier to ensure functionality during the spring thaw and rains.

3. Sediment Barriers

During frozen conditions, sediment barriers shall consist of woodwaste filter berms as frozen soil prevents the proper installation of hay bales and sediment silt fences.

4. Mulching

An area shall be considered denuded until areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall 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 that ground surface is not visible though the mulch.

Between the dates of November 1 and April 15, all mulch shall be anchored by peg line, mulch netting, asphalt emulsion chemical, 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 workday.

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 that 8%. Erosion control blankets shall be used in lieu of mulch in all drainage ways with slopes greater than 8%. Erosion control mix can be used to substitute erosion control blankets on all slopes except ditches.

6. Seeding

Between the dates of October 15 and April 1st, loam or seed will not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until such time as the final treatment can be applied. If the date is after November 1st and if the exposed area has been loamed, final graded with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched. Dormant seeding may be selected to be placed prior to the placement of mulch and fabric netting anchored with staples. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs/1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently 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.

Standards for Timely Stabilization of Construction Sites During Winter

1. Standard for the timely stabilization of ditches and channels -- The applicant shall construct and stabilize all stone-lined ditches and channels on the site by November 15. The applicant shall construct and stabilize all grass-lined ditches and channels on the site by September 1.

2. Standard for the timely stabilization of disturbed slopes -- The applicant shall construct and stabilize stone-covered slopes by November 15. The applicant shall seed and mulch all slopes to be vegetated by September 1. The department shall consider any area having a grade greater than 15% to be a slope.

3. Standard for the timely stabilization of disturbed soils -- By September 15 the applicant shall 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 shall take one of the following actions to stabilize the soil for late fall and winter.

1.8 Maintenance of facilities

The stormwater facilities will be maintained by the Applicant, 101 York Street, LLC or their assigned heirs. The contract documents will require the contractor to designate a person responsible for maintenance of the sedimentation control features during construction as required by the Erosion Control Report. Long-term operation/maintenance recommended for the stormwater facilities is presented below.

The responsible party may contract with such professionals, as may be necessary in order to comply with this provision and may rely on the advice of such professionals in carrying out its duty hereunder, provided, that the following operation and maintenance procedures are hereby established as a minimum for compliance with this section. A maintenance log of the inspections shall be kept by the responsible party.

Inspection and Maintenance Frequency and Corrective Measures:
The following areas, facilities, and measures will be inspected and the identified deficiencies will be corrected. Clean-out must include the removal and legal disposal of any accumulated sediments and debris.

Catch Basins:
Inspect catch basins 2 times per year (preferably in Spring and Fall) to ensure that the catch basins are working in their intended fashion and that they are free of debris. Clean structures when sediment depths reach 12" from invert of outlet. If the basin outlet is designed with a hood to trap floatable materials (i.e. Snout), check to ensure watertight seal is working. At a minimum, remove floating debris and hydrocarbons at the time of the inspection. Hydrocarbon Socks installed within catch basins shall be properly disposed of by an approved contractor within 14 days after the first 1" rainfall event after final pavement. Hydrocarbon Socks shall be maintained within all catch basins during the first year of operation. All socks shall be removed and disposed of one year after the initial replacement. New Hydrocarbon Socks shall be installed within areas that receive new pavement in the future

Vegetated Areas:
Inspect slopes and embankments early in the growing season to identify active or potential erosion problems. Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows. The facilities will be inspected after major storms and any identified deficiencies will be corrected.

Roadways and Parking Surfaces: Clear accumulations of winter sand in parking lots and along roadways at least once a year, preferably in the spring. Accumulations on pavement may be removed by pavement sweeping. Accumulations of sand along road shoulders may be removed by grading excess sand to the pavement edge and removing it manually or by a front-end loader. Repair potholes and other roadway obstructions and hazards. Plowing and sanding of paved areas shall be performed as necessary to maintain vehicular traffic safety.

Stormwater Planters:
Maintenance shall be performed at least 2 times per year (preferably in Spring and Fall). At a minimum, the maintenance shall consist of the following:

1. Stormwater Planter Unit Inspection
2. Foreign debris, silt, mulch &trash removal
3. Filter media evaluation and recharge as necessary

4. Plant health evaluation and pruning or replacement as necessary
5. Replacement of mulch
6. Disposal of all maintenance refuse items

Housekeeping

The following procedures are hereby established as a minimum for compliance with this section. For further information on the procedures listed below, refer to MDEP Chapter 500 rules – Appendix C.

Spill Prevention:
Appropriate spill prevention, containment, and response planning/implementation shall be used to prevent pollutants from being discharged from materials on site.

Groundwater Protection:
During construction, hazardous materials with the potential to contaminate groundwater shall not be stored or handled in areas of the site which drain to an infiltration area.

Fugitive Sediment and Dust:
Appropriate measures shall be taken to ensure that activities do not result in noticeable erosion of the soils and water and/or calcium chloride shall be used to ensure that activities do not result in fugitive dust emissions during or after construction.

Debris and Other Materials:
Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.

Trench or Foundation De-watering:
Water collected through the process of trenching and/or de-watering must be removed from the ponded area, and must be spread through natural wooded buffers or other areas that are specifically designed to collect the maximum amount of sediment possible.

Non-stormwater Discharges:
Identify and prevent contamination by non-stormwater discharges.

Conclusion

The Applicant has provided temporary and permanent erosion control measures as well as specifying a sequence of construction as measures to minimize erosion and sedimentation.

Attachments

Attachment A - Seeding Plan

Attachment B - Inspection Report

ATTACHMENT A
Seeding Plan

SEEDING PLAN

Project: York Street Mixed Use Development

Site Location: Portland, ME

☐ Permanent Seeding ☒ Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: _____# / acres, OR 138 # /M Sq. Ft.
3. Fertilize with _____ pounds of _____ N-P-K/ac. OR 13.8 pounds of 10-10-10 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:

   50% Winter Rye

   50% Annual Rye

6. Mulching instructions: Apply at the rate of _____per acre, OR 75 pounds per M. Sq. Ft.

	Amount	Unit # Tons. Etc.
7. TOTAL LIME	138	#/1000 sq. ft.
8. TOTAL FERTILIZER	13.8	#/1000 sq. ft.
9. TOTAL SEED	1.03	#/1000 sq. ft.
10. TOTAL MULCH	75	#/1000 sq. ft.
11. TOTAL other materials, seeds, etc.		
12. REMARKS		

Spring seeding is recommended; however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

SEEDING PLAN

Project: York Street Mixed Use Development

Site Location: Portland, ME

☒ Permanent Seeding ☐ Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: _____# / acres, OR 138 # /M Sq. Ft.
3. Fertilize with _____ pounds of _____ N-P-K/ac. OR 18.4 pounds of 10-20-20 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:

   40% Creeping Red Fescue

   30% Charger II Perennial Ryegrass

   20% KenBlue Kentucky Bluegrass

   10% Tiffany Chewings Fescue
6. Mulching instructions: Apply at the rate of _____per acre, OR 75 pounds per M. Sq. Ft.

	Amount	Unit # Tons. Etc.
7. TOTAL LIME	138	#/1000 sq. ft.
8. TOTAL FERTILIZER	18.4	#/1000 sq. ft.
9. TOTAL SEED	1.03	#/1000 sq. ft.
10. TOTAL MULCH	75	#/1000 sq. ft.
11. TOTAL other materials, seeds, etc.		
12. REMARKS		

Spring seeding is recommended, however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

ATTACHMENT B
Inspection Report

STORMWATER POLLUTION PREVENTION PLAN

INSPECTION REPORT

PROJECT INFORMATION

Project Name: York Street Mixed Use Development

Address: 101 York Street
Portland, Maine

CONTRACTOR/SUBCONTRACTOR INFORMATION

Inspector Name: _____

Firm: _____

Title: _____

Qualifications: _____

INSPECTION SUMMARY

Date of Inspection: _____

Major Observations: _____

_____

_____

_____

THE FACILITY IS IN COMPLIANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN WITH THE FOLLOWING EXCEPTIONS:

_____

_____

_____

_____

_____

ACTIONS NECESSARY TO BRING FACILITY INTO COMPLIANCE:

_____

_____

REQUIRED MODIFICATIONS TO STORMWATER POLLUTION PREVENTION PLAN
(MUST BE IMPLEMENTED WITHIN 7 DAYS OF INSPECTION):

_____

_____

_____

_____

CERTIFICATION STATEMENT:

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the systems, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

_____
Signature

_____
Typed Name

_____
Title

_____
Date

6. Consistency with City Master Plans

The project is located in the B-3 Downtown Business Zone, the Downtown Entertainment Overlay Zone, and a small portion of site improvements is located in the Historic District.

The project developers believe that the project is consistent with the goals of the City and promotes the following purpose of the B-3 zone as follows:

- Maintain and enhance the role of the downtown as the business and commercial center of the region;
  The proposed project will construct 17,505 sf. of flexible commercial space at the ground level of York Street and will construct 211 parking spaces to support the region.

- Enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working and visitor populations;
  The proposed project will construct 17,505 sf. of flexible commercial space at the ground level of York Street and will construct 211 parking spaces to support the region.

- Encourage increased housing opportunity downtown for a diverse residential population;
  The proposed project will construct 63 residential condominiums on the upper four floors on the mixed-use building.

- Enhance the pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment;
  As previously mentioned, the proposed project is a mixed-use building. The proposal is for flexible commercial space at the street level ground floor and 63 residential condominiums on the upper four floors. Public and private improvements will significantly enhance the streetscape.

- Encourage excellence in urban design;
  The architectural design is evocative of the historic look and scale of buildings in the area, while bringing the best elements of contemporary design. Brick, granite, glass, and high-quality metals are arranged to create visual interest and employs a variation in materials, window types & sizes, and architectural details.

- Preserve and capitalize on the unique character and historic fabric of the downtown through the encouragement of reuse of significant existing structures;
  There are not significant existing structures to be preserve or reuse.

- Reinforce the role of the downtown as a meeting place for community residents and visitors alike from all walks of life and all socio-economic groups;
  The proposed project will construct shared patio space for 63 residential condominiums and the adjacent two-unit residence at 27 High Street.

- Provide adequate parking and transportation facilities which promote accessibility, enhance and encourage development opportunity, and enhance and protect the pedestrian environment;
  The proposed project will provide shared parking, shared driveways, reduce curb cuts, accessible parking and brick sidewalks.

- Provide for the relocation of residents who are displaced by development.
  The proposed project will construct 63 residential condominiums.

Pedestrian-Oriented

The project's redevelopment along York Street and at the intersection with High Street will significantly enhance the streetscape and promote pedestrian-oriented travel along the street frontage. Enhancements include building exterior, brick sidewalks, granite curbing, curb ramps, architectural lighting, granite sit walls, street trees and landscaped planters. The street-level flexible commercial space will be pedestrian friendly by providing floor to ceiling store front windows for create visual interest and by providing the individual tenants the ability for separate entrances from the street. These design elements meet the intent of the design guidelines and will create an enhanced and enjoyable pedestrian environment.

Contextual Architecture

The land bordered by York Street, High Street, and Danforth Street in Portland, Maine sits between the Old Port District and the West End. In the great fire of July 4, 1866, much of the Old Port was burned and the fire stretched down to the corner of York and High Streets and was halted before reaching the West End. The rebuilding of the city after the fire resulted in the construction of many brick buildings in the Old Port area. The York Street Development is a "bridge" between these two areas of the city.

The York Street Development is an in-between condition and thus creates a "bridge" between the commercial brick buildings of the Old Port and the wood residential buildings of the West End. While the functions of the building are divided vertically, commercial space at street level and residential space on the upper levels, the architecture is divided by the Old Port and the West End.

The exterior facades of the building toward the Old Port are delineated in masonry; brick and granite. These facades are detailed in a simple fashion similar to the brick buildings that exist in the Old Port along the piers.

The exterior facades at the corner of York and High Streets are delineated with residentially scaled materials and colors similar to the buildings of the West End. These facades are details in a more ornate fashion with historically proportioned trim, storefront details and cornice.

7. Availability of Off-Site Facilities

The project is located within the city block of York Street, High Street, Danforth Street and Maple Street in a fully developed area of the City. There is significant utility infrastructure, including water, sewer, natural gas, electrical power, and telecommunications within close proximity to the project.

An Existing Conditions Plan is included in the site plan set of this application which depicts the location of the infrastructure around and within the site.

Water

The project will construct a new service off from an 8-inch existing water main in York Street. The Portland Water District has provided a letter indicating the ability to serve the project.

Natural Gas

Natural gas service will be provided by Unitil from an existing main in York Street. Unitil has provided a letter indicating the ability to serve the project.

Storm Drainage

The proposed project will redevelop existing impervious surfaces (including gravel areas). Thus, the project is only required to meet the "basic" requirements pursuant to Portland's Stormwater Standards within the Technical Manual. Stormwater runoff will be collected onsite via drains and conveyed to the newly installed 48-inch municipal storm drain within High Street. The new municipal storm drain was recently installed as a stormwater and sanitary separation project and discharges to the ocean. Stormwater planters will be constructed to provide treatment for a portion of York Street to offset the small increase in impervious area.

The stormwater management report by Gorrill-Palmer is included in this application and addresses the design and analysis of the proposed storm drainage system in detail.

Sanitary Sewer

One 8-inch sewer connection will be made for the building's sanitary discharge. In addition, a sewer connection will be made for drainage. This connection will support the drains for the lower level covered parking within the garage and the underdrains for the stormwater planters. Please note that oil and water separating catch basins will be utilized for the lower level to collect any runoff associated with car "drip" within the garage.

It should be noted that the first floor is flexible commercial space with the potential for a restaurant. Should it become certain that a restaurant will occupy tenant spaces, an internal in-kitchen grease trap will be installed to intercept flow from the kitchen drains.

A Wastewater Capacity Application has been completed and is included as part of the submission material.

Electrical Power

Relocation of Overhead Power Lines along York Street - Central Maine Power (CMP) has existing overhead 3-phase power along the north side of York Street, the south side of Danforth Street, and single-phase power along the east side of High Street. Given the close proximity of the proposed building to York Street, as required by Portland's zoning ordinance, the proposal is to relocate the overhead power along York Street to the south side of the street. Consequently, the relocation will resolve conflicts with CMP's clearance requirements to the power lines.

New Power Services - The existing over-head single-phase power down High Court Street will be removed. New underground electric services will be installed underground from an existing pole on Danforth Street. With the execution of an easement with 78 Danforth Street, the new services and transformer will be installed along the common property line. CMP has provided a letter indicating the ability to serve the project.

Telecommunications

Fairpoint and Time Warner Cable telecommunications are located overhead on the same poles as the power. The proposed services will be installed with the electric off from Danforth Street. Both Fairpoint and have provided letters indicating the ability to serve the project.

Portland Water District
FROM SEBAGO LAKE TO CASCO BAY

July 2, 2014

WBRC Architects-Engineers
30 Danforth Street, Suite 306
Portland, ME 04101

Attn: Chris Parent, EI
Re: Danforth/York Parking Garage; 101 York Street, Portland
Ability to Serve with PWD Water

Dear Mr. Parent:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on May 23, 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. There are numerous existing water services at this site connected to the water mains in York, High and Danforth Streets. 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 are a combination of 6-inch and 8-inch diameter water mains within York, High and Danforth Streets, and public fire hydrants located as shown on the attached infrastructure map.

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

Hydrant Location:	Danforth Street at Maple Street
Hydrant Number:	POD-HYD00133
Last Tested:	3/26/2008
Static Pressure:	91 psi
Residual Pressure:	88 psi
Flow:	1,644 GPM

Public Fire Protection

You have not indicated whether 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

225 DOUGLASS STREET P.O. BOX 3553 PORTLAND, MAINE 04104-3553
PHONE: 207.774.5961 FAX: 207.523.5440 WEB: WWW.PWD.ORG

determine their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The ability to serve request indicated that the new development is estimated to demand 5,520 gallons per day. The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

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 Service

The District can confirm that the existing water system and the sewer treatment and interception systems have the capacity to serve the proposed parking garage and mixed-use four story building. Please contact the City of Portland for specifics related to the City's sewer collection system. The District has found evidence of at least 13 existing water services from York, High and Danforth Streets that enter through the properties frontage. Any existing services that will no longer be used as a result of this development must be terminated at the water main per District standards. Typically service termination would be the responsibility of the developer; however, since the District has plans to replace the water mains in York, High and Danforth Streets. At the time of the new installation any unused services will not be reconnected to the new water main. If the timing of the District's renewal project permits, it may be beneficial to work with the development team to have any new services installed along with the new main installation.

As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water service line configuration. We will work with you to ensure that the design meets our current standards. If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Glissen Havu, E.I.
Design Engineer

August 28, 2015

Barry Stowe
Opechee Construction Corporation
11 Corporate Drive
Belmont NH 03220

Re: York Street Apartments, Mixed Use Plan, York Street, Portland, ME

Dear Mr. Stowe:

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

Unitil has natural gas in the vicinity of this project to provide additional gas service. The evaluation to complete the design, costs and determining what the customer contribution may be, if any, can be completed once Unitil receives the completed design and load information. Unitil welcomes the opportunity for further discussions regarding this project.

If you have any further questions or require additional information, please contact me directly at (207) 541-2505 or at fowler@unitil.com.

Sincerely,

Kelly Fowler
Sr. Business Development Representative
Unitil Corporation
(o) 207-541-2505 (f) 207-541-2565

Barry Stowe

From: Pelletier, Mark <mark.pelletier@twcable.com>
Sent: Friday, July 10, 2015 10:45 AM
To: Barry Stowe
Subject: RE: Ability to serve letter for a new JB Brown mixed use building project

Barry,

Hoping this email will do for a "ability to serve" letter?

Time Warner Cable does have existing cable plant in the scope of work area and will be able to provide all our services to the project. A 4 inch conduit with rope will be needed to provide services to the bldg(s). I will need to get asset of Power company plans to see how/route they are going to take to provide pwr.
I'll also need to get involved in a few of the first preconstruction utility meetings etc.

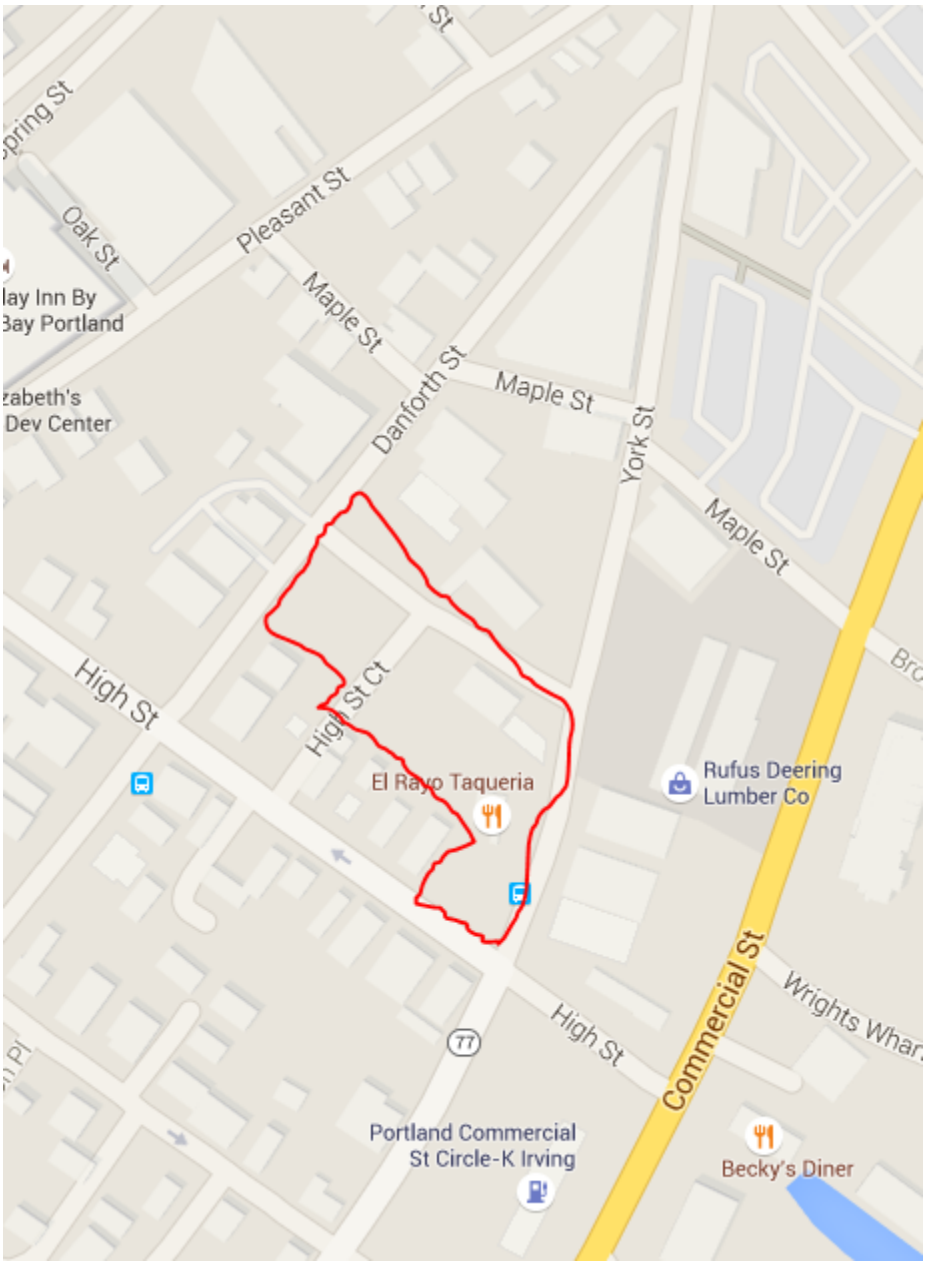
Please keep me in the loop and have a good weekend..

Mark

From: Barry Stowe [mailto:barrys@opechee.com]
Sent: Thursday, July 09, 2015 2:46 PM
To: Pelletier, Mark
Subject: Ability to serve letter for a new JB Brown mixed use building project

Hi Mark,

JB Brown & Sons is proposing to construct a new 5-story mixed use building and parking garage within the city block between York Street, High Street and Danforth Street. The project will provide 63 apartments, 17,000 sf flexible commercial space, and around 200 parking spaces. As part of the site permitting process, we need to provide the City with "ability to serve" letters from the various utility companies. I was hoping you could provide me with that letter. Opechee Construction Corporation is the same design/build general contractor that constructed the Marriott Courtyard on Commercial Street. If you require any information, please contact me.



Thank you,

Barry Stowe

Opechee Construction Corporation
11 Corporate Dr | Belmont | NH 03220
P (603) 527-9090 | F (603) 527-9191

barrys@opechee.com | www.opechee.com

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Fairpoint Communications
Engineering Dept.
5 Davis Farm Rd
Portland, Me. 04103
November 18, 2014

Barry Stowe
Opechee Construction Corporation
11 Corporate Dr
Belmont |NH 03220

To whom it may concern:

Fairpoint Communications does have the ability to service the proposed new 5-story mixed use building and parking garage within the city block between York Street, High Street and Danforth Street. The project will provide 63 apartments, 17,000 sf flexible commercial space, and around 200 parking spaces in Portland, ME 04101 per the Maine Public Utilities Commission Tariff.

Sincerely,
John Caprio
Senior Network Engineer
Fairpoint Communications
jcaprio@fairpoint.com
207-797-1678

Central Maine Power 1-800-750-4000
162 Canco Road, Portland, Maine 04103

July 13, 2015

Opechee Construction Corporation
C/O Mr. Barry Stowe
11 Corporate Drive
Belmont, NH 03220

RE: Three Phase Electric Service, York Street, Portland, Maine

Dear Mr. Stowe,

This letter is to advise you Central Maine Power has sufficient three phase electrical capacity 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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991

Date: August 14, 2015

Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail:fjb@portlandmaine.gov

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

Site Address: 85 & 101 York Street

Chart Block Lot Number: 40-C: 3, 4, 5, 9, 18, 21, 22, 25, 33 and High Street Court

Proposed Use: mixed-use commercial tenant space

Previous Use: restaurant, parking, office

Existing Sanitary Flows: 3,880 GPD

Existing Process Flows: n/a GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.
Existing 36" sewer main in York Street

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

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

2. Please, Submit Contact Information.

City Planner's Name: Helen Donaldson Phone: 207-874-8723

Owner/Developer Name: 101 York Street, LLC / J.B. Brown & Sons

Owner/Developer Address: 36 Danforth Street, Portland, ME 04101-4502

Phone: 207-774-5908 Fax: 207-774-0898 E-mail: veroneau@jbbrown.com

Engineering Consultant Name: Gorrill-Palmer

Engineering Consultant Address: 15 Shaker Road, Gray, ME 04039

Phone: 207-657-6910 Fax: n/a E-mail: APalmer@gorrillpalmer.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: 17,790 GPD

Peaking Factor/ Peak Times: 6am to 8am

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)*
see attached

(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: The first floor is flexible commercial space and its tenants is undetermined.

Size of External Grease Interceptor:

Retention Time: If a restaurant is proposed, the grease trap will be an in-kitchen device.

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

See attached calculation my Gorrill-Palmer

GORRILL PALMER	JOB	York Street Mixed Use Development		
	SHEET NO.	1	OF	2
	CALCULATED BY	CEH	DATE	8/6/2015
	CHECKED BY	AMP	DATE	8/7/2015
	SCALE	None		

Task: Compute Existing Design Flow for the York Street space based on Table 4C of the Maine Subsurface Wastewater Disposal Rules for comparison to the Proposed Flow

Assumptions: Facility Information (Office Space, Restaurant Capacity) Provided by Opechee Construction

Table 4C of the Maine Subsurface Wastewater Disposal Rules

Existing Use: 101 York Street - 1,300 sf Eating Place - Assumed 2 Meals per day. Assumed 20 Employees Per Day

85 York Street - 1,300 sf Eating Place - Assumed 2 Meals per Day, 15 Employees Per Day

- 9,000 sf Office Space - Assumed 45 Employees Per Day

Wastewater Flow Per Use:

Office Space- Place of Employment with no showers	12	gpd/employee			
101 York St Eating Place	20	gpd/seat (2 meals)	plus	12	gpd/employee
85 York St Eating Place	20	gpd/seat (2 Meals)	plus	12	gpd/employee

Calculations: See Below

Conclusion: Based on current DHS Methodolgy (Facility Usage) the current Design Flow is **3,880** gallons/day

Existing Design Flow is less than proposed design flow.

Water Use Calculations Based on Facility Usage

Per Table 4C of the Maine Subsurface Wastewater Disposal Rules

85 York St Office Space

Number of Employees	45	(Assumed)	
Flow Rate	12	gpd/employee	Per Table 4C
Subtotal	540	gallons/day	
Subtotal Design Flow	**540**	**gallons/day**	

85 York St Eating Place

Number of Seats	56	(Per Opechee)	
Flow Rate	20	gpd/seat	Per Table 4C
Subtotal	1,120	gallons/day	
Number of Employees	15	(Assumed)	
Flow Rate	12	gpd/employee	Per Table 4C
Subtotal	180	gallons/day	
Subtotal Design Flow	**1,300**	**gallons/day**	

101 York St Eating Place

Number of Seats	90	(Per Opechee)	
Flow Rate	20	gpd/seat	Per Table 4C
Subtotal	1,800	gallons/day	
Number of Employees	20	(Assumed)	
Flow Rate	12	gpd/employee	Per Table 4C
Subtotal	240	gallons/day	
Subtotal Design Flow	**2,040**	**gallons/day**	

Total Design Flow **3,880** **gallons/day**

GORRILL PALMER	JOB	York Street Mixed Use Development		
	SHEET NO.	2	OF	2
	CALCULATED BY	CEH	DATE	8/10/2015
	CHECKED BY	AMP	DATE	8/10/2015
	SCALE	None		

Task: Compute Proposed Design Flow for York Street based on Tables 4A and 4C of the Maine Subsurface Wastewater Disposal Rules for comparison to the Existing Flow

Assumptions: Facility Information (Retail/Restaurant Space, Number of Condominiums) Provided by Opechee Construction

Tables 4A and 4C of the Maine Subsurface Wastewater Disposal Rules

Proposed Use: Condominiums - Four stories. 59 two-bedroom units and 4 three-bedroom units

Eating Place - 7,000 sf- Assumed 175 seats, 30 employees per day

Specialty Retail- 9.555 sf- Assumed 5 spaces at 8 Employees per space/day= 40 employees/day

Wastewater Flow Per Use:

2 Bedrooms or less	180	gpd/dwelling unit			
3 Bedroom	270	gpd/dwelling unit			
Eating Place	30	gpd/seat (3 Meals)	plus	12	gpd/employee
Specialty Retail- Place of Employment with no showers	12	gpd/employee			

Calculations: See Below

Conclusion: Based on current DHS Methodolgy (Facility Usage) the proposed Design Flow is **17,790** gallons/day

Proposed Design Flow is greater than the existing flow

Water Use Calculations Based on Facility Usage

Per Table 4C of the Maine Subsurface Wastewater Disposal Rules

2 Bedroom or less

Number of Condos	59	(Per Opechee)	
Flow Rate	180	gpd/bed	Per Table 4A
Subtotal	10,620	gallons/day	
Subtotal Design Flow	**10,620**	**gallons/day**	

3 Bedroom

Number of Condos	4	(Per Opechee)	
Flow Rate	270	gpd/seat	Per Table 4A
Subtotal	1,080	gallons/day	
Subtotal Design Flow	**1,080**	**gallons/day**	

Eating Place

Number of Seats	175	(Assumed)	
Flow Rate	30	gpd/seat	Per Table 4C
Subtotal	5,250	gallons/day	
Number of Employees	30	(Assumed)	
Flow Rate	12	gpd/employee	Per Table 4C
Subtotal	360	gallons/day	
Subtotal Design Flow	**5,610**	**gallons/day**	

Specialty Retail

Number of Employees	40	(Assumed)	
Flow Rate	12	gpd/employee	Per Table 4C
Subtotal	480	gallons/day	
Subtotal Design Flow	**480**	**gallons/day**	

Total Design Flow	**17,790**	**gallons/day**

8. Solid Waste

Residence:

-A solid waste room will be provided within the building adjacent to entrance. Residents will bring their trash to the room individually. A commercial waste management company will be retained to facilitate the trash/recycling operations.

Commercial Space:

-Tenant's will remove their waste individually to offsite containers provided by J.B. Brown. A commercial waste management company will be retained to facilitate the trash/recycling operations for these offsite containers.

9. Code summary per NFPA 1 and Fire Dept. Standards

Fire/Building Codes:

-The building will be designed in accordance with the City Building Code, as well as all applicable local, state, and federal codes/laws. The building will be fully sprinklered in accordance with NFPA 13, and will have fire detection/alarm systems as dictated by NFPA 72 and the underlying codes.

Technical Standard 3.2 - Fire Hydrants:

-There are (7) municipal fire hydrants located within 500 feet radius of the building. Please see the attached GIS map from the Portland Water District

Technical Standard 3.3 - Single and Two Family Residential Development:

- Not applicable

Technical Standard 3.4 - Site Access Standards:

-Fire department access is provided via York Street and High Street for 2 sides of the building. Also, a portion of building will be accessible via an access driveway from Danforth Street.

- All site access provides no less than 9 feet in clearance height.

-All elevators will accommodate an 80 x 24 stretcher.

-The building will display the assigned street numbers

Technical Standard 3.5 - Standards for emergency access lanes and gates:

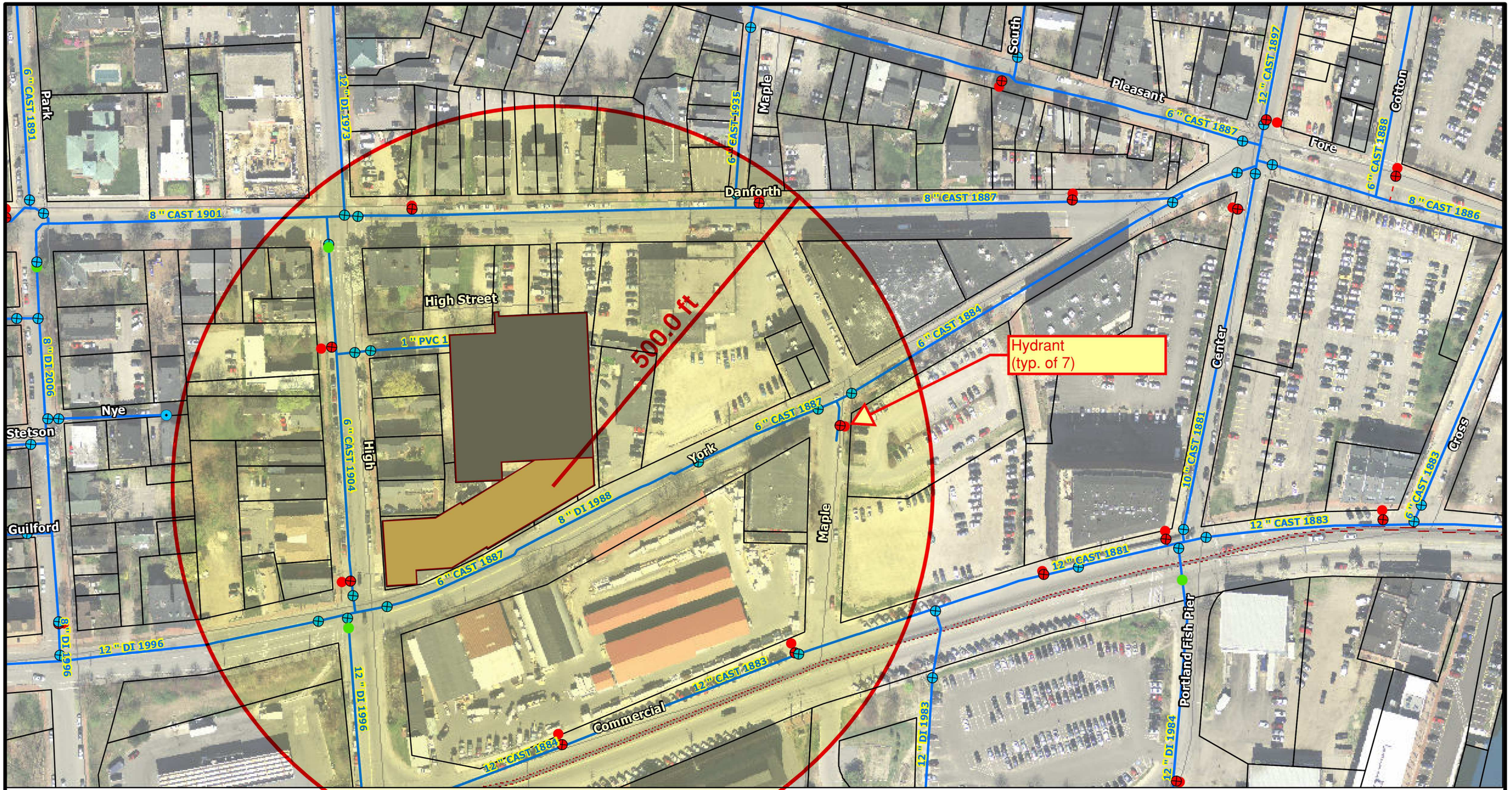
- Not applicable

Technical Standard 3.6 - Subdivision Standards:

- Not applicable

Technical Standards 3.7 through 3.11 - Standards for blasting and regulation of explosives:

- Geotechnical explorations were performed and the subsurface condition does contain bedrock. Based on the findings, large blast operations are anticipated. Accordingly, Opechee Construction Corporation will prepare an application in accordance with the technical standards for a blasting permit all the application information for a blasting permit for information The standards for blasting and regulation of explosives for a large blast operation.



0 60 120 240 360 480 Feet

1 inch = 120 feet

PORTLAND WATER DISTRICT
225 Douglass Street
Portland, ME 04104

Legend

Air Valve	Connection	Combined Service	Manhole
Blow Off	Attribute Change	Domestic Service	CSO
By Pass	Reducer	Fire Service	Gravity
Distribution	Hydrant	Private Hydrants	Force
Transmission	Hydrant Control	Meter Pits	

York Street Project

Portland

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

Drawn By: Morris

Prepared For: Barry Stowe

Scale: As Noted

Date: 07/30/2015

10. Consistency With Design Standards

As described in other sections of this application, the project is consistent with the general design standards contained in Section 14-526 of the Land Use Ordinance. In addition, there are specific design standards applicable to the B-3 Downtown Business Zone that are set forth in the City of Portland Design Manual. For convenience and to ensure completeness of this section of the application, the B-3 Zone Design Standards are reproduced below and the applicant's statements regarding consistency follow each section in italics.

(b) B-3 DOWNTOWN BUSINESS ZONE:

(1) STANDARDS.

a. In addition to applicable standards of Section 14-526 of the Land Use Code, development located within the B-3 zone shall also meet the following standards. Adequacy in meeting these standards will be evaluated on the basis of descriptions and illustrations in the Downtown Urban Design Guidelines included as Appendix 1 of this manual. Nothing in this section is intended to discourage creative and responsive design or to mandate similarity or mimicry of design in order to achieve the standards herein:

1. Relationship to the pedestrian environment:

i. General: The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment. Factors to be considered include the design, placement, character and quality of the following:

1) Storefronts and building facades, including such factors as relationship to adjacent or nearby structures or open space, pedestrian character, materials and detailing, transparency (having a visible transmittance (VT) of .7 or higher) and contemporary design;
The proposed building will have floor to ceiling pedestrian friendly store front windows that will provide visual interest. The windows will meet the visible transmittance requirement.

2) Building entrances, including such factors as compatibility with the building's façade, prominence along the street, access to the street, and accessibility for physically handicapped or for those with special needs;
The commercial space on the first floor will have access to the street. With the utilization of floor to ceiling store front windows, entrance locations will be flexible to the final layout of the tenant space.

3) Blank facades; and
The maximum length of undifferentiated blank wall is only 11 feet 4 inches.

4) Special features, such as selective use of such features as building arcades and skywalks or elevated walkways.
The proposed public sidewalks building façade will include special features such as granite sit walls, planters, and stormwater planters to promote urban design elements. Some of these special features elevate a portion of the walkway above the street curb to maximize the length of building façade with at-grade street access.

b. Pedestrian Activities District (PAD): In addition to subsection 1 of this section, proposed development located within the pedestrian activities district (PAD) overlay zone, as shown on the pedestrian activities district map, a copy of which is on file in the department of planning and urban development, shall be designed and constructed to accommodate pedestrian oriented uses at the street level. In determining such design, the following factors should be considered:
Not applicable. Project is not located in the PAD district.
    1. The exterior design of the street level building facade, including the placement of entrances, potential entrances, and window openings;
    2. The design and placement of impenetrable exterior building features such as columns, piers, bearing walls and retaining walls;
    3. The orientation of proposed street level uses to the street and the accessibility of floor area to the street by virtue of grade elevations and access;
    4. The adequacy of the interior layout of the first twenty (20) feet in depth of the building along specified streets to accommodate viable pedestrian-oriented uses;
    5. The continuity of street level uses as impacted by service entrances to parking structures or lots, drive-through facilities or other interruptions.

c. Pedestrian activities district (PAD) encouragement areas: In addition to subsection 1 of this section, proposed development located within the pedestrian activities district (PAD) encouragement areas, as shown on the pedestrian activities district map, a copy of which is on file in the Planning and Urban Development Department, shall be designed and constructed to be reasonably capable of being converted to accommodate uses permitted in the PAD overlay zone in accordance with the factors set forth in subsection b. of this section.
Not applicable. Project is not located in the PAD district encouragement area.

d. Sidewalk areas and open space: The design of publicly accessible sidewalk areas and open space shall complement the general pattern of the downtown pedestrian environment, conform to special City of Portland streetscape programs described in the Technical Manual, and enhance the attractiveness, comfort, security, and usability of the pedestrian environment. Factors to be considered include the design, placement, character, durability, and quality of the following:
    1. Sidewalk, crosswalk, and street paving materials;
    All the proposed sidewalks and the driveway crosswalk will utilize brick pavers to promote the downtown pedestrian environment. Also, the streets improvements will utilize granite curbing and bituminous concrete.

2. Landscaping, planters, irrigation, and tree guards and grates;
   The project proposes to enhance the streetscape with planters and street trees.

3. Lighting;
   The project proposes new public street lighting along York Street and High Street. The project utilizes the Bayside District Medium Scale Light.

4. Pedestrian amenities such as benches and other seating, trash receptacles, kiosks, bus shelters, artwork, directional and informational signage, fountains, and other special features; and
   The project proposes granite sit benches and stormwater planters as special features.

5. Sidewalk vendors and sidewalk cafes.
   The project proposes a "plaza" area adjacent to the building. Depending on the tenants, this area could be utilized for outdoor seating and vendors.

e. Relationship to existing development:
   General: Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1). Factors to be considered include the relationship to the following existing patterns:
   The proposed project creates a bridge between the commercial brick buildings of the Old Port and the wood residential buildings of the West End. While the functions of the building are divided vertically; commercial space at level 1 and residential space on the upper levels, the architecture is divided by the Old Port and the West End.

   i. Street walls and building setbacks;
      Please see the build-to setback waiver request above

   ii. Open space;
      The project proposes open space and a common patio area for the proposed residences and the multi family residence at 27 High street

   iii. Building form, scale and massing;
      The proposed project creates a bridge between the commercial brick buildings of the Old Port and the wood residential buildings of the West End.

   iv. Facade proportion and composition;
      The exterior facades of the building toward the Old Port are delineated in masonry; brick and granite. These facades are detailed in a simple fashion similar to the brick buildings that exist in the Old Port along the piers. At the corner of York Street and High Street, the building is utilizes residentially scaled materials and colors

similar to the buildings of the West End. These facades are details in a more ornate fashion with historically proportioned trim, storefront details and cornice.

v. Pedestrian circulation and building entrances;
Pedestrian circulation is provided throughout the proposed site. As it relates to the building entrances, commercial tenant space will have access from York Street and the residential condominiums will have access from High Street.

vi. Parking.
The project will construct a parking garage with 211 spaces. There will be a net increase of 30 spaces in the post-development condition.

2. Standards for increasing setback beyond street build-to line: A proposed development may exceed maximum setbacks as required in section 14-220(c) only where the applicant demonstrates to the Planning Board that the introduction of increased building setbacks at the street level:
The project is requesting relief from section 14-220(c). Please see the waiver request.

i. Provides substantial and viable publicly accessible open space or other amenity at the street level that supports and reinforces pedestrian activity and interest. Such amenities may include without limitation plazas, outdoor eating spaces and cafes, or wider sidewalk circulation areas in locations of substantial pedestrian congestion;
The project will support pedestrian activity by proposing wider sidewalks, planters, granite sit walls, and a small plaza area.

ii. Does not substantially detract from the prevailing street wall character by introducing such additional setback at critical building locations such as prominent form-defining corners, or create a sense of discontinuity in particularly consistent or continuous settings;
The proposal does include a building projection to define the York Street & High Street intersection corner.

iii. Does not detract from existing publicly accessible open space by creating an excessive amount of open space in one (1) area or by diminishing the viability or liveliness of that existing open space; and
The proposed building setbacks are not excessive and the building will have an "on-street" presence. Please see the waiver request.

iv. The area of setback is of high quality and character of design and of acceptable orientation to solar access and wind impacts as to be attractive to pedestrian activity.
The area of the setback is complementary of Portland's downtown in utilizing materials such as brick and granite.

v. Roof top appurtenances: All mechanical equipment, ventilating and air conditioning and other building systems, elevators, stairways, radio or television masts or equipment, or other rooftop elements not intended for human occupancy shall be fully enclosed in a manner consistent with the character, shape and materials of the principal building, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1);
The building proposes parapets above the roof level. The parapets will help screen any roof top mechanical. Please see the attached Building Section & Roof Top Plan.

f. Shadow impact on open space: The location, massing and orientation of portions of buildings in excess of sixty-five (65) feet in height shall be such that substantial shadow impacts on public plazas, parks, and other publicly accessible open space are avoided. In determining the impact of shadows, the following factors shall be taken into account: the amount of area shadowed, the time and duration of the shadow, and the importance of sunlight to the utility of the type of open space being shadowed, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1);
Not applicable. The building is not in excess of 65 feet in height.

g. Wind impacts: The location, massing, orientation and architectural design of a new building or a building addition shall be such that no significant adverse wind impacts are created. In determining the impact of winds, the following factors shall be taken into account: the pre-development and projected post-development wind speeds and their impact on pedestrian movement, comfort and safety; and the impact of projected wind speed the use of and comfort within existing and proposed pedestrian seating areas and other adverse impacts upon the surrounding area;
Although the project will be a 5-story structure from the predevelopment conditions, it's not anticipated to be significant and adverse

h. Setbacks from existing structures: The location and design of proposed structures shall not create a detrimental impact on the structural integrity or the safety of adjacent structures or the occupants thereof;
The project has been design to not have a detrimental impact on adjacent properties.

i. Building tops: Buildings or structures which exceed one hundred fifty (150) feet in height shall be designed so as to provide a distinctive top to the building which visually conveys a sense of interest and vertical termination to the building, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1);
Not applicable. The building is not in excess of 150 feet in height.

HISTORIC DISTRICT:

Section 14-651. Standards for review of new construction

(a) Scale and form:

1. Height. In addition to the applicable requirements of articles III, IV and V of this chapter, the proposed height shall be visibly compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.
Not applicable - site improvements only

2. Width. The width of a building shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.
Not applicable - site improvements only

3. Proportion of principal facades. The relationship of the width to the height of the principal elevations shall be visually compatible with structures, public ways and open spaces to which it is visually related.
Not applicable - site improvements only

4. Roof shapes. The roof shape of a structure shall be visually compatible with the structures to which it is visually related.
Not applicable - site improvements only

5. Scale of a structure. The size and mass of structures in relation to open spaces, windows, door openings, porches and balconies shall be visually compatible with the structures, public ways and places to which they are visually related.
Not applicable - site improvements only

6. Applicability to Congress Street historic district. In the Congress Street historic district, for new construction within the B3 zone, the historic preservation board shall not impose conditions more restrictive than the dimensional requirements (Sec 14-220) of the B3 zone.
Not applicable - the project is not in the location on Congress Street historic district

(b) Composition of principal facades:

1. Proportion of openings. The relationship of the width to height of windows and doors shall be visually compatible with structures, public ways and places to which the building is visually related.
Not applicable - site improvements only

2. Rhythm of solids to voids in facades. The relationship of solids to voids in the facade of a structure shall be visually compatible with structures, public ways and places to which it is visually related.
Not applicable - site improvements only

3. Rhythm of entrance porch and other projections. The relationship of entrances and other projections to sidewalks shall be visually compatible with the structures, public ways and places

to which they are visually related.
Not applicable - site improvements only

4. Relationship of materials. The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in the structures to which they are visually related.
Not applicable - site improvements only

5. Signs. Any new sign, and any change in the appearance of an existing sign located on a landmark within an historic district or within an historic landscape district, which is readily visible from any street or open space shall not be incongruous to the historic character of the landmark or district and shall comply with the criteria and guidelines specified in the design manual.
Not applicable - site improvements only

(c) Relationship to street:

1. Walls of continuity. Facades and site structures, such as masonry walls, fences and landscape masses, shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the structures, public ways and places to which such elements are visually related.
Not applicable - site improvements only

2. Rhythm of spacing and structures on streets. The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related.
Not applicable - site improvements only

3. Directional expression of principal elevation. A structure shall be visually compatible with the structures, public ways and places to which it is visually related in its directional character, whether this be vertical character, horizontal character or nondirectional character.
Not applicable - site improvements only.

4. Streetscape, pedestrian improvements. Streetscape and pedestrian improvements and any change in the appearance thereof located adjacent to, or on a landmark, within an historic district or within an historic landscape district which is readily visible from any street or open space shall not be incongruous to the historic character of the landmark or district and shall comply with the criteria and guidelines specified in the design manual.
Not applicable - improvements are on-site only

(d) Other standards:

1. Compatible uses. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.
The property will continue to be used for its originally intended purpose. No alterations are being made to character-defining features.

2. Distinguishing original character. The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The alteration of any historic material or distinctive architectural features should be avoided when possible.
The project proposes site improvements only in the historic district. None of the materials to be razed are historic

3. Archeological resources. Every reasonable effort shall be made to protect and preserve significant archeological resources affected by or adjacent to any project. If resources must be disturbed, mitigation measures shall be undertaken.
The proposed site improvements are in areas that have been previous disturbed in the 2000's.

4. Contemporary design. Contemporary design for additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, material and character of the property, neighborhood and environment.
Not applicable

5. Additions. Wherever possible, new additions to structures and objects shall be undertaken in such a manner that, if such additions were to be removed in the future, the essential form and integrity of the structure would be unimpaired.
Not applicable - no additions proposed

11. Verification HVAC meets state and federal emissions requirements

HVAC equipment has not been specified and selected yet, but Opechee Construction Corporation, as an experienced design/build general contractor with on-staff licensed architects and engineers, will ensure that are specified and installed in full compliance with all codes and regulations, including but not limited to state and federal emissions requirements. The applicant request that the following requirement be made a condition of the planning board approvals:

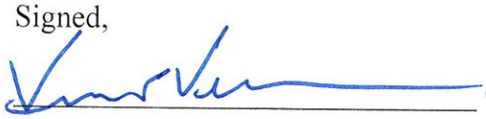
"All HVAC systems and external mechanical equipment shall meet the maximum allowable noise requirements of the zone; each unit shall submit documentation of dBA output to confirm compliance of both the unit and the building in respect of rated noise levels, to the satisfaction of the Zoning Administrator prior to the issuance of a Building Permit for that unit. This requirement shall be included in the Condominium documents."

Neighborhood Meeting Certification

I, Vincent P. Veroneau, President, J.B. Brown & Sons, hereby certify that a neighborhood meeting was held on October 1, 2015 at 85 York Street at 6pm.

I also certify that on September 15, 2015, 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,



October 6, 2015

Attached to this certification are:

1. Copy of the invitation sent

2. Sign-in sheet

3. Meeting minutes

J.B. Brown & Sons
36 Danforth Street
P.O. Box 207
Portland, ME 04112-0207
207-774-5908 (phone) 207-774-0898 (fax)

September 14, 2015

Dear Neighbor,

Please join us for a neighborhood meeting to discuss our proposal to construct an apartment building at the corner of York Street and High Street and a parking structure on the interior of the lot between York Street and Danforth Street.

Meeting Location: 85 York Street, 2nd Floor
Meeting Date: October 1, 2015
Meeting Time: 6:00pm

The city code requires that property owners within 500 feet 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 774-5908.

Sincerely,

Vincent Veroneau
J.B. Brown & Sons

Note:
Under Section 14-32(C) of the City Code of Ordinances, an applicant for a major development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting 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 Department of Planning and Development, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by e-mail to: bab@portlandmaine.gov.

Neighborhood Meeting Attendance

On October 1, 2015 the following citizens met with Vincent Veroneau, President of J.B. Brown & Sons at 85 York Street, 2nd Floor, Portland to discuss the development of a 5-story building on the corner of High Street and York Street that will consist of 63 residential units, 17,000+sf of ground floor commercial space, and two (2) levels of parking with access from York Street and Danforth Street.

Name:	Address:	Contact email or telephone:
Jon Damon	45 Park St #1	Jongranitestone@yahoo
Beth + Steve Clark	125 York St. A	clarksteve25@comcast.net
Katy Kelly	88 Spring St	KatyK@maine.rr.com
Erin Foley	33 Park St	efoley19@aol.com
Margaret Broucek	50 Maple St	margaret.broucek@gmail.com
Bryan Van Dussen	48 High St	bvandussen@icloud.com.
Tracy St. Pierre	50 Maple St.	tmstpierre@gmail.com
Bevinn O'Brien	38 High St.	207-774-0951
Erica Schair-Cardena	2 Stratton Pl.	erica_schair@yahoo.com
John Foley	114 York ST	7733778

Minutes of Neighborhood meeting
101 York Street – Multi Use Development Project
October 1, 2015

Vincent Veroneau, President of JB Brown & Sons, introduced the project at the meeting. Mr. Veroneau explained the project would consist of approximately 210 parking spaces in a two level garage along with 63 residential apartments and approximately 17,000 ft.² of ground floor commercial space. The building will incorporate colored bricks at the corner of York and High Street to blend with the residential neighborhood and transition to red brick and granite at the Old Port end of the building.

After the general overview, the meeting was then open to questions.

Will the ground floor space be retail or office?
We do not have any tenants lined up at present. Our hope is local neighborhood retail services, but the market will ultimately determine what uses are viable. There may be a transition period where office uses may make sense, but we would limit it to open floor plan configurations – similar to the CIEE building on the other end of Fore Street.

Do you have your approvals yet?
No, the approval process is in its early stages. It largely begins with this neighborhood meeting. We are scheduled for a Historic Preservation Board meeting on Wednesday, October 7. Our first Planning Board meeting is scheduled for Tuesday, October 13.

Does the Historic Preservation Board need to give approval?
The project is not in an historic district; however, it is within 100 feet. Therefore, they have an advisory review and comment to the Planning Board

Have you been approved for your height request?
We have not asked for an increase in height for this project. You may be referring to the increase in height from 45' to 65' recommended by the Planning Board and currently in front of the City Council. We do not intend to increase the height of the project based on the proposal currently in front of the City Council

What is the height of the project?
Using the average grade of the property, we are within the 45' currently in the zoning code. That said, the average grade calculation does allow for the height along York Street to be in excess of 45'.

What is the status of High St., Court?
High St., Court is a private way and not a City street. We have made arrangements with the other property owners along High Street Court with respect to ongoing access.

Will this project have access on High Street Court?
No, access to the garage will be from York Street and from Danforth Street. Each entry point will only access one level of the garage.

What about traffic?
Given the historic uses on the property, we do not believe traffic will be appreciable worse than the current situation. Traffic is always messy in an urban setting, but on the positive side it indicates an economic vibrancy to the area.

What are some other projects completed by J.B. Brown & Sons?
We recently completed the Courtyard by Marriott on Commercial Street, an office building at Washington Park, and the KeyBank and Starbucks project on Route One in Falmouth

Will stormwater be handled?
We are required to meet Chapter 500 of the DEP regulations. Given the site is largely impervious at the present time; I believe this development will represent an improvement in both water quality and volume control post development.

How will people access the building?
Residential tenant's primary entrance will be off High Street. They will all also have access from the parking garage levels. The retail tenants will access from York Street.

Will tenants have access to parking?
Yes, both the commercial tenants and residential tenants will have priority in leasing parking spaces in the garage. We have sufficient parking for our proposed use and our current parkers on the lot.

The Neighbors appreciated the architecture of the building referencing that it's broken up along York Street and doesn't look like one giant building. Also, they referenced the design of the High Street corner being a different color brick and transitioning to red brick toward the Old Port District, was very well received. The meeting concluded at 6:45 with a general consensus that the project is a very positive improvement to both the corner of York and High Street and for the City of Portland.

Plan 1

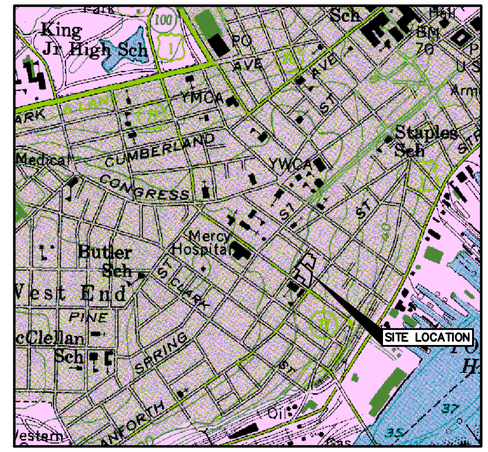
YORK STREET
MIXED USE DEVELOPMENT

YORK STREET
PORTLAND, MAINE

PROJECT PARCEL SITE PORTLAND ASSESSOR'S MAP & LOT NUMBERS

MAP	LOT
40	21
40	22
40	26

Applicant:
101 YORK ST, LLC
36 DANFORTH ST
PORTLAND, ME 04101



LOCATION MAP
N.T.S.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	BUILDING	
	RIGHT OF WAY	
	PROPERTY LINE	
	BUILDING SETBACK	
	ZONE LINE	
	WETLAND BOUNDARY	
	GUIDE RAIL	
	EDGE OF PAVEMENT	
	EDGE OF GRAVEL DRIVE	
100	GRADING CONTOUR LINE	100
X 226.4	SPOT ELEVATION	100.31
	TREELINE	
	TREES & HEDGES	
	POLE WITH LIGHT FIXTURE(S)	
	UTILITY POLE	
	FREESTANDING SIGN	
	PAINTED DIRECTIONAL TRAFFIC ARROW	
OE	OVERHEAD ELECTRIC/TELEPHONE	OHE/T
UE	UNDERGROUND ELECTRIC/TELEPHONE	UGE/T
W	WATER LINE	8"W
D	STORM DRAIN LINE	18"SD
	CULVERT	18"CULVERT
	HYDRANT	
WV	WATER GATE VALVE	
	WATER SHUT OFF VALVE	
	MANHOLE	
	CATCH BASIN	
	TEST PIT	
	IRON ROD (SET)	
	IRON ROD (FOUND)	
	MONUMENT	
	RIPRAP	
	SILT FENCE – PERIMETER	
	STONE SEDIMENT BARRIER	
x x	FENCE	

GENERAL NOTES

1. TOPOGRAPHIC DATA AND EXISTING CONDITIONS WAS PREPARED BY OWEN HASKELL.
2. 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 AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. 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 ON-SITE INSPECTIONS OF THE OWNER, THE CITY OF PORTLAND OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
4. 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.
5. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, AND/OR CITY OF PORTLAND SPECIFICATIONS.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF A SITE PLAN APPROVAL FROM THE CITY OF PORTLAND. THE CONSTRUCTION WILL BE GOVERNED BY THE CITY OF PORTLAND ZONING ORDINANCE WHICH IS AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

LAYOUT NOTES

1. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB.
2. OFFSETS TO CATCH BASINS AND MANHOLES ARE TO THE CENTER OF THE FRAME.
3. PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE-HALF OF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
4. PROPERTY LINE AND R.O.W. MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE LICENSED LAND SURVEYOR.
5. PROPOSED RIGHT OF WAY MONUMENTS AND PROPERTY LINE PINS SHALL BE INSTALLED UNDER THE DIRECTION OF A MAINE LICENSED LAND SURVEYOR.
6. CURB RADII UNLESS OTHERWISE NOTED ON THE PLAN SHALL BE A MINIMUM OF 3'.

UTILITY NOTES

1. ALL WATER UTILITY MATERIALS AND INSTALLATION METHODS SHALL CONFORM TO PORTLAND WATER DISTRICT STANDARDS. ALL WATER DISTRIBUTION PIPING SHALL BE CLASS 52 DUCTILE IRON PIPE, DOUBLE CEMENT LINED AND BITUMINOUS COATED CONFORMING TO AWWA/ANSI C104/A21.4. DISINFECTION OF WATER LINES SHALL CONFORM TO AWWA STANDARD C651, LATEST REVISION.
2. THE LOCATION OF THE PROPOSED UNDERGROUND ELECTRICAL SERVICE IS APPROXIMATE AND THE CONTRACTOR SHALL COORDINATE THE EXACT LOCATION WITH CENTRAL MAINE POWER COMPANY.
3. THRUST BLOCKS OR LOCKING RETAINER GLANDS SHALL BE PLACED ON THE WATER DISTRIBUTION LINES AT ALL BENDS, TEES, VALVES, CHANGES IN DIRECTION, ETC. THE THRUST BLOCKS OR LOCKING RETAINER GLANDS SHALL MEET THE REQUIREMENTS OF THE PORTLAND WATER DISTRICT STANDARDS.
4. TEST PITS AT ALL UTILITY CROSSINGS SHALL BE COMPLETED TWO WEEKS IN ADVANCE OF THE START OF CONSTRUCTION OR ORDERING OF MATERIALS. TEST PIT INFORMATION SHALL BE PROMPTLY PROVIDED TO ENGINEER FOR REVIEW.

GRADING AND DRAINAGE NOTES

1. UNLESS OTHERWISE NOTED, ALL STORM DRAIN PIPE SHALL BE IN ACCORDANCE WITH MDOT SPECIFICATIONS SECTION 603— PIPE CULVERTS AND STORM DRAINS, LATEST REVISION WITH THE EXCEPTION THAT THE ONLY ACCEPTABLE TYPES OF PIPE ARE AS FOLLOWS:

   REINFORCED CONCRETE PIPE, CLASS III
   POLYVINYL-CHLORIDE (PVC) PIPE
   SMOOTH BORE POLYETHYLENE – ADS OR HANCOR

2. TOPSOIL STRIPPED IN AREAS OF CONSTRUCTION THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED ON SITE AT A LOCATION TO BE DESIGNATED BY THE OWNER. UNSUITABLE SOIL SHALL BE SEPARATED, REMOVED AND DISPOSED OF AT AN APPROVED DISPOSAL LOCATION OFF SITE.
3. 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.

EROSION CONTROL NOTES

1. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE SITE.
2. PRIOR TO BEGINNING ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES AND THE CONSTRUCTION ENTRANCE.
3. ALL GROUND AREAS DISTURBED FOR CONSTRUCTION WILL BE GRADED, LOAMED AND SEEDED AS SOON AS POSSIBLE. PERMANENT SEED MIXTURE SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL NOTES INCLUDED ON SHEET C405.
4. PRIOR TO PAVING, THE CONTRACTOR SHALL FLUSH SEDIMENT FROM ALL STORM DRAIN LINES, REMOVE ACCUMULATED SEDIMENT FROM SUMPS AND INVERTS AND PROPERLY DISPOSE OF.
5. ALL CATCH BASINS WITH OUTLET PIPES 18" DIAMETER OR LESS SHALL BE PROVIDED WITH A "SNOUT" SEDIMENTATION HOOD PER DETAIL.
6. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES.
7. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT WORKS AS PLANNED DURING CONSTRUCTION.
8. 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.
9. EROSION CONTROL NOTES ACCOMPANY THIS PLAN SET AND ARE CONTAINED ON DRAWING C405 OF THIS PLAN SET.
10. THE MAINTENANCE SCHEDULE FOR THE CATCH BASIN SEDIMENT SUMPS IS CONTAINED IN THE EROSION CONTROL NOTES INCLUDED ON SHEET C405.
11. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS BASED UPON ANY THIRD PARTY REVIEW (ie MDEP) MAY RESULT IN MONETARY PENALTIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
12. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE DIRECTED BY THE OWNER.
13. ALL DISTURBED AREAS ARE TO RECEIVE A MINIMUM OF 4" OF TOPSOIL PRIOR TO PERMANENT SEEDING.

UTILITIES

WATER:
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PORTLAND, MAINE 04102
(207) 761-8300
CONTACT: GLISSEN HAVU

SEWER:
DEPARTMENT OF PUBLIC SERVICES
55 PORTLAND STREET
PORTLAND, MAINE 04101-2991
(207) 874-8832
CONTACT: FRANK BRANCELY

ELECTRIC:
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
(207) 828-2882
CONTACT: JAMES COUGH

TELEPHONE:
VERIZON
5 DAVIS FARM ROAD
PORTLAND, MAINE 04103
(207) 797-1842
CONTACT: TROY MACDONALD

CABLE:
TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
(207) 253-2222

INDEX

C0.00	COVER SHEET, GENERAL NOTES, & LEGEND
C1.01*	ALTA SURVEY PLAN
C1.02*	NEW DIVISION OF LOTS
C1.03	SUBDIVISION PLAN
C1.04	SUBDIVISION NOTES & DETAILS
C2.01	DEMOLITION PLAN
C3.01	OVERALL SITE AND UTILITY PLAN
C3.02	SITE PLAN AND UTILITY PLAN
C4.01	GRADING, DRAINAGE, AND EROSION CONTROL PLAN
C5.01	SITE & UTILITY DETAILS
C6.01	EROSION CONTROL NOTES
C7.01*	HARDSCAPE PLAN & DETAILS
C7.02*	HARDSCAPE PLAN & DETAILS
C7.03*	LANDSCAPE PLAN - COMMERCIAL
C7.04*	LANDSCAPE PLAN - RESIDENTIAL
C8.01*	LIGHTING & PHOTOMETRICS PLAN
C8.02*	LIGHTING SPECIFICATIONS
C9.01*	BUILDING ELEVATIONS
C9.02*	BUILDING SECTION & ROOF PLAN
C9.03*	LOWER LEVEL FLOOR PLAN
C9.04*	SECOND LEVEL FLOOR PLAN
C9.05*	UPPER LEVEL FLOOR PLAN
C10.01*	CONSTRUCTION MANAGEMENT PLAN

*DENOTES PLANS PROVIDED BY OTHERS:
- OPECHEE CONSTRUCTION CORPORATION
- OWEN HASKELL INC.
- ELM GROVE PROPERTY SOLUTIONS, LLC

PERMITS

TYPE OF PERMIT	GOVERNING BODY	STATUS
LEVEL 3 SITE PLAN REVIEW	CITY OF PORTLAND PLANNING DEPARTMENT 389 CONGRESS STREET PORTLAND, MAINE 04101 (207) 874-8719	SUBMITTED: 8/11/2015

CALL BEFORE YOU DIG
1-888-344-7233

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
ALTON M. PALMER III
No. 6251
LICENSED
PROFESSIONAL ENGINEER
8/10/15

Rev.	Date	Revision

Issued For	Date	By
SITE PLAN REVIEW	8/14/15	AMP

Design: – | Draft: CG | Date: JUNE 2015
Checked: – | Scale: 1"=20' | Job No.: 3018
File Name: 3018-COVER.dwg

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GORRILL PALMER
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Drawing Name: Cover Sheet
Project: York Street – Mixed Use Development, Portland, Maine
Client: York Street, LLC, 36 Danforth Street, Portland, ME 04101

Drawing No. C0

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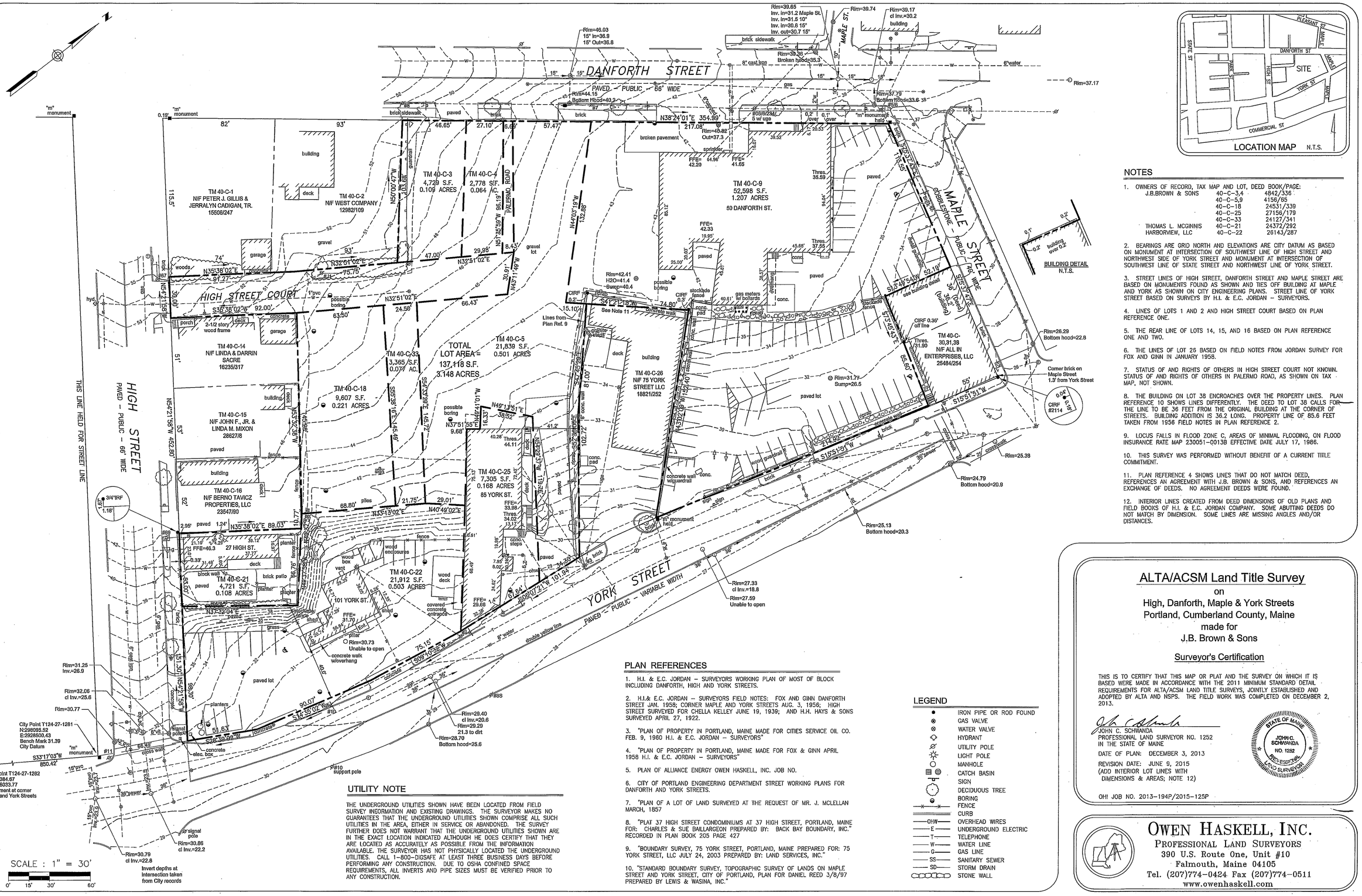

NOTES

1. OWNERS OF RECORD, TAX MAP AND LOT, DEED BOOK/PAGE:

J.B.BROWN & SONS	40-C-3,4	4842/336
	40-C-5,9	4156/65
	40-C-18	24531/339
	40-C-25	27156/179
	40-C-33	24127/341
THOMAS L. MCGINNIS	40-C-21	24372/292
HARBORVIEW, LLC	40-C-22	26143/287

2. BEARINGS ARE GRID NORTH AND ELEVATIONS ARE CITY DATUM AS BASED ON MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF HIGH STREET AND NORTHWEST SIDE OF YORK STREET AND MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF STATE STREET AND NORTHWEST LINE OF YORK STREET.

3. STREET LINES OF HIGH STREET, DANFORTH STREET AND MAPLE STREET ARE BASED ON MONUMENTS FOUND AS SHOWN AND TIES OFF BUILDING AT MAPLE AND YORK AS SHOWN ON CITY ENGINEERING PLANS. STREET LINE OF YORK STREET BASED ON SURVEYS BY H.I. & E.C. JORDAN – SURVEYORS.

4. LINES OF LOTS 1 AND 2 AND HIGH STREET COURT BASED ON PLAN REFERENCE ONE.

5. THE REAR LINE OF LOTS 14, 15, AND 16 BASED ON PLAN REFERENCE ONE AND TWO.

6. THE LINES OF LOT 26 BASED ON FIELD NOTES FROM JORDAN SURVEY FOR FOX AND GINN IN JANUARY 1958.

7. STATUS OF AND RIGHTS OF OTHERS IN HIGH STREET COURT NOT KNOWN. STATUS OF AND RIGHTS OF OTHERS IN PALERMO ROAD, AS SHOWN ON TAX MAP, NOT SHOWN.

8. THE BUILDING ON LOT 38 ENCROACHES OVER THE PROPERTY LINES. PLAN REFERENCE 10 SHOWS LINES DIFFERENTLY. THE DEED TO LOT 38 CALLS FOR THE LINE TO BE 36 FEET FROM THE ORIGINAL BUILDING AT THE CORNER OF STREETS. BUILDING ADDITION IS 36.2 LONG. PROPERTY LINE OF 85.6 FEET TAKEN FROM 1956 FIELD NOTES IN PLAN REFERENCE 2.

9. LOCUS FALLS IN FLOOD ZONE C, AREAS OF MINIMAL FLOODING, ON FLOOD INSURANCE RATE MAP 230051–0013B EFFECTIVE DATE JULY 17, 1986.

10. THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A CURRENT TITLE COMMITMENT.

11. PLAN REFERENCE 4 SHOWS LINES THAT DO NOT MATCH DEED, REFERENCES AN AGREEMENT WITH J.B. BROWN & SONS, AND REFERENCES AN EXCHANGE OF DEEDS. NO AGREEMENT DEEDS WERE FOUND.

12. INTERIOR LINES CREATED FROM DEED DIMENSIONS OF OLD PLANS AND FIELD BOOKS OF H.I. & E.C. JORDAN COMPANY. SOME ABUTTING DEEDS DO NOT MATCH BY DIMENSION. SOME LINES ARE MISSING ANGLES AND/OR DISTANCES.

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.

PLAN REFERENCES

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5. PLAN OF ALLIANCE ENERGY OWEN HASKELL, INC. JOB NO.

6. CITY OF PORTLAND ENGINEERING DEPARTMENT STREET WORKING PLANS FOR DANFORTH AND YORK STREETS.

7. "PLAN OF A LOT OF LAND SURVEYED AT THE REQUEST OF MR. J. MCLELLAN MARCH, 1857

8. "PLAT 37 HIGH STREET CONDOMINIUMS AT 37 HIGH STREET, PORTLAND, MAINE FOR: CHARLES & SUE BAILLARGEON PREPARED BY: BACK BAY BOUNDARY, INC." RECORDED IN PLAN BOOK 205 PAGE 427

9. "BOUNDARY SURVEY, 75 YORK STREET, PORTLAND, MAINE PREPARED FOR: 75 YORK STREET, LLC JULY 24, 2003 PREPARED BY: LAND SERVICES, INC."

10. "STANDARD BOUNDARY SURVEY, TOPOGRAPHIC SURVEY OF LANDS ON MAPLE STREET AND YORK STREET, CITY OF PORTLAND, PLAN FOR DANIEL REED 3/8/97 PREPARED BY LEWIS & WASINA, INC."

LEGEND

- IRON PIPE OR ROD FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- SIGN
- DECIDUOUS TREE
- BORING
- FENCE
- CURB
- OHW — OVERHEAD WIRES
- E — UNDERGROUND ELECTRIC
- T — TELEPHONE
- W — WATER LINE
- G — GAS LINE
- SS — SANITARY SEWER
- SD — STORM DRAIN
- STONE WALL

ALTA/ACSM Land Title Survey

on

High, Danforth, Maple & York Streets
Portland, Cumberland County, Maine
made for
J.B. Brown & Sons

Surveyor's Certification

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. THE FIELD WORK WAS COMPLETED ON DECEMBER 2, 2013.

JOHN C. SCHWANDA
PROFESSIONAL LAND SURVEYOR NO. 1252
IN THE STATE OF MAINE

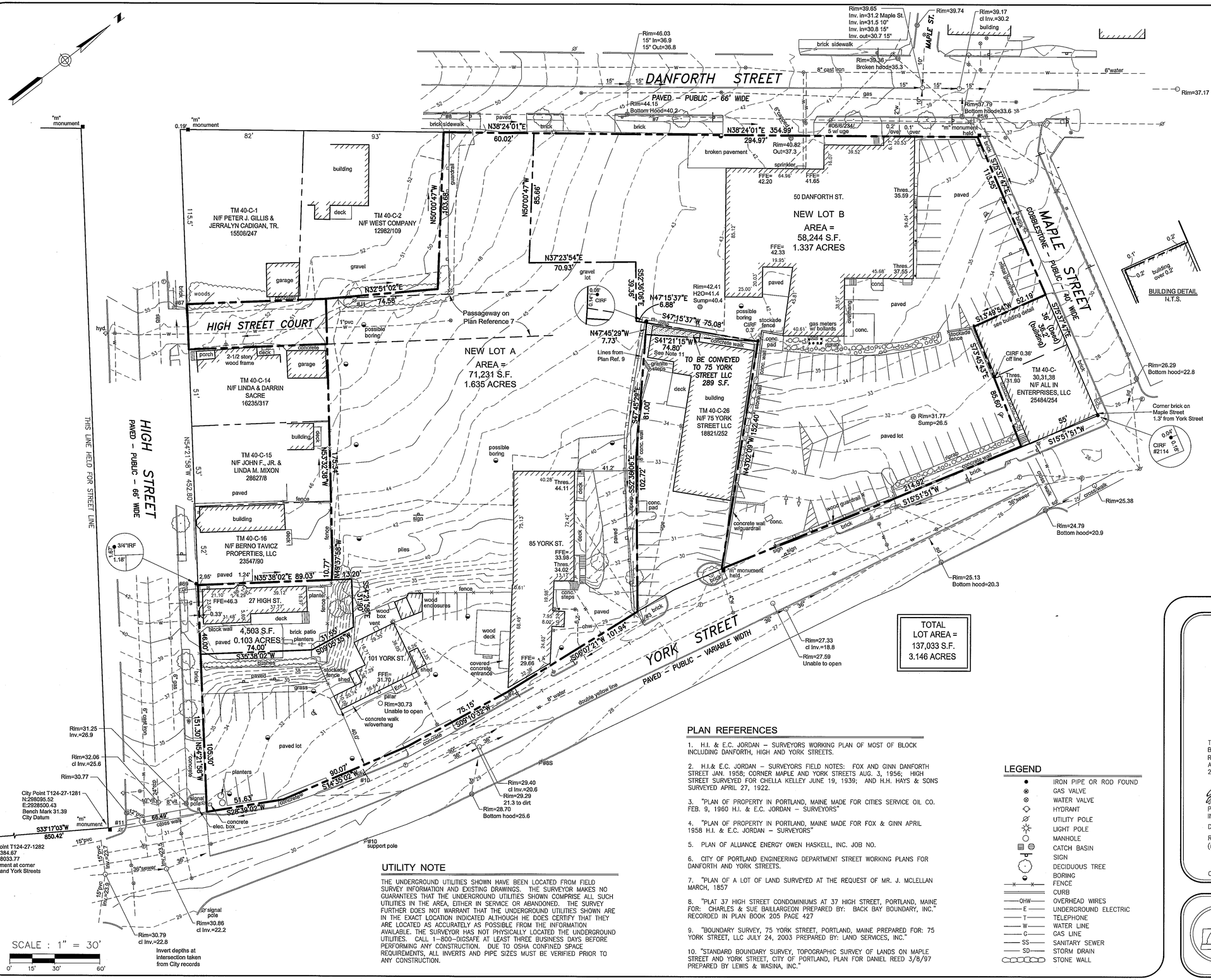
DATE OF PLAN: DECEMBER 3, 2013

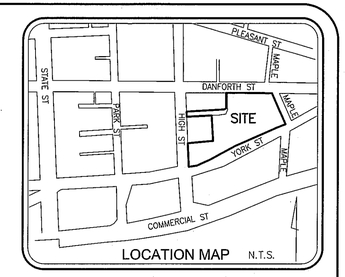
REVISION DATE: JUNE 9, 2015
(ADD INTERIOR LOT LINES WITH DIMENSIONS & AREAS; NOTE 12)

STATE OF MAINE · JOHN C. SCHWANDA · NO. 1252 · PROFESSIONAL LAND SURVEYOR

OHI JOB NO. 2013–194P/2015–125P

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





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TOTAL
LOT AREA =
137,033 S.F.
3.146 ACRES

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- OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- TELEPHONE
- WATER LINE
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- STONE WALL

New Division of Lots

on

High, Danforth, Maple & York Streets
Portland, Cumberland County, Maine
made for
J.B. Brown & Sons

Surveyor's Certification

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. THE FIELD WORK WAS COMPLETED ON DECEMBER 2, 2013.

JOHN C. SCHWANDA
PROFESSIONAL LAND SURVEYOR NO. 1252
IN THE STATE OF MAINE

DATE OF PLAN: DECEMBER 3, 2013

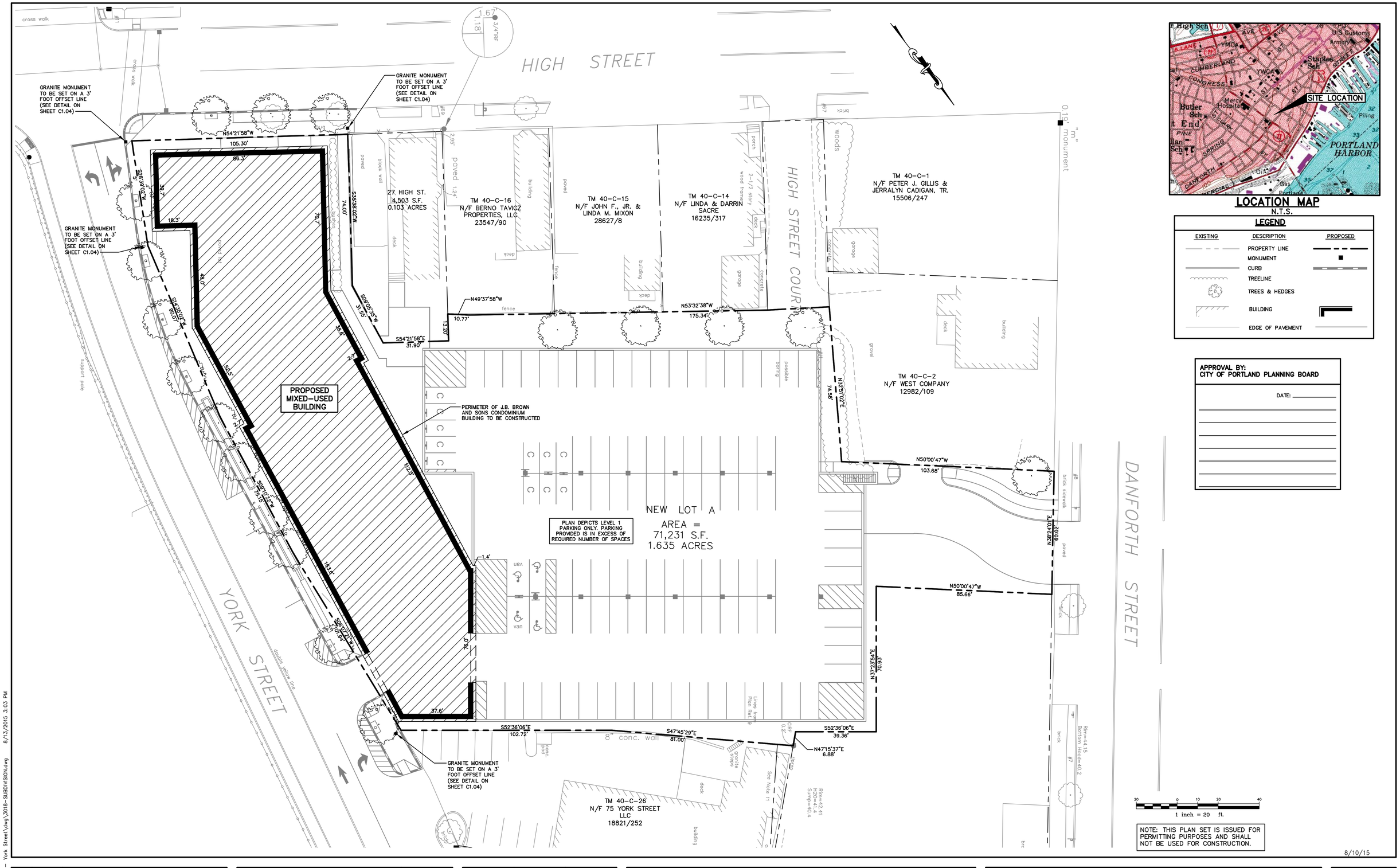
REVISION DATE: AUGUST 5, 2015
(NEW DIVISION OF LOTS)

STATE OF MAINE — JOHN C. SCHWANDA — NO. 1252 — PROFESSIONAL LAND SURVEYOR

OHI JOB NO. 2013–194P/2015–125P

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

Plan 4



LOCATION MAP
N.T.S.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE	
	MONUMENT	
	CURB	
	TREELINE	
	TREES & HEDGES	
	BUILDING	
	EDGE OF PAVEMENT	

APPROVAL BY:
CITY OF PORTLAND PLANNING BOARD

DATE: _____

1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

8/10/15

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Rev.	Date	Revision

Issued For	Date	By
SITE PLAN REVIEW	8/14/15	AMP

Design: DER | Draft: CG | Date: JUNE 2015
Checked: AMP | Scale: 1"=20' | Job No.: 3018
File Name: 3018-SUBDIVISION.dwg

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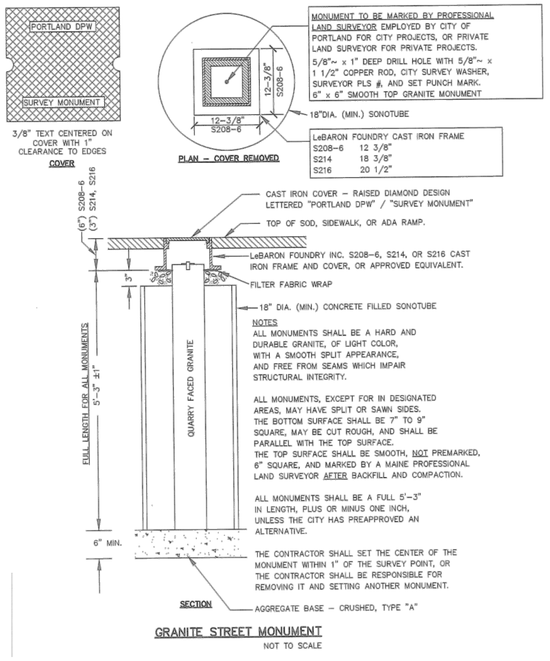
Drawing Name: Subdivision Plan

Project: York Street – Mixed Use Development
Portland, Maine

Client: York Street, LLC
36 Danforth Street, Portland, ME 04101

Drawing No. C1.03



GRANITE STREET MONUMENT

NOT TO SCALE

1. CONSTRUCTION:
   a. METHODS AND MATERIALS USED IN CONSTRUCTION OF IMPROVEMENTS WITHIN THE CITY RIGHT OF WAY SHALL CONFORM TO CURRENT CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND SPECIFICIATIONS AND/OR CURRENT M.D.O.T. STANDARDS AND SPECIFICATIONS.
   b. ALL CURBING SHALL BE DESIGNED AND BUILT WITH TIP-DOWNS AT ALL DRIVEWAYS AND CROSSWALKS, IN ACCORDANCE WITH CITY OF PORTLAND PUBLIC SERVICES DIVISION TECHNICAL STANDARDS AND GUIDELINES. FINAL AS-BUILT LOCATIONS OF CURBING AND TIP DOWNS SHALL BE COORDINATED WITH PUBLIC SERVICES DIVISION. ALL WATER MAINS, SERVICES AND ASSOCIATED APPURTENANCE SHALL BE IN CONFORMANCE WITH PORTLAND WATER DISTRICT STANDARDS. ALL NATURAL GAS MAINS, SERVICES AND ASSOCIATED APPURTENANCES SHALL BE IN CONFORMANCE WITH UNITIL STANDARDS.
   c. ALL SEDIMENT AND EROSION 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 DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003 OR LATEST EDITION. CONTRACTOR SHALL POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
   d. AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE. APPLICANT, OR AN AUTHORIZED AGENT, MUST BE AVAILABLE AT ALL TIMES DURING CONSTRUCTION.
   e. WARNING SIGNS, MARKERS, BARRICADES OR FLAGMEN, APPROPRIATE FOR THE TYPE OF CONSTRUCTION, MUST BE EMPLOYED TO REGULATE TRAFFIC.
   f. CONSTRUCTION DEBRIS SHALL BE CONTAINERIZED AND DISPOSED OF IN ACCORDANCE WITH CITY OF PORTLAND'S SOLID WASTE ORDINANCE CHAPTER 12.
   g. ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE DEVELOPER/CONTRACTOR AT THEIR EXPENSE.
   h. PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROPERTY PROTECTED AT ALL TIMES DURING CONSTRUCTION TO INSURE THEIR INTEGRITY. IF DISTURBED THEY SHALL BE REPLACED BY A SURVEYOR REGISTERED IN THE STATE OF MAINE AT THE CONTRACTOR/DEVELOPER'S EXPENSE.
   i. ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND PUBLIC SERVICES DEPARTMENT SEWER DIVISION.
   j. ALL NEW CONNECTIONS, RECONNNECTIONS, ETC. TO SANITARY OR STORM SEWERS SHALL REQUIRE A CONNECTION PERMIT PRIOR TO BEGINNING ANY WORK. THE CITY OF PORTLAND PUBLIC SERVICES DEPARTMENT MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO COMMENCEMENT TO ALLOW FOR INSPECTION.
   k. A PERMIT MUST BE OBTAINED FROM THE CITY OF PORTLAND PUBLIC SERVICES DEPARTMENT PRIOR TO BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY.
   l. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATIONS TO OR DEVIATIONS FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION, TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION AND SURFACING OF PARKING AREAS, AND LOCATIONS AND SIZE OF BUILDINGS.
   m. LANDSCAPING SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL, INCLUDING STREET TREES TO BE INSTALLED IN THE CITY RIGHT-OF-WAY AS SHOWN ON THE LANDSCAPING PLAN. STREET TREES SHALL BE A SPECIES IDENTIFIED ON THE CITY OF PORTLAND RECOMMENDED TREE LIST, UNLESS OTHERWISE APPROVED BY THE PORTLAND CITY ARBORIST OR HIS/HER DESIGNEE.
   n. ALL DISTURBED AREA ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREA SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER MATERIALS AS REQUIRED BY BEST MANAGEMENT PRACTICES.
   o. THE CONTRACTOR OR APPLICANT IS REQUIRED TO NOTIFY THE CITY OF PORTLAND PUBLIC SERVICES INSPECTION DIVISION IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE AT ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR PRECONSTRUCTION MEETING.

GENERAL NOTES:

1. THIS IS THE SUBDIVISION PLAT FOR THE CREATION OF UP TO 63 DWELLING UNITS IN A NEW MIXED-USE CONDOMINIUM BUILDING TO BE CONSTRUCTED ON THE SUBJECT PROPERTY. THE APPROVAL OF THIS PLAT DOES NOT CREATE ANY SUBDIVISION OF THE LAND ON THE SUBJECT PROPERTY.
2. APPLICANT INTENDS TO DEVELOP SUBJECT PROPERTY AS A CONDOMINIUM NAMED "YORK STREET MIXED-USE DEVELOPMENT" CONSISTING OF UP TO 63 RESIDENTIAL UNITS THAT ARE SUBJECT TO SUBDIVISION REGULATION, PLUS RETAIL AND RESTAURANT.
3. THE SIGNATURES OF THE CITY OF PORTLAND PLANNING BOARD ON THIS SUBDIVISION PLAT CONSTITUTE SUBDIVISION APPROVAL FOR THE CREATION OF 63 RESIDENTIAL UNITS. THE NON-RESIDENTIAL UNITS ARE NOT SUBJECT TO SUBDIVISION REGULATION.
4. THE RECORD OWNER OF THE SUBJECT PROPERTY IS THE APPLICANT, J.B. BROWN & SONS. DEEDS GRANTING THE SUBJECT PROPERTY TO THE APPLICANT ARE THE FOLLOWING: A DEED FROM XX
5. SUBJECT PROPERTY CONSISTS OF PARTIAL LOTS 21, 22 AND 26 ON THE CITY OF PORTLAND TAX MAP 40.
6. TOTAL LAND AREA OF SUBJECT PROPERTY IS APPROXIMATELY 71,231 SQ FT.
7. LAND BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON AN ON-THE-GROUND SURVEY TITLED "NEW DIVISION OF LOTS ON HIGH, DANFORTH, MAPLE & YORK STREETS, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR J.B. BROWN & SONS" BY OWEN HASKELL, INC. DATED AUGUST 5, 2015.
8. ZONING DISTRICT: SUBJECT PROPERTY IS LOCATED IN THE B-3 DOWNTOWN BUSINESS DISTRICT. SPACE AND BULK CRITERIA FOR THE B-3 DOWNTOWN BUSINESS DISTRICT ARE AS FOLLOWS:
   a. MIN. LOT SIZE: NONE
   b. MIN. STREET FRONTAGE: 15'
   c. MAX FRONT YARD SETBACK: 5' OR LESS
   d. MIN. YARD DIMENSIONS: NONE
   e. MIN. LOT WIDTH: NONE
   f. MAX LOT COVERAGE: 100%
   g. MAX HEIGHT OF BUILDING: 45'
9. THE FOLLOWING IS THE FLOOR SPACE AREA FOR EACH PROPOSED USE:

RESTAURANT:	7,000 S.F.
RETAIL:	9,955 S.F.
RESIDENTIAL:	80,798 S.F.
TOTAL:	97,753 S.F.

10. THE TOTAL NUMBER OF PARKING SPACES REQUIRED FOR THE YORK STREET MIXED-USE DEVELOPMENT IS 179 SPACES. EXCESS PARKING WILL BE PROVIDED ON SITE IN THE PARKING GARAGE.
11. A SUBDIVISION IS DEFINED AS THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THIS EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSES OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTI-FAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS.
12. THIS IS A PRIVATE CONDOMINIUM. MAINTENANCE AND MANAGEMENT OF SIDEWALKS, STORMWATER DEVICES, SITE LIGHTING, TRASH REMOVAL, AND SNOW REMOVAL SHALL BE THE RESPONSIBILITY OF THE CONDOMINIUM ASSOCIATION.
13. THE CONDOMINIUM ASSOCIATION SHALL BE RESPONSIBLE FOR COMPLYING WITH THE CONDITIONS OF CHAPTER 32 STORMWATER INCLUDING ARTICLE III, POST-CONSTRUCTION STORM WATER MANAGEMENT, WHICH SPECIFIES ANNUAL INSPECTIONS AND REPORTING REQUIREMENTS AT A MINIMUM. IN ADDITION, THE CONDOMINIUM ASSOCIATION SHALL BE RESPONSIBLE FOR COMPLYING WITH THE CONDITIONS OF THE SUBMITTED STORMWATER MANAGEMENT PLANS AND MEET CITY STANDARDS AND STATE GUIDELINES.
14. DURING CONSTRUCTION THE DEVELOPER/CONTRACTOR/SUBCONTRACTOR MUST COMPLY WITH CONDITIONS OF THE SUBMITTED STORMWATER MANAGEMENT PLANS AND MEET CITY STANDARDS AND STATE GUIDELINES.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

8/10/15

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Rev.	Date	Revision

Issued For	Date	By
SITE PLAN REVIEW	8/14/15	AMP

Design: DER	Draft: CG	Date: JUNE 2015
Checked: AMP	Scale: 1"=20'	Job No.: 3018
File Name: 3018-SUBDIVISION.dwg		

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207.657.6910

Drawing Name: Subdivision Notes and Details
Project: **York Street - Mixed Use Development**
Portland, Maine
Client: **York Street, LLC**
36 Danforth Street, Portland, ME 04101

Drawing No. C1.04

Plan 6

NOTES:

1. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTES SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.

2. CONTRACTOR SHALL COORDINATE WITH CENTRAL MAINE POWER FOR TERMINATION OF ELECTRIC SERVICE FROM EXISTING BUILDINGS.

3. CONTRACTOR SHALL COORDINATE WITH THE PORTLAND WATER DISTRICT FOR THE SHUT OFF OF WATER SERVICE TO THE EXISTING BUILDINGS.

4. CONTRACTOR SHALL COORDINATE WITH THE CITY OF PORTLAND FOR TERMINATING THE EXISTING SEWER SERVICE.

5. DEMOLITION SHALL OCCUR SUCH THAT RECYCLING OF WASTE OCCURS TO THE MAXIMUM EXTENT PRACTICABLE; INCLUDING BUT NOT LIMITED TO: STONE, BRICK, CONCRETE, STEEL, WOOD AND PAVEMENT.

6. PRIOR TO DEMOLITION, A CONSTRUCTION MANAGEMENT PLAN PREPARED BY THE GENERAL CONTRACTOR SHALL BE SUBMITTED TO THE CITY OF PORTLAND PLANNING DIVISION FOR REVIEW. THE CONSTRUCTION MANGEMENT PLAN SHALL ADDRESS THE FOLLOWING:

- ANTICIPATED PROJECT START DATE
- ANTICIPATED PROJECT END DATE
- CONSTRUCTION SEQUENCE
- PEDESTRIAN CIRCULATION PLAN

7. COORDINATE WITH PROPANE SUPPLIER PRIOR TO PROPANE TANK REMOVAL.

8. EXISTING CURBING IN THE RIGHT-OF-WAY IS THE PROPERTY OF THE CITY OF PORTLAND. ANY REMOVED GRANITE CURBING SHALL BE TRANSPORTED TO THE CITY STOCKYARD ON OUTER CONGRESS STREET.

REMOVE CURB, SEE NOTE 8 (TYP.)
REMOVE PAVEMENT
REMOVE AND DISPOSE OF SIGNS
REMOVE AND DISPOSE OF ALL PAVEMENT ON-SITE
DEMOLISH EXISTING BUILDING, FOUNDATION AND APPURTENANCES
REMOVE SIGN
REMOVE EXISTING WATER SERVICE (TYP.)
REMOVE AND DISPOSE OF ALL PAVEMENT ON-SITE
REMOVE SIGN
EXISTING POLE AND OHE/T/C TO BE REMOVED (TYP.)
HOUSE TO REMAIN
SAWCUT PAVEMENT
DECK TO REMAIN
PAVEMENT TO REMAIN
REMOVE BRICK PATIO
REMOVE OVERHEAD POWER
CUT AND CAP WATER LINE AT PROPERTY LINE
REMOVE POLE
REMOVE AND DISPOSE OF SIGNS
REMOVE WATER LINE
REMOVE GUARDRAIL
DEMOLISH EXISTING BUILDING, FOUNDATION AND APPURTENANCES
REMOVE CONCRETE RETAINING WALL
REMOVE AND DISPOSE OF GUARDRAIL
REMOVE AND DISPOSE OF ALL PAVEMENT ON-SITE
REMOVE EXISTING UNDERGROUND/OVERHEAD ELECTRICAL SERVICE
REMOVE CONCRETE PAD
REMOVE STAIRS
SAWCUT PAVEMENT

1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
ALTON M. PALMER III
No. 6231
REGISTERED PROFESSIONAL ENGINEER
8/10/15

C:\CAD WORKING\3018 - York Street\dwg\3018-DEMOLITION.dwg 8/13/2015 2:52 PM

Rev.	Date	Revision

SITE PLAN REVIEW	8/14/15	AMP
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Design: CEH	Draft: CG	Date: JUNE 2015
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File Name: 3018-DEMOLITION.dwg		

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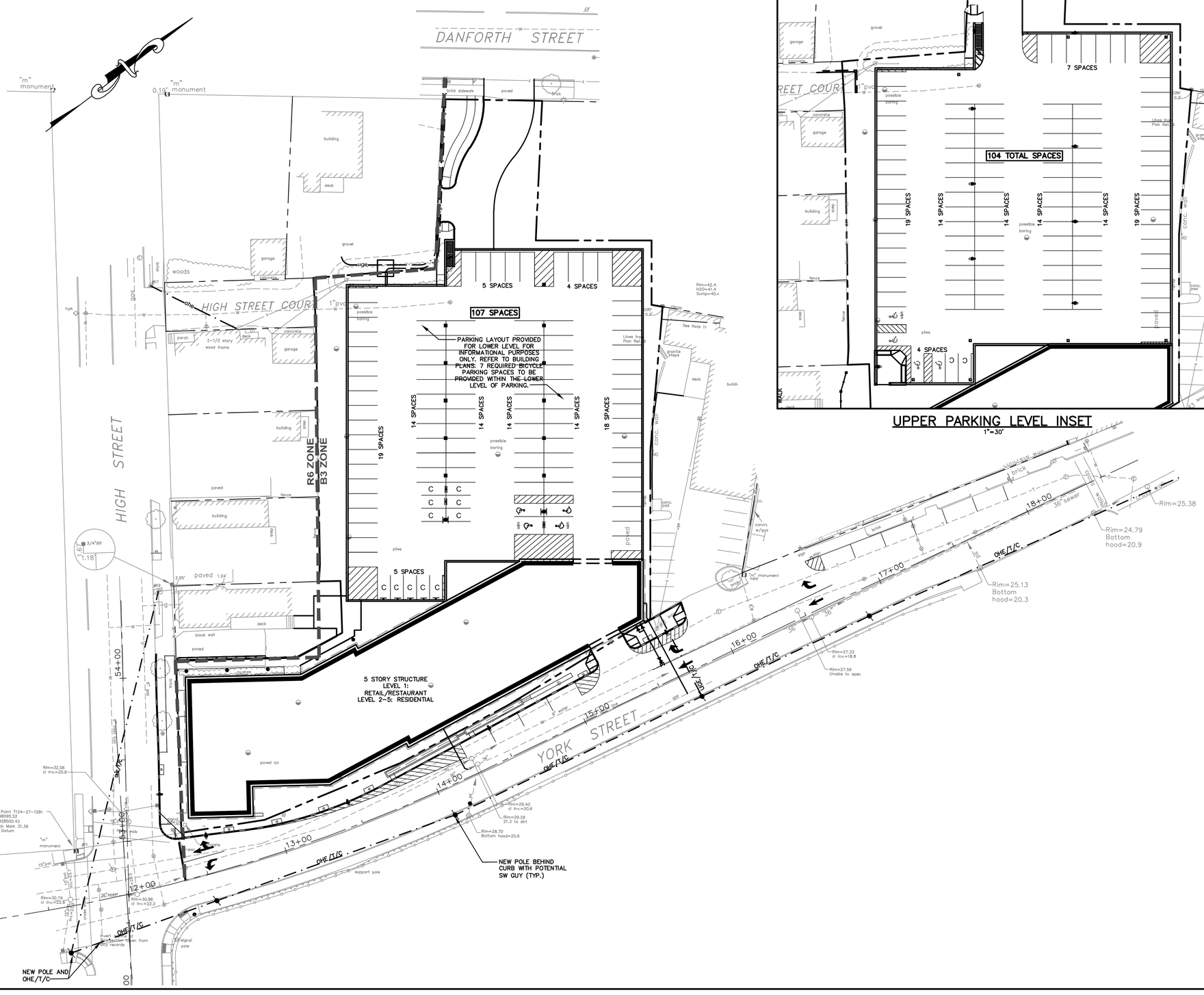
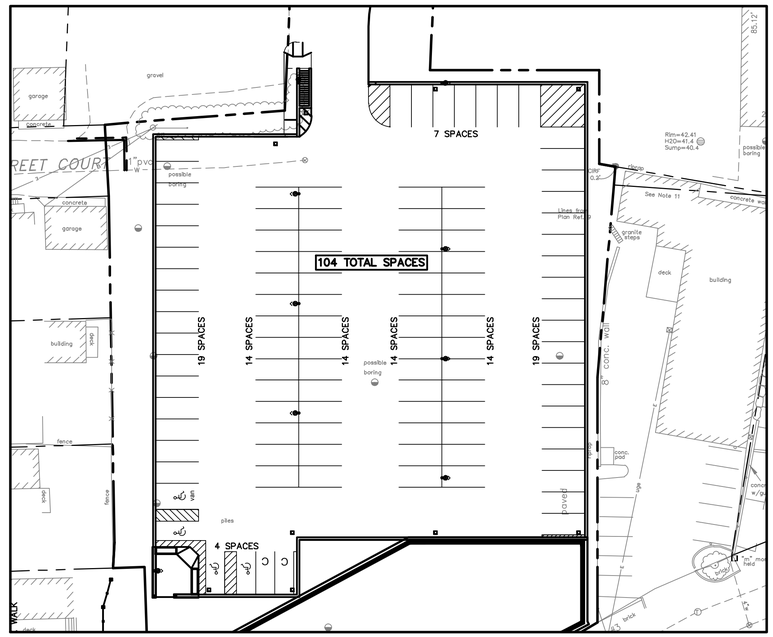
Drawing Name: Demolition Plan
Project: York Street – Mixed Use Development
Portland, Maine
Client: York Street, LLC
36 Danforth Street, Portland, ME 04101

Drawing No. C2.01





UPPER PARKING LEVEL INSET
1"=30'

SITE DATA		
ZONE: B3 DOWNTOWN BUSINESS		
SITE AREA	71,231 S.F. (±1.6 ACRES)	
BUILDING AREA		
RETAIL	9,955 S.F.	
RESTAURANT	7,000 S.F.	
RESIDENTIAL (63 UNITS/4 LEVELS)	80,798 S.F.	
TOTAL	97,753 S.F.	
PARKING	REQUIRED	PROVIDED
NEW STRUCTURE		
TOTAL PARKING		
RETAIL (1 SP/200 S.F. ABOVE 2,000 S.F.)	40	
RESTAURANT (1 SP/150 S.F. NOT INCLUDING KITCHEN & STORAGE)	33	
RESIDENTIAL (2 SP/UNIT)	126	
SUBTOTAL	199	
REDUCTION FOR SHARED USE	-10	
REDUCTION FOR OFF SET PEAKS	-10	
TOTAL	179	179
BARRIER FREE	7	8

SPACE AND BULK STANDARDS		
	B3 ZONE REQUIREMENTS	PROVIDED
MIN. LOT SIZE	NONE	71,231 S.F.
MIN. LOT WIDTH	NONE	204'
BUILDING SETBACKS		
FRONT	5' OR LESS	> 0'
YORK ST. CLOSEST		1.16'
YORK ST. FURTHEST		21.32'
YORK ST. AVERAGE *		6.35'
HIGH ST. CLOSEST		4.69'
HIGH ST. FURTHEST		5.32'
HIGH ST. AVERAGE *		5.01'
SIDE	NONE	> 0'
REAR	NONE	> 0'
MIN. BUILDING HEIGHT	35'	> 35'
MAX. BUILDING HEIGHT	45'	44.4'
MIN. STREET FRONTAGE	15'	> 15'
MAXIMUM LOT COVERAGE	100%	< 100%

* AVERAGE BASED ON BUILDING FOOTPRINT

30 0 10 30 60
1 inch = 30 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
ALTON M. PALMER III
No. 6231
LICENSED
PROFESSIONAL ENGINEER
8/10/15

Rev.	Date	Revision

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SITE PLAN REVIEW	8/14/15	AMP

Design: CEH	Draft: CG	Date: JUNE 2015
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Drawing Name:	Overall Site and Utility Plan
Project:	**York Street - Mixed Use Development** Portland, Maine
Client:	**York Street, LLC** 36 Danforth Street, Portland, ME 04101

Drawing No.
C3.01

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Plan 8

HIGH STREET

52+00 53+00 54+00

TIPDOWN
FLUSH CURB AT RAMPS (TYP.)
PROPOSED LIGHT POLE (TYP.)
TIPDOWN
12"SL
4"SWL
4"DYCL

PROPOSED OVERHEAD ELECTRIC

HIGH STREET COUR

R6 ZONE
B3 ZONE

paved lot
paved
block wall
building
deck
fence
bushes
porch
2-1/2 story wood frame
concrete
garage
woods
brick
gravel
shed
0.19' "m" monument

5 STORY STRUCTURE
LEVEL 1: RETAIL/RESTAURANT
LEVEL 2-5: RESIDENTIAL

REFER TO HARDSCAPE PLANS FOR DETAIL

8" SAN
L=28'
S=TBD

TEST PIT TO CONFIRM EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES

SEE SHEET C3.01 FOR UTILITY RELOCATION ALONG YORK STREET

SANITARY EXIT POINT, INV. TBD

EXISTING 8" WATER MAIN

YORK STREET

14+00 15+00

20' TYP.
4 SPACES
9'
8" water
FLUSH CURB AT RAMPS (TYP.)
4" GATE VALVE
4" WATER ENTRANCE POINT FIRE SERVICE ENTRY POINT
CONNECT TO EXISTING WATER MAIN PER PWD SPECS
TESTPIT TO DETERMINE EXACT LOCATION AND ELEVATION OF WATER MAIN
8" TAPPING SLEEVE AND VALVE
2"GAS
4"SWLL
CONNECT TO EXISTING GAS MAIN
TESTPIT TO DETERMINE EXACT LOCATION AND ELEVATION OF GAS MAIN
GAS ENTRANCE POINT
WATER GATE VALVES LOCATED IN THE CITY R.O.W ADJACENT TO THE PROPERTY LINE
NOTE: SEE DEMOLITION PLAN FOR ABANDONMENT OF UTILITIES.

19 SPACES
14 SPACES
5 SPACES
33'
8' TYP.
24'
18' TYP.
14 SPACES
14 SPACES
107 TOTAL SPACES
PARKING LAYOUT PROVIDED FOR LOWER LEVEL FOR INFORMATIONAL PURPOSES ONLY. REFER TO BUILDING PLANS.
14 SPACES
18 SPACES
5 SPACES
4 SPACES
21'
24'
COLUMN (TYP.)
UBA
van
piles
possible boring
paved
ramp
conc. wall
granite steps
deck
See Note 11
Rim=42.41
H2O=41.4
Sump=40.4

ELECTRIC TRANSFORMER
UNDERGROUND ELECTRIC AND COMMUNICATIONS CONDUIT
BRICK WALK
EXISTING CURB TO REMAIN
R54'
R50'
R50'
R54'
26'
24'
brick sidewalk
paved
brick
Rim=44.15
Bottom Hood=40.97
15" In=30.43
15" Out=30.

20 0 10 20 40
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

ALTON W. PALMER III
No. 0251
LICENSED PROFESSIONAL ENGINEER
STATE OF MAINE
8/10/15

SIGN LEGEND

R1-1	R7-8	R7-8	
STOP	RESERVED PARKING	RESERVED PARKING VAN ACCESSIBLE	COMPACT CAR PARKING
30"x 30"	12"x 18"	12"x 18"	
1	2	3	4

PAVEMENT LEGEND

ALL PAVEMENT SHALL BE STANDARD DUTY EXCEPT AS FOLLOWS:

- HEAVY DUTY BITUMINOUS CONCRETE
- PORTLAND CEMENT CONCRETE
- BRICK SIDEWALK

CURBING LEGEND

- VERTICAL GRANITE CURB
- VERTICAL GRANITE CURB-FLUSH

STRIPING LEGEND

SIGNAGE, STRIPING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REGARDING SIZE, INSTALLATION, LOCATION & REFLECTIVITY.

- 12"SL – 12" WIDTH STOP LINE
- 4"SWLL – 4" WIDTH SOLID WHITE LANE LINE
- 4"DYCL – 4" WIDTH DOUBLE YELLOW CENTERLINE
- 4"DWLL – 4" WIDTH DASHED WHITE LANE LINE

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Drawing Name:	Site and Utility Plan
Project:	York Street – Mixed Use Development Portland, Maine
Client:	York Street, LLC 36 Danforth Street, Portland, ME 04101

Drawing No.
C3.02

DRAINAGE STRUCTURE SCHEDULE					
STRUCTURE	SIZE	RIM	INV. IN/SIZE (FROM)	INV. OUT/SIZE (TO)	COMMENTS
EXIST. CB1	4'ø	32.06	27.16/12"(DMH1)	27.06/12"(EXIST.)	
CB1	2'ø	42.50	–	38.50/12"(DMH2)	NYLOPLAST
CB2	2'ø	41.75	–	37.75/12"(DMH2)	NYLOPLAST
CB3	1'ø	30.45	–	27.68/6"(DMH1)	NYLOPLAST
DMH1	4'ø	33.00	29.00/12"(DMH2) 27.30/12"(RD) 27.30/6"(CB3)	27.20/12"(EXIST. CB1)	
DMH2	4'ø	39.77	35.77/12"(GARAGE)	35.67/12"(DMH1)	

DEWATERING NOTES

DEWATERING:

1. WATER ENCOUNTERED WITHIN THE AREA OF THE BUILDING/PARKING CONSTRUCTION DURING THE EXCAVATION PROCESS SHALL BE COLLECTED IN A STONE FILLED SUMP. THE STONE FILLED SUMP SHALL BE A MINIMUM OF 2 FEET BELOW THE ELEVATION OF THE EXCAVATION.
2. WATER FROM THE SUMP SHALL BE PUMPED TO THE DEWATERING DISCHARGE AREA SHOWN ON C201.
3. AT NO TIME SHALL WATER BE PUMPED DIRECTLY INTO THE CITY STORM DRAIN SYSTEM UNLESS IT HAS FIRST BEEN FILTERED THROUGH A DIRT BAG OR ENGINEERED APPROVED FILTERING PRACTICE.
4. THE CONTRACTOR SHALL CHECK ALL COMPONENTS OF THE DEWATERING PROCESS TO CONFIRM WATER LEAVING THE SITE IS TRANSPORTING NO SUSPENDED SOIL MATERIAL PRIOR TO DISCHARGE INTO THE CITY STORM DRAIN SYSTEM.
5. EROSION AND SEDIMENTATION CONTROL SHALL NOT BE LIMITED TO THE NOTES CONTAINED ON THIS PLAN. REFER TO THE EROSION CONTROL REPORT FOR ADDITIONAL REQUIRED EROSION CONTROL MEASURES FOR THE PROJECT.

NOTE: WHERE ONLY A BC SPOT GRADE IS SHOWN, TC IS 7" HIGHER

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

ALTON M. PALMER III No. 6231 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

8/10/15

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File Name: 3018–GRADE.dwg		

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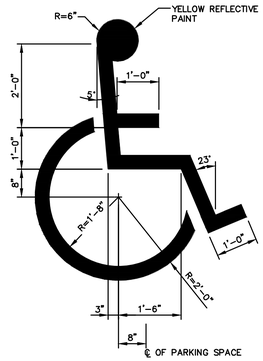
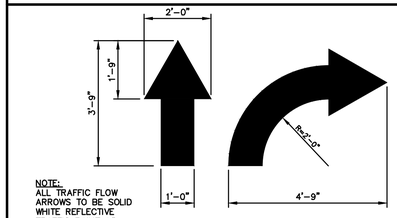
Drawing Name: Grading, Drainage, and Erosion Control Plan
Project: York Street – Mixed Use Development
Portland, Maine
Client: York Street, LLC
36 Danforth Street, Portland, ME 04101

Drawing No. C4.01

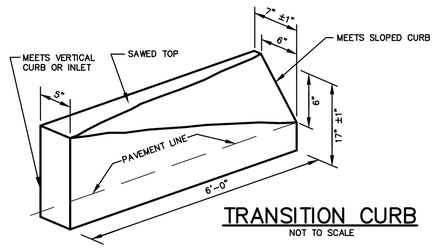


INTERNATIONAL BARRIER FREE SYMBOL
NOT TO SCALE

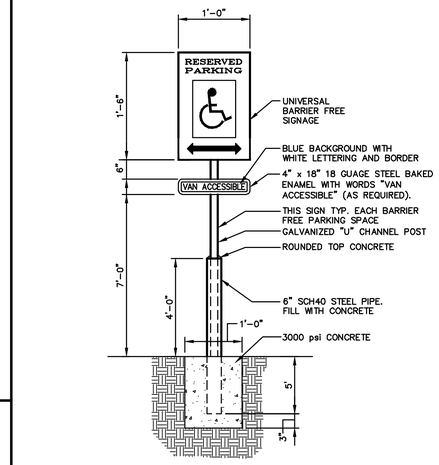


NOTE:
ALL TRAFFIC FLOW ARROWS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS.

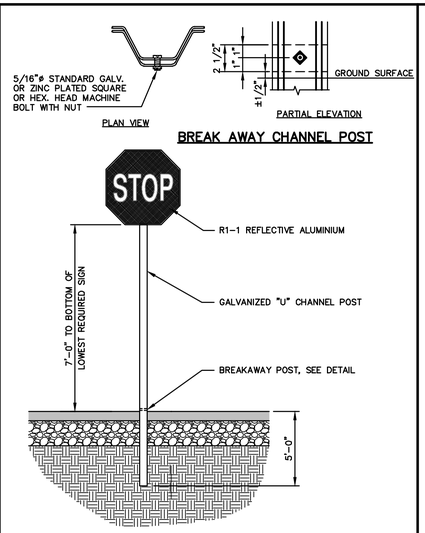
TRAFFIC FLOW ARROWS
NOT TO SCALE



TRANSITION CURB
NOT TO SCALE

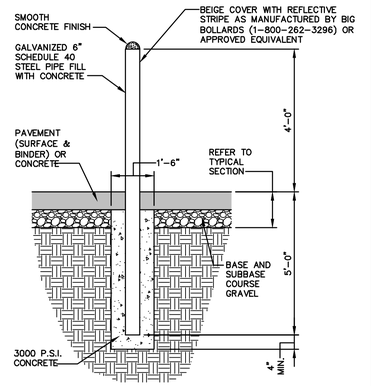


BARRIER FREE PARKING SIGN
NOT TO SCALE

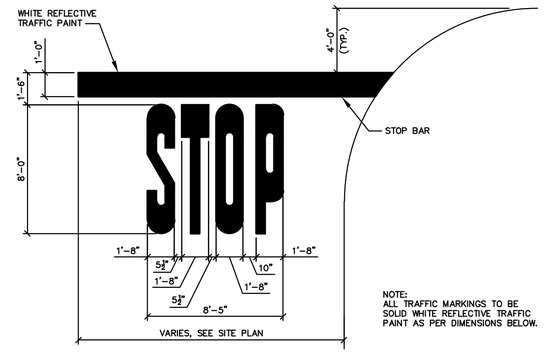


BREAK AWAY CHANNEL POST

STOP SIGN
NOT TO SCALE

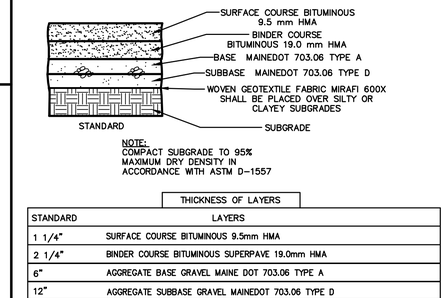


GUARD POST
(DUMPSTER ENCLOSURE, IN PARKING LOT ADJACENT TO COLUMN, AND REAR BUILDING ENTRANCE ONLY)
NOT TO SCALE



NOTE:
ALL TRAFFIC MARKINGS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS BELOW.

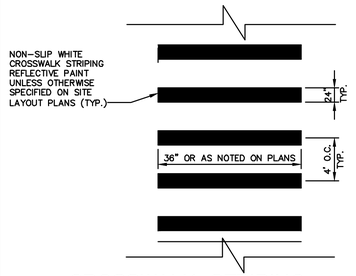
PAVEMENT MARKINGS
NOT TO SCALE



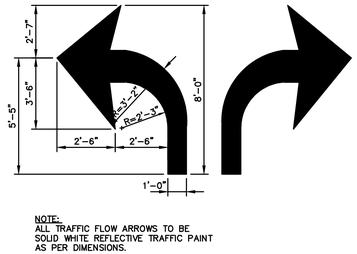
NOTE:
COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557

THICKNESS OF LAYERS	
STANDARD	LAYERS
1 1/4"	SURFACE COURSE BITUMINOUS 9.5mm HMA
2 1/4"	BINDER COURSE BITUMINOUS SUPERPAVE 19.0mm HMA
6"	AGGREGATE BASE GRAVEL MAINE DOT 703.06 TYPE A
12"	AGGREGATE SUBBASE GRAVEL MAINEDOT 703.06 TYPE D

BITUMINOUS PAVEMENT SECTION
NOT TO SCALE

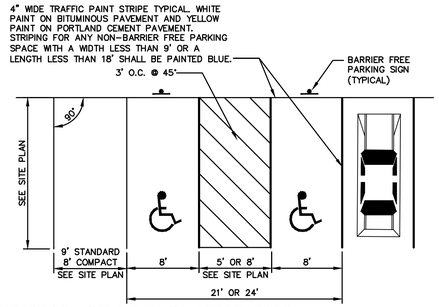


CROSSWALK STRIPING
NOT TO SCALE

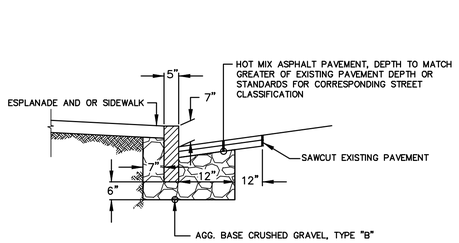


NOTE:
ALL TRAFFIC FLOW ARROWS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS.

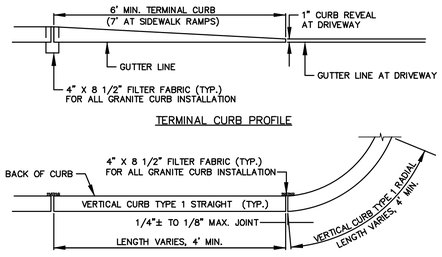
TRAFFIC FLOW ARROWS
NOT TO SCALE



PARKING SPACE DIMENSIONS
NOT TO SCALE



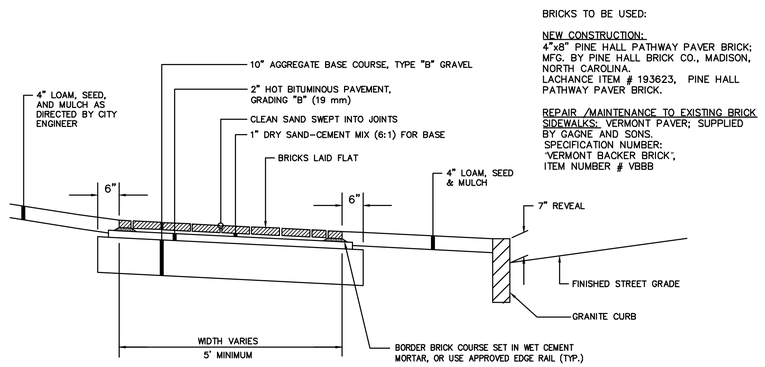
VERTICAL GRANITE CURB CROSS SECTION



TERMINAL CURB PROFILE

VERTICAL GRANITE CURB PLAN VIEW

VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS
NOT TO SCALE

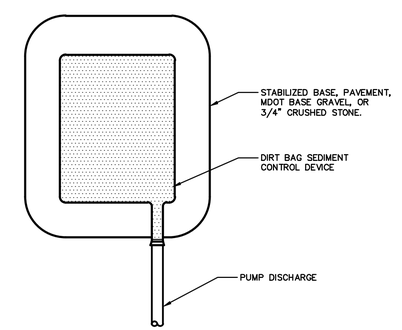


BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA.
LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY CAGNE AND SONS.
SPECIFICATION NUMBER:
"VERMONT BACKER BRICK",
ITEM NUMBER # VBBB

BRICK SIDEWALK WITH BITUMINOUS BASE
NOT TO SCALE



DIRT BAG PUMP OUTLET
NOT TO SCALE

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

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PROFESSIONAL ENGINEER
8/10/15

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SITE PLAN REVIEW	8/14/15	AMP

Design: CEH	Draft: CG	Date: JUNE 2015
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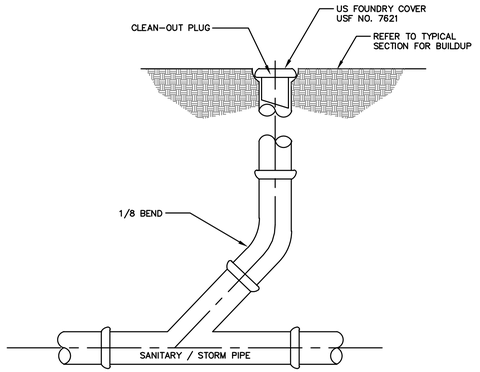
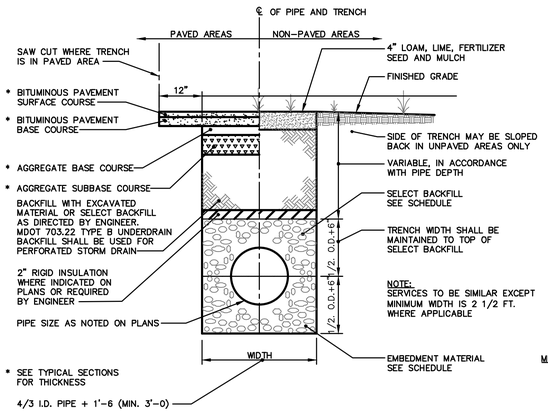
Drawing Name:	Details 1
Project:	York Street – Mixed Use Development Portland, Maine
Client:	York Street, LLC 36 Danforth Street, Portland, ME 04101

Drawing No.
C5.01



CLEANOUT
NOT TO SCALE



SCHEDULE OF TRENCH BACKFILL

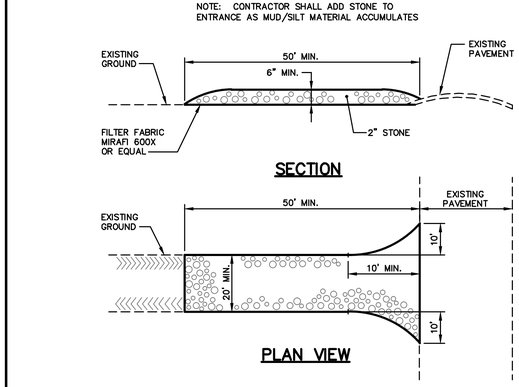
TYPE OF PIPE	EMBEDMENT MATERIAL	SELECT BACKFILL	SELECT BACKFILL ON CITY PROPERTY
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL	3/4" CRUSHED STONE, 12" ABOVE TOP OF PIPE
PVC-SDR 35 HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL	3/4" CRUSHED STONE, 12" ABOVE TOP OF PIPE
PERFORATED PVC-SDR35 HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	3/4" CRUSHED STONE, 12" ABOVE TOP OF PIPE

NOTE:
1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES, 12" BELOW FINISH GRADE.
3. RIBBED CORRUGATED POLYETHYLENE PIPE MATERIAL, SMOOTH WALL INTERIOR, IS NOT PERMITTED WITHIN CITY PROPERTY, EXCEPT FOR UNDERDRAIN.

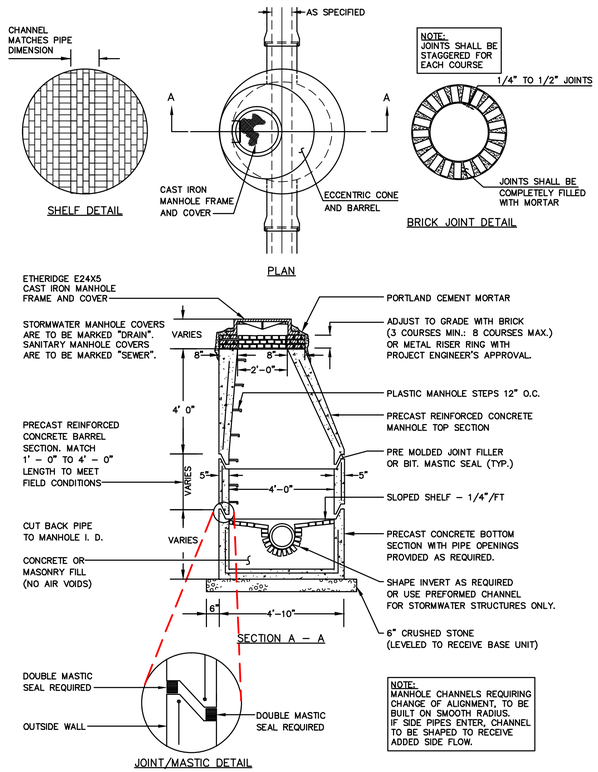
MINIMUM COVER	PIPE
2'-0"	DRAIN (1)
5'-5"	WATER
5'-0"	SEWER

(1) COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION.

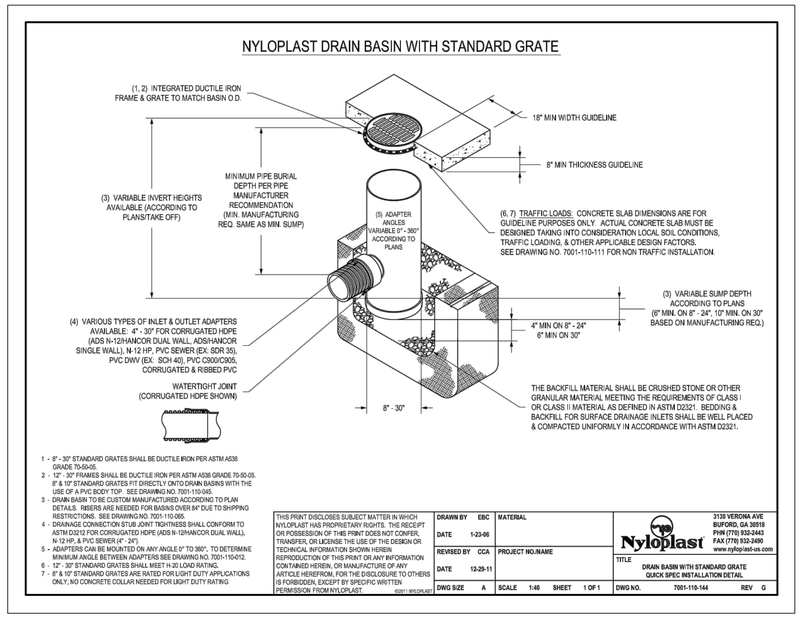
TRENCH SECTION
NOT TO SCALE

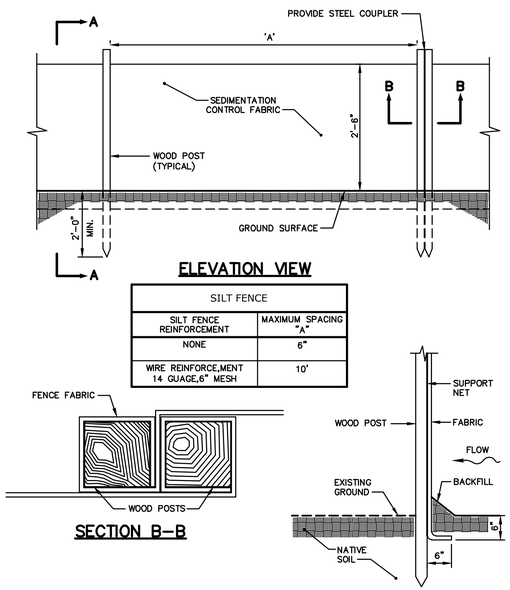


STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



PRECAST CONCRETE MANHOLE
NOT TO SCALE





SILT FENCE	
SILT FENCE REINFORCEMENT	MAXIMUM SPACING "A"
NONE	6'
WIRE REINFORCEMENT 14 GUAGE, 6" MESH	10'

SILTATION FENCE
NOT TO SCALE

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVED EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP. SEE FIGURE II-09.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
ALTON M. PALMER III
No. 12231
LICENSED
PROFESSIONAL ENGINEER
8/10/15

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File Name: 3018-DETAILS.dwg		

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Drawing Name: Details 2
Project: York Street - Mixed Use Development, Portland, Maine
Client: York Street, LLC, 36 Danforth Street, Portland, ME 04101

Drawing No. C5.02

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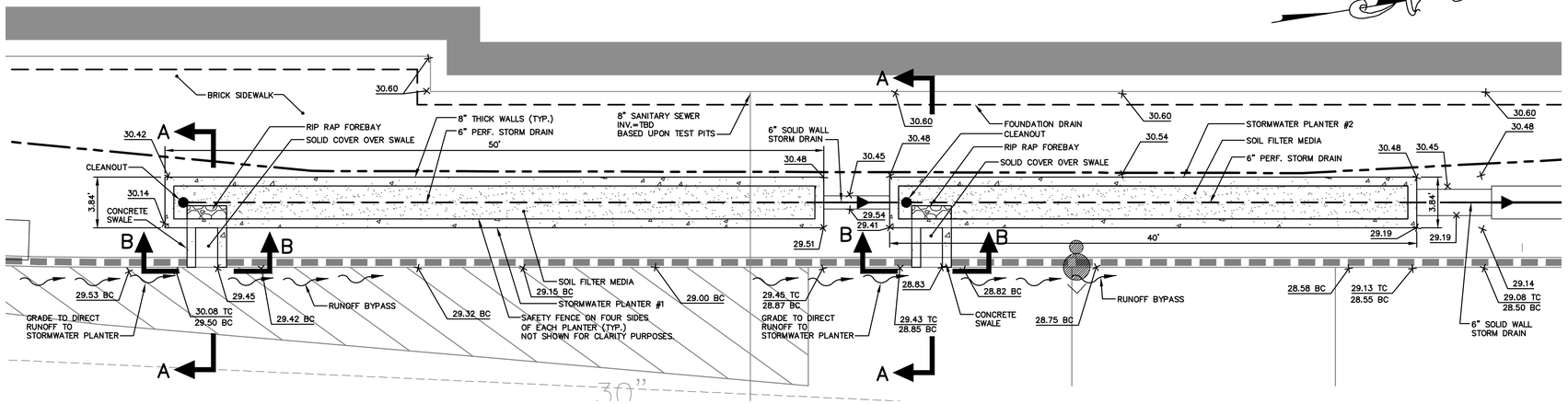
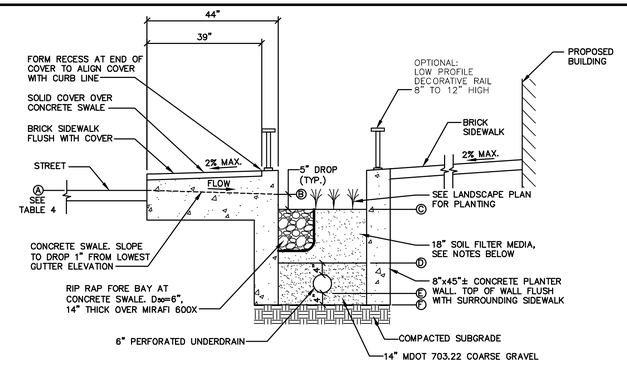


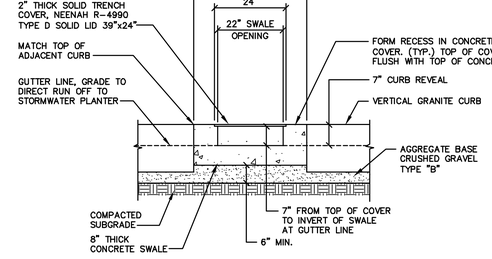
STORMWATER PLANTER PLAN

1"=5'



TYPICAL SECTION A–A

NTS



TYPICAL SECTION B–B

NTS

NOTES:

1. THE SOIL FILTER MEDIA SHALL BE A LAYERED SYSTEM CONSISTING OF THE FOLLOWING FROM THE BOTTOM:

   A. 12" OF LOAMY COARSE SAND, SEE TABLE 1.
   B. 2" LAYER OF TOPSOIL (SEE "C" BELOW) ROTOTILLED INTO THE LOAMY COARSE SAND LAYER.
   C. 6" OF NON-CLAYEY, LOAMY TOPSOIL SUCH AS USDA SANDY LOAM TOPSOIL WITH 5-8% HUMIFIED ORGANIC MATTER. SUPERHUMUS OR EQUIVALENT MAY BE ADDED TO THE TOPSOIL TO INCREASE ORGANIC CONTENT, SEE TABLE 3.

OPTIONAL:
LOW PROFILE
DECORATIVE RAIL
8" TO 12" HIGH

Table 1
Loamy Coarse Sand

SIEVE SIZE	% PASSING BY WEIGHT
#10	85–100
#20	70–100
#60	15–40
#200	8–15
#200 CLAY SIZE	<2.0

Table 2 MEDOT Specifications for Underdrain Type B (MEDOT #703.22)

SIEVE SIZE	% PASSING BY WEIGHT
1"	90–100
1/2"	75–100
#4	50–100
#20	15–80
#50	0–15
#200	0–5

Table 3
Sandy Loam Topsoil

SIEVE SIZE	% PASSING BY WEIGHT
#4	75–95
#10	60–90
#40	35–85
#200	20–70
#200 CLAY SIZE	<2.0

Table 4

	ITEM DESCRIPTION	ELEVATION STORMWATER PLANTER #1	ELEVATION STORMWATER PLATER #2
A	LOWEST GUTTER LINE GRADE	29.45	28.83
B	SWALE OUTLET	29.36	28.74
C	TOP OF SOIL MEDIA	28.95	28.33
D	TOP OF UNDERDRAIN GRAVEL	27.45	26.83
E	UNDERDRAIN INVERT	26.61	25.99
F	BOTTOM OF UNDERDRAIN GRAVEL	26.28	25.66

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

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8/10/15

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Drawing Name: Stormwater Planter Plan and Details

Project: York Street – Mixed Use Development
Portland, Maine

Client: York Street, LLC
36 Danforth Street, Portland, ME 04101

Drawing No. C5.03

THE PRIMARY EMPHASIS OF THE EROSION/SEDIMENTATION CONTROL PLAN, WHICH WILL BE IMPLEMENTED FOR THIS PROJECT, IS AS FOLLOWS:

- DEVELOPMENT OF A CAREFUL CONSTRUCTION SEQUENCE.
- RAPID REVEGETATION OF DENUDED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
- RAPID STABILIZATION OF DRAINAGE PATHS TO AVOID RILL AND GULLY EROSION.
- THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (HAY BALES/ STONE CHECK DAMS/SILT FENCE, ETC.)

THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL DEVICES WILL BE IMPLEMENTED AS PART OF THE SITE DEVELOPMENT. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE, SEE THE LATEST EDITION OF THE MAINE EROSION AND SEDIMENT CONTROL BMPS.

A. DEWATERING

WATER FROM CONSTRUCTION TRENCH DEWATERING SHALL 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 50 FEET OF A PROTECTED NATURAL RESOURCE.

B. 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 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

C. TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING MEASURES ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. CRUSHED STONE-STABILIZED CONSTRUCTION ENTRANCE SHALL BE PLACED AT THE ENTRANCE ALONG YORK STREET.

2. SILTATION FENCE OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED DOWNSTREAM OF ANY DISTURBED AREAS TO TRAP RUNOFF-BORNE SEDIMENTS UNTIL GRASS AREAS ARE REVEGETATED. THE SILT FENCE AND/OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THIS PACKAGE AND INSPECTED AT LEAST ONCE A WEEK AND BEFORE AND IMMEDIATELY AFTER A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE OR BERM LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM. WOOD WASTE COMPOST BERMS ARE NOT TO BE USED ADJACENT TO WETLAND AREAS THAT ARE NOT TO BE DISTURBED.

3. STRAW OR HAY MULCH INCLUDING HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND OCTOBER 15TH ON SLOPES OF LESS THEN 15 PERCENT SHALL BE ANCHORED BY APPLYING WATER; MULCH PLACED ON SLOPES OF EQUAL TO OR STEEPER THAN 15 PERCENT SHALL BE COVERED BY A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. FABRIC NETTING AND STAPLES SHALL BE USED ON DISTURBED AREAS WITHIN 50' OF LAKES, STREAMS, AND WETLANDS REGARDLESS OF THE UPSTREAM SLOPE. MULCH PLACED BETWEEN OCTOBER 15TH AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT SHALL BE COVERED WITH A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. SLOPES STEEPER THAN 3:1 AND EQUAL TO OR FLATTER THAN 2:1, WHICH ARE TO BE REVEGETATED, SHALL RECEIVE CURLEX BLANKETS BY AMERICAN EXCELSIOR OR EQUAL. SLOPES STEEPER THAN 2:1 SHALL RECEIVE RIPRAP AS NOTED ON THE PLANS. THE MULCH APPLICATION RATE FOR BOTH TEMPORARY AND PERMANENT SEEDING IS 75 LBS PER 1000 SF AS IDENTIFIED IN ATTACHMENT A OF THIS SECTION. MULCH SHALL NOT BE PLACED OVER SNOW.

4. TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:

a) TEMPORARY STOCKPILES SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY WETLANDS WHICH WILL NOT BE DISTURBED AND SHALL BE LOCATED AWAY FROM DRAINAGE SWALES.

b) STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE BY A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH, SUCH AS HAY, STRAW, OR EROSION CONTROL MIX.

c) STOCKPILES SHALL BE SURROUNDED BY SEDIMENTATION BARRIER AT THE TIME OF FORMATION.

5. ALL DENUDED AREAS THAT ARE WITHIN 50 FEET OF AN UNDISTURBED WETLAND, WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN A BUILDING PAD, PARKING AREA, OR ACCESS DRIVE SUBBASE AREA, SHALL RECEIVE MULCH OR EROSION CONTROL MESH FABRIC WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL. ALL AREAS WITHIN 100 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. IN OTHER AREAS, THE TIME PERIOD MAY BE EXTENDED TO 7 DAYS.

6. FOR WORK, WHICH IS CONDUCTED BETWEEN OCTOBER 15TH AND APRIL 15TH OF ANY CALENDAR YEAR, ALL DENUDED AREAS, SHALL BE COVERED WITH HAY MULCH OR EROSION CONTROL MIX, APPLIED AT TWICE THE NORMAL APPLICATION RATE AND ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 2 DAYS FOR ALL AREAS.

7. YORK STREET, HIGH STREET, AND DANFORTH STREET SHALL BE SWEPT TO CONTROL MUD AND DUST AS NECESSARY.

8. DURING GRUBBING OPERATIONS STONE CHECK DAMS SHALL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS AND AS DIRECTED ON THE EROSION CONTROL PLANS.

9. SILT FENCING WITH A MINIMUM STAKE SPACING OF 6 FEET SHALL BE USED, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF MINIMUM 14 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES, IN WHICH CASE STAKES MAY BE SPACED A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE SHALL BE ANCHORED.

10. WOOD WASTE COMPOST/BARK BERMS MAY BE USED IN LIEU OF SILTATION FENCING. BERMS SHALL BE REMOVED AND SPREAD IN A LAYER NOT TO EXCEED 3" THICK ONCE UPSTREAM AREAS ARE COMPLETED AND A 90% CATCH OF VEGETATION IS ATTAINED.

11. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MDOT SPECIFICATIONS – SECTION 637 – DUST CONTROL.

12. LOAM AND SEED IS INTENDED TO SERVE, AS THE PRIMARY PERMANENT REVEGETATIVE MEASURE FOR ALL DENUDED AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP. APPLICATION RATES ARE PROVIDED IN ATTACHMENT A OF THIS SECTION. SEEDING SHALL NOT OCCUR OVER SNOW.

D. PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, ETC.) WILL BE LOAMED, LIMED, FERTILIZED, MULCHED, AND SEEDED. FABRIC NETTING, ANCHORED WITH STAPLES, SHALL BE PLACED OVER THE MULCH IN AREAS AS NOTED IN TEMPORARY EROSION CONTROL MEASURES PARAGRAPH 3 OF THIS REPORT. ALL AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.

1.4 IMPLEMENTATION SCHEDULE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO INSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES ARE OPTIMIZED:

IT IS ANTICIPATED THAT CONSTRUCTION OF THE PROJECT WILL COMMENCE IN THE FALL OF 2015 AND BE COMPLETED BY FALL OF 2016.

NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE, THIS SHALL BE ACCOMPLISHED BY LIMITING THE DISTURBED AREA.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE AT THE INTERSECTION OF THE ACCESS DRIVE AND YORK STREET.
2. INSTALL PERIMETER SILT FENCE AND/OR WOOD WASTE BERMS PRIOR TO COMMENCEMENT OF DEMOLITION.
3. PERFORM DEMOLITION OF EXISTING SITE ELEMENTS.
4. FOUNDATION PREPARATION AREA SHALL BE EXCAVATED FOR INSTALLATION OF THE BUILDING FOUNDATION. BUILDING WORK WILL BE ON GOING THROUGH THE REMAINDER OF THE PROJECT.
5. COMMENCE INSTALLATION OF DRAINAGE APPURTENANCES.
6. COMMENCE EARTHWORK AND GRADING TO SUBGRADE.
7. COMMENCE INSTALLATION OF WATER AND SEWER LINES.
8. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
9. COMPLETE INSTALLATION OF UNDERGROUND UTILITIES TO WITHIN 5' OF THE BUILDINGS.
10. INSTALL LIGHT POLE FOUNDATIONS AND LIGHT POLES.
11. COMPLETE REMAINING EARTHWORK OPERATIONS.
12. COMPLETE INSTALLATION OF CATCH BASINS AND APPURTENANCES.
13. INSTALL SUB-BASE AND BASE GRAVEL WITHIN PARKING FIELDS, WALKWAYS, AND ALL DRIVEWAYS.
14. INSTALL CURBING IN PARKING FIELDS, DRIVEWAYS, AND ALONG THE STREETS AS NEEDED.
15. INSTALL BASE COURSE PAVING FOR ACCESS DRIVE AND PARKING AREA AS WELL AS CONCRETE SURFACES.
16. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
17. INSTALL SURFACE COURSE PAVING FOR ACCESS DRIVE AND PARKING AREAS. STRIPE PER PLAN.
18. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
19. TOUCH UP LOAM AND SEED.

NOTE: ALL DENUDED AREAS NOT SUBJECT TO FINAL PAVING, RIPRAP, OR GRAVEL SHALL BE REVEGETATED.

PRIOR TO CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE FOLLOWING CRITERIA:

1. THE ABOVE CONSTRUCTION SEQUENCE SHOULD GENERALLY BE COMPLETED IN THE SPECIFIED ORDER; HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO REDUCE THE EXTENT OF THE EXPOSED AREAS AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT FENCE AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE DENUDED.

2. THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH SHALL:

a) LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 30 DAYS.

b) REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR SHALL BE STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL FOR AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND AND 7 DAYS FOR ALL OTHER AREAS. AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW.

c) INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE. THE DITCHES SHALL BE IMMEDIATELY LINED OR REVEGETATED AS SOON AS THEIR INSTALLATION IS COMPLETE.

1.5 EROSION, SEDIMENTATION AND STABILIZATION CONTROL PLAN

THE EROSION CONTROL INFORMATION IS INCLUDED IN THE PLAN SET.

1.6 DETAILS AND SPECIFICATIONS

THE EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

1.7 WINTER STABILIZATION PLAN

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 ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. 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 AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY/PARKING AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED.

THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES

STOCKPILES OF SOIL OR SUBSOIL SHALL 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 SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE SHALL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 50 FEET FROM ANY NATURAL RESOURCES.

2. NATURAL RESOURCE PROTECTION

ANY AREAS WITHIN 50 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) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 50 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

3. SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOODWASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

4. MULCHING

AN AREA SHALL BE CONSIDERED DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL 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 THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL, 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 WORKDAY.

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 THAT 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

6. SEEDING

BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY 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.

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

1. STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS -- THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 1.

2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE APPLICANT SHALL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE APPLICANT SHALL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 1. THE DEPARTMENT SHALL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% TO BE A SLOPE.

3. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS -- BY SEPTEMBER 15 THE APPLICANT SHALL 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 SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

1.8 MAINTENANCE OF FACILITIES

THE STORMWATER FACILITIES WILL BE MAINTAINED BY THE APPLICANT, 101 YORK STREET, LLC OR THEIR ASSIGNED HEIRS. THE CONTRACT DOCUMENTS WILL REQUIRE THE CONTRACTOR TO DESIGNATE A PERSON RESPONSIBLE FOR MAINTENANCE OF THE SEDIMENTATION CONTROL FEATURES DURING CONSTRUCTION AS REQUIRED BY THE EROSION CONTROL REPORT. LONG-TERM OPERATION/MAINTENANCE RECOMMENDED FOR THE STORMWATER FACILITIES IS PRESENTED BELOW.

THE RESPONSIBLE PARTY MAY CONTRACT WITH SUCH PROFESSIONALS, AS MAY BE NECESSARY IN ORDER TO COMPLY WITH THIS PROVISION AND MAY RELY ON THE ADVICE OF SUCH PROFESSIONALS IN CARRYING OUT ITS DUTY HEREUNDER, PROVIDED, THAT THE FOLLOWING OPERATION AND MAINTENANCE PROCEDURES ARE HEREBY ESTABLISHED AS A MINIMUM FOR COMPLIANCE WITH THIS SECTION. A MAINTENANCE LOG OF THE INSPECTIONS SHALL BE KEPT BY THE RESPONSIBLE PARTY.

INSPECTION AND MAINTENANCE FREQUENCY AND CORRECTIVE MEASURES:
THE FOLLOWING AREAS, FACILITIES, AND MEASURES WILL BE INSPECTED AND THE IDENTIFIED DEFICIENCIES WILL BE CORRECTED. CLEAN-OUT MUST INCLUDE THE REMOVAL AND LEGAL DISPOSAL OF ANY ACCUMULATED SEDIMENTS AND DEBRIS.

CATCH BASINS:
INSPECT CATCH BASINS 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THAT THE CATCH BASINS ARE WORKING IN THEIR INTENDED FASHION AND THAT THEY ARE FREE OF DEBRIS. CLEAN STRUCTURES WHEN SEDIMENT DEPTHS REACH 12" FROM INVERT OF OUTLET. IF THE BASIN OUTLET IS DESIGNED WITH A HOOD TO TRAP FLOATABLE MATERIALS (I.E. SNOUT), CHECK TO ENSURE WATERTIGHT SEAL IS WORKING. AT A MINIMUM, REMOVE FLOATING DEBRIS AND HYDROCARBONS AT THE TIME OF THE INSPECTION. HYDROCARBON SOCKS INSTALLED WITHIN CATCH BASINS SHALL BE PROPERLY DISPOSED OF BY AN APPROVED CONTRACTOR WITHIN 14 DAYS AFTER THE FIRST 1" RAINFALL EVENT AFTER FINAL PAVEMENT. HYDROCARBON SOCKS SHALL BE MAINTAINED WITHIN ALL CATCH BASINS DURING THE FIRST YEAR OF OPERATION. ALL SOCKS SHALL BE REMOVED AND DISPOSED OF ONE YEAR AFTER THE INITIAL REPLACEMENT. NEW HYDROCARBON SOCKS SHALL BE INSTALLED WITHIN AREAS THAT RECEIVE NEW PAVEMENT IN THE FUTURE

VEGETATED AREAS:
INSPECT SLOPES AND EMBANKMENTS EARLY IN THE GROWING SEASON TO IDENTIFY ACTIVE OR POTENTIAL EROSION PROBLEMS. REPLANT BARE AREAS OR AREAS WITH SPARSE GROWTH. WHERE RILL EROSION IS EVIDENT, ARMOR THE AREA WITH AN APPROPRIATE LINING OR DIVERT THE EROSIVE FLOWS TO ON-SITE AREAS ABLE TO WITHSTAND THE CONCENTRATED FLOWS. THE FACILITIES WILL BE INSPECTED AFTER MAJOR STORMS AND ANY IDENTIFIED DEFICIENCIES WILL BE CORRECTED.

ROADWAYS AND PARKING SURFACES: CLEAR ACCUMULATIONS OF WINTER SAND IN PARKING LOTS AND ALONG ROADWAYS AT LEAST ONCE A YEAR, PREFERABLY IN THE SPRING. ACCUMULATIONS ON PAVEMENT MAY BE REMOVED BY PAVEMENT SWEEPING. ACCUMULATIONS OF SAND ALONG ROAD SHOULDERS MAY BE REMOVED BY GRADING EXCESS SAND TO THE PAVEMENT EDGE AND REMOVING IT MANUALLY OR BY A FRONT-END LOADER. REPAIR POTHOLES AND OTHER ROADWAY OBSTRUCTIONS AND HAZARDS. PLOWING AND SANDING OF PAVED AREAS SHALL BE PERFORMED AS NECESSARY TO MAINTAIN VEHICULAR TRAFFIC SAFETY.

STORMWATER PLANTERS:
MAINTENANCE SHALL BE PERFORMED AT LEAST 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL). AT A MINIMUM, THE MAINTENANCE SHALL CONSIST OF THE FOLLOWING:

1. STORMWATER PLANTER UNIT INSPECTION
2. FOREIGN DEBRIS, SILT, MULCH &TRASH REMOVAL
3. FILTER MEDIA EVALUATION AND RECHARGE AS NECESSARY
4. PLANT HEALTH EVALUATION AND PRUNING OR REPLACEMENT AS NECESSARY
5. REPLACEMENT OF MULCH
6. DISPOSAL OF ALL MAINTENANCE REFUSE ITEMS

HOUSEKEEPING

THE FOLLOWING PROCEDURES ARE HEREBY ESTABLISHED AS A MINIMUM FOR COMPLIANCE WITH THIS SECTION. FOR FURTHER INFORMATION ON THE PROCEDURES LISTED BELOW, REFER TO MDEP CHAPTER 500 RULES – APPENDIX C.

SPILL PREVENTION:
APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING/IMPLEMENTATION SHALL BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON SITE.

GROUNDWATER PROTECTION:
DURING CONSTRUCTION, HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER SHALL NOT BE STORED OR HANDLED IN AREAS OF THE SITE WHICH DRAIN TO AN INFILTRATION AREA.

FUGITIVE SEDIMENT AND DUST:
APPROPRIATE MEASURES SHALL BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF THE SOILS AND WATER AND/OR CALCIUM CHLORIDE SHALL BE USED TO ENSURE THAT ACTIVITIES DO NOT RESULT IN FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION.

DEBRIS AND OTHER MATERIALS:
LITTER, CONSTRUCTION DEBRIS, AND CHEMICALS EXPOSED TO STORMWATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

TRENCH OR FOUNDATION DE-WATERING:
WATER COLLECTED THROUGH THE PROCESS OF TRENCHING AND/OR DE-WATERING MUST BE REMOVED FROM THE PONDED AREA, AND MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR OTHER AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE.

NON-STORMWATER DISCHARGES:
IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES.

PROJECT: YORK STREET MIXED USE DEVELOPMENT

SITE LOCATION: PORTLAND, ME

X PERMANENT SEEDING TEMPORARY SEEDING

1. INSTRUCTION ON PREPARATION OF SOIL: PREPARE A GOOD SEED BED FOR PLANTING METHOD USED.
2. APPLY LIME AS FOLLOWS: _# / ACRES, OR 138 # /M SQ. FT.
3. FERTILIZE WITH ____ POUNDS OF ____ N-P-K/AC. OR 18.4 POUNDS OF 10-20-20 N-P-K/M SQ. FT.
4. METHOD OF APPLYING LIME AND FERTILIZER: SPREAD AND WORK INTO THE SOIL BEFORE SEEDING.
5. SEED WITH THE FOLLOWING MIXTURE:
   40% CREEPING RED FESCUE
   30% CHARGER II PERENNIAL RYEGRASS
   20% KENBLUE KENTUCKY BLUEGRASS
   10% TIFFANY CHEWINGS FESCUE
6. MULCHING INSTRUCTIONS: APPLY AT THE RATE OF ___PER ACRE, OR 75 POUNDS PER M. SQ. FT.

		AMOUNT	UNIT # TONS, ETC.
7.	TOTAL LIME	138	#/1000 SQ. FT.
8.	TOTAL FERTILIZER	18.4	#/1000 SQ. FT.
9.	TOTAL SEED	1.03	#/1000 SQ. FT.
10.	TOTAL MULCH	75	#/1000 SQ. FT.
11.	TOTAL OTHER MATERIALS, SEEDS, ETC.		
12.	REMARKS		

SPRING SEEDING IS RECOMMENDED, HOWEVER, LATE SUMMER (PRIOR TO SEPTEMBER 1) SEEDING CAN BE MADE. PERMANENT SEEDING SHOULD BE MADE PRIOR TO AUGUST 5 OR AS A DORMANT SEEDING AFTER THE FIRST KILLING FROST AND BEFORE THE FIRST SNOWFALL. IF SEEDING CANNOT BE DONE WITHIN THESE SEEDING DATES, TEMPORARY SEEDING AND MULCHING shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

PROJECT: YORK STREET MIXED USE DEVELOPMENT

SITE LOCATION: PORTLAND, ME

PERMANENT SEEDING X TEMPORARY SEEDING

1. INSTRUCTION ON PREPARATION OF SOIL: PREPARE A GOOD SEED BED FOR P

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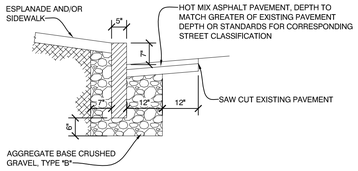
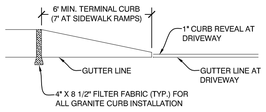
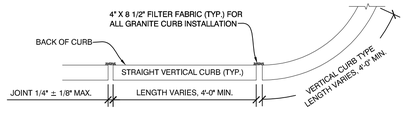


11 CURB INSTALLATION - CROSS SECTION
1/2" = 1'-0"



10 CURB INSTALLATION - TERMINAL CURB PROFILE
NOT TO SCALE



9 CURB INSTALLATION - PLAN
NOT TO SCALE

NOTES:
1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.

2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL MINIMUM COMPRESSIVE STRENGTH 4,OOO PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS

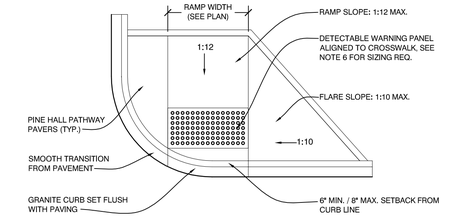
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN CONFIGURATION ALLOWED.

4. FOR ALL DETECTABLE WARNING PANELS, WITHIN OR ABUTTING HISTORIC DISTRICTS AND HISTORIC LANDSCAPES, "DARK GRAY" COLORED (#36118) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.

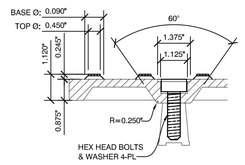
5. THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF PINE HALL PATHWAY PAVERS (THE CURRENT BRICK STANDARD) AROUND THE FULL PERIMETER OF THE PANEL. THIS PERIMETER COURSE SHALL BE SET USING PORTLAND MORTAR CEMENT TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.

6.) SIZE; THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24" MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP. LANDING, OR BLENDED TRANSITION TO THE STREET.

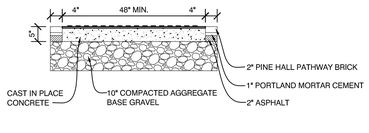
7. ORIENTATION; THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6" MINIMUM AND 8" MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTE4D TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



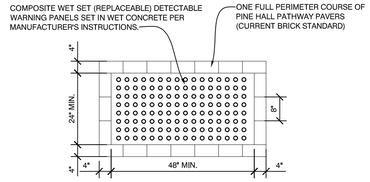
8 DETECTABLE WARNING STRIP - RAMP DETAIL
3/4" = 1'-0"



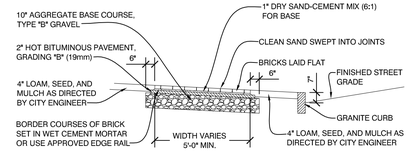
7 DETECTABLE WARNING STRIP - BOLT DETAIL
NOT TO SCALE



6 DETECTABLE WARNING STRIP - SECTION
1/2" = 1'-0"



5 DETECTABLE WARNING STRIP - PLAN
1/2" = 1'-0"

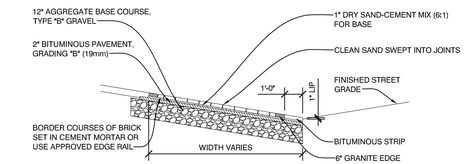


4 BRICK SIDEWALK SECTION
1/4" = 1'-0"

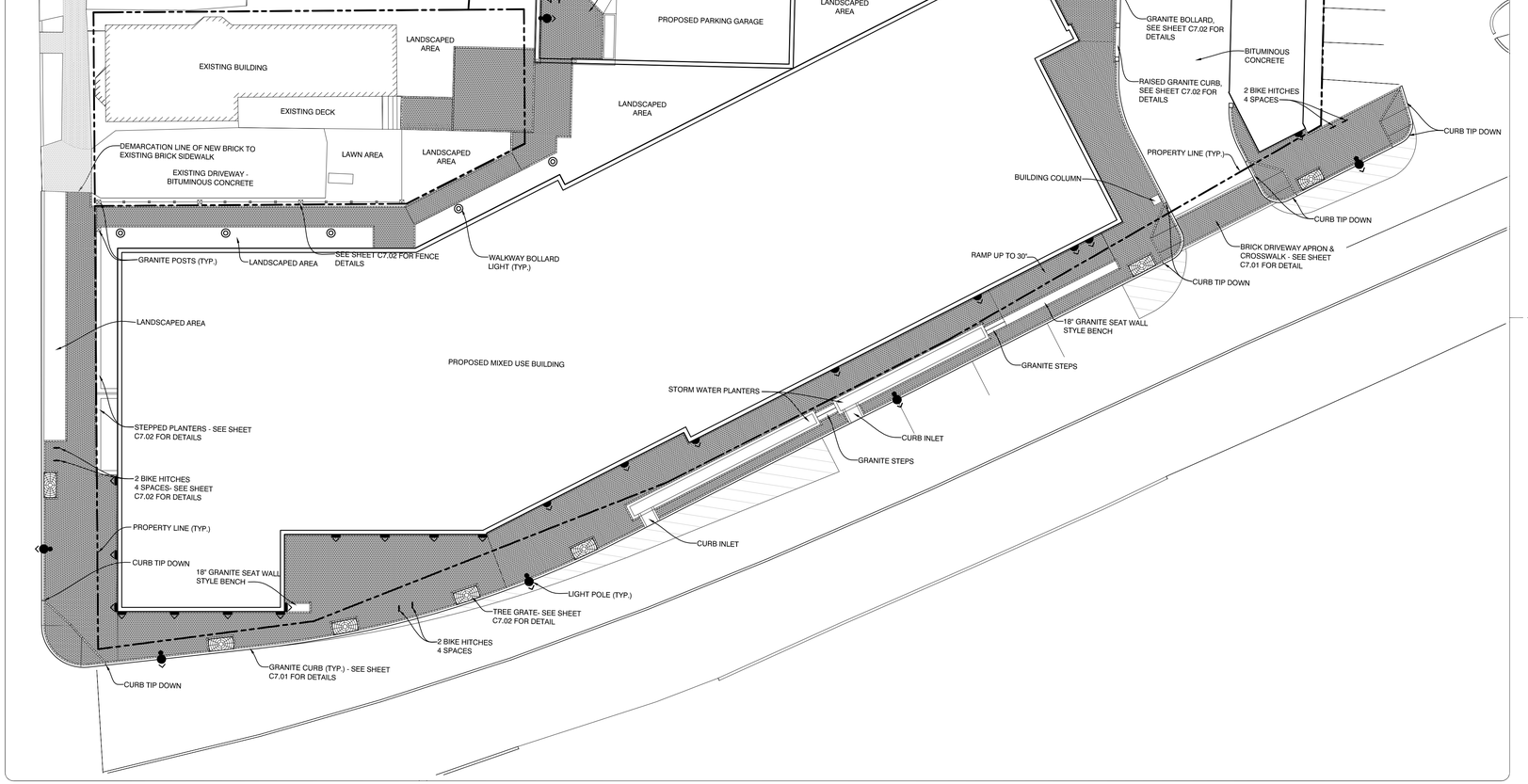
BRICKS TO BE USED:

NEW CONSTRUCTION:
4"X8" PINE HALL PATHWAY PAVER BRICK, MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM #193623, PINE HALL PATHWAY PAVER BRICK.

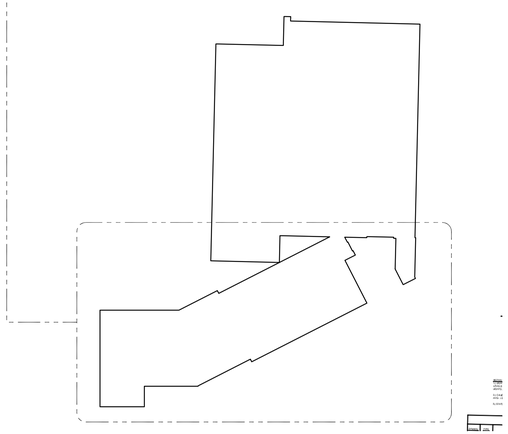
REPAIR/ MAINTENANCE TO EXISTING:
VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION "VERMONT BACKER BRICK", ITEM #VBBB.



3 BRICK DRIVEWAY APRON SECTION
1/4" = 1'-0"



2 HARDSCAPE PLAN - MIXED USE
1/16" = 1'-0"



1 HARDSCAPE KEY PLAN
1/64" = 1'-0"

OPECHEE CONSTRUCTION CORPORATION
1 CORPORATE DRIVE ■ BELMONT ■ NH 03220
PH. (603)524-3966 ■ FAX (603)524-3536
WWW.OPECHEE.COM

Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED: 8-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: CDR

HARDSCAPE PLAN & DETAILS

sheet number:
C7.01

Friday, August 14, 2015 3:36:17 PM

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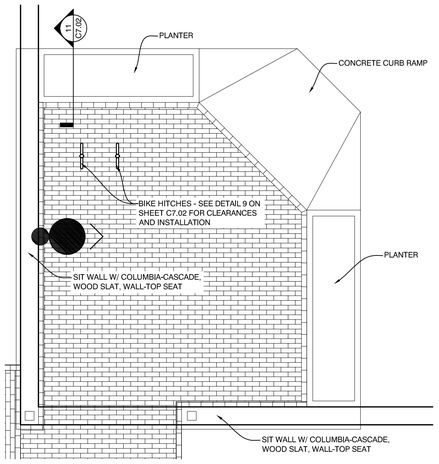
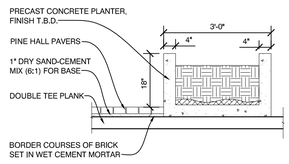
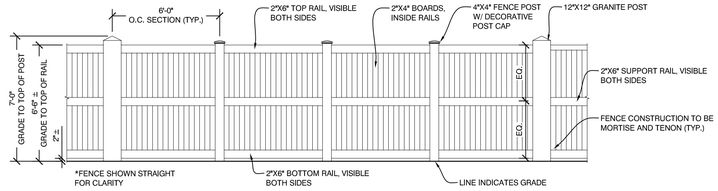


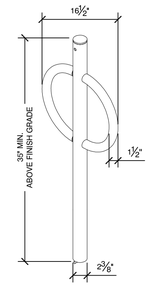
8 PATIO AT PARKING GARAGE - PLAN
1/4" = 1'-0"



11 PATIO PLANTER - SECTION
1/2" = 1'-0"



10 FENCE - ELEVATION
1/4" = 1'-0"



DERO BIKE HITCH - INSTALLATION:
IN-GROUND MOUNTED BIKE HITCH SHALL BE EMBEDDED INTO CONCRETE BASE.

PLACE STAKE IN POUR BED WHERE RACK SWALL SIT, SLIDE RACK END INTO STAKE TO ENSURE RACK REMAINS STRAIGHT WHILE CONCRETE IS POURED. VERIFY THAT RACK IS LEVEL AND SITS AT LEAST 35" ABOVE FINAL GRADE PRIOR TO POURING.

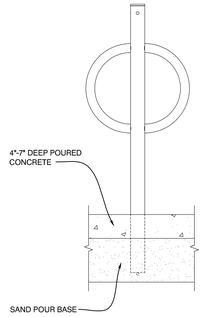
POUR CONCRETE AROUND RACK. DO NOT TOUCH RACK UNTIL CONCRETE HAS FULLY SET.

DERO BIKE HITCH - SETBACKS & CLEARANCES:
WALL SETBACKS - SET PARALLEL TO A WALL:
MINIMUM: 12"
RECOMMENDED: 24"

WALL SETBACKS - SET PERPENDICULAR TO A WALL:
MINIMUM: 35" (CENTERLINE)
RECOMMENDED: 38" OR 54" IF AISLE IS NEEDED BETWEEN BIKE AND WALL

DISTANCE BETWEEN RACKS:
MINIMUM: 24"
RECOMMENDED: 38"

STREET SETBACK:
MINIMUM: 36"

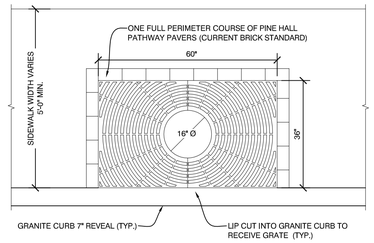


9 BIKE HITCH - ELEVATION & SECTION
NOT TO SCALE

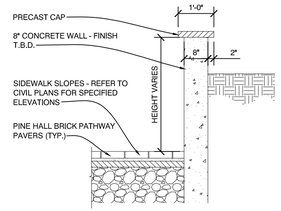
EXPANDABLE TREE GRATE, NEENAH FOUNDRY CO. MODEL R-8810:
16" Ø EXPANDABLE TREE OPENING, .025" SLOT OPENINGS. SEE SITE PLAN FOR SPECIFIC LOCATIONS.

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

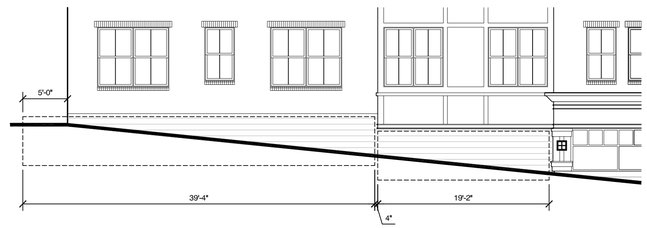
WHEN INSTALLED IN A BRICK SIDEWALK IT REQUIRES A FRAME TO BE INSTALLED TO HOLD THE GRATE IN PLACE.



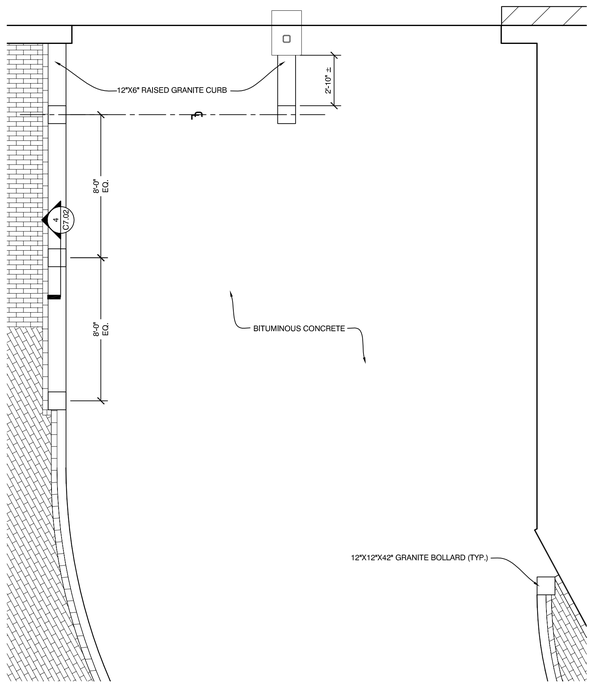
7 EXPANDABLE TREE GRATE - PLAN
1/2" = 1'-0"



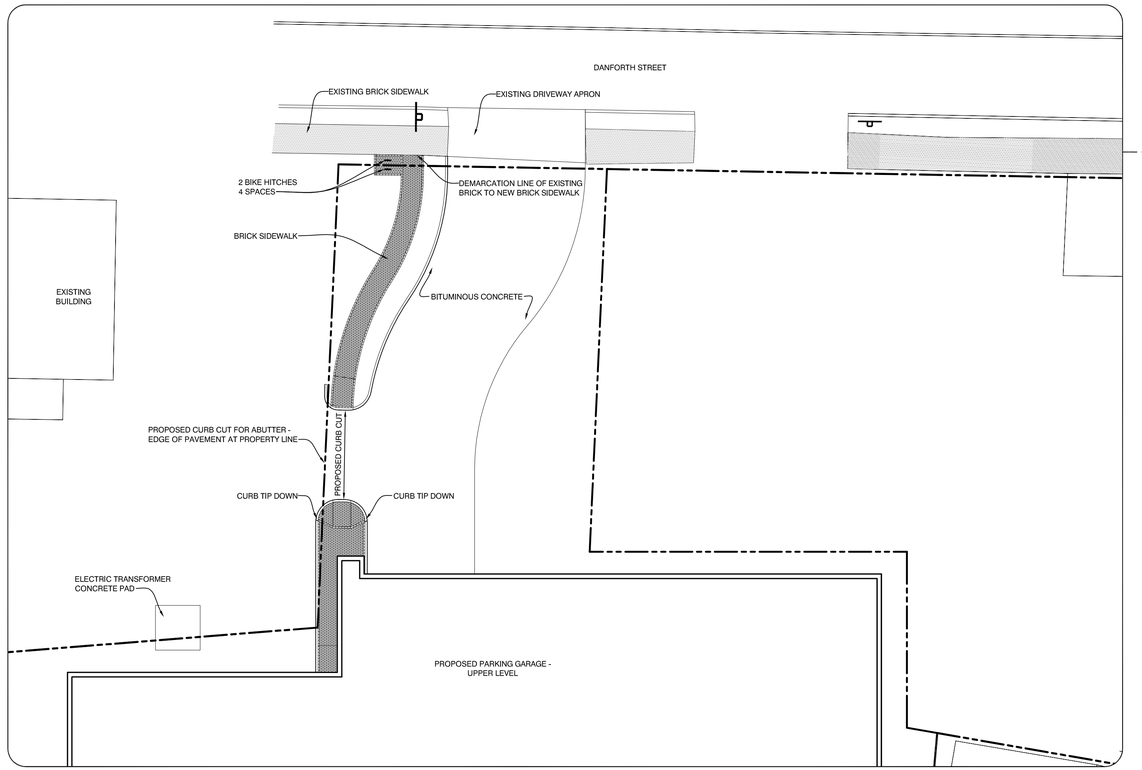
6 PLANTER - SECTION
1/2" = 1'-0"



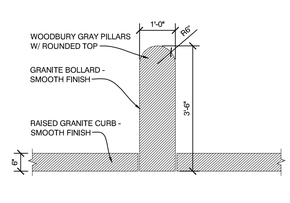
5 PLANTER - ELEVATION
1/8" = 1'-0"



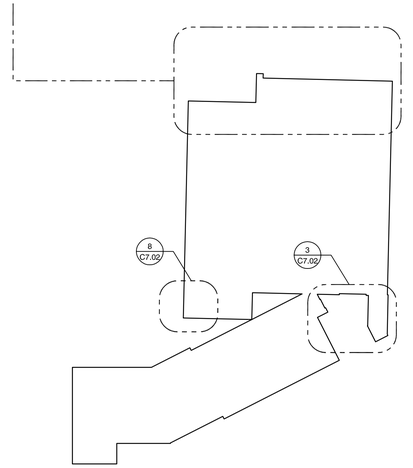
3 GRANITE BOLLARD - PLAN
1/4" = 1'-0"



2 HARDSCAPE PLAN - PARKING GARAGE
1/16" = 1'-0"



4 GRANITE BOLLARD - SECTION & EXAMPLE
1/2" = 1'-0"



1 HARDSCAPE KEY PLAN
1/64" = 1'-0"

OPECHEE CONSTRUCTION CORPORATION
1 CORPORATE DRIVE ■ BELMONT ■ NH 03220
PH: (603) 524-3932 ■ FAX: (603) 524-8536 ■ WWW.OPECHEE.COM

Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED: 8-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: CDR

HARDSCAPE PLAN & DETAILS

sheet number:
C7.02

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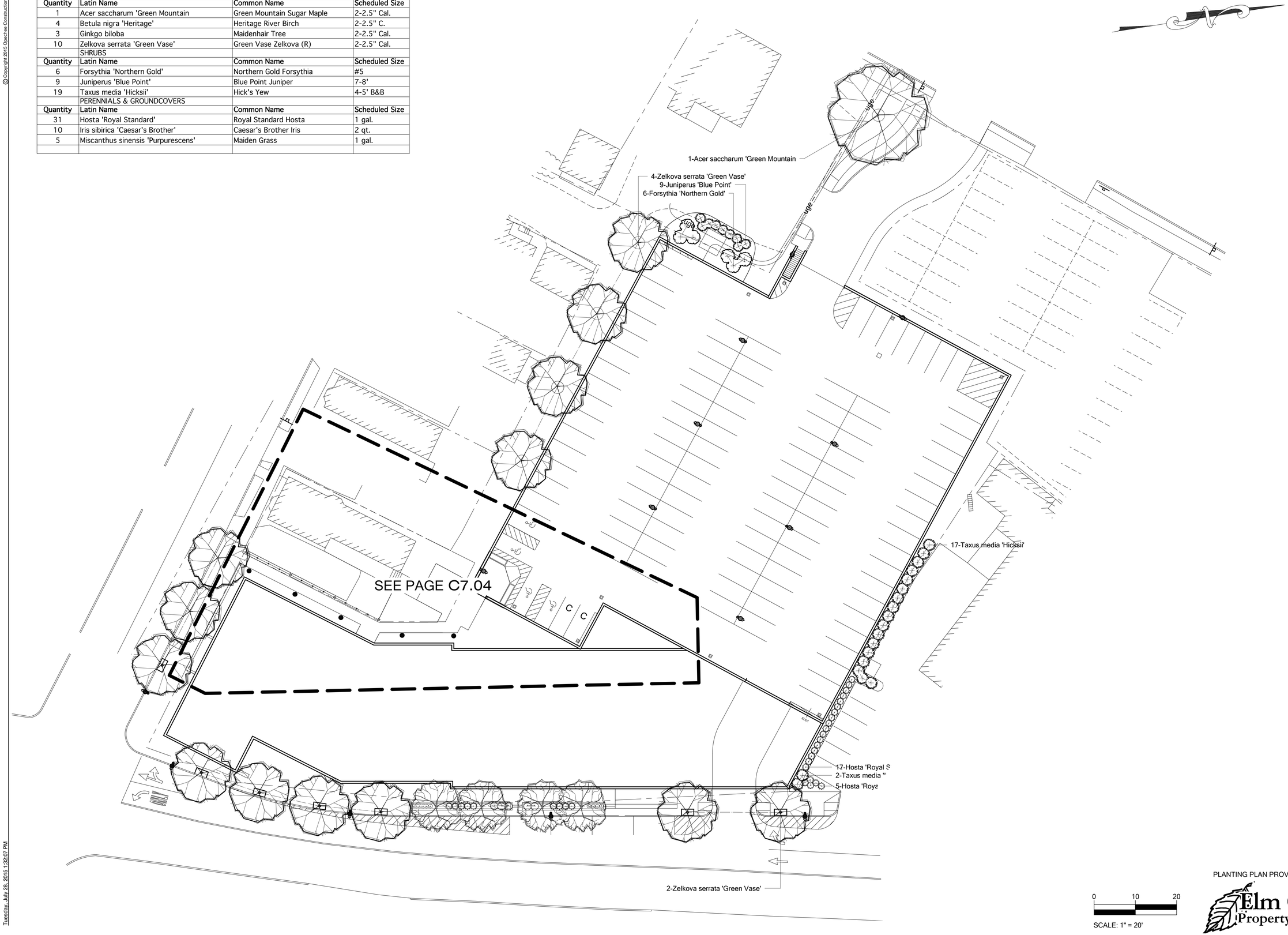
Plan 16

PLANTING SCHEDULE			
	TREES		
Quantity	**Latin Name**	**Common Name**	**Scheduled Size**
1	Acer saccharum 'Green Mountain	Green Mountain Sugar Maple	2-2.5" Cal.
4	Betula nigra 'Heritage'	Heritage River Birch	2-2.5" C.
3	Ginkgo biloba	Maidenhair Tree	2-2.5" Cal.
10	Zelkova serrata 'Green Vase'	Green Vase Zelkova (R)	2-2.5" Cal.
	SHRUBS		
Quantity	**Latin Name**	**Common Name**	**Scheduled Size**
6	Forsythia 'Northern Gold'	Northern Gold Forsythia	#5
9	Juniperus 'Blue Point'	Blue Point Juniper	7-8'
19	Taxus media 'Hicksii'	Hick's Yew	4-5' B&B
	PERENNIALS & GROUNDCOVERS		
Quantity	**Latin Name**	**Common Name**	**Scheduled Size**
31	Hosta 'Royal Standard'	Royal Standard Hosta	1 gal.
10	Iris sibirica 'Caesar's Brother'	Caesar's Brother Iris	2 qt.
5	Miscanthus sinensis 'Purpurescens'	Maiden Grass	1 gal.



