

1. Legal Ad

Documents: [PB LEGAL AD 11-24-15.PDF](#)

2. Agenda

Documents: [PB AGENDA 11-24-15.PDF](#)

3. 117 Preble Street

3.I. Memo

Documents: [PREBLE ST. - 117 \(MEMO\).PDF](#)

3.II. Memo Attachments

Documents: [PREBLE ST. - 117 \(MEMO ATTACHMENTS\).PDF](#)

3.III. Applicants Submittal

Documents: [PREBLE ST. - 117 \(APPLICANTS SUBMITTAL\).PDF](#)

3.IV. Plans

Documents: [PREBLE ST. - 117 \(PLANS\).PDF](#)

4. Housing Replacement

4.I. Memo

Documents: [HOUSING REPLACEMENT \(MEMO\).PDF](#)

5. Thompsons Point

5.I. The Forefront At Thompson's Point Request For Tabling

Documents: [2015_11_23_REQUEST TO TABLE.PDF](#)

5.II. Report

Documents: [THOMPSONS POINT \(REPORT\).PDF](#)

5.III. Report Attachments

Documents: [THOMPSONS POINT \(REPORT ATTACHMENTS\).PDF](#)

5.IV. Subdivision (Applicants Submittal)

Documents: [THOMPSONS POINT SUBDIVISION \(APPLICANTS SUBMITTAL\).PDF](#)

5.V. Subdivision (Plans 1 Of 3)

Documents: [THOMPSONS POINT SUBDIVISION \(PLANS\) 1 OF 3.PDF](#)

5.VI. Subdivision (Plans 2 Of 3)

Documents: [THOMPSONS POINT SUBDIVISION \(PLANS\) 2 OF 3.PDF](#)

5.VII. Subdivision (Plans 3 Of 3)

Documents: [THOMPSONS POINT SUBDIVISION \(PLANS\) 3 OF 3.PDF](#)

5.VIII. Site Plan (Applicants Submittal)

Documents: [THOMPSONS POINT SITE PLAN \(APPLICANTS SUBMITTAL\).PDF](#)

5.IX. Site Plan (Plans 1 Of 3)

Documents: [THOMPSONS POINT SITE PLAN \(PLANS\) 1 OF 3.PDF](#)

5.X. Site Plan (Plans 2 Of 3)

Documents: [THOMPSONS POINT SITE PLAN \(PLANS\) 2 OF 3.PDF](#)

5.XI. Site Plan (Plans 3 Of 3)

Documents: [THOMPSONS POINT SITE PLAN \(PLANS\) 3 OF 3.PDF](#)

6. 22-28 Tate Street

6.I. TABLING Memo

Documents: [TATE STREET - 22 \(TABLING MEMO\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, November 24, 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 Subdivision and Site Plan; 117 Preble Street; Schlotterbeck Block, LLC., Applicant. (4:30 - 5:30 p.m. estimated time) The Board will hold a workshop on a proposal to convert the industrial building into 55 apartments with a bedroom mix of 15 efficiencies and 40 one-bedroom units. A 1,750 sq. ft. office is proposed on the first floor. Parking for 50 vehicles and 23 bicycles is proposed on-site.

Public Hearing – 6:30 p.m.

Old Business

- i. Amendment to Division 29 Housing Replacement Amendments, City of Portland, Applicant. (6:30-7:30 p.m. estimated time) Tabled from the November 10, 2015 meeting. The Board will hold a public hearing on proposed changes to Section 14-483 of the Code of Ordinances (Housing Preservation and Replacement) including, but not limited to requiring that any replacement units provided be within the same U.S. Census Block Group or geographic area as the units removed, and also require that replacement units be completed within three years.

New Business

- i. Level III Amendment; Thompson's Point; Forefront Partners, I, LP, Applicant. (7:30 p.m. – 8:30 p.m. estimated time) The Board will hold a public hearing 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.
- ii. Level III Subdivision and Site Plan; 22-28 Tate Street; Tate Street Partnership, LLC., Applicant. (8:30 p.m. estimated time) The Board will hold a workshop on a proposal to demolish the existing single family home and build a 3 story, 8 unit building with a portion of the upper two floors cantilevered over several parking spaces. Other improvements include parking for 5 vehicles, 3 interior bicycle parking spaces and landscaping.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD

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

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PUBLIC HEARING – 6:30 p.m.

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON NOVEMBER 10, 2015:

Workshop: Boepple, Dundon, Eaton, Hall and Soley present; Morrisette absent.

Public Hearing: Boepple, Dundon, Eaton, Hall and Soley present; Morrisette absent.

4. REPORT OF DECISIONS AT THE MEETING HELD ON NOVEMBER 10, 2015:

- i. Level III Site Plan; 1021 Westbrook Street; Northeast Air, Applicant.
Dundon moved and Hall seconded a motion to waive the boundary survey due to the site being within the 70 acre Jetport property. Vote: 5-0, Morrisette absent. Dundon moved and Hall seconded a motion to approve the site plan application with 6 conditions of approval. Vote: 5-0, Morrisette absent.
- ii. Level III Subdivision and Site Plan, 3 Pleasant Avenue, Hardy Pond Development Co, LLC, Applicant. Dundon moved and Hall seconded a motion to waive the street tree requirement with a financial contribution of \$3,400. Vote: 5-0, Morrisette absent. Dundon moved and Hall seconded a motion to approve the subdivision plan with 3 conditions of approval. Vote: 5-0, Morrisette absent. Dundon moved and Hall seconded a motion to approve the site plan application subject to 3 conditions of approval. Vote: 5-0, Morrisette absent.
- iii. Amendment to Division 29 Housing Replacement Amendments, City of Portland, Applicant.
Dundon moved and Hall seconded a motion to table this item to the November 24, 2015 Planning Board meeting. Vote: 5-0, Morrisette absent.

4. OLD BUSINESS

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ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD



Memorandum

Planning and Urban Development Department

Planning Division

To: Elizabeth Boepple, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: November 20, 2015
Re: Schlotterbeck and Foss Building, 117 Preble Street, Schlotterbeck Block, LLC
Project #: 2015-174 CBL: 033 E001 001 and 033 E005 001
Meeting Date: November 24, 2015

I. INTRODUCTION

John Anton of Schlotterbeck Block, LLC has submitted a Level III Site Plan and Subdivision application for the proposed redevelopment of the Schlotterbeck and Foss Building at 117 Preble Street. The site and building will be converted into a fifty-five (55) unit market-rate apartment with approximately 1,750 square feet of office space. The building is five and a half stories above ground with six floors of living area. The project is proposing fifty (50) parking spaces as well as one shared car. The site is located in the B-7 standards.

This proposal is being reviewed as a final plan and subject to the Site Plan and Subdivision Ordinance of Land Use Code. The project will also be reviewed against the *B-7 Bayside Use Urban District zone* and the *Two-Family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters Standards* (Sections (d) and (I), and Appendix 2 of the Design Manual).

One hundred and fourteen (114) notices were sent to area residents within 500 feet of the site and the interested party list. A notice also appeared in the November 16th and 17th editions of the *Portland Press Herald*.

Applicant Name	John Anton of Schlotterbeck Block, LLC
Consultants	
Agent Representative	Michael King of Mitchell & Associates
Engineer	Steve Bradstreet of Random Consulting, Inc.
Surveyor	Owen Haskell, Inc.
Architect	Rick Goduti of Goduti Thomas Architects

Project Review

Review	Applicable Standards
Site Plan	14-526
Subdivision	14-491
Design Manual	B-7 Bayside Use Urban District zone, and (i) Two-Family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed And Breakfasts, And Emergency Shelters

Requests for Waivers

Waiver Request	Applicable Standards
<i>Street Tree Requirement – Sec. 14-526 2.b.iii. a</i> The street tree requirement is one tree per unit for a total of 55 trees. There are existing streets trees that the applicant will get credit for (11 trees). The remaining street trees that	<i>Sec. 14-526 2.b.iii (b) <u>Waiver</u>.</i> Where the applicant can demonstrate that site constraints prevent the planting of required street trees in the City right of way, the Reviewing Authority may permit the planting of street trees in the front yard, within ten feet

applicant is requesting waiver for is 44 trees for a total of \$8,800 to the City's Tree Fund.	of the property line. Existing preserved healthy trees that are six (6) inches or more in caliper and are on the site within ten (10) feet of the property line may be counted towards this requirement. If planting street trees is neither feasible in the City right of way nor within the site, the applicant shall contribute to the City of Portland Tree Fund an amount proportionate to the cost of required street trees.
<i>Parking Lot and Parking Space Design (Technical Design Manual 1.14)</i> - The applicant is requesting a waiver in order to increase to amount of compact parking spaces. The applicant proposes 38 compact (8' x 15') parking spaces, which would comprise 76% of the total parking spaces.	<i>Technical Design Standard Section 1.14. Parking Lot and Parking Space Design</i> - Any parking lot with 10 or fewer spaces shall contain standard sized parking spaces. Parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces.
<i>Travel Aisle Width-</i> The applicant is requesting to reduce the width of the parking lot travel aisle from 24 feet to 20 feet.	<i>Technical Design Standard Section 1.14. Parking Lot and Parking Space Design-</i> Vehicular access shall be provided by one or more aisles. Minimum widths of aisles are illustrated in Figures I-29 (for 90° parking, 24' of aisle width is required).

II. PROJECT DATA

Existing Zoning	B-7
Tax Map	CBL: 33 E001001 and 33 E005001
Existing Use	Industrial
Proposed Use	Residential (Rental Units)
Parcel Size	40,720 SF
Number of Units to be Demolished	None
Number of Affordable Units	The proposed units will be market rate.
Residential Data	55 units
Building Footprint	6,800 SF
Building Floor Area	37,345 SF
Impervious Surface Area	27,300 SF
Parking Spaces	50 spaces
Bicycle Parking Spaces	23 spaces
Estimated Cost of Project	\$ 5,000,000

III. EXISTING CONDITIONS

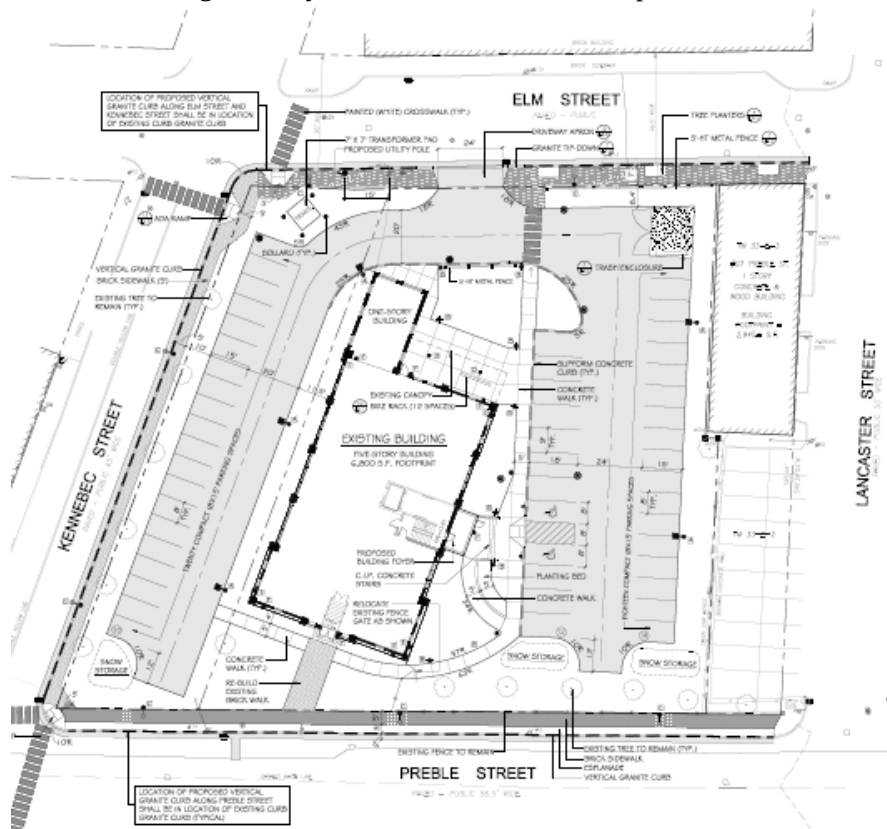
The Schlotterbeck & Foss building was designed by John Calvin Stevens and built in 1925 and was the home of the Schlotterbeck & Foss Company until 2015. The building has been used as the manufacture of the Schlotterbeck and Foss products. The site includes two lots (Tax Map 33, Block E, Lots 1 and 5) totaling 40,702 square feet. The site contains the 6,800 sq. ft. existing building, a gravel parking lot of about twenty (20) parking spaces and a paved parking lot that accommodates about thirty (30) spaces. The site is surrounded by Preble, Elm and Kennebec Streets.



Currently the main entrance to the building is from Preble Street.

IV. PROPOSED DEVELOPMENT

The proposal, including floor plans and elevations, are included in the plan set, Attachment Plans. The development project is proposed as the renovation of an industrial building with office space at the first level. The building is five and a half stories above ground with six floors of living area. The building will be fully renovated including masonry restoration, full window replacement and the installation of new systems.



The main vehicle access is proposed from Elm Street via a new 24 foot wide drive. Surface parking lots surround the existing building and are proposed along Kennebec Street and Elm Street. There are fifty-five (55) parking spaces and twenty-three bicycle parking spaces proposed on the site. The parking areas are visible from the public streets. Designated areas for snow storage are located adjacent to parking spaces.

As part of the proposed project, there will be an on-site car-share program. This program will provide a car on-site for use by residents of the building. The car will be maintained by the building owner/manager and available on a fee basis.

V. PUBLIC COMMENT

The applicant held two neighborhood meetings; on October 29th and November 2nd. The first meeting was not well attended because the Bayside Transportation Master Plan meeting was held at the same time; the applicant held a second meeting and invited the Bayside Neighborhood Association on November 2nd. The certification of the meeting and minutes will need to be submitted prior to a public hearing.

No public comments have been submitted as of writing this memo.

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

a. The owner of the property is JB Brown. The applicant has provided a copy of a quitclaim deed, recorded at the Cumberland County Registry of Deeds (Book 26354 Page 314), and purchase and sale agreement, which demonstrates their right, title and interest in the property.

b. The estimated cost of the development is \$5,000,000. The applicant has submitted a letter from NBT Bank,

dated September 22, 2015, as demonstration of their financial and technical capacity to complete the proposed development.

VII. ZONING ASSESSMENT

The applicant is proposing parking along the Kennebec and Elm Streets. The City Council on November 16, 2015 approved a text amendment to the B-7 zone which stipulates that a gravel surface parking lot that does not meet the 35-foot parking setback may be permitted subject to meeting the items in the Section 14-295.a.26. The applicant and staff are working together to have the surface parking lots comply with this standard.

The B7 zone includes a specific requirement (14-332.2.c) for the submission of a parking analysis and for the Planning Board to establish the parking requirement for the project. The applicant has submitted a parking demand study (Attachment M) which states that the proposed project parking demand is fifty (50) parking spaces for the residential units and the office spaces. Staff review is pending of the parking demand study.

Under external effects, Section 14-299 Performance Standards (b), the maximum noise requirement of 60 decibels at lot boundaries shall be maintained during the “day time” hours. This information will have to be submitted for review and approval for all mechanical equipment being proposed.

VIII. DEVELOPMENT REVIEW

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

The applicant has submitted a recording plat. The City’s Surveyor is reviewing the plat and comments are pending. Any recommendations will be forwarded to the applicant.

B. SUBDIVISION (Section 14-497)

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

1. *Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) 1), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)*
David Senus, P.E. with Woodard and Curran Engineering, has reviewed the erosion and sediment control plan and offers his recommendations; please see Attachment 3 for the complete analysis.
2. *Sufficient Water Available (Section 14-497 (a) 2 and 3)*
The project will be served by the existing utility services located in Preble Street. The applicant will be upgrading the 2-inch domestic water service to a 4-inch domestic water service as part of this project. The Applicant has received an ability to serve letter from the Portland Water District.
3. *Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)*
The site is surrounded by Preble, Elm and Kennebec Streets. The vehicle entrance to the site will be off of the existing curb cut on Elm Street. The applicant has submitted a Traffic Assessment for the project. According to the Assessment, there are three conclusions/recommendations, see below:

1. The proposed development is forecast to generate 4 trip ends and 9 trip ends during the weekday AM and PM peak hours respectively. This level of trip generation does not require a MaineDOT traffic movement permit. Since the proposed net trip generation is forecast to be low, and the Somerset Street Expansion project will change traffic patterns on the adjacent roadway network, capacity and queuing analysis were not necessary.
2. The sight distance exiting the site exceeds both MaineDOT and City requirements.
3. The MaineDOT crash data indicates that there are two high crash locations in the vicinity of the site; the intersection of Elm Street with Lancaster Street and the intersection of Kennebec Street with Preble Street. The Somerset Street Extension project will modify the intersection of Kennebec Street and Preble Street.

Tom Errico, Consultant Traffic Engineer, has reviewed the report and states that he concurs with the contents of the report and he requires time to investigate the specific patterns and deficiencies.

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)

An existing 6-inch sanitary sewer line connects the existing building to the 15-inch combined sewer in Elm Street. The applicant has received a wastewater capacity letter from David Margolis-Pineo, Deputy Engineer.

5. Scenic Beauty, Natural, Historic, Habitat and other Resources (Section 14-497 (a) 8)

The site is not within an historic district but the building is a historic building constructed in 1927, designed by John Calvin Stevens. The applicant is in the process of obtaining state and federal historic rehabilitation tax credits. According to the Applicant, Schlotterbeck Block LLC has received the first part of the approval for the building from the National Park Service (NPS). This approval means that the NPS has determined that the property appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer. The second step is approval of the proposed renovations and the eligibility for state and federal historic rehabilitation tax credits. Ultimately, this building could be a designated historic local landmark.

It is in an urban neighborhood surrounded by a variety of residential building types and business. The proposed building does not impact the natural beauty of the area or adversely affect any significant wildlife habitat, rare or irreplaceable natural areas, or any public access to the shoreline. The staff finds the proposal in conformance with this standard.

6. Comprehensive Plan (Section 14-497 (a) 9)

The applicant has submitted their analysis of the projects conformance with the Comprehensive Plan (refer to Attachment K). The staff has identified the following goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan:

Portland Housing Goal: Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of all Portland households, now and in the future.
Policies

- 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, including but not limited to the following:
 - ii. Housing units for decreasing household size, such as young professionals, empty nesters, single-parent households, and senior citizens.
- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation.
- Increase Portland's rental housing stock to maintain a reasonable balance between supply and demand yielding consumer choice, affordable rents, and reasonable return to landlords.
- Identify vacant land and redevelopment opportunities throughout the City to facilitate the construction of new housing.

Portland Housing Goal: Maintain and enhance the livability of Portland's neighborhoods as the City grows and evolves through careful land use regulations, design and public participation that respect neighborhood integrity.

Policies

- Encourage innovative new housing development, which is designed to be compatible with the scale, character, and traditional development patterns of each individual residential neighborhood.
- Encourage new housing development in proximity to neighborhood assets such as open space, schools, community services and public transportation.
- Ensure the integrity and economic value of Portland's neighborhoods.

7. Financial Capability (Section 14-497 (a) 10)

The estimated cost of the development is \$5,000,000. The applicant has submitted a letter from NBT Bank, dated September 22, 2015, as demonstration of their financial and technical capacity to complete the proposed development.

C. SITE PLAN STANDARDS (Section 14-526)

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

1. Transportation Standards

- a. Impact on Surrounding Street Systems and Access and Circulation- see Subdivision, Paragraph VIII (B) (3), above.

- b. Construction Management Plan

A construction management plan has been submitted by the applicant for review.

- c. Sidewalks

Currently there is no sidewalk on the Kennebec Street side of the site. There are sidewalks on Elm and Preble Streets but the sidewalks are not in good condition and range in materials (from concrete to brick). The applicant is proposing to install new brick sidewalk along the frontages on all three streets. This site is in the brick district. Portions of the public sidewalk cross onto

private property. The City will need to work with the applicant to obtain public access easement where the sidewalks cross onto private property, which will need to be accepted by the City Council. The site is in the B-7 zone and the design standards address sidewalks and crosswalks. The Standard B-7 Sidewalks and Crosswalks states:

The provision of all sidewalks and crosswalks shall conform to the specifications and details contained within the City's Technical and Design Standards and Guidelines, and the City's Crosswalk Standards at a minimum. New sidewalks along public streets shall be at least 10 feet wide measured from curb to property line where feasible, except where it can be demonstrated that site constraints preclude such width. Sidewalks that are 12-15 feet wide and bump-outs shall be provided along A and B Streets where feasible, in order to allow for amenities such as larger tree wells, landscaping, café seating, shop displays and public art. Where appropriate, crosswalks shall be transversely striped and at a minimum as wide as the sidewalk to which it connects.

The sidewalks are currently undersized and should be widened where possible. The esplanade should be removed.

d. Public Transit Access

The site is situated on the METRO Route 8, the Peninsula Loop, as well as being a short distance from Oxford Street where Routes 2, 4, and 5 operate.

e. Parking

The project will have fifty (50) parking spaces, as well as a car share for the tenants of the building. The parking is laid out surrounding the building along Kennebec and Elm Street. The main entrance to the site is from Elm Street. The B-7 zone includes a particular requirement (14-332.1.i) that all projects regardless of size shall abide to Section 14-332.2.c for the submission of a parking analysis and for the Planning Board to establish the parking requirement for the project.

Sec. 14-332.1. Zone specific off-street parking exceptions and modifications. The off-street parking requirements established for uses, established above in section 14-332 of this division, are hereby modified for the following zones according to the provisions described below.

(i) B-7, Mixed Development District Zone: Off-street parking for all projects regardless of size, shall be governed by 14-332.2(c) of this article.

Sec. 14-332.2. Categorical exceptions and modifications to offstreet parking requirements. Regardless of which zone a project of use is located, the following exceptions to the off-street parking requirements listed above in section 14-332 are additionally hereby established.

(c) Site plans over 50,000 square feet and projects in the B-6, B-7, and USM Overlay Zones: Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the

parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.

The applicant has submitted a parking demand study and states the project will require approximately 50 parking spaces and 24 bicycle spaces. The study based this number on the fact that the applicant thought they could not use the above sections and applied the one to one ratio for the residential.

Mr. Errico continues to review the parking study and will make a determination at a later date before the public hearing.

Compact Parking Spaces

Thirty-eight (38) of the proposed parking spaces are slated to be compact spaces (8' x 15'), which is 76%. The Technical Manual Section 1.14 state "Any parking lot with 10 or fewer spaces shall contain standard sized parking spaces. Parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces". The applicant states in their cover letter, "All the proposed residential rental units are either efficiency units or one-bedroom units. Renters of such units generally utilize smaller cars. We believe the proposed high percentage of compact parking spaces will be compatible with the user's of the building". The applicant has requested a waiver of this standard.

Mr. Errico has reviewed the waiver and site plans, and recommends the following:

The project significantly exceeds the allowable percentage of compact parking spaces for the site. I would suggest the row of parking along Kennebec Street be converted to standard 9'X18' parking spaces and some of the area abutting the building be used for the added depth (3 feet). Under this scenario, I'm supportive of a waiver for aisle width.

Onsite Car-Share Program

The project will provide an onsite car-share program. This program would provide a car onsite for use by the residents of the building. The car would be maintained by the building owner/manager and operate similar to the U car share program. The provision of a shared care counts for eight parking spaces under Section 14-332.1 (k) 2) of the Land Use code.

f. Bicycle Parking

The proposals include 24 bicycle parking spaces on the site, which meets the ordinance standard of 2 bicycle spaces per 5 vehicle spaces. The TDM coordinator will monitor the bicycle rack use to identify if additional bike racks are warranted.

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

There are existing street trees that the applicant will be saving along Preble and Kennebec Streets (six on Preble Street and six on Kennebec Street). As part of the landscaping plan, the applicant

is proposing to add more street trees on the site. Landscaping is being proposed along the edges of the parking lots. The zoning standards and B-7 zone design standards specifically states that surface parking lots will need to be screened from public streets.

Sec. 14-299. Performance Standards (f). Off-street parking and loading: Off-street parking is required as provided in division 20 (off-street parking) of this article. Division 21 (off-street loading) of this article shall not apply. Surface parking shall meet the following standards:

1. *None of the spaces shall occupy all or a portion of a sidewalk within a street right-of-way.*
2. *Driveway entrances shall meet the City of Portland Technical Manual standards.*
3. *The parking area shall meet the landscape and buffer standards of the City of Portland Technical and Design Manuals.*

Principle C: Parking, Loading and Service Areas- C-6: Surface Lots of the Design Standards – Areas devoted to surface parking shall be screened from public rights-of-way and significant views through the use of design elements such as plantings, fencing, grade changes, and/or walls. A landscaped border shall be created around all surface parking lots. Any parking lot containing ten (10) or more parking spaces shall include one (1) or more landscaped island within the interior of the lot. There shall be at least one (1) island for every twenty (20) spaces.

Jeff Tarling, City Arborist, has reviewed the landscaping plans and recommends the following:

- **Parking lot landscaping** - *Additional parking lot landscaping is warranted along the Lancaster Street side of the lot to meet parking lot landscape standards. The additional landscape material can be planted in groups or clusters (for snow storage). This can be a mixture of upright trees and shrubs.*
- **Dumpster enclosure** - *The dumpster enclosure should meet standards in regard to treatment of the enclosure. An extra section of fence between the dumpster and the fence along Elm Street may be of interest to reduce the points of access into the site for security reasons.*

Caitlin Cameron, Urban Designer, has reviewed the project and recommends the following in relation with landscaping:

- *Landscape screening should be of sufficient type and height to effectively screen surface parking year round.*
- *The relationship of the surface parking to the building and Preble Street causes the surface parking to dominate the streetscape. Surface parking should ideally not occupy the front yard and should be adequately screened from the street.*
- *Landscaped islands are not proposed as outlined in standard. It is unclear if the surrounding landscaped areas are intended to substitute for the islands.*

As part of the project, there will be 55 units being proposed. Based on this number, the applicant is required to have 55 street trees. Since there are twelve existing streets on site, the applicant can get a credit for the amount. Therefore the applicant will need to contribute to the City's Tree Fund for the forty-three (43) trees. The applicant is willing to contribute the amount.

c. Water Quality, Storm Water Management and Erosion Control

The site is about 75% impervious. Currently the existing gravel parking lot sheet flows to both Kennebec Street and Elm Street. The stormwater is captured using existing catch basins and channeled into the existing 15-inch combined sewer on Elm Street. The stormwater from the existing roof is channeled to the Elm Street combined sewer as well. The proposed site improvements will remove 2,770 sq. ft. of impervious area.

The eastern parking lot will utilize catch basins and storm pipes to collect stormwater, whereas the western parking lot is intended to sheet flow toward a filter strip that has an underdrain connected to a proposed catchbasin. This catchbasin will tie into an existing catch basin on Kennebec Street. The roof runoff from the existing building will collect internally and be directed toward the east parking lot system.

Under 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. David Senus, P.E. with Woodard and Curran Engineering, has reviewed the drainage plan and stormwater report, and offers his recommendations; please see Attachment 3 for the complete analysis.

3. *Public Infrastructure and Community Safety Standards*

a. Consistency with Master Plans

See Subdivision, Paragraph VIII (B)6 above.

b. Public Safety and Fire Prevention

The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime.

The applicant has introduced bollard lights along the walkways of each unit. Overhead lighting may be required to provide lighting for the area by the entrance and parking spaces. This will be reviewed when a lighting plan is submitted.

c. Availability and Adequate Capacity of Public Utilities

The project will be served by the existing utility services located in Preble Street. The Applicant has received capacity letters from both the Portland Water District and the City Department of Public Services.

4. *Site Design Standards*

a. Snow and Ice Loading

The applicant is proposing on-site snow storage. There are three areas for storage on either side of the parking areas, see Site Plan (Attachment Plan 6).

b. View Corridors

This site is not within a Protected View Corridor as per the “View Corridor Protection Plan” approved by the Portland City Council in 2001.

c. Historic Resources

The site is not in any historic district; therefore the project does not have to be reviewed by Historic Preservation. Please refer to Paragraph VIII (B) (5), above.

d. Exterior Lighting

A lighting and photometric plan has been submitted. The proposal has noted bollard lighting at the walkways to the building (Plan 14 and 15) and up lighting on the building. The proposed bollard lighting fixture is not full cutoff and does not meet lighting standard. The applicant is proposing uplighting on the building; the proposed uplighting is not permitted. The B-7 zone references lighting under the Performance Standards Section 14-299 (n):

Lighting: All lighting shall be designed and installed with cut-off fixtures to direct illumination onto the site and to prevent illumination from such fixtures on neighboring properties and as otherwise governed by the site lighting standards of the City of Portland Technical Manual.

The B-7 Design standards also references illumination, see below:

*STANDARD E-14: **Illumination.** Prominent building facades shall be lit by carefully designed downwash systems of appropriate color and intensity. Only historic landmarks and civic buildings shall be fully illuminated, as well as buildings which substantially contribute to the character of the street, and have sufficient ornamental detail to provide visual interest. See also STANDARD B-12 Lighting. Also see the City’s Revised Lighting Standards for Architectural Up-lighting.*

Technical Manual standards references Architectural and Specialty Lighting and Uplighting in Section 12.4:

12.4.1. Lighting shall be designed to minimize lighting of night sky and shall accentuate individual architectural or aesthetic elements, not the entire structure.

12.4.2. The light shall only be directed onto the building façade and not spillover beyond the plane of the building.

12.4.3. Lighting shall be directed downward unless the development is located in an area of the city where uplighting is permitted as described in section 14-526 (a) of the City Code. Lighting shall be mounted as close to the architectural feature being lit as possible and shall be fully shielded from view off site.

12.4.4. Uplighting: Where permitted, upward aimed lighting (uplighting) shall not exceed 4,000 mean lumens per accent feature, shall be placed as close as possible to the

base of the building or feature that is being illuminated and shall be fully shielded from view off-site.

This building is a historic but is not designed as historic local landmark. The Planning Staff and the applicant will meet to resolve this issue.

e. Noise and Vibration

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will have to be shown on the plans and meet state and federal emissions requirements. These mechanical equipment should be located to the interior of the site, away from abutting properties and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry wall or a combination thereof. The B-7 Design Standards have very specific requirements in regard to the mechanical equipment. This information will have to be submitted for review.

f. Signage and Wayfinding

This standard does not apply to the proposal.

g. Zoning Related Design Standards

A design review according to the *City of Portland Design Manual* Standards was performed for the revised proposal for redevelopment at 117 Preble Street. The plans were reviewed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Deb Andrews, Historic Preservation Program Manager of the Department of Planning & Urban Development. The project was reviewed against the B-7 *Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual). Ms. Cameron's full comments are included as Attachment 4; some of the outstanding issues are:

- Urban Design- Surface parking should not extend in front of the building façade.
- Access and Circulation- sidewalks will need to be ADA accessible
- Parking, Loading and Service Areas- Landscaping to screen parking
- Open Space and the Public Realm- regarding landscaping and screening and placement of surface parking

IX. NEXT STEPS

1. Address staff comments;
2. Address additional comments of the Planning Board;
3. Prepare final plan submission for review by the Planning Authority and Planning Board; and
4. Hold final Planning Board Hearing.