0 10 20

SCALE: 1" = 20'

PLANTING PLAN PROVIDED BY:

Elm Grove Property Solutions LLC

OPECHEE CONSTRUCTION CORPORATION
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PHONE (603) 267-6884 ■ WWW.OPECHEE.COM

Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED:
8-14-15 SITE PLAN REVIEW

project architect: KS
drawn by: KS

LANDSCAPE PLAN COMMERCIAL

sheet number:
C7.03

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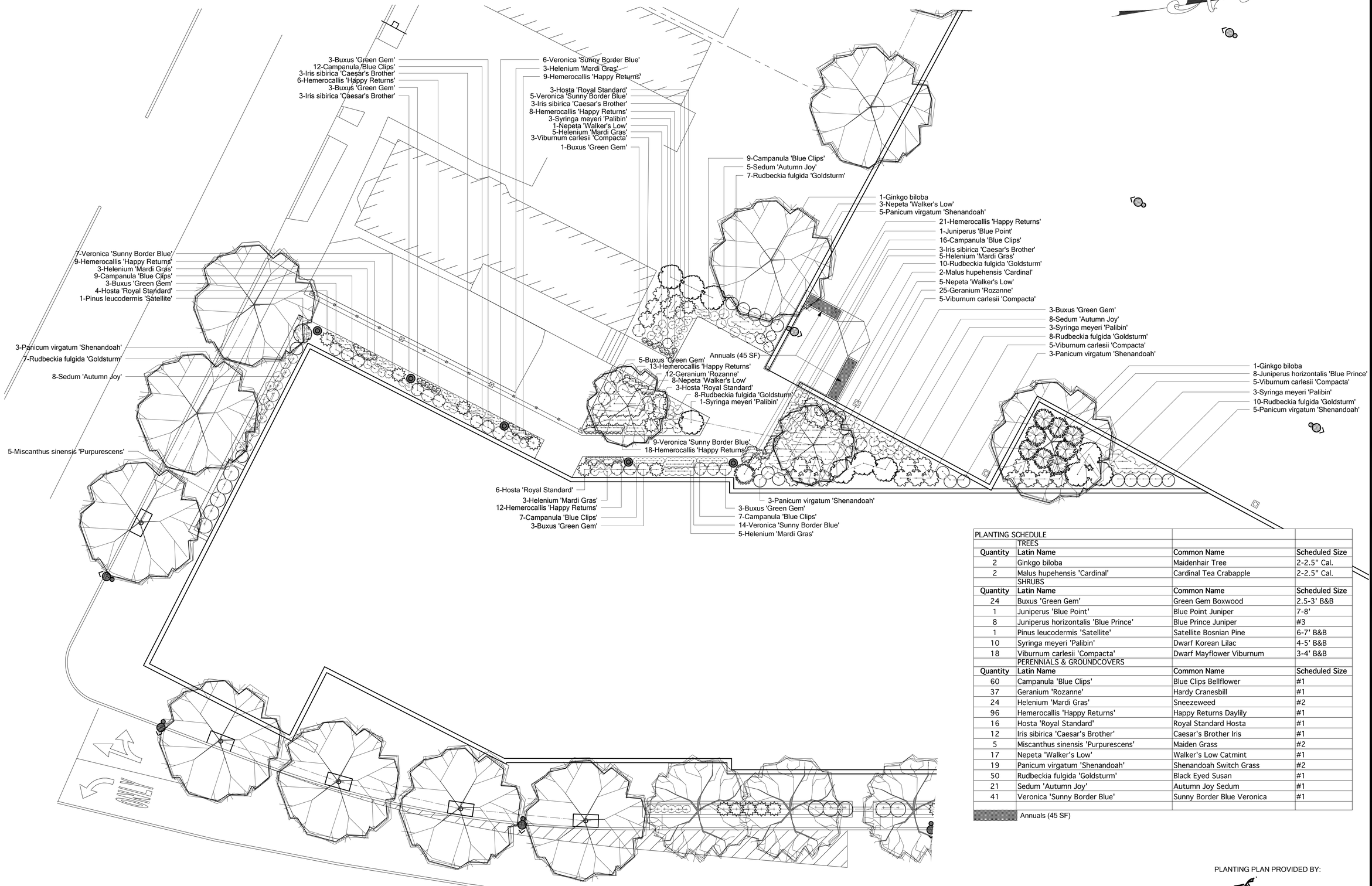

PLANTING SCHEDULE			
	TREES		
Quantity	Latin Name	Common Name	Scheduled Size
2	Ginkgo biloba	Maidenhair Tree	2-2.5" Cal.
2	Malus hupehensis 'Cardinal'	Cardinal Tea Crabapple	2-2.5" Cal.
	SHRUBS		
Quantity	Latin Name	Common Name	Scheduled Size
24	Buxus 'Green Gem'	Green Gem Boxwood	2.5-3' B&B
1	Juniperus 'Blue Point'	Blue Point Juniper	7-8'
8	Juniperus horizontalis 'Blue Prince'	Blue Prince Juniper	#3
1	Pinus leucodermis 'Satellite'	Satellite Bosnian Pine	6-7' B&B
10	Syringa meyeri 'Palibin'	Dwarf Korean Lilac	4-5' B&B
18	Viburnum carlesii 'Compacta'	Dwarf Mayflower Viburnum	3-4' B&B
	PERENNIALS & GROUNDCOVERS		
Quantity	Latin Name	Common Name	Scheduled Size
60	Campanula 'Blue Clips'	Blue Clips Bellflower	#1
37	Geranium 'Rozanne'	Hardy Cranesbill	#1
24	Helenium 'Mardi Gras'	Sneezeweed	#2
96	Hemerocallis 'Happy Returns'	Happy Returns Daylily	#1
16	Hosta 'Royal Standard'	Royal Standard Hosta	#1
12	Iris sibirica 'Caesar's Brother'	Caesar's Brother Iris	#1
5	Miscanthus sinensis 'Purpurescens'	Maiden Grass	#2
17	Nepeta 'Walker's Low'	Walker's Low Catmint	#1
19	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	#2
50	Rudbeckia fulgida 'Goldsturm'	Black Eyed Susan	#1
21	Sedum 'Autumn Joy'	Autumn Joy Sedum	#1
41	Veronica 'Sunny Border Blue'	Sunny Border Blue Veronica	#1
	Annuals (45 SF)		

0 5 10

SCALE: 1" = 10'

PLANTING PLAN PROVIDED BY:

Elm Grove Property Solutions LLC

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Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED: 8-14-15 SITE PLAN REVIEW

project architect: KS
drawn by: KS

LANDSCAPE PLAN RESIDENTIAL

sheet number:
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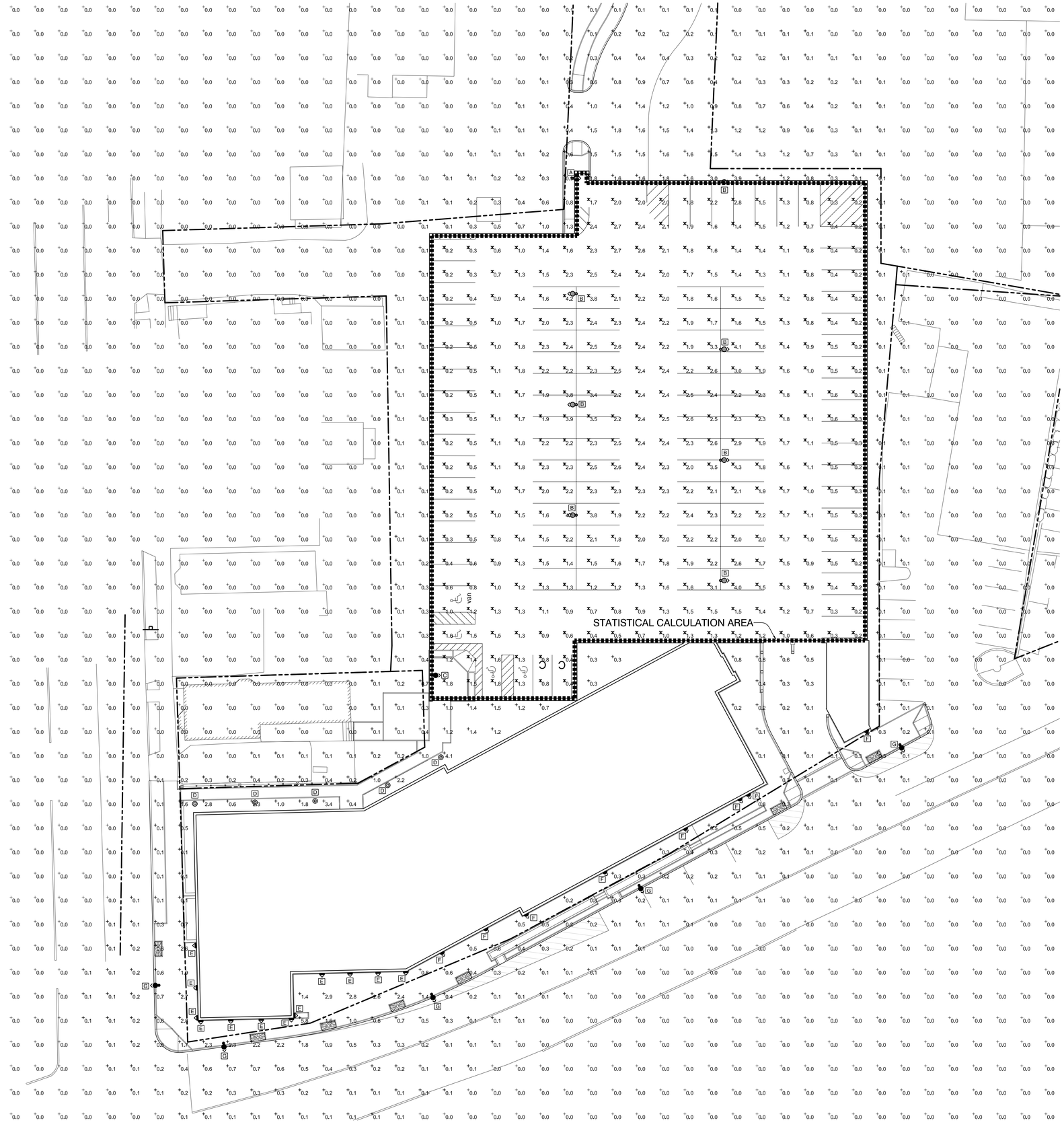
Plan 18



LIGHT FIXTURE SCHEDULE

SYMBOL	TYPE	DESCRIPTION	MANUFACTURER / CATALOG NO.	LAMPS	MOUNTING
	A	DECORATIVE PENDANT LUMINAIRE WITH CONCAVE HOOD	US ARCHITECTURAL LIGHTING DSCP1-III-48VLED-NW-700mA-HS	ONE LED MODULE CONSISTING OF 48 LED'S, VERTICAL MOUNTED, 45 OPTICS WITH MOLDED BLACK PLASTIC HOUSE SIDE SHIELD, CLEAR FLAT GLASS LENS	POLE MOUNTED-20' HEIGHT
	B	DECORATIVE PENDANT LUMINAIRE WITH CONCAVE HOOD	US ARCHITECTURAL LIGHTING DSCP1-VSQ-48VLED-NW-700mA-NW	ONE LED MODULE CONSISTING OF 48 LED'S, VERTICAL MOUNTED, CLEAR FLAT GLASS LENS	POLE MOUNTED-20' HEIGHT
	C	DECORATIVE PENDANT LUMINAIRE WITH CONCAVE HOOD	US ARCHITECTURAL LIGHTING DSCP1-IV-48VLED-NW-700mA-HS	ONE LED MODULE CONSISTING OF 48 LED'S, VERTICAL MOUNTED, 45 OPTICS WITH MOLDED BLACK PLASTIC HOUSE SIDE SHIELD, CLEAR FLAT GLASS LENS	POLE MOUNTED-20' HEIGHT
	D	8"Ø CORROSION RESISTANT ALUMINUM ROUNDED BOLLARD WITH POWDER COAT FINISH	US ARCHITECTURAL LIGHTING BDA8-CL-HV-36LED-NW	LED VPA CONSISTING 6 INDIVIDUAL LED TUBES WITH FROSTED DIFFUSE LENSES, ACRYLIC LENS ENCLOSURE, AND INTERNAL LOUVRE. LUMENS = 130 PER LED AT 350MA (85°C)	MOUNTED AT GRADE
	E	CAST ALUMINUM SURFACE MOUNT WALL SCONCE	LUMINIS NT802-L1W12R1	ONE BRIDGELUX BXRC-40E4000-F ROUND LED ARRAY, WHITE 12W SSL C/W THOMAS RESEARCH DRIVER DV30C700D @120V	BUILDING MOUNTED-HEIGHT VARIES
	F	CAST ALUMINUM ECLIPSE WALL SCONCE	LUMINIS W633-L1W12	ONE WHITE LED ARRAY WITH WHITE PAINTED REFLECTORS AND WHITE TRANSLUCENT LENS. LUMENS = 700 LMS	BUILDING MOUNTED-HEIGHT VARIES
	G	CITY OF PORTLAND EASTERN WATERFRONT DISTRICT MEDIUM POLE MOUNTED LIGHT FABRICATED METAL HOUSING	HOLOPHANE LIGHTING ESU 175PM MA CMC 45-64319	ONE 175W CLEAR METAL HALIDE LAMP, VERTICAL MOUNTED.	POLE MOUNTED-SEE DETAIL ON SHEET C8.02

NOTES:
1.) LIGHTING CALCULATIONS REPRESENT HORIZONTAL MAINTAINED ILLUMINANCE LEVELS (FOOTCANDLES) MEASURED AT GRADE ON A 10'x10' GRID. CITY STREET LIGHTS ARE NOT INCLUDED IN THE LIGHTING CALCULATIONS

2.) CALCULATED GRID STATISTICS ARE AS FOLLOWS:
AVG: ±1.5 fc MIN: 0.2 fc MAX: 4.3 fc MAX/MIN: ±20:1 AVG/MIN: ±8:1

3.) STATISTICAL CALCULATION POINTS ARE DELINEATED WITH *

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Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED:
8-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: CDR

LIGHTING & PHOTOMETRICS PLAN

sheet number:
C8.01

Friday, August 14, 2015 3:38:37 PM

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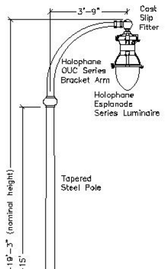


LUMINAIRE
Holophane Lighting model ESU175MH12A4-R
Luminaire shall be furnished and installed by The Central Maine Power Company under the municipal lease agreement for street lighting.
Luminaire shall be manufacturer's standard black color.

LAMP
Holophane Lighting model S-M175/U 64471
Vertical mounted, 175 watt mogul base clear metal halide lamp.

BRACKET ARM
Holophane Lighting model OUC 6063-T6
Aluminum crossarm with a post-top fitting for a 3-1/2" by 8" tenon.
Bracket arm shall be manufacturer's standard black color.

SLIP FITTER
Holophane Lighting model BHLF200-SCA/AS (Boston Harbor Series)
2-3/8" O.D. with swivel cast fitter.
Slip fitter shall be manufacturer's standard black color.

LIGHTING POLE
Tapered steel pole shaft rated for a 90mph wind load with a 1.3 gust factor. Provide four hot-dipped galvanized steel L-type anchor bolts.
Lighting pole shall be manufacturer's standard black color.

DECORATIVE POLE BASE
Holophane Lighting model Cambridge Series
Decorative clamshell cast aluminum base.
Hardware shall be stainless steel.
Decorative pole base shall be manufacturer's standard black color.

APPLICATION
Street/Sidewalk lighting for two-way streets with parking on one sides, or one-way streets.
Suggested layout:
80-100 ft on center (one side only)
150-200 ft on center (staggered pattern both sides)

City of Portland, Maine
Street & Sidewalk Lighting
WATERFRONT COMMERCIAL DISTRICT
Medium Scale Lighting Pole
09/25/07

DATE: AUGUST 2009	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	MUNICIPAL STREET LIGHTING STANDARDS SECTION X	FIGURE: X-5C
REVISED:	EASTERN WATERFRONT DISTRICT MEDIUM SCALE LIGHTING POLE		

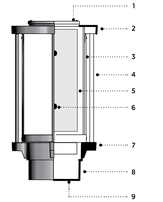
LUMINIS®

RESET

W633/W635/W639
ECLIPSE - LED

TYPE: QUANTITY: PROJECT:

CATALOG NUMBER:					ELECTRICAL OPTION	ELECTRICAL OPTION	ELECTRICAL OPTION	ACCESSORIE OPTION
FIXTURE	WATTAGE	VOLTAGE	FINISH					



W633/W635/W639

1- Top removable cover. (See option DL2 for up light)
2- Cast aluminum top sealed lens holder.
3- High impact satin ice frosted UV stabilized acrylic diffuser.
4- Set of 3 X 1/2" (13) solid aluminum struts.
5- Heat dissipation aluminum board.
6- LED light engine.
7- Cast aluminum strut holders.
8- Cast aluminum lower electrical chamber housing.
9- Removable bottom cover. (See option LDL for down light.)

W633 With three cast alum. louver blades
W635 With plain diffuser
W639 With light disc shield

MATERIALS
Eclipse is made of corrosion resistant 356 aluminum alloy with a copper (CU) content of less than 0.1%.
Light source is enclosed in a high impact satin ice frosted UV stabilized acrylic sealed diffuser, secured with a set of (3) 1/2" diameter solid aluminum struts.
W633: Set of three cast aluminum louver blades.
W635: High impact satin ice frosted acrylic diffuser.
W639: Field adjustable semi oblong aluminum light shield.

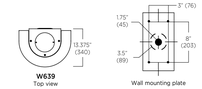
ELECTRICAL
LED
DRIVER 120/277V multi volt (50-60HZ) with a minimum starting temperature of -30ºC/-22ºF. Optional 347V on request. Output over voltage, output over current and output short circuit protection with auto-recovery. Over temperature protection (110ºC).
LED Standard 4000K LED platform included. Optional 3000K and 3500K. Removable modular LED platform.

LIFE
51,000hrs $L_{70}B_{50}$ (based on IESNA TM-21 Test Method and LM-80 data).
68,000hrs $L_{70}B_{50}$ (calculated projection from LM-80 data).

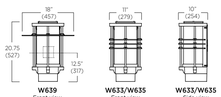
FINISH
Five-stage preparation process including preheating of cast aluminum parts for air extraction, and an environmentally friendly alloy sealant. Polyester powder coating is applied through an electrostatic process and oven cured for long term finish.

MOUNTING
Maximum weight **W633**: 19.5lbs (8.8kg)
Maximum weight **W635**: 19.5lbs (8.8kg)
Maximum weight **W639**: 21.5lbs (9.7kg)
Eclipse is designed for ease of access and installation.
Standard luminaire is supplied with a full length steel galvanized wall mounting plate to ensure uniform adherence.

CERTIFICATION
Tested to UL1598 and CSA 22.2 #250. ETL listed wet location.
Photometric testing performed by an independent laboratory in accordance with IES LM-79-08 standards at 25ºC. Lumen depreciation in accordance with IESNA LM80 standards. CE certification on request.
Rated IP65.



W639 Top view — Wall mounting plate



W639 Front view — **W633/W635** Front view — **W633/W635** Side view

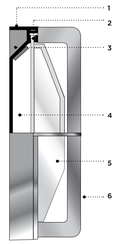
November 2015 Rev. 0

LUMINIS®

NT802/NT804/NT812
NAUTILUX - LED
Surface mount

TYPE: QUANTITY: PROJECT:

CATALOG NUMBER:								
FIXTURE	WATTAGE	VOLTAGE	FINISH	OPTION	OPTION	OPTION	OPTION



ADA Compliant luminaire

1- Cast aluminum enclosed housing.
2- Silicone gasket with memory retention.
3- LED cast aluminum heat dissipating fins.
4- White enamel reflective surface.
5- Borosilicate frosted glass diffuser with internal corrugated structural pattern.
6- Cast aluminum front cross blades. All stainless steel hardware.

NT802

NT804

NT812

NT802 Cast aluminum single cross blades

NT812 Frosted glass diffuser

NT804 Cast aluminum double cross blades

MATERIALS
Nautilux is made of corrosion resistant 356 aluminum alloy with a copper (CU) content of less than 0.1%.
The borosilicate thermal shock frosted glass is designed to be used as a full diffuser or coupled with a selection of multiple cast aluminum blades.
LED light engine is positioned to increase down lighting while maintaining a general diffused uniform light over the glass diffuser. LED module is easily removable and secured with a heat dissipating plate for optimal light performance.

ELECTRICAL
LED
DRIVER Standard 0-10V dimming ready. 120/277V multi volt (50-60HZ) with a minimum starting temperature of -30ºC/-22ºF.
Output over voltage, output over current and output short circuit protection with auto-recovery. Over temperature protection (110ºC).
LED Standard 4000K LED platform included. Optional 3000K and 3500K. Removable modular LED platform.

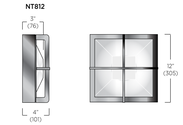
LIFE
51,000hrs $L_{70}B_{50}$ (based on IESNA TM-21 Test Method and LM-80 data).
68,000hrs $L_{70}B_{50}$ (calculated projection from LM-80 data).

FINISH
Five-stage preparation process including preheating of cast aluminum parts for air extraction, and an environmentally friendly alloy sealant. Polyester powder coating is applied through an electrostatic process and oven cured for long term finish.

MOUNTING
Maximum weight: 18lbs (8.2kg)
Mounts on a standard 4" (102) octagonal electrical box with 3 1/2" (89) C/C mounting holes.

CERTIFICATION
Tested to UL1598 and CSA 22.2 #250. ETL listed wet location.
Photometry tested per IES LM-79-08 / IES LM80 test report.
CE certification on request.
Rated IP65.

NT812



NT802
NT804

June 2015 Rev. 0

Specifications

Housing - Durable corrosion resistant extruded (minimum .125" wall thickness) and cast aluminum (minimum .188" wall thickness) construction.

Internal Louver (IL) - A specular louver stack conceals the inner lamp module and provides uplight and glare control through the external clear polycarbonate lens.

Cast Louver (CL and CL-HV) - Cast aluminum (A356 alloy, <0.2%Cu) louver stack protects the internal lamp module (with diffuse glass enclosure) or LED Power Array Module (with opal diffuse enses). Horizontal louvers create a 30° cut-off angle. All horizontal louvers provide 360° of downlight (CL) or combine with vertical louvers to provide 180° of downlight and 180° of vertical illumination (CL-HV).

Opal Lens (WP) - Opal polycarbonate lens protects the internal lamp or LED Power Array Module (with opal diffuse lenses) and provides uniform illumination.

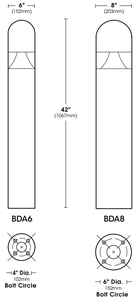
Twin Reflector (TR) - Two piece reflector cuts off view of the HID lamp and redirects light downward towards a parabolic reflector that projects even illumination around the bollard through a clear polycarbonate enclosure. For LED sources, a radial LED assembly directs light toward the parabolic reflector element.

Prismatic Glass Refractor (PG) - HID only - Clear polycarbonate lens surrounds a prismatic glass refractor (Type III and Type V).

Electrical Module - All electrical components are UL and cUL recognized are mounted on a single plate and factory prewired with quick-disconnect plugs. All HID lamps are medium base (E26) or B-pin Base (G12). **Electronic MH ballasts** have a power factor of >.95 (35/39W - 100W) -20°F starting, 120-277V and have lamp End-of-life protection. 347V option utilizes a step down transformer to the electronic ballast. **Magnetic MH ballasts** are high power factor (35/39W - 100W), -20°F starting, multi-tap 120-277V, 60Hz. All HPS ballasts are core and coil, high-reactance, high power factor (35/39W - 100W), -40°F starting. **Electronic CFL ballasts** are high power factor 120 - 277 voltage sensing, GX24-q4 socket supplied for all 18w - 42w triple tube lamps.

LED Driver - UL and cUL recognized High Power Factor, Constant Current LED drivers operate on input voltages from 120-277VAC, 50/60hz and is mechanically fastened to a retaining bracket. 347V option may utilize a step down transformer to the LED driver. Driver. Main power quick disconnect provided. Driver has a minimum 4KV of internal surge protection. Consult factory for other voltages. Dimming and High-Low Driver options available. 10KV & 20KV Surge Protector optional.

Dimensions



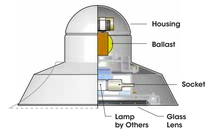
LED Power Array - Three-dimensional array consisting of 6 individual LED tubes fastened to a retaining plate equally spaced to provide 360° of even illumination output. Each LED tube consists of a circuit board populated with a multiple of LED's which is fastened to a radial aluminum heat sink. A white polycarbonate lens and end caps protect each LED tube's internal components and provides diffusion to prevent shadowing and strations.

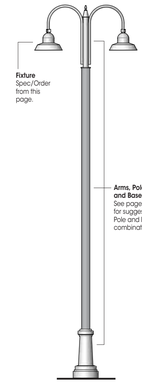
Finish - Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

Spec/Order Example: BDA8-TR/70PSMH480/RAL-8019-T/10SP

MODEL	OPTICS	LAMP/LED MODE	VOLTAGE	FINISH	OPTIONS
☐ BDA8 ☐ BDA6 ☐ BRA8 (HID ONLY) FOR ADDITIONAL LED MODULARIZE REFERENCE MODEL TIER ON PAGES 17 & 18	**HID** ☐ TWIN REFLECTOR (NOT AVAILABLE FOR BRA8) ..... TR ☐ INTERNAL LOUVER ..... IL ☐ CAST LOUVER - 360° HORIZ. ..... CL ☐ CAST LOUVER - 180° HORIZ./180° VERT. ..... CL-HV[1] ☐ PRISMATIC GLASS TYPE-V ..... PG-V ☐ PRISMATIC GLASS TYPE-III ..... PG-III ☐ OPAL ACRYLIC ..... WA **VERTICAL POWER ARRAY** ☐ INTERNAL LOUVER ..... IL ☐ CAST LOUVER - 360° HORIZ. ..... CL ☐ CAST LOUVER - 180° HORIZ./180° VERT. ..... CL-HV[1] ☐ OPAL POLYCARBONATE ..... WP **RADIAL LED MODULE** ☐ PARABOLIC REFLECTOR ..... PR[2] NOTES: 1 - CL-HV AVAILABLE IN 8' BOLLARD ONLY 2 - 18LED ONLY	WATTAGE ☐ 100[1] ☐ 70[1] ☐ 70 ☐ 50[1] ☐ 50 ☐ 42CFL[1] ☐ 35HPS **HID** ☐ PSMH ☐ HPS NOTES: 1 - AVAILABLE IN 8' BOLLARD ONLY 4 - TUBULAR LAMP, G12 BASE 5 - QUAD TUBE LAMPS FOR 26W THRU 42 WATT TRIPLE TUBE LAMPS 6 - N/A FOR 35HPS AMD 50HPS 7 - N/A FOR 39HPS 8 - GX24q-5 BASE NO. LEDs / COLOR TEMP - CCT **LED** ☐ 36LED (42 Watts) 8' BOLLARD ONLY ☐ 24LED (28 Watts) ☐ 18LED (21 Watts) 4ft ONLY ☐ 16LED (19Watts) ☐ NW (4000K)[1] [1]STANDARD ☐ CW (5000K) ☐ WW (3000K) OTHER LED COLORS AVAILABLE CONSULT FACTORY	VOLTAGE ☐ 120 ☐ 208[1] ☐ 240 ☐ 277[1] ☐ 347 ☐ 480	**STANDARD TEXTURED FINISH** ☐ BLACK RAL-9005-T ☐ WHITE RAL-9003-T ☐ GREY RAL-7004-T ☐ DARK BRONZE RAL-8019-T ☐ GREEN RAL-6005-T FOR SMOOTH FINISH REPLACE SUFFIX "T" WITH /BTP,ACE SUFFIX "S" (EXAMPLE: RAL-9005-S) CONSULT FACTORY FOR CUSTOM COLORS	INTERNAL HOUSE SIDE SHIELD ☐ 90° ..... HS90 ☐ 135° ..... HS135 ☐ 180° ..... HS180 ☐ DIMMABLE DRIVER(S) (0-10V) ..... DIM ☐ HIGH/LOW DIMMING FOR HARDWIRED SWITCHING OR NON-INTEGRATED MOTION SENSOR ... HLSW ☐ DUPLEX RECEPTACLE ..... DUP ☐ GROUND FAULT RECEPTACLE ..... GFI ☐ 10KV SURGE PROTECTOR ..... 10SP ☐ 20KV SURGE PROTECTOR (277V & 480V Only)... 20SP **OPTIONAL HEIGHTS:** ☐ 30' Overall height ..**30-OAH** ☐ 36' Overall height ..**36-OAH**

DSCP/DSTP Fixture Specifications and Ordering





Housing – **(For up to 175W)** – Ballast housing is spun from .080" aluminum. Internal ballast support bracket also functions as mounting reinforcement plate and has a minimum thickness of .125". **(For 250W & above)** – Ballast housing is cast from low copper (A356, < 0.2%) aluminum alloy, minimum .125" wall thickness. Optical housing is spun from .080" aluminum, hemmed at the edges. Lens frame is a one-piece .060" aluminum spinning surrounding a 3/16" tempered glass lens sealed with a continuous silicone gasket and attaches to the housing with the Accuhinge™ hinging mechanism. A captive stainless steel thumbscrew allows for tool less entry to the optical compartment which is sealed with a closed cell E.P.D.M. gasket.

Mounting – When pendant mounted, the fixture housing is connected to the mounting arm by the Trulevel swivel which is internally welded to the housing and allows for fixture leveling prior to locking the swivel. When side arm mounted, the housing is externally welded to the mounting arm and the weld is blended to produce a smooth, continuous joint.

Optics – Refer to page 62 for Optical System Specification.

Electrical Components – Refer to page 62 for Electrical Components Specification.

Finish – Electro-statically applied TGIC Polyester Powder Coat on substrate prepared with 20psi power wash at 140°F. All castings are shot blasted to provide a uniform surface prior to power wash and paint. A four step iron phosphate pretreatment for protection and paint adhesion is utilized. 400°F bake for maximum hardness and durability.

Spec/Order Example: DSTP1 / 150TPSMH277E/HR-III/1/RAL6005

MODEL	LAMP/BALLAST MODE	OPTICS	MOUNTING	FINISH	OPTIONS
☐ DSCP25 ☐ DSTP25 ☒ DSCP1 ☐ DSTP1	WATTS / TYPE / VOLTS **STANDARD MAGNETIC BALLAST** ☐ 250[1] ☐ PSMH ☐ 120 ☐ 175[1] ☐ HPS ☐ 208 ☐ 150[1] ☐ 240 ☐ 150 ☐ 277 ☐ 100 ☐ 347 (CAN) ☐ 64LED[2] ☐ 480 ☐ 80LED[2] ☐ 120LED[3] ☐ E[1] (ELECTRONIC) **STANDARD MAGNETIC BALLAST** ☐ 175[1] ☐ PSMH ☐ 120 ☐ 150[1] ☐ HPS ☐ 208 ☐ 150 ☐ 240 ☐ 100 ☐ 277 ☐ 70[1] ☐ 347 (CAN) ☐ 70 ☐ 480 ☐ 50 ☐ 64LED[2] ☐ 80LED[2] ☐ E[1] (ELECTRONIC) 2 – 120 THRU 277 ONLY 3 – 120 ONLY 4 – POSITION SENSITIVE LAMP CONSULT FACTORY FOR OTHER BALLAST CONFIGURATIONS AND LAMP OPTIONS	**HORIZONTAL SEGMENTED REFLECTORS** ☐ TYPE I I HR-II ..... ☐ TYPE I I I HR-III ..... ☐ TYPE I V HR-I V ..... ☐ FORWARD THROW (KOUR TEK CUTOFF) HR-FT-HSC[1] ... ☐ TYPE V SQUARE HR-V-SQ. ..... **VERTICAL SEGMENTED REFLECTORS** ☐ ASSYMETRIC VR-ASY. . . ☐ SYMMETRIC VR-V-SQ. . . .	**ARM MOUNT** ☐ 1 ..... ☐ 2-180 ..... ☐ 3-120 ..... ☐ 4-90 ..... **WALL MOUNT** ☐ WM	**STANDARD TEXTURED FINISH** ☐ BLACK RAL-9005-T ☐ WHITE RAL-9003-T ☐ GREY RAL-7004-T ☐ DARK BRONZE RAL-8019-T ☐ GREEN RAL-6005-T FOR SMOOTH FINISH REMOVE SUFFIX "T" (EXAMPLE: RAL-9005) CONSULT FACTORY FOR CUSTOM COLORS	☐ CONVEX GLASS LENS . . DG ☐ CLEAR CONVEX LENS - ACRYLIC (178mMax) . . . . . CA ☐ CLEAR CONVEX LENS - POLYCARBONATE (178mMax) . . CP ☐ OPAL CONVEX LENS - ACRYLIC (178mMax) . . . . . WA ☐ OPAL CONVEX LENS - POLYCARBONATE (178mMax) . . WP ☐ 3/4" IPS STEM MOUNT AND SWIVEL CANOPY (610" MAX.) . . . . . SM ☐ CHAIN MOUNTED (610" MAX.) . . . . . CM ☐ HOUSE SIDE SHIELD . . . . . HS ☐ PHOTO CELL + VLOTAGE (EXAMPLE: PC120V) . . . . PC+V ☐ SINGLE FUSE (120V, 277V) . . . . . SF ☐ DOUBLE FUSE (208V, 240V) . . . . . DF

Thursday, August 13, 2015 2:53:36 PM

OPECHEE CONSTRUCTION CORPORATION
1 CORPORATE DRIVE ■ BELMONT ■ NH 03220
PH (603)524-8899 ■ FAX (603)524-8556 ■ WWW.OPECHEE.COM

Mixed Use Development
York & High Street
Portland, Maine

REVISION: . . . .

ISSUED: 8-14-15 SITE PLAN REVIEW . . . .

project architect: KK
drawn by: CDR

LIGHTING SPECIFICATIONS

sheet number:
C8.02

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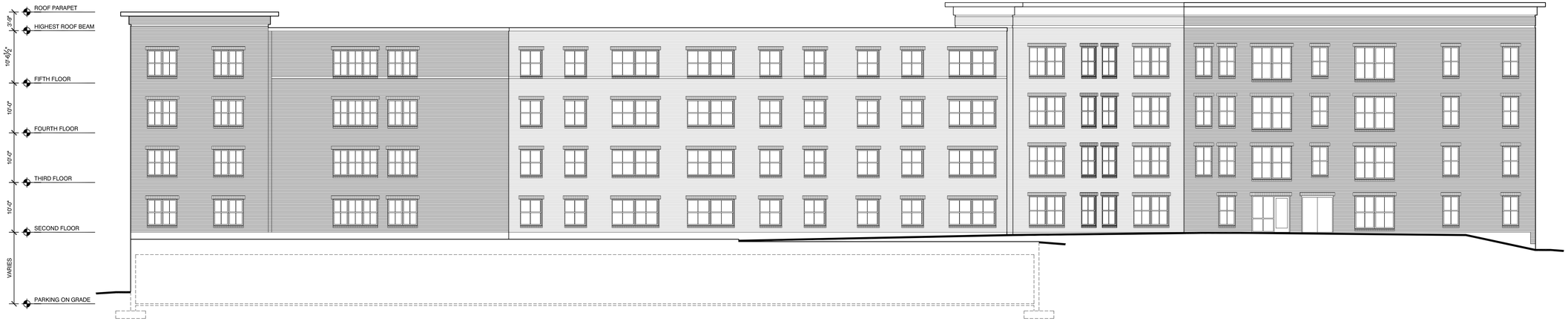
Plan 20

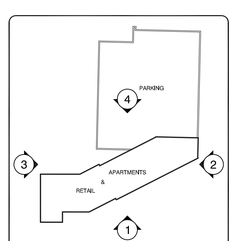


4 PARKING DECK EXTERIOR ELEVATION
3/32" = 1'-0"

3 HIGH STREET EXTERIOR ELEVATION
3/32" = 1'-0"

2 SIDE YORK STREET EXTERIOR ELEVATION
3/32" = 1'-0"

1 YORK STREET EXTERIOR ELEVATION
3/32" = 1'-0"



ELEVATION KEY PLAN

Monday, August 17, 2015 11:21:14 AM

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Mixed Use Development

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Portland, Maine

REVISION:

ISSUED:
08-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: DQ

EXTERIOR BUILDING ELEVATIONS

sheet number:
C9.01

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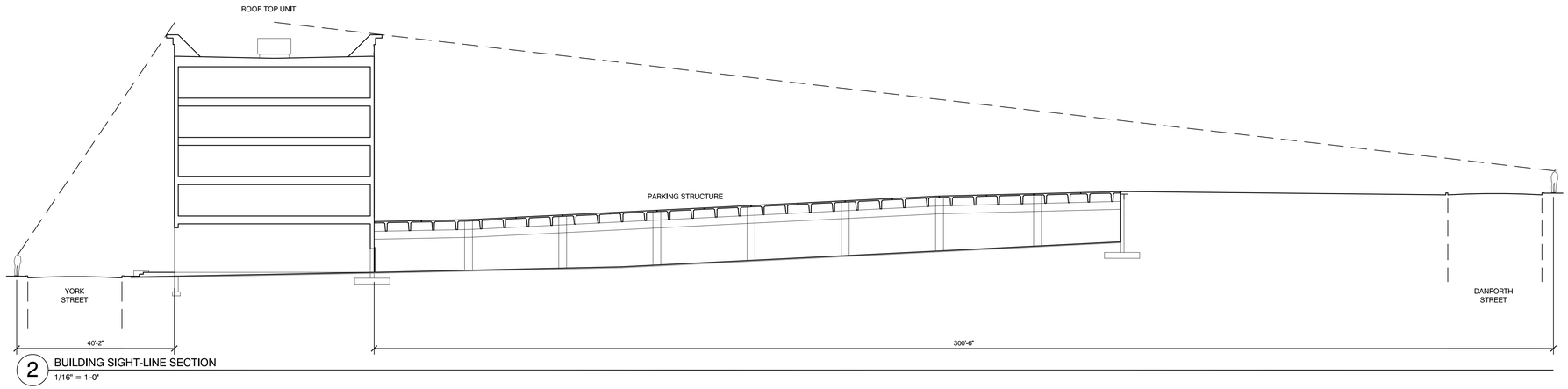
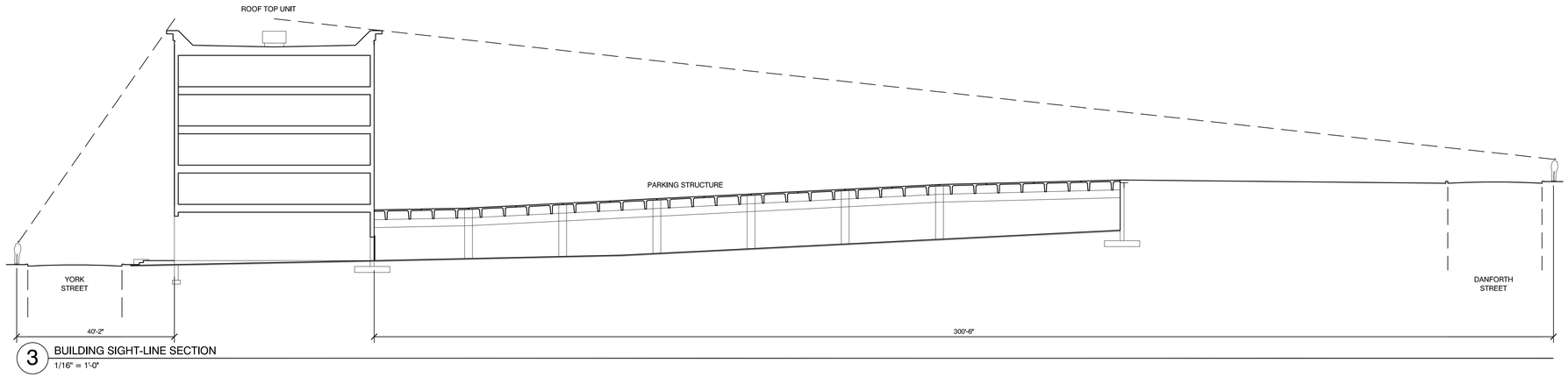
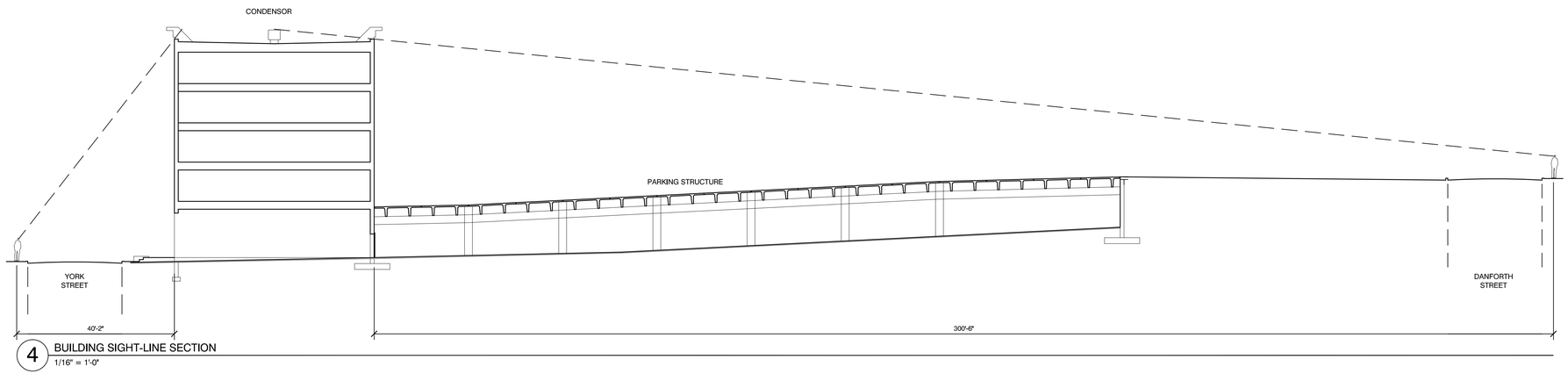
Plan 21



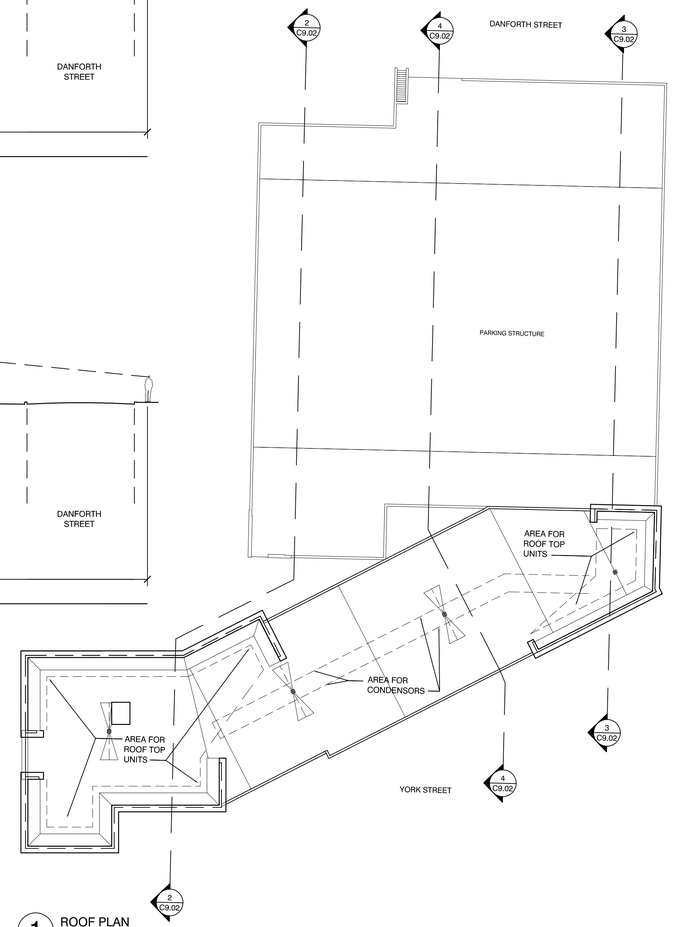
2 BUILDING SIGHT-LINE SECTION
1/16" = 1'-0"



3 BUILDING SIGHT-LINE SECTION
1/16" = 1'-0"



4 BUILDING SIGHT-LINE SECTION
1/16" = 1'-0"



1 ROOF PLAN
1/32" = 1'-0"

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Mixed Use Development

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drawn by: DQ

BUILDING SECTION & ROOF PLAN

sheet number:
C9.02

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1 LOWER LEVEL FLOOR PLAN
3/32" = 1'-0"

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project architect: KK
drawn by: DQ

LOWER LEVEL FLOOR PLAN

sheet number:
C9.03

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Plan 23

1 SECOND LEVEL FLOOR PLAN
3/32" = 1'-0"

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ISSUED:
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project architect: KK
drawn by: DQ

SECOND LEVEL FLOOR PLAN

sheet number:
C9.04

Monday, August 17, 2015 4:33:38 PM

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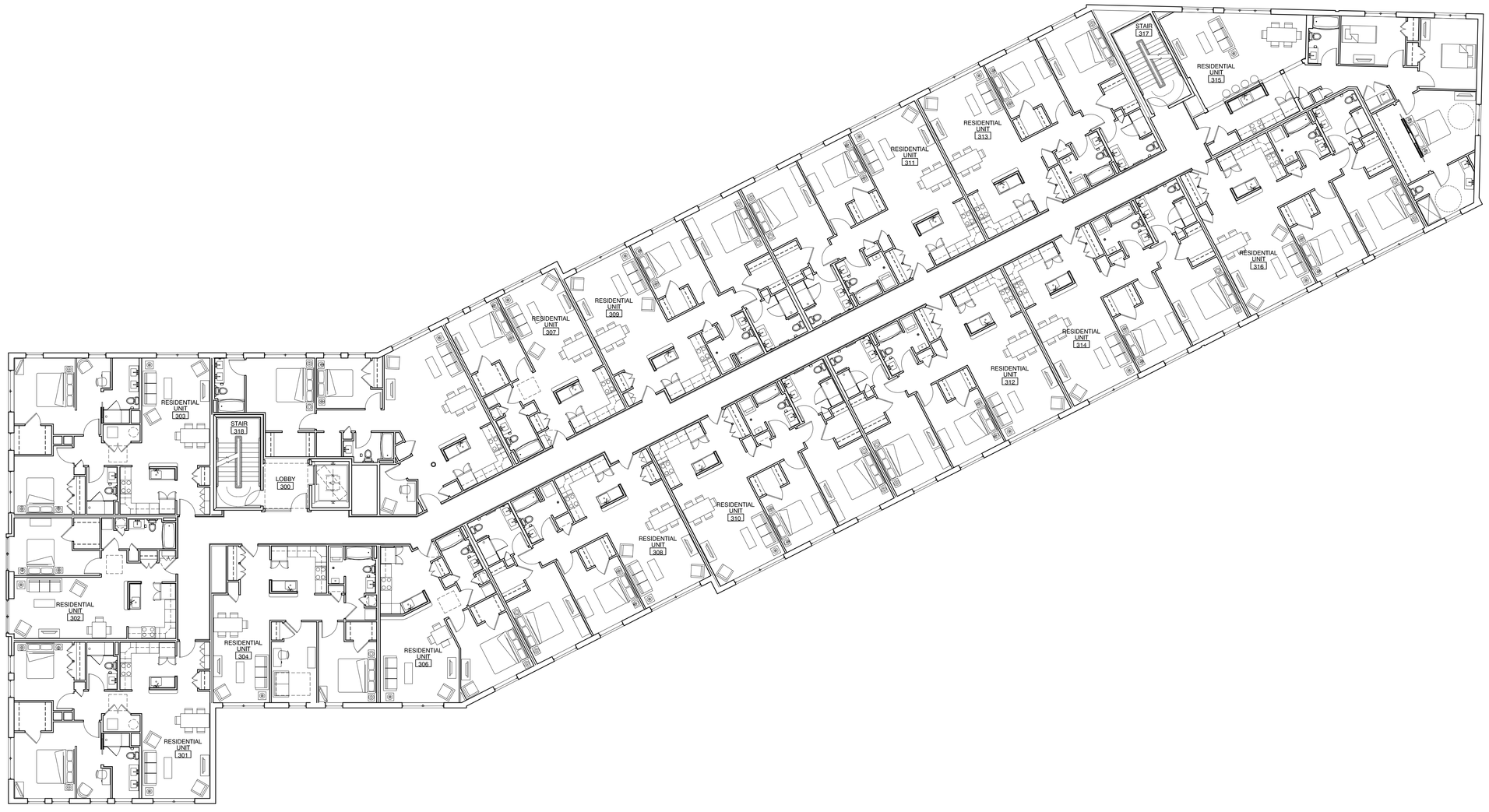
Plan 24



1 THIRD LEVEL FLOOR PLAN
3/32" = 1'-0"

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drawn by: DQ

THIRD LEVEL FLOOR PLAN

sheet number:
C9.05

Monday, August 17, 2015 12:23:42 PM

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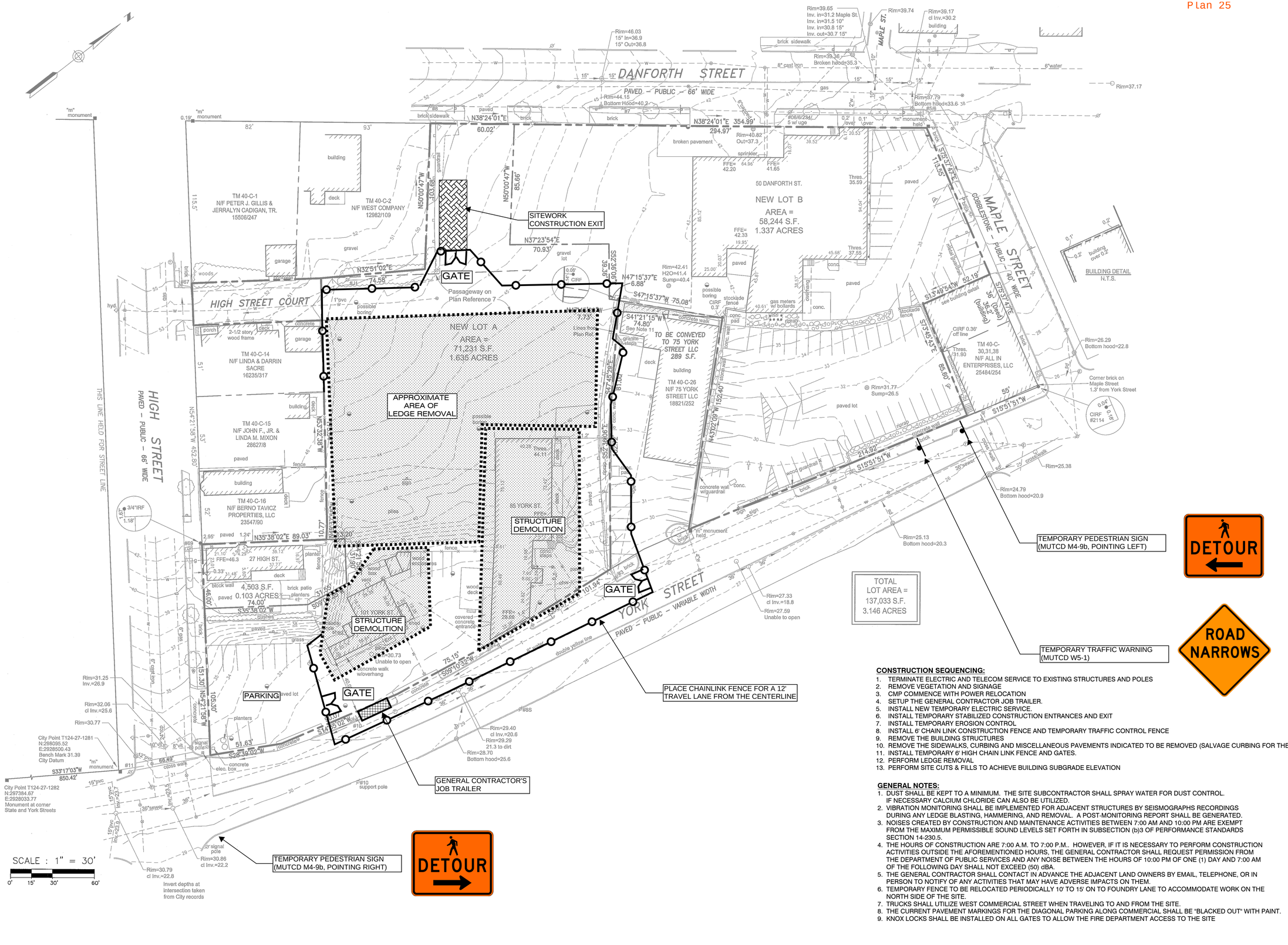
DANFORTH STREET
PAVED – PUBLIC – 66' WIDE
HIGH STREET
PAVED – PUBLIC – 66' WIDE
YORK STREET
PAVED – PUBLIC – VARIABLE WIDTH
MAPLE STREET
COBBLESTONE – PUBLIC – 40' WIDE
HIGH STREET COURT
50 DANFORTH ST.
NEW LOT B
AREA =
58,244 S.F.
1.337 ACRES
NEW LOT A
AREA =
71,231 S.F.
1.635 ACRES
TO BE CONVEYED
TO 75 YORK
STREET LLC
289 S.F.
TOTAL
LOT AREA =
137,033 S.F.
3.146 ACRES
APPROXIMATE
AREA OF
LEDGE REMOVAL
STRUCTURE
DEMOLITION
STRUCTURE
DEMOLITION
SITEWORK
CONSTRUCTION EXIT
GATE
GATE
GATE
PARKING
TM 40-C-1
N/F PETER J. GILLIS &
JERRALYN CADIGAN, TR.
15506/247
TM 40-C-2
N/F WEST COMPANY
12982/109
TM 40-C-14
N/F LINDA & DARRIN
SACRE
16235/317
TM 40-C-15
N/F JOHN F., JR. &
LINDA M. MIXON
28627/8
TM 40-C-16
N/F BERNO TAVICZ
PROPERTIES, LLC
23547/90
TM 40-C-26
N/F 75 YORK
STREET LLC
18821/252
TM 40-C-
30,31,38
N/F ALL IN
ENTERPRISES, LLC
25484/254
27 HIGH ST.
4,503 S.F.
0.103 ACRES
101 YORK ST.
85 YORK ST.
Passageway on
Plan Reference 7
THIS LINE HELD FOR STREET LINE
N38°24'01"E 60.02'
N38°24'01"E 354.99'
294.97'
N50°00'47"W 103.66'
N50°00'47"W 85.65'
N37°23'54"E 70.93'
N32°51'02"E 74.58'
N47°15'37"E 6.88'
S47°15'37"W 75.08'
S41°21'15"W 74.80'
See Note 11
S43°02'09"W 152.40'
S47°45'29"E 61.00'
S35°38'02"W 74.00'
S08°10'32"W 75.15'
S15°51'51"W 214.92'
S15°37'47"E 113.55'
S13°49'54"W 52.19'
S73°37'47"E 36' (Deed)
35.2' (Building)
S73°45'47"E 85.80' P
N54°21'58"W 452.80'
N35°38'02"E 89.03'
S33°17'03"W 850.42'
S28°38'02"W 51.63'
S14°55'02"W 65.49'
Rim=46.03
15" In=36.9
15" Out=36.8
Rim=44.15
Bottom Hood=40.2
Rim=40.82
Out=37.3
Rim=39.65
Inv. in=31.2 Maple St.
Inv. in=31.5 10"
Inv. in=30.8 15"
Inv. out=30.7 15"
Rim=39.74
Rim=39.17
cl Inv.=30.2
Rim=39.36
Broken hood=35.3
Rim=37.79
Bottom hood=33.6
Rim=37.17
Rim=42.41
H2O=41.4
Sump=40.4
Rim=31.77
Sump=26.5
Rim=26.29
Bottom hood=22.8
Rim=25.38
Rim=24.79
Bottom hood=20.9
Rim=25.13
Bottom hood=20.3
Rim=27.33
cl Inv.=18.8
Rim=27.59
Unable to open
Rim=29.73
Unable to open
Rim=29.40
cl Inv.=20.6
Rim=29.29
21.3 to dirt
Rim=28.70
Bottom hood=25.6
Rim=31.25
Inv.=26.9
Rim=32.06
cl Inv.=25.6
Rim=30.77
Rim=30.86
cl Inv.=22.2
Rim=30.79
cl Inv.=22.8
City Point T124-27-1281
N:298095.52
E:2928500.43
Bench Mark 31.39
City Datum
City Point T124-27-1282
N:297384.67
E:2928033.77
Monument at corner
State and York Streets
Invert depths at
intersection taken
from City records
SCALE : 1" = 30'
0' 15' 30' 60'
PLACE CHAINLINK FENCE FOR A 12'
TRAVEL LANE FROM THE CENTERLINE
GENERAL CONTRACTOR'S
JOB TRAILER
TEMPORARY PEDESTRIAN SIGN
(MUTCD M4-9b, POINTING RIGHT)
TEMPORARY PEDESTRIAN SIGN
(MUTCD M4-9b, POINTING LEFT)
TEMPORARY TRAFFIC WARNING
(MUTCD W5-1)
DETOUR
DETOUR
ROAD
NARROWS
BUILDING DETAIL
N.T.S.
"m" monument
"m" monument held
3/4"IRF
1.18'
CIRF 0.36' off line
CIRF 0.08'
CIRF #2114
#8S
#10
#11
#67
#68
#69
#86/6/234/
5 w/ uge
#8
#7
#10
#8S
#9S
#10
support pole
signal pole
see building detail
see Note 11
Linear feet
Plan Ref.
granite steps
concrete walk
w/overhang
concrete walk
stockade fence
chain link fence
riprap
gas meters
w/ bollards
possible boring
CIRF 0.3'
CIRF 0.5'
1"pvc
6" cast iron
6"water
gas
sprinkler
broken pavement
concrete wall
w/guardrail
wood guardrail
brick sidewalk
granite curb
concrete curb
double yellow line
overhang
building over 0.2'
Thres. 35.59
Thres. 37.55
Thres. 31.80
Thres. 44.11
FFE= 42.20
FFE= 64.96'
FFE= 41.65
FFE= 42.33
FFE= 19.95'
FFE= 46.3
FFE= 28.66
0.2' over
0.1' over
0.1'
0.2'
0.2'
0.2

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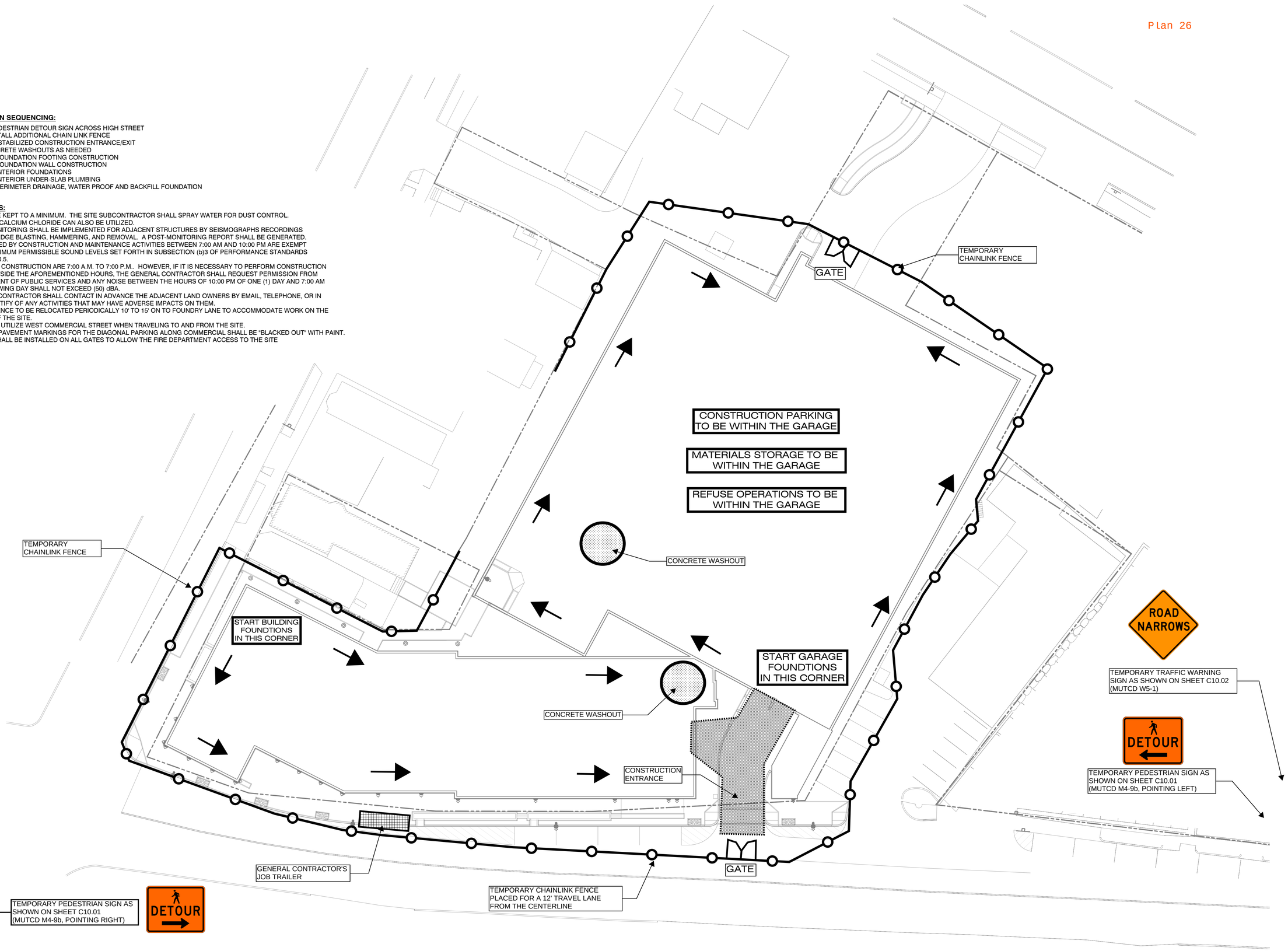
Plan 26

CONSTRUCTION SEQUENCING:

1. RELOCATE PEDESTRIAN DETOUR SIGN ACROSS HIGH STREET
2. ADJUST & INSTALL ADDITIONAL CHAIN LINK FENCE
3. INSTALL NEW STABILIZED CONSTRUCTION ENTRANCE/EXIT
4. INSTALL CONCRETE WASHOUTS AS NEEDED
5. CONSTRUCT FOUNDATION FOOTING CONSTRUCTION
6. CONSTRUCT FOUNDATION WALL CONSTRUCTION
7. CONSTRUCT INTERIOR FOUNDATIONS
8. CONSTRUCT INTERIOR UNDER-SLAB PLUMBING
9. CONSTRUCT PERIMETER DRAINAGE, WATER PROOF AND BACKFILL FOUNDATION

GENERAL NOTES:

1. DUST SHALL BE KEPT TO A MINIMUM. THE SITE SUBCONTRACTOR SHALL SPRAY WATER FOR DUST CONTROL. IF NECESSARY CALCIUM CHLORIDE CAN ALSO BE UTILIZED.
2. VIBRATION MONITORING SHALL BE IMPLEMENTED FOR ADJACENT STRUCTURES BY SEISMOGRAPHS RECORDINGS DURING ANY LEDGE BLASTING, HAMMERING, AND REMOVAL. A POST-MONITORING REPORT SHALL BE GENERATED.
3. NOISES CREATED BY CONSTRUCTION AND MAINTENANCE ACTIVITIES BETWEEN 7:00 AM AND 10:00 PM ARE EXEMPT FROM THE MAXIMUM PERMISSIBLE SOUND LEVELS SET FORTH IN SUBSECTION (b)3 OF PERFORMANCE STANDARDS SECTION 14-230.5.
4. THE HOURS OF CONSTRUCTION ARE 7:00 A.M. TO 7:00 P.M.. HOWEVER, IF IT IS NECESSARY TO PERFORM CONSTRUCTION ACTIVITIES OUTSIDE THE AFOREMENTIONED HOURS, THE GENERAL CONTRACTOR SHALL REQUEST PERMISSION FROM THE DEPARTMENT OF PUBLIC SERVICES AND ANY NOISE BETWEEN THE HOURS OF 10:00 PM OF ONE (1) DAY AND 7:00 AM OF THE FOLLOWING DAY SHALL NOT EXCEED (50) dBA.
5. THE GENERAL CONTRACTOR SHALL CONTACT IN ADVANCE THE ADJACENT LAND OWNERS BY EMAIL, TELEPHONE, OR IN PERSON TO NOTIFY OF ANY ACTIVITIES THAT MAY HAVE ADVERSE IMPACTS ON THEM.
6. TEMPORARY FENCE TO BE RELOCATED PERIODICALLY 10' TO 15' ON TO FOUNDRY LANE TO ACCOMMODATE WORK ON THE NORTH SIDE OF THE SITE.
7. TRUCKS SHALL UTILIZE WEST COMMERCIAL STREET WHEN TRAVELING TO AND FROM THE SITE.
8. THE CURRENT PAVEMENT MARKINGS FOR THE DIAGONAL PARKING ALONG COMMERCIAL SHALL BE "BLACKED OUT" WITH PAINT.
9. KNOX LOCKS SHALL BE INSTALLED ON ALL GATES TO ALLOW THE FIRE DEPARTMENT ACCESS TO THE SITE



Friday, August 14, 2015 3:32:30 PM

OPECHEE CONSTRUCTION CORPORATION
11 CORPORATE DRIVE ■ BELMONT ■ NH 03220
PHONE (603) 527-9090 ■ WWW.OPECHEE.COM

Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED: 8-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: BS

CONSTRUCTION MANAGEMENT FOUNDATIONS

sheet number:
C10.02

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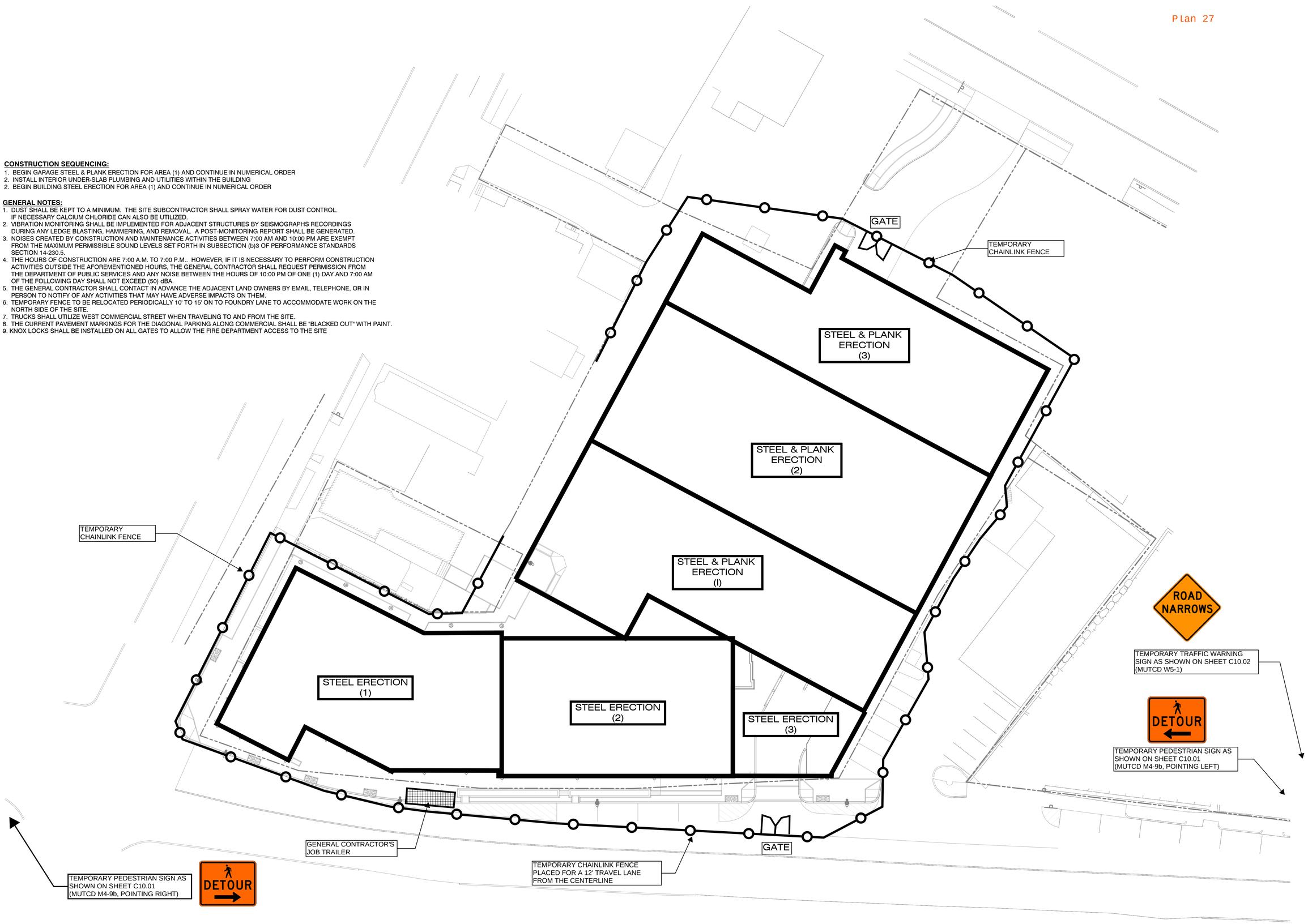
Plan 27

CONSTRUCTION SEQUENCING:

1. BEGIN GARAGE STEEL & PLANK ERECTION FOR AREA (1) AND CONTINUE IN NUMERICAL ORDER
2. INSTALL INTERIOR UNDER-SLAB PLUMBING AND UTILITIES WITHIN THE BUILDING
2. BEGIN BUILDING STEEL ERECTION FOR AREA (1) AND CONTINUE IN NUMERICAL ORDER

GENERAL NOTES:

1. DUST SHALL BE KEPT TO A MINIMUM. THE SITE SUBCONTRACTOR SHALL SPRAY WATER FOR DUST CONTROL. IF NECESSARY CALCIUM CHLORIDE CAN ALSO BE UTILIZED.
2. VIBRATION MONITORING SHALL BE IMPLEMENTED FOR ADJACENT STRUCTURES BY SEISMOGRAPHS RECORDINGS DURING ANY LEDGE BLASTING, HAMMERING, AND REMOVAL. A POST-MONITORING REPORT SHALL BE GENERATED.
3. NOISES CREATED BY CONSTRUCTION AND MAINTENANCE ACTIVITIES BETWEEN 7:00 AM AND 10:00 PM ARE EXEMPT FROM THE MAXIMUM PERMISSIBLE SOUND LEVELS SET FORTH IN SUBSECTION (b)3 OF PERFORMANCE STANDARDS SECTION 14-230.5.
4. THE HOURS OF CONSTRUCTION ARE 7:00 A.M. TO 7:00 P.M.. HOWEVER, IF IT IS NECESSARY TO PERFORM CONSTRUCTION ACTIVITIES OUTSIDE THE AFOREMENTIONED HOURS, THE GENERAL CONTRACTOR SHALL REQUEST PERMISSION FROM THE DEPARTMENT OF PUBLIC SERVICES AND ANY NOISE BETWEEN THE HOURS OF 10:00 PM OF ONE (1) DAY AND 7:00 AM OF THE FOLLOWING DAY SHALL NOT EXCEED (50) dBA.
5. THE GENERAL CONTRACTOR SHALL CONTACT IN ADVANCE THE ADJACENT LAND OWNERS BY EMAIL, TELEPHONE, OR IN PERSON TO NOTIFY OF ANY ACTIVITIES THAT MAY HAVE ADVERSE IMPACTS ON THEM.
6. TEMPORARY FENCE TO BE RELOCATED PERIODICALLY 10' TO 15' ON TO FOUNDRY LANE TO ACCOMMODATE WORK ON THE NORTH SIDE OF THE SITE.
7. TRUCKS SHALL UTILIZE WEST COMMERCIAL STREET WHEN TRAVELING TO AND FROM THE SITE.
8. THE CURRENT PAVEMENT MARKINGS FOR THE DIAGONAL PARKING ALONG COMMERCIAL SHALL BE "BLACKED OUT" WITH PAINT.
9. KNOX LOCKS SHALL BE INSTALLED ON ALL GATES TO ALLOW THE FIRE DEPARTMENT ACCESS TO THE SITE



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Mixed Use Development
York & High Street
Portland, Maine

REVISION:

ISSUED: 8-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: BS

CONSTRUCTION MANAGEMENT STEEL & PLANK ERECTION

sheet number:
C10.03

Friday, August 14, 2015 3:32:30 PM

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Plan 28

CONSTRUCTION SEQUENCING:

1. BEGIN MASONRY CONSTRUCTION
2. CONSTRUCT UNDERGROUND ELECTRIC AND COMMUNICATIONS
3. CONSTRUCT WATER, SEWER AND GAS
4. BEGIN DRAINAGE CONSTRUCTION
5. BEGIN BUILDING INTERIOR CONSTRUCTION
6. COMPLETE MASONRY CONSTRUCTION.
7. INSTALL SITE LIGHTING
8. SECURE BUILDING AND REMOVE CONSTRUCTION FENCING
9. COMPLETE DRAINAGE CONSTRUCTION
10. CONSTRUCT ALL HARDSCAPE AND LANDSCAPE
11. CONSTRUCT EXTERIOR BUILDING FINISHES
12. COMPLETE INTERIOR CONSTRUCTION

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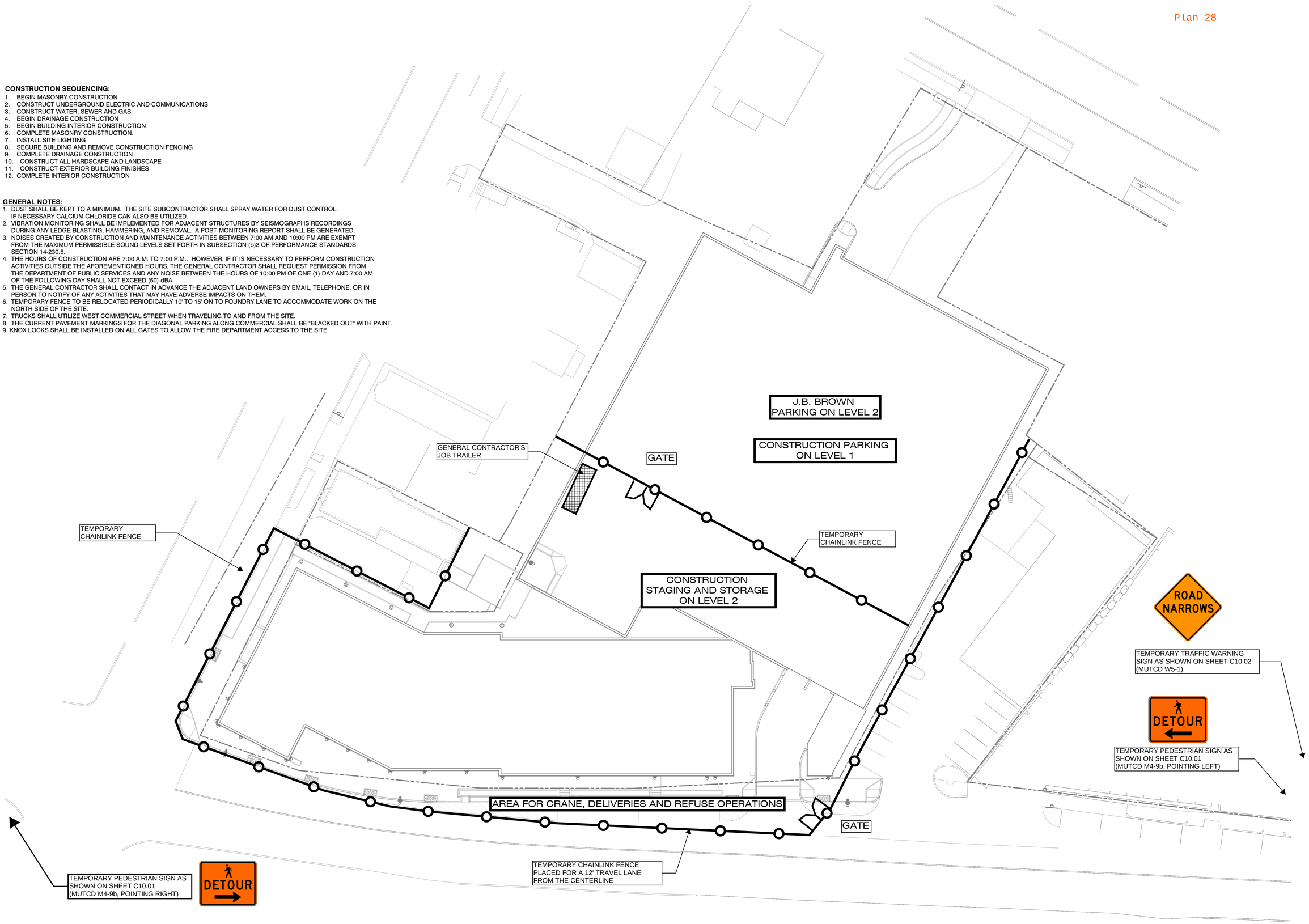

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Mixed Use Development

York & High Street
Portland, Maine

REVISION:

ISSUED: 8-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: BS

CONSTRUCTION MANAGEMENT MASONRY & SITEWORK

sheet number:
C10.04

Perspective View from the corner of York Street and High Street

September 03, 2015

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Proposed Mixed Use Development

Portland, Maine

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Perspective View from York Street

September 03, 2015

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Proposed Mixed Use Development

Portland, Maine

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PLANNING BOARD REPORT
PORTLAND, MAINE

CONVERSION OF UPPER FLOORS INTO FOUR RESIDENTIAL CONDOMINIUMS WITH RENOVATIONS AND SITE IMPROVEMENTS

11 Brown Street
Level III Application for Subdivision and Site Plan Review
Project ID #2015-157
LK Exchange, LLC, Applicant

Submitted to:	Prepared by:
Portland Planning Board	Jean Fraser, Planner
Public Hearing Date: October 13th, 2015	Date: October 8th, 2015

I. INTRODUCTION

Daniel Soley of LK Exchange, LLC is requesting a public hearing on a Level III Subdivision and Site Plan application for conversion of the upper floors of the four-story Eastman Block at 11 Brown Street. The applicant is proposing to convert the mostly vacant second, third and fourth floors into four (4) residential condominiums totaling 7160 sq ft of the building's total floorspace of 12,191 sq ft. The ground floor was most recently part of the Margarita's restaurant and will be sold separately as a commercial unit.

The proposal comprises the conversion of the upper three floors into 4 residential condominiums totaling 7,160 sq ft within the existing structure, along with external renovations and minor site improvements to provide a landscaped entrance area for the residential units, 8 parking spaces and a dumpster enclosure.

The parcel is located in the B-3 Downtown Business Zone. It is also located within the Congress Street Historic District, and therefore is subject to review by the Historic Preservation Program Manager in respect of the external renovations.

This Planning Board hearing was noticed to 130 area residents and interested citizens. A notice also appeared in the October 5th and 6th 2015 editions of the *Portland Press Herald.*

II. REQUIRED REVIEWS and REQUESTED WAIVERS

Review	***Applicable Standards***
Site Plan	*Section 14-526* for the proposed multifamily residential development.
Subdivision of overall site	*Section 14-497* for the division into 4 residential units.
Waiver Requests	***Applicable Standards***
Street trees: The applicant proposes to plant one new street tree along Brown Street and two at the rear of the property. The request is to count the three trees toward the requirement and to waive the fourth required tree.	Site Plan Standard, *Section 14-526(b)2.b(iii)* and Technical Manual, *Section 4.6.1*: All multi-family development shall provide one street tree per unit. Waiver permitted where site constraints prevent planting of all the required street trees, with applicant contributing proportionate amount to Tree Fund. The City Arborist counts the one proposed street toward the requirement and supports a waiver of three trees with the recommendation that a $600 contribution be made to Tree Fund. (Att 2).
Parking space size: The three "compact" spaces in the rear parking area are 8' wide by 16' long.	*Technical Manual Section 1.14*. Parking spaces shall meet the following dimensional requirements: Compact parking space: 8 feet wide by 15 feet long. The Traffic Engineering Reviewer supports the waiver to allow the larger spaces (Att 1)

III. PROJECT DATA

Parcel Size		7,880 SF	
Total disturbed Area of the site		(All of site previously developed)	
Existing Zoning		B-3 Downtown Business Zone	
Existing Use		Lower floors restaurant/commercial; upper floors vacant	
Proposed Use		Ground floor commercial; upper 3 floors residential	
	Existing	***Proposed***	***Net Change***
Impervious Surface Area	7,880 SF	7,580 SF	-300 SF
Building Footprint	4,581 SF	4,581 SF	0 SF
Building Floor Area	12,191 SF	12,191 SF	0 SF
Proposed residential mix	0	4 units	+4 (Units are "efficiency" with only bathrooms & kitchens enclosed; totals are approx. 1200 SF for the 2 units on floor 2; approx.. 2400 SF for the unit on floor 3; approx. 2400 SF for the unit on floor 4.)
Vehicle Parking Spaces	3	8	+5
Bicycle Parking Spaces	0	4	+4 (2 at front; 2 in rear enclosure for residents)
Proposed handicapped Spaces	0	0	
Estimated Cost of Project	$1,800,000		
Uses in the vicinity	Near services, such as businesses, institutions, employers and public transportation		

IV. PROJECT DESCRIPTION

The property comprises an existing brick and steel frame building dating from 1904 that was formerly known for the Margarita's restaurant on the first two floors, with the remainder vacant. The proposals convert the whole of floors 2, 3 and 4 (7190 sq ft) to residential, leaving the ground floor commercial space as a separate unit. The residential units are "loft" type units without defined rooms, ranging from 1200 sq ft (floor 2) to 2400 sq ft (floors 3 and 4) (see Floor Plans in Plans P4.). The top units rely on an easement for secondary (emergency) access via the abutting property.

The site includes an L-shaped drive and rear yard which is being upgraded (by the removal of small existing encroachments into the paved areas) to allow a driveway, 8 parking spaces and dumpsters. At the front of the site, abutting the ROW, a landscaped area is proposed to provide an entrance feature for the side residential door.

The property is located in the B-3 Downtown Business zone and within the Congress Street Historic Overlay district. The B-3 zone allows residential dwelling units with no residential density requirements and the project is exempt from providing any additional dedicated parking for the project under the zoning ordinance as a change of use in the B3 Downtown Business Zone and in the Historic District.

The external building improvements (see elevations in Plan P5.) include upgrading of windows on the second floor, removal of former signs, ceramic insets and small structures (in the rear yard); and a new door for residential entrance. These, along with the final design and materials for the front landscaped area, will be reviewed by the Historic Preservation Program Manager.

The site plan improvements (Plan P2.) include:

- reorganized curbing and new brick apron;
- new granite and planted landscaped area near entrance to the residential units;
- removal of shrubs along the sunroom and repainting of the exposed wall (to allow for wider access/parking drive);
- 8 vehicle parking spaces and bike racks;
- new wood dumpster enclosure;
- repaving.

V. PUBLIC COMMENT

Since the subdivision is for only four (4) units, the applicant is not required to hold a required neighborhood meeting. As of the writing of this report no written public comment has been received.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL CAPACITY

a. The owner of the property is LK Exchange, LLC. The applicant has provided a copy of warranty deed (Attachment B) , which demonstrates their right, title and interest in the property.

b. The estimated cost of the development is $1,800.000. The applicant has submitted a letter from Norway Savings Bank, dated 09.8.2015 (Attachment C) as demonstration of their financial capacity to complete the proposed development.

VII. ZONING ASSESSMENT

The proposed condominiums are permitted as "residential multi family" uses in the B3 zone; the ground/lower ground level use as restaurant/commercial is permitted as a business use in the B3 zone. The site is not within the PAD Overlay Zone. The parking requirements and design considerations regarding the building are governed by the Historic Preservation ordinance as the property is within the Congress Street Historic District. The proposal does not include any alterations to the existing footprint of the building nor its height. The staff finds the application to be in conformance with the B-3 zone.

VIII. DEVELOPMENT REVIEW

A. SITE PLAN and SUBDIVISION SUBMISSION REQUIREMENTS

All requirements have been met except that the condominium documents have not been submitted, and they would need to be submitted and reviewed by the Associate Corporation Counsel prior to the signing of the Subdivision Plat.

B. SUBDIVISION REVIEW *(Section 14-497(a))*

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

1. Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) I), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)
   Staff finds the proposed project is in conformance with this standard.

2. Sufficient Water Available (Section 14-497 (a) 2 and 3)
   The applicant has presented a capacity letter from the Portland Water District (Attachment E) citing adequate capacity, thus the proposed project is in conformance with this standard.

3. Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)
   Please see paragraph C1 below. The staff finds the proposal will not cause unreasonable traffic congestion.

4. Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)
   Staff finds the project in conformance with this standard; please see paragraph C2 below.

5. Scenic Beauty, Natural, Historic, Habitat and other Resources (Section 14-497 (a) 8)
   The proposed project will not have an adverse effect on the scenic or natural beauty of the area, thus the proposed project is in conformance with this standard.

6. Comprehensive Plan (Section 14-497 (a) 9)
   The following statement is housing policy that is relevant to this proposal and the staff finds the proposed project is in conformance with this standard.

   The first policy of Housing: Sustaining Portland's Future is to ensure an adequate and diverse supply of housing for all. Objectives under that policy include the following:

   - Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels, which are both renter and owner-occupied. The list of potential housing options under this objective include:

ii. Housing units for decreasing household sizes, such as young professionals, empty nesters, single parent households and senior citizens.
v. Higher density housing, such as row houses, small lots, reuse of non-residential buildings, and mixed use buildings.

- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers and public transportation.
- Evaluate and update current zoning, as needed, to encourage higher density multi-family developments and mixed use projects that incorporate housing, particularly along major public transportation routes, near services areas, and in redevelopment or infill areas, where appropriate.
- Encourage housing within and adjacent to the downtown. Evaluate and update current zoning and building codes, as needed, to facilitate new housing and redevelopment opportunities….

7. Financial Capability (Section 14-497 (a) 10)
Please see above under Section V. The applicant has provided evidence of financial capability, so the staff finds the standard has been met.

8. Subdivision Plat
The subdivision plat (Plan P3.) has been reviewed by staff. The plat will need to show the zoning information for the zone and refer to the historic district in which the parcel is located, add information regarding meeting the street tree requirement and to include boxes for the Planning Board conditions of approval and signatures. The plat will also need to show the uses of the building and the number and location of proposed commercial and residential units.

A recommended condition of approval calls for a revised plat be submitted for review by the Planning Authority, Department of Public Services and Associate Corporation Counsel prior to the signature of the Planning Board.

C. SITE PLAN REVIEW *(Section 14-526)*
The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards
a. Impact on Surrounding Street Systems
b. Access and Circulation
c. Public Transit Access
d. Parking
e. Transportation Demand Management (TDM)

STAFF COMMENT: The site plan for the proposed project (Plan P2) is not expected to have any significant adverse effect on regional traffic and satisfactorily accommodates parking and trash collection at the rear of the building. Unloading for the ground floor commercial use will continue as existing from the one way Brown Street frontage, where staff have recommended a loading space be incorporated into the revised on-street parking layout.

The project is not required to provide any dedicated vehicle parking for the project under the zoning ordinance as a change of use in the B3 Downtown Business Zone and as an historic structure in the Historic District. However, the applicant has provided 8 parking spaces (of which 3 are compact spaces) which allow the on street parking to be available for the users of the commercial premises.

Tom Ericco, Consultant Traffic Engineer, has reviewed the proposed project (Attachment 1). He pointed out the need for adjustment to the on-street parking that will require City Council approval, and also identified the following concerns that need to be addressed:

- *The applicant should consider treatment that prevents vehicles parked in space #1 from encroaching onto the sidewalk.* (see "Site Landscaping" below, where a single bollard is suggested to meet this concern)

- *The bicycle racks are located in least accessible location on the site. The applicant should consider other more accessible and visible locations.*

Planning staff had requested the applicant to relocate the bike racks to be near the commercial and residential entrances as they would be serving visitors to the commercial and residential uses on the site as well as residents. The Submitted site

plan (Plan P2.) is extracted below and the proposed bike racks are shown in Plan P7; they do not comply with the City's technical standards that specify that "*Fence-type ("wheel-bender") racks designed to secure the front wheel only are prohibited"* (Clause 1.15).

After further discussion the applicant has indicated that they would be willing to install 2 of the bike racks (for residents) within the wood enclosure at the rear of the property for security, and install a further 2 bike racks (for visitors to the building) at the front of the site within the landscaped area.

Staff support this proposal and understand that the final design for the 2 racks of the front will also need to address historic preservation objectives. The following condition of approval is recommended:

> *That the applicant shall submit a plan showing the design and location of the bicycle racks, meeting the specifications in the City's technical manual and located in two locations (one rack for 2 bicycles in the area near the ROW, and one in the rear yard enclosure), for review and approval by the Planning Authority and Historic Preservation Program Manager prior to the issuance of a building permit;*

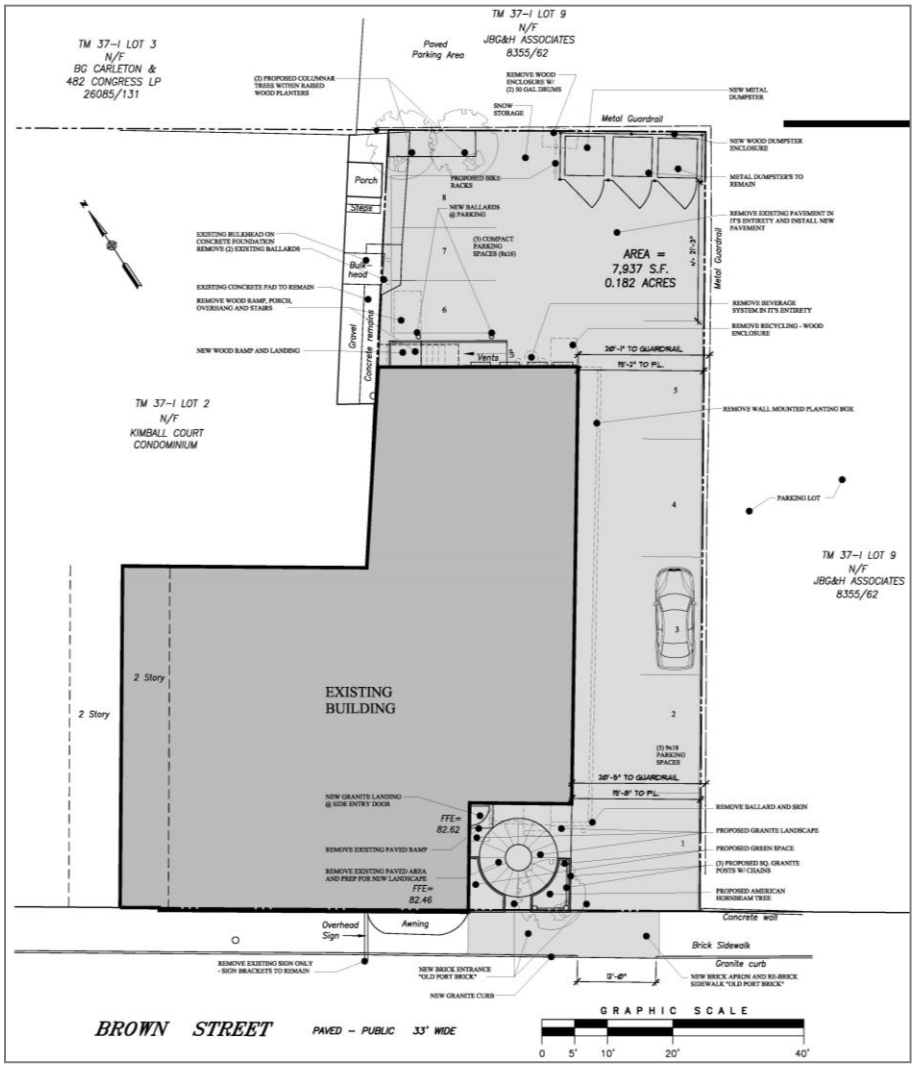
2. Environmental Quality Standards

a. Preservation of Significant Natural Features
b. Landscaping and Landscape Preservation
c. Water Quality, Storm Water Management and Erosion Control

STAFF COMMENT:

Site Landscape: In its present condition, the site is fully impervious except for a strip of shrubs along the front and side of the one-story sunroom alongside the drive access.

The Traffic Engineer supports the widened drive with parking along it, but this requires the removal of the shrubs. One tree is proposed as part of the landscaped entrance area at the back of the Brown Street sidewalk and two trees are proposed at the rear property line near the dumpsters (see rendering and elevations in Plans P2, P5, And P6).



Jeff Tarling, City Arborist has provided the following comments (Attachment 2):

> ***Plaza Landscape -*** *the proposed plaza entrance improvements are one of the projects bright spots in regards to landscape improvements. Recommendations would include having a slightly raised planting bed to reduce winter de-icing salt damage to plants and to help create separation for the walking surface to plant space protection. The raised edge could be concrete formed, granite curbing, wooden or steel edging. Landscape planting should 'wrap around' towards the building frontage facing the street to help define the circulation along with adding a greener street look. Concept wise the design adds interest to the current conditions. Unknown if the proposed plaza and residential entrance meets ADA standards or if a slight ramp is needed?*
>
> ***Dumpster enclosure -*** *This project site has a very visible dumpster location due to the exposed adjacent parking lot from Free Street. Adequate dumpster screening meeting standards would be a condition.*

These comments from Jeff Tarling have been discussed with the applicant and they intend to address these comments as part of the redesign of the area along Brown Street. The Traffic Engineer has commented that there needs to be something to stop cars that are parking in the first parking space from overhanging the sidewalk and staff suggests a single bollard (on the property/ROW line) would address this concern. The suggested condition of approval that identifies the details that need to be addressed is set out below:

> *That the applicant shall submit a revised landscape detail (showing materials and dimensions) for (a) the dumpster enclosure and (b) the area near the ROW between the building and the south property line to address the 10.7.2015 comments of the City Arborist, incorporate the bike rack, and place a bollard at the ROW line in front of the first parking space, for review and approval by the Planning Authority and Historic Preservation Program Manager prior to the issuance of a building permit;*

Screening: The City Arborist also commented regarding the need to enhance the boundary treatment along the south of the site (Attachment 2):

> ***Parking Lot Landscape -*** *Due to site constraints for traffic circulation and parking the existing landscape planting is slated for removal. Ideally some type of landscape should be considered along the building / pavement edge. This could be in the form of a small planter with vines or something hardy like Comptonia (Sweetfern) or ornamental grasses if space allows. Efforts to secure the guardrail improvement between the two lots should be condition as the existing separation is in poor if not unsightly condition. Improved guardrail should have rails on both sides to help prevent damage to vehicles and to improve the overall view of the parking lot and help define circulation. This could be 'Core-ten' steel on wood post or wood post with wood rails. (The current guardrail does not appear to be functioning well from the image attached.)*

Screening along the south boundary (with the abutting parking lot) in association with upgrading of the guardrail was suggested in early discussions with the applicant as this would be a requirement of the site plan and the multi-family design standards (see below).

However, the guardrail is outside of the site and any improvements along the south boundary would require the cooperation of the abutting property owner unless the 5 parking spaces for residents were removed. The applicant has indicated in the application that they have attempted to reach agreement with the abutting owner regarding an improvement plan but to date have not been successful.

The City Arborist and Planning staff recommend a condition of approval that encourages but not requires the upgrading of the guardrail with associated screening if possible.

Street Trees: Under the standards of the site plan ordinance, multi-family developments are required to provide one (1) street tree per lot or unit. The subject application is for four (4) units and there is no space for street trees within the ROW near the site. The applicant has requested that the three proposed trees on the site (2 of which are at the very rear part of the site) be counted toward the street tree requirement, and that a waiver of the fourth street tree be granted based on the applicant making a contribution to the City's tree fund of $200.

The City Arborist considers (Attachment 2) that the tree to be planted in the front entrance area meets the criteria of a "street tree", and recommends that a contribution in respect of the other three required trees should be requested. This would be $200/tree into the street tree fund for a total of $600 towards the installation and maintenance of three urban street trees in the vicinity of the site.

Utility capacity letters: The applicant has received a capacity letter from the Portland Water District. The City's Department of Public Services (David Margolis-Pineo has indicated verbally that there is adequate wastewater capacity for the project but is on vacation and has not sent the capacity letter. A suggested condition of approval is included to ensure this capacity is assessed for the four new dwelling units.

3. Public Infrastructure and Community Safety Standards

a. Consistency with Master Plans
b. Public Safety and Fire Prevention
c. Availability and Adequate Capacity of Public Utilities

STAFF COMMENT:
The proposal includes a new brick apron and granite curbing as part of the renewed sidewalk along the frontage of the site, and elsewhere the Department of Public Services determined that the sidewalks along the property boundaries are in good condition. The Department requested that the applicant be formally advised that if the ground floor unit is to be used as a restaurant, a grease trap would be required that meets current standards. A condition is suggested to advise the applicant and future owner(s) of this potential requirement.

The Fire Department has reviewed the proposals and confirms that access to the site is adequate (Attachment 3). The Fire Department will be reviewing this in detail at the Building Permit stage since it is a conversion of an existing building and there will be issues of emergency egress.

Public Safety regarding CPTED has been addressed by the inclusion of six wall mounted lights (see Plan P2.) which meet the City's Technical standards and light the entrance area, drive and rear yard. The landscape design also maintains good views into and overlooking of the site.

4. Site Design Standards

a. Massing, Ventilation and Wind Impact
b. Shadows
c. Snow and Ice Loading
d. View Corridors
e. Historic Resources
f. Exterior Lighting
g. Noise and Vibration
h. Signage and Wayfinding
i. Zoning Related Design Standards

STAFF COMMENT:
The standards regarding historic resources, and design standards apply to the project.

The Historic Preservation Program Manager has been involved in the discussions highlighted in this report and is supportive in principle, subject to seeing a more detail plan of the front area along Brown Street that clearly shows the materials, dimensions and key features. The suggested condition of approval would require a sign off from the Historic preservation Program Manager.

The exterior lighting proposals comprise 6 wall mounted full cut off lights that are shown in Plan P2. and Attachment F. These meet the City's Technical Standards.

The proposals are for a multi-family development and therefore must meet the following standards:

> ***TWO-FAMILY, SPECIAL NEEDS INDEPENDENT LIVING UNITS, MULTIPLE-FAMILY, LODGING HOUSES, BED AND BREAKFASTS, AND EMERGENCY SHELTERS:***
>
> *(1)* ***STANDARDS.*** *Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts, and emergency shelters shall meet the following standards:*
> *a. Proposed structures and related site improvements shall meet the following standards:*
>
> 1. *The exterior design of the proposed structures, including architectural style, facade materials, roof pitch, building form and height, window pattern and spacing, porches and entryways, cornerboard and trim details, and facade variation in projecting or recessed building elements, shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements;*

2. *The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other streetscape elements;*

Staff comment: These first two standards do not apply as the development is within an existing building.

3. *Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;*

Staff comment: This standard would support additional screening along the south boundary, but would result in the loss of much needed parking if addressed on site, and the unsightly guardrail is not on the applicant's property.

4. *The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;*

Staff comment: This standard appears to be met.

5. *The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;*

Staff comment: This standard would support additional screening along the south boundary, but would result in the loss of much needed parking if addressed on site, and the unsightly guardrail is not on the applicant's property. Staff do not support the introduction of another fence along the driveway as it is important in terms of CPTED principles to retain views into the site.

IX. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the propose subdivision and site plan for four additional residential condominiums at 11 Brown Street.

X. PROPOSED 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 #2015-157 ON October 13, 2015 relevant to Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

1. ***Street Trees:*** The Planning Board (**waives/does not waive**) *Section 14-526 (b) (2) (b) (iii) Street Trees,* in respect of 3 of the 4 required street trees due to the lack of space, subject to the applicant making a contribution of $600 to the City of Portland Tree Fund towards the installation and maintenance of three urban street trees in the vicinity of the site.

2. ***Parking space size:*** The Planning Board (**waives/does not waive**) *Technical Manual Section 1.14. Parking spaces,* which requires compact parking spaces to be 8 feet wide by 15 feet long, to allow three "compact" spaces in the rear parking area to be 8 feet wide by 16 feet long as supported by the Traffic Engineering Reviewer.

B. SUBDIVISION REVIEW

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 on October 13, 2015 for application #2015-157 relevant to the Subdivision regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan (**is/is not**) in conformance with the subdivision standards of the land use code subject to the following condition of approval:

i. The applicant shall finalize the subdivision plat and associated condominium documents for review and approval by Corporation Counsel, the Department of Public Services, and the Planning Authority prior the plat being signed by the Planning Board.

C. SITE PLAN REVIEW

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 October 13, 2015 for application #2015-157 relevant to the site plan 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:

i. That the applicant shall submit a revised landscape detail (showing materials and dimensions) for (a) the dumpster enclosure and (b) the area near the ROW between the building and the south property line to address the 10.7.2015 comments of the City Arborist, incorporate the bike rack, and place a bollard at the ROW line in front of the first parking space, for review and approval by the Planning Authority and Historic Preservation Program Manager prior to the issuance of a building permit; and

ii. That the applicant shall submit a plan showing the design and location of the bicycle racks, meeting the specifications in the City's technical manual and located in two locations (one rack for 2 bicycles in the area near the ROW, and one in the rear yard enclosure), for review and approval by the Planning Authority and Historic Preservation Program Manager prior to the issuance of a building permit; and

iii. That the applicant shall submit a revised on-street parking layout that takes account of the revised curb cut and addresses the suggestion for a commercial loading area (possibly south of the curb cut), for further discussion and agreement with the Planning Authority and the City Parking Department. It should be noted that any changes to on-street parking will require City Council action prior to the issuance of a Certificate of Occupancy, and the applicant would be required to assist in preparing council meeting materials; and

iv. That the applicant shall continue to seek an agreement with the abutter to the south to upgrade the boundary treatment and include low planting if possible; any detailed proposals for this treatment/planting to be reviewed and approved by the Planning Authority and Historic Preservation Program Manager prior to installation; and

v. That the applicant shall add a note to the plans in respect of all work in the ROW that it shall be undertaken to the City's Technical Standards, and shall obtain a letter documenting the wastewater capacity for the proposed condominiums, both prior to the issuance of a building permit; and

vi. That the applicant shall advise the potential purchasers and future owner of the ground floor commercial space that a greasetrap (to City specifications) would be required if the proposed occupier(s) is a restaurant or similar use.

ATTACHMENTS (next page)

Report attachments

1. Traffic Engineering Reviewer Tom Errico comments 10.2.2015
2. City Arborist comments 10.7.2015
3. Fire Department comments 10.7.2015

Public Comments

(none received)

Applicants submittal

A. Final Site Plan application (as updated)
B. RTI Warranty Deed
C. Financial Capacity letter (Norway Savings Bank)
D. Project Description
E. Utility letters and responses
F. Lighting specs and photometrics
G. Further information from applicant

Plans

P1. Survey
P2. Site Plan
P3. Draft Recording Plat
P4. Floor Plans
P5. Elevations
P6. Rendering of landscaped entrance
P7. Proposed bike rack

Att. 1

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...
Date: 10/2/2015 2:23 PM
Subject: 11 Brown Street - Traffic Comments

Jean - I have reviewed the site plan application materials and I generally find the project to be acceptable with the following comments.

* The compact parking spaces are slightly larger than City Standards. I support a waiver for larger spaces.

* The general parking lot and access will not be significantly different from existing conditions (although the width of the entry roadway will increase with the removal of the raised planting bed). Vehicles parking along the guard rail will have the ability to turnaround in the rear of the property. I would also note that given Brown Street traffic conditions, I find backing maneuvers to be acceptable. I find parking and circulation to be acceptable.

* The applicant should consider treatment that prevents vehicles parked in space #1 from encroaching onto the sidewalk.

* The applicant is proposing narrowing of the curb cut, which I find to be acceptable. This change will increase the length of curb side parking and during discussions with the applicant a commercial loading regulation was suggested. I support this change, but would like to discuss this with the City Parking Department. I would also note that changes to on-street parking will require City Council action and the applicant would be required to assist in preparing council meeting materials.

* The bicycle racks are located in least accessible location on the site. The applicant should consider other more accessible and visible locations.

If you have any questions, please contact me.

Best regards,

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

"One Vision, One Company"

Please consider the environment before printing.

From: Jeff Tarling
To: Jean Fraser
Date: 10/7/2015 2:44 PM
Subject: Landscape Review for # 11 Brown Street

Jean -

In review of the proposed landscape treatment for the 11 Brown Street condo project I wanted to offer the following comments:

Street-trees: The project proposes the planting of one 'street tree' near the Brown Street entrance and two 'parking lot' trees in the parking lot area. The one 'street-tree' near Brown Street meets the landscape standard, the two trees in the parking lot meet the condition of being within 10' of the property line but not near the City 'right of way' and can not be considered as substitutes for street trees.

I recommend that the applicant be requested to contribute $600 (3 trees X $200 per tree) to meet the street tree requirement of 4 street trees.

Parking Lot Landscape - Due to site constraints for traffic circulation and parking the existing landscape planting is slated for removal. Ideally some type of landscape should be considered along the building / pavement edge. This could be in the form of a small planter with vines or something hardy like Comptonia (Sweetfern) or ornamental grasses if space allows. Efforts to secure the guardrail improvement between the two lots should be condition as the existing separation is in poor if not unsightly condition. Improved guardrail should have rails on both sides to help prevent damage to vehicles and to improve the overall view of the parking lot and help define circulation. This could be 'Core-ten' steel on wood post or wood post with wood rails. (The current guardrail does not appear to be functioning well from the image attached.)

Plaza Landscape - the proposed plaza entrance improvements are one of the projects bright spots in regards to landscape improvements. Recommendations would include having a slightly raised planting bed to reduce winter de-icing salt damage to plants and to help create separation for the walking surface to plant space protection. The raised edge could be concrete formed, granite curbing, wooden or steel edging. Landscape planting should 'wrap around' towards the building frontage facing the street to help define the circulation along with adding a greener street look. Concept wise the design adds interest to the current conditions. Unknown if the proposed plaza and residential entrance meets ADA standards or if a slight ramp is needed?

Dumpster enclosure - This project site has a very visible dumpster location due to the exposed adjacent parkinglot from Free Street. Adequate dumpster screening meeting standards would be a condition.

Overall the project site presents challenges due to space limitations and adjacent surface parking use that is void of landscape / buffering treatments. Thus the mentioned recommendations of expanding the landscape scope to revisit the inclusion of a small narrow planting strip with ornamental grass or vines would help if at all possible.
Guardrail improvement recommendation would help improve the current use and function along with providing better
space separation.

Thanks,
Jeff Tarling, City Arborist

MEMORANDUM

To: FILE

From: Jean Fraser

Subject: Application ID: 2015-157

Date: 10/7/2015

Comments Submitted by: Keith Gautreau/Fire on 10/7/2015

Multiple hydrants are located nearby.
Fire Vehicle Access

Largest Fire Department Vehicle must be able to navigate through the parking lot to access building.
Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in

Comments Submitted by: Keith Gautreau/Fire on 10/7/2015

Access to the site is adequate. I have met with the applicant on site and emergency access to the rear of the building will be via the adjacent parking lot.

Att. A

Portland, Maine — Yes. Life's good here.

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.

☐ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature: _____ Date: 10/7/2015

I have provided digital copies and sent them on: 10/8/15 Date: 10/8/15

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 III: 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).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: http://me-portland.civicplus.com/DocumentCenter/Home/View/1080
Design Manual: http://me-portland.civicplus.com/DocumentCenter/View/2355
Technical Manual: http://me-portland.civicplus.com/DocumentCenter/View/2356

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

Updated: June 1, 2015

PROJECT NAME: 11 Brown Street: Eastman Block Condominium Project

PROPOSED DEVELOPMENT ADDRESS:

11 Brown Street, Portland

PROJECT DESCRIPTION:

Interior renovation of existing structure located at 11 Brown Street, to add four residential condominium units on the second, third and fourth floor.

CHART/BLOCK/LOT: 37 - I - 7

PRELIMINARY PLAN _____ (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Daniel Soley Business Name, if applicable: LK Exchange, LLC Address: Box 411, 100 Commercial Street City/State : Portland/ME Zip Code: 04101	**Applicant Contact Information** Work # 207 808 4713 Home# 207 226 0777 Cell # 207 699 6020 Fax# e-mail: soley.daniel@gmail.com
Owner – (if different from Applicant) Name: Same as applicant Address: City/State : Zip Code:	**Owner Contact Information** Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Address: City/State : Zip Code:	**Agent/Representative Contact information** Work # Cell # e-mail:
Billing Information Name: Address: City/State : Zip Code:	**Billing Information** Work # Cell # Fax# e-mail:

Engineer	Engineer Contact Information
Name: Address: City/State : Zip Code:	Work # Cell # Fax# e-mail:
Surveyor	**Surveyor Contact Information**
Name: Address: City/State : Zip Code:	Work # Cell # Fax# e-mail:
Architect	**Architect Contact Information**
Name: Mark Mueller Architects Address: 100 Commercial Street, Suite 205 City/State : Portland/ME Zip Code: 04101	Work # 207 774 9057 Cell # Fax# e-mail: matt@muellerarchitects.com
Attorney	**Attorney Contact Information**
Name: Address: City/State : Zip Code:	Work # Cell # Fax# e-mail:

APPLICATION FEES:

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

Level III Development (check applicable reviews)	Other Reviews (check applicable reviews)
_X_ 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.	___ Traffic Movement ($1,000) ___ Stormwater Quality ($250) _X_ Subdivisions ($500 + $25/lot) # of Lots _4_ x $25/lot = $100 ___ Site Location ($3,000, except for residential projects which shall be $200/lot) # of Lots ___ x $200/lot = _____ ___ Other _____ _X_ 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 thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal

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 Building Inspections 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.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

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:**
	10/8/15

PROJECT DATA

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

Total Area of Site	7,880	sq. ft.
Proposed Total Disturbed Area of the Site	0	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
Impervious Surface Area		
Impervious Area (Total Existing)	7,880	sq. ft.
Impervious Area (Total Proposed)	~7,580	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	4,581	sq. ft.
Building Footprint (Total Proposed)	4,581	sq. ft.
Building Floor Area (Total Existing)	12,191	sq. ft.
Building Floor Area (Total Proposed)	12,191	sq. ft.
Zoning		
Existing	B-3 Downtown Business Zone	
Proposed, if applicable	No proposed change	
Land Use		
Existing		
Proposed		
Residential, If applicable		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	4	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	0	
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)	4	
# of One-Bedroom Units (Total Proposed)	0	
# of Two-Bedroom Units (Total Proposed)	0	
# of Three-Bedroom Units (Total Proposed)	0	
Parking Spaces		
# of Parking Spaces (Total Existing)	3	
# of Parking Spaces (Total Proposed)	8	
# of Handicapped Spaces (Total Proposed)	0	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	4	
Estimated Cost of Project	$1,800,000	

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
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)**
X		Proposed grading and contours;	
X		Existing structures with distances from property line;	
X		Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;	
X		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
X		Preliminary infrastructure improvements;	
X		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
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;	
X		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;
X			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);
X			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;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
X		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
X		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;
X		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;
X		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.

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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991

Date: _____

Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail:fjb@portlandmaine.gov

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

Site Address: _____

Chart Block Lot Number: _____

Proposed Use: _____

Previous Use: _____

Existing Sanitary Flows: _____GPD

Existing Process Flows: _____GPD

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

_____

_____

Site Category

Commercial *(see part 4 below)*	☐
Industrial *(complete part 5 below)*	☐
Governmental	☐
Residential	☐
Other *(specify)*	☐

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____

Owner/Developer Name: _____

Owner/Developer Address: _____

Phone: _____ Fax: _____ E-mail: _____

Engineering Consultant Name: _____

Engineering Consultant Address: _____

Phone: _____ Fax: _____ E-mail: _____

(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: _____ 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.

Total Drainage Fixture Unit (DFU) Values: _____

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: _____ 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

Att. B

Doc#: 45205 Bk:32550 Pg: 152

MAINE REAL ESTATE TAX PAID

WARRANTY DEED

OLD PORT HOLDING CO., LLC, a Maine limited liability company having a mailing address c/o Margaritas Management Group, 200 Griffin Road, Suite 1, Portsmouth, New Hampshire 03801, for consideration paid, grants to **LK EXCHANGE, LLC**, a Maine limited liability company having a mailing address of P.O. Box 1292, Portland, Maine 04104 with **WARRANTY COVENANTS**, a certain lot or parcel of land and the improvements thereon located at 7-13 Brown Street in the City of Portland, County of Cumberland, and State of Maine, being more particularly described on Exhibit A attached hereto.

Meaning and intending to describe and convey the same premises as conveyed to the Grantor by deed of Professional Catering Services, Inc. dated March 12, 1997, and recorded in the Cumberland County Registry of Deeds in Book 12985, Page 178, subject to and together with Grantor's obligations and rights set forth in the Joint Declaration of Easements, Covenants, Uses and Maintenance by and between Old Port Holding Co., LLC and The Kimball Building, LLC dated as of August 23, 2006 and recorded in the Cumberland County Registry of Deeds in Book 24299, Page 131, and Common Wall Support dated as of August 23, 2006 and recorded in the said Registry of Deeds in Book 24299, Page 144.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed by Hugo Marin, President, of said Margaritas Properties, LLC, the sole member of Old Port Holdings Co., LLC, thereunto duly authorized, this 28th day of August, 2015.

OLD PORT HOLDING CO., LLC

By: Margaritas Properties, LLC, a
New Hampshire limited liability company,
its Sole Member

By: _____
Hugo Marin, President
Duly Authorized

_____
Witness

53494196 v2

EXHIBIT A

A certain lot or parcel of land and the improvements thereon located at 7-13 Brown Street in the City of Portland, County of Cumberland and State of Maine, being more particularly described as follows:

Beginning at a point on the easterly side of Brown Street which is seventy-eight and forty-three hundredths (78.43) feet northwest of the northerly side of Free Street measured on said easterly side of Brown Street; thence

North 67° East by land now or formerly of Eastman Bros. & Bancroft one hundred eighteen and ninety-seven hundredths (118.97) feet to land now or formerly of Charles H. Fling; thence

Northwesterly with an included angle of 89° 55' and by said Fling land a distance of forty-eight and thirty-five hundredths (48.35) feet to a point; thence

Southwesterly with an included angle of 92° 29' and by land now or formerly of J. M. Kimball Estate a distance of sixty-six and sixty-seven hundredths (66.67) feet to a point; thence

North 23° 07' West and by said Kimball Estate land thirty-nine (39) feet; thence

South 66° 56' West by said Kimball Estate land fifty-two and twenty-four hundredths (52.24) feet to said easterly side of Brown Street; thence

South 23° East by said easterly side of Brown Street a distance of eighty-eight and forty-eight hundredths (88.48) feet to the point of beginning.

Subject to and together with the appurtenant rights, obligations and easements granted to and by Old Port Holding Co., Inc. described in the following instruments, subject to the terms and conditions set forth therein:

1. Common Wall Support Easement and Agreement by and between The Kimball Building, LLC and Old Portland Holding Co., LLC, dated August 23, 2006 and recorded at Cumberland County Registry of Deeds in Book 24299, Page 144; and

2. Joint Declaration of Easements, Covenants, Uses and Maintenance by The Kimball Building, LLC to Old Portland Holding Co., LLC, dated August 23, 2006 and recorded at Cumberland County Registry of Deeds in Book 24299, Page 131.

STATE OF Maine
COUNTY OF Cumberland

August 28, 2015

PERSONALLY APPEARED the above-named Hugo Marin, President of said Margaritas Properties, LLC, the sole member of Old Port Holdings Co., 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 limited liability companies.

Before me,

~~Notary Public~~ Douglas F. Britton Esq.
Commission Expires: Attny At Law
Print Name:

Received
Recorded Register of Deeds
Aug 28,2015 11:41:29A
Cumberland County
Nancy A. Lane

Att. C

Norway Savings Bank
COLORFUL SOLUTIONS™

September 8, 2015

City of Portland Planning Board
389 Congress Street
Portland, Maine 04101

Re: 11 Brown Street, Portland Condominium Conversion

To whom it may concern:

Please be advised that Jack Soley and Daniel Soley have arranged for construction financing with Norway Savings Bank through their intermediary LK Exchange, LLC who currently has ownership of the subject property. This financing is intended to renovate the subject property and convert the building to a four unit condominium complex with parking.

LK Exchange, LLC has available and committed credit in the medium to high six figure range which should be adequate to support the proposed construction/conversion. Please feel free to contact me should you need additional information or have any questions.

Sincerely,

Noel B. Graydon
Regional Vice President
Commercial Lending

Att. D

PROJECT DESCRIPTION

Eastman Block: Residential Condominium Project

The Eastman Block, located at 11 Brown Street, is a c. 1904 brick and steel framed four story building located halfway between Free and Congress Streets in the Portland Downtown District. Currently, a commercial space is housed on the first floor and basements, with extended space on the second floor. The third and fourth floors are vacant space with a ~2400 square foot footprint.

LK Exchange, LLC proposes to convert the upper three floors of the existing structure into four residential loft condominiums totaling 7,160 square feet. Two units will be located on the second floor, and one each on the third and fourth floors. Currently, the building houses commercial space on the first floor and basement; no change is proposed for this space.

The project will primarily focus on the interior of the existing structure, including the infrastructure necessary for the construction of the units. There is existing stair and elevator access (shared with the Kimball Court Condominiums) servicing the top two floors, and stair access for the second floor. The sprinkler and fire alarm system will be upgraded to current code, as well as other applicable fire codes such as fire separations and egress windows.

The land area includes a proposed configuration for seven (7) dedicated parking spaces, as well as space for common bicycle parking and refuse. The proposed project includes minor site development activities involving subtle landscaping upgrades to the existing residential entryway which will yield a net increase in pervious surface. The proposal also includes unobtrusive building-side LED flood lights, as this area currently lacks adequate illumination for safety.

There are no significant natural features on the site. The site is mostly flat, and no trees existing.

The upper two stories of the building show vacancy on record as far back as the 1930s. The City of Portland Comprehensive Plan calls for increased housing, especially on Portland's peninsula. Therefore, by developing this currently unused space the proposed project is a rare opportunity to provide much-needed new housing stock in the downtown district.

Att. E

Portland Water District

From Sebago Lake To Casco Bay

October 2, 2015

Mark Mueller Architects
100 Commercial Street Suite 205
Portland ME 04101

Attn: Matthew Provencal
Re: 11 Brown Street - Portland
Ability to Serve with PWD Water

Dear Mr. Provencal:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on September 1, 2015. 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.

Conditions of Service

The following conditions of service apply:

- It is the District's understanding that four residential units will be added to the existing building which currently consists of a restaurant. The existing 2-inch domestic service will be sufficient to continue to supply the restaurant and proposed residential usage. If separate billing is desired, then separate services will need to be installed from the main in Brown Street.

- Please consult with a sprinkler system designer to determine if the existing 6-inch fire service will be sufficient to serve the additional four residential units.

- Water District approval of water infrastructure plans will be required for the project prior to construction. As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water main and water service line configuration. We will work with you to ensure that the design meets our current standards.

Existing Site Service

According to District records, the project site does currently have existing water service. A 2-inch diameter copper domestic water service line and a 6" ductile iron fire service line, located as shown on the attached water service cards, provide water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

225 Douglass Street P.O. Box 3553 Portland, Maine 04104-3553
Phone: 207.774.5961 Fax: 207.761.8307 Web: www.pwd.org

Water System Characteristics

According to District records, there is a 6-inch diameter cast iron water main on the northeast side of Brown Street and a public fire hydrant located 170 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 75 psi on 9/10/2014.

Public Fire Protection

You have not indicated whether this project will include the installation of new public hydrants to be accepted into the District water system. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

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. Should private fire protection be required, 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 MEANS to request a hydrant flow test and we will work with you to get more complete data.

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

Sincerely,
Portland Water District

Glissen Havu, E.I.
Design Engineer

11 Brown Street

Portland

PORTLAND WATER DISTRICT
225 Douglass Street
Portland, ME 04104

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

Legend

!	Air Valve	●	Connection	=	Combined Service	!	Manhole
5	Blow Off	!	Attribute Change	=	Domestic Service	(	CSO
R	By Pass	#	Reducer	=	Fire Service	→	Gravity
?	Distribution	!	Hydrant	(	Private Hydrants	→	Force
?	Transmission	?	Hydrant Control	(	Meter Pits		

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

Drawn By: GJH	Prepared For: Mark Mueller Architects
Scale: As Noted	Date: October 2, 2015

SERVICE RECORD

NO. 11 BROWN ST

REG. NO. SV27709

Name MARGARITA'S

Name

Name

ST. DIVISION 027

Code No.

Name

Name

SERVICE DATA

Size of Pipe 2"

Kind of Pipe COP

Main to Stop 9'

Stop to St. Line 2'

Date 8-24-06

Mat. on Private 2" COP

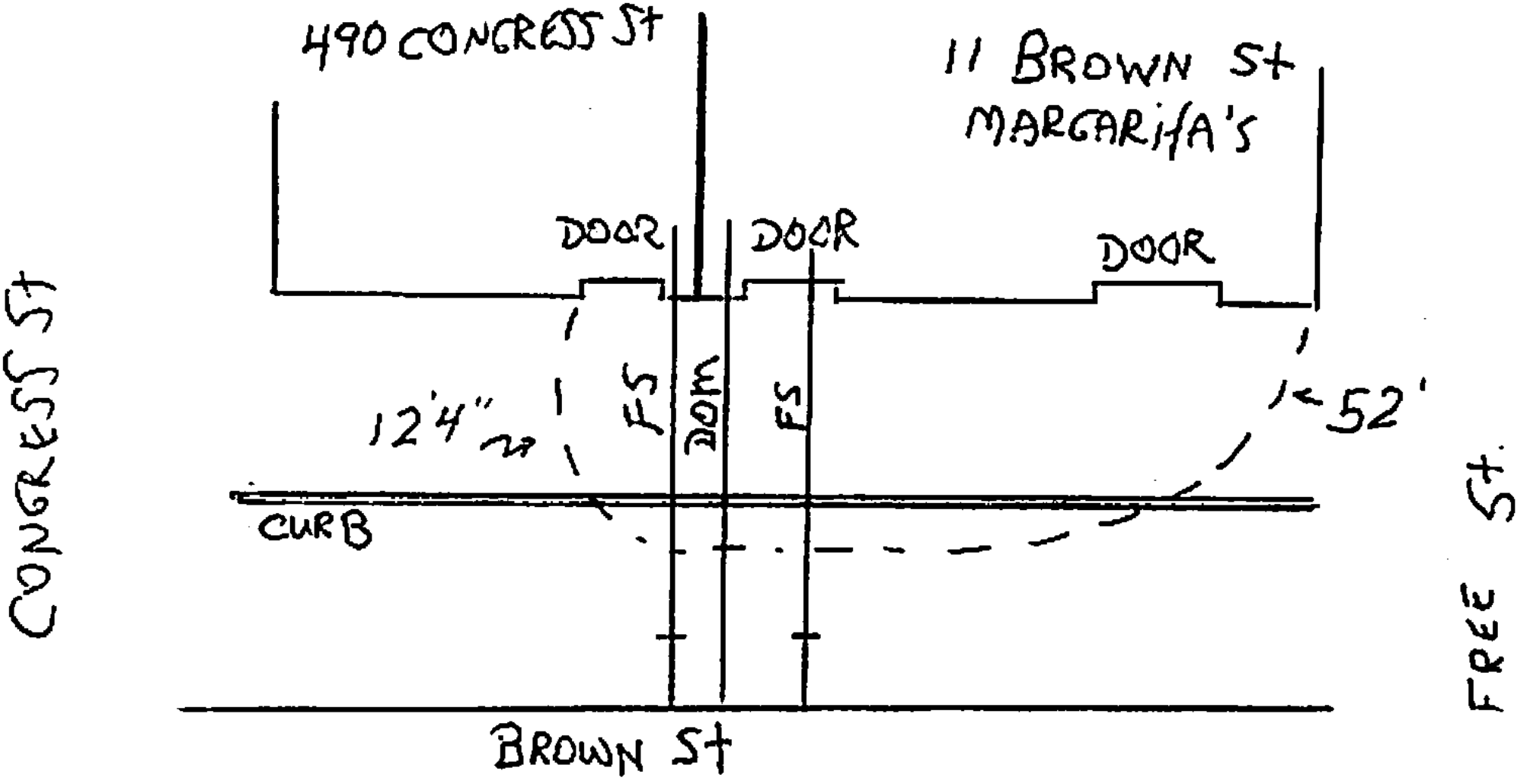
Depth/Main

Depth/Private

Shut at Corp.

MEASURES

OVER



BASEMENT IS UNDER SIDEWALK

SERVICE RECORD

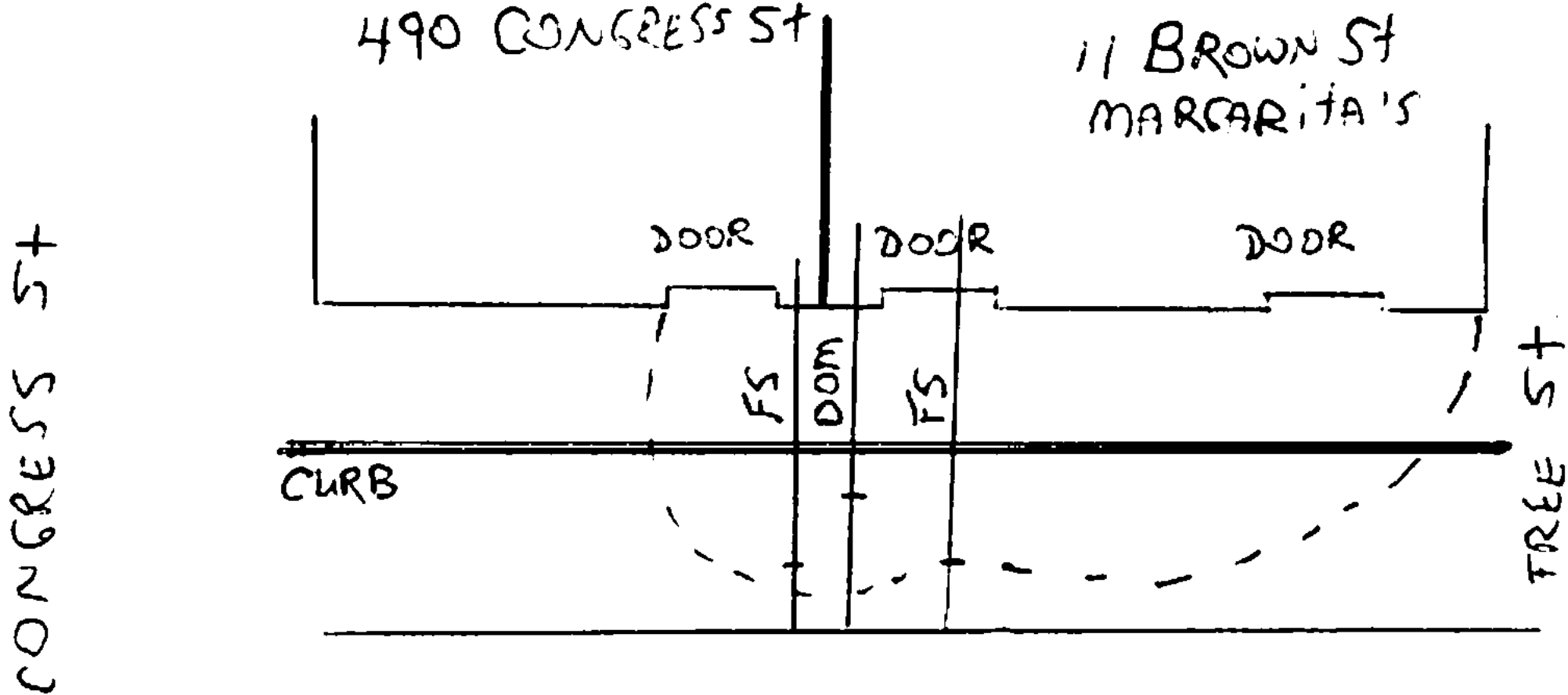
NO. 11 BROWN ST
ST. DIVISION 027
REG. NO. SV277265
Code No.
Name MARGARITA'S
Name
Name
Name
Name

SERVICE DATA

Size of Pipe 6"
Kind of Pipe DI
Main to Stop 1'6"
Stop to St. Line 4'
Date 8-14-06
Mat. on Private
Depth/Main
Depth/Private
Shut at Corp.

MEASURES

OVER



BASEMENT UNDER SIDEWALK

M A R K
MUELLER
ARCHITECTS

September 01, 2015

Glissen Havu
Portland Water District
225 Douglass Street
PO Box 3553
Portland, ME 04104-3553

Job: Eastman Block, 11 Brown Street– Portland, Maine
Re: "Ability to Serve"

Glissen,

This letter is a request for a review of the existing installed domestic water system for the addition of four residential dwelling units at the above referenced project & location; an existing domestic & sprinkler water service exists.

We are requesting a feasibility assessment of the additional dwelling units using the existing water service line with regards to current design standards and PWD requirements. The current installed sprinkler system will remain, new heads will be installed per the new plans. If a new service is required please include any street opening requirements and fees etc. from Brown Street into the building.

Any questions maybe forwarded to our office for further interpretation or clarification.

Sincerely,

Matthew Provencal
Architectural Designer

Mark Mueller Architects

100 Commercial St
Suite 205
Portland, Maine 04101
Phone: 207.774.9057
Fax: 207.773.3851
E-Mail:
rfi@muellerarchitects.com
Member AIA

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991

Date: 9/8/15

Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail:fjb@portlandmaine.gov

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

Site Address: 11 BROWN ST

Chart Block Lot Number: 37 - I - 7

Proposed Use: RESIDENTIAL

Previous Use: VACANT

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.

EXISTING SYSTEM TO REMAIN
EXISTING RESTAURANT @ 1ST FLOOR TO REMAIN

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

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____

Owner/Developer Name: LK EXCHANGE LLC (C/O: DANIEL SOLEY)

Owner/Developer Address: BOX 411 - 100 COMMERCIAL ST, PORTLAND, ME 04101

Phone: 207·808·4713 Fax: — E-mail: soley.daniel@gmail.com

Engineering Consultant Name: _____

Engineering Consultant Address: _____

Phone: _____ Fax: _____ E-mail: _____

(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: 480± 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.

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

PROPOSED USE:

2ND FLOOR: 2 RESIDENTIAL UNITS @ 120 gpd/ea = 240 GPD
W/ 1 BEDROOM EACH

3RD & 4TH FLOOR: 1 RESIDENTIAL UNIT EACH W/ 1 BEDROOM EACH
@ 120 gpd/ea = 240 GPD

TOTAL FLOW = 240 + 240 = 480 GPD ESTIMATED FLOW

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991

Date: 9/8/15

Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail:fjb@portlandmaine.gov

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

Site Address: 11 BROWN ST

Chart Block Lot Number: 37 - I - 7

Proposed Use: RESIDENTIAL

Previous Use: VACANT

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.

EXISTING SYSTEM TO REMAIN
EXISTING RESTAURANT @ 1ST FLOOR TO REMAIN

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

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____

Owner/Developer Name: LK EXCHANGE LLC (C/O: DANIEL SOLEY)

Owner/Developer Address: BOX 411 - 100 COMMERCIAL ST, PORTLAND, ME 04101

Phone: 207·808·4713 Fax: — E-mail: soley.daniel@gmail.com

Engineering Consultant Name: _____

Engineering Consultant Address: _____

Phone: _____ Fax: _____ E-mail: _____

(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: 480± 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.

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

PROPOSED USE:

2ND FLOOR: 2 RESIDENTIAL UNITS @ 120 gpd/ea = 240 GPD
W/ 1 BEDROOM EACH

3RD & 4TH FLOOR: 1 RESIDENTIAL UNIT EACH W/ 1 BEDROOM EACH
@ 120 gpd/ea = 240 GPD

TOTAL FLOW = 240 + 240 = 480 GPD ESTIMATED FLOW

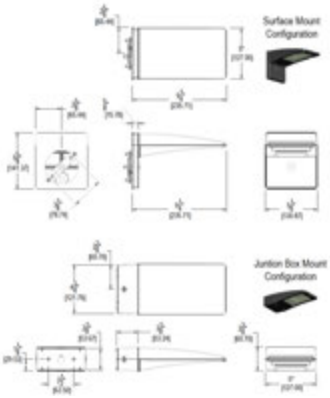
WPLED13N

Att. F

13 Watt high performance LED Wallpack with 5 conduit entry points. Equivalent to 150W MH. Includes both junction box and surface mount for recessed box. IESNA Full Cutoff, Fully shielded optics. Mount at 11-20'. 5 year warranty.

Color: Bronze

Weight: 3.3 lbs



LED Info

Watts:	13W
Color Temp:	4000K (Neutral)
Color Accuracy:	86
L70 Lifespan:	100000
LM79 Lumens:	673
Efficacy:	45 LPW

Driver Info

Type:	Constant Current
120V:	0.13 A
208V:	0.08 A
240V:	0.07 A
277V:	0.06 A
Input Watts:	15W
Efficiency:	87%

Technical Specifications

UL Listing:
Suitable for Wet Locations as a Downlight. Suitable for Damp Locations as an Uplight. Wall Mount only. Suitable for Mounting within 4ft. of ground.

Lumen Maintenance:
The LED will deliver 70% of its initial lumens at 100,000 hours of operation.

Cold Weather Starting:
The minimum starting temperature is -40°F/-40°C

Ambient Temperature:
Suitable for use in 50°C (122°F) ambient temperatures

Driver:
Multi-chip 13W high output long life LED Driver Constant Current, Class 2 100V - 277V, 50/60 Hz

Surge Protection:
4kv

Color Temperature (Nominal CCT):
4000K

Fixture Efficacy:
44.6 Lumens per Watt

Color Accuracy:
86 CRI

Finish:
Chip and fade resistant polyester powder coat finish.

Color Stability:
RAB LEDs exceed industry standards for chromatic stability.

Color Uniformity:
RAB's range of CCT (Correlated color temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2008.

Green Technology:
RAB LEDs are Mercury and UV free.

Dark Sky Approved:
The International Dark Sky Association has approved this product as a full cutoff, fully shielded luminaire.

For use on LEED Buildings:
IDA Dark Sky Approval means that this fixture can be used to achieve LEED Credits for Light Pollution Reduction.

Patents:
The design of the LPACK is protected by U.S. Pat. D604,004 and patents pending in Canada, China and Taiwan.

IESNA LM-79 & IESNA LM-80 Testing:
RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and 80, and have received the Department of Energy "Lighting Facts" label.

Gaskets:
High Temperature Silicone

Warranty:
RAB LED fixtures give you peace of mind because both the fixture and driver components are backed by RAB's 5 Year Warranty. For more information,

Copyright ©2012 RAB Lighting, Inc. All Rights Reserved

Equivalency:
The WPLED13 is Equivalent in delivered lumens to a 100W Metal Halide Wallpack.

HID Replacement Range:
The WPLED13 can be used to replace 70-150W Metal Halide Wallpacks based on delivered lumens.

Country of Origin:
Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:
This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

Recovery Act (ARRA) Compliant:
This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods--Buy American Act-- Construction Materials (October 2010)

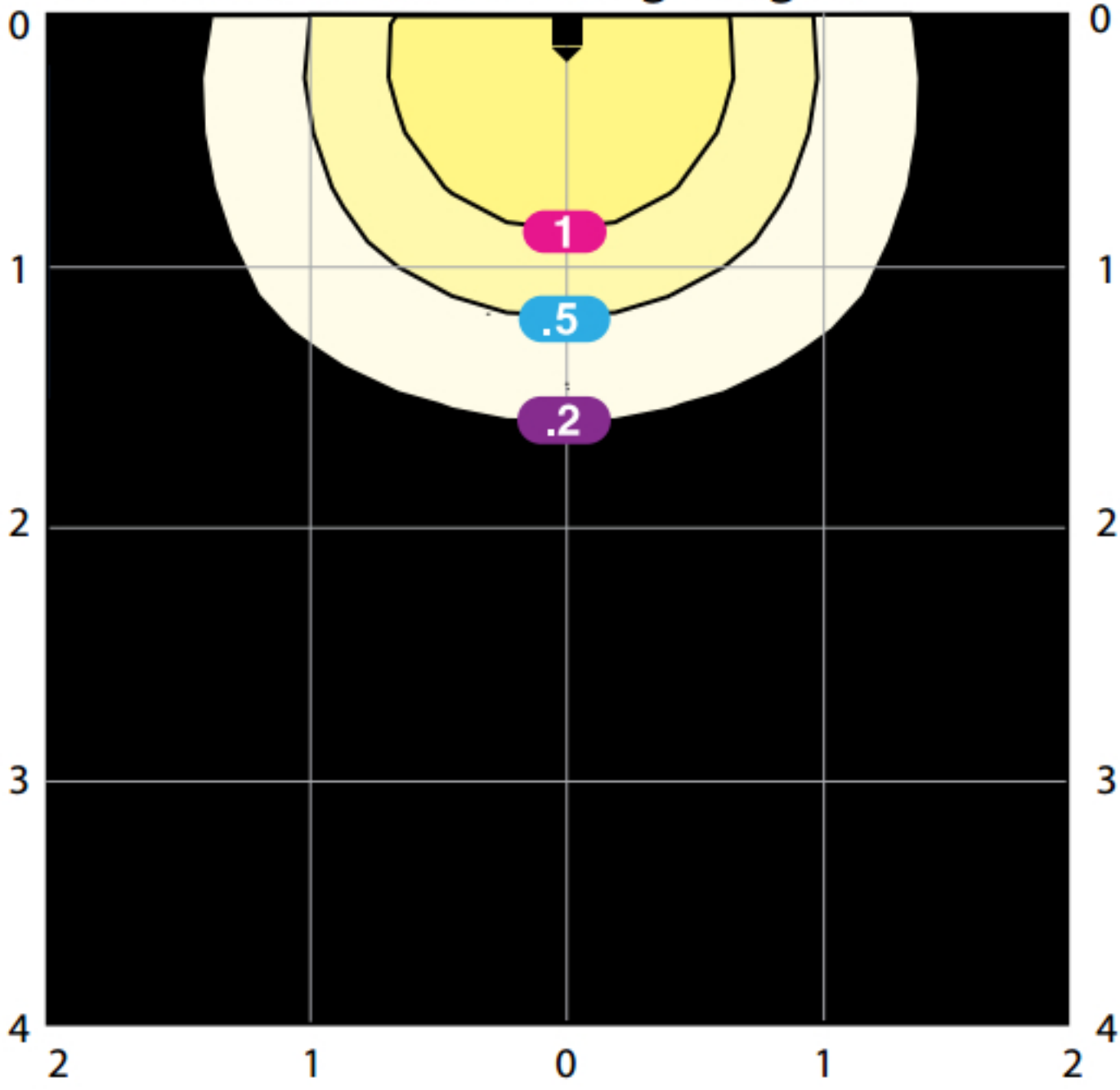
Trade Agreements Act Compliant:
This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:
Suitable in accordance with FAR Subpart 25.4

Copyright ©2012 RAB Lighting, Inc. All Rights Reserved

WPLED13

13W LED at 15’ Mounting Height



Mounting Height	8	10	12	15
Multiplier	3.5	2.3	1.6	1.0

From: Dan Soley <macadamiaman@gmail.com>
To: <jf@portlandmaine.gov>, Jak Soley <jsoley@eastbrowncow.com>, Matt Proven...
Date: 10/2/2015 3:33 PM
Subject: Staff review comments: 11 Brown Street
Attachments: RAB-WPLED13N-Spec.pdf; wpled13photometric.pdf

Hi Jean,

Please see responses to your comments below;

Hello Dan

We discussed this project at our regular Development Review meeting yesterday and I am now able to confirm the final review comments with the exception of final traffic and street trees/landscape:

- Please revise the site plan to show proposed additional landscaping, fencing and other features (as discussed at the pre-app and mentioned in your submissions) within the site and along the boundaries;

The submitted proposed site plan includes two additional street trees ("Collumnar") at the rear of the property in raised wooden planters. The plan also shows fence screening around the dumpsters at the rear of the lot. In addition, we are proposing a third street tree ("American Hornbeam") at the stair entrance to the residential units on Brown St. with granite hardscaping.

- Please relocate the bike racks to be near the commercial and residential entrances and submit the specification;

We would prefer to relocate the bike rack to the wood enclosure at the rear of the property for security.

- Please show on the site plan the area designated for snow storage and the location of the wall mounted and site lights;

The snow storage area is demarcated on the submitted site plan. Please find new wall mounted LED lighting (specs and photometrics attached) on the plan Matt sent you earlier.

- Please send specifications for all the wall mounted and site lighting (existing that will be retained, plus proposed) and photometric plans showing lighting levels;

Included.

- Please clarify how you plan to address the street tree requirement of one tree per unit, assuming that the new tree by the door counts as one of the 4 required street trees;

Three trees sited on plan; we propose a $200 contribution to the street tree fund in lieu of a fourth tree.

- Please revise the draft recording plat to remove all existing features that will be removed as part of the project, and add a signature box similar to that attached;

This will be completed by Owen Haskell and forwarded shortly.

- Please clarify whether there are 7 or 8 parking spaces proposed; the written material and data sheet state "7" and the plan shows "8";

We are now proposing 8 (eight) parking spaces pending Tom Erico's approval.

- Please confirm that the proposals allow for an ADA compliant entrance to the commercial space on the first floor;

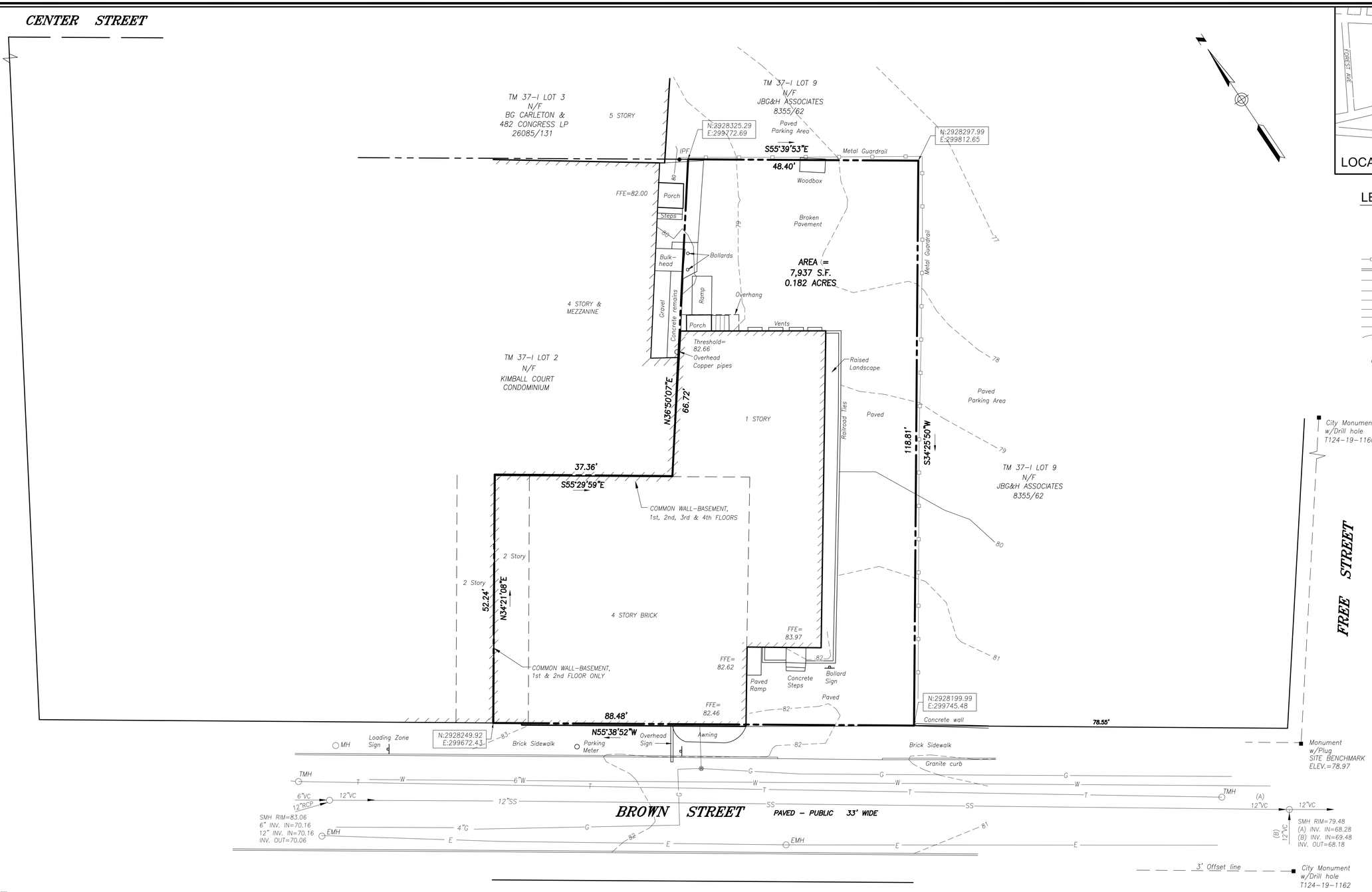
The current entrance to Margarita's is ADA compliant. We do not proposes any changes.

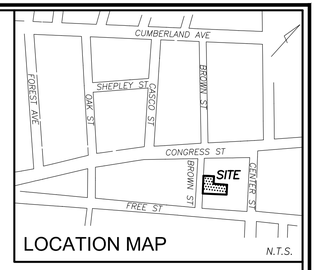
- Please send the capacity to serve letter from the PWD; and

Matt has sent this letter earlier today, thank you.

We look forward to working with you -- thank you!

Dan





LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- MANHOLE
- SIGN
- GAS VALVE
- GUARDRAIL
- CURB
- OHW — OVERHEAD WIRES
- E — UNDERGROUND POWER
- W — WATER LINE
- G — GAS LINE
- T — TELEPHONE
- SS — SANITARY SEWER
- 100 — 1' CONTOUR
- FFE — FINISHED FLOOR ELEVATION
- N/F — NOW OR FORMERLY
- 000/000 — DEED BOOK AND PAGE

UTILITY NOTE

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GRAPHIC SCALE

0 5' 10' 20' 40'

PLAN REFERENCES

1. AMENDED CONDOMINIUM PLAT "KIMBALL COURT CONDOMINIUMS" MADE FOR RECORD OWNER THE KIMBALL BUILDING, LLC DATED JULY 12, 2006, REV. 1 11–14–13 BY OWEN HASKELL, INC.

GENERAL NOTES

1. OWNER OF RECORD: OLD PORT HOLDING CO., LLC
TAX MAP 37 BLOCK I LOT 7
C.C.R.D. BOOK 12985 PAGE 178

2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 1983. CITY CONTROL POINT T124–19–1162 AND T124–19=1160 USED FOR HORIZONTAL CONTROL.

3. ELEVATIONS ARE BASED ON NGVD 1929. CITY BENCHMARK: M MONUMENT AT THE WESTERLY CORNER OF FOREST AND CUMBERLAND AVENUES ELEVATION=80.57'.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

DATE

JOHN W. SWAN, PLS NO. 1038

BOUNDARY AND TOPOGRAPHIC SURVEY

AT

11 BROWN STREET, PORTLAND, MAINE

MADE FOR

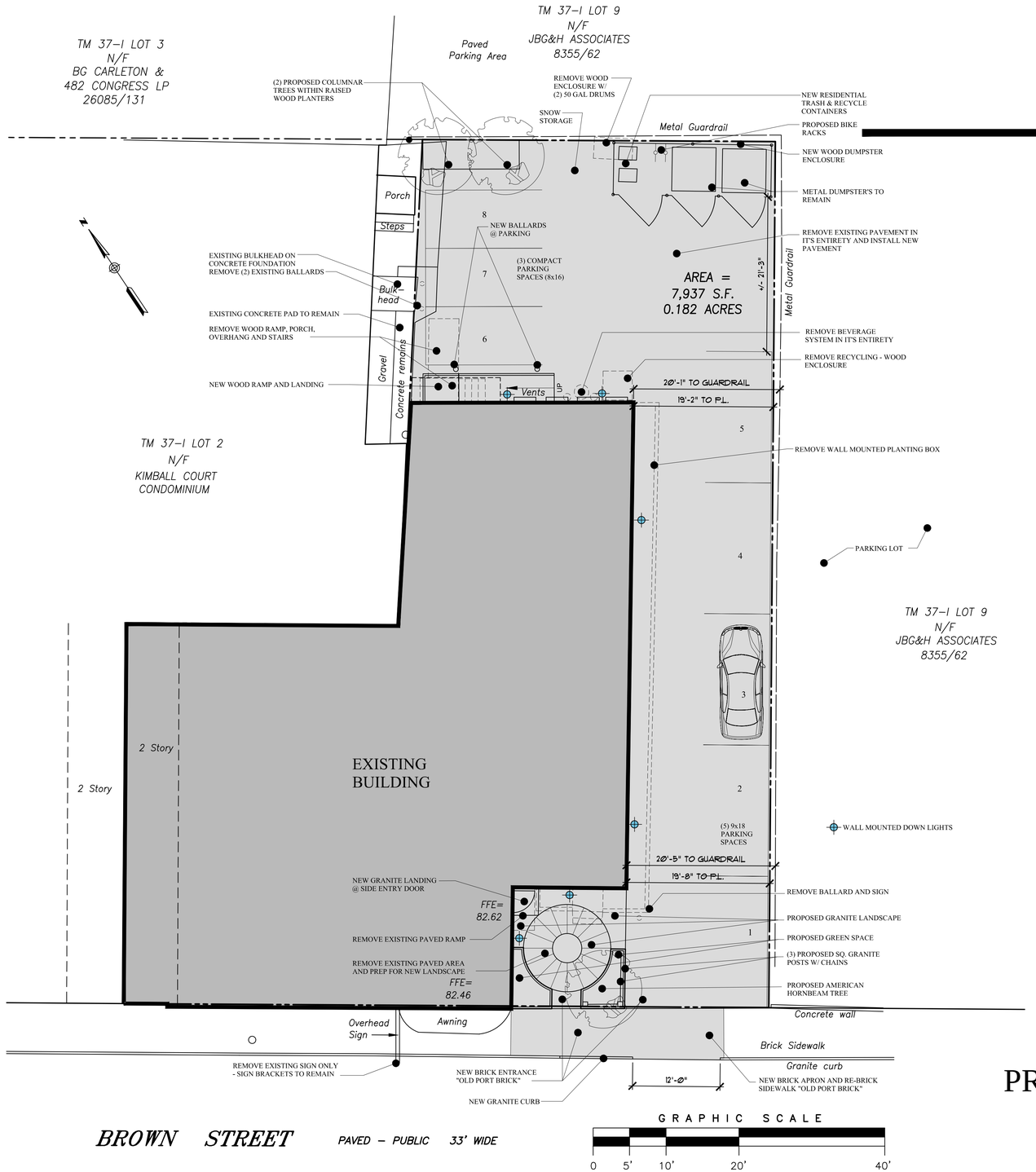
OOBLECK, LLC

100 COMMERCIAL STREET, BOX 41, PORTLAND, MAINE

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207)774–0424
PROFESSIONAL LAND SURVEYORS

Drwn By	RS	Date	Job No.
Trace By	JLW	SEPT. 16, 2015	2015–196P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 10'	1

MARK MUELLER ARCHITECTS



PROPOSED SITE PLAN

SCALE: 1/8" = 1'-0"

FINAL

SITE PLAN REVIEW

OWNER: LK EXCHANGE LLC
EASTMAN BLOCK CONDOS
11 BROWN STREET
PORTLAND, MAINE

REVISED: 10.02.15
09/22/15

Plan 3

CENTER STREET

CONGRESS STREET

TM 37-I LOT 3
N/F
BG CARLETON &
482 CONGRESS LP
26085/131

5 STORY

TM 37-I LOT 9
N/F
JBG&H ASSOCIATES
8355/62

Paved
Parking Area

N:2928325.29
E:299772.69

S55°39'53"E

Existing Woodbox

Existing Metal Guardrail

N:2928297.99
E:299812.65

IPF

48.40'

SNOW
STORAGE

FFE=82.00

Porch

Steps

8

(2) PROPOSED
TREES & RAISED
WOOD PLANTERS

PROPOSED
BIKE RACKS

7

PROPOSED (3) 8'x16'
PARKING SPACES
w/BOLLARDS

PROPOSED
WOOD DUMPSTER
ENCLOSURE

Bulk-
head

Metal Guardrail

Existing
Ramp

6

NEW WOOD RAMP
& LANDING

4 STORY &
MEZZANINE

Gravel

Concrete remains

Porch

Vents

5

Threshold=
82.66

Overhead
Copper pipes

TM 37-I LOT 2
N/F
KIMBALL COURT
CONDOMINIUM

Wall mounted
Light (typical)

Existing Raised
Landscape

Paved
Parking Area

N36°50'07"E
66.72'

1 STORY

4

Paved

Existing Railroad Ties

118.81'

S34°25'50"W

TM 37-I LOT 9
N/F
JBG&H ASSOCIATES
8355/62

37.36'

S55°29'59"E

COMMON WALL-BASEMENT,
1st, 2nd, 3rd & 4th FLOORS

3

PROPOSED (5) 9'x18' PARKING SPACES

2 Story

LOT AREA =
7,937 S.F.
0.182 ACRES

2 Story

52.24'

N34°21'08"E

2

4 STORY BRICK

FFE=
83.97

FFE=
82.62

COMMON WALL-BASEMENT,
1st & 2nd FLOOR ONLY

Existing
Bollard
Sign

PROPOSED
GRANITE

1

Paved

N:2928199.99
E:299745.48

FFE=
82.46

88.48'

N55°38'52"W

Concrete wall

78.55'

MH

Loading Zone
Sign

N:2928249.92
E:299672.43

Brick Sidewalk

Parking
Meter

Overhead
Sign

Awning

NEW BRICK APRON

12'

Brick Sidewalk

Granite curb

TMH

6"VC

12"RCP

12"VC

12"SS

BROWN STREET

PAVED – PUBLIC 33' WIDE

TMH

(A)
12"VC

12"VC

(B)
12"VC

SMH RIM=83.06
6" INV. IN=70.16
12" INV. IN=70.16
INV. OUT=70.06

EMH

4"G

EMH

SMH RIM=79.48
(A) INV. IN=68.28
(B) INV. IN=69.48
INV. OUT=68.18

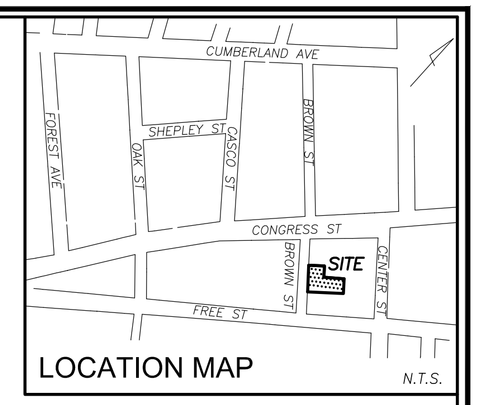
3' Offset line

City Monument
w/Drill hole
T124-19-1162

City Monument
w/Drill hole
T124-19-1160

FREE STREET

Monument
w/Plug
SITE BENCHMARK
ELEV.=78.97



LOCATION MAP N.T.S.

LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- MANHOLE
- SIGN
- GAS VALVE
- GUARDRAIL
- CURB
- OHW — OVERHEAD WIRES
- E — UNDERGROUND POWER
- W — WATER LINE
- G — GAS LINE
- T — TELEPHONE
- SS — SANITARY SEWER
- FFE — FINISHED FLOOR ELEVATION
- N/F — NOW OR FORMERLY
- 000/000 — DEED BOOK AND PAGE
- WALL MOUNTED LIGHT

GRAPHIC SCALE
0 5' 10' 20' 40'

PLAN REFERENCE

AMENDED CONDOMINIUM PLAT "KIMBALL COURT CONDOMINIUMS" MADE FOR RECORD OWNER THE KIMBALL BUILDING, LLC DATED JULY 12, 2006, REV. 1 11-14-13 BY OWEN HASKELL, INC.

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GENERAL NOTES

1. OWNER OF RECORD: LK EXCHANGE, LLC, P.O. BOX 1292, PORTLAND, MAINE
TAX MAP 37 BLOCK I LOT 7
C.C.R.D. BOOK 32550 PAGE 152

2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 1983. CITY CONTROL POINT T124-19-1162 AND T124-19=1160 USED FOR HORIZONTAL CONTROL.

3. ELEVATIONS ARE BASED ON NGVD 1929. CITY BENCHMARK: M MONUMENT AT THE WESTERLY CORNER OF FOREST AND CUMBERLAND AVENUES ELEVATION=80.57'.

4. PROPOSED IMPROVEMENTS TAKEN FROM: "PROPOSED SITE PLAN, OWNER: LK EXCHANGE, LLC, EASTMAN BLOCK CONDOS, 11 BROWN STREET, PORTLAND, MAINE" DATED SEPT. 22, 2015 BY MARK MUELLER ARCHITECTS.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

DATE

JOHN W. SWAN, PLS NO. 1038

DRAFT

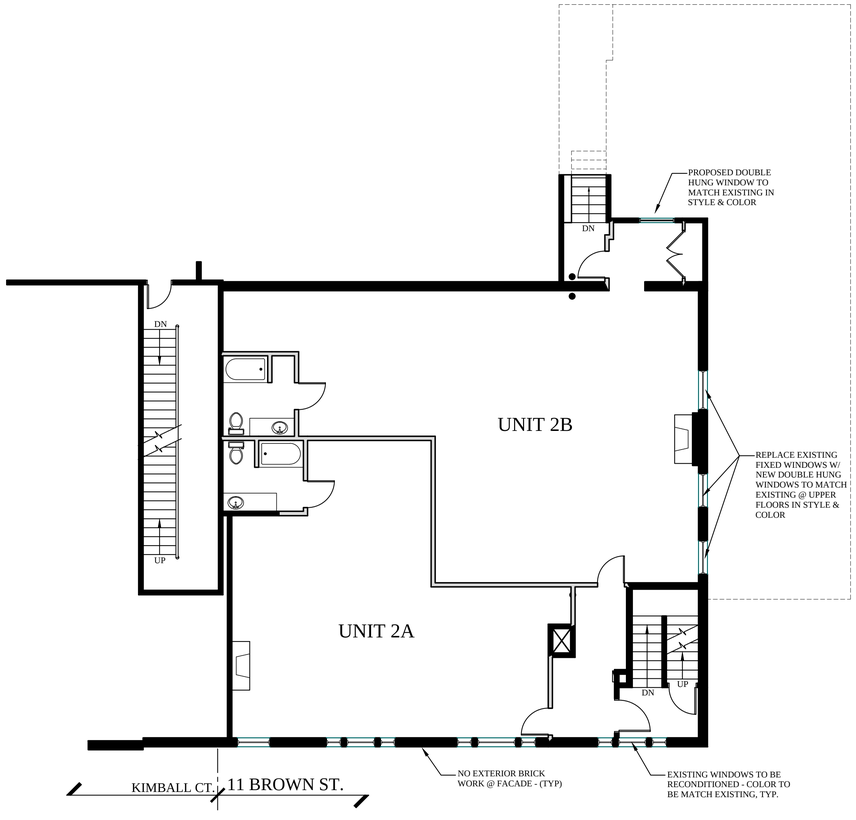
RECORDING PLAT

11 BROWN STREET, PORTLAND, MAINE
MADE FOR
OOBLECK, LLC
100 COMMERCIAL STREET, BOX 41, PORTLAND, MAINE
OWNER OF RECORD:
LK EXCHANGE, LLC, P.O. BOX 1292, PORTLAND, MAINE

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207)774-0424
PROFESSIONAL LAND SURVEYORS

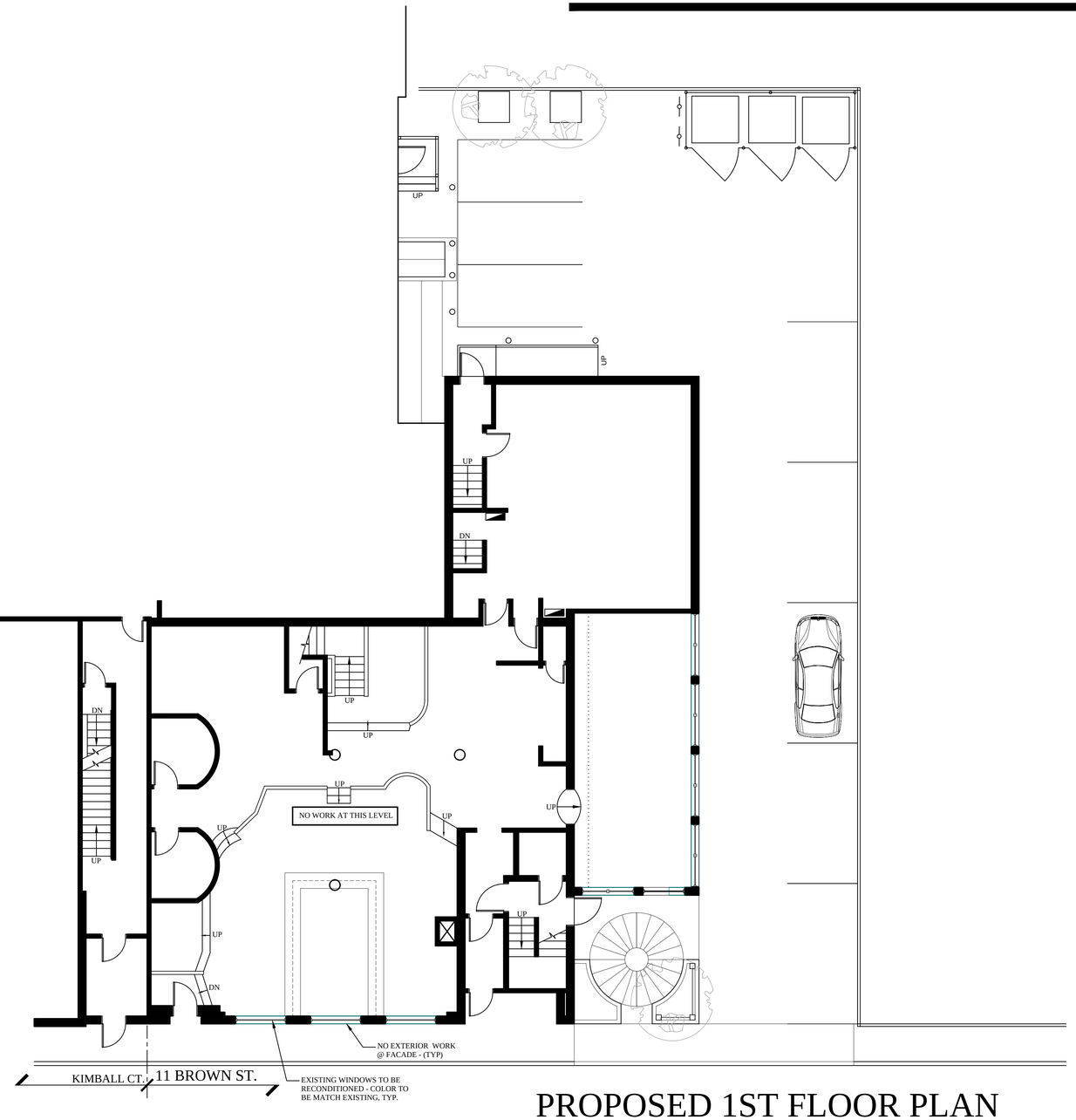
Drwn By	RS	Date	Job No.
Trace By	JLW	SEPT. 16, 2015	2015-196P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 10'	1RP

MARK MUELLER ARCHITECTS



PROPOSED 2ND FLOOR PLAN

SCALE: 1/8" = 1'-0"



PROPOSED 1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"

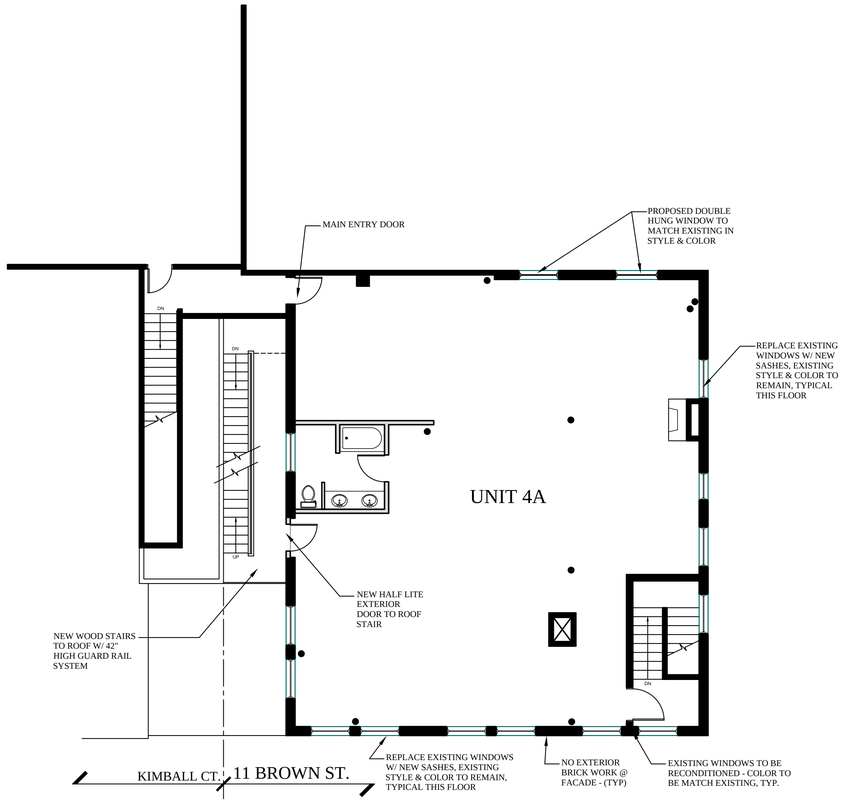
FINAL

SITE PLAN REVIEW

OWNER: LK EXCHANGE LLC
EASTMAN BLOCK CONDOS
11 BROWN STREET
PORTLAND, MAINE

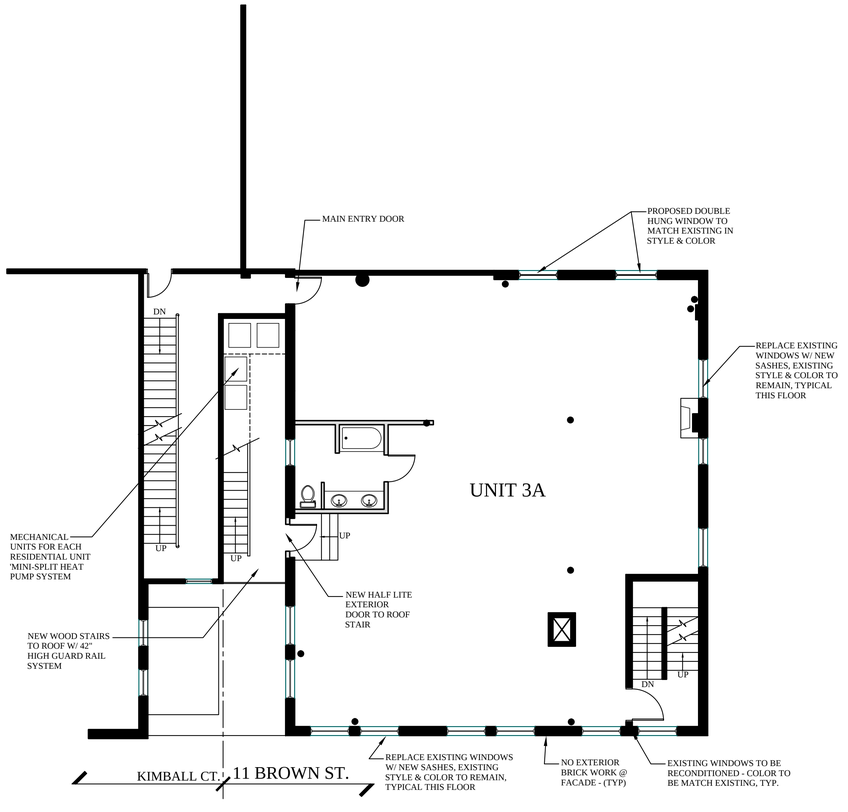
09/14/15

MARK
MUELLER
ARCHITECTS



PROPOSED 4TH FLOOR PLAN

SCALE: 1/8" = 1'-0"



PROPOSED 3RD FLOOR PLAN

SCALE: 1/8" = 1'-0"

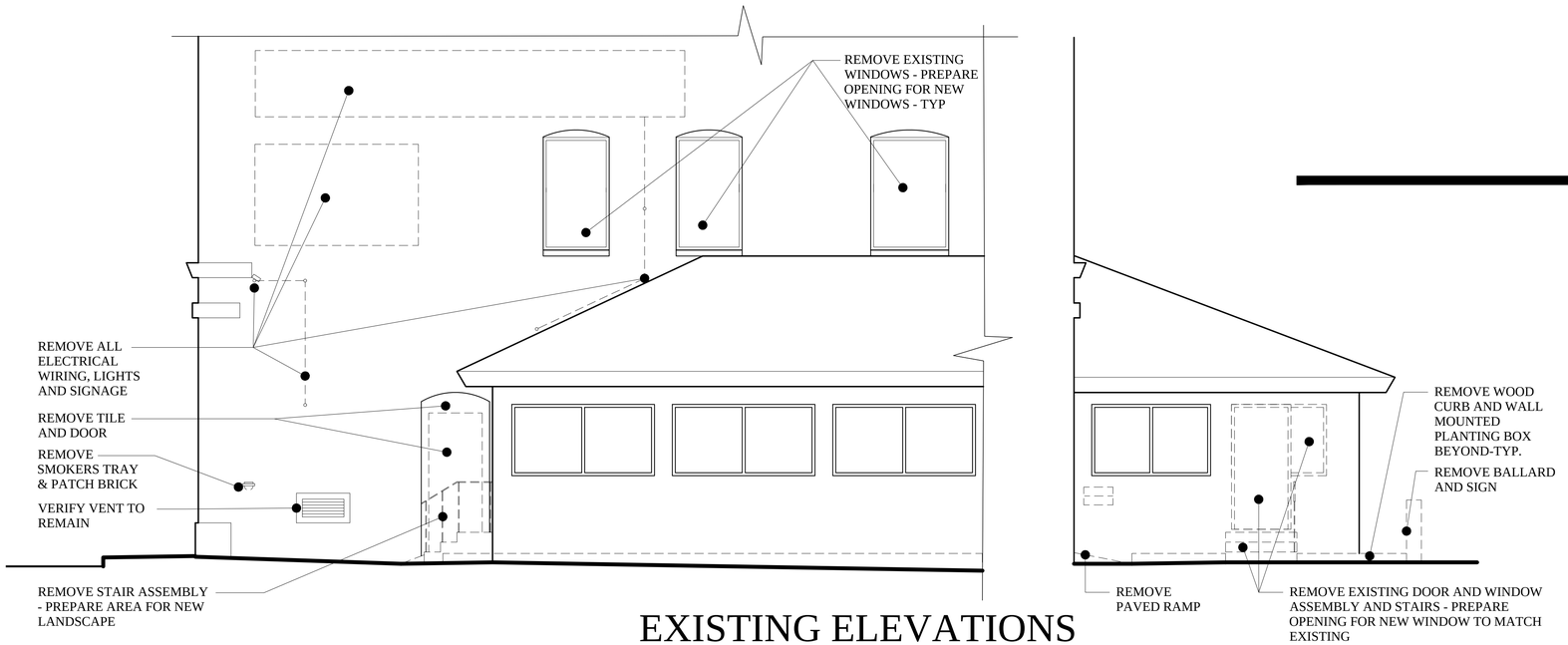
FINAL

SITE PLAN REVIEW

OWNER: LK EXCHANGE LLC
EASTMAN BLOCK CONDOS
11 BROWN STREET
PORTLAND, MAINE

09/14/15

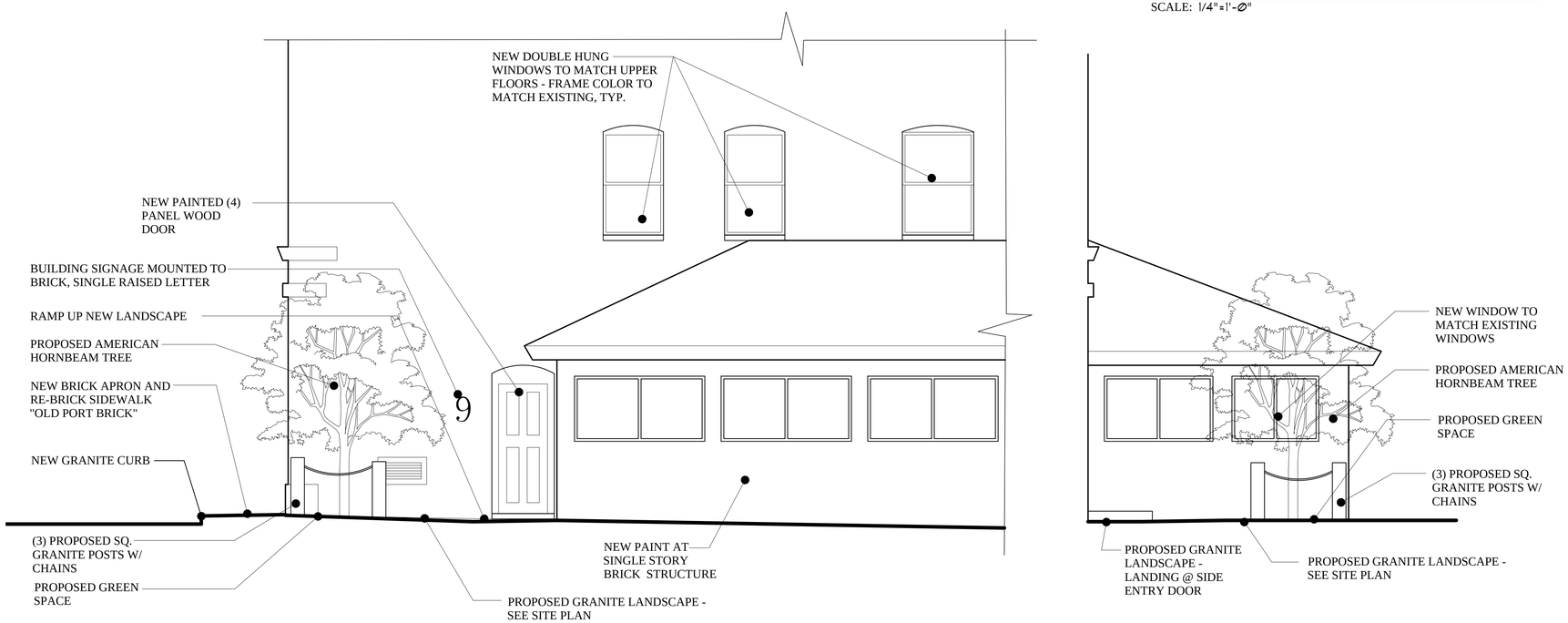
MARK MUELLER ARCHITECTS



EXISTING ELEVATIONS

SCALE: 1/4" = 1'-0"

EXISTING ELEVATIONS
SCALE: 1/4"=1'-0"



PROPOSED ELEVATIONS

SCALE: 1/4" = 1'-0"

FINAL

SITE PLAN REVIEW

OWNER: LK EXCHANGE LLC
EASTMAN BLOCK CONDOS
11 BROWN STREET
PORTLAND, MAINE

09/14/15

Memorandum
Planning and Urban Development Department
Planning Division

To:	Elizabeth Boepple, Vice Chair, and Members of the Portland Planning Board
From:	Christine Grimando, Senior Planner
Date:	October 9, 2015
Re:	The Forefront at Thompson's Point Subdivision and Level III Site Plan
Project #:	2015-133 & 2015-159 **CBL:** 201 A005001
Meeting Date:	October 13, 2015

I. INTRODUCTION

Forefront Partners I LP has requested a Level III site plan and subdivision review for a 19 lot subdivision, and a Level III site plan for the renovation of an existing building (Brick South) for use as a flexible 2,500 person event/assembly space with associated parking, utilities and stormwater management within the 34,000 square foot building. The application includes a summary of the proposed modifications to the approved master development plan and incorporation of another existing building (Brick North), and its associated site improvements. A time line of the multiple prior approvals for this site is below as background information.

1, Brick South

The total development area consists of over 30 acres. The site's approved master development plan is for a mixed-use development including an event center, hotel, sports medicine facility, parking structure, educational facility, residential units, restaurants, and office uses. The current Site Plan and Subdivision application includes a 19 lot subdivision, and a Level III site plan for assembly/event space and related infrastructure. This application represents the first to be submitted to the Planning Board towards fulfillment of the master development plan, approved in March 2014. The application also folds in a prior approval for Brick North– this was approved, and amended under the 2012 subdivision approval that preceded the 2014 plan for this property. It is included in this application as a means to facilitate superseding the pre-Master Development Plan approvals, and begin to fulfill build-out of the site under one, consolidated program.

This development is being referred to the Planning Board for compliance with the site plan and subdivision standards. A total of 288 notices were sent to property owners within 500 feet of the site and a legal ad ran in the Portland Press Herald on October 5th and October 6th, 2015.

A Neighborhood Meeting is scheduled for Friday, October 9th. A notice dated September 29, 2015 was sent to property owners within 500 feet of the property.

Applicant: Chris Thompson, Forefront Partners I LP
Consultants: Bo Kennedy, P.E., Fay, Spofford & Thorndike; Lawrence E. Bartlett, P.E., Bartlett Design; Charles D. Marchese, Surveyor, Sebago Technics

2, Thompson's Point in 2014

II. REQUIRED REVIEWS

Waiver Requests	***Applicable Standards***
Review	***Applicable Standards***
Site Plan	*Section 14-526*
Subdivision	*Section 14-497*
Master Development Plan	*Section 14-532.B (minor amendment)*

III. PROJECT DATA

Existing Zoning	B-5
Existing Use	Industrial
Proposed Use	Event/Assembly
Proposed Development Program	App. 2,500 SF mixed use assembly/event space
Parcel Size	32.67 acres

	Existing	*Proposed*	*Net Change*
Building Footprint	34,600 SF	34,600 SF	N/A
Building Floor Area	34,600 SF	34,600 SF	N/A
Impervious Surface Area	725,710 SF	687,813 SF	-37,897 sf site-wide total, +2.2 ac. this development phase
Parking Spaces (on site)	Unknown	118 (8 handicapped spaces)	118 delineated

Bicycle Parking Spaces	0	16	16
Estimated Cost of Project	$3,000,000		

IV. BACKGROUND & EXISTING CONDITIONS

Thompson's Point consists of 30+ acres immediately adjacent to the Portland Transportation Center, on a peninsula of land that extends into the Fore River. It has been a continuously occupied industrial site, and in recent years has begun its transition to a mixed-use desitnation, hosting events at the southern tip of the peninsula and securing new tenants to support the the redevelopment of the site. Bound by railroad tracks to the north, surrounded by the Fore River on three sides, it is currently occupied by existing buildings, and a mixture of long term and temporary uses. The site also includes an extension of the Fore River trail. In recognition of its unusual potential to be a new destination in the City, and its proximity to public transit, it was made a Tax Increment Financing District, towards further transit improvements. Zoned B-5 (urban commercial mixed-use zone), it is immediately adjacent to residential, industrial, business and resource protection zones. Its size, proximity to both the natural resource of the Fore River and the transit resources of the Portland Transportation Center, and its location at the intersection of a variety of urban contexts make this a unique development site in Portland.

Application Timeline

In June 2012 this site was approved for a 600,000 sf of office, hotel, restaurant and event center uses. This site plan and subdivision approval was amended in June 2013, to reflect an altered development program, as well as retention of modified existing brick buildings on the site.

In late 2013, a Level III site plan application was submitted for a portion of the site, specifically a segment of road, infrastructure, and site work supporting the re-use of Brick North (Phase 1A). This site plan was submitted under the still valid 2013 approval. Approved in January 2014, it was intended to allow development to proceed while the development program for the overall site was being considered in a newly envisioned master development program, submitted for planning board review on an overlapping time frame with the 1A application. In December of 2014 the 1A application was amended to bring the proposal into greater alignment with the master development plan, including road layout.

In 2014 a master development plan application was reviewed by the Planning Board in January and February, and approved in March of that year. A master development plan is a tool that establishes a cohesive development program on larger parcels (one+ acre), allowing for multiple phases over an extended time frame of six years. An approval of a master development plan then requires subsequent site plan and subdivision applications with specific construction proposals towards the master development plan approval.

In June 2014 the applicant received a Level II approval for site work at the southern end of the Thompson's Point peninsula, in the area of the open air "Depot" structure (formerly the Barnstormers building), to allow for seasonal events. This application was amended in February 2015 to allow for additional site work and an extension of the seasonal event approval.

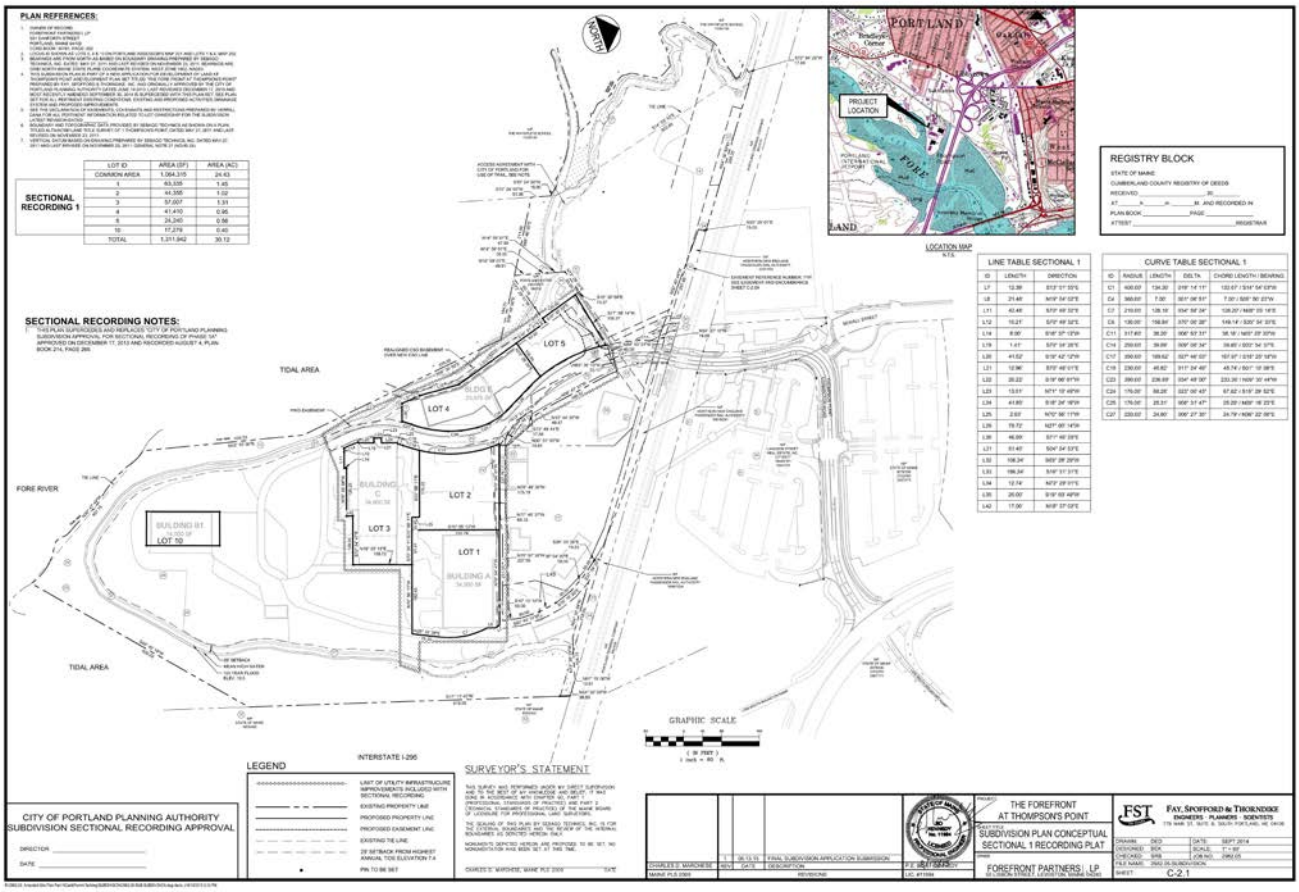
V. PROPOSED DEVELOPMENT

Subdivision

A new, site-wide subdivision plan has been submitted for review, consisting of nineteen lots. It will supersede the 2012/2013 subdivision. It reflects the most up to date, integrated development plan for the site, consisting of nineteen lots plus common area, and four sectional recordings. It includes detailed road geometries, grading, drainage, landscape design, and utility infrastructure details. The four proposed sectional recordings consist of the following:

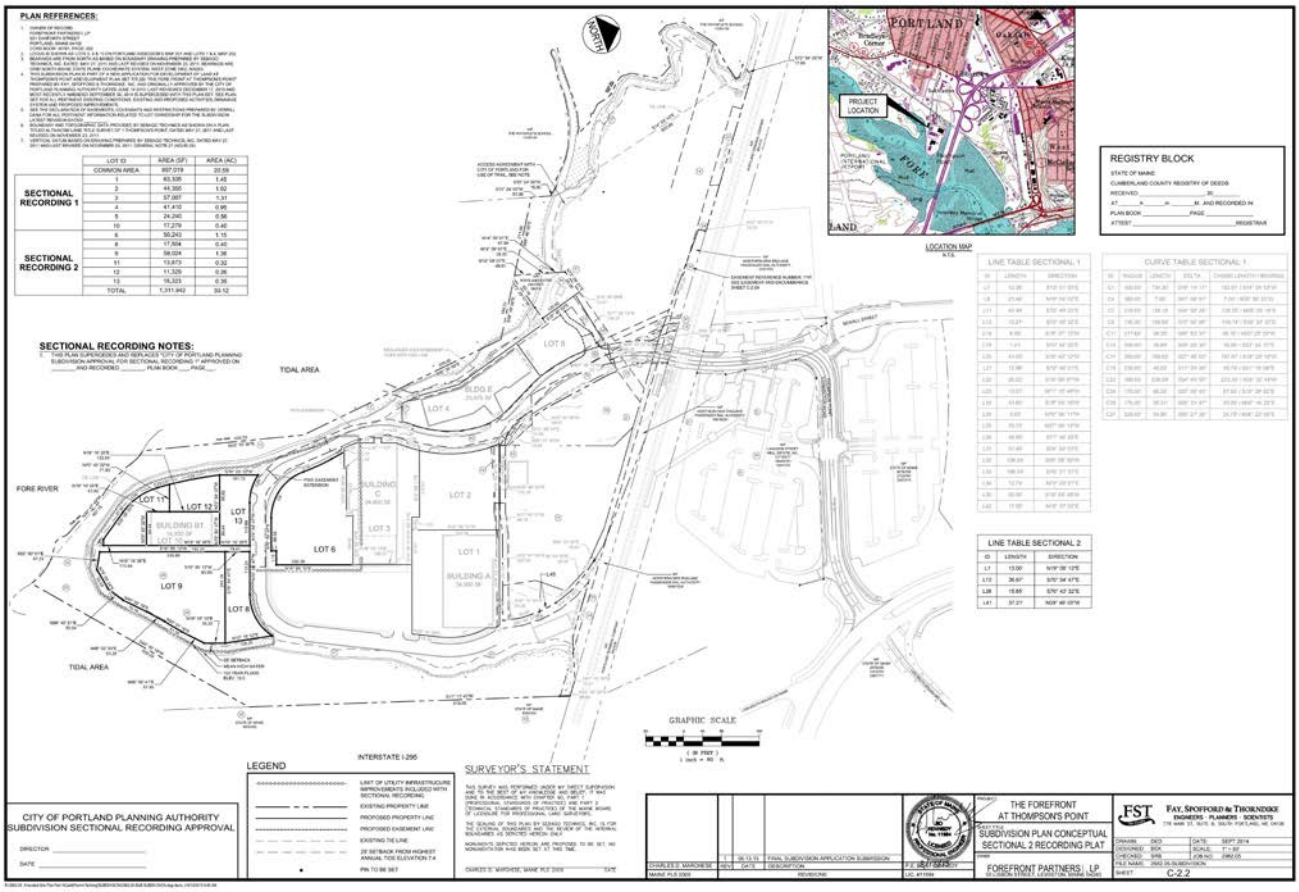
Sectional 1: This encompasses six lots, two of which include Brick North and Brick South, as well as the Depot area, and two lots to the west of the access road. It incorporates redevelopment of the existing Brick North building

for mixed uses, and supersedes a previously recorded sectional recording for this area. This plat encompasses the development area of the current Level III site plan application.



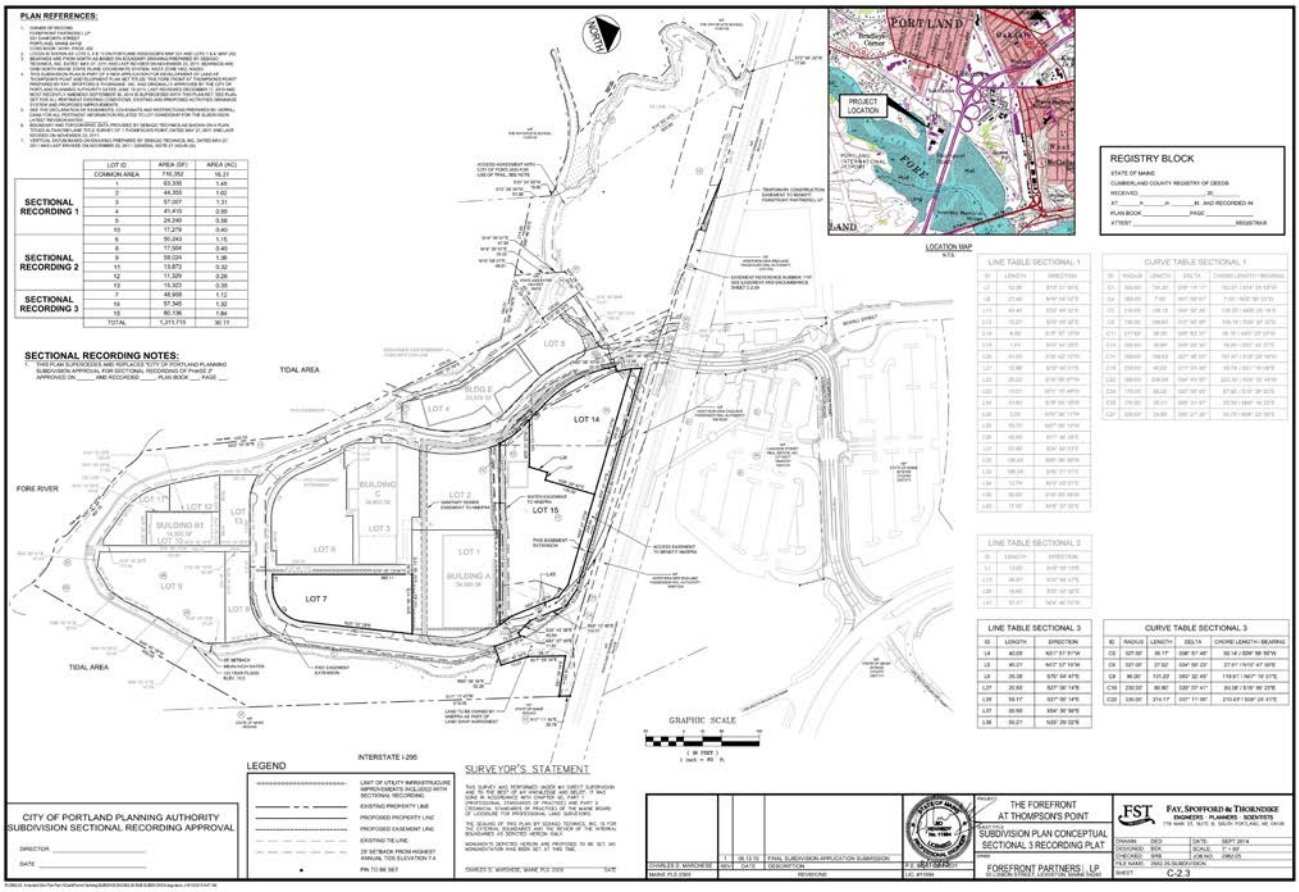
3, Sectional Recording 1

Sectional 2: The second sectional recording plat encompasses the land area surrounding Depot building. Sectional Recording 2 would create Lots 8, 9, and 11 to support The Depot as well as Lot 6 (temporary parking/future building pad) and Lots 12 and 13 (Restaurant and Parking). The area around the Depot is approved as a multi-purpose event space. An outdoor event space had previously been envisioned as adjacent to an event center in a previous iteration of the plan, but is now aligned with the Depot/Lot 10. This section also incorporates a future restaurant and an approved seasonal dock. The application indicates that the outdoor area was evaluated for public safety considerations last year: *the Fire Department asked us to assess the maximum capacity of the Depot area from a public safety perspective. It was determined by Mark Cummings, P.E. that it was feasible to accommodate 7,300 people safely on the site, assuming that an adequate off-site parking plan and temporary pedestrian safety layout could be provided, in the context of a business licensing scenario.*



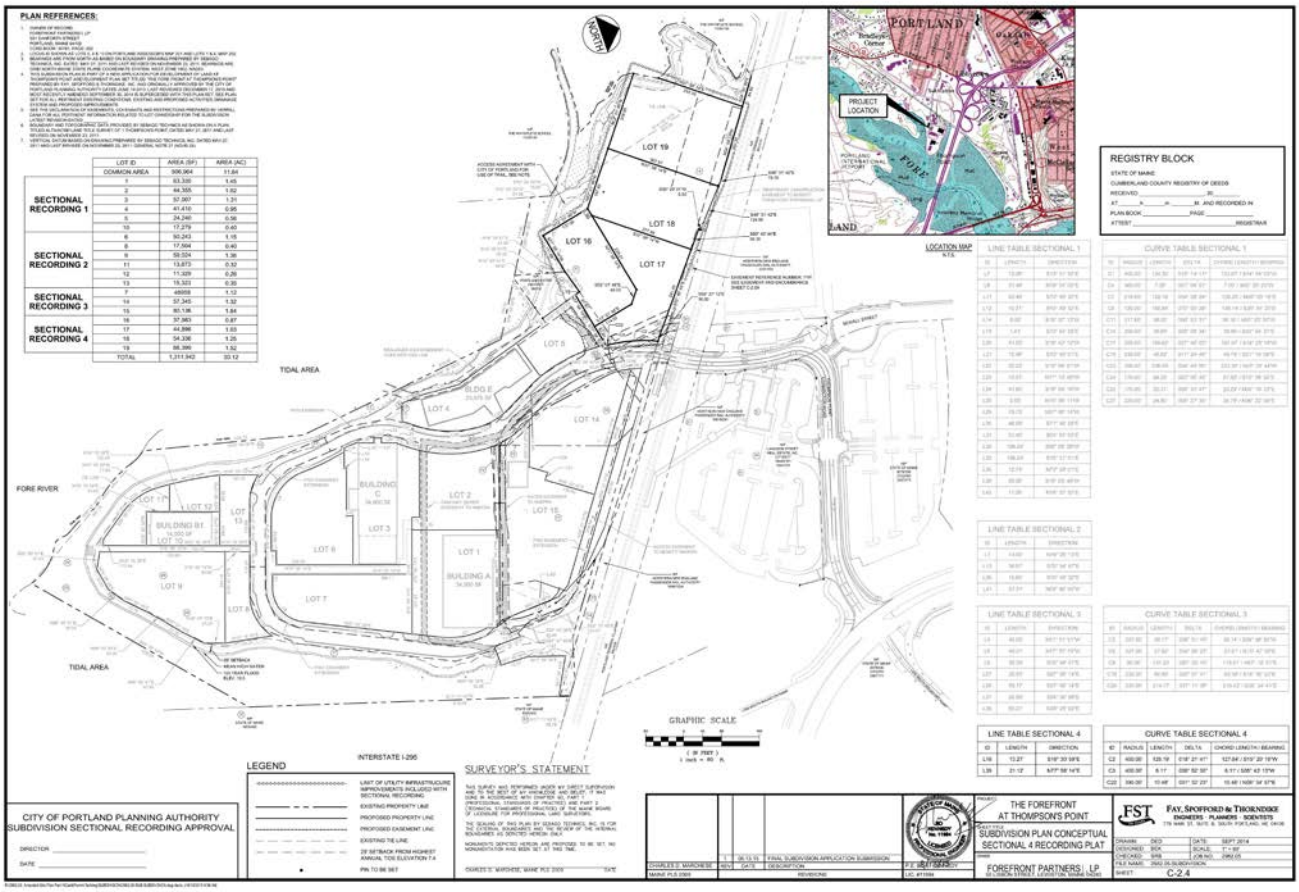
4, Sectional Recording 2

Sectional 3: Section three is premised on the closing of a land swap agreement with NNEPRA and the acquisition of the Suburban Propane property – this land will be consolidated into lots 14 and 15 for the purposes of a parking garage and event center, respectively. Lot 7 is anticipated to be the future location of a cultural center.



5, Sectional Recording 3

Sectional 4: This is anticipated to be the last recording of the full subdivision plan, and includes lots 16-19 in the northwestern "Panhandle" portion of the site. It's intended for use as office space and residential units.



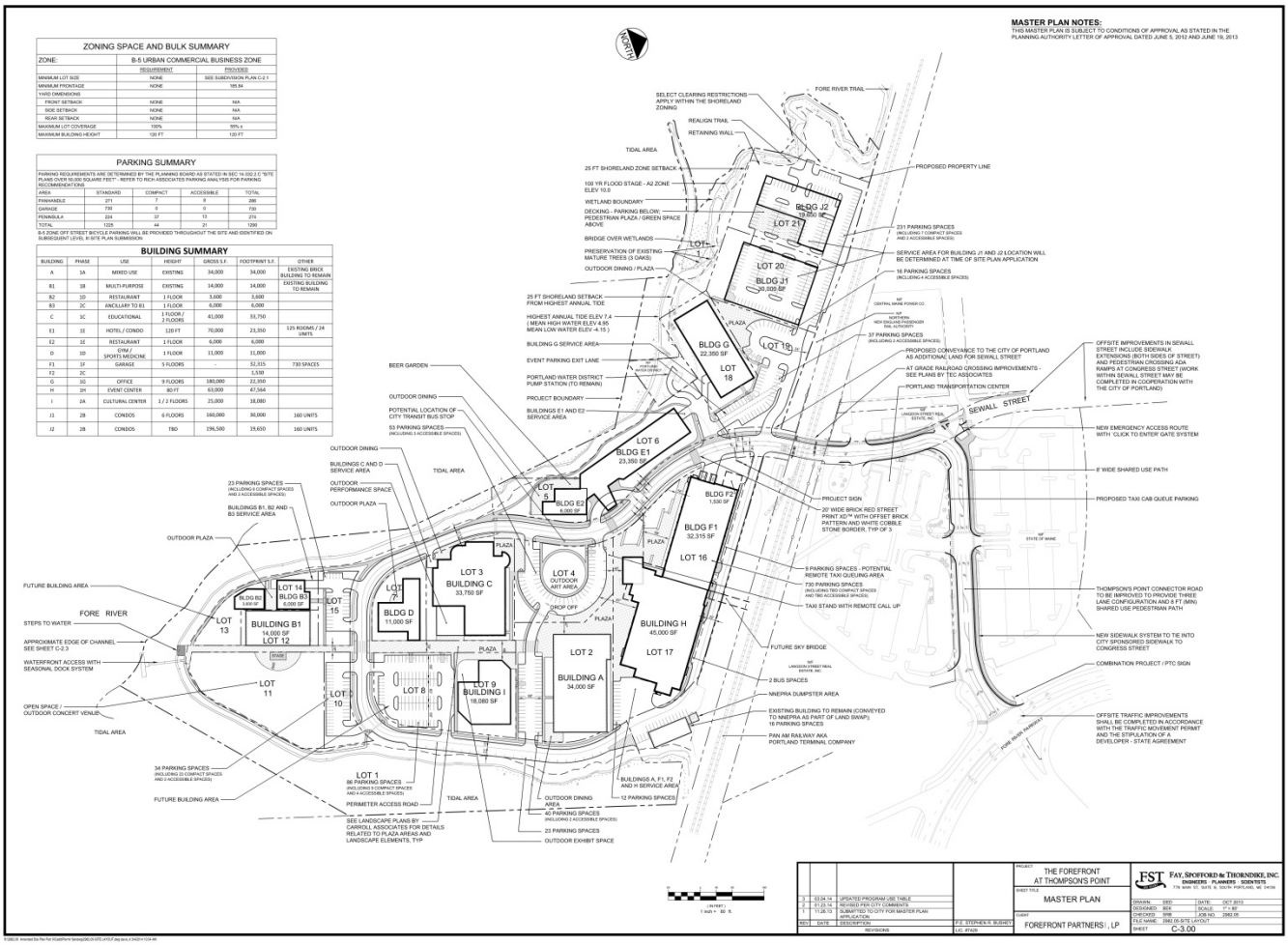
6, Sectional Recording 4

Master Plan

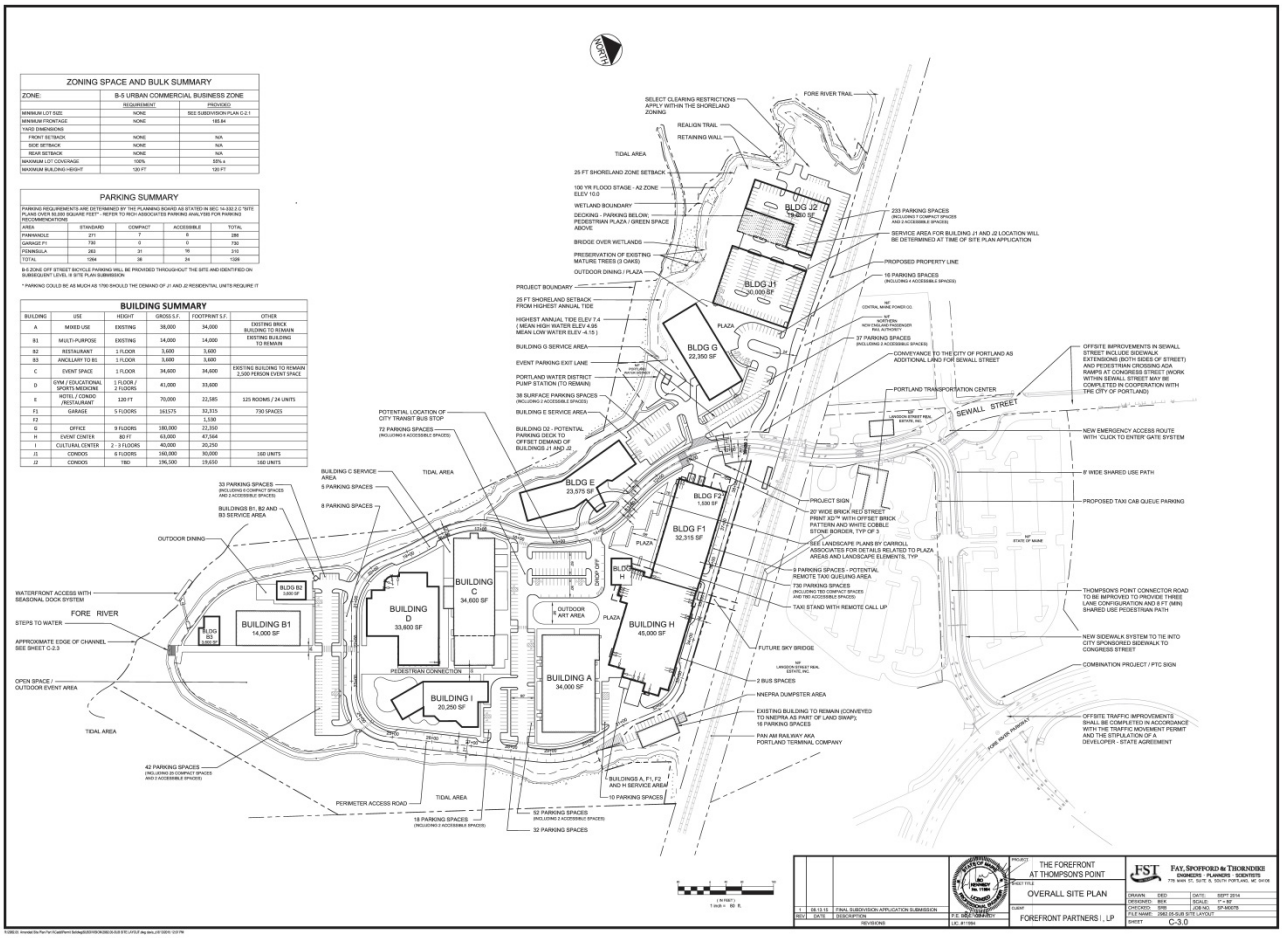
The application outlines changes to the master development plan. The subdivision application (Attachment M) cover letter gives an overview of these changes which result in similar layout, parking, total square footage and anticipated uses as the approved master development plan. Some elements of the development that were outlined in the original master development plan application have shifted location on the site. In the original, 2012 subdivision approval the existing brick buildings were to be removed; however subsequent applications, including the 2014 master development have shown these as retained with some significant modifications. The current application depicts Brick South retained in its entirety. The applicant summarizes the master development plan changes as follows:

- *At the heart of the layout adjustments, is Forefront's decision to retain and renovate the existing brick building referred to as Brick South in its entirety. Brick South shown as Building C on the enclosed plans will be used as assembly event space. The event space is meant to complement the proposed event center, the outdoor event area held at the Depot and the southern portion of the site, and is not intended to increase the overall size of events, or number of people at the site at one time. Brick South will be renovated to accommodate 2,500 people and support space such as a kitchen, meeting space, storage and bathrooms, and related ancillary services for the event space.*
- *The restaurant space (E2) has been incorporated into the hotel's ground floor. This allows space for additional surface parking next to the hotel.*
- *The educational building (Circus Conservatory) will be divided into their primary space in the new Building (D) and their current leased space in a portion of the Brick North Building (Building A). There is no change in total office space proposed for the overall site.*

- *The Cultural Center (Building I) has grown in gross square footage and building footprint; however, the program has remained the same.*



7, Approved master development plan layout



8, Proposed site layout

Sec. 14-532.b defines a minor amendment as one that is generally consistent with the approved layout of buildings, circulation infrastructure, and open spaces, and does not propose any new general type of use beyond those approved initially; does not increase the building ground coverage, floor area ratio or residential density of the Master Development Plan; does not decrease any specified area regulations or enumerated parking ratios; and does not substantially change access, circulation, or infrastructure on or adjacent to the site. In such cases, master development changes can be approved administratively. As the changes proposed are being proposed concurrently with the current subdivision and site plan applications, this is an opportunity to consider the changes in the overall site layout and update the master development plan simultaneously.

The area west of Brick South (Lot 2/Building A) shows a modified interior circulation and parking area, the circular drive and art space being modified in shape and parking configuration. The overall proposed site circulation remains closely aligned to the originally approved master development plan.

The revised master development plan use program follows:

TABLE 1 MASTER PLAN PROGRAM		
Building Master Plan		Master Plan - August 2015 Gross Size
Building A:	Mixed Use: Cellar Door Winery (5,840 SF) Circus Program (6,799 SF; 400 People) Big Room Studios (3,461 SF) Café (1377 SF) Brewery (10,068 SF) Distillery (5,284 SF) Color Me Mine (2,136 SF) Common (741 SF)	34,800 SF +/-
Building B1:	Multi-Purpose (Assume Live Theater)	4,800 Seats
Building B2:	Ancillary to B1 and Seasonal Dock	3,600 SF
Building B3:	Restaurant	3,600 SF
Building C:	Event/Assembly Space (2,500 People)	34,600 SF
Building D:	Educational/Gym/Sports Medicine	41,600 SF
Building E:	Hotel & Restaurant Condominiums	125 Rooms 24 Units
Buildings F1/F2:	Parking Garage *(see next page)	730 Spaces
Building G:	Office	180,000 SF
Building H:	Event Center	63,000 SF
Building I:	Cultural Center	40,000 SF
Building J1:	Condominiums (Assumed)	160,000 SF/160 Units
Building J2:	Condominiums (Assumed)	196,500 SF/160 Units
Total Non-Garage		**814,300 SF**

** Depending on the timing of garage construction which will follows the relocation of Suburban Propane and the commencement of the phase two buildings, it is conceivable that by the time the garage is ready to begin construction we may actually elect to add floors taking advantage of the 120' height limit to increase structured parking capacity. It may also be desirable to build the garage structure to provide for the possibility of adding floors in the future after the initial 730 spaces are built. We are continuing to assess these options now, but would suggest that the Master Plan retains the ability to plan for a dynamic future outcome without compromising the needs of the first phase of development.*

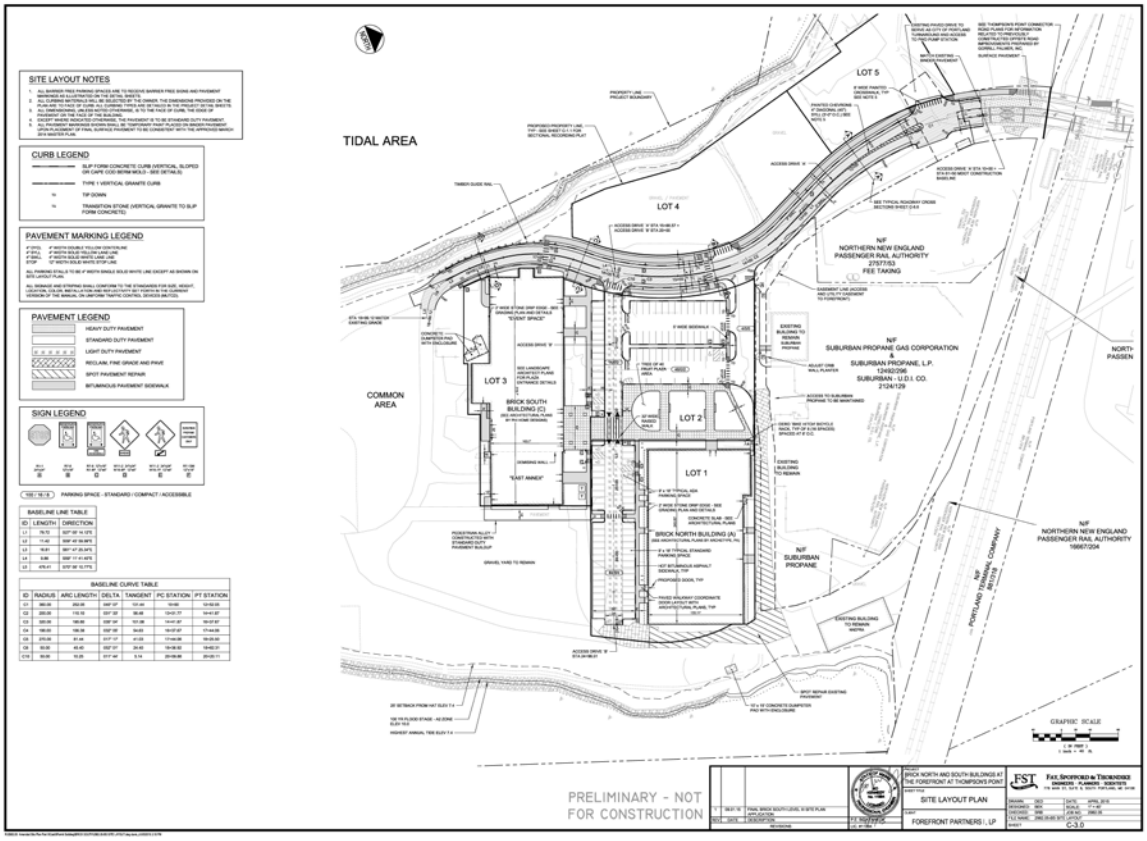
2014 master development plan square foot calculations are as follow, and show a slightly higher total square feet across the proposed use categories.

PROJECT DATA JUSTIFICATION BUILDING AREA TABLE			
Building	**Height**	**Floor Area**	**Footprint**
Building A: Office, Café, Retail	Existing	34,000	34,000
Building B1: Multi-Purpose (Live Theater)	Existing	14,000	14,000
Building B2: Restaurant	1 Floor	3,600	3,600
Building B3: Restaurant	1 Floor	6,000	6,000
Building C: Educational	1-2 Floors	41,000	33,750
Building D: Gym & Medical Office	1 Floor	11,000	11,000
Building E1: Hotel & Condominiums	120 ft	70,000	23,350
Building E2: Restaurant	1 Floor	6,000	6,000
Building F1: Parking Garage	5 Floors	161,575	32,315
Building F2: Parking Garage		1,530	1,530
Building G: Office	9 Floors	180,000	22,350
Building H: Event Center	80 ft	63,000	47,564
Building I: Cultural Center	1-2 Floors	25,000	18,080
Building J1: Office	6 Floors	160,000	30,000
Building J2: Condominiums	Assume 10 Floors (TBD)	196,500	19,650
TOTAL		**973,205**	**303,189**

Site Plan

The Level III site plan application encompasses the renovation of the existing Brick South (Building C), includes

Brick North, currently under renovation under a prior approval, and includes a significant portion of roadway, as well as stormwater infrastructure, parking, circulation, landscaping, and utilities associated with both of these buildings.



9, Level III Site Plan Layout

10, Renovated Brick South

VI. PUBLIC COMMENT

No comments have been received to date.

VII. RIGHT, TITLE, & INTEREST

The applicant has provided evidence of Right, Title & Interest in Attachment J of the subdivision application. Included is a trail easement, a quitclaim deed with covenant for the property, a letter from Suburban Propane, Inc. and the Northern New England Passenger Rail Authority indicating that purchase and sale agreements have been signed for those adjacent parcels and that the applicant is authorized to seek entitlements for the redevelopment of the parcels.

VIII. FINANCIAL & TECHNICAL CAPACITY

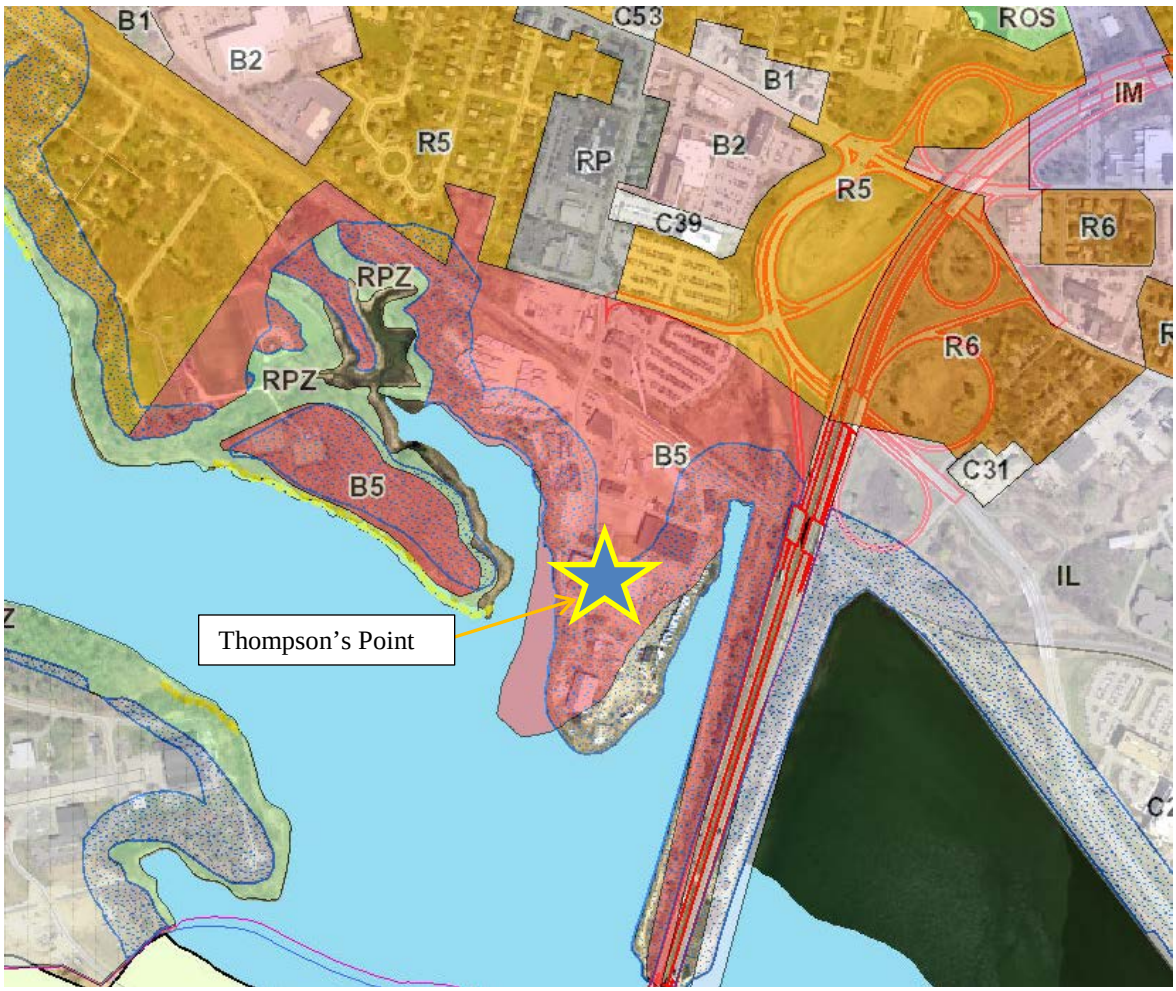
The applicant has provided a copy of a letter from TD Bank from 2011 attesting to the Thompson's Point Development Company's ability to complete the project and "see that it operates effectively over the long term". The original submission, provided for the 2012 approval, included a list of hotel, commercial, and residential projects undertaken by the development team, as well as the qualifications of the project consultant team. However, considering the time that has passed since the original approval, an updated statement regarding financial capacity for this application would be appropriate supplemental information for the final plan submission.

IX. ZONING ANALYSIS

Thompson's Point lies in the B-5 zone, and is also subject to shoreland and floodplain regulations under the city's land use code. The application complies with floodplain and shoreland requirements. The buildings included in the current Level III application are not in the floodplain. Shoreland setbacks are a required minimum 25' for structures from the annual mean high tide line. There are areas on the site layout plan where the road hugs the 25' line, on the allowable side of that boundary; the proposed activity meets shoreland requirements.

The project meets the requirements of the B-5 zone use and dimensional standards. The B-5 zone allows for a wide range of commercial and mixed uses, and encourages urban patterns of development. There are no lot coverage limits or applicable setbacks in the B-5, and there is a height limit of 120 feet.

There are also B-5 standards in the City's Design Manual, concerned with shared infrastructure, the location of buildings to the street, and location of parking lots, none of which is applicable to a lot of this size, particular geography, or internal circulation pattern.



11, Thompson's Point Zoning Context

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

The four sectional recording plats are currently under review by the Department of Public Services for conformance with 14-496, and any review comments will be finalized prior to final review.

Sec. 14-527.g.1.An updated construction management plan, specifically addressing the current Level III site plan application, will need to be submitted as part of the final plan submittal requirements.

XI. SUBDIVISION REVIEW (14-497(a). Review Criteria)

The proposed amendments have been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. The four recording plats are still being reviewed by the Department of Public Services, and the final version will also require Corporation Counsel review before these can be finalized, signed by the Planning Board, and recorded

1. Water, Air Pollution

The site plan, grading and utility plans are designed to adequately address stormwater quality and to minimize pollution from the site. No detrimental water or air quality impacts are anticipated. Stormwater review comments are included in the Site Plan Review section, below.

2 & 3. Adequacy of Water Supply

The applicant has provided evidence of capacity from the Portland Water District (Attachment H).

4. Soil Erosion
The erosion and sedimentation control plans (Plans 21, 56, 65, 66) have been reviewed and found to adequately meet the standards of avoiding soil erosion impacts.

5. Impacts on Existing or Proposed Highways and Public Roads
This project is subject to a MDOT Traffic Movement Permit, issued in 2012 (Attachment H). Efforts have been made over the course of this project's multiple reviews to coordinate this project with the surrounding neighborhood and the transportation system it abuts, and to safely plan for anticipated road impacts. To that end the project developed events management and transportation demand management (TDM) plans that were reviewed in the course of the master development plan approval. Tom Errico, the City's consulting Transportation engineer, reviews all modifications and submissions in relation to conformity with that program and related city standards. Mr. Errico's preliminary assessment of this aspect of the application is below, with further, detailed comments on transportation and parking follow under XII, Site Plan Review, below.

- *In general I find the overall Subdivision Plan layout to be acceptable with specific site issues addressed during the site plan review process. The applicant should be specific about what triggers the full construction of the circulatory roadway or how it is being phased. Additionally, it is unclear where the public right-of-way terminates for the phasing of the circulation road given that EDA funding is extending the public roadway system.*

The subdivision does yet not provide clear indication of which sections of road are to be constructed with each phase of development - including associated utilities and stormwater infrastructure. This a critical component for a large, phased development program, to insure that the site functions well and safely during interim phases, and that these construction expectations are clear for all parties at each phase of review.

Mr. Errico offers the following additional comments regarding trip generation and traffic management, requesting more detailed trip estimates for the Level III site plan application.

- *I have reviewed the updated traffic generation estimate conducted by the applicant and request that the applicant provide back-up information for the noted AM and PM peak hour trip estimate. Additionally, the applicant should provide supporting documentation for each specific use. An example is the Brewery where 8 entering and exiting vehicles were assumed in a peak hour, when occupancy of a tasting room may be indicative of greater trip activity during the PM peak hour. The applicant does note that the project is anticipated to exceed the trip threshold established by the current Traffic Movement Permit (TMP) during the AM peak hour while the PM peak hour is projected to be under the threshold. In an attempt to understanding specific project phasing traffic impacts, the applicant should also provide the trip estimate for the Level III Site Plan application.*

- *The applicant has provided a general approach to managing event traffic volumes as part of the Master Plan. I would note that a detailed traffic management plan was developed in conjunction with the original application and that plan should continue to be used (if the applicant suggests deviating from the Plan, those details should be provided). I would note that the Traffic Management Plan is a live plan and will be reviewed and adjusted over time as conditions in the area are monitored.*

6. Sanitary Sewer/Stormwater Disposal
A wastewater capacity letter from the Portland Water District, dated March 14, 2014 (Attachment H), indicated a capacity to serve. *The application's stormwater management plan has been reviewed by the City's consulting engineer, David Senus, who had the following comment (in addition to one Site Plan-specific comment addressed below in XII):*

> *The Applicant has presented revisions to the previously approved stormwater management plan to include technologies now considered acceptable by MaineDEP as of January 2015, specifically Filterra units*

without an isolator row and Jellyfish Filter Units. The approach presented by the Applicant provides an acceptable means of meeting the General Standards as outlined in MaineDEP Chapter 500 and by the City of Portland Technical Manual Section 5 for both the Subdivision Application and the Brick South Level III Site Plan Application.

7. Solid Waste

The applicant has proposed trash enclosures in association with the site plan application, to be privately managed, as well as provided evidence of sewer capacity from the Portland Water Distict, and full utility plans to address waste disposal.

8. Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the department of inland fisheries and wildlife or by the city, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline.

The new subdivision application is not anticipated to affect original assessments related to historic sites, significant wildlife habitat, or irreplaceable natural areas. The property has been extensively evaluated on each of these measures over the course of prior reviews. The site is largely developed with pavement, gravel lots, and existing buildings. The project has provided an extensive landscaping plan that the City's Arborist, Jeff Tarling, has approved:

I have reviewed the proposed landscape plans and find them acceptable as shown. To date we have refined the landscape goals and plans a number of times to a point where the current plan meets the objective of a site on the Fore River.

In regard to historic sites, Brick North and Brick South were found eligible for National Register but are not included in the City of Portland Historic Preservation program. However, they will be retained and repurposed as part of this proposal.

Significant Wildlife/Natural Areas: The applicant has retained a Natural Resources Protection Act (NRPA) permit from the Department of Environmental Protection (Attachment G), that protects feeding and roosting areas for migratory shore birds along the westerly shore. The need to protect this habitat resulted in prior changes to the trail alignment and to the landscaping plan, both reflected in the current application.

Shoreline Access: The shoreline of the Thompson's Point peninsula is currently ringed with an unimproved trail, which is part of the Portland Trails network. The trail is now proposed to transition from a rustic unimproved path to a perimeter paved walkway along the primary access drive. A seasonal dock providing access to the Fore River with a kayak/small boat launch ramp has been previously approved. Terms and access to the water is required in the subdivision declaration of easements and restrictions and will need to be appropriately noted on the final subdivision plat.

9. Is in conformance with the land development plan or its successor

The B-5 zone itself is in compliance with the Comprehensive Plan, and this project that complies to the B-5 zone it is also consistent. The application is also generally consistent with long range planning goals in the areas of transportation and economic development, such as the following goals of the Comprehensive Plan, Volume 1:

- Encourage sustainable development patterns and opportunities within the city by promoting efficient land use, conservation of natural resources, and easy access to public transportation, services, and public amenities (p21);
- Create local multi-modal centers for the city's commuters and mass transit passengers, building on the presence of existing centers of activity, connected with each other and with regional transportation centers (p. 24);
- Create a variety of job opportunities for the full spectrum of the labor pool which are appropriate to our current and potential skills, provide good pay and benefits, are rewarding/satisfying (p. 37); and

- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation (p. 44)

10. Financial and Technical Capacity
See VIII, above.

11. Wetland/Water Body Impacts
With the exception of necessary stormwater discharges, all structures and paved surfaces will be set 25 feet back from high water at the shoreline, as consistent with Shoreland Zoning regulations. There is a full stormwater management plan that has been reviewed and approved for the site as a whole, with comments on revisions and specific proposals for the Level III stormwater plan addressed in the Site Plan Standards, below. The site is currently almost entirely impervious, with no stormwater treatment – proposed stormwater management techniques post-redevelopment will benefit water quality leaving the site.

12. Groundwater Impacts
There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area
The perimeter of the peninsula is located with the flood plain. Buildings in the current site plan application are not in the flood plain.

XII. SITE PLAN REVIEW

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

Transportation Standards

1. *Impact on Surrounding Street Systems*
   The applicant has obtained a traffic movement permit to address impacts on the surrounding street systems. The project has provided off-site improvements through an EDA Grant Program towards this end. The project also has an approved Transportation Demand Management Plan (TDM) for managing and reducing traffic trips and parking demand.

2. *Access and Circulation*
   a. Site Access and Circulation.
   Thompson's Point's relatively isolated peninsula geography has provided access challenges for this site, off-set by its access to multiple forms of transit served at the Portland Transportation Center. There has been extensive coordination on the part of the applicant and the City of Portland to establish a safe and efficient system for all users. Served by Thompson's Point Connector Road, the approved master plan provides for vehicle, transit, bicycle and pedestrian access. As individual project phases are brought forward for review, each will have to be evaluated for compliance with the approved master development plan, and for the appropriateness of each stand-alone phase. Mr. Errico's review speaks to this issue, finding the current application generally acceptable, but needing some further refinement both at the level of subdivision phasing and Level III site plan detail:

   The applicant has provided the TDM Plan that was developed in 2011 and approved as part of the original approval. In concept I find the TDM Plan to be acceptable but want to emphasize the importance of the measures included in the Plan and how the traffic study and parking analyses assume some level of TDM success. Accordingly, the applicant should provide an update of the TDM Plan for the Level III Site Plan application to reflect the proposed implementation schedule (including what specific strategies are being implemented, implementation dates, and specific monitoring activities).

I find the Level III Site plan to be acceptable, although further review is required. I would note that the applicant should provide details on construction activities and how current parking and traffic will be managed.

b. Loading and Servicing

Formal loading docks have not been proposed for the Level III site plan, but a service area has been designated on the southerly side of the Brick South Building, and large doors have been retained to allow for movement of event support equipment, delivery vehicles, etc.

c. Sidewalks

Sidewalks are proposed to both Brick North and Brick South (Plan 52). Overall site circulation (Plan 15) includes sidewalks, crosswalks and trail connections throughout the site.

3. Public Transit Access

The development is served by the existing transit service at Portland Transportation Center. The Level III site plan does not include additional transit facilities, though the project at full build-out will include a bus stop and shelter.

4. Parking

a. Location and number of parking spaces

The overall site layout contains an adequate number of parking spaces, meeting the City's dimensional requirements. Mr. Errico's traffic and parking review provided the following commentary on the parking analysis that accompanied the site plan application, requesting more detail regarding demand/supply allocation for the overall site, and for the Level III site plan application: *According to the parking analysis conducted by Gorrill-Palmer, a parking demand of 1790 parking spaces is estimated. The applicant should provide specific detail on parking demand/supply allocation for the entire Master Plan and for the Level III Site Plan application plan.*

b. Location and number of bicycle parking

Fifteen parking spaces are required at this stage, with sixteen provided on the western face of Brick North.

c. Motorcycle and scooter parking

There is no required amount of motorcycle or scooter parking, only that the project provide access for these vehicles, which the site plan does through the provision of conventional parking spaces.

d. Snow Storage

On-site snow storage will be accommodated along the perimeter of the site.

e. TDM

As noted, the applicant has an approved Transportation Demand Management. Comments on the TDM in relation to this Level III application are in 2.a, above.

Environmental Quality Standards

1. Preservation of Significant Natural Features

Preservation of significant natural features is being met through maintaining a 25' buffer from the annual mean high tide, as required by shoreland regulations, as well as adhering to the MaineDEP NRPA permit regarding protection of the western shore.

2. *Landscaping and Landscape Preservation*
   The existing tree population is concentrated in the northwest corner of the site, and received some protection within the shoreland zone. The current Level III application does not have bearing on this portion of the property. The City Arborist has given extensive feedback on the proposed landscape plan (Plans 42, 43, 78), and is satisfied with the landscaping for this application (Attachment 3).

3. *Water Quality/Storm Water Management/Erosion Control*
   The applicant has submitted a stormwater management and erosion control plan for the overall site, and for the specific needs of the Level III site plan. It has previously met City of Portland standards as outlined in Section 5 of the Technical Manual, as well as the standards required by the MaineDEP Site Location and Development Permit. David Senus, the consulting Civil Engineer, commented in his peer review of the revisions, and the specific proposal for the Level III application that the revisions presented are acceptable, with the following additional comments:

   - *The Applicant has presented revisions to the previously approved stormwater management plan to include technologies now considered acceptable by MaineDEP as of January 2015, specifically Filterra units without an isolator row and Jellyfish Filter Units. The approach presented by the Applicant provides an acceptable means of meeting the General Standards as outlined in MaineDEP Chapter 500 and by the City of Portland Technical Manual Section 5 for both the Subdivision Application and the Brick South Level III Site Plan Application.*
   - *Consistent with the previous approval for the Brick North Level III Site Plan Application, Woodard & Curran recommends including a condition of approval for the Brick South Level III Site Plan Application requiring that future phases of work in the vicinity of the outfall associated with "Stormwater Management Zone F" (as depicted on sheet C-4.1 of the Subdivision Application) incorporate water quality treatment measures that provide adequate treatment capacity for runoff from the untreated parking lot south of the Brick North Building in accordance with the General Standards. This condition does not need to be contingent upon future phases of work occurring on the site; if no future work occurs on the site, the Applicant will not be held to completing this measure.*

Public Infrastructure and Community Safety Standards

a. Consistency with Related Master Plans
The only area currently needing clarification in regard to consistency with City standards as they relate to public infrastructure is an extension of the public portion of the access road that is being supported by EDA funding. The applicant has indicated that this section will be public roadway with the applicant providing maintenance – the pertinent road segment, ownership status, and maintenance agreements should be indicated on the final plan set.

b. Public Safety and Fire Prevention
The proposal has been reviewed for public safety and fire prevention, and has been found to allow for emergency response vehicles to move around all areas of the site. It provides for new and existing fire hydrants. A Fire Safety Compliance Plan (Plan 69) and Attachment E, a review of fire protection provisions for the site, have been submitted towards meeting the public safety requirements for the site.

c. Availability and Capacity of Public Utilities
The applicant has provided letters indicating the capacity to serve for water, sewer, gas, and power. All utility work has been reviewed with conformance with the city's Technical Manual, including all

stormwater management standards. Trash will be stored in dumpsters, eventually to be served by a contracted waste management company.

Site Design Standards

1. Massing, Ventilation, and Wind Impact

These standards are concerned primarily with bulk, location, or height of buildings incurring health, safety, unsafe wind conditions, and direct impact of buildings on abutters. As the proposed buildings do not have direct abutters, these standards are not applicable to this site.

2. Shadows

As in the massing standards in 1, above, these standards are concerned with impacts on direct abutters, and are not applicable.

3. Snow and Ice Loading

This standard is concerned with snow and ice loading as it impacts neighboring properties and public ways, and is not applicable.

4. View Corridors

This standard is in regard to impacts on public view corridors, and is not applicable.

5. Historic Resources

The property is not in an historic district, and contains no designated landmarks. It has, however, received state review regarding the historic integrity of the brick existing buildings, and correspondence regarding this is included in Attachment G.

There are no known archeological resources on site.

6. Exterior Lighting

Full lighting and photometric information has been submitted in Plans 37 and 76.

7. Noise and Vibration

The proposal does not anticipate exceeding current noise levels for the permanent uses on the site, or overall permitted noise levels.

8. Signage and Wayfinding

Signage and wayfinding is proposed to be submitted under a separate application, and is not included in this submission.

9. Zoning-Related Design Standards

Zoning-related design standards encourage dense, mixed-use development, and attractive pedestrian environments. The Design Manual standards for the B-5 zone encourages shared circulation, parking and transportation infrastructure wherever possible, and several standards for building orientation towards public streets, not applicable to this site.

XIII. NEXT STEPS

1. Address staff comments;
2. Address additional comments of the Planning Board;
3. Prepare final plan submission, including subdivision and site plan submittal requirements for review by the Planning Authority and Planning Board; and
4. Hold Planning Board Hearing

XIV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Civil Engineer review
2. Traffic Engineer review
3. City Arborist review

APPLICANT'S SUBMITTALS

Subdivision Application:

A. Supporting Narrative
B. AutoTurn
C. Traffic Study Information
D. SWM Report
E. Life Safety Plan
F. Photometric
G. Permits
H. Utility Capacity
I. Conformity to Applicable Design Standards
J. Title Right
K. Financial Capacity
L. Declaration
M. Cover Letter

PLANS

Plan 1. Cover Sheet
Plan 2. General Notes and Legend
Plan 3. Subdivision Plan
Plan 4. Subdivision Sectional 1
Plan 5. Subdivision Sectional 2
Plan 6. Subdivision Sectional 3
Plan 7. Subdivision Sectional 4
Plan 8. Land Title Survey 1
Plan 9. Land Title Survey 2
Plan 10. Land Title Survey 3
Plan 11. Land Title Survey 4
Plan 12. Existing Conditions Plan
Plan 13. Environmental Remediation 1
Plan 14. Environmental Remediation 2
Plan 15. Overall Site Plan
Plan 16. Site Plan East
Plan 17. Site Plan West
Plan 18. Overall Grading and Drainage
Plan 19. Overall Stormwater Management
Plan 20. Water Quality Design Summary
Plan 21. Overall Erosion and Sedimentation Control
Plan 22. Overall Utility Plan
Plan 23. Utility Plan East
Plan 24. Utility Plan West
Plan 25. Pavement Sections and Sidewalk Detail
Plan 26. Curbing and Sidewalk Details
Plan 27. Parking and Traffic Control Details
Plan 28. Stormwater Details
Plan 29. Stormwater and Sanitary Sewer Details

Plan 30. Erosion and Sedimentation Control Details 1
Plan 31. Erosion and Sedimentation Control Details 2
Plan 32. Water and Gas Service Details
Plan 33. Typical Roadway Cross Sections 1
Plan 34. Typical Roadway Cross Sections 2
Plan 35. Access Drive Profile
Plan 36. Sanitary Sewer Profiles
Plan 37. Photometrics Plan
Plan 38. Electrical Master Plan 1
Plan 39. Electrical Master Plan 2
Plan 40. Electrical Master Plan 3
Plan 41. Electrical Master Plan Details
Plan 42. Landscape East
Plan 43. Landscape West

Site Plan Application:
N. Cover Letter and Application Narrative

PLANS
Plan 44. Brick South Floor Plan
Plan 45. Brick South Elevations 1
Plan 46. Brick South Elevations 2
Plan 47. Cover Sheet
Plan 48. Subdivision Plat Sectional Recording 1
Plan 49. General Notes and Legend
Plan 50. Existing Conditions Plan
Plan 51. Demolition and Removals Plan
Plan 52. Site Layout Plan
Plan 53. Utility Plan
Plan 54. Grading Plan
Plan 55. Stormwater Management Plan
Plan 56. Erosion Control Plan
Plan 57. Stormwater Details 1
Plan 58. Stormater Details 2
Plan 59. Stormwater Details 3
Plan 60. Pavement Sections and Sidewalk Details
Plan 61. Curbing and Sidewalk Details
Plan 62. Parking and Traffic Control Details
Plan 63. Stormwater Details
Plan 64. Stormwater and Sanitary Sewer Details
Plan 65. Erosion and Sediment Control Details 1
Plan 66. Erosion and Sediment Control Details 2
Plan 67. Water and Gas Service Details
Plan 68. Typical Roadway Cross Sections
Plan 69. Fire Safety Compliance Plan
Plan 70. Sanitary Sewer Profiles
Plan 71. Water Profiles
Plan 72. Storm Drain Profiles Zone D
Plan 73. Storm Drain Profiles Zone D and F

Plan 74. Site Sections
Plan 75. Access Drive Profiles
Plan 76. Photometric Lighting Plan
Plan 77. Site Lighting Plan
Plan 78. Landscape Plan

COMMITMENT & INTEGRITY DRIVE RESULTS

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MEMORANDUM

TO: Christine Grimando, Senior Planner
FROM: David Senus, P.E.
DATE: October 5, 2015
RE: The Forefront at Thompson's Point Subdivision Application & Brick South (Building C) Level III Site Plan Application

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Woodard & Curran has reviewed the Amended Subdivision Application and Level III Site Plan Application for Brick South (Building C) for the *Forefront at Thompson's Point* located at Thompson's Point, a peninsula of land that extends into the tidal Fore River west of I-295 and south of Congress Street in Portland, Maine.

Documents Reviewed by Woodard & Curran

- Amended Subdivision Application and attachments dated August 13, 2015, prepared by FST Engineers, on behalf of Forefront Partners I. LP.
- Brick South (Building C) Level III Site Plan Application and attachments dated September 2, 2015, prepared by FST Engineers, on behalf of Forefront Partners I. LP.

Comments

1. The Applicant has presented revisions to the previously approved stormwater management plan to include technologies now considered acceptable by MaineDEP as of January 2015, specifically Filterra units without an isolator row and Jellyfish Filter Units. The approach presented by the Applicant provides an acceptable means of meeting the General Standards as outlined in MaineDEP Chapter 500 and by the City of Portland Technical Manual Section 5 for both the Subdivision Application and the Brick South Level III Site Plan Application.
2. Consistent with the previous approval for the Brick North Level III Site Plan Application, Woodard & Curran recommends including a condition of approval for the Brick South Level III Site Plan Application requiring that future phases of work in the vicinity of the outfall associated with "Stormwater Management Zone F" (as depicted on sheet C-4.1 of the Subdivision Application) incorporate water quality treatment measures that provide adequate treatment capacity for runoff from the untreated parking lot south of the Brick North Building in accordance with the General Standards. This condition does not need to be contingent upon future phases of work occurring on the site; if no future work occurs on the site, the Applicant will not be held to completing this measure.

From: Tom Errico <thomas.errico@tylin.com>
To: Christine Grimando <CDG@portlandmaine.gov>
CC: Katherine Earley <KAS@portlandmaine.gov>, David Margolis-Pineo <DMP@portlandmaine.gov>, Michael Farmer <Mfarmer@portlandmaine.gov>, "JeffTarling" <JST@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>
Date: 10/8/2015 10:55 AM
Subject: Thompson's Point - Preliminary Comments

Christine – The following presents my preliminary traffic comments for the project.

· In general I find the overall Subdivision Plan layout to be acceptable with specific site issues addressed during the site plan review process. The applicant should be specific about what triggers the full construction of the circulatory roadway or how it is being phased. Additionally, it is unclear where the public right-of-way terminates for the phasing of the circulation road given that EDA funding is extending the public roadway system.

· I have reviewed the updated traffic generation estimate conducted by the applicant and request that the applicant provide back-up information for the noted AM and PM peak hour trip estimate. Additionally, the applicant should provide supporting documentation for each specific use. An example is the Brewery where 8 entering and exiting vehicles were assumed in a peak hour, when occupancy of a tasting room may be indicative of greater trip activity during the PM peak hour. The applicant does note that the project is anticipated to exceed the trip threshold established by the current Traffic Movement Permit (TMP) during the AM peak hour while the PM peak hour is projected to be under the threshold. In an attempt to understanding specific project phasing traffic impacts, the applicant should also provide the trip estimate for the Level III Site Plan application.

· According to the parking analysis conducted by Gorrill‐Palmer, a parking demand of 1790 parking spaces is estimated. The applicant should provide specific detail on parking demand/supply allocation for the entire Master Plan and for the Level III Site Plan application plan.

· The applicant has provided the TDM Plan that was developed in 2011 and approved as part of the original approval. In concept I find the TDM Plan to be acceptable but want to emphasize the importance of the measures included in the Plan and how the traffic study and parking analyses assume some level of TDM success. Accordingly, the applicant should provide an update of the TDM Plan for the Level III Site Plan application to reflect the proposed implementation schedule (including what specific strategies are being implemented, implementation dates, and specific monitoring activities).

· The applicant has provided a general approach to managing event traffic volumes as part of the Master Plan. I would note that a detailed traffic management plan was developed in conjunction with the original application and that plan should continue to be used (if the applicant suggests deviating from the Plan, those details should be provided). I would note that the Traffic Management Plan is a live plan and will be reviewed and adjusted over time as conditions in the area are monitored.

· I find the Level III Site plan to be acceptable, although further review is required. I would note that the applicant should provide details on construction activities and how current parking and traffic will be managed.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
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Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: Jeff Tarling
To: Christine Grimando
Date: 10/8/2015 7:45 AM
Subject: Re: landscape

Hi Christine -

I have reviewed the proposed landscape plans and find them acceptable as shown. To date we have refined the landscape goals and plans a number of times to a point where the current plan meets the objective of a site on the Fore River.

Thanks

Jeff

>>> Christine Grimando 10/7/2015 10:05 PM >>>
Jeff,

Landscape plans for current Thompson's Point applications, attached. Please let me know if you have comments as soon as you can.

Thanks.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
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Ph: (207) 874-8608

ATTACHMENT A

Subdivision Plan Submission Supporting Narrative

ATTACHMENT A

SUBDIVISION PLAN SUBMISSION SUPPORTING NARRATIVE

In accordance with Section 14-527 (f) and (g) and the General Written Submission Checklist, we offer the following narrative describing the information supporting the current Subdivision Plan submission.

Section 14-527 (f)

1. Existing structures are shown on Sheet C-2.9 – Overall Existing Conditions Plan and all proposed buildings are shown on Sheets C-3.1 and C-3.2 – Site Layout Plans.

2. Existing abutting structures are shown on Sheet C-2.9 – Overall Existing Conditions Plan.

3. The offsite improvements project construction is nearly complete. The offsite improvements project was constructed to support the full volume of traffic approved as part of the site MaineDOT Traffic Movement Permit. As a stakeholder, the City has a copy of these plans on file.

4. The proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines are shown on Sheets C-3.1 and C-3.2 – Site Layout Plans. The Site Layout Plans depict material types and refer to details with specific sectional buildup of material thicknesses.

5. Cross sectional drawings of the access roadway are provided on Sheets C-7.8 and C-7.9.

6. Loading areas are shown on the Site Layout Plans – C-3.1 and C-3.2. Figures 1 thru 6 are enclosed in Attachment B and show turning movements for service and loading areas using AutoTURN® turning template computer software.

7. The existing site does not have established public transit infrastructure; however, the proposed Subdivision Plan anticipates a future public Metro Bus stop, taxi stand, skywalk bridge to Amtrak train platform, and pedestrian trail link.

8. The location of bicycle parking spaces for the Phase 1A Brick North Site Plan is shown on the Level III site plans dated 2014.09.10. As the applicant submits subsequent Level III Site Plans, additional bicycle parking stalls will be added in accordance with the city's technical standards.

9. Snow storage management will employ three strategies:
   - On-site snow storage around the perimeter of the site.
   - Snow removal and offsite storage.
   - Mechanical snow removal (i.e. melting bins).
   - The City of Portland has been designated a turnaround area easement for the purpose of snow removal on Thompson's Point Connector Road

10. A Traffic Control Plan was approved as part of the original Site Plan submission in 2012 and subsequently updated for the amendment in 2013. The approved Traffic Control Plan is still applicable and enclosed in Attachment C.

11. Landscaping buffers and preservation measures are shown on the enclosed Landscaping Plans L-1.0 and L-1.1. The proposed Landscaping measures meet the City of Portland Technical Standards for streets and the buffering requirements of the MaineDEP Natural Resources Protection Act Permit. It

is noted that subsequent site plans will include the required landscaping for internal parking lots once a more detailed site plan can be produced.

12. Watercourse alterations are not proposed for this project.

13. Wetland boundaries are shown on the enclosed ALTA/ACSM Land Tittle Survey plans prepared by Sebago Technics Land Surveyors.

14. The site is largely a historical development property that contains limited natural features other than those conditions related to the Fore River mud flats and tidal area. These low-lying areas at the perimeter of the site do contain river related wetland and floodplain. No part of the proposed development areas will be within these wetlands or floodplain, except for several drainage discharges that will outfall into the river, as is currently occurring today.

15. Existing soil conditions are included with a Geotechnical Technical Data Report which is on file with the City and available upon request. All test pit and boring locations are shown on the enclosed Sheet C-2.9 – Overall Existing Conditions Plan.

16. Landscaping buffers and preservation measures are shown on the enclosed Landscaping Plans L-1.0 and L-1.1. The proposed Landscaping measures meet the city of Portland Technical standards for streets and the buffering requirements of the MaineDEP Natural Resources Protection Act permit. It is noted that subsequent site plans will include the required landscaping for internal parking lots once a more detailed site plan can be produced.

17. A Stormwater Management Supplemental Report is included in Attachment D. The enclosed Sheet C-4.0 – Overall Grading and Drainage Plan and C-4.1 – Overall Stormwater Management Plan show the site's compliance with Section 5 of the Technical Manual.

18. The Grading Plan is enclosed as Sheet C-4.0.

19. The Stormwater Management Plan contemplates structural separation between groundwater and stormwater runoff through the use of an impermeable liner. The project is serviced by a public wastewater system. The project will not pose a risk of groundwater contamination.

20. The existing sanitary sewer system is shown on the Exiting Conditions Plan – C-2.9 and the proposed sanitary sewer system is shown on Sheets C-6.0, C-6.1 and C-6.2.

21. Sheet C-6.0- Overall Utility Plan shows all existing hydrants which will remain in service and proposed hydrants. A Life Safety Plan prepared by Mark Cummings, Fire Risk Management is enclosed in Attachment E.

22. All proposed utilities are shown on Sheets C-6.0, C-6.1 and C-6.

23. The site has on-site public infrastructure which is shown on Sheet C-2.9 – Existing Conditions Plan.

24. Solid waste receptacles are shown on the site layout plans.

25. The Overall Site Plan Sheet C-3.0 shows the location, ground floor area, and use of all proposed buildings. Building floor plans and elevations are not available at this time. Detailed building information will be provided with subsequent Level III Site Plan Applications.

26. A shadow analysis is not applicable for this application.

27. The development is not located in a historic district, historic landscape district or City designated landmark; however, the project is seeking Federal Grant money and consequently a Section 106 review was prepared and accepted by the Maine Historic Preservation Office.

    The originally approved site plan received approval to demolish all existing structures on the site. Since that time, the applicant has decided to keep and renovate the two existing brick buildings, and the Depot Structure.

28. The location and dimensions of all proposed HVAC equipment is not available at this time. This information will be submitted under subsequent site plan applications.

29. Exterior lighting for all common areas are shown on the enclosed Landscaping plans. Additionally, exterior lighting information, including specification sheets, photometric light levels, etc. is enclosed in Attachment F.

30. Standard street signs location and sizes are shown on the enclosed Site Plans. Internal directional, wayfinding, and building signage will be submitted under subsequent Site Plan Applications.

31. Existing and proposed easements, land ownership, and public rights of way are shown on the enclosed Subdivision Plans C-2.0 thru C-2.4 and Site Easements and Encumbrance Plan C-2.5.

Section 14-527 (g)

1. A detailed Construction Management Plan (CMP) will be submitted under subsequent Level III Site Plan Applications. The mixed-use development construction will be phased and may include multiple activities occurring concurrently. In general, the CMP will be prepared and supplied by the general contractor prior to the start of each phase of construction. The CMP will include how the contractor will communicate with the City of Portland, the owner, and abutting land owners including temporary access and utility interruptions which may affect daily their daily operations. The CMP will include Key issues such as:

    i. Public safety
    ii. Communication with abutters
    iii. Traffic management
    iv. Parking for work force
    v. Coordination of material delirious
    vi. Laydown and material storage areas including job trailers
    vii. Crane pads and erection sequences
    viii. Utility location including managing temporary utilities during construction
    ix. Waste management
    x. Office trailer areas
    xi. Designated areas for stockpile materials
    xii. Snow removal and potential for onsite storage

    The CMP will change and evolve throughout the project as sequencing of phases becomes available and contractors are brought onboard to complete various phases of work.

2. A Traffic Study was prepared for the originally approved Site Plan Application and most recently amended as part of the approved Master Development Plan. Traffic Study information is enclosed in Attachment C.

3. The development is designed to maintain a 25’ foot buffer from the annual mean high tide to all building structures. Grading and stormwater quality improvements are proposed inside of this setback. The project will avoid impacts to the wetland of special significance around the perimeter of

the site with the exception of a small permitted wetland alteration for a stabilized stormwater discharge (<500 SF of impact). The development will improve water quality of stormwater runoff entering the Fore River by meeting the City Stormwater standards described in chapter 32 of the technical manual. Portions of the site have been designated as Piping Plover Bird migration habitat by the Maine department of Inland Fish and Wildlife during the MaineDEP NRPA Permit review. The development subsequently received an individual NRPA Permit in 2012 and amended in 2014 for a change to the seasonal dock design. The development also received an Army corps of Engineers Wetland fill permit. The proposed Subdivision Plan complies with the standards and conditions of these permits. Copies of all State and Federal Permits are enclosed in Attachment G.

4. Narrative describing the proposed site hydrology is included in the Supplemental Stormwater Report enclosed in Attachment D.

5. Stormwater runoff calculations are provided in Attachment D as part of the Supplemental Stormwater Report.

6. The project was found to be consistent with the City Master Plans as part of the March 2014 Master Development Plan approval.

7. Applicable evidence of Utility Capacity to Serve documentation is included in Attachment H.

8. Estimated types and quantities of solid waste generation will be submitted under subsequent Level III Site Plan application as specific tenants are identified. In general, solid waste will be handled through a property management services company. Construction waste will be managed to meet LEED Silver level requirements including percentage volume of recycled materials.

9. A code summary referencing NFPA 1 and all fire department technical standards was prepared by Mark Cummings, Fire Risk Management services during the Master Development Plan Review. This review is still applicable to the current site plan and is enclosed in Attachment E for ease of reference.

10. An assessment of Conformity with Applicable Design Standards is enclosed in Attachment I.

11. Proposed HVAC equipment will be provided under submitted under subsequent Level III Site Plan Application as specific tenants are identified.

General Written Submissions Checklist

As acknowledged on the Subdivision Plan Submission's General Written Submissions Checklist, we note the following items not previously covered in this supporting narrative:

Item: *Evidence of Right, Title and Interest*

Copies of the Transfer Deed to Forefront Partners, I LP and agreements with Suburban Propane accompany this submission in Attachment J.

Item: *Evidence of State and/or Federal Approvals; if applicable*

The Applicant has previously provided copies of the State and Federal permits issued for the project including the Traffic Movement Permit, U.S. ACOE Permit, and MaineDEP NRPA Permit.

Item: *Written Assessment of Proposed Project's Compliance with Applicable Zoning Requirements*

A Written Summary is contained in Attachment I to this submission.

Item: *Evidence of Financial and Technical Capacity*

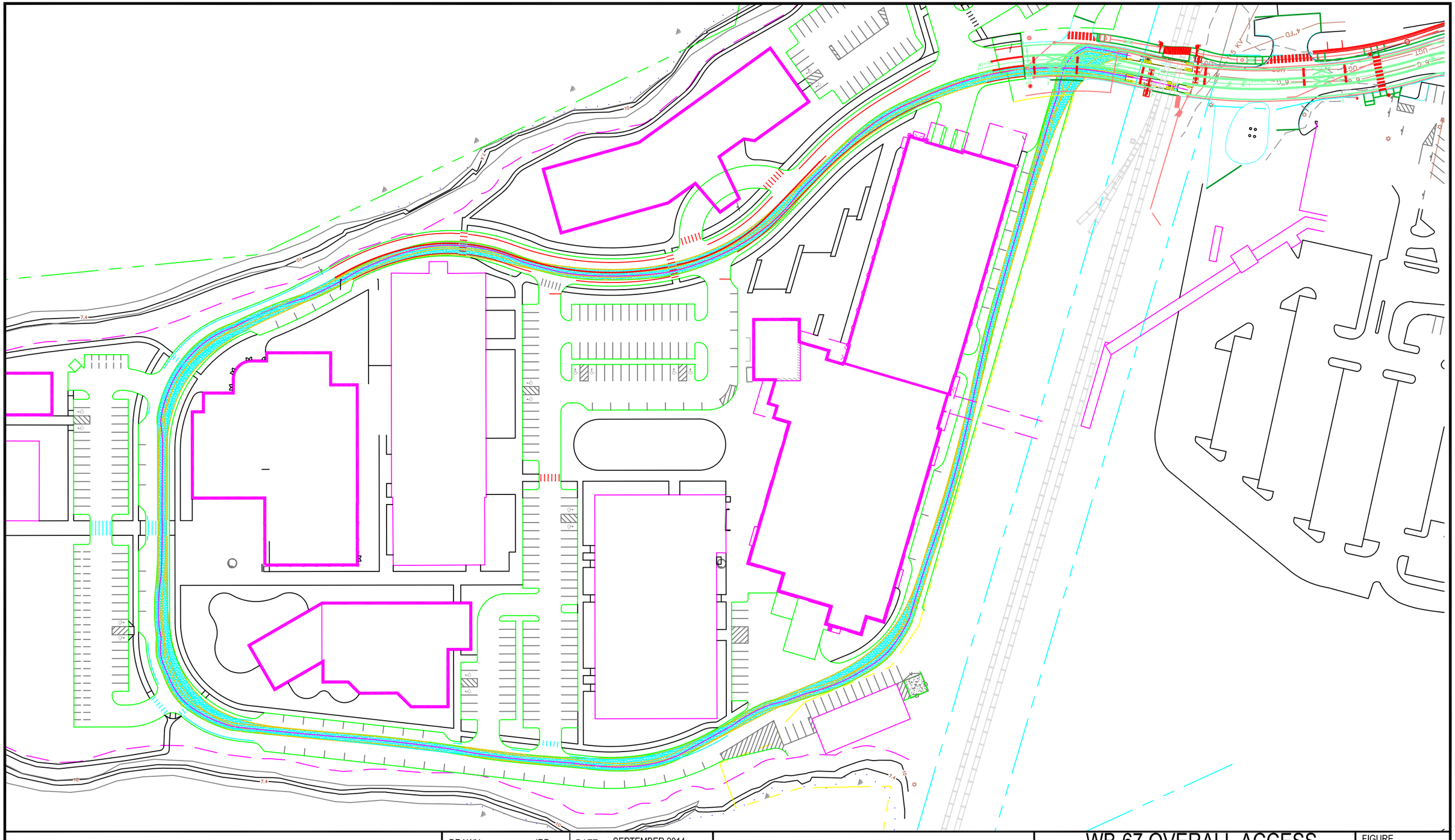
The Applicant has previously provided information pertaining to financial and technical capacity. A copy of the letter from TD Bank accompanies this submission in Attachment K.

Item: *Summary of Proposed Easements, Covenants and Public Rights-of-Way*

The Applicant has provided a copy of the Declaration of Easements, Covenants and Restrictions which is included in Attachment L.

ATTACHMENT B

AutoTURN® Figures



FST 100 YEARS

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	JRP	DATE:	SEPTEMBER 2014
DESIGNED:	JRP	SCALE:	1"=100'
CHECKED:	BEK	JOB NO.	2982.05
FILE NAME:	2982.05-SUB AUTOTURN		

THE FOREFRONT AT THOMPSON'S POINT

WB-67 OVERALL ACCESS ROUTE AUTO TURN SIMULATION

FIGURE 1

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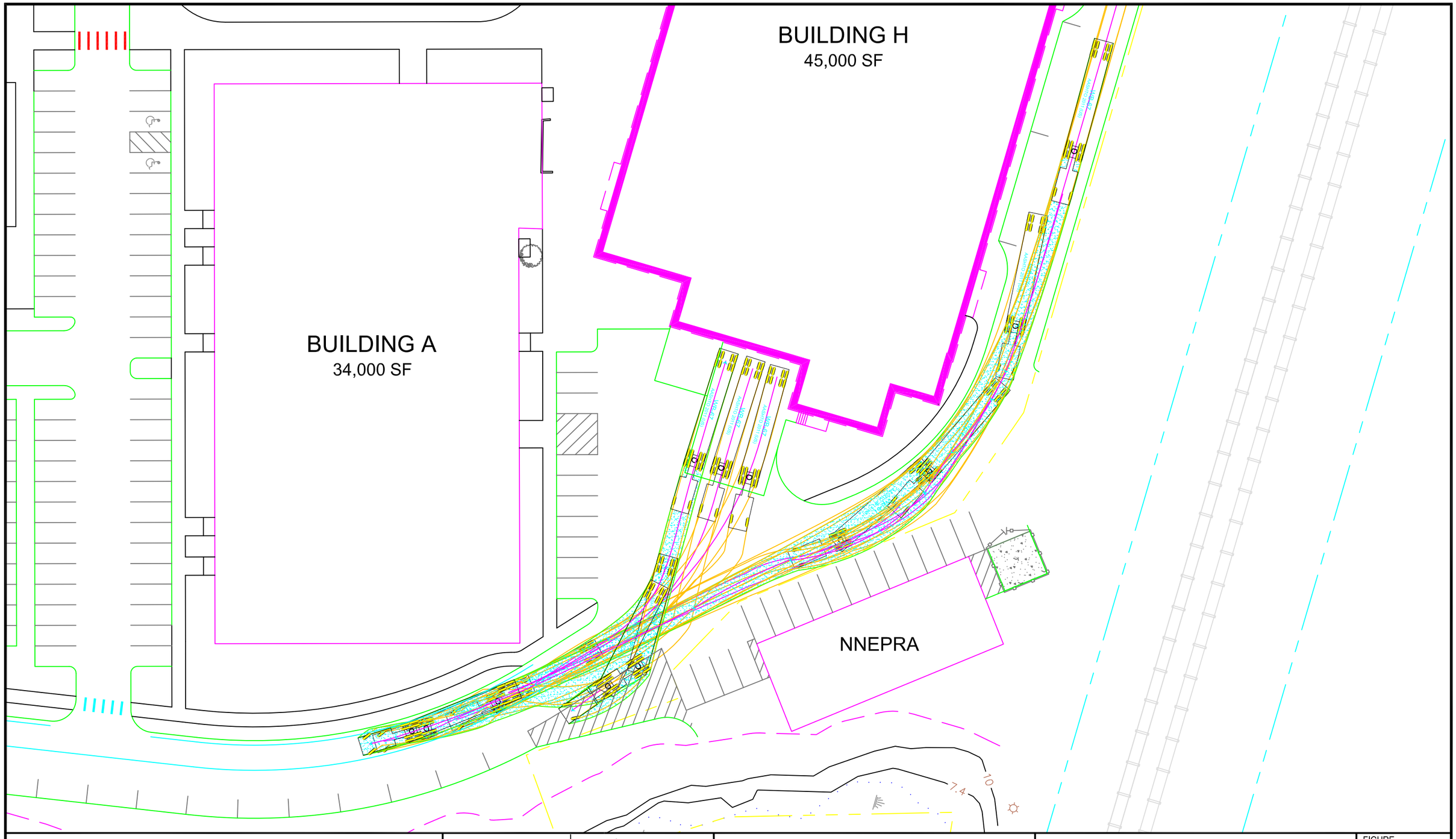

FST 100 YEARS

FAY, SPOFFORD & THORNDIKE
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DRAWN:	JRP	DATE:	SEPTEMBER 2014
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FILE NAME:	2982.05-SUB AUTOTURN		

THE FOREFRONT AT THOMPSON'S POINT

WB-67 BUILDING H LOADING DOCK AUTO TURN SIMULATION

FIGURE 2

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BLDG B2
3,600 SF

BUILDING B1
14,000 SF

BUILDING
D
33,600 SF

BUI

34,

FST 100 YEARS — FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN: JRP DESIGNED: JRP CHECKED: BEK FILE NAME: 2982.05-SUB AUTOTURN	DATE: SEPTEMBER 2014 SCALE: 1"=40' JOB NO. 2982.05	THE FOREFRONT AT THOMPSON'S POINT	SU-30 BUILDING B AUTO TURN SIMULATION	FIGURE 3

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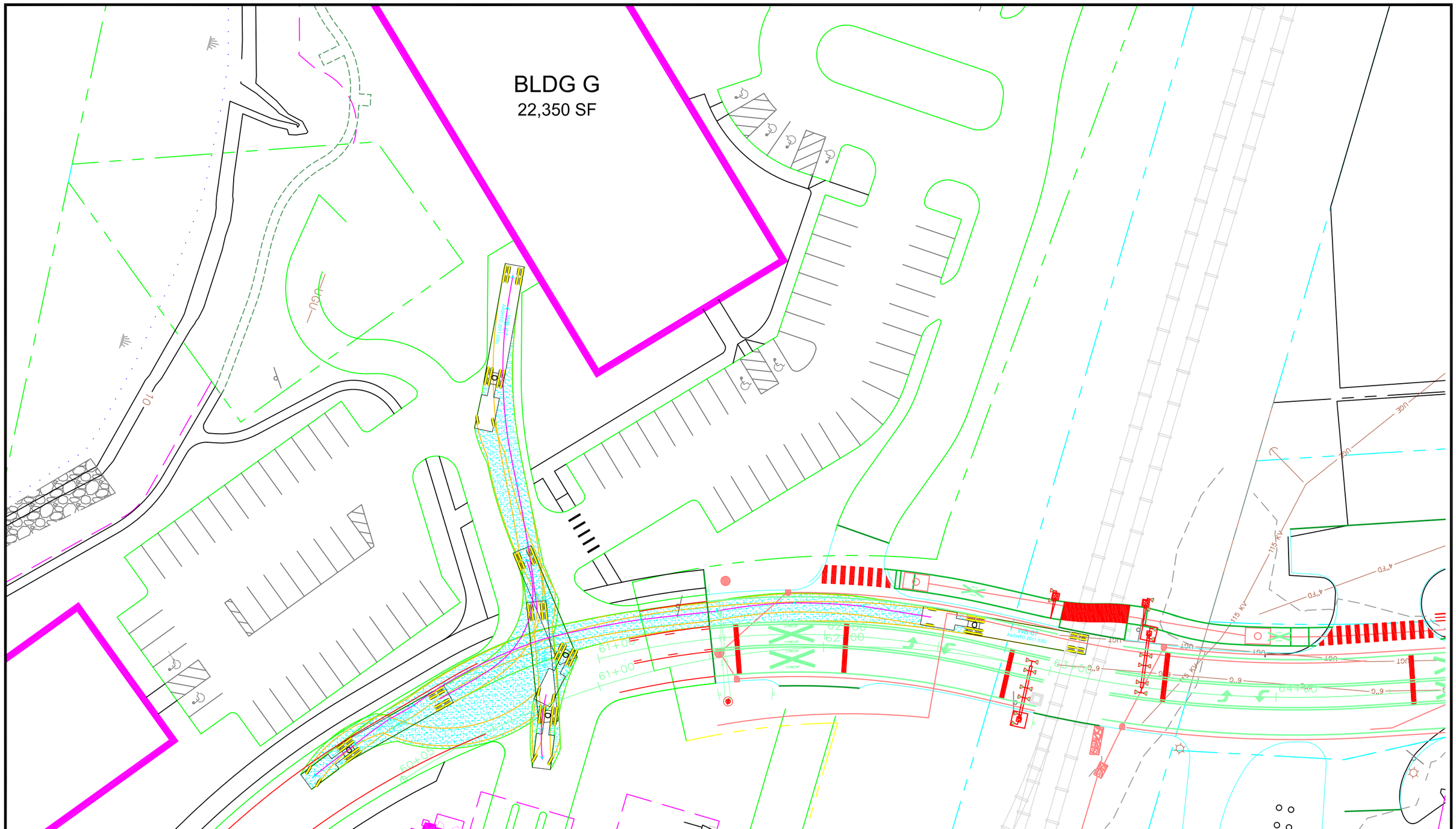

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ATTACHMENT C

Traffic Study Information

The Forefront at Thompson's Point | Transportation Demand Management (TDM) Plan

September 13, 2011

Project Description

The Forefront at Thompson's Point is a unique project proposed for the City of Portland. It consists of a transit-oriented mixed-use development whose program elements range from Class A office space, a 125-room hotel, an event center that will be the new home of the Portland Red Claws NBA D-League team, a concert hall, a restaurant, a sports medicine facility, a parking garage, and various public amenities such as pedestrian/bike trails and access to the Fore River. The Forefront will pursue a minimum of LEED-Silver certification, and is intended to be a gateway development that will bring life to an under-utilized part of the City—a place as well as a project.

As part of its approvals for this project, the City of Portland will require the creation and issuance of a Transportation Demand Management (TDM) Plan; given the pivotal role that efficient public access to and from the Forefront will play in its commercial success, a thoughtful approach to TDM is crucial. What follows is a Transportation Demand Management Plan that addresses and the City's sustainability goals by outlining and committing to a series of measures that encourage and promote bicycling, walking, carpooling, and use of public transit.

Given both the scope of this mixed-use project, and the necessity of having buy-in from our prospective tenants, the proposal that follows contemplates a two-tiered approach to the TDM, consisting of:

(a) Macro TDM: an overall approach to TDM for the Forefront, consisting of TDM goals, the proposed methodologies for undertaking them, including steps for implementation, approaches to staffing, modes of monitoring and assessing successes and areas for improvement, and proposed frameworks for more tenant-specific plans, and:

(b) Micro TDM(s): tenant-specific plans, the "DNA" of which is articulated in the Macro TDM but which are to be more fully elaborated in dialogue with the Forefront's respective tenants (namely, office users, hotel operator, restaurant operator, sports medicine facility operators, event center operator, concert hall operator, parking garage operator), each of whom will have different constituencies with varying travel patterns and habits, and who will thus require different approaches which must nevertheless be well orchestrated. Although it is not practicable to outline these plans in substantive detail until more formal agreements with tenants are in place, it is important to stress that tenants are expected to be active participants in the overall TDM goals and measures elaborated here, and to take active roles in defining their own mechanisms for participating in these goals; this expectation will be outlined in lease arrangements with tenants.

In its utilization of this tiered approach ("macro" and "micro"), the proposed framework effectively functions as a project-wide Transportation Management Association, linking the various operating businesses in a set of shared strategies, and ultimately coordinated by the TDM Coordinator, of which more below.

The Forefront will be a major employer as well as a major draw for visitors, from Portland and beyond. Thus its approach to TDM represents a significant opportunity to reduce the number of Single Occupant Vehicles (SOVs).

Proximity to Transit

The Forefront is a unique project in the City of Portland, and for that matter, the state of Maine. Thompson's Point lies adjacent to the Portland Transportation Center, which hosts the following transit services:

- *Downeaster (AMTRAK)*: This intercity passenger rail service provides connections from Portland to Saco, Old Orchard Beach, and other southerly stops including Boston's North Station. The service will connect northerly to Freeport and Brunswick, providing a direct link to the Maine Eastern Railroad, which provides seasonal service as far as Rockland in 2012. The service currently runs five round trips to and from North Station, with an additional trip anticipated following the opening of the extension to Brunswick.
- *Concord Coach (Formerly Concord Trailways)*: This intercity bus service provides non-stop service to South Station in Boston, and northerly both to Augusta and Bangor, Maine, as well as the mid coast region. During the day, buses arrive and depart about once per hour. This service allows for connections to various intercity buses, Amtrak and MBTA commuter rail services at South Station, as well as direct connections to all terminals at Boston's Logan International Airport. In addition, the Bangor bus allows for a connection to the Cyr Bus service, providing a once-daily connection to several destinations in Aroostook County.
- *Metro Route #5, Maine Mall*: Portland METRO provides twice an hour service to the Portland Transportation Center with other major stops including the Maine Mall and

UNUM. It also allows for access to the Portland International Jetport and the Elm Street METRO facility. A limited service combining Routes 1 and 5 is provided on Sundays.

Given its adjacency to these amenities, the Forefront is uniquely suited to take advantage of non-motorized vehicle trips, especially transit trips.

Further, the Forefront has the opportunity to pursue water shuttle and water taxi service from the site to downtown Portland and other locations in Casco Bay. The Forefront will partner with Portland Trails to upgrade the existing public trail around the Thompson's Point peninsula; working collaboratively with the City, the PTC, Portland Trails, MDOT and others this trail may be able to be better linked with the larger trails network. The use of bicycles and other non-motorized modes of conveyance by employees and visitors is something the Forefront will encourage (of which more below).

Purpose of Plan

The City of Portland requires the creation of a Transportation Demand Management Plan for all projects in excess of 50,000 square feet, or with 100 or more employees or students. The Forefront at Thompson's Point meets both of these criteria. However, in the case of this project, the TDM Plan serves a series of important needs. Given the designation of the Forefront as a Transit Oriented Development (TOD), a TDM plan is key to maximizing the synergies between the project and the transit modes (existing and not yet existing) adjacent to it. "Transit Oriented Development," as the Federal Transit Administration defines it, is "compact, mixed-use development within walking distance of public transportation," and TOD is "a key element of livable and sustainable communities." As the TFA notes, there is a well-documented symbiotic relationship between economic development and transit, and a convergence of public and private interests around TOD, which "increases transit ridership and reduces automobile congestion, providing value for both the public and private sectors."

To this end, the objectives of the Forefront's TDM plan are:

- Make maximum use of existing transit infrastructure adjacent to the project
- Propose partnerships with the City, MDOT and others aimed at increasing transit opportunities and, in the words of MDOT, contribute to providing "a safe, efficient and reliable transportation system that supports economic opportunity and quality of life."
- Reduce peak hour trip impacts to, and the effects of traffic congestion upon, adjacent roadway infrastructure
- Reduce the amount of needed parking on-site, and thus the amount of land that could have a higher and better use than surface parking
- Encourage healthy activities such as biking, kayaking, and walking among Forefront employees and visitors

It is important to note that this Plan should not be viewed as a series of fixed strategies. Rather it is a living document intended to be reviewed and updated on a regular basis as the Forefront works with its tenants to address changes in local transportation patterns, preferences, and prices; by means of effective coordination, goal-setting, and goal-monitoring measures the Forefront will endeavor to reach the goals articulated in this Plan in a way that is not financially or operationally burdensome to the tenants who ultimately must support the Plan. Ultimately, the goal will be to make significant reductions in peak hour single-occupancy vehicle (SOV)

activity on the local street network as well as the need for on-site parking in a way that is financially and operationally sustainable for all concerned.

Employee Transportation Coordinator (TDM Coordinator)

The Forefront at Thompson's Point will employ a TDM Coordinator, charged with coordinating the TDM plan. The TDM coordinator will liaise with the chief operating officers of each of the Forefront's tenant organizations in order to create an effective overall approach to the following goals:

- Coordinate and promote rideshare opportunities
- Coordinate and promote the use of the following alternatives to SOV travel:
  - AMTRAK
  - Concord Coach and other bus lines as may be applicable
  - METRO
  - U Car Share
  - Car rental companies
- Monitoring parking usage in conjunction with parking facility management
- Overseeing event scheduling
- Encouraging the greater use of bicycling, walking, and bus-based transit
- Overseeing ongoing monitoring and updating of the plan
- Convening a committee, ideally comprised of decision-makers representing each of the tenants/users at the Forefront, who will assist the coordinator in TDM planning and assessment
- Filing annual reports with the City

Given the centrality of the event center to the overall success and vitality of the project; given that the majority of traffic demand will be attributable to this and the adjacent concert hall; and given that the success of the event center depends upon efficient management of traffic and parking use by all the various uses (including parking use by visitors to the Portland Transportation Center), it is anticipated that the TDM Coordinator for the project will be a staff member of the event center's operating company.

The TDM Coordinator will work with tenants at the MICRO TDM level to explore how to create effective partnerships and incentive packages with AMTRAK, Concord Coach, and METRO; the Coordinator will liaise with tenants and help them identify strategies such as incentives (free or subsidized bus passes for employees, gift coupons or periodic prize drawings to foster use of alternative modes)and how to establish subsidies and payroll deductions for employee transit passes where this is appropriate for a tenant.

Surveys - Employees

Six months after initial occupancy of the Forefront facilities, and annually thereafter, Forefront employees will be surveyed regarding their transportation choices such as automobile/bicycle/

motorcycle-scooter ownership, parking demand, and the frequency of trips using bicycling, walking, U Car Share, carpool/vanpool, and the bus. The survey will follow the format of the "TDM2go Employee Survey", a copy of which is attached hereto, but may be expanded from time to time by the TDM Coordinator. The surveys will be conducted to determine:

- Mode of travel to and from work (car/carpool/biking/walking/bus)
- Preferences or concerns with model of travel
- The flexibility and receptivity of employees to utilizing various travel modes to access Thompson's Point (and, crucially, to ascertain whether individual employees make use of multiple modes during the course of a given year, or a given season)

Various questions will be created in the survey to determine which measures to encourage increased use of transit, for example, either via costs for parking or stronger subsidies of METRO passes, etc. The TDM Coordinator may seek to partner with the academic and/or the public sector, and public funding, to increase the efficacy of these surveys and mine the information contained therein.

Surveys - Visitors

For visitors to the Forefront, surveys will also be included. These will be provided in the following manner:

- Conference packet for convention employees
- With ticket receipt for concert goers
- Inside game pamphlet for Red Claws fans

The surveys will be conducted to determine:

- Mode of travel to and from a conference, concert or game (car/carpool/biking/walking/bus)
- Preferences or concerns with model of travel
- The flexibility and receptivity of visitors to utilizing various travel modes to access Thompson's Point.

Surveys will need to be simple and convenient; they could be filled out at a Red Claws game, or completed with a link on-line (such as Survey Monkey) to do it afterward. Hotel guests may represent an important source of survey information. Various questions will be created in the survey to determine measures to encourage increased use of transit, for example, either via costs for parking or greater promotion of transit uses. The TDM Coordinator will work with the tenants at the MICRO TDM level to determine what kinds of incentives could elicit consistent and engaged participation in these surveys.

Car Pooling and Sharing

Through various promotional strategies (flyers, email blasts, web updates, social media, and occasional gatherings) the Forefront TDM Coordinator will make visitors, workers and guests aware of and encourage use of these services,

U Car Share/Rental Cars

Portland is one of 20 cities in the United States served by U Car Share. In Portland, the service currently provides a total of four vehicles. These vehicles are available on an hourly or daily basis. It is recommended that the Forefront negotiate the use of two additional vehicles with U Car Share for visitors to use on an as-needed basis, as well as traditional rental cars. This will allow for the use of a car for certain trips, which can aid in a traveler to or from the Forefront to choose transit for a mode. Information will be provided to hotel guests, office workers, and convention attendees. Following the first survey, additions to U Car Share may be made if employees desire their use in significant numbers; U-Car share may be an attractive option for local residents who are employed by one of the various tenants at the Forefront.

- Primary User: Visitors, Employees (if found desirable)
- Responsibility: Forefront, U Car Share, Rental agencies

Carpooling/Vanpooling

The TDM coordinator, working in conjunction with the GO MAINE Commuter Services Program, will work with the employers located at the Forefront to locate employees with similar schedules and home addresses to create a carpooling or GO MAINE vanpooling plan. Working with the employers, the TDM coordinator will serve as a resource in devising incentives for those employees who participate. A reasonable portion of the preferred parking spaces to be established shall be dedicated to U-Car Share/carpool/vanpool parking in order to incentivize these alternatives, and shall be designated as such by means of signage.

- Primary User: Employees
- Responsibility: Forefront

Education for Visitors

As discussed, the Forefront's TDM coordinator will provide transit route maps, schedules, and ticket information in packets for visitors. There will also be a travel kiosk in the event center offering interactive Google-based travel planning with various vehicular modes; in addition, maps, routes, and ticket information will be posted clearly in the entry areas at the event center and the office buildings. The TDM coordinator will be available, in person and/or virtually, to assist visitors and employees who have questions about travel tips and ideas.

- Primary User: Visitors
- Responsibility: Forefront

Submission of Monitoring Information/Updated TDM Plan

Based upon the results of the monitoring, the Forefront will update the TDM Plan and submit a draft plan to the City's TDM Manager for review and comments.

The primary goal would be to reduce employee and visitor SOV trips to 80 percent of the total trips, at a minimum, within the first five years of the project.

The secondary goal for the initial year will be to reduce the parking demand five percent from the calculated demand, with additional annual reductions of five percent, until parking demand is reduced by a minimum of twenty percent (e.g. 290 vehicles out of an original 1,450). This aggregate targeted reduction shall also include individual targets for the following alternative modes: increase use of transit by employees and visitors by 5% annually; increase carpooling and vanpooling by employees and event attendees by 5% annually; increase bicycle and pedestrian trips by employees and visitors by 5-7% annually; until the overall goal of a 20% reduction is reached. The goal will be to achieve this overall 20% reduction by the end of the fifth operating year. At this point, it would be appropriate to reassess the ways in which the TDM plan should be recast in order to set additional goals for the sixth operating year and beyond. Each monitoring period will be accompanied by a parking count of the Forefront's facilities, in accordance with the methodology discussed in the parking count section.

In our amended Traffic Impact Study, with an addendum dated 30 August 2011, we have noted this reduction goal of 20%, which we feel is an ambitious albeit achievable goal.

An important responsibility for the TDM Coordinator will discuss future options as they become available with the City of Portland and GO MAINE, an organization charged with finding transportation options for the state.

Transit TIF Opportunities for Single Occupancy Reduction

The City of Portland designated the Thompson's Point Transit-Oriented Development and Tax Increment Financing District and adopted a development program therefor pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, by action of the Portland City Council on June 20, 2011; the City submitted the resultant Credit Enhancement Agreement to the Department of Economic and Community Development for its review and ultimate approval, creating the Thompson's Point Transit-Oriented Development and Tax Increment Financing District and Development Program. The City designated the Thompson's Point Transit-Oriented Development and Tax Increment Financing District, adopted the related Development Program, and entered into the related Credit Enhancement Agreement in order to induce the Developer to redevelop Thompson's Point into a gateway destination in a manner that includes a substantial investment in infrastructure, including a large above-ground parking structure, transportation improvements, creation of an at-grade public rail crossing, extensions of public roads, utility investments and expanded walking and biking trails, and to support the Developer's investment into the Project by enabling the City to contribute toward the capital cost of the Project in the amounts contemplated by the Development Program and the Credit Enhancement Agreement; and the City Council voted unanimously to capture one hundred percent of the net new tax revenue generated by the Forefront and to dedicate its share of said revenue to funding alternative transportation.
The City may wish to consider utilizing its portion of net new tax revenue generated by the Forefront, and captured by means of the Transit TIF, to fund the following initiative:

Funding of METRO Route 5E

Forefront will explore with METRO and the City of Portland the feasibility of an additional bus service running mainly on the Route 5 route. Potentially called Route 5E, this bus would serve as

an express service and would run seven days a week. It would stop at the Portland Jetport, Portland Transportation Center, the Forefront, the Greyhound Terminal at the intersection of St. John and Congress Street (inbound only), and the Metro Pulse Center on Elm Street. It would be clearly marked as an express bus to major transit hubs. The provision of a single bus would allow for hourly service, and would be in addition to the existing Route 5. Those visitors arriving at the Portland Jetport will be given passes for two rides on the 5E service (or the 5). The Forefront will work with METRO to explore the potential for a stop at the Forefront for the 5 line.

- Primary User: Visitors
- Responsibility: City of Portland (Transit TIF)

Additional Transit Opportunities

The Forefront will generate substantial tax revenue that will be used by the City for transit funding. The City has requested that the Forefront play an integral role in working with the City to define and establish "Transit TIF"-funded programs.

Program Elements

The following components are to be incorporated into the Forefront's development program:

Bicycle Parking

In addition to the standard bicycle racks provided outside of the buildings at the Forefront (anticipated to include 88 bicycle spaces in racks distributed around the site per site plan requirements), the developer will endeavor to incorporate secure storage for up to 150 bicycles inside the facilities for tenants who wish to have them. These spaces are envisioned to be wall-mounted lockable racks within controlled-access rooms. This configuration will provide for bicycle security, convenience, and protection from the weather. Similarly to carpoolers, bicyclists will be given stickers for their bicycles that would have matching numbers with a specific bicycle locker, which would come with a locker-specific bicycle lock. The space would either be in the office component or the convention facility component, depending upon the work location of the employees.

- Primary User: Employees
- Responsibility: Forefront

Scooter/Motorcycle Parking

50 spaces are recommended for this use, with the potential for more in the future. Those using scooters or motorcycles will also obtain a ticket to be matched with a specific space in the Forefront garage. These spaces may be subject to random compliance checks.

- Primary User: Employees
- Responsibility: Forefront

Bus Shelter

The Forefront is willing to locate a bus shelter on site, for those coming on and off the 5E bus (discussed above), which will further encourage use of buses by visitors and employees alike.

- Primary User: Visitors, Employees
- Responsibility: Forefront

Peninsula Shuttle

On days with conventions, should attendee demand warrant it, the Forefront may operate a van-based shuttle that will take visitors to major points of interest on the Portland Peninsula, including Congress Square, Monument Square, and Commercial Street. This shuttle will run regularly as may be warranted by demand, and shall be free of charge for conference attendees. Following an initial survey, if it is determined that employees at the Forefront would strongly desire to have access to a shuttle, a reduced service during lunch hours may also be provided.

- Primary User: Visitors, Employees (if found desirable)
- Responsibility: Forefront

Parking Demand and Supply

As discussed in the parking calculations, based on shared parking calculations, and without accounting for access to transit, the Forefront will typically incur a peak weekday parking demand of approximately 1,450 spaces, and up to 1,900 spaces during special concert events. Proposed for the facility will be a 700-space parking garage and surface parking, potentially for a total of 1,450 spaces.

The Forefront proposes to provide:

- 1,400 automobile parking spaces (a portion, to be determined, will be dedicated for the preferred use of hybrid/electric vehicles)
- 150 bicycle parking spaces (with secure facilities, contingent upon tenant interest)
- 50 motorcycle/scooter parking spaces

Parking for Special Events

The concert hall / event center can support seating for 4,500 to 4,800 people. In the event of a full concert, the demand may exceed supply by approximately 450 spaces, or possibly less depending upon the success of the TDM measures. Indeed, to the degree that the TDM measures do succeed, it may be determined that the existing surface and structured parking spaces are adequate to support the demand created by these concerts. However, these events will be in the evening. Significant parking exists in lots for Norway Savings Bank, Rheumatology Associates, and others off of Sewall Street and the drive connecting Sewall Street to Massachusetts Avenue and Congress Street, as well as along the Fore River Parkway and other locations in proximity to Thompson's Point which may be suitable. It is understood that the existence of leases, or other satisfactory arrangements that reliably provide for off-site parking during these larger concerts, shall be a requirement of site plan approval.

It is recommended that the Forefront explore agreements for utilizing these lots for overflow during events, providing that it does not open doors to concerts until after 6:00, when the employee and customer demand at adjacent facilities has greatly diminished. Forefront can employ individuals to control traffic and collect parking fees for use of these lots based on a revenue-sharing agreement. In addition, the peninsula shuttle will be repurposed for these evening events to travel through these lots and to the concert hall.

The Forefront has developed an Event Management Plan, submitted together with this TDM Plan, which more fully discusses the proposed approach to handling traffic flow in and out of the site during mid-sized events (upwards of 2,500 attendees).

Monitoring

Parking Counts

As part of its TDM Plan monitoring program, the Forefront TDM Coordinator will oversee assessment of the use of its various operational components, starting one month after the opening of the event center and annually thereafter. As one critical component of the TDM program will be to reduce parking demand, the first part of each monitoring effort will include an hourly parking count of the facility from 11:00 AM to 11:00 PM on a weekday and a Saturday (this will require evening events, preferably concerts, as this will generate the greatest parking demand).

Timetable for Action Items

Action Item	Timeframe for Implementation
Finalize TDM Funding Package based upon City of Portland's priorities for funding from its share of Transit TIF revenues generated by the Forefront	Fall 2011
Provide update to City regarding progress on TDM plan implementation and status of TMA ("macro TDM")	Fall 2012
Appoint/Confirm TDM Coordinator	6 months prior to opening of the Forefront Event Center, anticipated to be spring 2013
Assemble "Micro TDM" plans with tenants and create TDM Packets; share complete TDM plan, including Micro-TDM targets and proposed monitoring, with City	Summer 2013
TDM Plan Implementation / On-site Parking Monitoring	Anticipated for Spring 2014, assuming final occupancy Summer/Fall 2013
Assess success of first six months of TDM Program and Report to City on initial effectiveness	Fall 2014

Submit Year Two TDM Program with needed modifications (and annually thereafter)	Spring 2015

Event Management Plan for
The Forefront at Thompson's Point
Portland, Maine
January 13, 2014

The traffic management plan for special events is an important component of making this project work. For the purposes of implementation, we propose that a "special event" be considered any event, or combination of events, that equals or exceeds 2500 people. An "event", as it is intended in the context of this Event Management Plan, would not include those typical modes of gathering and circulation related to the customary visitation and enjoyment of the site and its various commercial uses and public amenities. For example, a gathering of visitors in an outdoor dining area would not be considered an "event", but a gathering of visitors in the outdoor seating area adjacent to the Mixed-Use "Depot" Building for the purposes of attending a musical performance would be considered an "event". "Events" generally relate to those occurrences that are planned as part of the programming associated with the Event Center (including, from time to time, its adjacent plaza) and Mixed-Use "Depot" Building (and its outdoor seating area). To accomplish the special event implementation, the applicant is approaching this from different aspects. The first aspect is timing of the special events. If the event is on a weekday, the special events are anticipated to start later (7 or 8 PM) in the evening after the PM rush hour of the adjacent street traffic. When the special weekday events conclude, it will be later in the evening and traffic on the adjacent roadway network is anticipated to be minimal compared to during a typical commuter hour. If the event is on a Saturday or Sunday, the commuter traffic will not be on the roads.

The second angle to the special event approach is to provide accommodations for large numbers of vehicles to enter or exit the site. To accomplish this, the applicant proposes the following:

- I. Signing – This includes not only signing for drivers on which lanes are for what purpose, but also to direct drivers to points of interest; such as event parking. Additional signs should also be erected to identify to the drivers destined for the bus and train facilities where they should be going such that they do not get intertwined in the traffic destined for the events. These signs can be both permanent and temporary and may be positioned both onsite and offsite.

- II. Reversible Lane – This would be an additional lane in the center of Thompsons Point Road that would be used for incoming traffic at the beginning of an event and then reversed and used as an exit lane when the event(s) conclude. This layout is depicted on Sheets C-9.1, C-9.2 and C-9.3 of the Site Plan submission drawings.

- III. Traffic Control Devices – This would include devices such as traffic cones to regulate access to the lower lots on the site during special events. The use of cones would be useful in directing drivers to where you want them to be as well as restricting them from areas where access is prohibited. These would be especially useful to assist in the functionality of the reversible lane used to enter and exit the Forefront at Thompsons Point.

- IV. Police Officers – The use of a police officer is recommended at the signalized intersection of Thompsons Point / Fore River Parkway. A uniformed police officer is the only person allowed to direct traffic at a signalized intersection. We anticipate at least one police officer (for events between 2500 and 3500, which is the upper limit of the attendance for a Red Claws basketball game) and potentially two (for events such as larger concerts with attendance upwards of 4,800) stationed at or near the intersection during special events.

- V. Traffic Control Personnel (TCP) – These personnel do not need to be police and are allowed to assist traffic on-site. This would include persons at each of the entrances / exits for both the train and bus to assist both customers and the buses themselves in entering and exiting. There would also be TCP at the crosswalk to Sewall Street assisting pedestrians with crossing. In addition, TCP will be positioned on either side of the RR crossing to ensure that vehicles do not stop on the RR tracks. We anticipate a minimum of 5 or 6 TCP per special event.

- VI. Monitoring – Special events will be monitored for the first year by a dedicated observer. That observer will report after each event what works, what is not working, and provide recommendations for improvement. This monitoring should also include meeting with representatives of the bus and train station to receive their input. **Special Event monitoring shall also be coordinated with and/or by the Transportation Demand Management Coordinator to insure that the development's TDM opportunities are well integrated with respect to special events.**

- VII. Parking garage – The parking garage is designed with three lanes on the west end, with the center of the three lanes being reversible and two reversible lanes on the north side. It is anticipated that that during normal business hours, only two lanes (one in and one out) at each end of the garage will be needed. However, the third lane is available to process traffic should it become necessary.

  During an event, when the Event Management Plan is in place the parking garage is anticipated to be operated with all five lanes used. At the beginning of an event two enter lanes and a single exit lane will be available at the west end (total of 3 entering lanes and 2 exit lanes). The gates will be up and attendants will be accepting money on a fixed fee basis to process the traffic quicker. For certain events, visitors will have pre-purchased event tickets that include event parking, so they would simply need to show their ticket to gain entrance to the garage. During special events, each lane would process 300 vehicles per hour with a non-gated, pay on entry flat-fee, with attendants taking money at the entry and directing vehicles to the parking spaces. This would theoretically fill the garage in 37 minutes for a special event, which relates to a 'good' Level-of-Service of "B".

  In addition, attendants will be positioned within the garage to assist directing incoming cars such that parking levels are filled one at a time with no empty spaces. This will improve efficiency and get the most capacity from the garage. These attendants will also be able to convey when the garage is near capacity so that they can make the proper call and appropriate signs can be put up both onsite and offsite identifying the garage is full. The parking garage has also been designed as a double helix such that entering and exiting vehicles can turn either way exiting their parking space to go up or down. This means that you do not have to go up to the top level of the garage in order to come down to the lower levels.

  When an event concludes, there will be two exit lanes at each end (for a total of four exit lanes) such that vehicles will be able to flow freely from the garage without stopping at a gate, thus considerably reducing the amount of time it takes to exit the vehicles from the garage.

TRAFFIC AND PARKING MEMORANDA WILL BE PROVIDED UNDER SEPARATE COVER

ATTACHMENT D

Stormwater Management Report & Supplemental Information

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT IN SUPPORT OF SUBDIVISION PLAN APPLICATION (GENERAL STANDARDS)

THE FOREFRONT AT THOMPSON'S POINT PORTLAND, ME

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AUGUST 2015

TABLE OF CONTENTS

SECTION	DESCRIPTION	PAGE
1.0	INTRODUCTION	1
2.0	STORMWATER MANAGEMENT REVISIONS	2
3.0	CONCLUSION	9
4.0	APPENDICES	9

List of Appendices

Appendix A – Tabulated Summary of Stormwater Management Water Quality Treatment

Appendix B – MaineDEP Correspondence to Contech Regarding Filterra® Tree Box Units

Appendix C – Filterra® Sizing Changes Confirmation Letter from the MaineDEP

Appendix D – MaineDEP Correspondence to Contech Regarding Jellyfish® Unit Approval

Appendix E – Jellyfish® Unit Computations

Appendix F – Rational Method 25 Year Storm Frequency Peak Flow Computations & Schematic

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT

1.0 INTRODUCTION

FST was retained by Forefront Partners I, LP for preparation of a City of Portland Subdivision Application for the proposed mixed-use development of Thompson's Point in Portland, Maine. The proposed Subdivision Plan dated March 25, 2015 is consistent with the March 2014 approved Master Plan; however, includes a few modifications to the overall site plan and consequently the stormwater management system.

Over the course of this project, FST has prepared multiple Stormwater Management Reports in support of the Forefront at Thompson's Point project. These reports are summarized in the table below.

TABLE 1
SUMMARY OF STORMWATER MANAGEMENT REPORTS

Title	Application Description	Date	Last Revision Date	Approved Date
Stormwater Management Report (General Standards)	Level III Site Plan/Subdivision	March 2012	April 2012	June 2012
Inspection and Maintenance Manual For Stormwater Management and Related Stormwater Facilities	Level III Site Plan/Subdivision	March 2012	April 2012	June 2012
Supplemental Stormwater Management Report (General Standards)	Amended Level III Site Plan/Subdivision	May, 10 2013	May, 10 2013	June 2013
Master Stormwater Management Strategy Schematic	Master Development Plan	October, 2013	January 23, 2014	March 2014
Supplemental Stormwater Management Report for Phase 1A Brick North Level III Site Plan Application (General Standards)	Amended Level III Site Plan/ Phase 1A Sectional Subdivision Plat	June 30, 2014	June 30, 2014	Dec. 4, 2014
Supplemental Stormwater Management Report In Support of Amended Subdivision Plan (General Standards)	Amended Subdivision	August 11, 2015	August 11, 2015	Pending

The development will still include an event center with outside concert space, hotel, restaurant, office, sports medicine facility, surface parking, and a multiple story parking structure. The most significant change from the May 2013 report is the inclusion of approximately 3.3 acres of land currently occupied by Suburban Propane and Northern New England Rail Authority (NNEPRA). The acquisition of this land provides greater flexibility to the site development and has added an element of open green space which reduces the overall amount of impervious area on the site from both the existing conditions and the previously permitted development. Additionally, the acquisition of this land will provide an opportunity to retain and renovate four existing buildings previously scheduled to be razed.

This supplemental report is intended to describe the changes from the May 2013 Site Plan approval and March 2014 approved Master Plan as well as show that the project is still in compliance with the Portland Stormwater Management Standards adopted July 19, 2010 and General Stormwater Standards of MaineDEP (revised January 2015). Since the original permit approval in 2012, the name of stormwater zones and treatment strategies have changed. This supplemental report will describe the treatment of each stormwater discharge zone and show that the project is still in compliance with the stormwater standards as mentioned above. The intent of the Stormwater Management design, Erosion & Sediment Control, and Inspection and Maintenance Manual have remained the same as approved in June 2012. The overall development area has increased to 23.24 acres of which 21.40 acres are redeveloped area. The development will have a total of 16.29 acres of impervious surfaces of which 14.45 acres are redeveloped impervious area. Revisions to the site plan and how it relates to each Stormwater Management Discharge Zone is outlined below and tabulated in the spreadsheet included in Appendix A.

2.0 STORMWATER MANAGEMENT REVISIONS

Existing Building Mitigation Credit

As discussed in the April 2012 Stormwater Management Report, the current conditions (which existed prior to 2005) consist of a nearly all impervious developed project area with a mixed land cover of gravel, pavement, and buildings. As part of the new Forefront site redevelopment shown on the project drawings dated August 2015, four of the existing buildings that were previously scheduled to be razed are now part of a building renovation plan.

This is a major shift from the previously approved stormwater management approach since the change affects the water quality treatment percentage compliance computations two-fold. First, the existing impervious surfaces remaining in place (that existed prior to 1975) which will not be redeveloped, do not need to be included in the total redeveloped area or redeveloped impervious area, thus reducing the total area requiring treatment. The stormwater management strategy presented herein has assumed that 95% of all redeveloped impervious area will need to be treated with a BMP included in the MaineDEP Technical Stormwater Manual. Secondly, MaineDEP Chapter 500 permits a prorated credit to be applied to existing impervious areas which are treated to meet the water quality treatment standards.

All four of the existing buildings to remain will be tributary to a treatment system as shown on Sheet C-4.1 Overall Stormwater Management Plan. Because of uncertainties with the Suburban Propane Brick Building (Portion of Building H) Redevelopment Plan, only three of the four buildings have been used as credits in the stormwater management treatment computations. The small Suburban Propane Building has been considered redeveloped impervious area in the attached computations. The proposed treatment systems have been sized to treat the full area of existing rooftop.

According to Section 6 of the MaineDEP Chapter 500 Stormwater Rules, projects may claim onsite treatment credits for the treatment of existing impervious surfaces. The rule allows credit for 60% of existing rooftops that become tributary to treatment. The following table is a breakdown of the rooftop credit applied to this project:

TABLE 2 EXISTING BUILDING ROOF TOP MITIGATION CREDIT					
Existing Building Name	**Zone(s)**	**Treatment Approach**	**Mitigation Credit**	**Area (sf)**	**Total Credit (sf)**
Depot Building (Building B1)	A/B	Grassed Soil Filter	0.6	11,051	6,631
Brick North (Building A)	F	Gravel Drip Edge	0.6	33,340	20,004
Brick South (Building C1)	C/F	Jellyfish® Filter	0.6	32,849	19,709
Total Credit of Building Treatment Area (SF)					**46,344**

See the attached water quality treatment summary table for computations incorporating the credits noted above. MaineDEP stipulates that credits can be counted towards total treated impervious area and the building area is not required to be included in the total new developed area.

Filterra Sizing Criteria

As of January 21, 2015, StormTech™ isolator rows are no longer required to accompany Filterra® Tree Box units as stated in a letter sent from the MaineDEP to Contech and included in Appendix B. Along with removing the isolator row, MaineDEP also redefined the maximum allowable tributary for each filter. The following table summarizes the new sizing criteria:

TABLE 3 FILTERRA® SIZING CRITERIA	
Filterra® Model Number	**Area in Acres**
4x6 or 6x4	Up to 0.17
4x8 or 8x4	0.18-0.22
6x6	0.23-0.25
6x8 or 8x6	0.26-0.33
6x10 or 10x6	0.34-0.42
6x12or 12x6	0.43-0.50
7x13 or 13x7	0.51-0.63

There are two Filterra® box units that were previously approved during the Brick North Stand Alone (Phase 1A) Level III Site Plan Application (PEZ 2014-120) that was approved on December 4, 2014. The Filterra tree box units designed for sub-catchments D-18 and D-19 were sized using the previous MaineDEP BMP Filterra® sizing standards. At the time of approval, FST had received a letter from the MaineDEP to Filterra® Bioretention Systems on June 27, 2014 that Filterra® units would no longer require StormTech™ isolator rows. See Filterra® sizing changes confirmation letter from the MaineDEP included in Appendix C.

Jellyfish® Filter Units

As of January 21, 2015 MaineDEP has approved the use of a Jellyfish® filter unit as an acceptable BMP for stormwater treatment. Jellyfish® units are designed to treat zones that were previously treated by StormTreat™ units. MaineDEP approves the use of the Jellyfish units when sized, installed, and maintained in accordance with the following provisions:

- Each treatment cartridge is approved for a maximum flow rate of 80 GPM for each 54-inch long membrane cartridge and 40 GPM for each drawdown cartridge.
- Upstream water quality volume equal to 1.0 inch of runoff from impervious surfaces and 0.4 inch of runoff from landscaped areas to be stored and hydraulically isolated from any other storage on site. Water quality volume must also be drained in 24-48 hours.
- All systems must provide means to maintain the system
- System must be inspected every 6 months
- Review and approval by the manufacturer for the proposed use and sizing of the jellyfish to ensure conformance with the manufacturer's design specifications

See Appendix D for MaineDEP Jellyfish® unit approval Letter.

Jellyfish® units sizing for this project have been designed by the manufacturer's engineers and checked thoroughly by FST. See Jellyfish® unit details on Sheet 7.3. Also, see Appendix E for attached Jellyfish® unit computations.

Zone A – Treatment Approach: Grassed Under Drained Soil Filter

Zone A is comprised of a portion of the existing depot building (Building B1), Buildings B2 and B3, grass/landscaped open space and impervious walkways. The proposed developed area will be constructed in a previously developed area with a compacted gravel impervious surface. A portion of Zone A that will be redeveloped as primarily grass area for concert viewing will go untreated. The treated portion of Zone A includes buildings B2, B3 and part of the retrofitted depot building. The treatment approach for Zone A is the utilization of a grassed under drained soil filter:

Underdrained soil filters are required to treat 1" of the total impervious area and .4" of total pervious area tributary to the system.

For the area tributary to the treatment filter in this zone, the required water quality volume is calculated to be:

Total Pervious Area = 15,892 SF
Total Impervious Area = 15,178 SF
Water Quality Volume = (15,892 x 0.4/12) + (15,178*1/12) = 1,795 CF

According to MaineDEP Best Management Practices Under Drained Soil Filters must have a minimum surface area of 5% of total impervious area + 2% of total pervious area.

Total Required Surface Filter Surface Area for Zone A = 15,892 x .02+ 15,178 x .05 = 1,077 SF

MaineDEP rules state that soil filters shall have a maximum ponding depth of 1.5'. Based on this, the required surface for the filter must be at least the:

Water Quality Volume/Maximum Ponding Depth = 1,795 (CF)/1.5' = 1,196 SF

The total provided filter area for Zone A is 1,500 SF.

The Underdrain Soil Filter criterion has been met.

Therefore, water quality goals for Water Quality Zone A meet the General Stormwater Standards of the November 2005 Chapter 500 Rules of MeDEP (Rev January 2015).

Zones B, C, D, E and F – Treatment Approach: Jellyfish® Treatment Units

The Jellyfish® treatment units have been designed to treat Zones B, C, D, and F. For Zones B, D and F the Jellyfish® system is the primary method of treatment however; they have been supplemented with treatment measures such as Tree Box Filters, Stone Drip Edge with gravel filter and rain gardens, as discussed later in this report, to treat smaller isolated portions of the sub catchments.

Jellyfish® units are manholes that utilize membrane filtration treatment cartridges. Flow enters the Jellyfish® from an upstream storage chamber and flows down into a settling tank portion of the unit. Once the settling tank is filled, flow from the bottom of the tank is forced up through hi-flow cartridges and routes to the outlet. A baffle wall is located between the inlet and outlet compartments to ensure that un-treated flow is not mixed with treated flow. When the hi-flow treatment cartridge has filled, a drain down cartridges is activated treating the remaining water quality volume. Horizontal orifices are located on top of the cartridges to control the outflow of the system. Each Jellyfish® unit is designed to discharge the water quality volume within 24 – 48 hours.

To meet Chapter 500, the Water Quality Volume provided with-in a Jellyfish® system must be equal to or greater than the following:

1"/12 x impervious area plus 0.4"/12 x landscaped area = Water Quality Volume (cubic feet)

Computations of the water quality volume for Zones B, C, D, E and F are included in Appendix A.

The water quality volume is provided in a subsurface arched chambers storage system.

Jellyfish® units are designed based on a mass sediment loading calculation. Each treatment high flow cartridge has a capacity of 125 pounds and each low-flow (drain down) cartridge has a capacity of 63 pounds. The mass loading for each zone was determined by Maine DEP sediment loading standards, assuming a 50% sediment removal from a designed pre-treatment StormTech™ Isolator row.

The following table breaks down the required Jellyfish® units for each zone.

TABLE 4 JELLYFISH® SIZING TABLE			
Zone	**Manhole Size**	**High Flow Cartridges**	**Low Flow Cartridges**
B	4	2	1
C	4	2	1
D	6	5	1
D1	4	2	1
E	4	2	1
F	6	4	1

Discharge from larger storm events are controlled over a broad crested weir housed in a precast concrete outlet control structure set above the water quality volume. The overflow piping network is sized to handle runoff from a 25-year storm event. A rain event exceeding the storm drainage network would flood the catch basin inlet, into the parking lot and over the curb line to the river.

Pretreatment for flow entering from all inlet pipes to the storage area will be provided via the installation of a StormTech® Isolator row(s).

Therefore, water quality goals for the Jellyfish® Proprietary Systems meet the General Stormwater Standards of the November 2005 Chapter 500 Rules of MaineDEP (rev. January 2015).

Zones B and D – Treatment Approach: Tree Box or Box Less Filterra's®

The Filterra® system has been designed to treat subcatchments in zone's B, D and H.

As described before, two tree box filters were sized and previously approved with the Phase 1A Level III Site Plan. To meet Chapter 500, the previous tree box filter sizing was required to be sized based on the tributary area as stated in the following table:

TABLE 5	
Filterra® Model Number	**Area in Acres**
4x6 or 6x4	0.32
4x8 or 8x4	0.42
6x6	0.47
6x8 or 8x6	0.64
6x10 or 10x6	0.79
6x12or 12x6	0.95
7x13 or 13x7	1.20

TABLE 6 PREVIOUSLY APPROVED FILTERRA SIZING		
Filterra® ID Number	**Tributary Area (ac)**	**Filterra® Model Number Selected**
D-18	0.30	4X6
D-19	0.19	4X6

As of January 2015 Filterra® systems must be designed based on the following tributary area to meet Chapter 500 Standards:

TABLE 7	
Filterra® Model Number	**Area in Acres**
4x6 or 6x4	Up to 0.17
4x8 or 8x4	0.18-0.22
6x6	0.23-0.25
6x8 or 8x6	0.26-0.33
6x10 or 10x6	0.34-0.42
6x12or 12x6	0.43-0.50
7x13 or 13x7	0.51-0.63

The following table summarizes the remaining designed tree-box filters that must be designed in accordance with MaineDEP's new requirements:

TABLE 8		
Filterra® ID Number	**Tributary Area (ac)**	**Filterra® Model Number Selected**
H-202	0.39	6x10
B-402	0.20	2-4X6
B-403	0.69	2-6X10
D-603	0.24	2-4X6
D-604	0.08	4X6
D-605	0.37	1-4X6, 1-4X8
D-20	0.24	2-4X6
D-21	.50	2-6x6
D-18	0.30	4X6
D-19	0.19	4X6

Zone D – Treatment Approach: Rain Garden (Bio Retention Cell)

Rain Gardens are required to treat 1" of the total impervious area and .4" of total pervious area tributary to the system.

For this zone, the required water quality volume is calculated to be:

Total Pervious Area = 10,428 SF
Total Impervious Area = 10,264 SF
Water quality volume = (10,428 x 0.4/12) + (10,264 x 1/12)= 1,203 CF

According to MaineDEP Best Management Practices, Bio Retention Cells must have a minimum surface area of 7% of total impervious area + 3% of total pervious area.

Total Required Surface Filter Surface Area for Zone D = 10,428 x .03+ 10,264 x .07 = 1,031 SF

The Total provided filter area for Zone D is 1,500 SF.

The Rain Garden criterion has been met.

Therefore, water quality goals for the Rain Garden Bio Retention Cells meet the General Stormwater Standards of the November 2005 Chapter 500 Rules of MaineDEP (rev. October 2010).

Zone F Treatment Approach – Gravel Drip Edge

Building A (Brick North) will remain and undergo renovation for mixed-uses such as office, studio and other. The Brick North and Brick South Buildings were constructed prior to 1975 and therefore not subject to the MaineDEP Chapter 500 treatment regulations. However, as stipulated in Section 6 of the Chapter 500 Stormwater Manual the applicant is proposing the use of mitigation credit at a rate of 60% of the total rooftop area treated to offset an untreated parking lot elsewhere on the site.

The applicant has elected to install a stone drip edge with gravel filter to treat the runoff from the existing roof. The roof is pitched down the center, splitting the building on its east-west axis; therefore, the drip edge treatment is proposed on the north and south sides of the building as shown on the Phase 1A Brick North Design drawings. The stone reservoir is 6 feet wide by 2.48 feet thick as shown in the attached computations. The stone reservoir has been sized to store the water quality volume computed to be 1" of runoff from the rooftop area.

Zone H Treatment Approach – Underdrained Subsurface Sand Filter

The underdrained subsurface sand filter has been designed to treat Zone H.

To meet Chapter 500, Channel Protection Volume provided must be equal to or greater than the following:

1" x impervious area plus 0.4" x landscaped area

Tributary Impervious Area = 3.45 AC
Tributary Pervious Area = 0.40 AC

1" x 3.45 ac =	12,511 CF
0.4" x 0.40 =	574 CF
Total	**13,085 CF**

Based on the revisions made to Chapter 7 of the MaineDEP Best Stormwater Practices in April 2007, the surface area of the water quality filter must be no less than the sum of 5% of the impervious area and 2% of the landscaped area draining to the filter.

Surface Area Required:

5% of impervious area	= 0.05 x 3.45 AC	= 7,514 SF
2% of landscaped area	= 0.02 x 0.40 AC.	= 349 SF
	Total	= 7,863 SF

Surface Area Provided:

7,930 SF

This criterion has been met.

The discharge must pass through a soil filter; the maximum outlet pipe shall be 8".

3.0 CONCLUSION

The stormwater management strategy for the Subdivision Plan presented herein provides treatment for 18.09 acres of 21.40 acres of total redeveloped area, thus treating 84.5 % of redeveloped area.

The development will have a total of 16.29 acres of impervious surfaces of which 14.45 acres are redeveloped impervious area. The proposed strategy treats 12.87 acres of redeveloped impervious area plus 1.83 acres of existing buildings. After applying the treatment credit adjustment for treating existing impervious area, the overall stormwater treatment strategy will treat 96.40% of redeveloped impervious area created by the project. The Stormwater Management Plan created for the subdivision application herein meets or exceeds the City of Portland Stormwater Management Requirements. See Appendix A for full water quality calculations.

The storm drainage piping is sized for a 25 year storm event. The Rational Method was used to compute peak flows and sizing of the storm drain pipe size. Computations are included in Appendix F.

4.0 APPENDICES

Appendix A – Tabulated Summary of Stormwater Management Water Quality Treatment

Appendix B – MaineDEP Correspondence to Contech Regarding Filterra® Tree Box Units

Appendix C – Filterra® Sizing Changes Confirmation Letter from the MaineDEP

Appendix D – MaineDEP Correspondence to Contech Regarding Jellyfish® Unit Approval

Appendix E – Jellyfish® Unit Computations

Appendix F – Rational Method 25 Year Storm Frequency Peak Flow Computations & Schematic

APPENDIX A

TABULATED SUMMARY OF STORMWATER MANAGEMENT CHANGES

Summary of Water Quality Treatment

Storm Water Management Zone	Inlet Subcatchment	Total Developed Area (sf)	Total Impervious Area (sf)	Total Pervious Area (sf)	Total New Developed Area (Acres)	Required Water Quality Volume (cf)[2]	Existing Roof Mitigation Credit (sf)[9]	Treatment Approach	Required Water Quality Filter Surface Area (sf) (When applicable)[10]	Required Surface Area Volume controlled by Maximum Pond Depth	Tree Box Filter Size or Provided Filter Size	1 Yr 24-hr Storm Event Peak Flow Rate (cfs)[3]	Stormtech Isolator Row Chambers Required (EA)[4]	Stormtreat Units Required (EA) or StormFilters (EA) (Where Applicable)[5,11]	Stormtreat Units/Storm Filter Units Provided (EA)	Provided Water Quality Volume (cf)[6, 7]
	301	23,093.00	10,798.00	12,295.00	0.53	1,310	0	UD Grass Filter	786	873	900	-	-	-	-	1,350
	Sub-Total Zone A New Treated Area	**23,093.00**	**10,798.00**	**12,295.00**	**0.53**	**1309.67**	**0.00**	**-**	**785.80**	**873.11**	**-**	**-**	**-**	**-**	**-**	
	Existing Depot Building*	7,720.00	7,720.00	0.00	0.18	643	4,632	UD Grass Filter	386	429	600	-	-	-	-	900
Zone A	**Sub-Total Zone A Existing Treated Roof Area**	**7,720.00**	**7,720.00**	**0.00**	**0.18**	**643.33**	**4632.00**	**-**	**386.00**	**428.89**	**-**	**-**	**-**	**-**	**-**	
	302	27,818.00	5,591.00	22,227.00	0.64	-	-	Untreated	-	-	-	-	-	-	-	-
	Zone A New Untreated Area-Perimeter Grades	14,729.00	0.00	14,729.00	0.34	-		Untreated	-	-	-	-	-	-	-	-
	Sub-Total Zone A Untreated Areas	**42,547.00**	**5,591.00**	**36,956.00**	**0.98**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Zone A Total Area Discharge	**73,360.00**	**24,109.00**	**49,251.00**	**1.68**	**1953.00**	**4632.00**		**1171.80**	**1302.00**	**-**	**-**	**0**	**0.00**	**-**	**2,250**
	401	46,664.00	17,081.00	29,583.00	1.07	2,410	0	Boxless Filtera	-	-	13'x7'	1.17	-	-	-	-
	402	7,588.00	6,241.00	1,347.00	0.17	565	0	Boxless Filtera	-	-	4'x6'	0.42	-	-	-	-
	403	26,630.00	9,865.00	16,765.00	0.61	1,381	0	Boxless Filtera	-	-	6'x'8	0.73	-	-	-	-
Zone B	**Sub-Total Zone B New Treated Area**	**80,882.00**	**33,187.00**	**47,695.00**	**1.86**	**4355.42**	**0.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Existing Depot Building* (trib to 401)	3,400.00	3,400.00	0.00	0.08	283	2,040	Boxless Filterra	-	-	see 401	0.21	-	-	-	-
	Sub-Total Zone B Existing Treated Roof Area	**3,400.00**	**3,400.00**	**0.00**	**0.08**	**283.33**	**2040.00**	**-**	**-**	**-**	**-**	**0.21**	**-**	**-**	**-**	**-**
	Zone B New Untreated Area-Perimeter Grades	9,443.00	0.00	9,443.00	0.22	-	0	Untreated	-	-	-	-	-	-	-	-
	Zone B Total Area Discharge	**93,725.00**	**36,587.00**	**57,138.00**	**2.15**	**4638.75**	**2040.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	501	11,805.00	11,805.00	0.00	0.27	984	0	Stormtreat	-	-	-	0.72	3.60	0.85		
	502	7,523.00	7,523.00	0.00	0.17	627	0	Stormtreat	-	-	-	0.46	2.30	0.54		
	503	31,390.00	31,390.00	0.00	0.72	2,616	0	Stormtreat	-	-	-	1.92	9.58	2.26	5	5,738
Zone C	**Sub-Total Zone C New Treated Area**	**50,718.00**	**50,718.00**	**0.00**	**1.16**	**4226.50**	**0.00**	**-**	**-**	**-**	**-**	**-**	**15.49**	**3.66**		
	South Side Brick South (C1)*	18,141.00	18,141.00	0.00	0.42	1,512	10,885	Storm Treat	-	-	-	1.11	5.54	1.31		
	Sub-Total Zone C Existing Treated Roof Area*	**18,141.00**	**18,141.00**	**0.00**	**0.42**	**1511.75**	**10884.60**	**-**	**-**	**-**	**-**	**N/A**	**5.54**	**1.31**		
	Zone C New Untreated Area-Perimeter Grades	0.00	0.00	0.00	0.00	0		Untreated	-	-	-	0.00	0.00	0.00		
	Zone C Total Treated Area Discharge	**68,859.00**	**68,859.00**	**0.00**	**1.58**	**5738.25**	**10884.60**		**-**	**-**	**-**	**-**	**21.02**	**4.97**	**5**	**5,738**
	601	21,057.00	11,803.00	9,254.00	0.48	1,292	0	Filterra	48	48	6'x8'	0.81	4.04	-	-	-
	602	13,308.00	7,527.00	5,781.00	0.31	820	0	Boxless Filtera	24	24	4'x6'	0.55	2.73	-	-	-
	603	3,244.00	1,359.00	1,885.00	0.07	176	0	Filterra	24	24	4'x6'	N/A	N/A	-	-	-
	604	5,691.00	3,131.00	2,560.00	0.13	346	0	Filterra	24	24	4'x'6	N/A	N/A	-	-	-
	D-21	9,052.00	8,280.00	772.00	0.21	716	0	Filterra	60	60	6'x8'	0.52	2.61	-	-	-
	D-20	16,178.00	12,517.00	3,661.00	0.37	1,165	0	Filterra				0.81	4.05	-	-	-
	D-18	9,604.00	5,763.00	3,841.00	0.22	608	0	Filterra	24	24	4'x6'	0.43	2.16	-	-	-
	D-19	8,103.00	6,430.00	1,673.00	0.19	592	0	Filterra	24	24	4'x'6	0.43	2.17	-	-	-
	D-11	18,614.00	13,989.00	4,625.00	0.43	1,320	0	StormTreat	-	-	-	0.90	4.52	1.14	-	-
	D-16	14,498.00	12,267.00	2,231.00	0.33	1,097	0	StormTreat	-	-	-	0.78	3.90	0.95	-	-
Zone D	D-12	11,149.00	4,926.00	6,223.00	0.26	618	0	Filterra	24	24	4'x'6	0.41	0.00	0.00	-	-
	D-13	8,299.00	2,563.00	5,736.00	0.19	405	0	StormTreat	-	-	-	0.29	1.47	0.35	-	-
	606	77,903.00	77,903.00	0.00	1.79	6,492	0	Stormtreat	N/A	-	-	4.76	23.79	5.62	-	-
	607	11,831.00	11,831.00	0.00	0.27	986	0	Stormtreat	N/A	-	-	0.72	3.61	0.85	-	-
	608	20,692.00	10,264.00	10,428.00	0.48	1,203	0	Rain Garden	1,031	-	1,500	-	N/A	N/A	-	-
	Sub-Total Zone D New Treated Area	**249,223.00**	**190,553.00**	**58,670.00**	**5.72**	**17835.08**	**0.00**	**-**	**1283.32**	**-**	**-**	**-**	**55.06**	**8.92**	**9**	**10,300**
	Zone D New Unterated Area - Perimeter Grades	7,580.00	0.00	7,580.00	0.17	-	-	None	-	-	-	-	-	-	-	-
	605	7,186.00	4,988.00	2,198.00	0.16	-	-	None	-	-	-	-	-	-	-	-
	609	8,000.00	5,752.00	2,248.00	0.18	-	-	None	-	-	-	-	-	-	-	-
	Sub-Total Zone D Untreated Area	**22,766.00**	**10,740.00**	**12,026.00**	**0.52**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Zone D Total Treated Area Discharge	**271,989.00**	**201,293.00**	**70,696.00**	**6.24**	**17835.08**	**0.00**	-	**-**	**-**	**-**	-	**55.06**	**8.92**	**9**	**-**

Zone E	801	47,912.00	33,272.00	14,640.00	1.10	3,261	-	Storm Filter	-	-	-	-	-	11.00	11	**-**
	802	13,445.00	13,445.00	0.00	0.31	1,120	-	Storm Filter	-	-	-	-	-	3.09	4	**-**
	Sub-Total Zone E New Treated Area	**61,357.00**	**46,717.00**	**14,640.00**	**1.41**	**4381.08**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**14.09**	**15**	**-**
	Zone E New Untreated Area-Perimeter Grades	7,123.00	0.00	7,123.00	0.16	-	-	None	-	-	-	-	-	-	-	-
	Zone E Total Area Discharge	**68,480.00**	**46,717.00**	**21,763.00**	**1.57**	**4,381**	**0**	**-**	**-**	**-**	**-**	**-**	**-**	**14.09**	**15**	**-**
Zone F	701	19,005.00	9,599.00	9,406.00	0.44	1,113	0	Storm Treats	-	-	-	0.69	3.43	0.96	6	6240
	702	7,244.00	7,244.00	0.00	0.17	604	0	Storm Treats	-	-	-	0.44	2.21	0.52		
	CB F-8	3,323.00	2,515.00	808.00	0.08	237	0	Storm Treats	-	-	-	0.20	1.01	0.20		
	CB F-7	17,327.00	13,385.00	3,942.00	0.40	1,247	0	Storm Treats	-	-	-	0.86	4.31	1.08		
	CB F-3	3,548.00	186.00	3,362.00	0.08	128	0	Storm Treats	-	-	-	0.20	1.00	0.11		
	CB F-4	1,039.00	256.00	783.00	0.02	47	0	Storm Treats	-	-	-	0.17	0.83	0.04		
	CB F-5	4,131.00	256.00	3,875.00	0.09	151	0	Storm Treats	-	-	-	0.20	1.02	0.13		
	CB F-6	2,102.00	348.00	1,754.00	0.05	87	0	Storm Treats	-	-	-	0.19	0.94	0.08		
	703	9,136.00	6,623.00	2,513.00	0.21	636	0	Storm Treats	-	-	-	0.46	2.30	0.55		
	704	6,653.00	2,910.00	3,743.00	0.15	367	0	Storm Treats	-	-	-	0.29	1.45	0.32		
	705	19,473.00	19,473.00	0.00	0.45	1,623	0	Storm Treats	-	-	-	1.19	5.95	1.40		
	Sub-Total Zone F New Treated Area	**92,981.00**	**62,795.00**	**30,186.00**		**6239.12**	**0.00**	**-**	**-**	**-**	**-**	**-**	**24.45**	**5.40**	**6**	**6240**
	Brick South North Side*	16,323.00	16,323.00	0.00	0.37	1,360	9,794	Storm Treats	-	-	-	1.00	4.98	1.18	1	1360
	Brick North (Treated)*	34,000.00	34,000.00	0.00	0.78	2,833	20,400	Gravel Drip Strip	-	-	-	-	0.00	-	**-**	2,920
	Sub-Total Zone F Existing Treated Roof Area	**50,323.00**	**50,323.00**	**0.00**	**1.16**	**4193.58**	**30193.80**	**-**	**-**	**-**	**-**	**-**	**4.98**	**1.18**	**1**	**4,280.00**
	Zone F New Untreated Area - Perimeter Grades	8,725.00	0.00	8,725.00	0.20		0	None	-	-	-	-	NA	NA		
	Zone F Total Area Discharge	**152,029.00**	**113,118.00**	**38,911.00**	**1.36**	**10,433**	**30,194**	**-**	**-**	**-**	**-**	**-**	**29.43**	**6.58**	**7**	**10,520**
Zone G	**Sub-Total Zone G New Treated Area**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-**	**-**	**-**	**-**	**0.00**	**0.00**	**0.00**	**-**	**-**
	901	2,025.00	2,025.00	0.00	0.05	-	0	Untreated	-	-	-	-	-	-	-	-
	902	3,222.00	3,222.00	0.00	0.07	-	0	Untreated	-	-	-	-	-	-	-	-
	903	9,906.00	9,906.00	0.00	0.23	-	0	Untreated	-	-	-	-	-	-	-	-
	904	6,904.00	5,865.00	1,039.00	0.16	-	0	Untreated	-	-	-	-	-	-	-	-
	905	42,624.00	34,000.00	8,624.00	0.98	-	0	Untreated	-	-	-	-	-	-	-	-
	Sub-Total Zone G New Untreated Area	**64,681.00**	**55,018.00**	**9,663.00**	**1.48**	**-**	**0**	**-**	**-**	**-**	**-**	**-**	**-**		**-**	**-**
	Zone G Total Area Discharge	**64,681.00**	**55,018.00**	**9,663.00**	**1.48**	**-**	**0.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Zone H (Panhandle)	200	94,355.00	81,191.00	13,164.00	2.17	7,205	0	Subsurface Sand Filter	4,323	-	4,400	4.99	24.9	-	-	
	201	72,966.00	68,924.00	4,042.00	1.68	5,878	0	Subsurface Sand Filter	3,527	-	3,530	4.22	21.1	-	-	
	202	16,863.00	16,013.00	850.00	0.39	1,363	0	Boxless Filtera	32	-	4'x8'	-	-	-	-	
	Sub-Total Zone H New Treated Area	**184,184.00**	**166,128.00**	**18,056.00**	**4.23**	**14445.87**	**0.00**	**-**	**7881.87**	**-**	**-**	**-**	**46.0**	**-**	**-**	
	Zone H New Untreated Area - Perimeter Grades	36,487.00	2,174.00	34,313.00	0.84	1,325	0	Untreated	-	-	-	-	N/A	-	-	
	Zone H Total Area Discharge	**220,671.00**	**168,302.00**	**52,369.00**	**5.07**	**14445.87**	**0.00**	**-**	**-**	**-**	**-**	**-**	**46.0**	**-**	**-**	

Developed Area Breakdown	
A.) Total New Developed Area Treated (SF)	742,438.00
B.) Total New Developed Area untreated (SF)	191,772.00
C.) Total New Developed Area (SF) = A+B	934,210.00
D.) Existing Developed Roof Area Treated (SF)	79,584.00
E.) Adjusted Existing Developed Area Treated (SF)	47,750.4
F.) Total Net Developed Area Treated (SF) = A+E	790,188.40
Impervious Area Breakdown	
G.) Total New Impervious Area Treated (SF)	560,896.00
H.) Total New Impervious Area untreated (SF)	73,523.00
I.) Total New Impervious Area (SF) = G+H	634,419.00
J.) Existing Impervious Roof Area Treated (SF)	79,584.00
K.) Adjusted Existing Impervious Area Treated (SF)	47,750.40
L.) Total Net Impervious Area Treated (SF) = G+K	608,646.40

Treatment Breakdown	Required	Provided
% of Net Developed Area Treated = F/C	80.00%	84.58%
% of Net Impervious Area Treated = L/I	95.00%	95.94%

1. All areas are based on the FST sub division drawings dated September 2014

2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Exisiting buildings to remain are not required to be treated.

3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.

4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All isolator rows have been computed per section 7.3.3 Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.

5. The required number of Stormtreat treatment units have been computed based on Section 7.4 of the Maine DEP Volume III BMP's Technical Design Manual. The number of units is computed to be the water quality volume divided by 1155 cubic feet and always rounded up.

6. The owner reserves the right to use an alternate tree box filter device provided it has been approved by the Maine DEP Chapter 500 delegated review authority of the City of Portland.

7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual

8. The Stone Drip Edge was based on section 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The Width of stone is dervived from a required WQV based off 1" of runoff and a desired stone resevior depth. See sizing computations on separate sheet.

9. According to Chapter 500 Maine DEP stormwater rules; the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6.

10. The required surface area for filter treatment system has been sized based on Sections, 7.1, 7.2 and 7.3 of the Maine DEP Volume III BMP's Technical Design Manual. Surface area for Grassed Underdrain Soil Filters and sub-surface sand filters can be computer by taking .05 of the impervious area + .02 of the pervious area, while Bio Retention Cells (Rain Garden can be computer by taking .07 of the impervious area + .03 of the pervious area.

11. The MEDEP will now accept a Filterra tree box filter as a stand alone treatment unit and does not require an Isolator Row for eligible projects. This project meets the eligibility criteria noted in a letter dated June 27th, 2014 from the MEDEP

APPENDIX B

MAINEDEP CORRESPONDENCE TO CONTECH REGARDING FILTERRA® TREE BOX UNITS

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

January 21, 2015

Stormwater Regulatory Manager
Filterra Bioretention Systems
Contech Engineered Solutions
11352 Virginia Precast Road
Ashland, VA 23005
ATTN: Chris French

Dear Mr. French:

The Filterra Bioretention System (FBS) was permitted for use by the Department of Environmental Protection (Department) on November 12, 2009, as part of a stormwater treatment train that included the use a StormTech Isolator Row following the structure as an approved alternative to the General Standards (Section 4.B.) of the Stormwater Management Rules (Chapter 500), and as described in Chapter 7.5 of Volume III of the Maine Stormwater Management BMP Manual.

Based on the testing data provided, the currently approved FBS provides sufficient treatment without the use of the StormTech Isolator Row. And pending establishment of an appropriate rainfall intensity rate that would allow for the full treatment of 90% of an average annual runoff volume, this letter is to inform you that the Department will review and approve, on a case-by-case basis, the interim use of the FBS when sized, installed and maintained in accordance with the following provisions:

1. The structure may be a standard concrete box or a soft shell system that is filled with the Filterra engineered filter media, provided it is sized to meet the requirements of the General Standards (Section 4.B.) and is installed, operated and maintained in accordance with the manufacturer's specifications.
2. The FBS must be sized in accordance with the manufacturer's standard New England testing results and revised sizing guidelines outlined in the following table to treat 90% of the annual runoff volume:

Filterra Model Number	Area in Acres
4'x6' or 6'x4'	Up to 0.17
4'x8' or 8'x4'	0.18 - 0.22
6'x6'	0.23 - 0.25
6'x8' or 8'x6'	0.26 - 0.33
6'x10' or 10'x6'	0.34 – 0.42
6'x12' or 12'x6'	0.43 – 0.50
7'x13' or 13'x7'	0.51 – 0.63

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

web site: www.maine.gov/dep

3. When designed with the standard curb inlet design, the FBS must be configured “off-line” with the surface elevation at the FBS unit being up gradient of an overflow inlet. When designed with the grated inlet design, the FBS must incorporate an internal bypass and will not require an overflow inlet. The applicant must demonstrate that the proposed design meets all the manufacturer’s specifications prior to submission for Department approval. Review and approval of the proposed design by the manufacturer will be sufficient to demonstrate conformance with the manufacturer’s specifications.
4. The treated flow and bypass flow must be combined and directed to a detention system/structure that will store the water quality/channel protection volume (WQv) consisting of the first 1.0 inch of runoff from impervious areas and 0.4 inch of runoff from lawns and landscaped areas. An external outlet control structure must control the flow out of the system and the WQv must be detained for a minimum of 24 hours and a maximum of 48 hours.
5. When a boxed structure is proposed, the FBS must be delivered to the site with the engineered filter media and plumbing fully installed. The concrete box must be sealed to prevent debris and sediment from entering the system during construction. The activation of the FBS and opening of the protective mesh cover, installation of plant(s) and mulch layers as necessary, can be performed only by the supplier (Americast or its authorized dealer). The activation process must not commence until the project site is fully stabilized and cleaned (i.e., full landscaping, grass cover, final paving and street sweeping completed), minimizing the risk of construction materials contaminating the FBS system.
6. When a soft shell structure is proposed, the FBS(s) must be built on site and must include all the components of a boxed structure. The FBS must be designed per the manufacturer’s specifications and must be installed on-site by the manufacturer’s representative.
7. A five-year binding inspection and maintenance contract must be provided prior to review and approval by the Department, and must be renewed before contract expiration. The first year’s maintenance must be provided by the manufacturer to ensure that the system is operating according to the established specifications. Said contract will be with a professional with knowledge of erosion and stormwater control, including a detailed working knowledge of the proposed Best Management Practices.
8. The overall stormwater management design must meet all Department criteria and sizing specifications and shall be reviewed and approved by the Department prior to use.
9. This approval is conditional to on-the-ground experience confirming that the FBS’s pollutant removal efficiency and sizing are appropriate. The “permit shield” provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if pollutant removals do not satisfy the General Standard Best Management Practices.

We look forward to working with you as these stormwater management structures are installed on new projects. And, we hope that this stormwater BMP will be included in our manual in the near future.

Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

Mark Bergeron, P.E.
Director, Division of Land Resource Regulation
Bureau of Land & Water Quality

C: Don Witherill, Maine DEP

APPENDIX C

FILTERRA® SIZING CHANGES
CONFIRMATION LETTER FROM THE MaineDEP

June 27, 2014

Chris French
Stormwater Regulatory Manager
Filterra Bioretention Systems
11352 Virginia Precast Road
Ashland, VA 23005

Dear Mr. French,

The Filterra structure was permitted for use by DEP in 2009 as part of a stormwater treatment train that included the use a StormTech Isolator Row following the structure as an approved alternative to the General Standard BMPs described in the Chapter 500 Stormwater Management Rules and as describe in Chapter 7. 5 found in Volume III of the Maine Stormwater Management BMP Manual.

Based on additional testing data, we are pleased to inform you that the Department of Environmental Protection will authorize, on a case-by-case basis, the request from applicants to use the currently approved Filterra structure independently of the StormTech Isolator Row. The structure may be a standard concrete box or a soft shell system that is filled with the Filterra engineered filter media, provided it is sized to meet the requirements of the General Standards (Section 4.B.) and is installed, operational and maintained in accordance with the criteria listed below. Chapter 7.5 will be revised accordingly in the near future to incorporate these changes.

1. The Filterra Bioretention System must be sized in accordance with the manufacturer's standard New England testing results and sizing guidelines outlined in the following table to treat 90% of the annual runoff volume.

Filterra Model Number	Area in Acres
4x6 or 6x4	0.32
4x8 or 8x4	0.42
6x6	0.47
6x8 or 8x6	0.64
6x10 or 10x6	0.79
6x12 or 12x6	0.95
7x13 or 13x7	1.20

2. When designed with the standard curb inlet design, the Filterra must be configured "off-line" with the surface elevation at the Filterra unit being up gradient of an overflow inlet. In the grated inlet design, the Filterra will incorporate an internal bypass and does not require an overflow inlet. The applicant must demonstrate that the design meets all the manufacturer's specifications and shall be reviewed by the manufacturer prior to submission for DEP approval. Review and

approval of the design by the manufacturer will be sufficient to demonstrate conformance with the manufacturer's specifications.

3. The treated and bypass flow will be combined and directed to a detention system/structure that will store at least the sum of 1.0 inch of runoff from the impervious areas and 0.4 inches from the landscaped areas that drain to the system unless attenuation of the channel protection volume is not required (i.e. direct discharge to a lake, tidal waters, or a major river). An external outlet control structure must control the flow out of the system and should be sized for the entire channel protection volume to drain in no less than 24 hours or more than 48 hours.

4. In a boxed structure, the Filterra Bioretention System(s) must be delivered to the site with the engineered filter media and plumbing fully installed. The concrete box must be sealed to prevent debris and sediment from entering the system during construction. The activation of the unit and opening of the protective mesh cover, installation of plant(s) and mulch layers as necessary can be performed ONLY by the Supplier (Americast or its authorized dealer). The activation process cannot commence until the project site is fully stabilized and cleaned (full landscaping, grass cover, final paving and street sweeping completed), minimizing the risk of construction materials contaminating the Filterra system.

5. In a soft shell structure, the system must be built from the ground up and must include all the components of a boxed structure. The structure will be designed per the manufacturer's specifications and will be installed on-site by the manufacturer's representative.

6. The first year's maintenance must be provided by the manufacturer to ensure that the system is operating per the established specifications. In addition, the owner will provide an executed 5-year inspection and maintenance contract prior to final DEP approval. Said contract will be with a professional with knowledge of erosion and stormwater control, including a detailed working knowledge of the proposed BMP's.

Thank you for your work in proposing, evaluating and altering this BMP as the system was found to meet Maine treatment expectations with your additional testing. We look forward to working with you as we continue developing the design and installation specifications of the box-less Filterra biofilter, and hope that this design will provide an effective alternative to the General Standard BMPs.

Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

Donald T. Witherill, Director
Division of Watershed Management
Bureau of Land & Water Quality

APPENDIX D

MAINEDEP CORRESPONDENCE TO CONTECH REGARDING JELLYFISH® UNIT APPROVAL

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

January 21, 2015

CONTECH Engineered Solutions LLC
71 US Route 1, Suite F
Scarborough, ME 04074
ATTN: Derek Berg

Dear Mr. Berg:

This letter is to inform you that the Department of Environmental Protection (Department) will review and approve, on a case-by-case basis, applicants' requests to use the Jellyfish Filter, manhole or vault housing, a cartridge deck supporting membrane filtration cartridges, as a low flow rate filter meeting the requirements of the General Standards (Section 4.B.) of the Stormwater Management Rules (Chapter 500) when sized, installed and maintained in accordance with the following provisions:

1. The Jellyfish Filter must be sized in accordance with the tested hydraulic loading rate, and is approved for a maximum rate of 80 gallons per minute (gpm) for each 54-inch long membrane filter cartridge (1.48 gpm per inch of cartridge length). The structure must include at least one draindown cartridge, which is approved for a hydraulic loading rate of 40 gpm per 54" cartridge (0.74 gpm per inch of cartridge length).
2. Upstream storage must be provided for the water quality/channel protection volume (WQv) consisting of the first 1.0 inch of runoff from impervious areas and 0.4 inch of runoff from lawns and landscaped areas. The WQv should be hydraulically isolated from any additional storage provided onsite by weirs or other means so that only the WQv is routed through the Jellyfish Filter. Additionally, the WQv must be detained for a minimum of 24 hours and a maximum of 48 hours (emptying time). Storage can typically be provided in an underground facility such as corrugated metal pipe, polypropylene chambers, concrete vaults or similar means.
3. All storage systems must include sufficient maintenance access for the removal of accumulated sediment and debris. It is desirable that a pretreatment structure be located upstream of the WQv storage to facilitate capture of coarse solids and trash.
4. The Jellyfish Filter must be delivered to the site and installed under the supervision of the manufacturer's representative.
5. The system must be inspected at least once every six months, and the filters maintained yearly per the manufacturer's guidelines to maintain the established efficiency for pollutant removal. A five-year binding inspection and maintenance contract must be provided prior to review and approval by the Department, and must be renewed before contract expiration.
6. The overall stormwater management design must meet all Department criteria and sizing specifications and shall be reviewed and approved by the Department prior to use.
7. Review and approval by the manufacturer for the proposed use and sizing of the Jellyfish Filter at each specific project is required to ensure conformance with the manufacturer's design specifications.

8. This approval is conditional to on-the-ground experience confirming that the Jellyfish Filter's pollutant removal efficiency and sizing are appropriate. The "permit shield" provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if pollutant removals do not satisfy the General Standard Best Management Practices.

We look forward to working with you as these stormwater management structures are installed on new projects. And, we hope that this stormwater BMP will be included in our manual in the near future.

Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

Mark Bergeron, P.E.
Director, Division of Land Resource Regulation
Bureau of Land & Water Quality

C: Don Witherill, Maine DEP

APPENDIX E

JELLYFISH® UNIT COMPUTATIONS

Determining Jellyfish Size for Mass Based Loading

CONTECH ENGINEERED SOLUTIONS

CONTECH Engineered Solutions Engineer:	CJA
Date Prepared:	3/11/2015

Site Information

Project Name	Thompsons Point Zone C
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	1.46 ac
Post Development Impervious Area, Ai	1.23 ac
Pervious Area, Ap	0.23 ac
% Impervious	84%
Runoff Coefficient, Rc	0.81
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	183522 ft^3
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	801.51 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	400.75 lbs
Mass load to filters after pretreatment, Mpass1	400.75 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	280.53
Water Quality Flow	0.075 cfs

Method to Use MASS LOADING

Summary			
Mass	Nearest Jellyfish Mass Capacity	313.00	lbs
	Required Size	JF4-2-1	

Determining Jellyfish Size for Mass Based Loading

CONTECH ENGINEERED SOLUTIONS

CONTECH Engineered Solutions Engineer:	CJA
Date Prepared:	3/11/2015

Site Information

Project Name	Thompsons Point Zone D
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	3.27 ac
Post Development Impervious Area, Ai	2.83 ac
Pervious Area, Ap	0.43 ac
% Impervious	87%
Runoff Coefficient, Rc	0.83
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	417577 ft^3
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	1823.71 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	911.85 lbs
Mass load to filters after pretreatment, Mpass1	911.85 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	638.30
Water Quality Flow	0.168 cfs

Method to Use MASS LOADING

Summary			
Mass	Nearest Jellyfish Mass Capacity	688.00	lbs
	Required Size	JF6-5-1	

Determining Jellyfish Size for Mass Based Loading

CONTECH ENGINEERED SOLUTIONS

CONTECH Engineered Solutions Engineer:	CJA
Date Prepared:	3/11/2015

Site Information

Project Name	Thompsons Point Zone E
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	0.99 ac
Post Development Impervious Area, Ai	0.91 ac
Pervious Area, Ap	0.07 ac
% Impervious	93%
Runoff Coefficient, Rc	0.88
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	130744 ft^3
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	571.01 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	285.50 lbs
Mass load to filters after pretreatment, Mpass1	285.50 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	199.85
Water Quality Flow	0.062 cfs

Method to Use MASS LOADING

Summary			
Mass	Nearest Jellyfish Mass Capacity	313.00	lbs
	Required Size	JF4-2-1	

Determining Jellyfish Size for Mass Based Loading

CONTECH ENGINEERED SOLUTIONS

CONTECH Engineered Solutions Engineer:	CJA
Date Prepared:	3/11/2015

Site Information

Project Name	Thompsons Point Zone F
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	2.51 ac
Post Development Impervious Area, Ai	1.82 ac
Pervious Area, Ap	0.69 ac
% Impervious	72%
Runoff Coefficient, Rc	0.70
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	290687 ft^3
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	1269.54 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	634.77 lbs
Mass load to filters after pretreatment, Mpass1	634.77 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	444.34
Water Quality Flow	0.105 cfs

Method to Use MASS LOADING

Summary			
Mass	Nearest Jellyfish Mass Capacity	563.00	lbs
	Required Size	JF6-4-1	

Determining Jellyfish Size for Mass Based Loading

CONTECH ENGINEERED SOLUTIONS

CONTECH Engineered Solutions Engineer:	CJA
Date Prepared:	3/25/2015

Site Information

Project Name	Thompsons Point Zone D2
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	0.60 ac
Post Development Impervious Area, Ai	0.42 ac
Pervious Area, Ap	0.18 ac
% Impervious	70%
Runoff Coefficient, Rc	0.68
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	68063 ft^3
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	297.26 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	148.63 lbs
Mass load to filters after pretreatment, Mpass1	148.63 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	104.04
Water Quality Flow	0.025 cfs

Method to Use FLOW BASED

Summary			
Mass	Nearest Jellyfish Mass Capacity	188.00	lbs
	Required Size	JF4-1-1	

Determining Jellyfish Size for Mass Based Loading

CONTECH ENGINEERED SOLUTIONS

CONTECH Engineered Solutions Engineer:	CJA
Date Prepared:	3/25/2015

Site Information

Project Name	Thompsons Point Zone B
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	1.12 ac
Post Development Impervious Area, Ai	0.48 ac
Pervious Area, Ap	0.64 ac
% Impervious	42%
Runoff Coefficient, Rc	0.43
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	101664 ft^3
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	444.00 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	222.00 lbs
Mass load to filters after pretreatment, Mpass1	222.00 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	155.40
Water Quality Flow	0.037 cfs

Method to Use FLOW BASED

Summary			
Mass	Nearest Jellyfish Mass Capacity	188.00	lbs
	Required Size	JF4-1-1	

APPENDIX F

RATIONAL METHOD 25 YEAR STORM FREQUENCY PEAK FLOW COMPUTATIONS & STORMWATER PIPING SIZING FLOW SCHEMATIC

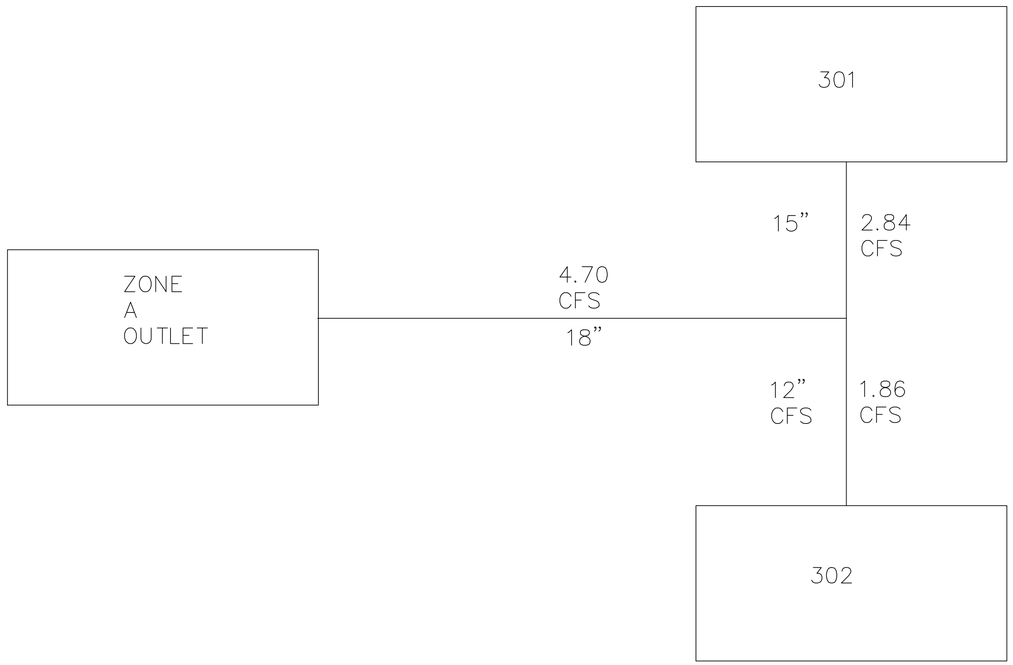
JN: 2982.05
Date: 10/2/2014
JRP

THE FOREFRONT AT THOMPSON'S POINT
RATIONAL METHOD 25 YEAR FLOW CALCULATIONS

Storm Water Management Zone	Area Trib To Discharge	Total Developed Area (sf)	Total Impervious Area (sf)	Total Pervious Area (sf)	Total Area (acres)	Weighted C	25 Year Flow (CFS)
Zone A	301	23,093.00	10,798.00	12,295.00	0.53	0.55	1.82
	302	27,818.00	5,591.00	22,227.00	0.64	0.35	1.40
	Existing Depot Building*	10,860.00	10,860.00	0.00	0.25	0.95	1.48
	Totals	**61,771.00**	**27,249.00**	**34,522.00**	**1.42**	**1.85**	**4.70**
Zone B	401	46,664.00	17,081.00	29,583.00	1.07	0.47	3.18
	402	7,588.00	6,241.00	1,347.00	0.17	0.82	0.89
	403	26,630.00	9,865.00	16,765.00	0.61	0.48	1.83
	Existing Depot Building* (trib to 401)	3,400.00	3,400.00	0.00	0.08	0.95	0.46
	Totals	**84,282.00**	**36,587.00**	**47,695.00**	**1.93**	**2.72**	**6.36**
Zone C	501	11,805.00	11,805.00	0.00	0.27	0.95	1.61
	502	7,523.00	7,523.00	0.00	0.17	0.95	1.03
	503	31,390.00	31,390.00	0.00	0.72	0.95	4.28
	South Side Brick South (C1)*	18,141.00	18,141.00	0.00	0.42	0.95	2.47
	Totals	**68,859.00**	**68,859.00**	**0.00**	**1.58**	**3.80**	**9.39**
Zone D	601	21,057.00	11,803.00	9,254.00	0.48	0.62	1.87
	602	13,308.00	7,527.00	5,781.00	0.31	0.62	1.19
	603	3,244.00	1,359.00	1,885.00	0.07	0.51	0.24
	604	5,691.00	3,131.00	2,560.00	0.13	0.61	0.50
	605	7,186.00	4,988.00	2,198.00	0.16	0.72	0.74
	D-21	9,052.00	8,280.00	772.00	0.21	0.89	1.15
	D-20	16,178.00	12,517.00	3,661.00	0.37	0.78	1.81
	D-18	9,604.00	5,763.00	3,841.00	0.22	0.65	0.90
	D-19	8,103.00	6,430.00	1,673.00	0.19	0.80	0.92
	D-11	18,614.00	13,989.00	4,625.00	0.43	0.76	2.04
	D-16	14,498.00	12,267.00	2,231.00	0.33	0.83	1.74
	D-12	11,149.00	4,926.00	6,223.00	0.26	0.53	0.85
	D-13	8,299.00	2,563.00	5,736.00	0.19	0.43	0.51
	606	77,903.00	77,903.00	0.00	1.79	0.95	10.62
	607	11,831.00	11,831.00	0.00	0.27	0.95	1.61
	608	20,692.00	10,264.00	10,428.00	0.48	0.57	1.70
	609	8,000.00	5,752.00	2,248.00	0.18	0.74	0.85
	Totals	**256,409.00**	**195,541.00**	**60,868.00**	**5.89**	**11.24**	**29.25**
Zone E	801	47,912.00	33,272.00	14,640.00	1.10	0.72	4.96
	802	13,445.00	13,445.00	0.00	0.31	0.95	1.83
	Totals	**61,357.00**	**46,717.00**	**14,640.00**	**1.41**	**1.67**	**6.79**
Zone F	701	19,005.00	9,599.00	9,406.00	0.44	0.58	1.58
	702	7,244.00	7,244.00	0.00	0.17	0.95	0.99
	CB F-8	3,323.00	2,515.00	808.00	0.08	0.77	0.37
	CB F-7	17,327.00	13,385.00	3,942.00	0.40	0.78	1.94
	CB F-3	3,548.00	186.00	3,362.00	0.08	0.24	0.12
	CB F-4	1,039.00	256.00	783.00	0.02	0.38	0.06
	CB F-5	4,131.00	256.00	3,875.00	0.09	0.25	0.15
	CB F-6	2,102.00	348.00	1,754.00	0.05	0.32	0.10
	703	9,136.00	6,623.00	2,513.00	0.21	0.74	0.97
	704	6,653.00	2,910.00	3,743.00	0.15	0.53	0.50
	705	19,473.00	19,473.00	0.00	0.45	0.95	2.65
	Brick South North Side*	16,323.00	16,323.00	0.00	0.37	0.95	2.22
	Brick North (Treated)*	34,000.00	34,000.00	0.00	0.78	0.95	4.63
	Totals	**143,304.00**	**113,118.00**	**30,186.00**	**3.29**	**8.39**	**16.28**
Zone G	901	2,025.00	2,025.00	0.00	0.05	0.95	0.28
	902	3,222.00	3,222.00	0.00	0.07	0.95	0.44
	903	9,906.00	9,906.00	0.00	0.23	0.95	1.35
	904	6,904.00	5,865.00	1,039.00	0.16	0.84	0.83
	905	42,624.00	34,000.00	8,624.00	0.98	0.80	4.88
	Totals	**64,681.00**	**55,018.00**	**9,663.00**	**1.48**	**4.49**	**7.78**
Zone H	200	94,355.00	81,191.00	13,164.00	2.17	0.85	11.44
	201	72,966.00	68,924.00	4,042.00	1.68	0.91	9.51
	202	16,863.00	16,013.00	850.00	0.39	0.91	2.21
	Totals	**184,184.00**	**166,128.00**	**18,056.00**	**4.23**	**2.67**	**23.16**

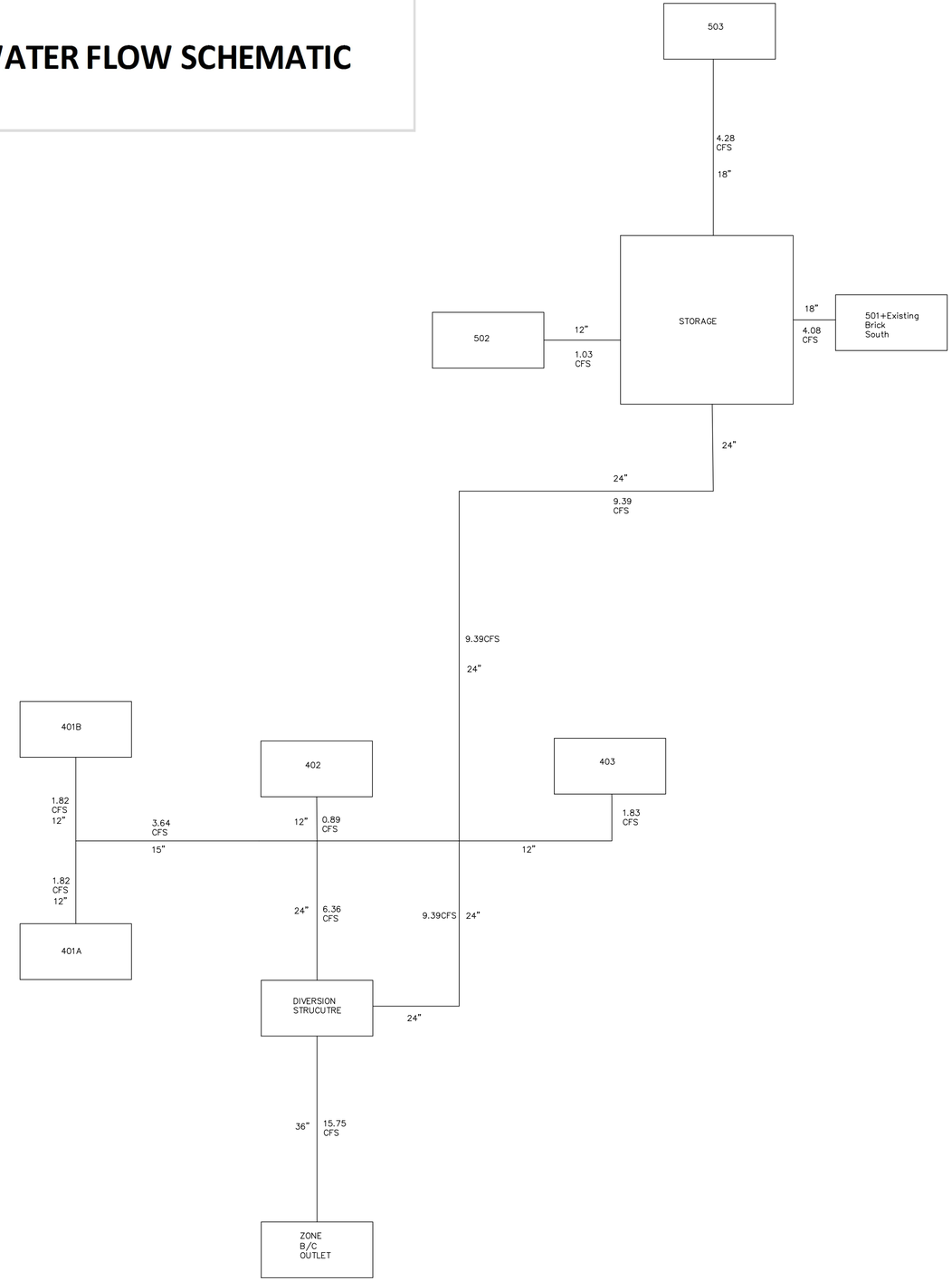
Assumptions		
Pervious C	**0.2**	
Impervious C	**0.95**	
I-25 Year Storm	**6.25**	**In/Hr**
RATIONAL FLOW = I*C*A		
Notes:		
1. Rainfall intensity based on Cumberland County IDF curve using a TC of 5 min.		