ATTACHMENTS:

Staff Review Comments and Background Information

1. Traffic Engineering Review (Tom Errico, T Y Lin), dated 11.04.2015
2. Department of Public Works Review, David Margolis-Pineo, dated 11.06.2015
3. Civic Engineer Review, David Senus, dated 10.29.2015
4. Urban Designer Review, Caitlin Cameron, dated

5. City Arborist Review, Jeff Tarling, dated 11.04.2015

Applicant's Submittal

- A. Cover Letter dated 10.05.2015
- B. Application
- C. Right, Title or Interest
- D. Project Description
- E. Tax Map
- F. Existing Soils Condition
- G. Public Utilities
- H. Technical Capability, Financial Capability and Letter of Authorization
- I. Compliance with Applicable Zoning
- J. Waiver Request
- K. Consistency with City's Master Plan and Conformity with Design Standards
- L. Fire Department Checklist and HVAC Emissions Requirements
- M. Traffic and Parking Study
- N. Stormwater Management Plan
- O. Solid Waste Disposal and Snow Removal
- P. Light Fixtures
- Q. Construction Management Plan
- R. Easements
- S. Cover Letter dated 10.26.2015
- T. PWD Capacity Letter dated 10.15.2015
- U. DPS Capacity Letter dated 10.23.2015
- V. Response Letter dated 11.16.2015

Plans

- Plan1 Cover Sheet
- Plan2 1 SBS survey 10-5-2015
- Plan3 1 of 1 Sub.10-5-2015
- Plan4 L1.0 Ex.Cond.10-5-2015
- Plan5 L1.1 Con.Man.10-5-2015
- Plan6 L2.0 Layout.10-5-2015
- Plan7 L3.0 Grading.10-5-2015
- Plan8 L4.0 ESC.10-5-2015
- Plan9 L5.0 Planting.10-5-2015
- Plan10 L6.0 Details 10-5-2015
- Plan11 L6.1 Details 10-5-2015
- Plan12 L6.2 Details 10-5-2015
- Plan13 L6.3 Details 10-5-2015
- Plan14 L7.0.Photometrics 10-23-15
- Plan15 L7.1 Photometrics 10-23-15 STREET LTG OFF
- Plan16 SW1 10-5-2015
- Plan17 SW2 10-5-2015
- Plan18 A1.1 10-5-2015
- Plan19 A1.2 10-5-2015

Plan20	A2.1 10-5-2015
Plan21	A2.2 10-5-2015

From: Tom Errico <thomas.errico@tylin.com>
To: Shukria Wiar <SHUKRIAW@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>, "JeremiahBartlett" <JBartlett@portlandmaine.gov>
Date: 11/4/2015 4:30 PM
Subject: 117 Preble Street - Schlotterbeck Block - Preliminary Traffic Comments

Shukria - I have reviewed the application materials and offer the following preliminary comments.

* The applicant has conducted a Traffic Assessment and I generally concur with the contents of the report. The assessment identified two High Crash Locations in the vicinity of the project and I need time to investigate specific patterns and deficiencies.

* The project significantly exceeds the allowable percentage of compact parking spaces for the site. I would suggest the row of parking along Kennebec Street be converted to standard 9'X18' parking spaces and some of the area abutting the building be used for the added depth (3 feet). Under this scenario, I'm supportive of a waiver for aisle width.

* The handicapped ramps needs to be fully ADA complaint and need to consider the full crossing of the street. Given that the Lancaster Street parcel will be developed in the future, I would suggest that this project upgrade the ramps at the Kennebec Street intersections with Elm Street and Preble Street.

* I continue to review the parking study and supply.

* On-street parking regulations need to be reviewed and changes will require City Council approval.

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)
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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: David Margolis-Pineo
To: Barbara Barhydt; Shukria Wiar
CC: DEVELOPMENT REVIEW GROUP
Date: 11/6/2015 1:20 PM
Subject: Review Comments for 117 Preble St

November 6, 2015

Memo To: Shukria Wiar
Barbara Barhydt
From: David Margolis-Pineo
Re: 117 Preble St – Schlotterbeck and Foss

The Department of Public Services has the following Preliminary Review Comments for the above project.

1. ADA Sidewalk Ramps and Crosswalks: The applicant has shown sidewalk ramps and crosswalks in logical locations on the plans. In reality, much more thought and detail is required due to existing utilities such as catchbasins and utility poles. Therefore a detail ramp and crosswalk plan is requested. The applicant is proposing access easement to the City of Portland to allow construction of these crosswalks to be ADA compliant. Thank you.
2. It is intended that the City will own and maintain the street lighting once installed. Please show the proposed underground electrical conduit location, including the meter, for the street lighting. As shown, it appears the City may need an easement for one of the light poles on Preble St.
3. Are the underground fuel tanks to remain or be removed? If not, please supply the latest inspection report by the State of Maine.
4. All proposed fences within 25' of the street right of way may be no higher than 4' and on the corners, 3.5' until 25' from the corner where it can return to 4'. Currently a five foot fence is proposed along Elm St.
5. A manhole near the intersection of Lancaster and Elm is shown with the 6" in and 6" out. The 6" in is coming from the applicant's property. Please determine if this pipe is active, if so, what purpose does it serve, if abandoned, please indicate that this pipe will be plugged.
6. HDPE pipe is not allowed in the street right of way. Please indicate SDR-35 from proposed CB#6 to the City's catchbasin.
7. Can the existing power pole be used to feed the transformer at Kennebec and Elm St instead of installing a new power pole?
8. None of the plans have a PE stamp. Only John Mitchell as an Landscape Architect. All Civil plans require a PE stamp.

We have not further question at this time.

MEMORANDUM



TO: Shukria Wiar, Planner
FROM: David Senus, PE
DATE: October 29, 2015
RE: The Schlotterbeck Block, Final Level III Site Plan Application

Woodard & Curran has reviewed the site plan application for the proposed apartment building located at 117 Preble Street in Portland, Maine. The project involves the reuse of the historic Schlotterbeck and Foss Building into 55 apartments and office space.

Documents Reviewed by Woodard & Curran

- Final Level III Site Plan Application and attachments, dated October 5, 2015, prepared by Mitchell & Associates, on behalf of Schlotterbeck Block, LLC.
- Level III Site Plan and Subdivision Plan Set, dated October 5, 2015, prepared by Mitchell & Associates, on behalf of Schlotterbeck Block, LLC.

Comments

- 1) 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 Standards: 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 Standards: The project will result in a net decrease in impervious area of approximately 2,770 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control. The Applicant has noted that an underdrained vegetated swale is proposed to improve water quality at the site, and a stone infiltration trench is indicated on the plan set. The use of this feature, as currently designed, would not qualify for a credit as meeting the "General Standards"; however, we agree that it could offer some water quality benefit for runoff from the site. We offer the following comments:
 - i. The stone infiltration trench detail should be coordinated with the plan view layout of this feature; specifically, in plan-view the infiltration trench is shown abutting pavement; however, the detail shows a grassed area on both sides.
 - ii. Specific plan-view and detail view information should be included to clarify the surface depth of the swale.
 - iii. A barrier on the pavement or reinforcing layer on the filter should be included to avoid vehicle tires from sinking into the swale/filter if driven beyond the edge of pavement.
 - c) Flooding Standard: The project will result in a net decrease in impervious area of approximately 2,770 square feet. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site. The Applicant has submitted a HydroCAD model to demonstrate the ability of the project to qualify for a Credit under the future Stormwater Service Charge; however, it appears that the Applicant has misunderstood the criteria for obtaining this credit. We recommend having a meeting with the Applicant to discuss their approach to achieving a credit. Separately from the credit discussion, we have reviewed the HydroCAD model and offer the following comments:
 - i. The HydroCAD model indicates that the project will result in an increase in impervious area. The Applicant should clarify the net change in impervious area, as this will impact the stormwater requirements for the project.



- ii. The total area included in the pre- and post-development models are not equal (the post-development model area is smaller); these areas should be equal.
 - iii. The HydroCAD models should be updated to utilize the most recent rainfall data, per the new Chapter 500 standards.
 - iv. It appears that the Time of Concentration (Tc) for Subcatchments 7 through 10 have been modeled as zero; this is not consistent with the rest of the model (which utilizes a minimum Tc of six minutes). The Applicant should clarify and revise the model to be consistent.
 - v. The Applicant should include the proposed Stormwater BMP system in the HydroCAD model.
- 2) Final plans must be stamped by a professional engineer (Section 14-527, sub-section (f) of the City of Portland Land Use Ordinance).
 - 3) The Applicant has noted that an exterior lighting plan in accordance with Section 12 of the City's Technical Manual shall be submitted at a later date; this plan should be submitted for review prior to final approval.
 - 4) The Applicant has requested ability to service letters from the Portland Water District and the City of Portland; these letters and evidence of the District's approval of the proposed design should be provided upon receipt.
 - 5) The survey shows an underground tank on the northern corner of the site and several existing catch basins. The Applicant should clarify what the underground tank contains and if the intent is to remove it and also whether the existing catch basins and storm drain piping will be removed or abandoned in place.
 - 6) HDPE pipe is not permitted within the City of Portland Right-Of-Way per Section 2.5.4 of the City of Portland Technical Manual. The proposed storm drain pipes are currently shown as HDPE pipe. Acceptable pipe materials are listed in Section 2.5.2 of the Technical Manual.
 - 7) We understand that the Applicant has coordinated the proposed storm drain connection location at the catch basin at the corner of Kennebec and Elm Streets with the City Department of Public Services; and that the intent of the City DPS is to extend a larger diameter separated storm drain pipe up Elm Street to this intersection in the future. The work on this project is not contingent upon the City's work in Elm Street, as the Applicant has demonstrated that the project will reduce the peak stormwater runoff rate from the site.
 - 8) The Applicant should provide a detail for Sidewalk Ramp Detectable Warning Panels in accordance with Figure I-7 of the City of Portland Technical Manual.



Planning and Urban Development Department Planning Division

Subject: B7 Design Review – Schlotterbeck & Foss site

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, November 16, 2015

A design review according to the *City of Portland Design Manual* Standards was performed for the revised proposal for redevelopment at 117 Preble Street. The plans were reviewed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Deb Andrews, Historic Preservation Program Manager of the Department of Planning & Urban Development. The project was reviewed against the *B-7 Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual).

Design Review Criteria:

- The project must meet all *B-7 Design Principles & Standards*. Many of the standards do not apply because the project is adaptive reuse of an existing building.
- In seeking historic tax credits, the project must also meet the Secretary of Interior Standards for Rehabilitation which will be the guiding standards for alterations to the existing building.

Findings of the Design Review:

Before determining if the proposed design meets all of the criteria of the *B7 Design Guidelines* – more information is requested. Please refer to comments below regarding Standards in question.

Purpose: The following purpose statements are most applicable to the proposed project.

1. Support and reinforce the goals of *A New Vision for Bayside*.
 - Government Center District – “The streets that were once dominated by vacant lots and public works yards are now lined with trees, small quiet buildings and corner parks.”
 - Critical Action 2: Build more housing
2. Accentuate Bayside as a gateway to the city by highlighting major corridors and corners.
12. Provide a hierarchy of green spaces on public and private land with parks, playgrounds, plazas and trails. Ensure that the streetscape design enhances the pedestrian experience.
14. Adaptively reuse existing buildings.

Principle A: Urban Design

A-5: Pedestrian Environment – *Development on public streets or public spaces shall be human scale at the pedestrian level and enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and*

landscaping; . . . outdoor seating; . . . and amenities such as public art, water features, and historical markers.

- **The approach up Preble Street and the prominence and experience of the front face of the building should be carefully considered. Surface parking should not extend in front of the building façade. Because the project is an adaptive reuse of a historically significant, existing building, the site should allow for that building to be visible. If the stated objective is to improve the visibility of the historic architecture (as exemplified by the removal of existing landscaping which obscures the street views of the building), then surface parking should also not obscure the street view to the building.**

Principle B: Access and Circulation

B-4: Sidewalks and Crosswalks – *The provision of all sidewalks and crosswalks shall conform to the specifications and details contained within the City's Technical Manual and the City's Crosswalk Standards at a minimum.*

- **The raised granite tree wells appear to reduce the sidewalk width on Elm Street to less than 5'. Ensure that all sidewalks meet the Technical Manual standards.**

B-9: Streetscape Design – *New development in the public realm shall utilize the City's streetscape standards for Bayside which include specifications for sidewalks, streetlights, street furniture, fencing and walls, landscaping and signage in order to create a unified image of the neighborhood.*

- **The sidewalk design on Preble Street should not include an esplanade. Continuous sidewalk to the curb is preferred and follows the existing sidewalk design on that street.**

B-11: Lighting – *Street lighting shall comply with the Technical Manual at a minimum and may also be required to meet the IESNA and LEED standards for light pollution.*

- **B streets shall use the 19'3" size Bayside street light as specified in the Technical Manual.**

Principle C: Parking, Loading and Service Areas

C-6: Surface Lots – *Areas devoted to surface parking shall be screened from public rights-of-way and significant views through the use of design elements such as plantings, fencing, grade changes, and/or walls. A landscaped border shall be created around all surface parking lots. Any parking lot containing ten (10) or more parking spaces shall include one (1) or more landscaped island within the interior of the lot. There shall be at least one (1) island for every twenty (20) spaces.*

- **Landscape screening should be of sufficient type and height to effectively screen surface parking year round.**
- **The relationship of the surface parking to the building and Preble Street causes the surface parking to dominate the streetscape. Surface parking should ideally not occupy the front yard and should be adequately screened from the street.**
- **Landscaped islands are not proposed as outlined in standard. It is unclear if the surrounding landscaped areas are intended to substitute for the islands.**

C-7: Bike Racks. – *Bike racks shall be provided in a convenient location, proximate to the entry or entries of the building . . . and shall be visible from the street or provided with prominent directional signage visible from the street as detailed in the Technical Manual.*

- **Bike racks are not visible from the street – see standard regarding directional signage.**
- **Bike racks are not located within proximity of the office entry.**
- **Additional note on indoor bicycle parking – consider making the door to the interior bicycle storage a right-handed door same as the stairway door approaching it.**

C-8: Service, Utility and Mechanical Infrastructure – *Service, utility and mechanical infrastructure shall be located at the rear or side of buildings, along service alleys, or in the interior of parking garages. Such uses shall not result in adverse visual and audible or other noxious impacts on adjacent properties and public streets and spaces. . . . Mechanical equipment shall be located away from pedestrian ways and seating areas to minimize noise, exhaust or visual impacts. Mechanical equipment shall not be located in the front setbacks between building and public rights-of-way.*

All service, utility and mechanical infrastructure shall be visually screened from adjacent uses, adjoining properties and public rights-of-way. Screening material, landscaping, colors, and design shall conform to those used on the building.

- **The transformer location as shown does not meet this standard because of its proximity to the street. Some landscape screening is provided but would not provide year-round screening.**

Areas for outdoor storage and trash collection or compaction shall not be visible from public rights-of-way, or located within 20 feet of any public street, sidewalk, or open space.

- **The trash storage location as shown does not meet the standard because of its proximity to the street. Some landscape screening is provided but would not provide year-round screening.**

Principle D: Open Space and the Public Realm - *Public and privately owned open spaces shall be designed to promote a visually pleasing, safe, and active environment. . . . Landscaping throughout the neighborhood shall be designed to complement the architecture, enhance the human scale, add seasonal interest, reinforce pedestrian circulation paths, and provide a more comfortable urban environment.*

- **See previous comments regarding landscaping and screening and placement of surface parking.**

Principle E: Architectural Design – For the most part, these standards are not applicable because the proposal is an adaptive reuse project. Alterations to the building will have to meet the Secretary of Interior Standards for Rehabilitation to receive historic tax credits.

E-7: Windows

- **The plans and elevations do not match regarding new windows.**
- **Why are louvres required to be added next to the primary entrance?**

E-11: Fences and Walls – *The Bayside parking lot fence detail consists of granite posts with pipe rails. This design shall be used at parking lot edges and other appropriate locations. An alternate fence design of equal or higher quality may be presented for consideration during the development review process. Ornamental fencing and walls shall be as low as possible and*

integrated with plant materials or other amenity wherever adequate space allows. Chain link fences, plastic fences, or fences which are rustic or rural in character shall not be allowed anywhere that is visible from the public right-of-way. . . . The fence design shall not create a blank façade at the pedestrian level.

- **Make sure that all fences proposed comply with the standard.**

E-13: Transparency – *Windows that have daylighting application on all levels of the façade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear. . . . Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.*

- **VT of .7 or greater is required by the standard.**
- **Why are louvers required to be added next to the primary entrance?**

E-10: Rooftop Appurtenances – *Rooftop appurtenances shall not be visible along or block view corridors, or views to specific landmark features . . . Rooftop appurtenances shall be located and designed so to appear as an integral part of the architectural character of the building on which they located. The exterior appearance of these features shall incorporate a scale, shape and choice of materials that is consistent with the principal building.*

- **More information is requested regarding the new stair tower – materials, visibility.**

E-14: Illumination – *Prominent building facades shall be lit by carefully designed downwash systems of appropriate color and intensity.*

- **Up-lighting is not permitted to prevent light pollution. Building illumination should be changed to full cutoff fixtures.**

E-16: Signage – *Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- **No signage plan is proposed at this time.**

From: Jeff Tarling
To: Shukria Wiar
CC: David Margolis-Pineo
Date: 11/4/2015 3:48 PM
Subject: 177 Preble Street

Hi Shukria -

The landscape plan for the proposed project at 177 Preble Street is acceptable with the following conditions:

a) Tree Sizes - Ornamental trees on the plan should be upgraded from 1.5" to 1.75" caliper minimum, this includes the following species;

Crabapple, Cherry. The Zelkova 'Wireless' used as a street tree along Preble Street should be 2" size which meets the standard.

b) Parking lot landscaping - Additional parking lot landscaping is warranted along the Lancaster Street side of the lot to meet parking lot landscape standards. The additional landscape material can be planted in groups or clusters (for snow storage). This can be a mixture of upright trees and shrubs.

c) Street-tree standard - The existing and proposed street tree count is 22, this includes the existing row along the inside of the sidewalk and proposed along Preble Street.

d) Dumpster enclosure - The dumpster enclosure should meet standards in regard to treatment of the enclosure. An extra section of fence between the dumpster and the fence along Elm Street may be of interest to reduce the points of access into the site for security reasons.

Thanks,

Jeff Tarling

The Schlotterbeck Block

117 Preble Street



Level III Site Plan & Subdivision Application

October 5, 2015

APPLICANT:

Schlotterbeck Block, LLC
John Anton, Manager
77 Spruce Street
Portland, Maine 04101

AGENT:

MITCHELL & ASSOCIATES
Landscape Architects and Land Planners
70 Center Street
Portland, Maine 04101

October 5, 2015

Ms. Barbara Barhydt, Development Review Manager
and Planning Board Members
City of Portland
389 Congress Street
Portland, Maine 04101

**RE: The Schlotterbeck Block
117 Preble Street
Site Plan Review & Subdivision**

Dear Barbara and Board Members:

On behalf of Schlotterbeck Block LLC., we are pleased to submit the following Site Plan Application & Subdivision Application for the proposed redevelopment of the Schlotterbeck & Foss building located at 117 Preble Street in Portland. This submission has been prepared in compliance with requirements of the City of Portland Zoning and Site Plan Ordinance. The project is intended to increase residential living opportunities within the Bayside community.

The Site

The Schlotterbeck & Foss building is located at 117 Preble Street and is in the B-7 zone. The historic building was designed by John Calvin Stevens in 1925 and was the home of the Schlotterbeck & Foss Company until 2015. The site is comprised of two lots (Tax Map 33, Block E, Lots 1 and 5) totaling an area 40,702 square feet. The site currently contains the 6,800 s.f. existing building, a gravel parking lot (20 +/- spaces) and a paved parking lot (30 +/- spaces.) The soils are characterized as urban conditions. Test borings performed by Ransom Consulting Engineers in 2008 revealed granular fill soils consisting of fine to coarse-graded sand with varying amounts of gravel, silt, bricks, coal, ash, shells, wood and glass debris.

Project Description

Schlotterbeck Block LLC is intending to purchase the historic Schlotterblock and Foss building at 117 Preble Street. The applicant plans to transform the building and the site into a 55-unit apartment community with approximately 1,750 sf of office space.

The building has been occupied by the Schlotterbeck & Foss Company since it was built in 1927. Schlotterbeck & Foss sold the building to JB Brown and Sons in 2008 with the knowledge that they would eventually leave the building and move to a facility more suited to contemporary manufacturing. Schlotterbeck & Foss's lease expires at the end of 2015 at which point the sale to Schlotterbeck Block LLC will go through and the redevelopment of the building will begin.

The main entrance on Preble Street will continue to serve the office space while the existing entrance on the south side of the building will be expanded to act as an entrance to serve the residential portion of the building. Site improvements include new brick sidewalks and streetlights along Preble, Elm and Kennebec Streets. Street tree plantings are proposed along Preble and Elm Street, as well as preservation of existing trees on Preble and Kennebec Streets. New lighting will be provided throughout the site.

The applicant is proposing the continued use of the existing parking lot along Kennebec Street. The continued use of the parking lot will meet the requirements of the proposed text amendment (14-295(a)(26)) to the B-7 Zone, which was recommended by the Planning Board to the City Council on September 29, 2015. Compliance is contingent on City Council approval of the text amendment.

Submission

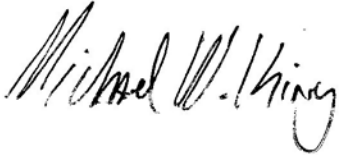
This submission includes the following information:

1. Cover letter, dated October 5, 2015;
2. Site Plan and Subdivision Application & Checklist;
3. Application Fee: \$3,375;
4. Written Submission Documentation;
5. One set of plans (24" x 36");
6. One set of plans (11"x17"); and
7. One set of digital files.

Ms. Barbara Barhydt
and Board Members
Page 3

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

Sincerely,
Mitchell & Associates

A handwritten signature in black ink, reading "Michael W. King". The signature is written in a cursive style with a large, stylized "M" and "K".

Michael W. King
Maine Licensed Landscape Architect

Enclosures

cc: John Anton
Richard Goduti

TABLE OF CONTENTS

EXHIBIT	1	Development Review Application and Checklist
EXHIBIT	2	Right, Title or Interest
EXHIBIT	3	Project Description and Project Data
EXHIBIT	4	Tax Map
EXHIBIT	5	Existing Soils Condition
EXHIBIT	6	Public Utilities
EXHIBIT	7	Technical Capability, Financial Capability and Letter of Authorization
EXHIBIT	8	Compliance with Applicable Zoning
EXHIBIT	9	Waiver Request
EXHIBIT	10	Consistency with City's Master Plan and Conformity with Design Standards
EXHIBIT	11	Fire Department Checklist and HVAC Emissions Requirements
EXHIBIT	12	Traffic and Parking Study
EXHIBIT	13	Stormwater Management Plan
EXHIBIT	14	Solid Waste Disposal and Snow Removal
EXHIBIT	15	Light Fixtures
EXHIBIT	16	Construction Management Plan
EXHIBIT	17	Easements

PROJECT NAME: The Schlotterbeck Block

PROPOSED DEVELOPMENT ADDRESS:

117 Preble Street

PROJECT DESCRIPTION:

Adaptive Reuse of the historic Schlotterbeck and Foss Building
into 55 apartments and +/- 1,750 sf of office space.

 CHART/BLOCK/LOT: 033 E001001
033 E005001

 PRELIMINARY PLAN _____ (date)
 FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: John Anton Business Name, if applicable: Schlotterbeck Block, LLC Address: 77 Spruce St City/State : Portland, ME Zip Code: 04102	Applicant Contact Information Work # _____ Home# _____ Cell # _____ Fax# _____ e-mail: antonatlarge@gmail.com
Owner – (if different from Applicant) Name: same Address: _____ City/State : _____ Zip Code: _____	Owner Contact Information Work # same Home# _____ Cell # _____ Fax# _____ e-mail: _____
Agent/ Representative Name: Michael King Mitchell & Associates Address: 70 Center Street City/State : Portland, ME Zip Code: 04101	Agent/Representative Contact information Work # (207) 774-4427 Cell # _____ e-mail: mking@mitchellassociates.biz
Billing Information Name: John Anton Schlotterbeck Block, LLC Address: 77 Spruce St Portland, ME Zip Code: 04102	Billing Information Work # _____ Cell # _____ Fax# _____ e-mail: antonatlarge@gmail.com

Engineer Name: Ransom Consulting Steve Bradstreet, P.E. Address: 400 Commercial Street City/State: Portland, ME Zip Code: 04101	Engineer Contact Information Work # (207) 772-2891 Cell # Fax# e-mail: steven.bradstreet@ransomenv.com
Surveyor Name: Owen Haskell, Inc. Address: 390 US Route 1, Unit 10 City/State: Falmouth, ME Zip Code: 04105	Surveyor Contact Information Work # (207) 774-0424 Cell # Fax# e-mail:
Architect Name: Rick Goduti Goduti Thomas Architects Address: 44 Oak Street City/State: Portland, ME Zip Code: 04101	Architect Contact Information Work # (207) 775-3184 Cell # Fax# e-mail: gtarick@gmail.com
Attorney Name: Cito Selinger Curtis Thaxter Address: One Canal Plaza, #1000 City/State: Portland, ME Zip Code: 04101	Attorney Contact Information Work # (207) 774-9000 Cell # Fax# e-mail: mselinger@curtisthaxter.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) ☐ Planning Board Review (\$500) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) ☐ Traffic Movement (\$1,000) ☒ Stormwater Quality (\$250) ☒ Subdivisions (\$500 + \$25/lot) # of Lots 55 x \$25/lot = \$1,375 ☐ 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:

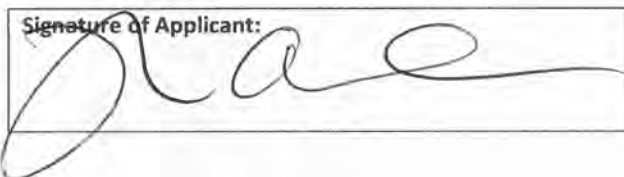
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence 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: 9/22/15
--	------------------

PROJECT DATA

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

Total Area of Site	40,720 sq. ft.
Proposed Total Disturbed Area of the Site	26,500 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)	30,070 sq. ft.
Impervious Area (Total Proposed)	27,300 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	6,800 sq. ft.
Building Footprint (Total Proposed)	6,800 sq. ft.
Building Floor Area (Total Existing)	37,345 sq. ft.
Building Floor Area (Total Proposed)	37,345 sq. ft.
Zoning	
Existing	B-7
Proposed, if applicable	
Land Use	
Existing	Industrial
Proposed	Residential
Residential, If applicable	
# of Residential Units (Total Existing)	N/A
# of Residential Units (Total Proposed)	55
# of Lots (Total Proposed)	2
# of Affordable Housing Units (Total Proposed)	N/A
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	15
# of One-Bedroom Units (Total Proposed)	40
# of Two-Bedroom Units (Total Proposed)	0
# of Three-Bedroom Units (Total Proposed)	0
Parking Spaces	
# of Parking Spaces (Total Existing)	50 +/-
# of Parking Spaces (Total Proposed)	50
# of Handicapped Spaces (Total Proposed)	2
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	23
Estimated Cost of Project	\$5,000,000

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
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
		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;
N/A			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;
N/A			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;
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;
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;
N/A			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;
X		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;
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.

* To be submitted

EXHIBIT 2

RIGHT, TITLE OR INTEREST

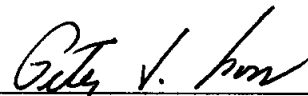
Please see attached warranty deeds for Map 33, Block E, Lots 1 and 5 and the purchase and sale agreement for 117 Preble Street.

SHORT FORM QUITCLAIM DEED
WITH COVENANT

THE FOSS COMPANY, (formerly known as Schlotterbeck & Foss Company, Inc.), a Maine corporation, with a mailing address of P.O. Box 843, Yarmouth, Maine 04086, for consideration paid, grants to **J.B. BROWN & SONS**, a Maine corporation of Portland, Maine, whose mailing address is 482 Congress Street, P. O. Box 207, Portland, Maine, 04112, its successors and assigns forever, with Quitclaim Covenant, the land and buildings located in the City of Portland, County of Cumberland and State of Maine, as described on **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, **THE FOSS COMPANY** has caused this deed to be executed by Peter T. Foss, President, thereunto authorized, this 24th day of September, 2008.

THE FOSS COMPANY

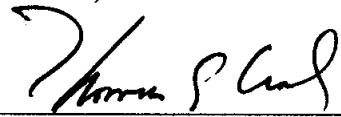
By: 
Peter T. Foss
Its President

STATE OF MAINE
CUMBERLAND, SS.

September 24, 2008

Then personally appeared the above-named Peter T. Foss, President of The Foss Company, and acknowledged the foregoing instrument to be his free act and deed in his capacity and the free act and deed of The Foss Company.

Before me,


~~Notary Public~~/Maine Attorney at Law

Printed Name Thomas G. Leahy

MAINE REAL ESTATE TAX PAID

EXHIBIT A

A certain lot or parcel of land with the buildings thereon, situated on the easterly side of Preble Street and the westerly side of Elm Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning on the easterly side line of Preble Street at a point twenty-eight (28) feet northerly, measured on said line from the northerly side line of Lancaster Street, said point being the southerly corner of land conveyed by Francis Fessenden to the Portland and Rochester Railroad by deed dated June 26, 1891 and recorded in the Cumberland County Registry of Deeds in Book 582, Page 23; thence easterly on a line parallel with said Lancaster Street along the southerly line of said land conveyed by said Fessenden, one hundred two and ninety-five hundredths (102.95) feet more or less, to land conveyed by Karl N. Murch to Cushman Banking Company by deed dated December 20, 1921 and recorded in said registry in Book 1091, Page 336; thence northerly along the westerly line of said last mentioned land four and ninety-seven hundredths (4.97) feet, more or less, to the southerly line of land conveyed by Mary J.E. Clapp to the Portland and Rochester Railroad by deed dated June 29, 1891 and recorded in said registry in Book 580, Page 338; thence easterly on a line parallel with said Lancaster Street, along the southerly line of said last mentioned land ninety-five and one tenth (95.1) feet, more or less, to the westerly side line of Elm Street at a point thirty-three (33) feet northerly measured along said line of Elm Street from the northerly side line of Lancaster Street, thence northerly along said line of Elm Street one hundred twenty-one and fifty-five hundredths (121.55) feet; thence westerly on a straight line two hundred seven and fifty-eight hundredths (207.58) feet to a point on the easterly side line of Preble Street one hundred eighty-nine (189) feet northerly from point of beginning; thence southerly on said line of Preble Street to the point of beginning. Containing thirty thousand four hundred eighty-eight (30,488) square feet, more or less.

FOR SOURCE OF TITLE reference may be had to Quit Claim Deed from the Portland Terminal Company to Schlotterbeck & Foss Co. dated December 17, 1925, recorded in the Cumberland County Registry of Deeds in Book 1224, Page 397.

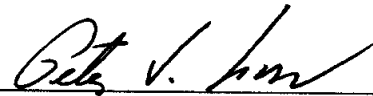
Received
Recorded Register of Deeds
Sep 24, 2008 02:47:22P
Cumberland County
Pamela E. Lovley

SHORT FORM QUITCLAIM DEED
WITH COVENANT

THE FOSS COMPANY, (formerly known as Schlotterbeck & Foss Company, Inc.), a Maine corporation, with a mailing address of P.O. Box 843, Yarmouth, Maine 04086, for consideration paid, grants to **J.B. BROWN & SONS**, a Maine corporation of Portland, Maine, whose mailing address is 482 Congress Street, P. O. Box 207, Portland, Maine, 04112, its successors and assigns forever, with Quitclaim Covenant, the land located in the City of Portland, County of Cumberland and State of Maine, as described on **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, **THE FOSS COMPANY** has caused this deed to be executed by Peter T. Foss, President, thereunto authorized, this 24th day of September, 2008.

THE FOSS COMPANY

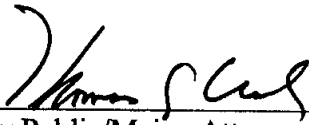
By: 
Peter T. Foss
Its President

STATE OF MAINE
CUMBERLAND, SS.

September 24, 2008

Then personally appeared the above-named Peter T. Foss, President of The Foss Company, and acknowledged the foregoing instrument to be his free act and deed in his capacity and the free act and deed of The Foss Company.

Before me,


~~Notary Public~~ Maine Attorney at Law

Printed Name Thomas G. Leahy

MAINE REAL ESTATE TAX PAID

EXHIBIT A

A certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at an iron pipe in the northeasterly sideline of Preble Street, said pipe being at the westerly corner of a parcel of land conveyed by Portland Terminal Company to Schlotterbeck & Foss Co. by deed dated December 17, 1925 and recorded in the Cumberland County Registry of Deeds in Book 1224, Page 397; thence northeasterly in the northwesterly sideline of said land of Schlotterbeck & Foss Co. a distance of two hundred seven and fifty-eight hundredths (207.58) feet, more or less, to an iron pipe in the southwesterly sideline of Elm Street, said pipe being at the northerly corner of said land of Schlotterbeck & Foss Co.; thence northwesterly in a southwesterly sideline of Elm Street a distance of fifty-three (53) feet, more or less, to its intersection with the southeasterly sideline of Kennebec Street a distance of two hundred five (205) feet, more or less, to its intersection with the northeasterly sideline of Preble Street; thence southeasterly in said northeasterly sideline of said Preble Street a distance of fifty-four (54) feet, more or less, to the point of beginning. Meaning and intending to convey all the land of the Portland Terminal Company lying between Preble and Elm Streets and between the northwesterly sideline of land of Schlotterbeck & Foss Company, Inc. and Kennebec Street.

FOR SOURCE OF TITLE reference may be made to Quit Claim Deed from Portland Terminal Company to Schlotterbeck & Foss Company, Inc. dated May 15, 1984 and recorded in the Cumberland County Registry of Deeds in Book 6449, Page 348.

Received
Recorded Register of Deeds
Sep 24, 2008 02:47:22P
Cumberland County
Pamela E. Lovley

ASSIGNMENT OF PURCHASE AND SALE AGREEMENT

ASSIGNMENT made this 22nd day of September, 2015, by and between JOHN ANTON, of Portland, Maine ("Assignor"), and SCHLOTTERBECK BLOCK LLC, a Maine limited liability company ("Assignee")

WITNESSETH:

WHEREAS, Assignor entered into a Purchase and Sale Agreement dated as of May 6, 2015, as amended by Amendment A thereto dated July 21, 2015 (as it may be further amended from time to time, the "Agreement"), by and between Assignor, as Buyer, and J.B. Brown & Sons, a Maine corporation, as Seller; and

WHEREAS, Assignor desires to assign all of its right, title and interest in and to the Agreement to Assignee, and the Assignee desires to accept such assignment and assume the rights and obligations of the Assignor accruing under the Agreement, in each case with effect from and after the date hereof;

NOW, THEREFORE, in consideration of the respective undertakings and agreements hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. Assignor hereby assigns, transfers and conveys to Assignee all of the Assignor's right, title and interest in and to the Agreement, with effect as of and from the date hereof.
2. Assignee hereby accepts the assignment of Assignor's right, title and interest in and to the Agreement, and (a) assumes performance of all of the obligations of the Assignor under the Agreement, and (b) further agrees to comply with and abide by all of the terms, conditions, provisions, and covenants on the part of the Assignor under the Agreement.

IN WITNESS WHEREOF, the parties have executed this Assignment on the day and year first above written.

SCHLOTTERBECK BLOCK LLC, Assignee

BY: Schlotterbeck Manager LLC, its
Managing Member

By:

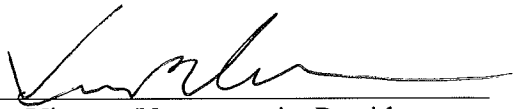
John Anton, authorized member

ACKNOWLEDGMENT OF SELLER

J.B. BROWN & SONS, a Maine corporation, Seller under the above-referenced Agreement, hereby acknowledges the assignment of the Agreement by John Anton to Schlotterbeck Block LLC.

Dated at Portland, Maine, this 22 day of September, 2015.

J.B. BROWN & SONS, Seller

By: 
Vincent Veroneau, its President

C:\OneDrive\Documents\O_MAS\01945 Anton\Title\Assignment of P & S Agreement.docx

PURCHASE AND SALE AGREEMENT

This Agreement made effective as of the 6th day of May, 2015 (the "Effective Date") by and between J.B. BROWN & SONS, a Maine corporation, of Portland, Maine, whose mailing address is P.O. Box 207, Portland, Maine 04112 ("Seller"), and JOHN ANTON, an individual, whose mailing address is 77 Spruce Street, Portland, ME 04102, or assigns ("Buyer").

1. **PREMISES:** The Seller agrees to sell and the Buyer agrees to buy certain lots or parcels of land, with the improvements thereon, located at or near (i) 117-119 Preble Street, and (ii) 195 Lancaster Street, each located in Portland, Maine, together with all improvements and fixtures thereon and all rights, privileges, easements and appurtenances thereto, including without limitation, all air rights, water rights, rights-of-way or other interests in, on, under or to any land, highway, alley, street or rights-of-way abutting or adjoining said parcels, and any and all real property and rights described in or associated with the property as set forth in certain deeds recorded in the Cumberland County Registry of Deeds in Book 26354, Page 312, and 314 and in Book 29387, Page 027, and being more particularly bounded and described in Exhibit A attached hereto (the "Premises"), and all as subject to the leases and other encumbrances set forth in the attached Exhibit B (the "Permitted Exceptions"). The Premises shall also be conveyed together with all screens, blinds, lighting, appliances, heating, cooling and all other equipment and all other items of personal property owned by Seller and located thereon as of the Effective Date and any other items agreed to be transferred to Buyer (the "Personal Property"). The Personal Property shall be conveyed free from all liens and encumbrances at the time of Closing by bill of sale, and Seller's interest in the leases described on Exhibit B, and all tenant security deposits associated therewith and held by Seller, shall be transferred by written assignment.

2. **Purchase Price.** Subject to any adjustments and prorations contained herein, Buyer agrees to pay to Seller for the Premises the sum of [REDACTED] in lawful currency of the United States of America (the "Purchase Price"), payable as follows:

(a) [REDACTED] within three (3) business days after the Effective Date (the "Initial Deposit"), to be held by CBRE/The Boulos Group ("Escrow Agent") in a non-interest bearing account which Initial Deposit shall be credited towards the Purchase Price at the Closing;

(b) [REDACTED] within one (1) business day after the expiration of the Inspection Period (as defined herein), also to be held by the Escrow Agent (the "Additional Deposit") and credited towards the Purchase Price at the Closing. The Initial Deposit and the Additional Deposit shall sometimes hereinafter be referred to collectively as the "Deposit".

(c) The balance of [REDACTED] plus or minus the pro-rations and any other

payments referenced in this Agreement, shall be delivered to the Escrow Agent performing the closing by wire transfer or other immediately available funds and disbursed pursuant to the terms of this Agreement at Closing.

Notwithstanding any other provision of this Agreement, Escrow Agent shall have the right to require written releases from both parties prior to releasing the Deposit to either party. If a dispute arises between Buyer and Seller as to the existence of a default hereunder and/or the release of the Deposit and said dispute is not resolved by the parties within (30) days, Escrow Agent may elect to file an action in interpleader and deliver the Deposit to the court to resolve said dispute, or otherwise disburse the Deposit pursuant to Maine Real Estate Commission regulations. Buyer and Seller, jointly and severally, shall indemnify Escrow Agent for all costs, losses, expenses, and damages, including reasonable attorneys' fees, incurred by Escrow Agent in connection with said action and/or in connection with any dispute relating to this Agreement and/or the Deposit.

3. CLOSING: Unless otherwise agreed in writing, the Closing shall occur on the Closing Date in the offices of the Buyer's lender, however, Closing may be accomplished by mail and need not be "face to face," but through delivery of documents to the purchase money lender's counsel with proper escrow instructions. The "Closing" means consummation of the purchase of the Premises by Buyer from Seller in accordance with the terms and conditions hereof. The "Closing Date" means the date on which Closing will be held, except that notwithstanding any other provisions of this Agreement, the Closing Date shall occur no later than the forty fifth (45th) day after expiration of the Inspection Period, as same may be extended pursuant to the terms herein; provided, however, Seller shall have the unilateral right to extend the Closing Date for up to forty-five (45) days in order to complete a transaction intended to qualify in whole or in part as a tax deferred exchange pursuant to Section 1031 of the Internal Revenue Code of 1986, as amended. Seller must notify the Buyer not less than ten (10) days prior to the scheduled Closing Date if Seller wishes to extend the Closing Date. Both the Buyer and Seller agree to deliver or cause to be delivered any and all documents necessary to consummate this transaction.

If the Closing does not occur on or before the forty fifth (45th) day after expiration of the Inspection Period as a result of Buyer's failure to perform, the Buyer, subject to not less than three (3) business days notice to Seller, shall have the option of purchasing extension periods for Closing as hereinafter described, which extension payments shall be credited toward the Purchase Price but are otherwise non refundable except in the event of Seller's default. Each extension of Closing shall be for thirty (30) days and may be purchased by written notice to the Seller for [REDACTED] each (collectively, the "Extension Fees", singularly an "Extension Fee"). The Extension Fees shall be paid to the Seller directly and shall be fully earned upon payment. If Buyer closes on the Premises in accordance with the terms of this Agreement, each Extension Fee shall be credited to the Purchase Price.

4. DEED, TITLE: Seller agrees to convey to Buyer good and marketable title to the Premises, by Quitclaim Deed With Covenant delivered at Closing, free and clear of

encumbrances except (i) as set forth in Exhibits A and B, (ii) easements for utilities servicing the Premises, (iii) zoning and building laws or ordinances, and (iv) real estate and personal property taxes assessed but not due and payable. Promptly following the execution of this Agreement, Buyer shall (at Buyer's sole expense) obtain a commitment for Title Insurance (the "Title Commitment"); and upon request Buyer shall promptly furnish Seller with true accurate and complete copy thereof (including, at Seller's request, true, accurate and complete copies of all underlying title exception documents referenced therein). Not later than ten (10) days prior to the Closing, Buyer shall give Seller written notice ("Buyer's Title Notice") of any title exceptions which are contained in the Title Commitment and which are not Permitted Exceptions. Failure by Buyer to give Buyer's Title Notice (or to object to any matter referenced in the Title Commitment) to Seller on or before said date shall constitute Buyer's final and irrevocable approval of the condition of title (and to any such unobjected to matter) in and to the Premises, except for new items that appear after the effective date of the Title Commitment.

If Buyer's Title Notice shall be timely given Seller shall have a period of thirty (30) days following Seller's receipt of Buyer's Title Notice, to remove, correct, cure or satisfy any title exceptions that were identified in Buyer's Title Notice as not being Permitted Exceptions, it being nevertheless agreed that Seller shall have no obligation to undertake any action or to incur any expense in order to effectuate any such removal, correction, cure or satisfaction (except that notwithstanding the foregoing Seller shall be required to remove or discharge any mortgages as well as any other liens in an ascertainable dollar amount created by Seller); and it also being agreed that any attempt by Seller to cure shall not be construed as an admission by Seller that such objection is one that would give Buyer the right to cancel this Agreement. In the event that Seller elects not to attempt to remove, correct, cure or satisfy the matters raised in Buyer's Title Notice, or if having elected to do so, does not within said thirty (30) day period effectuate any such removal, correction, cure or satisfaction as aforesaid (hereinafter called "title correction"), Buyer shall have the right at its sole option either (a) to terminate this Agreement, in which event the Deposit shall be returned to Buyer and neither party shall thereafter have any further liability hereunder, except for those provisions that are expressly set forth in the Agreement to survive termination, or (b) to accept such title as is disclosed by the Title Commitment without title correction and without any reduction to the Purchase Price, thereby waiving any rights against Seller with respect thereto. Said election shall be made by Buyer within three (3) business days following Buyer's receipt of written notification by Seller that Seller has not effectuated (or has elected not to effectuate) title correction.

In the event that Seller (even though under no duty to do so) shall undertake title correction as aforesaid, and shall be successful, this Agreement shall continue in full force and effect and Buyer shall close the transaction contemplated hereby in accordance with the terms hereof. In the event that Seller shall only be partially successful in obtaining title correction, Buyer shall have the same alternative rights as Buyer would have in the event Seller had declined to seek title correction (as set forth above). Buyer shall make its election within three (3) business days after Buyer's receipt of written notice from Seller to Buyer of the extent to which title has been corrected.

5. COLLATERAL DOCUMENTS: The parties further agree to execute and deliver to each other at the Closing such title insurance affidavits, assignments of leases, rents and security deposits (held by Seller), evidences of organizational authority (including authority opinions of counsel) and further documents as are reasonably necessary to effect the conveyance of Premises.

6. ADJUSTMENTS AT CLOSING: Taxes shall be prorated as of the Closing Date. Rent under the leases shall be prorated as of 11:59 p.m. on the day immediately preceding the Closing Date. All tenant security deposits held by Seller shall be transferred to Buyer at closing. Each party is responsible for paying the legal fees of its counsel in negotiating, preparing, and closing the transaction contemplated by this Agreement. Each party shall pay one half of the Maine transfer tax required in connection with the deed in accordance with 36 M.R.S.A. § 4641-A. Buyer shall pay all recording fees for the deed. Buyer is solely responsible for (i) the cost of the Survey; (ii) the cost of the premium of the Title Policy and any endorsements therefor. All other closing expenses shall be allocated between Buyer and Seller in the customary manner for sales of real property similar to the project in the City of Portland. Seller and Buyer agree to execute any real estate transfer declarations required by the state, county, or municipality in which the Premises is located.

7. INSPECTIONS: The Premises are to be conveyed "as is" and Seller has made no representation or warranty other than as specifically provided in this Agreement. Upon reasonable written notice to Seller and subject always to the rights of the tenants, Seller hereby grants Buyer and its agents the right to enter upon or in any part of the Premises at all reasonable times and from time to time during the Inspection Period in order to inspect the Premises, conduct surveys, soil tests, engineering and environmental testing and studies and to do such things as are reasonably necessary with respect to its due diligence, acquisition, financing and development of the Premises. Buyer shall indemnify and hold Seller harmless from any claims or loss resulting from such entry, including, without limitation, attorneys' fees. Buyer's satisfaction in its sole discretion with its investigation, reviews, and inspections including without limitation, its satisfaction of the form, content and terms of the leases and other information provided by Seller pursuant to this Agreement, is a condition to Buyer's obligation to close hereunder and in the event that any of the Buyer's investigations, reviews or inspections reveals defects or conditions which are unacceptable to Buyer, in Buyer's sole discretion, then Buyer may terminate this Agreement by written termination notice to Seller prior to the end of the Inspection Period, and upon such notice this Agreement shall terminate, the Deposit shall be returned to the Buyer, and neither party shall have any further obligations hereunder. "Inspection Period" means the period commencing on the Effective Date and expiring at 6:00 p.m. Portland, Maine local time on the date which is seventy-five (75) days thereafter.

8. RISK OF LOSS: Until the delivery of the deed from Seller to Buyer, the risk of loss or damage to the Premises by fire or condemnation shall be on Seller. Seller shall maintain insurance on the Premises in an amount and form satisfactory to Buyer. If, prior to the Closing, the improvements on the Premises shall have been damaged or destroyed by fire or other casualty, or if any portion of the Premises shall have been taken by the exercise of the power of

eminent domain, then, pursuant to Buyer's election, either (a) Seller shall pay over and assign to Buyer at Closing all amounts recovered or recoverable on account of any insurance or all awards recovered or recoverable on account of such taking, or (b) this Agreement shall terminate, whereupon the Deposit shall be returned to Buyer, and neither party shall have any further obligations hereunder.

9. SELLER DOCUMENTS: Seller shall provide to Buyer for Buyer's review and inspection within five (5) days of the Effective Date copies of all of the following documents relating to the Premises in Seller's possession or under Seller's control: (a) title insurance policies; (b) surveys; (c) building plans; (d) environmental studies or reports; (e) rent roll; (f) Property Agreements; (g) year-end profit loss statement for 2014 and year to date for 2015; (h) copies of all utility bills; and (i) tenant leases. "Property Agreements" means all of Seller's right, title and interest in and to all maintenance and service contracts, including any deposits associated therewith, and any easements, licenses or similar agreements. Each of the Closing Date referenced in Section 3 hereof and Inspection Period referenced in Section 7 hereof shall be extended one (1) day for every day of delay beyond said five (5) day period that Seller takes to deliver the aforesaid documents to Buyer.

10. BUYER'S CONTINGENCIES: Buyer's obligations under this Agreement are contingent upon satisfaction of the following within the specified time periods:

(a) Buyer's review and approval according to Buyer's sole discretion of engineering, survey or environmental inspections and reports regarding the Premises performed at Buyer's expense.

(b) Buyer's review and approval according to Buyer's sole discretion of all leases, licenses and permits affecting the Premises.

(c) Buyer's review of satisfactory evidence that the Buyer's intended use of the Premises is permitted under the City of Portland Zoning Ordinance.

(d) Seller shall have performed in all material respects all of the agreements, covenants and obligations contained in this Agreement to be performed or complied with by Seller on or prior to the Closing Date;

If Buyer fails to exercise any of the above contingencies by notice to Seller on or before the last day of the Inspection Period, all such contingencies shall be deemed waived by Buyer. If Buyer timely exercises any such contingency, this Agreement shall terminate, the Deposit shall be returned to Buyer, with copies of all surveys and engineering or environmental reports obtained by Buyer provided to the Seller, and neither party shall have any further obligations hereunder.

11. POSSESSION: Full possession of the Premises free of all tenants other than as set forth as Exhibit B shall be delivered to Buyer at the Closing, with the improvements on the Premises to be in the same condition as they are now, reasonable use and wear excepted.

12. DEFAULT: Upon Buyer's default under this Agreement, the Deposit, together with any Extension Fees paid to Seller shall be forfeited to Seller as liquidated damages, and the receipt and retention of the foregoing shall be the Seller's sole and exclusive remedy. All references to Deposit in this Section 12 shall include any Extension Fees paid and received by Seller. It is agreed that the Deposit then being held is a reasonable forecast of just compensation for the harm that would be caused by such default, which the parties agree is one that is incapable or very difficult of accurate estimation, and that payment of the Deposit upon such default shall constitute full satisfaction of Buyer's obligations hereunder, except as expressly set forth herein.

If Seller fails or refuses to consummate the sale of the Premises to Buyer pursuant to this Agreement at Closing other than Buyer's failure to perform Buyer's obligations under this Agreement, then such event(s) shall constitute a default by Seller hereunder and Buyer shall have the right, as its sole and exclusive remedy, to either: (i) enforce specific performance of Seller's obligations under this Agreement if the nature of Seller's default has not rendered specific performance unavailable, or (ii) if the nature of Seller's default or has rendered specific performance unavailable or ineffective as a remedy, Buyer shall receive a return of the entire Deposit and Buyer may seek damages; or (iii) terminate this Agreement, whereupon neither party hereto shall have any further rights or obligations hereunder (except as expressly set forth herein as surviving termination), and the title company or Seller, as applicable, shall deliver the entire Deposit to Buyer.

13. REPRESENTATIONS AND WARRANTIES OF SELLER: Seller represents and warrants to Buyer that the following are true as of the Effective Date and will be true as of the Closing:

(a) Except for charges to be prorated or otherwise provided for herein, any outstanding charges which are payable on account of the Premises shall be paid prior to, or at, the Closing.

(b) Subject to any environmental reports delivered to Buyer in accordance with Section 9 hereof or recorded against title to the Premises in the Cumberland County Registry of Deeds, and except as discovered by Buyer's agents in its due diligence inspections of the Premises, Seller has not released, disposed of or knowingly permitted the release or disposal of any hazardous substance or other environmental contaminant on Premises and Seller, after due inquiry, has no knowledge of any environmental contaminant on or near the Premises.

(c) There are no outstanding pending, or to the best of Seller's knowledge, threatened liens, claims, options, rights of first refusal, boundary

disputes, or encumbrances against or encroachments by, any portion of the Premises.

(d) This Agreement is, and all documents to be executed and delivered by Seller at the Closing will be, duly authorized and not in violation of any agreement or judicial order to which Seller is subject.

(e) Neither Seller nor, to Seller's knowledge, any direct or indirect owner of Seller is (a) identified on the OFAC List (as hereinafter defined) or (b) a person with whom a citizen of the United States is prohibited to engage in transactions by any trade embargo, economic sanction, or other prohibition of United States law, rule, regulation or Executive Order of the President of the United States. The term "OFAC List" shall mean the list of specially designated nationals and blocked persons subject to financial sanctions that is maintained by the U.S. Treasury Department, Office of Foreign Assets Control and any other similar list maintained by the U.S. Treasury Department, Office of Foreign Assets Control pursuant to any law, rule, regulation or Executive Order of the President of the United States, including, without limitation, trade embargo, economic sanctions, or other prohibitions imposed by Executive Order of the President of the United States.

(f) All requisite action necessary to authorize Seller to enter into this Agreement and to carry out Seller's obligations hereunder has been taken, or on the Closing Date will have been taken. Seller has the right, power and authority to (a) sell the Property to Buyer in accordance with the terms and conditions hereof, (b) execute and deliver this Agreement and all other documents to be executed and delivered, either simultaneously herewith or at Closing, in connection with the transaction contemplated herein, and (c) perform all obligations of Seller that arise under this Agreement or under such documents.

14. **COVENANTS AND AGREEMENTS OF SELLER:** Seller covenants and agrees with Buyer as follows:

(a) Proceedings. From the Effective Date until the Closing Date, Seller shall promptly notify Buyer in writing of any litigation, arbitration or administrative hearing before any court or governmental agency concerning or affecting the Premises which is instituted after the Effective Date.

(b) Operation. From the Effective Date until physical possession of the Premises has been delivered to Buyer, Seller will keep and maintain all of the Premises in good order and condition, will not permit any waste with respect thereto and shall operate the Premises in accordance with its current good faith business practices.

(c) Leases. From the Effective Date until the Closing Date Seller shall not enter into any leases except those previously approved by Buyer. From the Effective Date until the three (3) business Days' prior to the expiration of the Inspection Period, Seller shall give

notice to Buyer prior to the application of any tenant security deposit, and thereafter, until the Closing, Seller shall not, without the prior written consent of Buyer, apply any deposit, whether or not a default of a tenant has occurred under the tenant's lease. Notwithstanding anything herein to the contrary, in the event that the lease is terminated or the tenant under the lease is in default, Seller shall immediately notify Buyer and Buyer shall have the right to terminate this Agreement within seven (7) days of receipt of written notice thereof from Seller.

(d) Property Agreements. From the Effective Date until the Closing Date, Seller shall not enter into any additional Property Agreements whose terms do not provide for a thirty (30) day cancellation provision without penalty.

(e) Unpaid Work. Seller covenants and agrees that Seller shall pay (or make arrangements to pay) any unpaid bills or claims in connection with any construction or repair of the Premises occurring or contracted for by Seller prior to Closing (unless expressly assumed by Buyer).

(f) Property Management Agreement. At or prior to Closing, Seller shall terminate any existing property management agreement with respect to the Premises.

(g) Encumbrances. Between the Effective Date and the Closing Date, Seller shall not grant or permit any new encumbrances on or about the Premises without the prior written consent of Buyer.

(h) Estoppel. At least three (3) days prior to the expiration of the Inspection Period, Seller shall deliver to Buyer tenant estoppels. In addition, Seller shall cooperate in obtaining written subordination, nondisturbance and attornment agreements as may be requested by Buyer's lenders.

15. REAL ESTATE BROKER: Seller and Buyer each represent and warrant to the other that it has not dealt with any agents, brokers or finders in connection with the transaction covered by this Agreement, other than CBRE/The Boulos Group. Seller shall pay at Closing a [REDACTED] commission for payment in full of the Purchase Price pursuant to its agreement with CBRE/The Boulos Group in connection with the transaction covered by this Agreement. Each of the parties hereto agrees to indemnify and hold the other harmless from and against any claims, actions, liabilities, costs and expenses (including, without limitation, reasonable attorneys' fees) with respect to any breach of the foregoing representation and warranty. Seller and Buyer hereby acknowledge that the foregoing representation and warranty shall survive the closing.

16. NOTICES: Notices and other communications required by this Agreement shall be in writing and (i) delivered by hand with receipt; (ii) sent by recognized overnight delivery service; (iii) sent by certified or registered mail, postage prepaid, with return receipt requested or (iv) by electronic mail or facsimile transmission during normal business hours with a

confirmation copy delivered by another method permitted under this Section. All notices shall be addressed as follows:

To Buyer: John Anton
77 Spruce Street
Portland, ME 04102
Email: antonatlarge@gmail.com

With a copy to: Cito Selinger
Curtis Thaxter LLC
One Canal Plaza, #1000
Portland, ME 04101
Email: mselinger@curtisthaxter.com

To Seller: J.B. Brown & Sons
Attn: Vincent P. Veroneau, President
36 Danforth Street
P.O. Box 207
Portland, Maine 04112-0207
E-Mail: veroneau@jbbrown.com

With a copy to: David L. Galgay, Jr., Esq.
Verrill Dana, LLP
One Portland Square
Portland, Maine 04112-0586
E-Mail: dgalgay@verrilldana.com

All such communication shall be deemed made upon the earlier of (3) business days following deposit with the U.S. Mail or the date of receipt as disclosed on the return receipt (if sent by registered or certified mail), or upon delivery (if hand delivered), or upon delivery as indicated on the proof of delivery (if sent via FedEx or similar overnight express mail service), or upon time of confirmed receipt (if sent via Fax or E-mail). With respect to any of the above-referenced methods of delivery, rejection or other refusal to accept or the inability to deliver because of a change of address of which no notice was given shall be deemed to be receipt of the notice sent. Either party may change its address or its Fax number or its e-mail address for purposes of this subparagraph by giving the other party notice of the new address or Fax number in the manner described herein.

17. MERGER: This Agreement represents the entire contract between Buyer and Seller and shall not be amended except by a writing executed by both the parties.

18. SURVIVAL: The representations, warranties and indemnifications set forth in Paragraphs 13 and 14 shall survive the Closing or other termination of this Agreement.

19. MISCELLANEOUS: Whenever in this Agreement consent or approval of any party is required, such consent or approval shall not be unreasonably withheld or delayed unless specifically provided otherwise. The Seller hereby agrees to provide the Buyer evidence of Seller's good standing and due authorization of the execution and delivery of the deed and associated documents, and such other items as the Buyer and/or its title insurer may reasonably request regarding such Closing documents. This Agreement shall be governed by Maine law, and shall be binding upon and inure to the benefit of the parties and their respective successors and assigns.

20. LIKE-KIND EXCHANGE. Buyer and Seller agree to cooperate with each other so that Seller may dispose of the Premises and/or Buyer may acquire the Premises in a transaction intended to qualify in whole or in part as a tax deferred exchange pursuant to Section 1031 of the Internal Revenue Code of 1986, as amended. In order to implement such exchange, Seller, may upon written notice to Buyer assign its rights, but not its obligations, under this Agreement to a third party designated by Seller to act as a qualified intermediary (as such phrase is defined in applicable Internal Revenue Service regulations), and Buyer agrees to make all payments due hereunder to or as may be directed by such intermediary and to execute such instruments as Seller may reasonably request in connection therewith; provided, however, that Buyer shall not be required to incur any additional expense (unless Seller agrees to reimburse Buyer for same at the Closing) or liability (other than to de minimis extent) as a result of such cooperation, exchange or assignment.

21. COUNTERPARTS/FACSIMILE SIGNATURES. This Agreement may be executed in separate counterparts, none of which need contain the signatures of all parties, each of which shall be deemed to be an original, and all of which taken together constitute one and the same instrument. It shall not be necessary in making proof of this Agreement to produce or account for more than the number of counterparts containing the respective signatures of, or on behalf of, all of the parties hereto. The execution of this Agreement and delivery thereof by either facsimile or e-mail shall be sufficient for all purposes and shall be binding upon the party who so executes.

22. TIME IS OF THE ESSENCE. Time is of the essence and a material provision with respect to performance of all obligations under this Agreement.

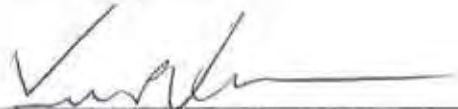
IN WITNESS WHEREOF, SELLER and BUYER have executed this Agreement as of the Effective Date.

WITNESS:



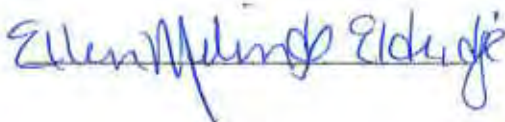
SELLER:

J.B. BROWN & SONS

By: 

Vincent P. Veroneau
Its President

BUYER:



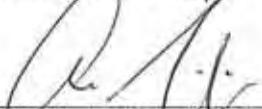


John Anton

Escrow Agent signs to confirm its agreement with the provisions of Section 2 hereof:

ESCROW AGENT:

CBRE/The Boulos Group

By: 

Name: Andrew Sytridson

Title: Managing Director

Date of Execution: 5/6/15

EXHIBIT A

A certain lot or parcel of land with the buildings thereon, situated on the easterly side of Preble Street and the westerly side of Elm Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning on the easterly side line of Preble Street at a point twenty-eight (28) feet northerly, measured on said line from the northerly side line of Lancaster Street, said point being the southerly corner of land conveyed by Francis Fessenden to the Portland and Rochester Railroad by deed dated June 26, 1891 and recorded in the Cumberland County Registry of Deeds in Book 582, Page 23; thence easterly on a line parallel with said Lancaster Street along the southerly line of said land conveyed by said Fessenden, one hundred two and ninety-five hundredths (102.95) feet more or less, to land conveyed by Karl N. Murch to Cushman Baking Company by deed dated December 20, 1921 and recorded in said registry in Book 1091, Page 336; thence northerly along the westerly line of said last mentioned land four and ninety-seven hundredths (4.97) feet, more or less, to the southerly line of land conveyed by Mary J.E. Clapp to the Portland and Rochester Railroad by deed dated June 29, 1891 and recorded in said registry in Book 580, Page 338; thence easterly on a line parallel with said Lancaster Street, along the southerly line of said last mentioned land ninety-five and one tenth (95.1) feet, more or less, to the westerly side line of Elm Street at a point thirty-three (33) feet northerly measured along said line of Elm Street from the northerly side line of Lancaster Street, thence northerly along said line of Elm Street one hundred twenty-one and fifty-five hundredths (121.55) feet; thence westerly on a straight line two hundred seven and fifty-eight hundredths (207.58) feet to a point on the easterly side line of Preble Street one hundred eighty-nine (189) feet northerly from point of beginning; thence southerly on said line of Preble Street to the point of beginning.

For source of title, reference is made to a Quitclaim Deed With Covenant from The Foss Company to J.B. Brown & Sons dated September 24, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26354, Page 312.

Also a certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at an iron pipe in the northeasterly sideline of Preble Street, said pipe being at the westerly corner of a parcel of land conveyed by Portland Terminal Company to Schlotterbeck & Foss Co. by deed dated December 17, 1925 and recorded in the Cumberland County Registry of Deeds in Book 1224, Page 397; thence northeasterly in the northwesterly sideline of said land of Schlotterbeck & Foss Co. a distance of two hundred seven and fifty-eight hundredths (207.58) feet, more or less, to an iron pipe in the southwesterly sideline of Elm Street, said pipe being at the northerly

corner of said land of Schlotterbeck & Foss Co.; thence northwesterly in a southwesterly sideline of Elm Street a distance of fifty-three (53) feet, more or less, to its intersection with the southeasterly sideline of Kennebec Street a distance of two hundred five (205) feet, more or less, to its intersection with the northeasterly sideline of Preble Street; thence southeasterly in said northeasterly sideline of said Preble Street a distance of fifty-four (54) feet, more or less, to the point of beginning. Meaning and intending to convey all the land of the Portland Terminal Company lying between Preble and Elm Streets and between the northwesterly sideline of land of Schlotterbeck & Foss Company, Inc. and Kennebec Street.

For source of title, reference is made to a Quitclaim Deed With Covenant from The Foss Company to J.B. Brown & Sons dated September 24, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26354, Page 314.

Also a certain parcel of land, with the improvements thereon, situated on the northwesterly side of Lancaster Street, the southwesterly side of Elm Street and the northeasterly side of Preble Street in the City of Portland, County of Cumberland and State of Maine and shown as Parcel 3 on ALTA/ACSM Land Title Survey on Preble Street, Lancaster Street East, Elm Street and Oxford Street, Portland, Maine made for Bayside I, LLC by Owen Haskell, Inc., dated January 26, 2000 and recorded in Cumberland County Registry of Deeds in Plan Book 200, Page 40, bounded and described as follows:

Beginning at the point of intersection of the northeasterly sideline of Preble Street and the northwesterly sideline of Lancaster Street;

Thence, N 42°34'18" W by Preble Street 28.00 feet to the land now or formerly of Schlotterbeck & Foss Co. as described in the deed recorded in said Registry of Deeds in Book 1224, Page 397;

Thence, the following courses by Schlotterbeck & Foss:

N 49° 39' 27" E a distance of 102.97 feet to a 6" by 6" concrete monument found;
N 43° 46' 33" W a distance of 4.97 feet to a 6" by 6" concrete monument found;
N 49° 39' 27" E a distance of 94.88 feet to Elm Street;

Thence, S 43°46' 33" E by Elm Street 33.00 feet to Lancaster Street;

Thence, S 49°39' 27" W by Lancaster Street 198.44 feet to the point of beginning.

For source of title, reference is made to a Quitclaim Deed With Covenant from Bayside I, LLC to J.B. Brown & Sons dated March 1, 2012 and recorded in the Cumberland County Registry of Deeds in Book 29387, Page 27.

EXHIBIT B
(List of Leases or Other Encumbrances)

117-119 Preble Street

1. Terms and conditions of a certain Lease dated June 10, 2011 between The Foss Company and J.B. Brown & Sons, a Memorandum of which is recorded in the Cumberland County Registry of Deeds in Book 28756, Page 327, the term of which Lease shall expire on December 31, 2015.
2. Commissioner's Certification of Completion of Remedial Actions Under a Voluntary Response Action Plan recorded in the Cumberland County Registry of Deeds in Book 26383, Page 323.
3. Declaration of Environmental Covenant recorded in Book 26409, Page 214 of the Cumberland County Registry of Deeds.