ZONE A STORM WATER FLOW SCHEMATIC



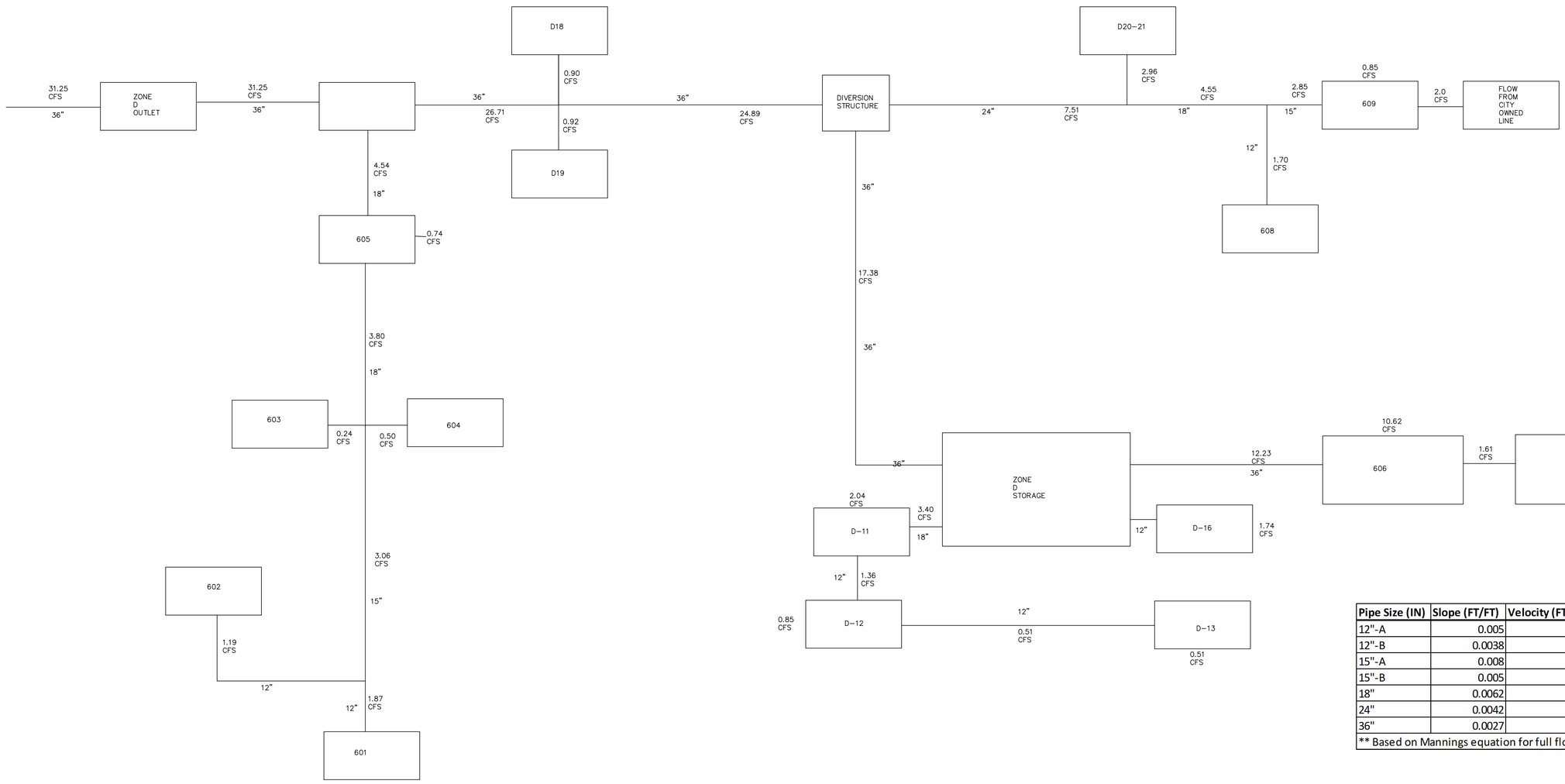
Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zone A Sized based on min. slope			

ZONE B/C STORM WATER FLOW SCHEMATIC



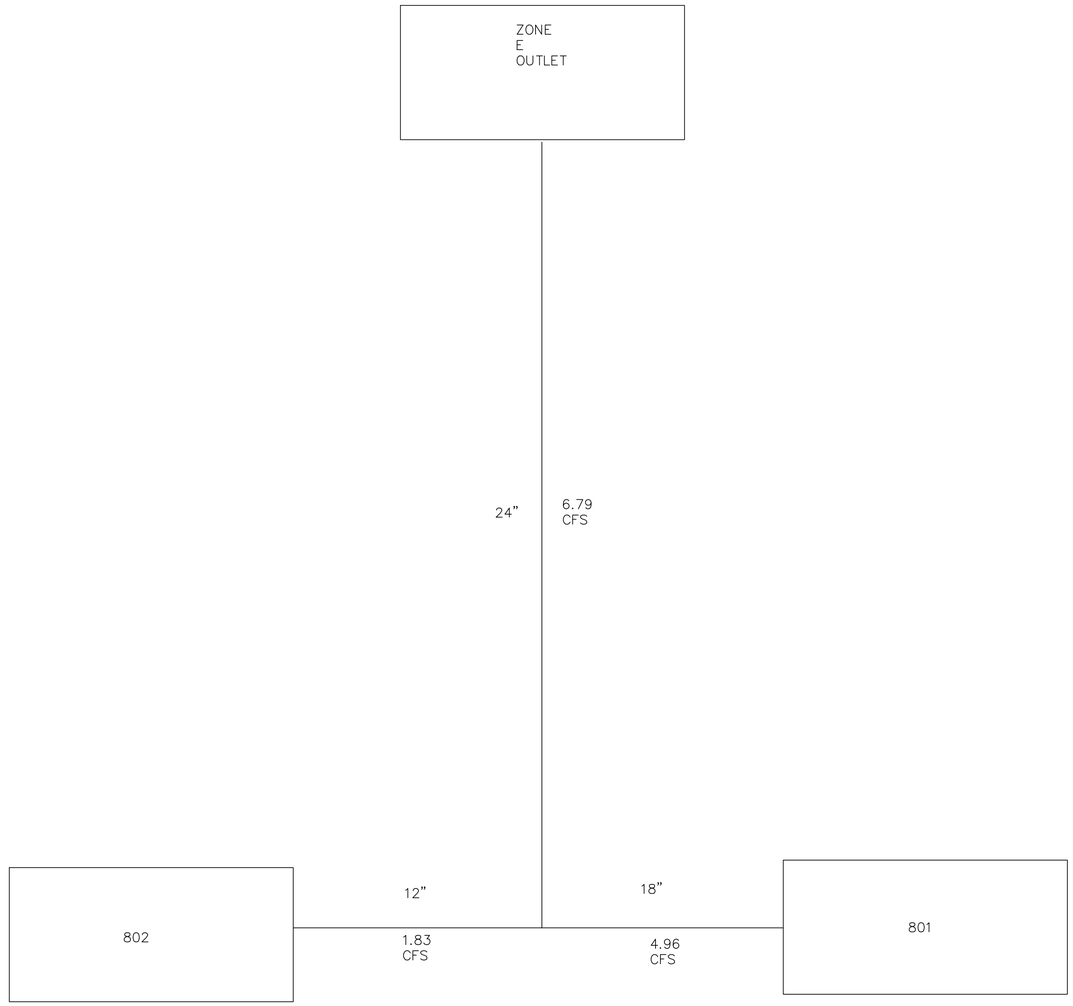
Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones B/C Sized based on min. slope			

ZONE D STORM WATER FLOW SCHEMATIC



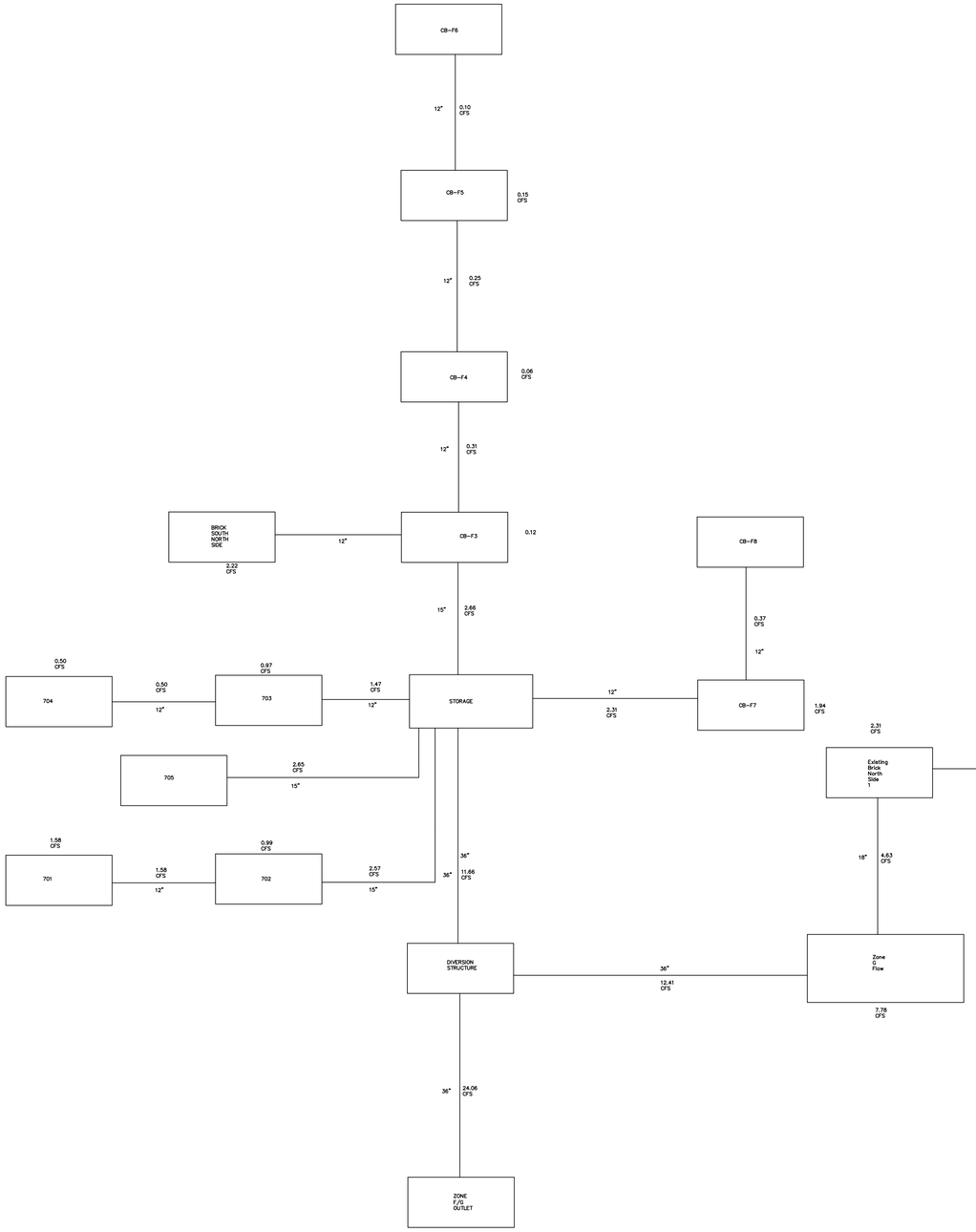
Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-A	0.005	3.48	2.73
12"-B	0.0038	3	2.38
15"-A	0.008	5	6.26
15"-B	0.005	4	4.95
18"	0.0062	5	8.96
24"	0.0042	5	15.93
36"	0.0027	5	37.54
** Based on Mannings equation for full flowing pipes			

ZONE E STORM WATER FLOW SCHEMATIC



Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones E Sized based on min. slope			

ZONE F/G STORM WATER FLOW SCHEMATIC



Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones F/G Sized based on min. slope			

Summary of Storm Water Discharges					
Discharge ID	**Approximate Drainage Area (Ac)**	**Full Build Out 25 Yr Peak Flow (CFS)**	**Outlet Pipe Size (In)**	**Description**	***Minimum Required Riprap D_{50} (IN)**
Zone A	1.42	4.7	18	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12
Zone B/C	3.51	15.75	36	RCP Flared End W/ Bar Rack, Riprap Slope	12
Zone D	5.89	31.25	36	RCP Flared End W/ Bar Rack, Riprap Slope	12
Zone E	1.41	6.79	24	RCP Flared End, Riprap Slope Apron	12
Zone F/G	4.77	24.06	36	RCP Flared End W/ Bar Rack, Riprap Slope	12
Zone H	4.23	23.16	48	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12

* D_{50} is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the $D_{50.}$ The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D_{50} stone size.

ATTACHMENT E

Life Safety Plan

FIRE RISK MANAGEMENT, INC

1 Front St., Bath, ME 04530
207/442-7200 [221-1295 (fax)]
www.fireriskmgt.com

Date: 29 January, 2014

Memo Report

From: W. Mark Cummings, P.E.

To: Mr. Steve Bushey, Fay, Spofford, & Thorndike

CC:

Subject: Updated Fire Protection Review of Site Plans, ICW The Forefront at Thompson's Point

As requested, Fire Risk Management, Inc. (FRM) reviewed the information you provided with regards to the updated site plans for the new development at Thompson's Point in Portland, ME. The focus for this review was to further evaluate the fire protection features of the general layout for the proposed development to ensure that all State and Municipal codes, regulations, and ordinances are adequately addressed.

The primary codes and regulations used as reference for this review included;

1. The City of Portland Code of Ordinances; primarily Chapter 10, *Fire Prevention and Protection*, (Rev. 1-20-11),
2. City of Portland Technical Manual, Section 3 – Public Safety, (Rev. 6/17/11),
3. City of Portland Fire Department Rules and Regulations, and
4. National Fire Protection Association (NFPA) 1, the Fire Code® (2012 ed.).

For this review, the primary areas of interest are to ensure that an adequate water supply is available; including location and spacing of the new fire hydrants along the proposed private fire service main and that proper access to the various structures by firefighting equipment and personnel is available. The primary documentation reviewed in support of this evaluation included;

1. The Forefront at Thompson's Point Master Fire Protection Plan; Dwg C-6.00,
2. The Forefront at Thompson's Point Master Plan; Dwg C3.00, and
3. The Forefront at Thompson's Point Master Plan Application submittal package.

Although no updated fire water supply system data have been requested from the Portland Water District (PWD), the data provided for the previous review of this development indicated that the water supply to the site for the new development should be more than adequate to support the requirements outlined by NFPA 1, Ch. 18. Based on the most recent building construction data provided, it is understood that the new buildings being constructed will generally consist of Type IB or IIA construction and will comply with the requirements of the Maine Uniform Building and Energy Code (MUBEC), which mostly follows the requirements outlined in the International Building Code (IBC). The existing buildings that are identified to remain will generally meet a Type IIIB construction classification, as defined by the IBC. Equally, it was discussed that the construction plans call for all new buildings to be fully protected with automatic fire sprinkler systems and most, if not all, existing structures are likely to be retrofitted with a fire sprinkler system as part of their renovations. Some discussion indicated that since building B1 was planned to be an "open air" structure, this facility might not be provided with a fire sprinkler system. Given the type of occupancy classifications, along with the size and construction classifications for all buildings that are proposed for this development, the overall fire flow (firefighting water supply) requirements for each of the buildings, as defined by the requirements in NFPA 1, have been estimated. It is estimated that the "worst-case" demand will likely be that for both the Garage (building F1) and the Office building (building J1). Based strictly on the fire flow areas for these structures, along with a likely requirement that they will consist of Type I or II construction, a minimum fire flow demand of 4250 gpm

for four (4) hours would be required for each. However, given that these structures are planned to be fully sprinklered, this flow value can be reduced by 75%; to less than 1100 gpm. If building B1 is not to be provided with a fire sprinkler system, this building would then represent the worst case demand for the water supply system; 2500 gpm for two (2) hours. The hydrant flow test data previously provided by the PWD indicated that the 12" supply main serving this site can support more than 6000 gpm at the minimum of 20 psig residual pressure, which is used as that needed to be defined as "fire flow." No restriction was listed with regards to the duration for which this flow could be provided. As such, the existing water supply system for the City of Portland should have no problem acting as the primary source of fire water supply for this new development.

Based on the total fire flow demand, NFPA 1 (Annex E) would allow for a minimum spacing of either 450 ft or 500 ft between each hydrant, as measured along the fire department access road(s) [1]. Ultimately, this will depend on whether or not all buildings are provided with sprinkler systems. If, for example, building B1 is not provided with a fire sprinkler system and the requisite fire flow demand is 2500 gpm, the hydrant spacing should be no more than 450 ft along the various access roads; otherwise, the 1100 gpm demand would allow for a 500 ft spacing. Although the current Master Fire Protection Plan was developed using a maximum spacing of 500 ft between hydrants, most are already shown on the plan as not being greater than 450 ft apart and where those that may be slightly more than this distance, the final hydrant locations can easily be adjusted, if/as necessary, to meet this requirement without the need for additional hydrants. Equally, for any hydrant that is considered to be located along a "dead-end" street/access roadway/etc., the distance from any point measured along that street/roadway to a hydrant should not exceed 200 ft. Using these requirements and the information provided on the Master Plan drawings, it appears that the proposed hydrant locations that are adjacent to buildings J1 and J2 (northwest corner of the development) may need to be adjusted slightly to fully comply with this requirement. However, since this can easily be accomplished within the design of the final site plan, it would not be recommended that changes to this current layout occur until the overall site plan is finalized; including building sizes and locations and a definite determination of whether any buildings will not receive a fire sprinkler system.

The Portland Fire Department Rules and Regulations include additional requirements regarding the placement of hydrants. This includes a requirement that the Fire Department Connection(s) (FDCs) for each building must be within 100 ft of a hydrant. Additionally, NFPA 24 (along with the City) has a requirement that no hydrant should be located within 40 ft of a structure. Since the level of detail for the individual buildings provided at this point in the design process is such that it is not known where the FDCs will be located for each building, it cannot be determined as part of this review whether or not this requirement will be met. However, in other recent projects, the City has agreed to "waive" the requirement for a hydrant to be within 100 ft of the FDC; primarily since the genesis of this requirement isn't fully understood and this is not a "typical" requirement for most other municipal Fire Departments. It is understood that the hydrant that is currently depicted as being located adjacent to building H is within 40 ft of this structure. However, as discussed in a number of teleconferences between FST and FRM, it is recommended that this current location be retained. It is understood that the proximity of the access road along these buildings is so close to the property line that a hydrant cannot be installed on the other side of the access road. However, installation of the hydrant at this location has a greater advantage in meeting the overall water supply requirements for the site than the disadvantage of its close proximity to building H. Its removal would then result in the inability to meet the maximum spacing between hydrants. Given that if a fire is within building H, other hydrants are readily available to support firefighting operations, it is considered that the plan to install this hydrant in this location represents the best option for providing the overall site with adequate fire protection. Where it may be in the best interests of the overall firefighting plan for a building/site, the codes do allow for the Authority Having Jurisdiction (AHJ) to accept hydrant locations within the 40-foot limit.

NFPA 1 also requires that any portion of a building, or the exterior walls of the building, can be no more than 450 ft from an access road when the facility is fully protected by an automatic sprinkler system; it cannot be more than 150 ft if not sprinklered. Based on a review of the site plan, it appears that this requirement will easily be met. In addition to this requirement, NFPA 1 also requires that at least one exterior door for each building is within 50 ft. of an access

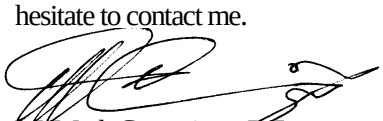
[1] Although FRM used the most recent edition of NFPA 1 for this review, no changes occurred from the previous edition that would alter the calculations/requirements used for this review.

roadway. The drawings provided for this review did not provide a level of detail for the individual buildings that would include locations for all available exterior doorways; albeit based on the locations of the roadways, driveways, and parking lots depicted on the Master Plan, it appears that this requirement too will easily met. However, it will still be necessary to ensure that during the design process for the individual buildings, that this requirement is accommodated.

Chapter 10 of the Portland City Ordinances has a requirement that, where available, the fire department vehicles should have access to at least two (2) sides of each building. Based on the current site plan provided, it will be possible for all buildings to be accessed from at least two sides. Both NFPA 1 and the City's regulations also include requirements for any "dead-end" access road greater than 150 ft to provide a means for fire department apparatus to turn-around. The only portion of the site access roads where this restriction applies is that section that provides access to building J2. The current Master Plan includes a general turn-around area on the west side of building J2. It will be necessary to verify that the final design for this turn-around will be compliant with the City's requirements. The City of Portland's Technical Manual includes a figure that generally depicts the recommended layout for this turn-around (Figure I-5).

Although this development is provided with only a single access point, the design of this roadway will far exceed the minimum requirements outlined by the City's Ordinances (20 ft minimum width where ladder truck may be needed). Unfortunately, the topography and the presence of a railway that isolate Thompson's Point from the remainder of the land mass restrict the ability to provide a second access point to this site. However, given the current plans for the access roadway design, having a single access is not considered to provide any significant increase in risk.

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 Engineer

ATTACHMENT F

Photometric Cut Sheets & Specifications

Consistent with LEED® goals & Green Globes™ criteria for light pollution reduction

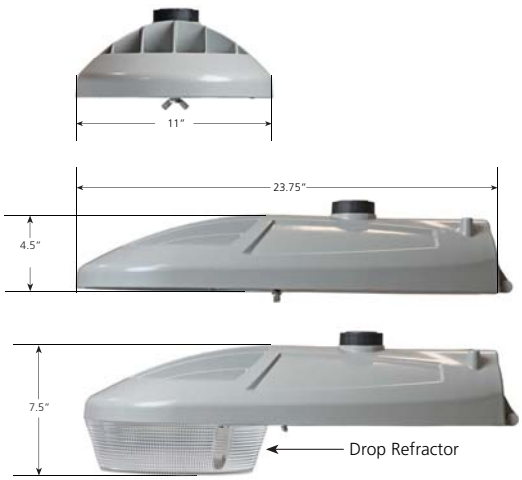
Autobahn Series ATBS
Roadway & Security Lighting

PRODUCT OVERVIEW

Applications:

Residential streets
Parking lots
General security lighting

DIMENSIONS



Effective Projected Area (EPA) The EPA for the ATBS is 0.6 sq. ft.,
Approx. Wt. = 12 lbs. (5 kg)

Features:

OPTICAL

Same Light: Performance is comparable to 50W – 150W HPS and up to 175W Mercury Vapor roadway and security lighting luminaires.

White Light: Correlated color temperature - standard 4000K, 70 CRI minimum or optional 5000K, 70 CRI minimum.

IP66 rated borosilicate glass optics ensure longevity and minimize dirt depreciation. Unique IP66 rated LED light engines provide 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available distributions are Type II, III, and V roadway distributions. When used with the optional acrylic refractor the unit provides approximately 10% uplight and increased vertical foot-candles

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 25°C ambient.

Lower Energy: Saves an expected 40-60% over comparable HID luminaires.

Robust Surge Protection: Three different surge protection options provide a minimum of IEEE/ANSI C62.41 Category C (10kV/5kA) protection.

MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing and door are 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 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. The 2 – bolt clamping mechanism provides 3G vibration rating per ANSI C136.

The Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 5 pin and 7 pin receptacles optionally available.

Premium solid state locking-style photocontrol – PCSS (10 year rated life)
Extreme long life solid state locking-style photocontrol – PCL1 (20 year rated life)

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

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
Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

Note: Specifications subject to change without notice. Actual performance may differ as a result of end-user environment and application.

AEL American Electric Lighting®

Autobahn Series ATBS
Roadway & Security Lighting

ORDERING INFORMATION

Example: ATBS A MVOLT R2

Series

ATBS Autobahn LED Roadway & Security

Performance Packages

A 1,800 lumens
B 2,400 lumens
E 4,000 lumens
F 4,600 lumens
G 5,600 lumens
H 6,300 lumens

Voltage

MVOLT Multi-volt, 120-277V

Optics

R2 Roadway Type II
R3 Roadway Type III
R5 Roadway Type V
D2 Type II, Drop Refractor included
D3 Type III, Drop Refractor included
D5 Type V, Drop Refractor included

Options

Color Temperature (CCT)
(Blank) 4000K CCT, 70 CRI Min. (standard)
5K 5000K CCT, 70 CRI Min.

Paint
Blank Gray (Standard)
BK Black
WH White
BZ Bronze

Surge Protection
Blank Acuity SPD-10kV/5kA with inductive filter (Standard)
MP MOV Pack
IL SPD with Indicator Light

Misc.
HSS House Side Shield
NL NEMA Label
XL Not CSA Certified

Controls
(Blank) 3 Pin NEMA Photocontrol Receptacle
NR[1] No Photocontrol Receptacle
DM 0V-10V Dimmable Driver
P5 5 Pin Photocontrol Receptacle (dimmable driver included)
P7 7 Pin Photocontrol Receptacle (dimmable driver included)
PCSS[1] DTL DSS Photocontrol
PCL1[1] DTL DLL Photocontrol 120-277V
AO Field Adjustable Output
SH Shorting Cap

Install Packages
PKGS DTL DSS Photocontrol
PKGL DTL DLL Photocontrol
Packages ship with selected photocontrol, 24", 1 1/4" diameter arm, 5' of prewire and mounting hardware

Accessories
ATBSREF Drop Refractor for field installation
ATBSHSS House Side Shield for field installation
ATBSLTS Light Trespass Shield for field installation

Notes
1. Not available with Install Packages.

Note: Specifications subject to change without notice. Actual performance may differ as a result of end-user environment and application.

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American Electric Lighting
Acuity Brands Lighting, Inc.
3825 Columbus Rd, S.w.,Granville, OH 43023
Phone: 800-537-5710 Fax: 740-587-6114
www.americanelectriclighting.com

PERFORMANCE PACKAGE

Performance Package	Distribution	Lumens	LPW	Input Watts
A	R2	1,761	98	18
	R3	1,755	98	
	R5	1,838	102	
	D2	1,685	94	
	D3	1,658	92	
	D5	1,767	98	
B	R2	2,302	96	24
	R3	2,309	96	
	R5	2,411	100	
	D2	2,203	92	
	D3	2,182	91	
	D5	2,318	97	
E	R2	3,962	102	39
	R3	3,979	102	
	R5	4,246	109	
	D2	3,791	97	
	D3	3,760	96	
	D5	4,089	105	
F	R2	4,563	93	49
	R3	4,477	91	
	R5	4,795	98	
	D2	4,366	89	
	D3	4,231	86	
	D5	4,612	94	
G	R2	5,629	88	64
	R3	5,416	85	
	R5	5,837	91	
	D2	5,386	84	
	D3	5,118	80	
	D5	5,590	87	
H	R2	6,249	87	72
	R3	6,321	88	
	R5	6,739	94	
	D2	5,979	83	
	D3	5,973	83	
	D5	6,436	89	

Note: Information shown above is based on nominal system data. Individual fixture performance may vary. Specifications subject to change without notice.

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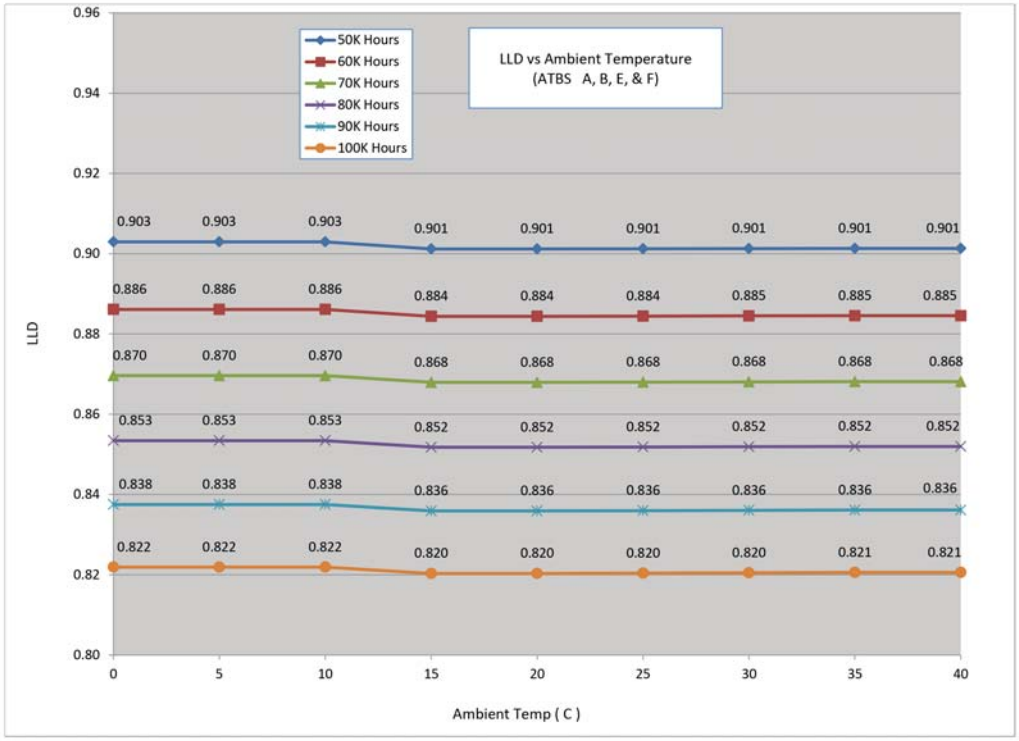
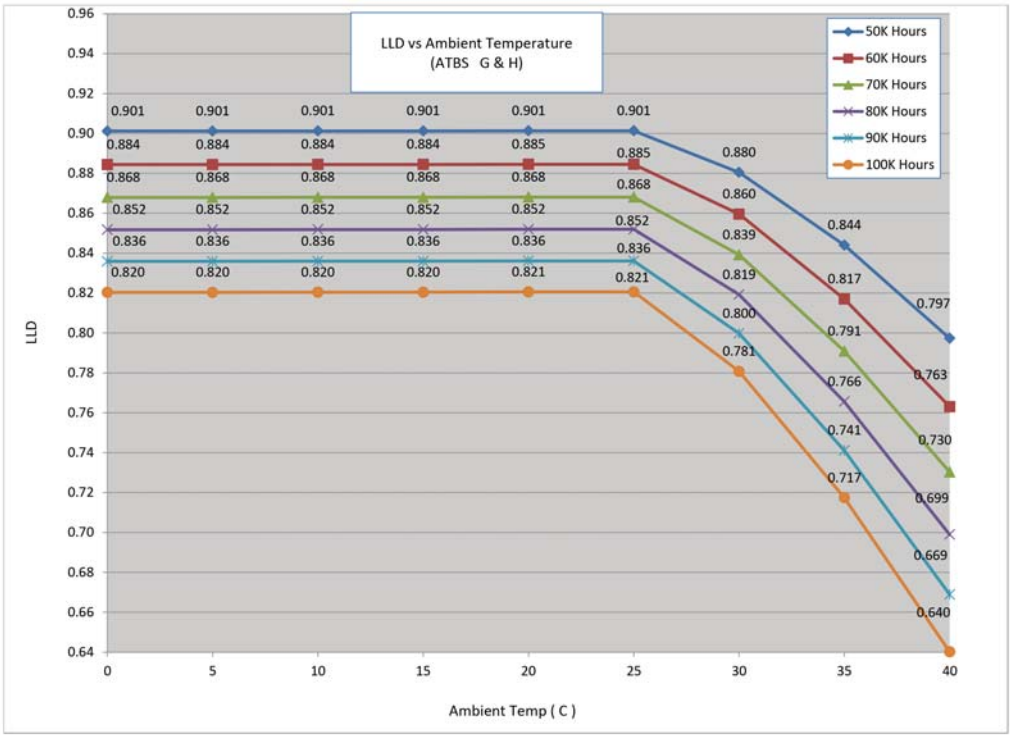
www.americanelectriclighting.com

PERFORMANCE PACKAGE



* LLD vs. temperature charts are based on LM-80 chip data and in-situ thermal test testing per IES TM-21



* LLD vs. temperature charts are based on LM-80 chip data and in-situ thermal test testing per IES TM-21

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American Electric Lighting
Acuity Brands Lighting, Inc.
3825 Columbus Rd, S.w.,Granville, OH 43023
Phone: 800-537-5710 Fax: 740-587-6114
www.americanelectriclighting.com

ATTACHMENT G

State and Federal Permits

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

REPLY TO
ATTENTION OF

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

Forefront Partners I, LP
55 Lisbon Street, Suite 2400
Lewiston, Maine 04240

CORPS PERMIT # NAE-2012-00992
CORPS PGP ID# 12-154
STATE ID# L-25672-2G-A-N

DESCRIPTION OF WORK:
To construct and maintain an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. The work also includes placing fill in approximately 420 SF of intertidal area in conjunction with the construction of a 25' x 20' granite block stairway and in 386 SF of intertidal area to construct a riprap plunge pool for a storm drainage outfall for a total of 806 SF (0.018 acres) off Thompson's Point at Portland, Maine as shown on the attached plans entitled "Forefront Partners I,LP, Commercial Redevelopment, City of Portland, Thompson's Point, Maine" in 4 sheets dated April 2012. **SEE ATTACHED CONDITIONS:**

LAT/LONG COORDINATES : 43.64897 N 70.29191 W **USGS QUAD:** ME-Portland West

I. CORPS DETERMINATION:
Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. **Your work is therefore authorized by the U.S. Army Corps of Engineers under the enclosed Federal Permit, the Maine General Permit (GP).** Accordingly, we do not plan to take any further action on this project.

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. **This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.**

II. STATE ACTIONS: PENDING [ ], ISSUED[ ], DENIED [ ] DATE_____

APPLICATION TYPE: PBR:___, TIER 1:___, TIER 2:___, TIER 3: X , LURC:___ DMR LEASE:___ NA:___

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 5-17-12 LEVEL OF REVIEW: CATEGORY 1:___ CATEGORY 2: X

AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10 X , 404___ 10/404___, 103___

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO , USF&WS NO , NMFS NO

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://per2.nwp.usace.army.mil/survey.html

Rodney A Howe

RODNEY A. HOWE
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

8-24-12

FRANK J. DEL GIUDICE **DATE**
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

US Army Corps
of Engineers ®
New England District

PLEASE NOTE THE FOLLOWING GENERAL CONDITIONS FOR
DEPARTMENT OF THE ARMY
GENERAL PERMIT
NO. NAE-2012-00992

1. The following condition applies to the construction of the granite block stairway and the rip rapped stormwater plunge pool. Please note appendix A, II. Navigable Waters of the United States, Category 1, (a) Fill, 2. Work conducted in the intertidal zone must be conducted in-the dry during low water, or between Nov. 8 – Apr. 9.

2. The following condition applies to the construction of the ramp and float system. Please note appendix A, II. Navigable Waters of the United States Category 2 and (f) Structures and Floats Category 2 of the attached Programmatic General Permit.

MAR-2012-00992

APPLICATION FOR A NATURAL RESOURCES PROTECTION ACT PERMIT

→PLEASE TYPE OR PRINT IN *BLACK INK ONLY*

1. Name of Applicant:	Forefront Partners I, LP	**5.Name of Agent:**	DeLuca-Hoffman Associates, Inc.
2. Applicant's Mailing Address:	55 Lisbon Street, Suite 2400 Lewiston, ME 04240	**6. Agent's Mailing Address:**	778 Main Street, Suite 8 South Portland, ME 04106
3. Applicant's Daytime Phone #:	(207) 347-1614	**7. Agent's Daytime Phone #:**	(207) 775-1121
4. Applicant's Email Address (Required from *either* applicant or agent):	parallaxpartners@gmail.com	**8. Agent's Email Address:**	sbushey@delucahoffman.com

9. Location of Activity: (Nearest Road, Street, Rt.#)	1 Thompson's Point	**10. Town:**	Portland	**11. County:**	Cumberland

12. Type of Resource: (Check all that apply)	☐ River, stream or brook ☐ Great Pond ☐ Coastal Wetland ☐ Freshwater Wetland ☐ Wetland Special Significance ☒ Significant Wildlife Habitat ☐ Fragile Mountain	**13. Name of Resource:**	adjacent tidal flats of the Fore River
		14. Amount of Impact: (Sq.Ft.)	**Fill:** N/A **Dredging/Veg Removal/Other:**

15. Type of Wetland: (Check all that apply)	☐ Forested ☐ Scrub Shrub ☐ Emergent ☐ Wet Meadow ☐ Peatland ☐ Open Water ☐ Other coastal wetland	**FOR FRESHWATER WETLANDS**		
		Tier 1	*Tier 2*	*Tier 3*
		☐ 0 - 4,999 sq ft. ☐ 5,000-9,999 sq ft ☐ 10,000-14,999 sq ft	☐ 15,000 – 43,560 sq. ft.	☐ > 43,560 sq. ft. or ☐ smaller than 43,560 sq. ft., not eligible for Tier 1

16. Brief Activity Description:	The applicant proposes a transit oriented development over the previously developed Thompson's Point site in Portland. See Attachment 1 for additional information.

17. Size of Lot or Parcel & UTM Locations:	☐ _____ square feet, or ☒ 27.56 acres	UTM Northing: 4,833,933	UTM Easting: 395,870

18. Title, Right or Interest:	☐ own ☐ lease ☒ purchase option ☐ written agreement

19. Deed Reference Numbers:	Book#: 6579/6676 Page: 30/287	**20. Map and Lot Numbers:**	Map #: 201/202	Lot #: A-5, A-8, A-10/A-1, A-4	
21. DEP Staff Previously Contacted:	Marybeth Richardson	**22. Part of a larger project:**	☐ Yes ☒ No	**After-the-Fact:**	☐ Yes ☒ No
23. Resubmission of Application?:	☐ Yes→ ☒ No	**If yes, previous application #**		**Previous project manager:**	
24. Written Notice of Violation?:	☐ Yes → ☒ No	**If yes, name of DEP enforcement staff involved:**		**25. Previous Wetland Alteration:**	☐ Yes ☐ No
26. Detailed Directions to the Project Site:	Take Exit 5 off I-295 South and proceed onto Thompson's Point Connector Road, cross railroad tracks into site.				

27.	**TIER 1**	**TIER 2/3 AND INDIVIDUAL PERMITS**	
☐ Title, right or interest documentation	☐ Statement of Avoidance & Minimization	☒ Title, right or interest documentation	☒ Erosion Control/Construction Plan
☐ Topographic Map	☐ Statement/Copy of cover letter to MHPC	☒ Topographic Map	☐ Functional Assessment (Attachment 3), if required
☐ Narrative Project Description		☒ Copy of Public Notice/Public Information Meeting Documentation	☐ Compensation Plan (Attachment 4), if required
☐ Plan or Drawing (8 1/2" x 11")		☒ Wetlands Delineation Report (Attachment 1) that contains the Information listed under Site Conditions	☐ Appendix A and others, if required
☐ Photos of Area		☒ Alternatives Analysis (Attachment 2) including description of how wetland impacts were Avoided/Minimized	☒ Statement/Copy of cover letter to MHPC
			☐ Description of Previously Mined Peatland, if required

28. FEES Amount Enclosed:	

CERTIFICATIONS AND SIGNATURES LOCATED ON PAGE 2

IMPORTANT: IF THE SIGNATURE BELOW IS NOT THE APPLICANT'S SIGNATURE, ATTACH LETTER OF AGENT AUTHORIZATION SIGNED BY THE APPLICANT.

By signing below the applicant (or authorized agent), certifies that he or she has read and understood the following :

DEP SIGNATORY REQUIREMENT

PRIVACY ACT STATEMENT

Authority: 33 USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed nor a permit be issued.

CORPS SIGNATORY REQUIREMENT

USC Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry shall be fines not more than $10,000 or imprisoned not more than five years or both. I authorize the Corps to enter the property that is subject to this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein.

DEP SIGNATORY REQUIREMENT

I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment.

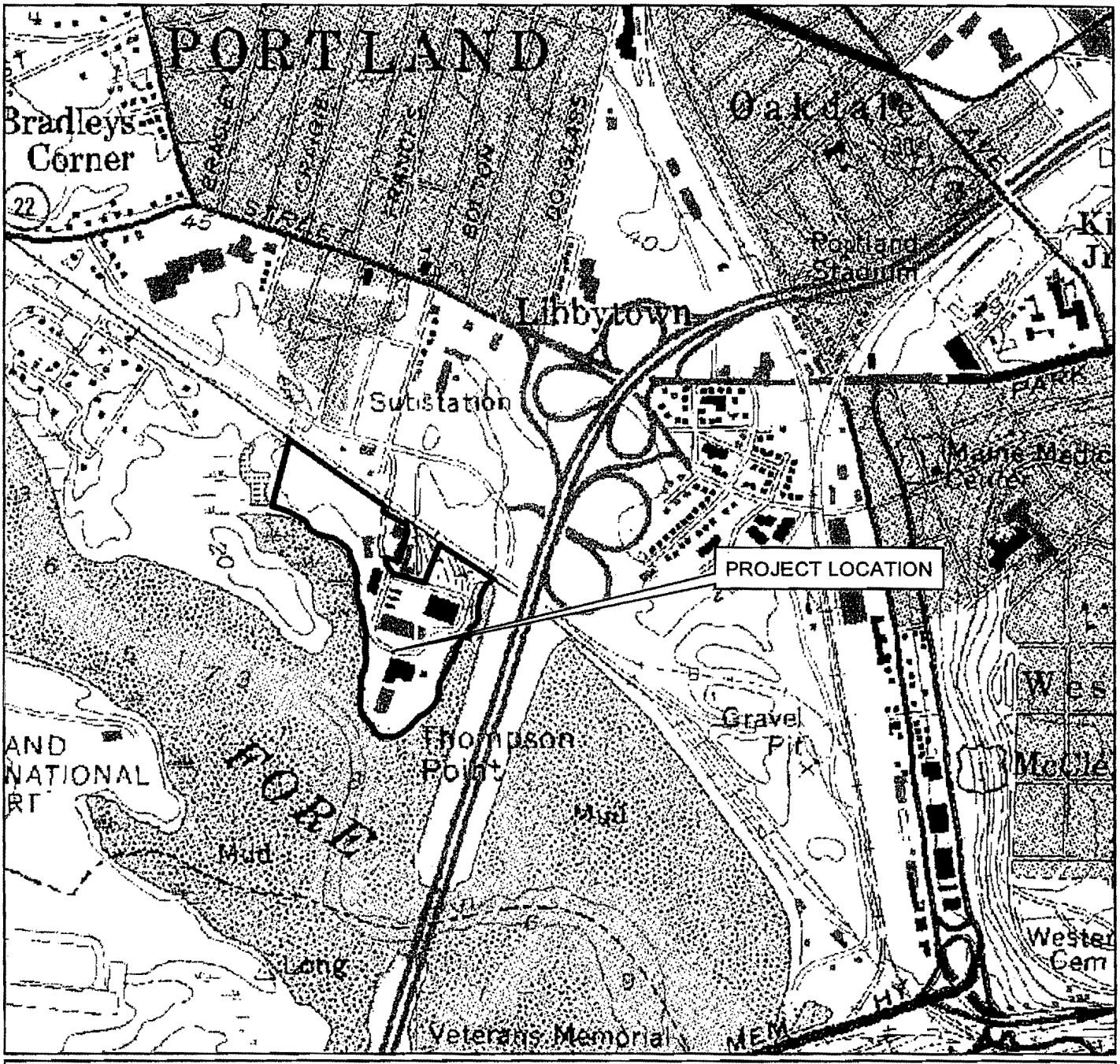
Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by emailing the decision to the address located on the front page of this application (see #4 for the applicant and #8 for the agent).

SIGNATURE OF AGENT/APPLICANT

Date: 4/26/12

NOTE: Any changes in activity plans must be submitted to the DEP and the Corps in writing and must be approved by both agencies prior to implementation. Failure to do so may result in enforcement action and/or the removal of the unapproved changes to the activity.

(pink)



USGS LOCATION MAP
THOMPSON'S POINT
PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS - MAPS

DeLuca-Hoffman Associates, Inc.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207-775-1121
www.delucahoffman.com

DRAWN:	DED
CHECKED:	SRB
DATE:	SEPTEMBER 2010
FILENAME:	2982-USGS
SCALE:	1 inch = 1,000 feet

FIGURE

2

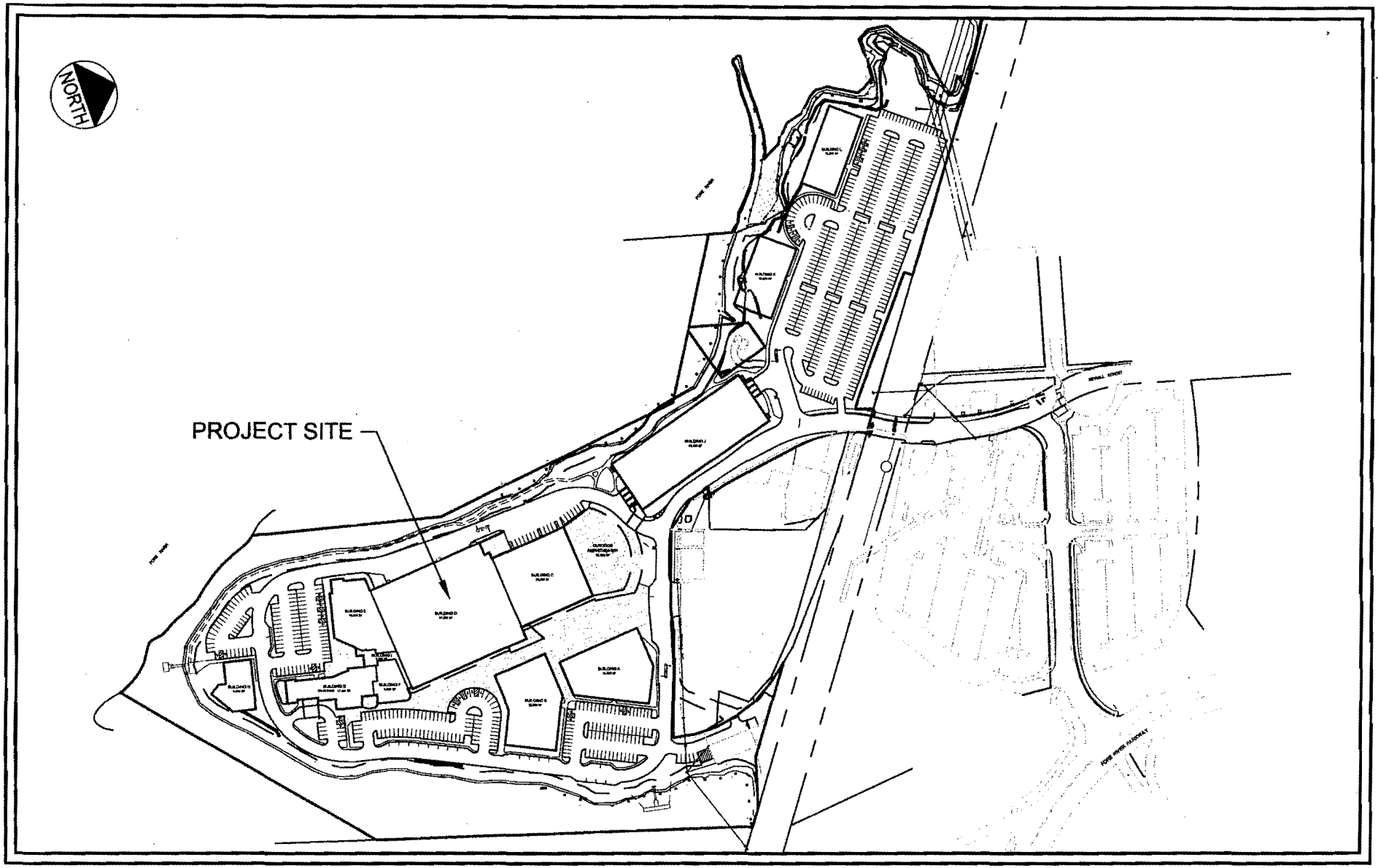


FIGURE:	BOOK:	PAGE:	LOCATION:	PROPOSED ACTIVITY:	PROJECT APPLICANT:	
1	6579 6875	30 287	CITY OF PORTLAND THOMPSON'S POINT	COMMERCIAL REDEVELOPMENT	FOREFRONT PARTNERS I, LP	
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 300' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
					DATE: APR 2012	

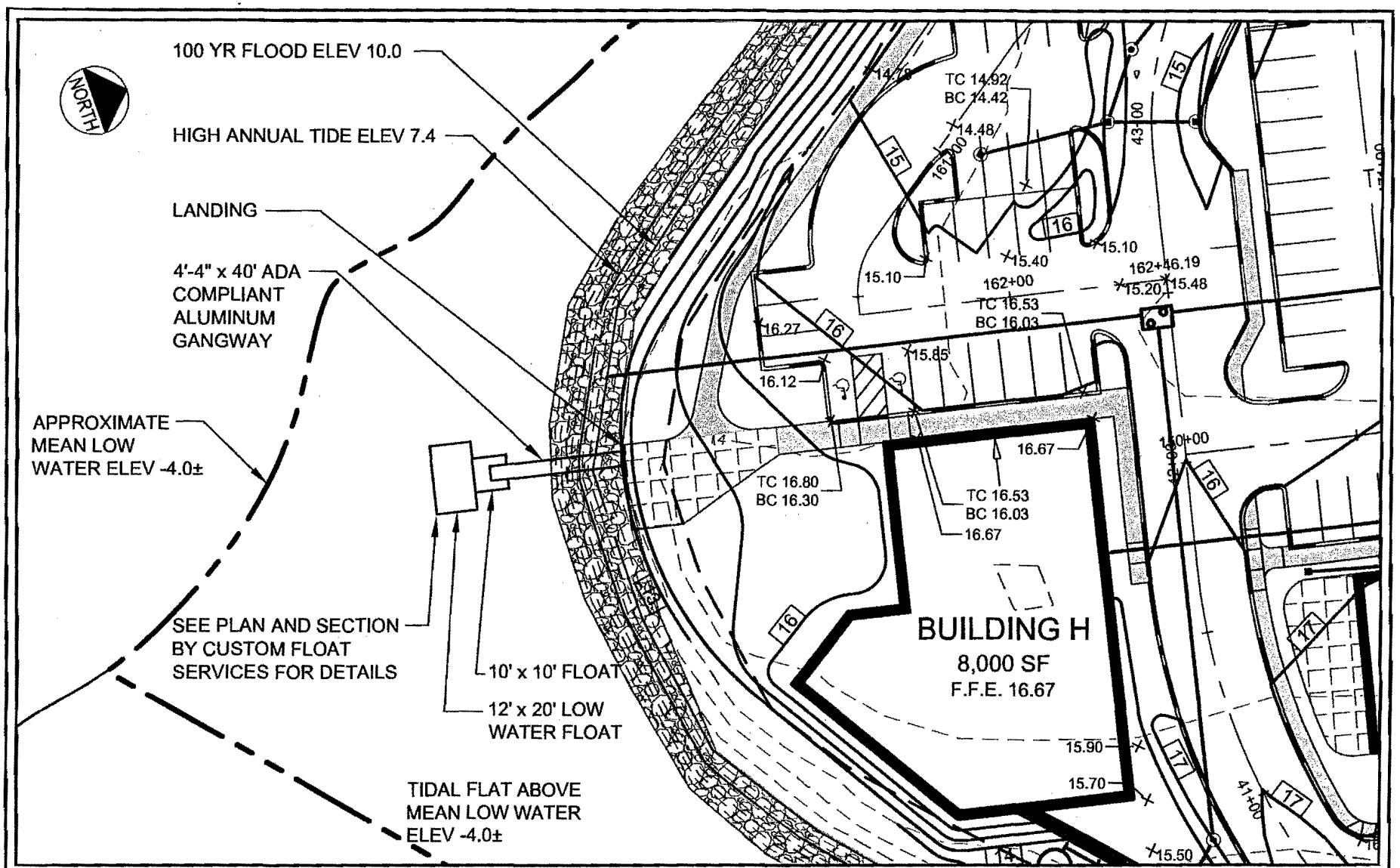
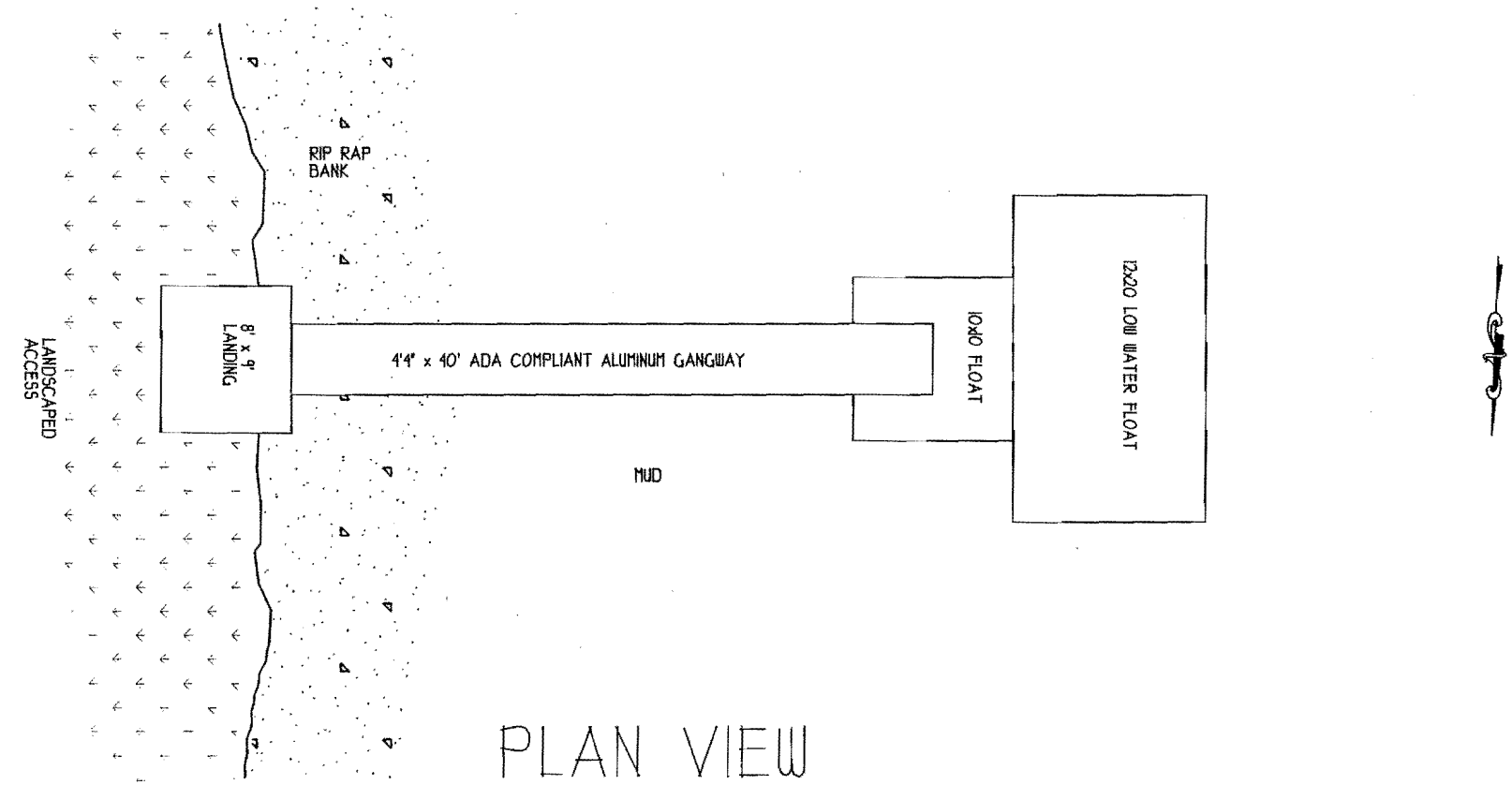
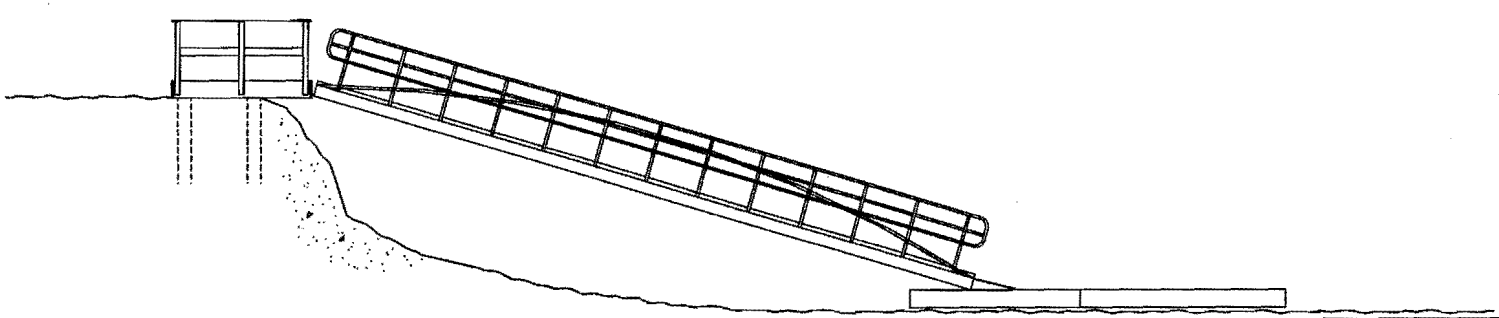


FIGURE:	BOOK:	PAGE:	LOCATION:	PROPOSED ACTIVITY:	PROJECT APPLICANT:	
2	6579 6875	30 287	CITY OF PORTLAND THOMPSON'S POINT	COMMERCIAL REDEVELOPMENT	FOREFRONT PARTNERS I, LP	
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 40' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
					DATE: APR 2012	



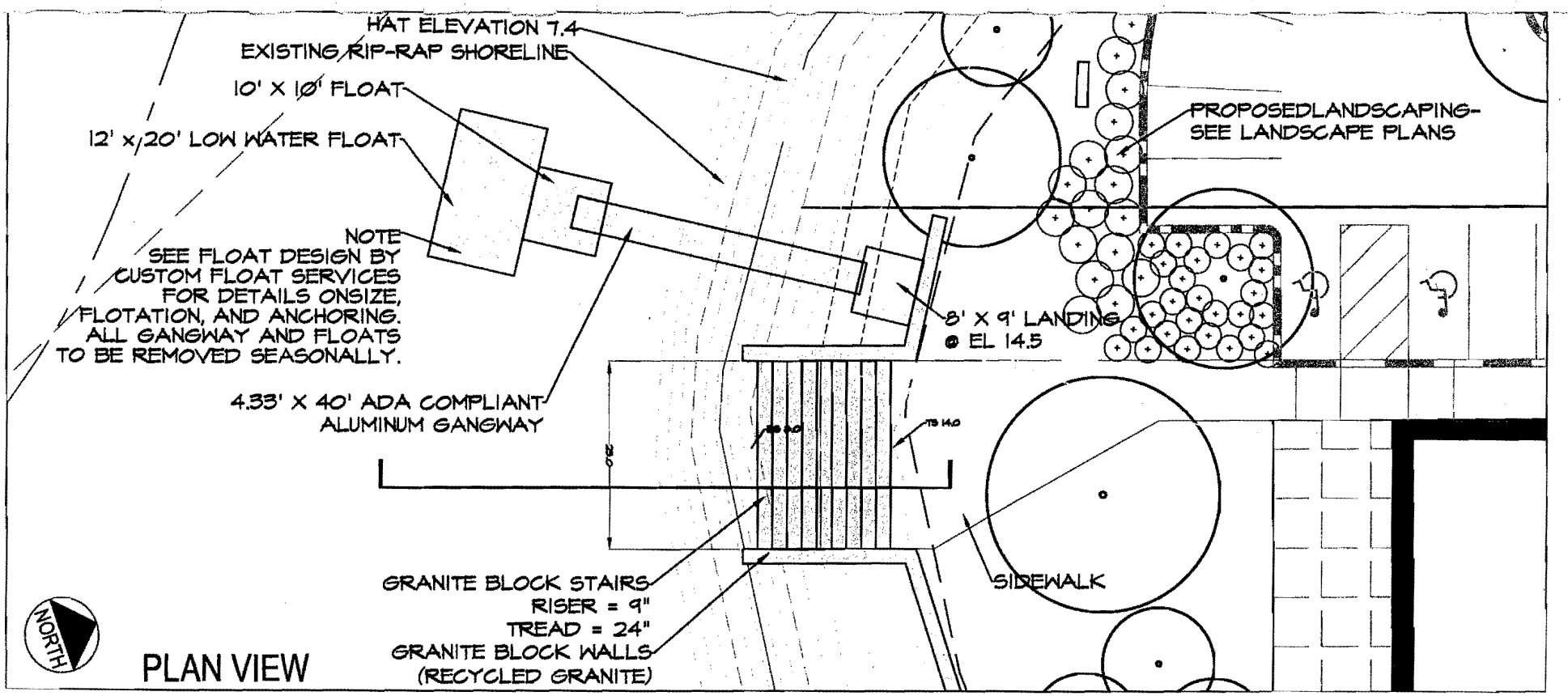
PLAN VIEW



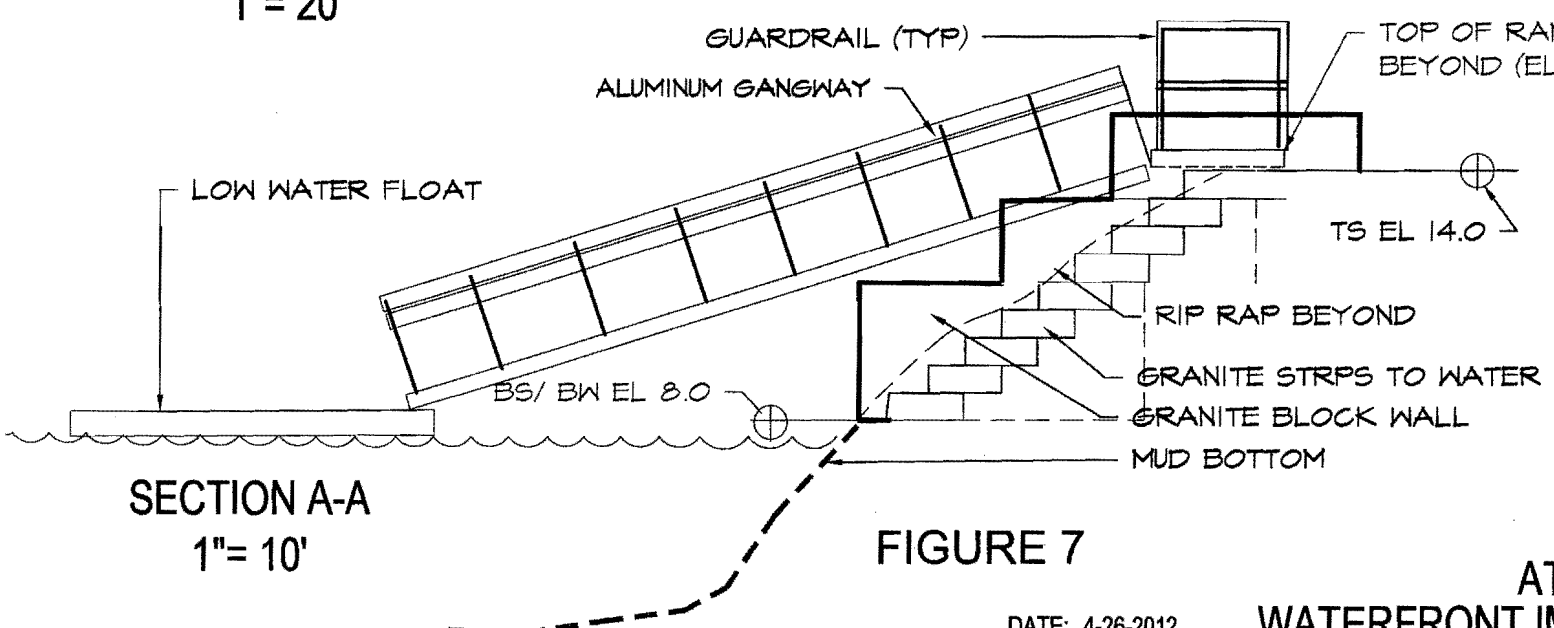
SIDE ELEVATION

FIGURE:
5

THE FOREFRONT AT THOMPSON'S POINT PLAN #1			REV:
FOR: CHRIS THOMPSON / JON JENNINGS		DATE: 11/21/11	
DRAWN BY: MPD		SCALE NOT TO SCALE	
DESIGNED BY: Custom Float Services			



PLAN VIEW
1"= 20'



SECTION A-A
1"= 10'

FIGURE 7

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET
PORTLAND, MAINE 04101
PHONE: (207) 772-1552
FAX: (207) 772-0772

DATE: 4-26-2012

THE FOREFRONT AT THOMPSON'S POINT WATERFRONT IMPROVEMENTS PLAN

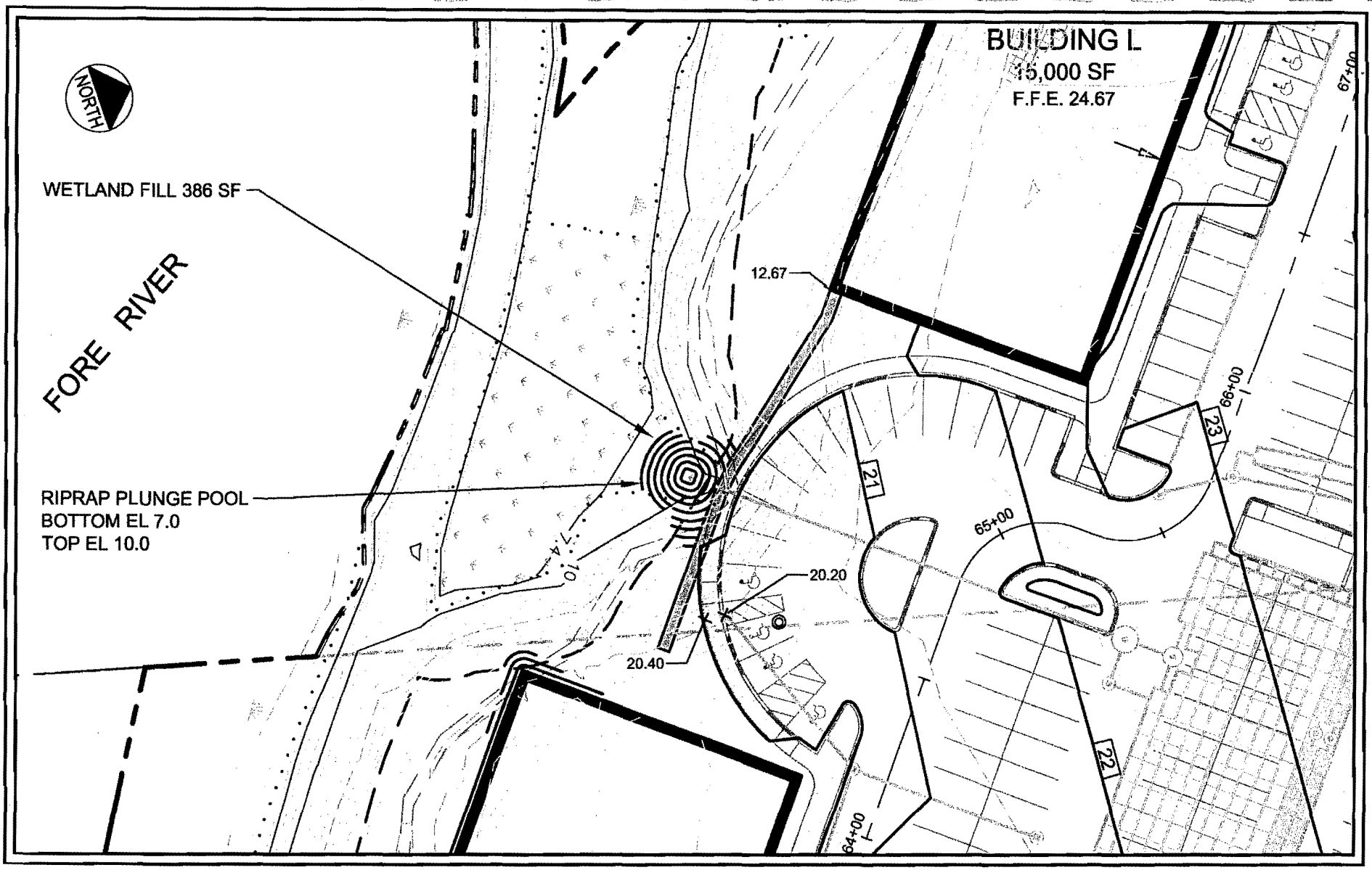


FIGURE:	BOOK:	PAGE:	LOCATION:	PROPOSED ACTIVITY:	PROJECT APPLICANT:
6	6579 6875	30 287	CITY OF PORTLAND THOMPSON'S POINT	COMMERCIAL REDEVELOPMENT	FOREFRONT PARTNERS I, LP
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 40' DATUM: -
					DATE: APR 2012
					DELUCA-HOFFMAN ASSOCIATES, INC.

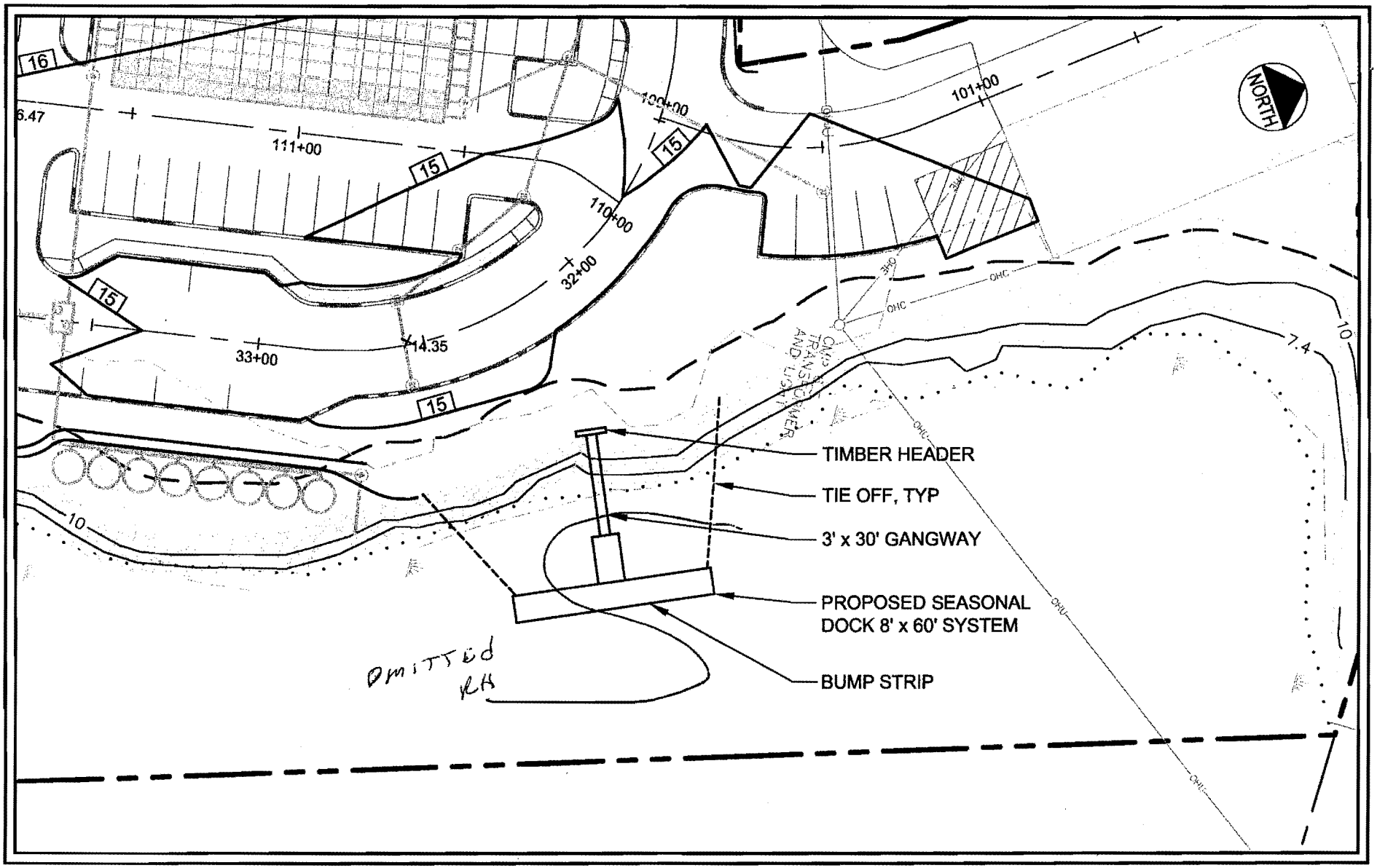


FIGURE:	BOOK:	PAGE:	LOCATION:	PROPOSED ACTIVITY:	PROJECT APPLICANT:
3	6579 6875	30 287	CITY OF PORTLAND THOMPSON'S POINT	COMMERCIAL REDEVELOPMENT	FOREFRONT PARTNERS I, LP
	LEGAL DESCRIPTION:	WATER BODY:	ABUTTERS:	SCALE: 1" = 40' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
	SEE ALTA SURVEY BY SEBAGO TECHNICS INC	FORE RIVER	SEE ATTACHMENT 10	DATE: APR 2012	

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

REPLY TO ATTENTION OF

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

Forefront Partners I, LP
55 Lisbon Street, Suite 2400
Lewiston, Maine 04240

CORPS PERMIT #: NAE-2012-00992 amendment
CORPS PGP ID# 12-154
STATE ID# L-25672-2G-A-N

DESCRIPTION OF WORK:
Department of the Army permit NAE-2012-00992 authorized you to construct and maintain an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. As requested your permit is hereby amended to shift the pier location slightly west and construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an 12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland, Maine as shown on the attached plans entitled " the Forefront at Thompson's Point Seasonal Dock System by FST" in 3 sheets

LAT/LONG COORDINATES : 43.64897 N 70.29191 W **USGS QUAD:** ME-Portland West

I. CORPS DETERMINATION:
Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. **Your work is therefore authorized by the U.S. Army Corps of Engineers under the enclosed Federal Permit, the Maine General Permit (GP).** Accordingly, we do not plan to take any further action on this project.

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. **This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.**

II. STATE ACTIONS: PENDING [ ], ISSUED[ ], DENIED [ ] DATE_____

APPLICATION TYPE: PBR:___, TIER 1:___, TIER 2:___, TIER 3: X, LURC:___ DMR LEASE:___ NA:___

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 5-17-12 LEVEL OF REVIEW: CATEGORY 1:___ CATEGORY 2: X

AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10_ X _, 404___ 10/404___, 103_

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO, USF&WS NO, NMFS NO

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://per2.nwp.usace.army.mil/survey.html

Rodney A. Howe
RODNEY A. HOWE
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

4-16-2012
FRANK J. DEL GIUDICE **DATE**
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

-R (1145-2-303b) Date April 10, 2014

EMORANDUM FOR FILE

SUBJECT: Forefront Partners I,LP NAE-2012-00992 amendment

1. PRELIMINARY JURISDICTIONAL DETERMINATION:

__X__ The State of Maine has performed a **preliminary jurisdictional determination** with which the Corps concurs. **(OR)**
___Our preliminary determination of jurisdiction is that the aquatic resources within the review area are waters of the United States due to the presence of: (Check all that apply)
__X__TNWs, including territorial seas
___Wetlands adjacent to TNWs
___Relatively permanent waters (RPWs) that flow directly or indirectly into TNWs
___Non-RPWs that flow directly or indirectly into TNWs
___Wetlands directly abutting RPWs that flow directly or indirectly into TNWs
___Wetlands adjacent to but not directly abutting RPWs that flow directly or indirectly into TNWs
___Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs
___Impoundments of jurisdictional waters
___Isolated (interstate or intrastate) waters, including isolated wetlands

2. SECTION 106 COORDINATION
Coordination with the State Historic Preservation Officer Yes/ N/A **(circle one)**. Determination & date:
_____No effect by 10 day default; 8/10/12 No effect; _____May effect; _____No Adverse effect

Coordination with the Tribal Historic Preservation Officer(s) Yes/ N/A **(circle one)**.
Determination & date: 5/27/12 No effect by default;_____No effect;_____May effect; ___No Adverse effect

3. ENDANGERED SPECIES CONSULTATION: USFWS/NMFS (circle one or both).
Determination & date: 6/7/12 No effect;_____Not likely to adversely effect

4. ESSENTIAL FISH HABITAT (EFH): EFH PRESENT Y / N (circle one).
IF YES: Based on the terms and conditions of the PGP, which are intended to ensure that authorized projects cause no more than minimal environmental impacts, the Corps of Engineers has preliminary determined that this project will not cause more than minimal adverse effects to **EFH** identified under the Magnunson-Stevens Fisheries Conservation and Management Act.
Determination & date:_____No recommendations received; ___No effect; 6/7/12 May Adversely effect.
EFH recommendations: Normal TOYR construction window and Cat 2 Standards for installation.

IMPACTS: 0.0 Short-term; _____ Long-term; 0.0 Cumulative. (Brief description)

Environmental impacts are minimal both individually and cumulatively Y / N (circle one).
The original permit authorized an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. This amendment authorizes the permittee to shift the pier location slightly west and construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland. The structure meets Corps guidelines for structures placed in navigable waters and there are no FNP's in the vicinity. Impacts to navigation in the immediate vicinity are considered minimal. The federal resource agencies have reviewed the original project and recommended normal TOYR restriction for construction. They determined the project is eligible for a Cat 2 GP as proposed. The permit is conditioned accordingly.

Rodney Howe
Senior Project Manager
Maine Project Office

US Army Corps
of Engineers®
New England District

WORK-START NOTIFICATION FORM

(Minimum Notice: Two weeks before work begins)

****
* MAIL TO: U.S. Army Corps of Engineers, New England District *
*
* Policy Analysis/Technical Support Branch *
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *
****

Corps of Engineers Permit No. NAE-2012-00992 was issued Forefront Partners I, LP. The permit authorized the permittee to construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an 12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland, Maine.
The people (e.g., contractor) listed below will do the work, and they understand the permit's conditions and limitations.

PLEASE PRINT OR TYPE

Name of Person/Firm: _____

Business Address: _____

_____

_____

_____

Telephone Numbers: ( ) _____ ( ) _____

Proposed Work Dates: **Start**_____ **Finish**_____

Permittee's Signature:_____ **Date:**_____

Printed Name:_____ **Title:**_____

****

FOR USE BY THE CORPS OF ENGINEERS

PM: Howe **Submittals Required:** _____

Inspection Recommendation: _____

_____

US Army Corps
of Engineers ®
New England District

(Minimum Notice: Permittee must sign and return notification within one month of the completion of work.)

COMPLIANCE CERTIFICATION FORM

Corps of Engineers Permit No: NAE-2012-00992

Name of Permittee: Forefront Partners I, LP

Permit Issuance Date: _____

Please sign this certification and return it to the following address upon completion of the activity and any mitigation required by the permit. You must submit this after the mitigation is complete, but not the mitigation monitoring, which requires separate submittals.

****

* MAIL TO: U.S. Army Corps of Engineers, New England District *
* Policy Analysis/Technical Support Branch, ATTN: PAS*
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *

****

Please note that your permitted activity is subject to a compliance inspection by an U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit was completed in accordance with the terms and conditions of the above referenced permit, and any required mitigation was completed in accordance with the permit conditions.

_____ _____
Signature of Permittee ***Date***

_____ _____
Printed Name Date of Work Completion

( ) _____ ( ) _____
Telephone Number ***Telephone Number***

BOARD OF HARBOR COMMISSIONERS
PORT OF PORTLAND, MAINE

Application for a Marine Construction Permit

DECISION

Date of public hearing:
August 14, 2014

Name and address of applicant:
Thompson's Point Development Company
501 Danforth Street
Portland, ME 04102

Location of project for which permit is requested:
Thompsons Point
Fore River

Description of project:
Construction of a seasonal dock system

For the Record:

Names and addresses of witnesses (proponents, opponents and others):
Bo Kennedy, FST

Exhibits admitted (e.g. renderings, reports, etc.):
Marine Construction permit application packet prepared by FST

Summary of testimony presented:
Applicant outlined the proposed project and answered questions from the board.

Findings of Fact and Conclusions of Law:

1) Waiver of 25ft rule as defined in Rule 16.2(b):

The Board of Harbor Commissioners may grant a waiver of the 25 foot rule if it finds that it would be unfair, inappropriate or unnecessary to apply the rule in a particular situation.

Granted ___ Not Granted ____

Reason: N/A

RECEIVED
AUG 20 '14
F.S.&T.

Factors to be considered by the Board:

a. Whether the particular marine structure or obstruction under consideration, even if allowed to be constructed or placed within 25 feet of a sideline, will permit a channel that will adequately allow the passage of vessels;

b. Whether existing marine structures or obstructions make it impossible for a channel wide enough to allow the passage of vessels to exist, regardless of the placement or construction of the marine structure under consideration;

c. The intended use of the marine structure of obstruction;

d. Whether granting a waiver would significantly reduce an abutting property owner's use of that abutting property, including but not limited to the owner's ability in the future to attach a marine structure to that abutting property;

e. Any boundary lines between properties that extend into the harbor as described in deeds, maps or plans; and

f. Any other factor the Board believes is relevant to whether a waiver should be granted in a particular case.

2) The marine structure or obstruction will not substantially or unreasonably interfere with navigation, including its impact on convenient channels for the passage of vessels.

Satisfied __x___ Not Satisfied ____

Reason:

3) The marine structure or obstruction will not injure the rights of others.

Satisfied _x____ Not Satisfied ____

Reason:

4) The marine structure or obstruction will not threaten public safety.

Satisfied _x_ __ Not Satisfied ____

Reason:

Conclusion: (check one)

_x__ Option 1: The Board finds that the standards described above have been satisfied and therefore GRANTS the permit.

__ Option 2: The Board finds that while the standards described above have been satisfied, certain additional conditions must be imposed to minimize adverse effects on navigation and/or public safety, and therefore GRANTS the permit SUBJECT TO THE FOLLOWING CONDITIONS:

___ Option 3: The Board finds that the standards described have NOT all been satisfied and therefore DENIES the permit.

Dated:

8-18-14

Jeff C. Liick
Harbor Master
Port of Portland
By Direction

BOARD OF HARBOR COMMISSIONERS
PORT OF PORTLAND

PERMIT-A

TO BE POSTED IN A CONSPICUOUS PLACE AT THE CONSTRUCTION SITE

To: Thompsons Point Development Company
501 Danforth Street
Portland, ME 04102

The Board of Harbor Commissioners for the Port of Portland has carefully considered your application, dated the 22th day of July, 2014 for a permit authorizing:

Construction of a seasonal float system

Having given public notice of this pending application, as required by law, and therein designated the 8th day of May 2014, at 5:00 o'clock in the afternoon prevailing time as the time when they would meet at Portland City Hall, to examine this issue and hear all interested parties, and having met at the time and place mentioned and examined the location of this proposed construction project and having heard all interested parties, the Board of Harbor Commissioners for the Port of Portland hereby issues this permit which authorizes you to proceed under all applicable local and federal regulations hereinafter stated, and to maintain within the limits mentioned in the permit application.

In addition, the construction project described above must be surrounded by a containment boom unless the Board of Harbor Commissioners for the Port of Portland has waived this requirement in writing, either as part of the above-listed conditions, or in a separate statement.

This permit is limited authorization, which contains a stated set of conditions with which the permit holder must comply. If a contractor performs the work for you, both you and the contractor are responsible for assuring that the work is done in conformance with the conditions and limitations of this authorization. Please be sure that the person who will be performing the work has read and understands these conditions.

Performing any work not specifically authorized by this permit, or that fails to comply with its conditions, may subject your to the enforcement provisions of Harbor Commission regulations. If any change in plans or construction methods is found necessary, please contact the Harbor Commission immediately to discuss modifications to your authorization. Any change must be approved by the Harbor Commission before it is undertaken.

Nothing in this permit shall be construed to justify or authorize any invasion to the private rights of others. Moreover, nothing in this permit shall limit or modify the authority of the Board of Harbor Commissioners for the Harbor of Portland with its applicable statute. Attested copies will be submitted to the U. S. Army Corps of Engineers, the Department of Environmental protection, the City of Portland, and the City of South Portland.

In Witness Whereof, of the Board of Harbor Commissioners for the Port of Portland hereunto affix their corporate seal on this 14th day of August, 2014. The work authorized to this permit must be completed on or before the 14th day of august 2015.

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-ANE-904-OE

Issued Date: 12/21/2010

Steve Bushey
DeLuca-Hoffman Associates
778 Main Street
South Portland, ME 04106

**** FEASIBILITY REPORT ****

The Federal Aviation Administration has conducted a limited aeronautical review concerning the feasibility of a structure described as follows:

Structure:	Feasibility Study (commercial buildings)
Location:	Portland, ME
Latitude:	43-39-03.79N NAD 83
Longitude:	70-17-28.48W
Heights:	150 feet above ground level (AGL)
	175 feet above mean sea level (AMSL)

The results of this review can be found on the attached page(s).

NOTE: THE RESULTS OF OUR LIMITED REVIEW IS NOT AN OFFICIAL DETERMINATION OF FINDINGS BUT ONLY A REPORT BASED ON THE GENERAL OR ESTIMATED INFORMATION SUPPLIED FOR THE STRUCTURE. ANY FUTURE, OFFICIAL AERONAUTICAL STUDY MAY REVEAL DIFFERENT RESULTS.

If we can be of further assistance, please contact our office at (847) 294-7575. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-ANE-904-OE.

Signature Control No: 131185695-134672885 (FSB)
Vivian Vilaro
Specialist

Attachment(s)
Additional Information

Additional information for ASN 2010-ANE-904-OE

Feasibility Study for Aeronautical Study No. 2010-ANE-904-OE

This informal feasibility report is based on the data submitted by the sponsor. This is not a formal determination but only a report based on the information furnished to this office. Please keep in mind that there is always a possibility that the final outcome of a formal aeronautical study might prove to be different from the results of this informal feasibility study.

1. The proposed site would be located approximately 3279 feet (0.53 nautical miles) northeast of the Runway 29 threshold of the Portland International J Airport (PWM) in Portland, ME.

2. Based on Part 77, notice to the FAA would be required and the structure does not exceed the obstruction standards. This information is based on airport information currently on file with the FAA.

3. This informal feasibility report does not supercede or override any state, county or local laws or ordinances.

4. Based on the unofficial nature of this study, the FAA shall not be held responsible for any type of commitment entered into by the sponsor based solely on this informal feasibility report.

5. If the location or overall AMSL height changes, the results of this feasibility study are will not apply.

6. Please refer to the ASN noted above on any future correspondence concerning this feasibility report or if you do file formal notice with the FAA concerning the structure.

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

PAUL R. LEPAGE
GOVERNOR

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

March 29, 2013

RECEIVED APR - 2 2013

Greg A. Mitchell, Director
Economic Development Department
City of Portland
389 Congress Street
Portland, Maine 04101

Project: MHPC #0812-11; Forefront at Thompson's Point, proposed commercial development; Maine Historic Building Record documentation
Location: Portland, ME

Dear Mr. Mitchell:

The Commission is in receipt of the final Maine Historic Building Record narrative history and description from Sutherland Conservation & Consulting for the subject project. This narrative meets the requirements of the Schedule of Documentation for the former Maine Central Railroad Machine Shop and Car Repair Shop/Planing Mill at Thompson's Point, Portland, Maine.

Under separate cover from Todd Caverly, we have received the photographic documentation for the Thompson's Point facility. The photographic documentation meets the requirements of the Schedule of Documentation.

The submittals described above satisfy Stipulation A of the Memorandum of Agreement between the Economic Development Administration, the Maine State Historic Preservation Officer, the City of Portland, and Forefront Partners I, LP.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

Kirk F. Mohney
Deputy State Historic Preservation Officer

cc: Amy Cole Ives, Sutherland Conservation & Consulting
Todd Caverly

PHONE: (207) 287-2132

FAX: (207) 287-2335

NOTICE OF INTENT TO COMPLY WITH MAINE CONSTRUCTION GENERAL PERMIT

PLEASE TYPE OR PRINT IN *BLACK INK ONLY*

Name of Applicant (Owner):	Forefront Partners I, LP Attn: Chris Thompson	**Applicant Mailing Address:**	501 Danforth Street		
Town/City:	Portland	**State:**	Maine	**Zip Code:**	04102
Daytime phone: (with area code)	207-747-5288	**Email if available:**	parallaxpartners@gmail.com	**Name of Agent:**	Bo Kennedy, P.E. - FST bkennedy@fstinc.com
Project Location: (Town/City):	Portland	**UTM Northing: (if known)**	4,833,933	**UTM Easting: (if known)**	395,870
Map #:	201/202	**Lot #:**	A-5, A-8, A-10/ A-1, A-4	**Size of disturbed area proposed:**	5.0 ac.

Creating a common plan of development or sale?	**Yes** X	**No**	**Part of a larger project?**	**Yes** X	**No**

Name of waterbody(ies) to which the disturbed area drains, or name municipality if drains to an MS4:	Fore River
Does site drain to an Impaired Waterbody (C)? If so, give name:	No
Detailed directions to site, including address if available:	1 Thompson's Point Road - Portland, Maine
Description of project and its purpose:	

The construction is associated with an overall plan to develop Thompson's Point with a mixed use development.

The development is subject to a Site Location of Development Permit as approved by the City of Portland through the delegated review authority.

I am filing notice of my intent to carry out work which meets the requirements of the Construction General Permit (effective 3/10/03). I have a copy of the Construction General Permit. I have read and will comply with all of the standards. I have attached all the required submittals. *Notification forms cannot be accepted without the necessary attachments.*

- ☒ ALL: A check (non-refundable) made payable to: "Treasurer, State of Maine." **See DEP fee schedule for correct fee**. You must know # of acres being permitted to determine the fee.
- ☒ ALL: A U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked. (previously submitted)
- ☒ ALL: Drawing of the proposed activity (site plan). (previously submitted)
- ☒ ALL: An ESC plan. (Interim Plan enclosed)
- ☒ IF this form is not being signed by the landowner or lessee of the property, attach documentation showing authorization to sign.
- ☐ IF any construction activity will occur in essential habitat, attach written approval from the Dept. of Inland Fisheries & Wildlife.

I authorize staff of the Departments of Environmental Protection to access the project site for the purpose of determining compliance with the general permit. I also understand that ***this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.***

Signature of Applicant:	B Thompson	**Date:**	6/18/14

Keep the bottom copy as a record of permit. Send the form with attachments via certified mail to the Maine Dept. of Environmental Protection **at the appropriate regional office.** The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Check with DEP Staff to determine the expiration date on this permit . **Work carried out in violation of any standard is subject to enforcement action.**

OFFICE USE ONLY	Ck.# 1190	Date 6/18/2014	Staff MR	Staff	
NOI # 58116	FP 130.00		Acc. Date 6.23.14	Def. Date	After Photos

GLS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

LEGAL SERVICES Tel: (207) 624-3020 Fax: (207) 624-3021
MDOT TTY TEL: 888-516-9364

April 3, 2012

Danielle P. West-Chuhta
Associate Corporation Counsel
389 Congress Street
Portland, ME 04101-3509

Re: Railroad Decision #364

Dear Ms. West-Chuhta:

I enclose Railroad Decision # 364, dated April 3, 2012, signed by David Bernhardt, P.E., Commissioner of the Maine Department of Transportation. Decision # 364 relates to the City of Portland's petition to establish a public highway crossing over railroad tracks at Sewall Street in Portland, Maine.

If you have any questions regarding the above, please contact me.

Very truly yours,

Richard N. Hewes

Richard N. Hewes
Attorney for MaineDOT

RNH/jas
Enclosure
cc: Nathan Moulton, Manager, Rail Transportation, MaineDOT w/enc.
David Fink, President, Pan Am Railways w/enc.
Central Maine Power Co., Land Management Dept. w/enc.
Cumberland County Commissioners w/enc.
Langdon Street Real Estate w/enc.
Mercy Hospital w/enc.
Northern New England Rail Authority w/enc.
Portland Water District w/enc.
Thompson's Point Inc. w/enc.
The Waynflete School w/enc.
Kat Beaudoin w/enc.
Robert Bremm, Ritter Project Management w/enc.
Tony Donovan, Fishman Realty Group w/enc.
James Howard, Esq. w/enc.

H:\$Legal-shared\Hewes\Railroad Decisions\RR Hearing #364 - Portland\ Ltr to Interested Parties 4 4 12 Decision.doc

MAINE DEPARTMENT OF TRANSPORTATION

RAIL DECISION - RR # 364

REGARDING:

Petition pursuant to 23 M.R.S.A. § 7202 by the City of Portland to Establish a Public Highway Crossing Over Railroad Tracks at Sewall Street in Portland, Maine.

ABSTRACT:

On September 7, 2011, the City of Portland petitioned the Maine Department of Transportation to establish a public grade crossing for highway traffic on Sewall Street in Portland, Maine at Railroad Mile Post 1.92 on the Mountain Division Branch Line. Portland Terminal Company has owned a private railroad crossing at that location for decades. Rail traffic is operated by Springfield Terminal Railway Company. The owner of the rails and the operator of rail traffic are owned by Pan Am Railways. This decision, RR # 364, establishes a public grade crossing on Sewall Street after the conditions outlined herein are satisfied.

Hearing was held February 27, 2012

Location of hearing: Portland City Hall

The petition is granted

Date of Decision: April 3, 2012

Commissioner: David Bernhardt, P.E.

Hearing Officer: Richard N. Hewes, Esq.

I. PROCEDURAL BACKGROUND

On September 7, 2011, pursuant to 23 M.R.S.A. § 7202, the City of Portland ("City") petitioned the Maine Department of Transportation ("Department") to establish a public highway crossing ("Crossing") over railroad tracks in Portland at Sewall Street. The tracks are owned by Portland Terminal Company, train traffic is operated by Springfield Terminal Railway Company and Pan Am Railways owns Portland Terminal Company and Springfield Terminal Railway Company (these three entities are separately and collectively referred to as the "Railroad"). Tracks currently cross over a private way immediately to the south of the terminus of Sewall Street at Mile Post 1.92 on the Mountain Division Branch Line. The City requests that a public crossing be established where the private crossing now exists.

Hearing on the aforementioned petition was ordered to be held at the City Hall in Portland at 6:00 o'clock in the evening on November 22, 2011. Asserting membership in a class that could be substantially and directly affected by Railroad Decision #364, Pan Am applied for intervenor status. At the November 22, 2011 hearing, Pan Am's motion for intervenor status was granted without objection. The City asked for a continuance. Representatives of the railroad were present and did not object. The City and Pan Am had not yet finalized an agreement on fundamental aspects of the Crossing, but felt they could reach agreement on those issues through further communications. The hearing was continued and rescheduled for January 12, 2012. The January hearing was cancelled because of a snow storm. The matter was rescheduled and a public hearing was held February 27, 2012 at Portland City Hall.

II. NOTICE

Exhibit 18 is a copy of the January 18, 2012 cover letter with attached notice of the February 27, 2012 hearing that was sent to the following interested parties, including abutters and stakeholders:

City of Portland
Nathan Moulton, Manager, Rail Transportation, MaineDOT.
George Thayer, Springfield Terminal Railway Company/Maine Central Railroad
David Fink, President, Pan Am Railways
Central Maine Power Co.
Cumberland County Commissioners
Langdon Street Real Estate
Mercy Hospital
Northern New England Rail Authority
Portland Terminal Co.
Portland Water District
Thompson's Point Inc.
The Waynflete School
Kat Beaudoin, Integrated Planning Solutions
Robert Bremm, Ritter Project Management
Tony Donovan, Maine Rail Transit Coalition

James Howard, Esq.

Exhibits 19 and 20 are pages from the February 7 and 13, 2012 editions of the Portland Press Herald, a newspaper that has general circulation in the area affected by the City's petition. These pages contain notices which state that the hearing would be held February 27, 2012 at 6:00 p. m, in the Portland City Hall. Notice was proved to have been given in the manner prescribed by 23 MRSA § 7202 and 5 MRSA § 8053. Hearing on the aforementioned petition was held at the time and place stated in the notice. The hearing officer viewed the crossings on the day of the hearing and his observations are part of the evidence.

III. EVIDENCE

A. Exhibits.

Exhibit #

1. September 7, 2011 hearing request from Danielle P. West-Chuhta, Esq., Counsel for the City of Portland.

2. Sign-up sheet for November 22, 2011 hearing.

3. Maine Sunday Telegram's Classified Section's Tear Sheet of Notice of Hearing published October 30, 2011 which indicated the hearing would be held at the Portland Transportation Center on November 22, 2011 at 6:00 p.m.

4. Notice of Hearing which indicated that the hearing would be held at the Portland Transportation Center on November 22, 2011 at 6:00 p.m.

5. Copy of Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated October 27, 2011 enclosing the Notice of Hearing which indicated that the hearing would be held at the Portland Transportation Center.

6. Notice of Hearing indicating a new location for the hearing being held on November 22, 2011 to be the Portland City Hall.

7. Copy of Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated November 3, 2011 enclosing the Notice of Hearing indicating the new location for the hearing to be held on November 22, 2011 to be the Portland City Hall.

8. Undeliverable return envelope with hearing notice mailed to Northern New England Rail Authority.

9. Email to Patricia Quinn at NNEPRA dated November 15, 2011, enclosing a copy of the Notice of Hearing with the new location of Portland City Hall incorporated.

10. Portland Press Herald Newspaper Classified Section Tear Sheet with Notice of

Hearing published November 4, 2011 with the new location of Portland City Hall incorporated.

11. Maine Sunday Telegram Classified Section Tear Sheet with Notice of Hearing published November 6, 2011 with the new location of Portland City Hall incorporated.

12. Pan Am Railways Application for Intervenor Status.

13. Email from Danielle West-Chuhta, Esq. waiving the City of Portland's objections to the Application for Intervenor Status.

14. November 22, 2010 hearing transcript.

15. Portland Press Herald Newspaper's Classified Section's Tear Sheet of Notice of Hearing published December 22, 2011.

16. Portland Press Herald Newspaper's Classified Section's Tear Sheet of Notice of Hearing published December 29, 2011.

17. Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated December 12, 2011 with Notice of the January 12, 2012 Hearing.

18. Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated January 18, 2012 with Notice of the February 27, 2012 Hearing.

19. Portland Press Herald Newspaper Tear Sheet (p. D 6) published February 7, 2012 with Advertised Notice of February 27, 2012 Hearing.

20. Portland Press Herald Newspaper Tear Sheet (p. D 3) published February 13, 2012 with Advertised Notice of February 27, 2012 Hearing.

21. Sign-in Sheet for Attendees of the February 27, 2012 Public Hearing.

22. September 7, 2012 petition for hearing with margin notations.

23. Subdivision plat of the area of the proposed Sewall Street crossing.

24. Written testimony by Gregory Mitchell, City of Portland.

25. Public Hearing Submission by City of Portland with photos, plans and descriptions of proposed crossing and Thompson's Point development.

26. Email (two pages) confirming that Pan Am Railways and the developer of Forefront at Thompson's Point reached agreement relative to the Crossing.

A. Public Comments.

Danielle P. West-Chuhta, Esquire, Associate Corporation Counsel for the City, spoke in support of the petition to establish the Crossing. Ms. West offered Exhibit 22, the request for hearing, and Exhibit 23, a plat map showing the area surrounding the Crossing and the planned extension of Sewall Street. The Crossing is located at Mile Post 1.92 on the Mountain Division Branch Line. Trains travel at 10 miles per hour through the Crossing area. The Crossing will be at grade and the purpose of the Crossing will be to create a way for highway traffic to travel to and from Thompson's Point, which will be developed in the near future.

The terminus of Sewall Street, a town way, is at the northern boundary of the railroad corridor. A private way, also known as Sewall Street, continues through the Crossing and runs into Thompson's Point. The tracks currently run through that private way. The City plans to extend Sewall Street about 130 feet to the south of the existing crossing. When this piece of road is accepted as a public way, the tracks will be located within a public street. The City requests that a public crossing be established where the private crossing now exists.

Gregory Mitchell, Acting Director of the City's Department of Planning and Urban Development said that the Crossing is part of a larger plan to develop Thompson's Point, a peninsula to the south of the Crossing that extends into the Fore River. The planned development will be a world class destination that will provide access to cultural functions, athletic events and other entertainment activities. Officials from the Portland Fire Department have reviewed plans for the proposed Crossing and approve of the design.

Christopher Thompson, a representative of Forefront Partners I, LP, the company that plans to develop Thompson's Point, said that Thompson's Point will be converted into a 27 acre complex called the Forefront at Thompson's Point. The development will have an event center, a concert hall and amphitheater, a sports medicine facility, a hotel, a restaurant, office buildings and a parking garage. The event center will offer 3500 basketball fans the chance to view Portland's local professional team. Vendors and entrepreneurs will be able to display their wares at trade shows in a 44,000 foot facility. Music enthusiasts will have the opportunity to enjoy concerts at a 4500 seat auditorium and office space will be available as well. The Forefront at Thompson's Point will serve to connect walking trails to the Portland Transportation Center. Given the large number of people expected to use this facility, the existing crossing must be upgraded to facilitate the flow of public highway traffic to and from Thompson's Point.

Stephen Bushey, an engineer who works for Deluca Hoffman Associates, spoke in favor of the Crossing. He offered Exhibit 25, a brochure entitled Public Hearing Submission by City of Portland. Exhibit 25 contains photos, plans and descriptions of the Crossing area, including the planned development. Surface parking will be available for 712 vehicles and the parking garage will have space for 732 cars.

The Crossing will be constructed sometime between 2012 and 2014 at a cost of about $500,000 - $600,000. The two sets of tracks currently in place, a main line and a siding, will be in the proposed Crossing. The Crossing will be about 36 feet wide and will have three lanes for automobiles. Incoming and outgoing traffic will each have a dedicated lane. The middle lane

will be reversible to accommodate incoming or outgoing automobiles when traffic is heavy. A path on the west side of the inbound automobile lane will be available for pedestrians.

Flashing warning lights will be attached to a cantilevered structure over the Crossing to warn highway travelers about passing rail traffic. Pedestrian access will be controlled by automatic gates. Gates will not be installed over automobile lanes. The reversible middle lane will be used for heavy traffic during peak hours. Traffic control workers will direct traffic as needed. According to Exhibit 26, the developer has concluded an agreement with the Railroad that obligates the developer to reimburse the cost of improving the Crossing.

To access the planned development, highway traffic must enter the Thompson's Point Access Road from the Fore River Parkway. Once on the access road, travelers will move in an easterly direction until they turn onto Sewall Street at a 90 degree angle and travel south toward the Crossing. Southbound motorists travel down a slight decline that begins about 50 feet north of the Crossing. The tracks cross Sewall Street in an east-west direction at the bottom of that dip in the road. Sewall Street runs in a north-south direction and intersects the tracks at a ninety degree angle. The approach for motorists leaving Thompson's Point is level.

Automobile traffic is expected to pass through the proposed crossing during peak hours at the rate of 955 total trips. The highway speed limit at the crossing will be 25 miles per hour. After southbound motorists turn onto Sewall Street, they will have sight distance of about 500 feet to the Crossing. Highway traffic approaching from Thompson's Point can view the Crossing from a distance of 300 feet.

Two to four freight trains per week move through the Crossing. No passenger train traffic uses the Crossing at this time. Track speed is ten miles per hour. Randall Pike, P. E., a member of the firm that will design the Crossing, said that eastbound trains will have sight distance on their approach to the Crossing of several thousand feet and westbound trains will have sight distance of about 1000 feet to the Crossing.

The surrounding area is generally industrial. A parking lot and passenger loading area in the rear of the Portland Transportation Center are on the northeast quadrant of the Crossing. A power transmission facility and two story metal building are on the northwest quadrant. An Amtrak office resembling a mobile home is on the southeast quadrant. A fenced parking lot that holds dozens of trailers is on the southwest quadrant. An Amtrak passenger station is located about 600 feet to the east of the Crossing.

Nathan Moulton, Manager of Rail Transportation for the Department, said that the Department supports the proposed Crossing. Exhibit 26 states that the Department will be provided with plans of the Crossing for review and approval. Signage, pavement markings, gates, lights and other safety installations must be approved by the Department and will conform to the Manual on Uniform Traffic Control Devices.

Robert Burns, a lawyer for the Railroad, confirmed that the Railroad and the developer were close to reaching an agreement for the development of the Crossing. James Howard, a lawyer for the developer of Thompson's Point, said that the parties were close to finalizing

financial concerns and that safety and design issues were resolved. Robert Haines, a Portland resident, spoke in favor of the Crossing, but expressed doubt that the access road would accommodate inevitable congestion during big events. Dory Waxman, a former City Councilor and a resident of Portland, spoke in favor of the Crossing and stressed that traffic during big events would be manageable because designers would anticipate traffic congestion problems.

IV. FINDINGS AND CONCLUSIONS

Based on exhibits, hearing testimony and site visits, the following findings are made:

1. Parties. The City of Portland petitioned the Maine Department of Transportation to issue an order establishing a public crossing. Portland Terminal Company owns the railroad in the proposed crossing area and Springfield Terminal Railway Company operates rail traffic. Pan Am Railways owns these two entities.

2. Location of Proposed Crossing. The proposed Crossing will be located at Mile Post 1.92 on the Mountain Division Branch Line, the site of a private crossing.

3. Status of Existing Crossing. The existing crossing is private. The terminus of Sewall Street, a town way, ends on the northern edge of the rail corridor. A private way, also named Sewall Street, runs in a southerly direction over the tracks to Thompson's Point. The City plans to extend Sewall Street an additional 130 feet south of the existing crossing. When this road is accepted as a public way, the tracks will be located within a public street.

4. Crossing Geometry. Two sets of tracks, a mainline and a siding, run through Sewall Street to form a double-track crossing. The rails run in an east-west direction and intersect Sewall Street at a 90 degree angle. Sewall Street runs in a north-south direction.

5. Sight Distance. Eastbound trains will have sight distance on the approach to the Crossing of several thousand feet and westbound trains will have sight distance of about 1000 feet. Southbound motorists will approach on a decline and will have a clear view of the Crossing for about 500 feet. Motorists traveling north on Sewall Street from Thompson's Point will have sight distance of about 300 feet.

6. Railroad Traffic. Four trains pass through the Crossing each week. Timetable speed over the rails is 10 miles per hour.

7. Highway Traffic. Automobile traffic is expected to pass through the Crossing during peak hours at the rate of 955 total trips. The speed limit for automobiles will be 25 miles per hour. The highway in the Crossing will be 36 feet wide with three lanes for automobile traffic. One lane will be dedicated for incoming highway traffic and one lane will be dedicated to outgoing vehicles. The middle lane will be reversible to accommodate either incoming or outgoing vehicles when traffic is heavy. A paved path will facilitate the flow of pedestrian traffic.

8. Purpose. The Crossing will allow public highway traffic to pass through the railroad corridor and flow into the planned development at Thompson's Point.

9. Area Land Use. A parking lot and passenger loading area for the Portland Transportation Center are on the northeast quadrant of the Crossing. A power transmission facility and a two story metal building occupy the northwest quadrant. An Amtrak office resembling a mobile home is on the southeast quadrant. A parking lot that holds dozens of trailers is on the southwest quadrant. An Amtrak passenger station is located about 600 feet to the east of the crossing.

10. Construction and maintenance. The Crossing is expected to be constructed between 2012 and 2014. The estimated cost is $500,000 to $600,000.

11. Design. The Railroad and Forefront Partners I, LP have reached agreement on the design of the Crossing. The Department will be provided with the plans for review and approval to ensure that the design meets safety requirements. Officials from the Portland Fire Department approve of the proposed Crossing.

V. ORDER

Based upon the evidence and the applicable law, it is hereby ORDERED that the City of Portland's Application to Establish a public highway crossing along the planned extension of Sewall Street at Mile Post 1.92 on the Mountain Division Branch Line is granted upon the fulfillment of the following conditions:

1. The City shall lay out and accept a public way across the Mountain Division Branch Line at Railroad Mile 1.92 in Portland.

2. The following actions shall be taken and safety measures installed:

   a) All safety measures including signalization, gates, bells, signage, lights and pavement shall be properly designed and constructed in accordance with the Department's Standard Specifications and Standard Details in effect at the time the Department approves the Crossing.

   b) All safety measures that are required or recommended by the Manual on Uniform Traffic Control Devices (MUTCD) in effect when the Department approves the Crossing shall be properly located and installed.

   c) Final design plans for traffic lanes at or near the Crossing shall be submitted to the Department for approval at least 30 days before construction of the Crossing commences. Construction shall not begin until the Department approves the plans.

d) The Railroad and the City shall coordinate the planning, construction and testing of all signals and other safety devises to ensure that they are properly synchronized and in good working order before the Crossing is opened for use.

e) All pedestrian access transitions at the Crossing shall be designed and installed in compliance with the Americans with Disabilities Act (ADA).

f) Street lighting shall be installed at the crossing. Said lighting shall comply with all federal, state and local requirements.

g) The City shall be responsible for the cost of constructing the Crossing. The Railroad shall be responsible for operating and maintaining the Crossing.

h) If the Crossing has not been approved by the Department for public use by January 1, 2017, then the authority to establish the Crossing under this order shall expire unless the City or the Railroad petitions the Department before January 1, 2017 to modify this Decision for an extension of the deadline.

MAINE DEPARTMENT OF TRANSPORTATION

David Bernhardt, P. E.
Commissioner

VI. APPEAL RIGHTS

Pursuant to 23 M.R.S.A. § 7202, this decision shall be final and binding on all parties unless an appeal from this decision is taken. Any party wishing to appeal must, within 14 days from the date of the filing of this decision, file in the office of the Maine Department of Transportation its reasons for appeal and shall cause to be served on any other interested parties, a copy of the reasons for appeal certified by the department. The department must be made a party to the appeal.

Pursuant to the requirements of 5 M.R.S.A. § 11001 et seq. appellate procedures also apply to an appeal of this decision. Pursuant to 5 M.R.S.A. § 11002, a petition for review of this decision shall be filed within 30 days after receipt of notice of this decision if the appeal is taken by a party to the proceeding for this decision. Any other person aggrieved shall have 40 days from the date the decision was rendered to petition for review. If the review sought is from the Department's failure or refusal to act, the petition for review shall be filed within 6 months of the expiration of the time within which the action should reasonably have occurred.

Pursuant to 5 M.R.S.A. § 11002 (2), the petition shall specify the persons seeking review, the manner in which they are aggrieved and the final agency action which they wish reviewed. It shall also contain a concise statement as to the nature of the action or inaction to be reviewed, the grounds upon which relief is sought and a demand for relief which may be in the alternative. Copies of the petition for review shall be served by Certified Mail, Return Receipt Requested, upon the Maine Department of Transportation, all parties to the proceedings, and the Department of the Maine Attorney General.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

Applicant:	Thompson's Point Development Company Inc.
Project Location:	Thompson's Point Rd, Portland, ME Portland Tax Map 201Lot(s) 8, 9 and 10 and Map 202 Lots 2, 4 and 5
Project:	Mixed use Development
Identification #:	Reg. 01-00155-A-N
Permit Category:	200 Plus PCE
Traffic Engineer:	Thomas Gorrill Gorrill-Palmer Consulting Engineers PO Box 1237 15 Shaker Rd. Gray, ME 04039

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the Department's Regulations, the Maine Department of Transportation (MaineDOT) has considered the application of Thompson's Point Development Company Inc with supportive data, agency review and other related materials on file.

PROJECT DESCRIPTION

The applicant proposes to construct a 97,697 sf event center/convention hall/exhibit hall; 32,000 sf concert hall plus outdoor venue for up to 4,800 attendees; 378,000 sf of office space; 4,000 sf of medical office space; 20,000 sf gym and rehabilitation center; 125 room hotel; 6,000 sf of restaurant space (high-turnover sit down). The site is forecast to generate 734 AM and 1,091 PM weekday peak hour trip ends.

Findings

Based on a review of the files and related information, MaineDOT approves the Traffic Movement Permit Application of Thompson's Point Development Company Inc. subject to the following conditions:

MITIGATION

On-Site Mitigation

All Site Entrances

All entrances shall have overhead illumination provided, if not existing, to illuminate the intersections per MaineDOT standards at a minimum. Overhead lighting shall have an average of

0.6 to 1.0 foot candles, with the maximum to minimum lighting ratio of not more than 10:1 and an average to minimum light level of not more than 4:1.

Thompson's Point Road

Thompson's Point Road shall be widened to accommodate an 8 foot shared bike/pedestrian path, a 3 foot wide grass esplanade, a 3 foot shoulder with granite curb, an 11 foot wide outbound lane, and 11 foot wide flush concrete median, an 11 foot wide inbound lane and a 3 foot shoulder with granite curb. This section will be constructed from the site driveway to the Fore River Parkway. The 250 feet of flush median closest to Fore River Parkway shall be designated as an exclusive left turn lane outbound. The shared bike/pedestrian path shall have a crossing built at the Sewall Street cul de sac and the path extended to the existing sidewalk on Sewall Street. Another pedestrian crossing shall be installed where the current pedestrian crossing is at the bus/train station. Both crossings shall have solar powered/radio interconnected pedestrian activated rectangular rapid flashing beacon lights installed.

Thompson's Point Development

No sporting events or concerts shall begin between 4 pm and 7pm Monday through Friday.

During large sporting and concert events, the applicant shall ensure that there are flaggers and uniformed police officers present to ensure that there will be two inbound lanes prior to the event and two exit lanes after the event. Flaggers/uniformed police officers shall be stationed to ensure that pedestrians are able to cross at either of the two crosswalks, at the Transportation Center Entrance to let busses in or out and also at the transportation center parking lot entrances to ensure that transportation center patrons leaving the parking lots are merged into the out-bound flow. Uniformed police officers shall be present after an event to direct traffic at the Thompson's Point Road/Fore River Parkway intersection. Retro-reflective traffic cones shall be used by the development to create the reversible lane. Flaggers will direct vehicles into the proper lanes.

Off-Site Mitigation

Fore River Parkway/Thompson's Point Road/I-295 Exit 5A off-ramp

The Southbound off ramp at Exit 5 A shall be reconstructed to have a separate 13 foot wide left turn lane and 13 foot wide through lane. The widths include the

required curb offset. The left lane shall extend back 200 feet. Install Queue detector at the ramp gore area to act as pre-emption for the signal should the queue spill back that far.

Modify traffic signal timing and phasing accordingly.

Fore River Parkway/Congress St/I-295 Exit 5 B off-ramp

Widen the southbound off-ramp to accommodate a 5 foot wide right shoulder, two 12 foot wide right turn lanes and a 2 foot curb offset for a distance of 125 feet with an appropriate taper. Install Queue detector at the ramp gore area to act as pre-emption for the signal should the queue spill back that far.

Re-stripe Congress Street Westbound to accommodate a longer westbound left turn lane, extend back to the end of the island (to the slip lane from Park Ave to Congress St).

Modify traffic signal timing and phasing accordingly.

Congress St/Stevens Ave

Restripe Steven's Avenue to an exclusive left and a shared left/thru/right and modify traffic signal timing and phasing accordingly.

The developer shall pay an impact fee in the amount of $15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Congress St/Westbrook St

The developer shall pay an impact fee in the amount of $15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Congress/Frost St

The developer shall pay an impact fee in the amount of $15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Transportation Demand Management

In lieu of additional mitigation, Transportation Demand Management shall be used to offset the traffic impacts on the roadway network. The City has implemented a Transportation Oriented Development Tax Increment Financing District for the Thompson's Point Development. This development would benefit from some increased transit connections to the airport and Old Port, funding for handicap accessible taxis or for increase in parking at the Transportation Center.

Overall

A. Provide all necessary auxiliary signs, striping and pavement markings to implement the improvements described herein according to State of Maine and/or National standards.

B. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State's "Installations and Obstructions" law. No signage or plantings shall be allowed within the "clear zone" if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: "On-Premise Signs".

C. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect / inaccurate, the applicant shall request in writing from MaineDOT a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.

D. Because the proposed project affects the state highway and drainage systems and requires improvement to that system, the applicant must obtain approval of the design plans and coordinate work through MaineDOT's State Traffic Engineer, who can be reached at (207)-624-3620 in Augusta.

By:

Stephen Landry, P.E.
Assistant State Traffic Engineer

Date: 6/13/12

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

March 6, 2013

Christopher Thompson
Forefront Partners I, LP
55 Lisbon Street, Suite 2400
Lewiston, Maine 04240

Re: The Forefront at Thompson's Point, Portland:
Voluntary Response Action Program- No Action Assurance Letter

Dear Mr. Thompson:

The Maine Department of Environmental Protection (Department) has received and reviewed an application submitted in June 2012, by your environmental consultant Credere Associates, LLC (Credere) to the Department's Voluntary Response Action Program (VRAP) for the Thompson's Point property located at 1 Thompson's Point in Portland, Maine. The following reports were compiled for this site as part of the Greater Portland Council of Government's (GPCOG) Brownfields Program and were reviewed along with this application: A Phase One Environmental Site Assessment (ESA) for the Thompson's Point property prepared by Credere, dated December 5, 2011, a Phase II ESA for Thompson's Point, prepared by Credere dated July 11, 2012, as well as a Voluntary Response Action Program Work Plan, Revision 2 dated February 27, 2013 (Work Plan). Additional documentation submitted to MDEP previously for review included two Phase I ESAs prepared by Gemini Geotchnical Associates (GGA) dated February 6, 1991 and May 16, 2006, a December 15, 1998 Test Pit Investigation report prepared by GGA, and a February 26, 1999 No Further Action Assurance Letter issued by MEDEP VRAP to a previous applicant. The current application was submitted to the Department with the request that the site participate in the VRAP and that Forefront Partners I, LP (Forefront Partners), as the applicant to the VRAP, receive the protections provided by the VRAP Law.

The Thompson's Point Property (the site) is composed of five City of Portland tax map lots (Map 201 Lots A-5, A-8, and A-10, and Map 202 Lots A-1 and A-4) totaling approximately 27.5 acres located on a peninsula along the Fore River in Portland. Land use in the area is currently primarily commercial. The site has been used historically for the following activities: a train car maintenance yard, automobile repair facilities, utility distributors (natural gas and propane), building supply retailers, metal working, concrete block manufacturing, bomb shell casing manufacturing (ordinance plant), textile manufacturing, various construction contractor offices, paperboard production, trailer storage, trucking facilities, and warehousing. The Credere Phase ESA identified the past commercial/industrial use of the property as an environmental concern and identified eight specific Recognized Environmental Concerns for further Phase II

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PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
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1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04679-2094
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web site: www.maine.gov/dep

investigation. The Phase II investigation concluded that there is soil and groundwater contaminated with petroleum and hazardous substances, and that other universal and special wastes are located on the site, including building materials.

Based on the information presented in the above listed reports, the Department agrees with the following recommended actions as proposed in the Work Plan:

1. Known and/or potentially contaminated soils that are disturbed during redevelopment of the site will be managed according to the Work Plan and associated December 12, 2012 Soil Management Plan (SMP). Contaminated soils that are within 12 inches of the developed ground surface or removed and replaced onsite will be covered with a marker layer and a minimum of 12 inches of clean fill, and/or 6 inches of clean sand and gravel over the contaminated soil and at least 3 inches of asphalt/concrete or brick. If excess contaminated soil is generated that cannot be re-used onsite, the material will be disposed offsite at an appropriate facility as special waste.

2. Known and/or potentially contaminated groundwater that is encountered during site redevelopment work will be managed in accordance with the Work Plan and associated December 12, 2012, Groundwater Management Plan.

3. Universal, special, and hazardous waste will be properly managed and removed from the site and disposed at an appropriate facility.

4. PCB containing building materials will be characterized and managed in an appropriate manner and in accordance with the applicable provisions of the Toxic Substances Control Act 40 CFR 761 et seq. Plans for such characterization and management shall be submitted concurrently to USEPA Region 1 and the Department for review and approval.

5. Asbestos abatement and/or management activities in onsite buildings will be conducted in accordance with all applicable State and Federal rules and regulations.

6. Lead based paint abatement/management issues shall be conducted as discussed in the Work Plan and in accordance with all applicable state and federal regulations.

7. A soil screening program will be conducted after the demolition of the site buildings and removal of the concrete slabs as discussed in the Work Plan. Activities that will be completed based on the results of the screening program are discussed in the Work Plan.

8. A deed restriction will be recorded at the Cumberland County Registry of Deeds that:
    1) Prohibits excavation/disturbance of soils onsite without notification of the Department, and references the existence of an Environmental Management Plan that will be developed for the site and submitted for approval by the Department prior to deed restriction recording.
    2) Prohibits withdrawal of groundwater without notification of the Department, and references the existence of an Environmental Management Plan that will be developed for the site and submitted for approval by the Department prior to deed restriction recording.

These restrictions will be placed as Declaration of Environmental Covenants consistent with this letter and in a manner that is acceptable to the Department.

Provided that the actions described above are completed to the satisfaction of the Department, Forefront Partners I, LP and its successors and/or assigns, as well as those persons identified in 38 M.R.S.A. § 343-E(6), will be granted the liability protection provided by 38 M.R.S.A. § 343-E(1) for the property located at 1 Thompson's Point, in Portland, Maine identified as Map 201 Lots A-5, A-8, and A-10, and Map 202 Lots A-1 and A-4. The Department will take no action against Forefront Partners I, LP, its successors and assigns, and all those persons identified in 38 M.R.S.A. § 343-E(6).

Once the proposed and recommended remedial measures at the property have been implemented to the satisfaction of the Department, a report demonstrating the successful completion of the tasks must be forwarded to the VRAP. A report may be submitted when all of the remedial activities have been completed for the entire property or in stages as portions of the property are remediated and ready for redevelopment. Upon determining successful conclusion of the remedial tasks, the Department will issue a Commissioner's Certificate(s) of Completion to Forefront Partners I, LP for those portions of the property where remedial activities have been completed.

If you have any questions, please call me at 207-287-4853.

Sincerely,

Gordon Fuller
Voluntary Response Action Program
Division of Remediation

cc: Nick Hodgkins--MEDEP
Jedd Steinglass, Credere
David L. Galgay, Jr—Verrill Dana LLP.

STATE OF MAINE

Department of Environmental Protection

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

July 2012

Forefront Partners I, LP
55 Lisbon St., Suite 2400
Lewiston, ME 04240
ATTN: Chris Thompson

RE: Natural Resources Protection Act Application, Portland
DEP #L-25672-2G-A-N / #L-25672-FS-B-N

Dear Mr. Thompson:

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, Project Manager
Division of Land Resource Regulation
Bureau of Land and Water Quality

pc: File

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STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION
AUGUSTA, ME 04333

DEPARTMENT ORDER

IN THE MATTER OF

FOREFRONT PARTNERS I, LP	) NATURAL RESOURCES
PROTECTION	
Portland, Cumberland County	) COASTAL WETLAND ALTERATION
THE FOREFRONT AT THOMPSON'S POINT	) SIGNIFICANT WILDLIFE HABITAT
L-25672-2G-A-N (approval)	) WATER QUALITY CERTIFICATION
L-25672-FS-B-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of FOREFRONT PARTNERS I, LP with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: Thompson's Point is an approximately 27.5-acre peninsula of land extending into the Fore River that has a 150-year history of industrial development. In the early part of the twentieth century the site was used primarily as a railroad maintenance facility. It was later used by the federal government for war-related activities such as munitions production. Subsequent uses included the operation of a concrete products manufacturing facility and other commercial activities, and the staging and stockpiling of construction materials.

B. Summary: The applicant proposes to demolish existing structures and redevelop almost the entire project site with a number of buildings, including an events center and concert hall, outdoor amphitheater, hotel, sports medicine and athletic performance lab, parking structure, office building, surface parking, trails, public space, and small boat/kayak access. Activities contemplated by the applicant that require Natural Resources Protection Act review are those that will occur within 75 feet of the highest annual tide (HAT) line, including clean up and removal of existing debris, stockpiles, and solid waste; building demolition; clearing and grubbing in advance of new topsoil for soil stabilization, landscaping, and trails; access drive and parking area construction; new buildings; installation or replacement of stormwater outfalls; installation of utilities; installation of a seasonal dock at the south end of the peninsula; a small hand carry boat/kayak launch; and a public access ramp. Within 25 feet of the HAT line, the only proposed activities will be grading for new landscaping and drainage work.

The proposed project will result in approximately 386 square feet of freshwater wetland fill within the northwesterly "panhandle" of the site associated with a drainage outfall and grading. Under current conditions, the shoreline is riprapped around the majority of the project site. In areas not containing riprap currently, the shoreline is naturally vegetated. No significant disturbance is proposed within these areas. A total of ten drainage outfalls

are proposed and the total extent of riprap enhancement associated with the drainage work is approximately 100 linear feet.

The proposed project is shown on a set of plans, the first of which is titled "The Forefront at Thompson's Point," prepared by DeLuca-Hoffman Associates, Inc. and dated August 2011, with a latest revision date on any sheet of July 12, 2012. The project site is located on Thompson's Point, off Congress Street, in the City of Portland.

The proposed project is subject to review under the Site Location of Development Act. Pursuant to M.R.S.A. Section 489-A, the City of Portland has delegated review authority and is conducting that review.

C. Current Use of the Site: A portion of the project site is utilized as storage for refrigerated dairy trailers. Various other commercial tenants lease space throughout the remaining site. There are currently nine structures and at least several additional foundations located on the site. The majority of the approximately 4,100 linear feet of shoreline at the site has been armored with riprap. Approximately five acres of the site lie below the HAT line.

2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project site including an aerial photograph of the project site. Department staff visited the project site in July of 2011.

The proposed project is located adjacent to the Fore River, which is a scenic resource visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities. The project site is currently almost completely developed with paved areas, gravel areas, and a number of buildings and foundations. Some of the buildings are functional and contain commercial space and others are in various stages of disrepair. The developed areas extend to the top of the slope down to the river, which is armored with riprap. Existing wooded areas are limited to the far northwest corner of the site.

Overall, the existing site is heavily developed with little visual appeal. Current uses include construction staging, a wood salvage operation, and semi-trailer box storage. Most of the existing structures appear to be marginally maintained and are in average to poor condition. The proposed project is expected to increase the visual appeal of the site by introducing new buildings and implementing an integrated landscape enhancement plan.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the visual impact rating, and the site visit, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

The applicant submitted an erosion control report and supporting plans for the proposed project, dated March 2012. Based on its review of this information, the Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

The Department of Marine Resources (DMR) stated that the proposed project should not cause any significant adverse impact to marine resources, navigation or recreation.

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the proposed project and stated that the mudflats and riparian areas below the HAT line are valuable shorebird feeding area on the west side of the peninsula and roosting area on the east side of the peninsula. MDIFW commented that the proposed project includes activities within the associated upland buffer areas that may have the potential to adversely affect shorebirds using the mudflats in the area. As a result of two site visits and multiple revisions to the delineation of the roosting area and the feeding area buffers based on onsite conditions, neither buffer extends onto the project site more than 50 feet from mean high water.

In response to MDIFW's concerns, the applicant revised the layout of the project to avoid and minimize potential impacts within the buffer areas, and worked with MDIFW to develop a landscape plan (revision dated July 12, 2012) that provides adequate vegetative screening of the mapped shorebird feeding area between the shoreline and proposed pedestrian trail, and limits vegetation within the shorebird roosting area buffer to lower profile shrubs that are expected to maintain visibility for the shorebirds and minimize the threat of increased raptor predation. The applicant has agreed to install interpretive signage at the proposed south end boat launch. The signage will identify the presence and significance of shorebird habitat and will be designed with MIDFW's input. Additionally, the applicant has agreed to install a raised viewing platform overlooking the salt marsh and mudflat communities in the northwest portion of the site.

In a review memorandum dated July 13, 2012, MDIFW commented: "Given the steps that the applicant has taken to maintain and enhance mapped Significant Wildlife Habitats at this site we do not feel that project completion will result in any significant adverse impact to the resource."

Based on MDIFW's review, the Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

The applicant may use lumber treated with chromated copper arsenate (CCA) to construct the floats. To protect water quality, any CCA treated lumber must be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction. Provided any CCA treated lumber is cured as described above, the Department finds that the proposed project will not violate any state water quality law, including those governing the classification of the State's waters.

The Department does not anticipate that the proposed project will violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to alter 386 square feet of an emergent freshwater wetland in the northwestern portion of the site to regrade an area and install a stormwater outfall pipe. Other proposed impacts below the HAT line include less than 100 square feet of alteration associated with the installation of multiple drainage outfalls, most of which will replace existing outfalls. Additionally, approximately 513 square feet of coastal wetland will be altered, through shading, as a result of the seasonal installation of floats at the south end of the peninsula.

The Department's Wetlands and Waterbodies Protection Rules, Chapter 310, require that the applicant meet the following standards:

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. Each application for a coastal wetland alteration permit must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist. The applicant submitted an alternatives analysis for the proposed project completed by DeLuca-Hoffman Associates, Inc. Because the proposed project is a transit-oriented development, the applicant selected the project site due to its proximity to the highway, passenger rail service, and bus service, all within a short distance to the Portland Jetport. There are currently no other sites in Portland that can offer the amount of land availability and the location required for this type of project, which will offer a range of activities integrating office, hospitality, and cultural uses with a focus on sustainability. The proposed layout includes approximately 386 square feet of wetland fill within the northwesterly "panhandle" of the site associated with a drainage outfall and grading. This alteration was determined to be unavoidable.

B. Minimal Alteration. The amount of wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. The site is currently almost completely developed and the proposed project offers opportunities to improve the scenic character of the area as well as the water quality of runoff from the site. The applicant incorporated a number of measures into the project design and layout to minimize potential impacts to shorebird roosting and feeding areas as described in Finding 4.

C. Compensation. In accordance with Chapter 310 Section 5(C)(6)(b), compensation is not required to achieve the goal of no net loss of coastal wetland functions and values since the project will not result in over 500 square feet of fill in the resource, which is the threshold over which compensation is generally required. Further, the proposed project will not have an adverse impact on marine resources or wildlife habitat as determined by DMR and MDIFW. For these reasons, the Department determined that compensation is not required.

The Department finds that the applicant has avoided and minimized wetland impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.

B. The proposed activity will not cause unreasonable erosion of soil or sediment.

C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.

E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.

F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters provided any CCA treated lumber used for the project is cured on dry land as described in Finding 5.

G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.

H. The proposed activity is not on or adjacent to a sand dune.

I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of FOREFRONT PARTNERS I, L.P. to alter coastal wetlands and adjacent areas as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

1. Standard Conditions of Approval, a copy attached.

2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.

3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

4. Any CCA treated lumber shall be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

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 IN AUGUSTA, MAINE, THIS 27th DAY OF July, 2012.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Filed
JUL 30 2012
State of Maine
Board of Environmental Protection

BY: Michael Kuhns for
Patricia W. Aho, Commissioner

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES…

MR/L25672AN&BN/ATS#74653&74756

Natural Resource Protection Act (NRPA)
Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.

B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.

C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.

D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.

E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.

F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.

G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.

H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

Revised (12/2011/DEP LW0428)

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION, AUGUSTA, MAINE 04333

Erosion Control for Homeowners

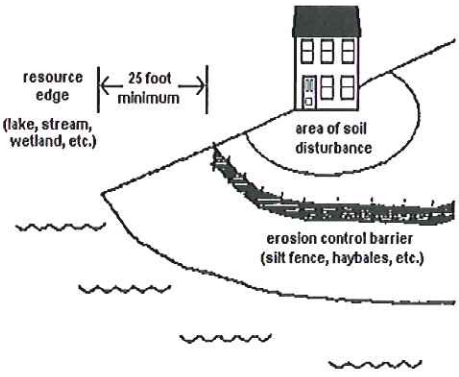
Before Construction

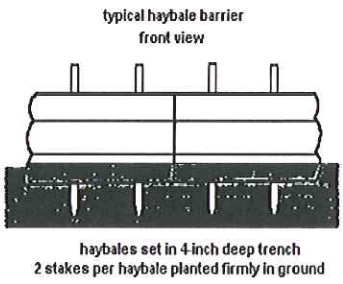
1. If you have hired a contractor, make sure you discuss your permit with them. Talk about what measures they plan to take to control erosion. Everybody involved should understand what the resource is, and where it is located. Most people can identify the edge of a lake or river. However, the edges of wetlands are often not so obvious. Your contractor may be the person actually pushing dirt around, but you are both responsible for complying with the permit.

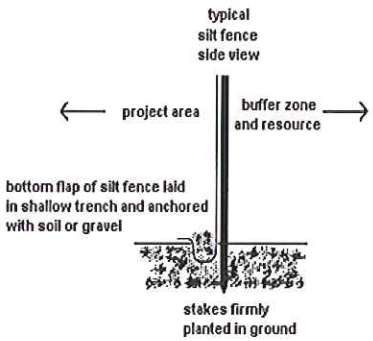
2. Call around to find where erosion control materials are available. Chances are your contractor has these materials already on hand. You probably will need silt fence, hay bales, wooden stakes, grass seed (or conservation mix), and perhaps filter fabric. Places to check for these items include farm & feed supply stores, garden & lawn suppliers, and landscaping companies. It is not always easy to find hay or straw during late winter and early spring. It also may be more expensive during those times of year. Plan ahead -- buy a supply early and keep it under a tarp.

3. Before any soil is disturbed, make sure an erosion control barrier has been installed. The barrier can be either a silt fence, a row of staked hay bales, or both. Use the drawings below as a guide for correct installation and placement. The barrier should be placed as close as possible to the soil-disturbance activity.

4. If a contractor is installing the erosion control barrier, double check it as a precaution. Erosion control barriers should be installed "on the contour", meaning at the same level or elevation across the land slope, whenever possible. This keeps stormwater from flowing to the lowest point along the barrier where it can build up and overflow or destroy the barrier.







During Construction

1. Use lots of hay or straw mulch on disturbed soil. The idea behind mulch is to prevent rain from striking the soil directly. It is the force of raindrops hitting the bare ground that makes the soil begin to move downslope with the runoff water, and cause erosion. More than 90% of erosion is prevented by keeping the soil covered.

2. Inspect your erosion control barriers frequently. This is especially important after a rainfall. If there is muddy water leaving the project site, then your erosion controls are not working as intended. You or your contractor then need to figure out what can be done to prevent more soil from getting past the barrier.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

After Construction

1. After your project is finished, seed the area. Note that all ground covers are not equal. For example, a mix of creeping red fescue and Kentucky bluegrass is a good choice for lawns and other high-maintenance areas. But this same seed mix is a poor selection for stabilizing a road shoulder or a cut bank that you don't intend to mow. Your contractor may have experience with different seed mixes, or you might contact a seed supplier for advice.

2. Do not spread grass seed after September 15. There is the likelihood that germinating seedlings could be killed by a frost before they have a chance to become established. Instead, mulch the area with a thick layer of hay or straw. In the spring, rake off the mulch and then seed the area. Don't forget to mulch again to hold in moisture and prevent the seed from washing away or being eaten by birds or other animals.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

Why Control Erosion?

To Protect Water Quality

When soil erodes into protected resources such as streams, rivers, wetlands, and lakes, it has many bad effects. Eroding soil particles carry phosphorus to the water. An excess of phosphorus can lead to explosions of algae growth in lakes and ponds called blooms. The water will look green and can have green slime in it. If you are near a lake or pond, this is not pleasant for swimming, and when the soil settles out on the bottom, it smothers fish eggs and small animals eaten by fish. There many other effects as well, which are all bad.

To Protect the Soil

It has taken thousands of years for our soil to develop. It usefulness is evident all around us, from sustaining forests and growing our garden vegetables, to even treating our septic wastewater! We cannot afford to waste this valuable resource.

To Save Money ($$)

Replacing topsoil or gravel washed off your property can be expensive. You end up paying twice because State and local governments wind up spending your tax dollars to dig out ditches and storm drains that have become choked with sediment from soil erosion.

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.

Comments - Environmental Project Review
Maine Department of Inland Fisheries and Wildlife

Wildlife Division Comments – Region A	
Applicant's Name: Forefront Partners I, LP (Forefront at Thompson's Point)	
Project: L-25672-2G-A-N	Regulatory Agency: MDEP
Project Type: NRPA	Project Manager: Richardson
Comments Due Date:	Date Comments Sent: 7/13/12
Project Location	
Town: Portland	County: Cumberland
Waterbody: Fore River	
Wildlife Biologist(s): Camuso, Tudor, Walker	

After review of the application and consideration of the proposal's probable effect on the environment, and on our agency's programs and responsibilities, we provide the following comments:

I. Project Description/Resource Affected: Forefront Partners I, LP proposes to develop the 22.5 +/- acre Thompson's Point as a mixed use commercial and entertainment development to include an events center and concert hall, outdoor amphitheater, hotel, sports medicine facility, office complex, parking garage and surface parking for 780 vehicles. Additionally, the proposed development includes public amenities such as trails and a water access site. A seasonal rowing facility has also been suggested in the northeast corner of the site. It is our understanding that this last element has been removed from the current proposal and will potentially be reconsidered at a future date.

MDIF&W has mapped two Significant Wildlife Habitats in this portion of the Fore River, both of which include upland buffers that extend into the proposed development area. The mapped habitats include a Significant Shorebird Feeding Area along the western side of the peninsula and a Significant Shorebird Roosting Area along the eastern shoreline. Shorebirds that frequent Maine during the spring on their way to breeding grounds in the open tundra of northern Canada, and again in mid to late summer on their return trip south are dependent on open mudflats for feeding and, at times of high tide, require specific shoreline conditions that provide secure areas for roosting. Upland buffers associated both habitat types are critical in minimizing disturbance to migratory shorebirds by proximate human activities. Additionally, the vegetated condition of buffers associated with roosting habitat is an important factor in determining viability of the roost. Shorebirds will abandon roosts where tall woody vegetation that provides cover for raptors becomes established. Several of the shorebird species that frequent Maine during their migrations have shown long-term populations declines. These declines are, in part, due to significant losses of both migratory feeding and roosting stop over habitats.

II. Comments/Recommended Considerations or Conditions:

<u>Wildlife Considerations:</u>
MDIFW originally mapped Shorebird Significant Wildlife Habitats and associated buffers in 2006. At that time, shorebird roosting areas were digitized with a 250-foot associated upland

buffer based on scientific literature that documented human disturbance effects. Similarly, feeding areas were digitized with a 100-foot buffer intended to minimize unnecessary disturbance to shorebird activity on the mudflats. Where roosts occur proximate to developed areas, development was clipped out of the original buffers by GIS staff to account for existing disturbances. In the case of Thompson's Point, the originally mapped roost habitat buffer varied from 25-feet offset from mean high water to 150-feet offset from mean high water based on best available aerial photos at the time. As a result of two recent site walks and multiple revisions of the delineation of the roost area and the feeding area buffers based on on-the-ground conditions, neither buffer now extends into the site more than 50-feet from mean high water.

The applicant has adjusted the initially submitted project site plan to avoid and minimize impacts within these revised buffers and has worked closely with our Department to develop a landscape plan that at once creates adequate vegetative screening of the mapped shorebird feeding area between the shoreline and proposed pedestrian trail, and limits vegetation within the shorebird roost area buffer to shrubs that will likely not exceed 4-feet in height and thereby maintain visibility for the shorebirds and minimize the threat of increased predator activity. Additionally, the applicant has agreed to install interpretive signage at the proposed south end boat launch. The signage will identify the presence of shorebird habitat and explain the significance of these habitats. Our Department will assist the applicant in designing the signage to be installed. The applicant has also agreed to install a raised viewing platform overlooking the saltmarsh and mudflat communities in the northwestern portion of the site. This structure will serve as both an attractive amenity for the project and help to build local awareness of and appreciation for local bird life.

Given the steps that the applicant has taken to maintain and enhance mapped Significant Wildlife Habitats at this site we do not feel that project completion will result in any significant adverse impact to the resource.

Should the rowing club be constructed during a subsequent phase of development, we do feel that the structure extending into the roost and resulting presence of shells passing along the frontage of the roost will eliminate existing habitat values. With the proposed placement of the facility, it is unlikely that any mitigation for the loss of the roost could take place on-site. We would therefore recommend mitigation for the loss of this Significant Wildlife Habitat feature in the form of a contribution to the Maine Natural Resource Conservation Program for future shorebird roost protection and monitoring. The total square footage of the revised roosting habitat is 63,764sf. Should the rowing club locate in this area, the Department feels that a contribution to the MNRCP fund of $90,544 (63,764x0.71x2 per MDEP guidance) would be appropriate.

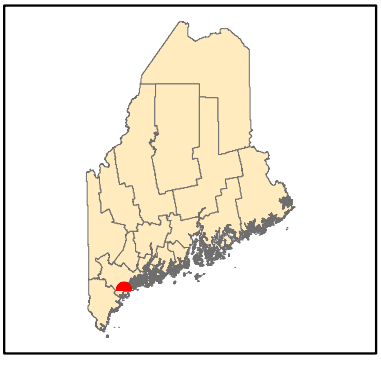
Draft II Revised Thompson's Point Shorebird Habitats

Maine Department of
Inland Fisheries and Wildlife

0 125 250 500 750 1,000 Feet

Projection: UTM, NAD83, Zone 19N

Date: 6/22/2012



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

June 2014

Forefront Partners I, LP
55 Lisbon St., Suite 2400
Lewiston, ME 04240

RE: Natural Resources Protection Act Application, Portland
DEP #L-25672-4P-F-N/L-25672-FS-G-N

Dear Applicant:

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

web site: www.maine.gov/dep

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

FOREFRONT PARTNERS I, LP	) NATURAL RESOURCES PROTECTION ACT
Portland, Cumberland County	) COASTAL WETLAND ALTERATION
PIER SYSTEM	) SIGNIFICANT WILDLIFE HABITAT
L-25672-4P-F-N (approval)	) WATER QUALITY CERTIFICATION
L-25672-FS-G-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of FOREFRONT PARNTERS I, LP with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: Thompson's Point is an approximately 27.5-acre peninsula of land extending into the Fore River that has a 150-year history of industrial development. In the early part of the twentieth century the site was used primarily as a railroad maintenance facility. It was later used by the federal government for war-related activities such as munitions production. Subsequent uses included the operation of a concrete products manufacturing facility and other commercial activities, and the staging and stockpiling of construction materials.

In Department Order #L-25672-2G-A-N/L-25672-FS-B-N, dated July 27, 2012, the Department approved a number of activities on the site that will occur within 75 feet of the highest annual tide (HAT) line, including: clean up and removal of existing debris, stockpiles, and solid waste; building demolition; clearing and grubbing in advance of new topsoil for soil stabilization, landscaping, and trails; access drive and parking area construction; new buildings; installation or replacement of stormwater outfalls; installation of utilities; installation of a pier system at the south end of the peninsula; and a public access ramp.

B. Summary: The applicant proposes to shift the location of the pier system to the west from its previously-approved location at the southerly tip of the Thompson's Point peninsula to align better with the proposed master plan pedestrian access. The proposed pier system will include a longer float than the previously-approved pier system that will be large enough to accommodate crew boats, or rowing shells, and will be positioned so that water access will be available during all-tide conditions. The system will consist of a permanent six-foot wide by 16-foot long timber pier located at the top of the bank, which will serve as the top/landing approach to a four-foot wide by 50-foot long seasonal gangway and a seasonal, 10-foot wide by 60-foot long float.

The proposed pier system is shown on two plans, the first titled "The Forefront at Thompson's Point Seasonal Dock System," prepared by Fay, Spofford & Thorndike and dated March 13, 2014, and the second titled "Layout Concept for Portland Rowing," prepared by Custom Float Services, Inc. and dated March 6, 2014.

C. Current Use of the Site: A realigned combined sewer overflow has been constructed along the westerly side of the peninsula. A walking trail along the "panhandle" area of the site has also been constructed. The majority of the approximately 4,100 linear feet of shoreline at the site was previously armored with riprap. Approximately five acres of the site lie below the HAT line. There are several buildings on the site that will be demolished.

2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project site including aerial photographs. Department staff visited the project site in July 2011.

The proposed project is located adjacent to the Fore River, which is a scenic resource visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities. The project site is currently almost completely developed with paved areas, gravel areas, and a number of buildings and foundations. Some of the buildings are functional and contain commercial space and others are in various stages of disrepair. The developed areas extend to the top of the slope down to the river, which is armored with riprap. Existing wooded areas are limited to the far northwest corner of the site.

Overall, the existing site is heavily developed with little visual appeal. Current uses include construction staging, a wood salvage operation, and semi-trailer box storage. Most of the existing structures appear to be marginally maintained and are in average to poor condition. The proposed project is not expected to significantly change the visual impact of the redeveloped site as approved in Department Order #L-25672-2G-A-N/ L-25672-FS-B-N.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the visual impact rating, and the site visit, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

Construction of the proposed project is expected to take several weeks. The float systems will be prefabricated and the permanent pier section will be constructed onsite and set into place. The permanent pier section will be supported on concrete foundations. Construction will be accomplished by excavating small holes that will be backfilled with concrete. The seasonal floats will be anchored with moorings. These activities are not anticipated to cause any significant source of sedimentation.

The Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

The Department of Marine Resources (DMR) reviewed the project approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N and stated that it should not cause any significant adverse impact to marine resources.

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the project approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N and stated that the mudflats and riparian areas below the HAT line are a valuable shorebird feeding area on the west side of the peninsula and a roosting area on the east side of the peninsula. MDIFW commented that the proposed project includes activities within the associated upland buffer areas that may have the potential to adversely affect shorebirds using the mudflats in the area. As a result of two site visits and multiple revisions to the delineation of the roosting area and the feeding area buffers based on onsite conditions, neither buffer extends onto the project site more than 50 feet from mean high water.

During the Department's review of the original application in 2012, MDIFW expressed concerns about the initial design of the project because it proposed rowing floats at the northeasterly corner of the site, directly adjacent to the shorebird roosting area and its associated upland buffer. This float system was subsequently deleted from the plan, and the plan that was approved by the Department included a small hand carry boat/kayak launch float at the southern tip of the site as described in Finding 1. MDIFW did not express concerns about this seasonal structure and stated that the project when complete would not result in any significant adverse impact to the habitat.

The applicant now proposes to relocate the pier and float structure from the southernmost tip of Thompson's Point to a point on the shoreline approximately 108 feet west of the previously approved pier system, further from the shorebird roosting area, but still within

the shorebird feeding area. MDIFW reviewed the proposed project and stated in a review memorandum dated June 25, 2014, that the pier system has been relocated to an area that will be less disruptive to wildlife than the original location. MDIFW recommended that the applicant reiterate its commitment to installing interpretive signage in the vicinity of the pier structure and a viewing platform overlooking the salt marsh and mudflat communities in the northwest portion of the site. The applicant confirmed that it intends to comply with the previous permit conditions that required the installation of a viewing platform and educational placards.

The Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

The applicant proposes to use lumber treated with chromated copper arsenate (CCA) to construct the pier system. To protect water quality, all CCA-treated lumber must be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

Provided that CCA-treated lumber is cured as described above, the Department finds that the proposed project will not violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to indirectly alter a total of 1,028 square feet of coastal wetland as a result of shading from the proposed pier system. The permanent pier section's supports will be located above the HAT line; therefore, no direct wetland impacts are proposed. The pier system as originally approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N included 513 square feet of indirect wetland alteration due to shading.

The Wetland Protection Rules interpret and elaborate on the Natural Resources Protection Act (NRPA) criteria for obtaining a permit. The rules guide the Department in its determination of whether a project's impacts would be unreasonable. A proposed project would generally be found to be unreasonable if it would cause a loss in wetland area, functions and values and there is a practicable alternative to the project that would be less damaging to the environment. Each application for a NRPA permit that involves a coastal wetland alteration must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist.

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. The applicant submitted an alternatives analysis for the proposed project completed by Fay, Spofford & Thorndike and dated May 27, 2014 and June 12, 2014. When the project was first proposed in 2012,

the site in question was contemplated as water access for small personal kayaks, canoes and a water shuttle/taxi. The applicant stated that the purpose of the revised configuration, location, and increase in float size is to allow water access for local rowing organizations. The applicant proposes to increase the size of the floats in order to launch eight oar crew boats, or shells, which are approximately 60 feet long, out into the bay. The increased pier length is needed to walk the shell down the gangway and launch it into the water. The pier system is not intended for boats to be anchored or moored for extended periods. Because of the nature of the project purpose, some increase in impact to the coastal wetland is unavoidable.

B. Minimal Alteration. The amount of coastal wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. A permanent pier has been added to the system, but will be located above the HAT line. The gangway will be 10 feet longer than originally proposed, and the float size has been expanded to accommodate a local rowing club as descried above. The proposed 60-foot long float is the minimum size necessary to safely launch rowing shells.

C. Compensation. In accordance with Chapter 310 Section 5(C)(6)(b), compensation is not required to achieve the goal of no net loss of coastal wetland functions and values since the project will not result in over 500 square feet of fill in the resource, which is the threshold over which compensation is generally required. Further, the proposed project will not have an adverse impact on marine resources or wildlife habitat as determined by DMR and MDIFW. For these reasons, the Department determined that compensation is not required.

The Department finds that the applicant has avoided and minimized wetland impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.

B. The proposed activity will not cause unreasonable erosion of soil or sediment.

C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.

E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.

F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters provided that CCA-treated lumber is cured as described in Finding 5.

G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.

H. The proposed activity is not on or adjacent to a sand dune.

I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of FOREFRONT PARTNERS I, LP to relocate and enlarge a previously approved pier system at Thompson's Point as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

1. Standard Conditions of Approval, a copy attached.

2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.

3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

4. All CCA-treated lumber shall be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

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 IN AUGUSTA, MAINE, THIS 30th DAY OF June, 2014.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Filed
JUN 30 2014
State of Maine
Board of Environmental Protection

BY: Michael Kuhns
For: Patricia W. Aho, Commissioner

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES…

MR/L25672FNGN/ATS#77793, 77794

Natural Resources Protection Act (NRPA)
Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.

B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.

C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.

D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.

E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.

F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.

G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.

H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

Revised (12/2011/DEP LW0428)

DEPLW0386 A2012

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.

ATTACHMENT H

Utility Capacity Information

Portland Water District
FROM SEBAGO LAKE TO CASCO BAY

March 14, 2014

Fay, Spofford & Thorndike
778 Main Street
South Portland, ME 04106

Attn: Bo Kennedy, P.E.
Re: The Forefront at Thompsons Point, Portland
Ability to Serve Project with PWD Water and Wastewater

Dear Mr. Kennedy:

The Portland Water District has received your request for an Ability to Serve determination for the noted site. 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 Water Service

According to District records, the project site does currently have existing water service. A 12-inch diameter ductile iron water service line, located as shown on the attached water service card, provides water service to this site. Additionally, the Portland Water District has a 2-inch diameter copper water service line that feeds the existing Thompson's Point Pump Station. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these service lines.

Water System Characteristics

According to District records, there is a 12-inch ductile iron water main within the site and a public fire hydrant located across from the existing pump station.

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

Hydrant Location:	Sewall Street ROW
Hydrant Number:	POD-HYD01670
Last Tested:	9/13/2011
Static Pressure:	99 psi
Residual Pressure:	Not Measured
Flow:	1,519 GPM

225 DOUGLASS STREET P.O. BOX 3553 PORTLAND, MAINE 04104-3553
PHONE: 207.774.5961 FAX: 207.761.8307 WEB: WWW.PWD.ORG

Public Fire Protection

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

Domestic Water Needs

The ability to serve request dated January 24, 2014 indicates that a projected design flow of 136,105 gallons per day with a peak flow of 567 gallons per minute. The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

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 the noted water system 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.

Existing Site Sewer Service

The project site is currently served with public sewer. Private piping connects into the public sewer manhole located approximately 50 feet easterly of the existing Thompson's Point pump station.

Proposed Site Sewer Service

According to your Ability to Serve request letter, the site will generate up to 136,105 GPD with a peak flow anticipated at 567 GPM to the existing Thompson's Point Pump Station. We have reviewed the impacts of this additional flow to the pump station and have determined that the station can handle the added flow. The existing pump station is a duplex station with 1,000 GPM pumps. It should be noted that the increase in flow from the project will require more frequent pump cycling times due to the effective wet well volume that currently exists at the site. While this does not currently constitute a need for additional wet well volume at this time, it should be noted in the event that the site's estimates are low or significantly change in the future.

Conditions of Service

As this project moves through the design stage, we will continue to work with the development team on a number of specific items that should be addressed prior to construction. These items include:

1. As site users are established, we will require updated water and wastewater flow estimates and an understanding of any potential wastewater pretreatment needs. The development team has indicated that there will not be discharge of any non-typical sewage that could contribute to pump clogging, but this will have to be monitored in the future if site uses change.
2. Access to the Thompson's Point pump station appears restricted and does not appear to allow for adequate space for our vehicles to turn around. We will require that the final design include a turnaround within the pump station site for PWD vehicle use.
3. PWD maintains telemetry systems at the existing pump station. The addition of high buildings as proposed could cause interference with these signals. We would like to work with the developer on antenna siting if this turns out to be necessary due to the development at this site.
4. Based on an anticipated high level of foot traffic near the pump station site, further review of the site security is required. Fencing of this site is recommended for the protection of the facilities and the pedestrians. The developer may also wish to work with PWD on the general aesthetics of the pump station facility to better match the character of the final site.
5. The proximity of the 30" CSO Outfall in relation to the foundation for Building E1 should be reviewed. More information on separation from the building and the process for any maintenance should be outlined.
6. The agreed upon contribution amount of $10,000 to be placed in escrow, as outlined in the City of Portland Site Plan approval, will be adequate for VFD and communication upgrades.

We would like to continue to work with the development team on the noted items above as the project progresses through design and construction phases. To date the District has only received a master utility plan for review. We recommend that complete design plans be submitted and we reserve the right for further comments.

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

IBERDROLA
USA

4/5/2012

Stephen Bushey, PE
Deluca-Hoffman Associates, Inc
778 Main Street
South Portland, Maine
Sent via email

RE: Ability to Serve Letter for Thompson's Point Upgrade

Dear Mr. Bushey:

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

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete this CMP spreadsheet using load information
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received. Attached is what a typical easement will look like.
- Job scheduled for completion after the electrical inspection has been received.

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

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

www.cmpco.com

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Please complete the attached forms (specific instructions are on each form) and email them back to me at your earliest convenience.

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

CMP Handbook of Standard Requirements
(http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

If you have any questions, please contact me.

Attachments:

Excel Load Sheet
Easement Worksheet
Standard CMP Easement

Regards,

Jamie

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

From:	Carpenter, Scott
To:	Sandi Keef
Cc:	Bo Kennedy
Subject:	RE: The Forefront at Thompson"s Point - Ability to Serve Project
Date:	Thursday, February 13, 2014 1:54:00 PM

To whom it may concern;

We, Unitil Natural Gas have been in contact with the owner of the Thompson Point project and have conceptionally come to terms with an agreement to service this project as the result of our meetings.

As a side note, we did some work last fall (2013) that included upgrading and extending our existing gas main to a 4" main on Sewall St., down the street in the direction of the Thompson's Point project and ran a service to the Eyecare Medical building at 53 Sewall St. We look forward to working with everyone on this exciting project as it comes together!

If you need something else, please don't hesitate to contact us.

Kindest Regards,
Scott

Scott Carpenter
New Business Development
Unitil
ME Gas Operations
1075 Forest Ave
Portland, ME 04103-3586
Phone: (207) 541-2543
Fax: (207) 541-2593

From: Sandi Keef [mailto:SKeef@fstinc.com]
Sent: Friday, January 24, 2014 2:49 PM
To: Carpenter, Scott
Cc: Bo Kennedy
Subject: The Forefront at Thompson's Point - Ability to Serve Project

Please find the attached request for a formal Ability to Serve Capacity Letter for the Thompson's Point project. Please contact our office with any questions.

Thank you,

Sandi Keef | *Technical Assistant*

FAY, SPOFFORD & THORNDIKE formerly DeLuca Hoffman Associates
778 Main Street, Suite 8 | South Portland, ME 04106

Main Tel: (207) 775-1121 | Fax: (207) 879-0896
skeef@fstinc.com | www.fstinc.com

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ATTACHMENT I

Conformity to Applicable Design Standards

ATTACHMENT I

CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(9).

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 applicant has obtained a Traffic Movement Permit which addresses impacts on surrounding street systems. The project will provide improvements and/or partial funding under the EDA Grant Program for collaborative improvements with the City of Portland to maintain an acceptable level of service. The offsite improvements project construction is complete and was operational by the end of October, 2014.

2. Access and Circulation:

   a. Site Access and Circulation.

      (i) The development provides access via Thompson's Point Connector Road. The applicant has worked with fire safety and city officials to make access and circulation easy and safe for all vehicular and pedestrian users. The existing road will be widened and improved as depicted on recently completed EDA Grant Program plans. Internal circulation was reviewed and approved during the Master Development Plan review process. There have not been any major changes to the internal circulation pattern since the Master Development Plan approval.

      (ii) Access and egress have been designed to avoid conflicts with existing turning movements and traffic flows.

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

   b. Loading and Servicing.

   c. The perimeter loop road layout has been designed to permit access for a WB-67 tractor-trailer truck (AASHTO 2004). All buildings have been designed to permit access for a 45' long ladder truck.

   d. Sidewalks.

      (i) Sidewalks have been provided throughout the site and connect to offsite pedestrian access. All sidewalks shall conform to the City of Portland Technical Manual as shown on the project design drawings.

(ii) The development will benefit from new sidewalks from the intersection of Fore River Parkway and Thompson's Point Connector Road into the site and throughout the development.

(iii) The development provides pedestrian access to adjacent trailways (Portland Trails), Portland Transportation Center, internal public transit stop, and abutting land uses (commercial and residential).

3. Access and Circulation:

   a. The development will be served with an existing transit stop at the Portland Transportation Center and a new Metro bus stop within the development.

   b. The new transit stop will include a pull-off space and shelter.

   c. The new stop is connected to the public pedestrian system.

   d. Waiver: Waivers for this section have not been requested for this project.

4. Parking:

   a. Location and Required Number of Vehicle Parking Spaces:

      (i) The applicant is requesting the Planning Board make a determination of parking requirements. The applicant has completed a parking study as prepared by Rich Associates and supplemented by Gorrill-Palmer Consulting Engineers. The development provides enough parking spaces to meet the Phase 1 demand of the project based on the findings of the parking study.

      (ii) The applicant has prepared a TDM strategy and previously submitted the document for review to City Officials.

      (iii) The applicant proposes the amount of parking which is appropriate for the anticipated uses of this site as consistent with the results of the parking study.

      (iv) Parking spaces and aisles have been designed to meet the dimensional requirements of the Technical Manual.

      (v) Parking lots have been designed to withstand site conditions as presented in the Preliminary Geotechnical Data Report and with construction common practices set forth by the MaineDOT. The parking lots will be paved and graded to drain to a formal drainage system.

   b. Location and Required Number of Bicycle Parking Spaces:

      (i)(b) The project will provided bicycle parking at each building facility in accordance with the Technical Manual.

   c. Motorcycles and Scooter Parking.

      (i) The project provides designated motorcycle/scooter parking in the parking structure facility.

d. Snow Storage.

(i) Snow storage management will employ three strategies;

1. On-site snow storage around the perimeter of the site.

2. Snow removal and offsite storage.

3. Mechanical snow removal (i.e. melting bins).

5. Transportation Demand Management (TDM):

a. The applicant has developed a TDM Plan pursuant to the City of Portland's Code of Ordinances.

b. The TDM Plan incorporates the City goals by integrating elements described in the Technical Manual.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

a. The development is designed to maintain a 25' foot buffer from the annual mean high tide to all building structures. Grading and stormwater quality improvements are proposed inside of this setback. The project will avoid impacts to the wetland of special significance around the perimeter of the site with the exception of a small permitted wetland alteration for a stabilized stormwater discharge (<500 SF of impact). The development will improve water quality of stormwater runoff entering the Fore River. The applicant has worked with the MeDEP and Maine Department of IF&W to get approval for the development adjacent to the endangered Piping Plover bird habitat.

c. The applicant is not requesting a waiver from this standard.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

(i) The site's existing tree population is limited to the northwest corner of the site. The project proposed plans to preserve trees as required by the Shoreland Zoning Ordinance and original Level III Site Plan approval.

(ii) The applicant has performed a site walk with the City's arborist and will meet this criteria.

(iii) The applicant has previously prepared a Demolition and Removal Plan, and an Erosion and Sedimentation Control Plan which require protection of existing vegetation as required by the City's Land Use Ordinance.

(iv) The applicant will not require a waiver from this standard.

b. Site Landscaping.

i. Landscaped Buffers:

(a) All service and loading areas are to be screened by fencing or placed in a discrete location out of the direct view of the public.

(b) The development has been designed to meet the understory planting requirements of Section 4 of the Technical Manual.

(c) The development has been designed to meet the commercial planting requirements of Section 4 of the Technical Manual.

ii. Parking Lot Landscaping:

a) The development has been previously designed to meet the planting requirements of Section 4 of the Technical Manual. The enclosed subdivision plans do not show parking lot landscaping. This information will be provided under subsequent Level III site plan applications.

b) The parking lots have been designed to have landscaping islands in paved areas every 40 spaces.

c) Landscaping islands are curbed as shown on the enclosed site layout plans

iii. Street Trees have been provided as required in section 4 of the Technical Manual.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) All stormwater draining onto the site from adjacent properties will be accounted for in the pipe sizing and be redirected to a new discharge location.

(ii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots.

(iii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots.

(iv) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots

b. The Stormwater Management Plan meets the requirements and goals stated in Section 5 of the Technical Manual.

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

d. N/A

e. The Stormwater Management Plan contemplates structural separation between groundwater and stormwater runoff through the use of an impermeable liner. The project is serviced by a public wastewater 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 Phase 1 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. The project site proposed the conveyance of land to the City for the sole purpose of public access to the site. The City has successfully petitioned for a Public Railroad Crossing at the entrance to the site.

2. Public Safety and Fire Prevention:

   a. The site has been designed to promote safe and inviting public meeting and gathering spaces. Controlled access has been designed into the site plan through the use of emergency ready parking gates.

   b. The site has been designed to allow for emergency response vehicles to move around all areas of the site.

   c. The project provides new fire hydrants to meet the requirements of Section 3 of the Technical Manual.

3. Availability and Adequate Capacity of Public Utilities:

   a. The applicant has secured letters from all applicable utilities stating their ability to serve this project. The project will ultimately require all new utility infrastructure throughout the site. Initial renovation work to existing buildings will rely on existing utility infrastructure.

   b. All on site electrical lines serving new buildings will be underground.

   c. All new utility infrastructure will meet the provisions of the Technical Manual.

   d. The project will require a service connection to the Thompson's Point sanitary pump station.

   e. The sanitary sewer collection system is designed to meet all applicable sections of the Technical Manual. The stormwater management system will be designed to meet the requirements of the Technical Manual and Chapter 500 of the MaineDEP Stormwater Management Standards.

   f. The project will use exterior dumpsters or trash compactors to store trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste. The project proposes to screen the facilities with fence enclosures.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

    a. The bulk, location and height of the proposed building will have been designed to not result in adverse impacts to each other or abutting properties. The elevations depicting building massing were provided to the city as part of the approved 2014 Master Development Plan.

    b. The bulk, location and height of the proposed building will have been designed to not result in adverse impacts to each other or abutting properties.

    c. HVAC venting is proposed to be directed to the roof of all buildings and directed away from public spaces.

2. Shadows:

    a. The development is located in the B5 Zone and this standard is not applicable.

3. Snow and Ice Loading:

    a. The proposed buildings will be designed and located such that 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; however, the project is seeking Federal Grant money and consequently a Section 106 review was prepared and accepted by the Maine Historic Preservation Office.

    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 B5 Zone. All HVAC and mechanical equipment is proposed to be mounted on the roof.

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) Proposed commercial signage is still being designed and subject to a condition of approval.

        (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.(i) The project is designed to be a high density mixed use development with multiple story building, parking structure and attractive public space.

(e) The project is still evolving through the design process and is likely to require some conditions as part of its final site plan approval.

ATTACHMENT J

Title, Right & Interest

TRAIL EASEMENT

THIS TRAIL EASEMENT is made as of the 21st day of October, 2013 (the "Effective date"), by and between **FOREFRONT PARTNERS I, LP**, a Maine limited partnership organized and existing under the laws of the State of Maine and having a mailing address of P.O. Box 660, Lewiston, Maine 04243-0660 (hereinafter referred to as "Grantor"), and **CITY OF PORTLAND, MAINE**, with a principal address of 389 Congress Street, Room 208, Portland, Maine 04101 (hereinafter referred to as "Grantee").

WITNESSETH

WHEREAS, Grantor is the owner of property located on Thompson Point, on or near Thompson Point Road and Sewell Street, Portland, Maine, and more specifically described in deed from Thompson's Point Incorporated to Grantor dated June 19, 2013 and recorded on June 27, 2013 in the Cumberland County Registry of Deeds in Book 30781, Page 282 (hereinafter referred to as the "Premises"); and

WHEREAS, Grantor has agreed to grant to Grantee, or other qualified holder, a trail easement over a portion of the Premises as more particularly described herein; and

WHEREAS, Grantee intends to enter into a use and maintenance agreement ("Use Agreement") with Portland Trails, a nonprofit corporation organized and existing under the laws of the State of Maine, with a principal office at 305 Commercial Street, Portland, Maine 04101, the form of which Use Agreement shall be reviewed and approved by Grantor in its reasonable discretion;

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants herein contained, the parties hereto agree as follows:

1. Grant of Trail Easement. Grantor hereby grants to Grantee a non-exclusive easement for the purpose of constructing, maintaining, repairing, using and replacing an unpaved foot path or walking trail within that portion of the Premises described below in Section 2 hereof (the "Trail Easement"), together with improvements delineating such foot path or walking trail, footbridges and directional signs, for use by the general public, subject to the conditions and limitations set forth herein. The Use Agreement shall provide for the designation of responsibility for maintenance and repair to Trail Easement. Grantor or Grantor's agents and designees shall have

the right to enter upon the Trail Easement at all times.

2. Location. The Trail Easement shall be a strip of land approximately ten (10') feet wide, located along the boundary of a portion of the Premises extending from the existing trail connection on the property of the abutting property to the northwest which is owned by Waynflete School, along the northwestern edge of the Premises to the edge of the property owned by Portland Water District, and thence along the westerly edge of the Premises to the southerly point, which shall be the terminus of the Trail Easement area, all as generally depicted in Exhibit A attached hereto and incorporated by reference. The traveled way of the trail within the Trail Easement area shall be no more than ten (10) feet in width and the improvements associated therewith may reasonably extend beyond the traveled way for purposes of drainage, construction and maintenance. The design of the trail and all improvements associated therewith shall be subject to the prior review and approval of Grantor for compliance with this Trail Easement, which approval shall not be unreasonably withheld. Provided, however, and notwithstanding anything to the contrary contained herein, Grantor reserves the right to relocate all or any portions of the trail and associated improvements provided that all costs and expenses associated with such relocation shall be borne by Grantor so long as such new location reasonably provides connections with the trail destinations. Notwithstanding the foregoing, it is understood and agreed by and between the parties that Grantor shall permit the State of Maine, by and through its Department of Transportation and/or its contractor, to enter the Trail Easement area for the purpose of constructing the recreational trail contemplated by this Trail Easement.

3. Approvals. Subject to Section 2 above, Grantor and Grantee shall work together to obtain any necessary federal, State or local permits and approvals required in connection with the construction of the trail, the cost an expense of which is included in the "Municipal/Developer/State Agreement: Proposed Public Infrastructure Improvements to Thompson's Point."

4. Use; Maintenance. The Trail Easement area shall be used solely for passive recreational uses during daylight hours limited to pedestrian and non-motorized bicycle traffic and shall exclude any and all motorized/mechanized wheeled/track recreational vehicles of any kind. Wheelchairs or other similar non-recreational vehicles shall be permitted. Grantee shall endeavor, by means of the Use Agreement, to designate Portland Trails to keep and maintain the Premises neat, clean, orderly and safe.

5. Signs. Grantee hereby agrees to cause, by means of the Use Agreement, Portland Trails to install and maintain at its sole cost and expense signs for the Trail. The

signs will indicate that public access is limited to the trail. The signs will request that users of the trail respect abutters' privacy by staying within the Trail. The signs will be subject to the review and approval of Grantee and Grantor.

6. Duration. This Trail Easement shall terminate and be of no further force and effect in the event that it shall pass from Grantee to any third party by grant, operation of law or otherwise without the prior written consent of Grantor, its successors or assigns except to a successor non-profit entity with a similar mission to that of Portland Trails. Further, the initial term of this Trail Easement shall be for a period of twenty (20) years commencing on the effective date and ending on the twentieth (20th) anniversary of the effective date (hereinafter referred to as "Initial Term"). On the fifth (5th) year of the Initial Term, and every five (5) years thereafter of the Initial Term and any subsequent extension thereof, Grantor and Grantee will negotiate to extend for a period of twenty (20) years ("Subsequent Term"). The Subsequent Term will begin in the year in which the Subsequent Term is agreed to by the parties hereto (e.g., the fifth, tenth, fifteenth year, etc.) and end on the anniversary date of the effective date, twenty years thereafter. Grantee shall surrender the Premises to Grantor on the expiration of this Trail Easement or any extensions thereto in as good condition as when received, ordinary wear and tear and damage by the elements excepted. Within thirty (30) days of the expiration of this Trail Easement, Grantor, in its sole discretion, may remove, or permit the use by means of a Use Agreement any of the improvements it has made to the Trail Easement area.

7. Indemnification. Grantee agrees when entering into the Use Agreement with Portland Trails to endeavor to cause Portland Trails to indemnify and hold harmless Grantor and Grantee, and their respective successors and assigns, from and against any loss, claim, damage, liability, expense or damage (including reasonable attorney fees) resulting from the exercise of rights granted under the Use Agreement. Grantee agrees to provide by means of the Use Agreement to cause the provision of, insurance coverage for construction, maintenance, repair, use and replacement of the trail and associated improvements, which insurance shall name Grantor and Grantee as an additional insured. This indemnification and hold harmless agreement shall survive any termination of this Trail Easement but shall apply solely to loss, claim, damage, liability, expense or damage arising out of acts or omissions occurring prior to the termination of this Trail Easement.

8. Governing Law. This Trail Easement shall be governed by the laws of the State of Maine. This Trail Easement is intended to be a trail easement as defined under 33 M.R.S.A. § 1581, et seq., Grantor, by its delivery of this Trail Easement, and Grantee, by its acceptance hereof, acknowledge and agree that this Trail Easement is being granted to Grantee without charge for the purpose of recreational activities by

the general public pursuant to and in accordance with 14 M.R.S.A. § 159-A and that Grantor shall have the benefit of the terms and provisions hereof.

9. Amendment. No amendment to this Trail Easement shall be effective unless it is in writing and signed by both parties and duly recorded in the Cumberland County Registry of Deeds.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed by their officers, thereunto duly authorized, as of the date first set forth above.

FOREFRONT PARTNERS I, LP
By: Forefront GP LLC, its General Partner

Witness

By: _____
Christopher M. Thompson
Its President

CITY OF PORTLAND

Witness

By: _____
Mark Rees
Its City Manager

APPROVED AS TO FORM:
CORPORATION COUNSEL'S OFFICE

STATE OF MAINE
County of Cumberland, ss. October 11, 2013

Then personally appeared the above-named Christopher M. Thompson, President of Forefront GP LLC, the General Partner of Forefront Partners I, LP, and acknowledged the foregoing instrument to be his free act and deed, in his said capacity and the free act and deed of Forefront Partners I, LP.

Before me,

_____
Attorney at Law/Notary Public

_____
Printed Name of Attorney/Notary

JUDE A. CLUFF-GRAHAM
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES OCTOBER 27, 2013

STATE OF MAINE
County of Cumberland, ss. October 21, 2013

Then personally appeared the above-named Mark Rees, City Manager of the City of Portland, and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said Portland Trails.

Before me,

JUDITH H. ROSEN
Notary Public, Maine
My Commission Expires June 17, 2018

Judith H. Rosen
Attorney at Law/Notary Public

Judith H. Rosen
Printed Name of Attorney/Notary

CONSENT OF MORTGAGEE

ANDROSCOGGIN SAVINGS BANK, a Maine banking corporation ("Lender"), holder of a certain Mortgage Deed, Security Agreement and Financing Statement from FOREFRONT PARTNERS I, LP, a Maine limited partnership (the "Borrower"), dated as of June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 292; a Collateral Assignment of Leases and Rentals dated as of June 27, 2013 and recorded in said Registry of Deeds in Book 30781, Page 312; a Mortgage Deed, Security Agreement and Financing Statement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 166; a Collateral Assignment of Leases and Rentals dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 185; and an Equal Priority Agreement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 194 (collectivelythe "Loan Documents"), each with respect to certain property located at or near Thompson's Point in Portland, Cumberland County, Maine, as more particularly described therein (the "Mortgaged Property"), hereby consents to, and subordinates the liens of the Loan Documents to the interests of the Grantee in the foregoing Trail Easement, dated of near or even date, by and between the City of Portland and the Borrower. The Lender hereby agreeing that its lien under the Loan Documents shall be subject to the provisions of the said Trail Easement, and agreeing that in the event of the foreclosure of the Loan Documents, or other sale of the Mortgaged Property under judicial or non-judicial proceedings, the same shall be sold subject to the the terms of said Trail Easement, PROVIDED, HOWEVER, that this consent shall not be construed to to impose on the Lender, its successors and assigns, any of the obligations or liabilities of the Grantor under the Trail Easement.

Dated as of October 17, 2013

ANDROSCOGGIN SAVINGS BANK

By: _____
~~Christopher P. DeMerchant~~
Its Vice President
David M. Eldridge

STATE OF MAINE
County of Cumberland

DAVID M. Eldridge

Personally appeared the above-named ~~Christopher P. DeMerchant~~ in his capacity as Vice President of Androscoggin Savings Bank and acknowledged the foregoing to be his free act and deed and the free act and deed of Androscoggin Savings Bank.

Before me,

_____
Notary Public / ~~Attorney at Law~~
Print Name:_____
My Commission Expires: _____

CHARLES A. SCHWAB
Notary Public, Maine
My Commission Expires September 28, 2017

FORE RIVER
SEWALL ST
tabbies
EXHIBIT
A
FUTURE BUILDING AREA 120' HGT
SERVICE AREA
OFFICE BUILDING 180,000 SF 120' HGT
OPEN SPACE / PERFORMANCE SPACE
SERVICE AREA
HOTEL 70,000 SF 120' HGT
SERVICE AREA
RESTAURANT 8,000 SF
OPEN SPACE / OUTDOOR CONCERT VENUE
SEASONAL ICE RINK
STAGE
EDUCATIONAL 35,000 SF
PARKING GARAGE 700 + SPACES 60' HGT
EVENT CENTER
PEDESTRIAN CORRIDOR
WATERFRONT ACCESS
CULTURAL CENTER 25,000 SF
GYM / SPORTS MED / MIXED USE 34,000 SF
SERVICE AREA
FUTURE BUILDING AREA
OUTDOOR PLAZA
PLAZA
GRAPHIC SCALE
(IN FEET)
1 inch = 80 ft.
ZONE TEXT AMENDMENT
MASTER PLAN
NORTH
REV
DATE
DESCRIPTION
REVISIONS
P.E.
L.C. #
PROJECT
THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE
-
CLIENT
FOREFRONT PARTNERS , LP
ENGINEERS
FST
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE B SOUTH PORTLAND, ME 04106
DRAWN -
DATE
DESIGNED -
SCALE
CHECKED
JOB NO.
FILE NAME -
SHEET -

QUITCLAIM DEED
With Covenant

THOMPSON'S POINT INCORPORATED (a/k/a Thompson's Point Inc.), a Maine corporation, for consideration paid, the receipt whereof is hereby acknowledged, does hereby **GRANT** to FOREFRONT PARTNERS I, LP, a Maine limited partnership, of Lewiston, State of Maine, and having a mailing address of: P.O. Box 660, Lewiston, Maine 04243-0660, **WITH QUITCLAIM COVENANT,** the following described real estate located in Portland, Maine:

PARCEL ONE:

A. Lot One

A certain tract or parcel of uplands and flats, with the buildings thereon, known as Thompson's Point and situated in the City of Portland, in the County of Cumberland and State of Maine, and more particularly bounded and described as follows:

Beginning at a stake in the division line between land now or formerly owned by P.H. and J.M. Brown Company and land formerly owned by the Portland and Ogdensburg Railway (now owned by Maine Central Railroad), which said division line extends in a direct course from Congress Street to the location of said Railway (hereinafter called "said location"), and crosses said location to and into the flats adjoining the above described land and which above described point of beginning is in the southwesterly side line of said location and is twenty-eight (28) feet southwesterly from and measured at right angles to the center line of the east bound main track of said Railway; thence South fifteen degrees twenty-four minutes (15 deg. 24') West on said division line four hundred ninety-eight (498) feet to a stake in the flats; thence South fifty-eight degrees forty-six minutes (58 deg. 46') East three hundred eighty-three and four tenths (383.4) feet to a stake in the flats; thence South six degrees thirty-six minutes (6 deg. 36') East five hundred and seventy-eight (578) feet to a stake in the flats; thence South thirteen degrees thirty-three minutes (13 deg. 33') West four hundred (400) feet, more or less, to the channel of a creek running into Fore River, so-called; thence in a general southeasterly direction by said channel of said creek five hundred (500) feet, more or less, to the point of intersection of said channel of said creek with a line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to the prolongation southwesterly of the northwesterly side line of Frederick Street; thence northeasterly on said line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to said prolongation southwesterly of said northwesterly side line of Frederick Street fifteen hundred (1,500) feet, more or less, to a point in the southwesterly side line of said location distant forty-nine and five tenths (49.5) feet, more or less, southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence northwesterly by the southwesterly side line of said location eighty-five (85) feet, more or less, to a point; thence northeasterly at right angles by said location twenty-one and five tenths (21.5) feet to the southwesterly sideline of

MAINE REAL ESTATE TAX PAID

said location and a point twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence North fifty-four degrees thirty-six minutes (54 deg. 36') West by the southwesterly side line of said location and on a line parallel to and twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway seventeen hundred seventy-five (1,775) feet, more or less, to the point of beginning.

Together with a right of way in common with others over the way as now traveled from the intersection of Sewall and Hooper Streets southerly to the above described premises.

Together with a right of way 15 feet in width over land reserved by Suburban U.D.I. Co. of Maine as described below adjacent to and northerly of the southerly bounds of the reserved parcel described below. The southerly bounds are described as N 54° 1-1/2' W, 222.55 feet; N 60° 57-1/2' W, 60.12 feet; and N 53° 54-1/2' W, 175.19 feet.

Together with a right to use as presently located over the land reserved by Suburban U.D.I. Co. of Maine all sewers, water mains, and utility lines useful for the conduct of business, including the right to enter the land reserved by Suburban U.D.I. Co. of Maine when necessary for the maintenance and repair of said sewers, water mains, and utility lines.

B. Lot Two

A certain lot or parcel of land situated in the City of Portland, County of Cumberland State of Maine being that certain parcel of land conveyed by Suburban Propane Gas Corporation to Mecaw Industries by deed dated October 22, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 239, more particularly bounded and described as follows:

Beginning at an iron pipe that is distant S 35° 31' W forty one and eighty-two hundredths (41.82) feet from the point of beginning of a parcel of land that is excepted and reserved from the conveyance in a quit claim deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in Cumberland County Registry of Deeds in Book 2146, Page 304. Thence, from said point of beginning and by a private road leading from Sewall Street, on the same course of S 35° 31' W thirty six and fifty-nine hundredths (36.59) feet to a spike at land now or formerly of Mecaw Industries; Thence by said land now or formerly of Mecaw Industries S 37° 32 E two hundred twenty five and eighteen (225.18) feet to an iron; Thence through said excepted parcel N 7° 58' W seventy and ninety-four (70.94) feet to an iron; Thence continuing through said excepted parcel N 37° 32' W one hundred seventy four and fourteen hundredths (174.14) feet to the point of beginning. Said above described courses are magnetic and of the date of 1953.

EXCEPTING from Parcel One above a certain lot or parcel of land and any buildings thereon as reserved in a deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson

and E. Martin Anderson dated August 18, 1953 and recorded in the Cumberland County Registry of Deeds in Book 2146, Page 304, and further bounded and described as follows:

Beginning at a stake on the southerly side line of the right of way of the Mountain Division of the Maine Central Railroad (formerly the Portland and Ogdensburg Railway), said stake being 15 feet easterly from the center line of a private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said stake being approximately opposite Station 42+96.45, of said railroad; thence by said railroad right of way S 37° 32' E, 206.10 feet to a stake in the line of a fence; thence by said fence and on a course of S 32 ° 21' E, 282.06 feet to the end post of said fence; thence S 32° 50' E, 18.69 feet to a stake; thence S 22° 35' E, 50.00 feet to a stake; thence S 20° 06' E, 50.00 feet to a stake; thence S 13° 06' E, 50.00 feet to a stake; thence S 02° 18' E, 50.00 feet to a stake; thence S 07° 40' W, 50.00 feet to a stake; thence S 17° 43-1/2' W, 50.00 feet to a stake; thence S 27° 11-1/2'W, 50.00 feet to a spike in the center line of a 30 foot right of way hereinafter described, said spike being distant N 54° 01-1/2' W, 3.92 feet from the westerly gauge of a railway spur line; thence by the center line of said aforementioned 30 foot right of way, N 54° 01-1/2' W, 227.55 feet to a spike marking an angle in said right of way, said last mentioned course passing 15 feet northerly of and parallel to the northerly side line of a projection of a building on land conveyed by Suburban U.D.I. Co. of Maine to said Andersons; thence by the center line of said aforementioned 30 foot right of way, N 60° 57-1/2' W, 60.12 feet to a spike marking an angle therein; thence by the center line of said aforementioned 30 foot right of way, N 53° 54-1/2' W, 175.19 feet to a spike, said last mentioned course passing 22 feet southerly of and parallel to the brick line of a three story office building known as Building 7-G on land reserved to Suburban U.D.I. Co. of Maine; thence parallel to and 5 feet from a building on land reserved to Suburban U.D.I. Co. of Maine, N 36° 16-1/2' E, 300.52 feet to a stake; thence N 37° 32' W, 225.18 feet to a stake distant 15 feet from the center line of said private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said last mentioned course being parallel to and 75 feet from the first described course; thence by said private road leading from Sewall Street, N 35° 31' E, 78.41 feet to the point of beginning. Said above described courses are magnetic and of the year 1953.

ALSO EXCEPTING from Parcel One above a small parcel of land conveyed by Mecaw Industries to Suburban Propane Gas Corporation by deed dated November 24, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 236.

ALSO EXCEPTING from Parcel One a small parcel of land conveyed by Mecaw Industries to Portland Water District by deed dated March 19, 1976 and recorded in the Cumberland County Registry of Deeds in Book 3821, Page 2.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by the State of Maine for highway purposes and described in a Notice of Taking dated July 26, 1967 and recorded in the Cumberland County Registry of Deeds in Book 3005, Page 432.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated August 20, 2001 and recorded in the Cumberland County Registry of Deeds in Book 16667, Page 204.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by Langdon Street Real Estate by its Notice dated November 10, 1997 and recorded in the Cumberland County Registry of Deeds in Book 13459, Page 202.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated February 2, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27577, Page 53.