195 Lancaster Street

1. Unrecorded Lease dated July 10, 1986 by and between Arrow Realty, as Landlord, and GRS, Inc. as Tenant; as amended by Addendum No. 1 dated May 27, 1987; as further amended by addendum No. 2 dated June 2, 1988, as further amended by Addendum No. 3 dated July 26, 1989; as further amended by Addendum No. 4 dated August 22, 1990; as further amended by Addendum No. 5 dated August 10, 1993, as renewed through August 31, 2015.
2. Such state of facts as shown on a "ALTA/ACSM Land Title Survey on Preble Street, Lancaster Street East, Elm Street and Oxford Street, Portland, Maine" made for Bayside I, LLC, by Owen Haskell, Inc., dated January 26, 2000 and recorded in the Cumberland County Registry of Deeds in Plan Book 200, Page 40.
3. Unrecorded Lease dated July 19, 2000 by and between Bayside I, LLC, as Landlord, and Big Brothers/Big Sisters, Inc., as Tenant, as amended by First Amendment and Renewal of Lease dated September 9, 2003; as further amended by Second Amendment and Renewal of Lease dated April 26, 2004; as further amended by Third Amendment and Renewal of Lease dated March 9, 2006; as further amended by Fourth Amendment and Renewal of Lease dated March 27, 2009; as further amended by Fifth Amendment and Renewal of Lease dated March 1, 2012; and as further amended by Sixth Amendment and Renewal of Lease dated January 22, 2013.

EXHIBIT 3
PROJECT DATA

Owner - Applicant	Schlotterbeck Block L.L.C. John Anton, Principal 77 Spruce Street Portland, Maine 04101
Existing Zone	B7 –Urban Commercial Zone/ Mixed Development Zone
Tax Map & Lot Number	Map 33, Block E, Lots 1 and 5
Land Area	40,720 SF, or 0.93Acre
Existing Land Use	five-story building, gravel lot & paved parking lot
Proposed Land Use	55 one-bedroom residential apartment and 1,750 s.f. commercial office
Water	Existing 2-inch and 6-inch lines from Preble Street connect to existing building
Sanitary Sewer	Existing 6-inch line from existing building to 15-inch combined sewer on Elm Street
Natural Gas	Existing 2-inch line from Elm Street connects to existing building
Storm Drainage	15-inch combined storm & sewer drain in Elm Street
Electric	New underground service from Elm Street
Telephone & Cable TV	New underground service from Elm Street

EXHIBIT 3**PROJECT DESCRIPTION**

Schlotterbeck Block LLC is intending to purchase the historic Schlotterblock and Foss building at 117 Preble. Schlotterbeck Block LLC plans to transform the building and the site (Tax Map 33, Block E, Lots 1 and 5) into a 55-unit apartment community with +/- 1,750 sf of office space.

The building has been occupied by the Schlotterbeck and Foss Company since it was built in 1927. Schlotterbeck and Foss sold the building to JB Brown and Sons in 2008 with the knowledge that they would eventually leave the building and move to a facility more suited to contemporary manufacturing. Schlotterbeck and Foss's lease expires at the end of 2015 at which point the sale will go through and the redevelopment of the building will begin.

Schlotterbeck Block LLC has received "Part I" approval for the building from the National Park Service. Part I approval means that the NPS has determined that the property appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer. Part I approval clears the way for Schlotterbeck Block LLC to apply for "Part II" approval of the proposed renovations and eligibility for state and federal historic rehabilitation tax credits.

The building is five and a half stories above ground with six floors of living area. The building's interior features +/- 11' ceilings, abundant natural light from large windows, and prominent historic features most notably the flared mushroom columns frequently found in industrial buildings from the first half of the twentieth century.

The building will be fully renovated including masonry restoration, full window replacement and the installation of new systems. The building will use high efficiency heat pumps with a portion of the power for the system coming from a photovoltaic array on the roof. The building will have excellent air quality resulting from the use of Energy Recovery Ventilation (ERVs) throughout.

The apartments will have a loft design and will emphasize the feeling of space created by the high ceilings and big windows. Apartments will have high-quality modern finishes and appliances, in-unit laundry and abundant built-in storage.

A major selling point of the apartments will be the location. The site is within walking distance of three national supermarkets and both the Wednesday and Saturday Farmers' Markets. The Bayside Trail and its connections to Portland's extensive trail network is only steps away while Monument Square and the rest of downtown are two blocks to the South. The site is arguably the best in Portland for car-free living. Walkscore.com gives the site a 94 Walk Score and a 95 Bike Score. Additionally, the METRO Pulse (the terminus of all bus lines in the region) is 1,500 feet from the site.

The +/- 1,7500 square feet of office space on the first floor preserves the original finishes of the management suite of the Schlotterbeck and Foss Company. This iconic space will be transformed into a co-working space serving both building residents and the broader community.

The main entrance on Preble Street will continue to serve the office space while the existing entrance on the south side of the building will be expanded to act as an entrance to serve the residential portion of the building. Site improvements include new brick sidewalks and streetlights along Preble, Elm and Kennebec Streets, street tree plantings along Preble and Elm Street, preservation of existing trees on Preble and Kennebec Street and significant site landscaping. New lighting will be provided throughout the site.

Parking for the building will be provided on site by reorganizing the parking spaces and maneuvering aisles of the existing parking lots to the north and south of the building. Interior bicycle parking (12 spaces) and exterior bicycle parking (12 spaces) will be provided.

The redeveloped Schlotterbeck & Foss building will provide an on-site car-share program. This program will provide a car on-site for use by residents of the building. The car will be maintained by the building Owner or manager and available on a fee basis.

Stormwater Management

The current site is 74-percent impervious. The existing gravel parking lot sheet flows to both Kennebec Street and Elm Street. Existing catch basins capture the stormwater from the existing paved parking lots on the east side of the site. The catch basin pipe the storm water to the existing 15-inch combined sewer on Elm Street. Stormwater from the existing roof is piped to the Elm Street combined sewer as well.

The proposed site improvements will be 67-percent impervious by removing 2,770 s.f. of impervious area. The proposed stormwater management is based upon discussions with city staff, particularly how the system is coordinated with the future Elm Street stormwater improvements.

The west parking lot is designed to sheet flow toward a filter strip, which has an underdrain connected to a proposed catchbasin. The catchbasin will connect to an existing Kennebec Street catch basin. The east parking lot will utilize catchbasins and storm pipes to collect stormwater. Roof runoff from the existing building will be collected internally and directed toward the east parking lot system. This enclosed system will connect to the Kennebec Street catch basin. These proposed stormwater improvements will allow the stormwater to connect to the future Elm Street stormwater improvements. More detail on the stormwater system can be found in the included stormwater management plan.

EXHIBIT 4

TAX MAP

Please see attached Assessor's Plan noting the project site, Chart 33, Block E, Lots 1 and 5.

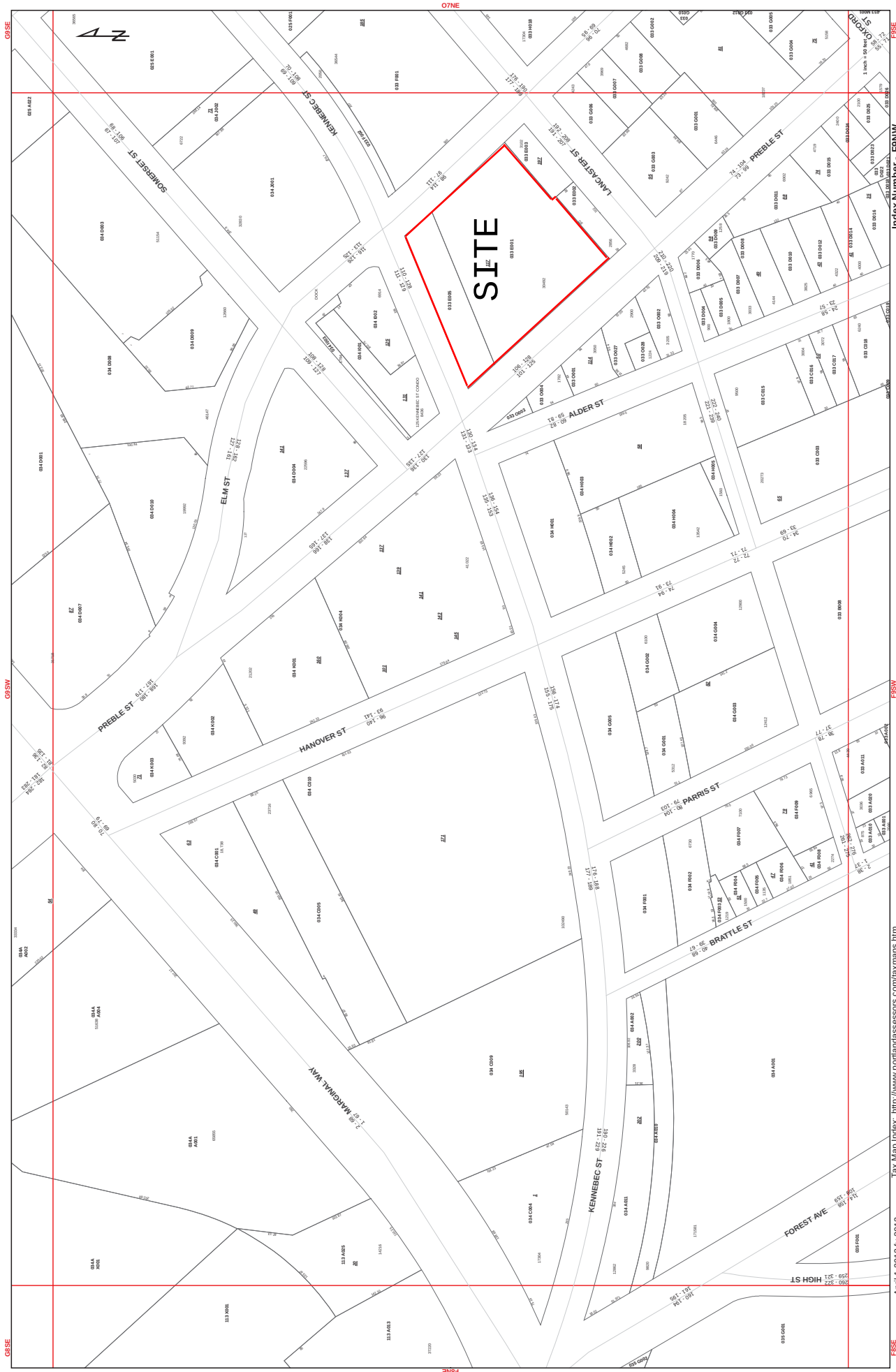


EXHIBIT 5
EXISTING SOIL CONDITIONS

Soils on the site are representative of the urban environment.

Test borings were performed by Ransom Consulting Engineers in June, 2008, as part of a Phase II Limited Subsurface Investigation (LSI). The borings showed granular fill soils consisting of fine to coarse-graded sand with varying amounts of gravel, silt, bricks, coal, ash, shells, wood and glass debris. These urban soils were encountered at depths of 0 to 12 feet.

EXHIBIT 6

PUBLIC UTILITIES

The existing Schlotterbeck & Foss building is served by all needed utilities. The owner plans to extend all services internally to serve the addition.

Water

The existing building is presently served by a 2-inch domestic and a 6-inch sprinkler service from a water main in Preble Street. We have requested an ability to service letter from Portland Water District.

The applicant will be upgrading the 2-inch domestic water service to a 4-inch domestic water service as part of this project.

Sanitary Sewer

An existing 6-inch sanitary sewer line connects the existing building to the 15-inch combined sewer in Elm Street. We have submitted a Wastewater Capacity Application to David Margolis-Pineo, Deputy Chief Engineer. We anticipate sanitary flows to be less than half of the sanitary flows recorded in 2014, when the building was still being used by the Schlotterbeck & Foss company.

Natural Gas

Natural gas serves the building from an existing service line in Elm Street. See the attached ability to serve letter from Unitil.

Electric

Electric service presently is served by overhead from Elm Street. The applicant proposes to install underground electrical service as part of this project. See the attached email from CMP stating their ability to service this proposed project.

Telephone and Cable TV

Telephone and cable TV presently is served by overhead from Elm Street. The applicant proposes to install underground telephone and CATV service as part of this project.

September 3, 2015

Ms. Glissen Havu, Design Engineer
Portland Water District
225 Douglas Street
Portland, Maine 04104-3553

**RE: Schlotterbeck & Foss Building Re-development
117 Preble Street
Portland, Maine**

Dear Glissen:

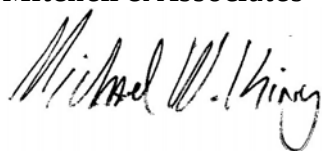
On behalf of Schlotterbeck Block LLC, we are requesting a letter indicating the Portland Water District's ability to provide water service to 117 Preble Street in Portland, Maine.

The subject property is a 30,492 square foot parcel located at 117 Preble Street. There is an existing 5-story building located on the lot. Up until May 2015, the 6,800 s.f. building was occupied by Schlotterbeck & Foss, Inc.; the company manufactured food products in this building since 1925. The new owner proposes to convert the building into 60 one-bedroom apartments.

Enclosed please find a reduced copy of the Site Plan.

We would appreciate your attention to this matter at your earliest convenience. Should you have any questions, please do not hesitate to call.

Sincerely,
Mitchell & Associates



Michael W. King
Maine Licensed Landscape Architect





September 23, 2015

**Re: Schlotterbeck & Foss Building Re-development
117 Preble Street
Portland, Maine**

Dear Mr. King:

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

Unitil has natural gas in the vicinity of this project to provide service. The evaluation to complete the design, costs as well as determining if any customer contribution can be completed once your proposed natural gas load is received. Unitil welcomes the opportunity for further discussions regarding this project.

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

Sincerely,

Bridget L. Harmon
Business Development Representative

Michael King

From: Cough, Jamie [Jamie.Cough@cmpco.com]
Sent: Friday, September 04, 2015 6:42 AM
To: Michael King
Subject: CMP Ability To Serve Letter for 117 Preble Street Redevelopment
Attachments: Standard Easement Sample.pdf; Easement_Information_Worksheet.doc; EDET July 2014.xls

Michael W. King, PLA, LEED AP
Maine Licensed Landscape Architect
Mitchell & Associates
70 Center Street, Portland, ME 04101

Sent via email to: mking@mitchellassociates.biz

RE: Redevelopment of 117 Preble Street, Portland- Request for Ability to Serve Letter

Dear Mr. King:

CMP has the ability to serve the proposed project located at 117 Preble Street, Portland, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact me.

New Service Milestones

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

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

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)

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

If you have any questions, please contact me.

Regards,

Jamie

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



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EXHIBIT 7
TECHNICAL CAPABILITY

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

Mitchell & Associates

70 Center Street
Portland, Maine 04101
Telephone: (207) 774-4427
Contact: Michael King, RLA, Maine #3919

Landscape Architects and Site Planners

Goduti-Thomas Architects

44 Oak Street, No.2
Portland, Maine 04101
Telephone: (207) 775-3184
Contact: Richard Goduti, NCARB

Architects

Ransom Consulting Engineers

400 Commercial Street
Portland, Maine 04101
Telephone: (207) 772-2891
Contacts: Stephen Bradstreet, PE

Civil Engineers

Owen Haskell, Inc.

390 U.S. Route 1 - Unit 10
Falmouth, ME 04105
Telephone: (207) 774-0424
Contact: Ellen Brewer, PLS

Land Surveyors

Gorrill Palmer Consulting Engineers

15 Shaker Road
Gray, Maine 04039
Telephone: (207) 657-6910
Contact: Randy Dunton, PE

Traffic Engineer

Schlotterbeck Block LLC
77 Spruce Street
Portland, ME 04101

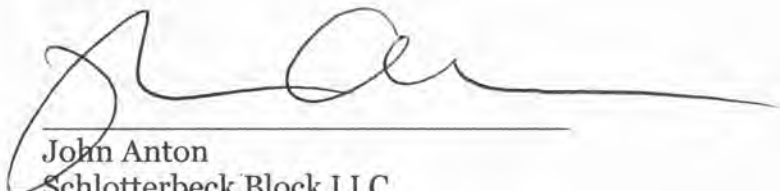
Letter of Authorization

September 18, 2015

Mr. Rick Knowland
City of Portland Planning
389 Congress Street
Portland, ME 04101

Please be advised that this letter authorizes Mitchell & Associates to act as agents on behalf of Schlotterbeck Block LLC in submissions to the City of Portland and Maine DEP in regards to any and all application materials and public meetings that relate to our proposed development at 117 Preble Street.

Sincerely,



John Anton
Schlotterbeck Block LLC



September 22, 2015

Rick Knowland
Senior Planner
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: Schlotterbeck Block LLC - 117 Preble Street

Dear Mr. Knowland:

John Anton and his affiliates are well known to NBT Bank. NBT Bank has a lending relationship with several members of the group tied to the subject project. In addition NBT's Maine team has worked with the group in numerous capacities over the past several years. NBT is interested in entertaining financing for 117 Preble Street and believes the group has the financial capacity to successfully complete the proposed project. We are looking forward to more substantive conversations as this project materializes.

Please feel free to contact me should you need any additional information. I can be reached at (207) 808-4486.

Sincerely,



Joe Delano
Vice President
NBT Bank Maine

EXHIBIT 8

COMPLIANCE WITH B-7 ZONING REQUIREMENTS

14-295 - 14-297 Use: The proposed uses are 55 units of apartments along with +/- 1,750 sf of office space. Multifamily residential and professional, general and business offices are permitted uses in the zone.

A total of 50 parking spaces are proposed. 30 of the spaces will be created by reorganizing the parking spaces and maneuvering aisles of the site's existing surface parking on the 117 Preble Street lot (CBL 033 E001001). This surface parking existed as of March 9, 2005 and has been in continuous existence since then.

20 of the spaces will be created on what is now the gravel parking lot along Kennebec Street (CBL 033 E001005). These spaces meet the requirements of the proposed text amendment (14-295(a)(26)) to the B-7 which was recommended by the Planning Board to the City Council on September 29, 2015. Compliance is contingent on City Council approval of the text amendment.

14-298 Dimensional Requirements:

Because the proposed use for the Schlotterbeck and Foss building is a change in use, the new use must conform to current zoning, including dimensional requirements. The dimensional requirements of the B-7 appear to contemplate exemptions for additions to and relocations of, but not adaptive reuse of, historic structures. Below the current building is analyzed against the dimensional requirements of the B-7:

- (a) *Minimum lot size:* N/A
- (b) *Minimum frontage:* N/A
- (c) *Yard dimensions:*
 - 1. Minimum yards: N/A – Re-development of existing building/
 - 2. Maximum Street Setbacks: N/A --Re-development of existing building.
- (d) *Minimum length of building wall:* N/A --Re-development of existing building.
- (e) *Maximum building lot coverage:* N/A
- (f) *Maximum residential density:* N/A
- (g) *Maximum building height:* The building is approximately 65 feet above grade, below the maximum height of 105' in the Intermediate Urban Height District of the Bayside Height Overlay Map.

- (h) *Minimum building height:* The building is 5 and ½ floors above grade, above the minimum height of 3 floors in the Intermediate Urban Height District of the Bayside Height Overlay Map.

14-299. Performance standards:

The proposed development complies with the performance standards enumerated in 14-299.

B-7 Bayside Design Standards

PRINCIPLE A Urban Design

Site and sidewalk improvements will the pedestrian experience on Preble, Kennebec and Elm Streets. New brick sidewalks and street tree plantings are proposed while existing on-site trees are being preserved. Multiple curb cuts are being reduced to a single curb cut.

PRINCIPLE B Access and Circulation

The adaptive reuse of the Schlotterbeck and Foss building will contribute a small part to a larger vision of connectivity. The project will improve sidewalk access, enhance the pedestrian experience through landscaping and improved sense of place.

PRINCIPLE C Parking, Loading and Service Areas

Surface parking is screened from the street with a mixture of plantings, fences and grade changes. Parking areas will screened along Kennebec Street and Elm Street by the plantings of understory shrub plantings. The existing mature crabapple trees along Preble Street will remain and will also function as a screen of the parking areas.

Bike racks are located close to the rear entry of the building for maximum tenant convenience.

The building's utility and mechanical infrastructure are located in low visibility locations. Mechanical equipment, HVAC and other utilities are located primarily on the rooftop and are fully screened from street level and all view corridors by parapets, roof screens or equipment wells. An electrical transformer is located in the rear setback between Elm Street and the boiler room addition to the building. The transformer will be screened with shrubs and perennial plantings.

A trash collection area will be tucked adjacent to the surface parking lot and will be enclosed with a solid fence. Additionally a 5' metal fence separates the sidewalk from the portion of the surface lot where the trash enclosure lives.

PRINCIPLE D Open Space and the Public Realm

Preserving and improving the landscaping at the site is intended to contribute to improving the overall pedestrian experience of Bayside. The prospective distinctive trees will be preserved while other existing plantings that have grown leggy and obscure the property's iconic architecture will be removed. Additional street trees and plantings along Elm and Preble Streets will add color, texture and seasonal interest along the sidewalks. Native plantings are proposed for their unique character and hardiness to the local climate.

PRINCIPLE E Architectural Design

The building is an existing structure eligible for the National Register.

EXHIBIT 9

WAIVER REQUESTS

The following waiver request are sought:

1. **Street Tree Requirement (Sec. 14-526 2.b. iii. a & Technical Design Manual 4.6)** The proposed 55 unit multi-family residential development expansion requires the planting of 55 trees (1 tree/unit). Due to the size of property and available street frontage, planting this quantity of trees is not feasible. The applicant requests a waiver for 44 trees and shall contribute to the street tree fund in an amount proportionate to the cost of the required trees.
2. **Parking Lot and Parking Space Design (Technical Design Manual 1.14)** The applicant is requesting a waiver in order to increase to amount of compact parking spaces. The Technical Design Manual state “parking lots with greater than 10 spaces may be comprised of up to 20%.” The applicant proposes 38 compact (8' x 15') parking spaces, which would comprise 76% of the total parking spaces. All the proposed residential rental units are either efficiency units or one-bedroom units. Renters of such units generally utilize smaller cars. We believe the proposed high percentage of compact parking spaces will be compatible with the user's of the building.
3. **Travel Aisle Width** The applicant is requesting to reduce the width of the parking lot travel aisle from 24 feet to 20 feet. We are requesting the four foot reduction in order to minimize disturbance to the existing mature trees along Kennebec Street. The drive aisle will serve the single-loaded parking lot (18 compact parking spaces) along Kennebec Street.

Temporary Waiver Request

The applicant requests the following temporary waivers:

1. **Lighting Photometric Plan.** The applicant has selected the proposed light fixtures and cut sheets are submitted as part of this application. We are preparing a point-by-point lighting photometrics plan and we request the ability to provide this plan at a later time.

2. Manufacturers' Verification of Mechanical Systems, HVAC, Emergency Generators, etc.: Emergency generator, HVAC equipment will be mounted on the roof. Sizing and selection of equipment is currently being developed. Appropriate documentation will be submitted for staff review. We request the ability to provide at a later date.

EXHIBIT 10**CONSISTENCY WITH CITY'S COMPREHENSIVE PLAN**

The Project is consistent with the City's Comprehensive Plan and, more specifically, A New Vision for Bayside (2000).

A New Vision for Bayside lays out 11 development principles to achieve the City's goals for encouraging development in the Bayside. This project supports many of the principles proposed.

1. Urban Gateway: Extending Downtown and inviting visitors

Converting the Schlotterbeck and Foss building to a 55-unit apartment building increases the number of Bayside residents who will connect with Downtown. The Schlotterbeck and Foss Building is an iconic structure that is highly visible to visitors entering Downtown through Bayside. The building will be fully restored, enhancing its role in welcoming visitors to Downtown.

2. Economic and employment opportunities

The +/- 1,750 sf of co-working space on the building's first floor provides affordable office space for local businesspeople. Additionally, the creation of new apartments within walking distance of Downtown supports employers looking to attract employees who want the benefits of being able to walk to work.

3. A walkable district

The Schlotterbeck Block project will involve the reconstruction of 3 blocks of sidewalk (including the critical Preble and Elm Street arteries) to current city standards. This represents a significant contribution to the pedestrian infrastructure of the neighborhood.

4. Critical Mass of Dwellings

The creation of the 55 apartments in the Schlotterbeck Block is a significant contribution to the residential density of Bayside.

5. Transit Oriented Development

A key selling point to prospective residents of the Schlotterbeck Block apartments is the opportunity for car-free living. Walkscore.com gives the site a 94 Walk Score and a 95 Bike Score. Additionally, the METRO Pulse is 1,500 feet from the site. The project's TDM plan is intended to support residents in their efforts to minimize reliance on private automobiles.

6. Multi-Level Parking Structures (N/A)

7. A Neighborhood Center (N/A)

8. Recreation and Open Spaces

The building is located a short distance from the Bayside Trail. Proximity to the City's trail network is a key marketing advantage for the apartments. The Schlotterbeck Block will add regular users to the Bayside Trail which will contribute to activating this important recreational space in the City.

9. Social Service Resource Network (N/A)

10. Environmental Remediation

In 2008, the building owners entered into a Voluntary Response Action Plan (VRAP) with the state Department of Environmental Protection. At that time, approximately 759 tons of petroleum-contaminated soil were removed from the site. The VRAP ensures that all soil moved during the redevelopment of the Schotterbeck Block will be tested for contamination and disposed of properly while also allowing for adaptive reuse of the building.

11. Scrapyard Redevelopment (N/A)

EXHIBIT 11**FIRE DEPARTMENT CHECKLIST**

1. Name, address, telephone number of applicant

Schlotterbeck Block LLC
John Anton, Manager
77 Spruce Street
Portland, Maine 04101
Phone: 207.650.8979

2. Name, address, telephone number of architect

Goduti/ Thomas Architects
20 Middle Road
Falmouth, Maine 04105
Contact: Richard Goduti
Phone: 207.775.3181

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

Residential R-2 (six floors)
Business B (part of first floor)

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

Basement	6,224 SF
First Floor:	6,224 SF
Second Floor:	6,224 SF
Third Floor:	6,224 SF
Forth Floor	6,224 SF
<u>Fifth Floor:</u>	<u>6,224 SF</u>
Total:	37,345 SF

5. Elevation of all structures

Building Height is 65 feet as measured by IBC definitions.

Proposed fire protection of all structures

Fully Supervised NFPA 13 system throughout. Standpipes at both stairs.

6. Hydrant locations:

- corner of Kennebec Street and Elm Street 95' from the building
- corner of Kennebec Street and Preble Street 108' from the building

7. An existing exterior connection (s) to the sprinkler system exists at the front (Preble Street) side of the building.

A 12 inch water main is located within Preble Street. An existing 6 inch water service (for sprinkler system) connects the Preble Street water main to the building.

8. Access to all structures [min. 2 sides]:

The existing structure is accessible from four (4) sides.

9. A code summary including referencing NFPA 1 and all fire department Technical standards:

A. NFPA, IBC Use: residential R-2 (6 floors), business B (partial 1st floor)

B. NFPA, IBC classification: Type 1B- all structural components min. 2 hr. rated

- existing exterior masonry: solid 16" masonry
- interior structural columns: reinforced concrete
- interior structural floors: poured in place reinforced concrete
- roof deck: poured in place reinforced concrete

C. NFPA, IBC allowable Height and Area: IBC table 503 type 1B construction:

- R-2: 11 story height max (exist. 6 floors), 24,000 s.f. per floor max allowed (exist. 6,224 s.f.)

D. All non combustible construction materials.

E. Two interior exist exit stairs 2 hr rated min. walls, concrete stair runs, self supporting leading directly to the exterior. Min. tread width. 7 ½" risers, 10 ½" treads.

F. Design loads: all existing design loads min. 100lbs per s.f.

G. Monitered NFPA 13 sprinkler system and addressable fire alarm system.

A complete review of all building and life safety codes will be completed as part of the building permit process.

EXHIBIT 12

**TRAFFIC ASSESSMENT, PARKING DEMANDS & TRANSPORTATION
DEMAND MANAGEMENT (TDM) PLAN**

The following are included:

- “Traffic Assessment, Schlotterbeck & Foss Building, Portland, Maine,” prepared by Gorrill Palmer, October 2015.
- “Parking Demands, Schlotterbeck & Foss Building, Portland, Maine,” prepared by Gorrill Palmer, October 2015.
- “Transportation Demand Management (TDM) Plan, Schlotterbeck & Foss Building, Portland, Maine,” prepared by Gorrill Palmer, October 2015.

**Traffic Assessment
Schlotterbeck & Foss Building
Portland, Maine
October 2015
JN 3027**

I. Introduction

This study examines the impact of the renovation of the Schlotterbeck & Foss Building site in the block defined by Elm Street, Lancaster Street, Preble Street, and Kennebec Street in Portland, Maine. The existing site has a five story building, with a total of 37,345 square feet, which was previously used for food processing and production. The redevelopment of the existing building will include 1,750 square feet of office space and 55 market rate residential units. Access to the site is via the existing site driveway onto Elm Street.

II. Existing Traffic Volumes / Traffic Patterns

Traffic counts are typically completed for intersections within the study area to assess the impact of the project. Since the forecast trip generation is approximately equal to the existing trip generation (see Section III) of the previous use, the surrounding intersections should not operate any differently than they do today. In addition, the currently scheduled Somerset Street Extension (see Section IV) project is anticipated to change traffic flows in the immediate area, which would make any traffic counts and associated analysis of those intersections irrelevant.

III. Trip Generation

The proposed redevelopment includes 1,750 sf of office space and 55 market rate apartments. MaineDOT allows credit to be given for any on-site use within the last ten years, so trips generated by the food production and processing building are subtracted from the forecasted future trip generation. The Institute of Transportation Engineers' publication *Trip Generation*, Seventh Edition; Land Use Code (LUC) 710 – General Office Building; LUC 220 – Apartment; and LUC 140 – Manufacturing were used to calculate the trips generated. The trip generation is summarized as follows:



Trip Generation Summary

	AM Peak Hour Adjacent Street	PM Peak Hour Adjacent Street
Proposed Development		
Office Space	3	3
Residential Units	28	34
Credit		
Manufacturing	(-27)	(-28)
Net Trip Generation	4	9

As the results in the Trip Generation Summary table show, the proposed use uses are not expected to significantly increase the trip generation for the site.

IV. Somerset Street Extension Project

The Somerset Street Extension project is currently underway in Portland, Maine. Somerset Street is located northeast of the Schlotterbeck & Foss Building and it is a short, dead end road. The project involves extending Somerset Street east to connect it to Elm Street and extending it west to connect with Hanover Street. The connection with Hanover Street includes modifying the Kennebec and Preble Street intersection to include Alder Street.

V. Capacity Analysis

Typically GP would perform a capacity analysis for the site driveway and immediate roadway network using Synchro / SimTraffic computer analysis software. However, since the net increase in trip generation is so low, and the area traffic patterns are expected to change as a result of the Somerset Street extension project, capacity analysis is not anticipated to be an issue. Jeremiah Bartlett, the City of Portland's Traffic Systems Engineer, concurred with this assumption.

VI. Queue Analysis

In addition to completing a capacity analysis, GP would typically also complete a queue analysis for the site driveway to compare the 95% queue lengths reported by the software. However, since the net increase in trip generation is so low, queue lengths are not anticipated to be effected by the proposed project.



VII. Sight Line Evaluation

Both the City of Portland and Maine Department of Transportation have guidelines for sight distances. The City's sight distance criteria is the same as MaineDOT. The basic sight line standards are as follows:

Sight Distance Criteria

Posted Speed (mph)	MaineDOT (ft)	City of Portland (ft)
25	200	200
30	250	250
35	305	305
40	360	360
45	425	425

The MaineDOT and City measure sight distance using the same methodology. GP has evaluated the available sight lines at the site driveway onto Elm Street in accordance with MaineDOT / City standards.

The evaluation method is as follows:

Driveway observation point:	10 feet off edge of traveled way
Height of eye at driveway:	3 ½ feet above ground
Height of approaching vehicle:	4 ¼ feet above ground

All speed limits in the immediate area are posted 25 mph. Elm Street is a one-way in a northwesterly direction so sight distance exiting the site is only applicable looking to the right. The following table summarizes the measured sight distances.