PARCEL TWO:

A certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine and conveyed by The Dartmouth Company to Thompson's Point, Inc. by deed dated January 31, 1985 and recorded in the Cumberland County Registry of Deeds in Book 6676, Page 287, further bounded and described as follows:

Commencing at a point on a line of land being the southeasterly sideline of land now or formerly of The Dartmouth Company and further being the last described course (i.e., the 2,066-foot course) in the fourth described parcel in a deed from John Marshall Brown to P.H. and J.M. Brown Company, dated January 3, 1894, and recorded in the Cumberland County Registry of Deeds in Book 609, Page 364, said point being at the intersection of the aforesaid line with the line of land formerly of the Portland and Ogdensburg Railway, now of the Portland Terminal Company; thence northwesterly along the line of land of said Portland Terminal Company approximately three hundred (300) feet to a northerly corner of the land now or formerly of the Dartmouth Company; thence South 70° West by said The Dartmouth Company sideline approximately fifty (50) feet to the high water mark of an inlet on the Fore River; thence in a generally southerly direction along the high water mark and westerly, southerly and easterly around a finger of land extending into said inlet, in all cases along the high water mark, to the northwesterly sideline of the land of Thompson's Point Inc.; thence northeasterly along the northwesterly sideline of the land of the said Thompson's Point Inc. approximately four hundred fifteen (415) feet to the point of beginning.

The above-described premises are conveyed subject to and together with the benefit of all easements, restrictions, covenants, liens and other matters of record, to the extent the same are now in force and applicable, including, but not limited to: (1) Affidavit of E. Martin Anderson, Chairman and President of Mecaw Industries, dated October 1, 1984 and recorded in the Cumberland County Registry of Deeds in Book 6579, Page 24, (2) Easement Deed from Thompson's Point Inc. to Central Maine Power Company and New England Telephone and Telegraph dated April 5, 1990 and recorded in the Cumberland County Registry of Deeds in Book 9153, Page 246, (3) Notice regarding Bath, Jose and

Sewall Streets dated November 25, 1997 and recorded in the Cumberland County Registry of Deeds in Book 13459, Page 202 as it affects the private rights of the named lot owners in and to the indicated streets, (4) terms and conditions of a State of Maine Department of Environmental Protection "No Further Action Assurance Letter" dated February 26, 1999 and recorded in the Cumberland County Registry of Deeds in Book 14640, Page 294, (5) such state of facts as set forth on plan entitled "State of Maine Department of Transportation Right of Way Map, Portland Intermodal Transportation Center", dated March 2001 and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 303, (6) such state of facts as set forth on plan entitled "Northern New England Passenger Rail Authority Proposed Land Taking Thompsons Point Associates" dated May 22, 2001, revised through August 13, 2001 and recorded in the Cumberland County Registry of Deeds in Plan Book 201, Page 330, (7) terms and conditions of a State of Maine Department of Environmental Protection Order dated February 9, 2004 and recorded in the Cumberland County Registry of Deeds in Book 20909, Page 4, (8) Trail Easement from Thompson's Point Inc. to Portland Trails, dated October 6, 2005 and recorded in the Cumberland County Registry of Deeds in Book 23265, Page 216, and (9) such state of facts as set forth on plan entitled "Project: Land Acquisition – Northern New England Passenger Rail Authority – Thompson's Point, ME", dated February 13, 2009, revised to December 29, 2009 by OEST Associates, Inc., Drawing No. C-101, Sheet 1 of 3.

For Thompson's Point Incorporated's title see deed dated October 1, 1984 from Mecaw Industries and recorded in the Cumberland County Registry of Deeds in Book 6579, Page 30, and deed dated January 31, 1985 from The Dartmouth Company and recorded in the Cumberland County Registry of Deeds in Book 6676, Page 287.

[Signature Page Follows]

IN WITNESS WHEREOF, the said THOMPSON'S POINT INCORPORATED has set its hand and seal on June 19, 2013.

WITNESS:

THOMPSON'S POINT INCORPORATED

By: _____
Name: Nicholas Van Wyck
Title: President

STATE OF Alaska
COUNTY OF 3rd Judicial Distrct June 19, 2013

Then personally appeared the above-named Nicholas Van Wyck, the President of Thompson's Point Incorporated, and acknowledged the foregoing instrument to be his free act and deed.

CASSANDRA TRIPP
NOTARY PUBLIC
STATE OF ALASKA

Before me,

_____
Notary Public/Attorney-at-Law
Print name: Cassandra Tripp.
My commission Expires 7-26-2016.

Received
Recorded Register of Deeds
Jun 27,2013 03:19:00P
Cumberland County
Pamela E. Lovley

[Deed]

Suburban Propane®

240 Rt. 10 West ▪ Whippany, NJ 07981-0206
www.suburbanpropane.com

September 16, 2013

Jeff Levine, AICP
Director
Planning & Urban Development Department
City of Portland
389 Congress Street, 4th Floor
Portland, Maine 04101

Dear Mr. Levine,

The purpose of this letter is to confirm that Suburban Propane has executed a Purchase and Sale Agreement with Thompson's Point Development Company, Inc. and its assigns, for our parcel located at Thompson's Point, Portland, Maine; and to confirm that Thompson's Point Development Company, Inc. is authorized to seek entitlements for the redevelopment of this parcel.

Thank you and best regards,

Susan G. Delia
Senior Real Estate Manager

75 West Commercial Street, Suite 104
Portland, Maine 04101-4631
207-780-1000 Tel
207-780-1001 Fax
www.AmtrakDowneaster.com

Martin I. Eisenstein
Chairman

NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY

September 16, 2013

Jeff Levine, AICP
Director
Planning & Urban Development Department
City of Portland
389 Congress Street, 4th Floor
Portland, Maine 04101

Dear Mr. Levine,

The purpose of this letter is to confirm that Northern New England Passenger Rail Authority has agreed in principle with Thompson's Point Development Company, Inc., and its assigns, to engage in a transaction in which Thompson's Point Development Company, Inc. would acquire the parcel at Thompson's Point, Portland, Maine, described as "Parcel B" in NNEPRA's notice of condemnation dated February 2, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27577, Page 53, excepting and reserving to NNEPRA a strip 50 feet (+/-) in width along the length of the northerly boundary of that parcel.

As far as NNEPRA is concerned, Thompson's Point Development Company, Inc. is authorized to seek entitlements for the redevelopment of the parcel it would acquire in the anticipated transaction.

Thank you.

Patricia Quinn
Executive Director

ATTACHMENT K

Financial Capacity Letter

TD Bank
America's Most Convenient Bank®

TD Bank, N.A.
One Portland Square
P.O. Box 9540
Portland, ME 04112-9540
T: 207-761-8600 F: 207-761-8660
www.tdbank.com

May 17, 2011

Greg A. Mitchell, Director
Economic Development Division
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Thompson's Point Development Company, Inc.

Dear Mr. Mitchell,

TD Bank, N.A. is aware that Thompson's Point Development Company, Inc. has approached the City of Portland to request Tax Increment Financing to support their redevelopment efforts at Thompson's Point, and I am providing this letter in support.

We have done business with the development team and a number of the investors in this project. All have a proven track record and a commitment to the City of Portland and the State of Maine. We are confident in their ability to complete this project and see that it operates effectively over the long term.

We are in the midst of an active review of the project and wish to confirm our interest in the prospect of providing construction and permanent financing.

Please feel free to contact me with any questions.

Sincerely,

Kimberly J. Twitchell
Vice President
Senior Lender

ATTACHMENT L

Declaration of Easements, Covenants and Restrictions

Draft –June 23, 2015

DECLARATION

OF

EASEMENTS, COVENANTS AND RESTRICTIONS

dated as of

_____, 2015

Declarant: FOREFRONT PARTNERS I, LP
501 Danforth Street
Portland, Maine 04102

TABLE OF CONTENTS

Page

RECITALS 1
ARTICLE I - DEFINED TERMS 2
1.1. Defined Terms 2
1.2. Interpretation 5
ARTICLE II - DESCRIPTION OF PROPERTY 5
2.1. Description of the Property 5
2.2. Location and Dimension of Each Lot 5
ARTICLE III - DESCRIPTION OF UNITS, ETC. 6
3.1. Maximum Number of Lots 6
3.2. Creation of Lots 6
3.3. Lot Boundaries 6
3.4. Allocated Interests 6
3.5. Structures 7
3.6. Time of Construction 7
3.7. Compliance with Ordinances 7
3.8. Maintenance of Lots 7
3.9. Nuisances 7
ARTICLE IV - COMMON AREAS AND APPLICABLE PROVISIONS 8
4.1. Association Rights to Reserve Areas 8
4.2. Common Areas to Remain Undivided 8
4.3. Use of Common Areas 8
ARTICLE V - EASEMENTS AND LICENSES 9
5.1. Recorded Easements and Licenses 9
ARTICLE VI - NOTICES TO LOT OWNERS BY ASSOCIATION 9
6.1. To Lot Owners 9
6.2. To the Association 9
6.3. To Eligible Mortgage Holder 10
ARTICLE VII - EASEMENTS 10
7.1. Utilities, Pipes and Conduits 10
7.2. Ingress, Egress and Regress 10
7.3. Development Association and Board of Directors Access 10
7.4. Declarant’s Easement for Marketing 11
7.5. Declarant’s Easement for Construction 11
7.6. Declarant’s Easement to Correct Drainage 12
7.7. Encroachments 12
7.8. Declarant’s Right to Connect With Utilities 12
7.9. Declarant’s Right to Grant Easements 12
7.10. Common Areas Easement in Favor of Lot Owners 13
7.11. Rental Operations by Declarant 13
7.12. Alteration of Common Areas by Declarant 13
7.13. Easements or Licenses for Walking Trails 13

7.14. City of Portland Easement for Public Vehicles 14
ARTICLE VIII - ASSESSMENTS FOR COMMON EXPENSES AND MAINTENANCE OF PROPERTY 14
8.1. Allocation and Payment of Assessments of Common Expenses 14
8.2. Payment of and Lien for Assessments; Budget; Limitation on Expenditures; Taxes; Etc 16
8.3. Reduction of Expenses and Surplus Funds 18
8.4. Real Estate Subject to Development Rights, if Any 19
8.5. Maintenance of Common Areas 19
8.6. Maintenance of Lot 19
8.7. Liability of Owner 19
ARTICLE IX - ASSOCIATION OF LOT OWNERS; VOTING; DECLARANT CONTROL 20
9.1. The Association, Powers 20
9.2. Board of Directors Powers, Declarant Control Period 20
9.3. Voting 21
ARTICLE X - RESTRICTIONS ON USE, OCCUPANCY AND ALIENATION OF LOTS 22
10.1. Use and Occupancy Restrictions on Lots 22
10.2. Voluntary Resale of Lots 23
10.3. Title 23
ARTICLE XI - AMENDMENTS 23
11.1. Before Any Conveyance 23
11.2. After First Conveyance 24
ARTICLE XII - TERMINATION OF DEVELOPMENT 25
12.1. Termination 25
ARTICLE XIV - INSURANCE 25
13.1. Policies 25
13.2. Property Insurance 25
13.3. Liability Insurance 26
13.4. Other Insurance 26
13.5. Memoranda, Cancellation, Additional Required Provisions 27
ARTICLE XIV - CREATION OF ADDITIONAL LOTS, COMMON AREAS ON CONVERTIBLE REAL ESTATE 27
14.1. Reservation 27
14.2. Assurances 28
14.3. Alteration of Lots by Declarant 28
ARTICLE XV - APPLICABILITY; COMPLIANCE AND DEFAULT; EMINENT DOMAIN 28
15.1. Applicability 28
15.2. Compliance 29
15.3. Eminent Domain 30
ARTICLE XVI - LIMITATION OF LIABILITY 30
16.1. Limited Liability of the Board of Directors 30
16.2. Indemnification 31
16.3. Defense of Claims 31

ARTICLE XVII – INTENTIONALLY OMITTED 32
ARTICLE XVIII - TAXATION 32
18.1. Lots Not Yet Separately Assessed 32
18.2. Property Located Outside of Lots Separately Assessed 32
ARTICLE XIX - EXPENSES OF CONVERTIBLE REAL ESTATE, ETC 32
19.1. Convertible Real Estate, Etc 32
ARTICLE XX - GENERAL PROVISIONS 33
20.1. No Obligation to Complete 33
20.2. Captions 33
20.3. Gender, Number, Etc. 33
20.4. Severability 33
MORTGAGEE CONSENT 35
SCHEDULE A – Property Description I
SCHEDULE B – Reduced Copy of Plan VI
SCHEDULE C – Common Area Interest and Common Expense Liability VII
SCHEDULE D – Copy or Summary of Event Management Plan IX
SCHEDULE E – Copy or Summary of Transportation Demand Management Program X

DECLARATION OF EASEMENTS,
COVENANTS AND RESTRICTIONS

THE FOREFRONT AT THOMPSON POINT

WITNESS THIS DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS (hereinafter referred to as this "Declaration") made as of this ____ day of _____, 2015, by FOREFRONT PARTNERS I, LP, and its successors and assigns, a Maine limited partnership, of Lewiston, Maine, and having a mailing address of501 Danforth Street, Portland, Maine 04102 (hereinafter referred to as the "Declarant").

RECITALS

A. Declarant is the owner of certain parcels of land and improvements thereon situated off Thompson's Point Road in the City of Portland, County of Cumberland and State of Maine, being more particularly described in that certain Quitclaim Deed with Covenant from Thompson's Point Incorporated (a/k/a Thompson's Point Inc.), a Maine corporation, to Declarant dated June 19, 2013 (the "Deed") and recorded on June 27, 2013 in the Cumberland County Registry of Deeds in Book 30781, Page 282 (the "Property").

B. Declarant has subdivided a portion of the Property into certain Lots of land for a commercial development of mixed uses, including, without limitation, work studios, retail businesses, offices, hotels, residential facilities, health clubs and facilities, restaurants and/or banquet facilities, sports facility, theaters (film and performing), public meeting places and/or convention facilities and/or parking garages and facilities to be known as "The Forefront at Thompson Point" (the "Subdivision").

C. The Subdivision is more particularly depicted on a plan entitled "Amended Subdivision Plan / The Forefront at Thompson's Point", prepared for the Declarant by Fay, Spofford & Thorndike Inc., dated September 2014 and approved for Subdivision and Site Plan Review by the City of Portland Planning Board on December 17, 2013 and last approved by the City's Planning Authority on December 12, 2014, and the said Subdivision Plan is recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page ____ (as amended from time to time, the "Plan").

D. The Declarant is the owner of all of the Lots (as hereinafter defined) depicted on the Plan, being Lots 1 through19, inclusive (except for Lots 14 and 15 which are under contract), and the roadways that circumvent the Subdivision and the Common Areas (as hereinafter defined), excluding approximately one hundred thirty-nine and eighty-seven hundredths (139.87) feet of roadway (9,155$^{+/-}$ square feet) at the entrance of the Subdivision and depicted on the Plan as "conveyance to MDOT as additional land for Sewall Street", which entrance roadway area is currently owned by the State of Maine Department of Transportation by virtue of a deed dated June 27, 2013 from Declarant, recorded in said Registry of Deeds in Book 30781, Page 288 (the

"Public Road"). Other than the Public Road, the roadways of the Subdivision are, and shall be, private roads.

E. The Declarant desires to provide for the improvement of the Property in accordance with a harmonious plan for the relative location of commercial structures, accessory structures, garages, rights-of-way, easements, roads, railroad crossing rights, common areas, roadways and walkways providing ingress and egress to the Subdivision and general land use, all to assure the owners of Lots, their successors and assigns, that the use, benefit and enjoyment of the individual Lots, Common Areas, facilities, easements and roads will not conflict with the harmonious plan of the proposed commercial development (the "Development").

F. The various components and improvements of the Property have been operated as a single integrated parcel of land over the years, and in order to facilitate the separate operation of the Lots within the Property the Declarant desires to create a Development providing for the greatest possible degree of health, safety, environmental beauty and amenity for the Lot Owners and commercial tenants thereof, and to effect the foregoing purposes, desires to subject the Property to protective covenants, restrictions and common easements and to provide for the administration and enforcement of same, the maintenance and improvement of certain common facilities, and the establishment, collection and disbursement of assessments, all as set forth hereinafter, each and all of which are for the benefit of the Subdivision and of each Lot maintaining and improving certain rights-of-way and other common facilities, and otherwise carrying out the provisions and objectives of this Declaration.

NOW, THEREFORE, the Declarant hereby declares that the Property shall be held, occupied, improved, transferred, sold, leased and conveyed subject to the protective covenants and restrictions, the reservations and exceptions, the common rights and easements and the provisions hereinafter set forth, all of which are declared to be in furtherance of a uniform scheme for the development of the Property and that said protective covenants, reservations, common easements and provisions are intended to enhance and protect the value and desirability of the Property as a whole, to mutually benefit each of the Lots located thereon, to create mutual equitable servitudes upon each of the Lots in favor for each and all other Lots therein and to create reciprocal rights and privities of contract and estate between all persons and entities acquiring or owning any interest in any portion of the Property, including the Declarant, with such protective covenants, restrictions, and easements deemed to run with the land and be a burden and benefit to and enforceable by all such persons, including the Declarant and the Declarant's grantees, successors, administrators and assigns, and by the Association (as hereinafter defined).

ARTICLE I
DEFINED TERMS

1.1. Defined Terms. The following terms which are not otherwise defined in this Declaration shall have the following specific meanings in this Declaration:

1.1.1. "Allocated Interests" mean (a) the Common Area Interest, (b) the Common Expense Liability, and (c) the Votes in the Association, allocated to each Lot pursuant to this Declaration.

1.1.3. "Association" means the association of the Lot Owners organized as a nonprofit corporation under the Maine Nonprofit Corporation Act. Subsequent to the Declarant Control Period, if applicable, references herein to the Declarant shall mean the Association as successor in interest to the Declarant.

1.1.4. "Building" means any building erected on the Property within a Lot, as well as other improvements comprising a part of a Building or intended to be used for purposes incidental to the use of a Building.

1.1.5. "Bylaws" mean such governing regulations for the Association as are adopted pursuant to this Declaration for the regulation and management of the Property, including such amendments thereof as may be adopted from time to time.

1.1.6. "Common Areas" mean the outdoor plazas, sidewalks, roadways, public street entrances and exits, service roads, boat docks, landscaped areas, utility structures, and other areas located on the Property and identified as "Common Area" on the Plan, and other portions of the Property hereafter designated as Common Areas pursuant to this Declaration from time to time. In addition, "Common Areas" shall include all storm water facilities situated on the Property, whether or not included in the "Common Area" shown on the Plan, and all utility structures situated on the Property that are not owned and serviced by the utility company and serve multiple Lots or adjacent properties.

1.1.7. "Common Area Interest" means the percentage of undivided interest in the Common Areas appurtenant to each Lot.

1.1.8. "Common Expenses" mean and include, but are not limited to, (a) the cost of maintenance, management, operation, repair, renovation, restoration and replacement of the Common Areas and such parts of the Lots as to which pursuant to this Declaration it is the responsibility of the Association to maintain, repair and replace, (b) the cost of all insurance premiums on all policies of insurance required to be or which have been obtained by the Board of Directors pursuant to the provisions of this Declaration, (c) such amounts as the Board of Directors may deem necessary to provide for general operating reserve funds, reserve funds for replacements and contingencies, and such other reserve funds as may be required by the Bylaws or as the Board of Directors may periodically establish, (d) sums that the Board of Directors may deem necessary to compensate for any deficits in receipts over expenses for the previous fiscal year, (e) the charges and fees for energy, heat, water, electricity, gas and sewer services, including stormwater impact fees if applicable, furnished to the Development to the extent not separately metered to individual Lots and charged to individual Lot Owners, and (f) such other

costs and expenses that may be declared by this Declaration, the Bylaws or resolution or agreement by the Board of Directors, Lot Owners, or any of the foregoing, to be Common Expenses of the administration, operation, maintenance and repair of the Development and the Property and the rendering to Lot Owners of all related services.

1.1.9. "Common Expense Liability" means the allocation to each Lot of the respective liability for Common Expenses. The Common Expense Liability allocated to the Lot is a percentage equal to the Common Area Interest appurtenant to the respective Lot.

1.1.10 "Convertible Real Estate" shall mean the land designated as Lots 14 and 15 on the Plan abutting the Development and on the southwesterly side of the railroad tracks that may be acquired by the Declarant during the Declarant Control Period and added to the Development. Any Convertible Real Estate added to the Development shall thereafter be included in the term "Property". Until such time as Lot 14 and/or Lot 15 are added to the Development, the provisions of this Declaration relating to Lots or Lot Owners shall not be applicable to such Convertible Real Estate.

1.1.11. "Declarant" shall mean the Declarant originally named herein and any successor to the Development Rights (as hereinafter defined), and, if applicable, subsequent to the Declarant Control Period (as hereinafter defined), the Association as successor in interest to the Declarant.

1.1.12. "Declarant Control Period" shall be the period prior to the transition election to Association control described in Section 9.2 hereof.

1.1.13. "Development Documents" mean this Declaration, the Plan, the Governmental Approvals, the Bylaws and any Rules and Regulations adopted pursuant thereto by the Board of Directors or a committee designated by the Board of Directors, and all amendments to each of the same.

1.1.14. "Development rights" means any right or combination of rights reserved by the Declarant in this Declaration to add real estate to the Development; to create Lots or Common Areas within the Development; to subdivide Lots or convert Lots into Common Areas; or to withdraw real estate from the Development.

1.1.15. "Eligible Mortgage Holder" means the holder of record of a recorded first Mortgage encumbering a Lot in the Development which has delivered written notice to the Association by prepaid United States Mail, return receipt requested, or by delivery in hand securing a receipt therefor, stating the name and address of the holder of a Mortgage, the name and address of the Owner of the Lot encumbered by such Mortgage, the identifying number of such Lot, and containing a statement that such Mortgage is a recorded first Mortgage.

1.1.16. "Governmental Approvals" means any authorization, consent, approval, license or exemption of, registration or filing with, or report to, any governmental or regulatory unit having jurisdiction over the Property to develop the Development.

1.1.17. "Lot" means a part of the Property designated for any type of separate ownership or occupancy, the boundaries of which are described in Article III. For purposes of determining Allocated Interests, the "size" of each Lot is the number of square feet therein determined by reference to the dimensions shown on the latest version of the Plan approved by the City of Portland and recorded in the Cumberland County Registry of Deeds.

1.1.18. "Majority Vote" or "Majority of Lot Owners" shall mean a vote by the Owners of those Lots to which are allocated more than fifty percent (50%) of the Votes in the Association that are cast in person or by proxy at any meeting of the Association at which a quorum (as defined in the Bylaws) is present in person or by proxy. Except as otherwise provided, any specified percentage of Lot Owners means a vote by the Owners of those Lots to which are allocated the same specified percentage of the Votes in the Association that are cast in person or by proxy at any meeting of the Association at which a quorum is present in person or by proxy, and for all voting purposes, each Lot Owner shall have a vote equal to the Votes in the Association allocated to its Lot. The approval by a specified percentage of Eligible Mortgage Holders is based upon one (1) vote for each Mortgage held.

1.1.19. "Mortgage" means a recorded mortgage encumbering a Lot in the Development held by a Mortgagee or an Eligible Mortgage Holder. "Mortgagee" means the holder of a Mortgage.

1.1.20. "Recorded" means that an instrument has been duly entered of record in the Registry of Deeds in and for Cumberland County, Maine.

1.2. Interpretation. In the event of any conflict or discrepancy between this Declaration, the Bylaws and the Plan, the provisions of this Declaration shall govern the Bylaws and the Plan.

ARTICLE II
DESCRIPTION OF PROPERTY

2.1. Description of the Property. A legally sufficient description of the Property included in the Development is set forth in Schedule A attached hereto, and the location and dimensions of the Property included in the Development is depicted on the Plan, a reduction of a true copy of which is attached to this Declaration as Schedule B.

2.2. Location and Dimension of Each Lot. The location and dimension of each Lot is depicted on the Plan.

ARTICLE III
DESCRIPTION OF UNITS, ETC.

3.1. Maximum Number of Lots. The Declarant has created pursuant to the Plan, and the Subdivision approved, nineteen (19) Lots as identified on Schedule C. The Declarant reserves the right to add to the Development Lots 14 and 15 on the Convertible Real Estate.

3.2. Creation of Lots. Reference is made to Schedule C and the Plan for the identifying number of each Lot, including the locations and dimensions of the horizontal boundaries of each Lot, the Common Areas to which the Lot has direct access, the specific formula for determining the Common Expense liability for each Lot, and any other information necessary to identify the Lot.

3.3. Lot Boundaries. The boundaries of each Lot are shown on the Plan and are described as follows:

3.3.1. Vertical Boundaries: The Lots shall have no vertical boundaries.

3.3.2. Horizontal (Parametric) Boundaries: The horizontal boundaries of each Lot are as shown on the Plan.

3.3.3. Inclusions: Each Lot will include the spaces and improvements lying within the boundaries described in subparagraphs 3.3.2 above.

3.3.4. Exclusions: Except when specifically included by other provisions of this Paragraph 3.3, the following are excluded from each Lot: the spaces and improvements lying outside of the Lot boundaries described in subparagraphs 3.3.2 and 3.3.3 above.

3.4. Allocated Interests. The Allocated Interests allocated to each Lot are listed and allocated to the Lots in Schedule C. Each Common Area Interest and Common Expense Liability has been rounded to the nearest one thousandth of one percent (0.001%). The Common Area Interests and Common Expense Liabilities appurtenant to each respective Lot are each a percentage determined on the basis of "size" (as defined in Paragraph 1.1.17 above) by multiplying by one hundred (100) the quotient resulting from dividing the "size" of each respective Lot by the aggregate "size" of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to the Development. The Votes in the Association allocated to each respective Lot is a sum rounded to the nearest whole number determined by multiplying by one thousand (1,000) the quotient resulting from dividing the "size" of each said Lot by the aggregate "size" of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to the Development. The Allocated Interests stated for each Lot in Schedule C are subject to change in the circumstances stated in this Declaration, e.g., change in a Lot size, change in Common Areas, or addition of Convertible Real Estate. The

Table depicted in Schedule C shows the current Allocated Interests of each Lot as of the date of this Declaration. From time to time, so long as the formula for determination of Allocated Interest as set forth in Section 3.4 and Schedule C does not change, the recalculation of Allocated Interest created by changes in Lot size, number of Lots or other changes shall be kept with the records of the Board of Directors and such updated record shall control in the determination of Allocated Interests. Nothing in this Section 3.4 shall affect the requirements for Amendments to this Declaration as set forth in Article XI hereof.

3.5. Structures. No Building (or auxiliary structure) shall be erected or placed within any Lot, or the exterior of any Building altered, until its design, siting within the Lot, utility siting, exterior siding, roofing and trim materials, all auxiliary structures and exterior colors are approved by the Declarant, which approval shall not be unreasonably withheld, delayed or conditioned if such erection, placement or alteration is otherwise consistent with the Site Plan for the Development approved by the City of Portland Planning Board.

3.6. Time of Construction. When the construction of a Building on a Lot is once begun by a Lot Owner, work thereon must be prosecuted diligently and the enclosed shell of such Building must be completed within two (2) years, unless otherwise consented to by the Association, which consent shall not be unreasonably withheld, delayed or conditioned; provided, however, in the event construction begins on a "pad" site, so-called, and not a Building, so that site work, foundations, utilities, etc. can be done, it shall not be deemed to trigger the two (2) year period so long as completion of the "pad" site is completed to a "pad ready" status within eight (8) months from commencement to the satisfaction of the Declarant or Board of Directors, as applicable.

3.7. Compliance with Ordinances. All construction activities, including the siting of a Building and erection of signs, shall be in accordance with all local, state and federal laws, codes, ordinances and regulations and subject to the existing Site Plan Review approvals, Subdivision approvals and this Declaration.

3.8. Maintenance of Lots. Each Lot Owner shall be solely responsible for the maintenance, replacement and repair of its Lot, excluding Common Areas, and shall keep its Lot free from rubbish and trash of any kind. Each Lot Owner shall keep trash, garbage and other waste in sanitary containers and any sand, gravel, salt or similar materials in appropriate locations within the boundaries of a Lot, and in accordance with all local, state and federal laws, codes, ordinances and regulations, and any Rules and Regulations established by the Association's Board of Directors. Each Lot in the Development is situated on private property with street frontage on private roads, and the City of Portland shall not have any responsibility for trash removal or for road maintenance on the said private roads of the Development.

3.9. Nuisances. No Owner shall do or permit to be done any act in the Development or within a Lot which may be, or is, or may become a nuisance as defined by state or local ordinances or regulations.

ARTICLE IV

COMMON AREAS AND APPLICABLE PROVISIONS

4.1. Association Rights to Reserve Areas. "Reserved Common Areas" are those parts of the Common Area which the Declarant (or the Board of Directors as successor to the Declarant) may designate from time to time for use by less than all Lot Owners or by non-Lot Owners for specified periods of time. The Declarant (or the Board of Directors of the Association) shall have the power in its discretion from time to time to grant revocable licenses in designated Reserved Common Areas and to establish a reasonable charge for the use and maintenance thereof, but the designation of such Reserved Common Areas shall not affect the Allocated Interests of the Lot Owners.

4.2. Common Areas to Remain Undivided. The Common Area Interest of a Lot shall be inseparable from each Lot, and any conveyance, lease, devise or other disposition or mortgage or other encumbrance of any Lot shall extend to and include the Common Area Interest, whether or not expressly referred to in the instrument effecting such transfer. The Common Areas shall remain undivided and no action for partition or division of any part thereof shall be permitted, unless otherwise provided by law and permitted by this Declaration.

4.3. Use of Common Areas. Except as their use may otherwise be limited by this Declaration or the Bylaws or otherwise by the Declarant (or the Board of Directors, as applicable) pursuant to its powers, each Lot Owner, tenant and occupant of a Lot, and guests, customers, clients, agents and employees of such Lot Owner, tenant and occupant, may use the Common Areas in common with all other Lot Owners and tenants or occupants of other Lots, and their respective guests, customers, clients, agents and employees, in accordance with the purposes for which they are intended without hindering or encroaching upon the lawful rights of the other Lot Owners, subject to the following terms:

4.3.1. Except for such signs as may be posted by the Declarant for promotional or marketing purposes, no exterior or Building signs of any character shall be erected, posted or displayed upon, in, from or about any Lot or Common Areas without the prior written approval of the Board of Directors or a committee designated by the Board of Directors, which approval shall not be unreasonably withheld, delayed or conditioned. All signs must be in compliance with the City of Portland Ordinances, Regulations and Permits. Notwithstanding the foregoing, (i) any tenant identification sign to be installed on a Building or on a monument sign for a Lot shall not require the approval of the Board of Directors or the committee if such sign complies with the Portland Ordinances, Regulations and Permits, and (ii) Declarant's right to post signs for promotional or marketing purposes shall be limited to (A) such Lots and those Common Areas that are unimproved, (B) those Lots on which the construction of a Building or other improvements have not yet been completed, and (C) those Lots whose Owner(s) have consented to the posting thereof.

4.3.2. No Lot Owner shall obstruct any of the Common Areas nor shall any Lot Owner place or cause or permit anything to be placed on or in any of the

Common Areas (except those areas designated for such storage by the Development Documents or the Board of Directors) without the approval of the Board of Directors, which approval shall not be unreasonably withheld, delayed or conditioned. Notwithstanding the foregoing, the approval of the Board of Directors shall not be required in connection with the installation of any outside fuel tanks, trash compactors, coolers, compressors, electrical transformers and other equipment which exclusively serves a Building so long as such installation does not eliminate any parking spaces or obstruct ingress and/or egress.

4.3.3. The Board of Directors, the Association, any Lot Owner and the Declarant shall not be considered a bailee of any personal property stored on the Common Areas (including property located in storage cubicles and vehicles parked on the Common Areas), whether or not exclusive possession of the particular area is given to a Lot Owner for storage or parking purposes, and shall not be responsible for the security of such personal property or for any loss or damage thereto, whether or not due to negligence, except to the extent covered by insurance in excess of any applicable deductible.

ARTICLE V
EASEMENTS AND LICENSES

5.1. Recorded Easements and Licenses. The Property is on the date hereof subject to and benefited by those recorded easements and licenses and other matters of record, including those easements, notes, conditions and restrictions as are set forth herein and on the Plan, each as may be amended, modified, approved and recorded from time to time.

ARTICLE VI
NOTICES TO LOT OWNERS BY ASSOCIATION

6.1. To Lot Owners. All notices, demands, bills and statements or other communications affecting the Development shall be given to Lot Owners by the Association in writing and shall be deemed to have been duly given if delivered personally securing a receipt therefor or sent by United States mail, postage prepaid, or if such notification is of a default or lien, sent by registered or certified United States mail, return receipt requested, postage prepaid, addressed to the Lot Owner at the address which the Lot Owner shall designate in writing and file with the Secretary of the Association, or if no such address is so designated, the address of the Lot of such Lot Owner who is the record owner thereof.

6.2. To the Association. All notices, demands, statements or other communications affecting the Development given by the Lot Owners to the Association shall be in writing and shall be deemed to have been duly given to the Association if delivered personally securing a receipt therefor, or sent by United States mail, postage prepaid, return receipt requested, addressed to the Association at the principal office of the managing agent, or if there shall be no managing agent, then to the Secretary of the Association at the address of the Lot of which the

Secretary is the record Lot Owner.

6.3. To Eligible Mortgage Holder. All notices, demands, statements or other communications affecting the Development given by the Association to any Eligible Mortgage Holder shall be in writing and shall be deemed to have been duly given by the Association if delivered personally securing a receipt therefor, or sent by United States mail, postage prepaid, addressed to the Eligible Mortgage Holder at the address identified pursuant to Article I by virtue of which it became an Eligible Mortgage Holder.

ARTICLE VII
EASEMENTS

7.1. Utilities, Pipes and Conduits. Subject to the terms of Section 10.1.7 hereof, each Lot Owner shall have an easement in common with all other Lot Owners to use all pipes, wires, ducts, cables, conduits, public utility lines and other Common Areas serving its Lot and located in any of the other Lots or Common Areas. Each Lot shall be subject to an easement in favor of all other Lot Owners to use the pipes, ducts, cables, wires, conduits, public utility lines and other Common Areas serving such other Lots and located in such Lot. The Declarant (and the Association and its Board of Directors as successor to the Declarant) shall have the right to grant to third parties additional permits, licenses and easements over and through the Common Areas for utilities, roads and other purposes reasonably necessary or useful for the proper maintenance and operation of the Development.

7.2. Ingress, Egress and Regress. Each Lot Owner, and the clients, customers, guests, employees, tenants, subtenants, invitees, agents, contractors and licensees of Lot Owners shall have an easement, subject to any rules and regulations established by the Board of Directors, in common with all other Lot Owners to use the entrances, exits, corridors and other Common Area roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets. The Board of Directors shall not and cannot establish any rules and regulations depriving any Lot Owner of reasonable ingress, egress and regress to and from its Lot, the Property and Common Areas and the adjoining public streets. Notwithstanding the foregoing, use of the entrances, exits, corridors and roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets, and to parking spaces and areas located on the Property shall be subject to the Event Management Plan generally described in Schedule D attached hereto and the Transportation Demand Management Program generally described in Schedule E attached hereto, which Event Management Plan and Transportation Demand Management Program shall be incorporated into the Rules and Regulations as adopted by, and amended from time to time, by the Board of Directors.

7.3. Development Association and Board of Directors Access. The Declarant reserves in favor of itself, the Association and its Board of Directors, officers, agents and employees, and the managing agent and every other person authorized by the Board of Directors, the irrevocable right and easement to have access to each Lot as may be necessary for the inspection, maintenance, repair or replacement of any of the Common Areas therein or accessible therefrom or the making of any addition or improvements thereto; or to make repairs

to any Lot or the Common Areas if such repairs are reasonably necessary for public safety or to prevent damage to any other Lot or Lots or the Common Areas; or to abate any violation of law, orders, rules or regulations of the Association or of any governmental authorities having jurisdiction thereof. In case of an emergency, such right of entry shall be immediate whether or not the Lot Owner is present at the time.

7.4. Declarant's Easement for Marketing. Prior to the completion of the Development, the Declarant reserves the right with respect to its marketing of Lots to use the Common Areas for the ingress and egress of itself, its officers, employees, agents, contractors and subcontractors and for prospective owners or tenants of Lots, including the right of such prospective owners or tenants to park in parking spaces. The Declarant further reserves the right to maintain on the Property such advertising signs as may comply with applicable governmental regulations, which may be placed in any location on the Property and may be relocated or removed, all at the sole discretion of the Declarant. The Declarant shall have the right to erect on the Common Areas temporary offices for construction, management, and similar purposes, which may be relocated or removed, all at the sole discretion of the Declarant and which may be of such types and sizes as the Declarant may deem appropriate. Notwithstanding the foregoing, Declarant's rights set forth in this Section 7.4 shall be limited to those Common Areas that are part of any Lot under construction, to those Common Areas that are unimproved, to those Lots that are unimproved, to those Lots on which the construction of a Building or other improvements have not yet been completed, and to those Lots whose Owner(s) have consented to the activity thereon.

7.5. Declarant's Easement for Construction. The Declarant reserves the easement, right and privilege without delay or hindrance with respect to the construction of the Lots, Common Areas and other improvements of the Development, to go upon any and all of the Property for purposes of construction, reconstruction, maintenance, repair, renovation, replacement or correction of the Lots or Common Areas. This easement shall include, without limitation, the right of vehicular and pedestrian ingress and egress, the right to park motor vehicles and to engage in construction and marketing activities of any nature whatsoever, including the movement and storage of building materials and equipment. This easement also expressly includes the right to cut and remove any trees, bushes or shrubbery, to grade and remove the soil, to undertake any work in the tidal area and the embankment areas in or near the shoreland setbacks, including the areas which may be under license or easement with others for the purposes of maintaining the public bicycle and pedestrian trails, or to take any other action reasonably necessary to achieve this purpose, following which the Declarant shall restore the affected property as closely to its original condition as practicable. The Declarant reserves the rights to sell the removed timber and soil and retain the proceeds thereof. Furthermore, the Declarant reserves an easement in the Lots and Common Areas for the purpose of discharging the Declarant's obligations and exercising the Development Rights and other special rights reserved pursuant to this Declaration or on the Plan. The easements, powers or rights reserved by the Declarant in Paragraphs 7.4, 7.5, 7.6, 7.8, 7.9 and 7.14 shall continue until the Declarant has conveyed to a third party grantees all Lots in the Development which the Declarant has reserved the Development Rights to create. These Paragraphs shall not be amended until that time without the written consent of the Declarant.

7.6. Declarant's Easement to Correct Drainage. The Declarant (and the Association as successor to the Declarant) reserves an easement on, over and under those portions of the Property for the purpose of maintaining, correcting, upgrading, and improving drainage of surface water in order to maintain reasonable standards of health, safety and appearance. The reservation of this right does not and shall not result in the imposition of an obligation.

7.7. Encroachments. Each Lot shall have an easement to the extent necessary for structural and subjacent support over the Common Areas, and the Common Areas shall be subject to an easement for structural and lateral support in favor of every other Lot. If any portion of the Common Areas hereafter encroaches upon any Lot, or if any Lot hereafter encroaches upon any other Lot or upon any portion of the Common Areas, as a result of settling or shifting of any Building or Buildings within a Lot or otherwise than as a result of the purposeful or negligent act or omission of the Lot Owner, or of the Association in the case of encroachments by the Common Areas, a valid easement appurtenant to the encroaching Building or Common Areas for the encroachment and for the maintenance of the same shall exist for so long as the encroachment shall exist. Subject to the express terms of any written lease controlling the occupancy of any Building, in the event that any Building or Buildings shall be partially destroyed as a result of fire or other casualty or as a result of a taking by the power of, or in the nature of, eminent domain or by an action or deed in lieu of condemnation, and then is rebuilt, encroachments of a portion or portions of the Common Areas upon any Lot or of any Lot upon any portion of the Common Areas, due to such rebuilding, shall be permitted, and valid easements appurtenant to the encroaching Lots, Common Areas for such encroachments and the maintenance thereof shall exist so long as that Building as so rebuilt shall stand.

7.8. Declarant's Right to Connect with Utilities. The Declarant further reserves an easement to connect with and make use of utility lines, wires, pipes and conduits located or to be located on the Property for construction purposes on the Property, provided that the Declarant shall be responsible for the cost of service so used, and to use the Common Areas for ingress and egress and construction activities and for the storage of construction materials and equipment used in the completion of the Lots and Common Areas.

7.9. Declarant's Right to Grant Easements. The Declarant shall have the right, until the Declarant has transferred all Lots in the Development which the Declarant has reserved the Development Rights to create, to grant and reserve easements and rights-of-way through, under, over and across the Property for construction purposes, and for the installation, maintenance and inspection of lines and appurtenances for public or private water, sewer, drainage, gas, electricity, telephone and other utilities. The Lots and Common Areas shall be and are hereby made subject to easements in favor of the Declarant, appropriate utility and service companies and governmental agencies or authorities for such utility and service lines and equipment as may be necessary or desirable to serve any portion of the Property. The easements created in this Paragraph shall include, without limitation, rights of the Declarant, or the providing utility or service company, or governmental agency or authority, to install, lay, maintain, repair, relocate and replace pipes and conduits, water mains and pipes, sewer and drain lines, telephone wires and equipment, television equipment and facilities (cable or otherwise) over, under, through,

along and on the Lots and Common Areas. The Declarant hereby covenants that in its exercise of the easements rights reserved in this Section 7.9, any such construction, crossing or work associated with the foregoing will be done so as to minimize any nuisance or interference with any occupied Lot or Common Area within the Development.

7.10. Common Areas Easement in Favor of Lot Owners. The Common Areas shall be and is hereby made subject to the following easements in favor of the Lots benefited:

7.10.1. For the installation, repair, maintenance, use, removal and/or replacement of pipes, ducts, heating and air conditioning systems, electrical, telephone and other communication wiring and cables and all other utility lines and conduits which are a part of or serve any Lot and which pass across or through a portion of the Common Areas.

7.10.2. For the installation, repair, maintenance, use, removal and/or replacement of lighting fixtures, electrical receptacles, panel boards and other electrical installations which are a part of or serve any Lot but which encroach into a part of a Common Area adjacent to such Lot; provided that the installation, repair, maintenance, use, removal or replacement of any such item does not unreasonably interfere with the common use of any part of the Common Areas.

7.10.3. For driving and removing nails, screws, bolts and other attachment devices into the surface of the concrete slab or subflooring below the Lot, to the extent such nails, screws, bolts and other attachment devices may encroach into a part of a Common Area adjacent to such Lot; provided that any such action will not unreasonably interfere with the common use of any part of the Common Areas.

7.11. Rental Operations by Declarant. The Declarant shall have the right to operate any real estate subject to Development Rights as a rental project. The Declarant may establish and maintain all offices, signs and other accoutrements normally used in the operation of such rental properties in the sole discretion of the Declarant. The Declarant may, in its sole discretion, lease portions of any real estate subject to Development Rights so long as the Declarant pays the expenses attributable to such rental operations and such operations shall be for the benefit of the Declarant, and neither the Association nor any Lot Owner (other than the Declarant) shall have any right or interest in the profits or losses thereof.

7.12. Alteration of Common Areas by Declarant. The Declarant reserves the right to modify, alter, relocate, remove or improve defective, obsolete or nonfunctional portions of the Common Areas, including, without limitation, any equipment, fixtures and appurtenances when, in the Declarant's judgment, it is necessary or desirable to do so.

7.13. Easements or Licenses for Walking Trails. The Declarant or the Association, as applicable, promptly following the substantial completion of the construction of the Development and subject to the terms of the applicable Governmental Approvals, shall enter into negotiations for the purpose of providing a license or easement as determined in the sole

discretion of the Declarant or the Association, as applicable, with Portland Trails, or any successor to Portland Trails or similar entity whether now existing or hereafter created, to provide to the public a non-exclusive walking trail or foot path across Common Areas to and near the waterfront on the Property at specifically designated locations, which locations may be changed, modified or relocated from time to time by the Declarant or the Association, as applicable, with such walking trail or foot path also providing access to a launch site for access into the Fore River for small kayaks and canoes. Notwithstanding the foregoing, (i) the Declarant or the Association, as applicable, at all times hereby reserves the right to restrict public access to the Property and/or portions of the Property, and (ii) nothing in this Section 7.13 or elsewhere in this Declaration shall be deemed or interpreted to create or establish a license or easement for walking trails, foot paths or access to the Fore River, and any such access as contemplated by this Section 7.13 shall not be effective unless and until a separate, written license or easement agreement, upon such terms and conditions agreed to by the parties has been signed and delivered by the Declarant or the Association, as applicable. Prior to the issuance of any Certificates of Occupancy in the Development and subject to the terms of the applicable Governmental Approvals, the Declarant shall execute and deliver, in recordable form, a separate instrument granting the walking trail and water access rights described in this Section 7.13. See that certain Trail Easement by and between the Declarant and the City dated September 2, 2014 and recorded in the Cumberland County Registry of Deeds in Book 31762, Page 29.

7.14. City of Portland Easement for Public Vehicles Declarant hereby grants to the City of Portland a right of way easement for City of Portland owned vehicles for ingress and egress over and across the Common Areas paved roads and driveways of the Property for the specific purpose of a safe and reasonable "turn-around" to return to the Public Road and for access by the City's emergency vehicles. Prior to the issuance of any Certificates of Occupancy in the Development and subject to the terms of the applicable Governmental Approvals, the Declarant shall execute and deliver to the City, in recordable form, a separate instrument granting the easements described in this Section 7.14.

ARTICLE VIII
ASSESSMENTS FOR COMMON EXPENSES AND MAINTENANCE OF PROPERTY

8.1. Allocation and Payment of Assessments of Common Expenses. The total amount of Common Expenses shall be assessed against the Lots in the following proportions:

8.1.1. The Common Expenses shall be assessed against all the Lots in proportion to the relative Common Expense Liabilities of all the Lots, as the Common Expense Liabilities may be changed as provided in Paragraph 3.4 and Schedule C.

8.1.2. [Omitted]

8.1.3. Assessments to pay a judgment against the Association shall be made as a Common Expense against the Lots included in the Development at the time the judgment was entered.

8.1.4. Water servicing the Lots shall be supplied by the Portland Water District to the Development and the water district will own and be responsible for the water line up to the meter. Upon substantial completion of a Building, said Building will be separately metered, if permitted by the water district, or otherwise sub-metered; and for each Lot that is not separately metered for water, the Board of Directors shall pay or cause to be paid as an assessment against the Lot Owners so served, the charges for water services consumed together with all related water charges associated with the Lot's water use promptly after the bills from the water district are rendered. Such assessment against a Lot Owner so served by a sub-meter shall not be included in the Common Expenses. Likewise, water supplied to the Common Areas shall be supplied by the water district serving the area to the Common Areas through one or more separate meters or sub-meters, and the Board of Directors shall pay or cause to be paid as a Common Expense assessable to all the Lot Owners the charges for water services consumed on the Common Areas, together with all related water charges arising therefrom promptly after the bills therefor are rendered. The Board of Directors shall assess such charges for water consumed in the Lots against the various Lots in proportion to usage, it being presumed that the proportionate usage of water in each Lot is based on the number and efficiency of water fixtures in the Lot. Sewer services shall be supplied by the sewer district serving the area to the Lots and the Common Areas on the same basis as the water services shall be supplied. The sewer charges, and related utility fees and charges, including but not limited to stormwater utility fees that may be assessed by the municipality or water district, shall be paid and assessed as Common Expenses on the same basis as the water charges are paid and assessed as Common Expenses.

8.1.5. Gas, electricity and telecommunication services shall be supplied by such utility company serving the area directly to each Lot through a separate meter, and each Lot Owner shall be required to pay the bills for gas, electricity and telecommunication services consumed or used in its Lot promptly after the bills therefor are rendered. The electricity serving the Common Areas shall be separately metered, and the Board of Directors shall pay or cause to be paid promptly after the bills therefor have been rendered all bills for the electricity consumed in the Common Areas as a Common Expense.

8.1.6. Except as otherwise provided in subparagraphs 8.1.4 and 8.1.5, the costs of utilities serving the Development not individually metered to a Lot shall be assessed solely against the Lots benefited in proportion to the relative Common Expense Liabilities of such Lots as between themselves as the Board of Directors shall periodically compute.

8.1.7. The cost of insurance coverage obtained and maintained by the Association as provided in Article XIV shall be assessed as a Common Expense

except to the extent that the Board of Directors may periodically determine that the costs of insurance shall be assessed against Lots in proportion to risk.

8.2. Payment of and Lien for Assessments; Budget; Limitation on Expenditures; Taxes; Etc.

8.2.1. Each Lot Owner shall pay to the Association or its authorized representative (1) on the first day of each month one-twelfth ($1/12^{th}$) (or such other fraction that the Board of Directors may determine in writing) of the Common Expenses and revised Common Expenses assessed on an annual basis against its Lot (or on such other date or at a greater or lesser frequency as the Board of Directors may determine in writing); and (2) on the first day of the next month which begins more than ten (10) days after delivery to the Lot Owner of notice of special assessment or levy, all special assessments, any other sum duly levied against the Lot pursuant to this Declaration, the Bylaws or the Act, including expenses assessed against Lot Owners for maintenance, repair or replacement; and (3) all interest thereon and charges for late payment thereof and legal fees and other costs of collection thereof, and fines, penalties and fees as provided by this Declaration, the Bylaws or the Act.

If for any reason the Association shall revise the annual budget of the Association whereby the Common Expenses or any component thereof may be increased (or decreased), then commencing on the first day of the first month subsequent to the adoption of such revised budget, each Lot Owner shall pay to the Association or its authorized representative such revised annual Common Expenses assessed against its Lot.

8.2.2. The following shall constitute the personal liability of the Owner of the Lot so assessed and also shall, until fully paid, constitute a lien against the Lot in favor of the Association (1) the total annual assessment levied against each Lot for Common Expenses; (2) revised Common Expenses, including any special assessment; (3) any other sums duly levied against the Lot pursuant to this Declaration, the Bylaws or the Act, including special assessments assessed against Lots for maintenance, repair or replacement pursuant to Paragraph 8.5; and (4) all interest thereon and charges for late payment thereof, legal fees and other costs of collection thereof, and fines, penalties and fees as provided in this Declaration or the Bylaws. Such lien shall, with respect to annual assessments and revised annual assessments, be effective on the first day of each fiscal year of the Association as to the full amount of the annual assessment or revised annual assessment, and, as to special assessments and other sums duly levied, including assessments against a Lot Owner for maintenance, repair or replacement pursuant to Paragraph 8.5, interest, charges for late payment, legal fees, costs of collection, fines, penalties and fees as described in subparagraph 8.2.1, on the first day of the next month which begins more than ten (10) days after delivery to the Lot Owner of notice of such special assessment or levy. Such lien is prior to all other liens and encumbrances

on a Lot except (a) liens and encumbrances recorded before the recordation of this Declaration, (b) a first Mortgage recorded before or after the date on which the assessment sought to be enforced becomes delinquent, and (c) liens for real estate taxes and other governmental assessments or charges against the Lots; provided, however, that such lien is not subject to the provisions of 14 M.R.S.A. §§ 4651 and 18-A M.R.S.A. §§ 2-201, et seq., as they or their equivalents may be amended or modified from time to time.

8.2.3. In the event of a default by a Lot Owner in paying any sum assessed against its Lot which continues for a period in excess of thirty (30) days, interest shall be imposed on the principal amount unpaid from the date when due until paid at a rate of interest to be established annually by the Board of Directors which shall not exceed the lower of the maximum interest rate allowed by law which may be charged by the Association at such time or eighteen percent (18%) per annum. If the Board of Directors shall fail to set such rate, it shall be deemed to have been set at the rate of eighteen percent (18%) per annum. The Association shall have the right to establish and impose charges for late payment of assessments. In any case where an assessment against a Lot Owner is payable in installments, upon a default by such Lot Owner in the timely payment of any two consecutive installments, the maturity of the remaining total of the unpaid installments of such assessments may be accelerated at the option of the Board of Directors, and the entire balance of the assessment may be declared due and payable in full by the service of notice to such effect upon the defaulting Lot Owner by the Board of Directors or its representative.

8.2.4. The lien for assessments described in subparagraph 8.2.2 may be enforced and foreclosed by the Association in like manner as a mortgage on real estate or by any other means presently or hereafter provided by law or in equity. A suit to recover a money judgment for unpaid assessments, interest, penalties and costs of collection may be maintained against the Lot Owner personally without foreclosing or waiving the lien securing such assessments, and a foreclosure may be maintained notwithstanding the pendency of any suit to recover a money judgment. During the pendency of any such suit, the Lot Owner shall be required to pay a reasonable rental for the Lot for any period prior to sale pursuant to any judgment or order of any Court having jurisdiction over such sale.

8.2.5. No Lot Owner may exempt itself from Common Expense Liability with respect to the payment of assessments for Common Expenses by waiver of the enjoyment of the right to use any of the Common Areas or by abandonment of its Lot or otherwise. The obligation to pay assessments for Common Expenses is absolute and unconditional and shall not be subject to set-offs or counterclaims.

8.2.6. Within thirty (30) days after adoption by the Board of Directors of any proposed budget for the Development, the Board of Directors shall provide a summary of that budget in reasonably itemized form to each Lot Owner. The

Board of Directors shall set a date for a meeting of the Lot Owners and Eligible Mortgage Holders to consider ratification of such proposed budget not less than fourteen (14) days nor more than thirty (30) days after mailing of said summary of budget or notice. Unless at that meeting a majority in voting interest of all the Lot Owners rejects the proposed budget, that budget is ratified irrespective of whether a quorum is present at said meeting. In the event such proposed budget shall be rejected at the meeting, the budget last ratified with respect to the period covered by the proposed budget shall be continued as the budget for the Development until such time as the Lot Owners ratify a subsequent budget proposed by the Board of Directors upon the same conditions as are provided with respect to the original proposed budget.

The failure of the Board of Directors to conform to the schedules above stated shall not invalidate any budget adopted by the Board of Directors and ratified by the Lot Owners.

8.2.7. If the Board of Directors votes to levy a Common Expense assessment not included in the current budget in an amount greater than fifteen percent (15%) of the current annual operating budget, the Board of Directors shall submit such Common Expense to the Lot Owners and Eligible Mortgage Holder for ratification in the same manner as a budget under subparagraph 8.2.6 of this Declaration.

8.2.8. The failure or delay of the Board of Directors to prepare or adopt a budget for any fiscal year shall not constitute a waiver or release in any manner of a Lot Owner's obligation to pay its allocable share of the Common Expenses as herein provided whenever the same shall be determined and, in the absence of any annual budget or adjusted budget, each Lot Owner shall continue to pay each monthly installment at the monthly rate established for the previous fiscal year until the new annual or adjusted budget shall have been adopted.

8.2.9. Any provision or limitation on expenditures contained in the Development Documents to the contrary notwithstanding, the Board of Directors or the manager may, on behalf of the Association and the Owners without prior notice or consent, expend any amount, or incur a contractual obligation in any amount, required to deal with emergency conditions which may involve a danger to life or property or may threaten the safety of the Development or the owners or occupants of Lots or may threaten the suspension of any necessary service to the Development or may involve the immediate damage to or destruction of the Common Areas.

8.3. Reduction of Expenses and Surplus Funds. Subject to the following sentence, all receipts from payments, fees or charges for the use, rental, operation or allocation as a Reserved Common Area located within any and all Common Areas shall be applied first to reduce the Common Expense relating to the use of that Common Area giving rise to such Common

Expense, and any excess thereof shall be applied to Common Expenses generally; and all receipts from any special assessments shall be applied first to reduce the expense relating to the service afforded to the Lot benefited, and any excess shall then be applied to Common Expenses generally. Any amounts accumulated from assessments for Common Expenses, income from interest on reserves, and income from the operation of the Common Areas to which such Common Expenses pertain in excess of the amount required for actual Common Expenses and provision for Common Expenses and any payment of reserves shall be credited to each Lot Owner in proportion to their respective Common Expense Liabilities to reduce until exhausted the next monthly installments due from Lot Owners.

8.4. Real Estate Subject to Development Rights, if Any. Any income or proceeds from any real estate subject to Development Rights inures and is payable to the Declarant.

8.5. Maintenance of Common Areas. The Association shall be responsible for the maintenance, management, operation, repair, renovation, restoration and replacement, including snow and ice removal, as needed, of (i) the Common Area sidewalks, roadways and public street entrances (unless, in the reasonable opinion of the Board of Directors, such expense was necessitated by the negligence or misuse of a Lot Owner or the persons or entities responsible for any special events, as such term is used in the Event Management Plan, on the Development) and (ii) all of the other Common Areas, the cost of which shall be charged to the Lot Owners as a Common Expense to the extent permitted under this Declaration. The maintenance, management, operation, repair, renovation, restoration and replacement of Common Areas to the extent required for the functioning of or for connecting utilities to the Property and the Lots shall be furnished by the Association as part of the Common Expenses to the extent permitted under this Declaration or, if fewer than all of the Lots are benefited, as a special assessment against such benefitted Lots.

8.6. Maintenance of Lot. Unless otherwise set forth in this Declaration, each Lot Owner shall keep and maintain its Lot (other than the Common Areas located thereon) and its Building, equipment, appliances and appurtenances in good order, condition and repair and in a clean and sanitary condition, whether such maintenance and repair shall be structural or nonstructural, ordinary or extraordinary, and shall do all redecorating, painting and varnishing which may at any time be necessary to maintain the good appearance and condition of its Lot. No Lot Owner shall sweep or throw, or permit to be swept or thrown, from its Lot any dirt, debris or other substance. In addition, each Lot Owner shall be responsible for all damage to any other Lots or to the Common Areas resulting from its failure or negligence to make any of the repairs required by this Article. Each Lot Owner shall perform its responsibility in such manner as shall not unreasonably disturb or interfere with the other Lot Owners. Each Lot Owner shall promptly report to the Board of Directors or the managing agent any defect or need for repairs for which the Association is responsible.

8.7. Liability of Owner. Each Lot Owner shall be liable, and the Association shall have a lien against its Lot for, the expense of maintenance, repair or replacement of any damage to the Common Areas or of another Lot caused by such Lot Owner's act, neglect or carelessness or by that of any member of such Lot Owner's guests, employees, agents or lessees or their

respective guests, employees or agents, which the Association shall have the right to cure, correct, maintain, repair or replace. Such liability shall include any increase in fire insurance rates occasioned by use, misuse, occupancy, or abandonment of any Lot or its appurtenances. Nothing herein contained, however, shall be construed so as to modify any waiver by insurance companies of rights of subrogation against such Lot Owner.

ARTICLE IX
ASSOCIATION OF LOT OWNERS; VOTING; DECLARANT CONTROL

9.1. The Association, Powers. The membership of the Association at all times shall consist exclusively of all Lot Owners, or following any termination of the Development, of all former Lot Owners entitled to distributions of proceeds, or their heirs, successors or assigns, but shall not include persons having an interest in a Lot solely as security for an obligation. Each Lot Owner shall automatically become and be a member of the Association as long as it continues as a Lot Owner, and upon the termination of the interest of the Lot Owner in the Development, its membership and any interest in the common funds of the Association shall thereupon automatically terminate and transfer and inure to the next Lot Owner or Owners succeeding it in interest.

9.2. Board of Directors Powers, Declarant Control Period. The Board of Directors may act on behalf of the Association, shall have all of the powers necessary for the administration of the affairs of the Association and may do all such acts and things as are not by this Declaration or the Bylaws required to be exercised and done by the Association. The affairs of the Association shall be governed by a Board of Directors composed of no less than three (3) and no more than seven (7) natural persons. Prior to the transition election to Association control provided for by subparagraph 9.2.1, the Board of Directors shall be composed of three (3) natural persons appointed by the Declarant. The Declarant shall have the right during the Declarant Control Period (as described below) to appoint, remove and replace from time to time any and all members of the Board of Directors and officers of the Association, without the necessity of obtaining resignations. The appointees of the Declarant need not be Lot Owners. After the transition election, at least a majority of the members of the Board of Directors shall be Lot Owners, or in the case of a Lot Owner which is a corporation, partnership, limited liability company, trust or estate, a designated agent thereof. The transition from Declarant-appointed members of the Board of Directors to Lot Owners other than the Declarant shall occur as follows:

9.2.1. No later than the earlier of (a) sixty (60) days after the transfer of seventy-five percent (75%) of the Lots to grantees or (b) fifteen (15) years following transfer of the first Lot to a grantee, or at such earlier date as the Declarant in its sole discretion shall specify, the transition meeting of the Association and transition election shall be held at which all of the members of the Board of Directors and the officers of the Association shall all resign, and the Lot Owners, including the Declarant if the Declarant owns one or more Lots, shall thereupon elect successor members of the Board of Directors to act in the place and stead of those resigning.

9.2.2. The Declarant may voluntarily surrender the right to appoint and remove officers and members of the Board of Directors before termination of the Declarant Control Period, but in that event it may require, for the duration of the Declarant Control Period, that specified actions of the Association or Board of Directors, as described in a recorded instrument executed by the Declarant, be approved by the Declarant before such actions can become effective. In determining whether the Declarant Control Period has terminated, the percentage of the Lots conveyed or transferred is presumed to be that percentage which would have been conveyed if all the Lots were included in the Development that the Declarant has created or reserved in this Declaration the Development Rights to create.

9.3. Voting. The Votes in the Association allocated to a Lot can only be cast as a unit and cannot be split. If a Lot is owned of record by one person, that Lot Owner's right to vote shall be established by the record title to the Lot. If ownership of a Lot is in more than one person, the person who shall be entitled to cast the Votes allocated to that Lot shall be the person named in a certificate executed by all of the Owners of such Lot and filed with the Secretary of the Association. If ownership of a Lot is in a corporation, partnership, limited liability company, trust or estate, the officer or employee of that corporation, partner of that partnership, manager or member of that limited liability company, trustee of that trust, or agent of that estate, entitled to cast for the corporation, partnership, limited liability company, trust or estate the Votes allocated to such Lot shall be designated in a certificate for that purpose executed by the president or a vice president of that corporation, and attested to by the secretary or clerk of that corporation, executed by all the partners of that partnership, by all of the members of that limited liability company, or executed by all the beneficiaries of that trust, or executed by either all the devisees of that estate or by order of the probate court and filed with the Secretary of the Association. Such certificates of multiple owners, corporations, partnerships, limited liability companies, trusts or estates shall be valid until revoked by a subsequent certificate similarly executed and filed with the Secretary of the Association. Wherever the vote, approval or disapproval of a Lot Owner is required by this Declaration, such vote, approval or disapproval shall be made only by the person who would be entitled pursuant to such certificate to cast at any meeting of the Association the Vote allocated to such Lot. If the person named or designated in said certificate for a particular Lot shall be absent from a meeting of the Association, no person may cast the Vote allocated to that Lot at the meeting, although the presence at the meeting of a non-named or non-designated co-Owner or member, officer or employee of such Owner shall be counted in determining whether a quorum is present. If a multiple Owner of a Lot (that is not a partnership, limited liability company, trust, estate or corporation) has failed to file said certificate with the Secretary of the Association and only one of the multiple Owners is present at a meeting of the Association, he or she shall be entitled to cast at the meeting all the Votes allocated to that Lot without establishing the concurrence of the absent Owner just as though that person were the sole Owner of the Lot. If a multiple Owner of a Lot (that is not a partnership, trust, limited liability company, estate or corporation) has failed to file said certificate with the Secretary and if more than one Owner of that Lot is present at the meeting, the Votes allocated to that Lot may be cast only in accordance with the agreement of a majority of the multiple Owners

present at the meeting. Such majority agreement shall be conclusively presumed if any one of those multiple Owners shall cast the Vote allocated to the Lot without protest being promptly made to the person presiding over the meeting by any other Owners of that Lot.

ARTICLE X
RESTRICTIONS ON USE, OCCUPANCY AND ALIENATION OF LOTS

10.1. Use and Occupancy Restrictions on Lots. Each Lot shall be occupied and used subject to the following restrictions:

10.1.1. No Lot shall be used or occupied for other than professional, business or commercial purposes or for residential purposes, and in compliance with all applicable land use laws, ordinances and regulations, it being expressly understood that the use of a Lot by a hotel shall not, regardless of any guest's length of stay, constitute a residential use. Nothing in this Declaration or the Bylaws shall be construed to prohibit the Declarant from exercising any easements and Special Declarant Rights reserved by the Declarant pursuant to Article VII for purposes permitted by this Declaration, including promotional, marketing or display purposes, from using any appropriate portion of the Common Areas for exercising these reserved rights, settlement of sales of Lots and for customer service purposes, or from leasing Lots owned by the Declarant as permitted in this Declaration, and in each case subject to any limitations set forth elsewhere in this Declaration.

10.1.2. Nothing shall be done or kept in any Lot or in the Common Areas which will increase the rate of insurance for the Property or any part thereof applicable without the prior written consent of the Board of Directors. No Lot Owner shall permit anything to be done or kept in its Lot or in the Common Areas which will result in the cancellation of insurance on the Property or any part thereof or which would be in violation of any law, regulation or administrative ruling. No waste will be committed on the Common Areas.

10.1.3. No Lot shall be used so as to create a nuisance or an unreasonable interference with the peaceful possession and occupation or proper use of any other Lot or the Common Areas; provided, however, it shall not be deemed a nuisance so long as a Lot is being used in compliance with the Rules and Regulations of the Development, if any, and as permitted under the terms of its lease.

10.1.4. No owner or occupant of any Lot shall carry on, or permit to be carried on, any practice which unreasonably interferes with the quiet enjoyment and proper use of another Lot or the Common Areas by the Owner or occupant of any other Lot, or which creates or results in a hazard or nuisance on the Property.

10.1.5. The maintenance, keeping, boarding and/or raising of animals, laboratory animals, livestock, poultry or reptiles of any kind, regardless of number, shall be and is prohibited within any Lot or upon the Common Areas.

10.1.6. Trash, garbage, recycling, and other waste shall be kept only in sanitary containers and shall be disposed of in such manner as may be prescribed from time to time in the Rules and Regulations established by the Board of Directors. No articles of personal property belonging to any Lot Owner shall be stored in any portion of the Common Areas except in a storage area specifically designated by the Board of Directors or the managing agent, if any.

10.1.7. No Lot Owner shall make any alterations, repairs or modifications to or connections with the common lines and appurtenances for water, sewer, drainage, gas, electricity, telephone and other utilities serving the Property without the prior written consent of the Board of Directors or a committee designated by the Board of Directors, as appropriate, which consent shall not be unreasonably withheld, delayed or conditioned.

10.2. Voluntary Resale of Lots. No Lot Owner, including the Declarant, shall be liable for the payment of any part of the Common Expenses assessed against its Lot subsequent to the date of recordation of a conveyance in fee of such Lot by the Owner. In a voluntary transfer of a Lot, the grantee of the Lot shall be jointly and severally liable with the grantor for all unpaid assessments and special assessments for Common Expenses made by the Board of Directors against the latter up to the time of the recordation of the grantor's transfer, without prejudice to the grantee's right to recover from the grantor the amounts paid by the grantee therefor.

10.3. Title. Every Lot Owner shall promptly cause to be duly recorded the deed, lease, assignment or other conveyance to it of its Lot or other evidence of its title thereto and file such evidence of its title with the Board of Directors through the Secretary or Manager.

ARTICLE XI
AMENDMENTS

Except in the case of amendments to this Declaration that may be executed and recorded by the Declarant pursuant to the provisions of this Declaration granting the Declarant the right to unilaterally amend the same, and except in cases of amendments to this Declaration that may be unilaterally executed and recorded by the Association and subject to the other provisions of this Declaration, this Declaration and the Plan may be amended as follows:

11.1. Before Any Conveyance. Prior to the conveyance of any Lot by the Declarant to a Lot Owner other than as security for an obligation, the Declarant shall have the right to amend and re-amend this Declaration in any manner that the Declarant may deem appropriate.

11.2. After First Conveyance. After the first conveyance of a Lot by the Declarant as contemplated in the preceding Paragraph, the terms of the following subparagraphs shall apply to the amendment of this Declaration:

11.2.1. Notice. Notice of the subject matter of a proposed amendment shall be included in the notice of any meeting of the Board of Directors or the Association in which a proposed amendment is considered, and shall be served upon all Lot Owners and upon all Eligible Mortgage Holders.

11.2.2. Resolution. An amendment may be proposed by either the Board of Directors or by Lot Owners holding in the aggregate no less than twenty percent (20%) of the votes in the Association. No resolution of the Board of Directors adopting a proposed amendment or the proposed amendment itself shall be effective unless it has been adopted by the affirmative vote, written consent, or any combination thereof, of at least sixty-seven percent (67%) in voting interest of the Lot Owners and then executed and recorded as provided in subparagraph 11.2.6.

11.2.3. Agreement. In the alternative, an amendment may be made by an agreement signed by the record Owners of Lots to which are allocated one hundred percent (100%) of the Votes in the Association in the manner required for the execution of a deed and acknowledged by at least one of them, and such amendment shall be effective when certified and recorded as provided in subparagraph 11.2.6.

11.2.4. Proviso. During the Declarant Control Period, no amendment of this Declaration shall make any change which would in any way affect any of the rights, privileges, powers and options of the Declarant, its successors or assigns, unless the Declarant, or its successors or assigns, shall join in the execution of such amendment.

11.2.5. Exception to Consent. Subject to such applicable provisions otherwise set forth in this Declaration, the Declarant may amend this Declaration and the Plan without Board of Director or Association approval so long as such amendment is for the sole purpose of moving the boundary lines of a Lot, provided the Declarant has obtained the written approval of the Lot Owners affected by such boundary line change and such amendment does not increase the Allocated Interests of the other Lots.

11.2.6. Execution and Recording. A copy of each amendment shall be attached to or included with a certificate, certifying that the amendment was duly adopted, which certificate shall be executed and acknowledged by such officer or officers of the Association and/or member or members of the Board of Directors designated for that purpose by the Bylaws. The amendment shall be effective when such certificate and copy of the amendment are recorded.

11.2.7. Notice and Challenge. No action to challenge the validity of an amendment to this Declaration adopted by the Association pursuant to this Article may be brought more than one (1) year after such amendment is recorded. After each amendment to this Declaration adopted pursuant to this Article has been recorded, notice thereof shall be sent to all Lot Owners and to all Eligible Mortgage Holders at the address last furnished to the Board of Directors, but failure to send such notices shall not affect the validity of such amendment.

ARTICLE XII
TERMINATION OF DEVELOPMENT

12.1. Termination. The Development shall not be terminated except by agreement of Owners of Lots to which at least sixty-seven percent (67%) of the Votes in the Association are allocated. Termination shall not bar the subsequent re-creation of the Development or another project with respect to the Property.

ARTICLE XIII
INSURANCE

13.1. Policies. Commencing no later than the time of the first conveyance of a Lot other than as security for an obligation to a person other than the Declarant, the Board of Directors on behalf of the Association shall obtain, or cause to be obtained, and shall maintain, the policies of insurance described in Paragraphs 13.3 and 13.4 to the extent such policies shall be reasonably available from reputable insurance companies. To the extent that said insurance described in Paragraphs 13.3 and 13.4 is not reasonably available as described in the preceding sentence, the Board of Directors on behalf of the Association shall give written notice of that fact to the Lot Owners and the Eligible Mortgage Holders of Mortgages of their Lots by hand delivery securing a receipt therefor, or by prepaid United States mail, return receipt requested. To the extent that any of the insurance described in Paragraphs 13.3 and 13.4 shall become in the future no longer available, the Association shall obtain in substitution therefor such comparable insurance as shall then be available. The Board of Directors of the Association is hereby irrevocably appointed as attorney-in-fact for each Lot Owner and for each Mortgagee and Eligible Mortgage Holder and for each owner of any other interest in the Property for the purpose of purchasing and maintaining the insurance described in Paragraphs 13.3 and 13.4, the collection and appropriate disposition of the proceeds thereof, the negotiation of losses and execution of releases of liability, the execution of all documents and the performance of all other acts necessary to accomplish such purposes.

13.2. Property Insurance. Each Lot Owner shall keep the Building and other improvements upon the Lot insured against loss or damage by fire and any of the casualties included from time to time in the special form all-risk, extended coverage or supplementary contract endorsements, and with such coverages and endorsements as Lot Owner’s mortgagee may require, in an amount equal to the full replacement value thereof, exclusive of excavation costs, foundations and footings, without deduction for depreciation.

13.3. Liability Insurance. The Board of Directors shall obtain and maintain as a Common Expense commercial general public liability insurance (including medical payments insurance) and property damage insurance in such limits as the Board may from time to time determine, insuring each Board of Directors member, the managing agent, each Lot Owner (and if requested by the Lot Owner, one or more of the Lot Owner's lessees) and the Declarant against any liability to the public or to the Lot Owners (and their invitees, agents and employees) covering all occurrences commonly insured against for death, bodily injury or property damage arising out of, or incident to, the maintenance, ownership or use of the Common Areas and/or relating to any legal liability resulting from suits or actions related to employment contracts to which the Association is a party. Such insurance shall be issued on a comprehensive liability basis and shall contain (a) a cross liability endorsement under which the rights of a named insured under the policy shall not be prejudiced with respect to its action against another named insured; (b) hired and non-owned vehicle coverage; (c) a "severability of interest" endorsement which shall preclude the insurer from denying liability to a Lot Owner because of negligent acts of the Association or of another Lot Owner or a tenant of a Lot Owner; and (d) a broad form liability extension endorsement including "personal injury," contractual liability, host liquor liability and other coverage commonly included in such broad form. In further clarification of the foregoing, the Board of Directors shall maintain and keep in full force and effect a Commercial General Liability Insurance policy that includes coverage for all of the Development, including the rail operations at the railway crossing, and named peril/time element pollution liability coverage with a limit of not less than $15,000,000 per occurrence. The policy(ies) shall name Pan Am Railways and its parent, subsidiaries, directors, officers, agents, employees, and its successors and assigns as additional insureds. Such coverage shall be primary and not contributory with any other insurance maintained by Pan Am Railways. The policy will be endorsed to waive subrogation against Pan Am Railways. The Board of Directors shall provide to Pan Am Railways certificates of insurance showing evidence of all of the coverage and endorsements required above on an annual basis. The certificates shall state that the insurers agree to provide Pan Am Railways with not less than thirty (30) days' prior written notice of any cancellation. All policies must be written with insurance companies with A.M. Best Ratings of not less than "A". Certificates must be delivered to Pan Am Railways at 1700 Iron Horse Park, North Billerica, MA 01862, attention Law Department."

13.4. Other Insurance. The Board of Directors shall obtain and maintain as a Common Expense:

13.4.1. To the extent available at reasonable cost, "directors' and officers'" liability insurance to satisfy indemnification obligations of the Association provided in Paragraph 16.2.

13.4.2. Workers' compensation insurance if and to the extent necessary to meet the requirements of law.

13.4.3. Such other insurance as the Board of Directors may determine or as may be requested from time to time by a majority in voting interest of the Lot Owners.

13.5. Memoranda, Cancellation, Additional Required Provisions. All insurers that shall issue an insurance policy or policies under this Article shall issue certificates or memoranda of insurance to the Association, and, upon request, to any Lot Owner, lessee of a Lot Owner, or Mortgagee. All such insurers issuing the policy may not cancel (including cancellation for non-payment of premium), substantially modify or refuse to renew such policy or policies until twenty (20) days after notice of the proposed cancellation or non-renewal has been mailed to the Association, the managing agent, each Lot Owner and each Mortgagee to whom a certificate or memorandum of insurance has been issued at their respective last known addresses. All policies under Paragraphs 13.2 and 13.3 shall in addition contain the following provisions or features:

13.5.1. The insurer waives any right to claim by way of subrogation against the Declarant, the Association, the Board of Directors, the managing agent or the Lot Owners, and their respective agents, employees, tenants and guests.

13.5.2. The Declarant, so long as the Declarant shall own a Lot, shall be protected by all such policies as a Lot Owner.

13.5.3. Each Lot Owner is an insured person under the policy with respect to liability arising out of its ownership of an undivided interest in the Common Areas or membership in the Association.

13.5.4. No act or omission by any Lot Owner, unless acting within the scope of its authority on behalf of the Association, will void the policy or be a condition to recovery under the policy.

13.5.5. If, at the time of a loss under the policy, there is other insurance in the name of a Lot Owner covering the same risk covered by the policy, the Association's policy provides primary insurance.

ARTICLE XIV
CREATION OF ADDITIONAL LOTS, COMMON AREAS ON CONVERTIBLE REAL ESTATE

14.1. Reservation. Declarant reserves the Development Rights and options until the fifteenth (15th) anniversary date of the recording of this Declaration to add Convertible Real Estate to the Development and to create and construct from time to time additional Common Areas, on any or all portions of the Convertible Real Estate and this Declaration without the consent of any Lot Owner or Mortgagee. Convertible Real Estate and additional Common Areas created on the Convertible Real Estate shall be deemed included in the Development immediately upon the recording of an Amendment to this Declaration so stating. The

Development Right to add Convertible Real Estate or create and construct additional Common Areas within the Convertible Real Estate may be terminated prior to such anniversary date only upon the recording by the Declarant of an appropriate amendment to this Declaration. The Declarant reserves the rights to add Convertible Real Estate and to create and construct Common Areas on any or all portions of the Convertible Real Estate at any time, at different times, in any order, without limitation and without any requirement that any other Development Right reserved by the Declarant be exercised at any time. The Declarant reserves the rights to designate Common Areas on the Convertible Real Estate.

14.2. Assurances. The Declarant makes no assurances as to the boundaries of the portions of the Convertible Real Estate on which the Declarant will create and construct additional Common Areas, the order in which the Declarant will create and construct Common Areas on those portions of the Convertible Real Estate, and whether Declarant will create and construct Common Areas on any portion of the Convertible Real Estate. The Declarant makes no assurances as to whether it will create any Common Areas on any portion or portions of the Convertible Real Estate if the Declarant exercises any other Development Right or Rights reserved in this Declaration. The Declarant makes no assurances as to what improvements may be constructed on the Convertible Real Estate, but the improvements on the Convertible Real Estate originally included in the Development will be reasonably compatible with existing improvements in the Development in terms of quality of construction and principal materials, provided that Declarant may substitute construction materials of equal or better quality. The Declarant makes no assurances as to the location of any improvements that may be made on the Convertible Real Estate.

14.3. Alteration of Lots by Declarant. During the construction of the Development, to the fullest extent permitted by law and applicable zoning, land use and environmental ordinances, regulations and statues, but subject to limitations provided in Paragraph 11.2 and in Paragraph 14.2, the Declarant reserves the right without the vote or consent of the Board of Directors, any Lot Owner or any Mortgagee, to change the size, number, arrangement and location of Lots and any other improvements. Any single such change or all such changes in the aggregate shall not be substantial. Notwithstanding the foregoing, for those changes that consists of changing the size or boundary lines of Lot(s), the Declarant shall obtain the written consent of the Lot Owners of the Lots being changed, which consent shall not be unreasonably withheld, delayed or conditioned.

ARTICLE XV
APPLICABILITY; COMPLIANCE AND DEFAULT; EMINENT DOMAIN

15.1. Applicability. This Declaration shall be applicable to the Property. All present and future Owners and tenants, their guests, licensees, servants, agents, employees and any other person or persons that shall be permitted to use a Lot or the Common Areas shall be subject to this Declaration, the Bylaws and to the Rules and Regulations as may be issued by the Board of Directors from time to time to govern the conduct of its members and the use and occupancy of the Property. Ownership, rental or occupancy of any of the Lots in the Development (other than possession by a Mortgagee prior to either of the completion of foreclosure or the acceptance

of a deed to the Lot subject to the Mortgage held by such Mortgagee) or the acceptance of a deed or conveyance (other than as security) or the entering into of a lease or occupancy of any Lot shall signify that the provisions of this Declaration and the Bylaws, the Rules and Regulations of the Development and the decisions of the Board of Directors are accepted and ratified by such Owner, tenant or occupant, and all of such provisions shall be deemed and taken to be covenants running with the land and shall bind any person having at any time any interest or estate in such Lot, as though such provisions were recited and stipulated at length in each and every deed, conveyance or lease thereof.

15.2. Compliance.

15.2.1. Each Lot Owner shall be governed by and shall comply strictly with the terms, covenants, conditions and restrictions of this Declaration, the Bylaws and the Rules and Regulations adopted pursuant thereto, and the same as they may be amended from time to time.

15.2.2. The Board of Directors shall have the power to adopt, amend and enforce compliance with, such reasonable Rules and Regulations relative to the operation, use and occupancy of the Lots and the Common Areas consistent with the provisions of this Declaration, including, but not limited to, the appointment of such committees and the enactment and enforcement of such enforcement procedures and penalties for violations as the Board of Directors shall deem appropriate. Any such Rules and Regulations shall be adopted or amended, from time to time, by means of appropriate resolutions duly approved by the Board of Directors in accordance with the Bylaws. A copy of such Rules and Regulations and copies of any amendment thereto shall be delivered or mailed to each Owner or occupant of a Lot promptly after the adoption thereof and shall become binding upon all Owners, their successors in title and assigns, and occupants.

15.2.3. Failure by a Lot Owner to comply with the terms of this Declaration, the Bylaws and the Rules and Regulations adopted pursuant thereto, as the same may be amended from time to time, shall entitle the Board of Directors to (a) sue for the recovery of damages, (b) sue for injunctive relief, and/or (c) to enter the Lot in which, or as to which, such violation or breach exists and summarily to abate and remove, at the expense of the defaulting Lot Owner, any structure, thing or condition that may exist therein contrary to the intent and meaning of the provisions hereof, and the Board of Directors shall not thereby be deemed guilty in any manner of trespass. Such relief shall not be exclusive of other remedies provided by law. In any proceeding arising because of an alleged failure of a Lot Owner to comply with the terms of the Development Documents and Rules and Regulations adopted pursuant thereto, as the same may be amended from time to time, the Board of Directors or such committee, if the prevailing party shall be entitled to recover the costs of the proceeding and reasonable attorneys' fees.

15.2.4. The failure of the Board of Directors to enforce any covenant, restriction or other provision of the Development Documents or the Rules and Regulations adopted pursuant thereto, shall not constitute a waiver of the right to do so thereafter.

15.3. Eminent Domain. If all or part of the Common Areas shall be taken or condemned by any authority having the power of eminent domain, the Association shall notify the Owners and the Eligible Mortgage Holders of the Lots affected and shall represent the Lot Owners in any condemnation proceedings or in negotiations, settlements and agreements with the condemning authority, and the award shall be paid to the Association for the restoration and repair of the remaining Common Areas to a usable condition and for the use and benefit of the Lot Owners and their Mortgagees as their interests may appear. The Association shall divide any portion of the award not used for any restoration or repair among the Lot Owners and their Mortgagees, as their interests may appear, in proportion to their Allocated Interests in the Common Areas prior to such taking or condemnation. Each Lot Owner appoints the Association as attorney-in-fact for the purposes described in this Paragraph. Notwithstanding anything to the contrary in this Paragraph 15.3, lien holders on any Lot or Common Area shall have a lien on any such awards in order of priority of their respective liens.

ARTICLE XVI
LIMITATION OF LIABILITY

16.1. Limited Liability of the Board of Directors. The Board of Directors, and its members in their capacity as members, officers and employees:

16.1.1. Shall not be liable for the failure of any service to be obtained by the Board of Directors and paid for by the Association, or for injury or damage to persons or property caused by the elements or by another Lot Owner or person on the Property, or resulting from electricity, gas, water, rain, dust or sand which may leak or flow from the outside or from any part of the Buildings, or from any of its pipes, drains, conduits, appliances or equipment or from any other place unless in each such instance such injury or damage has been caused by the willful misconduct or gross negligence of the Association or the Board of Directors.

16.1.2. Shall not be liable to the Lot Owners as a result of the performance of the Board of Directors members' duties for any mistake of judgment, negligence or otherwise, except for the Board of Directors members' own willful misconduct or gross negligence.

16.1.3. Shall have no personal liability in contract to a Lot Owner or any other person or entity under any agreement, check, contract, deed, lease, mortgage, instrument or transaction entered into by them on behalf of the Board of Directors or the Association in the performance of the Board of Directors members' duties.

16.1.4. Shall not be liable to a Lot Owner, or such Lot Owner's tenants, employees, agents, customers or guests, for loss or damage caused by theft of or damage to personal property left by such Lot Owner or its tenants, employees, agents, customers or guests in a Lot, or in or on the Common Areas, except for the Board of Directors members' own willful misconduct or gross negligence.

16.1.5. Shall have no personal liability in tort to a Lot Owner or any other person or entity, direct or imputed, by virtue of acts performed by or for them, except for the Board of Directors members' own willful misconduct or gross negligence in the performance of their duties.

16.1.6. Shall have no personal liability arising out of the use, misuse or condition of the Buildings, or which might in any other way be assessed against or imputed to the Board of Directors members as a result of or by virtue of their performance of their duties, except for the Board of Directors members' own willful misconduct or gross negligence.

16.2. Indemnification. Each member of the Board of Directors, in its capacity as an Board of Directors member, officer or both, shall be indemnified by the Association against all expenses and liabilities, including attorneys' fees, reasonably incurred by or imposed upon its in connection with any proceeding in which he or she may become involved by reason of he or she being or having been a member and/or officer of the Board of Directors, or any settlement of any such proceeding, whether or not he or she is an Board of Directors member, officer or both at the time such expenses are incurred, except in such cases wherein such Board of Directors member and/or officer is adjudged guilty of willful misconduct or gross negligence in the performance of its duties; provided that, indemnification hereunder with respect to any criminal action or proceeding is permitted only if such Board of Directors member and/or officer had no reasonable cause to believe its conduct was unlawful. The indemnification by the Lot Owners set forth in this Paragraph shall be paid by the Association on behalf of the Lot Owners and shall constitute a Common Expense and shall be assessed and collectible as such. Such right of indemnification shall not be deemed exclusive of any other rights to which such Board of Directors member and/or officer may be entitled as a matter of law or agreement or by vote of the Lot Owners or otherwise.

16.3. Defense of Claims. Complaints brought against the Association, the Board of Directors or the officers, employees or agents thereof in their respective capacities as such, or the Development as a whole, shall be directed to the Board of Directors of the Association, which shall promptly give written notice thereof to the Lot Owners and the Eligible Mortgage Holders and the Mortgagees of Lots, and such complaints shall be defended by the Association. The Lot Owners shall have no right to participate in such defense other than through the Association.

ARTICLE XVII
INTENTIONALLY OMITTED

ARTICLE XVIII
TAXATION

18.1. Lots Not Yet Separately Assessed. In the event that for any year real estate taxes assessed by the City of Portland are not separately taxed and assessed to each separate Lot Owner but are taxed on the Property as a whole, then each Lot Owner shall pay its proportionate share thereof in accordance with its respective Common Expense Liabilities, or in the event some but not all of the Lots are separately taxed and assessed, then those Lots not separately taxed and assessed shall pay their proportionate share thereof as allocated by the Board of Directors through a special assessment.

18.2. Taxes on Lots and on Property Outside of Lots. Each Owner is obligated to pay when due all real estate taxes assessed against its Lot, as well as all other taxes and assessments which in the event of non-payment may give rise to a lien on the real estate. In the event that a certificate of lien is filed against a Lot containing Common Areas as a result of unpaid taxes or assessments, or if forfeiture of such Common Areas is otherwise threatened due to non-payment of any taxes or assessments, the Association may elect to pay such taxes on behalf of the Lot Owner and assess the Owner therefor, which assessment shall constitute a lien in favor of the Association in the manner described in Section 8.2.2 hereof. In the event that those portions of the Property located within the Common Areas, including the open space and the roadways that circumvent the Property, are separately assessed for real estate taxes by the City of Portland, then such taxes shall be paid by the Association and assessed as Common Expenses against each Lot in proportion to its Common Area Interest.

ARTICLE XIX
EXPENSES OF CONVERTIBLE REAL ESTATE, ETC.

19.1. Convertible Real Estate, Etc. To the extent that the Declarant (a) has not added Lots on the Convertible Real Estate to the Development, or (b) until such Development Rights have expired, the Declarant shall be solely responsible for the maintenance, repair, and restoration of, and for the payment of real estate taxes upon and the insurance premiums attributable to, each portion of the Convertible Real Estate upon which Lots have not been added to the Development. To the extent that it is not practical or possible to segregate the responsibilities of the Association and the responsibilities of the Declarant for payment of costs of maintenance, repair and restoration of, and the payment of real estate taxes upon and the insurance premiums attributable to, each portion of the Convertible Real Estate upon which Lots have not been added to the Development, any item of maintenance, repair or restoration paid by the Association upon the Convertible Real Estate, and any real estate taxes and insurance premiums paid by the Lot Owners upon the Convertible Real Estate, shall be partially reimbursed by the Declarant by paying the amount of each of such sums to the Association on the basis of (a) the aggregate area of the portions of the Convertible Real Estate upon which Lots have not been added to the Development relative to, (b) the aggregate area of (1) the Lots, and

(2) the portions of the Convertible Real Estate and the remainder of the Property upon which Lots have been added to the Development or in which the Declarant no longer retains said Development Rights. The Association shall not undertake any maintenance, repair or restoration of the Convertible Real Estate on which Lots have not been added to the Development except to the extent set forth in the preceding sentence. Upon the sale of Convertible Real Estate, prior to such Convertible Real Estate being added to the Development, to a person other than the Declarant, such real estate's status as Convertible Real Estate shall immediately terminate.

ARTICLE XX
GENERAL PROVISIONS

20.1. No Obligation to Complete. Nothing contained in this Declaration or the Plan do, or shall be deemed to, impose upon the Declarant, or any successor Declarant, any liability or obligation to build, construct or provide any Buildings, amenities or other improvements to the Property.

20.2. Captions. The headings in this Declaration are for purposes of reference only and shall not limit or otherwise affect the meaning of this Declaration. Any tables of contents or indices are attached to this Declaration for purposes of reference and convenience only and shall neither limit nor otherwise affect the meaning hereof nor be deemed as part of this Declaration. References in this Declaration to Articles, Paragraphs, subparagraphs and Schedules without references to the document in which they are contained are references to this Declaration. Schedules are attached to and incorporated by reference into this Declaration and are an integral part of this Declaration. Any Exhibits are attached to this Declaration for purposes of identification only and shall not for any purposes or reasons be deemed as part of this Declaration.

20.3. Gender, Number, Etc. The use of the singular number in this Declaration shall be deemed to include the plural, the plural the singular, and the use of any one gender shall be deemed applicable to all gender.

20.4. Severability. The invalidity of any provisions of this Declaration shall not be deemed to impair or affect in any manner the validity, enforceability or effect of the remainder of this Declaration, and in such event, all of the other provisions of this Declaration shall continue in full force and effect as if such invalid provision had never been included herein.

[*Signature Page Follows*]

IN WITNESS WHEREOF, FOREFRONT PARTNERS I, LP, as the Declarant, has caused this Declaration to be executed and sealed in its company name by its Manager hereunto duly authorized as of the date and year first above written.

Signed, Sealed and Delivered
in presence of

_____

FOREFRONT PARTNERS I, LP
By: Forefront GP, LLC, its General Partner

By: _____
Christopher M. Thompson
Its Manager

"Declarant"

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

On _____, 2015, personally appeared before me the above-named Christopher M. Thompson as the duly authorized Manager of Forefront GP, LLC, the General Partner of said Forefront Partners I, LP and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Forefront Partners I, LP.

Before me,

_____
Notary Public

MORTGAGEE CONSENT_

ANDROSCOGGIN SAVINGS BANK, a Maine banking corporation ("Lender"), holder of a certain Mortgage Deed, Security Agreement and Financing Statement from FOREFRONT PARTNERS I, LP, a Maine limited partnership (the "Borrower"), dated as of June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 292; a Collateral Assignment of Leases and Rentals dated as of June 27, 2013 and recorded in said Registry of Deeds in Book 30781, Page 312; a Mortgage Deed, Security Agreement and Financing Statement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 166; a Collateral Assignment of Leases and Rentals dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 185; and an Equal Priority Agreement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 194 (collectively the "Loan Documents"), each with respect to certain property located at or near Thompson's Point in Portland, Cumberland County, Maine, as more particularly described therein (the "Mortgaged Property") hereby consents to, and subordinates the liens of the Loan Documents to the foregoing Declaration of Easements, Covenants and Restrictions dated _____, 2014 (the "Declaration of ECR"). The undersigned mortgagee hereby agreeing that its lien under the Loan Documents shall be subject to the provisions of the said Declaration of ECR, and agreeing that in the event of the foreclosure of the Loan Documents, or other sale of the Mortgaged Property under judicial or non-judicial proceedings, the same shall be sold subject to the said Declaration of ECR.

Dated as of _____, 2014 ANDROSCOGGIN SAVINGS BANK

By:_____
Christopher P. DeMerchant
Its Vice President

STATE OF MAINE
County of Cumberland _____, 2014

Personally appeared the above-named Christopher P. DeMerchant in his capacity as Vice President of Androscoggin Savings Bank and acknowledged the foregoing to be his free act and deed and the free act and deed of Androscoggin Savings Bank.

Before me,

_____
Notary Public / Attorney at Law
Print Name:_____
My Commission Expires: _____

SCHEDULE A – Property Description

PARCEL ONE:

A. Lot One

A certain tract or parcel of uplands and flats, with the buildings thereon, known as Thompson's Point and situated in the City of Portland, in the County of Cumberland and State of Maine, and more particularly bounded and described as follows:

Beginning at a stake in the division line between land now or formerly owned by P.H. and J.M. Brown Company and land formerly owned by the Portland and Ogdensburg Railway (now owned by Maine Central Railroad), which said division line extends in a direct course from Congress Street to the location of said Railway (hereinafter called "said location"), and crosses said location to and into the flats adjoining the above described land and which above described point of beginning is in the southwesterly side line of said location and is twenty-eight (28) feet southwesterly from and measured at right angles to the center line of the east bound main track of said Railway; thence South fifteen degrees twenty-four minutes (15º 24') West on said division line four hundred ninety-eight (498) feet to a stake in the flats; thence South fifty-eight degrees forty-six minutes (58º 46') East three hundred eighty-three and four tenths (383.4) feet to a stake in the flats; thence South six degrees thirty-six minutes (6º 36') East five hundred and seventy-eight (578) feet to a stake in the flats; thence South thirteen degrees thirty-three minutes (13º 33') West four hundred (400) feet, more or less, to the channel of a creek running into Fore River, so-called; thence in a general southeasterly direction by said channel of said creek five hundred (500) feet, more or less, to the point of intersection of said channel of said creek with a line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to the prolongation southwesterly of the northwesterly side line of Frederick Street; thence northeasterly on said line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to said prolongation southwesterly of said northwesterly side line of Frederick Street fifteen hundred (1,500) feet, more or less, to a point in the southwesterly side line of said location distant forty-nine and five tenths (49.5) feet, more or less, southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence northwesterly by the southwesterly side line of said location eighty-five (85) feet, more or less, to a point; thence northeasterly at right angles by said location twenty-one and five tenths (21.5) feet to the southwesterly sideline of said location and a point twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence North fifty-four degrees thirty-six minutes (54º 36') West by the southwesterly side line of said location and on a line parallel to and twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway seventeen hundred seventy-five (1,775) feet, more or less, to the point of beginning.

Together with a right of way in common with others over the way as now traveled from the

intersection of Sewall and Hooper Streets southerly to the above described premises.

Together with a right of way fifteen (15) feet in width over land reserved by Suburban U.D.I. Co. of Maine as described below adjacent to and northerly of the southerly bounds of the reserved parcel described below. The southerly bounds are described as N 54° 1-1/2' W, two hundred twenty-two and fifty-five hundredths (222.55) feet; N 60º 57-1/2' W, sixty and twelve hundredths (60.12) feet; and N 53º 54-1/2' W, one hundred seventy-five and nineteen hundredths (175.19) feet.

Together with a right to use as presently located over the land reserved by Suburban U.D.I. Co. of Maine all sewers, water mains, and utility lines useful for the conduct of business, including the right to enter the land reserved by Suburban U.D.I. Co. of Maine when necessary for the maintenance and repair of said sewers, water mains, and utility lines.

Together with an easement for access and utilities as reserved in a deed from Forefront Partners I, LP to the State of Maine, acting by and through its Department of Transportation, dated June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 288.

B. <u>Lot Two</u>

A certain lot or parcel of land situated in the City of Portland, County of Cumberland State of Maine being that certain parcel of land conveyed by Suburban Propane Gas Corporation to Mecaw Industries by deed dated October 22, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 239, more particularly bounded and described as follows:

Beginning at an iron pipe that is distant S 35º 31' W forty one and eighty-two hundredths (41.82) feet from the point of beginning of a parcel of land that is excepted and reserved from the conveyance in a quit claim deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in Cumberland County Registry of Deeds in Book 2146, Page 304. Thence, from said point of beginning and by a private road leading from Sewall Street, on the same course of S 35º 31' W thirty six and fifty-nine hundredths (36.59) feet to a spike at land now or formerly of Mecaw Industries; Thence by said land now or formerly of Mecaw Industries S 37º 32 E two hundred twenty five and eighteen hundredths (225.18) feet to an iron; Thence through said excepted parcel N 7º 58' W seventy and ninety-four hundredths (70.94) feet to an iron; Thence continuing through said excepted parcel N 37º 32' W one hundred seventy four and fourteen hundredths (174.14) feet to the point of beginning. Said above described courses are magnetic and of the date of 1953.

EXCEPTING from Parcel One above a certain lot or parcel of land and any buildings thereon as reserved in a deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in the Cumberland County Registry of Deeds in Book 2146, Page 304, and further bounded and described as follows:

Beginning at a stake on the southerly side line of the right of way of the Mountain Division of the Maine Central Railroad (formerly the Portland and Ogdensburg Railway), said stake being fifteen (15) feet easterly from the center line of a private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said stake being approximately opposite Station 42+96.45, of said railroad; thence by said railroad right of way S 37º 32' E, two hundred six and one tenth (206.1) feet to a stake in the line of a fence; thence by said fence and on a course of S 32º 21' E, two hundred eighty-two and six hundredths (282.06) feet to the end post of said fence; thence S 32º 50' E, eighteen and sixty-nine hundredths (18.69) feet to a stake; thence S 22º 35' E, fifty (50) feet to a stake; thence S 20º 06' E, fifty (50) feet to a stake; thence S 13º 06' E, fifty (50) feet to a stake; thence S 02º 18' E, fifty (50) feet to a stake; thence S 07º 40' W, fifty (50) feet to a stake; thence S 17º 43-1/2' W, fifty (50) feet to a stake; thence S 27º 11-1/2'W, fifty (50) feet to a spike in the center line of a thirty (30) foot right of way hereinafter described, said spike being distant N 54º 01-1/2' W, three and ninety-two hundredths (3.92) feet from the westerly gauge of a railway spur line; thence by the center line of said aforementioned thirty (30) foot right of way, N 54º 01-1/2' W, two hundred twenty-seven and fifty-five hundredths (227.55) feet to a spike marking an angle in said right of way, said last mentioned course passing 15 feet northerly of and parallel to the northerly side line of a projection of a building on land conveyed by Suburban U.D.I. Co. of Maine to said Andersons; thence by the center line of said aforementioned thirty (30) foot right of way, N 60º 57-1/2' W, sixty and twelve hundredths (60.12) feet to a spike marking an angle therein; thence by the center line of said aforementioned thirty (30) foot right of way, N 53º 54-1/2' W, one hundred seventy-five and nineteen hundredths (175.19) feet to a spike, said last mentioned course passing twenty-two (22) feet southerly of and parallel to the brick line of a three story office building known as Building 7-G on land reserved to Suburban U.D.I. Co. of Maine; thence parallel to and five (5) feet from a building on land reserved to Suburban U.D.I. Co. of Maine, N 36º 16-1/2' E, three hundred and fifty-two hundredths (300.52) feet to a stake; thence N 37º 32' W, two hundred twenty-five and eighteen hundredths (225.18) feet to a stake distant fifteen (15) feet from the center line of said private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said last mentioned course being parallel to and seventy-five (75) feet from the first described course; thence by said private road leading from Sewall Street, N 35º 31' E, seventy-eight and forty-one hundredths (78.41) feet to the point of beginning. Said above described courses are magnetic and of the year 1953.

ALSO EXCEPTING from Parcel One above a small parcel of land conveyed by Mecaw Industries to Suburban Propane Gas Corporation by deed dated November 24, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 236.

ALSO EXCEPTING from Parcel One a small parcel of land conveyed by Mecaw Industries to Portland Water District by deed dated March 19, 1976 and recorded in the Cumberland County Registry of Deeds in Book 3821, Page 2.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by the State of Maine for highway purposes and described in a Notice of Taking dated July 26, 1967 and recorded in the Cumberland County Registry of Deeds in Book 3005, Page 432.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated August 20, 2001 and recorded in the Cumberland County Registry of Deeds in Book 16667, Page 204.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by Langdon Street Real Estate by its Notice dated November 10, 1997 and recorded in the Cumberland County Registry of Deeds in Book 13459, Page 202.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated February 2, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27577, Page 53.

ALSO EXCEPTING from Parcel One above that portion of the premises conveyed by Forefront Partners I, LP to the State of Maine acting by and through its Department of Transportation by deed dated June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 288.

PARCEL TWO:

A certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine and conveyed by The Dartmouth Company to Thompson's Point, Inc. by deed dated January 31, 1985 and recorded in the Cumberland County Registry of Deeds in Book 6676, Page 287, further bounded and described as follows:

Commencing at a point on a line of land being the southeasterly sideline of land now or formerly of The Dartmouth Company and further being the last described course (i.e., the 2,066-foot course) in the fourth described parcel in a deed from John Marshall Brown to P.H. and J.M. Brown Company, dated January 3, 1894, and recorded in the Cumberland County Registry of Deeds in Book 609, Page 364, said point being at the intersection of the aforesaid line with the line of land formerly of the Portland and Ogdensburg Railway, now of the Portland Terminal Company; thence northwesterly along the line of land of said Portland Terminal Company approximately three hundred (300) feet to a northerly corner of the land now or formerly of the Dartmouth Company; thence South 70° West by said The Dartmouth Company sideline approximately fifty (50) feet to the high water mark of an inlet on the Fore River; thence in a generally southerly direction along the high water mark and westerly, southerly and easterly around a finger of land extending into said inlet, in all cases along the high water mark, to the northwesterly sideline of the land of Thompson's Point Inc.; thence northeasterly along the northwesterly sideline of the land of the said Thompson's Point Inc. approximately four hundred fifteen (415) feet to the point of beginning.

The Property subject to this Declaration of ECR is also subject to the following easements:

1. A certain Drainage Easement from Forefront Partners I, LP to the State of Maine

acting by and through its Department of Transportation by instrument dated October 11, 2013 and recorded in the Cumberland County Registry of Deeds in Book 31099, Page 185.

2. A certain Construction and Maintenance Easement from Forefront Partners I, LP to Northern New England Passenger Rail Authority by instrument dated October 11, 2013 and recorded in the Cumberland County Registry of Deeds in Book 31099, Page 188.

3. A certain Trail Easement by and between Forefront Partners I, LP and the City of Portland, Maine dated September 2, 2014 and recorded in said Registry of Deeds in Book 31762, Page 29.

SCHEDULE B – Reduced Copy of Plan

SCHEDULE C - Common Area Interest and Common Expense Liability

Identifying Number	Lot Size in Sq. Feet – see § 1.1.17 hereof	Common Area Interest and Common Expense Liability	Votes in the Association
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
TOTALS			

Each Common Area Interest and Common Expense Liability has been rounded to the nearest one thousandth of one percent (0.001%) so that the sum of the Common Area Interests and Common Expense Liabilities allocated at any time to all the Lots may not equal one hundred percent (100%). The Common Area Interest and Common Expense Liability appurtenant to each respective Lot are each a percentage determined on the basis of "size" (as defined in Paragraph 1.1.17 above) by multiplying by one hundred (100) the quotient resulting from dividing the "size" of each respective Lot by the aggregate "size" of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to the Development. The "size" of each Lot is the number of square feet therein determined by reference to Section 1.1.17 of the Declaration and the latest version of the Plan recorded in the Cumberland County Registry of Deeds. The Votes in the Association allocated to each respective Lot is a sum rounded to the nearest whole number determined by multiplying by one thousand (1,000) the quotient resulting from dividing the "size" of each respective Lot by the aggregate "size" of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to

the Development. In the event of a discrepancy between the stated Allocated Interests and the result derived from the foregoing formulas, the stated Allocated Interests shall prevail. The Allocated Interests stated for each Lot in this Schedule C are subject to change in the circumstances stated in this Declaration, e.g., change a Lot size, change in Common Areas, or addition of Convertible Real Estate. This Schedule C shall be amended and restated by the Declarant or Association, as applicable, without the consent of the Lot Owners each time such a change occurs.

SCHEDULE D – Copy or Summary of Event Management Plan

SCHEDULE E – Copy or Summary of Transportation Demand Management Program

August 13, 2015

Ms. Christine Grimando, Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: The Forefront at Thompson's Point
Subdivision Plan Application

Dear Christine:

On behalf of Forefront Partners I, LP, we are pleased to provide the accompanying package of submission materials related to the proposed Overall Subdivision Plan of The Forefront at Thompson's Point development. This submission package is intended to meet the City's Subdivision Submission requirements to the extent practicable as outlined in the Subdivision Application procedures as well as Article IV Section 14-496 (a) of the Code of Ordinances. These materials represent the revisions to the March 2014 approved Master Development Plan, additional engineering detail for common areas, and inclusion of the previously approved Phase 1A Brick North Site Plan.

MASTER PLAN

The project has undergone minor changes since the Master Development approval from March 2014. While the Master Plan remains very similar in layout, program, and parking, some of the program elements have shifted locations within previously defined building envelopes. Changes to the buildings are summarized as follows:

- At the heart of the layout adjustments, is Forefront's decision to retain and renovate the existing brick building referred to as Brick South in its entirety. Brick South shown as Building C on the enclosed plans will be used as assembly event space. The event space is meant to complement the proposed event center, the outdoor event area held at the Depot and the southern portion of the site, and is not intended to increase the overall size of events, or number of people at the site at one time. Brick South will be renovated to accommodate 2,500 people and support space such as a kitchen, meeting space, storage and bathrooms, and related ancillary services for the event space.
- The restaurant space (E2) has been incorporated into the hotel's ground floor. This allows space for additional surface parking next to the hotel.
- The educational building (Circus Conservatory) will be divided into their primary space in the new Building (D) and their current leased space in a portion of the Brick North Building (Building A). There is no change in total office space proposed for the overall site.
- The Cultural Center (Building I) has grown in gross square footage and building footprint; however, the program has remained the same.

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FAY, SPOFFORD & THORNDIKE
Offices in: Massachusetts, New Hampshire, Maine, Connecticut and New York

The updated Master Plan Building Program is summarized in the table below:

TABLE 1 MASTER PLAN PROGRAM		
Building Master Plan		**Master Plan - August 2015 Gross Size**
Building A:	Mixed Use: Cellar Door Winery (5,840 SF) Circus Program (6,799 SF; 400 People) Big Room Studios (3,461 SF) Café (1377 SF) Brewery (10,068 SF) Distillery (5,284 SF) Color Me Mine (2,136 SF) Common (741 SF)	34,800 SF +/-
Building B1:	Multi-Purpose (Assume Live Theater)	4,800 Seats
Building B2:	Ancillary to B1 and Seasonal Dock	3,600 SF
Building B3:	Restaurant	3,600 SF
Building C:	Event/Assembly Space (2,500 People)	34,600 SF
Building D:	Educational/Gym/Sports Medicine	41,600 SF
Building E:	Hotel & Restaurant Condominiums	125 Rooms 24 Units
Buildings F1/F2:	Parking Garage *(see next page)	730 Spaces
Building G:	Office	180,000 SF
Building H:	Event Center	63,000 SF
Building I:	Cultural Center	40,000 SF
Building J1:	Condominiums (Assumed)	160,000 SF/160 Units
Building J2:	Condominiums (Assumed)	196,500 SF/160 Units
Total Non-Garage		**814,300 SF**

* *Depending on the timing of garage construction which will follows the relocation of Suburban Propane and the commencement of the phase two buildings, it is conceivable that by the time the garage is ready to begin construction we may actually elect to add floors taking advantage of the 120' height limit to increase structured parking capacity. It may also be desirable to build the garage structure to provide for the possibility of adding floors in the future after the initial 730 spaces are built. We are continuing to assess these options now, but would suggest that the Master Plan retains the ability to plan for a dynamic future outcome without compromising the needs of the first phase of development.*

SUBDIVISION PLAN

The overall subdivision plan takes a holistic approach to how the Master Plan will be implemented and shows the subdivision of what are currently four lots (two lots owned by Forefront Partners, one lot owned by Suburban Propane, and one lot owned by Northern New England Rail Authority (NNEPRA)). The overall subdivision envisions 19 lots plus common area. The subdivision would occur over the course of four (4) or more sectional recordings.

A description of the overall Subdivision Plan development sequence is as follows:

1. Sectional 1 Recording Plat: The initial development activity now includes the redevelopment of the existing Brick North building for mixed use. This former brick rail building is well suited for its reuse as commercial space housing multiple small tenants. This initial activity has begun as part of a Phase 1A sectional recording based on a subdivision approval in 2012 and amended in 2013. As part of this subdivision application, the first sectional subdivision plat would modify and replace the previously recorded lot configuration around Brick North to include Lots 1-5 plus Lot 10 as depicted on the enclosed plan Sheet C-2.1. Lot 10 would create a separate lot for the existing building referred to as "The Depot".

2. Sectional 2 Recording Plat: The applicant has resurrected the former Barnstormers building (actually part of the former Union Station rail depot) located at the south end of the point (Lot 10 – aka "The Depot") for use as a multi-purpose space related to an outdoor event area located at the south end of the point. This outdoor event area is of equal capacity (approximately 5,000; though it can actually hold 7,300, of which more is described below) to the outdoor concert area that was adjacent to the Event Center in our June 2013 plan. We have relocated this function to the point to take advantage of the proximity to this unique structure. It is important to note that during the licensing process for the events that occurred this past summer, the Fire Department asked us to assess the maximum capacity of the Depot area from a public safety perspective. It was determined by Mark Cummings, P.E. that it was feasible to accommodate 7,300 people safely on the site, assuming that an adequate off-site parking plan and temporary pedestrian safety layout could be provided, in the context of a business licensing scenario.

   This phase of the project also contemplates the addition of a restaurant and a new building which supports the seasonal dock and Depot structure.

   Sectional Recording 2 would create Lots 8, 9, and 11 to support The Depot as well as Lot 6 (temporary parking/future building pad) and Lots 12 and 13 (Restaurant and Parking). These lots are depicted on the enclosed plan Sheet C-2.2.

3. Sectional 3 Recording Plat: The applicant has a Purchase and Sale agreement for the acquisition of the Suburban Propane property and a land swap agreement with NNEPRA. Upon closing on these two parcels, the applicant would consolidate the land and create Lots 14 and 15. This sectional plat would create the lots required for the parking garage (Lot 14) and the event center (Lot 15). Additional common space would complete a loop road around the peninsula portion of the project. Lot 7 is anticipated to be a cultural center building which supports the completion of the loop road around the perimeter of the peninsula.

4. Sectional 4 Recording Plat: This is anticipated to be the last recording of the full subdivision plan. Lots 16-19 would be used for the major office space component as well as the potential residential buildings planned for the Panhandle portion of the site.

As you are aware, the original Level III Site Plan and Subdivision approval documents included a substantial design effort that was found to address the City's technical standards. Our plan documents included full design for geometric layout, grading, drainage, and related utility infrastructure. We also produced detailed landscape architecture design and details. Based on the original Subdivision, Site Plan and subsequent Master Plan approvals, the City has found that the development site can adequately

support the development program proposed. The enclosed application provides the engineering details to show how the project continues to the meet the City's Technical Standards as well as State and Federal regulatory permits.

FST anticipates a Level III Site Plan Application which covers the details of the Brick South is imminent and will be forthcoming in the short weeks ahead, as is a second Level III Site Plan which covers the details of the Restaurant on Lot 12. We understand that the Planning Board will be reviewing the additional information at the same time as this application, but wishes to provide this submission now in order to begin the review process.

On behalf of the Forefront at Thompson's Point development team, we look forward to your continued assistance on the project and we look forward to the next scheduled workshop meeting with the Planning Board. Please find one hard copy of the application materials including 11 x 17 and full size plans, along with a CD containing PDF files for all submission materials.

If you have any questions regarding these materials, please contact this office.

Sincerely,

FAY, SPOFFORD & THORNDIKE, LLC

Bo Kennedy, P.E.
Senior Engineer

BEK/cmd

Enc: Attachment A – Subdivision Plan Submission Supporting Narrative
Attachment B – AutoTurn® Figures
Attachment C – Traffic Study Information
Attachment D – Stormwater Management Report and Supplemental Information
Attachment E – Life Safety Plan
Attachment F – Photometric Cut Sheets & Specifications
Attachment G – State and Federal Permits
Attachment H – Utility Capacity Information
Attachment I – Conformity to Applicable Design Standards
Attachment J – Title, Right & Interest
Attachment K – Financial Capacity Letter
Attachment L – Declaration of Easements, Covenants and Restrictions

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners I, LP
Paul Ureneck, Boulos Company
Pat Carroll, Carroll Associates

Portland, Maine Yes. Life's good here.

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.

☒ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature: August 13, 2015 Date:

Bo E. Kennedy, P.E. August 13, 2015

I have provided digital copies and sent them on: 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 III: 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).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: http://me-portland.civicplus.com/DocumentCenter/Home/View/1080
Design Manual: http://me-portland.civicplus.com/DocumentCenter/View/2355
Technical Manual: http://me-portland.civicplus.com/DocumentCenter/View/2356

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

Updated: June 1, 2015

PROJECT NAME: The Forefront at Thompson's Point

PROPOSED DEVELOPMENT ADDRESS:

1 Thompson's Point

PROJECT DESCRIPTION:

This application supersedes the approved July 2013 overall subdivision plan for the Forefront at Thompson's Point to be Consistent with the March 2014 approved Master Plan.

CHART/BLOCK/LOT: 201/ A / 5, 8, 10
202/ A / 1 & 4

PRELIMINARY PLAN _____ (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Chris Thompson Business Name, if applicable: Parallax Partners (dba Forefront Partners I, LP) Address: 501 Danforth Street City/State : Portland, ME Zip Code: 04102	**Applicant Contact Information** Work # 207-747-5288 Home# Cell # 207-347-1614 Fax# 207-747-5941 e-mail: parallaxpartners@gmail.com
Owner – (if different from Applicant) Name: Address: SAME AS APPLICANT City/State : Zip Code:	**Owner Contact Information** Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Bo E. Kennedy, 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 # 207-318-8364 e-mail: bkennedy@fstinc.com
Billing Information Name: Address: SAME AS APPLICANT City/State : Zip Code:	**Billing Information** Work # Cell # Fax# e-mail:

Engineer Name: Bo E. Kennedy, 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 # 207-318-8364 Fax# 207-879-0896 e-mail: bkennedy@fstinc.com
Surveyor Name: Owens McCullough Sebago Technics Address: P.O. Box 1339 City/State : Westbrook, ME Zip Code: 04098	**Surveyor Contact Information** Work # 207-856-0279 Cell # 207-232-1649 Fax# 207-856-2206 e-mail: omccullough@sebagotechnics.com
Architect Name: Bill Hopkins* Archetype, PA Address: 48 Wharf Street City/State : Portland, ME Zip Code: 04101 * Other members of Architect - To be determined	**Architect Contact Information** Work # 207-772-6022 Cell # 207-671-9194 Fax# 207-772-4056 e-mail: hopkins@archetype-architects.com
Attorney Name: David L. Galgay, Jr. Verrill Dana LLP Address: P.O. Box 586 - 1 Portland Square City/State : Portland, ME Zip Code: 04112-0586	**Attorney Contact Information** Work # 207-774-4000 Cell # 207-253-4514 Fax# 207-774-7499 e-mail: dgalgay@verrilldana.com

APPLICATION FEES:

Check all reviews that apply. (Payment may be made by Credit Card, 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)
_X_ 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)
_X_ Subdivisions ($500 + $25/lot)
# of Lots 19 x $25/lot = 475
___ Site Location ($3,000, except for residential projects which shall be $200/lot)
# of Lots ___ x $200/lot = _____
___ Other _____
___ Change of Use
___ Flood Plain
___ Shoreland
___ Design Review
___ Housing Replacement
___ Historic Preservation

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal

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 Building Inspections 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:

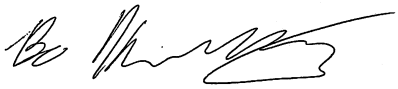
1. **One (1) full size site plans** that must be **folded.**
2. One (1) copy of all written materials or as follows, unless otherwise noted:
   a. Application form that is completed and signed.
   b. Cover letter stating the nature of the project.
   c. All Written Submittals (Sec. 14-525 2. (c), including 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.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

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:**
	August 13, 2015

PROJECT DATA

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

Total Area of Site	32.67 sq. ft.
Proposed Total Disturbed Area of the Site	23.26 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)	908,661 sq. ft.
Impervious Area (Total Proposed)	714,384 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	123,684 sq. ft.
Building Footprint (Total Proposed)	319,644 sq. ft.
Building Floor Area (Total Existing)	123,684 sq. ft.
Building Floor Area (Total Proposed) (Includes Garage)	975,875 sq. ft.
Zoning	
Existing	B-5
Proposed, if applicable	B-5
Land Use	
Existing	Industrial
Proposed	Mixed Use/T.O.D
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	344
# of Lots (Total Proposed)	20
# of Affordable Housing Units (Total Proposed)	Unknown
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	TBD
# of One-Bedroom Units (Total Proposed)	TBD
# of Two-Bedroom Units (Total Proposed)	TBD
# of Three-Bedroom Units (Total Proposed)	TBD
Parking Spaces	
# of Parking Spaces (Total Existing)	Not Known
# of Parking Spaces (Total Proposed)	1,342
# of Handicapped Spaces (Total Proposed)	26
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	92
Estimated Cost of Project	$100 - $110 million

NOT APPLICABLE

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
		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 approvals, if applicable
		1	Written assessment of proposed project's compliance with applicable zoning requirements
		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
		1	Written requests for waivers from site plan or technical standards, if applicable.
		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**
		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
		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)**
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
*		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.

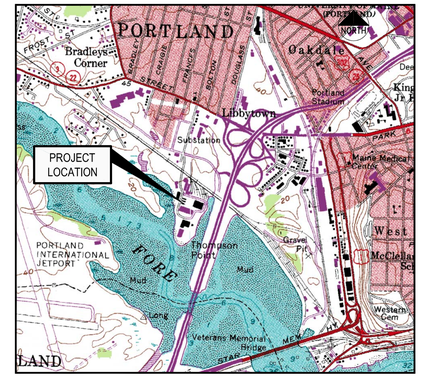
*Provided under Site Plan Application.

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;	
X		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; (Written 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;	
N/A		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;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		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;
X		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;
TBD		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;
X		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.

DEVELOPMENT PLANS
FOR
THE FOREFRONT AT THOMPSON'S POINT
FINAL SUBDIVISION APPLICATION
SUBMISSION TO CITY OF PORTLAND
PORTLAND, MAINE
AUGUST 13TH, 2015



LOCATION MAP
N.T.S.

PROJECT PARCEL SITE

ZONING: B-5 URBAN COMMERCIAL MIXED USE ZONE

PORTLAND TAX ASSESSOR'S MAP & LOT NUMBERS:

MAP	BLOCK	LOTS
201	A	5, 8, 10
202	A	1, 4

APPLICANT / OWNER:
FORE FRONT PARTNERS I , LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
ATTN: CHRIS THOMPSON, PhD
207.784.0335
PARALLAXPARTNERS@GMAIL.COM

INDEX

C-1.0 COVER SHEET
C-1.1 GENERAL NOTES AND LEGEND
C-2.0 SUBDIVISION PLAN
C-2.1 SUBDIVISION PLAN - SECTIONAL 1
C-2.2 SUBDIVISION PLAN - SECTIONAL 2
C-2.3 SUBDIVISION PLAN - SECTIONAL 3
C-2.4 SUBDIVISION PLAN - SECTIONAL 4
C-2.5 ALTA/ACSM LAND TITLE SURVEY
C-2.6 ALTA/ACSM LAND TITLE SURVEY
C-2.7 ALTA/ACSM LAND TITLE SURVEY
C-2.8 ALTA/ACSM LAND TITLE SURVEY
C-2.9 OVERALL EXISTING CONDITIONS PLAN
C-2.10 PHASE 1 ENVIRONMENTAL REMEDIATION DEMOLITION AND REMOVALS PLAN - EAST
C-2.11 PHASE 1 ENVIRONMENTAL REMEDIATION DEMOLITION AND REMOVALS PLAN - WEST
C-3.0 OVERALL SITE PLAN
C-3.1 SITE PLAN - EAST
C-3.2 SITE PLAN - WEST
C-4.0 OVERALL GRADING AND DRAINAGE PLAN
C-4.1 OVERALL STORMWATER MANAGEMENT PLAN
C-4.1A WATER QUALITY DESIGN SUMMARY SHEET
C-5.0 OVERALL EROSION AND SEDIMENTATION CONTROL PLAN
C-6.0 OVERALL UTILITY PLAN
C-6.1 UTILITY PLAN - EAST
C-6.2 UTILITY PLAN - WEST
C-7.0 PAVEMENT SECTIONS AND SIDEWALK DETAILS
C-7.1 CURBING AND SIDEWALK DETAILS
C-7.2 PARKING AND TRAFFIC CONTROL DETAILS
C-7.3 STORMWATER DETAILS
C-7.4 STORMWATER AND SANITARY SEWER DETAILS
C-7.5 EROSION AND SEDIMENT CONTROL DETAILS
C-7.6 EROSION AND SEDIMENT CONTROL DETAILS
C-7.7 WATER AND GAS SERVICE DETAILS
C-7.8 TYPICAL ROADWAY CROSS SECTIONS
C-7.9 TYPICAL ROADWAY CROSS SECTIONS
C-8.0 ACCESS DRIVE PROFILE
C-10.0 SANITARY SEWER PROFILES
L-1.0 LANDSCAPE PLAN - EAST
L-1.1 LANDSCAPE PLAN - WEST
E- ELECTRICAL PLANS
1 OF 1 PHOTOMETRIC PLAN

UTILITIES

WATER
ATTN: RICO SPUGNARDI
PORTLAND WATER DISTRICT
22 DOUGLAS STREET
P.O. BOX 3533
PORTLAND, MAINE 04104
207.761.8310

SEWER
ATTN: DAVID-MARGOLIS-PINEO, P.E.
CITY OF PORTLAND
PUBLIC SERVICES ENGINEERING DEPT.
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8840

POWER
ATTN: JAMIE COUGH
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.791.1023

TELEPHONE
ATTN: JOHN CAPRIO
FAIRPOINT COMMUNICATIONS
ONE DAVIS FARM ROAD
PORTLAND, MAINE 04103
207.797.1842

CABLE
ATTN: ANDY TROTTIER
TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
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LEWISTON, MAINE 04240
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mellingwood@oxfordnetworks.com

NATURAL GAS
ATTN: SCOTT CARPENTER
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1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.541.2543
email: carpenters@unitil.com

CALL BEFORE YOU DIG:
1.888.DIGSAFE (1.888.344.7233)
DIG SAFE MAINE

PERMITS / APPROVALS (APPLICABLE TO FULL DEVELOPMENT)

LOCAL	GOVERNING BODY	STATUS
SITE PLAN, SHORELAND ZONING AND SUBDIVISION REVIEW	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	ORIGINAL APPROVED JUNE 5, 2012 AMENDED APPROVAL JUNE 19, 2013 AMENDED SUBDIVISION PLAT TBD
BUILDING AND DEMOLITION PERMITS	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8703	DEPOT BUILDING PERMIT ISSUED JUNE 18, 2014 BRICK NORTH BUILDING PERMIT ISSUED AUGUST 2014 VARIOUS DEMOLITION AND LAND DISTURBANCE PERMITS (2015) ON FILE WITH CITY TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR FOR THIS PROJECT
MASTER DEVELOPMENT PLAN	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	APPROVED MARCH 2014

STATE	GOVERNING BODY	STATUS
SITE LOCATION OF DEVELOPMENT	CITY OF PORTLAND PLANNING AUTHORITY DELEGATED AUTHORITY CITY HALL, 389 CONGRESS STREET 207.874.8722 CONTACT: CHRISTINE GRINADO	APPROVED JUNE 5, 2012 UNDER CITY'S DELEGATED AUTHORITY
NATURAL RESOURCES PROTECTION ACT (NRPA) / MAINE CONSTRUCTION GENERAL PERMIT	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.822.6300 CONTACT: MARY BETH RICHARDSON	APPROVED JULY 2012 ORDER #L-25672-2G-A-N / L-25672-FS-B-N AMENDMENT APPROVED JUNE 30, 2014
MAINE DOT TRAFFIC MOVEMENT PERMIT	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333 207.624.3620 CONTACT: STEVE LANDRY	APPROVED JUNE 13, 2012 REG. 01-00155-A-N
MAINE VOLUNTARY RESPONSE ACTION PLAN (VRAP)	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.623.8367 CONTACT: NICK HODGKINS	NO ACTION ASSURANCE LETTER ISSUED MARCH 6, 2013
PUBLIC RAIL CROSSING PETITION	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333	DECISION #364 - APRIL 3, 2012

FEDERAL	GOVERNING BODY	STATUS
U.S. ARMY CORPS OF ENGINEERS SECTION 404 PERMIT	U.S. ARMY CORPS OF ENGINEERS RR2 BOX 1855 MANCHESTER, MAINE 04351 207.623.8367 CONTACT: JAY CLEMENT	APPROVED AUGUST 24, 2012 CORP PERMIT #NAE-2012-00992 AMENDED APRIL 16, 2014

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PORTLAND, MAINE 04101
207.772.6022
ATTN: BILL HOPKINS
www.archetype-architects.com

Phi Home Designs
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ROCKPORT, MAINE 04856
207.230.6034
ATTN: ERIK DURBAS

LANDSCAPE ARCHITECT:
Carroll Associates
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PORTLAND, MAINE 04101
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ATTN: PAT CARROLL

ELECTRICAL / LIGHTING CONSULTANT:
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ATTN: LARRY BARTLETT

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www.verrilldana.com

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207.482.4600
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www.haleyaldrich.com

ENVIRONMENTAL ENGINEER:
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207.828.1272
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www.crederellc.com

TRAFFIC ENGINEER:
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207.657.6910
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www.gorrillpalmer.com

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WESTBROOK, MAINE 04092
207.856.0277
www.sebagotechnics.com

LEED:
Thornton Tomasetti
386 FORE STREET, SUITE 401
PORTLAND, MAINE 04101
207.245.6060
www.thorntontomasetti.com

PLAN REFERENCES:

	TITLE	DATE APPROVED BY CITY
1.	THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	JUNE 5, 2012
2.	THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT	JUNE 19, 2013
3.	BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	DECEMBER 17, 2013
4.	THE FOREFRONT AT THOMPSON'S POINT MASTER PLAN	MARCH 11, 2014
5.	THE DEPOT BUILDING LEVEL II SITE PLAN	JUNE 10, 2014
6.	BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT (PHASE 1A)	DECEMBER 4, 2014
7.	THE FOREFRONT AT THOMPSON'S POINT FINAL SUBDIVISION PLAN	TBD

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.

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER
P.E. BO KENNEDY
LIC. #11994

PROJECT:
THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE
COVER SHEET
CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS — FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-BN COV		
SHEET	C-1.0		

R:\2982.05 Amended Site Plan Part III\Cadd\Permit Set\dwg\SUBDIVISION\2982.05-SUB COV.dwg davis_d 8/13/2015 12:01 PM

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.

2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MAINE DEPARTMENT OF TRANSPORTATION, THE U.S DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.

3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.

4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.

5. 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 AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.

6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT 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, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.

7. 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.

8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.

9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE. THE ELECTRONIC FILE SHALL BE IN AUTOCAD DRAWING FILE FORMAT AND INCLUDE ALL FINAL SURFACE TREATMENT LIMITS, TOPOGRAPHY, SUBSURFACE UTILITIES AND DRAINAGE APPURTENANCES, MAINS, BENDS, CLEANOUTS, SERVICE LEADS, ETC.

10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THOMPSON'S POINT AND ALL ADJACENT PROPERTIES INCLUDING THE RAILROAD R.O.W. AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO EMERGENCY SITE ACCESS CONDITIONS.

11. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMANCE OF WORK IN ACCORDANCE WITH ALL AREMA SAFETY STANDARDS AND SHALL COOPERATE FULLY WITH REPRESENTATIVES OF PAN AM RAILWAYS AND THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY (NNEPRA), MDOT, AND THE CITY OF PORTLAND AS MAY BE REQUIRED.

SITE LAYOUT NOTES

1. ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.

2. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.

3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.

4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT. SEE DRAWINGS C-3.1 & C-3.2 FOR SURFACE TREATMENT PLAN FOR PAVEMENT TYPE.

5. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

6. STRIPE PARKING AREAS, DRIVES AND ROADWAY AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, CROSSWALKS, HANDICAP SYMBOLS, PAINTED ISLANDS AND FIRE LANES. (ALL MARKINGS EXCEPT MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT). ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F". MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT.

7. SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.

8. STOP BARS SHALL BE 12" WIDE.

9. PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.

2. PROVIDE TURF REINFORCEMENT IN AREAS INDICATED ON THE PLANS.

3. AS "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.

4. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.

5. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.

6. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.

7. ALL DISTURBED AREAS NOT TO BE PAVED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.

8. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.

9. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

10. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.

11. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.

12. NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE DIVISION SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.

2. 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.

3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION.

4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.

5. COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.

6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.

7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.

9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

10. 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.

11. 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.

12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.

13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE, SUBURBAN PROPANE AND NNEPRA TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.

LANDSCAPE NOTES

(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT BETWEEN THIS SECTION AND THE LANDSCAPE DRAWINGS, THE LANDSCAPING DRAWINGS SHALL GOVERN)

1. ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.

2. PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.

3. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM AND SEED.

4. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TIP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 4" LOAM AND SEED.

5. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.

6. PARKING AREA PLANTED ISLANDS TO HAVE A MINIMUM OF 4" TOPSOIL. REMOVE ALL CONSTRUCTION DEBRIS BEFORE TOPSOILING. TOPSOIL SHALL BE PLACED TO TOP OF CURB.

7. ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.

8. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.

9. THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.

10. NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.

12. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.

13. ALL PLANTING LOCATED AT THE ENTRANCE TO THE PROJECT OR AT INTERSECTIONS WITHIN THE SITE WILL BE MAINTAINED AND WILL NOT EXCEED 3 FEET IN HEIGHT WITHIN A TRIANGLE FORMED 25' INTO THE DRIVEWAY AND 25' ALONG THE TRAVEL WAY.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.

2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPRORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.

3. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.

4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.

5. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.

6. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.

7. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.

8. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.

9. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.

10. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.

11. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.

12. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.

13. INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 3:1.

14. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003".

LEGEND

EXISTING	PROPOSED
BOUNDARY LINE/R.O.W.	BARRIER FREE SYMBOL
ABUTTER LINE/R.O.W.	SIGN
DEED LINE/ROW	SIGN LABEL
TIE LINE	GUIDERAIL - METAL
EASEMENT	GUIDERAIL - TIMBER
FLOODPLAIN	FENCE - CHAINLINK
CENTERLINE	FENCE - WOOD
IRON PIPE/ROD	BUILDING / BUILDING ACCESS
BENCHMARK	PROPERTY LINE
BUILDING	RETAINING WALL
WETLANDS	PEDESTRIAN CROSSWALK
EDGE WETLAND	TRAFFIC ARROWS
ROCK OUTCROP	BOLLARD
SIGN	VERTICAL GRANITE CURB
EDGE PAVEMENT	SLOPED GRANITE CURB
GRAVEL ROAD	CATCH BASIN
EDGE WATER	CONTOUR LABEL
CONTOURS	DRAIN MANHOLE
SPOT GRADE	RIPRAP INLET APRON
CHAIN LINK FENCE	RIPRAP OUTLET APRON
DECIDUOUS TREE	SLOPE DESIGNATION
CONIFEROUS TREE	SPOT GRADE
GUARDRAIL	SPOT GRADE AT CURB (TC = TOP / BC = BOTTOM)
WATER GATE VALVE	WATER MARK
HYDRANT	UNDERDRAIN
SEWER MH	STORM DRAIN
CATCH BASIN	TREE LINE OR LIMIT OF CLEARING
DRAINAGE MH	CURB STOP
UNIDENTIFIED MH	HYDRANT
OVERHEAD UTILITY	LIGHT POLE WITH FIXTURE(S)
ELECTRIC METER BOX	WALL MOUNT LIGHT
LIGHT POLE	SANITARY SEWER MANHOLE
UTILITY POLE	TEST PIT
GUY	TRANSFORMER PAD
RIPRAP	UTILITY POLE
BOULDER	VALVE
SCHEDULE B – SECTION 2 EXCEPTIONS	SANITARY SEWER
	WATER MAIN
	GAS MAIN
	UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC
	PEDESTRIAN FLASHER

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

P.E. BOYD KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
GENERAL NOTES AND LEGEND

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-BN GEN		
SHEET	C-1.1		

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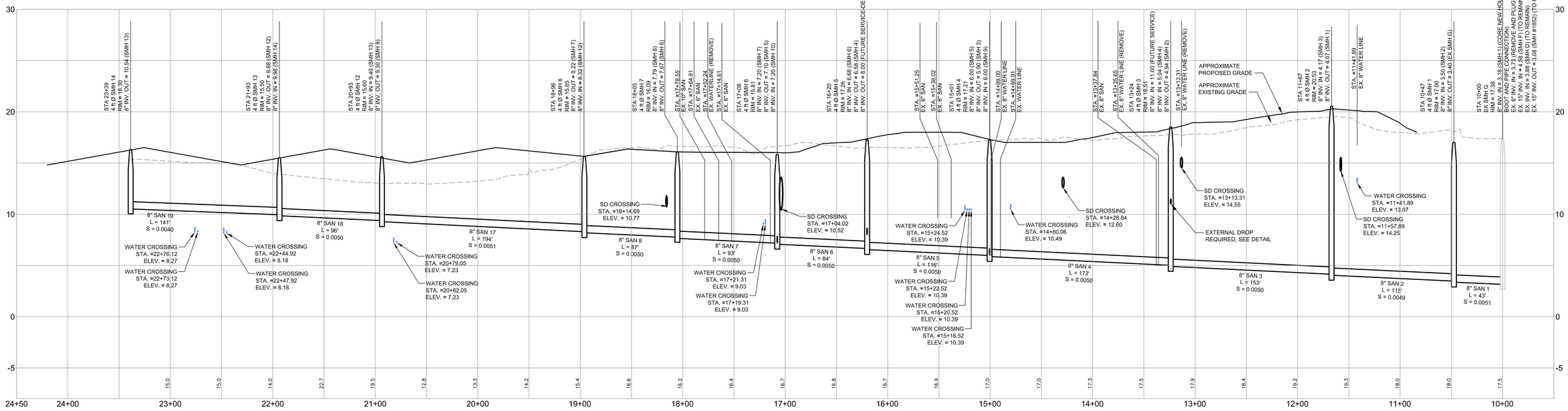
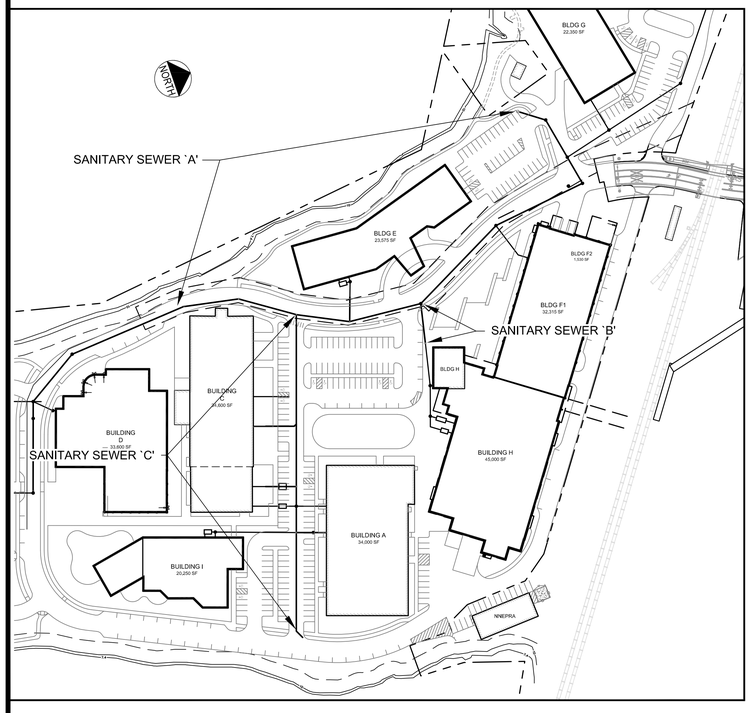


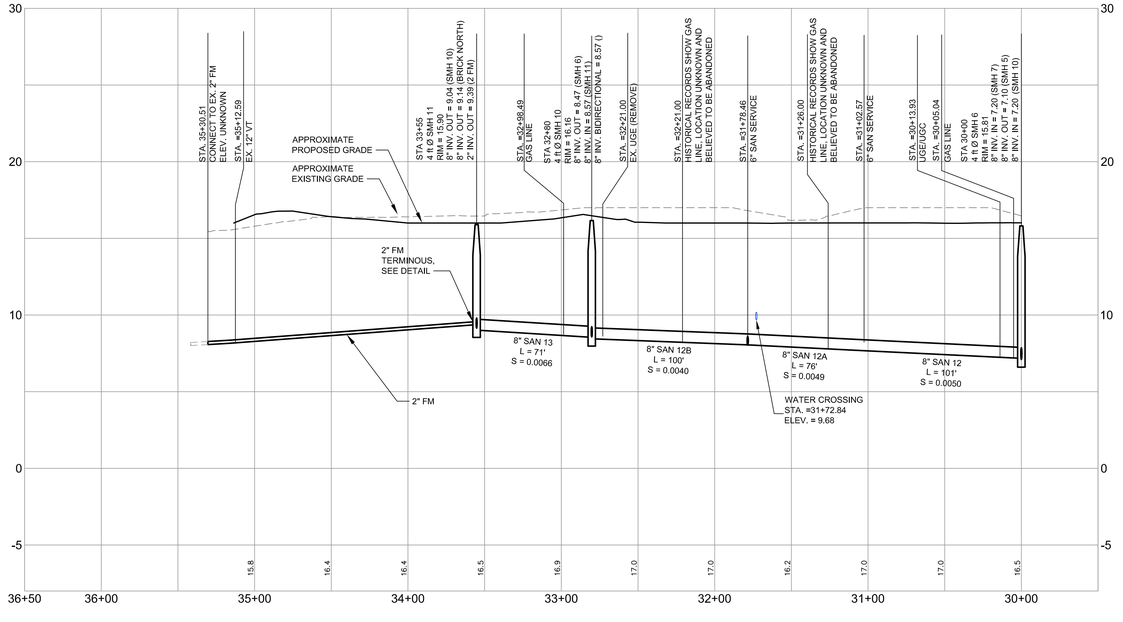
SANITARY SEWER PROFILE `A'

SCALE: H 1" = 40'
V 1" = 4'.



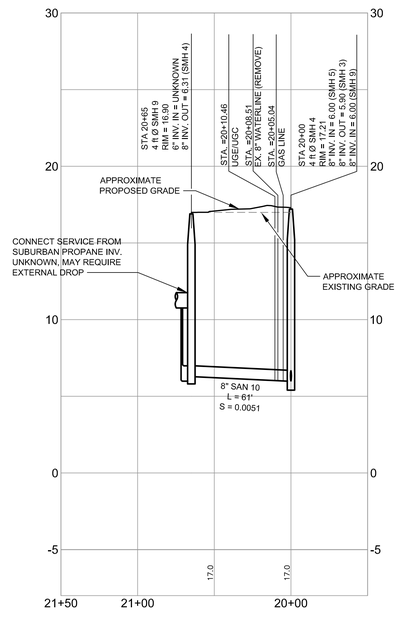
ORIENTATION SKETCH

N.T.S.



SANITARY SEWER PROFILE `C'

SCALE: H 1" = 40'
V 1" = 4'.



SANITARY SEWER PROFILE `B'

SCALE: H 1" = 40'
V 1" = 4'.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

P.E. BRET KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
SANITARY SEWER PROFILES

CLIENT
FOREFRONT PARTNERS I , LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO.: SP-M007B
FILE NAME: 2982.05-SUB PROFILE SEWER	
SHEET	C-10.0

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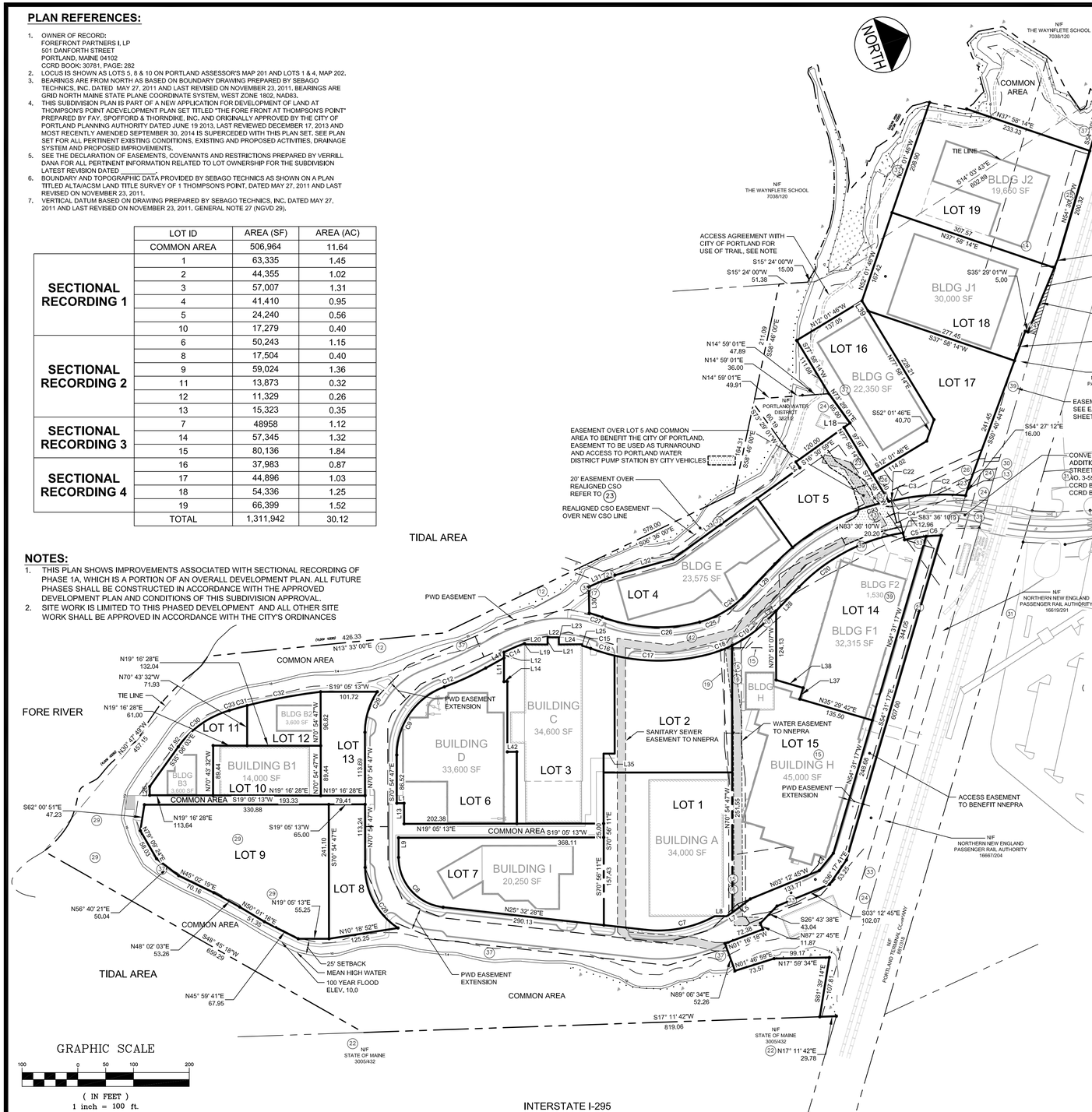
PLAN REFERENCES:

1. OWNER OF RECORD:
   FOREFRONT PARTNERS I, LP
   501 DANFORTH STREET
   PORTLAND, MAINE 04102
   CCRD BOOK: 30781, PAGE: 282
2. LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSON'S POINT ADEVELOPMENT PLAN SET TITLED "THE FORE FRONT AT THOMPSON'S POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNICS, INC, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011, GENERAL NOTE 27 (NGVD 29),

	LOT ID	AREA (SF)	AREA (AC)
	COMMON AREA	506,964	11.64
SECTIONAL RECORDING 1	1	63,335	1.45
	2	44,355	1.02
	3	57,007	1.31
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
SECTIONAL RECORDING 2	6	50,243	1.15
	8	17,504	0.40
	9	59,024	1.36
	11	13,873	0.32
	12	11,329	0.26
	13	15,323	0.35
SECTIONAL RECORDING 3	7	48958	1.12
	14	57,345	1.32
	15	80,136	1.84
	16	37,983	0.87
SECTIONAL RECORDING 4	17	44,896	1.03
	18	54,336	1.25
	19	66,399	1.52
	TOTAL	1,311,942	30.12

NOTES:

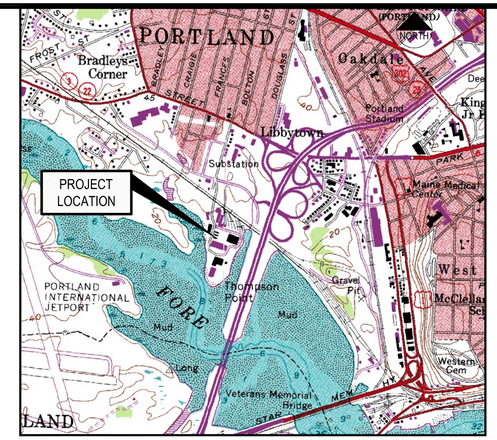
1. THIS PLAN SHOWS IMPROVEMENTS ASSOCIATED WITH SECTIONAL RECORDING OF PHASE 1A, WHICH IS A PORTION OF AN OVERALL DEVELOPMENT PLAN. ALL FUTURE PHASES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROVED DEVELOPMENT PLAN AND CONDITIONS OF THIS SUBDIVISION APPROVAL.
2. SITE WORK IS LIMITED TO THIS PHASED DEVELOPMENT AND ALL OTHER SITE WORK SHALL BE APPROVED IN ACCORDANCE WITH THE CITY'S ORDINANCES



GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 ft.



LOCATION MAP
N.T.S.

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____PAGE _____
ATTEST _____REGISTRAR

LINE TABLE		
ID	LENGTH	DIRECTION
L1	13.00'	N19° 05' 13"E
L4	40.05'	N31° 51' 51"W
L5	40.31'	N17° 57' 15"W
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L9	35.38'	S70° 54' 47"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L13	36.97'	S70° 54' 47"E
L14	6.00'	S18° 37' 13"W
L18	13.27'	S16° 30' 59"E
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L26	15.65'	S70° 43' 32"E
L27	20.55'	S27° 00' 14"E
L28	59.17'	S27° 00' 14"E
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L37	20.98'	S54° 30' 58"E
L38	50.21'	N35° 29' 02"E
L39	21.12'	N77° 58' 14"E
L41	37.31'	N09° 46' 00"W
L42	17.00'	N18° 37' 02"E
L45	50.00'	S09° 18' 20"E

CURVE TABLE				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C2	400.00'	128.19'	018° 21' 41"	127.64' / S15° 20' 18"W
C3	400.00'	6.11'	000° 52' 30"	6.11' / S05° 43' 13"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C5	327.00'	39.17'	006° 51' 45"	39.14' / S09° 56' 55"W
C6	327.00'	27.62'	004° 50' 23"	27.61' / N15° 47' 59"E
C6	327.00'	27.62'	004° 50' 23"	27.61' / N15° 47' 59"E
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C8	90.00'	131.23'	083° 32' 45"	119.91' / N67° 18' 51"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C12	529.00'	81.82'	008° 51' 41"	81.73' / N05° 20' 09"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C15	160.00'	16.18'	005° 47' 36"	16.17' / S36° 41' 59"W
C15	160.00'	16.18'	005° 47' 36"	16.17' / S36° 41' 59"W
C16	350.00'	44.54'	007° 17' 27"	44.51' / S35° 57' 03"W
C16	350.00'	44.54'	007° 17' 27"	44.51' / S35° 57' 03"W
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C19	230.00'	80.80'	020° 07' 41"	80.38' / S16° 56' 23"E
C19	230.00'	80.80'	020° 07' 41"	80.38' / S16° 56' 23"E
C20	330.00'	214.17'	037° 11' 05"	210.43' / S08° 24' 41"E
C20	330.00'	214.17'	037° 11' 05"	210.43' / S08° 24' 41"E
C22	390.00'	10.48'	001° 32' 23"	10.48' / N08° 34' 57"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	68.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C24	170.00'	68.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C26	290.00'	177.45'	035° 03' 31"	174.69' / N22° 04' 02"E
C26	290.00'	177.45'	035° 03' 31"	174.69' / N22° 04' 02"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E
C28	130.00'	128.84'	056° 47' 07"	123.63' / S80° 41' 40"W
C29	130.00'	77.30'	034° 04' 14"	76.17' / N53° 52' 40"W
C30	171.77'	114.54'	038° 12' 24"	112.43' / S16° 17' 04"E
C31	1008.00'	26.95'	001° 31' 55"	26.95' / S03° 59' 48"W
C32	1008.00'	134.15'	007° 37' 31"	134.05' / S08° 34' 31"W
C33	869.70'	6.25'	000° 24' 42"	6.25' / S03° 01' 29"W

CITY OF PORTLAND PLANNING AUTHORITY SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

CHARLES D. MARCHESE
MAINE PLS 2009

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
REVISIONS		

STATE OF MAINE — BO KENNEDY — No. 11994 — LICENSED PROFESSIONAL ENGINEER

BY: BO KENNEDY
P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SUBDIVISION PLAN

OWNER
FOREFRONT PARTNERS I , LP
55 LISBON STREET, LEWISTON, MAINE 04240

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 100'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-SUBDIVISION		
SHEET	C-2.0		

R:\2982.05 Amended Site Plan Part II\Cadd\Permit Set\dwg\SUBDIVISION\2982.05-SUB SUBDIVISION.dwg davis_d 8/13/2015 9:41 AM

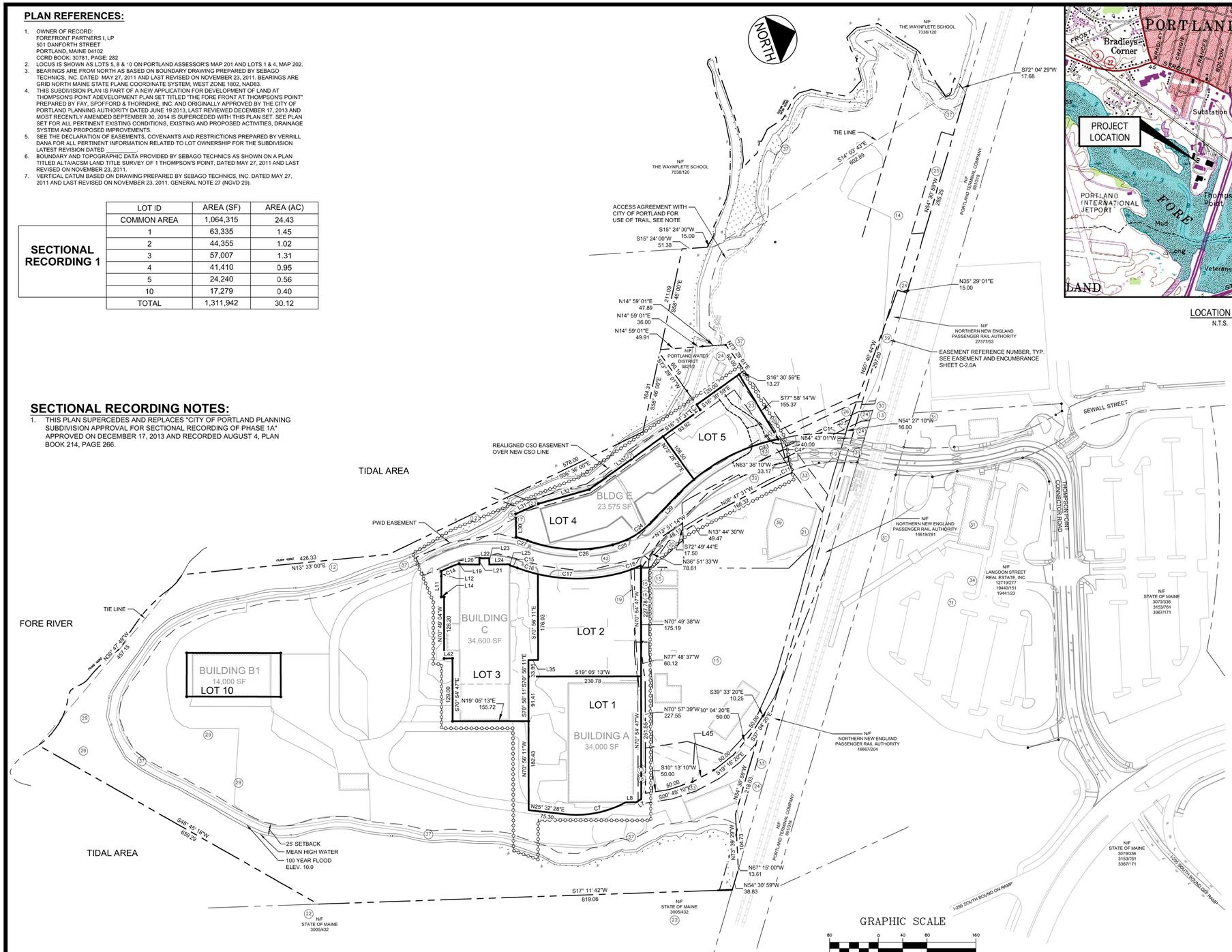
PLAN REFERENCES:

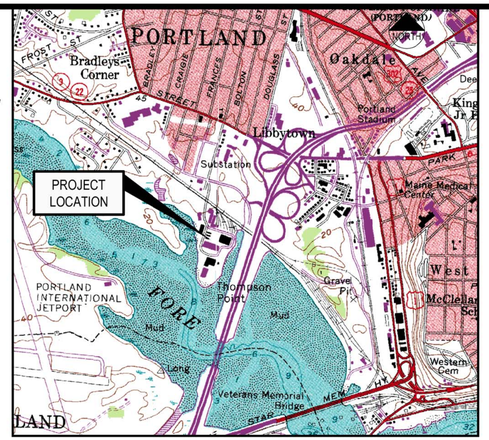
1. OWNER OF RECORD:
   FOREFRONT PARTNERS I, LP
   501 DANFORTH STREET
   PORTLAND, MAINE 04102
   CCRD BOOK: 30781, PAGE: 282
2. LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSONS POINT ADEVELOPMENT P.AN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).

	LOT ID	AREA (SF)	AREA (AC)
SECTIONAL RECORDING 1	COMMON AREA	1,064,315	24.43
	1	63,335	1.45
	2	44,355	1.02
	3	57,007	1.31
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
	TOTAL	1,311,942	30.12

SECTIONAL RECORDING NOTES:

1. THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING OF PHASE 1A" APPROVED ON DECEMBER 17, 2013 AND RECORDED AUGUST 4, PLAN BOOK 214, PAGE 266.





LOCATION MAP
N.T.S.

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____PAGE _____
ATTEST _____REGISTRAR

LINE TABLE SECTIONAL 1

ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

CURVE TABLE SECTIONAL 1

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	66.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

LEGEND

- LIMIT OF UTILITY INFRASTRUCURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

CITY OF PORTLAND PLANNING AUTHORITY SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	
REV	DATE	DESCRIPTION	
REVISIONS			

CHARLES D. MARCHESE
MAINE PLS 2009

STATE OF MAINE · BEK KENNEDY · No. 11994 · LICENSED PROFESSIONAL ENGINEER

BEK KENNEDY
P.E. #11994
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SUBDIVISION PLAN CONCEPTUAL SECTIONAL 1 RECORDING PLAT

OWNER
FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-SUBDIVISION		
SHEET	C-2.1		

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NORTH

TIDAL AREA

SEE WEST FOR CONTINUATION

SEE WEST FOR CONTINUATION

BUILDING TO BE RAZED

RAISE EXISTING COVER TO FINAL GRADE

EXISTING BUILDING (PROTECT)

N/F NNEPRA SEE NOTE 12 AND 13
NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY
27577/53
FEE TAKING

REMOVE HYDRANT

EXISTING BUILDING (PROTECT)

SUBURBAN PROPANE (PROTECT)

SEE SHEET C-3.3 FOR EXPANDED VIEW OF PROPANE AREA

N/F SUBURBAN PROPANE GAS CORPORATION
&
SUBURBAN PROPANE, L.P.
12492/296
SUBURBAN - U.D.I. CO.
2124/129

ADJUST PLANTER

PROTECT EXISTING CONCRETE STEPS

RECLAIM PAVEMENT (12" MIN DEPTH) RESHAPE AND REPAVE

N/F SUBURBAN PROPANE SEE NOTE 12 AND 13

PROTECT EXISTING HYDRANT

EXISTING BUILDING (PROTECT)

ABANDONED SEWER LINE (NOT FIELD LOCATED)

LIMIT OF PAVEMENT REMOVAL

LIMIT OF WATER MAIN REMOVAL

REMOVE TREE

REMOVE HYDRANT

REMOVE CONCRETE PAD

3
BRICK SOUTH (PROTECT)

LIMIT OF PAVEMENT REMOVAL

PROTECT EXISTING HYDRANT

REMOVE HYDRANT

PROTECT EXISTING UP

PROTECT EXISTING UP

LIMIT OF PAVEMENT REMOVAL (SAWCUT JOINT, TYP)

1
BRICK NORTH (PROTECT)

N/F SUBURBAN PROPANE

N/F FOREFRONT PARTNERS I, LP
30781/282

REPAIR PAVEMENT

LIMIT OF PAVEMENT REMOVAL

NNEPRA (PROTECT) SEE NOTE 12 AND 13

N/F PORTLAND TERMINAL COMPANY 881/318

NC PAS

25' SETBACK FROM HAT ELEV 7.4

HIGHEST ANNUAL TIDE ELEV 7.4

2" FORCE MAIN TO BE INTERCEPTED AND ROUTED TO PROPOSED SANITARY LINE , EXISTING FORCE MAIN BEYOND POINT OF INTERCEPTION TO BE CAPPED AND ABANDONED IN PLACE, OR REMOVED AS NECESSARY

N/F STATE OF MAINE
3005/432

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BRIAN E. KENNEDY No. 11994 — PROFESSIONAL ENGINEER — LICENSED

P.E. BRIAN E. KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
PHASE 1 ENVIRONMENTAL REMEDIATION DEMOLITION AND REMOVALS PLAN - EAST

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DEMO		
SHEET	C-2.10		

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NORTH

SEE THOMPSON'S POINT CONNECTOR ROAD PLANS FOR INFORMATION RELATED TO OFFSITE ROAD IMPROVEMENTS

LIMIT OF WATER MAIN REMOVAL

SEWALL STREET

SEE EAST FOR CONTINUATION

EXISTING

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE
LEO KENNEDY
No. 11994
REGISTERED PROFESSIONAL ENGINEER

P.E. LEO T. KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
PHASE 1 ENVIRONMENTAL REMEDIATION DEMOLITION AND REMOVALS PLAN - WEST

CLIENT
FOREFRONT PARTNERS I, LP

FST
100 YEARS

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DEMO		
SHEET	C-2.11		

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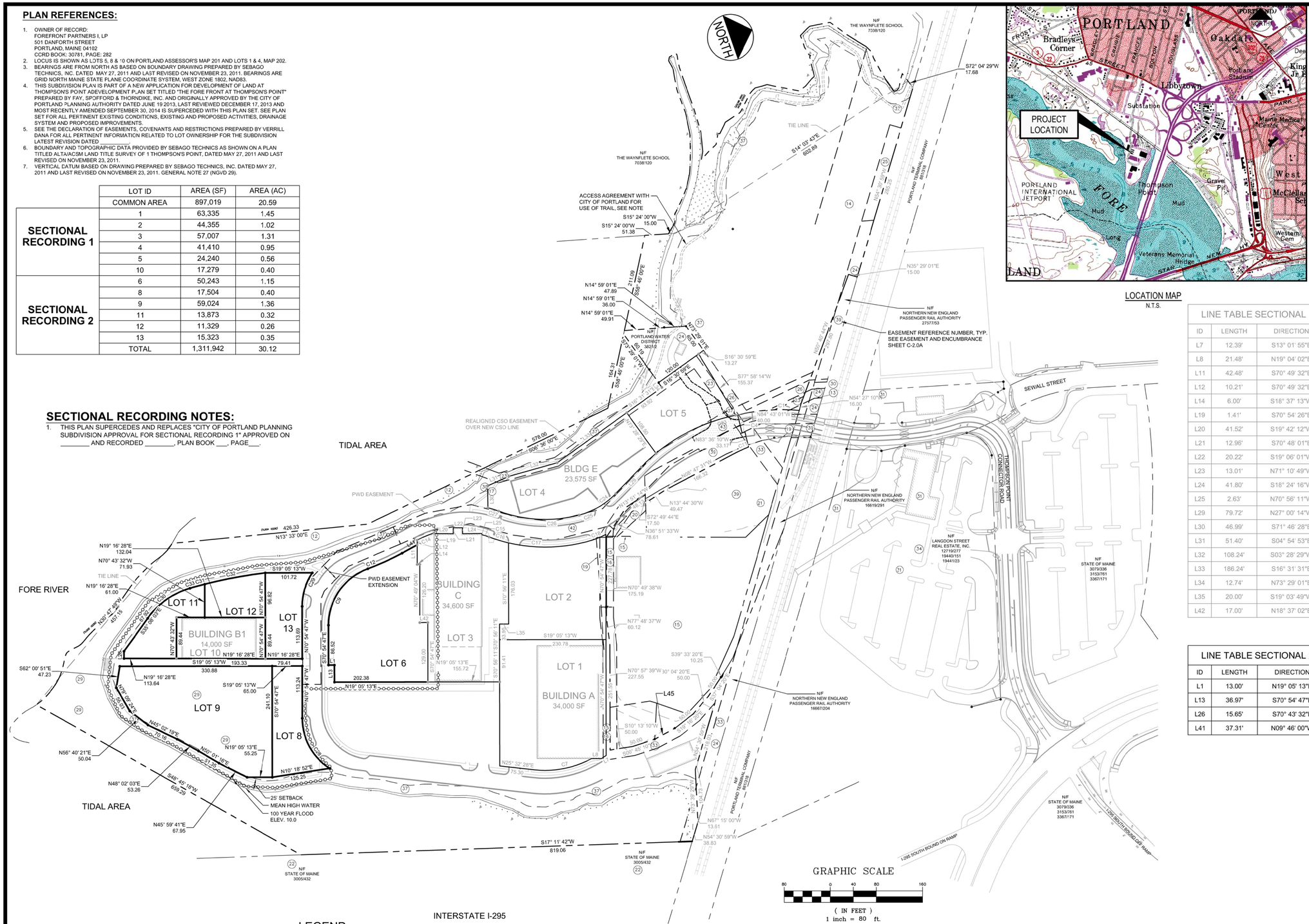
PLAN REFERENCES:

1. OWNER OF RECORD:
   FOREFRONT PARTNERS I, LP
   501 DANFORTH STREET
   PORTLAND, MAINE 04102
   CCRD BOOK: 30781, PAGE: 282
2. LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSONS POINT ADEVELOPMENT P.AN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).

	LOT ID	AREA (SF)	AREA (AC)
	COMMON AREA	897,019	20.59
SECTIONAL RECORDING 1	1	63,335	1.45
	2	44,355	1.02
	3	57,007	1.31
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
SECTIONAL RECORDING 2	6	50,243	1.15
	8	17,504	0.40
	9	59,024	1.36
	11	13,873	0.32
	12	11,329	0.26
	13	15,323	0.35
	TOTAL	1,311,942	30.12

SECTIONAL RECORDING NOTES:

1. THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING 1" APPROVED ON _____ AND RECORDED _____, PLAN BOOK ___, PAGE___.



LOCATION MAP
N.T.S.

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____PAGE _____
ATTEST _____REGISTRAR

LINE TABLE SECTIONAL 1

ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

LINE TABLE SECTIONAL 2

ID	LENGTH	DIRECTION
L1	13.00'	N19° 05' 13"E
L13	36.97'	S70° 54' 47"E
L26	15.65'	S70° 43' 32"E
L41	37.31'	N09° 46' 00"W

CURVE TABLE SECTIONAL 1

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	66.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

LEGEND

- LIMIT OF UTILITY INFRASTRUCURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

CITY OF PORTLAND PLANNING AUTHORITY SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

CHARLES D. MARCHESE
MAINE PLS 2009

STATE OF MAINE · BEK KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BETH KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SUBDIVISION PLAN CONCEPTUAL SECTIONAL 2 RECORDING PLAT

OWNER
FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-SUBDIVISION		
SHEET	C-2.2		

R:\2982.05 Amended Site Plan Part II\Cadd\Permit Set\dwg\SUBDIVISION\2982.05-SUB SUBDIVISION.dwg davis_d 8/13/2015 9:45 AM

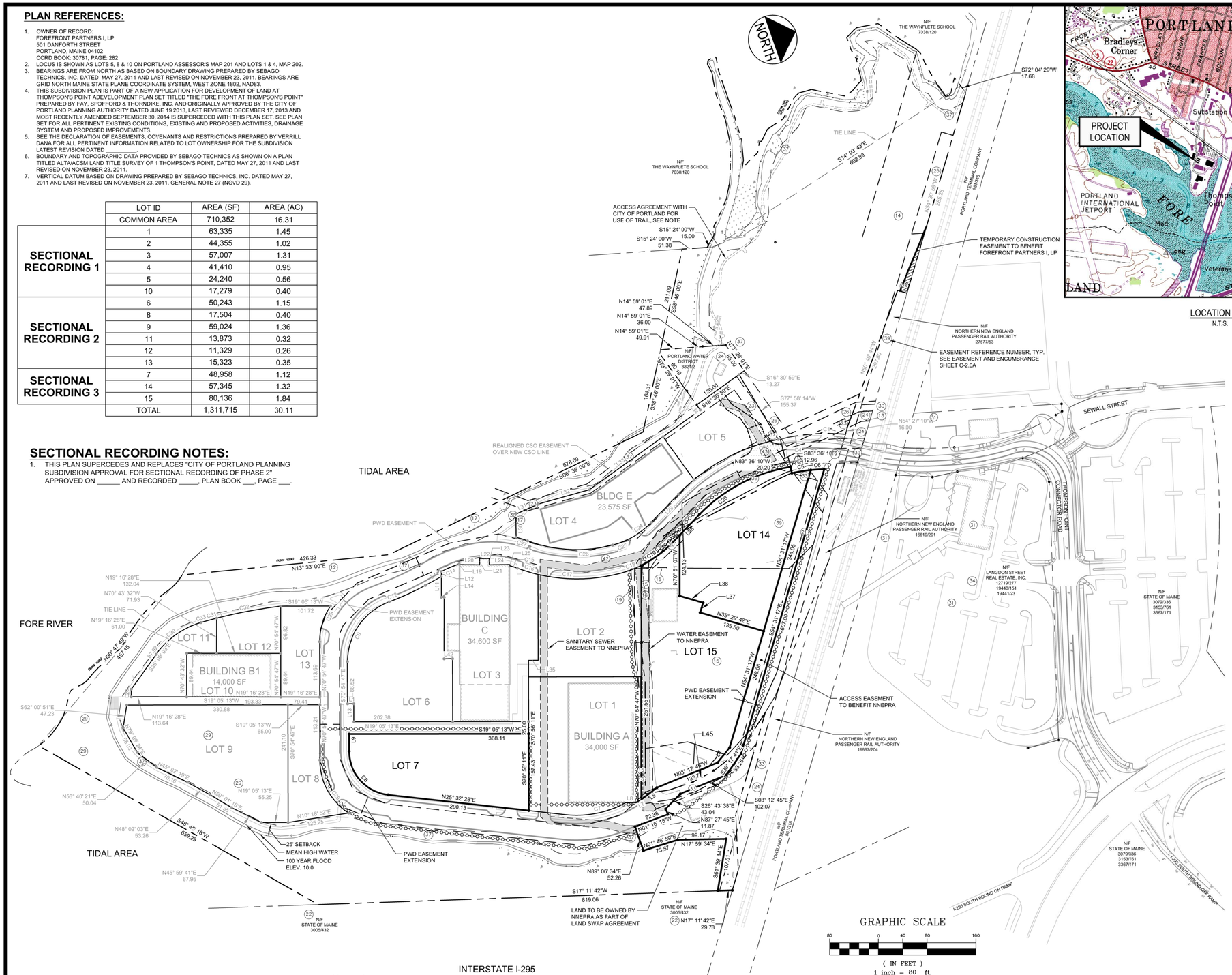
PLAN REFERENCES:

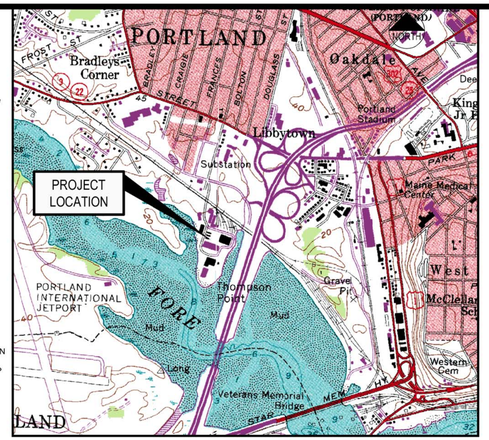
1. OWNER OF RECORD:
   FOREFRONT PARTNERS I, LP
   501 DANFORTH STREET
   PORTLAND, MAINE 04102
   CCRD BOOK: 30781, PAGE: 282
2. LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSONS POINT ADEVELOPMENT P.AN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).

	LOT ID	AREA (SF)	AREA (AC)
	COMMON AREA	710,352	16.31
SECTIONAL RECORDING 1	1	63,335	1.45
	2	44,355	1.02
	3	57,007	1.31
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
SECTIONAL RECORDING 2	6	50,243	1.15
	8	17,504	0.40
	9	59,024	1.36
	11	13,873	0.32
	12	11,329	0.26
	13	15,323	0.35
SECTIONAL RECORDING 3	7	48,958	1.12
	14	57,345	1.32
	15	80,136	1.84
	TOTAL	1,311,715	30.11

SECTIONAL RECORDING NOTES:

1. THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING OF PHASE 2" APPROVED ON _____ AND RECORDED _____, PLAN BOOK ___, PAGE ___.





LOCATION MAP
N.T.S.

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____PAGE _____
ATTEST _____REGISTRAR

LINE TABLE SECTIONAL 1

ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

CURVE TABLE SECTIONAL 1

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	66.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

LINE TABLE SECTIONAL 2

ID	LENGTH	DIRECTION
L1	13.00'	N19° 05' 13"E
L13	36.97'	S70° 54' 47"E
L26	15.65'	S70° 43' 32"E
L41	37.31'	N09° 46' 00"W

LINE TABLE SECTIONAL 3

ID	LENGTH	DIRECTION
L4	40.05'	N31° 51' 51"W
L5	40.31'	N17° 57' 15"W
L9	35.38'	S70° 54' 47"E
L27	20.55'	S27° 00' 14"E
L28	59.17'	S27° 00' 14"E
L37	20.98'	S54° 30' 58"E
L38	50.21'	N35° 29' 02"E

CURVE TABLE SECTIONAL 3

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C5	327.00'	39.17'	006° 51' 45"	39.14' / S09° 56' 55"W
C6	327.00'	27.62'	004° 50' 23"	27.61' / N15° 47' 59"E
C8	90.00'	131.23'	083° 32' 45"	119.91' / N67° 18' 51"E
C19	230.00'	80.80'	020° 07' 41"	80.38' / S16° 56' 23"E
C20	330.00'	214.17'	037° 11' 05"	210.43' / S08° 24' 41"E

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

LEGEND

- LIMIT OF UTILITY INFRASTRUCURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

CITY OF PORTLAND PLANNING AUTHORITY SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

CHARLES D. MARCHESE, MAINE PLS 2009 — REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER
BO KENNEDY, P.E. LIC. #11994

PROJECT: THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE: SUBDIVISION PLAN CONCEPTUAL SECTIONAL 3 RECORDING PLAT
OWNER: FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

FST 100 YEARS — FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-SUBDIVISION		
SHEET	C-2.3		

R:\2982.05 Amended Site Plan Part II\Cadd\Permit Set\dwg\SUBDIVISION\2982.05-SUB SUBDIVISION.dwg davis_d 8/13/2015 9:47 AM

PLAN REFERENCES:

1. OWNER OF RECORD:
   FOREFRONT PARTNERS I, LP
   501 DANFORTH STREET
   PORTLAND, MAINE 04102
   CCRD BOOK: 30781, PAGE: 282
2. LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSONS POINT ADEVELOPMENT P.AN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
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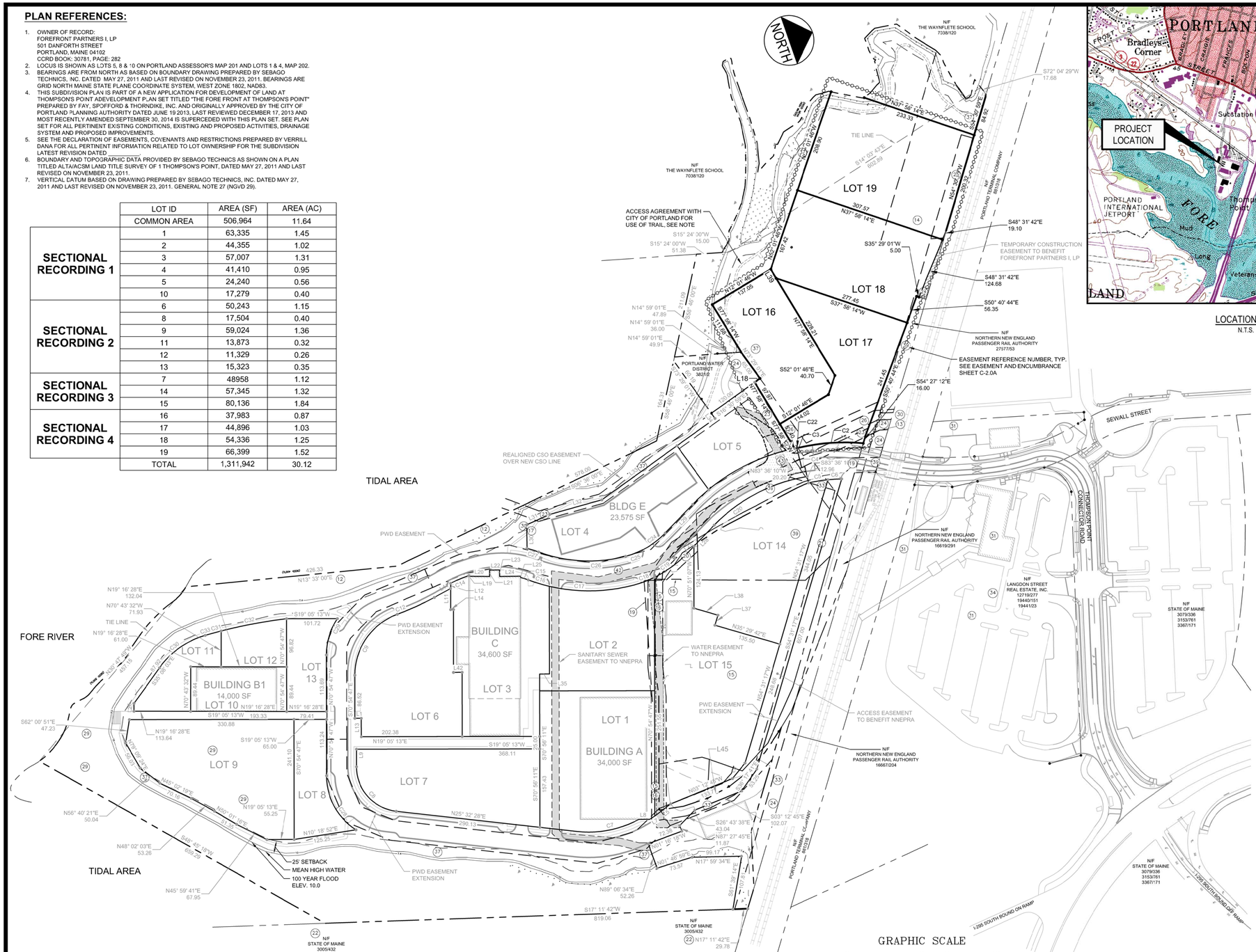
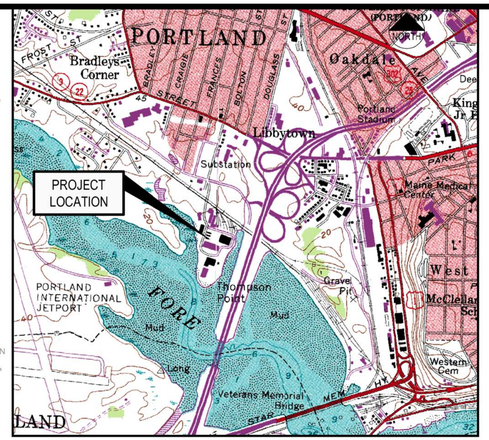
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).

	LOT ID	AREA (SF)	AREA (AC)
	COMMON AREA	506,964	11.64
SECTIONAL RECORDING 1	1	63,335	1.45
	2	44,355	1.02
	3	57,007	1.31
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
SECTIONAL RECORDING 2	6	50,243	1.15
	8	17,504	0.40
	9	59,024	1.36
	11	13,873	0.32
	12	11,329	0.26
	13	15,323	0.35
SECTIONAL RECORDING 3	7	48958	1.12
	14	57,345	1.32
	15	80,136	1.84
	16	37,983	0.87
SECTIONAL RECORDING 4	17	44,896	1.03
	18	54,336	1.25
	19	66,399	1.52
	TOTAL	1,311,942	30.12





LOCATION MAP
N.T.S.

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____PAGE _____
ATTEST _____REGISTRAR

LINE TABLE SECTIONAL 1

ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

LINE TABLE SECTIONAL 2

ID	LENGTH	DIRECTION
L1	13.00'	N19° 05' 13"E
L13	36.97'	S70° 54' 47"E
L26	15.65'	S70° 43' 32"E
L41	37.31'	N09° 46' 00"W

LINE TABLE SECTIONAL 3

ID	LENGTH	DIRECTION
L4	40.05'	N31° 51' 51"W
L5	40.31'	N17° 57' 15"W
L9	35.38'	S70° 54' 47"E
L27	20.55'	S27° 00' 14"E
L28	59.17'	S27° 00' 14"E
L37	20.98'	S54° 30' 58"E
L38	50.21'	N35° 29' 02"E

LINE TABLE SECTIONAL 4

ID	LENGTH	DIRECTION
L18	13.27'	S16° 30' 59"E
L39	21.12'	N77° 58' 14"E

CURVE TABLE SECTIONAL 1

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	66.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CURVE TABLE SECTIONAL 3

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C5	327.00'	39.17'	006° 51' 45"	39.14' / S09° 56' 55"W
C6	327.00'	27.62'	004° 50' 23"	27.61' / N15° 47' 59"E
C8	90.00'	131.23'	083° 32' 45"	119.91' / N67° 18' 51"E
C19	230.00'	80.80'	020° 07' 41"	80.38' / S16° 56' 23"E
C20	330.00'	214.17'	037° 11' 05"	210.43' / S08° 24' 41"E

CURVE TABLE SECTIONAL 4

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C2	400.00'	128.19'	018° 21' 41"	127.64' / S15° 20' 18"W
C3	400.00'	6.11'	000° 52' 30"	6.11' / S05° 43' 13"W
C22	390.00'	10.48'	001° 32' 23"	10.48' / N08° 34' 57"E

CITY OF PORTLAND PLANNING AUTHORITY SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

LEGEND

- LIMIT OF UTILITY INFRASTRUCURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

CHARLES D. MARCHESE
MAINE PLS 2009

REVISIONS

STATE OF MAINE · BRIAN E. KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

BRIAN E. KENNEDY
P.E. LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SUBDIVISION PLAN CONCEPTUAL SECTIONAL 4 RECORDING PLAT

OWNER
FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-SUBDIVISION		
SHEET	C-2.4		

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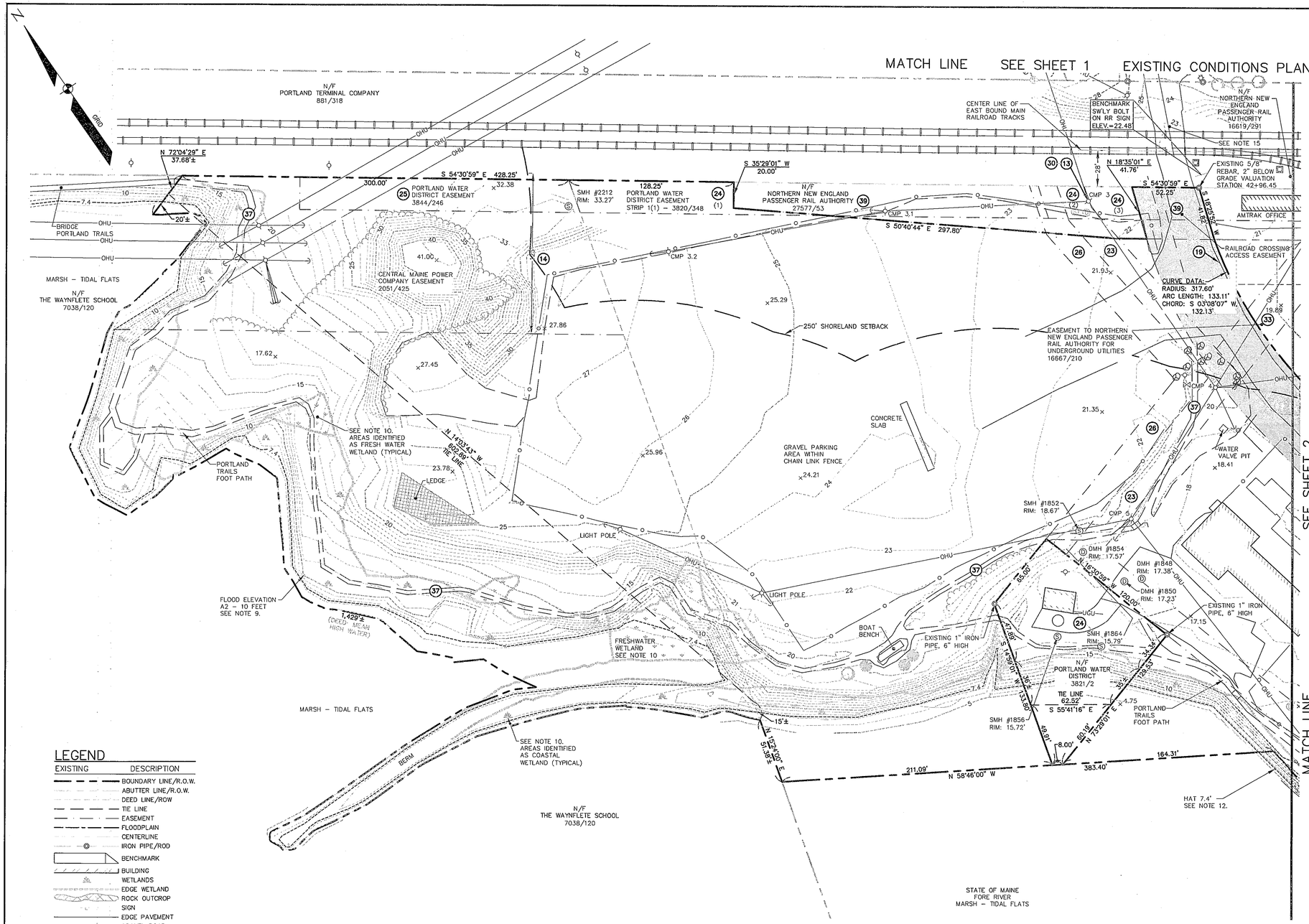

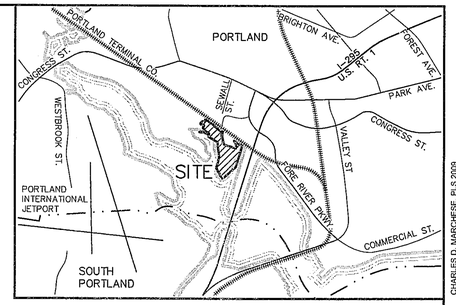

LOCATION MAP

N.T.S.

GENERAL NOTES

1. THE RECORD OWNER OF THE PARCEL IS THOMPSON'S POINT, INC. BY DEEDS DATED OCTOBER 1, 1984 AND JANUARY 31, 1985 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 6579, PAGE 30 AND BOOK 6676, PAGE 287 RESPECTIVELY.
2. THE PROPERTY IS SHOWN AS LOTS A-5, A-8 & A-10 ON THE CITY OF PORTLAND TAX MAP 201 AND AS LOTS A-1 & A-4 ON TAX MAP 202 AND IS LOCATED IN THE B5 URBAN COMMERCIAL BUSINESS MIXED USE ZONE.
3. SPACE AND BULK CRITERIA FOR THE B5 ZONE ARE AS FOLLOWS:

MAXIMUM RESIDENTIAL DENSITY:	60 DWELLING UNITS PER ACRE
MINIMUM LOT SIZE:	NONE
MINIMUM STREET FRONTAGE:	NONE
MINIMUM FRONT YARD:	NONE REQUIRED
MINIMUM SIDE YARD:	NONE REQUIRED
MINIMUM REAR YARD:	NONE REQUIRED
MAXIMUM BUILDING HEIGHT:	65 FEET
MAXIMUM LOT COVERAGE:	100%

* SEE CITY OF PORTLAND CODE OF ORDINANCES, LAND USE CHAPTER 14, SECTION 14-230 FOR MORE PARTICULAR INFORMATION

4. TOTAL AREA OF PARCEL IS APPROXIMATELY 27.56 ACRES.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN MAY 2011. SUPPLEMENTARY TOPOGRAPHIC INFORMATION WAS UTILIZED FROM THE CITY OF PORTLAND GEOGRAPHIC INFORMATION SYSTEM (GIS). THIS INCLUDED BOTH LIDAR DATA DATED 2006 AND AERIAL PHOTOGRAMMETRY FROM COL-EAST 4-26-2005 AND THE PORTLAND JETPORT.
6. PLAN REFERENCES:
   A. "PLAN SHOWING LAND AND HOUSE LOTS BELONGING TO THE WEST END LAND CO. AND P.H. AND J.M. BROWN", DATED 1887 BY E.C. JORDAN, C.E., THIS PLAN IS FILED IN THE CITY OF PORTLAND'S ENGINEERING FILES AS DRAWING NO. 358/4.
   B. "PLAN SHOWING CENTRE LINE OF CREEK AND WEST SIDE OF EMBANKMENT AT THOMPSON'S POINT" DATED JANUARY 1907, COMPILED BY CHIEF ENGINEER'S OFFICE, MAINE CENTRAL RAILROAD. THIS PLAN IS RECORDED AT THE CCRD IN PLAN BOOK 11, PAGE 47 - 2 PLANS.
   C. "RIGHT-OF-WAY AND TRACK MAP THE PORTLAND & OGDENSBURG RY. OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 0+00 TO STATION 105+60" DATED JUNE 30, 1916, BY THE OFFICE OF THE CHIEF ENGINEER, PORTLAND, MAINE, SHEET V-2/1 & V-2/2
   D. "MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP STATE HIGHWAY "295", PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO I-295-3(15) SECT. V", DATED MARCH 1967, SHEETS 33-37 OF 73. THESE PLANS ARE RECORDED AT THE CCRD IN PLAN BOOK 112, PAGES 36-39, RESPECTIVELY.
   E. "THOMPSON'S POINT LAND SURVEY, PORTLAND, MAINE", DATED JANUARY 1972 BY WILLIAM FLYNT, INC.. THIS PLAN RECORDED AS AN PART OF CCRD BOOK 6579, PAGE 24.
   F. "CITY OF PORTLAND, DEPT. OF PUBLIC WORKS RIGHT-OF-WAY PLAN CONGRESS STREET STORMWATER OVERFLOW SEWER, OLD SEWALL STREET TO THE FORE RIVER", DATED DECEMBER 3, 1975.
   G. "CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS THOMPSON'S POINT PUMPING STATION SITE", DATED JANUARY 17, 1975 BY E.C. JORDAN.
   H. "TOPO PLAN THOMPSONS POINT, PORTLAND, MAINE MADE FOR RALPH H. DOERING, 18 MT. VERNON ST., BOSTON, MASS.", DATED SEPTEMBER 17, 1984-JANUARY 22, 1985 BY ROBERT P. TITCOMB, INC., JOB 84132, FILE 2006, SHEETS 1-3.
   I. "PLAN OF LAND ON OSGOOD, PHILIPS & HOBART STREETS, PORTLAND, MAINE FOR WAYNFLETE SCHOOL ATHLETIC FACILITIES", DATED OCTOBER 21, 1987 BY OWEN HASKELL, INC., JOB NO. 87116 P, SHEETS 1-2.
   J. "SITE PLAN-STANDARD BOUNDARY SURVEY OF CONCORD TRAILWAYS TRANSPORTATION CENTER FOR CONCORD TRAILWAYS", DATED THROUGH OCTOBER 16, 1996 BY SEBAGO TECHNICS, INC.
   K. "EXISTING CONDITIONS PLAN OF PORTLAND INTERMODAL TRANSPORTATION CENTER FOR CITY OF PORTLAND, 55 PORTLAND STREET, PORTLAND, MAINE 04101", DATED JANUARY 8, 2000, LAST REVISED MAY 21, 2001 BY SEBAGO TECHNICS, INC., PROJECT 99607, SHEET 6 OF 20.
   L. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PORTLAND INTERMODAL TRANSPORTATION CENTER, PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. STP-NH-HP-7589(00)", DATED MARCH 2001, D.O.T. FILE NO. 3-185A. THIS PLAN IS RECORDED AT THE CCRD IN PLAN BOOK 203, PAGE 308 AND PLAN BOOK 207, PAGE 303.
   M. "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING SUBURBAN PROPANE, PORTLAND, MAINE", DATED MAY 22, 2001 BY REID H. POTTER ASSOCIATES, INC. THIS PLAN IS RECORDED AT THE CCRD IN PLAN BOOK 201, PAGE 310.
   N. "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING THOMPSONS POINT ASSOCIATES, PORTLAND, MAINE", DATED MAY 22, 2001 BY REID H. POTTER ASSOCIATES, INC. THIS PLAN IS RECORDED AT THE CCRD IN PLAN BOOK 201, PAGE 330.
   O. "BOUNDARY SURVEY OF CONCORD TRAILWAY FACILITY, SEWALL STREET, PORTLAND, MAINE FOR LANGDON STREET REAL ESTATE, INC., 7 LANGDON STREET, CONCORD, NH 03301", DATED JANUARY 17, 2002, LAST REVISED MAY 23, 2003 BY SEBAGO TECHNICS, INC., PROJECT NO. 01566EC.
   P. "BOUNDARY SURVEY OF PORTLAND TERMINAL COMPANY PROPERTY, COUNTY WAY, PORTLAND, MAINE FOR PORTLAND TERMINAL COMPANY, IRON HORSE PARK, NORTH BILLERICA, MA 01862", DATED MAY 20, 2002, LAST REVISED SEPTEMBER 10, 2002 BY SEBAGO TECHNICS, INC., PROJECT 02060EC.
   P. "THOMPSON'S POINT INC., THOMPSON'S POINT @16, PORTLAND, ME 04102, COMPILATION SKETCH PLAN", DATED MAY 19, 2006, LAST REVISED SEPTEMBER 21, 2006 BY OEST ASSOCIATES, INC., PROJECT 771.11.01, DRAWING NO. C-100.
   R. "WETLAND DELINEATION MAP, THOMPSON POINT, PORTLAND, MAINE", DATED JUNE 2006 BY WOODLOT ALTERNATIVES, INC., PROJECT NO. 105090.
   S. "PROJECT: LAND ACQUISITION - NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY - THOMPSON'S POINT, ME", DATED FEBRUARY 13, 2009, REVISED TO DECEMBER 29, 2009 BY OEST ASSOCIATES, INC., DRAWING NO. C-101, SHEET 1 OF 3.
7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, BASED ON DUAL FREQUENCY GLOBAL POSITIONING SYSTEM OBSERVATIONS. ELEVATIONS DEPICTED HEREON ARE NGVD 29, BASED ON CONVENTIONAL LEVELS RUN FROM A STATE HIGHWAY DISK STAMPED 200 EAST 2-3-73, SET FLUSH IN THE TOP OF THE CONCRETE ENDWALL RAILING AT THE NORTHEAST END (PORTLAND SIDE) OF THE I-295 BRIDGE OVER THE FORE RIVER HAVING A PUBLISHED ELEVATION OF 28.47 FEET, NGVD 29.
8. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. NO SUB-SURFACE UTILITY INFORMATION WAS OBTAINED IN THE COURSE OF THIS SURVEY BY SEBAGO TECHNICS, INC., CONTRACTORS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
9. A PORTION OF THE LOCUS PROPERTY AS DEPICTED HEREON DOES FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051 0013 B, HAVING AN EFFECTIVE DATE OF JULY 17, 1986. A PORTION OF THE LOCUS ALONG THE FORE RIVER AND ITS' TRIBUTARIES FALLS WITHIN AN AREA IDENTIFIED AS ZONE A2, ELEVATION 10', AREAS OF 100-YEAR FLOOD WITH BASE FLOOD ELEVATION AND FLOOD FACTORS DETERMINED. THE MAJORITY OF THE LOCUS FALLS WITHIN AN UNSHADED ZONE C, AREAS OF MINIMAL FLOODING.
10. NO WETLAND SURVEY WAS PERFORMED BY SEBAGO TECHNICS, INC. ON THE LOCUS PROPERTY. WETLANDS DEPICTED HEREON ARE DIGITIZED FROM A PLAN ENTITLED "WETLAND DELINEATION MAP, THOMPSON POINT, PORTLAND, MAINE", DATED JUNE 2005 BY WOODLOT ALTERNATIVES, INC., SCALE: 1" = 200', PROJECT 105090.

LEGEND

EXISTING	DESCRIPTION
	BOUNDARY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/ROW
	TIE LINE
	EASEMENT
	FLOODPLAIN
	CENTERLINE
	IRON PIPE/ROD
	BENCHMARK
	BUILDING
	WETLANDS
	EDGE WETLAND
	ROCK OUTCROP
	SIGN
	EDGE PAVEMENT
	GRAVEL ROAD
	EDGE WATER
-120-	CONTOURS
x30.90	SPOT GRADE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	GUARDRAIL
	WATER GATE VALVE
	HYDRANT
S	SEWER MH
	CATCH BASIN
D	DRAINAGE MH
?	UNIDENTIFIED MH
OHU	OVERHEAD UTILITY
EM	ELECTRIC METER BOX
	LIGHT POLE
	UTILITY POLE
	GUY
	RIPRAP
	BOULDER
15	SCHEDULE B -- SECTION 2 EXCEPTIONS

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

CERTIFICATION:

TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

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 DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 6b, 8, 11a, 11b, 13, 15, 16, 17, 18, 19, 20a OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 26, 2011.

Charles D. Marchese 11-29-2011

CHARLES D. MARCHESE, MAINE PLS 2009 — DATE

SEBAGO TECHNICS, INC.

GENERAL NOTES CONTINUED

11. THE CALCULATED MEAN HIGH WATER AND MEAN LOW WATER ELEVATIONS FOR THIS SITE ARE BASED ON TIDE STATION ID NO. 8418150, PORTLAND, CASCO BAY, MAINE BASED ON THE TIDAL EPOCH 1983-2011 AND COMPUTED FROM BENCH MARK, "TIDAL 31 STA 84". MEAN HIGH WATER ELEVATION FOR THE LOCUS SITE IS 4.95 FEET, MEAN LOW WATER ELEVATION IS -4.18 FEET BASED ON NGVD 29.
12. THE HIGHEST ANNUAL TIDE ELEVATION FOR THE LOCUS SITE IS 7.4 FEET NGVD 29 AS PUBLISHED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION IN AUGUST 2011 FOR THE FORE RIVER IN PORTLAND MAINE.
13. SEBAGO TECHNICS, INC. IS NOT AWARE OF ANY PROPOSED CHANGES IN RIGHT-OF-WAY LINES IN THE LOCUS VICINITY. NO EVIDENCE OF RECENT CONSTRUCTION AND/OR REPAIRS WAS OBSERVED.
14. SEBAGO TECHNICS, INC. DID NOT OBSERVE ANY EVIDENCE OF THE USE OF THIS SITE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
15. UNRECORDED RIGHTS THAT MAY EXIST FOR USE AS A PRIVATE CROSSING AT THE END OF SEWALL STREET AS IS CURRENTLY USED BY PROPERTIES LOCATED ON THE SOUTHERLY SIDE OF THE RAILROAD TRACKS. REFERENCE IS MADE TO CCRD BOOK 6579, PAGE 30, "TOGETHER WITH A RIGHT OF WAY IN COMMON WITH OTHERS OVER THE WAY AS NOW TRAVELLED FROM THE INTERSECTION OF SEWALL AND HOOPER STREETS SOUTHERLY TO THE ABOVE DESCRIBED PREMISES."

CHARLES D. MARCHESE, PLS 2009

STATE OF MAINE CHARLES D. MARCHESE No. 2009 PROFESSIONAL LAND SURVEYOR

REV:	BY:	DATE:	STATUS:
A	CDM	05-27-11	ISSUED TO CLIENT FOR REVIEW
B	CDM	06-01-11	FINAL PLAN ISSUED TO CLIENT
C	CDM	10-05-11	EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011
D	CDM	11-23-2011	CONVERT PROJECT FROM NAVD 88 TO NGVD 29
E	CDM	11-23-2011	EDITS TO PLAN NOTES REFLECTING DATUM CHANGE

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

Sebago Technics
Engineering Expertise You Can Build On
One Chabot Street, Suite B
Westbrook, Maine 04092-1339
Tel (207) 856-0277
WWW.SEBAGOTECHNICS.COM
250 Goddard Rd., Suite 9
Lewiston, ME 04240
Tel (207) 783-9556

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
11122	705A	CDM	MWE	CDM

ALTA/ACSM LAND TITLE SURVEY
OF:
1 THOMPSON'S POINT
END OF SEWALL STREET
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
55 LISBON STREET
LEWISTON, MAINE 04240

RECORD OWNER: SEE NOTE 1

DATE	SCALE
MAY 27, 2011	1" = 40'

SHEET 1 OF 3

11122LTS.dwg TAB:11122LTS-1

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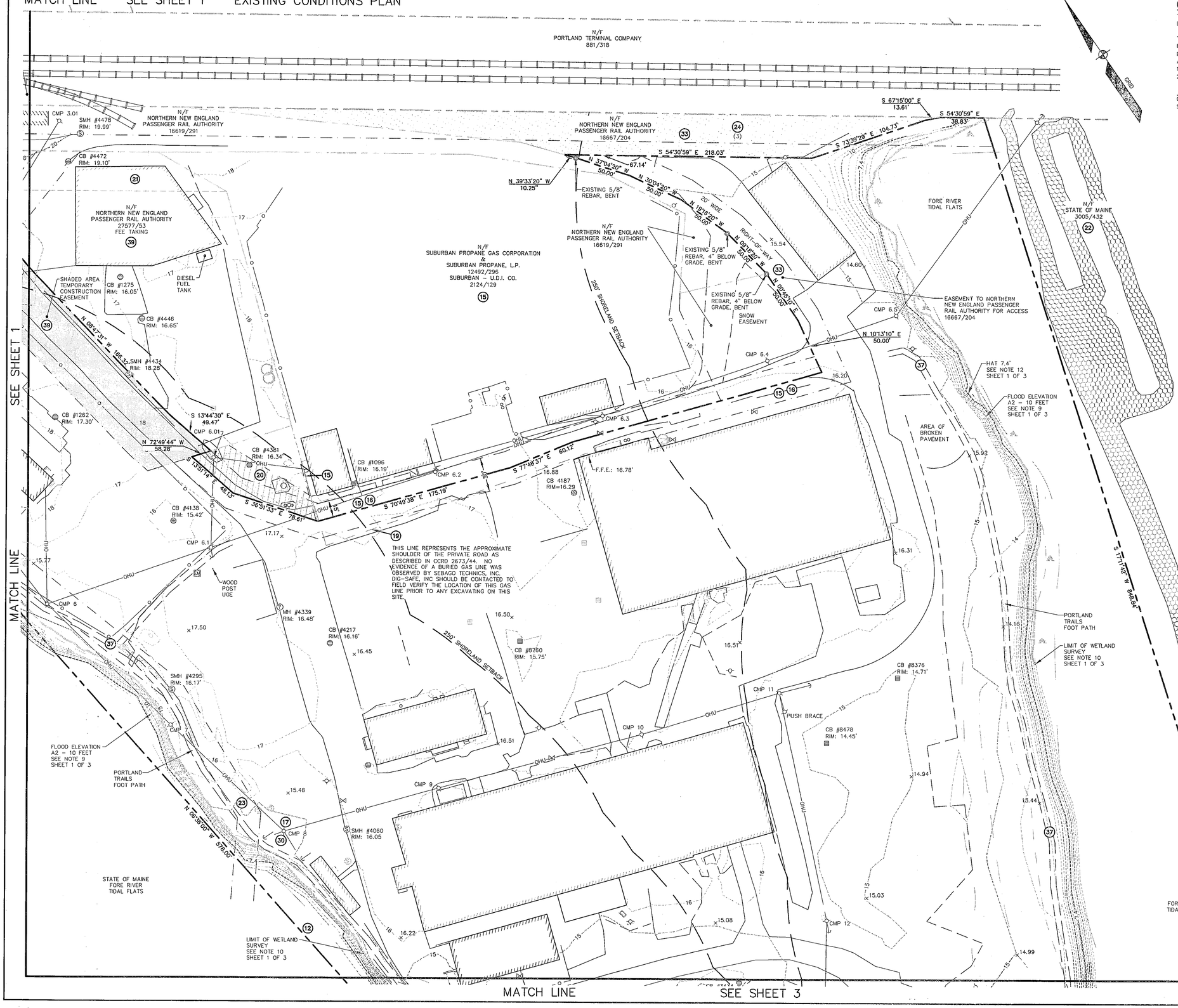
MATCH LINE SEE SHEET 1 EXISTING CONDITIONS PLAN

SEE SHEET 1

MATCH LINE



MATCH LINE SEE SHEET 3

CERTIFCATION:

TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

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 DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 6b, 8, 11a, 11b, 13, 15, 16, 17, 18, 19, 20a OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 26, 2011.

CHARLES D. MARCHESE, MAINE PLS 2009
SEBAGO TECHNICS, INC.

11-29-2011
DATE

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

LEGEND

EXISTING	DESCRIPTION
	BOUNDARY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/ROW
	TIE LINE
	EASEMENT
	FLOODPLAIN
	CENTERLINE
	IRON PIPE/ROD
	BENCHMARK
	BUILDING
	WETLANDS
	EDGE WETLAND
	ROCK OUTCROP
	SIGN
	EDGE PAVEMENT
	GRAVEL ROAD
	EDGE WATER
122	CONTOURS
x30.90	SPOT GRADE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	GUARDRAIL
	WATER GATE VALVE
	HYDRANT
S	SEWER MH
	CATCH BASIN
D	DRAINAGE MH
?	UNIDENTIFIED MH
OHU	OVERHEAD UTILITY
EM	ELECTRIC METER BOX
	LIGHT POLE
	UTILITY POLE
	GUY
	RIPRAP
	BOULDER
18	SCHEDULE B — SECTION 2 EXCEPTIONS

CHARLES D. MARCHESE, PLS 2009

STATE OF MAINE * CHARLES D. MARCHESE * 10258 REGISTERED PROFESSIONAL LAND SURVEYOR

REV:	BY:	DATE:	STATUS:
E	CDM	11-23-2011	EDITS TO PLAN NOTES REFLECTING DATUM CHANGE
D	CDM	11-23-2011	CONVERT PROJECT FROM NAVD 88 TO NGVD 29
C	CDM	10-05-11	EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011
B	CDM	06-01-11	FINAL PLAN ISSUED TO CLIENT
A	CDM	05-27-11	ISSUED TO CLIENT FOR REVIEW

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

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One Chabot Street, Westbrook, Me 04098-1339, Tel (207) 856-0277
250 Goddard Rd., Suite B, Lewiston, ME 04240, Tel (207) 783-5555
WWW.SEBAGOTECHNICS.COM

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
11122	705A	CDM	MWE	CDM

11122LTS.dwg TAB:11122LTS-2

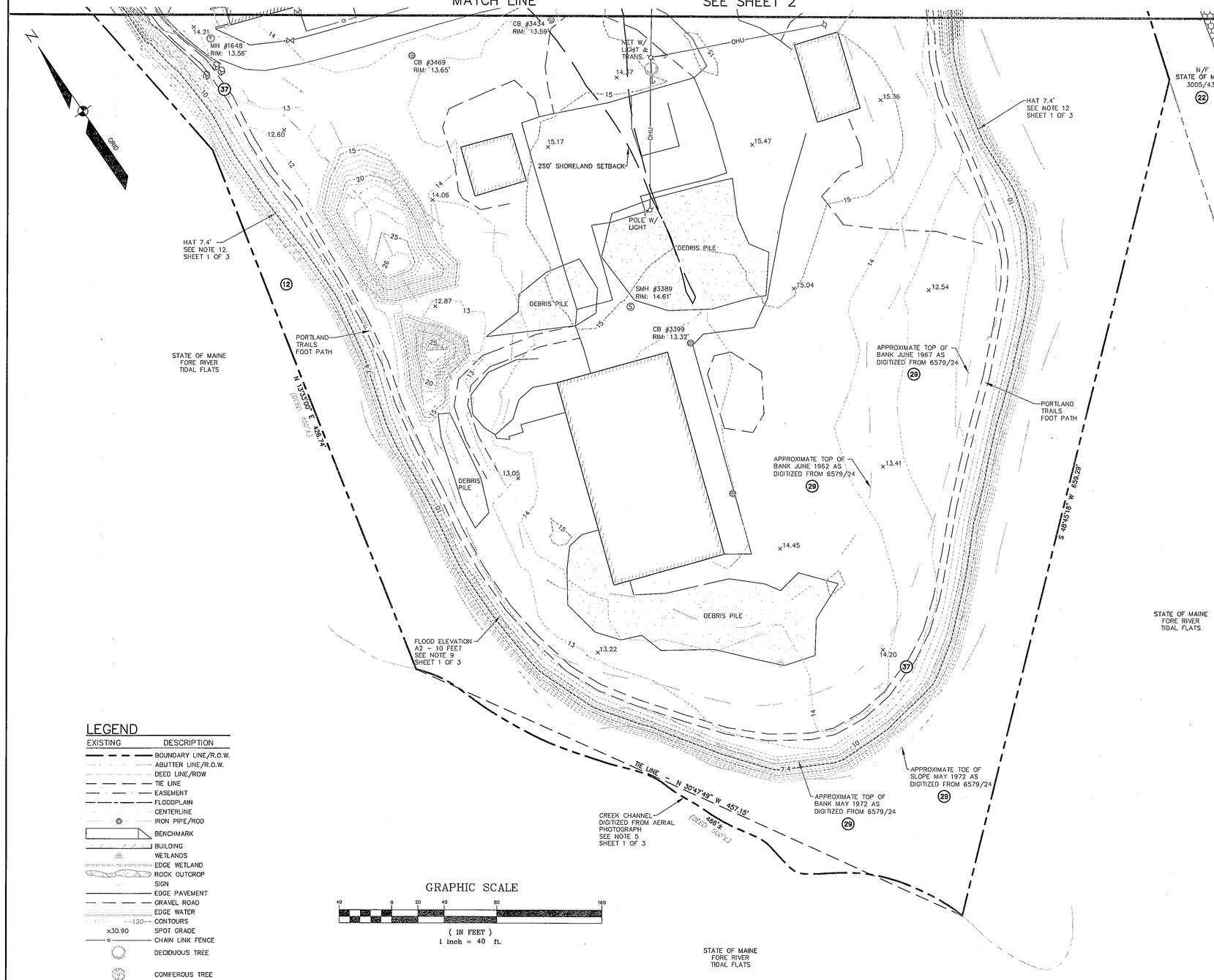
ALTA/ACSM LAND TITLE SURVEY
OF:
1 THOMPSON'S POINT
END OF SEWALL STREET
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
55 LISBON STREET
LEWISTON, MAINE 04240

RECORD OWNER: SEE NOTE 1

DATE	SCALE
MAY 27, 2011	1" = 40'

SHEET 2 OF 3

K:*-*-F_LAND PROJECTS_11122ECC_DWG_11 PAGE 1 - 11/29/11 10:47:48 AM



LEGEND

EXISTING	DESCRIPTION
	BOUNDARY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/ROW
	TIE LINE
	EASEMENT
	FLOODPLAIN
	CENTERLINE
	IRON PIPE/ROD
	BENCHMARK
	BUILDING
	WETLANDS
	EDGE WETLAND
	ROCK OUTCROP
	SIGN
	EDGE PAVEMENT
	GRAVEL ROAD
	EDGE WATER
12	CONTOURS
x30.90	SPOT GRADE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	GUARDRAIL
	WATER GATE VALVE
	HYDRANT
S	SEWER MH
	CATCH BASIN
D	DRAINAGE MH
?	UNIDENTIFIED MH
OHU	OVERHEAD UTILITY
EM	ELECTRIC METER BOX
	LIGHT POLE
	UTILITY POLE
	GUY
	RIPRAP
	BOULDER
15	SCHEDULE B - SECTION 2 EXCEPTIONS

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

CERTIFCATION:

TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

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 DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 6b, 8, 11a, 11b, 13, 15, 16, 17, 18, 19, 20a OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 26, 2011.

Charles D. Marchese 11-29-2011

CHARLES D. MARCHESE, MAINE PLS 2009 — DATE
SEBAGO TECHNICS, INC.

FIRST AMERICAN TITLE INSURANCE COMPANY – FILE NO. 10-5125 – COMMITMENT FOR TITLE INSURANCE

SCHEDULE B – SECTION 2 EXCEPTIONS

1. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS THAT ARE NOT SHOWN IN THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR BY MAKING INQUIRY OF PERSONS IN POSSESSION OF THE LAND.
2. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE OR ANY OTHER FACTS THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.
3. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN IN THE PUBLIC RECORDS.
4. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS, OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT.
5. SHORTAGES IN ACREAGES OR AREA WHICH A CORRECT SURVEY WOULD DISCLOSE, AND WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.
6. TITLE TO AND RIGHTS OF THE PUBLIC AND OTHERS ENTITLED THERETO IN AND TO THOSE PORTIONS OF THE INSURED PREMISES LYING WITHIN THE BOUNDS OF ADJACENT STREETS, ROADS AND WAYS.
7. REAL ESTATE TAXES AND MUNICIPAL CHARGES AS FOLLOWS: SUBJECT TO TAXES AND ASSESSMENTS FOR THE YEAR 2010 AND ALL SUBSEQUENT YEARS.
8. TITLE TO THAT PORTION OF THE PROPERTY LYING BELOW THE MEAN HIGH WATER MARK OF THE FORE RIVER.
9. RIPARIAN RIGHTS OF OTHERS IN AND TO AN UNNAMED CREEK AS THE SAME PASSES BY OR THROUGH THE INSURED PREMISES.
10. RIGHTS OF THE UNITED STATE OF AMERICA, THE STATE OF MAINE, AND THE PUBLIC GENERALLY IN AND TO THAT PORTION OF THE INSURED PREMISES LYING BELOW THE MEAN HIGH WATER MARK OF THE FORE RIVER.
11. TITLE TO THOSE PORTIONS OF THE INSURED PREMISES COMPRISING FLOOD LANDS FILLED SUBSEQUENT TO OCTOBER 1, 1975.
12. SUCH STATE OF FACTS SHOWN ON THE PLAN ENTITLED "PLAN SHOWING CENTERLINE OF CREEK AND WEST SIDE OF EMBANKMENT AT THOMPSON'S POINT", RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS ON MAY 2, 1907 IN PLAN BOOK 11, PAGE 47.
13. RIGHTS AND EASEMENTS FROM UTILITIES DISTRIBUTORS, INC. TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED JUNE 16, 1949 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 1966, PAGE 316.
14. RIGHTS AND EASEMENTS FROM P.H. AND LM. BROWN COMPANY TO CENTRAL MAINE POWER COMPANY AS SET FORTH IN AN INSTRUMENT DATED JULY 16, 1951 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2051, PAGE 425.
15. RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM SUBURBAN-U.D.I. CO., OF MAINE TO PETER A. ANDERSON AND E. MARTIN ANDERSON, DATED AUGUST 18, 1953 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2146, PAGE 304.
16. SUBJECT TO AND WITH THE BENEFIT OF THE RIGHTS AND EASEMENTS GRANTED IN A DEED FROM SUBURBAN-U.D.I. CO., OF MAINE TO PETER A. ANDERSON AND E. MARTIN ANDERSON, DATED AUGUST 18, 1953 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2146, PAGE 304.
17. RIGHTS AND EASEMENTS FROM E. MARTIN ANDERSON ET AL TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED SEPTEMBER 9, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2525, PAGE 212.
18. RIGHTS AND EASEMENTS FROM SUBURBAN PROPANE UTILITY GAS COMPANY TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSRUMENT DATED DECEMBER 20, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2525, PAGE 256.

    NOTE: A SURVEY MAY DETERMINE THAT THIS EASEMENT DOES NOT ENCUMBER THE SMALL PARCEL LATER CONVEYED BY SUBURBAN PROPANE TO MECAW INDUSTRIES.
19. RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO PORTLAND GAS LIGHT COMPANY AS SET FORTH IN AN INSTRUMENT DATED MAY 9, 1963 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2673, PAGE 44.
20. SUBJECT TO AND WITH THE BENEFIT OF THE RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM MECAW INDUSTRIES TO SUBURBAN PROPANE GAS CORPORATION DATED NOVEMBER 24, 1965 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2935, PAGE 236.
21. RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM SUBURBAN PROPANE GAS CORPORATION TO MECAW INDUSTRIES DATED OCTOBER 22, 1965 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2935, PAGE 239.
22. NOTICE OF LAYOUT AND TAKING BY THE STATE OF MAINE DATED JULY 26, 1967 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3005, PAGE 432, INCLUDING CONTROL OF ACCESS, AS DEPICTED ON MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAPS, HIGHWAY "295" DATED MARCH 1967, SHEETS 35, 36, 37 AND 40.
23. RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO THE CITY OF PORTLAND AS SET FORTH IN AN INSTRUMENT DATED JUNE 9, 1975 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3702, PAGE 229.
24. RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO PORTLAND WATER DISTRICT AS SET FORTH IN INSTRUMENTS DATED MARCH 9, 1975 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3820, PAGE 348 AND BOOK 3821, PAGE 2, RESPECTIVELY.
25. RIGHTS AND EASEMENTS FROM DARTMOUTH REAL ESTATE COMPANY TO PORTLAND WATER DISTRICT AS SET FORTH IN AN INSTRUMENT DATED MAY 7, 1976 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3844, PAGE 246.
26. RIGHTS AND EASEMENT FROM MECAW INDUSTRIES TO PORTLAND WATER DISTRICT AS SET FORTH IN AN INSTRUMENT DATED MAY 4, 1977 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4010, PAGE 159.
27. ORDER VACATING PORTION OF DAVIS STREET DATED FEBRUARY 6, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6331, PAGE 68.
28. ORDER VACATING PORTION OF GREELEY STREET DATED FEBRUARY 6, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6431, PAGE 76.
29. AFFIDAVIT OF E. MARTIN ANDERSON, CHAIRMAN AND PRESIDENT OF MECAW INDUSTRIES, DATED OCTOBER 1, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6579, PAGE 24.
30. EASEMENT DEED FROM THOMPSON'S POINT INC. TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH DATED APRIL 5, 1990 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 9153, PAGE 246.
31. NOTICE REGARDING BATH, JOSE AND SEWALL STREETS DATED NOVEMBER 25, 1997 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 13459, PAGE 202 AS IT AFFECTS THE PRIVATE RIGHTS OF THE NAMED LOT OWNERS IN AND TO THE INDICATED STREETS.
32. TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION "NO FURTHER ACTION ASSURANCE LETTER" DATED FEBRUARY 26, 1999 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4640, PAGE 294.
33. NOTICE OF CONDEMNATION BY THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY DATED AUGUST 20, 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 16667, PAGE 204.
34. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, PORTLAND INTERMODAL TRANSPORTATION CENTER", DATED MARCH 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 207, PAGE 303.
35. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING THOMPSON'S POINT ASSOCIATES" DATED MAY 22, 2001, REVISED THROUGH AUGUST 13, 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 201, PAGE 330.
36. TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION ORDER DATED FEBRUARY 9, 2004 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 20909, PAGE 4.
37. TRAIL EASEMENT FROM THOMPSON'S POINT INC. TO PORTLAND TRAILS, DATED OCTOBER 6, 2005 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 23265, PAGE 216.
38. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "THOMPSON'S POINT, INC. COMPILATION SKETCH PLAN", DATED MAY 19,2006 BY OEST ASSOCIATES.
39. NOTICE OF CONDEMNATION BY THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY, DATED FEBRUARY 2, 2010 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 27577, PAGE 53.
40. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "PROJECT: LAND ACQUISITION – NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY – THOMPSON'S POINT, ME", DATED FEBRUARY 13, 2009, REVISED TO DECEMBER 29, 2009 BY OEST ASSOCIATES, INC., DRAWING NO. C-101, SHEET 1 OF 3.
41. RIGHTS OF OTHERS IN AND TO THE USE OF APPURTENANT EASEMENTS INSURED HEREIN AND TERMS AND CONDITIONS RELATIVE TO THE USE THEREOF.

STATE OF MAINE
CHARLES D. MARCHESE
2009
PROFESSIONAL
LAND SURVEYOR
CHARLES D. MARCHESE, PLS 2009

REV:	BY:	DATE:	STATUS:
E	CDM	11-23-2011	EDITS TO PLAN NOTES REFLECTING DATUM CHANGE
D	CDM	11-23-2011	CONVERT PROJECT FROM NAVD 88 TO NGVD 29
C	CDM	10-05-11	EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011
B	CDM	06-01-11	FINAL PLAN ISSUED TO CLIENT
A	CDM	05-27-11	ISSUED TO CLIENT FOR REVIEW

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

Sebago Technics
Engineering Expertise You Can Build On
One Chabot Street, Suite 1339
Westbrook, Maine 04092-1339
Tel (207) 856-0277
WWW.SEBAGOTECHNICS.COM
250 Gisdonet Rd., Suite B
Lewiston, ME 04240
Tel (207) 783-5656

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
11122	705A	CDM	MWE	CDM

RECORD OWNER:
SEE NOTE 1

ALTA/ACSM LAND TITLE SURVEY
OF:
1 THOMPSON'S POINT
END OF SEWALL STREET
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
55 LISBON STREET
LEWISTON, MAINE 04240

DATE	SCALE
MAY 27, 2011	1" = 40'

SHEET 3 OF 3

11122LTS.dwg, TAB:11122LTS-3

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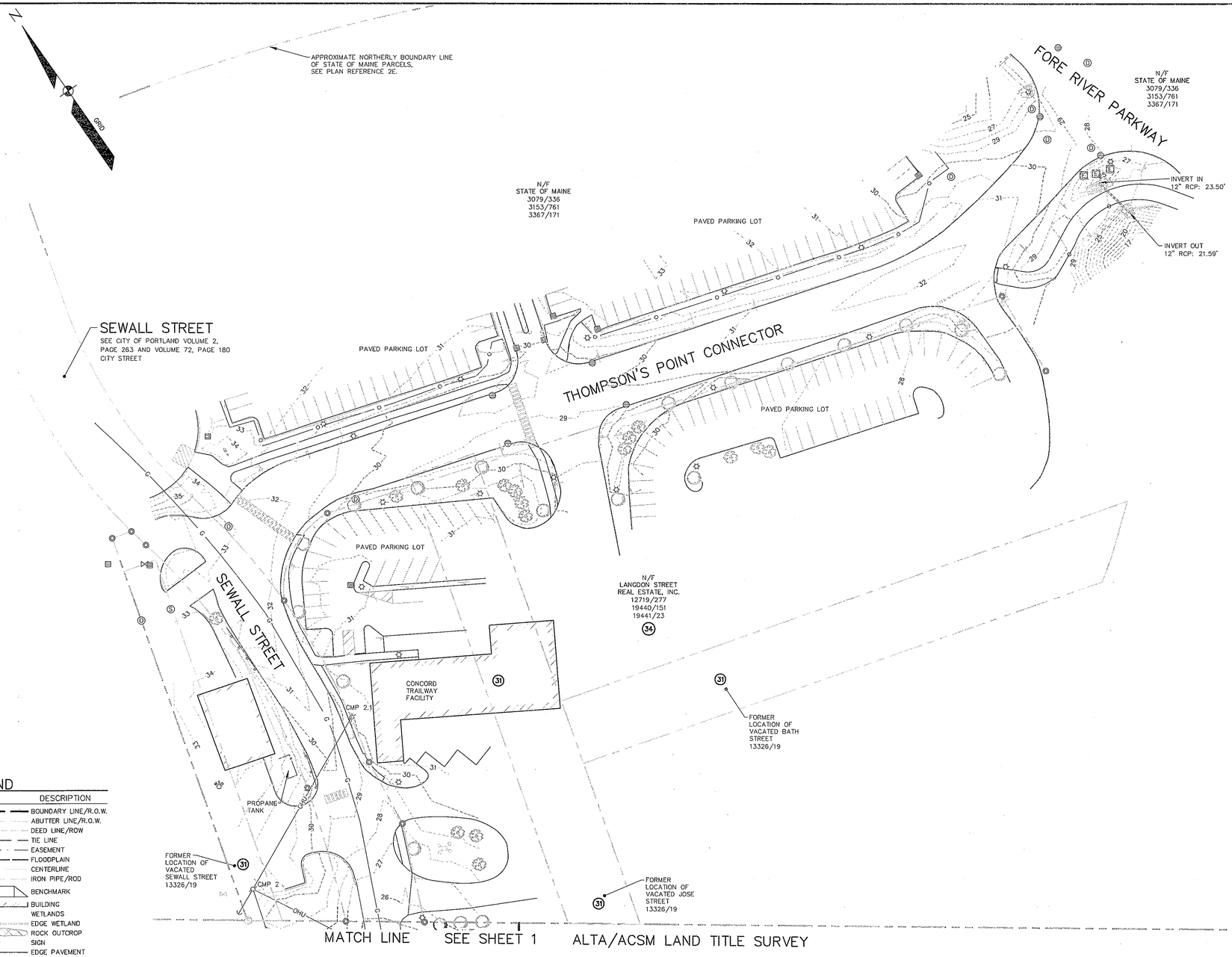

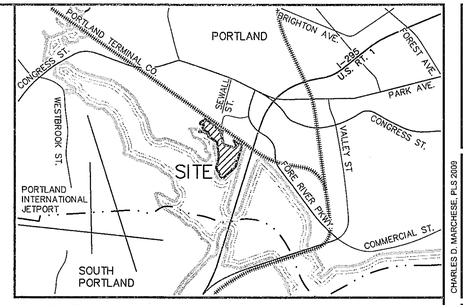

LOCATION MAP N.T.S.

GENERAL NOTES

1. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN MAY 2011.
2. PLAN REFERENCES:
   A. "PLAN SHOWING LAND AND HOUSE LOTS BELONGING TO THE WEST END LAND CO. AND P.H. AND J.M. BROWN", DATED 1887 BY E.C. JORDAN, C.E., THIS PLAN IS FILED IN THE CITY OF PORTLAND'S ENGINEERING FILES AS DRAWING NO. 358/4.
   B. "RIGHT-OF-WAY AND TRACK MAP THE PORTLAND & OGDENSBURG RY. OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 0+00 TO STATION 105+80" DATED JUNE 30, 1916, BY THE OFFICE OF THE CHIEF ENGINEER, PORTLAND, MAINE, SHEET V-2/1 & V-2/2
   C. "SITE PLAN-STANDARD BOUNDARY SURVEY OF CONCORD TRAILWAYS TRANSPORTATION CENTER FOR CONCORD TRAILWAYS", DATED THROUGH OCTOBER 16, 1996 BY SEBAGO TECHNICS, INC.
   D. "EXISTING CONDITIONS PLAN OF PORTLAND INTERMODAL TRANSPORTATION CENTER FOR CITY OF PORTLAND, 55 PORTLAND STREET, PORTLAND, MAINE 04101", DATED JANUARY 8, 2000, LAST REVISED MAY 21, 2001 BY SEBAGO TECHNICS, INC., PROJECT 99607, SHEET 6 OF 20.
   E. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PORTLAND INTERMODAL TRANSPORTATION CENTER, PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. STP-NH-HP-7589(00)", DATED MARCH 2001, D.O.T. FILE NO. 3-185A. THIS PLAN IS RECORDED AT THE CCRD IN PLAN BOOK 203, PAGE 308 AND PLAN BOOK 207, PAGE 303.
   F. "BOUNDARY SURVEY OF CONCORD TRAILWAY FACILITY, SEWALL STREET, PORTLAND, MAINE FOR LANGDON STREET REAL ESTATE, INC., 7 LANGDON STREET, CONCORD, NH 03301", DATED JANUARY 17, 2002, LAST REVISED MAY 23, 2003 BY SEBAGO TECHNICS, INC., PROJECT NO. 01586EC.
   G. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP STATE HIGHWAY "295", PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. I-295-3 (24)", DATED MAY 1967, D.O.T. FILE NO. 3-185, SHEETS 39 & 40 OF 73. THESE PLANS ARE RECORDED AT THE CCRD IN PLAN BOOK 112, PAGE 41 AND PLAN BOOK 112, PAGE 42, RESPECTIVELY.
   E. "ALTA/ACSM LAND TITLE SURVEY ON CONGRESS STREET & SEWALL STREET, PORTLAND, MAINE MADE FOR OLYMPIA EQUITY INVESTORS I, L.P., 500 MAIN STREET, BANGOR, MAINE", DATED MAY 13, 1998 BY OWEN HASKELL, INC. SEE PROJECT NO. 97005P.
3. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, BASED ON DUAL FREQUENCY GLOBAL POSITIONING SYSTEM OBSERVATIONS. ELEVATIONS DEPICTED HEREON ARE NGVD 29, BASED ON CONVENTIONAL LEVELS RUN FROM A STATE HIGHWAY DISK STAMPED 200 EAST 2-3-73, SET FLUSH IN THE TOP OF THE CONCRETE ENDWALL RAILING AT THE NORTHEAST END (PORTLAND SIDE) OF THE I-295 BRIDGE OVER THE FORE RIVER HAVING A PUBLISHED ELEVATION OF 28.47 FEET, NGVD 29.
4. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. NO SUB-SURFACE UTILITY INFORMATION WAS OBTAINED IN THE COURSE OF THIS SURVEY BY SEBAGO TECHNICS, INC., CONTRACTORS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.

LEGEND

EXISTING	DESCRIPTION
	BOUNDARY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/ROW
	TIE LINE
	EASEMENT
	FLOODPLAIN
	CENTERLINE
	IRON PIPE/ROD
	BENCHMARK
	BUILDING
	WETLANDS
	EDGE WETLAND
	ROCK OUTCROP
	SIGN
	EDGE PAVEMENT
	GRAVEL ROAD
	EDGE WATER
120	CONTOURS
x30.90	SPOT GRADE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	GUARDRAIL
	WATER GATE VALVE
	HYDRANT
S	SEWER MH
	CATCH BASIN
D	DRAINAGE MH
?	UNIDENTIFIED MH
OHU	OVERHEAD UTILITY
EM	ELECTRIC METER BOX
	LIGHT POLE
	UTILITY POLE
	GUY
	RIPRAP
	BOULDER
15	SCHEDULE B - SECTION 2 EXCEPTIONS

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

CHARLES D. MARCHESE, P.L.S. 2009

STATE OF MAINE CHARLES D. MARCHESE No. 2009 PROFESSIONAL LAND SURVEYOR

REV:	BY:	DATE:	STATUS:
A	CDM	06-01-11	FINAL PLAN ISSUED TO CLIENT
B	CDM	10-05-11	EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011
C	CDM	11-23-2011	CONVERT PROJECT FROM NAVD 88 TO NGVD 29
D	CDM	11-23-2011	EDITS TO PLAN NOTES REFLECTING DATUM CHANGE

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Sebago Technics
Engineering Expertise You Can Build On
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Westbrook, Maine 04092
Tel (207) 856-0277
WWW.SEBAGOTECHNICS.COM
250 Goddard Rd., Suite B
Lewiston, ME 04240
Tel (207) 783-3606

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
11122	705A	CDM	MWE	CDM

EXISTING CONDITIONS PLAN
OF:
THOMPSON'S POINT CONNECTOR ROAD
FORMERLY PORTIONS OF SEWALL & HOOPER STREETS
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
55 LISBON STREET
LEWISTON, MAINE 04240

DATE	SCALE
MAY 27, 2011	1" = 40'

SHEET 1 OF 1

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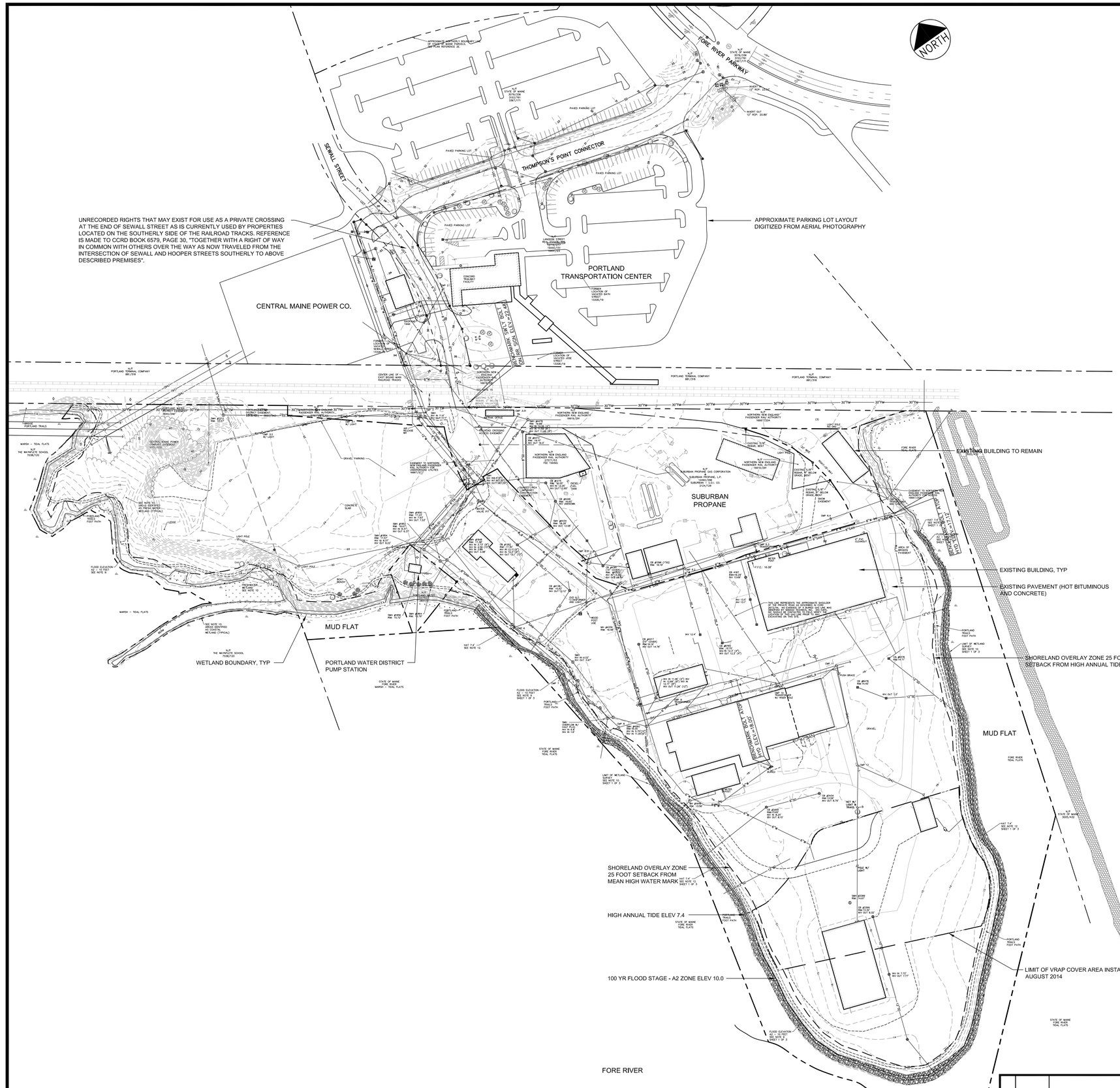


EXPLORATION LEGEND

- DM-3 — TEST PIT BY CREDERE ASSOCIATES, LLC DATED JANUARY 2012
- HA11-12 — BORINGS BY HALEY AND ALDRICH DATED DECEMBER 2011
- SB-BG — SOIL BORING BY CREDERE ASSOCIATES, LLC DATES JANUARY 2012
- SB-9 / MW-9 — SOIL BORING/MONITORING WELL BY CREDERE ASSOCIATES LLC DATED JANUARY 2012
- TP-6 — TEST PIT BY CREDERE ASSOCIATES, LLC DATED JANUARY 2012
- HA14-1 — BORINGS BY HALEY AND ALDRICH DATED JULY 2014

BORING LOGS / TEST PIT INFORMATION TO BE PROVIDED UPON REQUEST

PLAN REFERENCES:

1. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. ADDITIONAL SURVEY ON SUBURBAN PROPANE PROVIDED ON _____ 20__, BY SEBAGO TECHNICS.
2. BORINGS AND TEST PIT LOCATIONS PROVIDED BY CREDERE ASSOCIATES, LLC AS SHOWN ON A PLAN TITLES FIGURE 2 PROPOSED SAMPLE LOCATION PLAN, THOMPSON'S POINT PROPERTY.
3. ADDITIONAL UTILITY DATA TAKEN FROM CITY AND UTILITY COMPANY RECORD DRAWINGS. AS WELL AS OBSERVATIONS BY DELUCA-HOFFMAN ASSOCIATES, INC. PERSONNEL DURING SITE VISITS.
4. TOPOGRAPHY AROUND "DEPOT" BUILDING HAS BEEN UPDATED TO REFLECT WORK COMPLETED BY SHAW BROS. IN JULY 2014.

SEE DEMOLITION AND REMOVALS PLANS C-2.10 AND C-2.11 FOR EXPANDED VIEW OF EXISTING CONDITIONS. TOPOGRAPHY, PROPERTY LINES, AND SURFICIAL FEATURES ARE BASED ON SEBAGO TECHNICS SURVEY DATED MAY 27, 2011 AND REVISED 11-23-2011. ALL UTILITY INFORMATION IS BASED ON RECORD DRAWINGS AND FIELD RECONNAISSANCE. ACTUAL FIELD CONDITIONS MAY VARY FROM THOSE DEPICTED ON THIS PLAN.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BRIAN E. KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BRIAN KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
OVERALL EXISTING CONDITIONS PLAN

CLIENT
FOREFRONT PARTNERS I , LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-EX		

SHEET C-2.9

R:\2982.05 Amended Site Plan Part III\Cadd\Permit Set\dwg\SUBDIVISION\2982.05-EX.dwg davis_d 8/13/2015 9:53 AM

ZONING SPACE AND BULK SUMMARY

ZONE:	B-5 URBAN COMMERCIAL BUSINESS ZONE	
	REQUIREMENT	PROVIDED
MINIMUM LOT SIZE	NONE	SEE SUBDIVISION PLAN C-2.1
MINIMUM FRONTAGE	NONE	185.84
YARD DIMENSIONS		
FRONT SETBACK	NONE	N/A
SIDE SETBACK	NONE	N/A
REAR SETBACK	NONE	N/A
MAXIMUM LOT COVERAGE	100%	55% ±
MAXIMUM BUILDING HEIGHT	120 FT	120 FT

PARKING SUMMARY

PARKING REQUIREMENTS ARE DETERMINED BY THE PLANNING BOARD AS STATED IN SEC 14-332.2.C "SITE PLANS OVER 50,000 SQUARE FEET" - REFER TO RICH ASSOCIATES PARKING ANALYSIS FOR PARKING RECOMMENDATIONS

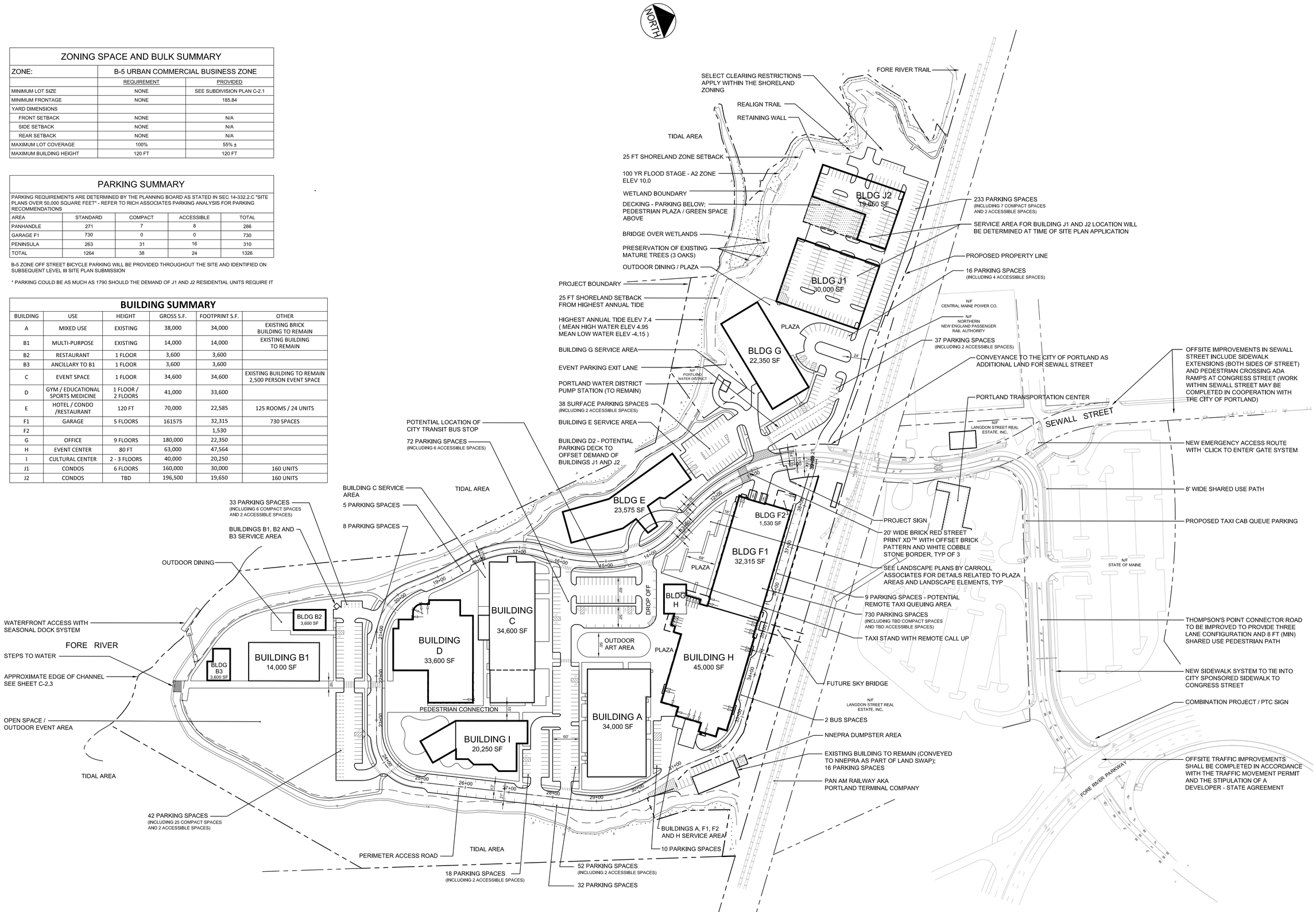
AREA	STANDARD	COMPACT	ACCESSIBLE	TOTAL
PANHANDLE	271	7	8	286
GARAGE F1	730	0	0	730
PENINSULA	263	31	16	310
TOTAL	1264	38	24	1326

B-5 ZONE OFF STREET BICYCLE PARKING WILL BE PROVIDED THROUGHOUT THE SITE AND IDENTIFIED ON SUBSEQUENT LEVEL III SITE PLAN SUBMISSION

* PARKING COULD BE AS MUCH AS 1790 SHOULD THE DEMAND OF J1 AND J2 RESIDENTIAL UNITS REQUIRE IT

BUILDING SUMMARY

BUILDING	USE	HEIGHT	GROSS S.F.	FOOTPRINT S.F.	OTHER
A	MIXED USE	EXISTING	38,000	34,000	EXISTING BRICK BUILDING TO REMAIN
B1	MULTI-PURPOSE	EXISTING	14,000	14,000	EXISTING BUILDING TO REMAIN
B2	RESTAURANT	1 FLOOR	3,600	3,600	
B3	ANCILLARY TO B1	1 FLOOR	3,600	3,600	
C	EVENT SPACE	1 FLOOR	34,600	34,600	EXISTING BUILDING TO REMAIN 2,500 PERSON EVENT SPACE
D	GYM / EDUCATIONAL SPORTS MEDICINE	1 FLOOR / 2 FLOORS	41,000	33,600	
E	HOTEL / CONDO /RESTAURANT	120 FT	70,000	22,585	125 ROOMS / 24 UNITS
F1	GARAGE	5 FLOORS	161575	32,315	730 SPACES
F2				1,530	
G	OFFICE	9 FLOORS	180,000	22,350	
H	EVENT CENTER	80 FT	63,000	47,564	
I	CULTURAL CENTER	2 - 3 FLOORS	40,000	20,250	
J1	CONDOS	6 FLOORS	160,000	30,000	160 UNITS
J2	CONDOS	TBD	196,500	19,650	160 UNITS



REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE · LEO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BOARD KENNEDY

LIC. #11994

PROJECT: THE FOREFRONT AT THOMPSON'S POINT

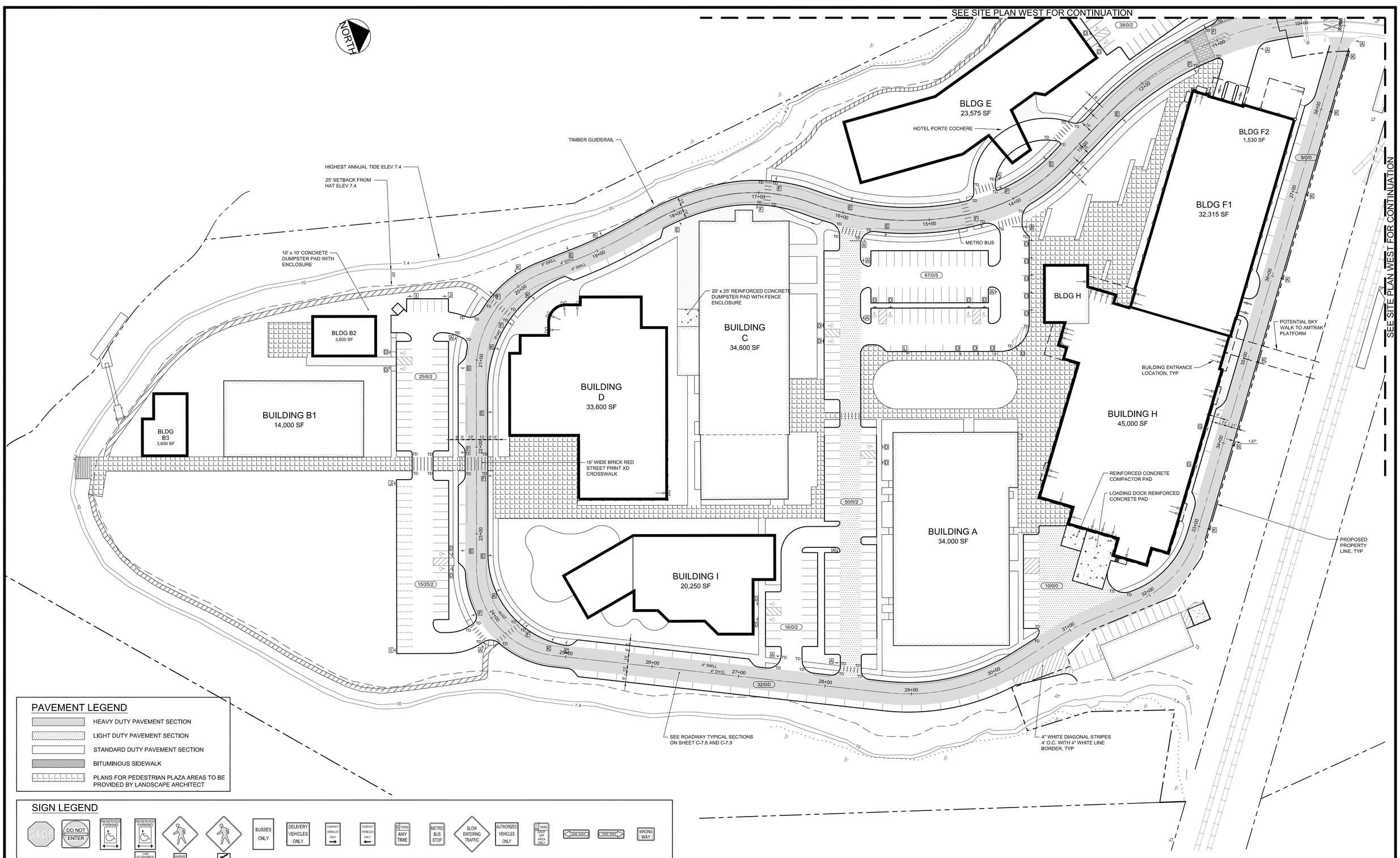
SHEET TITLE: OVERALL SITE PLAN

CLIENT: FOREFRONT PARTNERS I , LP

FST ESTABLISHED 1946

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB SITE LAYOUT		
SHEET	C-3.0		



PAVEMENT LEGEND

- HEAVY DUTY PAVEMENT SECTION
- LIGHT DUTY PAVEMENT SECTION
- STANDARD DUTY PAVEMENT SECTION
- BITUMINOUS SIDEWALK
- PLANS FOR PEDESTRIAN PLAZA AREAS TO BE PROVIDED BY LANDSCAPE ARCHITECT

SIGN LEGEND

R1-1 24"x24" A	R5-1 30"x30" B	R7-8 12"x18" C	R7-8 12"x18" R7-8P 12"x6" D	W11-2 24"x24" W16-9P 12"x6" E	W11-2 24"x24" W16-7P 12"x6" F	G	18"x18" H	12" x 18" I	12" x 18" J	R7-13M 12"x18" K	12" x 18" L	W3-10 30" x 30" M	18"x18" N	12"x18" O	R6-1L 36" x 12" P	R6-1R 36" x 12" Q	R5-1a 36" x 24" R
STOP	DO NOT ENTER	RESERVED PARKING	RESERVED PARKING VAN ACCESSIBLE	AHEAD		BUSSES ONLY	DELIVERY VEHICLES ONLY	COMPACT VEHICLES ONLY	COMPACT VEHICLES ONLY	ANY TIME	METRO BUS STOP	SLOW ENTERING TRAFFIC	AUTHORIZED VEHICLES ONLY	"POP" OFF AREA ONLY	ONE WAY	ONE WAY	WRONG WAY

CURB LEGEND

- VERTICAL GRANITE CURB
- CONCRETE SLIP FORM CURB
- TD — TIP DOWN

100 / 16 / 8 — PARKING SPACE - STANDARD / COMPACT / ACCESSIBLE

SITE LAYOUT NOTES

1. ALL BARRIER FREE PARKING SPACES ARE TO RECEIVE BARRIER FREE SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. ALL CURBING MATERIALS WILL BE SELECTED BY THE OWNER. THE DIMENSIONS PROVIDED ON THE PLAN ARE TO FACE OF CURB. ALL CURBING TYPES ARE DETAILED IN THE PROJECT DETAIL SHEETS.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB, THE EDGE OF PAVEMENT OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.
5. SEE PLANS BY CARROLL ASSOCIATES FOR DETAILS RELATED TO ALL PEDESTRIAN PLAZA AREAS AND LANDSCAPE ARCHITECTURE

PAVEMENT MARKING LEGEND

4" DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4" SYLL	4" WIDTH SOLID YELLOW LANE LINE
4" SWLL	4" WIDTH SOLID WHITE LANE LINE
12" SL	12" WIDTH SOLID WHITE STOP LINE

ALL PARKING STALLS TO BE 4" WIDTH SINGLE SOLID WHITE LINE EXCEPT AS SHOWN ON SITE LAYOUT PLAN.

ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION, COLOR, INSTALLATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)

1 inch = 40 ft.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — LEO KENNEDY No. 11994 — REGISTERED PROFESSIONAL ENGINEER

P.E. BOILER/HVAC

LIC. #11994

PROJECT: THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE: SITE PLAN - EAST

CLIENT: FOREFRONT PARTNERS I , LP

FST — FAY, SPOFFORD & THORNDIKE — ENGINEERS · PLANNERS · SCIENTISTS — 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB SITE LAYOUT		

SHEET C-3.1

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NORTH

EMERGENCY VEHICLE TURN AROUND PER PORTLAND FIRE DEPARTMENT SPECIFICATIONS

RETAINING WALL

BLDG J2
19,650 SF

BLDG J1
30,000 SF

BLDG G
22,350 SF

224/7/2

12/0/4

35/0/2

PARCEL TO BE CONVEYED TO NNEPRA AS PART OF LAND SWAP AGREEMENT

SLIP LANE FOR SPECIAL EVENTS; SHALL BE CHAINED OFF DURING NON-EVENT PERIODS

PWD PUMP STATION

NEW ACCESS INTO PWD PUMP STATION

TRUCK LOADING DOCK

10' x 10' CONCRETE DUMPSTER PAD WITH ENCLOSURE

SEE SITE PLAN EAST FOR CONTINUATION

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — LEO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. LEO T. KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SITE PLAN - WEST

CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
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FILE NAME:	2982.05-SUB SITE LAYOUT		
SHEET	C-3.2		

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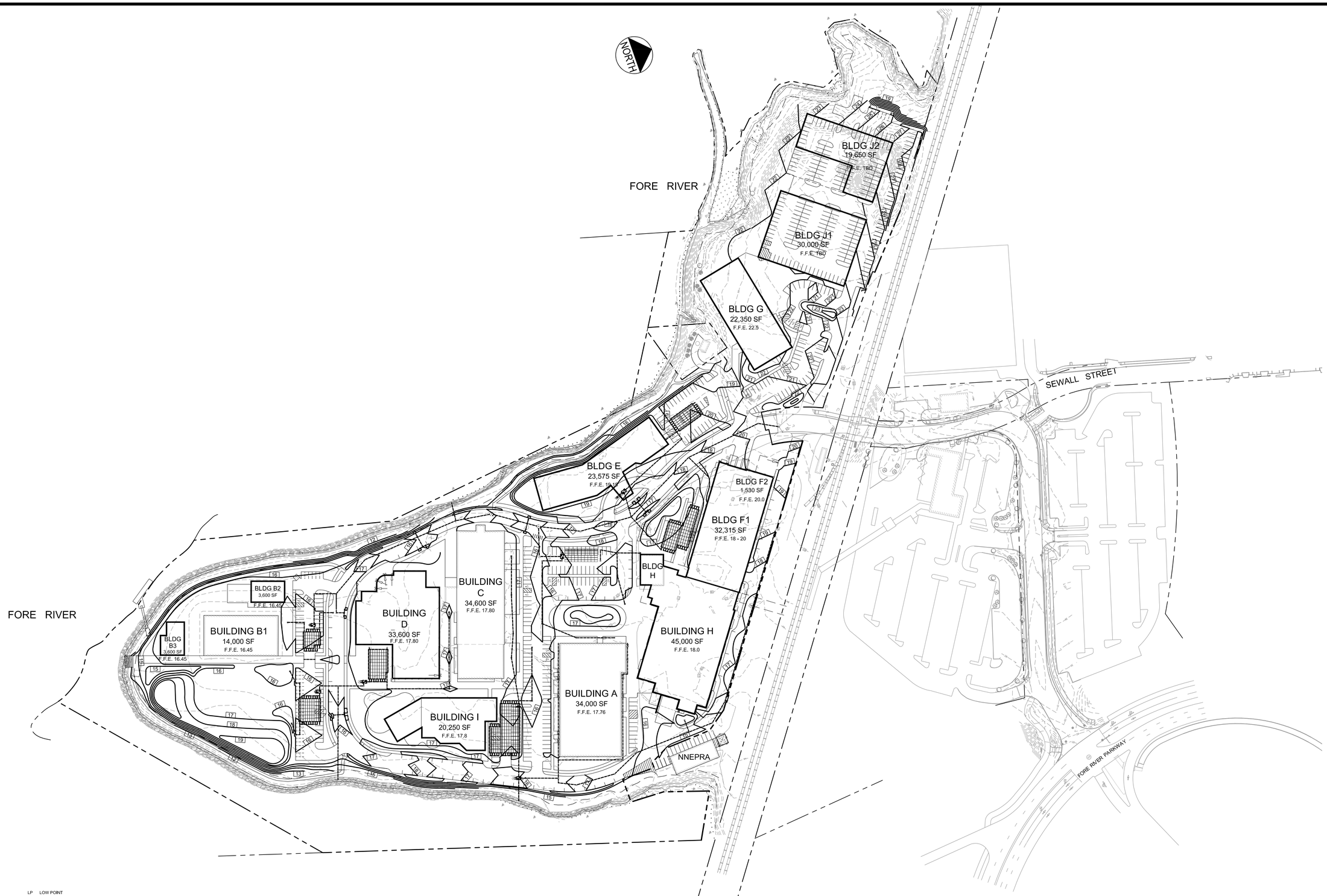

LP LOW POINT
HP HIGH POINT

PAD PREPARATION:
ALL BUILDING PAD PREPARATION SHALL BE CONDUCTED IN ACCORDANCE WITH RECOMMENDATIONS SET FORTH BY THE PROJECT GEOTECHNICAL ENGINEER. AS PART OF A FUTURE SITE PLAN APPLICATION SUBMISSION THE DESIGN TEAM IS REVIEWING ALTERNATIVES INCLUDING DEEP FOUNDATION SUPPORT, SPREAD FOOTINGS, PRELOADING AND RELATED OPTIONS. SEE PRELIMINARY REPORTING BY HALEY AND ALDRICH INC. FOR ADDITIONAL INFORMATION.

NOTE:
THESE DRAWINGS ARE INTENDED FOR PERMIT APPLICATIONS AND ARE SUBJECT TO ADDITIONAL COORDINATION AND ADJUSTMENT DURING FINAL SITE PLAN DESIGN AND CONSTRUCTION DOCUMENT PREPARATION. SEE STORMWATER MANAGEMENT PLANS FOR INFORMATION RELATED TO TREATMENT DEVICES AND DISCHARGE LOCATIONS. SEE CARROLL ASSOCIATES L SERIES PLANS FOR DETAILS RELATED TO ALL PEDESTRIAN PLAZA AREAS AND LANDSCAPE ARCHITECTURE.

80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE · LEO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. LEO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
OVERALL GRADING AND DRAINAGE PLAN

CLIENT
FOREFRONT PARTNERS I , LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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NOTES:

1. "The development is required to comply with the City/MaineDEP water quality treatment standards. These standards will be met by the incorporation of the following, as was evidenced in the approved Master Plan documents:

- Multiple closed drainage systems that will capture and convey stormwater runoff through catch basin structures and underground piping.
- Water quality treatment measures including the use of proprietary devices; these may include subsurface sand filters, Filterra® tree boxes or equal, Stormtreat™ units, StormFilter® or Jellyfish cartridges and grassed underdrained soil filter.

In addition to these measures, the applicant is considering the placement of so called Low Impact Development measures such as rain gardens, pervious surface treatments and related measures. The stormwater management plan will meet the water quality treatment goals whereas at least 95% of the site's impervious area is treated and at least 80% of the developed area will be treated.

2. The stormwater treatment measures depicted on this plan are approximate in size and location and subject to change during site plan design. This plan is intended to represent a potential treatment strategy which meets the City of Portland stormwater quality treatment standards.

MASTER PLAN DEVELOPMENT AREA SUMMARY

APPROXIMATE PROPOSED DEVELOPED AREA	23.24 AC
APPROXIMATE PROPOSED REDEVELOPED IMPERVIOUS AREA	14.45 AC
EXISTING BUILDING TO REMAIN AS RENNOVATED BUILDING AREA	1.84 AC
APPROXIMATE TOTAL PROPOSED IMPERVIOUS AREA	16.29 AC

NORTH

STORMWATER MANAGEMENT ZONE H

ZONE H SUBSURFACE SANDFILTER WITH WATER QUALITY VOLUME STORAGE

ZONE H COMBINED OVERFLOW AND LOW FLOW UNDERDRAIN DISCHARGE

FORE RIVER

STORMWATER MANAGEMENT ZONE E

ZONE E SUBSURFACE WATER QUALITY STORAGE

ZONE E JELLYFISH TREATMENT UNITS

STORMWATER MANAGEMENT ZONE D

ZONE D SUBSURFACE WATER QUALITY VOLUME STORAGE #1

EXISTING PORTLAND WATER DISTRICT CSO DISCHARGE TO REMAIN

ZONE D JELLYFISH TREATMENT UNIT # 1

ZONE D / E DISCHARGE

ZONE D JELLYFISH TREATMENT UNIT # 2

ZONE D SUBSURFACE WATER QUALITY VOLUME STORAGE #2

STORMWATER MANAGEMENT ZONE A

ZONE A GRASSED UNDERDRAINED SOIL FILTER

FORE RIVER

ZONE A DISCHARGE

STORMWATER MANAGEMENT ZONE B

ZONE B JELLYFISH TREATMENT UNIT

ZONE B SUBSURFACE WATER QUALITY STORAGE

ZONE B AND C DISCHARGE

STORMWATER MANAGEMENT ZONE C

ZONE C JELLYFISH TREATMENT UNITS

ZONE C SUBSURFACE WATER QUALITY VOLUME STORAGE

INTERSTATE 295

ZONE F GRAVEL DRIP EDGE TREATMENT

STORMWATER MANAGEMENT ZONE F

ZONE F SUBSURFACE WATER QUALITY STORAGE

ZONE F JELLYFISH TREATMENT UNITS

ZONE F AND G DISCHARGE

ZONE H ADS WATER QUALITY PRETREATMENT TANK

ZONE H SUBSURFACE SANDFILTER WITH WATER QUALITY VOLUME STORAGE

ZONE H STORM TECH CHAMBERS

ZONE H CATCH BASIN INLETS WITH SMART SPONGE ABSORBENT BOOMS, SUMPS AND HOODED OUTLETS, TYP OF ZONE H

RAIL AND ROAD INTERSECTION DRAINAGE DESIGNED BY VHB / GORRILL PALMER TO CONNECT TO BY-PASS DRAINAGE SYSTEM

SEWALL STREET

OFFSITE ROADWAY IMPROVEMENTS TO BE SUBMITTED AS PART OF TRAFFIC MOVEMENT PERMIT

STORMWATER MANAGEMENT ZONE G

ZONE D RAIN GARDEN

ZONE D SUBSURFACE WATER QUALITY VOLUME STORAGE #3

ZONE D JELLYFISH TREATMENT UNIT #3

BLDG J2 19,650 SF — 202

BLDG J1 30,000 SF — 201

BLDG G 22,350 SF — 200

BLDG E 23,575 SF — 802

BLDG F2 1,530 SF

BLDG F1 32,315 SF

BLDG H 45,000 SF — 609

BUILDING C 34,600 SF

BUILDING D 33,600 SF — 503

BUILDING B1 14,000 SF — 301

BLDG B2 3,600 SF

BLDG B3 3,600 SF

BUILDING A 34,000 SF

BUILDING I 20,250 SF — 705

NNEPRA

RG	RAIN GARDEN (BIO RETENTION CELL)
TB	FILTERRA OR APPROVED EQUAL TREE BOX
GSF	GRASSED UNDERDRAINED SOIL FILTER
JF	JELLYFISH TREATMENT UNIT
	SUBSURFACE WATER QUALITY VOLUME STORAGE
	SUBSURFACE WATER QUALITY VOLUME STORAGE PREVIOUSLY APPROVED
	SUBSURFACE SAND FILTER WITH WATER QUALITY VOLUME STORAGE

80 0 40 80 160

(IN FEET)
1 inch = 60 ft.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — LEO KENNEDY No. 11994 — REGISTERED PROFESSIONAL ENGINEER

P.E. BOARD ENDORSEMENT
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
OVERALL STORMWATER MANAGEMENT PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
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Summary of Water Quality Treatment

Storm Water Management Zone	Inlet Subcatchment	Total Developed Area (sf)	Total Impervious Area (sf)	Total Pervious Area (sf)	Total New Developed Area (Acres)	Required Water Quality Volume (cf)2	Existing Roof Mitigation Credit (sf)9	Treatment Approach	Required Water Quality Filter Surface Area (sf) (When applicable)10	Required Surface Area Volume controlled by Maximum Pond Depth	Tree Box Filter Size or Provided Filter Size	1 Yr 24-hr Storm Event Peak Flow Rate (cfs)3	Stormtech Isolator Row Chambers Required (EA)4	Jelly Fish Treatment Unit Required(Where Applicable)5,11	Jelly Fish Units Provided (EA)	Provided Water Quality Volume (cf)4, 7		Total Disturbed Area (Redeveloped) (sf)	Pervious Area (sf)
Zone A	301	23,419.00	7,527.00	15,892.00	0.54	1,157	0	UD Grass Filter	694	771	900	-	-	-	-	1,350		23419	15892
	Sub-Total Zone A New Treated Area	**23,419.00**	**7,527.00**	**15,892.00**	**0.54**	**1156.98**	**0.00**	-	**694.19**	**771.32**	-	**-**	**-**	**-**	**-**				
	Existing Depot Building*	7,651.00	7,651.00	0.00	0.18	638	4,591	UD Grass Filter	383	425	600	-	-	-	-	900		7651	0
	Sub-Total Zone A Existing Treated Roof Area	**7,651.00**	**7,651.00**	**0.00**	**0.18**	**637.58**	**4590.60**	-	**382.55**	**425.06**	**-**	**-**	**-**	**-**	**-**				
	302	28,160.00	5,027.00	23,133.00	0.65	**-**	**-**	Untreated	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		28160	23133
	Zone A New Untreated Area-Perimeter Grades	14,729.00	0.00	14,729.00	0.34	-		Untreated	-	-	-	-	-	-	-	-		14729	14729
	Sub-Total Zone A Untreated Areas	**42,889.00**	**5,027.00**	**37,862.00**	**0.98**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**			
	Zone A Total Area Discharge	**73,959.00**	**20,205.00**	**53,754.00**	**1.70**	**1794.57**	**4590.60**		**1076.74**	**1196.38**	**1500.00**	**-**	**0**	**0.00**	**-**	**2,250**		**73959**	**15892**
Zone B																			
	401	45,280.00	17,293.00	27,987.00	1.04	2,374	0	Jelly Fish Unit	-	-	-	1.18	-	1-JF-4-2-1	1-JF-4-2-1	2,657		45280	27987
	402	8,841.00	8,284.00	557.00	0.20	709	0	Boxless Filtera	32	32	2-(4'x6')	0.52	-	-	-	-		8841	557
	403	30,026.00	14,388.00	15,638.00	0.69	1,720	0	Boxless Filtera	120	120	2-(6'x10')	0.98	-	-	-	-		30026	15638
	Sub-Total Zone B New Treated Area	**84,147.00**	**39,965.00**	**44,182.00**	**1.93**	**4,803.15**	**0.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**			
	Existing Depot Building* (trib to 401)	3,400.00	3,400.00	0.00	0.08	283	2,040	Boxless Filterra	See 401	See 401	see 401	0.21	-	see 401	see 401	see 401		3400	0
	Sub-Total Zone B Existing Treated Roof Area	**3,400.00**	**3,400.00**	**0.00**	**0.08**	**283.33**	**2040.00**	**-**	**-**	**-**	**-**	**0.21**	**-**	**-**	**-**	**-**			
	Zone B New Untreated Area-Perimeter Grades	9,443.00	0.00	9,443.00	0.22	-	0	Untreated	-	-	-	-	-	-	-	-		9443	9443
	Zone B Total Area Discharge	**96,990.00**	**43,365.00**	**53,625.00**	**2.23**	**5086.48**	**2040.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2,657**		**96990**	**53625**
Zone C																			
	501	32,348.00	32,348.00	0.00	0.74	2,696	0	Jelly Fish Unit	-	-	-	1.98	9.88	1-JF4-2-1	1-JF-4-2-1	4,849		32348	0
	502	7,299.00	1,923.00	5,376.00	0.17	339	0	Jelly Fish Unit	-	-	-	0.26	1.32					7299	5376
	503	7,458.00	2,742.00	4,716.00	0.17	386	0	Jelly Fish Unit				0.29	1.47					7458	4716
	Sub-Total Zone C New Treated Area	**47,105.00**	**37,013.00**	**10,092.00**	**1.08**	**3,420.82**	**0.00**	**-**	**-**	**-**	**-**	**-**	**12.67**	**1-JF4-2-1**					
	South Side Brick South (C1)*	16,526.00	16,526.00	0.00	0.38	1,377	9,916	Jelly Fish Unit	-	-	-	1.01	5.05	1-JF-4-2-1				16526	0
	Sub-Total Zone C Existing Treated Roof Area*	**16,526.00**	**16,526.00**	**0.00**	**0.38**	**1377.17**	**9915.60**	**-**	**-**	**-**	**N/A**	**5.05**	**1-JF-4-2-1**						
	Zone C New Untreated Area-Perimeter Grades	0.00	0.00	0.00	0.00	0		Untreated	-	-	-	0.00	0.00	0.00				0	0
	Zone C Total Treated Area Discharge	**63,631.00**	**53,539.00**	**10,092.00**	**1.46**	**4797.98**	**9915.60**		**-**	**-**	**-**	**-**	**17.72**					**63631**	**10092**
Zone D	601	20,690.00	13,191.00	7,499.00	0.47	1,349	0	Jelly Fish Unit	-	-	-	-	-	1-JF-4-2-1	1-JF-4-2-1	1,823		20690	7499
	602	5,462.00	4,989.00	473.00	0.13	432	0	Jelly Fish Unit	-	-	-	-	-					5462	473
	603	10,640.00	7,549.00	3,091.00	0.24	732	0	Filterra	36	36	2- (4'x6')	-	-					10640	3091
	604	3,664.00	3,664.00	0.00	0.08	305	0	Filterra	24	24	4'x6'	-	-	-	-	-		3664	0
	605	16,327.00	9,136.00	7,191.00	0.37	1,001	0	Filterra	60	60	1-4'x'6, 1-4'x8'	-	-	-	-	-		16327	7191
	D-20	10,459.00	9,687.00	772.00	0.24	833	0	Filterra	36	36	2- 4'x'6'	-	-	-	-	-		10,459.00	772.00
	D-21	21,585.00	15,412.00	6,173.00	0.50	1,490	0	Filterra	72	72	2- (6'x6')	-	-	-	-	-		21,585.00	6,173.00
	D-18**	13,245.00	6,004.00	7,241.00	0.30	742	0	Filterra	24	24	4'x6'	-	-	-	-	-		13,245.00	7,241.00
	D-19**	8,103.00	6,430.00	1,673.00	0.19	592	0	Filterra	24	24	4'x'6	-	-	-	-	-	-	8,103.00	1,673.00
	D-11	21,896.00	17,708.00	4,188.00	0.50	1,615	0	Jelly Fish Unit	-	-	-	1.12	5.60	1-JF-4-2-1	1-JF-4-2-1	4,609		21,896.00	4,188.00
	D-16	13,019.00	10,139.00	2,880.00	0.30	941	0	Jelly Fish Unit	-	-	-	0.66	3.32					13,019.00	2,880.00
	D-12	7,885.00	5,082.00	2,803.00	0.18	517	0	Jelly Fish Unit	-	-	-	0.38	0.00					7,885.00	2,803.00
	D-13	3,996.00	2,056.00	1,940.00	0.09	236	0	Jelly Fish Unit	-	-	-	0.22	1.11					3,996.00	1,940.00
	D-14	6,465.00	1,966.00	4,499.00	0.15	314	0	JellyFish Unit				0.26	1.30					6,465.00	4,499.00
	606	11,831.00	11,831.00	0.00	0.27	986	0	Jelly Fish Unit	N/A	-	-	0.72	3.61					11,831.00	0.00
	609-Event Center	77,903.00	77,903.00	0.00	1.79	6,492	0	Jelly Fish Unit	N/A	-	-	4.76	23.79	1-JF-6-3-1	1-JF-6-3-1	6,492		77,903.00	0.00
	607	20,692.00	10,264.00	10,428.00	0.48	1,203	0	Rain Garden	1,031	-	1,500	-	N/A	N/A	-	-		20,692.00	10,428.00
	Sub-Total Zone D New Treated Area	**273,862.00**	**213,011.00**	**60,851.00**	**6.29**	**19,779.28**	**0.00**	**-**	**1307.32**	**-**	**-**	**-**	**38.72**	**3 JF Units**	**3 JF Units**	**12,924**			
	Zone D New Unterated Area - Perimeter Grades	7,580.00	0.00	7,580.00	0.17	-	-	None	-	-	-	-	-	-	-	-		7,580.00	7,580.00
	608	8,131.00	5,883.00	2,248.00	0.19	-	-	None	-	-	-	-	-	-	-	-		8,131.00	2,248.00
	Sub-Total Zone D Untreated Area	**15,711.00**	**5,883.00**	**9,828.00**	**0.36**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**			
	Zone D Total Treated Area Discharge	**289,573.00**	**218,894.00**	**70,679.00**	**6.65**	**19779.28**	**0.00**	**-**	**-**	**-**	**-**	**-**							
Zone E	801	20,297.00	17,077.00	3,220.00	0.47	1,530	-	Jelly Fish Unit	-	-	-	-	-	JF4-2-1	JF4-2-1	3,424		20297	3220
	802	22,653.00	22,653.00	0.00	0.52	1,888	-	Jelly Fish Unit	-	-	-	-	-					22,653.00	0.00
	Sub-Total Zone E New Treated Area	**42,950.00**	**39,730.00**	**3,220.00**	**0.99**	**3418.17**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**JF4-2-1**	**JF4-2-1**	**-**			
	Zone E New Untreated Area-Perimeter Grades	13,730.00	0.00	13,730.00	0.32	-	-	None	-	-	-	-	-	-	-	-		13,730.00	13,730.00
	Zone E Total Area Discharge	**56,680.00**	**39,730.00**	**16,950.00**	**1.30**	**3,418**	**0**	**-**	**-**	**-**	**-**	**-**	**-**	**JF4-2-1**	**JF4-2-1**	3,424			
Zone F	701	19,005.00	9,599.00	9,406.00	0.44	1,113	0	Jelly Fish Unit	-	-	-	0.69	3.43	JF6-4-1	JF6-4-1	6,263		**19005**	**9406**
	702	7,181.00	7,181.00	0.00	0.16	598	0	Jelly Fish Unit	-	-	-	0.44	2.19					**7181**	**0**
	CB F-8	3,323.00	2,515.00	808.00	0.08	237	0	Jelly Fish Unit	-	-	-	0.20	1.01					3,323.00	808.00
	CB F-7	17,327.00	13,385.00	3,942.00	0.40	1,247	0	Jelly Fish Unit	-	-	-	0.86	4.31					17,327.00	3,942.00
	CB F-3	3,548.00	186.00	3,362.00	0.08	128	0	Jelly Fish Unit	-	-	-	0.20	1.00					3,548.00	3,362.00
	CB F-4	1,039.00	256.00	783.00	0.02	47	0	Jelly Fish Unit	-	-	-	0.17	0.83					1,039.00	783.00
	CB F-5	4,602.00	727.00	3,875.00	0.11	190	0	Jelly Fish Unit	-	-	-	0.21	1.06					4,602.00	3,875.00
	CB F-6	2,102.00	348.00	1,754.00	0.05	87	0	Jelly Fish Unit	-	-	-	0.19	0.94					2,102.00	1,754.00
	703	9,203.00	6,690.00	2,513.00	0.21	641	0	Jelly Fish Unit	-	-	-	0.46	2.32					9,203.00	2,513.00
	705	19,473.00	19,473.00	0.00	0.45	1,623	0	Jelly Fish Unit	-	-	-	1.19	5.95					19,473.00	0.00
	Sub-Total Zone F New Treated Area	**86,803.00**	**60,360.00**	**26,443.00**		**5911.43**	**0.00**		**-**	**-**	**-**	**-**	**23.05**	**JF6-4-1**	**JF6-4-1**	**6263**			
	Brick South North Side*	16,323.00	16,323.00	0.00	0.37	1,360	9,794	Jelly Fish Unit	-	-	-	1.00	4.98	JF6-4-1	JF6-4-1	1360		16,323.00	0.00
	Brick North (Treated)*	33,340.00	33,340.00	0.00	0.77	2,778	20,004	Gravel Drip Strip	-	-	-	-	0.00	-	-	2,920		34,000.00	0.00
	Sub-Total Zone F Existing Treated Roof Area	**49,663.00**	**49,663.00**	**0.00**	**1.14**	**4138.58**	**29797.80**	**-**	**-**	**-**	**-**	**-**	**4.98**	**0.00**	**1**	**4,280.00**			
	Zone F New Untreated Area - Perimeter Grades	8,725.00	0.00	8,725.00	0.20		0	None	-	-	-	-	NA	NA				8,725.00	8,725.00
	Zone F Total Area Discharge	**145,191.00**	**110,023.00**	**35,168.00**	**1.34**	**10,050**	**29,798**	**-**	**-**	**-**	**-**	**-**	**28.03**	**JF6-4-1**	**JF6-4-1**	**10,543**			
Zone G	**Sub-Total Zone G New Treated Area**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-**	**-**	**-**	**-**	**0.00**	**0.00**	**0.00**	**-**	**-**			
	904	2,092.00	2,092.00	0.00	0.05	-	0	Untreated	-	-	-	-	-	-	-	-		2092	0
	903	3,177.00	3,177.00	0.00	0.07	-	0	Untreated	-	-	-	-	-	-	-	-		3177	0
	902	9,906.00	9,906.00	0.00	0.23	-	0	Untreated	-	-	-	-	-	-	-	-		9906	0
	901	6,994.00	5,955.00	1,039.00	0.16	-	0	Untreated	-	-	-	-	-	-	-	-		6994	1039
	905	41,110.00	34,798.00	6,312.00	0.94	-	0	Untreated	-	-	-	-	-	-	-	-		41110	6312
	Sub-Total Zone G New Untreated Area	**63,279.00**	**55,928.00**	**7,351.00**	**1.45**	**-**	**0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**			
	Zone G Total Area Discharge	**63,279.00**	**55,928.00**	**7,351.00**	**1.45**	**-**	**0.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**			
Zone H (Panhandle)	200	94,355.00	81,191.00	13,164.00	2.17	7,205	0	Subsurface Sand Filter	4,323	-	4,400	4.99	24.9	-	-			94355	13164
	201	72,966.00	68,924.00	4,042.00	1.68	5,878	0	Subsurface Sand Filter	3,527	-	3,530	4.22	21.1	-	-			72966	4042
	202	16,863.00	16,013.00	850.00	0.39	1,363	0	Boxless Filtera	32	-	4'x8'	-	-	-	-			16863	850
	Sub-Total Zone H New Treated Area	**184,184.00**	**166,128.00**	**18,056.00**	**4.23**	**14445.87**	**0.00**	**-**	**7881.87**	**-**	**-**	**-**	**46.0**	**-**	**-**				
	Zone H New Untreated Area - Perimeter Grades	36,487.00	2,174.00	34,313.00	0.84	1,325	0	Untreated	-	-	-	-	N/A	-	-			36487	34313
	Zone H Total Area Discharge	**220,671.00**	**168,302.00**	**52,369.00**	**5.07**	**14445.87**	**0.00**	**-**	**-**	**-**	**-**	**-**	**46.0**	**-**	**-**			**220671**	**52369**
	**** Filterra Sizing Previously Approved on Phase 1A ammended Level 3 Site Plan (12-4-2014)**																		

Developed Area Breakdown			
A.) Total New Developed Area Treated (SF)	742,470.00	**Treatment Breakdown**	**Required** / **Provided**
B.) Total New Developed Area untreated (SF)	190,264.00	**% of Net Developed Area Treated = F/C**	80.00% / 84.57%
C.) Total New Developed Area (SF) = A+B	932,734.00	**% of Net Impervious Area Treated = L/I**	95.00% / 96.42%
D.) Existing Developed Roof Area Treated (SF)	77,240.00		
E.) Adjusted Existing Developed Area Treated (SF)	46,344.0		
F.) Total Net Developed Area Treated (SF) = A+E	788,814.00		
Impervious Area Breakdown			
G.) Total New Impervious Area Treated (SF)	563,734.00		
H.) Total New Impervious Area untreated (SF)	69,012.00		
I.) Total New Impervious Area (SF) = G+H	632,746.00		
J.) Existing Impervious Roof Area Treated (SF)	77,240.00		
K.) Adjusted Existing Impervious Area Treated (SF)	46,344.00		
L.) Total Net Impervious Area Treated (SF) = G+K	610,078.00		

1. All areas are based on the FST sub division drawings dated May 2015

2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Exisiting buildings to remain are not required to be treated.

3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.

4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All isolator rows have been computed per section 7.3.3 Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.

5. The required number of Jelly Fish treatment units have been computed based on Contech Sizing requirements. The water quality volume for each unit is storage up stream and the amount of treatment cartridges are computed based sediment mass loading.

6. The owner reserves the right to use an alternate tree box filter device provided it has been approved by the Maine DEP Chapter 500 delegated review authority of the City of Portland.

7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual

8. The Stone Drip Edge was based on section 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The Width of stone is derrived from a required WQV based off 1" of runoff and a desired stone resevoir depth. See sizing computations on separate sheet.

9. According to Chapter 500 Maine DEP stormwater rules; the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6.

10. The required surface area for filter treatment system has been sized based on Sections, 7.1, 7.2 and 7.3 of the Maine DEP Volume III BMP's Technical Design Manual. Surface area for Grassed Underdrain Soil Filters and sub-surface sand filters can be computer by taking .05 of the impervious area + .02 of the pervious area, while Bio Retention Cells (Rain Garden can be computer by taking .07 of the impervious area + .03 of the pervious area.

11. The MEDEP will now accept a Filterra tree box filter as a stand alone treatment unit and does not require an Isolator Row for eligible projects. Treebox filters for sub-catchments D-18 and D-19 were previously approved with prior Maine DEP BMP sizing standards. Subcatchments D-18, D-19 meets the eligibility criteria noted in a letter dated June 27th, 2014 from the MEDEP. All other Filterra units have been sized based on new maximum tributary are requirements as outlined in a Jan 21st-2015 Letter from Maine DEP to Contech. This project meets the eligibility criteria noted in a letter dated June 27th, 2014 from the MEDEP

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY — No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
WATER QUALITY DESIGN SUMMARY SHEET

CLIENT
FOREFRONT PARTNERS I, LP

FST — FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB GRADING		
SHEET	C-4.1A		

SCHEDULE OF SILT FENCE REQUIREMENTS

SILT FENCE	TYPE PURPOSE	TIME OF INSTALLATION
SB1 TYPE 1 SILT FENCE	TO TRAP SEDIMENT ALONG THE GRADING EDGE WHERE THE NEW CONTOURS NEARLY PARALLEL THE EXISTING CONTOURS	AT INITIAL SITE PREPARATION; PRIOR TO OTHER WORK

NOTES:
1. ALL RUNOFF FROM DISTURBED AREAS SHALL BE DIRECTED TO A FILTERING DEVICE DESIGNATED TO LIMIT TURBIDITY IN ALL DISCHARGE TO THE FORE RIVER. THE FILTERING DEVICE MAY BE BUT IS NOT LIMITED TO SAND FILTERS, EROSION CONTROL MIX, STRAW WHATTLES, FLOCCULATION CHEMICALS, DIRT GLUE AND SILT FENCE
2. ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL `L' ON SHEET C-8.5
3. ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
4. STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
5. THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPS TO LIMIT ALL FUGITIVE DUST

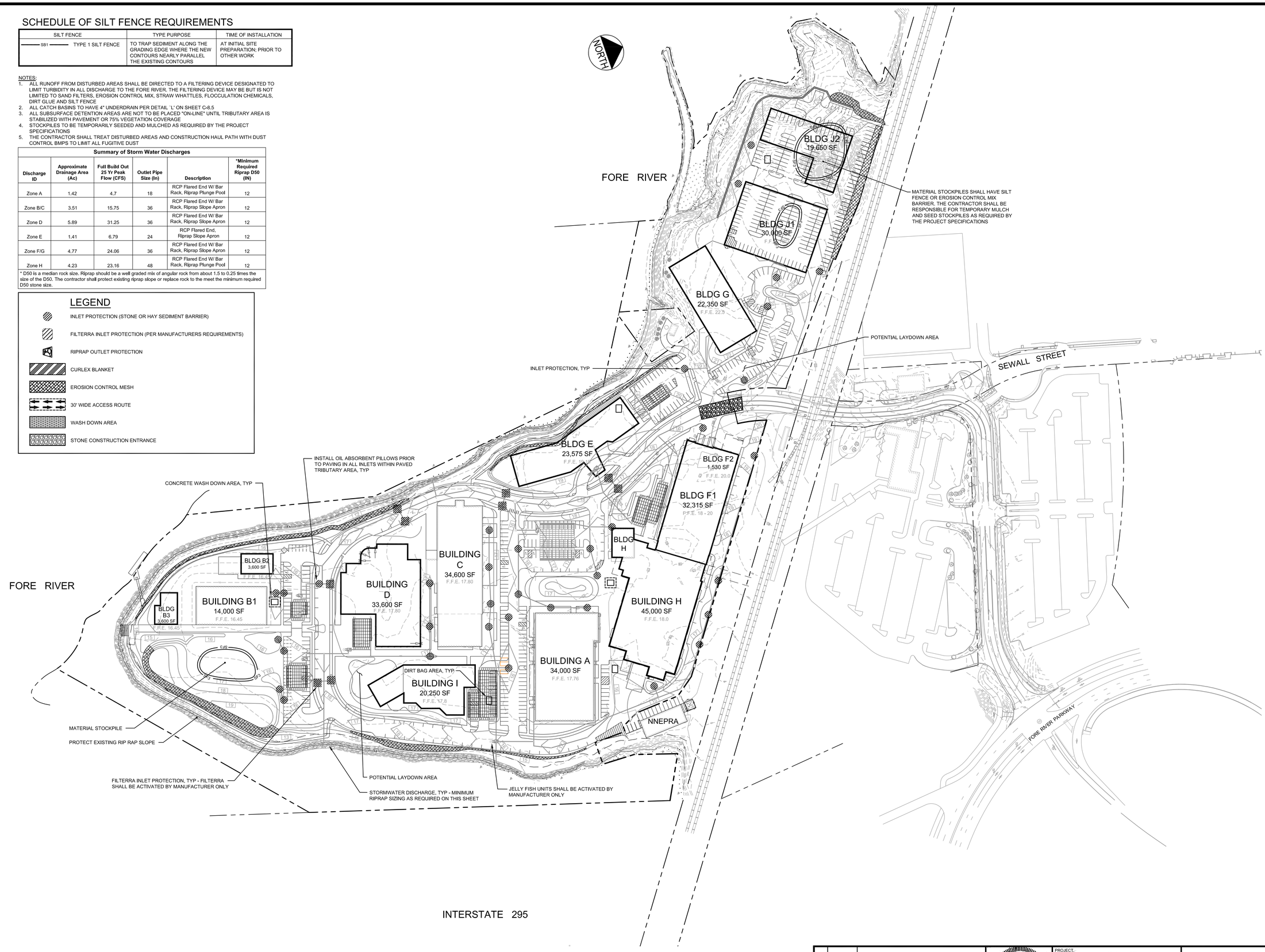
Summary of Storm Water Discharges

Discharge ID	Approximate Drainage Area (Ac)	Full Build Out 25 Yr Peak Flow (CFS)	Outlet Pipe Size (In)	Description	*Minimum Required Riprap D50 (IN)
Zone A	1.42	4.7	18	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12
Zone B/C	3.51	15.75	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
Zone D	5.89	31.25	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
Zone E	1.41	6.79	24	RCP Flared End, Riprap Slope Apron	12
Zone F/G	4.77	24.06	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
Zone H	4.23	23.16	48	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12

* D50 is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D50. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D50 stone size.

LEGEND

- INLET PROTECTION (STONE OR HAY SEDIMENT BARRIER)
- FILTERRA INLET PROTECTION (PER MANUFACTURERS REQUIREMENTS)
- RIPRAP OUTLET PROTECTION
- CURLEX BLANKET
- EROSION CONTROL MESH
- 30' WIDE ACCESS ROUTE
- WASH DOWN AREA
- STONE CONSTRUCTION ENTRANCE



80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

P.E. BRETT KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
OVERALL EROSION AND SEDIMENTATION CONTROL PLAN

CLIENT
FOREFRONT PARTNERS I , LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: 1" = 80'
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-SUB EROSION	
SHEET C-5.0	

NORTH

GAS MAIN
SANITARY SEWER
WATER MAIN
UNGERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)

EXISTING CENTRAL MAINE POWER TRANSMISSION CORRIDOR TO REMAIN

BLDG J2
19,650 SF

BLDG J1
30,000 SF

15" SANITARY SEWER FROM POWSLAND STREET NEIGHBORHOOD TO REMAIN

30" FM FROM FORE RIVER PUMP STATION TO REMAIN

BLDG G
22,350 SF

EXISTING THOMPSON'S POINT PUMP STATION TO REMAIN

CONNECT SANITARY SEWER SERVICE TO EXISTING MAIN

EXISTING SANITARY SEWER, STORM DRAIN AND WATER TO REMAIN

NEW GAS SERVICE UNDER RAILROAD TRACKS
- SEE VHB PLANS FOR DETAILS
- INSTALLATION SUBJECT TO MDOT REQUIREMENTS

EXTEND NATURAL GAS T
SEWALL STREET MAIN

REALIGNMENT OF CSO OVER FLOW LINE COMPLETED JUNE 2014

EXISTING PORTLAND WATER DISTRICT CSO DISCHARGE TO REMAIN

BLDG E
23,575 SF

BLDG F2
1,530 SF

ADJUST EXISTING HYDRANT TO GRADE

BLDG F1
32,315 SF

APPROXIMATE HYDRANT HOSE COVERAGE AREA (250' RADIUS)

250' TYP.

100' TYP.

EXISTING THOMPSON'S POINT METER PIT TO BE REMOVED - PUBLIC MAIN EXTENSION

BLDG H

BLDG B2
3,600 SF

BUILDING C
34,600 SF

BUILDING D
33,600 SF

BUILDING H
45,000 SF

BLDG B3
3,600 SF

BUILDING B1
14,000 SF

GAS SERVICE, TYP.

BUILDING A
34,000 SF

BUILDING I
20,250 SF

WATER SERVICE, TYP.

HYDRANT, TYP.

WATER MAIN GATE VALVE APPROXIMATELY 1000' SPACING, TYP

80 0 40 80 160
(IN FEET)
1 inch = 60 ft.

NOTE:
ALL BUILDINGS WILL HAVE A COMPLETE SPRINKLER SYSTEM MEETING THE REQUIREMENTS OF NFPA (BUILDING B1 IS EXEMPT FROM THE SPRINKLER REQUIREMENT BECAUSE IT IS NOT CLASSIFIED AS AN ENCLOSED BUILDING)

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BRIAN E. KENNEDY No. 11994 — PROFESSIONAL ENGINEER — LICENSED

P.E. BRIAN E. KENNEDY
LIC. #11994

PROJECT:
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
OVERALL UTILITY PLAN

CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-UTILITY		
SHEET	C-6.0		

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SEE UTILITY PLAN WEST FOR CONTINUATION

SEE UTILITY PLAN WEST FOR CONTINUATION

NORTH

BLDG E
23,575 SF

GREASE TRAP (SIZE TBD)

EXISTING SD TO BE ABANDON

BLDG F2
1,530 SF

BLDG F1
32,315 SF

6" HYDRANT ASEMBLY

GATE VALVE SPACES 1,000 LINEAR FEET OR AS REQUIRED BY PWD

GREASE TRAP (SIZE TBD)

BLDG B2
3,600 SF

12" x 8" TEE

BUILDING C
34,600 SF

BLDG H

EXISTING SUBURBAN PROPANE BUILDING TO REMAIN

8,000 GAL. SEPTIC TANK

5,000 GAL. GREASE TRAP

BUILDING H
45,000 SF

BUILDING D
33,600 SF

SS (SANITARY SEWER SERVICE)

12" x 8" TEE

DS (DOMESTIC SERVICE)
FS (FIRE SERVICE)

BUILDING B1
14,000 SF

BLDG B3
3,600 SF

GAS MAIN (SIZE TBD)

4' Ø DOMESTIC METER PIT

GS (GAS SERVICE)

SEPTIC TANK

GREASE TRAP (SIZE TBD)

FS (EXISTING)

BUILDING A
34,000 SF

GREASE TRAP (SIZE TBD, IF REQUIRED)

BUILDING I
20,250 SF

12" x 8" TEE

EXISTING BUILDING TO REMAIN

6" HYDRANT ASSEMBLY

12" x 8" TEE

6" HYDRANT ASSEMBLY

EXISTING U.P. TO REMAIN

RISER POLE

GATE VALVE SPACES 1,000 LINEAR FEET OR AS REQUIRED BY PWD

EXISTING PUMP STATION TO REMAIN

NOTES:
1. ALL UTILITY ENTRY LOCATIONS ARE SUBJECT TO COORDINATION AND ADJUSTMENT AS PART OF CONSTRUCTION DOCUMENT PREPARATION
2. SEE SITE LIGHTING PLANS BY BARTLETT DESIGN FOR PROPOSED LIGHT LOCATIONS

NOTE:
ALL BUILDINGS WILL HAVE A COMPLETE SPRINKLER SYSTEM MEETING THE REQUIREMENTS OF NFPA (BUILDING B1 IS EXEMPT FROM THE SPRINKLER REQUIREMENT BECAUSE IT IS NOT CLASSIFIED AS AN ENCLOSED BUILDING)

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
UTILITY PLAN - EAST

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-UTILITY		
SHEET	C-6.1		

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NOTES:
1. ALL UTILITY ENTRY LOCATIONS ARE SUBJECT TO COORDINATION AND ADJUSTMENT AS PART OF CONSTRUCTION DOCUMENT PREPARATION
2. SEE SITE LIGHTING PLANS BY BARTLETT DESIGN FOR PROPOSED LIGHT LOCATIONS

NORTH

BLDG J2
19,650 SF

BLDG J1
30,000 SF

BLDG G
22,350 SF

6" HYDRANT ASEMBLY

EXISTING CMP TRANSMISSION CORRIDOR TO REMAIN

EXISTING SANITARY SEWER TO REMAIN

6" HYDRANT ASEMBLY

10' MIN.

EXISTING HYDRANT TO BE RELOCATED

4' Ø DOMESTIC METER PIT

8" TAPPING SLEEVE AND VALVE

PREVIOUSLY APPROVED INSERTA VALVE

SEE SITE LAYOUT PLAN EAST FOR CONTINUATION

NOTE:
ALL BUILDINGS WILL HAVE A COMPLETE SPRINKLER SYSTEM MEETING THE REQUIREMENTS OF NFPA (BUILDING B1 IS EXEMPT FROM THE SPRINKLER REQUIREMENT BECAUSE IT IS NOT CLASSIFIED AS AN ENCLOSED BUILDING)

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE · BEN KENNEDY · No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BEN KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
UTILITY PLAN - WEST

CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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DESIGNED:	BEK	SCALE:	1" = 40'
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FILE NAME:	2982.05-UTILITY		
SHEET	C-6.2		

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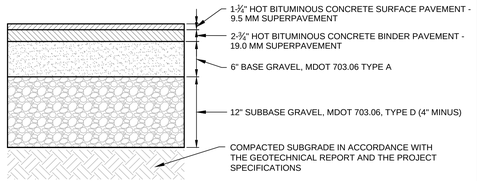
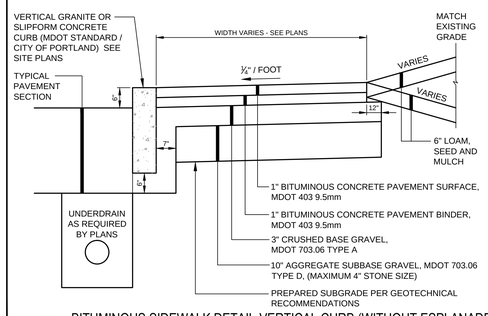
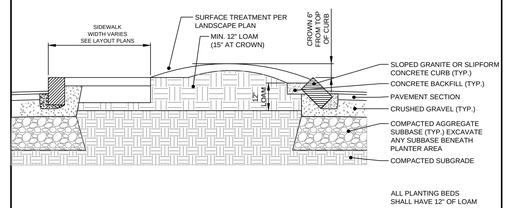


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

A LIGHT DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



E BITUMINOUS SIDEWALK DETAIL-VERTICAL CURB (WITHOUT ESPLANADE)
N.T.S.



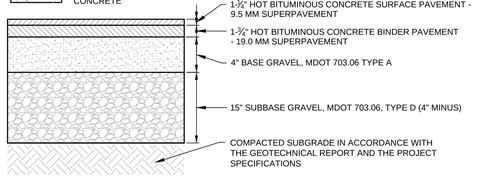
I TYPICAL ISLAND PLANTING BEDS WITH SIDEWALK
N.T.S.

PAVEMENT TYPE IS DEPICTED ON DRAWING C3.5 SURFACE TREATMENT

STANDARD DUTY BITUMINOUS CONCRETE

HEAVY DUTY BITUMINOUS CONCRETE

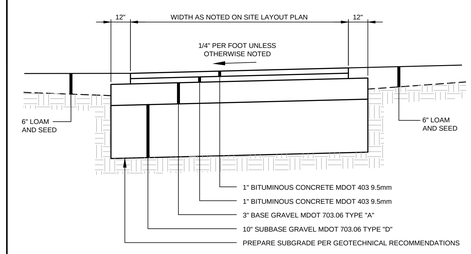
PORTLAND CEMENT CONCRETE



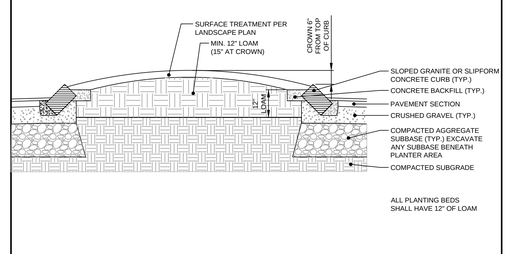
NOTES:
1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND GEOTECHNICAL REPORTS PREPARED BY THE GEOTECHNICAL ENGINEER WHICHEVER IS MORE STRINGENT

NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

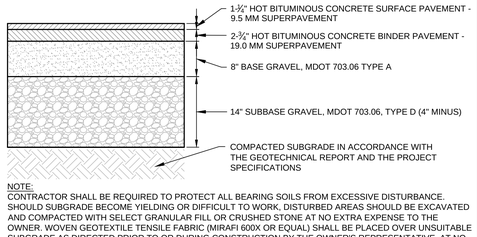
B STANDARD DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



F NON-CURBED AREAS BITUMINOUS SIDEWALK/WALKWAY DETAIL
N.T.S.

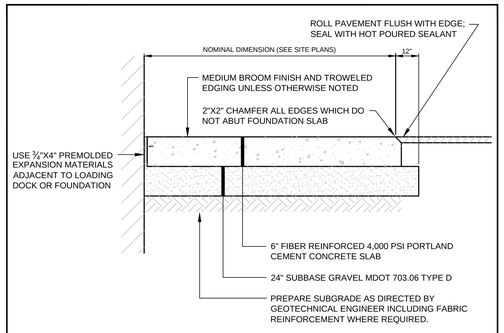


J TYPICAL ISLAND PLANTING BEDS WITHOUT SIDEWALK
N.T.S.

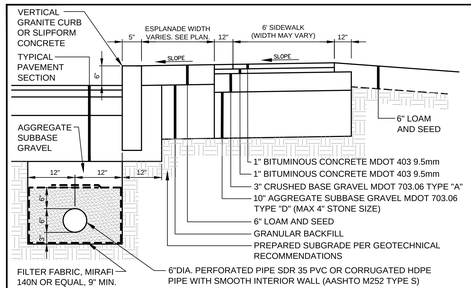


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

C HEAVY DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.

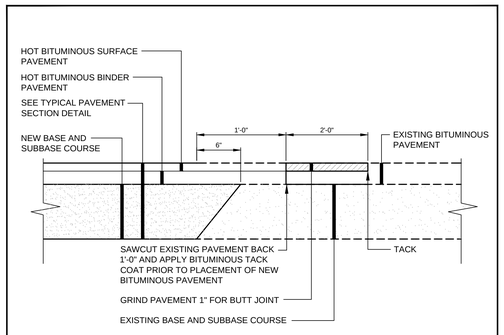


G CONCRETE SLAB DETAIL
N.T.S.



NOTES:
1. UNDERDRAIN REQUIRED WHERE CALLED FOR ON PLANS OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER
2. UNDERDRAIN PIPE ELEVATIONS SHALL BE AT LEAST 42" BELOW GUTTER GRADE
3. PERFORATIONS IN UNDERDRAIN SHALL BE ORIENTATED DOWN

D BITUMINOUS SIDEWALK DETAIL-CURBED AREAS (WITH ESPLANADE)
N.T.S.



H PAVEMENT SAWCUT DETAIL
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

BO KENNEDY
P.E. #11994

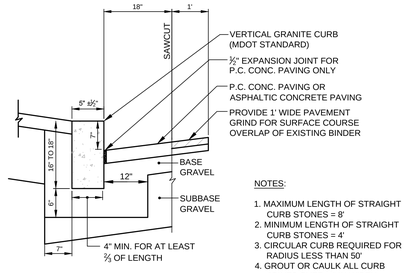
PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
PAVEMENT SECTIONS AND SIDEWALK DETAILS

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

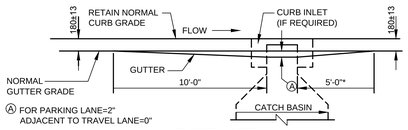
DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	AS NOTED
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.0		



NOTES:

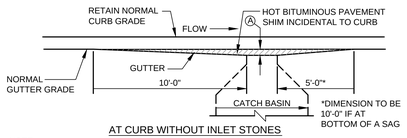
1. MAXIMUM LENGTH OF STRAIGHT CURB STONES = 8'
2. MINIMUM LENGTH OF STRAIGHT CURB STONES = 4'
3. CIRCULAR CURB REQUIRED FOR RADIUS LESS THAN 50'
4. GROUT OR CAULK ALL CURB JOINTS OVER ½" IN WIDTH. INSTALL STRIP OF FILTER FABRIC BEHIND EACH CURB JOINT.

A VERTICAL GRANITE CURB DETAIL
N.T.S.



A FOR PARKING LANE=2"
ADJACENT TO TRAVEL LANE=0"

AT CURB INLETS

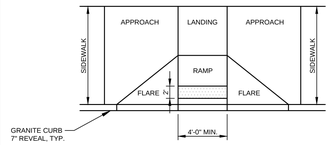


*DIMENSION TO BE
10'-0" IF AT
BOTTOM OF A SAG

AT CURB WITHOUT INLET STONES

NOTE:
GRATES SHALL BE INSTALLED ON GRADIENT OF THE GUTTER AND BE DEPRESSED 50mm BELOW THE NORMAL GUTTER GRADE UNLESS THIS DEPRESSION INTERFERES WITH TRAFFIC.

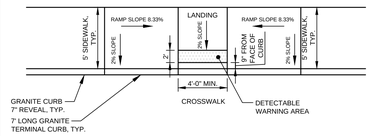
D GUTTER GRADE TRANSITION AT CATCH BASIN
N.T.S.



NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.

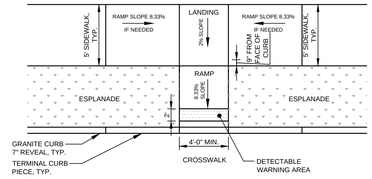
DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	8.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	8.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	-
SIDEWALK	MATCH STREET GRADE	2%

PERPENDICULAR ADA RAMP LAYOUT FOR
WIDE SIDEWALK WITH NO ESPLANDE



NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

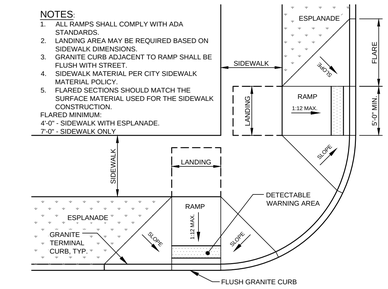
PARALLEL SIDEWALK RAMP LAYOUT FOR
NARROW SIDEWALK WITH NO ESPLANDE



NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR ADA RAMP LAYOUT FOR
NARROW SIDEWALK WITH ESPLANDE

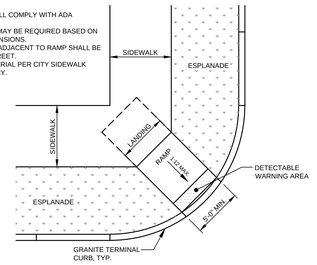
F BARRIER FREE RAMP DETAILS
N.T.S.



NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.
3. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
5. FLARED SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

FLARED MINIMUM.
4'-0" - SIDEWALK WITH ESPLANADE.
7'-0" - SIDEWALK ONLY

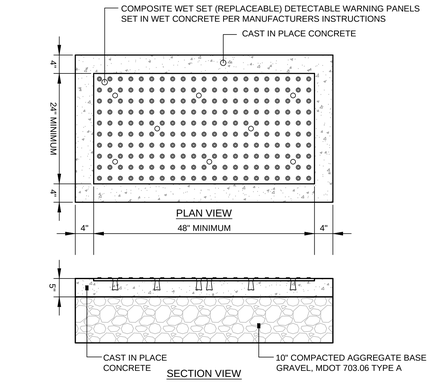
PREFERRED SIDEWALK RAMP AT INTERSECTION



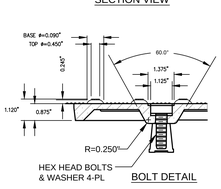
NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.
3. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

DIAGONAL SIDEWALK RAMP LAYOUT AT INTERSECTION FOR
SIDEWALK WITH ESPLANADE (REQUIRES WAIVER)

NOTE:
1. RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA).
2. ALL RAMPS WITHIN THE CITY OF PORTLAND RIGHT-OF-WAY (SEWALL STREET AND THOMPSON POINT CONNECTOR ROAD) SHALL HAVE DETECTABLE WARNINGS THE FULL DEPTH AND WIDTH OF THE RAMP PER SECTION 4.29 OF THE ADA. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES A DIAMETER OF 0.90 INCHES, A HEIGHT OF NOMINAL 0.20 INCHES AND A SPACING OF 2.35 INCHES CENTER TO CENTER. THESE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
3. A TACTILE WARNING STRIP IS REQUIRED WHERE RAMP ABUTS AREA USED BY MOTORIZED VEHICLES.
4. ALL TACTILE WARNING STRIPS SHALL BE SET PERPENDICULAR TO DIRECTION OF CROSS WALK.



SECTION VIEW

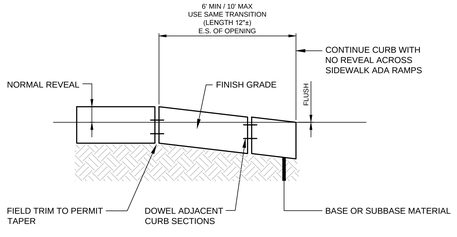


BOLT DETAIL

NOTES:
1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI.THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I-7A AND TECHNICAL MANUAL SECTION 1.8.4.), FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

B DETECTABLE WARNING PAVER DETAIL
N.T.S.

E SLIPFORM CONCRETE CURB DETAIL - SLOPED MOLD
N.T.S.



C SLOPE OF GRANITE CURB AT ADA RAMPS AND DRIVEWAYS
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

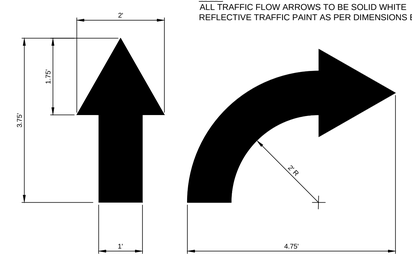
PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
CURBING AND SIDEWALK DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

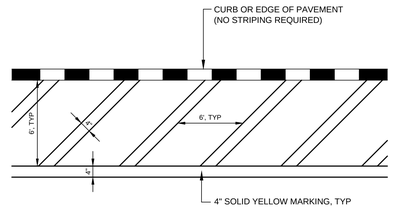
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	AS NOTED
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.1		



NOTE:
ALL TRAFFIC FLOW ARROWS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS BELOW

A TRAFFIC FLOW ARROW DETAIL
N.T.S.



NOTE:
USE CHEVRONS 3'-0" OUT FROM CURB WITH DIAGONALS AT 4'-0" SPACING TO DESIGNATE FIRE LANE IN RESIGNATED DROP-OFF AREAS.

E CHEVRON STRIPING DETAIL
N.T.S.

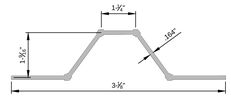
LENGTH: AS REQUIRED

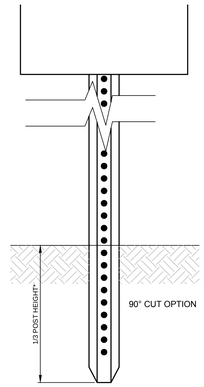
WEIGHT PER LINEAR FOOT: 2.50 LBS. MIN.

HOLES: ⅜" DIAMETER, 1" C-C FULL LENGTH

STEEL: SHALL CONFORM TO ASTM A-499 (GRADE 60) OR ASSTM A-576 (GRADE 1070 - 1080)

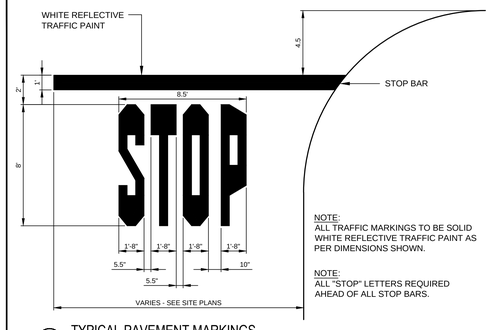
FINISH: SHALL BE PAINTED WITH TWO COATS OF AN APPROVED MEDIUM GREEN BAKED ON OR AIR DRIED, PAINT OF WEATHER RESISTANT QUALITY. ALL FABRICATION SHALL BE COMPLETE BEFORE PAINTING.





* IN LEDGE DRILL & GROUT TO A MIN. OF 2'

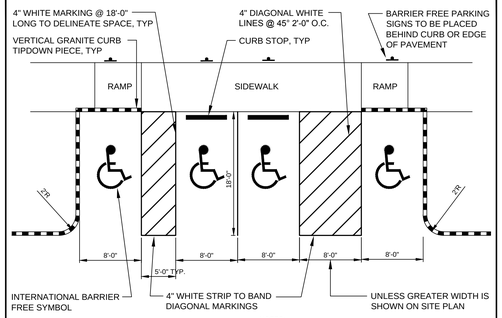
I SIGN POST
N.T.S.



NOTE:
ALL TRAFFIC MARKINGS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS SHOWN.

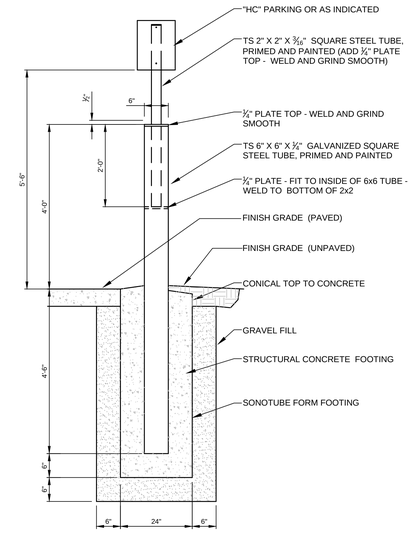
NOTE:
ALL "STOP" LETTERS REQUIRED AHEAD OF ALL STOP BARS.

B TYPICAL PAVEMENT MARKINGS
N.T.S.

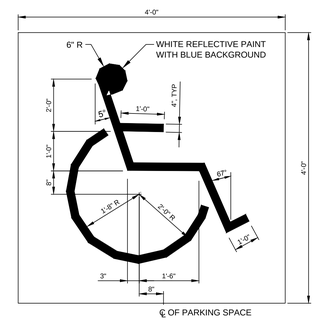


F ADA PARKING LOT STRIPING
N.T.S.

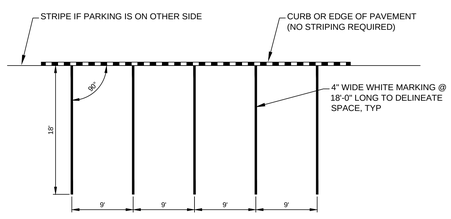
NOTES:
1. ONE IN EIGHT BARRIER FREE SPACES MUST BE VAN ASSESSABLE. THIS HAS BEEN PROVIDED FOR ON THE SITE LAYOUT PLAN.
2. BARRIER FREE GRAPHIC SYMBOL (PAINTED WHITE) TO BE CENTERED IN PARKING STALL. SYMBOL TO BE PAINTED ON BLUE NON-SKID BACKGROUND.



J BARRIER FREE PARKING SIGN
N.T.S.



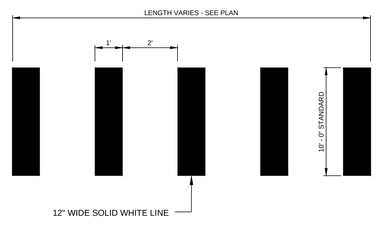
C INTERNATIONAL BARRIER FREE SYMBOL
N.T.S.



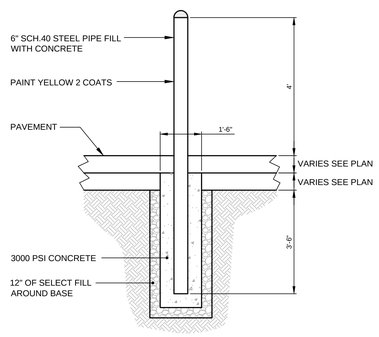
WHEN PARKING IS ON CURVE THE NARROWEST PORTION OF THE PARKING STALL SHALL MEET THE WIDTH SHOWN.

NOTE:
COMPACT PARKING STALLS SHALL BE STRIPED AT 8' WIDE BY 15' OR 18' DEEP - SEE SITE PLANS FOR LAYOUT OF COMPACT SPACES

G STANDARD PARKING STALL STRIPING
N.T.S.



D CROSSWALK STRIPING DETAIL
N.T.S.



H GUARD POST/BOLLARD DETAIL
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

BEK KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

P.E. BETH KENNEDY
LIC. #11994

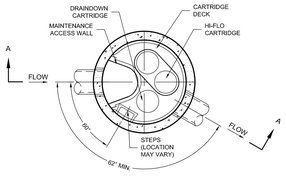
PROJECT:
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
PARKING AND TRAFFIC
CONTROL DETAILS

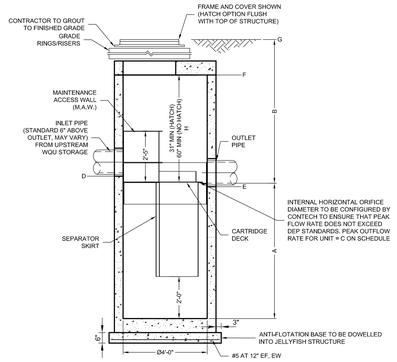
CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

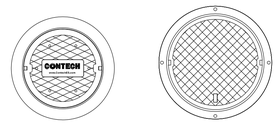
DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.2		



PLAN VIEW



SECTION A-A



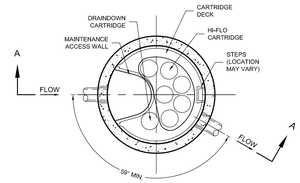
FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

HATCH
(Ø36" CAST INTO SLAB)
N.T.S.

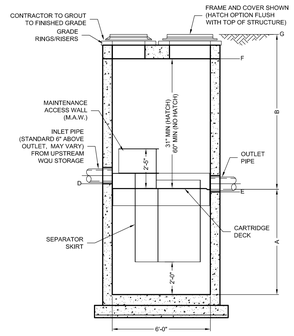
JELLYFISH DESIGN NOTES				
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. Ø48" MANHOLE JELLYFISH PEAK TREATMENT CAPACITY IS 0.45 CFS. IF THE SITE CONDITIONS EXCEED 0.45 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.				
CARTRIDGE SELECTION				
CARTRIDGE DEPTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-0"	5'-3"	4'-2"	3'-2"
FLOW RATE HIGH-FLO / DRAINDOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.09 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAINDOWN	2 / 1			

THIS PROJECT

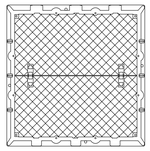
Ⓐ JELLYFISH JF4 STANDARD DETAIL OFFLINE CONFIGURATION
N.T.S.



PLAN VIEW



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



HATCH
(48" x 48" CAST INTO SLAB)
N.T.S.

JELLYFISH DESIGN NOTES				
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. 072" MANHOLE JELLYFISH PEAK TREATMENT CAPACITY IS 1.16 CFS. IF THE SITE CONDITIONS EXCEED 1.16 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.				
CARTRIDGE SELECTION				
CARTRIDGE DEPTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-0"	5'-3"	4'-2"	3'-2"
FLOW RATE HIGH-FLO / DRAINDOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.09 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAINDOWN	6 / 1			

THIS PROJECT

Ⓑ JELLYFISH JF6 STANDARD DETAIL OFFLINE CONFIGURATION
N.T.S.

Jellyfish Unit Schedule							
Schedule ID	Stormwater Discharge Zones						
Schedule	B	C	D	D-2	D-3	E	F
A-Outlet Inv. to Bottom of Structure (ft)	6.42	6.42	6.42	6.42	6.42	6.42	6.42
B-Finished Grade to Outlet Inv.	5.55	6.31	6.98	5.43	6.98	5.34	5.98
C-Required Outflow (cfs)	0.037	0.075	0.17	0.025	0.17	0.062	0.11
D-Inlet Inv. From Water Quality Storage	11.2	11.39	10.52	10.57	10.52	13.66	10.52
E-Outlet Inv.	10.7	10.89	10.02	10.07	10.02	13.16	10.02
F-Underside of Slab	14.58	15.53	15.33	13.83	15.33	16.83	14.33
G-Rim Elevation	16.25	17.2	17	15.5	17	18.5	16
H-Underside of Slab to Outlet Inv. (ft)	3.88	4.64	5.31	3.76	5.31	3.67	4.31
Hatch Required?	YES	YES	NO	YES	NO	YES	YES

ZONE B DATA REQUIREMENTS

STRUCTURE ID			B
WATER QUALITY FLOW RATE (cfs)			0.37
PEAK FLOW RATE (cfs)			3.16
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			1 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	12"
RIM ELEVATION			16.25
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	0.5'	12.47'	

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

ZONE C DATA REQUIREMENTS

STRUCTURE ID			C
WATER QUALITY FLOW RATE (cfs)			0.75
PEAK FLOW RATE (cfs)			7.59
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			2 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	24"
RIM ELEVATION			17.20
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	0.5'	13.23'	

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

ZONE D-1 DATA REQUIREMENTS

STRUCTURE ID			D1
WATER QUALITY FLOW RATE (cfs)			0.17
PEAK FLOW RATE (cfs)			17.37
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			6 / 5
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	36"
RIM ELEVATION			17.00
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	1'	13.75	

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

ZONE D-2 DATA REQUIREMENTS

STRUCTURE ID			D2
WATER QUALITY FLOW RATE (cfs)			0.025
PEAK FLOW RATE (cfs)			2.71
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			11
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	12"
RIM ELEVATION			15.50
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	0.5'	12.35'	

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

ZONE D-3 DATA REQUIREMENTS

STRUCTURE ID			D-3
WATER QUALITY FLOW RATE (cfs)			0.75
PEAK FLOW RATE (cfs)			7.59
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			2 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	24"
RIM ELEVATION			17.20
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	0.5'	13.23'	

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

ZONE E DATA REQUIREMENTS

STRUCTURE ID			E
WATER QUALITY FLOW RATE (cfs)			0.062
PEAK FLOW RATE (cfs)			5.51
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			2 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	18"
RIM ELEVATION			18.50
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	0.5'	12.08'	

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

ZONE F DATA REQUIREMENTS

STRUCTURE ID			F
WATER QUALITY FLOW RATE (cfs)			0.11
PEAK FLOW RATE (cfs)			11.21
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			4 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	36"
RIM ELEVATION			16.00
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	1'	12.40	

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — LEO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOETHEL KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

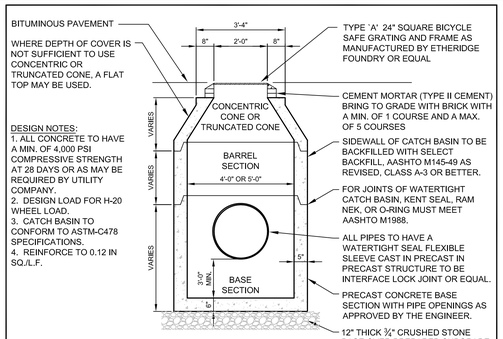
SHEET TITLE
STORMWATER DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

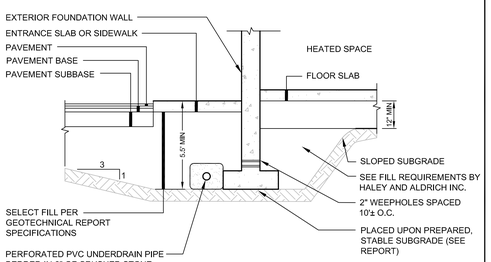
FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	AS NOTED
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		

SHEET C-7.3

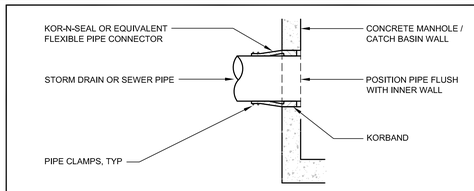


A 4'-0" OR 5'-0" PRECAST CATCH BASIN
N.T.S.



NOTE:
ALL BUILDING FOUNDATIONS SUBJECT TO GEOTECHNICAL RECOMMENDATIONS

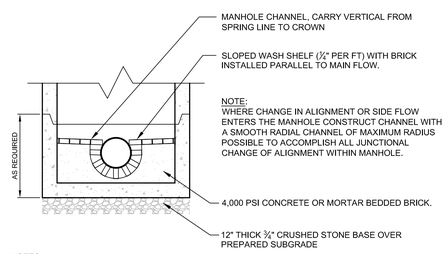
B BUILDING UNDERDRAIN DETAIL
N.T.S.



NOTES:
1. A FLEXIBLE PIPE TO MANHOLE CONNECTOR SHALL BE EMPLOYED IN THE CONNECTION OF ALL PIPE TO MANHOLE JUNCTIONS.
2. THE CONNECTOR SHALL BE KOR-N-SEAL AS MANUFACTURED BY NPC SYSTEMS, INC., OF MILFORD, NH OR EQUAL.
3. THE CONNECTOR SHALL BE THE SOLE ELEMENT RELIED ON TO ASSURE A FLEXIBLE WATERTIGHT SEAL OF THE PIPE TO MANHOLE. NO ADHESIVES OR LUBRICANTS SHALL BE EMPLOYED IN THE INSTALLATION OF THE CONNECTOR TO THE MANHOLE. THE RUBBER FOR THE CONNECTOR SHALL COMPLY TO ASTM C443 AND ASTM C923 AND CONSIST OF EPDM AND ELASTOMERS KNOWN TO BE RESISTANT TO OZONE, WEATHER ELEMENTS, CHEMICALS, INCLUDING ACIDS, ALKALIS, ANIMAL AND VEGETABLE FATS, OILS AND PETROLEUM PRODUCTS FROM SPILLS.
4. ALL STAINLESS STEEL ELEMENTS OF THE CONNECTOR SHALL BE TOTALLY NON-MAGNETIC SERIES 304 STAINLESS, EXCLUDING THE WORM SCREW USED FOR TIGHTENING THE STEEL BAND AROUND THE PIPE WHICH SHALL BE SERIES 305 STAINLESS. THE WORM SCREW USED FOR TIGHTENING THE STEEL BAND SHALL BE TORQUED BY A BREAK-AWAY TORQUE WRENCH AVAILABLE FROM THE PRECAST MANHOLE SUPPLIER, AND SET AT 60/70 in/lbs.,
5. THE CONNECTOR SHALL BE INSTALLED IN THE MANHOLE WALL BY ACTIVATING THE EXPANDING MECHANISM IN STRICT ACCORDANCE WITH THE RECOMMENDATION OF THE CONNECTOR MANUFACTURER.
6. THE CONNECTOR SHALL BE OF A SIZE SPECIFICALLY DESIGNED FOR THE PIPE MATERIAL AND SIZE BEING UTILIZED ON THE PROJECT.
7. ALL CONNECTORS WHICH ARE CAPPED AWAITING PIPE INSTALLATION AT A LATER DATE MUST BE RESTRAINED.

E PIPE CONNECTION TO PRECAST CONCRETE SANITARY SEWER AND STORM DRAINAGE STRUCTURE
N.T.S.

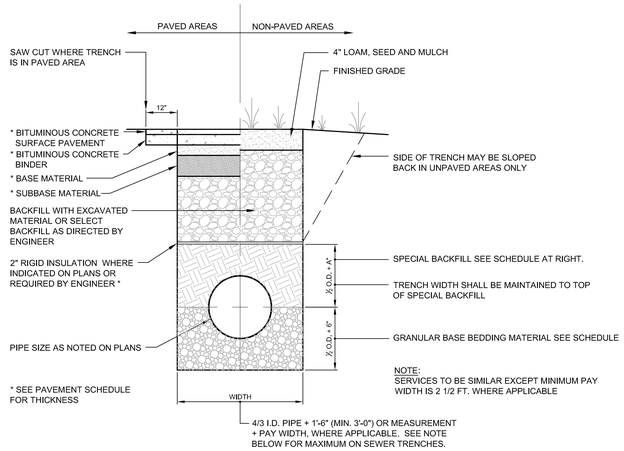
NOTE:
MANHOLE TEST TO BE ACCOMPLISHED AFTER CHANNEL INSTALLATION IS COMPLETE.



NOTE:
WHERE CHANGE IN ALIGNMENT OR SIDE FLOW ENTERS THE MANHOLE CONSTRUCT CHANNEL WITH A SMOOTH RADIAL CHANNEL OF MAXIMUM RADIUS POSSIBLE TO ACCOMPLISH ALL JUNCTIONAL CHANGE OF ALIGNMENT WITHIN MANHOLE.

NOTES:
1. BRICK CHANNEL TO BE AASHTO M-91-42 GRADE AS SEWER BRICK OR, IF APPROVED BY ENGINEER, A PREFABRICATED FIBERLINER 2000 CHANNEL, AS MANUFACTURED BY GDT, INC. ESSEX, CT OR EQUAL MAY BE USED.
2. SLOPE CHANNEL DOWN FROM INLET TO OUTLET.
3. TOOL ALL JOINTS IN CHANNEL AND ON TABLE.

F STORM AND SANITARY MANHOLE CHANNEL DETAIL
N.T.S.



NOTE:
SERVICES TO BE SIMILAR EXCEPT MINIMUM PAY WIDTH IS 2 1/2 FT. WHERE APPLICABLE

SCHEDULE OF BASE BACKFILL FOR NON-SANITARY INSTALLATIONS

TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
CONCRETE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	12	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC OR CORRUGATED POLYETHYLENE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
CMP	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	GRANULAR AASHTO M145-49 A-3 OR BETTER	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

SCHEDULE OF BASE BACKFILL FOR SANITARY INSTALLATIONS

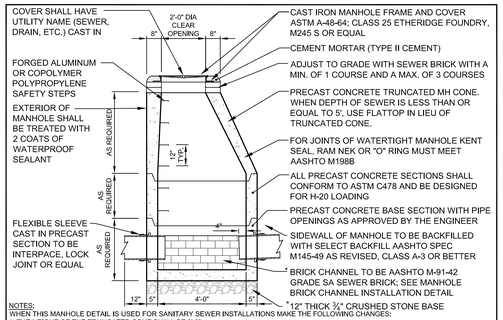
TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
PVC PRESSURE	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC GRAVITY	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

MAXIMUM ALLOWABLE TRENCH WIDTHS FOR SEWERS

PIPE SIZE 10" OR LESS	MAXIMUM WIDTH
12 TO 15	4'-0"
18	4'-6"
24	5'-6"
30	6'-0"
36	6'-9"
42	7'-3"
48	8'-0"

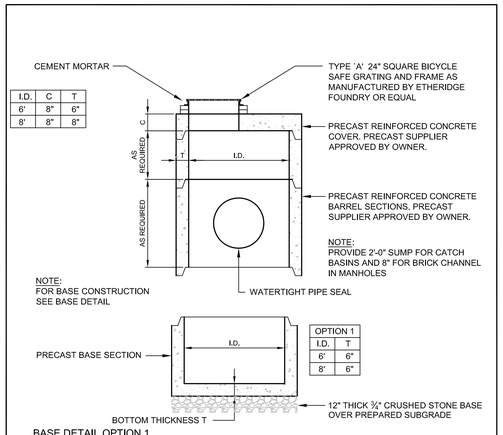
SHEETING, IF REQUIRED, SHALL BE CUT OFF 2'-0" BELOW FINISH GRADE.

H TYPICAL SEWER, WATER MAIN, AND STORM DRAIN TRENCH SECTION
N.T.S.



NOTES:
WHEN THIS MANHOLE DETAIL IS USED FOR SANITARY SEWER INSTALLATIONS MAKE THE FOLLOWING CHANGES:
1. THE HEIGHT OF THE TRUNCATED CONE SHALL BE 2'-0"
2. A POLYFROST BARRIER CONSISTING OF A MIN. OF 4 LAYERS, (EACH 6 MIL) SHALL BE PLACED AROUND THE STRUCTURE FROM THE SURFACE TO 5'-) MIN. BELOW GRADE.
3. THE BACKFILL AROUND THE MANHOLE SHALL BE COMPACTED GRAVEL, A MIN. OF 24" OUTSIDE THE STRUCTURE.
4. THE CASTING SHALL BE GASKETED.

C 4'-0" PRECAST SANITARY SEWER AND STORM DRAIN MANHOLE
N.T.S.



I.D.	C	T
6'	8"	6"
8'	8"	8"

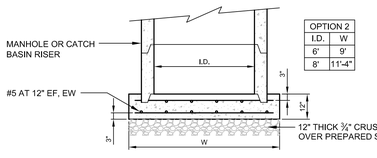
NOTE:
PROVIDE 2'-0" SUMP FOR CATCH BASINS AND 8" FOR BRICK CHANNEL IN MANHOLES

NOTE:
FOR BASE CONSTRUCTION SEE BASE DETAIL

OPTION 1	
I.D.	T
6'	6"
8'	6"

BASE DETAIL OPTION 1

NOTE:
THE CONTRACTOR SHALL USE BASE OPTION 2 UNLESS ANTIFLOATATION COMPUTATIONS ARE PROVIDED BY THE CONTRACTOR DEMONSTRATING OPTION 1 CAN BE USED AT THIS SITE. APPROVAL IS SUBJECT TO APPROVAL OF THE ENGINEER.

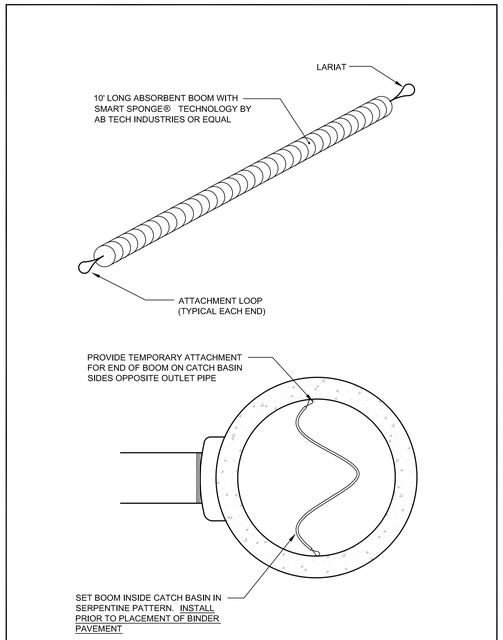


OPTION 2	
I.D.	W
6'	9'
8'	11'-4"

BASE DETAIL OPTION 2

DESIGN NOTES
1. ALL CONCRETE TO HAVE A MIN. 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
2. DESIGN FOR H-20 WHEEL LOADING
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS
4. REINFORCE TO .12 IN. SQ./L.F.

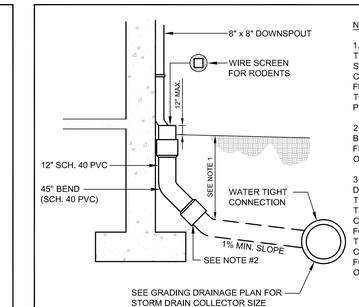
LARGE DIAMETER
G STORM DRAIN MANHOLE & CATCH BASIN WITH FLAT TOP
N.T.S.



PLAN VIEW LOOKING INTO CATCH BASIN

NOTES:
1. REQUIRED FOR ALL CATCH BASINS WHICH RECEIVE RUNOFF FROM PAVED AREAS.
2. REFER TO EROSION CONTROL REPORT FOR ADDITIONAL INFORMATION.
3. CONTRACTOR MAY SELECT OTHER TYPE OF EQUIVALENT OIL ABSORBENT PRODUCTS.
4. SUBMITTALS ARE REQUIRED FOR THESE ITEMS.

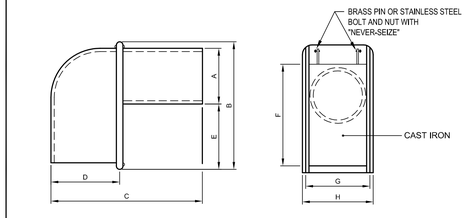
I TEMPORARY WATER QUALITY MEASURE INSIDE OF CATCH BASINS
N.T.S.



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

NOTE:
ARCHITECT MAY ELECT TO USE INTERNAL ROOF DRAINS - REFER TO ARCHITECTURAL PLANS

J ROOF DRAIN DETAIL
N.T.S.



NOTES:
1. BOLT AND NUT REQUIRED WHERE HOOD WILL NOT OPEN COMPLETELY
2. CASCO TRAP REQUIRED FOR ALL CATCH BASIN OUTLETS 15" DIAMETER OR LESS

D CASCO TRAP DETAIL
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BEN KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BEN KENNEDY
LIC. #11994

PROJECT:
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORMWATER AND SANITARY SEWER DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

FST ISO 14001

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.4		

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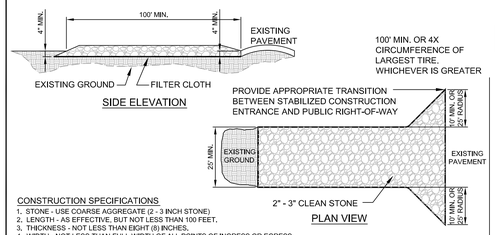
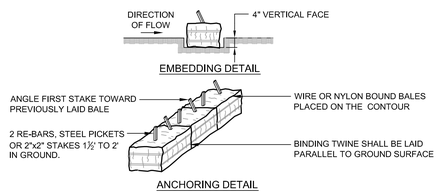


CONSTRUCTION SPECIFICATIONS

1. STONE - USE COARSE AGGREGATE (2 - 3 INCH STONE)
2. LENGTH - AS EFFECTIVE, BUT NOT LESS THAN 100 FEET.
3. THICKNESS - NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
5. WASHING - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
6. MAINTENANCE - THE ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
7. 12' X 24' METAL GRATE MAY BE USED. GRATE SHALL BE 25' AWAY FROM PAVEMENT AND APPROPRIATE SEDIMENT CONTROL TRAPPING DEVICE SHALL BE USED AT GRATE OUTLET POINT.

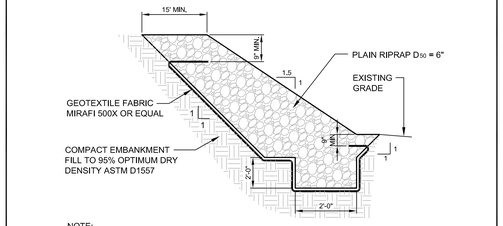
A STABILIZED CONSTRUCTION ENTRANCE
N.T.S.



CONSTRUCTION SPECIFICATIONS

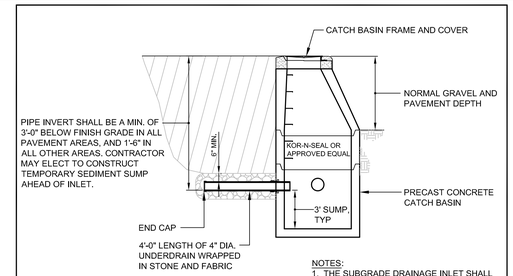
1. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4".
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR RE-BARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
4. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

E STRAW OR HAY BALE BARRIER
N.T.S.



NOTE:
INSTALL RIPRAP SLOPE PROTECTION AS DIRECTED BY THE OWNER'S REPRESENTATIVE OR GEOTECHNICAL ENGINEER IF REQUIRED, DUE TO DISCOVERED FIELD CONDITIONS, AT NO EXTRA EXPENSE TO THE OWNER.

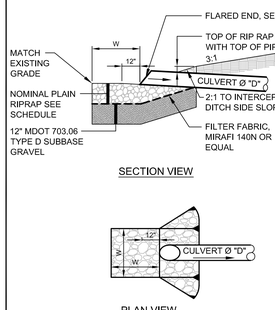
H RIPRAP SLOPE PROTECTION DETAIL
N.T.S.



NOTES:
1. THE SUBGRADE DRAINAGE INLET SHALL BE USED TO PROVIDE SITE DRAINAGE UNTIL SUBBASE GRAVEL OR LOAM IS PLACED.

2. THIS INLET DRAIN IS REQUIRED FOR ALL CATCH BASINS OF 4'-0" DIA. OR GREATER ON THE PROJECT UNLESS CONNECTED TO PERFORATED STORM DRAIN.

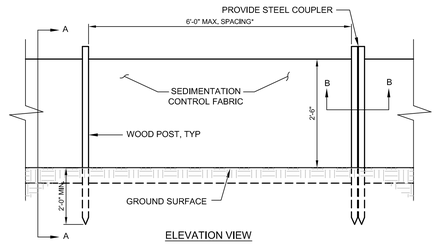
L INLET SUBGRADE DRAINAGE SWALE
N.T.S.



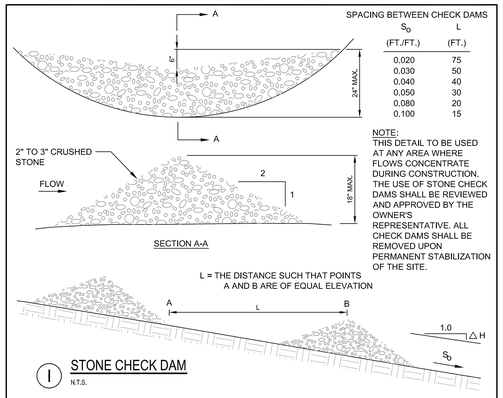
SCHEDULE				
CULVERT DIAMETER (D)	WIDTH (W)	STONE D_{50}	RIPRAP THICKNESS
12"	2'	6"	14"
15"	4'	6"	14"
18"	4'	6"	14"
24"	6'	6"	14"
36"	8'	12"	27"
42"	10'	12"	27"
48"	12'	12"	27"

NOTE:
RIPRAP GRADATION AND PLACEMENT - THE RIPRAP GRADATION SHALL BE A WELL-GRADED MIX FROM ABOUT 1.5 TIMES THE D SIZE TO ABOUT 25 PERCENT OF THE D SIZE. THE RIPRAP STONES SHALL BE CAREFULLY PLACED WORKING FROM THE TOE OF THE SLOPE UPWARD. THE STONES SHOULD BE LOWERED TO THE SLOPE AND NOT BE ALLOWED TO DROP MORE THAN 12 INCHES ONTO THE GEOTEXTILE. THE FINISHED SURFACE SHALL BE A RELATIVELY SMOOTH UNIFORMLY SLOPED SURFACE.

B PIPE/CULVERT INLET APRON
N.T.S.



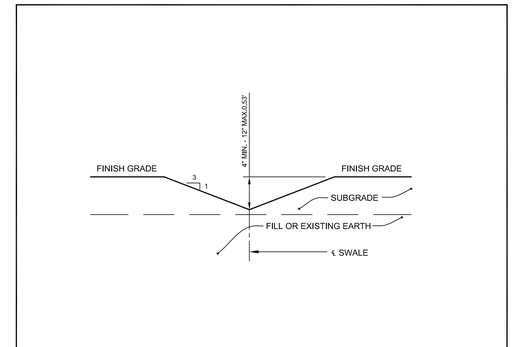
*NOTE:
THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6' UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".



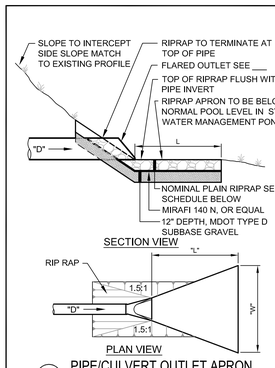
SPACING BETWEEN CHECK DAMS	
S_D (FT./FT.)	L (FT.)
0.020	75
0.030	50
0.040	40
0.050	30
0.080	20
0.100	15

NOTE:
THIS DETAIL TO BE USED AT ANY AREA WHERE FLOWS CONCENTRATE DURING CONSTRUCTION. THE USE OF STONE CHECK DAMS SHALL BE REVIEWED AND APPROVED BY THE OWNER'S REPRESENTATIVE. ALL CHECK DAMS SHALL BE REMOVED UPON PERMANENT STABILIZATION OF THE SITE.

I STONE CHECK DAM
N.T.S.



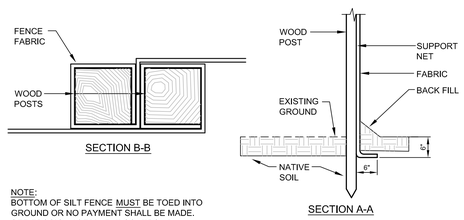
M TYPICAL TEMPORARY DRAINAGE SWALE DETAIL
N.T.S.



SCHEDULE				
CULVERT DIAMETER (D)	WIDTH (W)	LENGTH (L)	STONE D_{50}	RIPRAP THICKNESS
12"	8'	10'	6"	14"
15"	8'	10'	6"	14"
18"	10'	14'	6"	14"
24"	12'	16'	9"	21"
30"	12'	16'	12"	27"
36"	20'	24'	12"	27"
42"	24'	26'	12"	27"
48"	28'	32'	12"	27"

NOTE:
RIPRAP GRADATION AND PLACEMENT - THE RIPRAP GRADATION SHALL BE A WELL-GRADED MIX FROM ABOUT 1.5 TIMES THE D SIZE TO ABOUT 25 PERCENT OF THE D SIZE. THE RIPRAP STONES SHALL BE CAREFULLY PLACED WORKING FROM THE TOE OF THE SLOPE UPWARD. THE STONES SHOULD BE LOWERED TO THE SLOPE AND NOT BE ALLOWED TO DROP MORE THAN 12 INCHES ONTO THE GEOTEXTILE. THE FINISHED SURFACE SHALL BE A RELATIVELY SMOOTH UNIFORMLY SLOPED SURFACE.

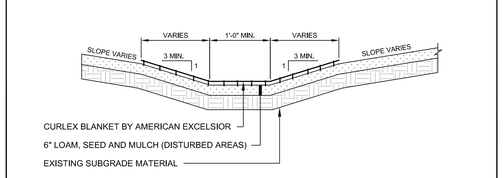
C PIPE/CULVERT OUTLET APRON
N.T.S.



NOTE:
BOTTOM OF SILT FENCE MUST BE TOED INTO GROUND OR NO PAYMENT SHALL BE MADE. SEE EROSION / SEDIMENT CONTROL PLAN DRAWINGS FOR SILT FENCE INSTALLATION SCHEDULE.

F SILTATION FENCE DETAIL
N.T.S.

NOTE:
REFER TO GRADING PLAN FOR DITCH WIDTH AND SIDE SLOPES.



J VEGETATED DRAINAGE SWALE
N.T.S.

SILTSAC®
SPECIFICATIONS

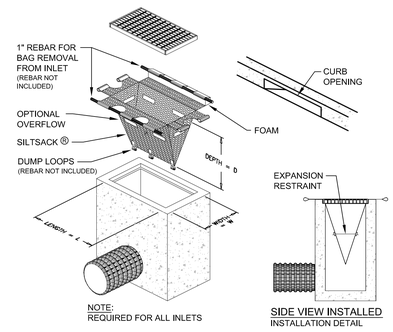
NOTE:
THE SILTSAC® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS.

REGULAR FLOW SILTSACK®
(FOR SIDE SLOPE USE)
(FOR AREAS OF LOW TO MODERATE PRECIPITATION AND RUN-OFF)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	800 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4355	80%
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC -1

HI-FLOW SILTSACK®
(FOR USE IN LOW POINTS/SAGS)
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

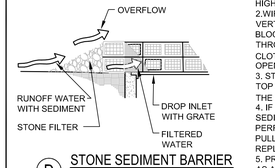
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90%
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



NOTE:
REQUIRED FOR ALL INLETS

SIDE VIEW INSTALLED
INSTALLATION DETAIL

N SILTSACK® DETAIL AND SPECIFICATIONS
N.T.S.



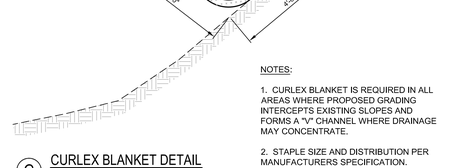
SPECIFIC APPLICATION

THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE HEAVY FLOWS ARE EXPECTED AND WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE.

NOTES:

1. PLACE CONCRETE BLOCKS LENGTHWISE ON THEIR SIDES IN A SINGLE ROW AROUND THE PERIMETER OF THE INLET, WITH THE ENDS OF ADJACENT BLOCKS ABUTTING. THE HEIGHT OF THE BARRIER CAN BE VARIED, DEPENDING ON DESIGN NEEDS, BY STACKING COMBINATIONS OF 4", 8" AND 12" WIDE BLOCKS. THE BARRIER OF BLOCKS SHALL BE AT LEAST 12 INCHES HIGH, AND NO GREATER THAN 24" HIGH.
2. WIRE MESH SHALL BE PLACED OVER THE OUTSIDE VERTICAL FACE (WEBBING) OF THE CONCRETE BLOCKS TO PREVENT STONE FROM BEING WASHED THROUGH THE HOLES IN THE BLOCKS. HARDWARE CLOTH OR COMPARABLE WIRE MESH WITH ½" OPENINGS SHALL BE USED.
3. STONE SHALL BE PILED AGAINST THE WIRE TO THE TOP OF THE BLOCK BARRIER, AS SHOWN IN DETAIL. THE STONE FILTER SHALL BE ½" CRUSHED STONE.
4. IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT SO THAT IT NO LONGER ADEQUATELY PERFORMS ITS FUNCTION, THE STONE MUST BE PULLED AWAY FROM THE BLOCKS, CLEANED AND REPLACED.
5. PREMANUFACTURED SILT-SACKS ™ MAY BE USED AS AN EQUIVALENT TO STONE SEDIMENT BARRIERS.

D STONE SEDIMENT BARRIER
N.T.S.

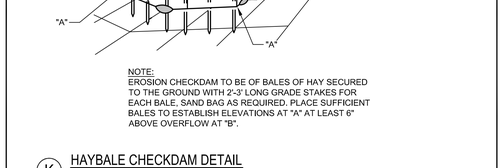


NOTES:

1. CURLEX BLANKET IS REQUIRED IN ALL AREAS WHERE PROPOSED GRADING INTERCEPTS EXISTING SLOPES AND FORMS A "V" CHANNEL WHERE DRAINAGE MAY CONCENTRATE.

2. STAPLE SIZE AND DISTRIBUTION PER MANUFACTURERS SPECIFICATION.

G CURLEX BLANKET DETAIL
N.T.S.



NOTE:
EROSION CHECKDAM TO BE OF BALES OF HAY SECURED TO THE GROUND WITH 2'-3' LONG GRADE STAKES FOR EACH BALE, SAND BAG AS REQUIRED. PLACE SUFFICIENT BALES TO ESTABLISH ELEVATIONS AT "A" AT LEAST 6" ABOVE OVERFLOW AT "B".

K HAYBALE CHECKDAM DETAIL
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BOB KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOB KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
EROSION AND SEDIMENT CONTROL DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.5		

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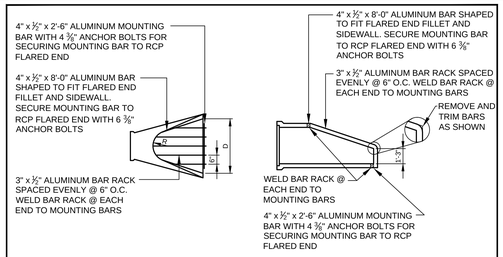


DIA.	A	B	C	D	E	R
18"	9"	2'-3"	3'-10"	3'-0"	2½"	11"
24"	9½"	3'-7½"	2'-6"	4'-0"	3"	14"
30"	12"	4'-6"	1'-7½"	5'-0"	3½"	15"
36"	15"	5'-3"	2'-10½"	6'-0"	4"	1'-8"
42"	21"	5'-3"	2'-11"	6'-6"	4½"	22"
48"	24"	6'-0"	2'-2"	7'-0"	5"	22"
54"	27"	5'-5"	2'-11"	7'-6"	5½"	24"
60"	30"	5'-0"	3'-3"	8'-0"	6"	24"

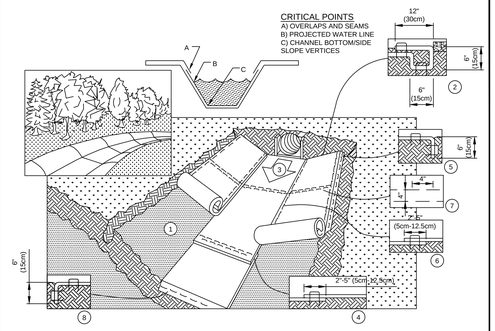
NOTE:
JOINTS MAY BE FURNISHED WITH EITHER BELL AND SPIGOT OR TONGUE AND GROOVE ENDS.

* BAR RACKS ARE ONLY REQUIRED ON PIPES 18" AND OVER IN SIZE.

* USE FIELD MITER FOR CULVERTS WITH A DIAMETER OF LESS THAN 18"

REQUIRED FOR ALL INLETS/OUTLETS FOR PIPE OVER 18" DIAMETER.

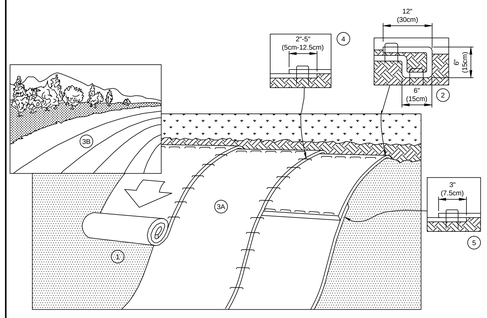
(A) RCP FLARED END WITH BAR RACK DETAIL
N.T.S.



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH WITH APPROXIMATELY 12" (30CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30CM) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30CM) ACROSS THE WIDTH OF THE BLANKET.
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4"-6" (10CM-15CM) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10CM) APART AND 4" (10CM) ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 2"-5" (5CM-12.5CM)(DEPENDING ON BLANKET SIZE) AND STAPLED.
7. IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30' TO 40' (9M-12M) INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10CM) APART AND 4" (10CM) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

NOTE:
* HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.
** IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

EROSION CONTROL BLANKET DETAIL FOR CHANNEL INSTALLATION

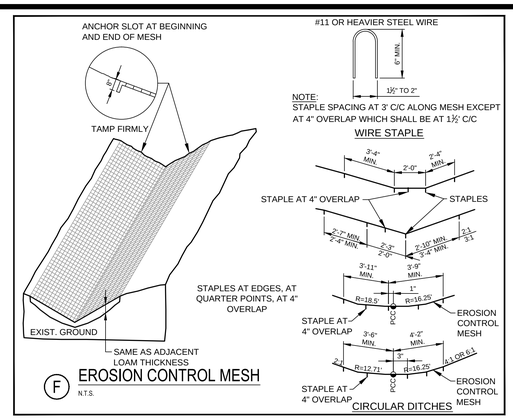


1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF THE BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH THE APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5cm-12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

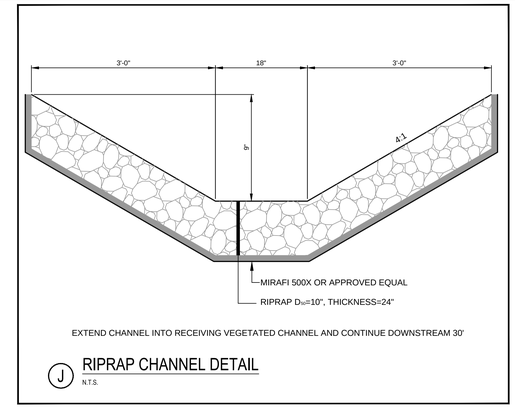
EROSIONAL CONTROL BLANKET DETAIL FOR SLOPE INSTALLATION

(D) EROSION CONTROL BLANKET
N.T.S.

NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAT BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.



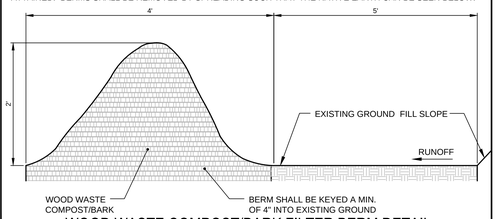
(F) EROSION CONTROL MESH
N.T.S.



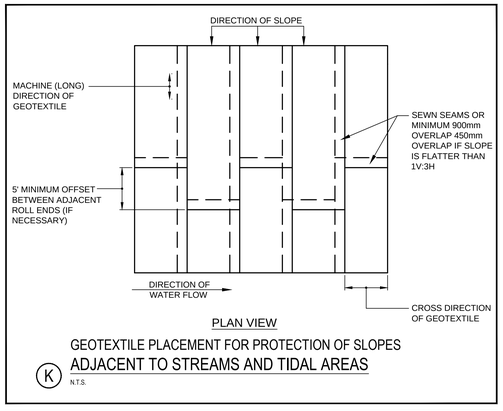
EXTEND CHANNEL INTO RECEIVING VEGETATED CHANNEL AND CONTINUE DOWNSTREAM 30'

(J) RIPRAP CHANNEL DETAIL
N.T.S.

NOTES:
1. THE WOOD WASTE COMPOST/BARK MIX SHALL CONFORM TO THE FOLLOWING STANDARDS:
   A. MOISTURE CONTENT - 30-60%
   B. pH - 5.0-8.0
   C. SCREEN SIZE - 100% LESS THAN 3", MAX. 70% LESS THAN 1"
   D. NO LESS THAN 40% ORGANIC MATERIAL (DRY WEIGHT) BY LOSS OF IGNITION
   F. NO STONES LARGER THAN 2" IN DIAMETER
2. THE COMPOST BERM SHALL BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR.
3. THE WOOD WASTE COMPOST/BARK FILTER BERM MAY BE USED IN LIEU OF SILTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
4. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS COMPLETED OR 70% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED BY SPREADING SUCH THAT THE NATIVE EARTH CAN BE SEEN BELOW.

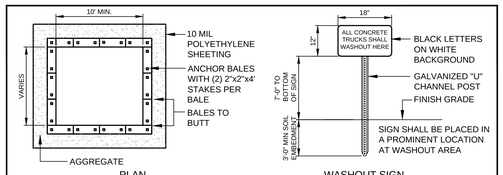


(G) WOOD WASTE COMPOST/BARK FILTER BERM DETAIL
N.T.S.



PLAN VIEW

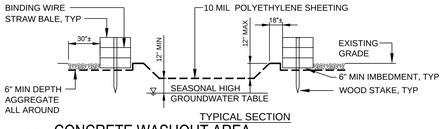
(K) GEOTEXTILE PLACEMENT FOR PROTECTION OF SLOPES ADJACENT TO STREAMS AND TIDAL AREAS
N.T.S.



PLAN

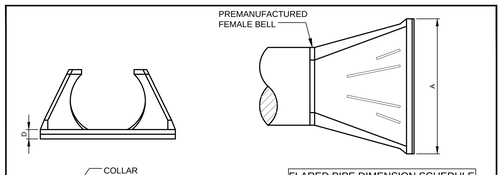
WASHOUT SIGN

NOTES:
1. CONTAINMENT MUST BE STRUCTURALLY SOUND AND LEAK FREE AND CONTAIN ALL LIQUID WASTES.
2. CONTAINMENT DEVICES MUST BE OF SUFFICIENT QUANTITY OR VOLUME TO COMPLETELY CONTAIN THE LIQUID WASTES GENERATED.
3. WASHOUT MUST BE CLEANED OR NEW FACILITIES CONSTRUCTED AND READY TO USE ONCE WASHOUT IS 75% FULL.
4. WASHOUT AREA(S) SHALL BE INSTALLED IN A LOCATION EASILY ACCESSIBLE BY CONCRETE TRUCKS.
5. ONE OR MORE AREAS MAY BE INSTALLED ON THE CONSTRUCTION SITE AND MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
6. AT LEAST WEEKLY REMOVE ACCUMULATION OF SAND AND AGGREGATE AND DISPOSE OF PROPERLY.



TYPICAL SECTION

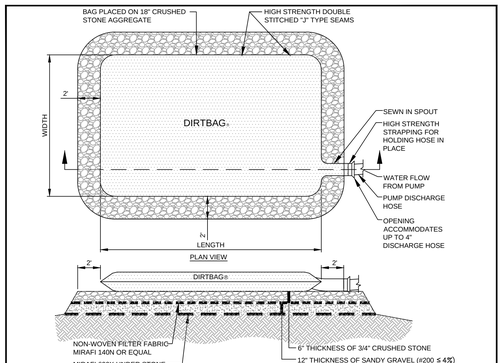
(B) CONCRETE WASHOUT AREA
N.T.S.



FLARED PIPE DIMENSION SCHEDULE			
PIPE DIAMETER			
DIMENSION	10" / 12"	15"	18"
A	42"	41"	49"
B	14.5"	19"	22"
C	33"	34"	43"
D	6"	6"	6"

THE FLARED INLET IS TO BE CONSTRUCTED OF HDPE WITH EXTRA CARBON FOR UV RESISTANCE OR GALVANIZED CORRUGATED METAL

(H) FLARED INLETS FOR 10" TO 18" PIPES
N.T.S.



SECTION VIEW

NOTE:
LOCATION OF DIRTBAGS TO BE SELECTED BY THE CONTRACTOR BUT SHALL NOT BE SITED WITHIN 100' OF A WETLAND

SPECIFICATIONS AND REQUIREMENTS FOR DEWATERING
THIS PROJECT WILL REQUIRE THE DISCHARGE OF CONSTRUCTION DEWATERING AND TURBID LADEN RUNOFF FROM THE SITE.

OVERVIEW:
1. TRADITIONALLY, MEDEP PERMITS HAVE HAD A STANDARD CONDITION WHICH STATES:
"THE APPLICANT SHALL TAKE ALL NECESSARY ACTIONS TO ENSURE THAT ITS ACTIVITIES OR THOSE OF ITS AGENTS DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS ON THE SITE DURING THE CONSTRUCTION AND OPERATION OF THE PROJECT COVERED BY THIS APPROVAL."

2. THE CONTRACT SPECIFICATIONS HAVE BEEN DEVELOPED FOR THE PURPOSE OF ADDRESSING CONSTRUCTION-DEWATERING ACTIVITIES WITH THE CONTINGENCY THAT UNPREDICTABLE WEATHER CAN CREATE.

ACCEPTABLE METHODS OF DISCHARGING CONSTRUCTION SITE RUNOFF: DEWATERING OF THE CONSTRUCTION SITE SHALL BE ACCOMPLISHED USING ONE OF THE FOLLOWING MEASURES:
- THE DIRECTION OF THE RUNOFF TO TEMPORARY SEDIMENTATION SUMPS BY GRAVITY FLOW.
- THE PUMPING OF DIRTBAGS WITH A DISCHARGE TO A STABILIZED OUTLET.
- THE PUMPING OF CONSTRUCTION SITE WATER AND COLLECTED RUNOFF TO A DIRTBAG (PATENTED PRODUCT BY ACF ENVIRONMENTAL PRODUCTS) WITH RELEASE THROUGH A VEGETATED BUFFER AT LEAST 50 FEET UPGRADIENT OF A WETLAND.

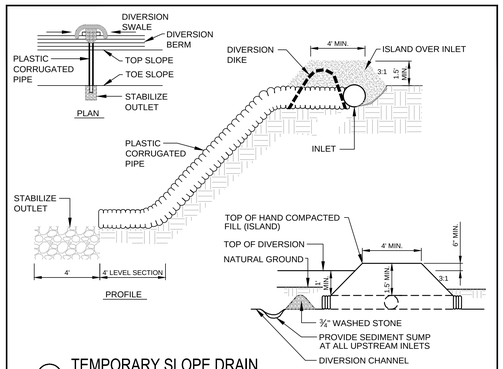
REQUIREMENTS FOR DIRTBAGS:
THE DIRTBAGS SHALL BE FIELD LOCATED BY THE CONTRACTOR BUT ARE NOT TO BE INSTALLED IN ANY "CRITICAL" AREA. (THE SITE CRITICAL AREAS ARE SHOWN ON THE EROSION-SEDIMENT CONTROL PLAN.) THE DIRTBAG SHALL BE INSTALLED ON A PREPARED SUBGRADE. THIS SUBGRADE SHALL CONSIST OF THE INSTALLATION OF A LAYER OF MIRAFI 600X, AND 18 INCHES OF ½ INCH CRUSHED STONE. THE PLAN DIMENSION OF THE CRUSHED STONE PAD SHALL EXCEED THE PLAN AREA OF THE DIRTBAG BY AT LEAST TWO FEET IN ALL DIRECTIONS. THE DIRTBAG SHALL NOT BE INSTALLED ON AN UNDERLYING SLOPE OF GREATER THAN 15 PERCENT.