Sight Distance Summary

Approach	Sight Distance			
	Looking Left (ft)	Looking Right (ft)	MaineDOT Required (ft)	Portland Required (ft)
Exiting driveway onto Elm Street*	N/A	350+	200	200

*Elm Street is one-way

As summarized in the table, the available sight distance exceeds both MaineDOT and City requirements. GP recommends any signage, landscaping, fences etc. be located such that they do not decrease available sight distance.



VIII. Crash Summary Data

GP obtained the crash data from MaineDOT for the period of 2012-2014, the most recent period available at the time this study was prepared (attached).

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

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

Based on the crash data provided by MaineDOT there are two high crash locations in the area of study. The intersection of Kennebec Street with Preble Street has a CRF of 4.57 and a total of 12 crashes. The intersection of Elm Street with Lancaster Street has a CRF of 4.57 and 10 total crashes. GP obtained the police reports for both HCLs. The first report showed that most of the accidents that occurred at the intersection of Kennebec Street with Preble Street were due to vehicles approaching the intersection failing to see the vehicles that had the right-of-way. Kennebec Street is a two-way street that has stop signs at both approaches of its intersection with Preble Street, which is a one-way street and does not have to stop at Kennebec Street. Eight out of twelve crashes that occurred were caused by vehicles on Kennebec Street failing to see the vehicles on Preble Street before entering the intersection. This crash pattern may be remedied after the completion of the Somerset Street Extension project changes the configuration of the existing intersection.

At the intersection of Elm Street with Lancaster Street the police reports show that two of the ten collisions involved bicyclists and three of the ten collisions occurred due to vehicles approaching the intersection failing to see vehicles that had the right-of-way. Both Elm and Lancaster Streets are one-way. Elm Street is controlled by stop signs at the intersection and Lancaster Street is free flowing.



IX. Conclusions / Recommendations

The following is a summary of the Conclusions / Recommendations:

1. The proposed development is forecast to generate 4 trip ends and 9 trip ends during the weekday AM and PM peak hours respectively. This level of trip generation does not require a MaineDOT traffic movement permit. Since the proposed net trip generation is forecast to be low, and the Somerset Street Expansion project will change traffic patterns on the adjacent roadway network, capacity and queuing analysis were not necessary.
2. The sight distance exiting the site exceeds both MaineDOT and City requirements.
3. The MaineDOT crash data indicates that there are two high crash locations in the vicinity of the site; the intersection of Elm Street with Lancaster Street and the intersection of Kennebec Street with Preble Street. The Somerset Street Extension project will modify the intersection of Kennebec Street and Preble Street.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Randall E. Dunton'.



10/5/15

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 SummaryREPORT DESCRIPTION

Preble St area

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: 0560414

Start Node: 19011
End Node: 19010Start Offset: 0
End Offset: 0☐ Exclude First Node
☐ Exclude Last Node

Route: 0560597

Start Node: 19010
End Node: 19016Start Offset: 0
End Offset: 0☒ Exclude First Node
☐ Exclude Last Node

Route: 0560426

Start Node: 19015
End Node: 19016Start Offset: 0
End Offset: 0☐ Exclude First Node
☒ Exclude Last Node

Route: 0560252

Start Node: 19015
End Node: 19011Start Offset: 0
End Offset: 0☒ Exclude First Node
☒ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury Crashes			PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
19011	0560414 - 0.21	Int of ELM ST KENNEBEC ST	2	3	0	0	0	0	3	0.0	1.837	0.54	0.46	1.18
											Statewide Crash Rate:	0.14		
19010	0560414 - 0.26	Int of KENNEBEC ST PREBLE ST	2	12	0	1	0	2	9	25.0	1.924	2.08	0.45	4.57
											Statewide Crash Rate:	0.14		
19016	0560597 - 0.19	Int of LANCASTER ST PREBLE ST	2	1	0	0	0	0	1	0.0	1.485	0.22	0.48	0.00
											Statewide Crash Rate:	0.14		
19015	0560426 - 0.20	Int of ELM ST LANCASTER ST	2	10	0	1	2	2	5	50.0	1.512	2.20	0.48	4.57
											Statewide Crash Rate:	0.14		
Study Years: 3.00			NODE TOTALS:		26	0	2	2	4	18	30.8	1.28	0.33	3.89

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes			PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
19010 Int of KENNEBEC ST	19011 PREBLE ST	194704	0 - 0.05	0560414 - 0.21 RD INV 05 60414	0.05	2	0	0	0	0	0	0.0	0.00015	0.00	1551.00	0.00
19010 Int of KENNEBEC ST	19016 PREBLE ST	3106835	0 - 0.06	0560597 - 0.13 RD INV 05 60597	0.06	2	1	0	0	0	1	0.0	0.00084	395.14	699.00	0.00
19015 Int of ELM ST	19016 LANCASTER ST	194714	0 - 0.04	0560426 - 0.20 RD INV 05 60426	0.04	2	1	0	0	0	1	0.0	0.00003	9840.97	287.49	34.23
19011 Int of ELM ST	19015 KENNEBEC ST	3119283	0 - 0.05	0560252 - 0.24 RD INV 05 60252	0.05	2	0	0	0	0	0	0.0	0.00084	0.00	699.48	0.00
Study Years: 3.00					Section Totals:	0.20	2	0	0	0	2	0.0	0.00187	355.87	613.20	0.58
Grand Totals:						0.20	28	0	2	2	4	28.6	0.00187	4982.13	822.44	6.06

**Parking Demands
Schlotterbeck & Foss Building
Portland, Maine
October 6, 2015
JN 3027**

Introduction:

Gorrill Palmer (GP) has evaluated the potential parking demand for the proposed redevelopment of the Schlotterbeck & Foss Building. The site is located in the B-7 Mixed Development District Zone. The proposed building will have 1,750 square feet of office space and 55 market rate residential units with unbundled parking. The parking evaluation is based on the City of Portland Ordinance for these two uses.

Vehicular Parking:

The following is a summary of the vehicular parking demand based on the two uses and the City Ordinance:

Vehicular Parking Requirement Summary

	Parking Variable	Ordinance Requirement	Required Parking per Ordinance	Car-Share Reduction	Off Set Parking Peaks (5%)	Reduced Parking Demand
Proposed Uses						
Office Space	1,750 sf	1 / 400 sf	5 spaces	0 spaces	0 spaces	5 spaces
Residential Units	55 units	1 / unit	55 spaces	7 spaces	3 spaces	45 spaces
Total Parking Requirement			60 spaces	7 spaces	3 spaces	50 spaces

Additional Residential Units Discussion:

There are several sections within the ordinance which discuss residential units and that may apply. Those sections are described as follows:

Residential Units – The City's standard requirement for residential units is 2 spaces per unit (Sec. 14-332 (a)). Under Sec. 14-332.2 (c): "Site plans over 50,000 square feet and projects in the B-6, B-7, and USM Overlay Zones: Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer." The site is located in Zone B-7; however, the existing building has less than 50,000 sf of total floor area and therefore this reduction in required parking spaces cannot be taken.



The ordinance also has Section 14-332.1 (i) that states “B-7, Mixed Development District Zone: Off-street parking for all projects regardless of size, shall be governed by 14-332.2(c) of this article.” This referenced section is the one described above reducing the requirement from 2 spaces per unit to 1 space per unit. Therefore, we have based the parking requirement for the residential units on 1 space per unit.

Section 14-332.1 (k) 2 of the ordinance states the following for residential development on the peninsula and in the R-6 and R-6A Zones: “The required parking for multi-unit residential buildings may be partially met through provision of shared-use vehicles, which are vehicles owned and maintained by the owner/manager of the building and available for use on a fee basis to the residents of the building. One shared use vehicle shall be deemed to satisfy eight (8) required car spaces, but in no case shall more than 50% of the parking requirement be satisfied by shared vehicle use.” Although this site is not in the R-6 or R-6A Zone, it is a residential development, so the reduction of eight spaces may be taken if approved by the City. It should be noted that the table has only taken a deduction of 7 spaces. This is because the car share vehicle itself will occupy one space.

Although not discussed in the City Ordinance, parking is typically reduced when the peak parking demand for uses are not expected to occur concurrently. For example, the peak parking demand for the residential units would be expected to occur in the early morning and late at night when everyone is home. This is completely opposite of the peak parking demand for the office space, which would be expected during the normal business day. To show how much of a parking reduction this would be, we have shown the revised parking in the previous table. As can be seen from the table, this would result in a reduction of 3 parking spaces.

Bicycle Parking:

Per City Ordinance, non-residential structures are required to provide bicycle accommodations in proportion to the vehicular parking. For residential structures 2 bicycle parking spaces are required for every 5 dwelling units and for non-residential structures 2 bicycle parking spaces are required for every 10 vehicle parking spaces. Based on the ordinance this project would require 22 residential and 2 non-residential bicycle parking spaces for a total of 24 bicycle parking spaces.

Conclusions:

This project is forecast, in our opinion, to require approximately 50 vehicular parking spaces and 24 bicycle parking spaces. However, this methodology needs to be reviewed and approved by the City.

Transportation Demand Management Plan
Schlotterbeck & Foss Building
City of Portland, Maine
October 6, 2015

Introduction

Schlotterbeck & Foss provides this Transportation Demand Management (TDM) Plan in support of the City's transportation and environmental sustainability goals by encouraging and promoting bicycling, walking, and use of transit. The site currently consists of a five story building which was previously used for food processing and production. The proposed redevelopment of the existing building includes the following uses:

- 1,750 square feet of office space
- 55 market rate residential units

The site is well located near I-295 northbound and southbound ramps; has several bus stops surrounding the site, including one directly across the street from the site driveway; and is surrounded by a network of sidewalks. To reduce the impact of traffic during the peak hours of the adjacent street, the following is a description of the elements of the TDM Plan.

TDM Coordinator

The Schlotterbeck & Foss building will have a designated TDM coordinator to administer the TDM Plan. The TDM coordinator will be responsible for posting changes and updates to the METRO schedule, local UHaulCarShare information and care share information in the lobby, providing maps of alternate parking locations in the area, monitoring bike rack use, as well as providing other information relevant to promoting and encouraging the greater use of bicycling, walking, and bus-based transit.

Employee and Resident Survey

The TDM Coordinator will be expected to promote interaction with the employees and with the residents living in the building. In addition, the employees and residents can be surveyed to gain information on how the TDM Plan is working and suggestions to improve the Plan.



METRO

The site is closely situated to METRO Route 8, the Peninsula Loop, as well as being a short distance from Oxford Street where Routes 2, 4, and 5 run. The bus schedules will be provided in the front lobby.

Bicycle Use

The Schlotterbeck & Foss Building will provide on-site bicycle racks for 24 bicycles. The TDM coordinator will monitor the bicycle rack use to identify if additional bike racks are warranted.

UHaulCarShare

Maine is one of 22 states served by UHaulCarShare in the United States. In Portland the service provides a total of seven cars. There are three UHaulCarShare vehicles located close to the site, two of which are at 26 Elm Street adjacent to the library, and another at 115 Congress Street. These vehicles are available on an hourly or daily basis.

On-Site Car-Share Program

The Schlotterbeck & Foss Building will provide an on-site car-share program. This program would provide a car on-site for use by the residents of the building. The car would be maintained by the building owner or manager and available on a fee basis.

Sidewalk Facilities

One of the many benefits of being located in the downtown area is that sidewalks surround the proposed project encouraging walking to and from the site. The building will be accessed by a door directly onto Preble Street and the adjacent sidewalk network.

Education

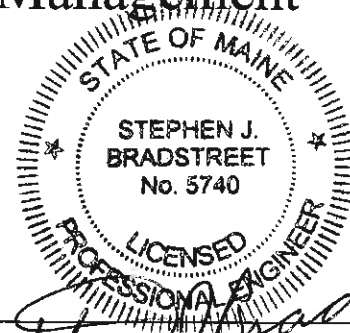
The Schlotterbeck & Foss Building plans to provide informational flyers in the front lobby and/or on their website which includes; promotion of the on-site bicycle racks, METRO stop schedules and stop locations within the area, contact information for local taxi services, available information for local UHaulCarShare accommodations in the area, as well as on-site car share information, and contact information for the TDM coordinator.

EXHIBIT 13
STORM WATER MANAGEMENT

See attached “Schlotterneck and Foss Stormwater Management Narrative”, prepared by Stephen Bradstreet, P.E. of Ransom Consulting Engineers, Inc., dated October 5, 2015.

Schlotterbeck and Foss Stormwater Management Narrative

Date: October 5, 2015
To: City of Portland
From: Stephen J. Bradstreet, P.E.
Peer Review: Maureen P. McGlone, P.E.
Location: 117 Preble Street, Portland, Maine



List of Appendices:

Appendix A: Post Construction Stormwater Management Plan
Appendix B: Stormwater BMP Inspection and Maintenance Requirements
Appendix C: Pre Development Hydro CAD Calculations
Appendix D: Post Development Hydro CAD Calculations

Existing Conditions:

The site is a 40,720 SF (0.94 acres) parcel that is bordered by Preble Street, Kennebec Street, Elm Street and the rear of properties on Lancaster Street. The site consists of the existing Schlotterbeck and Foss building (6,800 SF), lawn (10,650 SF) and gravel/paved areas (23,270 SF). The site's topography is generally flat and slopes to on-site catch basins or directly sheds out to the streets where the stormwater is intercepted by the City's stormdrain system.

Stormwater runoff from the site flows offsite into four catch basins 1) Preble Street, 2) corner of Preble and Kennebec Streets, 3) corner of Elm and Kennebec Streets and 4 Elm Street. The paved parking area and building flow out to the Elm Street catch basin (Sub-catchment Area 1, 2 & 3). The gravel parking area flows to the two catch basins at the corners of Kennebec and Preble or Elm Streets (Sub-Catchments 4 & 5). The remaining small area flows to a catch basin on Preble Street (Sub-Catchment 6). All catch basins are part of the City's combined sewer system in this area of Bayside.

Proposed Development:

The applicant, Schlotterbeck Block, LLC, proposes to convert the existing commercial building into 55 units of residential housing by converting the interior of the building into 1 bedroom apartments. The site will include a parking lot with access from Elm Street and provide 50 parking spaces. The width of the existing entrance on Elm Street will be reduced from 56 feet to 24 feet. The existing entrance on Preble

City of Portland

Street will be closed. The proposed development will decrease the site's impervious area from 30,070 SF to approximately 27,300 SF. The remaining area will be a combination of landscaped planting areas or lawn.

Stormwater Management – Basic Standards:

Erosion and sedimentation control measures are detailed within the design plans. Good housekeeping practices will be in accordance with Maine DEP Best Management Practices. A post construction stormwater management plan is provided in Appendix A. Stormwater BMP inspection and maintenance requirements are provided in Appendix B.

Stormwater Management - Quality:

The existing site is currently gravel, pavement and building and is basically 75% impervious. The existing gravel parking lot sheet flows primarily to the catch basins at the corners of Kennebec Street, which flow into a combined system.. The building and paved area of the site flow into the catch basin on Elm Street and into a combined system. The small remaining landscaped area flows to a catch basin in Preble Street and into a combined system.

The site's impervious area has been reduced by 2,770 SF which is a 9% reduction. With the removal of the gravel parking lot, the stormwater quality will improve greatly. However, an underdrained vegetated swale is proposed in the grass area adjacent to Kennebec Street. This will further improve the water quality exiting the site. Furthermore, most of the remaining area of the site's stormwater will now exit to the catch basin at the corner of Kennebec and Elm Street. Based on discussion with the City it is more favorable to connect at this location since it is closer to the future separated sewer extending up from Somerset Street.

Stormwater Management - Quantity:

With the reduction in impervious area and the introduction of landscaped areas with an underdrained vegetated swale, there are no detention measures proposed. The stormwater runoff has been reduced by 7% to 21% depending on the storm event. The 1" storm event is obviously the most frequent and has been reduced by 21%. Based on the proposed site conditions and the reduction in stormwater flows, we believe that detention is not required.

Hydraulic Analysis:

Stormwater runoff calculations for quantity were made using the HydroCAD 10.0 computer program, which is based on the Soil Conservation Service's TR-20 methodology. Runoff hydrographs are generated based on a standard Type III 24 hour storm.

Six storm events were modeled as follows:

City of Portland

1. 1" storm: The 1" storm event was analyzed to simulate a heavy weather event that would typically happen multiple times over a given year and may impact the CSO frequency and volume.
2. 1.6" storm: The 1.6" storm event was analyzed to evaluate the ability to reduce future Stormwater Fees.
3. 2-year frequency flood event: 3" rainfall
4. 10-year frequency flood event: 4.7" rainfall
5. 25-year frequency flood event: 5.5" rainfall
6. 100-year frequency flood event: 6.7" rainfall

Runoff Curve numbers were determined based on land coverage and soil type based on available Medium Intensity Soils Surveys. Times of concentration were developed based on runoff flow paths for each subarea and shown on the Pre and Post-Development plans. A minimum Tc of 6 minutes was set in the HydroCAD model.

Peak runoff flow rates and runoff volumes are provided for the following four analysis points, which are identified on the Pre and Post-Development plans.

1. Analysis Point A (CB at Elm Street)-This catch basin currently receives stormwater runoff from the existing paved parking lot and building. In this area the catch basin is in a combined stormwater system.
2. Analysis Point B (CB at Kennebec/Elm Street)-This catch basin currently receives stormwater runoff from half the gravel parking lot. In this area the catch basin is in a combined sewer system.
3. Analysis Point C (CB at Kennebec/Preble Street)-This catch basin currently receives stormwater runoff from half the gravel parking lot. In this area the catch basin is in a combined sewer system.
4. Analysis Point D (CB at Preble Street)-This catch basin currently receives stormwater runoff from a small lawn area. In this area the catch basin is in a combined sewer system.

Analysis Point A shows a decrease in runoff rates and volume since all site flow is removed from this basin and redirected to the catch basin at the corner of Kennebec/Elm Streets.

Analysis Point B shows an increase in runoff rates and volume; however reduction in flows going to Analysis Point A and the overall reduction in flows and volumes off-site benefit the combined sewer system downstream of the site.

Analysis Point C shows a decrease in runoff rates and volume and the overall reduction in flows and volumes off-site benefits the combined sewer system downstream of the site.

City of Portland

Analysis Point D shows an increase in runoff rates and volume; however the overall reduction in flows and volumes off-site benefits the combined sewer system downstream of the site.

Peak runoff rates and runoff volumes for the above analysis points and storm events are tabulated in the following tables. HydroCAD calculations can be found in Appendices C & D. Pre- and Post-Development plans (SW-1 and SW-2) can be found in the plan set.

Storm Event	PRE-Development Peak Runoff RATES cubic feet per second (CFS)				
	Analysis Point A CB in Elm St	Analysis Point B CB at Elm/Kennebec	Analysis Point C CB at Preble/Kennebec	Analysis Point D CB in Preble St	Total A + B + C +D
	Areas 1, 2 & 3	Area 4	Area 5	Area 6	
1" Storm	.43	.05	.05	0	.53
1.6" Storm	.8	.12	.12	.02	1.06
2 Year Frequency	1.70	.28	.29	.11	2.38
10 Year Frequency	2.78	.49	.49	.23	3.99
25 Year Frequency	3.29	.58	.58	.29	4.74
100 Year Frequency	4.05	.72	.72	.39	5.88

Storm Event	POST-Development Peak Runoff RATES cubic feet per second (CFS)				
	Analysis Point A CB in Elm St	Analysis Point B CB at Elm/Kennebec	Analysis Point C CB at Preble/Kennebec	Analysis Point D CB in Preble St	Total A + B + C +D
		Areas 1-8	Area 9	Area 10	
1" Storm	0	.4	.01	.01	.42
1.6" Storm	0	.81	.04	.05	.90
2 Year Frequency	0	1.83	.12	.19	2.14
10 Year Frequency	0	3.07	.22	.37	3.66
25 Year Frequency	0	3.66	.27	.47	4.40
100 Year Frequency	0	4.53	.34	.60	5.47

Storm Event	PRE-Development Runoff VOLUMES acre feet (AF) volume of water 1' deep over one acre				
	Analysis Point A CB in Elm St	Analysis Point B CB at Elm/Kennebec	Analysis Point C CB at Preble/Kennebec	Analysis Point D CB in Preble St	Total A+ B+ C+D
	Areas 1, 2 & 3	Area 4	Area 5	Area 6	
1" Storm	.031	.004	.004	0	.039
1.6" Storm	.058	.008	.008	.002	.076
2 Year Frequency	.125	.020	.020	.007	.172
10 Year Frequency	.208	.035	.035	.016	.294
25 Year Frequency	.248	.042	.042	.020	.352
100 Year Frequency	.307	.053	.053	.027	.440

Storm Event	POST-Development Runoff VOLUMES acre feet (AF) volume of water 1' deep over one acre				
	Analysis Point A CB in Elm St	Analysis Point B CB at Elm/Kennebec	Analysis Point C CB at Preble/Kennebec	Analysis Point D CB in Preble St	Total A + B + C +D
		Areas 1-8	Area 9	Area 10	
1" Storm	0	.030	.001	.001	.032
1.6" Storm	0	.061	.002	.003	.066
2 Year Frequency	0	.141	.007	.011	.159
10 Year Frequency	0	.243	.013	.022	.278
25 Year Frequency	0	.291	.016	.027	.334
100 Year Frequency	0	.364	.020	.036	.420

APPENDIX A

Post Construction Stormwater Compliance Requirements

City of Portland
117 Preble Street
Portland, Maine

117 Preble Street Post-Construction Stormwater Compliance Requirements

The Applicant shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with the plan as follows:

- (a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.
- (b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.
- (c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.
- (d) *Filing fee.* Any persons required to file an annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.
- (e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

APPENDIX B

Stormwater BMP Inspection and Maintenance Log

City of Portland
117 Preble Street
Portland, Maine

117 Preble Street: Stormwater BMP Inspection Log

The City of Portland, ME requires ongoing annual inspections to ensure the proper maintenance and operation of stormwater management facilities.

Inspections must be conducted by third parties qualified by the City.

A. General Information

Use only one Cover Sheet per site with as many specific structural BMP Inspection Report attachments as needed. Attach required color digital photos of site, structures and devices as applicable with captions.

Project Name:	117 Preble Street	Inspection Date:
Parcel Map, Block and Lot:		Current Weather:
BMP Owner:	Schlotterbeck Block, LLC	Date / Amount Last Precip:
	77 Spruce Street	
Owner Mailing Address:	Portland, Maine 04101	
Owner Phone #:		3PI Mailing Address:
Owner Email:		Inspector Name:
		Inspector Phone #:
		Inspector Email:

B. Inspection Report Attachments

Please document the number of each structural BMP type found at this site in the blank spaces provided below. Use additional Attachments if / as needed and submit all Attachments together with the Cover Sheet as a single report.

BMP Type	Number BMPs at site
Vegetated Underdrained Swale	1
Stormdrain Structures: Catch Basin	6

Other (describe

C. Inspection Results

FAIL**

☐

** If any one item on an Inspection Report attachment is coded as "Work Needed" then entire BMP fails inspection.

** If a site has multiple BMPs and one fails inspection, mark as "Fail" until all BMPs pass inspection.

Note: Applicable BMP Inspection Reports and confirmatory color digital photos summarizing required repairs must be submitted to the City following completion of the preliminary inspection. A re-inspection and certification must be completed within 60 days of the failed preliminary report. It is recommended that the inspector be part of the repair / maintenance process to ensure that repairs are performed properly.

PASS

☐

Note: a qualified professional (as determined by the City) must sign below and include all applicable Inspection Report attachments and confirmatory digital color photos with captions.

D. Professional Certification (as qualified by City of Portland Stormwater Program Coordinator)

To be completed only when all BMPs at this site are functioning as designed with no outstanding maintenance issues.

I, _____, as a duly qualified third party inspector attest that a thorough inspection has been completed for ALL applicable BMPs that are associated with this particular site. All inspected structural BMPs are performing as designed and intended and are in compliance with the provisions of the City Portland's Standards

Signature: _____

Date: _____

117 Preble Street
Post-Construction Stormwater BMP Third Party Inspection Report

Owner: Avesta Housing	Operator:
Location & Parcel Id:	Inspector:
	Date:
General Information	Observations
Inspection duration (hours)	
Days since last precipitation	
Quantity of last precipitation (in)	
Type of inspection	
Storm event	
Current weather	
Photos taken	☐ Yes ☐ No ☐ NA
Nearby natural resources	☐ Yes ☐ No ☐ NA
Copy of ESC plan	☐ Yes ☐ No ☐ NA
MEDEP Permit # (if applicable)	
General info notes	
Vegetated Areas	Observations
Condition of slopes and embankment is good	☐ Yes ☐ No ☐ NA
No bare areas (< 90% covered) with sparse growth	☐ Yes ☐ No ☐ NA
Armored areas have no rill erosion or the flow diverted to onsite areas can withstand concentrated flows	☐ Yes ☐ No ☐ NA
Vegetated area notes	
Stormdrain outlets	Observations
Accumulated sediments and debris at the outlet and within the conduit have been removed.	☐ Yes ☐ No ☐ NA
Erosion damage at the outlet have been repaired	☐ Yes ☐ No ☐ NA
Outlet notes	

Stormdrain Structures (Require inspection TWICE per year)	Observations
Accumulated sediments from inflow channels, pipes and sumps between basins have been removed and legally disposed of.	☐ Yes ☐ No ☐ NA
Floating debris and floating oils have been removed.	☐ Yes ☐ No ☐ NA
Debris and Sediment Removed From Outlet Control Structure	☐ Yes ☐ No ☐ NA

117 Preble Street
Post-Construction Stormwater BMP Third Party Inspection Report

Other Comments	Observations
Corrective action needed	☐ Yes ☐ No ☐ NA
<i>If corrective action is needed, please explain detail</i>	
Verbal notification provided to responsible party	☐ Yes ☐ No
Verbal notification contact	
Follow up required	☐ Yes ☐ No
<i>Final comment notes</i>	

Photos (use additional pages as needed)

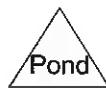
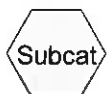
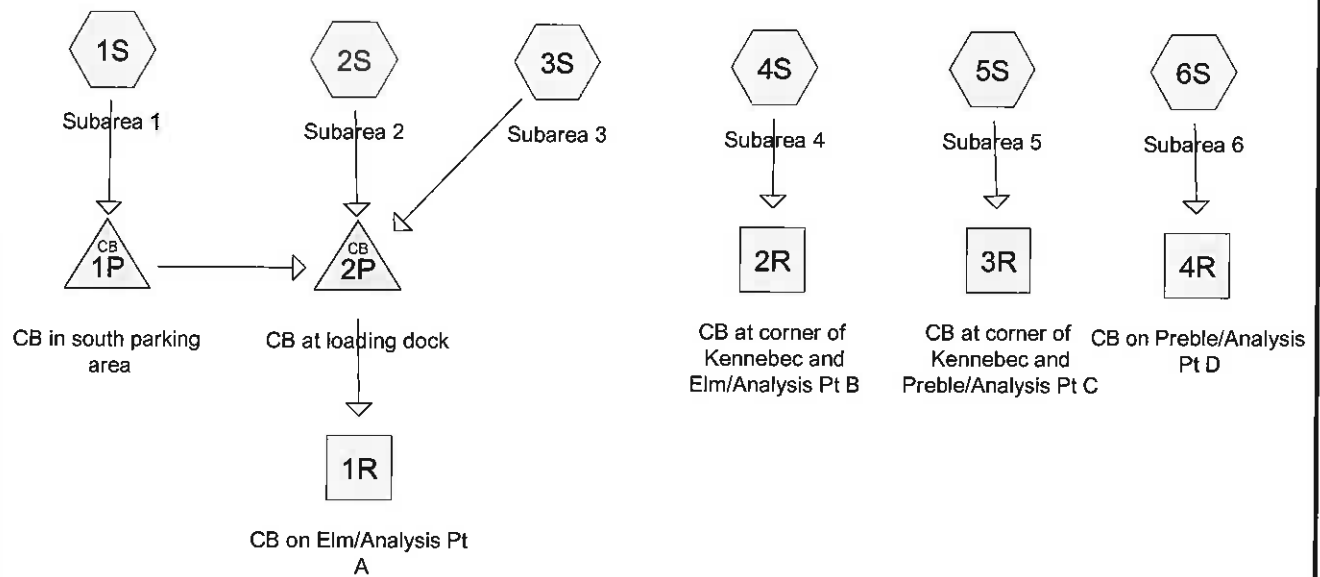
Review Notes

Date Reviewed:
Reviewed by:
Date entered:
Date edited:
Edited by:

APPENDIX C

Pre-Development Stormwater Calculations

City of Portland
117 Preble Street
Portland, Maine



Schlatterbeck & Foss Pre

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Pre-Development
Type III 24-hr 1 inch Rainfall=1.00"

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Page 2

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.246 ac 54.88% Impervious Runoff Depth>0.29" Tc=6.0 min CN=90 Runoff=0.09 cfs 0.006 af
Subcatchment 2S: Subarea 2	Runoff Area=0.237 ac 100.00% Impervious Runoff Depth>0.75" Tc=6.0 min CN=98 Runoff=0.21 cfs 0.015 af
Subcatchment 3S: Subarea 3	Runoff Area=0.165 ac 100.00% Impervious Runoff Depth>0.75" Tc=6.0 min CN=98 Runoff=0.14 cfs 0.010 af
Subcatchment 4S: Subarea 4	Runoff Area=0.117 ac 0.00% Impervious Runoff Depth>0.37" Tc=6.0 min CN=92 Runoff=0.05 cfs 0.004 af
Subcatchment 5S: Subarea 5	Runoff Area=0.118 ac 0.00% Impervious Runoff Depth>0.37" Tc=6.0 min CN=92 Runoff=0.05 cfs 0.004 af
Subcatchment 6S: Subarea 6	Runoff Area=0.077 ac 2.60% Impervious Runoff Depth>0.07" Tc=6.0 min CN=80 Runoff=0.00 cfs 0.000 af
Reach 1R: CB on Elm/Analysis Pt A	Inflow=0.43 cfs 0.031 af Outflow=0.43 cfs 0.031 af
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=0.05 cfs 0.004 af Outflow=0.05 cfs 0.004 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.05 cfs 0.004 af Outflow=0.05 cfs 0.004 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.00 cfs 0.000 af Outflow=0.00 cfs 0.000 af
Pond 1P: CB in south parking area	Peak Elev=8.47' Inflow=0.09 cfs 0.006 af Outflow=0.09 cfs 0.006 af
Pond 2P: CB at loading dock	Peak Elev=8.58' Inflow=0.43 cfs 0.031 af Outflow=0.43 cfs 0.031 af

Total Runoff Area = 0.960 ac Runoff Volume = 0.039 af Average Runoff Depth = 0.48"
43.85% Pervious = 0.421 ac 56.15% Impervious = 0.539 ac

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Pre-Development

Type III 24-hr 1 inch Rainfall=1.00"

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Page 3

Summary for Subcatchment 1S: Subarea 1

Runoff = 0.09 cfs @ 12.10 hrs, Volume= 0.006 af, Depth> 0.29"

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

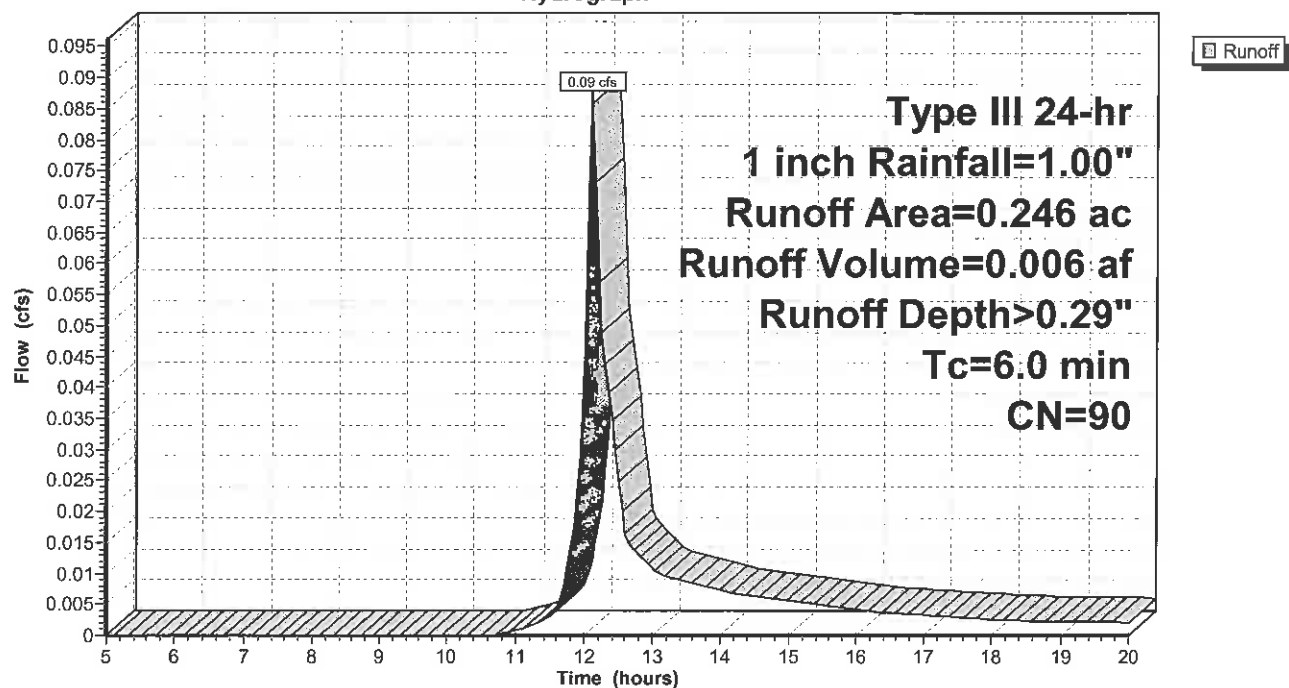
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.135	98	Paved parking, HSG D
0.111	80	>75% Grass cover, Good, HSG D
0.246	90	Weighted Average
0.111		45.12% Pervious Area
0.135		54.88% Impervious Area

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

Subcatchment 1S: Subarea 1

Hydrograph



Summary for Subcatchment 2S: Subarea 2

Runoff = 0.21 cfs @ 12.09 hrs, Volume= 0.015 af, Depth> 0.75"

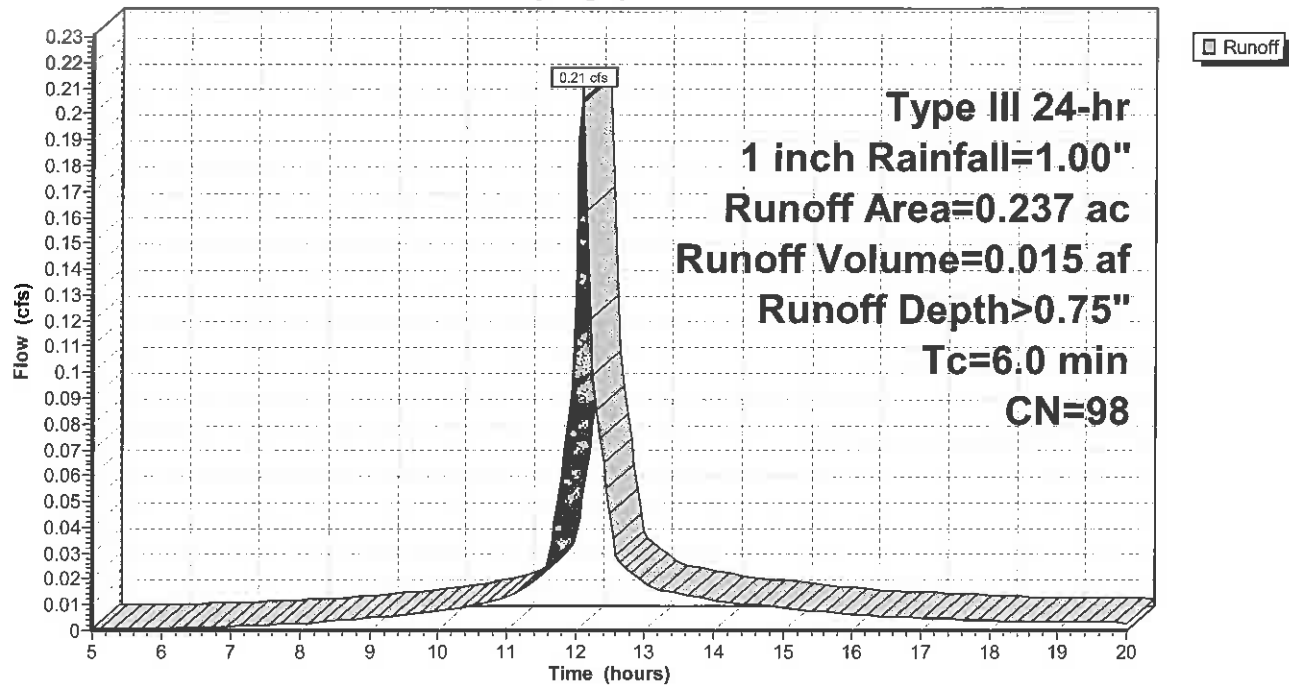
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.237	98	Paved parking, HSG D
0.237		100.00% Impervious Area

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

Subcatchment 2S: Subarea 2

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 5

Summary for Subcatchment 3S: Subarea 3

Runoff = 0.14 cfs @ 12.09 hrs, Volume= 0.010 af, Depth> 0.75"

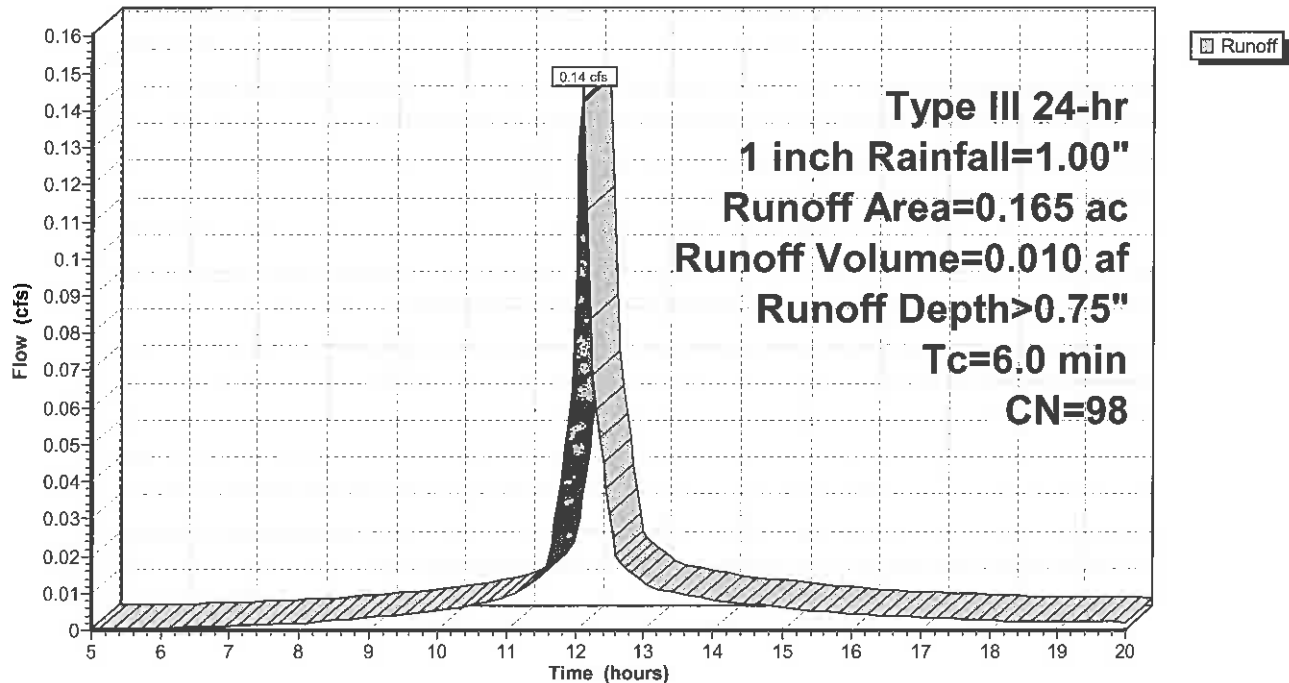
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.165	98	Roofs, HSG D
0.165		100.00% Impervious Area

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

Subcatchment 3S: Subarea 3

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 6

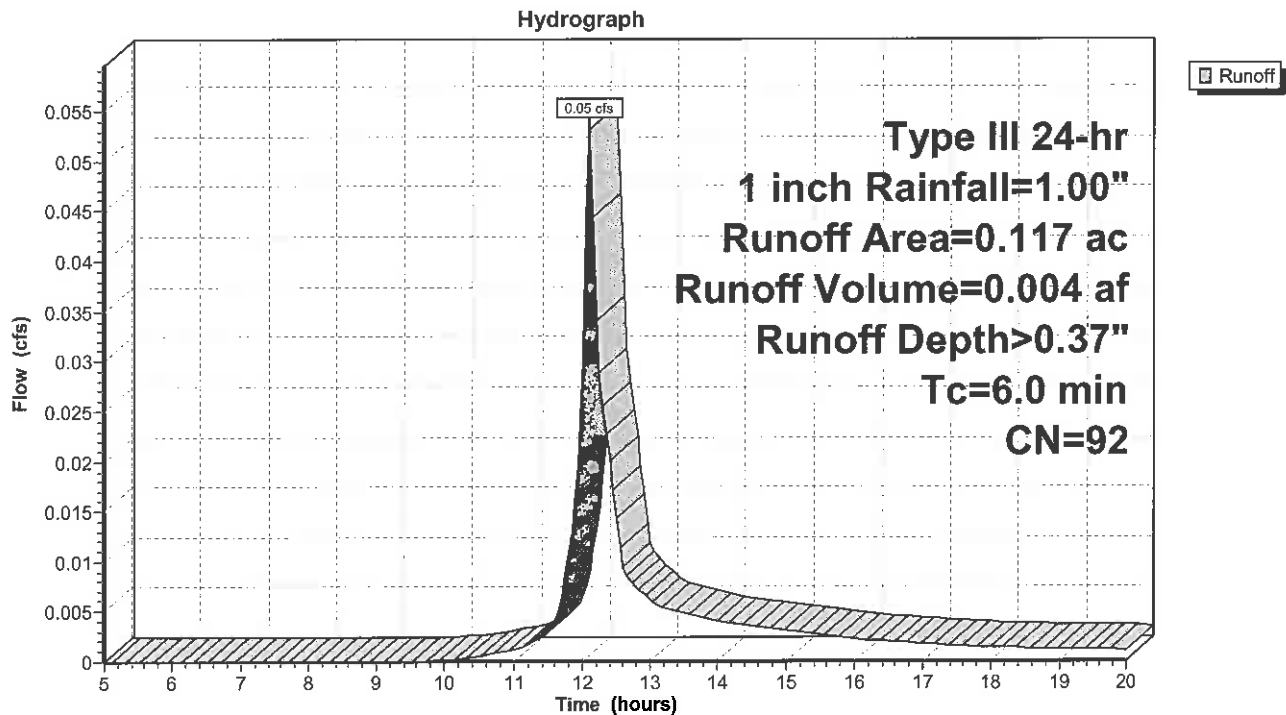
Summary for Subcatchment 4S: Subarea 4

Runoff = 0.05 cfs @ 12.10 hrs, Volume= 0.004 af, Depth> 0.37"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.088	96	Gravel surface, HSG D
0.029	80	>75% Grass cover, Good, HSG D
0.117	92	Weighted Average
0.117		100.00% Pervious Area

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

Subcatchment 4S: Subarea 4

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Pre-Development
Type III 24-hr 1 inch Rainfall=1.00"

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Page 7

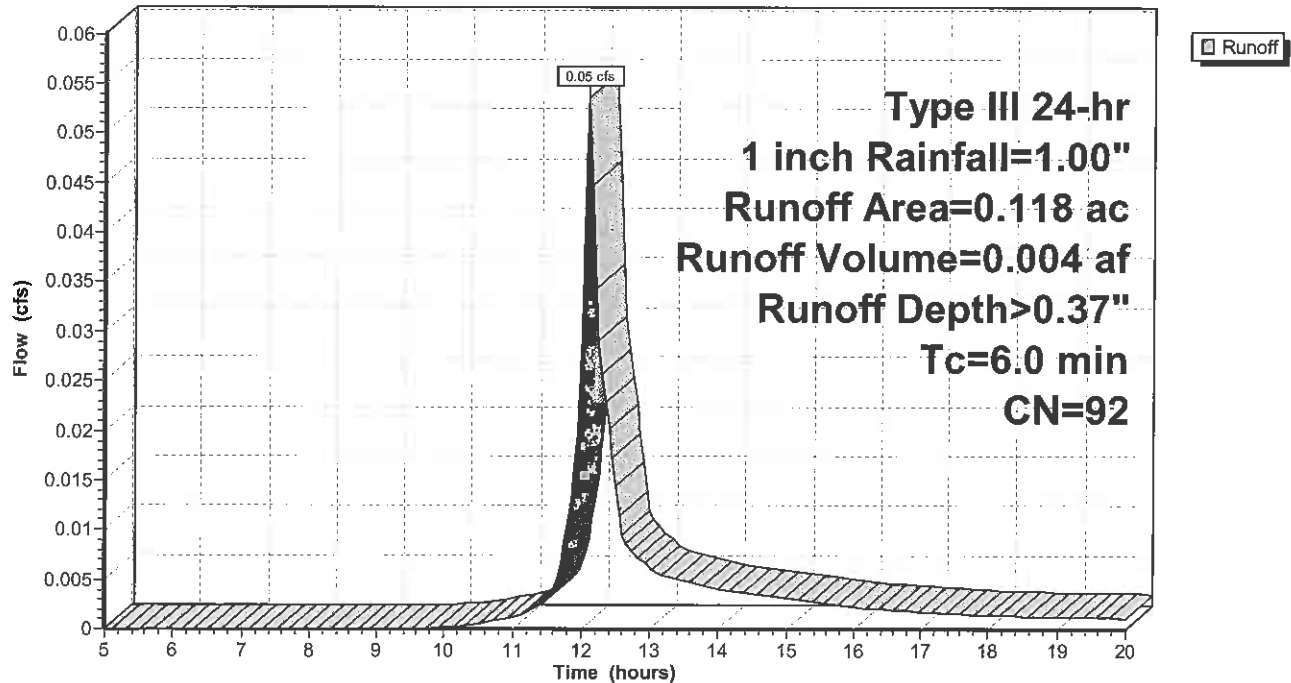
Summary for Subcatchment 5S: Subarea 5

Runoff = 0.05 cfs @ 12.10 hrs, Volume= 0.004 af, Depth> 0.37"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.090	96	Gravel surface, HSG D
0.028	80	>75% Grass cover, Good, HSG D
0.118	92	Weighted Average
0.118		100.00% Pervious Area

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

Subcatchment 5S: Subarea 5**Hydrograph**

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Type III 24-hr 1 inch Rainfall=1.00"

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Page 8

Summary for Subcatchment 6S: Subarea 6

Runoff = 0.00 cfs @ 12.32 hrs, Volume= 0.000 af, Depth> 0.07"

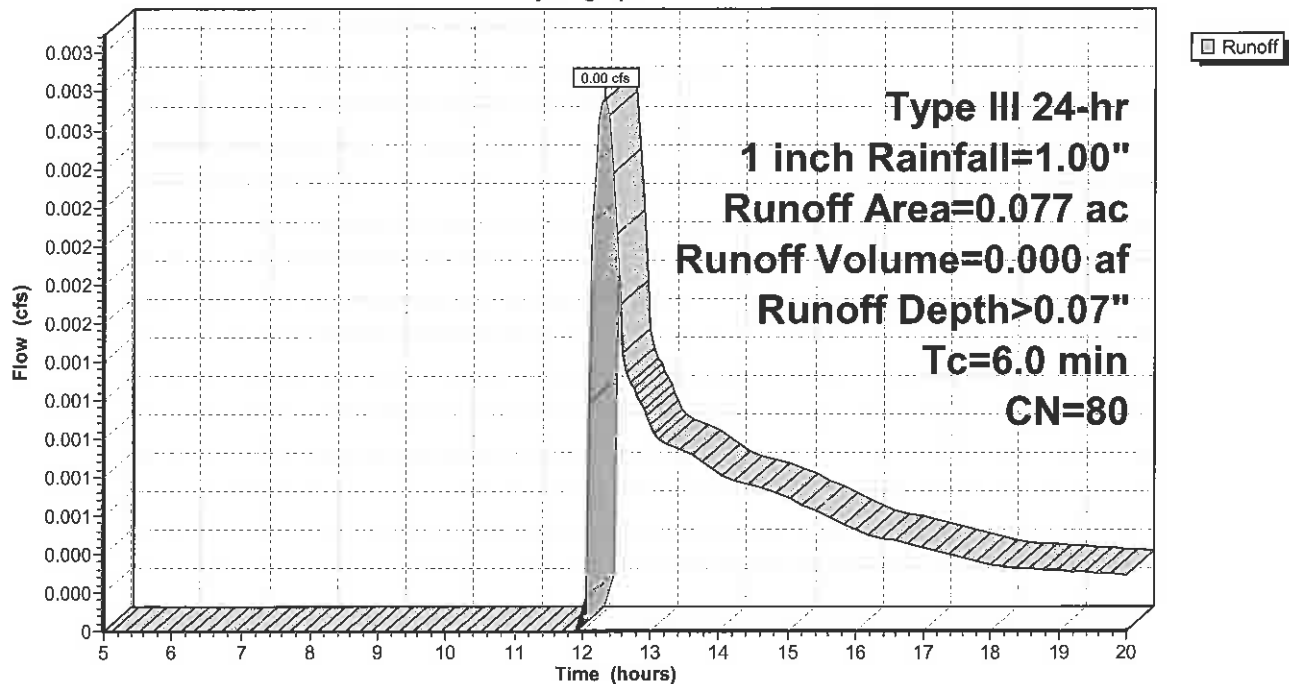
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.075	80	>75% Grass cover, Good, HSG D
0.002	98	Paved parking, HSG D
0.077	80	Weighted Average
0.075		97.40% Pervious Area
0.002		2.60% Impervious Area

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

Subcatchment 6S: Subarea 6

Hydrograph



Summary for Reach 1R: CB on Elm/Analysis Pt A

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.648 ac, 82.87% Impervious, Inflow Depth > 0.57" for 1 inch event

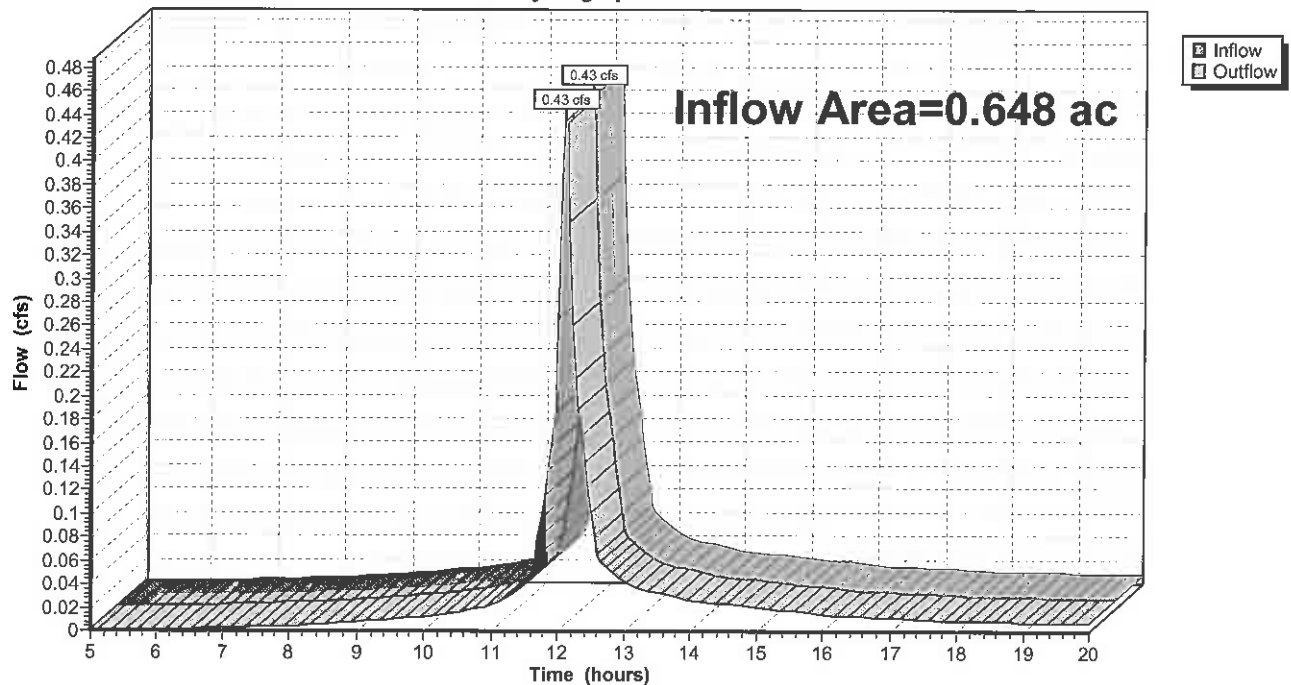
Inflow = 0.43 cfs @ 12.09 hrs, Volume= 0.031 af

Outflow = 0.43 cfs @ 12.09 hrs, Volume= 0.031 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach 1R: CB on Elm/Analysis Pt A

Hydrograph

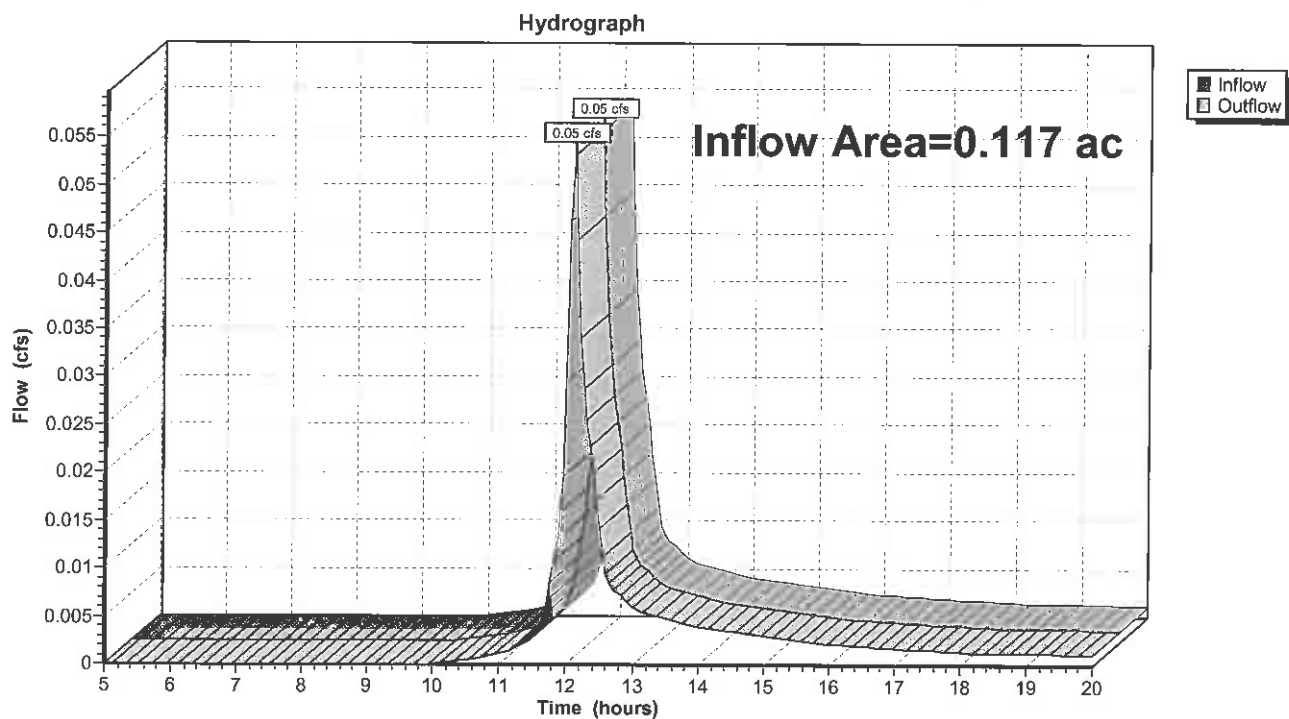


Summary for Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.117 ac, 0.00% Impervious, Inflow Depth > 0.37" for 1 inch event
Inflow = 0.05 cfs @ 12.10 hrs, Volume= 0.004 af
Outflow = 0.05 cfs @ 12.10 hrs, Volume= 0.004 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

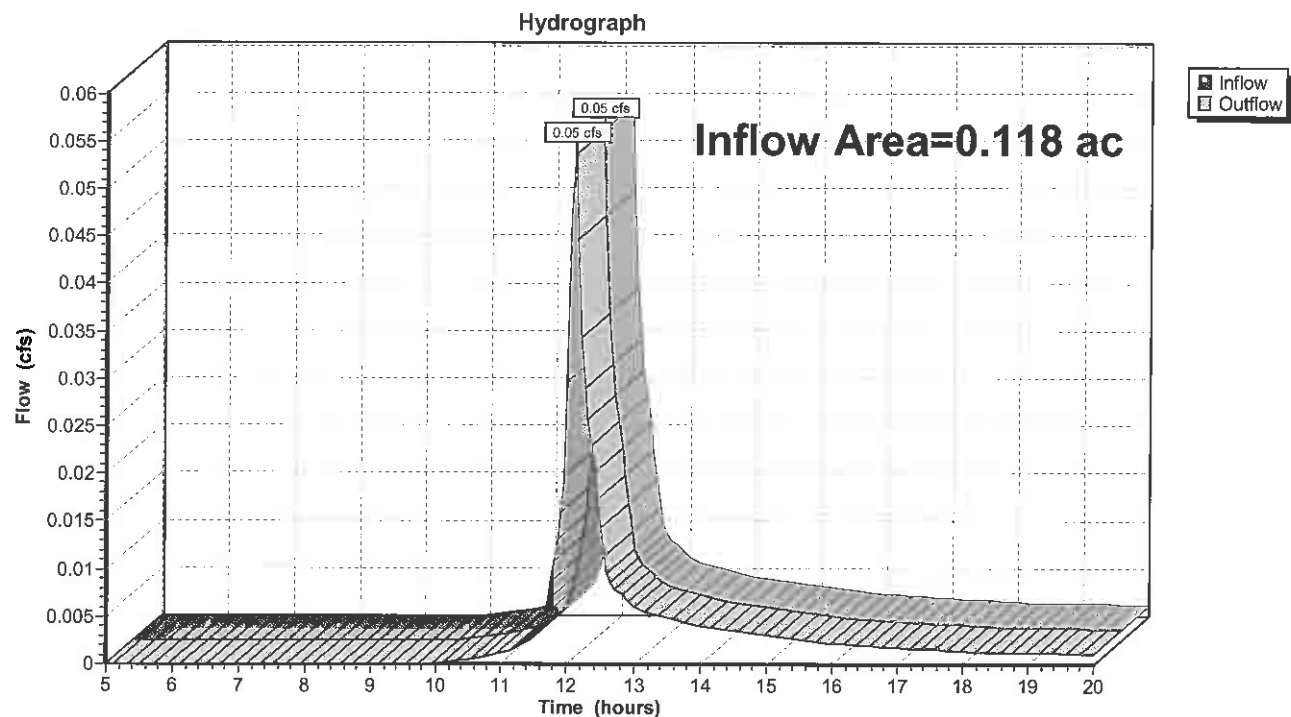
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B

Summary for Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.118 ac, 0.00% Impervious, Inflow Depth > 0.37" for 1 inch event
Inflow = 0.05 cfs @ 12.10 hrs, Volume= 0.004 af
Outflow = 0.05 cfs @ 12.10 hrs, Volume= 0.004 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

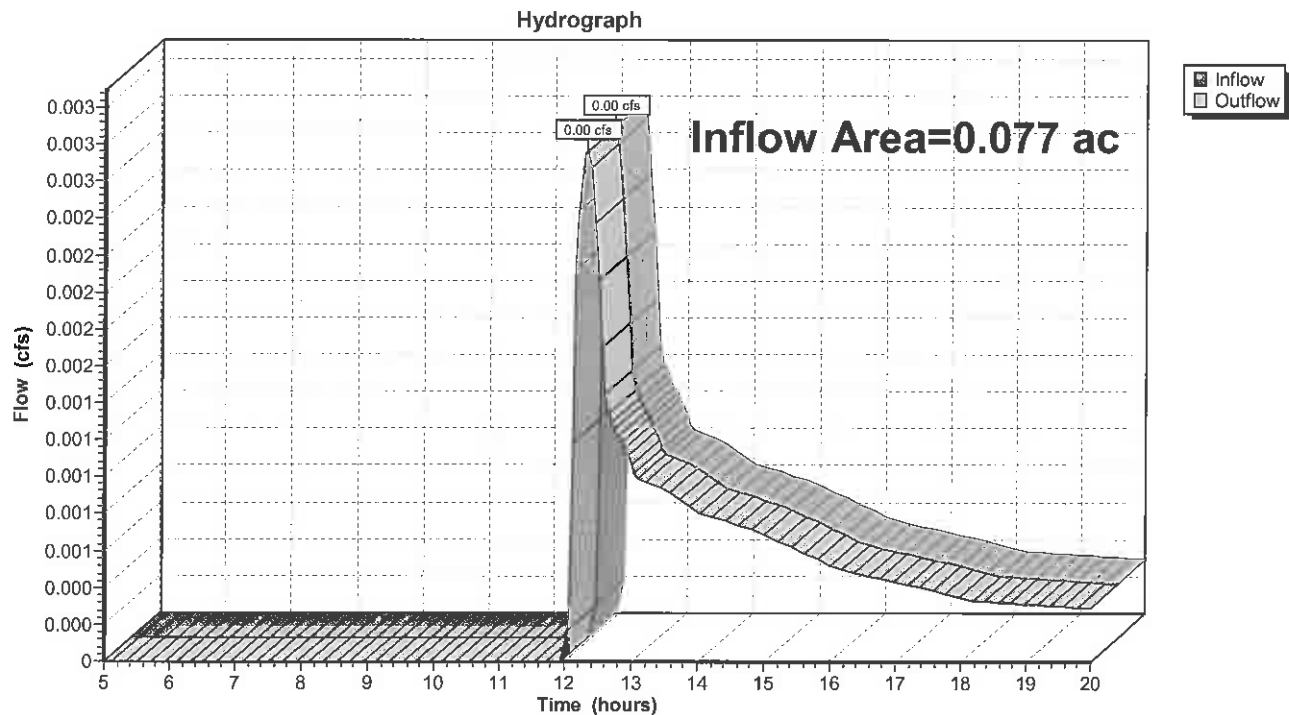
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C

Summary for Reach 4R: CB on Preble/Analysis Pt D

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.077 ac, 2.60% Impervious, Inflow Depth > 0.07" for 1 inch event
Inflow = 0.00 cfs @ 12.32 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 12.32 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach 4R: CB on Preble/Analysis Pt D

Summary for Pond 1P: CB in south parking area

[57] Hint: Peaked at 8.47' (Flood elevation advised)

Inflow Area = 0.246 ac, 54.88% Impervious, Inflow Depth > 0.29" for 1 inch event
 Inflow = 0.09 cfs @ 12.10 hrs, Volume= 0.006 af
 Outflow = 0.09 cfs @ 12.10 hrs, Volume= 0.006 af, Atten= 0%, Lag= 0.0 min
 Primary = 0.09 cfs @ 12.10 hrs, Volume= 0.006 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 8.47' @ 12.10 hrs