CONSTRUCTION DEWATERING OPERATIONS:
ALL CONSTRUCTION-DEWATERING OPERATIONS ARE THE RESPONSIBILITY OF THE SITE CONTRACTOR. IT SHALL BE THE SITE CONTRACTOR WHO IS RESPONSIBLE FOR SELECTING THE SITE FOR THE DIRTBAG, THE SELECTION OF THE USE OF THE DIRTBAG OR THE SEDIMENTATION BASIN FOR DIRECTING DEWATERING, EXCEPT THAT THE OWNER OR OWNER'S ENGINEER MAY DIRECT THE SITE CONTRACTOR TO ALTER THE SELECTED OPERATION IF TURBID DISCHARGE TO A WETLAND OR TO THE EXISTING SITE CULVERTS AT NO ADDITIONAL COST TO OWNER.

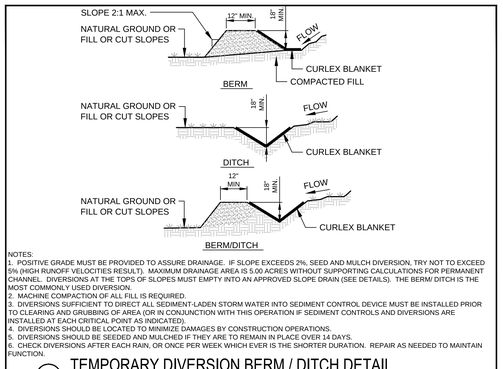
WINTER OPERATIONS:
IN THE EVENT THAT WINTER OPERATIONS ARE REQUIRED, THE CONTRACTOR SHALL "POLY", ENCLOSE, AND PROVIDE TEMPORARY HEAT TO PREVENT THE DIRTBAG FROM SUBSTANTIAL FREEZING.

RECORD KEEPING:
THE WEEKLY EROSION-SEDIMENT CONTROL REPORTS PREPARED IN ACCORDANCE WITH THE NPDES PERMIT SHALL MAINTAIN A LOG OF THE LOCATION, USE, AND REMOVAL OF DIRTBAGS. IN THE EVENT THAT THE STONE UNDER THE DIRTBAG BECOMES HIGHLY CONTAMINATED WITH FINES, THE NEXT DIRTBAG SHALL BE INSTALLED IN A DIFFERENT LOCATION.

(L) DIRTBAG AND SPECIFICATIONS FOR DEWATERING DETAIL
N.T.S.

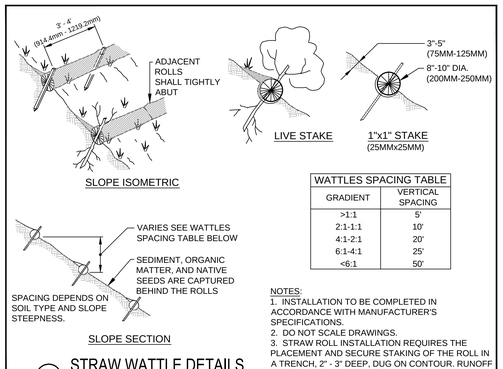


(C) TEMPORARY SLOPE DRAIN
N.T.S.



NOTES:
1. POSITIVE GRADE MUST BE PROVIDED TO ASSURE DRAINAGE. IF SLOPE EXCEEDS 2%, SEED AND MULCH DIVERSION, TRY NOT TO EXCEED 5% (HIGH RUNOFF VELOCITIES RESULT). MAXIMUM DRAINAGE AREA IS 5.00 ACRES WITHOUT SUPPORTING CALCULATIONS FOR PERMANENT CHANNEL. DIVERSIONS AT THE TOPS OF SLOPES MUST EMPTY INTO AN APPROVED SLOPE DRAIN (SEE DETAILS). THE BERM/ DITCH IS THE MOST COMMONLY USED DIVERSION.
2. MACHINE COMPACTION OF ALL FILL IS REQUIRED.
3. DIVERSIONS SUFFICIENT TO DIRECT ALL SEDIMENT-LADEN STORM WATER INTO SEDIMENT CONTROL DEVICE MUST BE INSTALLED PRIOR TO CLEARING AND GRUBBING OF AREA (OR IN CONJUNCTION WITH THIS OPERATION IF SEDIMENT CONTROLS AND DIVERSIONS ARE INSTALLED AT EACH CRITICAL POINT AS INDICATED).
4. DIVERSIONS SHOULD BE LOCATED TO MINIMIZE DAMAGES BY CONSTRUCTION OPERATIONS.
5. DIVERSIONS SHOULD BE SEEDED AND MULCHED IF THEY ARE TO REMAIN IN PLACE OVER 14 DAYS.
6. CHECK DIVERSIONS AFTER EACH RAIN, OR ONCE PER WEEK WHICH EVER IS THE SHORTER DURATION. REPAIR AS NEEDED TO MAINTAIN FUNCTION.

(E) TEMPORARY DIVERSION BERM / DITCH DETAIL
N.T.S.



WATTLES SPACING TABLE	
GRADIENT	VERTICAL SPACING
>1:1	5'
2:1-1:1	10'
4:1-2:1	20'
6:1-4:1	25'
<6:1	50'

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 2" - 3" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER
4. DRIVE STAKE SO THAT 2"-3" REMAINS EXPOSED

(I) STRAW WATTLE DETAILS
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BC KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BRIAN C. KENNEDY
LIC. #11994

PROJECT:
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE:
EROSION AND SEDIMENT CONTROL DETAILS

CLIENT
FOREFRONT PARTNERS I, LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.6		

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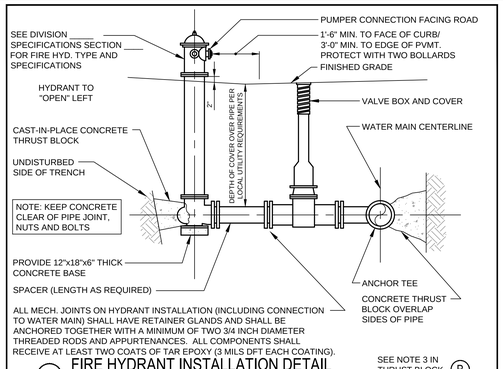

A FIRE HYDRANT INSTALLATION DETAIL
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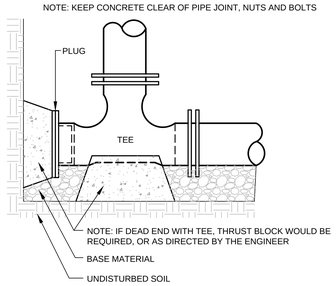
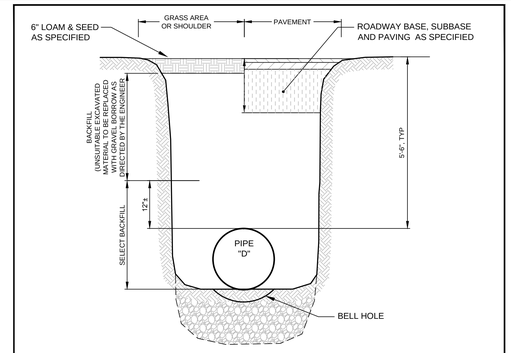


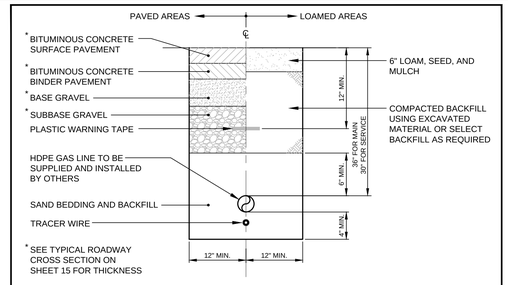
USE GRIPRINGS™ AT ALL RESTRAINED JOINTS

SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL B

D STANDARD TEE BLOCKING DETAIL
N.T.S.



G STANDARD WATER MAIN BY PWD SECTION THRU EARTH TRENCH
N.T.S.



NOTE:
THE CONTRACTOR IS RESPONSIBLE FOR EXCAVATION AND BACKFILL OF UNDERGROUND GAS LINE TRENCH. IN ADDITION, THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION WITH GAS SUPPLIER FOR THE INSTALLATION OF THE GAS LINE. CONTRACTOR SHALL BE RESPONSIBLE FOR INITIAL REVIEW AND CONSTRUCTION COSTS FOR GAS LINE INSTALLATION; UPON FINAL DETERMINATION OF COSTS BY THE UTILITY COMPANY, CONTRACTOR SHALL BILL OWNER FOR ACTUAL COST.

I UNDERGROUND GAS LINE TRENCH DETAIL
N.T.S.

1. INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.

2. ANY MODIFICATION TO THRUST BLOCK SIZING OR PIPE RESTRAINT REVISIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.

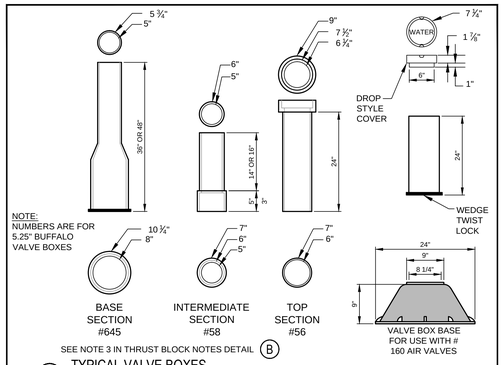
3. ANY WORK RELATING TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS.

4. ALL RESTRAINED JOINTS MUST HAVE GRIPRING™.

BEARING SURFACE REQUIRED IN SQUARE FEET

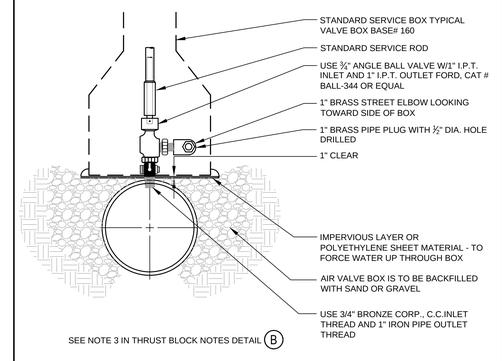
PIPE SIZE	1/32 BEND	1/16 BEND	1/8 BEND	1/4 BEND	TEES/CAPS
6"/8"	5.0	5.0	5.0	6.5	5.0
12"	11.5	11.5	11.5	20.0	22.0

B THRUST BLOCK NOTES
N.T.S.



SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL B

E TYPICAL VALVE BOXES
N.T.S.

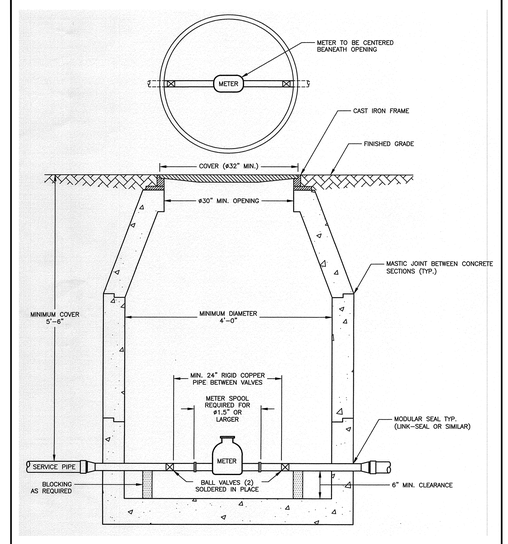


SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL B

TORQUE SCHEDULE			
PIPE SIZE IN.	BOLT SIZE IN.	RANGE OF TORQUE FT-LB.	LENGTH OF WRENCH IN*
2 - 3	5/8	45 - 60	8
4 - 24	3/4	75 - 90	10
30 - 36	1	85 - 100	12
42 - 48	1 1/4	105 - 120	14

* THE TORQUE LOADS MAY BE APPLIED WITH TORQUE MEASURING OR TORQUE INDICATING WRENCHES, WHICH MAY ALSO BE USED TO CHECK THE APPLICATION OF APPROXIMATE TORQUE LOADS APPLIED BY A PERSON TRAINED TO GIVE AN AVERAGE PULL ON A DEFINITE LENGTH OF REGULAR SOCKET WRENCH.

H TYPICAL AIR VALVE SECTION (1")
N.T.S.



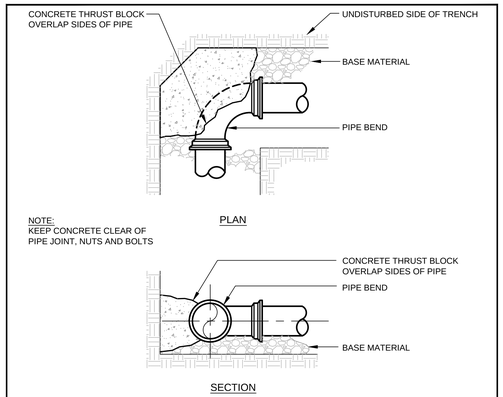
METER PIT AND COVER NOTES

1. THE METER PIT SHALL BE SUPPLIED AND INSTALLED BY THE CUSTOMER AND SHALL BE LOCATED ON PRIVATE PROPERTY BETWEEN 10'–0" AND 20'–0" FROM THE PROPERTY LINE.
2. THE METER PIT SHALL BE MADE OF PRECAST CONCRETE OF SUFFICIENT SIZE TO PROVIDE 5'–6" MINIMUM GROUND COVER FROM FINISHED GRADE TO THE TOP OF THE SERVICE PIPE. ANY SEAMS BETWEEN CONCRETE SECTIONS SHALL BE SEALED WITH MASTIC JOINT. ALL OPENINGS IN THE CONCRETE FOR SERVICE PIPING SHALL BE SEALED WITH A MODULAR SEAL (LINK–SEAL OR SIMILAR).
3. THE INTERIOR OF THE METER PIT SHALL BE A MINIMUM OF 4'–0" IN DIAMETER, AND THE METER PIT OPENING SHALL BE A MINIMUM OF 30" IN DIAMETER WITH A CAST IRON FRAME. THE METER PIT COVER SHALL BE CAST IRON, 32" MINIMUM IN DIAMETER, AND BE EITHER PERMANENTLY LABELED "WATER" OR HAVE NO LABEL. ANY STEEL PLATE MATERIAL SHALL BE COATED WITH A RUST INHIBITOR PAINT.
4. WALL–MOUNTED LADDER RUNGS SHOULD NOT BE INSTALLED WITHIN METER PIT.
5. ALL PIPING INSIDE AND EXTENDING THROUGH THE METER PIT SHALL BE MADE OF COPPER, WITH A MINIMUM OF 6" CLEARANCE FROM THE METER PIT FLOOR. BLOCKING SHALL BE INSTALLED AS REQUIRED TO SUPPORT THE PIPE.
6. CUSTOMER SHALL ENSURE THE METER PIT AND COVER ARE PROPERLY RATED FOR TRAFFIC FLOW IF APPLICABLE.

METER NOTES

7. ONLY PORTLAND WATER DISTRICT PERSONNEL ARE AUTHORIZED TO INSTALL WATER METERS. PORTLAND WATER DISTRICT PERSONNEL WILL BE ADDITIONALLY AUTHORIZED TO OPERATE METER VALVES AS NEEDED FOR INSTALLATION AND MAINTENANCE.
8. PORTLAND WATER DISTRICT WILL SUPPLY THE WATER METER AND NECESSARY FITTINGS FOR INSTALLATION. IF REQUIRED, A FLANGED METER SPOOL WILL BE AVAILABLE FOR CUSTOMER PICKUP AT DOUGLASS STREET CUSTOMER SERVICE AND MUST BE INSTALLED BY CUSTOMER PRIOR TO METER SET. ALL OTHER MATERIALS, INCLUDING VALVES, SHALL BE SUPPLIED AND INSTALLED BY THE CUSTOMER.
9. CUSTOMER WILL INSTALL TWO (2) BALL VALVES 24" APART FOR METER INSTALLATION, ALLOWING FOR THE WATER METER TO BE CENTERED UNDER THE METER PIT OPENING. BALL VALVES SHALL BE SOLDERED IN PLACE.
10. FOR A SERVICE PIPE WITH A DIAMETER OF 1" OR LESS, CUSTOMER WILL INSTALL RIGID COPPER PIPE (24" MINIMUM) BETWEEN THE BALL VALVES.
11. FOR PIPING WITH A DIAMETER OF 1–1/2" OR LARGER, THE CUSTOMER WILL OBTAIN A FLANGED METER SPOOL PIECE FROM THE PORTLAND WATER DISTRICT. THE CUSTOMER IS RESPONSIBLE FOR ENSURING THAT THE SPOOL PIECE IS INSTALLED PRIOR TO METER INSTALLATION.
12. THE METER PIT MAY HOUSE UP TO TWO 5/8", 3/4" OR 1" METERS. INSTALLATION OF MULTIPLE METERS IN A METER PIT MUST RECEIVE PRIOR APPROVAL FROM THE PORTLAND WATER DISTRICT.

J WATER METER PIT DETAIL
N.T.S.



PLAN

NOTE:
KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS

SECTION

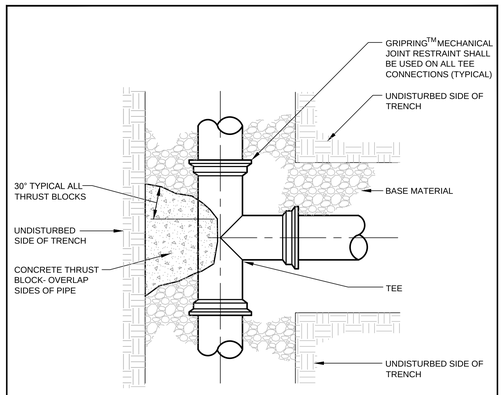
THRUST/RETAINER GLAND SCHEDULE		
⅛ BEND	(90°)	USE POURED-IN-PLACE THRUST BLOCK WITH GRIPRING™ MECHANICAL JOINT RESTRAINT
⅛ BEND	(45°)	THRUST BLOCK w/ GRIPRING™
1/16 BEND	(22 ½°)	THRUST BLOCK w/ GRIPRING™
1/32 BEND	(11 ¼°)	THRUST BLOCK w/ GRIPRING™

THE ABOVE SCHEDULE IS SUBJECT TO THE APPROVAL OF THE ON-SITE INSPECTOR DUE TO SOILS AND WORKING PRESSURES IN THE AREA.

NOTES:

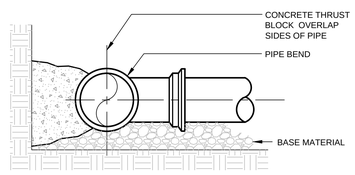
1. THE PORTLAND WATER DISTRICT MAY HAVE INSPECTION FEES AND REQUIRE OBSERVATION OF ALL PIPING INSTALLATION BEFORE BURIAL. REFER TO SPECIFICATIONS.
2. FOR WATER MAIN LAYOUT SEE DRAWINGS C-4.0
3. FOR WATER MAIN PROFILE SEE CONSTRUCTION DRAWINGS C-11.0
4. FOR WATER MAIN TRENCH SEE DETAILS ON THIS SHEET
5. REFER TO PORTLAND WATER DISTRICT SPECIFICATIONS FOR TESTING AND CHLORINATION REQUIREMENTS.
6. ALL HYDRANTS AND VALVES TO BE EPOXY COATED, NUTS AND BOLTS TO BE STAINLESS STEEL.
7. SERVICE RODS FOR DOMESTIC SERVICE OR AIR VALVES TO BE STAINLESS STEEL.

C TYPICAL THRUST BLOCK PLACEMENT BENDS
N.T.S.



PLAN

NOTE:
KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS



SECTION

F TYPICAL THRUST BLOCK PLACEMENT ON TEES
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BRET KENNEDY — No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BRET KENNEDY
LIC. #11994

PROJECT: THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE: WATER AND GAS SERVICE DETAILS

CLIENT: FOREFRONT PARTNERS I, LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.7		

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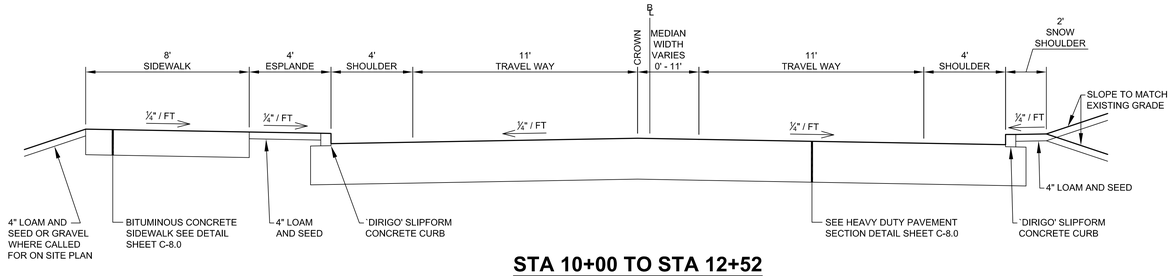
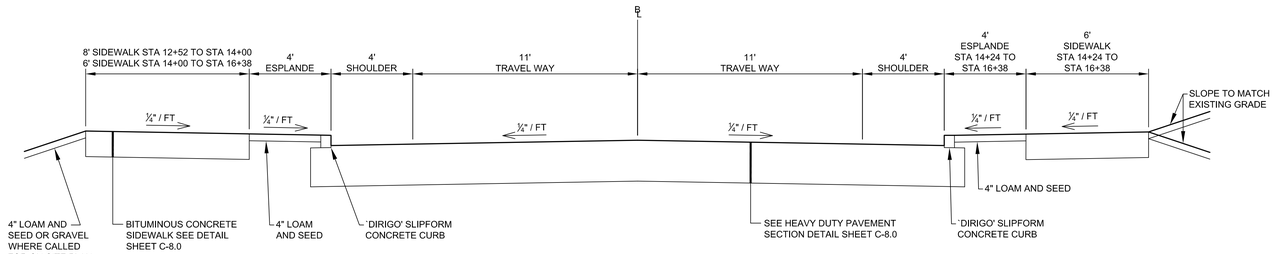
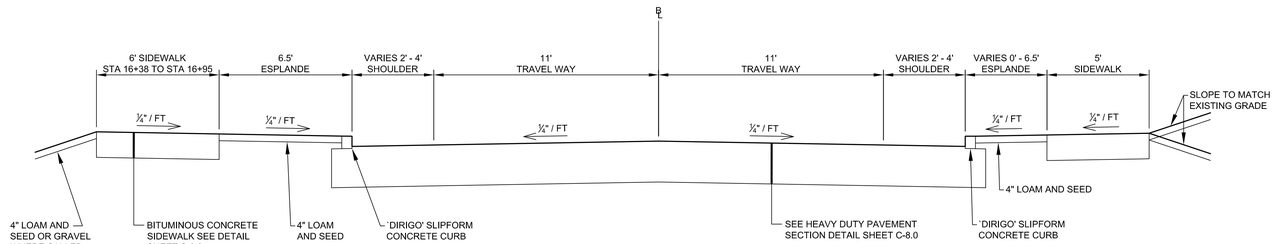


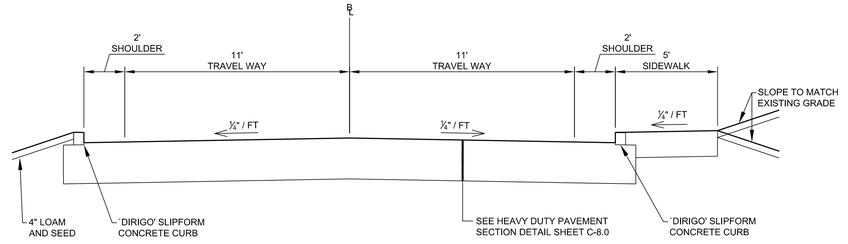
STA 10+00 TO STA 12+52
TYPICAL ROADWAY SECTION A-A
N.T.S.



STA 12+52 TO STA 16+38
TYPICAL ROADWAY SECTION B-B
N.T.S.



STA 16+38 TO STA 17+44
TYPICAL ROADWAY SECTION C-C
N.T.S.



STA 17+44 TO STA 18+41
TYPICAL ROADWAY SECTION D-D
N.T.S.

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY — No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO T. KENNEDY
LIC. #11994

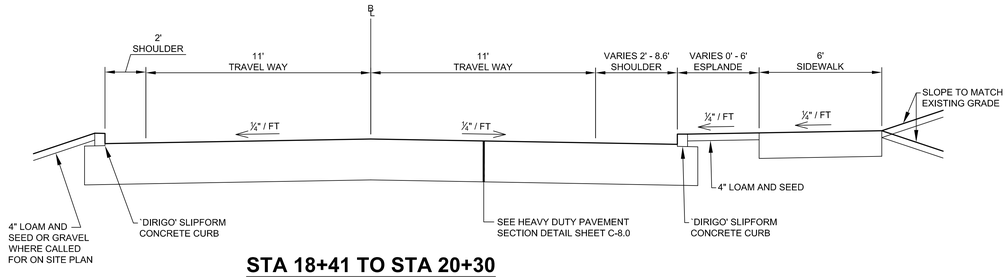
PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
TYPICAL ROADWAY
CROSS SECTIONS

CLIENT
FOREFRONT PARTNERS I , LP

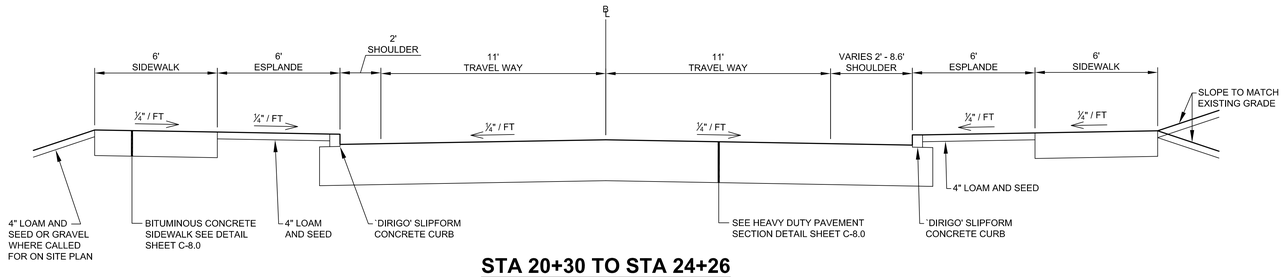
FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.8		



STA 18+41 TO STA 20+30
STA 24+26 TO STA 25+05
TYPICAL ROADWAY SECTION E-E

N.T.S.



STA 20+30 TO STA 24+26
TYPICAL ROADWAY SECTION F-F

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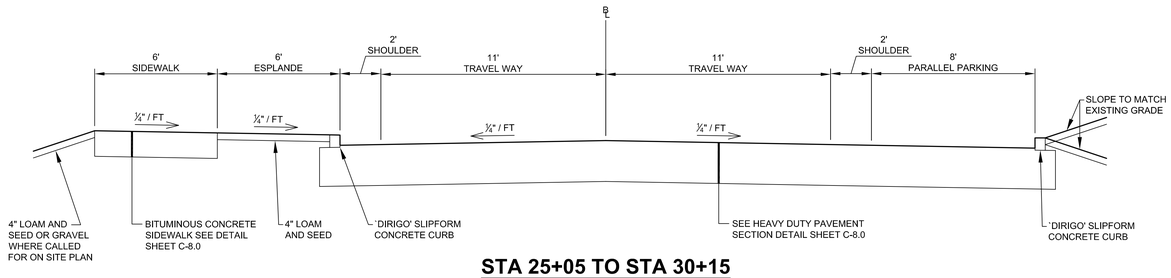
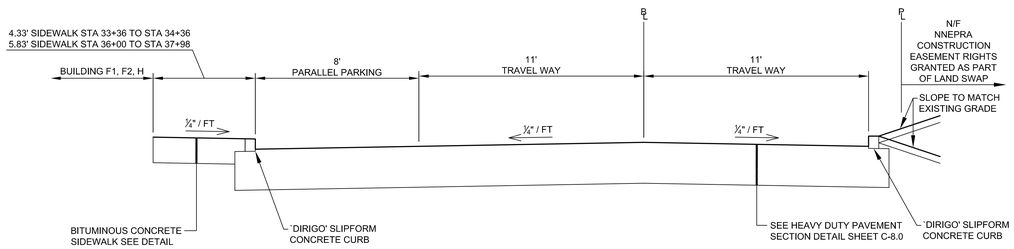


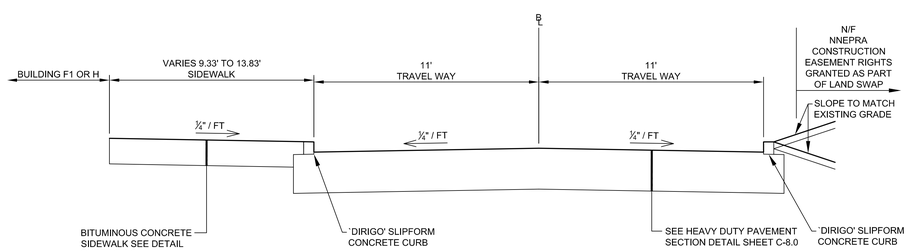
STA 25+05 TO STA 30+15
TYPICAL ROADWAY SECTION G-G

N.T.S.



STA 33+36 TO STA 34+36
STA 36+00 TO STA 38+00
TYPICAL ROADWAY SECTION H-H

N.T.S.



STA 34+36 TO STA 36+00
TYPICAL ROADWAY SECTION I-I

N.T.S.

REV	DATE	DESCRIPTION
		REVISIONS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

STATE OF MAINE · BRIAN E. KENNEDY · No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BRIAN KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
TYPICAL ROADWAY
CROSS SECTIONS

CLIENT
FOREFRONT PARTNERS I , LP

FAY, SPOFFORD & THORNDIKE
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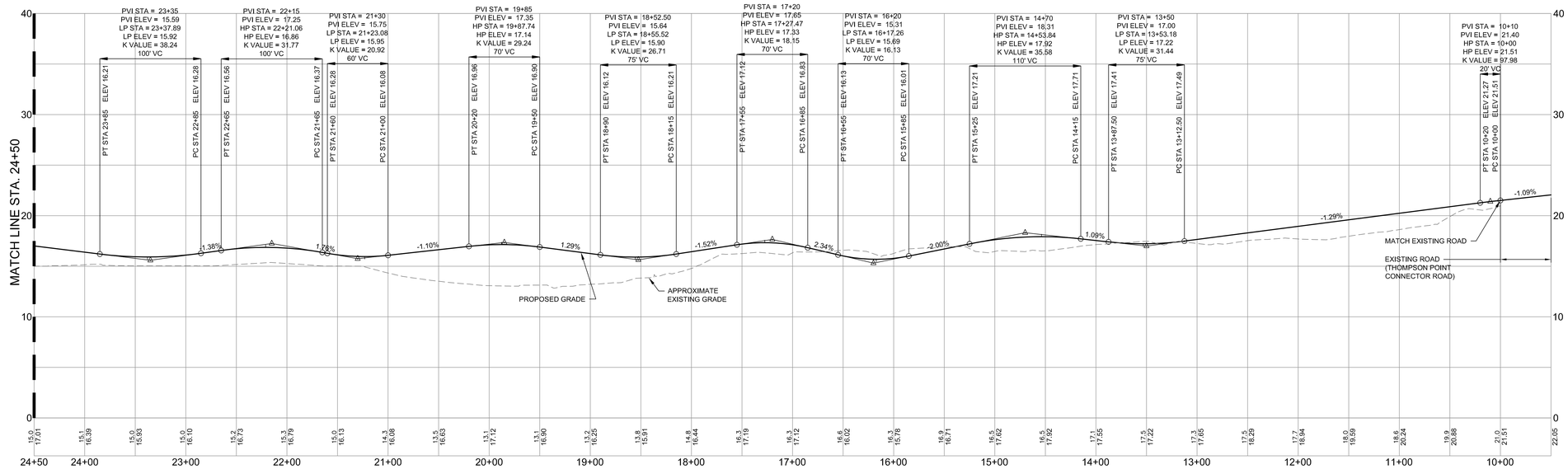
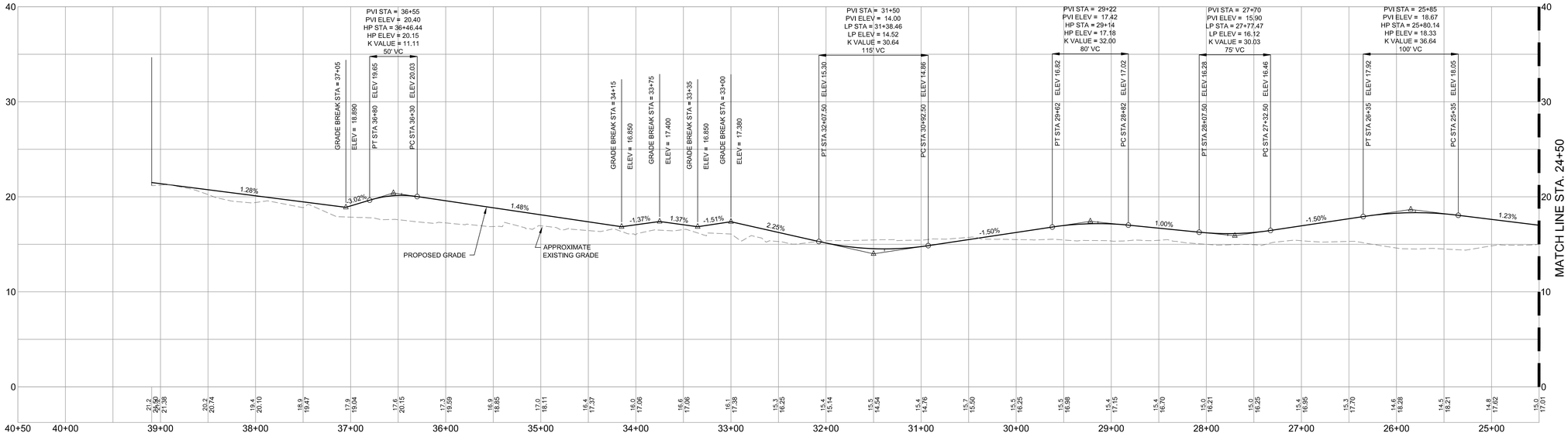
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	SP-M007B
FILE NAME:	2982.05-SUB DET		
SHEET	C-7.9		



ACCESS DRIVE PROFILE

SCALE: H: 1" = 50'; V: 1" = 5'



ACCESS DRIVE PROFILE CONTINUED

SCALE: H: 1" = 50'; V: 1" = 5'

REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — BRIAN E. KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BRIAN E. KENNEDY
LIC. #11994

PROJECT:
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
ACCESS DRIVE PROFILE

CLIENT
FOREFRONT PARTNERS I , LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: CMW	DATE: SEPT 2014
DESIGNED: BEK	SCALE: AS NOTED
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-SUB PROFILE-ROADWAY	
SHEET C-8.0	

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Luminaire Locations

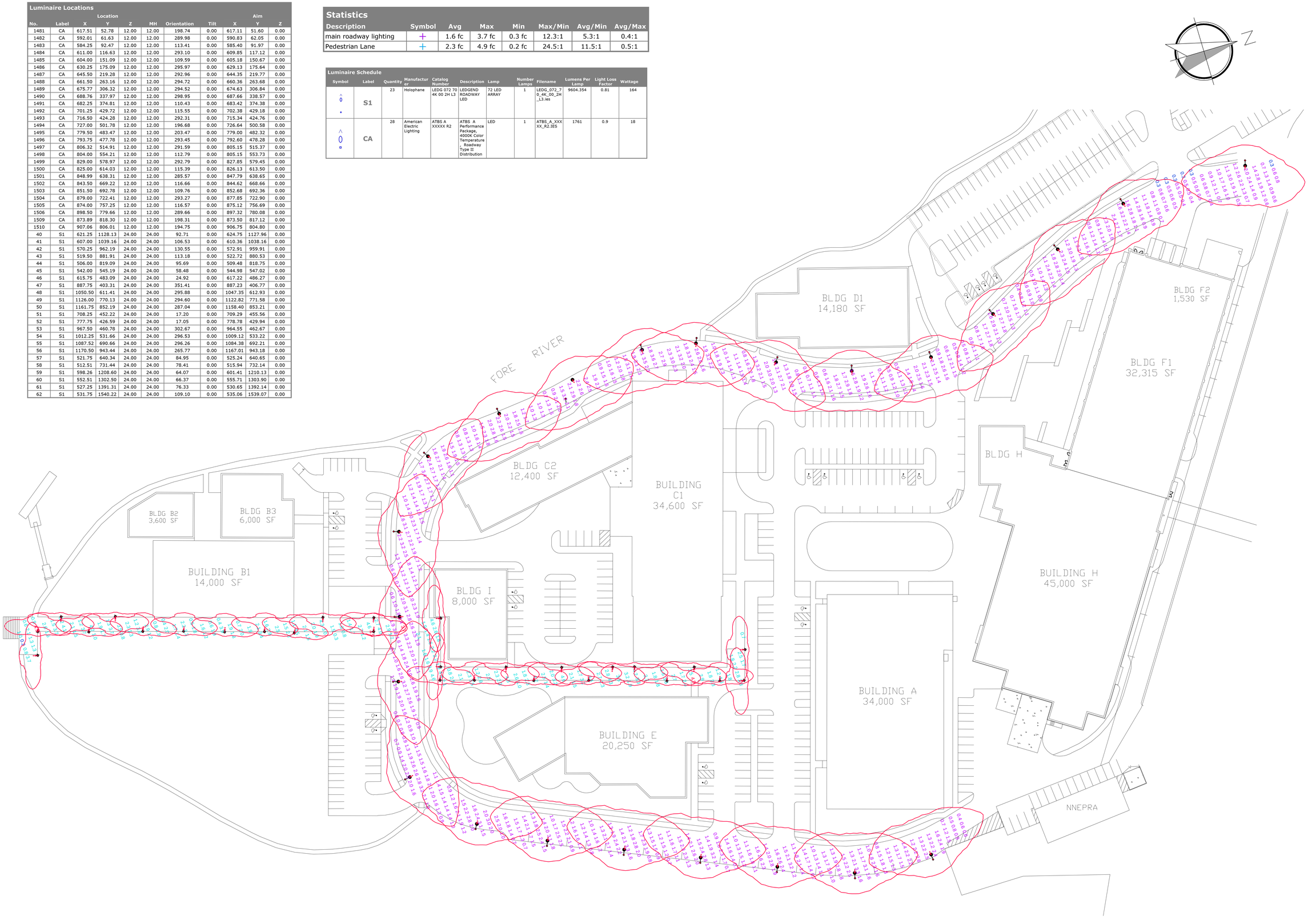
		Location						Aim		
No.	Label	X	Y	Z	MH	Orientation	Tilt	X	Y	Z
1481	CA	617.51	52.78	12.00	12.00	198.74	0.00	617.11	51.60	0.00
1482	CA	592.01	61.63	12.00	12.00	289.98	0.00	590.83	62.05	0.00
1483	CA	584.25	92.47	12.00	12.00	113.41	0.00	585.40	91.97	0.00
1484	CA	611.00	116.63	12.00	12.00	293.10	0.00	609.85	117.12	0.00
1485	CA	604.00	151.09	12.00	12.00	109.59	0.00	605.18	150.67	0.00
1486	CA	630.25	175.09	12.00	12.00	295.97	0.00	629.13	175.64	0.00
1487	CA	645.50	219.28	12.00	12.00	292.96	0.00	644.35	219.77	0.00
1488	CA	661.50	263.16	12.00	12.00	294.72	0.00	660.36	263.68	0.00
1489	CA	675.77	306.32	12.00	12.00	294.52	0.00	674.63	306.84	0.00
1490	CA	688.76	337.97	12.00	12.00	298.95	0.00	687.66	338.57	0.00
1491	CA	682.25	374.81	12.00	12.00	110.43	0.00	683.42	374.38	0.00
1492	CA	701.25	429.72	12.00	12.00	115.55	0.00	702.38	429.18	0.00
1493	CA	716.50	424.28	12.00	12.00	292.31	0.00	715.34	424.76	0.00
1494	CA	727.00	501.78	12.00	12.00	196.68	0.00	726.64	500.58	0.00
1495	CA	779.50	483.47	12.00	12.00	203.47	0.00	779.00	482.32	0.00
1496	CA	793.75	477.78	12.00	12.00	293.45	0.00	792.60	478.28	0.00
1497	CA	806.32	514.91	12.00	12.00	291.59	0.00	805.15	515.37	0.00
1498	CA	804.00	554.21	12.00	12.00	112.79	0.00	805.15	553.73	0.00
1499	CA	829.00	578.97	12.00	12.00	292.79	0.00	827.85	579.45	0.00
1500	CA	825.00	614.03	12.00	12.00	115.39	0.00	826.13	613.50	0.00
1501	CA	848.99	638.31	12.00	12.00	285.57	0.00	847.79	638.65	0.00
1502	CA	843.50	669.22	12.00	12.00	116.66	0.00	844.62	668.66	0.00
1503	CA	851.50	692.78	12.00	12.00	109.76	0.00	852.68	692.36	0.00
1504	CA	879.00	722.41	12.00	12.00	293.27	0.00	877.85	722.90	0.00
1505	CA	874.00	757.25	12.00	12.00	116.57	0.00	875.12	756.69	0.00
1506	CA	898.50	779.66	12.00	12.00	289.66	0.00	897.32	780.08	0.00
1509	CA	873.89	818.30	12.00	12.00	198.31	0.00	873.50	817.12	0.00
1510	CA	907.06	806.01	12.00	12.00	194.75	0.00	906.75	804.80	0.00
40	S1	621.25	1128.13	24.00	24.00	92.71	0.00	624.75	1127.96	0.00
41	S1	607.00	1039.16	24.00	24.00	106.53	0.00	610.36	1038.16	0.00
42	S1	570.25	962.19	24.00	24.00	130.55	0.00	572.91	959.91	0.00
43	S1	519.50	881.91	24.00	24.00	113.18	0.00	522.72	880.53	0.00
44	S1	506.00	819.09	24.00	24.00	95.69	0.00	509.48	818.75	0.00
45	S1	542.00	545.19	24.00	24.00	58.48	0.00	544.98	547.02	0.00
46	S1	615.75	483.09	24.00	24.00	24.92	0.00	617.22	486.27	0.00
47	S1	887.75	403.31	24.00	24.00	351.41	0.00	887.23	406.77	0.00
48	S1	1050.50	611.41	24.00	24.00	295.88	0.00	1047.35	612.93	0.00
49	S1	1126.00	770.13	24.00	24.00	294.60	0.00	1122.82	771.58	0.00
50	S1	1161.75	852.19	24.00	24.00	287.04	0.00	1158.40	853.21	0.00
51	S1	708.25	452.22	24.00	24.00	17.20	0.00	709.29	455.56	0.00
52	S1	777.75	426.59	24.00	24.00	17.05	0.00	778.78	429.94	0.00
53	S1	967.50	460.78	24.00	24.00	302.67	0.00	964.55	462.67	0.00
54	S1	1012.25	531.66	24.00	24.00	296.53	0.00	1009.12	533.22	0.00
55	S1	1087.52	690.66	24.00	24.00	296.26	0.00	1084.38	692.21	0.00
56	S1	1170.50	943.44	24.00	24.00	265.77	0.00	1167.01	943.18	0.00
57	S1	521.75	640.34	24.00	24.00	84.95	0.00	525.24	640.65	0.00
58	S1	512.51	731.44	24.00	24.00	78.41	0.00	515.94	732.14	0.00
59	S1	598.26	1208.60	24.00	24.00	64.07	0.00	601.41	1210.13	0.00
60	S1	552.51	1302.50	24.00	24.00	66.37	0.00	555.71	1303.90	0.00
61	S1	527.25	1391.31	24.00	24.00	76.33	0.00	530.65	1392.14	0.00
62	S1	531.75	1540.22	24.00	24.00	109.10	0.00	535.06	1539.07	0.00

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
main roadway lighting	+	1.6 fc	3.7 fc	0.3 fc	12.3:1	5.3:1	0.4:1
Pedestrian Lane	+	2.3 fc	4.9 fc	0.2 fc	24.5:1	11.5:1	0.5:1

Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	S1	23	Holophane	LEDG 072 70 4K 00 2H L3	LEDGEND ROADWAY LED	72 LED ARRAY	1	LEDG_072_70_4K_00_2H_L3.ies	9604.354	0.81	164
	CA	28	American Electric Lighting	ATBS A XXXXX R2	ATBS A Performance Package, 4000K Color Temperature , Roadway Type II Distribution	LED	1	ATBS_A_XXXXX_R2.IES	1761	0.9	18



PREPARED FOR: CARROLL ASSOCIATE AND FAY, SPOFFORD & THORNDIKE
PREPARED BY: JIM BAILEY, LC SENIOR FACTORY SALES REPRESENTATIVE AT HOLOPHANE

SCALE: 1"=40'-0"
0' 40' 80'

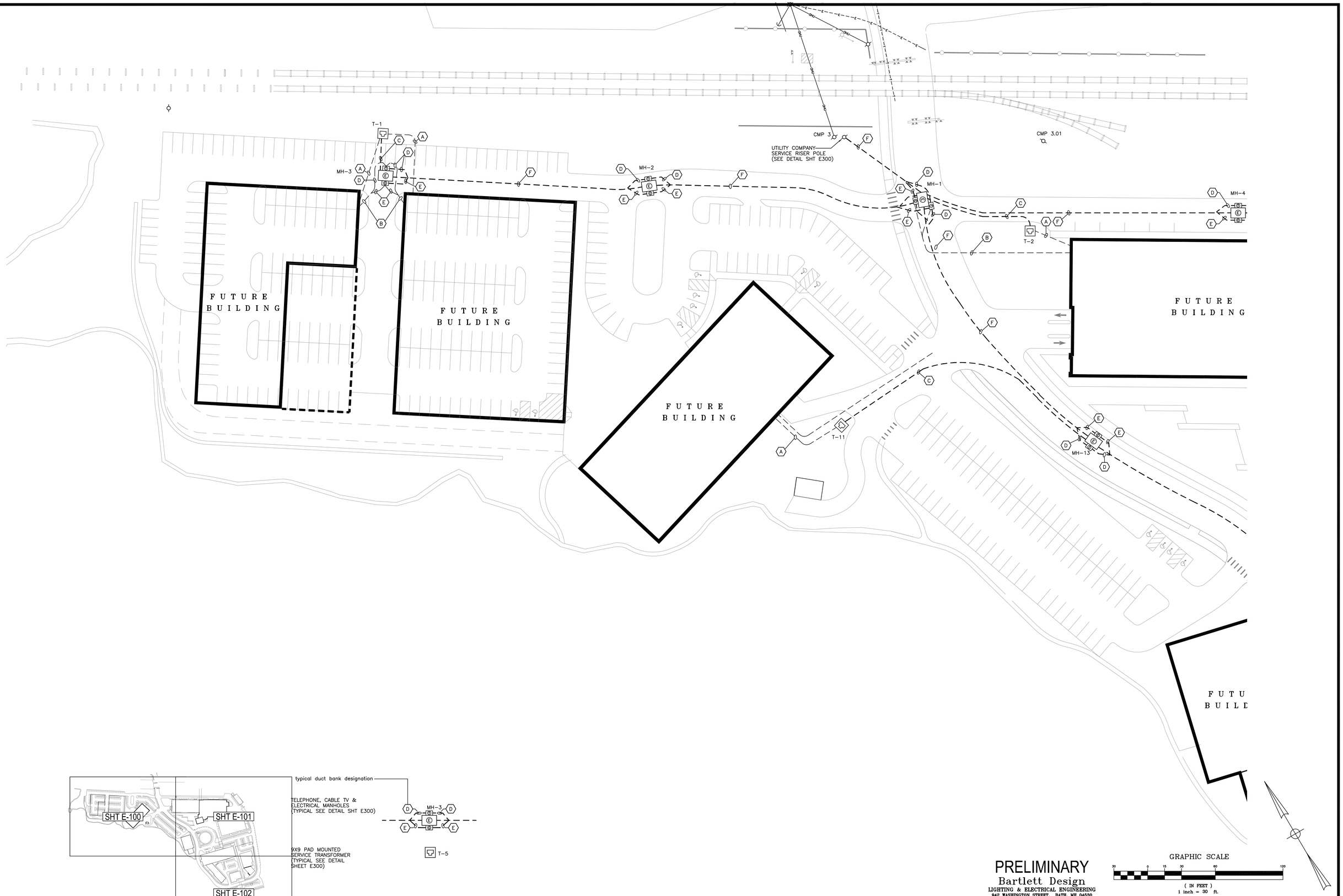
VISUAL

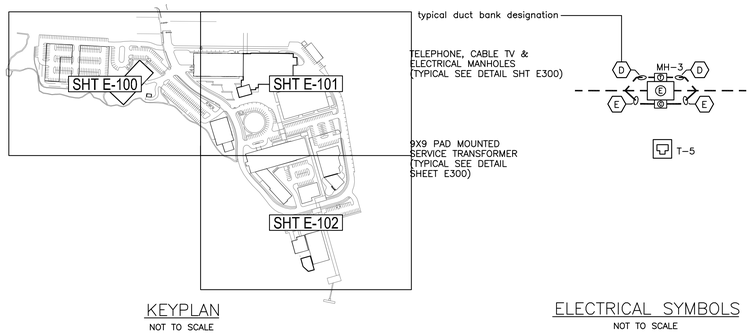
THE FOREFRONT AT THOMPSON'S POINT

PHOTOMETRIC PLAN

Designer
Jim Bailey, LC
Date
10/2/2014
Scale
Not to Scale
Drawing No.

Summary





KEYPLAN
NOT TO SCALE

typical duct bank designation

TELEPHONE, CABLE TV & ELECTRICAL MANHOLES (TYPICAL SEE DETAIL SHT E300)

MH-3

9X9 PAD MOUNTED SERVICE TRANSFORMER (TYPICAL SEE DETAIL SHEET E300)

T-5

ELECTRICAL SYMBOLS
NOT TO SCALE

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

PRELIMINARY

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

REV	DATE	DESCRIPTION
1	07/01/14	SUBMITTED FOR CLIENT REVIEW

REVISIONS

STATE OF MAINE · LAWRENCE E. BARTLETT No. 7928 · LICENSED PROFESSIONAL ENGINEER

P.E. LAWRENCE BARTLETT
LIC. #7928 06/30/2014

PROJECT
ELECTRICAL MASTERPLAN
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
ELECTRICAL MASTERPLAN
PART 1

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	LEB	DATE:	06/30/2014	
DESIGNED:	LEB	SCALE:	1" = 30'-0"	
CHECKED:	LEB	JOB NO.		
FILE NAME:				
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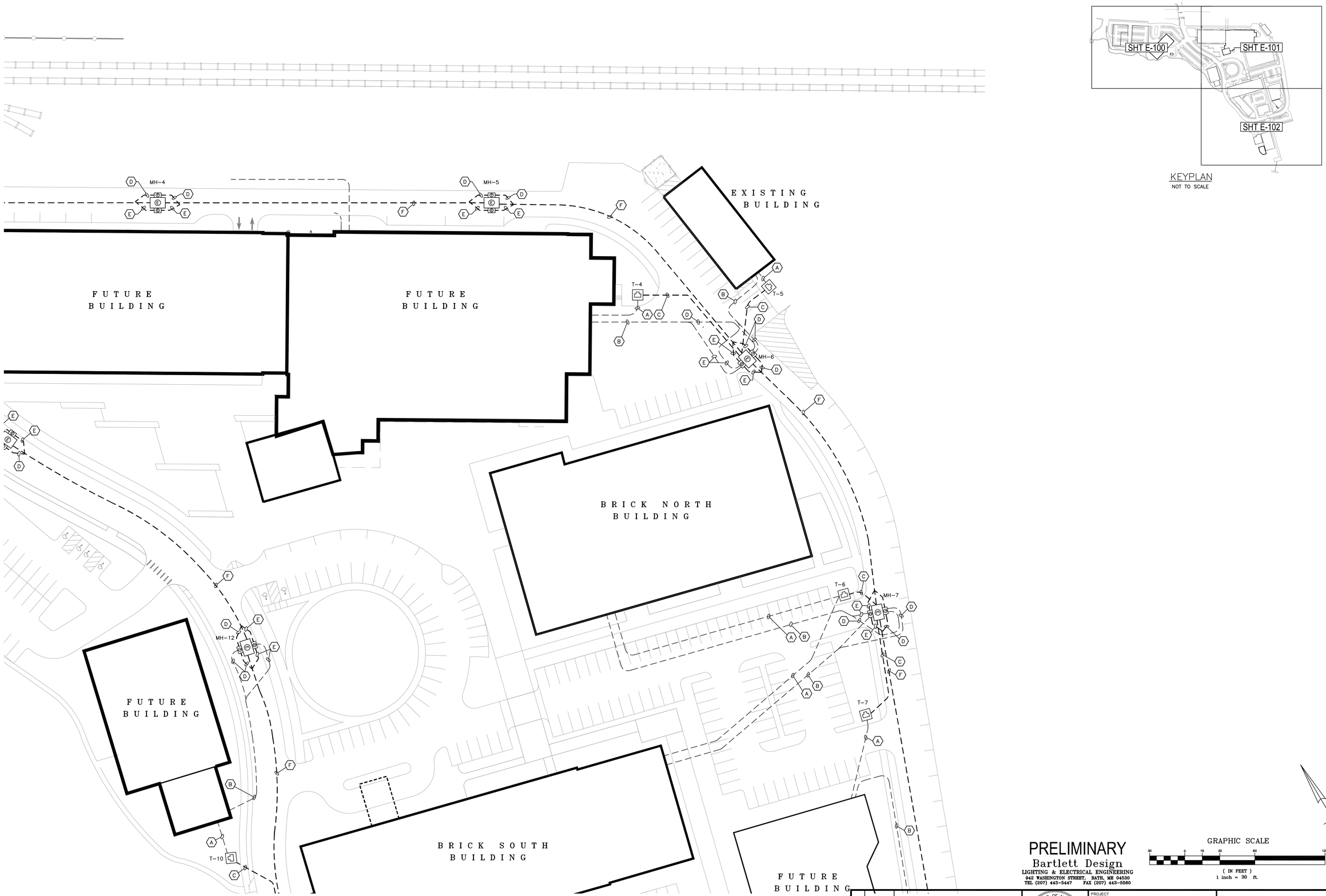

PRELIMINARY

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PROJECT
ELECTRICAL MASTERPLAN
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
ELECTRICAL MASTERPLAN
PART - 2

CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
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778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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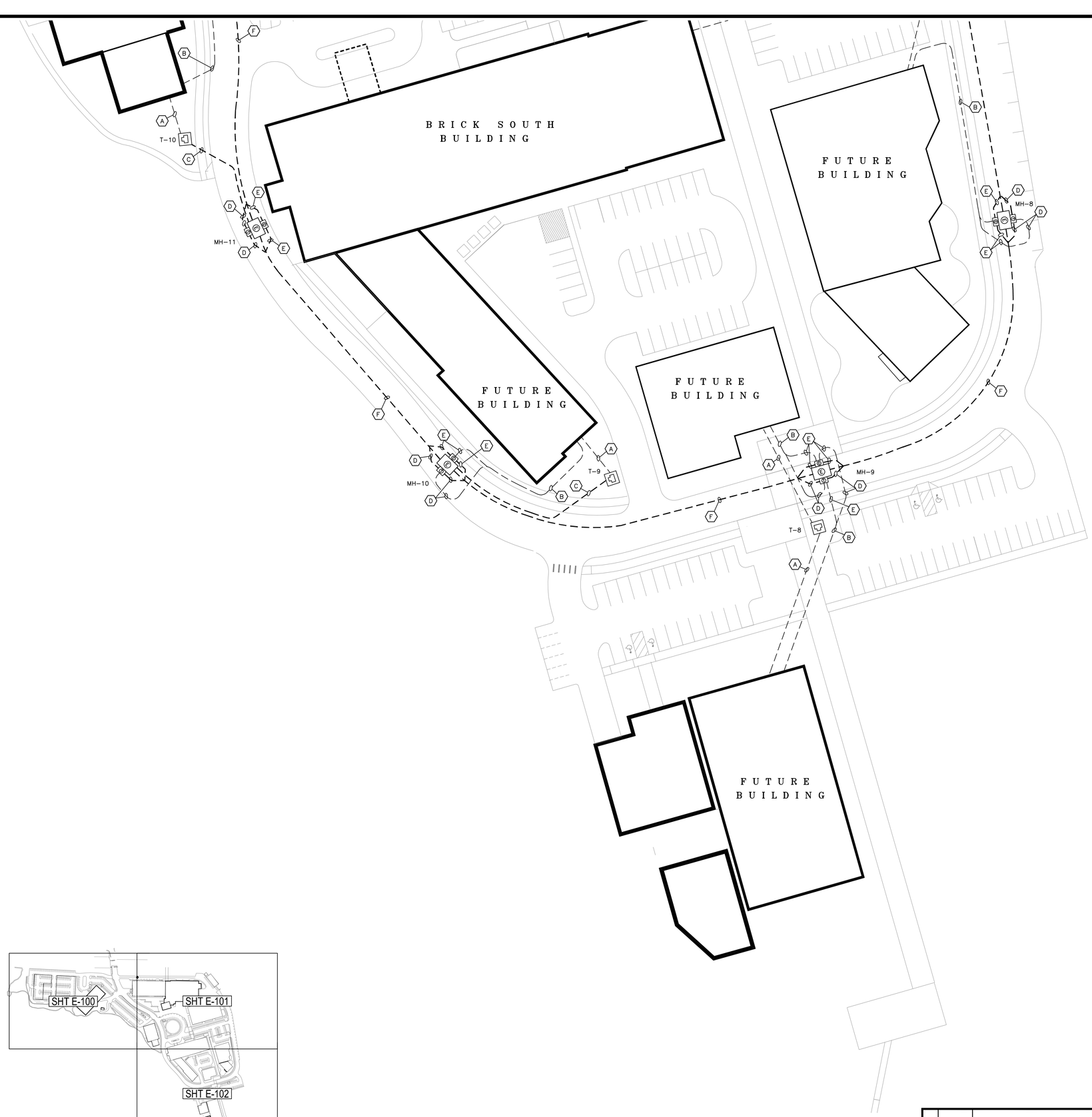

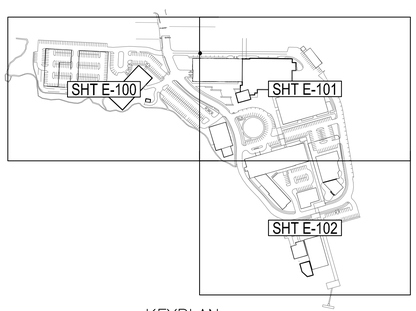

KEYPLAN
NOT TO SCALE

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

PRELIMINARY

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LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

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No. 7928
LICENSED PROFESSIONAL ENGINEER

P.E. LAWRENCE BARTLETT
LIC. #7928 06/30/2014

PROJECT
ELECTRICAL MASTERPLAN
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
ELECTRICAL MASTERPLAN
PART - 3

CLIENT
FOREFRONT PARTNERS I, LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	LEB	DATE:	06/30/2014
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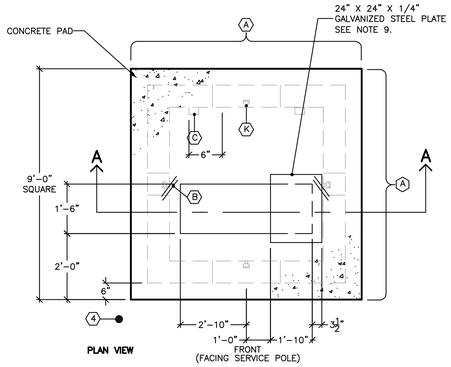
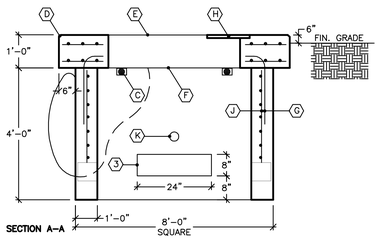


PLAN VIEW

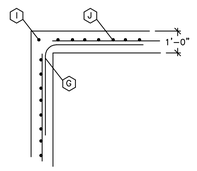


SECTION A-A

TRANSFORMER PAD DETAIL NOTES

1. "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.
2. FINISH GRADE SHALL BE GRADED IN SUCH A MANOR TO ALLOW SURFACE WATER TO FLOW AWAY FROM THE PAD.
3. PROVIDE 8" X 12" CABLE HOLES (BOND OUTS) 8" UP FROM THE WALL BASE. LOCATE ONE CABLE HOLE PER WALL, OR AS REQUIRED. LINE UP CABLE HOLES WITH TRENCHES.
4. PROVIDE A 3/4" X 96" GALVANIZED GROUND ROD SIX INCHES IN FRONT OF THE LEFT FRONT CORNER OF THE PAD. THE TOP OF THE GROUND ROD SHALL BE 6" BELOW FINAL GRADE.
5. A GROUND WIRE SHALL BE INSTALLED FROM THE GROUND ROD THROUGH THE CABLE HOLE AT THE BOTTOM OF THE PAD, ENOUGH GROUND WIRE SHALL BE PROVIDED SO THAT IT CAN BE INSTALLED THROUGH THE TWO GROUNDING LUGS AND CONNECTED TO THE NEUTRAL SPADE.
6. CONCRETE COMPRESSIVE 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.
7. REINFORCING STEEL SHALL HAVE FY = 60 KSI.
8. FOR PRECAST UNITS: THE PRECAST SUPPLIER SHALL PROVIDE LIFTING LUGS IN THE SLAB (PAD) AND BASE; THE PRECAST SUPPLIER SHALL ASSEMBLE THE SLAB TO THE BASE PRIOR TO SHIPPING TO THE SITE TO ENSURE THAT THE SLAB AND BASE FIT PROPERLY (WITH NO ROCKING OF THE SLAB EVIDENT).
9. USE A 24" 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.

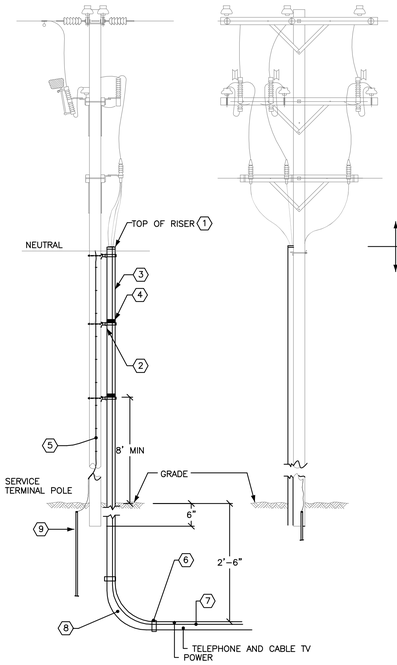
A. 9 - #5 REBAR EVENLY SPACED EACH WAY TOP TO BOTTOM.
B. 2 - #4 CORNER DIAGONAL REBAR 2'- 0" LONG TOP AND BOTTOM.
C. 4" X 4" X 1/2" ANGLE 6" LONG WITH (2) 3/4" DIAMETER EXPANSION ANCHORS TYPICAL AT 4 PLACES (TWO PIECE PRECAST ONLY).
D. CHAMFER TYPICAL.
E. 2" CONCRETE COVER OVER TOP REBAR.
F. 3" CONCRETE COVER OVER BOTTOM REBAR.
G. #5 L-BAR @ 12" (CAST-IN-PLACE ONLY).
H. 24" X 24" X 1/4" GALVANIZED STEEL PLATE. 5/C #62-1795
I. 6 X 6 WWM @ CENTER OF COVER.
J. #5 REBAR ON 12" CENTERS.
K. 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' (TWO FEET) FROM BOTTOM.
L. ALL REBAR ENDS TO BE COVERED BY 1" OF CONCRETE, MINIMUM.

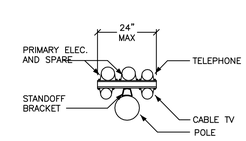


BASE: TYPICAL CORNER VIEW

THREE PHASE TRANSFORMER PAD DETAIL 9FT SQ.

NOT TO SCALE





WORK BY UTILITY CO.'S

WORK BY ELEC. CONTRACTOR

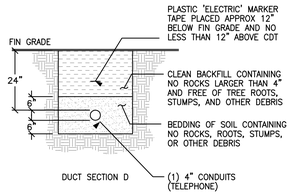
NOTES:
1. SEAL TOP OF CONDUIT WITH POLYURETHANE SEALER. TOP OF CONDUIT SHALL HAVE A DOUBLE NON-THREADED PLASTIC COUPLING. TOP OF CONDUIT SHALL EXTEND 4" ABOVE PRIMARY NEUTRAL.
2. CONDUIT STANDOFF BRACKETS - CONDUIT SECTION USED WITH STANDOFF BRACKETS SHALL BE METAL CONDUIT ONLY. TOP CONDUIT SECTIONS LONGER THAN 24" MUST BE SUPPORTED. LOWEST BRACKET SHALL BE A MINIMUM OF 8FT ABOVE FINISHED GRADE. ONE BRACKET SHALL BE USED TO SUPPORT EACH 10FT SECTION OF CONDUIT WITH THE BRACKET PLACED JUST BELOW THE RISER CONDUIT COUPLING. A BRACKET WILL ALSO BE PLACED TO HOLD THE TOP OF THE RISE CONDUIT.
3. RIGID STEEL GALVANIZED CONDUIT.
4. STEEL CONDUIT COUPLING.
5. CONDUIT GROUNDING CONNECTOR.
6. PVC TO STEEL CONDUIT COUPLING.
7. PVC SCHEDULE 40 CONDUIT. COVER WITH CONCRETE WHERE PASSING UNDER ROADWAYS OR DRIVES.
8. LONG SWEEP CONDUIT ELBOW.
9. 3/4" DIA BY 10FT LONG COPPER CLAD GROUND ROD.

RISER POLE DETAIL

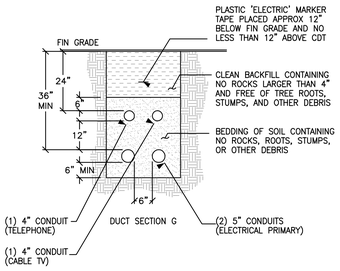
NOT TO SCALE

(SIZE AND QUANTITY OF SECONDARY ELECTRICAL CONDUITS TO BE DETERMINED)

DUCT SECTION A



DUCT SECTION D



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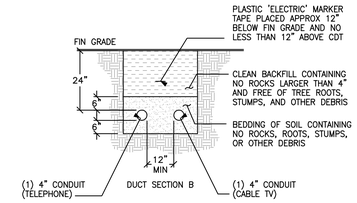

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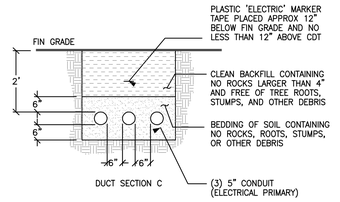

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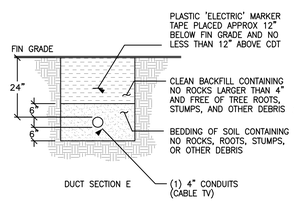
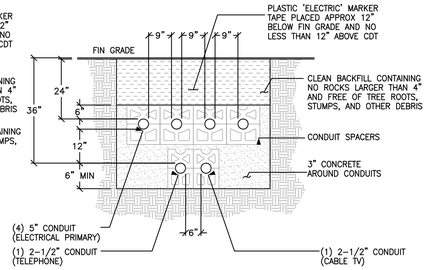
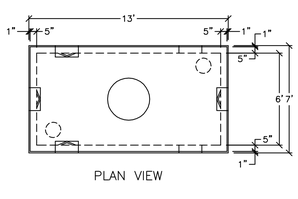


DUCT SECTION E

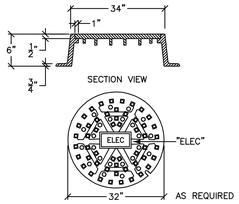


DUCT SECTIONS

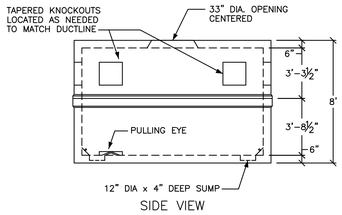
NOT TO SCALE



PLAN VIEW



COVER



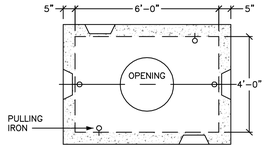
SIDE VIEW

ELECTRICAL MANHOLE DETAIL NOTES:
1. VAULT SHALL BE DESIGNED TO WITHSTAND LOADING WITH 6" OF OVERBURDEN. THE DESIGN SHALL ALSO COMPLY WITH THE STRENGTH REQUIREMENTS OF NATIONAL ELECTRICAL SAFETY CODE SECTION 323A. PROVIDE SHOP DRAWINGS STAMPED BY A STATE OF MAINE REGISTERED PROFESSIONAL ENGINEER UPON REQUEST.
2. JOINTS SEALED WITH ASPHALT.
3. MOUNTINGS FOR CABLE RACKS, ETC. CAST IN WALL BY FURTHER PLANS OR FIELD LOCATED.
4. MANHOLE SHALL BE SET ON A SUITABLE GRAVEL BASE.
5. CABLES ARE TO BE RACKED ALONG ONE WALL ONLY.

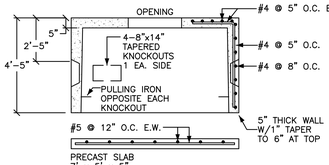
ELECTRICAL MANHOLE DETAIL

NOT TO SCALE

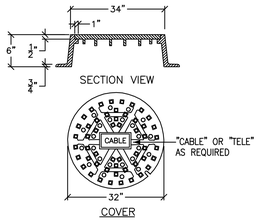
CABLE TV/TELEPHONE MANHOLE DETAIL NOTES:
1. CONCRETE: 4,000 PSI @ 28DAYS.
2. USE 32IN COVER AND FRAME MARKED ELEC OR COMM AS REQUIRED. MINIMUM ONE COURSE BRICK TO GRADE.
3. MOUNTINGS FOR CABLE RACKS ECT, CAST IN WALL BY FUTURE PLANS OR FIELD LOCATED.
4. SPLICE BOX SHALL BE SET ON A SUITABLE GRAVEL BASE.
5. REINFORCING: GRADE 60 REBAR:
   - -REINFORCING PLACED IN CENTER IF CONCRETE SLAB, WALLS, & ROOF.
   - -#4 @ 5IN O.C. VERTICAL IN WALLS, CANTILEVERED OVER TOP OF OPENING
   - -#4 @ 8IN O.C. HORIZONTALLY IN WALLS
   - -4 PIECES #4 SURROUNDING OPENING
   - -#4 @ 5IN O.C. EACH WAY ON TOP
6. MANHOLE FRAMES AND COVERS ARE TO BE MACHINED TO A SMOOTH FIT AND SHALL BE OF GRAY CAST IRON.
7. COVER SHALL HAVE DIAMOND TOP SURFACE.



PLAN VIEW



SECTION VIEW



COVER

TELEPHONE & CABLE TV MANHOLE DETAIL

NOT TO SCALE

PRELIMINARY

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

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P.E. LAWRENCE BARTLETT
LIC. #7928 06/30/2014

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THE FOREFRONT AT THOMPSONS POINT

SHEET TITLE
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DRAWN:	LEB	DATE:	06/30/2014
DESIGNED:	LEB	SCALE:	NONE
CHECKED:	LEB	JOB NO.	
FILE NAME:			
SHEET	E-300		

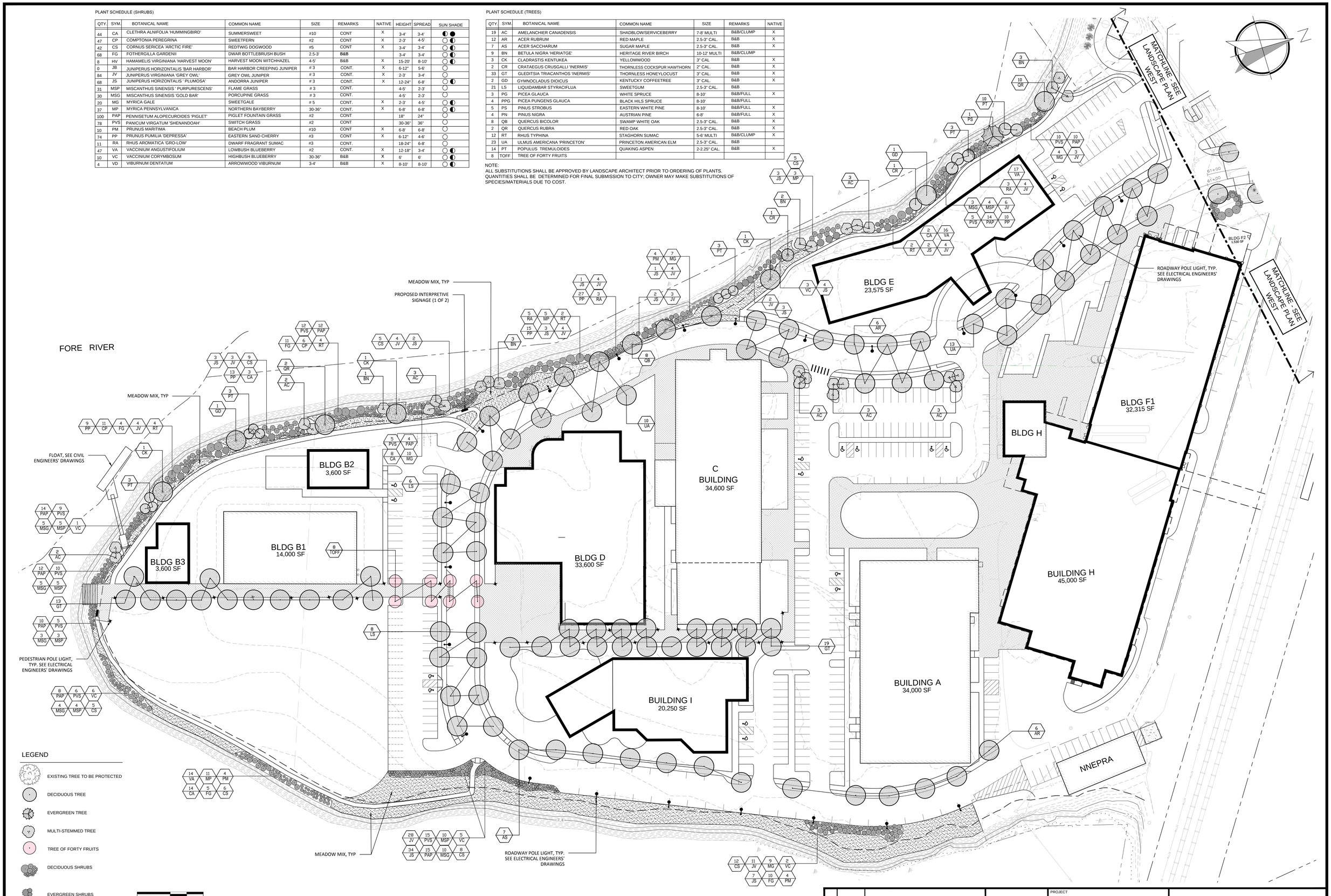
PLANT SCHEDULE (SHRUBS)

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE	HEIGHT	SPREAD	SUN SHADE
44	CA	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	SUMMERSWEET	#10	CONT	X	3-4'	3-4'	◐ ●
47	CP	COMPTONIA PEREGRINA	SWEETFERN	#2	CONT	X	2-3'	4-5'	○ ◐
42	CS	CORNUS SERICEA 'ARCTIC FIRE'	REDTWIG DOGWOOD	#5	CONT	X	3-4'	3-4'	○ ◐
68	FG	FOTHERGILLA GARDENII	DWAR BOTTLEBRUSH BUSH	2.5-3'	B&B		3-4'	3-4'	○ ◐
8	HV	HAMAMELIS VIRGINIANA 'HARVEST MOON'	HARVEST MOON WITCHHAZEL	4-5'	B&B	X	15-20'	8-10'	○ ◐
0	JB	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR CREEPING JUNIPER	# 3	CONT.	X	6-12"	5-6'	○
84	JV	JUNIPERUS VIRGINIANA 'GREY OWL'	GREY OWL JUNIPER	# 3	CONT.	X	2-3'	3-4'	○
68	JS	JUNIPERUS HORIZONTALIS ' PLUMOSA'	ANDORRA JUNIPER	# 3	CONT.	X	12-24"	6-8'	○ ◐
31	MSP	MISCANTHUS SINENSIS ' PURPURESCENS'	FLAME GRASS	# 3	CONT.		4-5'	2-3'	○
30	MSG	MISCANTHUS SINENSIS 'GOLD BAR'	PORCUPINE GRASS	# 3	CONT.		4-5'	2-3'	○
20	MG	MYRICA GALE	SWEETGALE	# 5	CONT.	X	2-3'	4-5'	○ ◐
37	MP	MYRICA PENNSYLVANICA	NORTHERN BAYBERRY	30-36"	CONT.	X	6-8'	6-8'	○ ◐
100	PAP	PENNISETUM ALOPECUROIDES 'PIGLET'	PIGLET FOUNTAIN GRASS	#2	CONT		18"	24"	○
78	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SWITCH GRASS	#2	CONT		30-36"	36"	○
10	PM	PRUNUS MARITIMA	BEACH PLUM	#10	CONT	X	6-8'	6-8'	○
74	PP	PRUNUS PUMILIA 'DEPRESSA'	EASTERN SAND CHERRY	#3	CONT	X	6-12"	4-6'	○
11	RA	RHUS AROMATICA 'GRO-LOW'	DWARF FRAGRANT SUMAC	#3	CONT.		18-24"	6-8'	○
47	VA	VACCINIUM ANGUSTIFOLIUM	LOWBUSH BLUEBERRY	#2	CONT.	X	12-18"	3-4'	○ ◐
10	VC	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY	30-36"	B&B	X	6'	6'	○ ◐
4	VB	VIBURNUM DENTATUM	ARROWWOOD VIBURNUM	3-4'	B&B	X	8-10'	8-10'	○ ◐

PLANT SCHEDULE (TREES)

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
19	AC	AMELANCHIER CANADENSIS	SHADBLOW/SERVICEBERRY	7-8' MULTI	B&B/CLUMP	X
12	AR	ACER RUBRUM	RED MAPLE	2.5-3" CAL.	B&B	X
7	AS	ACER SACCHARUM	SUGAR MAPLE	2.5-3" CAL.	B&B	X
9	BN	BETULA NIGRA 'HERIATGE'	HERITAGE RIVER BIRCH	10-12' MULTI	B&B/CLUMP	
3	CK	CLADRASTIS KENTUKEA	YELLOWWOOD	3" CAL	B&B	X
2	CR	CRATAEGUS CRUSGALLI 'INERMIS'	THORNLESS COCKSPUR HAWTHORN	2" CAL.	B&B	X
33	GT	GLEDITSIA TRIACANTHOS 'INERMIS'	THORNLESS HONEYLOCUST	3" CAL.	B&B	X
2	GD	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" CAL.	B&B	X
21	LS	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	2.5-3" CAL.	B&B	
3	PG	PICEA GLAUCA	WHITE SPRUCE	8-10'	B&B/FULL	X
4	PPG	PICEA PUNGENS GLAUCA	BLACK HILS SPRUCE	8-10'	B&B/FULL	
5	PS	PINUS STROBUS	EASTERN WHITE PINE	8-10'	B&B/FULL	X
4	PN	PINUS NIGRA	AUSTRIAN PINE	6-8'	B&B/FULL	X
8	QB	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5-3" CAL.	B&B	X
2	QR	QUERCUS RUBRA	RED OAK	2.5-3" CAL.	B&B	X
12	RT	RHUS TYPHINA	STAGHORN SUMAC	5-6' MULTI	B&B/CLUMP	X
23	UA	ULMUS AMERICANA 'PRINCETON'	PRINCETON AMERICAN ELM	2.5-3" CAL.	B&B	
14	PT	POPULUS TREMULOIDES	QUAKING ASPEN	2-2.25" CAL.	B&B	X
8	TOFF	TREE OF FORTY FRUITS				

NOTE:
ALL SUBSTITUTIONS SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO ORDERING OF PLANTS. QUANTITIES SHALL BE DETERMINED FOR FINAL SUBMISSION TO CITY; OWNER MAY MAKE SUBSTITUTIONS OF SPECIES/MATERIALS DUE TO COST.



LEGEND

- EXISTING TREE TO BE PROTECTED
- DECIDUOUS TREE
- EVERGREEN TREE
- MULTI-STEMMED TREE
- TREE OF FORTY FRUITS
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- MEADOW MIX
- ROADWAY POLE LIGHT
- PEDESTRIAN POLE LIGHT

0' 40' 80'

NOTES:

1. LANDSCAPING HAS BEEN PROVIDED FOR ALL COMMON AREAS. INDIVIDUAL DEVELOPMENT PARCELS WILL BE DESIGNED AND ARE SUBJECT TO REVIEW AT THE LEVEL III SITE PLAN STAGE

2. SEE L2.0 FOR GENERAL PLANTING NOTES AND DETAILS

REV	DATE	DESCRIPTION
5	08.11.15	AMENDED SITE PLAN SUBMITTED TO CITY
4	12.11.14	AMENDED SITE PLAN SUBMITTED TO CITY
3	9.10.14	AMENDED SITE PLAN SUBMITTED TO CITY
2	7.29.14	AMENDED SITE PLAN SUBMITTED TO CITY
1	06.23.14	AMENDED SITE PLAN SUBMITTED TO CITY

REVISIONS — LIC. # -

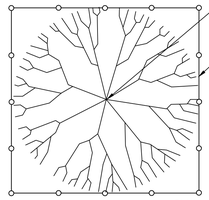
PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
LANDSCAPE PLAN EAST

CLIENT
FOREFRONT PARTNERS I , LP

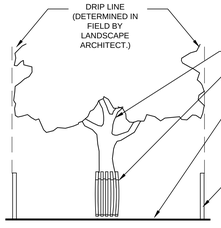
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: -	DATE: October 3, 2014
DESIGNED: -	SCALE: - 1"=40'-0"
CHECKED: -	JOB NO. -
FILE NAME: MP-LANDSCAPE-PLAN-8.11.15.DWG	
SHEET L-1.0 -	



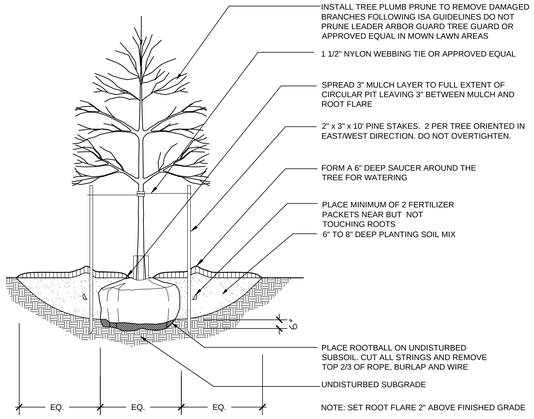
NOTE:
TREE PROTECTION FENCING TO REMAIN FOR DURATION OF PROJECT UNLESS OTHERWISE DIRECTED BY LANDSCAPE ARCHITECT

PLAN

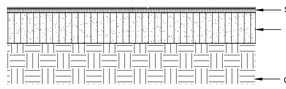


ELEVATION

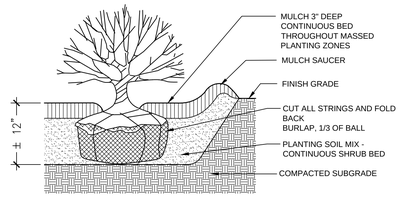
1 TREE PROTECTION
SCALE: N.T.S



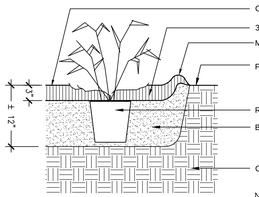
2 TREE PLANTING
SCALE: N.T.S



3 LAWN OR MEADOW SEED PLANTING
SCALE: 1"=1'-0"



4 SHRUB PLANTING
SCALE: 1"=1'-0"



NOTE:

1. PLANT GRASS OR BAMBOO GROUNDCOVER IN STAGGERED ROWS

5 SHRUB PLANTING
SCALE: 1"=1'-0"

NOTES:

1. LANDSCAPING HAS BEEN PROVIDED FOR ALL COMMON AREAS, INDIVIDUAL DEVELOPMENT PARCELS WILL BE DESIGNED AND ARE SUBJECT TO REVIEW AT THE LEVEL III SITE PLAN STAGE

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 PLANT 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 PLANT BEDS AND TREE WELLS SHALL BE SPADE EDGED, AND SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH. CONTRACTOR SHALL SUBMIT MULCH SAMPLE TO L.A. PRIOR TO INSTALLATION.
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 24 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING, WIRE BASKETS, 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 PROJECT L.A.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE LOAM BACKFILL AS PER THE CONTRACT SPECIFICATIONS.
17. ALL PLANTS SHALL 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.

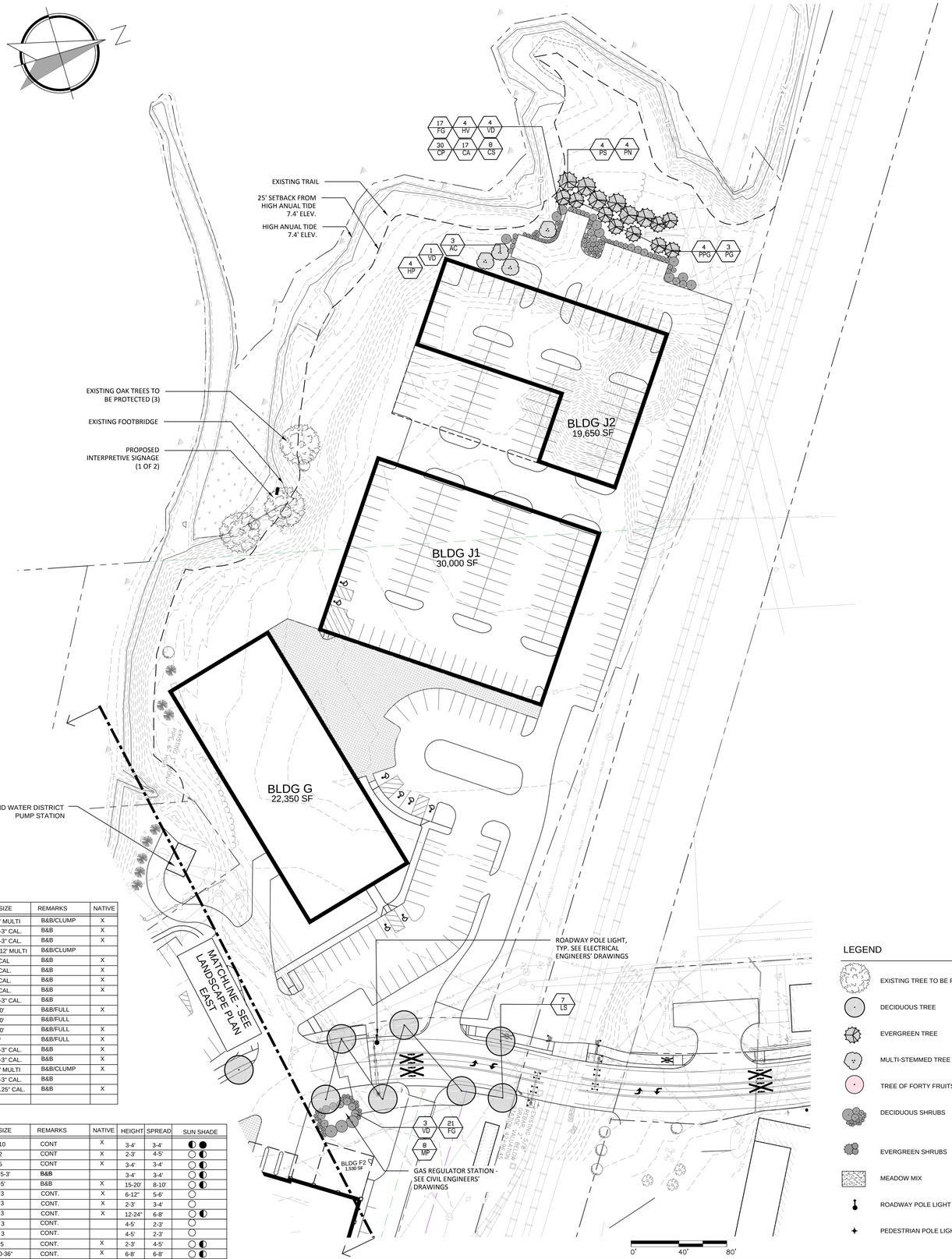
PLANT SCHEDULE (TREES)

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
19	AC	AMELANCHIER CANADENSIS	SHADBLOW/SERVICEBERRY	7-8' MULTI	B&B/CLUMP	X
12	AR	ACER RUBRUM	RED MAPLE	2.5-3" CAL.	B&B	X
7	AS	ACER SACCHARUM	SUGAR MAPLE	2.5-3" CAL.	B&B	X
9	BN	BETULA NIGRA 'HERIATGE'	HERITAGE RIVER BIRCH	10-12' MULTI	B&B/CLUMP	
3	CK	CLADRASTIS KENTUKEA	YELLOWWOOD	3" CAL.	B&B	X
2	CR	CRATAEGUS CRUSGALLI 'INERMIS'	THORNLESS COCKSPUR HAWTHORN	2" CAL.	B&B	X
33	GT	GLEDITSIA TRIACANTHOS 'INERMIS'	THORNLESS HONEYLOCUST	3" CAL.	B&B	X
2	GD	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" CAL.	B&B	X
21	LS	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	2.5-3" CAL.	B&B	
3	PG	PICEA GLAUCA	WHITE SPRUCE	8-10'	B&B/FULL	X
4	PPG	PICEA PUNGENS GLAUCA	BLACK HILS SPRUCE	8-10'	B&B/FULL	
5	PS	PINUS STROBUS	EASTERN WHITE PINE	8-10'	B&B/FULL	X
4	PN	PINUS NIGRA	AUSTRIAN PINE	6-8'	B&B/FULL	X
8	QB	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5-3" CAL.	B&B	X
2	QR	QUERCUS RUBRA	RED OAK	2.5-3" CAL.	B&B	X
12	RT	RHUS TYPHINA	STAGHORN SUMAC	5-6' MULTI	B&B/CLUMP	X
23	UA	ULMUS AMERICANA 'PRINCETON'	PRINCETON AMERICAN ELM	2.5-3" CAL.	B&B	
14	PT	POPULUS TREMULOIDES	QUAKING ASPEN	2-2.25" CAL.	B&B	X
8	TOFF	TREE OF FORTY FRUITS				

PLANT SCHEDULE (SHRUBS)

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE	HEIGHT	SPREAD	SUN SHADE
44	CA	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	SUMMERSWEET	#10	CONT	X	3-4'	3-4'	◐ ●
47	CP	COMPTONIA PEREGRINA	SWEETFERN	#2	CONT	X	2-3'	4-5'	○ ◐
42	CS	CORNUS SERICEA 'ARCTIC FIRE'	REDTWIG DOGWOOD	#5	CONT	X	3-4'	3-4'	○ ◐
68	FG	FOTHERGILLA GARDENII	DWAR BOTTLEBRUSH BUSH	2.5-3'	**B&B**		3-4'	3-4'	○ ◐
8	HV	HAMAMELIS VIRGINIANA 'HARVEST MOON'	HARVEST MOON WITCHHAZEL	4-5'	B&B	X	15-20'	8-10'	○ ◐
0	JB	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR CREEPING JUNIPER	# 3	CONT.	X	6-12"	5-6'	○
84	JV	JUNIPERUS VIRGINIANA 'GREY OWL'	GREY OWL JUNIPER	# 3	CONT.	X	2-3'	3-4'	○
68	JS	JUNIPERUS HORIZONTALIS 'PLUMOSA'	ANDORRA JUNIPER	# 3	CONT.	X	12-24"	6-8'	○ ◐
31	MSP	MISCANTHUS SINENSIS 'PURPURESCENS'	FLAME GRASS	# 3	CONT.		4-5'	2-3'	○
30	MSG	MISCANTHUS SINENSIS 'GOLD BAR'	PORCUPINE GRASS	# 3	CONT.		4-5'	2-3'	○
20	MG	MYRICA GALE	SWEETGALE	# 5	CONT.	X	2-3'	4-5'	○ ◐
37	MP	MYRICA PENNSYLVANICA	NORTHERN BAYBERRY	30-36"	CONT.	X	6-8'	6-8'	○ ◐
100	PAP	PENNISETUM ALOPECUROIDES 'PIGLET'	PIGLET FOUNTAIN GRASS	#2	CONT		18"	24"	○
78	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SWITCH GRASS	#2	CONT		30-36"	36"	○
10	PM	PRUNUS MARITIMA	BEACH PLUM	#10	CONT	X	6-8'	6-8'	○
74	PP	PRUNUS PUMILIA 'DEPRESSA'	EASTERN SAND CHERRY	#3	CONT	X	6-12"	4-6'	○
11	RA	RHUS AROMATICA 'GRO-LOW'	DWARF FRAGRANT SUMAC	#3	CONT.		18-24"	6-8'	○
47	VA	VACCINIUM ANGUSTIFOLIUM	LOWBUSH BLUEBERRY	#2	CONT.	X	12-18"	3-4'	○ ◐
10	VC	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY	30-36"	B&B	X	6'	6'	○ ◐
4	VD	VIBURNUM DENTATUM	ARROWWOOD VIBURNUM	3-4'	B&B	X	8-10'	8-10'	○ ◐

NOTE: ALL SUBSTITUTIONS SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO ORDERING OF PLANTS. QUANTITIES SHALL BE DETERMINED FOR FINAL SUBMISSION TO CITY; OWNER MAY MAKE SUBSTITUTIONS OF SPECIES/MATERIALS DUE TO COST.



LEGEND

- EXISTING TREE TO BE PROTECTED
- DECIDUOUS TREE
- EVERGREEN TREE
- MULTI-STEMMED TREE
- TREE OF FORTY FRUITS
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
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- ROADWAY POLE LIGHT
- PEDESTRIAN POLE LIGHT

REV.	DATE	DESCRIPTION
5	08.11.15	AMENDED SITE PLAN SUBMITTED TO CITY
4	12.11.14	AMENDED SITE PLAN SUBMITTED TO CITY
3	9.10.14	AMENDED SITE PLAN SUBMITTED TO CITY
2	7.29.14	AMENDED SITE PLAN SUBMITTED TO CITY
1	06.23.14	AMENDED SITE PLAN SUBMITTED TO CITY

REVISIONS

LIC. #

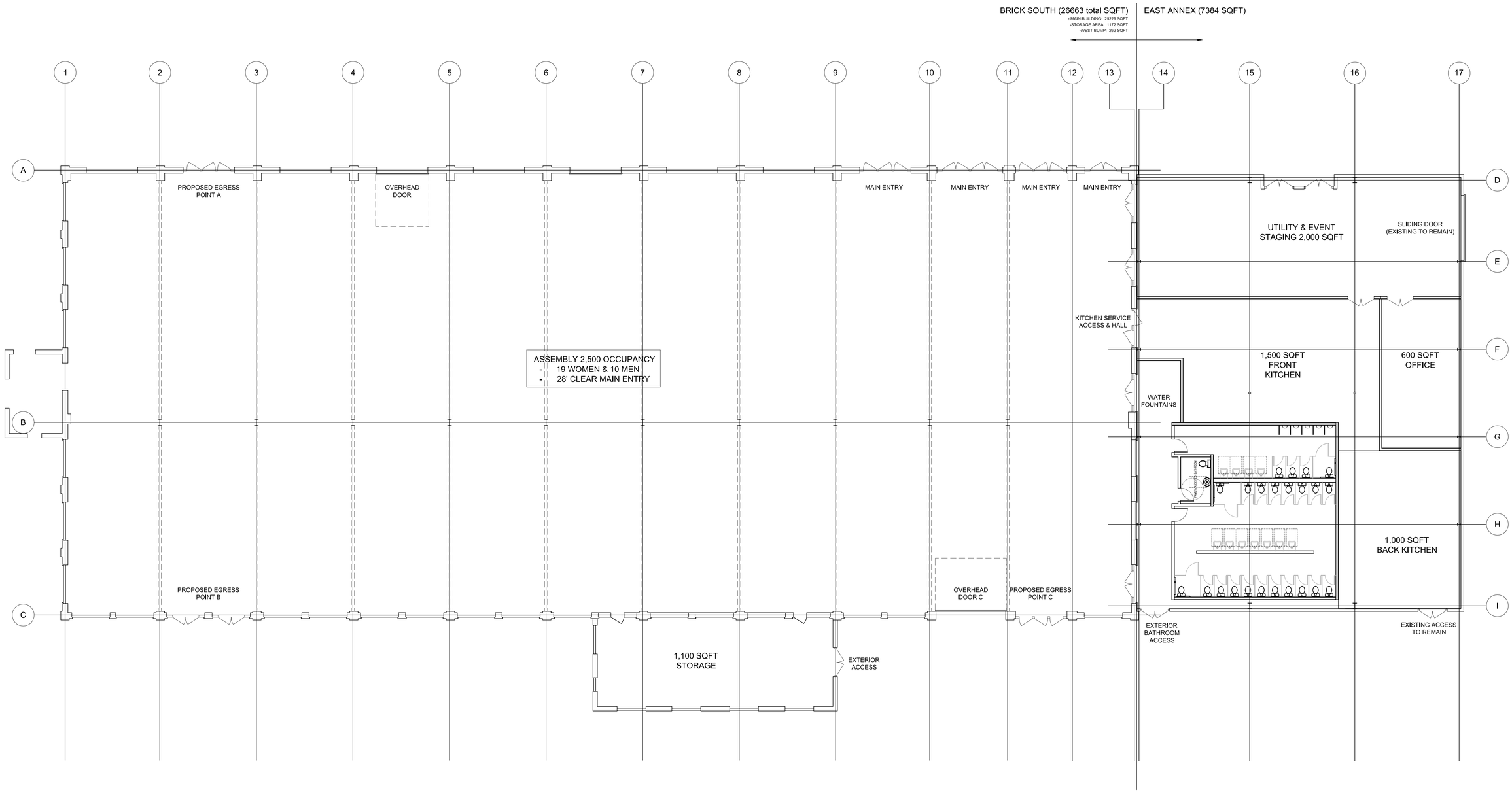
PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
LANDSCAPE PLAN EAST

CLIENT
FOREFRONT PARTNERS I, LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: - | DATE: October 3, 2014
DESIGNED: - | SCALE: - 1"=40'-0"
CHECKED: - | JOB NO. -
FILE NAME: MP-LANDSCAPE-PLAN-8.11.15.DWG
SHEET L-2.0 -



1 A101 BRICK SOUTH FLOOR PLAN
SCALE: 3/32" = 1'-0"

PRELIMINARY - NOT FOR CONSTRUCTION

Phi HOME DESIGNS
446 WEST STREET
ROCKPORT, ME 04856
TEL: 207 230 0034
FAX: 207 230 0274
PHIHOMEDESIGNS.COM
©PHI HOME DESIGNS LLC

BRICK SOUTH

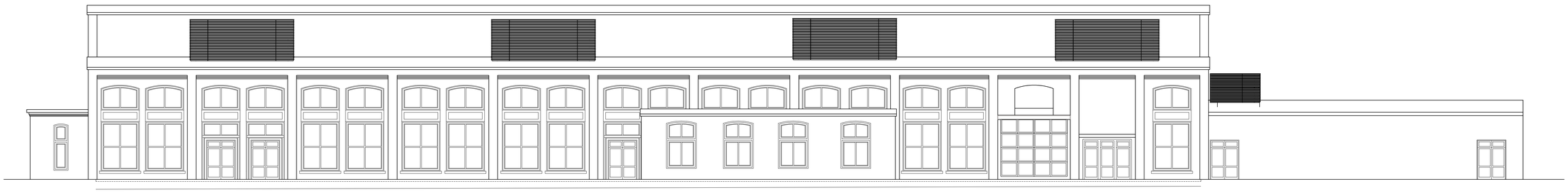
THOMPSON's POINT PORTLAND, MAINE

OWNER: FOREFRONT PARTNERS I, LP

DATE: AUGUST 26, 2015
DRAWN BY: CAG
CHECKED BY: ECD

BRICK SOUTH FLOOR PLAN

A101



1 A200 BRICK SOUTH - SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

2 A200 BRICK SOUTH - WEST ELEVATION
SCALE: 3/32" = 1'-0"

PRELIMINARY - NOT FOR CONSTRUCTION

Phi HOME DESIGNS
446 WEST STREET
ROCKPORT, ME 04856
TEL: 207 230 0034
FAX: 207 230 0274
PHIHOMEDESIGNS.COM
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BRICK SOUTH

THOMPSON's POINT PORTLAND, MAINE

OWNER: FOREFRONT PARTNERS I, LP

DATE: AUGUST 26, 2015
DRAWN BY: CAG
CHECKED BY: ECD

BRICK SOUTH ELEVATIONS

A200

1 A201 BRICK SOUTH - NORTH ELEVATION
SCALE: 3/32" = 1'-0"

2 A201 BRICK SOUTH - EAST ELEVATION
SCALE: 3/32" = 1'-0"

PRELIMINARY - NOT FOR CONSTRUCTION

Phi HOME DESIGNS
446 WEST STREET
ROCKPORT, ME 04856
TEL: 207 230 0034
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BRICK SOUTH

THOMPSON's POINT PORTLAND, MAINE

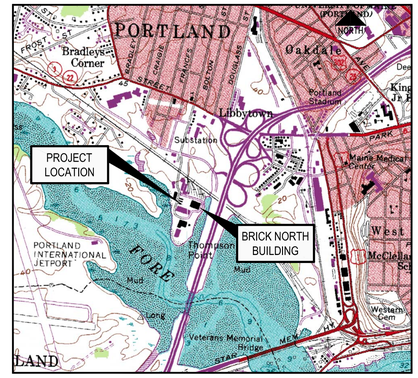
OWNER: FOREFRONT PARTNERS I, LP

DATE: AUGUST 26, 2015
DRAWN BY: CAG
CHECKED BY: ECD

BRICK SOUTH ELEVATIONS

A201

SITE RENOVATION PLANS
FOR
BRICK NORTH AND SOUTH BUILDINGS
(BUILDINGS **A** AND **C**)
AT THE FOREFRONT AT THOMPSON'S POINT
PORTLAND, MAINE
IN SUPPORT OF A LEVEL III SITE PLAN APPLICATION
SEPTEMBER 2015



LOCATION MAP
N.T.S.

PROJECT PARCEL SITE

ZONING: B-5 URBAN COMMERCIAL MIXED USE ZONE

PORTLAND TAX ASSESSOR'S MAP & LOT NUMBERS:

MAP	BLOCK	LOTS
201	A	5, 8, 10
202	A	1, 4

APPLICANT / OWNER:
FORE FRONT PARTNERS I , LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
ATTN: CHRIS THOMPSON, PhD
207.784.0335
PARALLAXPARTNERS@GMAIL.COM

INDEX

C-1.0 COVER SHEET
C-1.1 CITY OF PORTLAND PLANNING BOARD SUBDIVISION APPROVAL FOR SECTIONAL RECORDING 1
C-1.2 GENERAL NOTES AND LEGEND
C-2.0 EXISTING CONDITIONS PLAN
C-2.1 DEMOLITION AND REMOVALS PLAN
C-3.0 SITE LAYOUT PLAN
C-4.0 UTILITY PLAN
C-5.0 GRADING PLAN
C-5.1 STORMWATER MANAGEMENT PLAN
C-6.0 EROSION CONTROL PLAN
C-7.0 STORMWATER DETAILS JELLYFISH SYSTEMS AND DRIP EDGE TREATMENT
C-7.1 STORMWATER DETAILS SUBSURFACE WATER QUALITY VOLUME STORAGE
C-7.2 STORMWATER DETAILS FILTERRA® UNITS
C-8.0 PAVEMENT SECTIONS AND SIDEWALK DETAILS
C-8.1 CURBING AND SIDEWALK DETAILS
C-8.2 PARKING AND TRAFFIC CONTROL DETAILS
C-8.3 STORMWATER DETAILS
C-8.4 STORMWATER AND SANITARY SEWER DETAILS
C-8.5 EROSION AND SEDIMENT CONTROL DETAILS
C-8.6 EROSION AND SEDIMENT CONTROL DETAILS
C-8.7 WATER AND GAS SERVICE DETAILS
C-8.8 TYPICAL ROADWAY CROSS SECTIONS
C-9.0 FIRE SAFETY COMPLIANCE PLAN
C-10.0 SANITARY SEWER PROFILES
C-11.0 WATER PROFILES
C-12.0 STORM DRAIN PROFILES - ZONE D
C-12.1 STORM DRAIN PROFILES - ZONE D AND F
C-13.0 SITE SECTIONS
C-14.0 ACCESS DRIVE PROFILES
L-1.0 LANDSCAPE PLAN
E0.0 PHOTOMETRIC LIGHTING PLAN
E2.1 SITE LIGHTING PLAN
A101 BRICK SOUTH FLOOR PLAN
A200 BRICK SOUTH ELEVATIONS
A201 BRICK SOUTH ELEVATIONS

UTILITIES

WATER
ATTN: GLISSEN HAVU
PORTLAND WATER DISTRICT
22 DOUGLAS STREET
P.O. BOX 3533
PORTLAND, MAINE 04104
207.761.8310

SEWER
ATTN: DAVID-MARGOLIS-PINEO, P.E.
CITY OF PORTLAND
PUBLIC SERVICES ENGINEERING DEPT.
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8840

POWER
ATTN: JAMIE COUGH
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.791.1023

TELEPHONE
ATTN: JOHN CAPRIO
FAIRPOINT COMMUNICATIONS
ONE DAVIS FARM ROAD
PORTLAND, MAINE 04103
207.797.1842

CABLE
ATTN: ANDY TROTTIER
TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
877.546.0962

NATURAL GAS
ATTN: SCOTT CARPENTER
UNITIL / FORMERLY NORTHERN UTILITIES
1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.541.2543
email: carpenters@unitil.com

CALL BEFORE YOU DIG:
1.888.DIGSAFE (1.888.344.7233)
DIG SAFE MAINE

PERMITS / APPROVALS (APPLICABLE TO FULL DEVELOPMENT)

LOCAL	GOVERNING BODY	STATUS
SITE PLAN, SHORELAND ZONING AND SUBDIVISION REVIEW	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	ORIGINAL APPROVED JUNE 5, 2012 AMENDED APPROVAL JUNE 19, 2013
BUILDING AND DEMOLITION PERMITS	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8703	DEPOT BUILDING PERMIT ISSUED JUNE 18, 2014 TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR FOR THIS PROJECT
MASTER DEVELOPMENT PLAN	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	APPROVED MARCH 2014

STATE	GOVERNING BODY	STATUS
SITE LOCATION OF DEVELOPMENT	CITY OF PORTLAND PLANNING AUTHORITY DELEGATED AUTHORITY CITY HALL, 389 CONGRESS STREET 207.874.8722 CONTACT: CHRISTINE GRINADO	APPROVED JUNE 5, 2012 UNDER CITY'S DELEGATED AUTHORITY
NATURAL RESOURCES PROTECTION ACT (NRPA) / MAINE CONSTRUCTION GENERAL PERMIT	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.822.6300 CONTACT: MARY BETH RICHARDSON	APPROVED JULY 2012 ORDER #L-25672-2G-A-N / L-25672-FS-B-N AMENDMENT PENDING
MAINE DOT TRAFFIC MOVEMENT PERMIT	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333 207.624.3620 CONTACT: STEVE LANDRY	APPROVED JUNE 13, 2012 REG. 01-00155-A-N
MAINE VOLUNTARY RESPONSE ACTION PLAN (VRAP)	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.623.8367 CONTACT: NICK HODGKINS	NO ACTION ASSURANCE LETTER ISSUED MARCH 6, 2013
PUBLIC RAIL CROSSING PETITION	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333	DECISION #364 - APRIL 3, 2012

FEDERAL	GOVERNING BODY	STATUS
U.S. ARMY CORPS OF ENGINEERS SECTION 404 PERMIT	U.S. ARMY CORPS OF ENGINEERS RR2 BOX 1855 MANCHESTER, MAINE 04351 207.623.8367 CONTACT: JAY CLEMENT	APPROVED AUGUST 24, 2012 CORP PERMIT #NAE-2012-00992 AMENDED APRIL 16, 2014

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

CONSULTANT LIST

CIVIL ENGINEER:
Fay, Spofford & Thorndike
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
207.775.1121
ATTN: BO KENNEDY
www.fstinc.com

ARCHITECT:
Archetype Architects (Brick North)
48 UNION STREET
PORTLAND, MAINE 04101
207.772.8022
ATTN: BILL HOPKINS
www.archetype-architects.com

Phi Home Designs (Brick South)
446 WEST STREET
ROCKPORT, MAINE 04856
207.230.6034
ATTN: ERIK DURBAS
www.phihomedesigns.com

LANDSCAPE ARCHITECT:
Carroll Associates
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101
207.772.1552
ATTN: PAT CARROLL

LIGHTING CONSULTANT:
Bartlett Design
942 WASHINGTON STREET
BATH, MAINE 04530
207.522.9789
ATTN: LARRY BARTLETT

LEGAL COUNSEL:
Verrill Dana
ONE PORTLAND SQUARE
P.O. BOX 586
PORTLAND, MAINE 04112
207.774.4000
ATTN: DAVID GALGAY
www.verrilldana.com

GEOTECHNICAL ENGINEER:
Haley and Aldrich, Inc.
75 WASHINGTON AVENUE, SUITE 203
PORTLAND, MAINE 04101
207.482.4600
ATTN: WAYNE CHADBOURNE
www.haleyaldrich.com

ENVIRONMENTAL ENGINEER:
Credere Associates, LLC
776 MAIN STREET
WESTBROOK, MAINE 04092
207.828.1272
ATTN: RIP PATTEN
www.crederellc.com

TRAFFIC ENGINEER:
Gorrill-Palmer Consulting Engineers, Inc.
P.O. BOX 1237
15 SHAKER ROAD
GRAY, MAINE 04039
207.657.6910
ATTN: RANDY DUNTON
www.gorrillpalmer.com

SURVEYOR:
Sebago Technics, Inc.
1 CHABOT STREET
WESTBROOK, MAINE 04092
207.856.0277
www.sebagotechnics.com

LEED:
Thornton Tomasetti
386 FORE STREET, SUITE 401
PORTLAND, MAINE 04101
207.245.6060
www.thorntontomasetti.com

PLAN REFERENCES:

	TITLE	DATE APPROVED BY CITY
1.	THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	JUNE 5, 2012
2.	THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT	JUNE 19, 2013
3.	BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	DECEMBER 17, 2013
4.	THE FOREFRONT AT THOMPSON'S POINT MASTER PLAN	MARCH 11, 2014
5.	THE DEPOT BUILDING LEVEL II SITE PLAN	JUNE 10, 2014
6.	BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT (PHASE 1A)	DECEMBER 4, 2014
7.	SUBDIVISION APPLICATION	TBD

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.

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER
P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
COVER SHEET

CLIENT
FOREFRONT PARTNERS I , LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS COV		
SHEET	C-1.0		

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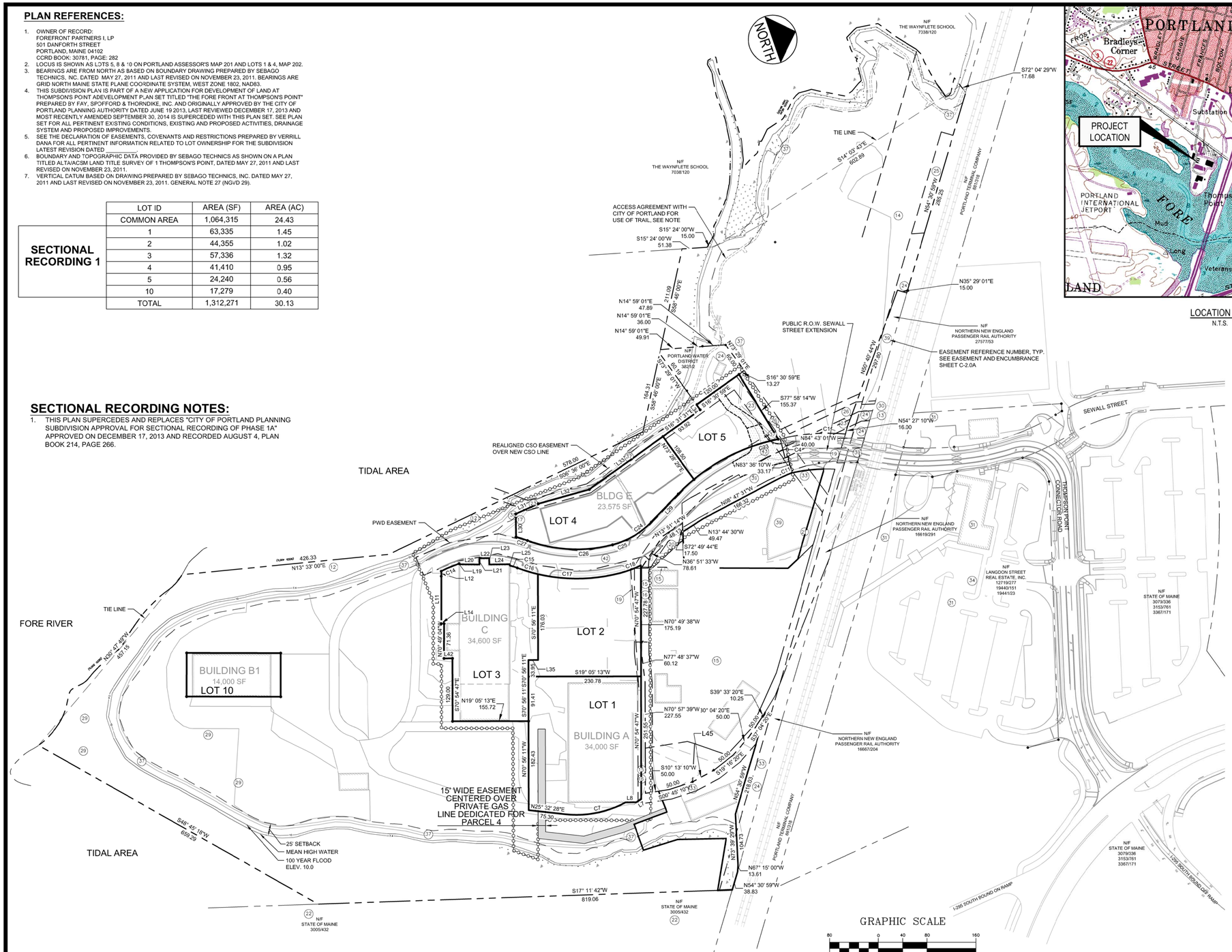
PLAN REFERENCES:

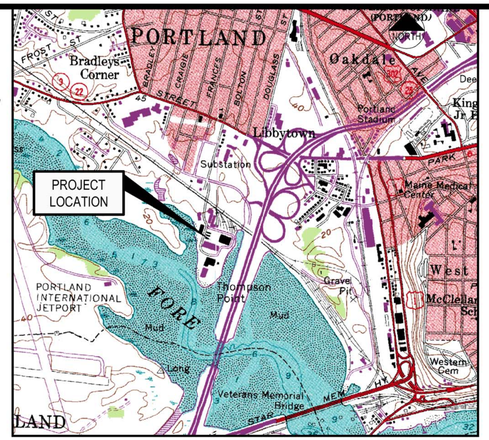
1. OWNER OF RECORD:
   FOREFRONT PARTNERS I, LP
   501 DANFORTH STREET
   PORTLAND, MAINE 04102
   CCRD BOOK: 30781, PAGE: 282
2. LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSONS POINT ADEVELOPMENT P.AN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).

	LOT ID	AREA (SF)	AREA (AC)
	COMMON AREA	1,064,315	24.43
SECTIONAL RECORDING 1	1	63,335	1.45
	2	44,355	1.02
	3	57,336	1.32
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
	TOTAL	1,312,271	30.13

SECTIONAL RECORDING NOTES:

1. THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING OF PHASE 1A" APPROVED ON DECEMBER 17, 2013 AND RECORDED AUGUST 4, PLAN BOOK 214, PAGE 266.





LOCATION MAP
N.T.S.

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____PAGE _____
ATTEST _____REGISTRAR

LINE TABLE SECTIONAL 1

ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	97.32'	S70° 49' 16"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

CURVE TABLE SECTIONAL 1

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	66.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

LEGEND

- LIMIT OF UTILITY INFRASTRUCTURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

_____ _____
CHARLES D. MARCHESE, MAINE PLS 2009 DATE

CITY OF PORTLAND PLANNING AUTHORITY SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

CHARLES D. MARCHESE
MAINE PLS 2009

STATE OF MAINE
BO KENNEDY
No. 11994
LICENSED
PROFESSIONAL ENGINEER

P.E. BO E. KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
CITY OF PORTLAND PLANNING BOARD SUBDIVISION APPROVAL FOR SECTIONAL RECORDING 1

OWNER
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET, PORTLAND, MAINE 04102

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	SEPT 2014
DESIGNED:	BEK	SCALE:	1" = 80'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS SUBDIVISION		
SHEET	C-1.1		

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GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.

2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MAINE DEPARTMENT OF TRANSPORTATION, THE U.S DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.

3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.

4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.

5. 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 AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.

6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT 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, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.

7. 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.

8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.

9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.

10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THOMPSON'S POINT AND ALL ADJACENT PROPERTIES INCLUDING THE RAILROAD R.O.W. AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO EMERGENCY SITE ACCESS CONDITIONS.

11. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMANCE OF WORK IN ACCORDANCE WITH ALL AREMA SAFETY STANDARDS AND SHALL COOPERATE FULLY WITH REPRESENTATIVES OF PAN AM RAILWAYS AND THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY (NNEPRA), MDOT, AND THE CITY OF PORTLAND AS MAY BE REQUIRED.

SITE LAYOUT NOTES

1. ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.

2. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.

3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.

4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT. SEE DRAWINGS C-3.5 SURFACE TREATMENT PLAN FOR PAVEMENT TYPE.

5. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

6. STRIPE PARKING AREAS, DRIVES AND ROADWAY AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, CROSSWALKS, HANDICAP SYMBOLS, PAINTED ISLANDS AND FIRE LANES. (ALL MARKINGS EXCEPT MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT). ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F". MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT.

7. SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.

8. STOP BARS SHALL BE 12" WIDE.

9. PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.

2. PROVIDE TURF REINFORCEMENT IN AREAS INDICATED ON THE PLANS.

3. AS "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.

4. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.

5. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.

6. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.

7. ALL DISTURBED AREAS NOT TO BE PAVED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.

8. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.

9. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

10. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.

11. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.

12. NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE DIVISION SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.

2. 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.

3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION.

4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.

5. COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.

6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.

7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.

9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

10. 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.

11. 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.

12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.

13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE, SUBURBAN PROPANE AND NNEPRA TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.

LANDSCAPE NOTES

(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT BETWEEN THIS SECTION AND THE LANDSCAPE DRAWINGS, THE LANDSCAPING DRAWINGS SHALL GOVERN)

1. ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.

2. PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.

3. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM AND SEED.

4. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TIP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 4" LOAM AND SEED.

5. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.

6. PARKING AREA PLANTED ISLANDS TO HAVE A MINIMUM OF 4" TOPSOIL. REMOVE ALL CONSTRUCTION DEBRIS BEFORE TOPSOILING. TOPSOIL SHALL BE PLACED TO TOP OF CURB.

7. ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.

8. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.

9. THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.

10. NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.

12. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.

13. ALL PLANTING LOCATED AT THE ENTRANCE TO THE PROJECT OR AT INTERSECTIONS WITHIN THE SITE WILL BE MAINTAINED AND WILL NOT EXCEED 3 FEET IN HEIGHT WITHIN A TRIANGLE FORMED 25' INTO THE DRIVEWAY AND 25' ALONG THE TRAVEL WAY.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.

2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPRORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.

3. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.

4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.

5. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.

6. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.

7. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.

8. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.

9. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.

10. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.

11. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.

12. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.

13. INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 3:1.

14. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003".

LEGEND

EXISTING	PROPOSED
BOUNDARY LINE/R.O.W.	BARRIER FREE SYMBOL
ABUTTER LINE/R.O.W.	SIGN
DEED LINE/ROW	SIGN LABEL
TIE LINE	GUIDERAIL - METAL
EASEMENT	GUIDERAIL - TIMBER
FLOODPLAIN	FENCE - CHAINLINK
CENTERLINE	FENCE - WOOD
IRON PIPE/ROD	BUILDING / BUILDING ACCESS
BENCHMARK	PROPERTY LINE
BUILDING	RETAINING WALL
WETLANDS	PEDESTRIAN CROSSWALK
EDGE WETLAND	TRAFFIC ARROWS
ROCK OUTCROP	BOLLARD
SIGN	VERTICAL GRANITE CURB
EDGE PAVEMENT	SLOPED GRANITE CURB
GRAVEL ROAD	CATCH BASIN
EDGE WATER	CONTOUR LABEL
122 120 CONTOURS	DRAIN MANHOLE
×30.20 SPOT GRADE	RIPRAP INLET APRON
CHAIN LINK FENCE	RIPRAP OUTLET APRON
DECIDUOUS TREE	SLOPE DESIGNATION
CONIFEROUS TREE	SPOT GRADE
GUARDRAIL	SPOT GRADE AT CURB (TC = TOP / BC = BOTTOM)
WATER GATE VALVE	WATER MARK
HYDRANT	UNDERDRAIN
SEWER MH	STORM DRAIN
CATCH BASIN	TREE LINE OR LIMIT OF CLEARING
DRAINAGE MH	CURB STOP
UNIDENTIFIED MH	HYDRANT
OHU OVERHEAD UTILITY	LIGHT POLE WITH FIXTURE(S)
ELECTRIC METER BOX	WALL MOUNT LIGHT
LIGHT POLE	SANITARY SEWER MANHOLE
UTILITY POLE	TEST PIT
GUY	TRANSFORMER PAD
RIPRAP	UTILITY POLE
BOULDER	VALVE
SCHEDULE B – SECTION 2 EXCEPTIONS	SANITARY SEWER
	6"W WATER MAIN
	2"G GAS MAIN
	UGE UNDERGROUND ELECTRIC
	OHE OVERHEAD ELECTRIC
	PEDESTRIAN FLASHER

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
GENERAL NOTES AND LEGEND

CLIENT
FOREFRONT PARTNERS I , LP

FST — FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS GEN		
SHEET	C-1.2		

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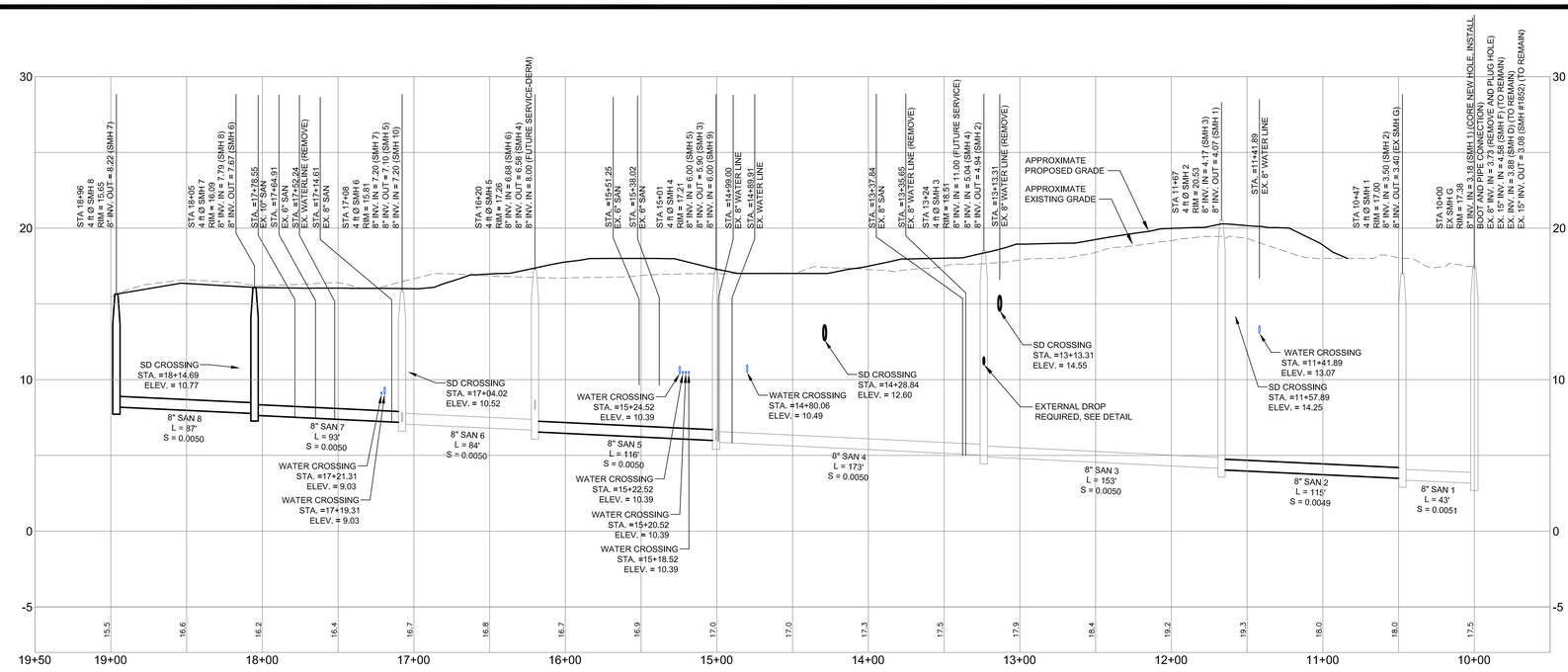
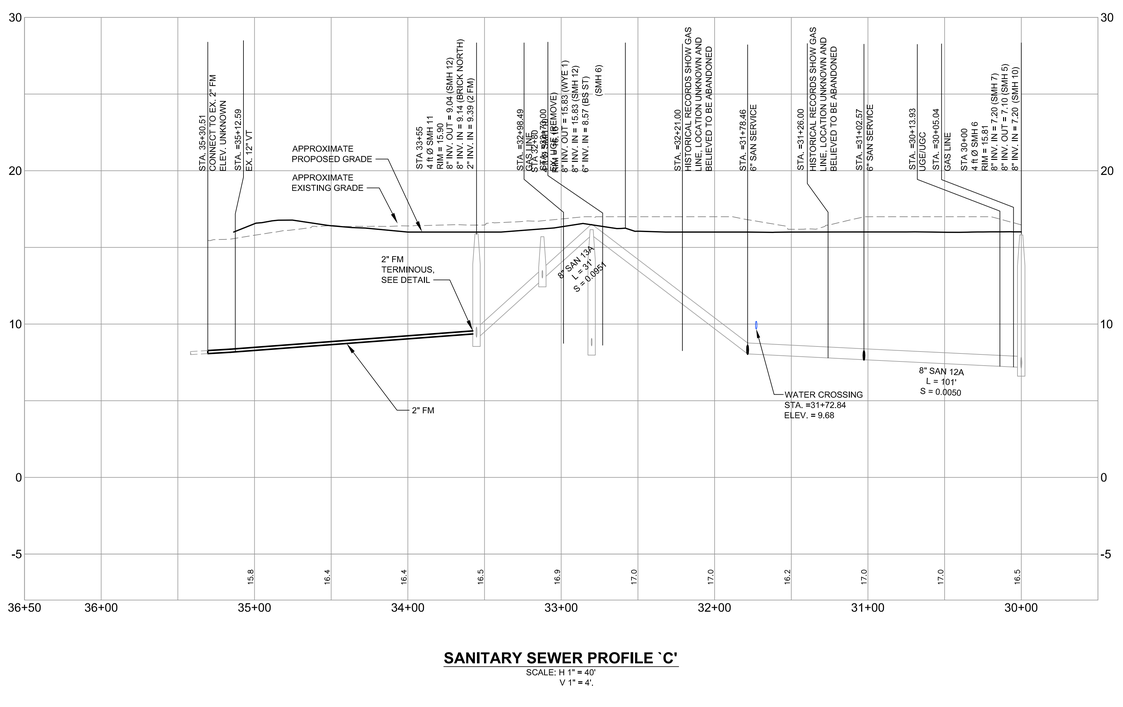


SANITARY SEWER PROFILE `A'

SCALE: H 1" = 40'
V 1" = 4'.



SANITARY SEWER PROFILE `C'

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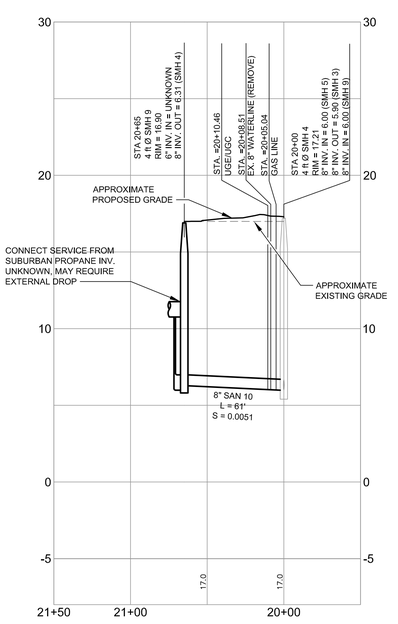
V 1" = 4'.



SANITARY SEWER PROFILE `B'

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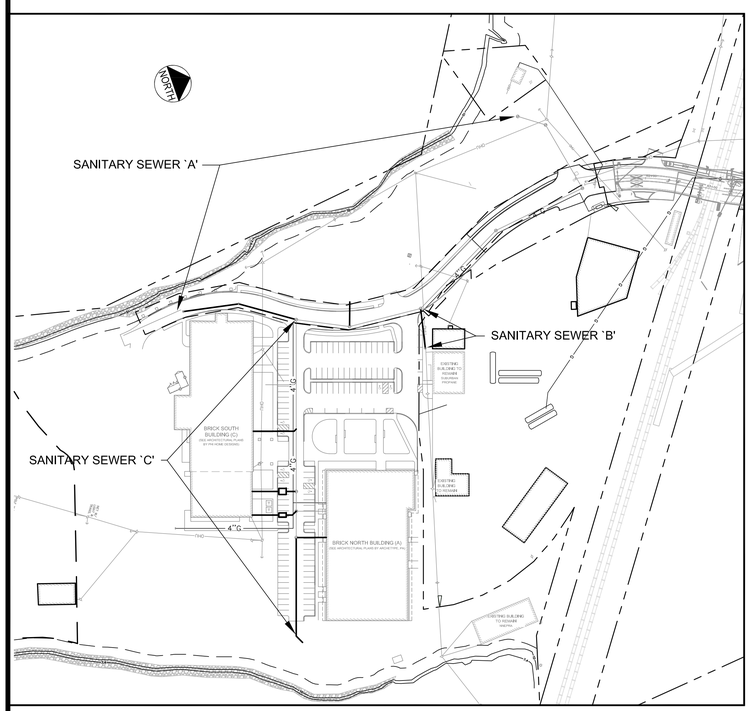

ORIENTATION SKETCH

N.T.S.

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SANITARY SEWER PROFILES

CLIENT
FOREFRONT PARTNERS I, LP

FST — FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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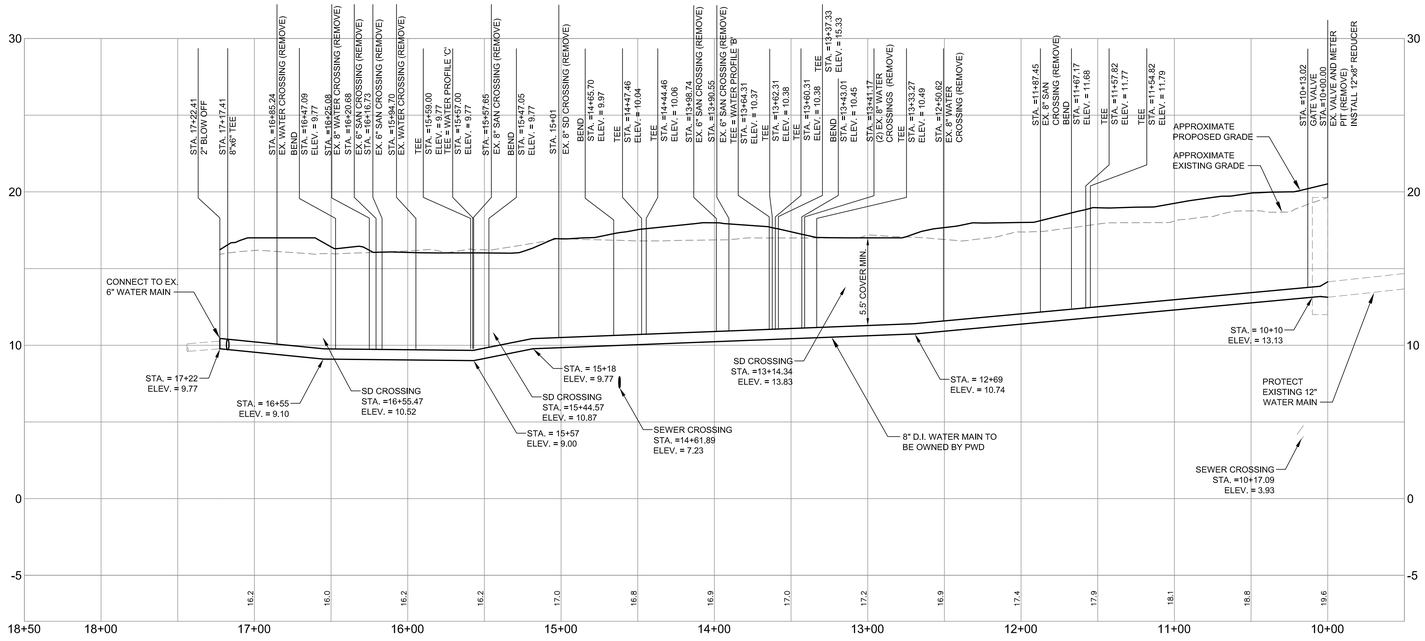

WATER PROFILE `A'

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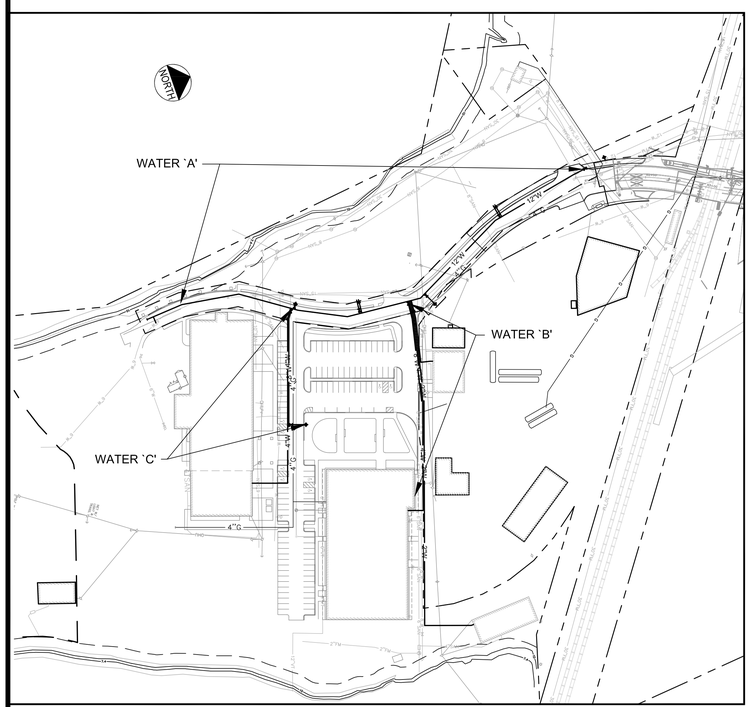
V 1" = 4'.



ORIENTATION SKETCH

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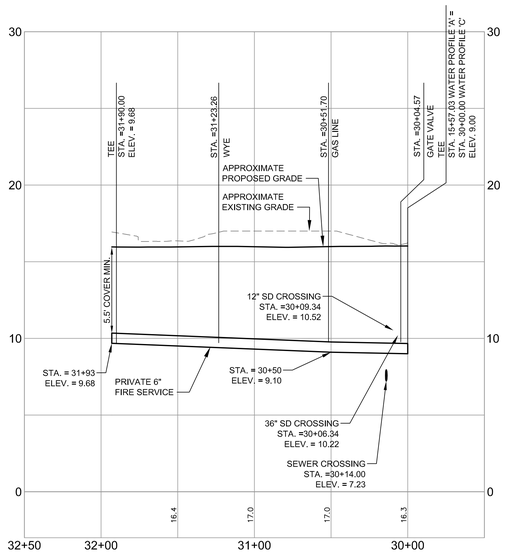

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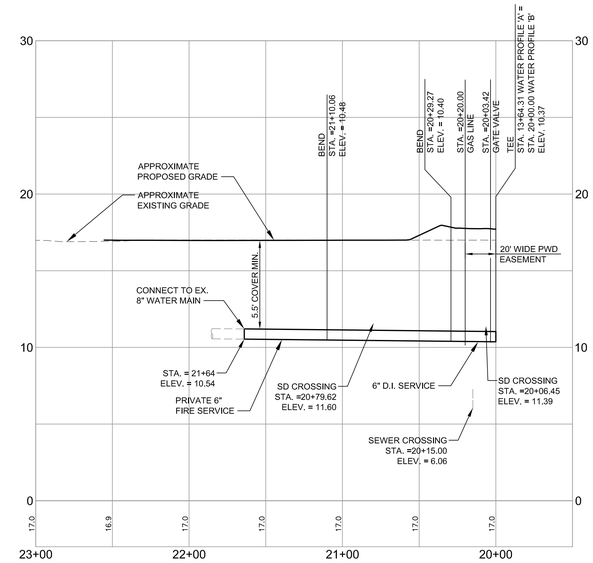

WATER PROFILE `B'

SCALE: H 1" = 40'
V 1" = 4'.

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BOA KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
WATER PROFILES

CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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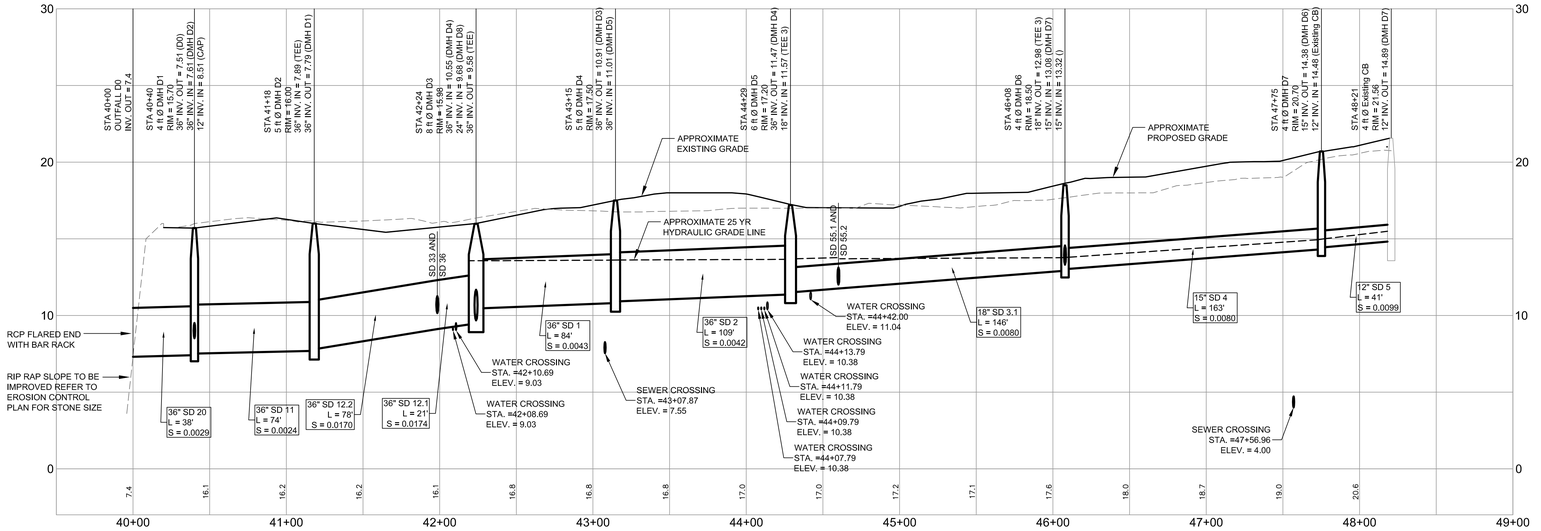

STORM DRAIN PROFILE - D0 TO EX. CB

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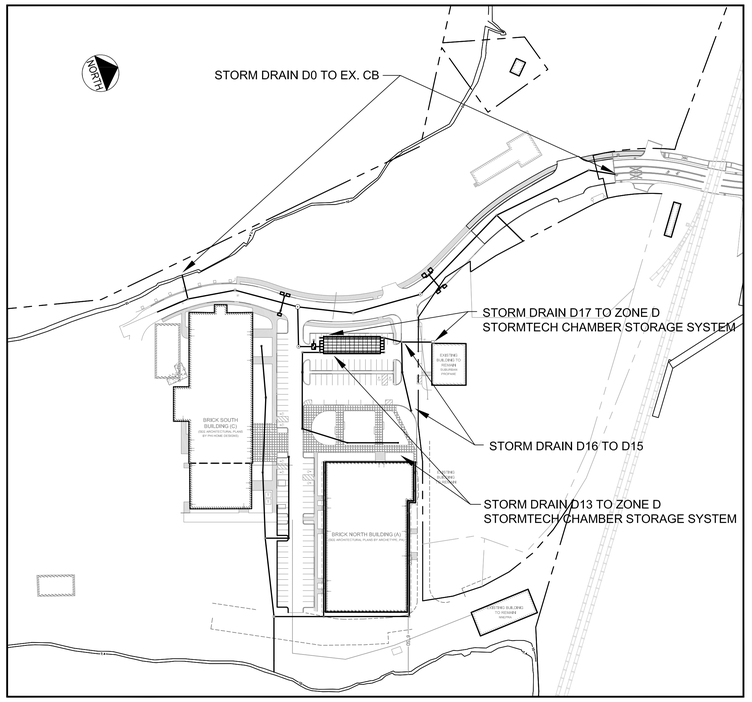
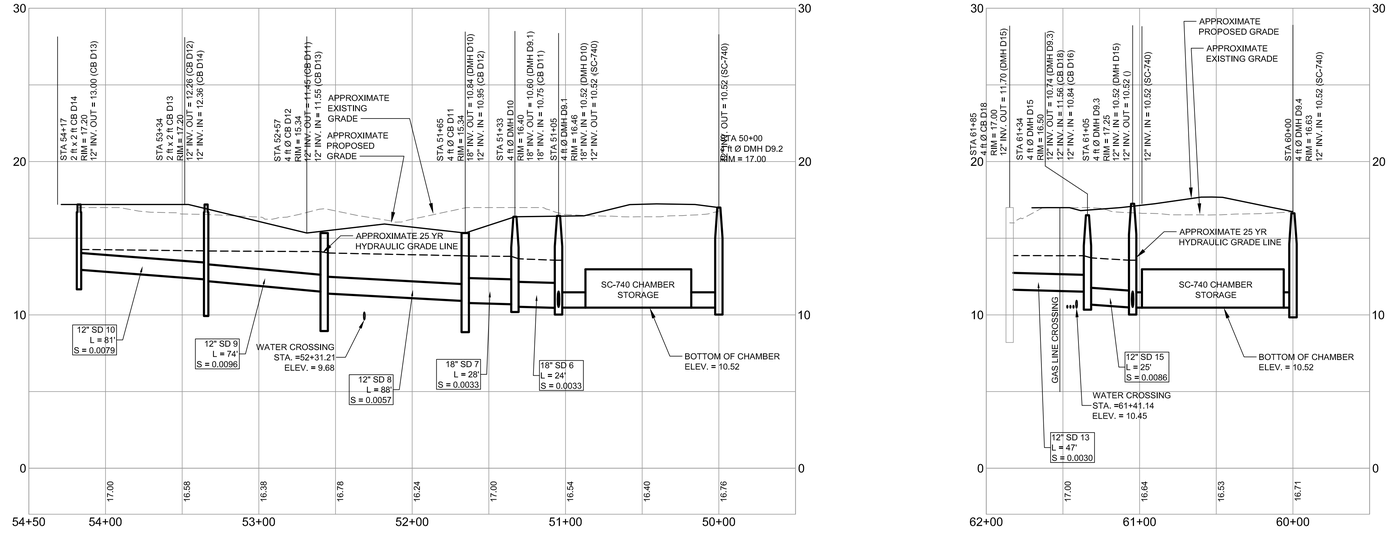
V 1" = 4'



ORIENTATION SKETCH

N.T.S.



STORM DRAIN PROFILE - D13 TO ZONE D STORMTECH CHAMBER STORAGE SYSTEM

SCALE: H 1" = 40'
V 1" = 4'

STORM DRAIN PROFILE - D18 TO ZONE D STORMTECH CHAMBER STORAGE SYSTEM

SCALE: H 1" = 40'
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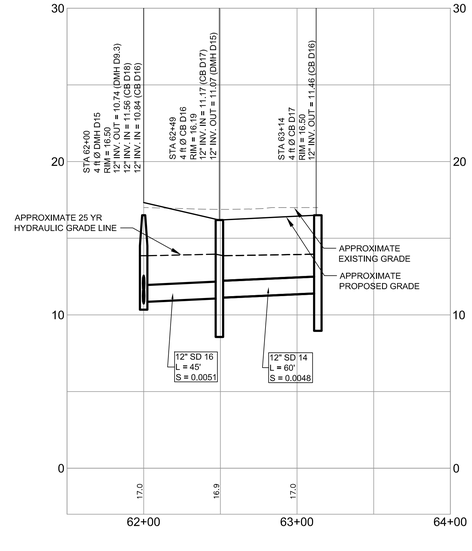

STORM DRAIN PROFILE - D16 TO D15

SCALE: H 1" = 40'
V 1" = 4'

REV	DATE	DESCRIPTION
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REVISIONS

STATE OF MAINE · IAN KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BOARD SEAL

LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORM DRAIN PROFILES ZONE D

CLIENT
FOREFRONT PARTNERS I , LP

FST INC. 1985
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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SHEET	C-12.0

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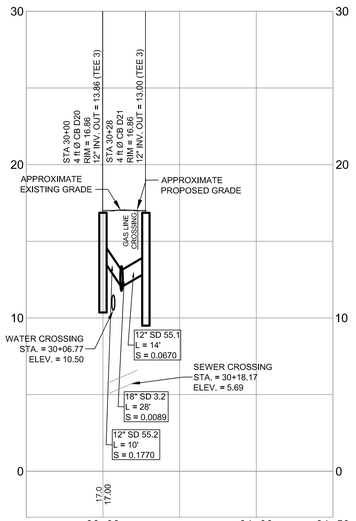
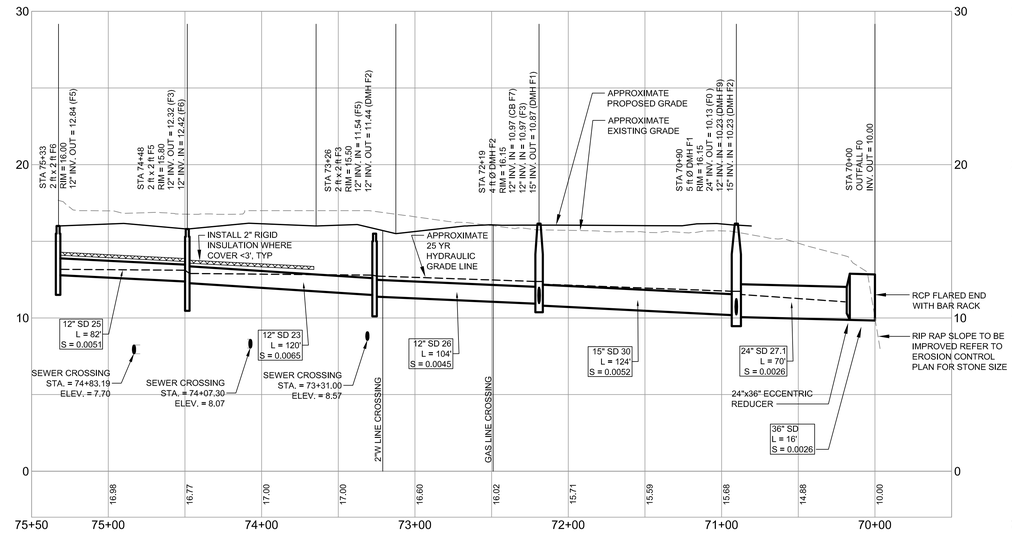


STORM DRAIN PROFILE - D20 TO TEE

SCALE: H 1" = 40'
V 1" = 4'



STORM DRAIN PROFILE - F6 TO F0

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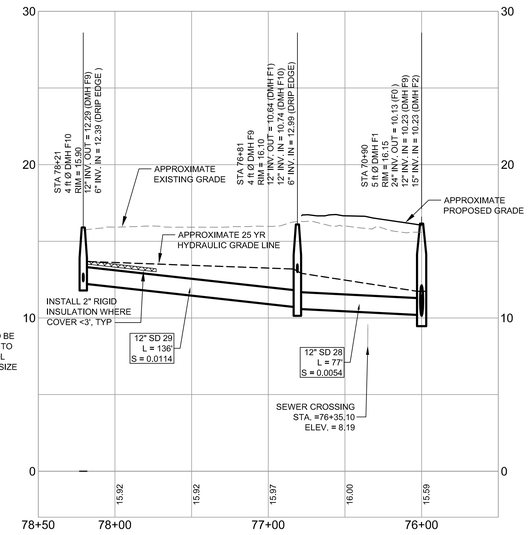

STORM DRAIN PROFILE - F10 TO DMH F1

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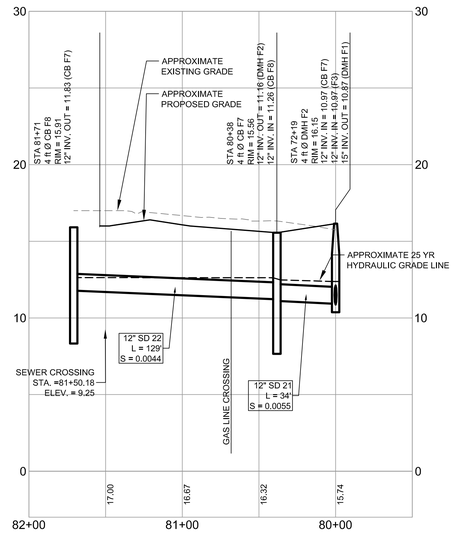

STORM DRAIN PROFILE - CB F8 TO DMH F2

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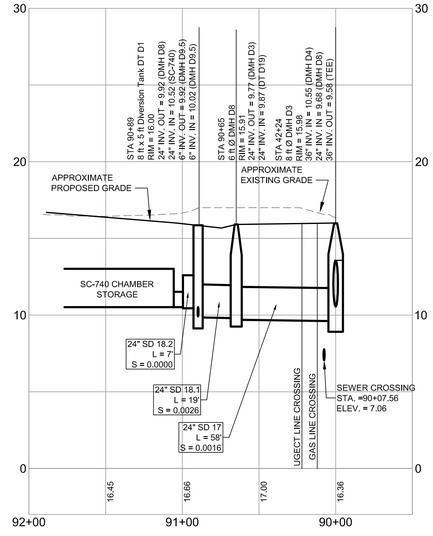
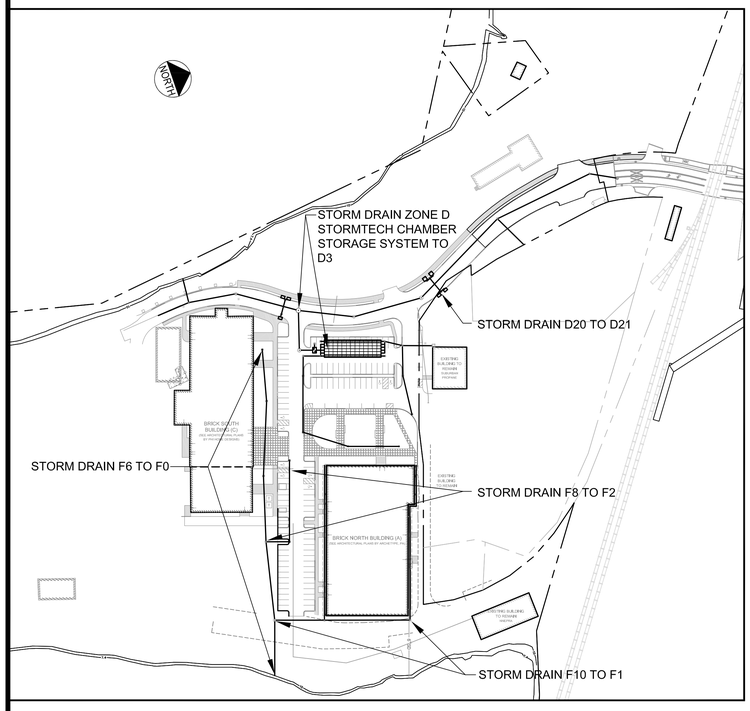


STORM DRAIN PROFILE - ZONE D STORMTECH CHAMBER STORAGE SYSTEM TO D3

SCALE: H 1" = 40'
V 1" = 4'



ORIENTATION SKETCH

N.T.S.

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOB KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORM DRAIN PROFILES ZONE D AND F

CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS
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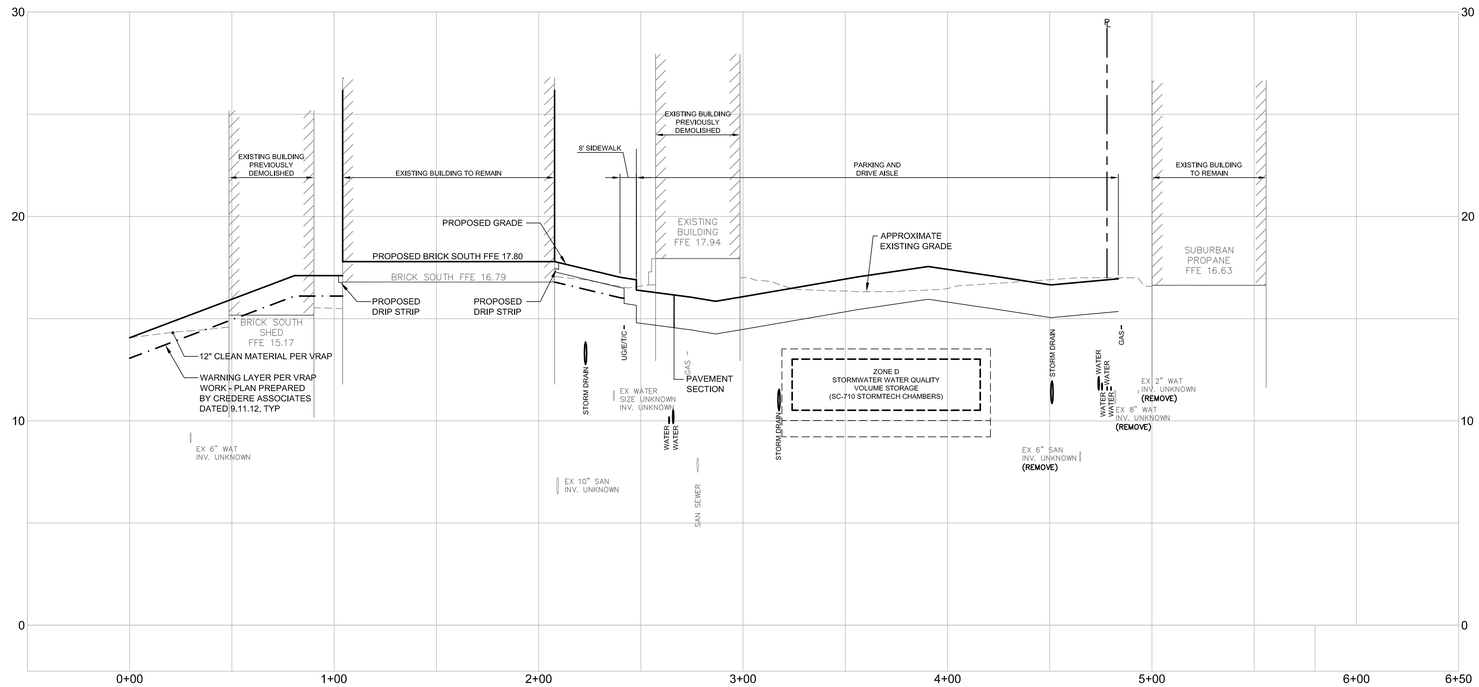
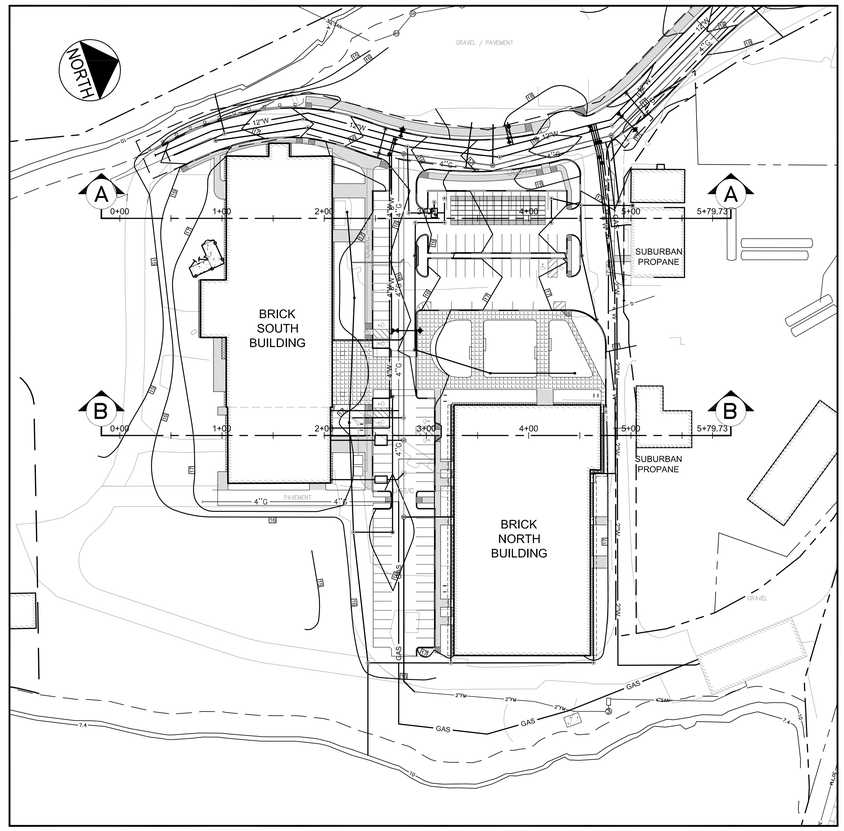


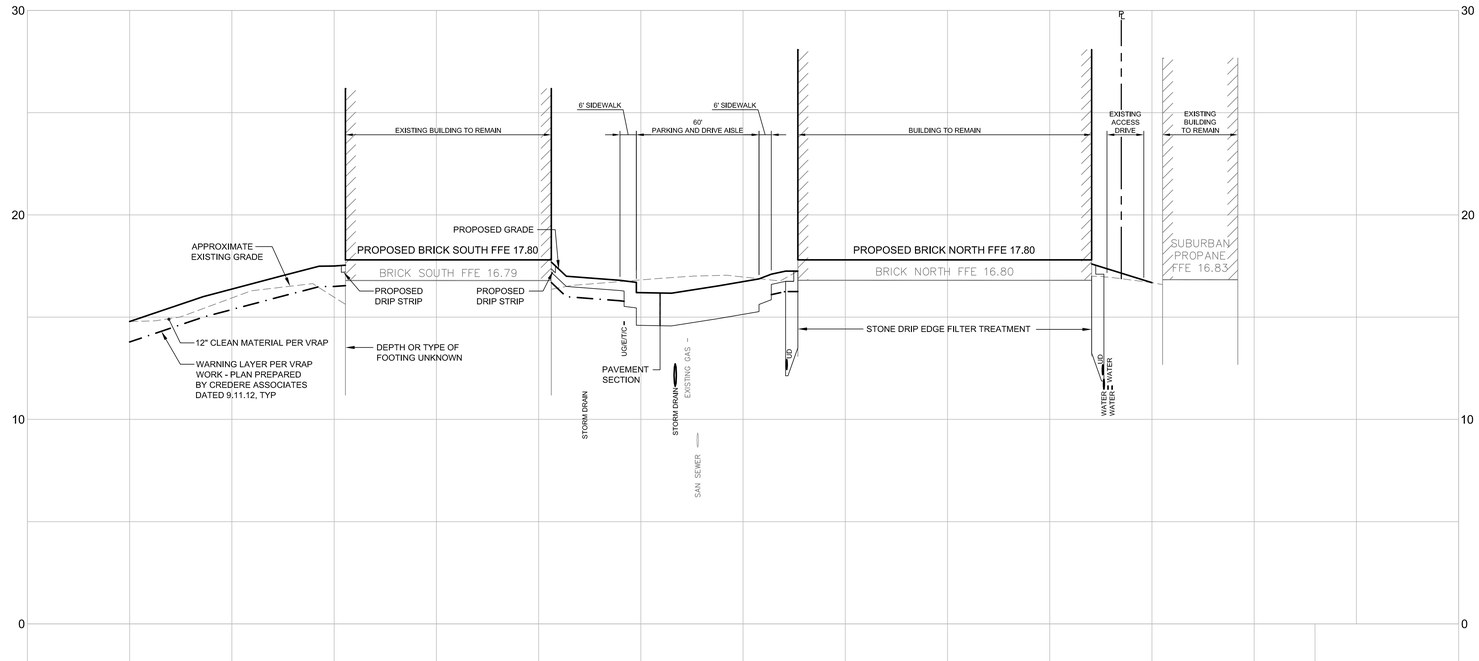
SITE SECTION A-A

SCALE: H 1" = 30'
V 1" = 3'



ORIENTATION SKETCH

N.T.S.



SITE SECTION B-B

SCALE: H 1" = 30'
V 1" = 3'

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE
BO KENNEDY
No. 11994
LICENSED
PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SITE SECTIONS

CLIENT
FOREFRONT PARTNERS I , LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	AS NOTED
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS SITE SECTIONS		
SHEET	C-13.0		

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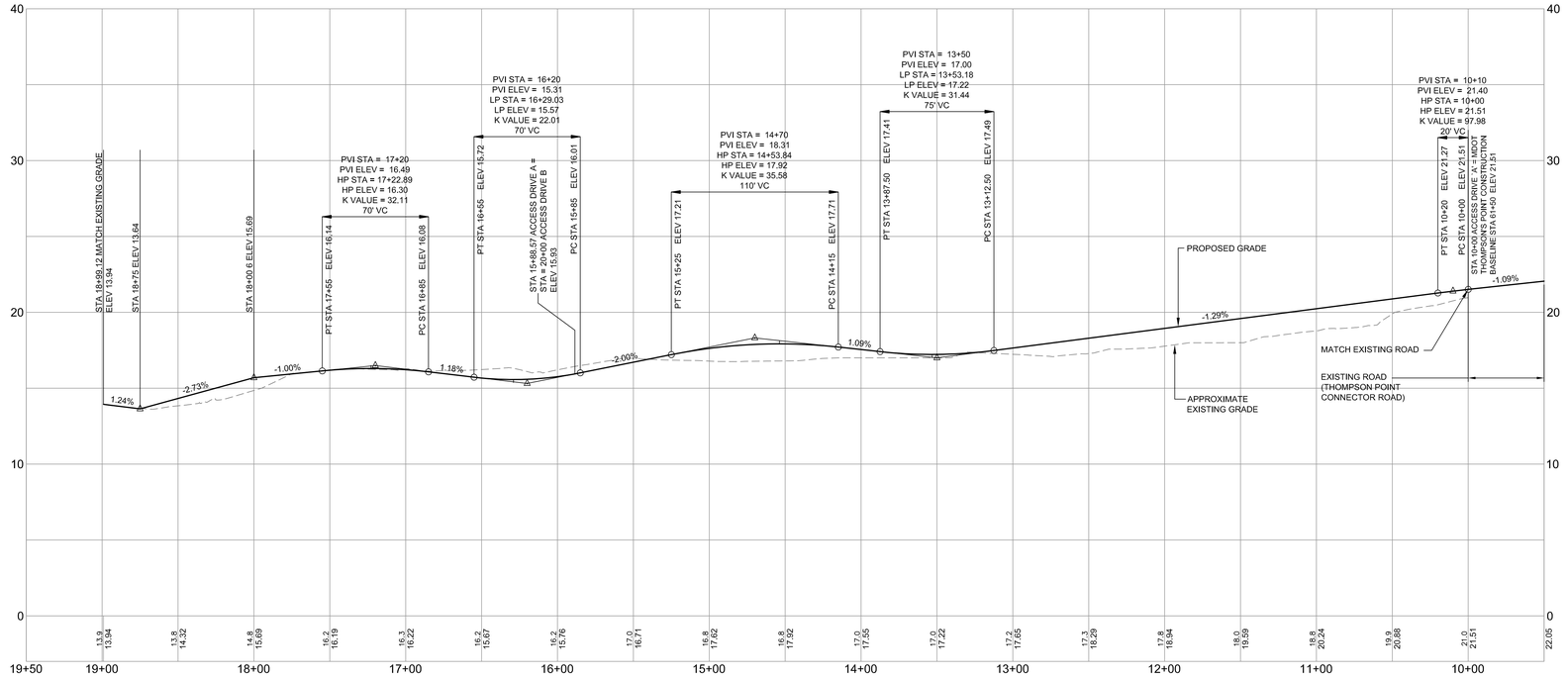

ACCESS DRIVE A PROFILE

SCALE: H 1" = 40'
V 1" = 4'

ACCESS DRIVE B PROFILE

SCALE: H 1" = 40'
V 1" = 4'

PRELIMINARY - NOT FOR CONSTRUCTION

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REVISIONS

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P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
ACCESS DRIVE PROFILES

CLIENT
FOREFRONT PARTNERS I , LP

FST — 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
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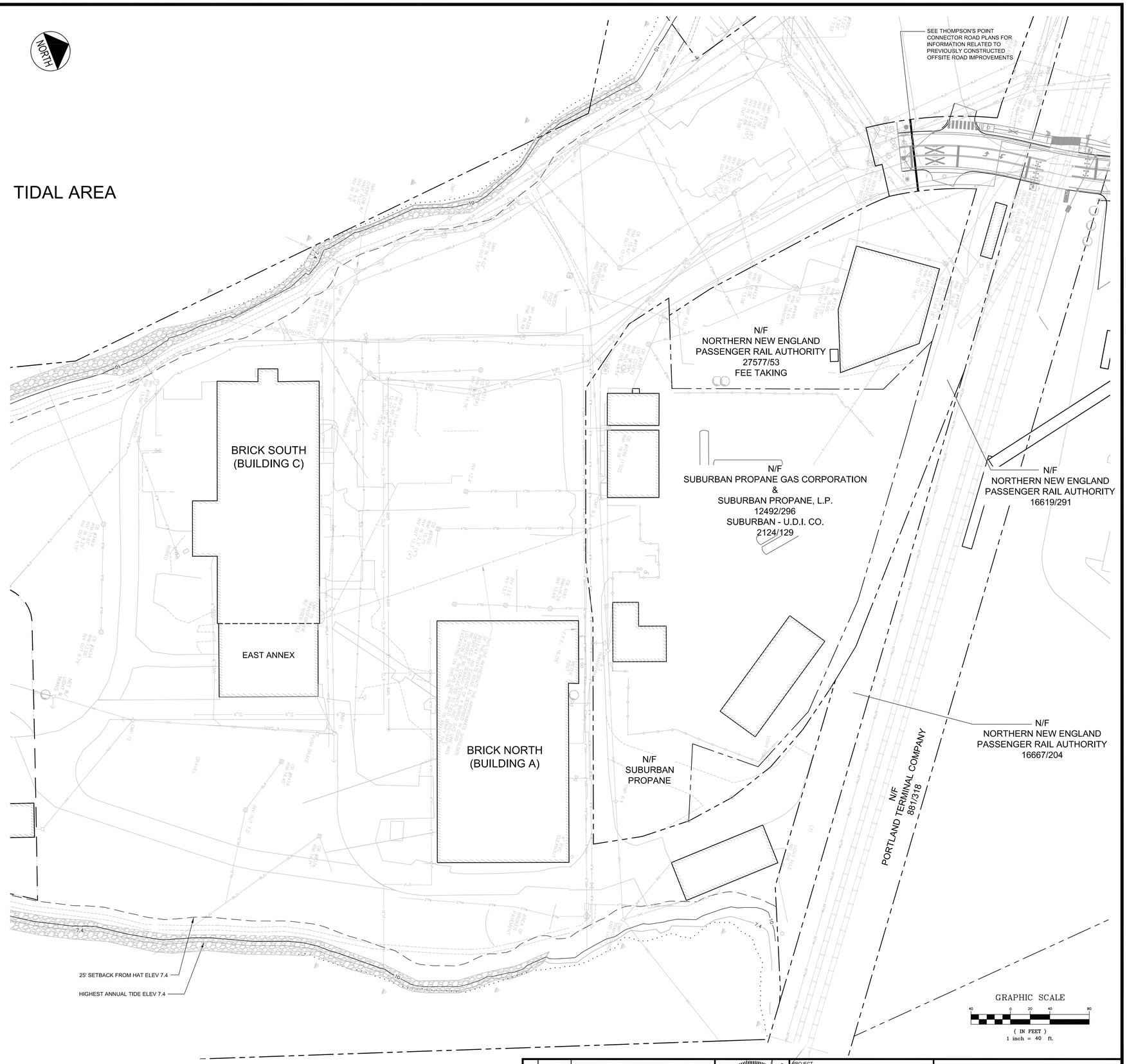
FILE NAME:	2982.05-BN-PROFILE ROADWAY		
SHEET	C-14.0		



PLAN REFERENCES:

1. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. ADDITIONAL SURVEY ON SUBURBAN PROPANE PROVIDED ON MARCH 30, 2014, BY SEBAGO TECHNICS.
2. BORINGS AND TEST PIT LOCATIONS PROVIDED BY CREDERE ASSOCIATES, LLC AS SHOWN ON A PLAN TITLES FIGURE 2 PROPOSED SAMPLE LOCATION PLAN, THOMPSON'S POINT PROPERTY.
3. ADDITIONAL UTILITY DATA TAKEN FROM CITY AND UTILITY COMPANY RECORD DRAWINGS. AS WELL AS OBSERVATIONS BY DELUCA-HOFFMAN ASSOCIATES, INC. PERSONNEL DURING SITE VISITS.

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REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · PROFESSIONAL ENGINEER · LICENSED

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
EXISTING CONDITIONS PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	1" = 40'
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FILE NAME:	2982.05-BS DEMO		
SHEET	C-2.0		

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DEMOLITION AND REMOVALS NOTES:

1. INFORMATION ON THIS PLAN WAS OBTAINED FROM A SURVEY NAMED `ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, PORTLAND, MAINE' DATED MAY 27, 2011 BY SEBAGO TECHNICS OF WESTBROOK, MAINE AND FIELD OBSERVATIONS BY CREDERE ASSOCIATES, LLC PERSONNEL ON AUGUST 23, 2011, AUGUST 30, 2011 AND SEPTEMBER 2, 2011.
2. DEMOLITION WORK INCLUDED WITH THIS CONTRACT IS DEFINED IN THE PROJECT SPECIFICATIONS, DRAWINGS AND ENVIRONMENTAL ASSESSMENT REPORT PREPARED BY CREDERE ASSOCIATES, LLC. IT SHALL INCLUDE BUT NOT BE LIMITED TO:
   a. BUILDING DEMOLITION (BUILDINGS 2, 4 AND 8 AS IDENTIFIED ON THIS PLAN)
   b. ASBESTOS ABATEMENT
   c. PCB ABATEMENT
   d. UNIVERSAL / HAZARDOUS WASTE REMOVAL
   e. CONCRETE FOUNDATION OFFSITE DISPOSAL
   f. UTILITY DISCONNECTION AT EACH RAZED BUILDING
   g. INSTALLATION OF EROSION AND SEDIMENT CONTROLS
   h. DUST CONTROL
3. ORDER OF BUILDING DEMOLITION: THE CONTRACTOR SHALL BE REQUIRED TO RAZE BUILDINGS IN THE FOLLOWING ORDER:
   a. BUILDING 8
   b. BUILDINGS 1 AND 3 ARE TO REMAIN AND ARE PLANED TO RE RENOVATED. THESE BUILDINGS SHALL BE PROTECTED UNLESS SPECIFICALLY ALTERED IN ACCORDANCE WITH AN APPROVED BUILDING PERMIT FROM THE CITY OF PORTLAND
4. THE CONTRACTOR SHALL REMOVE CONCRETE FOUNDATIONS T O A MINIMUM OF 2 FEET BELOW GRADE AND TRANSPORTED OFFSITE FOR DISPOSAL. FOUNDATION HOLES SHALL BE LEFT WITH OSHA COMPLIANT SIDEWALLS WITH A SLOPE NOT MORE THAN 3:1.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY FACILITIES INCLUDING AN OFFICE TRAILER AND BATHROOM FACILITIES.
6. THE CONTRACTOR MUST OBTAIN ALL PERMITS REQUIRED BY THE CITY OF PORTLAND TO PERFORM CONTRACTED WORK INCLUDING BUT NOT LIMITED TO A CITY DEMOLITION PERMIT PRIOR TO THE START OF WORK.
7. EROSION, SEDIMENT AND DUST CONTROL IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND A CRITICAL COMPONENT OF THE PERMIT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE TO REFER TO THE PROJECT DOCUMENTS FOR ALL REQUIREMENTS AS DETAILED IN THE ENVIRONMENTAL ASSESSMENT REPORT AND IT'S APPENDED REPORTS PREPARED BY CREDERE ASSOCIATES, LLC. THE DEMOLITION CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL EROSION AND SEDIMENT MEASURES UNTIL CLOSE OUT OF THE DEMOLITION CONTRACT.
8. THE CONTRACTOR IS REQUIRED TO SUBMIT A WRITTEN LOGISTICS PLAN A MIN. OF 48 HOURS PRIOR TO THE MOBILIZATION OF EQUIPMENT TO THE SITE. THE PLAN SHALL DETAIL LAYDOWN AREAS, ACCESS AREAS, STOCKPILE AREAS, SCHEDULE, ETC. THE OWNER RESERVES THE RIGHT TO MODIFY THE LOGISTICS PLAN TO BE CONSISTENT WITH THE PROJECT DOCUMENTS AT NO ADDITIONAL COST TO THE OWNER.
9. THE CONTRACTOR SHALL HANDLE ALL DISTURBED SOILS IN ACCORDANCE WITH THE SOIL MANAGEMENT PLAN PREPARED BY CREDERE ASSOCIATES, LLC.
10. THE CONTRACTOR IS RESPONSIBLE FOR ALL DOCUMENTATION APPLICABLE TO THE GROUNDWATER AND SOIL REMOVAL AND DISPOSAL ACTIVITIES AS DETAILED IN THE GROUNDWATER MANAGEMENT PLAN AND SOIL MANAGEMENT PLAN BY CREDERE ASSOCIATES, LLC. AT NO EXTRA EXPENSE TO THE OWNER.
11. THE CONTRACTOR SHALL REMOVE, DISPOSE AND DOCUMENT ALL PCB BULK PRODUCT WASTE, UNIVERSAL AND HAZARDOUS WASTE, ASBESTOS ABATEMENT, LEAD-BASED PAINT AND SUB SLAB SOIL IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS INCLUDING THE PHASE II ENVIRONMENTAL ASSESSMENT REPORT AND MEDEP VRAP PLAN.
12. THE PROJECT SITE INCLUDES ONGOING TENANT ACTIVITIES, INCLUDING BUT NOT LIMITED TO, HOOD DAIRY TRAILER OPERATIONS, SUBURBAN PROPANE AND NNEPRA, THAT SHALL REMAIN THROUGHOUT THE COURSE OF DEMOLITION AND CONSTRUCTION. CONSTRUCTION WORK SHALL BE CONDUCTED IN A MANNER TO MINIMIZE DISRUPTION TO THESE OPERATIONS.
13. SITE ACCESS TO SUBURBAN PROPANE, NNEPRA, CMP AND THE PORTLAND WATER DISTRICT MUST BE MAINTAINED AT ALL TIMES.
14. SITE ACCESS IS CURRENTLY THROUGH A PRIVATE RAILROAD CROSSING. NO EXTRA PAYMENT WILL BE MADE FOR TEMPORARY SHUTDOWNS RESULTING FROM RAILROAD OPERATIONS.
15. THE CONTRACTOR SHALL MAINTAIN CLEAR FIRE LANES ACCESS THE SITE THROUGHOUT THE DURATION OF WORK.
16. APPROXIMATE LOCATION OF HISTORICAL BUILDING PREVIOUSLY RAZED AS SHOWN ON THE SANBORN MAPS ATTACHED TO THE CREDERE ASSOCIATES ENVIRONMENTAL ASSESSMENT REPORT. THE CONTRACTOR SHOULD BE AWARE THAT REMNANTS OF THESE BUILDINGS MAY STILL BE PRESENT WHEN ENCOUNTERED DURING WORK OF THIS CONTRACT. WORK ASSOCIATED WITH REMOVAL OF BURIED FOUNDATIONS, SLABS OR OLD UTILITIES AND BACK FILL WITH CLEAN GRANULAR BORROW (MDOT 703.19) OF EXISTING VOIDS OR AS A RESULT OF REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND COMPLETED AT NO ADDITIONAL COST TO THE OWNER.
17. THE PORTLAND FIRE DEPARTMENT SHOULD BE NOTIFIED PRIOR TO ANY SHUTDOWN OF ONSITE WATER MAINS AND HYDRANTS. IT IS THE OWNER'S INTENT TO MAINTAIN THE HYDRANT SERVICES UPON COMPLETION OF THE DEMOLITION PHASE ACTIVITIES SO THE CONTRACTOR SHALL INCLUDE ALL NECESSARY MEASURES TO SATISFY THIS REQUIREMENT.
18. THE CONTRACTOR SHALL MAINTAIN RECORD DRAWINGS; DOCUMENTING ALL UTILITY STUBS LOCATION, DEPTH, SIZE, TYPE AND CONDITION.

DEMOLITION AND REMOVALS LEGEND

(2) (4) (8) BUILDINGS WERE PREVIOUSLY DEMOLISHED SUBSURFACE REMNANTS MAY REMAIN.

(9) REMOVE CHAIN LINK FENCE

(10) REMOVE UTILITY POLES AND OVERHEAD OR UNDERGROUND UTILITY WIRES AT A TIME WHEN TEMPORARY OR PERMANENT POWER CAN TAKE IT'S PLACE, ADJACENT PROPERTY OWNERS SUCH AS (SUBURBAN PROPANE AND NNEPRA) AND ON SITE TENANTS SHALL HAVE ACCESS TO POWER AT ALL TIMES. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH THE UTILITY COMPANIES TO TURN OFF POWER.

(11) EXISTING BITUMINOUS ASPHALT OR CONCRETE SURFACE TO BE REMOVED. THE CONTRACTOR MAY PROCESS AND BLEND WITH GRAVEL FOR USE AS SUBBASE GRAVEL MATERIAL.