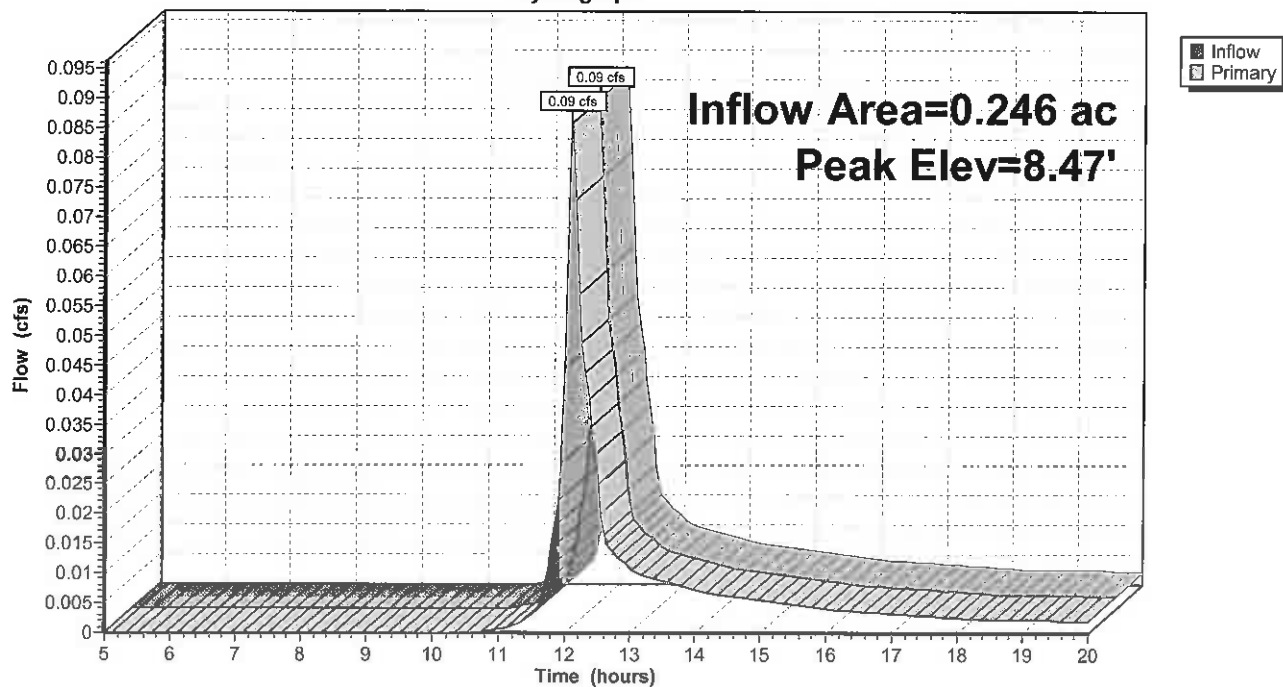
Device	Routing	Invert	Outlet Devices
#1	Primary	8.31'	8.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.09 cfs @ 12.10 hrs HW=8.47' (Free Discharge)

1=Orifice/Grate (Orifice Controls 0.09 cfs @ 1.35 fps)

Pond 1P: CB in south parking area

Hydrograph



Summary for Pond 2P: CB at loading dock

[82] Warning: Early inflow requires earlier time span

[57] Hint: Peaked at 8.58' (Flood elevation advised)

[81] Warning: Exceeded Pond 1P by 0.11' @ 12.10 hrs

Inflow Area = 0.648 ac, 82.87% Impervious, Inflow Depth > 0.57" for 1 inch event
 Inflow = 0.43 cfs @ 12.09 hrs, Volume= 0.031 af
 Outflow = 0.43 cfs @ 12.09 hrs, Volume= 0.031 af, Atten= 0%, Lag= 0.0 min
 Primary = 0.43 cfs @ 12.09 hrs, Volume= 0.031 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 8.58' @ 12.09 hrs

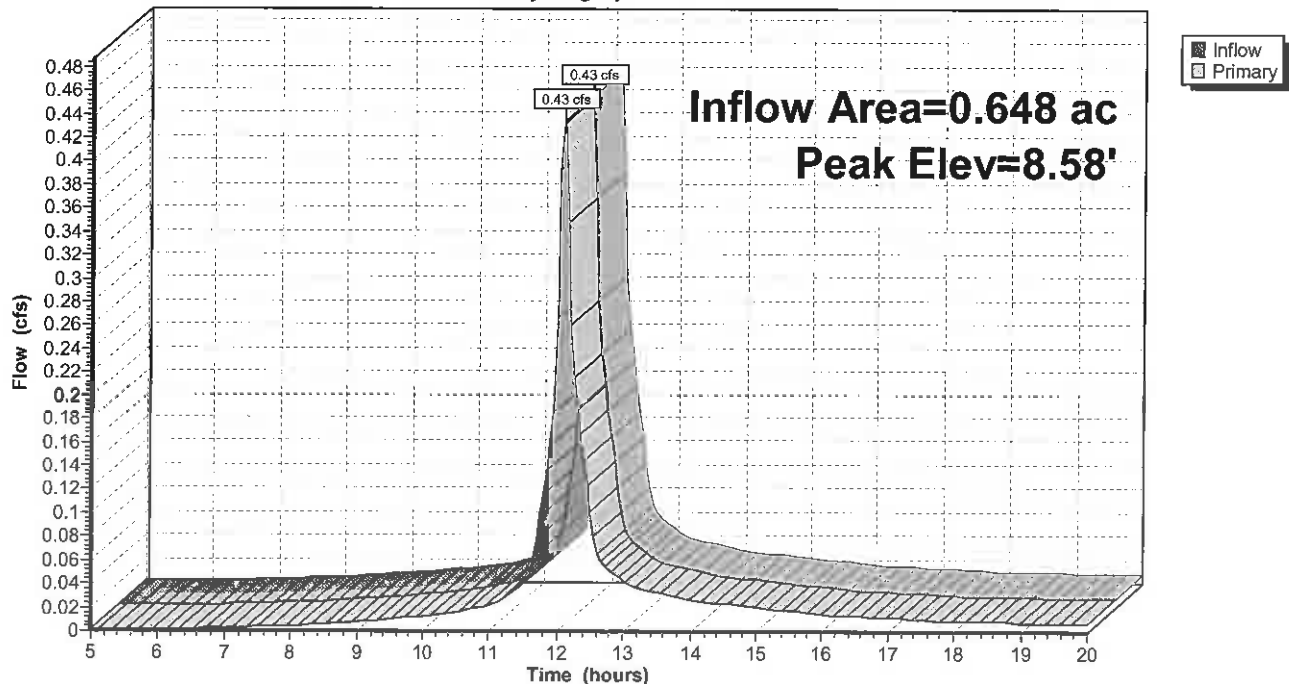
Device	Routing	Invert	Outlet Devices
#1	Primary	8.20'	8.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.43 cfs @ 12.09 hrs HW=8.58' (Free Discharge)

↑1=Orifice/Grate (Orifice Controls 0.43 cfs @ 2.09 fps)

Pond 2P: CB at loading dock

Hydrograph



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Type III 24-hr 1.6 inch Rainfall=1.60"

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Page 15

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.246 ac 54.88% Impervious Runoff Depth>0.71" Tc=6.0 min CN=90 Runoff=0.21 cfs 0.014 af
Subcatchment 2S: Subarea 2	Runoff Area=0.237 ac 100.00% Impervious Runoff Depth>1.30" Tc=6.0 min CN=98 Runoff=0.35 cfs 0.026 af
Subcatchment 3S: Subarea 3	Runoff Area=0.165 ac 100.00% Impervious Runoff Depth>1.30" Tc=6.0 min CN=98 Runoff=0.24 cfs 0.018 af
Subcatchment 4S: Subarea 4	Runoff Area=0.117 ac 0.00% Impervious Runoff Depth>0.83" Tc=6.0 min CN=92 Runoff=0.12 cfs 0.008 af
Subcatchment 5S: Subarea 5	Runoff Area=0.118 ac 0.00% Impervious Runoff Depth>0.83" Tc=6.0 min CN=92 Runoff=0.12 cfs 0.008 af
Subcatchment 6S: Subarea 6	Runoff Area=0.077 ac 2.60% Impervious Runoff Depth>0.30" Tc=6.0 min CN=80 Runoff=0.02 cfs 0.002 af
Reach 1R: CB on Elm/Analysis Pt A	Inflow=0.80 cfs 0.058 af Outflow=0.80 cfs 0.058 af
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=0.12 cfs 0.008 af Outflow=0.12 cfs 0.008 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.12 cfs 0.008 af Outflow=0.12 cfs 0.008 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.02 cfs 0.002 af Outflow=0.02 cfs 0.002 af
Pond 1P: CB in south parking area	Peak Elev=8.57' Inflow=0.21 cfs 0.014 af Outflow=0.21 cfs 0.014 af
Pond 2P: CB at loading dock	Peak Elev=8.76' Inflow=0.80 cfs 0.058 af Outflow=0.80 cfs 0.058 af

Total Runoff Area = 0.960 ac Runoff Volume = 0.076 af Average Runoff Depth = 0.95"
43.85% Pervious = 0.421 ac 56.15% Impervious = 0.539 ac

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Type III 24-hr 2 year Rainfall=3.00"

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Page 28

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.246 ac 54.88% Impervious Runoff Depth>1.86" Tc=6.0 min CN=90 Runoff=0.56 cfs 0.038 af
Subcatchment 2S: Subarea 2	Runoff Area=0.237 ac 100.00% Impervious Runoff Depth>2.59" Tc=6.0 min CN=98 Runoff=0.67 cfs 0.051 af
Subcatchment 3S: Subarea 3	Runoff Area=0.165 ac 100.00% Impervious Runoff Depth>2.59" Tc=6.0 min CN=98 Runoff=0.47 cfs 0.036 af
Subcatchment 4S: Subarea 4	Runoff Area=0.117 ac 0.00% Impervious Runoff Depth>2.04" Tc=6.0 min CN=92 Runoff=0.28 cfs 0.020 af
Subcatchment 5S: Subarea 5	Runoff Area=0.118 ac 0.00% Impervious Runoff Depth>2.04" Tc=6.0 min CN=92 Runoff=0.29 cfs 0.020 af
Subcatchment 6S: Subarea 6	Runoff Area=0.077 ac 2.60% Impervious Runoff Depth>1.15" Tc=6.0 min CN=80 Runoff=0.11 cfs 0.007 af
Reach 1R: CB on Elm/Analysis Pt A	Inflow=1.70 cfs 0.125 af Outflow=1.70 cfs 0.125 af
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=0.28 cfs 0.020 af Outflow=0.28 cfs 0.020 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.29 cfs 0.020 af Outflow=0.29 cfs 0.020 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.11 cfs 0.007 af Outflow=0.11 cfs 0.007 af
Pond 1P: CB in south parking area	Peak Elev=8.75' Inflow=0.56 cfs 0.038 af Outflow=0.56 cfs 0.038 af
Pond 2P: CB at loading dock	Peak Elev=9.55' Inflow=1.70 cfs 0.125 af Outflow=1.70 cfs 0.125 af

Total Runoff Area = 0.960 ac Runoff Volume = 0.172 af Average Runoff Depth = 2.15"
43.85% Pervious = 0.421 ac 56.15% Impervious = 0.539 ac

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Type III 24-hr 10 year Rainfall=4.70"

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Page 41

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.246 ac 54.88% Impervious Runoff Depth>3.39" Tc=6.0 min CN=90 Runoff=0.98 cfs 0.069 af
Subcatchment 2S: Subarea 2	Runoff Area=0.237 ac 100.00% Impervious Runoff Depth>4.15" Tc=6.0 min CN=98 Runoff=1.06 cfs 0.082 af
Subcatchment 3S: Subarea 3	Runoff Area=0.165 ac 100.00% Impervious Runoff Depth>4.15" Tc=6.0 min CN=98 Runoff=0.74 cfs 0.057 af
Subcatchment 4S: Subarea 4	Runoff Area=0.117 ac 0.00% Impervious Runoff Depth>3.59" Tc=6.0 min CN=92 Runoff=0.49 cfs 0.035 af
Subcatchment 5S: Subarea 5	Runoff Area=0.118 ac 0.00% Impervious Runoff Depth>3.59" Tc=6.0 min CN=92 Runoff=0.49 cfs 0.035 af
Subcatchment 6S: Subarea 6	Runoff Area=0.077 ac 2.60% Impervious Runoff Depth>2.46" Tc=6.0 min CN=80 Runoff=0.23 cfs 0.016 af
Reach 1R: CB on Elm/Analysis Pt A	Inflow=2.78 cfs 0.208 af Outflow=2.78 cfs 0.208 af
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=0.49 cfs 0.035 af Outflow=0.49 cfs 0.035 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.49 cfs 0.035 af Outflow=0.49 cfs 0.035 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.23 cfs 0.016 af Outflow=0.23 cfs 0.016 af
Pond 1P: CB in south parking area	Peak Elev=8.98' Inflow=0.98 cfs 0.069 af Outflow=0.98 cfs 0.069 af
Pond 2P: CB at loading dock	Peak Elev=11.27' Inflow=2.78 cfs 0.208 af Outflow=2.78 cfs 0.208 af

Total Runoff Area = 0.960 ac Runoff Volume = 0.294 af Average Runoff Depth = 3.68"
43.85% Pervious = 0.421 ac 56.15% Impervious = 0.539 ac

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Type III 24-hr 25 year Rainfall=5.50"

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Page 54

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.246 ac 54.88% Impervious Runoff Depth>4.12" Tc=6.0 min CN=90 Runoff=1.18 cfs 0.084 af
Subcatchment 2S: Subarea 2	Runoff Area=0.237 ac 100.00% Impervious Runoff Depth>4.87" Tc=6.0 min CN=98 Runoff=1.25 cfs 0.096 af
Subcatchment 3S: Subarea 3	Runoff Area=0.165 ac 100.00% Impervious Runoff Depth>4.87" Tc=6.0 min CN=98 Runoff=0.87 cfs 0.067 af
Subcatchment 4S: Subarea 4	Runoff Area=0.117 ac 0.00% Impervious Runoff Depth>4.33" Tc=6.0 min CN=92 Runoff=0.58 cfs 0.042 af
Subcatchment 5S: Subarea 5	Runoff Area=0.118 ac 0.00% Impervious Runoff Depth>4.33" Tc=6.0 min CN=92 Runoff=0.58 cfs 0.043 af
Subcatchment 6S: Subarea 6	Runoff Area=0.077 ac 2.60% Impervious Runoff Depth>3.12" Tc=6.0 min CN=80 Runoff=0.29 cfs 0.020 af
Reach 1R: CB on Elm/Analysis Pt A	Inflow=3.29 cfs 0.248 af Outflow=3.29 cfs 0.248 af
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=0.58 cfs 0.042 af Outflow=0.58 cfs 0.042 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.58 cfs 0.043 af Outflow=0.58 cfs 0.043 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.29 cfs 0.020 af Outflow=0.29 cfs 0.020 af
Pond 1P: CB in south parking area	Peak Elev=9.13' Inflow=1.18 cfs 0.084 af Outflow=1.18 cfs 0.084 af
Pond 2P: CB at loading dock	Peak Elev=12.36' Inflow=3.29 cfs 0.248 af Outflow=3.29 cfs 0.248 af

Total Runoff Area = 0.960 ac Runoff Volume = 0.352 af Average Runoff Depth = 4.41"
43.85% Pervious = 0.421 ac 56.15% Impervious = 0.539 ac

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Type III 24-hr 100 year Rainfall=6.70"

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Page 67

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

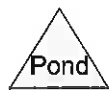
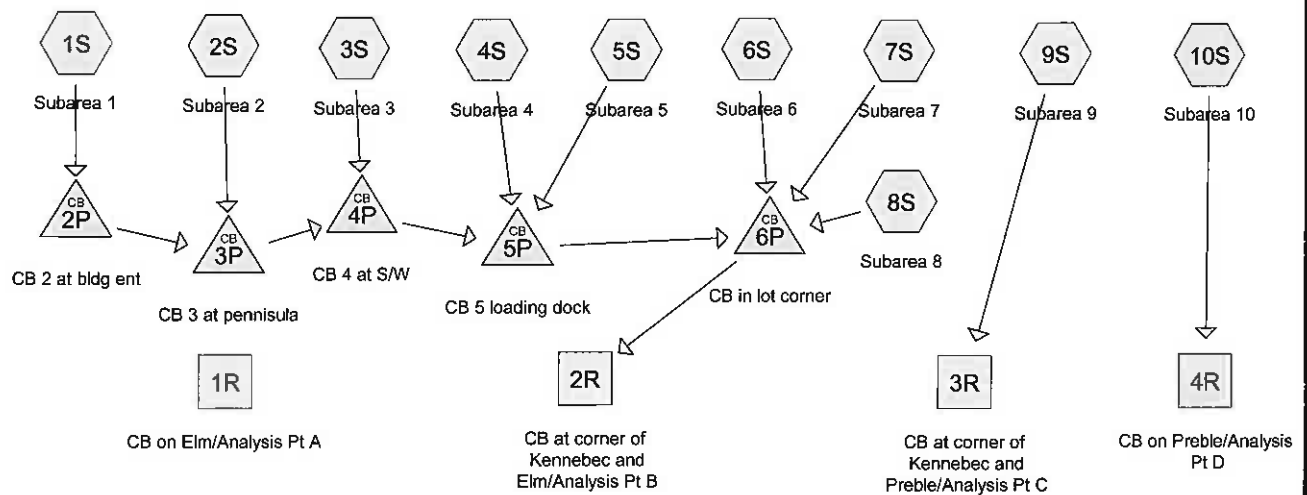
Subcatchment 1S: Subarea 1	Runoff Area=0.246 ac 54.88% Impervious Runoff Depth>5.22" Tc=6.0 min CN=90 Runoff=1.47 cfs 0.107 af
Subcatchment 2S: Subarea 2	Runoff Area=0.237 ac 100.00% Impervious Runoff Depth>5.97" Tc=6.0 min CN=98 Runoff=1.52 cfs 0.118 af
Subcatchment 3S: Subarea 3	Runoff Area=0.165 ac 100.00% Impervious Runoff Depth>5.97" Tc=6.0 min CN=98 Runoff=1.06 cfs 0.082 af
Subcatchment 4S: Subarea 4	Runoff Area=0.117 ac 0.00% Impervious Runoff Depth>5.43" Tc=6.0 min CN=92 Runoff=0.72 cfs 0.053 af
Subcatchment 5S: Subarea 5	Runoff Area=0.118 ac 0.00% Impervious Runoff Depth>5.43" Tc=6.0 min CN=92 Runoff=0.72 cfs 0.053 af
Subcatchment 6S: Subarea 6	Runoff Area=0.077 ac 2.60% Impervious Runoff Depth>4.15" Tc=6.0 min CN=80 Runoff=0.39 cfs 0.027 af
Reach 1R: CB on Elm/Analysis Pt A	Inflow=4.05 cfs 0.307 af Outflow=4.05 cfs 0.307 af
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=0.72 cfs 0.053 af Outflow=0.72 cfs 0.053 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.72 cfs 0.053 af Outflow=0.72 cfs 0.053 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.39 cfs 0.027 af Outflow=0.39 cfs 0.027 af
Pond 1P: CB in south parking area	Peak Elev=9.41' Inflow=1.47 cfs 0.107 af Outflow=1.47 cfs 0.107 af
Pond 2P: CB at loading dock	Peak Elev=14.33' Inflow=4.05 cfs 0.307 af Outflow=4.05 cfs 0.307 af

Total Runoff Area = 0.960 ac Runoff Volume = 0.440 af Average Runoff Depth = 5.50"
43.85% Pervious = 0.421 ac 56.15% Impervious = 0.539 ac

APPENDIX D

Post-Development Stormwater Calculations

City of Portland
117 Preble Street
Portland, Maine



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 2

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.127 ac 79.53% Impervious Runoff Depth>0.47" Tc=6.0 min CN=94 Runoff=0.07 cfs 0.005 af
Subcatchment 2S: Subarea 2	Runoff Area=0.117 ac 80.34% Impervious Runoff Depth>0.47" Tc=6.0 min CN=94 Runoff=0.07 cfs 0.005 af
Subcatchment 3S: Subarea 3	Runoff Area=0.046 ac 50.00% Impervious Runoff Depth>0.26" Tc=6.0 min CN=89 Runoff=0.01 cfs 0.001 af
Subcatchment 4S: Subarea 4	Runoff Area=0.144 ac 0.00% Impervious Runoff Depth>0.23" Tc=6.0 min CN=88 Runoff=0.04 cfs 0.003 af
Subcatchment 5S: Subarea 5	Runoff Area=0.144 ac 100.00% Impervious Runoff Depth>0.75" Tc=6.0 min CN=98 Runoff=0.13 cfs 0.009 af
Subcatchment 6S: Subarea 6	Runoff Area=0.047 ac 48.94% Impervious Runoff Depth>0.26" Tc=6.0 min CN=89 Runoff=0.01 cfs 0.001 af
Subcatchment 7S: Subarea 7	Runoff Area=0.091 ac 80.22% Impervious Runoff Depth>0.47" Tc=0.0 min CN=94 Runoff=0.06 cfs 0.004 af
Subcatchment 8S: Subarea 8	Runoff Area=0.073 ac 82.19% Impervious Runoff Depth>0.53" Tc=0.0 min CN=95 Runoff=0.06 cfs 0.003 af
Subcatchment 9S: Subarea 9	Runoff Area=0.050 ac 40.00% Impervious Runoff Depth>0.20" Tc=0.0 min CN=87 Runoff=0.01 cfs 0.001 af
Subcatchment 10S: Subarea 10	Runoff Area=0.096 ac 14.58% Impervious Runoff Depth>0.12" Tc=0.0 min CN=83 Runoff=0.01 cfs 0.001 af

Reach 1R: CB on Elm/Analysis Pt A**Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B**Inflow=0.40 cfs 0.030 af
Outflow=0.40 cfs 0.030 af**Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C**Inflow=0.01 cfs 0.001 af
Outflow=0.01 cfs 0.001 af**Reach 4R: CB on Preble/Analysis Pt D**Inflow=0.01 cfs 0.001 af
Outflow=0.01 cfs 0.001 af**Pond 2P: CB 2 at bldg ent**Peak Elev=7.97' Inflow=0.07 cfs 0.005 af
Outflow=0.07 cfs 0.005 af**Pond 3P: CB 3 at peninsula**Peak Elev=7.62' Inflow=0.14 cfs 0.010 af
Outflow=0.14 cfs 0.010 af

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Type III 24-hr 1 inch Rainfall=1.00"

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Page 3

Pond 4P: CB 4 at S/W

Peak Elev=7.35' Inflow=0.16 cfs 0.011 af
Outflow=0.16 cfs 0.011 af

Pond 5P: CB 5 loading dock

Peak Elev=7.12' Inflow=0.32 cfs 0.022 af
Outflow=0.32 cfs 0.022 af

Pond 6P: CB in lot corner

Peak Elev=6.70' Inflow=0.40 cfs 0.030 af
Outflow=0.40 cfs 0.030 af

Total Runoff Area = 0.935 ac Runoff Volume = 0.032 af Average Runoff Depth = 0.41"
40.96% Pervious = 0.383 ac 59.04% Impervious = 0.552 ac

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Type III 24-hr 1 inch Rainfall=1.00"

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Page 4

Summary for Subcatchment 1S: Subarea 1

Runoff = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af, Depth> 0.47"

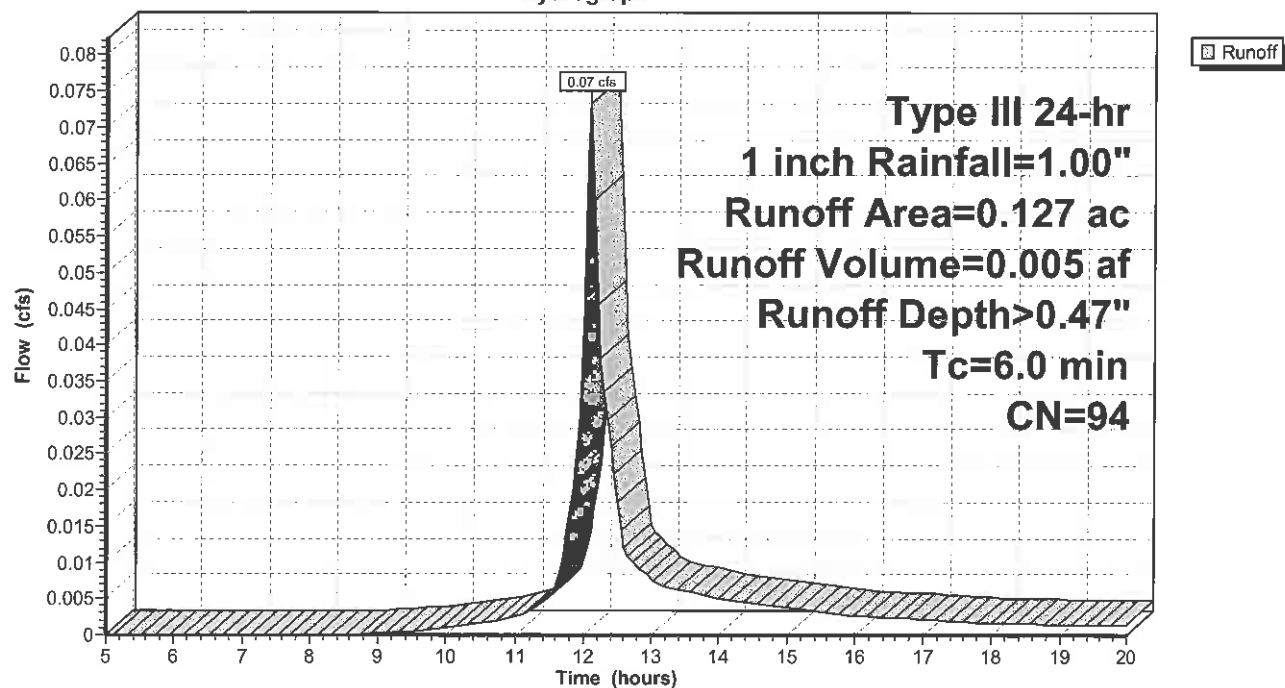
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.101	98	Paved parking, HSG D
0.026	80	>75% Grass cover, Good, HSG D
0.127	94	Weighted Average
0.026		20.47% Pervious Area
0.101		79.53% Impervious Area

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

Subcatchment 1S: Subarea 1

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 5

Summary for Subcatchment 2S: Subarea 2

Runoff = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af, Depth> 0.47"

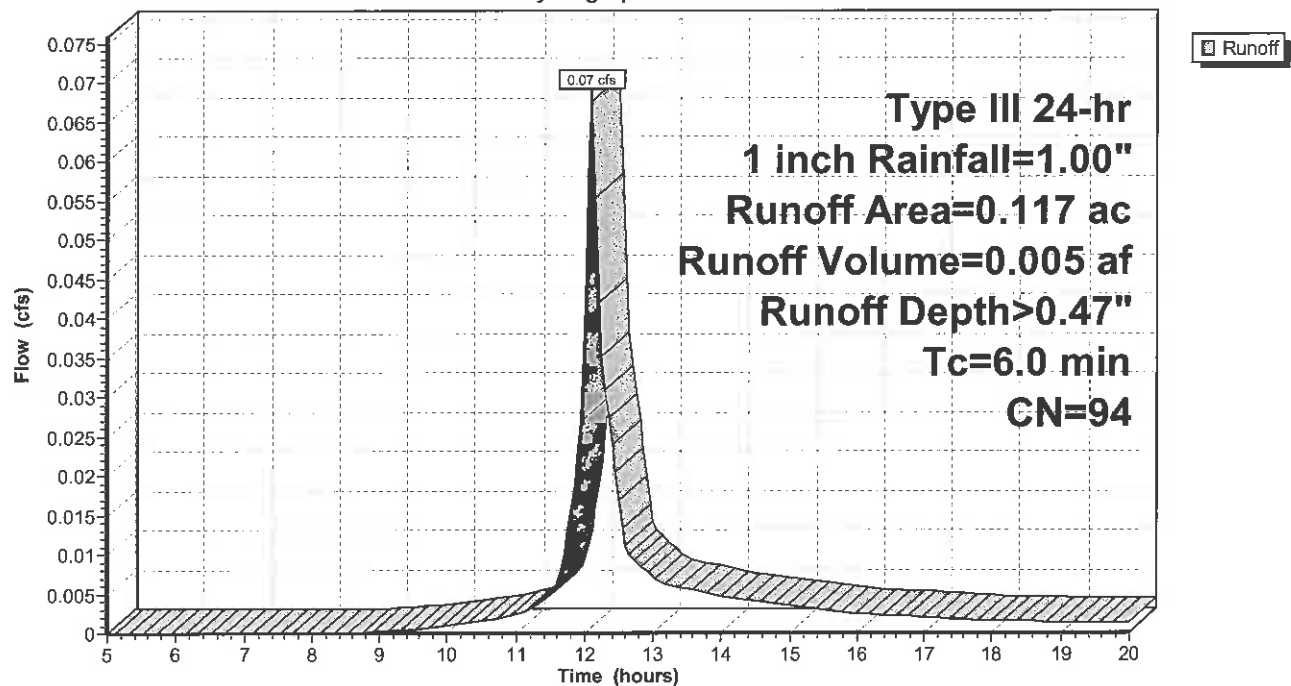
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.094	98	Paved parking, HSG D
0.023	80	>75% Grass cover, Good, HSG D
0.117	94	Weighted Average
0.023		19.66% Pervious Area
0.094		80.34% Impervious Area

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

Subcatchment 2S: Subarea 2

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 6

Summary for Subcatchment 3S: Subarea 3

Runoff = 0.01 cfs @ 12.10 hrs, Volume= 0.001 af, Depth> 0.26"

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

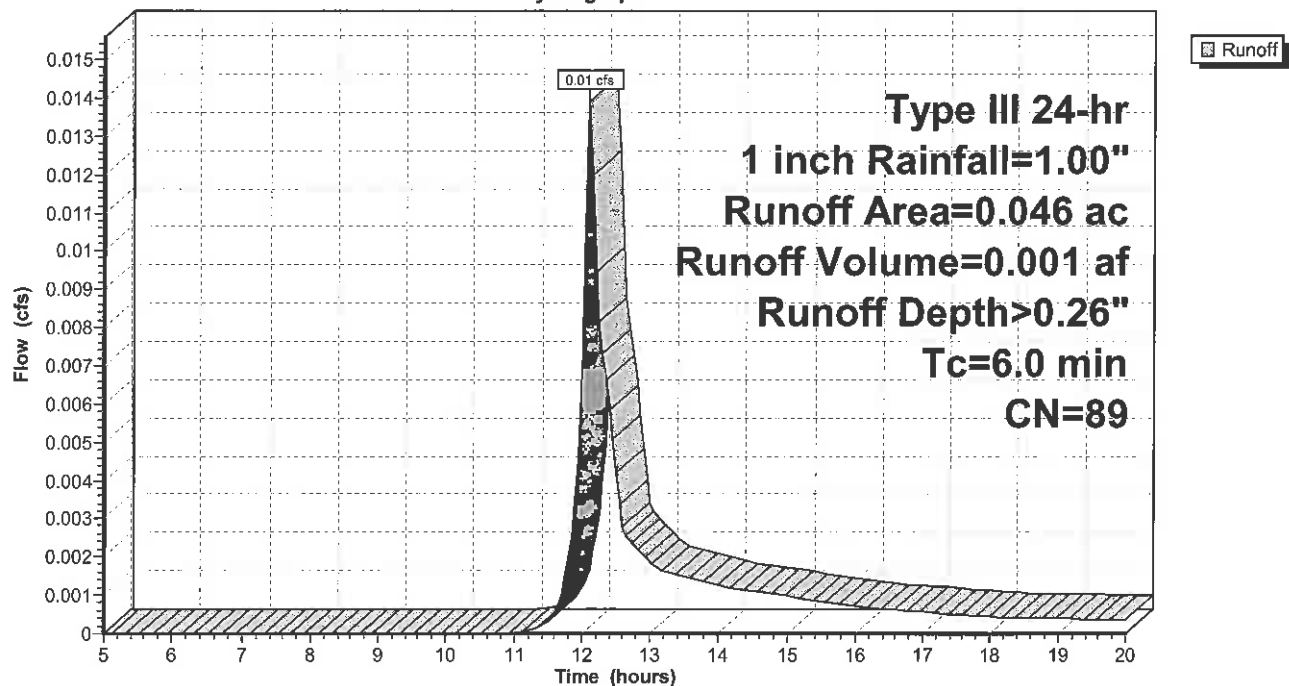
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.023	98	Roofs, HSG D
0.023	80	>75% Grass cover, Good, HSG D
0.046	89	Weighted Average
0.023		50.00% Pervious Area
0.023		50.00% Impervious Area