(12) CONCRETE SLABS AND FOUNDATIONS TO BE DEMOLISHED - SALVAGEABLE MATERIAL INCLUDING BRICK AND CONCRETE BLOCK MAY BE PROCESSED ONSITE BUT MUST BE PROPERLY DISPOSED OF OFFSITE.FOUNDATIONS TO BE REMOVED A MINIMUM OF 2 FEET BELOW EXISTING GRADE. ALL UTILITY SERVICES SHALL BE CUT AND CAPPED 10'-0" FROM THE BUILDING WITH A WITNESS STAKE CLEARLY MARKED. THE CONTRACTOR IS RESPONSIBLE TO IDENTIFY AND DISCONNECT ALL UTILITIES CONNECTED TO THE BUILDING. SOME UTILITY CONNECTIONS MAY NOT BE SHOWN ON THIS PLAN AND SHALL BE DISCONNECTED AT NO ADDITIONAL COST TO THE OWNER.

(13) EXISTING SANITARY SEWER OR STORM DRAINAGE STRUCTURE TO BE PROTECTED OR ALTERED

(14) EXISTING SANITARY SEWER OR DRAINAGE STRUCTURE IDENTIFIED BY HISTORICAL SITE PLANS BUT NOT LOCATED DURING FIELD RECONNAISSANCE. STRUCTURES TO BE REMOVED AS NECESSARY.

(15) EXISTING SANITARY SEWER OR DRAINAGE STRUCTURES AND PIPING TO BE REMOVED. ALL EXISTING SERVICE LEADERS SHALL REMAIN IN SERVICE UNTIL TEMPORARY OR PERMANENT SERVICE IS PROVIDED.

(16) EXISTING WATER SUPPLY SYSTEM TO BE REMOVED INCLUDING ALL VALVES, SUPPLY MAINS, SERVICES AND BLOW OFFS TO THE LIMITS SHOWN ON PLANS.

(17) PROTECT EXISTING WATER SUPPLY SYSTEM

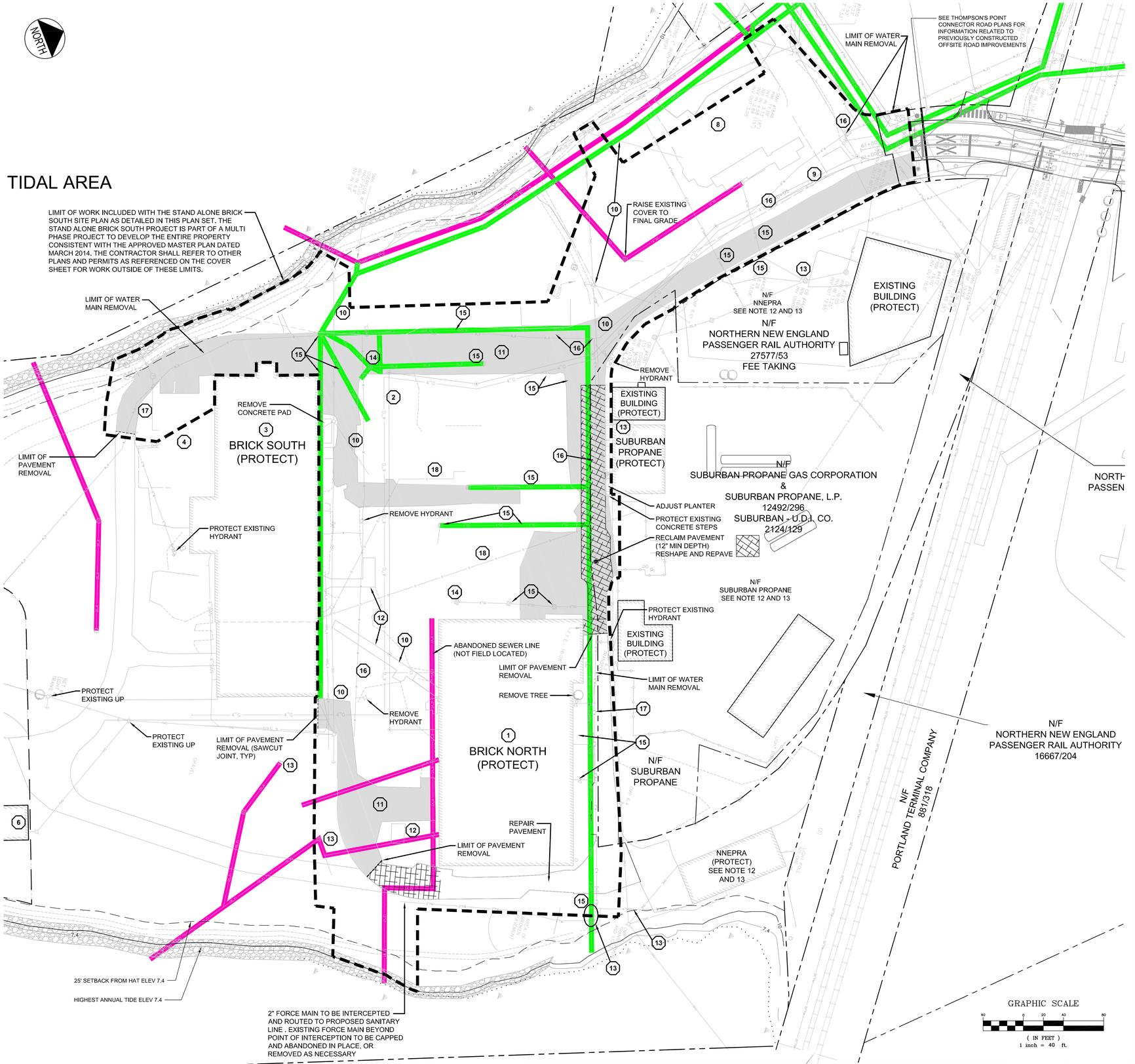
(18) TEST PITS REQUIRED TO LOCATE AND PURGE POSSIBLE ABANDONED GAS LINES

EXISTING STORM DRAIN SEWER LINE WHICH IS BELIEVED TO DISCHARGE DIRECTLY TO THE FORE RIVER. ALL GROUNDWATER DISCHARGED TO THESE LINES SHALL BE TREATED IN ACCORDANCE WITH "SECTION 4.3 COLLECTION, TREATMENT, AND ON-SITE DISPOSAL" OF THE "GROUNDWATER MANAGEMENT PLAN" PREPARED BY CREDERE ASSOCIATES, LLC

EXISTING SANITARY SEWER OR COMBINED SEWER LINES WHICH ARE BELIEVED TO BE TRIBUTARY TO THE PORTLAND WATER DISTRICT PUMP STATION. ALL GROUNDWATER DISCHARGED TO THESE LINES SHALL BE TREATED IN ACCORDANCE WITH "SECTION 4.2 COLLECTION AND DISPOSAL AT TREATMENT FACILITY OF THE GROUNDWATER MANAGEMENT PLAN PREPARED BY CREDERE ASSOCIATES, LLC. THE WATER DISCHARGED TO THIS SYSTEM WILL BE SUBJECT TO A MONETARY FEE PER VOLUME OF WATER AS SET FORTH BY THE CITY OF PORTLAND FOR ANY WATER DISCHARGED TO THIS SYSTEM DURING A RAIN EVENT WHEN THE COMBINED SYSTEM OVERFLOW LINE HAS BEEN ACTIVATED THE CONTRACTOR SHALL BE RESPONSIBLE TO TREAT THE DISCHARGE IN ACCORDANCE WITH SECTION 4.3 OF THE GROUNDWATER MANAGEMENT PLAN AND DIVERTED TO THE EXISTING STORM DRAIN SYSTEM.

NOTE TO CONTRACTOR:

1. THE SITE IS AN ACTIVE SITE WITH EXISTING ABUTTERS AND ON SITE TENANTS WITH RIGHTS TO ACCESS AND OPERATE THEIR FACILITIES. THE CONTRACTOR SHALL MAINTAIN REASONABLE VEHICULAR ACCESS TO, BUT NOT LIMITED TO THE FOLLOWING:
   ALL EXISTING BUILDINGS, HYDRANTS / FIRE PROTECTION APPEARANCES, HOOD DAIRY PARKING LOT AND SUBURBAN PROPANE GATED ENTRANCE
2. THIS PLAN REQUIRES THE REMOVAL OF EXISTING UTILITY SERVICES (ELECTRIC, COMMUNICATION, SANITARY SEWER, WATER AND DRAINAGE), ALL EXISTING USERS SHALL BE PROVIDED WITH TEMPORARY OR PERMANENT UTILITY CONNECTIONS PRIOR TO REMOVAL OR DISCONNECTION OF ANY UTILITY LINE WITH NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL COORDINATE ALL SHUT DOWNS WITH OWNER AND USER 72 HOURS IN ADVANCE WITH A PLAN TO PROVIDE A REPLACEMENT SERVICE.



PRELIMINARY - NOT FOR CONSTRUCTION

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1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — REGISTERED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT: BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE: DEMOLITION AND REMOVALS PLAN

CLIENT: FOREFRONT PARTNERS I , LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DEMO		
SHEET	C-2.1		

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SITE LAYOUT NOTES

1. ALL BARRIER FREE PARKING SPACES ARE TO RECEIVE BARRIER FREE SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. ALL CURBING MATERIALS WILL BE SELECTED BY THE OWNER. THE DIMENSIONS PROVIDED ON THE PLAN ARE TO FACE OF CURB. ALL CURBING TYPES ARE DETAILED IN THE PROJECT DETAIL SHEETS.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB, THE EDGE OF PAVEMENT OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.
5. ALL PAVEMENT MARKINGS SHOWN SHALL BE TEMPORARY PAINT PLACED ON BINDER PAVEMENT. UPON PLACEMENT OF FINAL SURFACE PAVEMENT TO BE CONSISTENT WITH THE APPROVED MARCH 2014 MASTER PLAN.

CURB LEGEND

	SLIP FORM CONCRETE CURB (VERTICAL, SLOPED OR CAPE COD BERM MOLD - SEE DETAILS)
	TYPE 1 VERTICAL GRANITE CURB
TD	TIP DOWN
TS	TRANSITION STONE (VERTICAL GRANITE TO SLIP FORM CONCRETE)

PAVEMENT MARKING LEGEND

4" DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4" SYLL	4" WIDTH SOLID YELLOW LANE LINE
4" SWLL	4" WIDTH SOLID WHITE LANE LINE
STOP	12" WIDTH SOLID WHITE STOP LINE

ALL PARKING STALLS TO BE 4" WIDTH SINGLE SOLID WHITE LINE EXCEPT AS SHOWN ON SITE LAYOUT PLAN.

ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION, COLOR, INSTALLATION AND REFLECTIVITY SET FORTH IN THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

PAVEMENT LEGEND

- HEAVY DUTY PAVEMENT
- STANDARD DUTY PAVEMENT
- LIGHT DUTY PAVEMENT
- RECLAIM, FINE GRADE AND PAVE
- SPOT PAVEMENT REPAIR
- BITUMINOUS PAVEMENT SIDEWALK

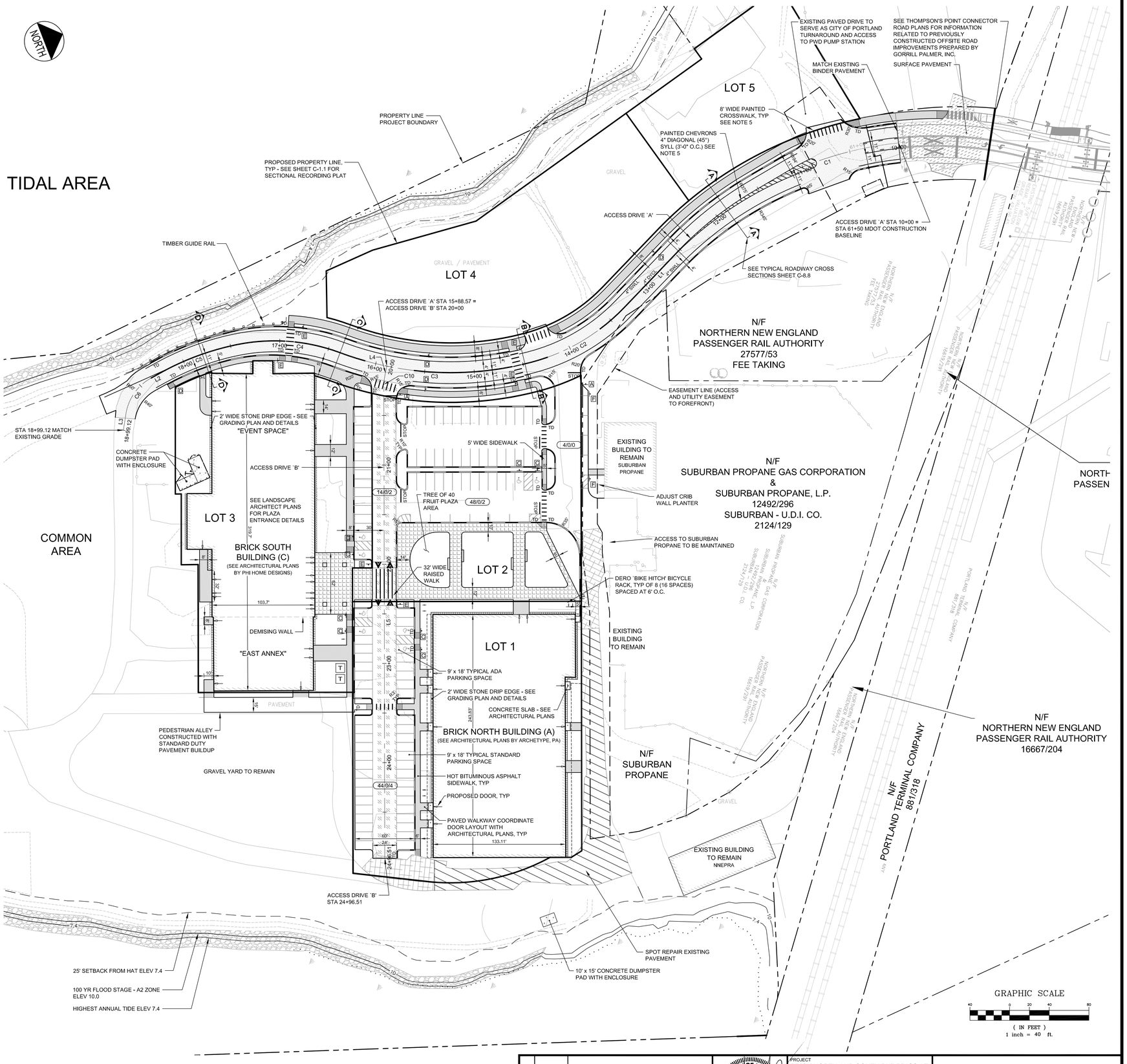
SIGN LEGEND

R1-1 24"x24" A	R7-8 12"x18" B	R7-8 12"x18" R7-8P 12"x6" C	W11-2 24"x24" W16-9P 12"x6" D	W11-2 24"x24" W16-7P 12"x6" E	R7-13M 12"x18" F

100 / 16 / 8 PARKING SPACE - STANDARD / COMPACT / ACCESSIBLE

BASELINE LINE TABLE		
ID	LENGTH	DIRECTION
L1	79.72	S27° 00' 14.12"E
L2	11.42	S09° 45' 59.99"E
L3	16.81	S61° 47' 25.34"E
L4	9.86	S59° 11' 41.40"E
L5	476.41	S70° 56' 10.77"E

BASELINE CURVE TABLE						
ID	RADIUS	ARC LENGTH	DELTA	TANGENT	PC STATION	PT STATION
C1	360.00	252.05	040° 07'	131.44	10+00	12+52.05
C2	200.00	110.10	031° 33'	56.48	13+31.77	14+41.87
C3	320.00	195.80	035° 04'	101.08	14+41.87	16+37.67
C4	190.00	106.38	032° 05'	54.63	16+37.67	17+44.06
C5	270.00	81.44	017° 17'	41.03	17+44.06	18+25.50
C6	50.00	45.40	052° 01'	24.40	18+36.92	18+82.31
C10	50.00	10.25	011° 44'	5.14	20+09.86	20+20.11



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REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SITE LAYOUT PLAN

CLIENT
FOREFRONT PARTNERS I , LP

FST 100 YEARS

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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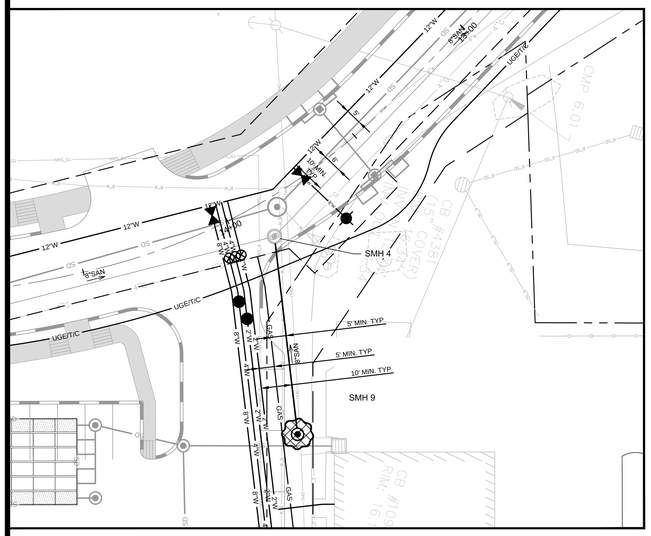
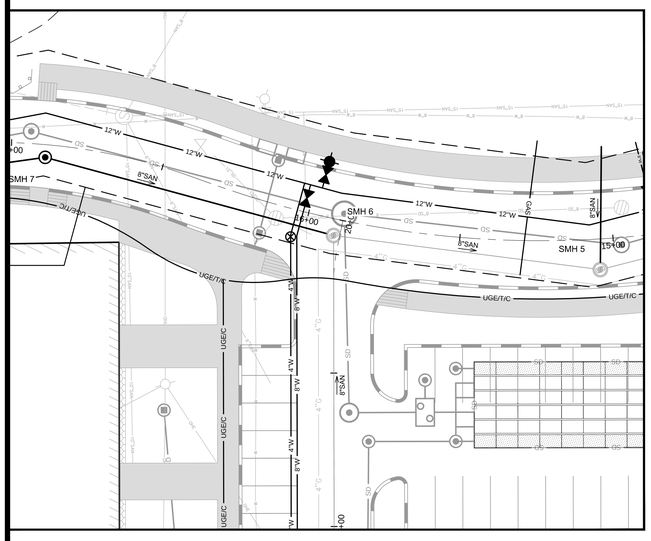
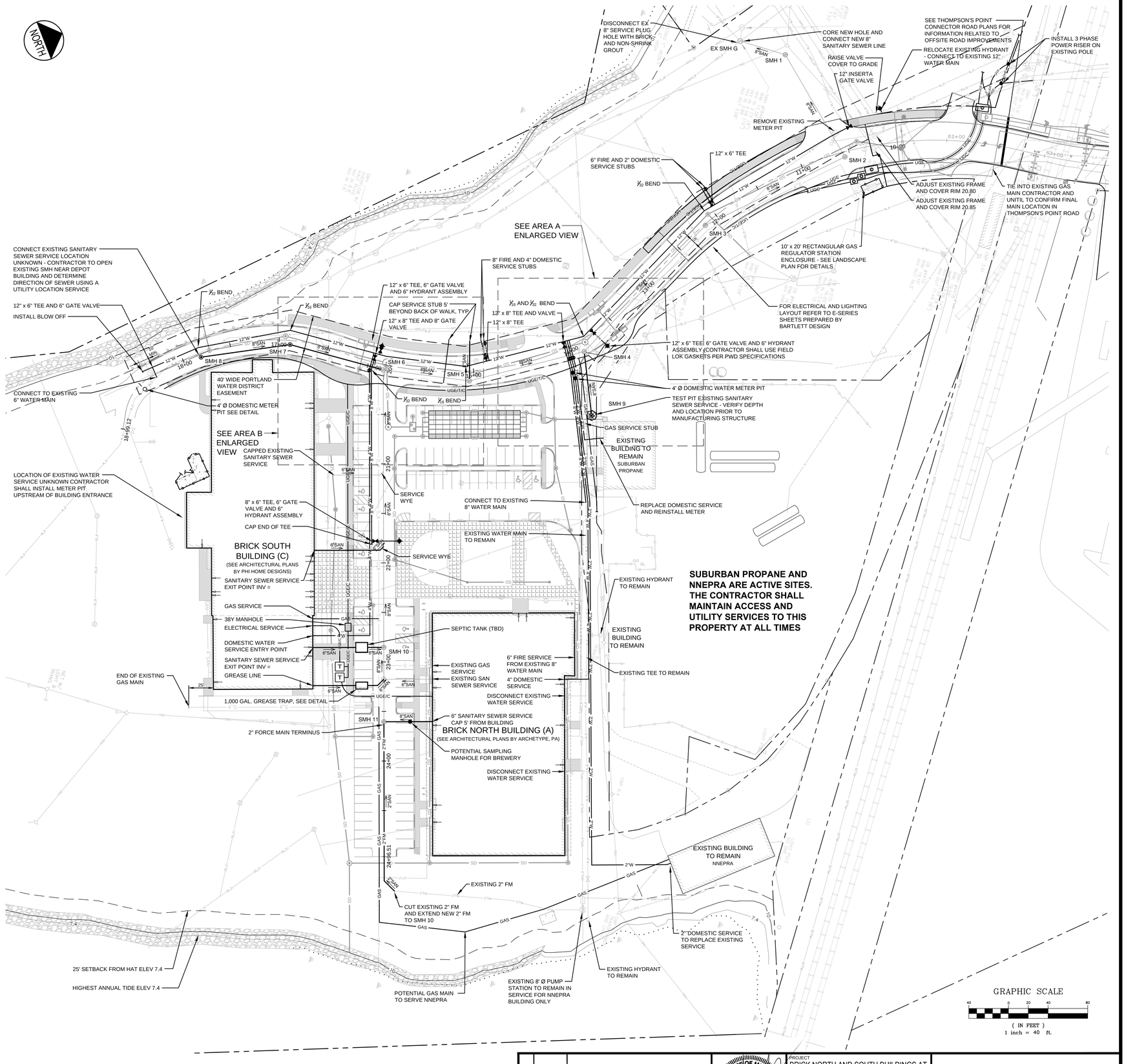


AREA A ENLARGED VIEW
1" = 20'



AREA B ENLARGED VIEW
1" = 20'



NOTES:
1. ALL UTILITY SERVICE LOCATIONS ARE SUBJECT TO COORDINATION AND ADJUSTMENT AS PART OF CONSTRUCTION DOCUMENT PREPARATION
2. SEE SITE LIGHTING PLANS BY BARTLETT DESIGN FOR PROPOSED LIGHT POLE LOCATIONS
3. EXISTING UTILITY SERVICE LOCATIONS ARE UNKNOWN. THE CONTRACTOR SHALL CONDUCT TEST PITS TO VERIFY LOCATIONS OF ALL EXISTING SERVICES. EXISTING SERVICE STUBS ARE TO BE CONNECTED TO NEW LEADS PROVIDE AS PART OF THIS CONTRACT.

PRELIMINARY - NOT FOR CONSTRUCTION

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REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOARD NUMBER

LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
UTILITY PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
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NORTH

PROPERTY LINE
PROJECT BOUNDARY

EXISTING PAVED DRIVE TO SERVE AS CITY OF PORTLAND TURNAROUND AND ACCESS TO PWD PUMP STATION

MATCH EXISTING BINDER PAVEMENT

SEE THOMPSON'S POINT CONNECTOR ROAD PLANS FOR INFORMATION RELATED TO OFFSITE ROAD IMPROVEMENTS PREPARED BY GORRILL PALMER, INC.

SURFACE PAVEMENT

CONSTRUCT RAMP PER OFFSITE IMPROVEMENT PLANS

GRAVEL / PAVEMENT

EASEMENT LINE (ACCESS AND UTILITY EASEMENT TO FOREFRONT)

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

ADJUST CRIB WALL PLANTER

ACCESS TO SUBURBAN PROPANE TO BE MAINTAINED

DERO 'BIKE HITCH' BICYCLE RACK, TYP OF 8 (16 SPACES) SPACED AT 6' O.C.

EXISTING BUILDING TO REMAIN

BRICK SOUTH BUILDING (C)
(SEE ARCHITECTURAL PLANS BY PHI HOME DESIGNS)
EXISTING F.F.E. 16.79±
PROPOSED F.F.E. 17.8

BRICK NORTH BUILDING (A)
(SEE ARCHITECTURAL PLANS BY ARCHETYPE, PA)
PROPOSED F.F.E. 17.8

GRAVEL YARD TO REMAIN

EXISTING BUILDING TO REMAIN
NNEPRA

SPOT REPAIR EXISTING PAVEMENT

10' x 15' CONCRETE DUMPSTER PAD WITH ENCLOSURE

25' SETBACK FROM HAT ELEV 7.4

100 YR FLOOD STAGE - A2 ZONE ELEV 10.0

HIGHEST ANNUAL TIDE ELEV 7.4

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE
BO KENNEDY
No. 11994
LICENSED
PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
GRADING PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS GRADING		
SHEET	C-5.0		

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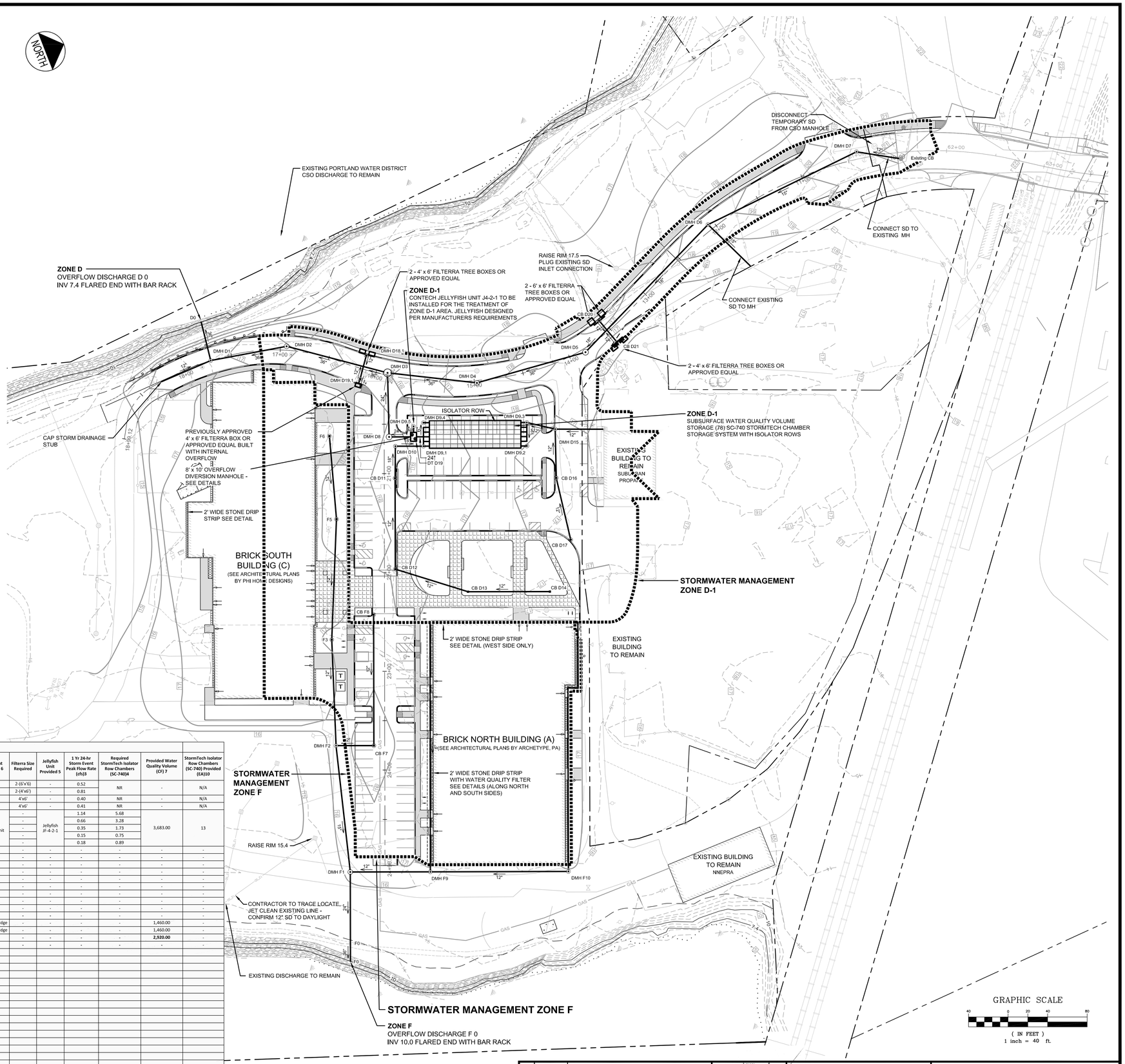

Summary of Water Quality Treatment

Zone	Inlet ID	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)	Total Area (Acres) 1	Required Water Quality Volume (CF) 2	Existing Developed Area Mitigation Credits (SF) 9	Treatment Approach 6	Filterra Size Required	Jellyfish Unit Provided 5	1 Yr 24-hr Storm Event Peak Flow Rate (cfs)3	Required StormTech Isolator Row Chambers (SC-740)4	Provided Water Quality Volume (CF) 7	StormTech Isolator Row Chambers (SC-740) Provided (EA)10
Zone D	D-21	15,412.00	6,173.00	21,585.00	0.50	1490.10	-	Filterra	2-(6'x'6)	-	0.52	NR	-	N/A
	D-20	9,687.00	772.00	10,459.00	0.24	832.98	-	Filterra	2-(4'x'6')	-	0.81			
	D-18**	6,004.00	7,241.00	9,604.00	0.22	741.70	-	Filterra	4'x6'	-	0.40	NR	-	N/A
	D-19**	6,430.00	1,673.00	8,103.00	0.19	591.60	-	Filterra	4'x6'	-	0.41	NR	-	N/A
	D-11	17,708.00	4,188.00	21,896.00	0.50	1615.27	-	Contech Jellyfish Unit	-	Jellyfish JF-4-2-1	1.14	5.68	3,683.00	13
	D-16	10,139.00	2,880.00	13,019.00	0.30	940.92	-		-		0.66	3.28		
	D-12	5,082.00	2,803.00	7,885.00	0.18	516.93	-		-		0.35	1.73		
	D-13	2,056.00	1,940.00	3,996.00	0.09	236.00	-		-		0.15	0.75		
	D-14	1,965.00	4,499.00	6,465.00	0.15	313.72	-		-		0.18	0.89		
	Disturbed Perimeter Area	4,445.00	5,559.00	10,004.00	0.23			None	-	-	-	-	-	-
Zone D Totals		**78,928.00**	**37,728.00**	**113,016.00**	**2.59**	**7,279.22**	-	-	-	-	-	-	-	-
Zone F Developed Area	F-8	2,515.00	808.00	3,323.00	0.08	236.52	-	None	-	-	-	-	-	-
	F-7	13,385.00	3,942.00	17,327.00	0.40	1246.82	-	None	-	-	-	-	-	-
	F-3	186.00	3,362.00	3,548.00	0.08	127.57	-	None	-	-	-	-	-	-
	F-4	256.00	783.00	1,039.00	0.02	47.43	-	None	-	-	-	-	-	-
	F-5	256.00	3,875.00	4,131.00	0.09	150.50	-	None	-	-	-	-	-	-
	F-6	348.00	1,754.00	2,102.00	0.05	87.47	-	None	-	-	-	-	-	-
	Disturbed Perimeter Area	0.00	0.00	0.00	0.00	0.00	-	None	-	-	-	-	-	-
Zone F Developed Area Subtotals		**16,946.00**	**14,524.00**	**31,470.00**	**0.72**	**1,896.30**		-	-	-	-	-	-	-
Zone F Existing Buildings	BNB-North Side	17,000.00	0.00	17,000.00	0.39	1416.67	10,200.00	Stone Drip Edge	-	-	-	-	1,460.00	-
	BNB-South Side	17,000.00	0.00	17,000.00	0.39	1416.67	10,200.00	Stone Drip Edge	-	-	-	-	1,460.00	-
Zone F Existing Building Subtotal	-	**34,000.00**	**0.00**	**34,000.00**	**0.78**	**2,833.33**	**20,400.00**	-	-	-	-	-	**2,920.00**	-
Zone F Totals	-	**50,946.00**	**14,524.00**	**65,470.00**	**1.50**	**4,729.63**	**20,400.00**	-	-	-	-	-	-	-
****Previously Approved Filterra Box**														
Developed Area Breakdown														
A.) Total New Developed Area Treated (SF)	103,012.00			**Treatment Breakdown**	**Required**	**Provided**								
B.) Total New Developed Area untreated (SF)	41,474.00			**% of Net Developed Area Treated = F/C**	80.00%	85.41%								
C.) Total New Developed Area (SF) = A+B	144,486.00			**% of Net Impervious Area Treated = I/J**	95.00%	98.97%								
D.) Existing Developed Area Treated (SF)	34,000.00													
E.) Adjusted Existing Developed Area Treated (SF)	20,400.00													
F.) Total Net Developed Area Treated (SF) = A+E	123,412.00													
Impervious Area Breakdown														
G.) Total New Impervious Area untreated (SF)	74,483.00													
H.) Total New Impervious Area untreated (SF)	21,391.00													
I.) Total New Impervious Area (SF) = G+H	95,874.00													
J.) Existing Impervious Area Treated (SF)	34,000.00													
K.) Adjusted Existing Impervious Area Treated (SF)	20,400.00													
L.) Total Net Impervious Area Treated (SF) = G+K	94,883.00													

NOTES AND ASSUMPTIONS:

1. All areas are based on the FST Permit drawings dated June 2014
2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Existing buildings to remain are not required to be treated.
3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.
4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All isolator rows have been computed per section 7.3.3 Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.
5. The required number of Jelly Fish treatment units have been computed based on Contech Sizing requirements. The water quality volume for each unit is storage up stream and the amount of treatment cartridges are computed based sediment mass loading.
6. The owner reserves the right to use an alternate tree box filter device provided it has been approved by the Maine DEP Chapter 500 delegated review authority of the City of Portland.
7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual
8. The Stone Drip Edge was based on section 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The Width of stone is derived from a required WQV based off 1" of runoff and a desired stone reservior depth. See sizing computations on separate sheet.
9. According to Chapter 500 Maine DEP stormwater rules, the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6.
10. The MEDEP will now accept a Filterra tree box filter as a stand alone treatment unit and does not require an isolator Row for eligible projects. This project meets the eligibility criteria noted in a letter dated June 27th, 2014 from the MEDEP

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
		REVISIONS

STATE OF MAINE — ISO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOARD SEAL

LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORMWATER MANAGEMENT PLAN

CLIENT
FOREFRONT PARTNERS I , LP

FST ENGINEERS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	1" = 40'
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FILE NAME:	2982.05-BS GRADING		
SHEET	C-5.1		

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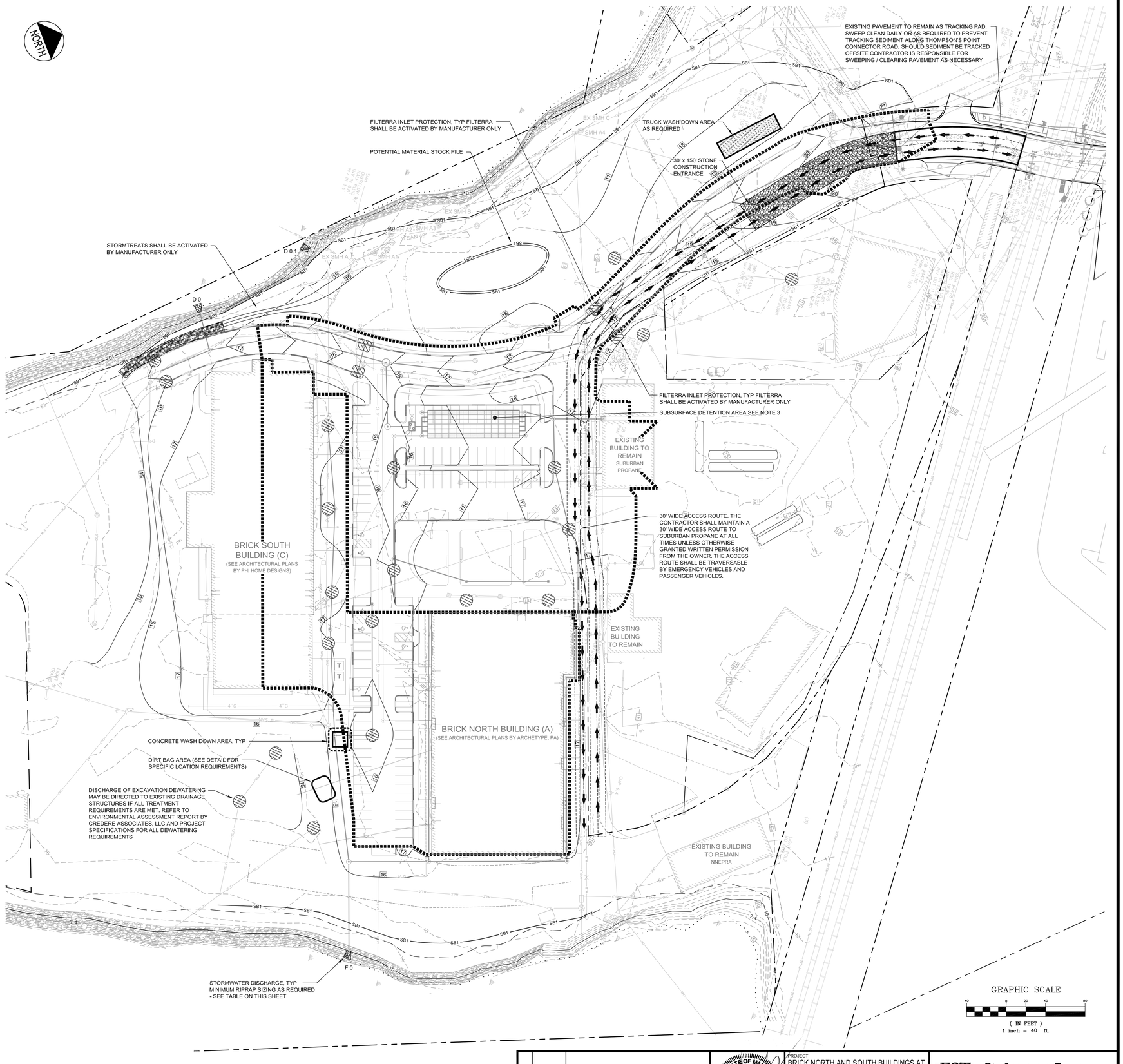

SCHEDULE OF SILT FENCE REQUIREMENTS

SILT FENCE	TYPE PURPOSE	TIME OF INSTALLATION
SB1 TYPE 1 SILT FENCE	TO TRAP SEDIMENT ALONG THE GRADING EDGE WHERE THE NEW CONTOURS NEARLY PARALLEL THE EXISTING CONTOURS	AT INITIAL SITE PREPARATION; PRIOR TO OTHER WORK

NOTES:
1. ALL RUNOFF FROM DISTURBED AREAS SHALL BE DIRECTED TO A FILTERING DEVICE DESIGNATED TO LIMIT TURBIDITY IN ALL DISCHARGE TO THE FORE RIVER. THE FILTERING DEVICE MAY BE BUT IS NOT LIMITED TO SAND FILTERS, EROSION CONTROL MIX, STRAW WHATTLES, FLOCCULATION CHEMICALS, DIRT GLUE AND SILT FENCE
2. ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL `L' ON SHEET C-8.5
3. ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
4. STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
5. THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPS TO LIMIT ALL FUGITIVE DUST

Summary of Storm Water Discharges

Discharge ID	Approximate Drainage Area (Ac)	Full Build Out 25 Yr Peak Flow (CFS)	Outlet Pipe Size (In)	Description	*Minimum Required Riprap D50 (IN)
F0	1.88	9.6	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
D0	0.99	20.21	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
D0.1	1.4	0.018	12	HDPE Flared End, Riprap Slope Apron	Existing

* D50 is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D50. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D50 stone size.

LEGEND

- INLET PROTECTION (STONE OR HAY SEDIMENT BARRIER)
- FILTERRA INLET PROTECTION (PER MANUFACTURERS REQUIREMENTS)
- RIPRAP OUTLET PROTECTION
- CURLEX BLANKET
- EROSION CONTROL MESH
- 30' WIDE ACCESS ROUTE
- WASH DOWN AREA
- STONE CONSTRUCTION ENTRANCE

PRELIMINARY - NOT FOR CONSTRUCTION

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STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

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SHEET TITLE
EROSION CONTROL PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
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778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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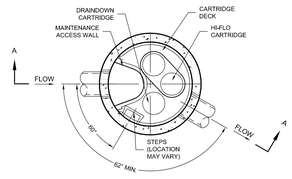
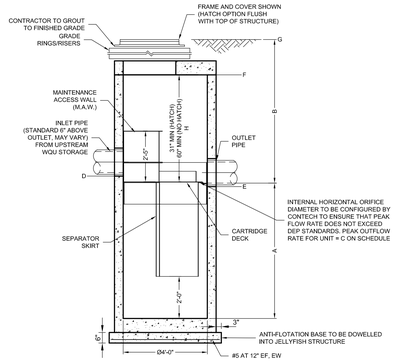
FILE NAME:	2982.05-BS UTILITY		
SHEET	C-6.0		



PLAN VIEW



SECTION A-A

FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

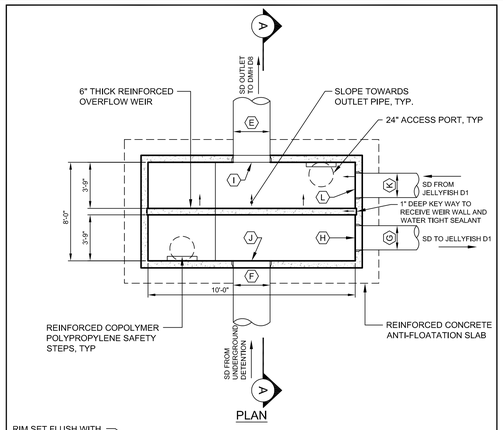
HATCH
(Ø36" CAST INTO SLAB)
N.T.S.

JELLYFISH DESIGN NOTES				
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. Ø48" MANHOLE JELLYFISH PEAK TREATMENT CAPACITY IS 0.45 CFS. IF THE SITE CONDITIONS EXCEED 0.45 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.				
CARTRIDGE SELECTION				
CARTRIDGE DEPTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-6"	5'-3"	4'-2"	3'-2"
FLOW RATE HIGH-FLO / DRAINDOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.09 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAINDOWN	2 / 1			

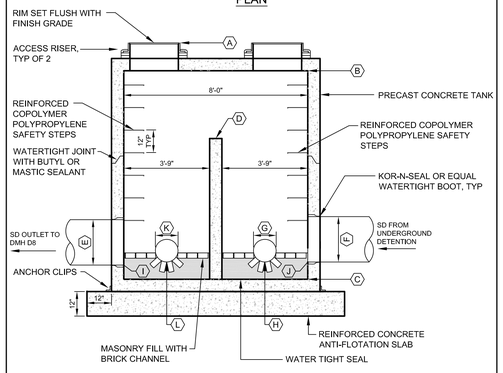
THIS PROJECT

SEE SCHEDULE IN DETAIL 'D'

(A) JELLYFISH JF4 STANDARD DETAIL
N.T.S.



PLAN

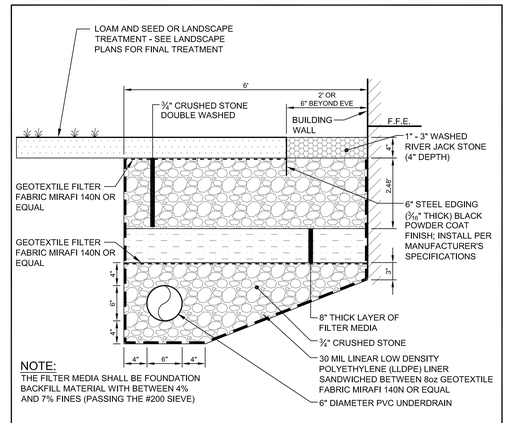


SECTION A-A

NOTES:
1. ALL CONCRETE TO HAVE A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
2. DESIGN LOAD FOR H-20 WHEEL LOAD
3. STRUCTURE TO CONFORM TO ASTM-C478 SPECIFICATIONS
4. SET STRUCTURE ON 12" THICK CRUSHED STONE

OVERFLOW DIVERSION STRUCTURE SCHEDULE		
	ITEM DESCRIPTION	ZONE D
(A)	APPROXIMATE RIM ELEVATION	16.00
(B)	TOP OF INSIDE OF TANK	14.5
(C)	BOTTOM OF INSIDE OF TANK	8.92
(D)	TOP OF WEIR WALL	13.02
(E)	DIAMETER OF OVERFLOW OUTLET PIPE	24"
(F)	DIAMETER OF INLET PIPE	24"
(G)	DIAMETER OF OUTLET PIPE TO JELLYFISH	12"
(H)	INV OF OUTLET PIPE TO JELLYFISH	10.52
(I)	INV OF OVERFLOW OUTLET PIPE	9.92
(J)	INV OF INLET PIPE	10.52
(K)	DIAMETER OF OUTLET PIPE FROM JELLYFISH	12"
(L)	INVERT OF OUTLET PIPE FROM JELLYFISH	10.02

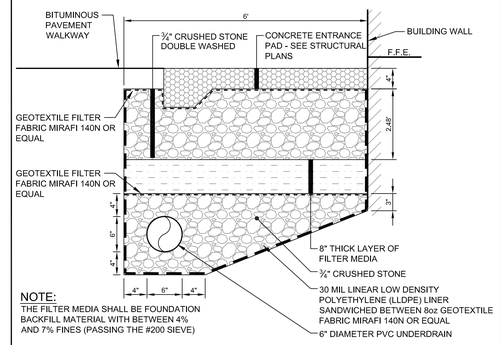
(C) OVERFLOW DIVERSION STRUCTURE D1
N.T.S.



NOTE:
THE FILTER MEDIA SHALL BE FOUNDATION BACKFILL MATERIAL WITH BETWEEN 4% AND 7% FINES (PASSING THE #200 SIEVE)

NOTE:
USE ALONG NORTH AND SOUTH SIDE OF BRICK NORTH (BUILDING A)

(E) WATER QUALITY TREATMENT DRIP EDGE DETAIL CONDITION 1 - LANDSCAPE AREAS
N.T.S.



NOTE:
THE FILTER MEDIA SHALL BE FOUNDATION BACKFILL MATERIAL WITH BETWEEN 4% AND 7% FINES (PASSING THE #200 SIEVE)

NOTE:
USE ALONG NORTH AND SOUTH SIDE OF BRICK NORTH (BUILDING A)

(F) WATER QUALITY TREATMENT DRIP EDGE DETAIL CONDITION 2 - BUILDING ENTRANCES
N.T.S.

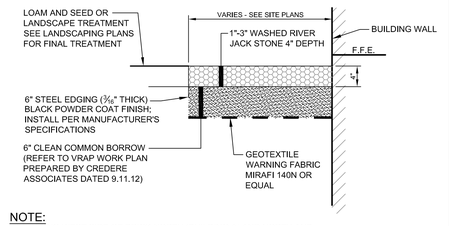
ZONE D-1 DATA REQUIREMENTS			
STRUCTURE ID			D1
WATER QUALITY FLOW RATE (cfs)			0.066
PEAK FLOW RATE (cfs)			5.50
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			2 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	24"
RIM ELEVATION			17.00
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		1'	13.75

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

(B) JELLYFISH TREATMENT UNIT DATA REQUIREMENTS
N.T.S.

Jellyfish Unit Schedule	
Schedule ID	Zone
Schedule	D
A-Outlet Inv. to Bottom of Structure (ft)	6.42
B-Finished Grade to Outlet Inv.	6.98
C-Required Outflow (cfs)	0.066
D-Inlet Inv. From Water Quality Storage	10.52
E-Outlet Inv.	10.02
F-Underside of Slab	15.33
G-Rim Elevation	17
H-Underside of Slab to Outlet Inv. (ft)	5.31
Hatch Required?	NO

(D) JELLYFISH UNIT SCHEDULE
N.T.S.



NOTE:
USE ALONG WEST SIDE OF BRICK NORTH (BUILDING A) AND NORTH AND SOUTH SIDES OF BRICK SOUTH (BUILDING C)

(G) TYPICAL DRIP STRIP DETAIL
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

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REVISIONS

BO KENNEDY No. 11994 — STATE OF MAINE — LICENSED PROFESSIONAL ENGINEER
P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORMWATER DETAILS AND DRIP EDGE TREATMENT

CLIENT
FOREFRONT PARTNERS I, LP

FST
FAY, SPOFFORD & THORNDIKE
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778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

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SHEET	C-7.0		

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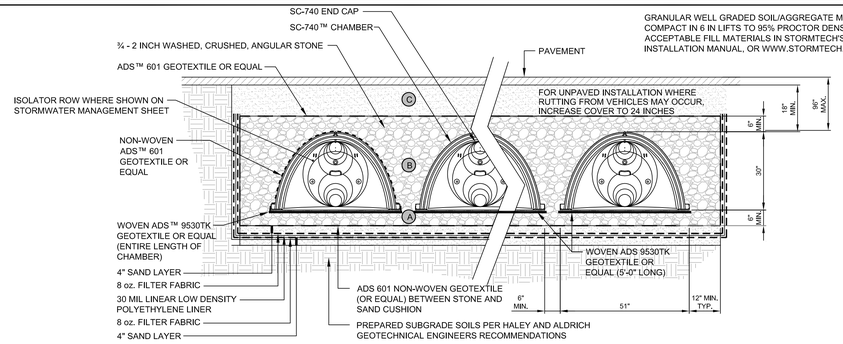


A SC-740 TYPICAL DETENTION SYSTEM CROSS SECTION

N.T.S.

*SEE STORMTECH'S DESIGN MANUAL

FOR STORMTECH® INFORMATION CALL 1-888-892-2694

ACCEPTABLE FILL MATERIALS
STORMTECH® SC-740™ CHAMBER SYSTEMS

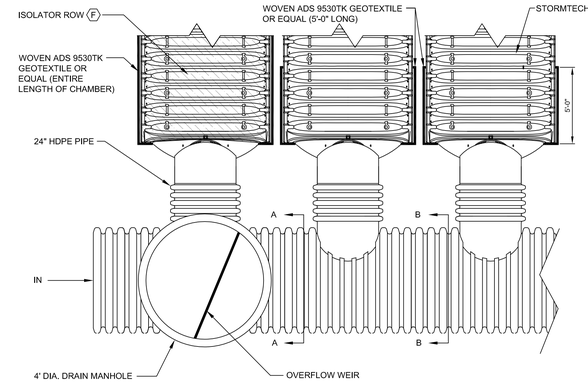
MATERIAL LOCATION	DESCRIPTION	AASHTO M43 DESIGNATION	AASHTO M145 DESIGNATION	COMPACTION/DENSITY REQUIREMENT
FILL MATERIAL FROM 18" TO GRADE ABOVE CHAMBERS	ANY SOIL/ROCK MATERIALS, NATIVE SOILS OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	N/A	PREPARE PER ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
(C) FILL MATERIAL FOR 6" TO 18" ELEVATION ABOVE CHAMBERS (24" FOR UNPAVED INSTALLATIONS)	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES.	3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	A-1 A-2 A-3	COMPACT IN 6" LIFTS TO A MINIMUM 95% STANDARD PROCTOR DENSITY. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 LBS. DYNAMIC FORCE NOT TO EXCEED 20,000 LBS.
(B) EMBEDMENT STONE SURROUNDING AND TO A 6" ELEVATION ABOVE CHAMBERS	WASHED ANGULAR STONE WITH THE MAJORITY OF PARTICLES BETWEEN ¾ - 2 INCH	3, 357, 4, 467, 5, 56, 57	N/A	NO COMPACTION REQUIRED
(A) FOUNDATION STONE BELOW CHAMBERS	WASHED ANGULAR STONE WITH THE MAJORITY OF PARTICLES BETWEEN ¾ - 2 INCH	3, 357, 4, 467, 5, 56, 57	N/A	PLATE COMPACT OR ROLL TO ACHIEVE A 95% STANDARD PROCTOR DENSITY

PLEASE NOTE: THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE WASHED CRUSHED ANGULAR. FOR EXAMPLE, THE STONE MUST BE SPECIFIED AS WASHED, CRUSHED, ANGULAR NO. 4 STONE.

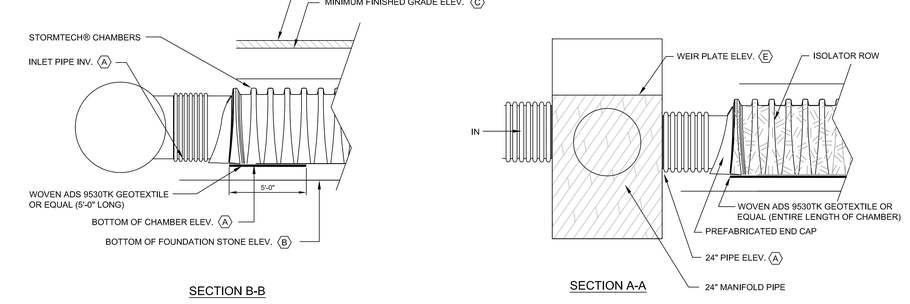
NOTES:
1. THE INSTALLATION OF STORMTECH® CHAMBERS SHALL BE IN ACCORDANCE WITH THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS
2. THE CONTRACTOR IS ADVISED TO REVIEW AND UNDERSTAND THE INSTALLATION INSTRUCTIONS PRIOR TO BEGINNING SYSTEM INSTALLATION. CALL **1.888.892.2694** OR VISIT **WWW.STORMTECH.COM** TO RECEIVE A COPY OF THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS.

B STORMTECH® ACCEPTABLE FILL MATERIALS

N.T.S.



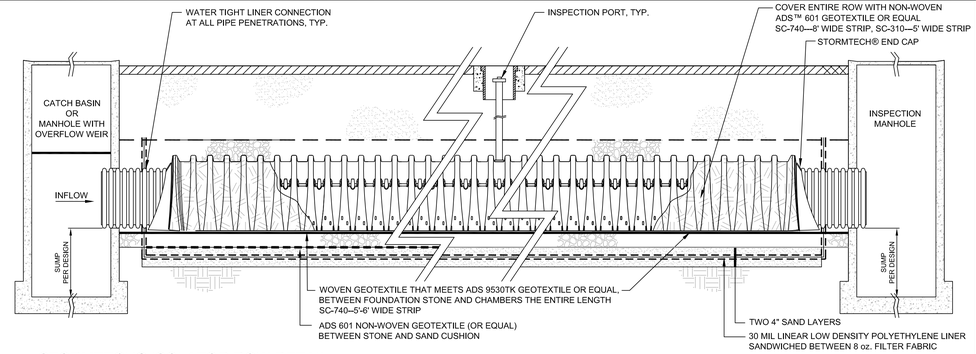
STORMTECH ELEVATIONS SCHEDULE	
ITEM DESCRIPTION	ZONE D
(A) BOTTOM OF CHAMBERS	10.52
(B) BOTTOM OF FOUNDATION STONE	10.02
(C) APPROX. MIN. FINISHED GRADE ELEV.	16.40
(D) APPROX. MAX. FINISHED GRADE ELEV.	17.72
(E) WEIR PLATE ELEV.	13.02
(F) NUMBER OF ISOLATOR CHAMBERS	22 (2 ROWS)



F STORMTECH® ELEVATIONS

N.T.S.

FOR STORMTECH® INFORMATION CALL 1-888-892-2694

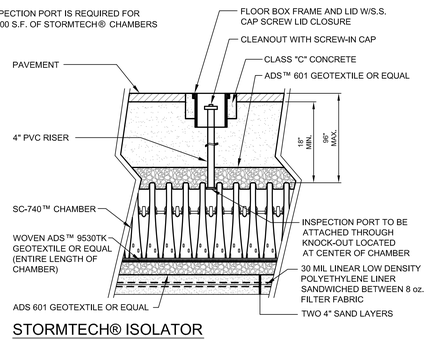


C STORMTECH® ISOLATOR ROW DETAIL

N.T.S.

FOR STORMTECH® INFORMATION CALL 1-888-892-2694

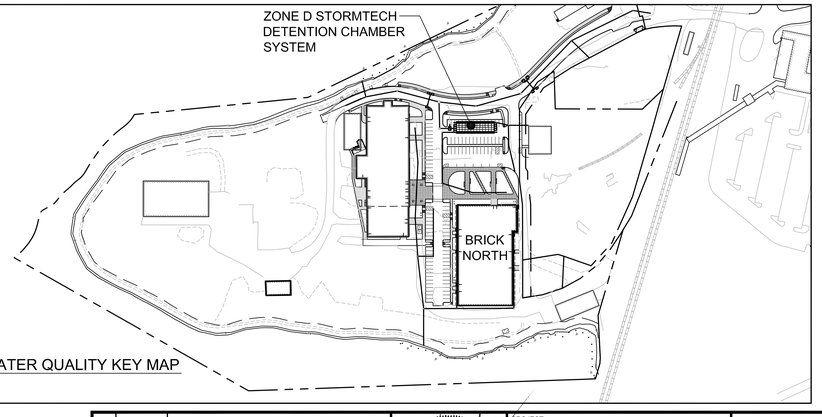
NOTE:
ONE INSPECTION PORT IS REQUIRED FOR EVERY 500 S.F. OF STORMTECH® CHAMBERS



STORMTECH® ISOLATOR INSPECTION PORT DETAIL

(D) N.T.S.

FOR STORMTECH® INFORMATION CALL 1-888-892-2694



G SUBSURFACE WATER QUALITY KEY MAP

N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORMWATER DETAILS
SUBSURFACE WATER QUALITY VOLUME STORAGE DETAILS

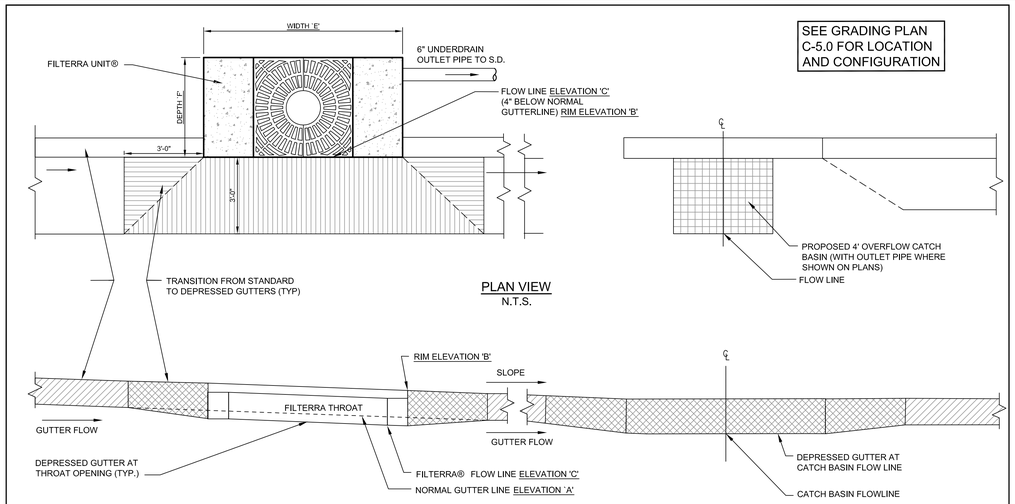
CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET		
SHEET	C-7.1		

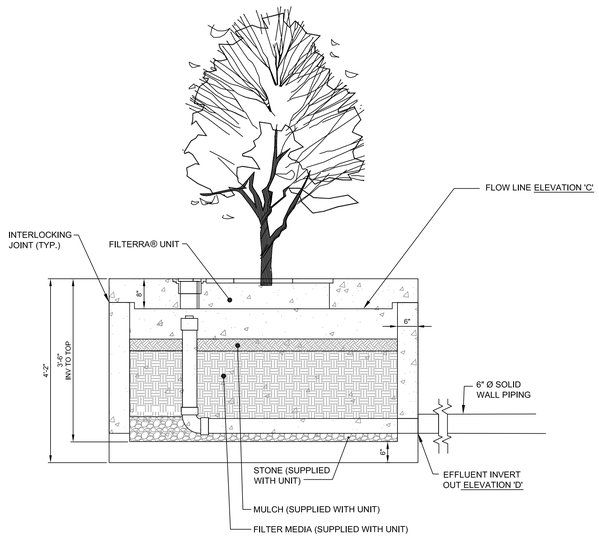
R:\2982.05 Amended Site Plan Part II\Cadd\Permit Set\dwg\BRICK SOUTH\2982.05-BS DET.dwg davis_d 9/1/2015 2:50 PM

SEE GRADING PLAN
C-5.0 FOR LOCATION
AND CONFIGURATION

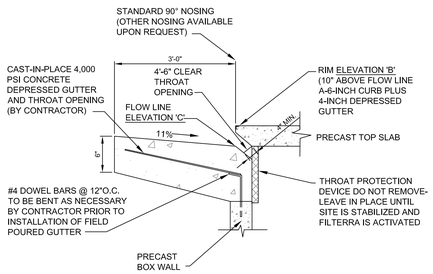


PLAN VIEW
N.T.S.

ELEVATION VIEW
N.T.S.



CROSS SECTION
N.T.S.



STANDARD FILTERRA THROAT OPENING
SECTION A-A
N.T.S.

CONSTRUCTION OVERSIGHT NOTES:
FILTERRA UNITS SHALL ONLY BE ACTIVATED BY THE SUPPLIER. ACTIVATION INCLUDES THE INSTALLATION OF THE PLANTS AND MULCH LAYERS. ACTIVATION CANNOT BEGIN UNTIL THE PROJECT SITE IS FULLY STABILIZED AND CLEANED (FULL LANDSCAPING, GRASS COVER, FINAL PAVING AND SWEEPING COMPLETE). THE ONLY BOARDS WHICH SHOULD BE REMOVED ARE THE 2X4 WOODEN PLANKS SET BETWEEN THE FILTERRA BOX AND TOP SLAB. ALL REMAINING BOARDS SHALL REMAIN IN TACT DURING INSTALLATION AND WILL BE REMOVED DURING ACTIVATION OF THE UNIT BY AN AUTHORIZED FILTERRA REPRESENTATIVE.

ALL MANUFACTURED SYSTEMS SHALL BE INSPECTED BY A PROFESSIONAL ENGINEER APPROVED BY THE MANUFACTURER AND SHALL CONSIST OF AN APPROPRIATE NUMBER OF SITE VISITS TO THE SITE TO INSPECT SUBGRADE PREPARATION, GENERAL CONSTRUCTION, STONE PLACEMENT, CHAMBER PLACEMENT, FABRIC LAYMENT, AND STORMWATER OVERFLOW BYPASS CONSTRUCTION FROM INITIAL GROUND DISTURBANCE TO FINAL STABILIZATION.

Ⓐ FILTERRA® UNIT
N.T.S.

FILTERRA® UNIT SCHEDULE

	ITEM DESCRIPTION	ZONE D			
		FILTERRA D18	FILTERRA D19	FILTERRA D20	FILTERRA D21
Ⓐ	NORMAL GUTTER LINE ELEV.	15.31	15.31	16.94	16.94
Ⓑ	RIM ELEV.	15.81	15.81	17.44	17.44
Ⓒ	INLET FLOW LINE ELEV.	15.23	15.23	16.86	16.86
Ⓓ	OUTLET SD INV.	11.23	11.23	12.86	12.86
Ⓔ	FILTERRA WIDTH	6	6	8	6
Ⓕ	FILTERRA DEPTH	4	4	6	4

NOTE:
THE APPLICANT RESERVES THE RIGHT TO OFFER AN `OR EQUAL' ALTERNATIVE TO THE FILTERRA® UNIT, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF PORTLAND REPRESENTATIVES

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE
BO KENNEDY
No. 11994
LICENSED
PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

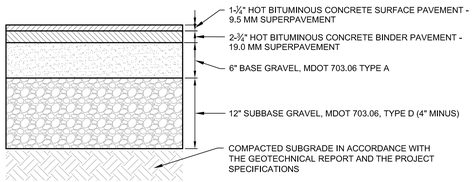
PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORMWATER DETAILS
FILTERRA® UNITS

CLIENT
FOREFRONT PARTNERS I , LP

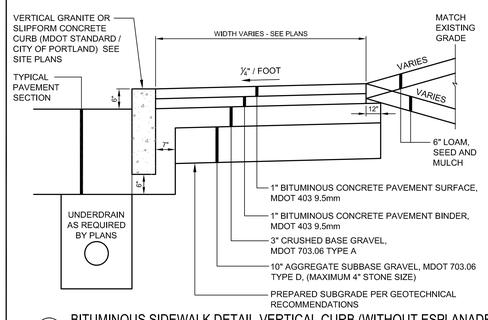
FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET		
SHEET	C-7.2		

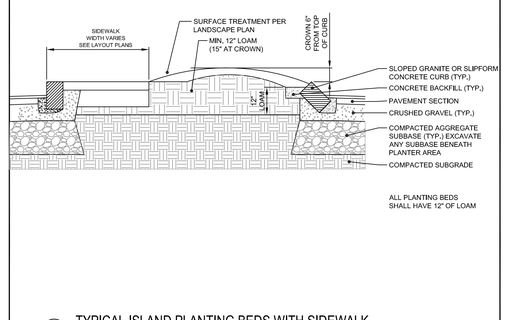


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

A LIGHT DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



E BITUMINOUS SIDEWALK DETAIL-VERTICAL CURB (WITHOUT ESPLANADE)
N.T.S.

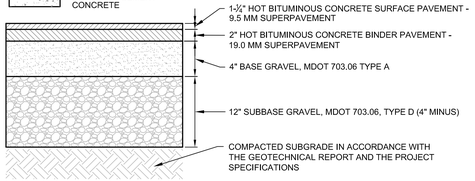


I TYPICAL ISLAND PLANTING BEDS WITH SIDEWALK
N.T.S.

PAVEMENT TYPE IS DEPICTED ON DRAWING C3.5 SURFACE TREATMENT

- STANDARD DUTY BITUMINOUS CONCRETE
- HEAVY DUTY BITUMINOUS CONCRETE
- PORTLAND CEMENT CONCRETE

NOTES:
1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND GEOTECHNICAL REPORTS PREPARED BY THE GEOTECHNICAL ENGINEER WHICHEVER IS MORE STRINGENT



NOTE:
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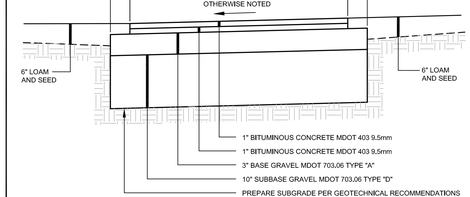
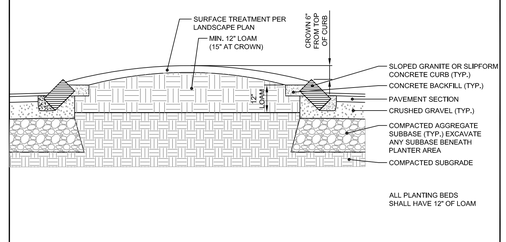
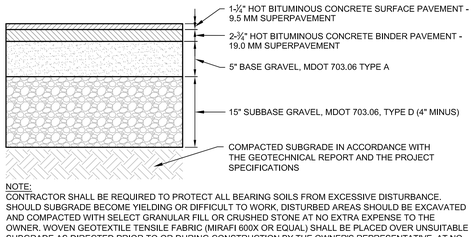
B STANDARD DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



F NON-CURBED AREAS BITUMINOUS SIDEWALK/WALKWAY DETAIL
N.T.S.

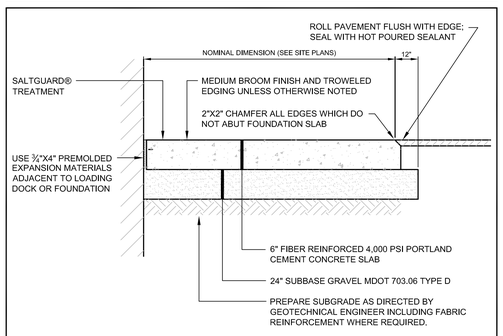


J TYPICAL ISLAND PLANTING BEDS WITHOUT SIDEWALK
N.T.S.

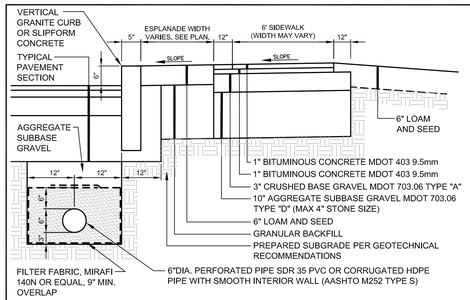


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

C HEAVY DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.

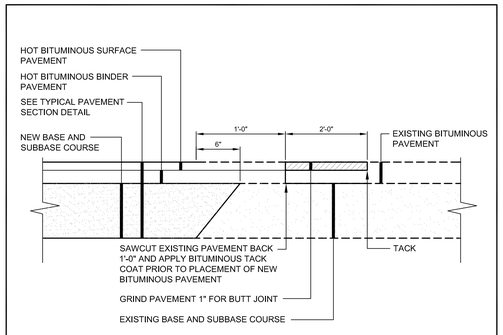


G CONCRETE SLAB DETAIL
N.T.S.



NOTES:
1. UNDERDRAIN REQUIRED WHERE CALLED FOR ON PLANS OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER
2. UNDERDRAIN PIPE ELEVATIONS SHALL BE AT LEAST 42" BELOW GUTTER GRADE
3. PERFORATIONS IN UNDERDRAIN SHALL BE ORIENTATED DOWN

D BITUMINOUS SIDEWALK DETAIL-CURBED AREAS (WITH ESPLANADE)
N.T.S.



H PAVEMENT SAWCUT DETAIL
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOARD SEAL

LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
PAVEMENT SECTIONS AND SIDEWALK DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	AS NOTED
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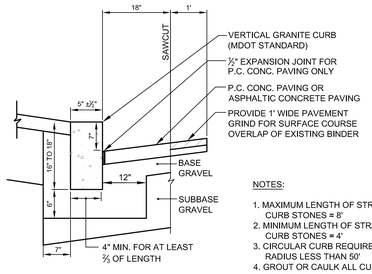
FILE NAME:	2982.05-BS DET		
SHEET	C-8.0		

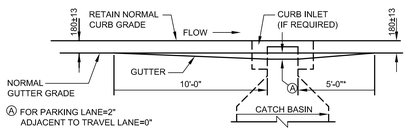


NOTES:

1. MAXIMUM LENGTH OF STRAIGHT CURB STONES = 8'
2. MINIMUM LENGTH OF STRAIGHT CURB STONES = 4'
3. CIRCULAR CURB REQUIRED FOR RADIUS LESS THAN 50'
4. GROUT OR CAULK ALL CURB JOINTS OVER ¼" IN WIDTH. INSTALL STRIP OF FILTER FABRIC BEHIND EACH CURB JOINT.

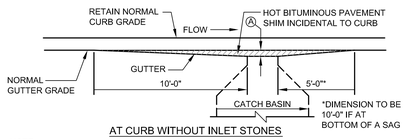
A VERTICAL GRANITE CURB DETAIL

N.T.S.



Ⓐ FOR PARKING LANE=2" ADJACENT TO TRAVEL LANE=0"

AT CURB INLETS

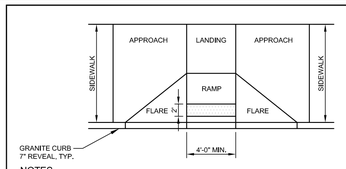


AT CURB WITHOUT INLET STONES

NOTE:
GRATES SHALL BE INSTALLED ON GRADIENT OF THE GUTTER AND BE DEPRESSED 50mm BELOW THE NORMAL GUTTER GRADE UNLESS THIS DEPRESSION INTERFERES WITH TRAFFIC.

D GUTTER GRADE TRANSITION AT CATCH BASIN

N.T.S.

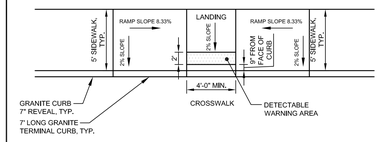


NOTES:

1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.

DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	8.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	8.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	-
SIDEWALK	MATCH STREET GRADE	2%

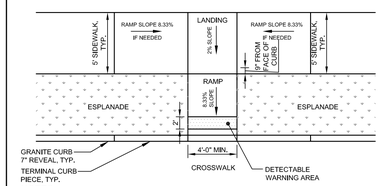
PERPENDICULAR ADA RAMP LAYOUT FOR WIDE SIDEWALK WITH NO ESPLANDE



NOTES:

1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PARALLEL SIDEWALK RAMP LAYOUT FOR NARROW SIDEWALK WITH NO ESPLANDE



NOTES:

1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR ADA RAMP LAYOUT FOR NARROW SIDEWALK WITH ESPLANDE

F BARRIER FREE RAMP DETAILS

N.T.S.

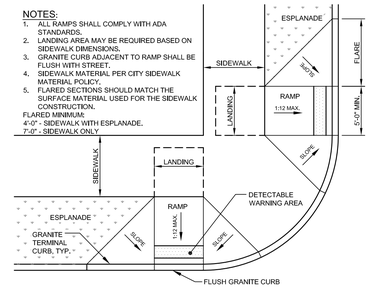
NOTES:

1. ALL RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA).
2. ALL RAMPS WITHIN THE CITY OF PORTLAND RIGHT-OF-WAY (SEWALL STREET AND THOMPSON POINT CONNECTOR ROAD) SHALL HAVE DETECTABLE WARNINGS THE FULL DEPTH AND WIDTH OF THE RAMP PER SECTION 4.29 OF THE ADA. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES A DIAMETER OF 0.90 INCHES, A HEIGHT OF NOMINAL 0.20 INCHES AND A SPACING OF 2.35 INCHES CENTER TO CENTER. THESE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
3. A TACTILE WARNING STRIP IS REQUIRED WHERE RAMP ABUTS AREA USED BY MOTORIZED VEHICLES.
4. ALL TACTILE WARNING STRIPS SHALL BE SET PERPENDICULAR TO DIRECTION OF CROSS WALK.

NOTES:

1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.
3. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
5. FLARED SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

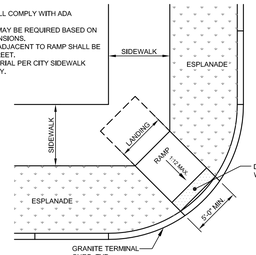
FLARED MINIMUM:
4'-0" - SIDEWALK WITH ESPLANADE.
7'-0" - SIDEWALK ONLY



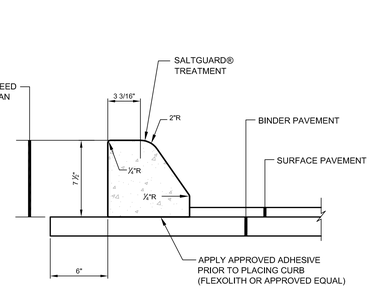
PREFERRED SIDEWALK RAMP AT INTERSECTION

NOTES:

1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.
3. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.



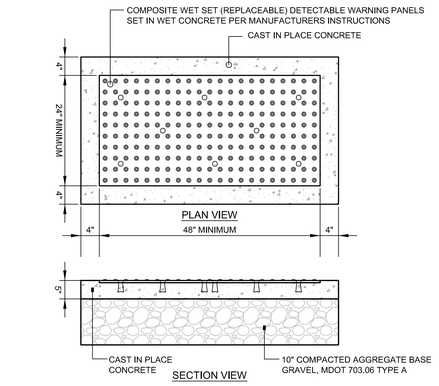
DIAGONAL SIDEWALK RAMP LAYOUT AT INTERSECTION FOR SIDEWALK WITH ESPLANADE (REQUIRES WAIVER)

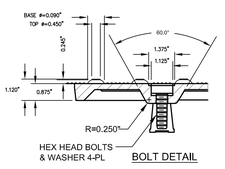


NOTE:
USE NEAR VERTICAL MOLD WHEN ADJACENT TO SIDEWALK

E SLIPFORM CONCRETE CURB DETAIL - SLOPED MOLD

N.T.S.





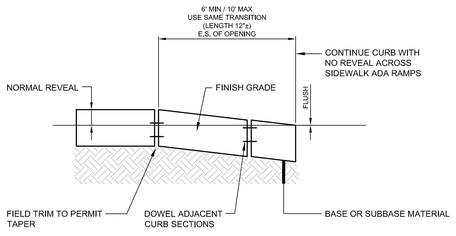
BOLT DETAIL

NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI.THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I-7A AND TECHNICAL MANUAL SECTION 1.8.4.) FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED, FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

B DETECTABLE WARNING PAVER DETAIL

N.T.S.



C SLOPE OF GRANITE CURB AT ADA RAMPS AND DRIVEWAYS

N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOARD SEAL

LIC. #11994

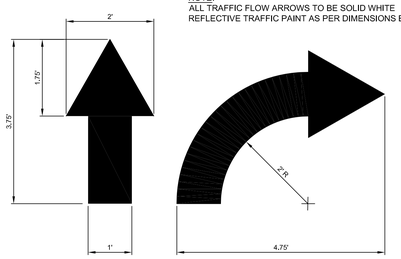
PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
CURBING AND SIDEWALK DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

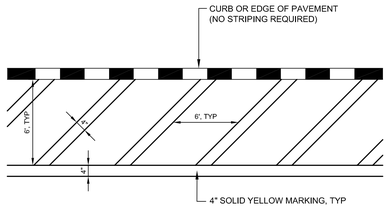
FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	AS NOTED
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET		
SHEET	C-8.1		



NOTE:
ALL TRAFFIC FLOW ARROWS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS BELOW

A TRAFFIC FLOW ARROW DETAIL
N.T.S.



NOTE:
USE CHEVRONS 3'-0" OUT FROM CURB WITH DIAGONALS AT 4'-0" SPACING TO DESIGNATE FIRE LANE IN RESIGNATED DROP-OFF AREAS.

E CHEVRON STRIPING DETAIL
N.T.S.

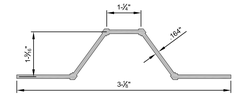
LENGTH: AS REQUIRED

WEIGHT PER LINEAR FOOT: 2.50 LBS. MIN.

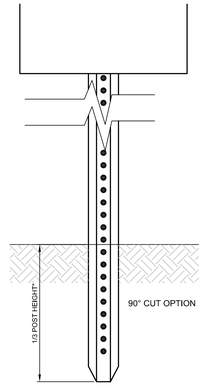
HOLES: ¾" DIAMETER, 1" C-C FULL LENGTH

STEEL: SHALL CONFORM TO ASTM A-499 (GRADE 60) OR ASSTM A-576 (GRADE 1070 - 1080)

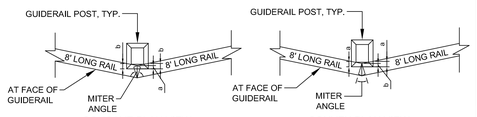
FINISH: SHALL BE PAINTED WITH TWO COATS OF AN APPROVED MEDIUM GREEN BAKED ON OR AIR DRIED, PAINT OF WEATHER RESISTANT QUALITY. ALL FABRICATION SHALL BE COMPLETE BEFORE PAINTING.



* IN LEDGE DRILL & GROUT TO A MIN. OF 2'

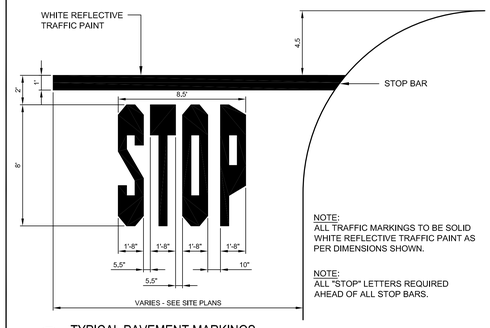


I SIGN POST
N.T.S.



RADIUS (FEET)	MITER ANGLE (DEGREES)	a (INCHES)	b (INCHES)
10.00	47.16	1/2"	2 1/4"
20.00	23.07	1/2"	1 1/4"
30.00	15.32	1/2"	1 1/8"
40.00	11.48	1/2"	7/8"
50.00	9.18	1/2"	7/8"
75.00	6.11	1/2"	3/4"
100.00	4.58	1/2"	5/8"
125.00	3.67	1/2"	5/8"
150.00	3.06	1/2"	5/8"
>150.00	0.00	1/2"	1/2"

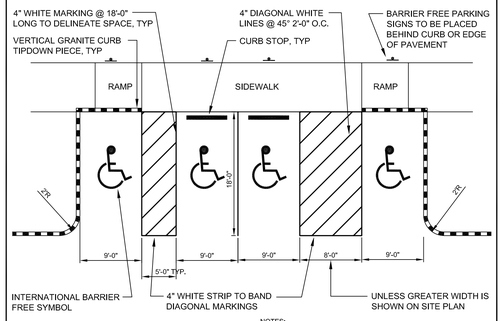
L SPECIAL POST & RAIL END TREATMENT FOR RADIAL GUIDERAIL
N.T.S.



NOTE:
ALL TRAFFIC MARKINGS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS SHOWN.

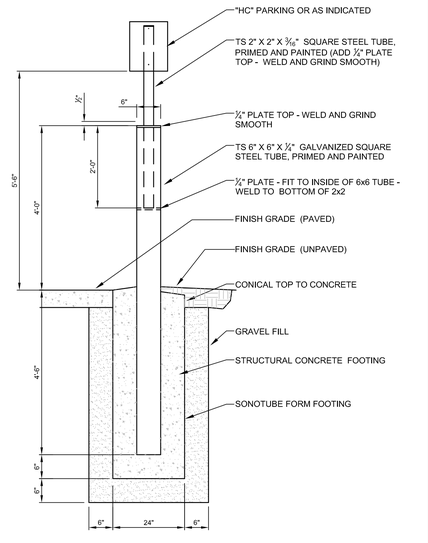
NOTE:
ALL "STOP" LETTERS REQUIRED AHEAD OF ALL STOP BARS.

B TYPICAL PAVEMENT MARKINGS
N.T.S.

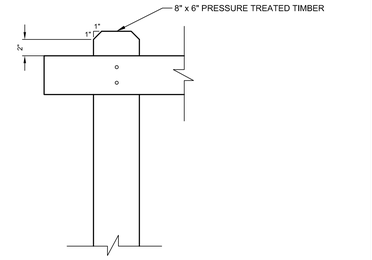


NOTES:
1. ONE IN EIGHT BARRIER FREE SPACES MUST BE VAN ASSESSABLE, THIS HAS BEEN PROVIDED FOR ON THE SITE LAYOUT PLAN.
2. BARRIER FREE GRAPHIC SYMBOL (PAINTED WHITE) TO BE CENTERED IN PARKING STALL. SYMBOL TO BE PAINTED ON BLUE NON-SKID BACKGROUND.

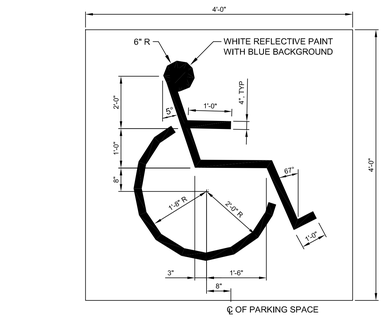
F ADA PARKING LOT STRIPING
N.T.S.



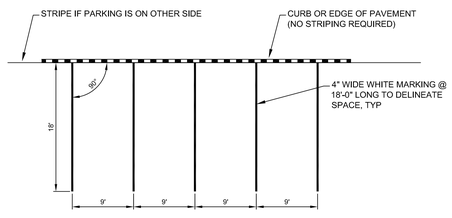
J BARRIER FREE PARKING SIGN
N.T.S.



M TIMBER GUIDERAIL CHAMFER DETAIL
N.T.S.



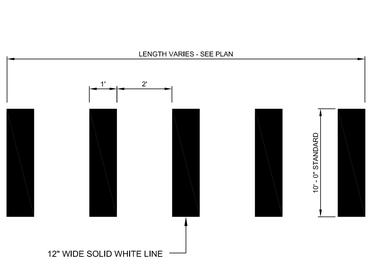
C INTERNATIONAL BARRIER FREE SYMBOL
N.T.S.



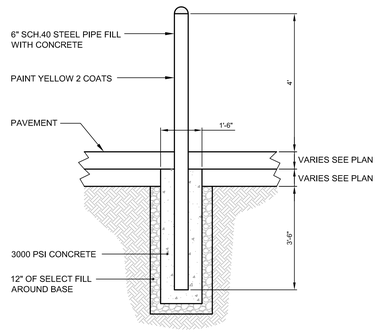
WHEN PARKING IS ON CURVE THE NARROWEST PORTION OF THE PARKING STALL SHALL MEET THE WIDTH SHOWN.

NOTE:
COMPACT PARKING STALLS SHALL BE STRIPED AT 8' WIDE BY 15' OR 18' DEEP - SEE SITE PLANS FOR LAYOUT OF COMPACT SPACES

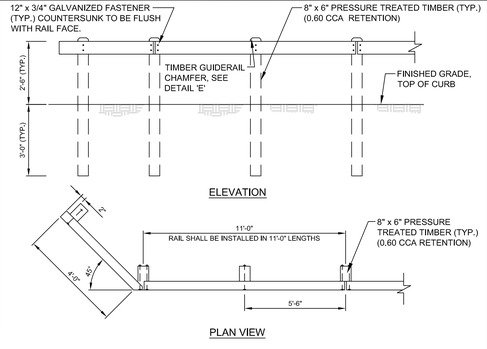
G STANDARD PARKING STALL STRIPING
N.T.S.



D CROSSWALK STRIPING DETAIL
N.T.S.



H GUARD POST/BOLLARD DETAIL
N.T.S.



K TIMBER GUIDERAIL DETAIL
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

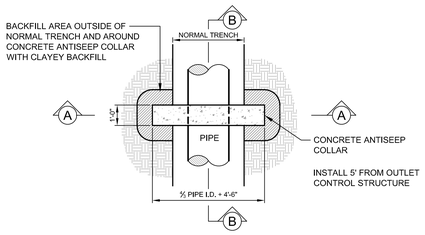
PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
PARKING AND TRAFFIC CONTROL DETAILS

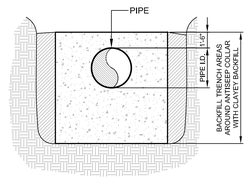
CLIENT
FOREFRONT PARTNERS I , LP

FST INC. STATE
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

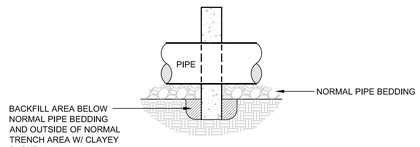
DRAWN:	DED	DATE:	APRIL 2015	
DESIGNED:	BEK	SCALE:	N.T.S.	
CHECKED:	SRB	JOB NO.	2982.05	
FILE NAME:	2982.05-BS DET			
SHEET	C-8.2			



PLAN

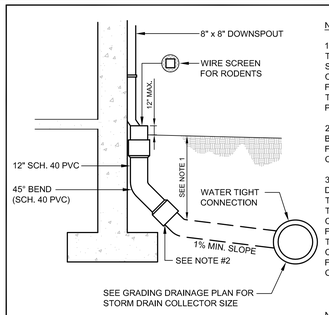


SECTION A-A



SECTION B-B

(A) ANTISEEP COLLAR
N.T.S.



NOTES:

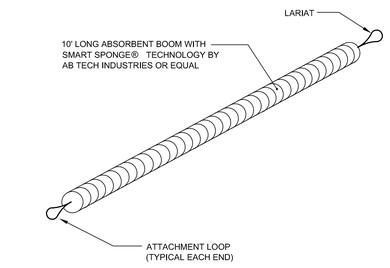
1. FOR ALL DEPTHS OF COVER LESS THAN TWO (2) FEET, PIPE MUST BE SCHEDULE 40 PVC. FOR DEPTHS OF COVER GREATER THAN TWO (2) FEET, FLEXIBLE PIPE MAY BE USED. REFER TO SPECIFICATIONS FOR ALLOWABLE PIPE TYPES.

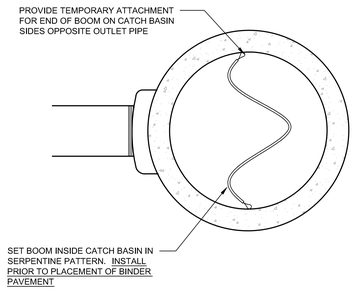
2. A WATERTIGHT CONNECTION SHALL BE MAINTAINED WITH ANY TRANSITION FROM SCHEDULE 40 PVC PIPE TO ANY OTHER PIPE TYPE.

3. THE DOWNSPOUT COLLECTOR DRAIN SHALL BE INSTALLED BEFORE THE DOWNSPOUTS ARE INSTALLED ON THE BUILDING. SITE WORK CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK TO AND INCLUDING THE RODENT SCREEN. BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONNECTION AT THE POINT OF THE RODENT SCREEN.

NOTE:
ARCHITECT MAY ELECT TO USE INTERNAL ROOF DRAINS - REFER TO ARCHITECTURAL PLANS

(C) ROOF DRAIN DETAIL
N.T.S.





PLAN VIEW LOOKING INTO CATCH BASIN

NOTES:
1. REQUIRED FOR ALL CATCH BASINS WHICH RECEIVE RUNOFF FROM PAVED AREAS.
2. REFER TO EROSION CONTROL REPORT FOR ADDITIONAL INFORMATION.
3. CONTRACTOR MAY SELECT OTHER TYPE OF EQUIVALENT OIL ABSORBENT PRODUCTS.
4. SUBMITTALS ARE REQUIRED FOR THESE ITEMS.

(B) TEMPORARY WATER QUALITY MEASURE INSIDE OF CATCH BASINS
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BOARD SEAL
LIC. #11994

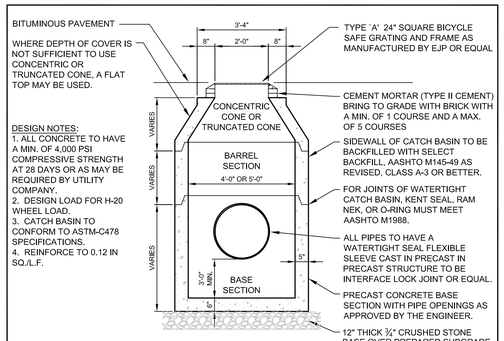
PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORMWATER DETAILS

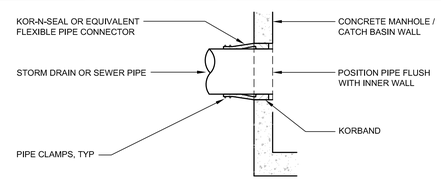
CLIENT
FOREFRONT PARTNERS I , LP

FST EST. 1949
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET		
SHEET	C-8.3		

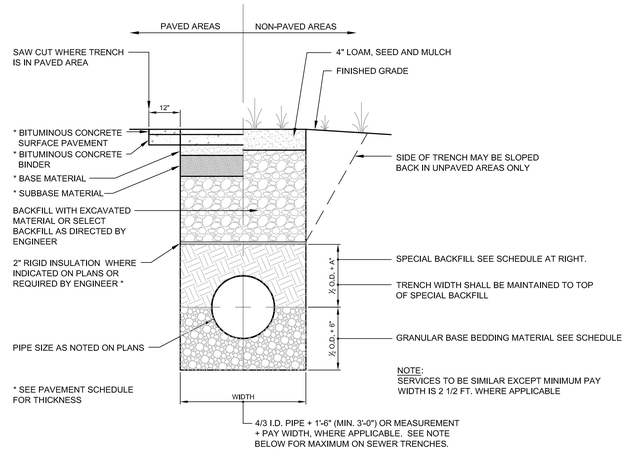


A 4'-0" OR 5'-0" PRECAST CATCH BASIN
N.T.S.



NOTES:
1. A FLEXIBLE PIPE TO MANHOLE CONNECTOR SHALL BE EMPLOYED IN THE CONNECTION OF ALL PIPE TO MANHOLE JUNCTIONS.
2. THE CONNECTOR SHALL BE KOR-N-SEAL AS MANUFACTURED BY NPC SYSTEMS, INC., OF MILFORD, NH OR EQUAL.
3. THE CONNECTOR SHALL BE THE SOLE ELEMENT RELIED ON TO ASSURE A FLEXIBLE WATERTIGHT SEAL OF THE PIPE TO MANHOLE. NO ADHESIVES OR LUBRICANTS SHALL BE EMPLOYED IN THE INSTALLATION OF THE CONNECTOR TO THE MANHOLE. THE RUBBER FOR THE CONNECTOR SHALL COMPLY TO ASTM C443 AND ASTM C923 AND CONSIST OF EPDM AND ELASTOMERS KNOWN TO BE RESISTANT TO OZONE, WEATHER ELEMENTS, CHEMICALS, INCLUDING ACIDS, ALKALIS, ANIMAL AND VEGETABLE FATS, OILS AND PETROLEUM PRODUCTS FROM SPILLS.
4. ALL STAINLESS STEEL ELEMENTS OF THE CONNECTOR SHALL BE TOTALLY NON-MAGNETIC SERIES 304 STAINLESS, EXCLUDING THE WORM SCREW USED FOR TIGHTENING THE STEEL BAND AROUND THE PIPE WHICH SHALL BE SERIES 305 STAINLESS. THE WORM SCREW USED FOR TIGHTENING THE STEEL BAND SHALL BE TORQUED BY A BREAK-AWAY TORQUE WRENCH AVAILABLE FROM THE PRECAST MANHOLE SUPPLIER, AND SET AT 60/70 in/lbs.,
5. THE CONNECTOR SHALL BE INSTALLED IN THE MANHOLE WALL BY ACTIVATING THE EXPANDING MECHANISM IN STRICT ACCORDANCE WITH THE RECOMMENDATION OF THE CONNECTOR MANUFACTURER.
6. THE CONNECTOR SHALL BE OF A SIZE SPECIFICALLY DESIGNED FOR THE PIPE MATERIAL AND SIZE BEING UTILIZED ON THE PROJECT.
7. ALL CONNECTORS WHICH ARE CAPPED AWAITING PIPE INSTALLATION AT A LATER DATE MUST BE RESTRAINED.

E PIPE CONNECTION TO PRECAST CONCRETE SANITARY SEWER AND STORM DRAINAGE STRUCTURE
N.T.S.



H TYPICAL SEWER, WATER MAIN, AND STORM DRAIN TRENCH SECTION
N.T.S.

SCHEDULE OF BASE BACKFILL FOR NON-SANITARY INSTALLATIONS

TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
CONCRETE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	12	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC OR CORRUGATED POLYETHYLENE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
CMP	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	GRANULAR AASHTO M145-49 A-3 OR BETTER	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

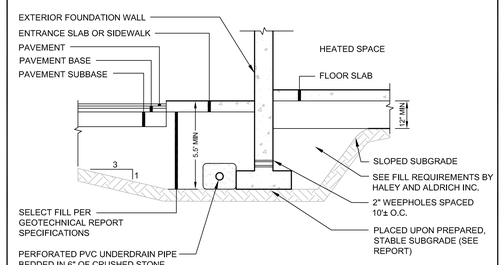
SCHEDULE OF BASE BACKFILL FOR SANITARY INSTALLATIONS

TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
PVC PRESSURE	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC GRAVITY	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

MAXIMUM ALLOWABLE TRENCH WIDTHS FOR SEWERS

PIPE SIZE 10" OR LESS	MAXIMUM WIDTH
12 TO 15	4'-0"
18	4'-6"
24	5'-6"
30	6'-0"
36	6'-9"
42	7'-3"
48	8'-0"

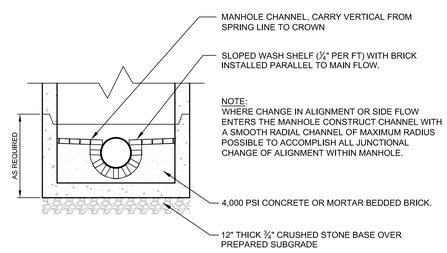
SHEETING, IF REQUIRED, SHALL BE CUT OFF 2'-0" BELOW FINISH GRADE.



NOTE:
ALL BUILDING FOUNDATIONS SUBJECT TO GEOTECHNICAL RECOMMENDATIONS

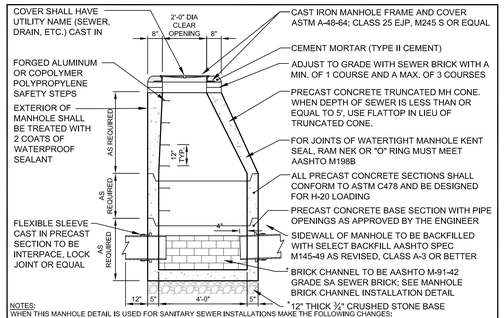
B BUILDING UNDERDRAIN DETAIL
N.T.S.

NOTE:
MANHOLE TEST TO BE ACCOMPLISHED AFTER CHANNEL INSTALLATION IS COMPLETE.



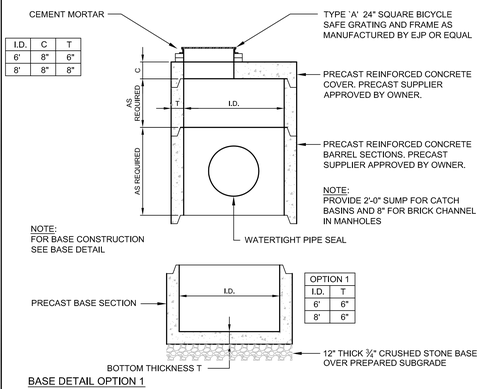
NOTES:
1. BRICK CHANNEL TO BE AASHTO M-91-42 GRADE AS SEWER BRICK OR, IF APPROVED BY ENGINEER, A PREFABRICATED FIBERLINER 2000 CHANNEL, AS MANUFACTURED BY GDT, INC. ESSEX, CT OR EQUAL MAY BE USED.
2. SLOPE CHANNEL DOWN FROM INLET TO OUTLET.
3. TOOL ALL JOINTS IN CHANNEL AND ON TABLE.

F STORM AND SANITARY MANHOLE CHANNEL DETAIL
N.T.S.



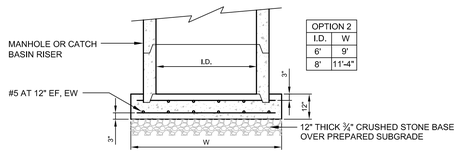
NOTES:
WHEN THIS MANHOLE DETAIL IS USED FOR SANITARY SEWER INSTALLATIONS MAKE THE FOLLOWING CHANGES:
1. THE HEIGHT OF THE TRUNCATED CONE SHALL BE 2'-0"
2. A POLYFROST BARRIER CONSISTING OF A MIN. OF 4 LAYERS, (EACH 6 MIL) SHALL BE PLACED AROUND THE STRUCTURE FROM THE SURFACE TO 5'-) MIN. BELOW GRADE.
3. THE BACKFILL AROUND THE MANHOLE SHALL BE COMPACTED GRAVEL, A MIN. OF 24" OUTSIDE THE STRUCTURE.
4. THE CASTING SHALL BE GASKETED.

C 4'-0" PRECAST SANITARY SEWER AND STORM DRAIN MANHOLE
N.T.S.



BASE DETAIL OPTION 1

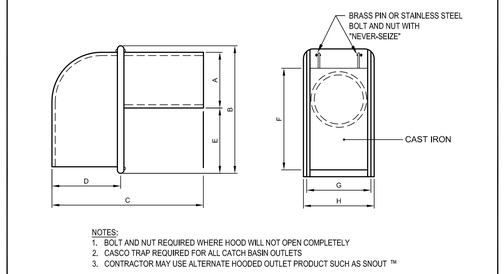
NOTE:
THE CONTRACTOR SHALL USE BASE OPTION 2 UNLESS ANTIFLOATATION COMPUTATIONS ARE PROVIDED BY THE CONTRACTOR DEMONSTRATING OPTION 1 CAN BE USED AT THIS SITE. APPROVAL IS SUBJECT TO APPROVAL OF THE ENGINEER.



BASE DETAIL OPTION 2

DESIGN NOTES
1. ALL CONCRETE TO HAVE A MIN. 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
2. DESIGN FOR H-20 WHEEL LOADING
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS
4. REINFORCE TO .12 IN. SQ./L.F.

LARGE DIAMETER
G STORM DRAIN MANHOLE & CATCH BASIN WITH FLAT TOP
N.T.S.



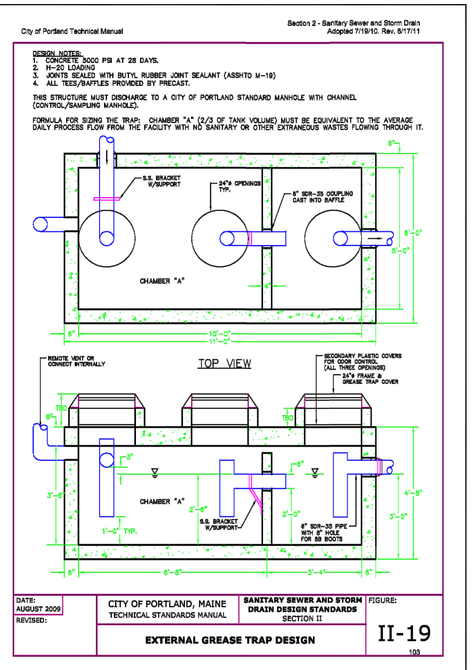
NOTES:
1. BOLT AND NUT REQUIRED WHERE HOOD WILL NOT OPEN COMPLETELY
2. CASCO TRAP REQUIRED FOR ALL CATCH BASIN OUTLETS
3. CONTRACTOR MAY USE ALTERNATE HOODED OUTLET PRODUCT SUCH AS SNOUT ™

D CASCO TRAP DETAIL
N.T.S.

DESIGN NOTES:
1. CONCRETE 3000 PSI AT 28 DAYS.
2. H-20 LOADING
3. JOINTS SEALED WITH BUTYL RUBBER JOINT SEALANT (ASSHTO M-19)
4. ALL TEES/BAFFLES PROVIDED BY PRECAST.

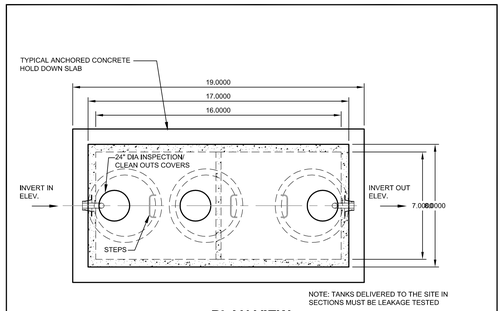
THIS STRUCTURE MUST DISCHARGE TO A CITY OF PORTLAND STANDARD MANHOLE WITH CHANNEL (CONTROL/SAMPLING MANHOLE).

FORMULA FOR SIZING THE TRAP: CHAMBER "A" (2/3 OF TANK VOLUME) MUST BE EQUIVALENT TO THE AVERAGE DAILY PROCESS FLOW FROM THE FACILITY WITH NO SANITARY OR OTHER EXTRANEOUS WASTES FLOWING THROUGH IT.



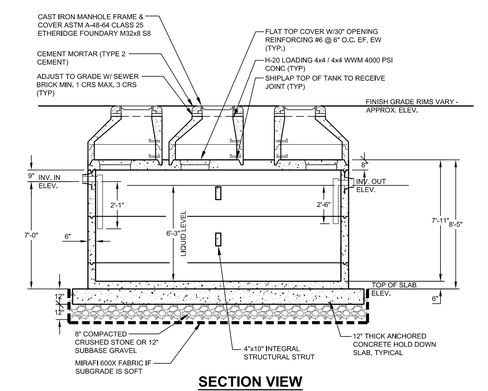
DATE: AUGUST 2009	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	SANITARY SEWER AND STORM DRAIN DESIGN STANDARDS SECTION II	FIGURE: II-19
REVISED:	EXTERNAL GREASE TRAP DESIGN		103

I GREASE TRAP DETAIL
N.T.S.



NOTE: TANKS DELIVERED TO THE SITE IN SECTIONS MUST BE LEAKAGE TESTED

PLAN VIEW



SECTION VIEW

J SEPTIC TANK DETAIL
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION
		REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER
P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
STORMWATER AND SANITARY SEWER DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

FST ISO 14001
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: N.T.S.
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-BS DET	
SHEET C-8.4	

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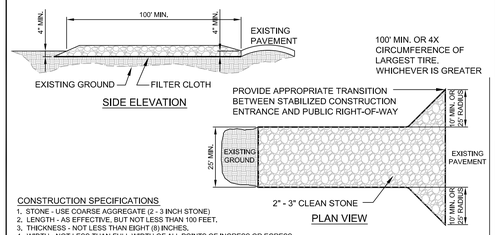
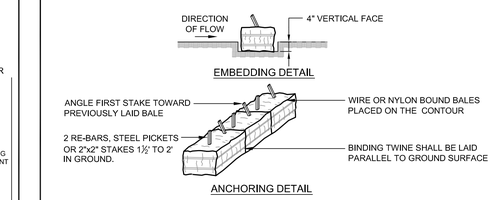


CONSTRUCTION SPECIFICATIONS

1. STONE - USE COARSE AGGREGATE (2 - 3 INCH STONE)
2. LENGTH - AS EFFECTIVE, BUT NOT LESS THAN 100 FEET.
3. THICKNESS - NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
5. WASHING - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
6. MAINTENANCE - THE ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
7. 12' X 24' METAL GRATE MAY BE USED. GRATE SHALL BE 25' AWAY FROM PAVEMENT AND APPROPRIATE SEDIMENT CONTROL TRAPPING DEVICE SHALL BE USED AT GRATE OUTLET POINT.

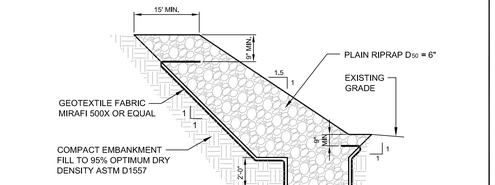
A STABILIZED CONSTRUCTION ENTRANCE
N.T.S.



CONSTRUCTION SPECIFICATIONS

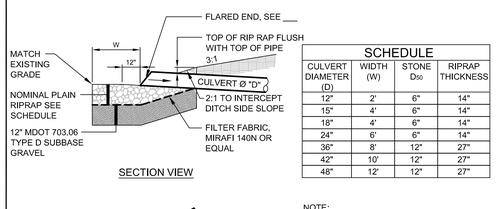
1. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4".
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR RE-BARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
4. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

E STRAW OR HAY BALE BARRIER
N.T.S.



NOTE:
INSTALL RIPRAP SLOPE PROTECTION AS DIRECTED BY THE OWNER'S REPRESENTATIVE OR GEOTECHNICAL ENGINEER IF REQUIRED, DUE TO DISCOVERED FIELD CONDITIONS, AT NO EXTRA EXPENSE TO THE OWNER.

H RIPRAP SLOPE PROTECTION DETAIL
N.T.S.

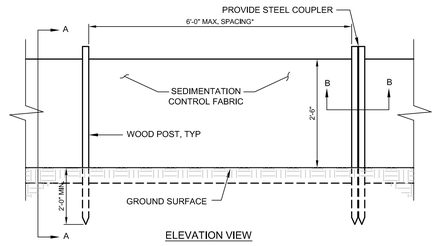


SCHEDULE

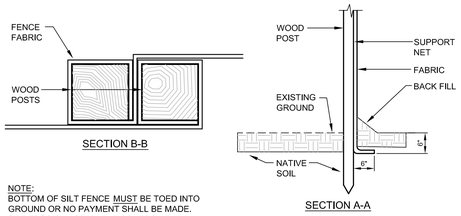
CULVERT DIAMETER (D)	WIDTH (W)	STONE D_{50}	RIPRAP THICKNESS
12"	2'	6"	14"
15"	4'	6"	14"
18"	4'	6"	14"
24"	6'	6"	14"
36"	8'	12"	27"
42"	10'	12"	27"
48"	12'	12"	27"

NOTE:
RIPRAP GRADATION AND PLACEMENT - THE RIPRAP GRADATION SHALL BE A WELL-GRADED MIX FROM ABOUT 1.5 TIMES THE D SIZE TO ABOUT 25 PERCENT OF THE D SIZE. THE RIPRAP STONES SHALL BE CAREFULLY PLACED WORKING FROM THE TOE OF THE SLOPE UPWARD. THE STONES SHOULD BE LOWERED TO THE TOE AND NOT BE ALLOWED TO DROP MORE THAN 12 INCHES ONTO THE GEOTEXTILE. THE FINISHED SURFACE SHALL BE A RELATIVELY SMOOTH UNIFORMLY SLOPED SURFACE.

B PIPE/CULVERT INLET APRON
N.T.S.

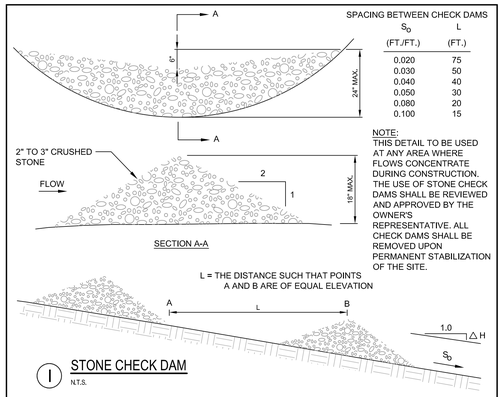


*NOTE:
THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6' UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".



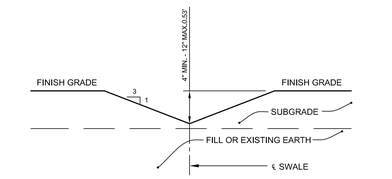
NOTE:
BOTTOM OF SILT FENCE MUST BE TOED INTO GROUND OR NO PAYMENT SHALL BE MADE. SEE EROSION / SEDIMENT CONTROL PLAN DRAWINGS FOR SILT FENCE INSTALLATION SCHEDULE.

F SILTATION FENCE DETAIL
N.T.S.

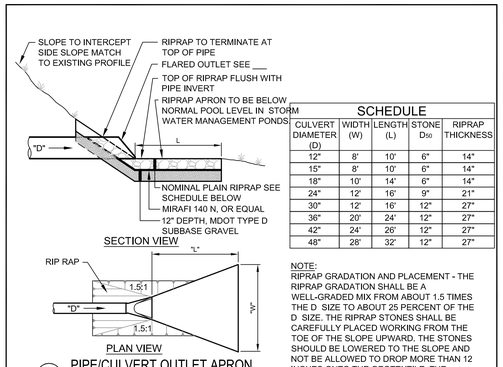


NOTE:
THIS DETAIL TO BE USED AT ANY AREA WHERE FLOWS CONCENTRATE DURING CONSTRUCTION. THE USE OF STONE CHECK DAMS SHALL BE REVIEWED AND APPROVED BY THE OWNER'S REPRESENTATIVE. ALL CHECK DAMS SHALL BE REMOVED UPON PERMANENT STABILIZATION OF THE SITE.

I STONE CHECK DAM
N.T.S.



M TYPICAL TEMPORARY DRAINAGE SWALE DETAIL
N.T.S.

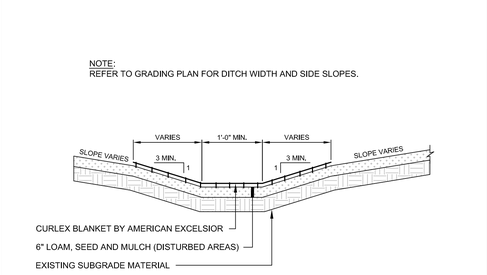


SCHEDULE

CULVERT DIAMETER (D)	WIDTH (W)	LENGTH (L)	STONE D_{50}	RIPRAP THICKNESS
12"	8'	10'	6"	14"
15"	8'	10'	6"	14"
18"	10'	14'	6"	14"
24"	12'	16'	9"	21"
30"	12'	16'	12"	27"
36"	20'	24'	12"	27"
42"	24'	26'	12"	27"
48"	28'	32'	12"	27"

NOTE:
RIPRAP GRADATION AND PLACEMENT - THE RIPRAP GRADATION SHALL BE A WELL-GRADED MIX FROM ABOUT 1.5 TIMES THE D SIZE TO ABOUT 25 PERCENT OF THE D SIZE. THE RIPRAP STONES SHALL BE CAREFULLY PLACED WORKING FROM THE TOE OF THE SLOPE UPWARD. THE STONES SHOULD BE LOWERED TO THE TOE AND NOT BE ALLOWED TO DROP MORE THAN 12 INCHES ONTO THE GEOTEXTILE. THE FINISHED SURFACE SHALL BE A RELATIVELY SMOOTH UNIFORMLY SLOPED SURFACE.

C PIPE/CULVERT OUTLET APRON
N.T.S.



NOTE:
REFER TO GRADING PLAN FOR DITCH WIDTH AND SIDE SLOPES.

J VEGETATED DRAINAGE SWALE
N.T.S.

SILTSACK®
SPECIFICATIONS

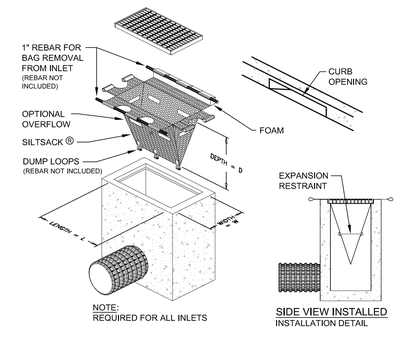
NOTE:
THE SILTSACK® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS.

REGULAR FLOW SILTSACK®
(FOR SIDE SLOPE USE)
(FOR AREAS OF LOW TO MODERATE PRECIPITATION AND RUN-OFF)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	800 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4355	80%
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC -1

HI-FLOW SILTSACK®
(FOR USE IN LOW POINTS/SAGS)
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

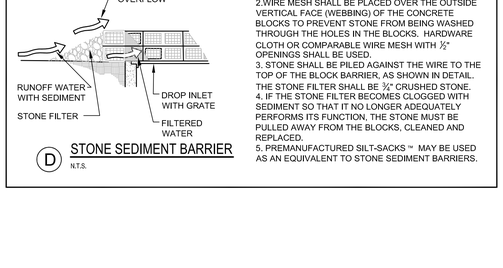
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90%
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



NOTE:
REQUIRED FOR ALL INLETS

SIDE VIEW INSTALLED
INSTALLATION DETAIL

N SILTSACK® DETAIL AND SPECIFICATIONS
N.T.S.



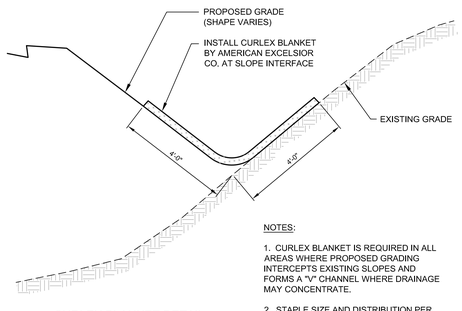
SPECIFIC APPLICATION

THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE HEAVY FLOWS ARE EXPECTED AND WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE.

NOTES:

1. PLACE CONCRETE BLOCKS LENGTHWISE ON THEIR SIDES IN A SINGLE ROW AROUND THE PERIMETER OF THE INLET, WITH THE ENDS OF ADJACENT BLOCKS ABUTTING. THE HEIGHT OF THE BARRIER CAN BE VARIED, DEPENDING ON DESIGN NEEDS, BY STACKING COMBINATIONS OF 4", 8" AND 12" WIDE BLOCKS. THE BARRIER OF BLOCKS SHALL BE AT LEAST 12 INCHES HIGH, AND NO GREATER THAN 24" HIGH.
2. WIRE MESH SHALL BE PLACED OVER THE OUTSIDE VERTICAL FACE (WEBBING) OF THE CONCRETE BLOCKS TO PREVENT STONE FROM BEING WASHED THROUGH THE HOLES IN THE BLOCKS. HARDWARE CLOTH OR COMPARABLE WIRE MESH WITH ½" OPENINGS SHALL BE USED.
3. STONE SHALL BE PILED AGAINST THE WIRE TO THE TOP OF THE BLOCK BARRIER, AS SHOWN IN DETAIL. THE STONE FILTER SHALL BE ½" CRUSHED STONE.
4. IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT SO THAT IT NO LONGER ADEQUATELY PERFORMS ITS FUNCTION, THE STONE MUST BE PULLED AWAY FROM THE BLOCKS, CLEANED AND REPLACED.
5. PREMANUFACTURED SILT-SACKS ™ MAY BE USED AS AN EQUIVALENT TO STONE SEDIMENT BARRIERS.

D STONE SEDIMENT BARRIER
N.T.S.

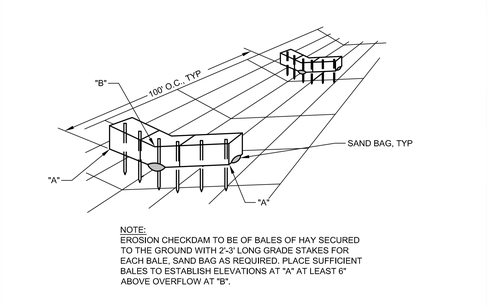


NOTES:

1. CURLEX BLANKET IS REQUIRED IN ALL AREAS WHERE PROPOSED GRADING INTERCEPTS EXISTING SLOPES AND FORMS A "V" CHANNEL WHERE DRAINAGE MAY CONCENTRATE.

2. STAPLE SIZE AND DISTRIBUTION PER MANUFACTURERS SPECIFICATION.

G CURLEX BLANKET DETAIL
N.T.S.



NOTE:
EROSION CHECKDAM TO BE OF BALES OF HAY SECURED TO THE GROUND WITH 2'-3' LONG GRADE STAKES FOR EACH BALE, SAND BAG AS REQUIRED. PLACE SUFFICIENT BALES TO ESTABLISH ELEVATIONS AT "A" AT LEAST 6" ABOVE OVERFLOW AT "B".

K HAYBALE CHECKDAM DETAIL
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
EROSION AND SEDIMENT CONTROL DETAILS

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET		
SHEET	C-8.5		

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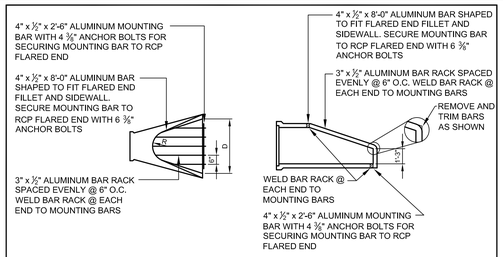


DIA.	A	B	C	D	E	R
18"	9"	2'-3"	3'-10"	3'-0"	2½"	11"
24"	9½"	3'-7½"	2'-6"	4'-0"	3"	14"
30"	12"	4'-6"	1'-7¾"	5'-0"	3½"	15"
36"	15"	5'-3"	2'-10¾"	6'-0"	4"	1'-8"
42"	21"	5'-3"	2'-11"	6'-6"	4½"	22"
48"	24"	6'-0"	2'-2"	7'-0"	5"	22"
54"	27"	5'-5"	2'-11"	7'-6"	5½"	24"
60"	30"	5'-0"	3'-3"	8'-0"	6"	24"

NOTE:
JOINTS MAY BE FURNISHED WITH EITHER BELL AND SPIGOT OR TONGUE AND GROOVE ENDS.

* BAR RACKS ARE ONLY REQUIRED ON PIPES 18" AND OVER IN SIZE.

* USE FIELD MITER FOR CULVERTS WITH A DIAMETER OF LESS THAN 18"

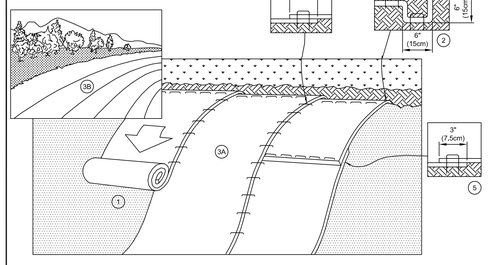
REQUIRED FOR ALL INLETS/OUTLETS FOR PIPE OVER 18" DIAMETER.

(A) RCP FLARED END WITH BAR RACK DETAIL
N.T.S.

1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH WITH APPROXIMATELY 12" (30CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30CM) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30CM) ACROSS THE WIDTH OF THE BLANKET.
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM. STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4"-6" (10CM-15CM) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10CM) APART AND 4" (10CM) ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 2"-5" (5CM-12.5CM)DEPENDING ON BLANKET SIZE) AND STAPLED.
7. IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30' TO 40' (9M-12M) INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10CM) APART AND 4" (10CM) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

NOTE:
* HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.
** IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

EROSION CONTROL BLANKET DETAIL FOR CHANNEL INSTALLATION

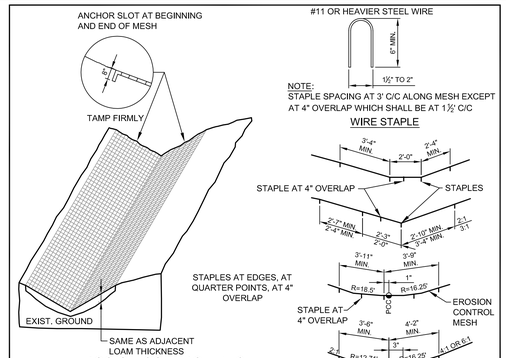


1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF THE BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH THE APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2'-5" (5cm-12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

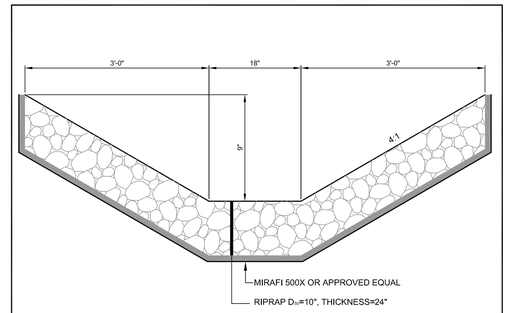
EROSIONAL CONTROL BLANKET DETAIL FOR SLOPE INSTALLATION

(D) EROSION CONTROL BLANKET
N.T.S.

NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAT BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.



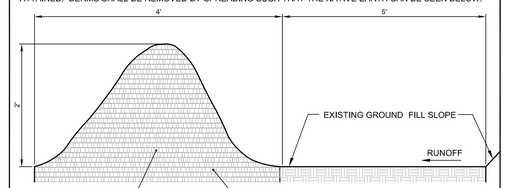
(F) EROSION CONTROL MESH
N.T.S.



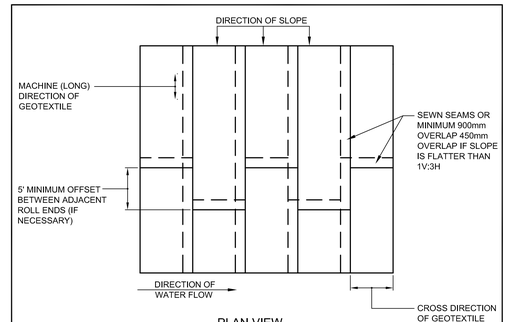
EXTEND CHANNEL INTO RECEIVING VEGETATED CHANNEL AND CONTINUE DOWNSTREAM 30'

(J) RIPRAP CHANNEL DETAIL
N.T.S.

NOTES:
1. THE WOOD WASTE COMPOST/BARK MIX SHALL CONFORM TO THE FOLLOWING STANDARDS:
   A. MOISTURE CONTENT - 30-60%
   B. pH - 5.0-8.0
   C. SCREEN SIZE - 100% LESS THAN 3", MAX. 70% LESS THAN 1"
   D. NO LESS THAN 40% ORGANIC MATERIAL (DRY WEIGHT) BY LOSS OF IGNITION
   F. NO STONES LARGER THAN 2" IN DIAMETER
2. THE COMPOST BERM SHALL BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR.
3. THE WOOD WASTE COMPOST/BARK FILTER BERM MAY BE USED IN LIEU OF SILTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
4. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS COMPLETED OR 70% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED BY SPREADING SUCH THAT THE NATIVE EARTH CAN BE SEEN BELOW.



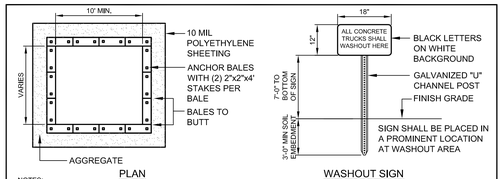
(G) WOOD WASTE COMPOST/BARK FILTER BERM DETAIL
N.T.S.



PLAN VIEW

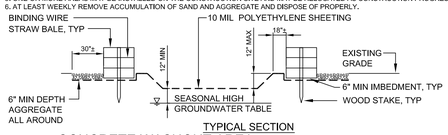
GEOTEXTILE PLACEMENT FOR PROTECTION OF SLOPES ADJACENT TO STREAMS AND TIDAL AREAS

(K)
N.T.S.



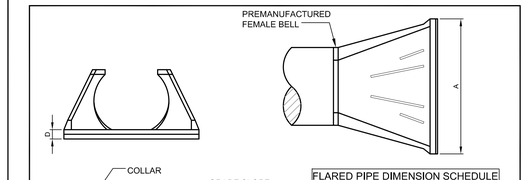
PLAN — WASHOUT SIGN

NOTES:
1. CONTAINMENT MUST BE STRUCTURALLY SOUND AND LEAK FREE AND CONTAIN ALL LIQUID WASTES.
2. CONTAINMENT DEVICES MUST BE OF SUFFICIENT QUANTITY OR VOLUME TO COMPLETELY CONTAIN THE LIQUID WASTES GENERATED.
3. WASHOUT MUST BE CLEANED OR NEW FACILITIES CONSTRUCTED AND READY TO USE ONCE WASHOUT IS 75% FULL.
4. WASHOUT AREA(S) SHALL BE INSTALLED IN A LOCATION EASILY ACCESSIBLE BY CONCRETE TRUCKS.
5. ONE OR MORE AREAS MAY BE INSTALLED ON THE CONSTRUCTION SITE AND MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
6. AT LEAST WEEKLY REMOVE ACCUMULATION OF SAND AND AGGREGATE AND DISPOSE OF PROPERLY.



TYPICAL SECTION

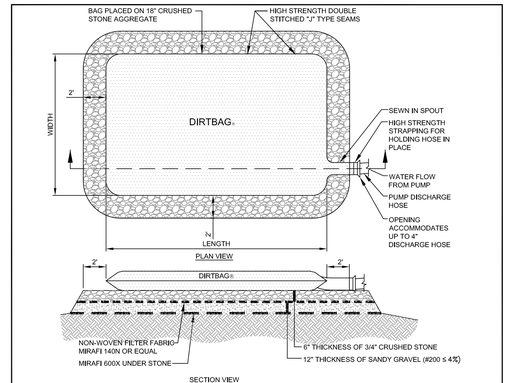
(B) CONCRETE WASHOUT AREA
N.T.S.



FLARED PIPE DIMENSION SCHEDULE			
PIPE DIAMETER			
DIMENSION	10" / 12"	15"	18"
A	42"	41"	49"
B	14.5"	19"	22"
C	33"	34"	43"
D	6"	6"	6"

THE FLARED INLET IS TO BE CONSTRUCTED OF HDPE WITH EXTRA CARBON FOR UV RESISTANCE OR GALVANIZED CORRUGATED METAL

(H) FLARED INLETS FOR 10" TO 18" PIPES
N.T.S.



SECTION VIEW

NOTE:
LOCATION OF DIRTBAGS TO BE SELECTED BY THE CONTRACTOR BUT SHALL NOT BE SITED WITHIN 100' OF A WETLAND

SPECIFICATIONS AND REQUIREMENTS FOR DEWATERING
THIS PROJECT WILL REQUIRE THE DISCHARGE OF CONSTRUCTION DEWATERING AND TURBID LADEN RUNOFF FROM THE SITE.

OVERVIEW:
1. TRADITIONALLY, MEDEP PERMITS HAVE HAD A STANDARD CONDITION WHICH STATES:
"THE APPLICANT SHALL TAKE ALL NECESSARY ACTIONS TO ENSURE THAT ITS ACTIVITIES OR THOSE OF ITS AGENTS DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS ON THE SITE DURING THE CONSTRUCTION AND OPERATION OF THE PROJECT COVERED BY THIS APPROVAL."

2. THE CONTRACT SPECIFICATIONS HAVE BEEN DEVELOPED FOR THE PURPOSE OF ADDRESSING CONSTRUCTION-DEWATERING ACTIVITIES WITH THE CONTINGENCY THAT UNPREDICTABLE WEATHER CAN CREATE.

ACCEPTABLE METHODS OF DISCHARGING CONSTRUCTION SITE RUNOFF: DEWATERING OF THE CONSTRUCTION SITE SHALL BE ACCOMPLISHED USING ONE OF THE FOLLOWING MEASURES:
- THE DIRECTION OF THE RUNOFF TO TEMPORARY SEDIMENTATION SUMPS BY GRAVITY FLOW,
- THE PUMPING OF DIRTBAGS WITH A DISCHARGE TO A STABILIZED OUTLET,
- THE PUMPING OF CONSTRUCTION SITE WATER AND COLLECTED RUNOFF TO A DIRTBAG (PATENTED PRODUCT BY ACF ENVIRONMENTAL PRODUCTS) WITH RELEASE THROUGH A VEGETATED BUFFER AT LEAST 50 FEET UPGRADIENT OF A WETLAND.

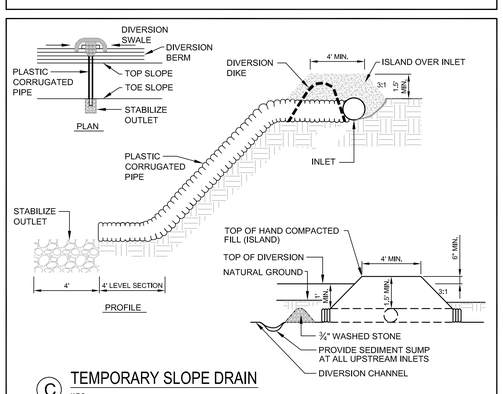
REQUIREMENTS FOR DIRTBAGS:
THE DIRTBAGS SHALL BE FIELD LOCATED BY THE CONTRACTOR BUT ARE NOT TO BE INSTALLED IN ANY "CRITICAL" AREA. (THE SITE CRITICAL AREAS ARE SHOWN ON THE EROSION-SEDIMENT CONTROL PLAN.) THE DIRTBAG SHALL BE INSTALLED ON A PREPARED SUBGRADE. THIS SUBGRADE SHALL CONSIST OF THE INSTALLATION OF A LAYER OF MIRAFI 600X, AND 18 INCHES OF ½ INCH CRUSHED STONE. THE PLAN DIMENSION OF THE CRUSHED STONE PAD SHALL EXCEED THE PLAN AREA OF THE DIRTBAG BY AT LEAST TWO FEET IN ALL DIRECTIONS. THE DIRTBAG SHALL NOT BE INSTALLED ON AN UNDERLYING SLOPE OF GREATER THAN 15 PERCENT.

CONSTRUCTION DEWATERING OPERATIONS:
ALL CONSTRUCTION-DEWATERING OPERATIONS ARE THE RESPONSIBILITY OF THE SITE CONTRACTOR. IT SHALL BE THE SITE CONTRACTOR WHO IS RESPONSIBLE FOR SELECTING THE SITE FOR THE DIRTBAG, THE SELECTION OF THE USE OF THE DIRTBAG OR THE SEDIMENTATION BASIN FOR DIRECTING DEWATERING, EXCEPT THAT THE OWNER OR OWNER'S ENGINEER MAY DIRECT THE SITE CONTRACTOR TO ALTER THE SELECTED OPERATION IF TURBID DISCHARGE TO A WETLAND OR TO THE EXISTING SITE CULVERTS AT NO ADDITIONAL COST TO OWNER.

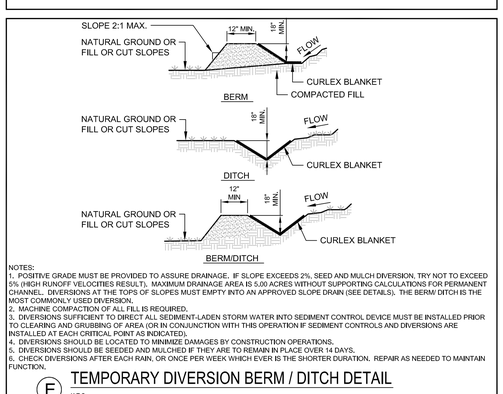
WINTER OPERATIONS:
IN THE EVENT THAT WINTER OPERATIONS ARE REQUIRED, THE CONTRACTOR SHALL "POLY", ENCLOSE, AND PROVIDE TEMPORARY HEAT TO PREVENT THE DIRTBAG FROM SUBSTANTIAL FREEZING.

RECORD KEEPING:
THE WEEKLY EROSION-SEDIMENT CONTROL REPORTS PREPARED IN ACCORDANCE WITH THE NPDES PERMIT SHALL MAINTAIN A LOG OF THE LOCATION, USE, AND REMOVAL OF DIRTBAGS. IN THE EVENT THAT THE STONE UNDER THE DIRTBAG BECOMES HIGHLY CONTAMINATED WITH FINES, THE NEXT DIRTBAG SHALL BE INSTALLED IN A DIFFERENT LOCATION.

(L) DIRTBAG AND SPECIFICATIONS FOR DEWATERING DETAIL
N.T.S.

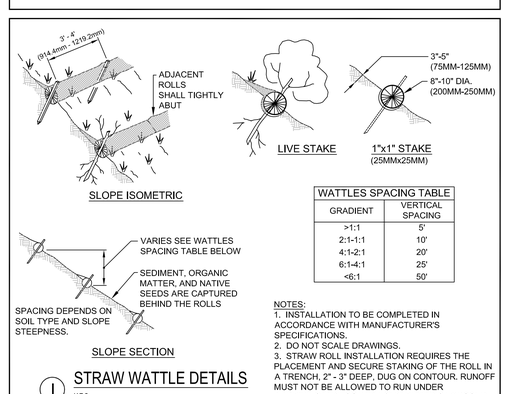


(C) TEMPORARY SLOPE DRAIN
N.T.S.



NOTES:
1. POSITIVE GRADE MUST BE PROVIDED TO ASSURE DRAINAGE. IF SLOPE EXCEEDS 2%, SEED AND MULCH DIVERSION. TRY NOT TO EXCEED 5% (HIGH RUNOFF VELOCITIES RESULT). MAXIMUM DRAINAGE AREA IS 5.00 ACRES WITHOUT SUPPORTING CALCULATIONS FOR PERMANENT CHANNEL. DIVERSIONS AT THE TOPS OF SLOPES MUST EMPTY INTO AN APPROVED SLOPE DRAIN (SEE DETAILS). THE BERM/ DITCH IS THE MOST COMMONLY USED DIVERSION.
2. MACHINE COMPACTION OF ALL FILL IS REQUIRED.
3. DIVERSIONS SUFFICIENT TO DIRECT ALL SEDIMENT-LADEN STORM WATER INTO SEDIMENT CONTROL DEVICE MUST BE INSTALLED PRIOR TO CLEARING AND GRUBBING OF AREA (OR IN CONJUNCTION WITH THIS OPERATION IF SEDIMENT CONTROLS AND DIVERSIONS ARE INSTALLED AT EACH CRITICAL POINT AS INDICATED).
4. DIVERSIONS SHOULD BE LOCATED TO MINIMIZE DAMAGES BY CONSTRUCTION OPERATIONS.
5. DIVERSIONS SHOULD BE SEEDED AND MULCHED IF THEY ARE TO REMAIN IN PLACE OVER 14 DAYS.
6. CHECK DIVERSIONS AFTER EACH RAIN, OR ONCE PER WEEK WHICH EVER IS THE SHORTER DURATION. REPAIR AS NEEDED TO MAINTAIN FUNCTION.

(E) TEMPORARY DIVERSION BERM / DITCH DETAIL
N.T.S.



WATTLES SPACING TABLE	
GRADIENT	VERTICAL SPACING
>1:1	5'
2:1-1:1	10'
4:1-2:1	20'
6:1-4:1	25'
<6:1	50'

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 2" - 3" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER
4. DRIVE STAKE SO THAT 2"-3" REMAINS EXPOSED

(I) STRAW WATTLE DETAILS
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER

P.E. BOARD SEAL

LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
EROSION AND SEDIMENT CONTROL DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

FST ISO 14001

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: N.T.S.
CHECKED: SRB	JOB NO.: 2982.05
FILE NAME: 2982.05-BS DET	
SHEET	C-8.6

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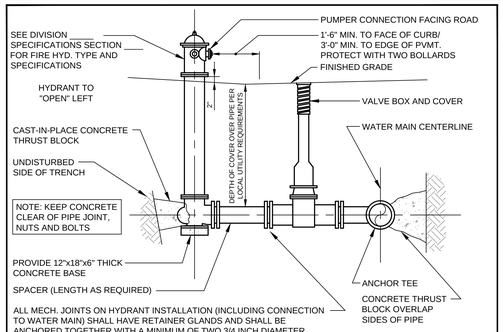
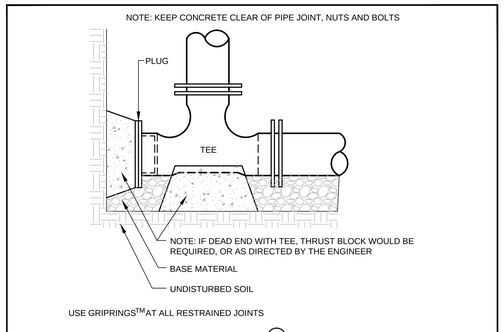
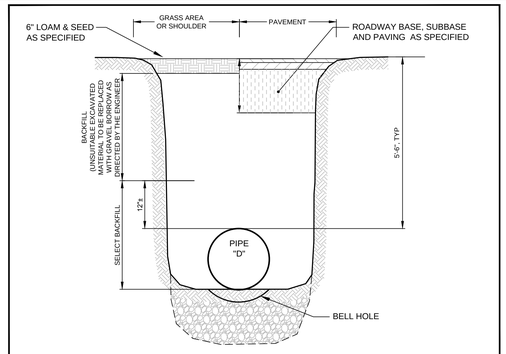


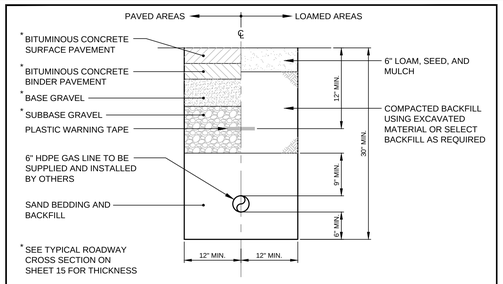
A FIRE HYDRANT INSTALLATION DETAIL
N.T.S.



D STANDARD TEE BLOCKING DETAIL
N.T.S.



G STANDARD WATER MAIN BY PWD SECTION THRU EARTH TRENCH
N.T.S.



NOTE:
THE CONTRACTOR IS RESPONSIBLE FOR EXCAVATION AND BACKFILL OF UNDERGROUND GAS LINE TRENCH. IN ADDITION, THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION WITH GAS SUPPLIER FOR THE INSTALLATION OF THE GAS LINE. CONTRACTOR SHALL BE RESPONSIBLE FOR INITIAL REVIEW AND CONSTRUCTION COSTS FOR GAS LINE INSTALLATION; UPON FINAL DETERMINATION OF COSTS BY THE UTILITY COMPANY, CONTRACTOR SHALL BILL OWNER FOR ACTUAL COST.

J UNDERGROUND GAS LINE TRENCH DETAIL
N.T.S.

1. INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.

2. ANY MODIFICATION TO THRUST BLOCK SIZING OR PIPE RESTRAINT REVISIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.

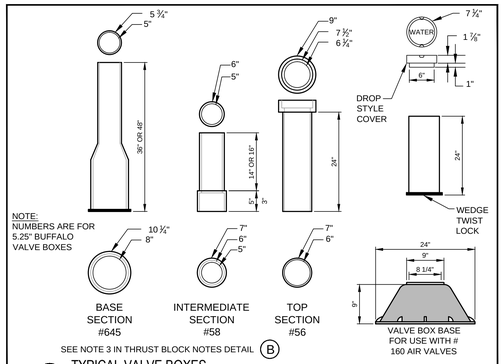
3. ANY WORK RELATING TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS.

4. ALL RESTRAINED JOINTS MUST HAVE GRIPRING™.

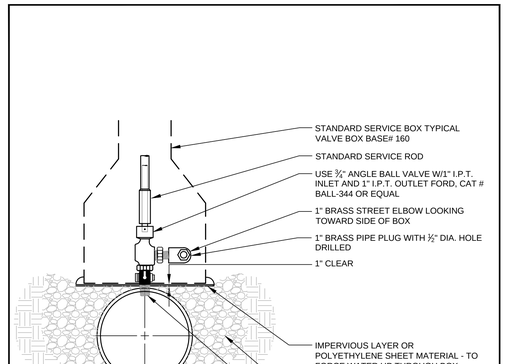
BEARING SURFACE REQUIRED IN SQUARE FEET

PIPE SIZE	1/32 BEND	1/16 BEND	1/8 BEND	1/4 BEND	TEES/CAPS
6"/8"	5.0	5.0	5.0	6.5	5.0
12"	11.5	11.5	11.5	20.0	22.0

B THRUST BLOCK NOTES
N.T.S.



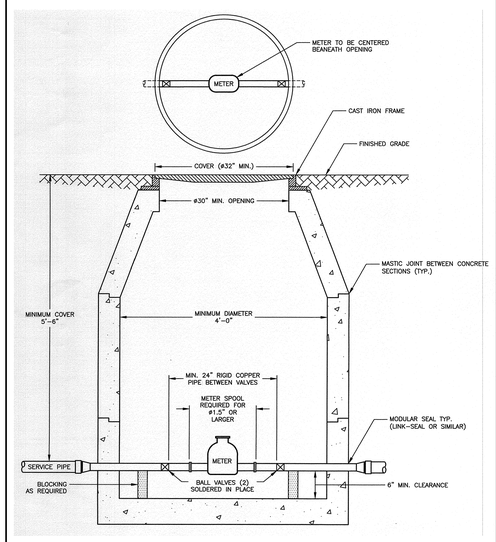
E TYPICAL VALVE BOXES
N.T.S.



TORQUE SCHEDULE			
PIPE SIZE IN.	BOLT SIZE IN.	RANGE OF TORQUE FT-LB.	LENGTH OF WRENCH IN*
2 - 3	5/8	45 - 60	8
4 - 24	3/4	75 - 90	10
30 - 36	1	85 - 100	12
42 - 48	1 1/4	105 - 120	14

* THE TORQUE LOADS MAY BE APPLIED WITH TORQUE MEASURING OR TORQUE INDICATING WRENCHES, WHICH MAY ALSO BE USED TO CHECK THE APPLICATION OF APPROXIMATE TORQUE LOADS APPLIED BY A PERSON TRAINED TO GIVE AN AVERAGE PULL ON A DEFINITE LENGTH OF REGULAR SOCKET WRENCH.

H TYPICAL AIR VALVE SECTION (1")
N.T.S.



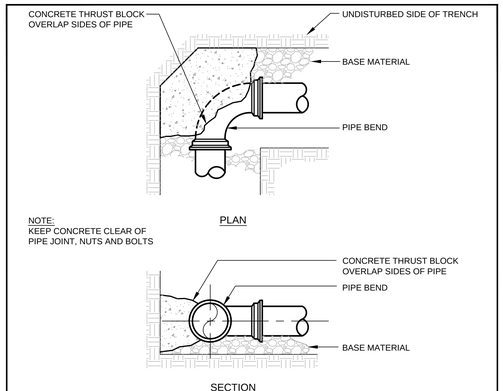
METER PIT AND COVER NOTES

1. THE METER PIT SHALL BE SUPPLIED AND INSTALLED BY THE CUSTOMER AND SHALL BE LOCATED ON PRIVATE PROPERTY BETWEEN 10'–0" AND 20'–0" FROM THE PROPERTY LINE.
2. THE METER PIT SHALL BE MADE OF PRECAST CONCRETE OF SUFFICIENT SIZE TO PROVIDE 5'–6" MINIMUM GROUND COVER FROM FINISHED GRADE TO THE TOP OF THE SERVICE PIPE. ANY SEAMS BETWEEN CONCRETE SECTIONS SHALL BE SEALED WITH MASTIC JOINT. ALL OPENINGS IN THE CONCRETE FOR SERVICE PIPING SHALL BE SEALED WITH A MODULAR SEAL (LINK–SEAL OR SIMILAR).
3. THE INTERIOR OF THE METER PIT SHALL BE A MINIMUM OF 4'–0" IN DIAMETER, AND THE METER PIT OPENING SHALL BE A MINIMUM OF 30" IN DIAMETER WITH A CAST IRON FRAME. THE METER PIT COVER SHALL BE CAST IRON, 32" MINIMUM IN DIAMETER, AND BE EITHER PERMANENTLY LABELED "WATER" OR HAVE NO LABEL. ANY STEEL PLATE MATERIAL SHALL BE COATED WITH A RUST INHIBITOR PAINT.
4. WALL–MOUNTED LADDER RUNGS SHOULD NOT BE INSTALLED WITHIN METER PIT.
5. ALL PIPING INSIDE AND EXTENDING THROUGH THE METER PIT SHALL BE MADE OF COPPER, WITH A MINIMUM OF 6" CLEARANCE FROM THE METER PIT FLOOR. BLOCKING SHALL BE INSTALLED AS REQUIRED TO SUPPORT THE PIPE.
6. CUSTOMER SHALL ENSURE THE METER PIT AND COVER ARE PROPERLY RATED FOR TRAFFIC FLOW IF APPLICABLE.

METER NOTES

7. ONLY PORTLAND WATER DISTRICT PERSONNEL ARE AUTHORIZED TO INSTALL WATER METERS. PORTLAND WATER DISTRICT PERSONNEL WILL BE ADDITIONALLY AUTHORIZED TO OPERATE METER VALVES AS NEEDED FOR INSTALLATION AND MAINTENANCE.
8. PORTLAND WATER DISTRICT WILL SUPPLY THE WATER METER AND NECESSARY FITTINGS FOR INSTALLATION. IF REQUIRED, A FLANGED METER SPOOL WILL BE AVAILABLE FOR CUSTOMER PICKUP AT DOUGLASS STREET CUSTOMER SERVICE AND MUST BE INSTALLED BY CUSTOMER PRIOR TO METER SET. ALL OTHER MATERIALS, INCLUDING VALVES, SHALL BE SUPPLIED AND INSTALLED BY THE CUSTOMER.
9. CUSTOMER WILL INSTALL TWO (2) BALL VALVES 24" APART FOR METER INSTALLATION, ALLOWING FOR THE WATER METER TO BE CENTERED UNDER THE METER PIT OPENING. BALL VALVES SHALL BE SOLDERED IN PLACE.
10. FOR A SERVICE PIPE WITH A DIAMETER OF 1" OR LESS, CUSTOMER WILL INSTALL RIGID COPPER PIPE (24" MINIMUM) BETWEEN THE BALL VALVES.
11. FOR PIPING WITH A DIAMETER OF 1–1/2" OR LARGER, THE CUSTOMER WILL OBTAIN A FLANGED METER SPOOL PIECE FROM THE PORTLAND WATER DISTRICT. THE CUSTOMER IS RESPONSIBLE FOR ENSURING THAT THE SPOOL PIECE IS INSTALLED PRIOR TO METER INSTALLATION.
12. THE METER PIT MAY HOUSE UP TO TWO 5/8", 3/4" OR 1" METERS. INSTALLATION OF MULTIPLE METERS IN A METER PIT MUST RECEIVE PRIOR APPROVAL FROM THE PORTLAND WATER DISTRICT.

I WATER METER PIT DETAIL
N.T.S.



PLAN

NOTE:
KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS

SECTION

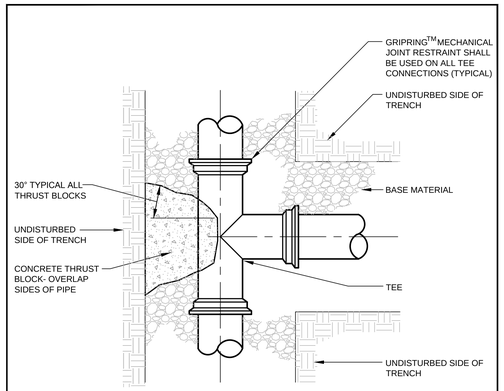
THRUST/RETAINER GLAND SCHEDULE		
¼ BEND	(90°)	USE POURED-IN-PLACE THRUST BLOCK WITH GRIPRING™ MECHANICAL JOINT RESTRAINT
⅛ BEND	(45°)	THRUST BLOCK w/ GRIPRING™
1/16 BEND	(22 ½°)	THRUST BLOCK w/ GRIPRING™
1/32 BEND	(11 ¼°)	THRUST BLOCK w/ GRIPRING™

THE ABOVE SCHEDULE IS SUBJECT TO THE APPROVAL OF THE ON-SITE INSPECTOR DUE TO SOILS AND WORKING PRESSURES IN THE AREA.

NOTES:

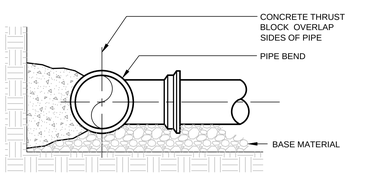
1. THE PORTLAND WATER DISTRICT MAY HAVE INSPECTION FEES AND REQUIRE OBSERVATION OF ALL PIPING INSTALLATION BEFORE BURIAL. REFER TO SPECIFICATIONS.
2. FOR WATER MAIN LAYOUT SEE DRAWINGS C-4.0
3. FOR WATER MAIN PROFILE SEE CONSTRUCTION DRAWINGS C-11.0
4. FOR WATER MAIN TRENCH SEE DETAILS ON THIS SHEET
5. REFER TO PORTLAND WATER DISTRICT SPECIFICATIONS FOR TESTING AND CHLORINATION REQUIREMENTS.
6. ALL HYDRANTS AND VALVES TO BE EPOXY COATED, NUTS AND BOLTS TO BE STAINLESS STEEL.
7. SERVICE RODS FOR DOMESTIC SERVICE OR AIR VALVES TO BE STAINLESS STEEL.

C TYPICAL THRUST BLOCK PLACEMENT BENDS
N.T.S.



PLAN

NOTE:
KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS



SECTION

F TYPICAL THRUST BLOCK PLACEMENT ON TEES
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — ISO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER
P.E. BOILERPLATE
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
WATER AND GAS SERVICE DETAILS

CLIENT
FOREFRONT PARTNERS I, LP

FST 100 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET		
SHEET	C-8.7		

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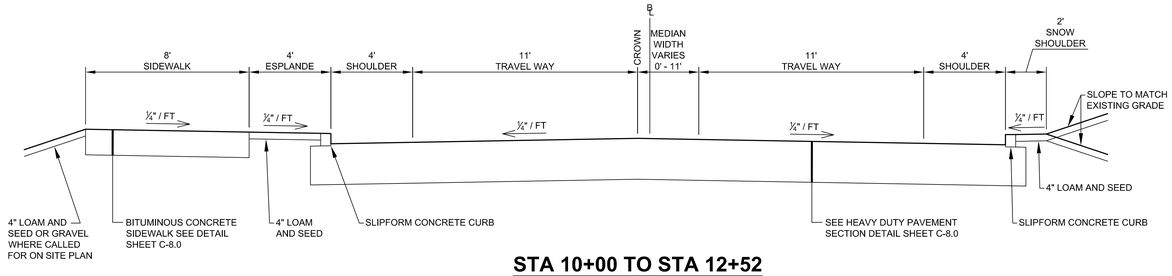
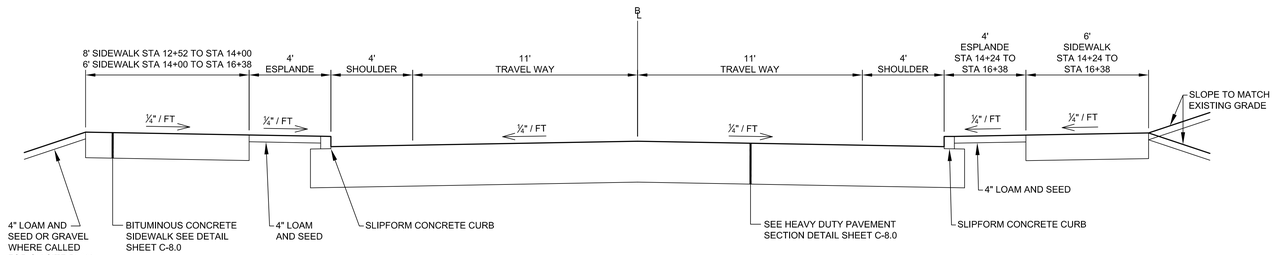
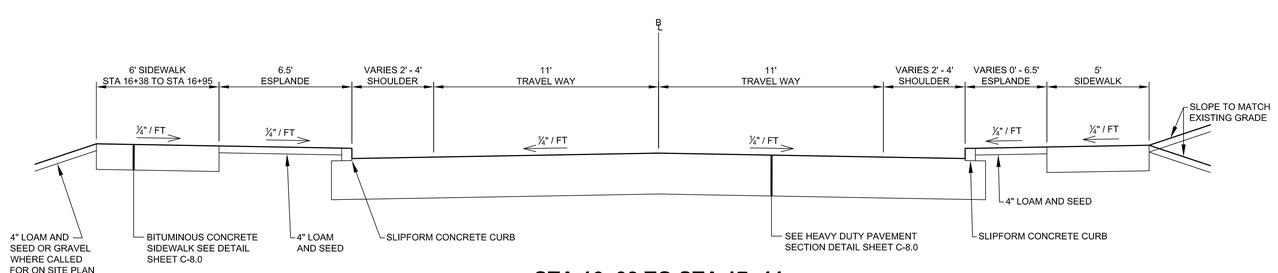


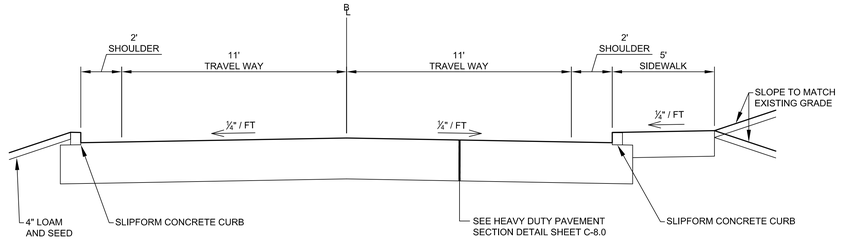
STA 10+00 TO STA 12+52
TYPICAL ROADWAY SECTION A-A
N.T.S.



STA 12+52 TO STA 16+38
TYPICAL ROADWAY SECTION B-B
N.T.S.



STA 16+38 TO STA 17+44
TYPICAL ROADWAY SECTION C-C
N.T.S.



STA 17+44 TO STA 18+25
TYPICAL ROADWAY SECTION D-D
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
1	09.10.14	SUBMITTED TO CITY FOR REVIEW

REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BOKENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
TYPICAL ROADWAY
CROSS SECTIONS

CLIENT
FOREFRONT PARTNERS I, LP

FST 60 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET		
SHEET	C-8.8		

NOTES:

1. REFER TO FIRE LIFE SAFETY PLAN DATED AUGUST 2015 PREPARED BY MARK CUMMINGS, P.E. OF FIRE RISK MANAGEMENT INC.
2. THIS PLAN SHOWS AN ENLARGED VIEW SPECIFIC TO THE WORK BEING COMPLETED AS PART OF PHASE 1A ONLY. A FIRE SAFETY COMPLIANCE PLAN FOR THE APPROVED MASTER PLAN IS ON FILE WITH THE CITY AND AVAILABLE UPON REQUEST.

NORTH

EXISTING PORTLAND WATER DISTRICT PUMP STATION

* EXISTING HYDRANT
FIRE FLOW DATA
STATIC: 99 PSI
TEST FLOW: 1,519 GPM
DATE TESTED: 2011.09.13
HYDRANT TO BE RELOCATED

* EXISTING HYDRANT
FIRE FLOW DATA
STATIC: TBD
RESIDUAL: TBD
TEST FLOW: TBD
HYDRANT TO BE REPLACED

EXISTING RAILROAD CROSSING

AUTOTURN TURNING MOVEMENT SIMULATION (10 MPH) (VEHICLE: FIRE TRUCK CUSTOM DIMENSIONS)

* EXISTING HYDRANT
FIRE FLOW DATA
STATIC: 105 PSI
RESIDUAL: 90 PSI
TEST FLOW: 1,325 GPM
DATE TESTED: 2013.11.05
HYDRANT TO BE REPLACED

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

* EXISTING HYDRANT
FIRE FLOW DATA
STATIC: 108 PSI
RESIDUAL: 92.5 PSI
TEST FLOW: 950 GPM
DATE TESTED: 2013.11.05
HYDRANT TO BE REPLACED

BRICK SOUTH BUILDING (C)
(SEE ARCHITECTURAL PLANS BY PHI HOME DESIGNS)

* EXISTING HYDRANT
FIRE FLOW DATA
STATIC: 114 PSI
RESIDUAL: 90 PSI
TEST FLOW: TBD700 GPM
HYDRANT TO REMAIN

PROPOSED HYDRANT LOCATION, TYP

100' TYP

250' TYP

EXISTING BUILDING TO REMAIN

* EXISTING HYDRANT
FIRE FLOW DATA
STATIC: 106 PSI
RESIDUAL: 89 PSI
TEST FLOW: 1,160 GPM
DATE TESTED: 2013.11.05
HYDRANT TO REMAIN

BRICK NORTH BUILDING (A)
(SEE ARCHITECTURAL PLANS BY ARCHETYPE, PA)

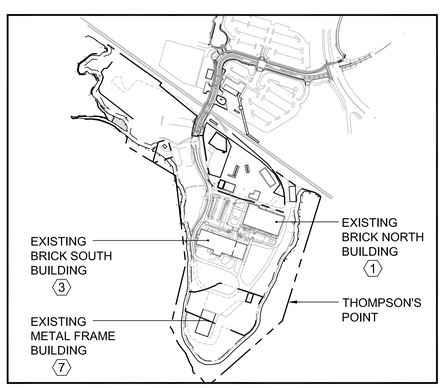
PAVEMENT / GRAVEL SURFACE TO REMAIN, RESTORE OR IMPROVE AS NECESSARY

EXISTING BUILDING TO REMAIN
NNEPRA

APPROXIMATE HYDRANT HOSE COVERAGE AREA (250' RADIUS)

* EXISTING HYDRANT
FIRE FLOW DATA
STATIC: 106 PSI
RESIDUAL: 91 PSI
TEST FLOW: 1,060 GPM
DATE TESTED: 2013.11.05
HYDRANT TO REMAIN

40 0 20 40 80
(IN FEET)
1 inch = 40 ft.



KEY MAP
1" = 400'

REV	DATE	DESCRIPTION
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
FIRE SAFETY COMPLIANCE PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FST BOSTON

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS FIRE TRUCK ROUTE		
SHEET	C-9.0		

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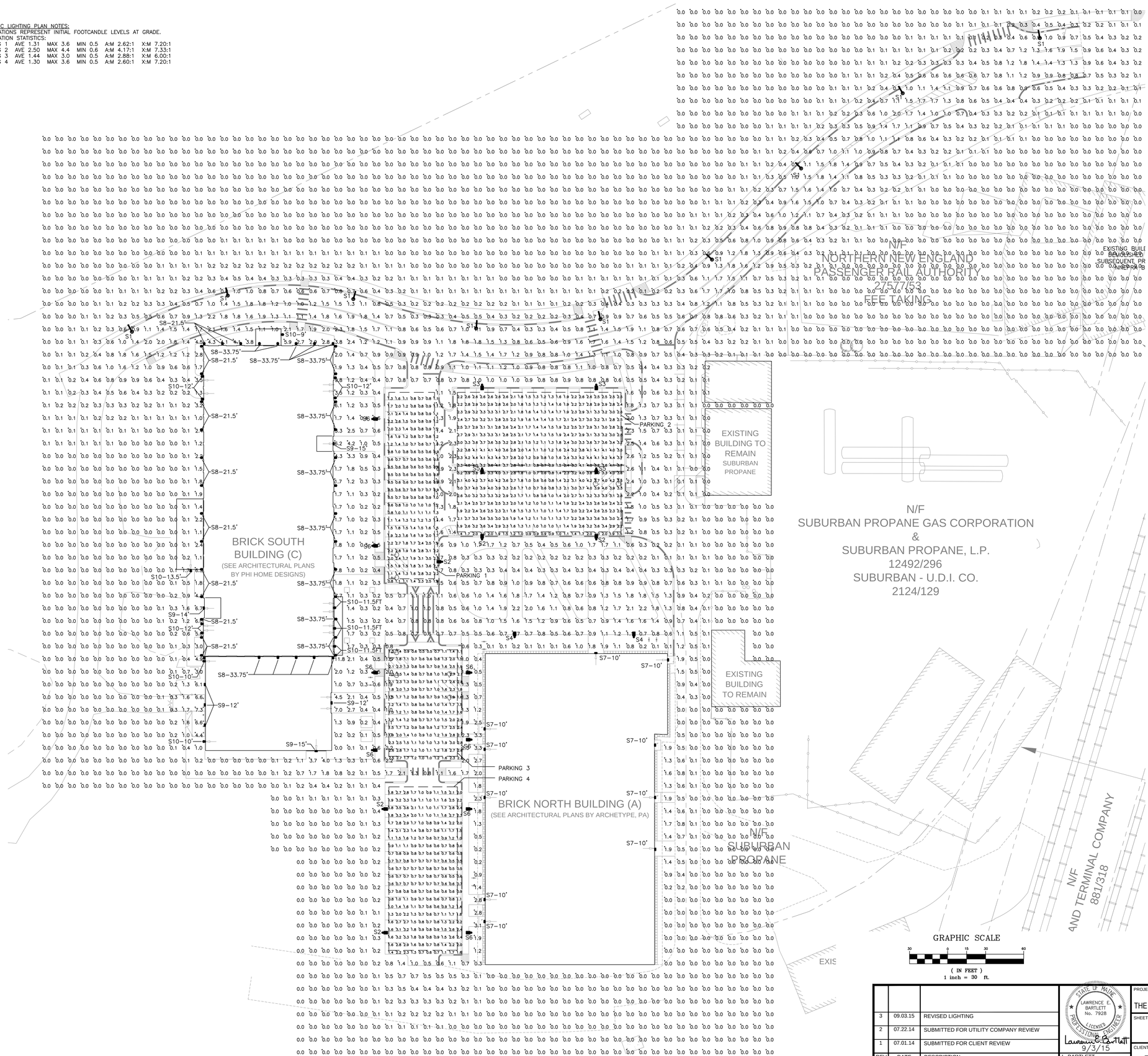
PHOTOMETRIC LIGHTING PLAN NOTES:
1. CALCULATIONS REPRESENT INITIAL FOOTCANDLE LEVELS AT GRADE.
2. CALCULATION STATISTICS:

PARKING 1	AVE 1.31	MAX 3.6	MIN 0.5	A:M 2.62:1	X:M 7.20:1
PARKING 2	AVE 2.50	MAX 4.4	MIN 0.6	A:M 4.17:1	X:M 7.33:1
PARKING 3	AVE 1.44	MAX 3.0	MIN 0.5	A:M 2.88:1	X:M 6.00:1
PARKING 4	AVE 1.30	MAX 3.6	MIN 0.5	A:M 2.60:1	X:M 7.20:1



GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

PRELIMINARY

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

REV	DATE	DESCRIPTION
3	09.03.15	REVISED LIGHTING
2	07.22.14	SUBMITTED FOR UTILITY COMPANY REVIEW
1	07.01.14	SUBMITTED FOR CLIENT REVIEW

REVISIONS

STATE OF MAINE
LAWRENCE E. BARTLETT
No. 7928
REGISTERED PROFESSIONAL ENGINEER
LICENSED
Lawrence E. Bartlett
9/3/15
L. BARTLETT
LIC. #7928

PROJECT
BRICK NORTH BUILDING AT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
PHOTOMETRIC LIGHTING PLAN

CLIENT
FOREFRONT PARTNERS I, LP

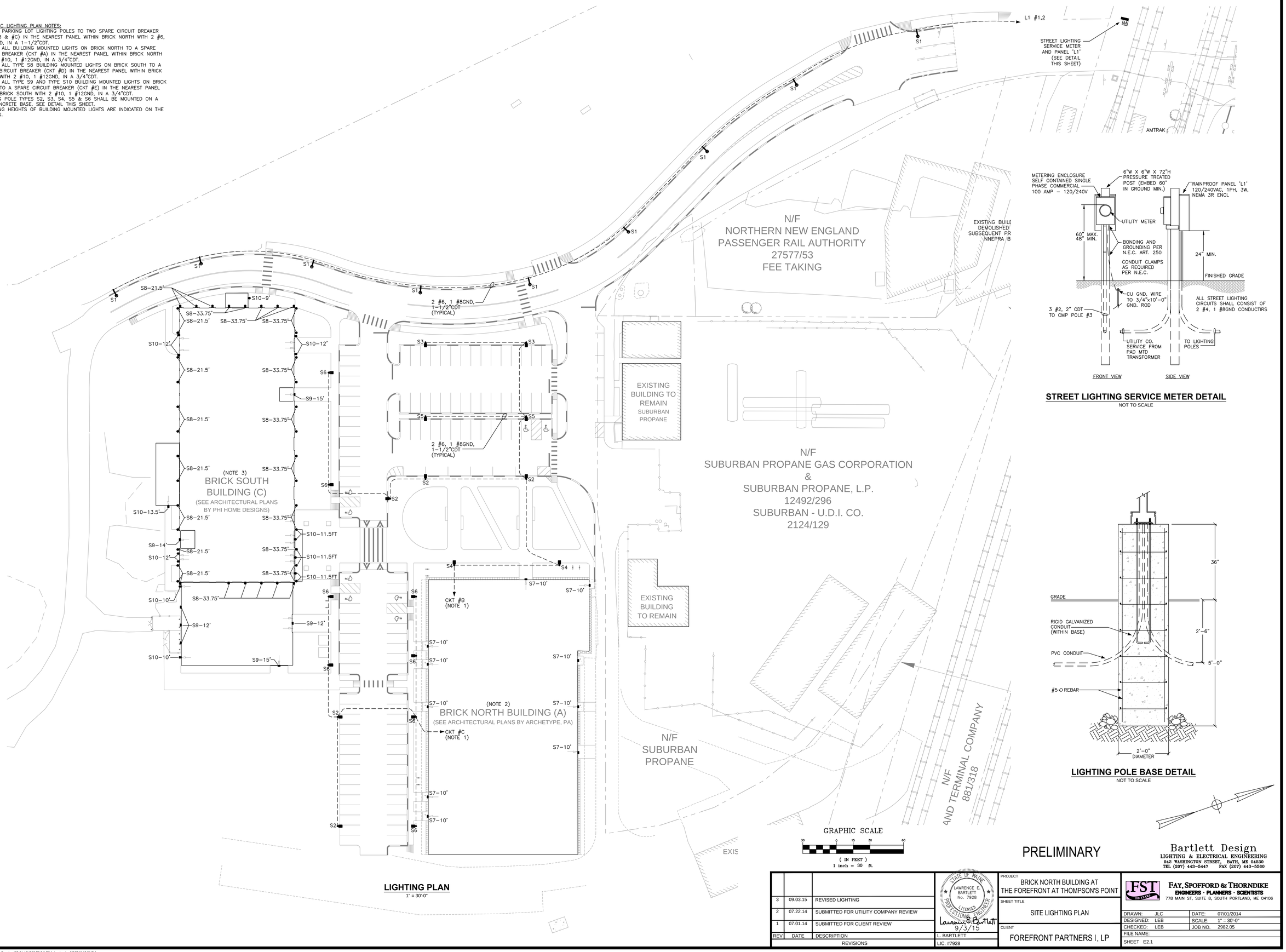
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	JLC	DATE:	07/01/2014
DESIGNED:	LEB	SCALE:	1" = 30'-0"
CHECKED:	LEB	JOB NO.	2982.05
FILE NAME:			
SHEET	E0.0		

C:\$$ Projects\2013 Projects\13-0050\Working Drawings\09-01-15\1350 E0.0 & E2.1.dwg jessica 9/3/2015 12:21 PM

PHOTOMETRIC LIGHTING PLAN NOTES:

1. CIRCUIT PARKING LOT LIGHTING POLES TO TWO SPARE CIRCUIT BREAKER (CKT #B & #C) IN THE NEAREST PANEL WITHIN BRICK NORTH WITH 2 #6, 1 #8GND, IN A 1-1/2"CDT.
2. CIRCUIT ALL BUILDING MOUNTED LIGHTS ON BRICK NORTH TO A SPARE CIRCUIT BREAKER (CKT #A) IN THE NEAREST PANEL WITHIN BRICK NORTH WITH 2 #10, 1 #12GND, IN A 3/4"CDT.
3. CIRCUIT ALL TYPE S8 BUILDING MOUNTED LIGHTS ON BRICK SOUTH TO A SPARE BIRCUIT BREAKER (CKT #D) IN THE NEAREST PANEL WITHIN BRICK SOUTH WITH 2 #10, 1 #12GND, IN A 3/4"CDT.
4. CIRCUIT ALL TYPE S9 AND TYPE S10 BUILDING MOUNTED LIGHTS ON BRICK SOUTH TO A SPARE CIRCUIT BREAKER (CKT #E) IN THE NEAREST PANEL WITHIN BRICK SOUTH WITH 2 #10, 1 #12GND, IN A 3/4"CDT.
5. LIGHTING POLE TYPES S2, S3, S4, S5 & S6 SHALL BE MOUNTED ON A 3FT CONCRETE BASE. SEE DETAIL THIS SHEET.
6. MOUNTING HEIGHTS OF BUILDING MOUNTED LIGHTS ARE INDICATED ON THE DRAWING.



LIGHTING PLAN
1" = 30'-0"

STREET LIGHTING SERVICE METER DETAIL
NOT TO SCALE

LIGHTING POLE BASE DETAIL
NOT TO SCALE

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

PRELIMINARY

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

REV	DATE	DESCRIPTION
3	09.03.15	REVISED LIGHTING
2	07.22.14	SUBMITTED FOR UTILITY COMPANY REVIEW
1	07.01.14	SUBMITTED FOR CLIENT REVIEW

REVISIONS

STATE OF MAINE — LAWRENCE E. BARTLETT No. 7928 — REGISTERED PROFESSIONAL ENGINEER — LICENSED
L. BARTLETT
LIC. #7928
9/3/15

PROJECT
BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SITE LIGHTING PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

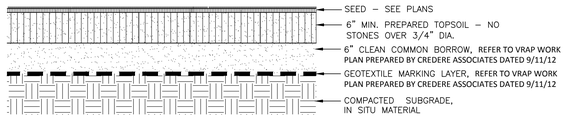
DRAWN:	JLC	DATE:	07/01/2014
DESIGNED:	LEB	SCALE:	1" = 30'-0"
CHECKED:	LEB	JOB NO.	2982.05
FILE NAME:			
SHEET	E2.1		

PLANT SCHEDULE - TREES

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
6	AC	AMELANCHIER CANADENSIS	SERVICEBERRY	8-10' HT.	B&B, MULTI-STEM	X
11	AR	ACER RUBRUM	RED MAPLE	2.5" CAL.	B&B	X
11	BP	BETULA PAPYRIFERA 'RENAISSANCE REFLECTION'	PAPER BIRCH	10-12' HT.	B&B, MULTI-STEM	X
17	GB	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	2-2.5" CAL.	B&B	
6	MP	MALUS 'PRAIRIEFIRE'	PRAIRIEFIRE CRABAPPLE	2-2.5" CAL.	B&B	
7	PS	PRUNUS SARGENTII	SARGENT CHERRY	2.5" CAL.	B&B	
16	UA	ULMUS AMERICANA 'PRINCETON'	PRINCETON AMERICAN ELM	2.5" CAL.	B&B	X
5	QB	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" CAL.	B&B	X
4	TOFF	TREE OF FORTY FRUITS			EXISTING- PLANTED IN 2014	

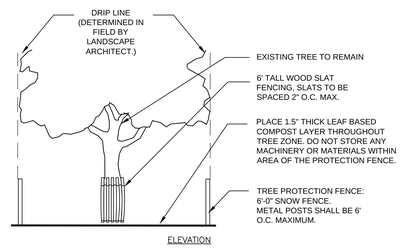
PLANT SCHEDULE - SHRUBS

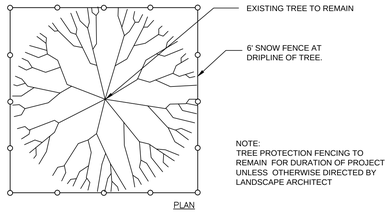
QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
132	AU	*ARCTOSTAPHYLOS UVA-URSI*	BEARBERRY	#3	CONT	X
40	CP	*COMPTONIA PEREGRINA*	SWEETFERN	#2	CONT	X



SEEDED LAWN DETAIL

SCALE: N.T.S

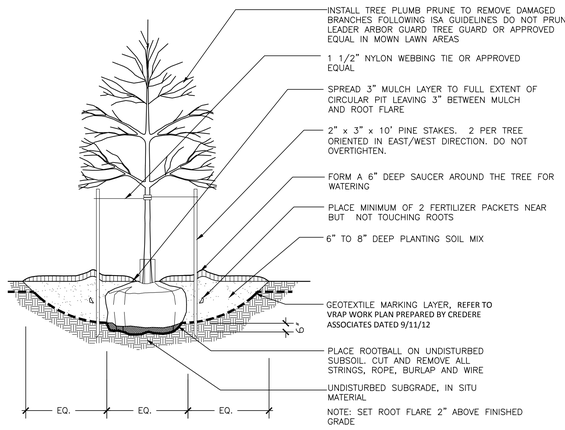




NOTE:
TREE PROTECTION FENCING TO REMAIN FOR DURATION OF PROJECT UNLESS OTHERWISE DIRECTED BY LANDSCAPE ARCHITECT

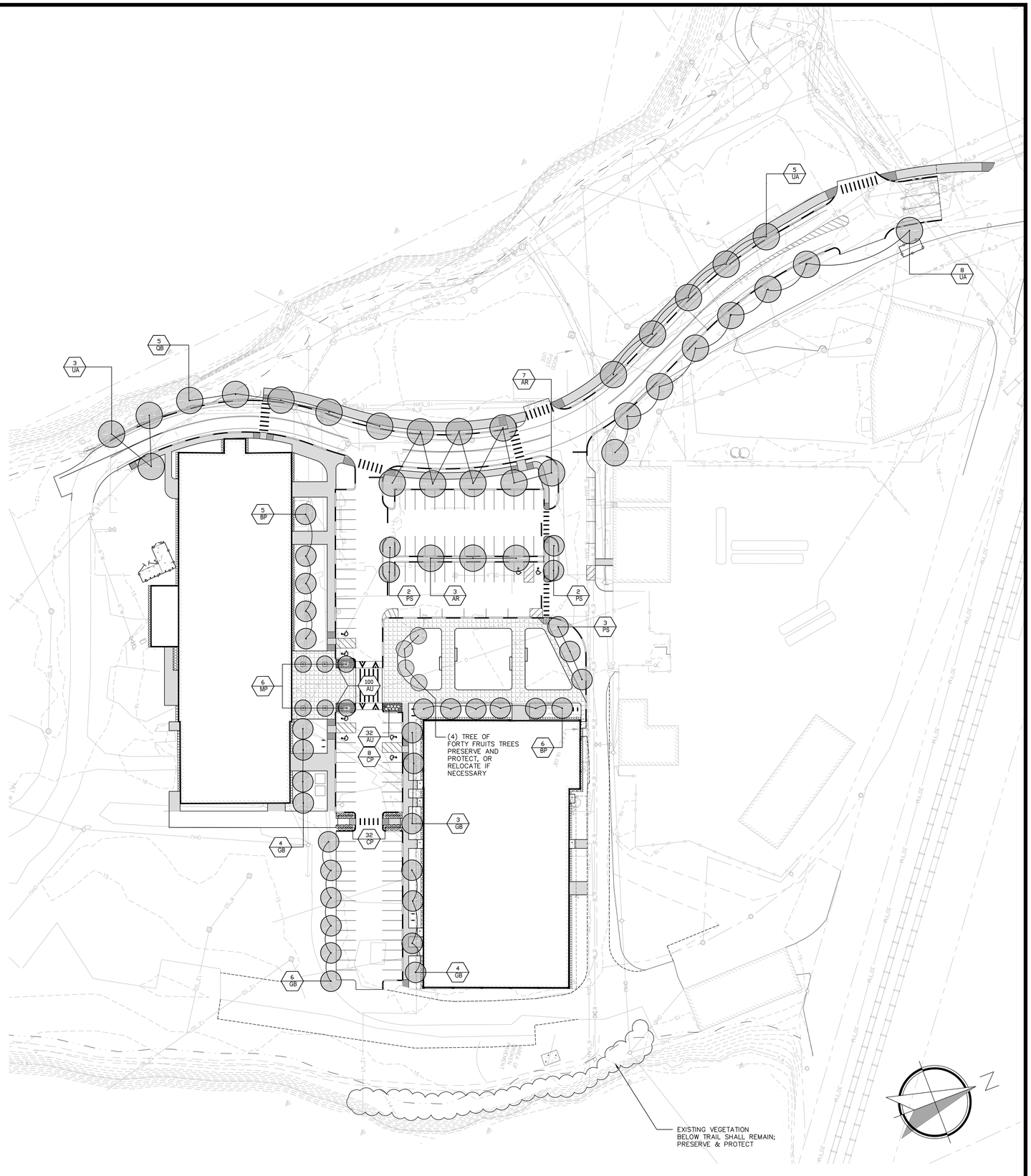
TREE PROTECTION DETAIL

SCALE: N.T.S



TREE PLANTING DETAIL

SCALE: N.T.S



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 PLANT 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 PLANT BEDS AND TREE WELLS SHALL BE SPADE EDGED, AND SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH. CONTRACTOR SHALL SUBMIT MULCH SAMPLE TO L.A. PRIOR TO INSTALLATION.
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 24 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING, WIRE BASKETS, 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 PROJECT L.A.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE LOAM BACKFILL AS PER THE CONTRACT SPECIFICATIONS.
17. ALL PLANTS SHALL 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.
19. IN GENERAL STREET & PARKING LOT TREES ARE SPACED APPROXIMATELY 45' O.C. - SEE PLAN FOR EXCEPTIONS.
20. TREES SHALL BE PLANTED 6' OFF EDGE OF PAVEMENT WHERE POSSIBLE. TREES IN ESPLANADE SHALL BE CENTERED IN ESPLANADE.
21. ALL DISTURBED AREAS SHALL BE LOAMED AND SEEDED UNLESS OTHERWISE SPECIFIED.

GRAPHIC SCALE

40 0 20 40 160

(IN FEET)
1 inch = 40 ft.

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
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REV	DATE	DESCRIPTION
-	-	-

REVISIONS

LICENSED LANDSCAPE ARCHITECT PATRICK J. CARROLL NO. 127 STATE OF MAINE

LIC. #

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
LANDSCAPE PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN:	-	DATE:	SEPTEMBER 1, 2015
DESIGNED:	-	SCALE:	-
CHECKED:	-	JOB NO.	-

FILE NAME: CA-LANDSCAPE-PLAN.DWG

SHEET L-1.0 -