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

Subcatchment 3S: Subarea 3

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 7

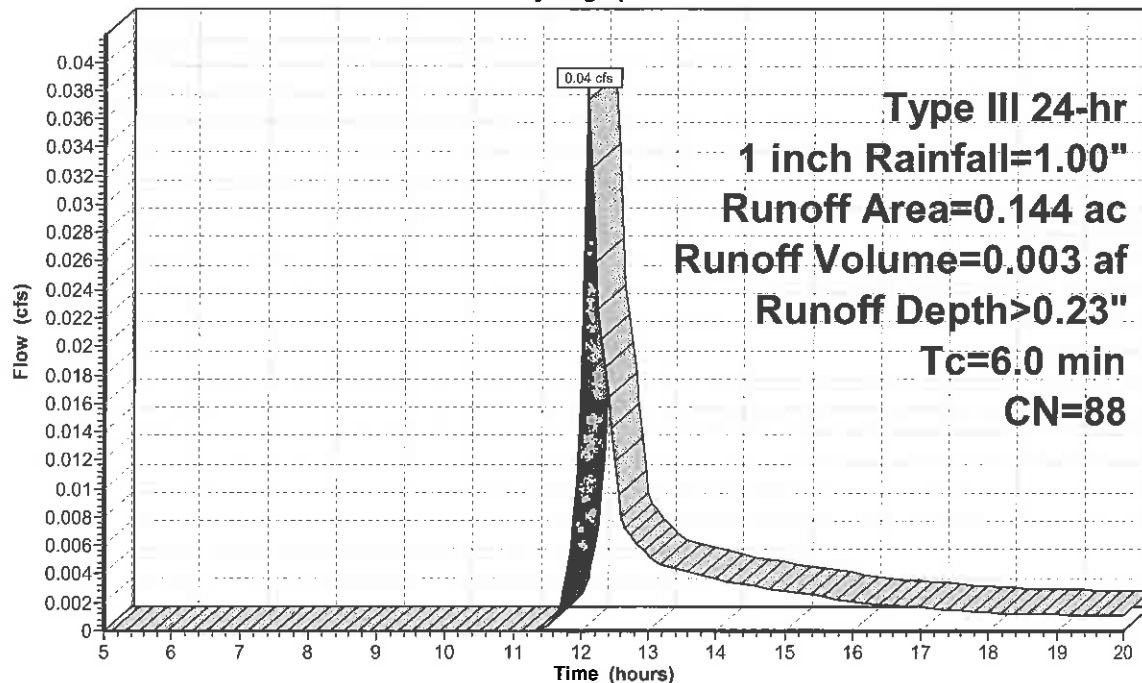
Summary for Subcatchment 4S: Subarea 4

Runoff = 0.04 cfs @ 12.10 hrs, Volume= 0.003 af, Depth> 0.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.075	96	Gravel surface, HSG D
0.069	80	>75% Grass cover, Good, HSG D
0.144	88	Weighted Average
0.144		100.00% Pervious Area

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

Subcatchment 4S: Subarea 4**Hydrograph**

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Type III 24-hr 1 inch Rainfall=1.00"

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Page 8

Summary for Subcatchment 5S: Subarea 5

Runoff = 0.13 cfs @ 12.09 hrs, Volume= 0.009 af, Depth> 0.75"

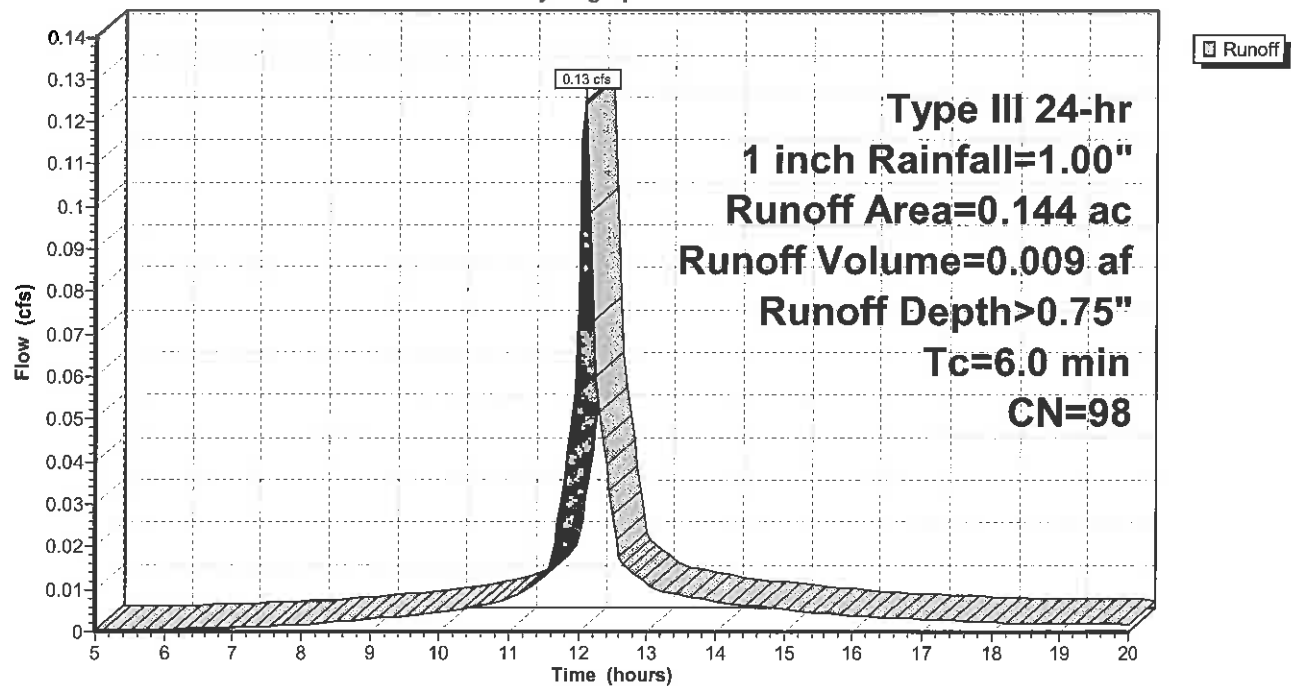
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.144	98	Unconnected roofs, HSG D
0.144		100.00% Impervious Area
0.144		100.00% Unconnected

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

Subcatchment 5S: Subarea 5

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 9

Summary for Subcatchment 6S: Subarea 6

Runoff = 0.01 cfs @ 12.10 hrs, Volume= 0.001 af, Depth> 0.26"

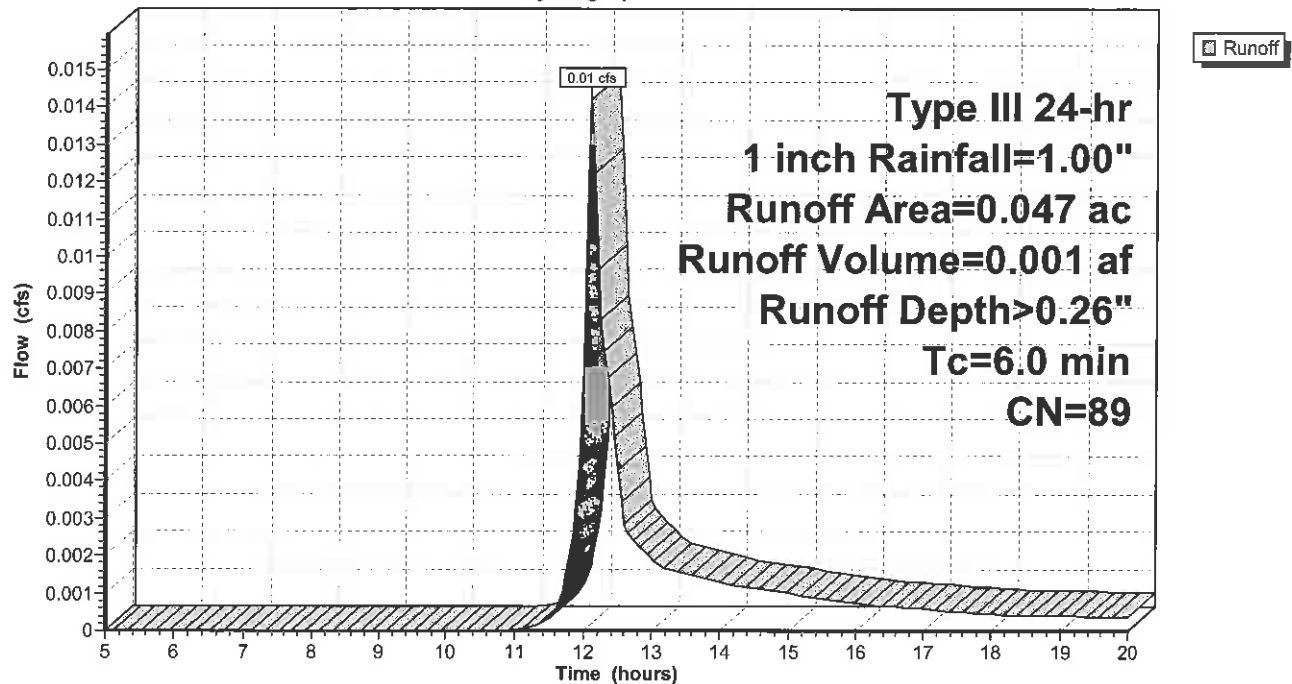
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.024	80	>75% Grass cover, Good, HSG D
0.023	98	Paved parking, HSG D
0.047	89	Weighted Average
0.024		51.06% Pervious Area
0.023		48.94% Impervious Area

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

Subcatchment 6S: Subarea 6

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 10

Summary for Subcatchment 7S: Subarea 7[46] Hint: $T_c=0$ (Instant runoff peak depends on dt)

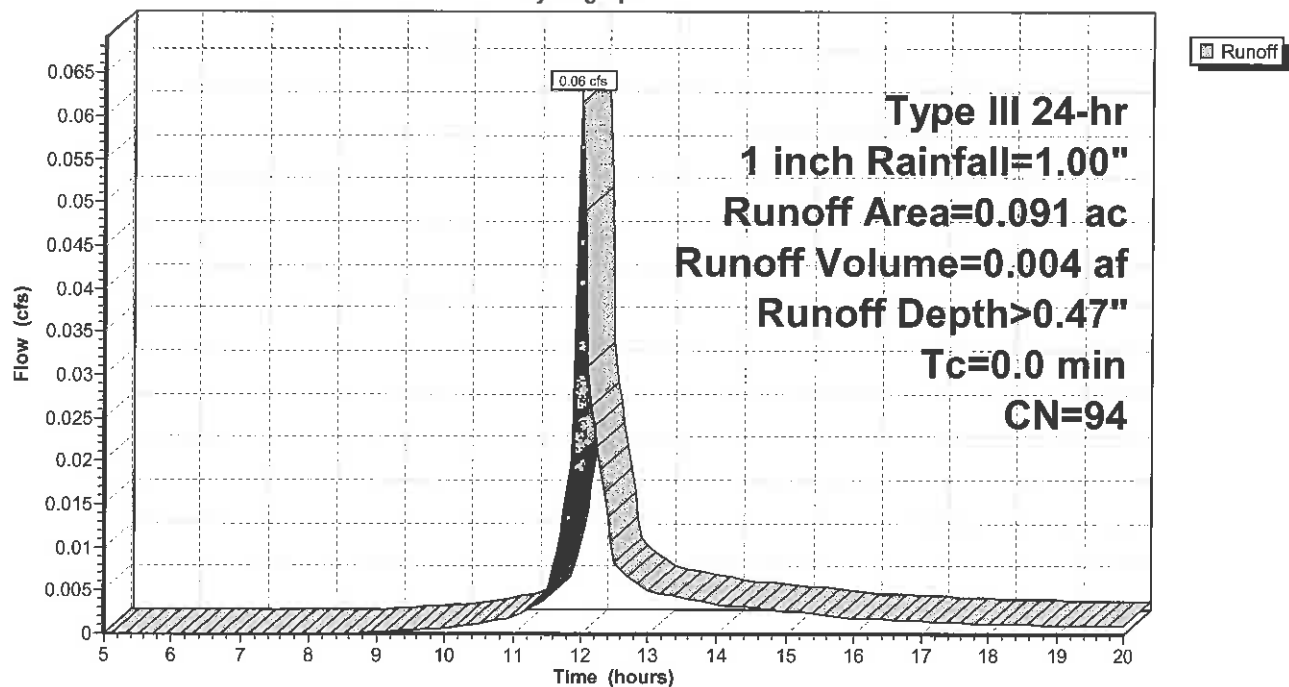
Runoff = 0.06 cfs @ 12.00 hrs, Volume= 0.004 af, Depth> 0.47"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, $dt=0.05$ hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.073	98	Paved parking, HSG D
0.018	80	>75% Grass cover, Good, HSG D
0.091	94	Weighted Average
0.018		19.78% Pervious Area
0.073		80.22% Impervious Area

Subcatchment 7S: Subarea 7

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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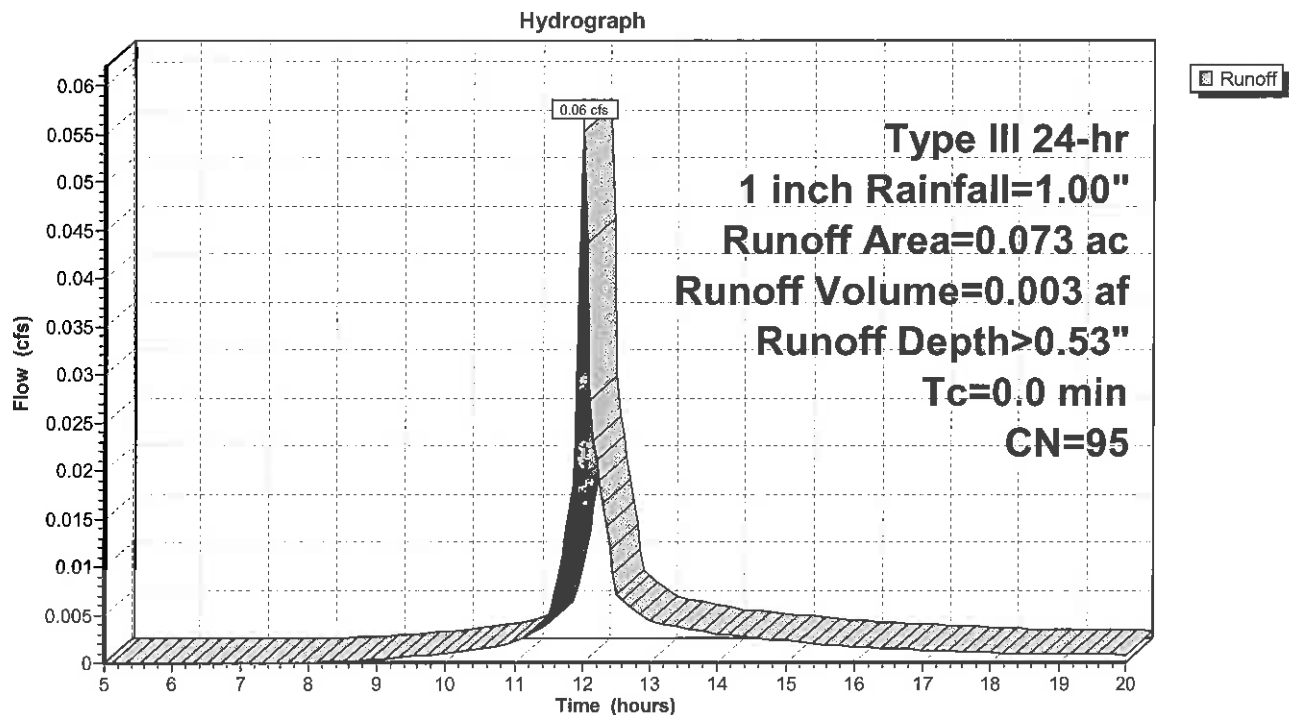
Page 11

Summary for Subcatchment 8S: Subarea 8[46] Hint: $T_c=0$ (Instant runoff peak depends on dt)

Runoff = 0.06 cfs @ 12.00 hrs, Volume= 0.003 af, Depth> 0.53"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, $dt=0.05$ hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.060	98	Paved parking, HSG D
0.013	80	>75% Grass cover, Good, HSG D
0.073	95	Weighted Average
0.013		17.81% Pervious Area
0.060		82.19% Impervious Area

Subcatchment 8S: Subarea 8

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Type III 24-hr 1 inch Rainfall=1.00"

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Page 12

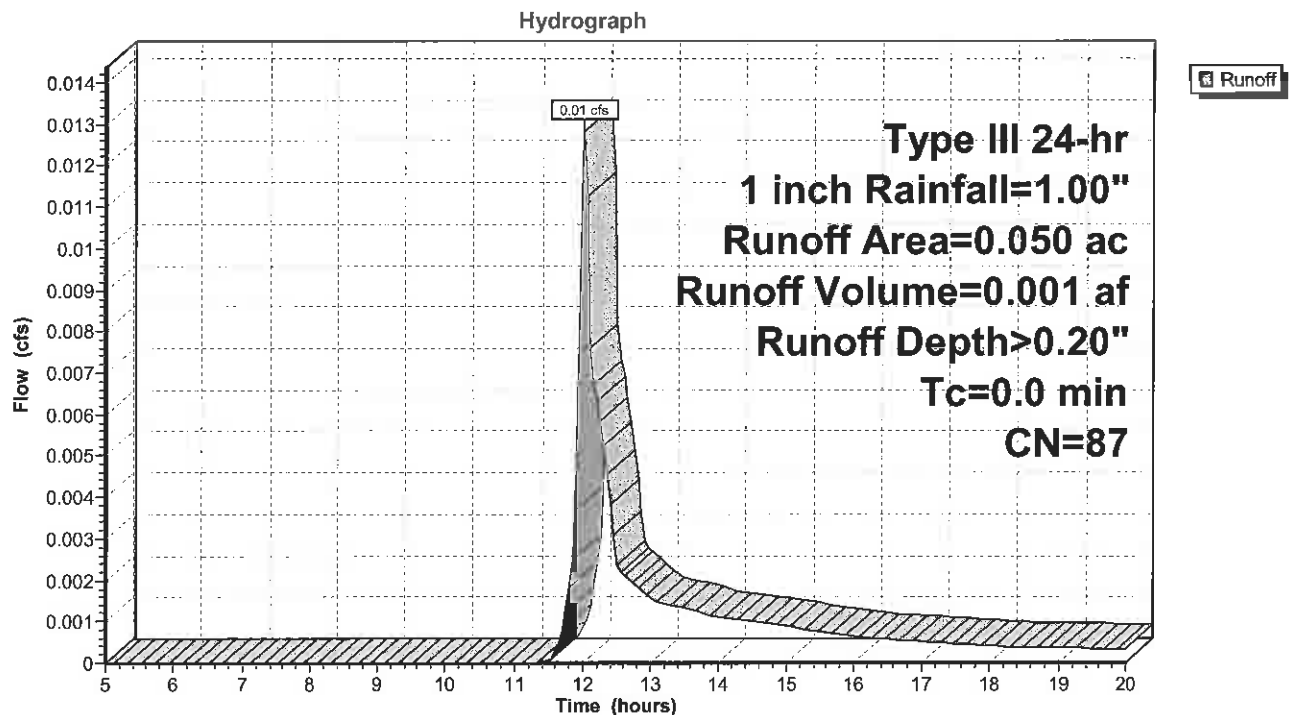
Summary for Subcatchment 9S: Subarea 9[46] Hint: $T_c=0$ (Instant runoff peak depends on dt)

Runoff = 0.01 cfs @ 12.01 hrs, Volume= 0.001 af, Depth> 0.20"

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

Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.020	98	Paved parking, HSG D
0.030	80	>75% Grass cover, Good, HSG D
0.050	87	Weighted Average
0.030		60.00% Pervious Area
0.020		40.00% Impervious Area

Subcatchment 9S: Subarea 9

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Type III 24-hr 1 inch Rainfall=1.00"

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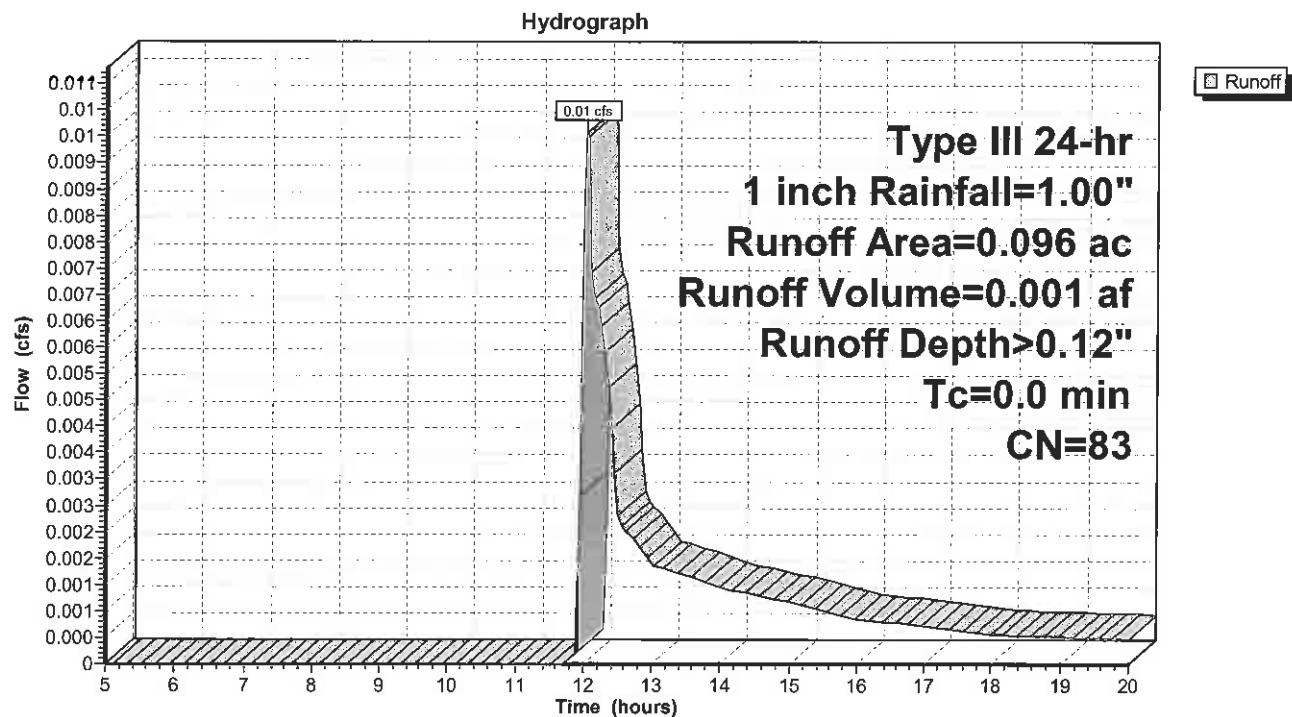
Page 13

Summary for Subcatchment 10S: Subarea 10[46] Hint: $T_c=0$ (Instant runoff peak depends on dt)

Runoff = 0.01 cfs @ 12.04 hrs, Volume= 0.001 af, Depth> 0.12"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, $dt=0.05$ hrs
Type III 24-hr 1 inch Rainfall=1.00"

Area (ac)	CN	Description
0.014	98	Paved parking, HSG D
0.082	80	>75% Grass cover, Good, HSG D
0.096	83	Weighted Average
0.082		85.42% Pervious Area
0.014		14.58% Impervious Area

Subcatchment 10S: Subarea 10

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Page 14

Summary for Reach 1R: CB on Elm/Analysis Pt A

[40] Hint: Not Described (Outflow=Inflow)

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Type III 24-hr 1 inch Rainfall=1.00"

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Page 15

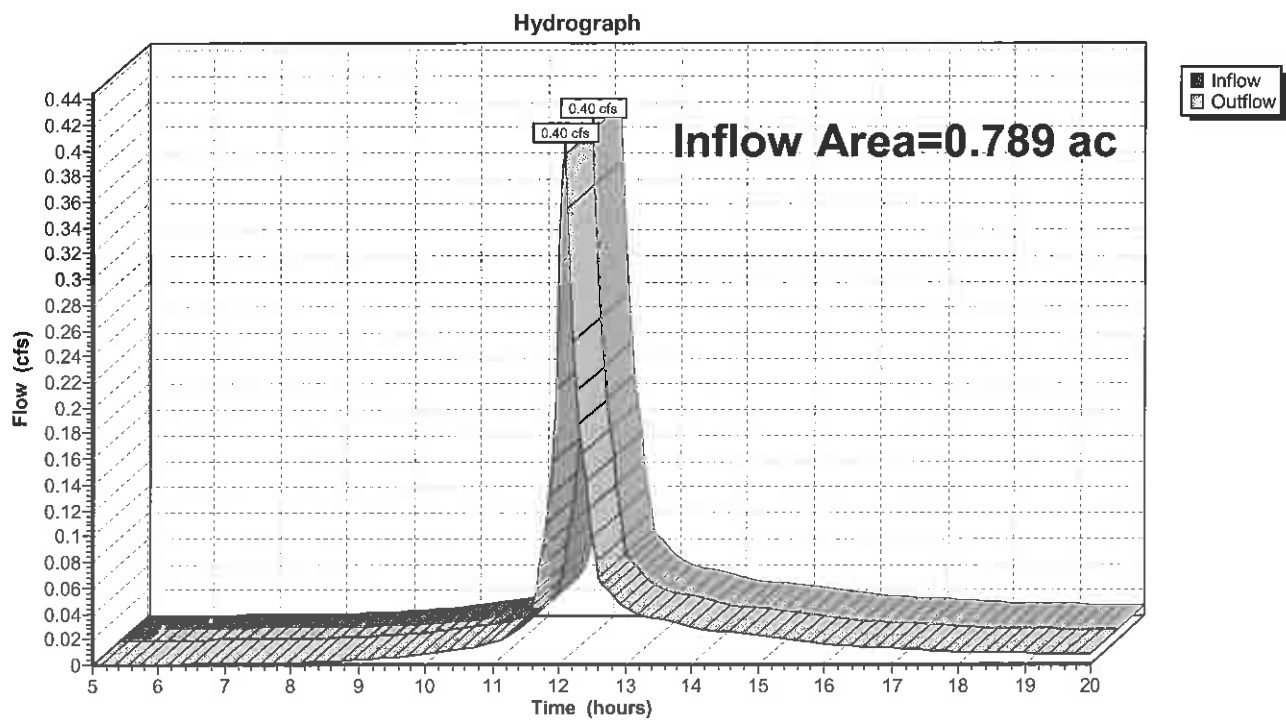
Summary for Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.789 ac, 65.65% Impervious, Inflow Depth > 0.46" for 1 inch event
Inflow = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af
Outflow = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B



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Page 16

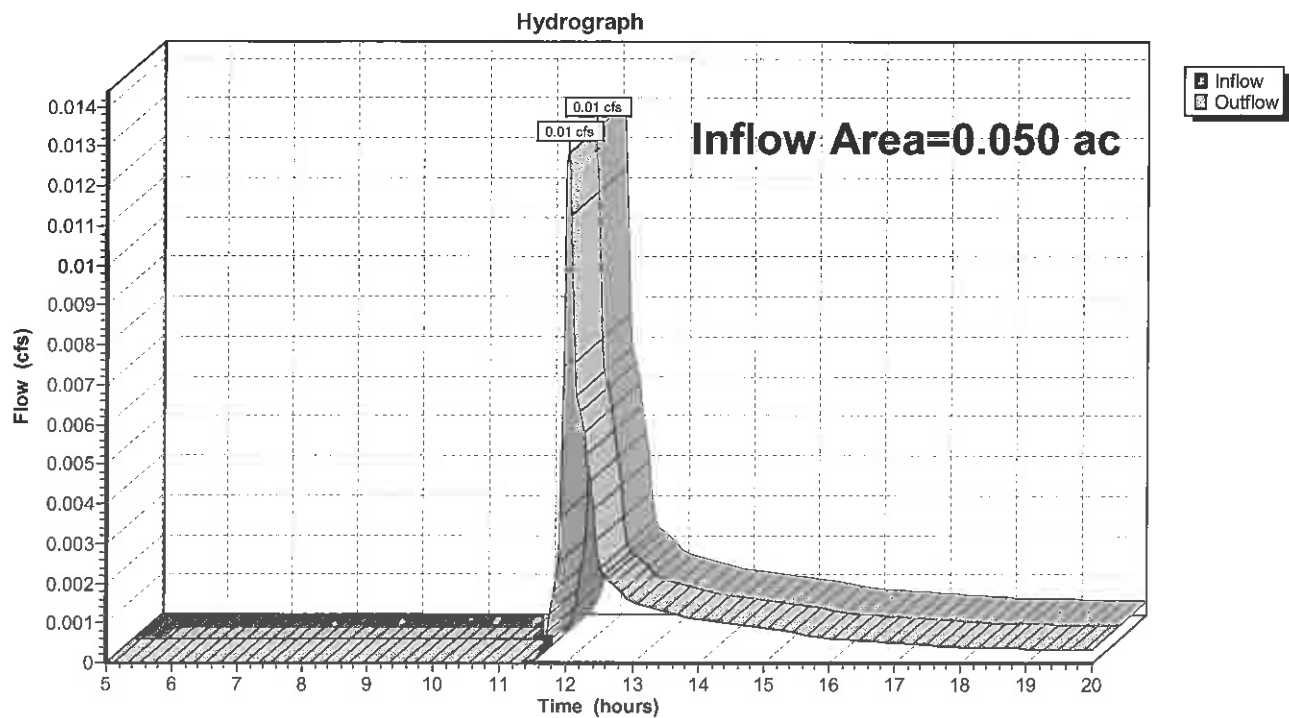
Summary for Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.050 ac, 40.00% Impervious, Inflow Depth > 0.20" for 1 inch event
Inflow = 0.01 cfs @ 12.01 hrs, Volume= 0.001 af
Outflow = 0.01 cfs @ 12.01 hrs, Volume= 0.001 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 17

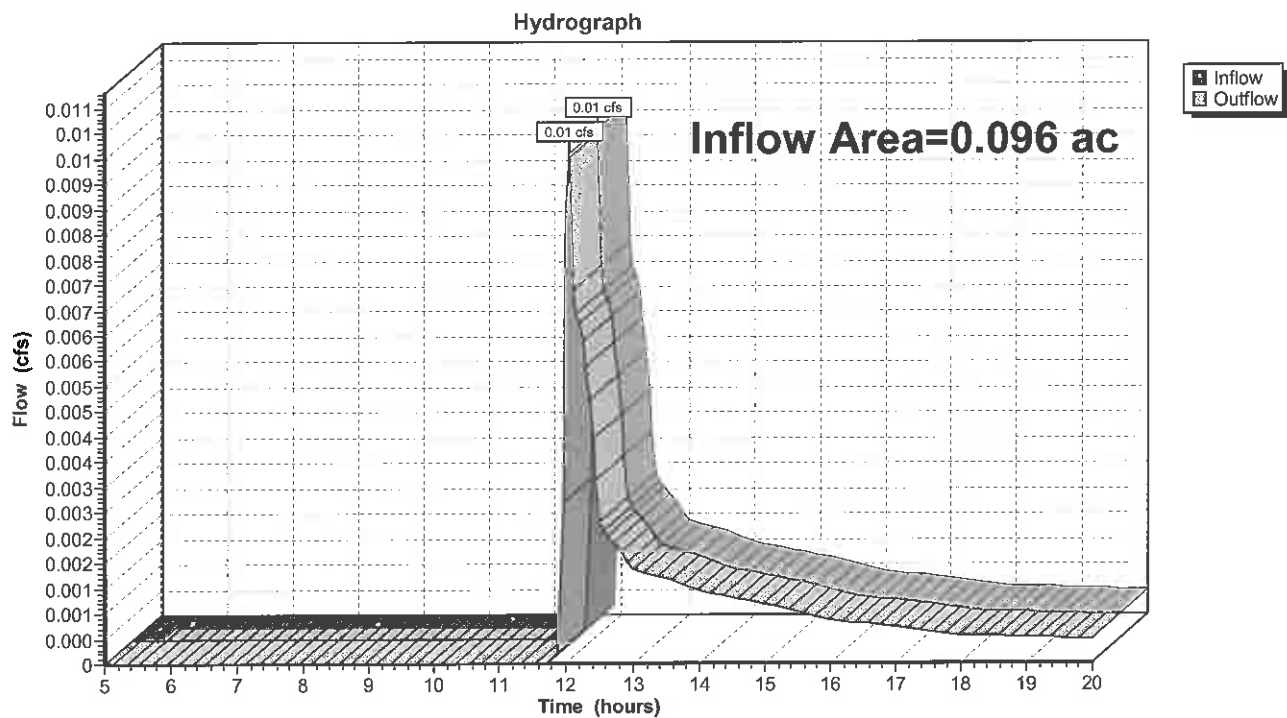
Summary for Reach 4R: CB on Preble/Analysis Pt D

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.096 ac, 14.58% Impervious, Inflow Depth > 0.12" for 1 inch event
Inflow = 0.01 cfs @ 12.04 hrs, Volume= 0.001 af
Outflow = 0.01 cfs @ 12.04 hrs, Volume= 0.001 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach 4R: CB on Preble/Analysis Pt D



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 18

Summary for Pond 2P: CB 2 at bldg ent

[57] Hint: Peaked at 7.97' (Flood elevation advised)

Inflow Area = 0.127 ac, 79.53% Impervious, Inflow Depth > 0.47" for 1 inch event
Inflow = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af
Outflow = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af, Atten= 0%, Lag= 0.0 min
Primary = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

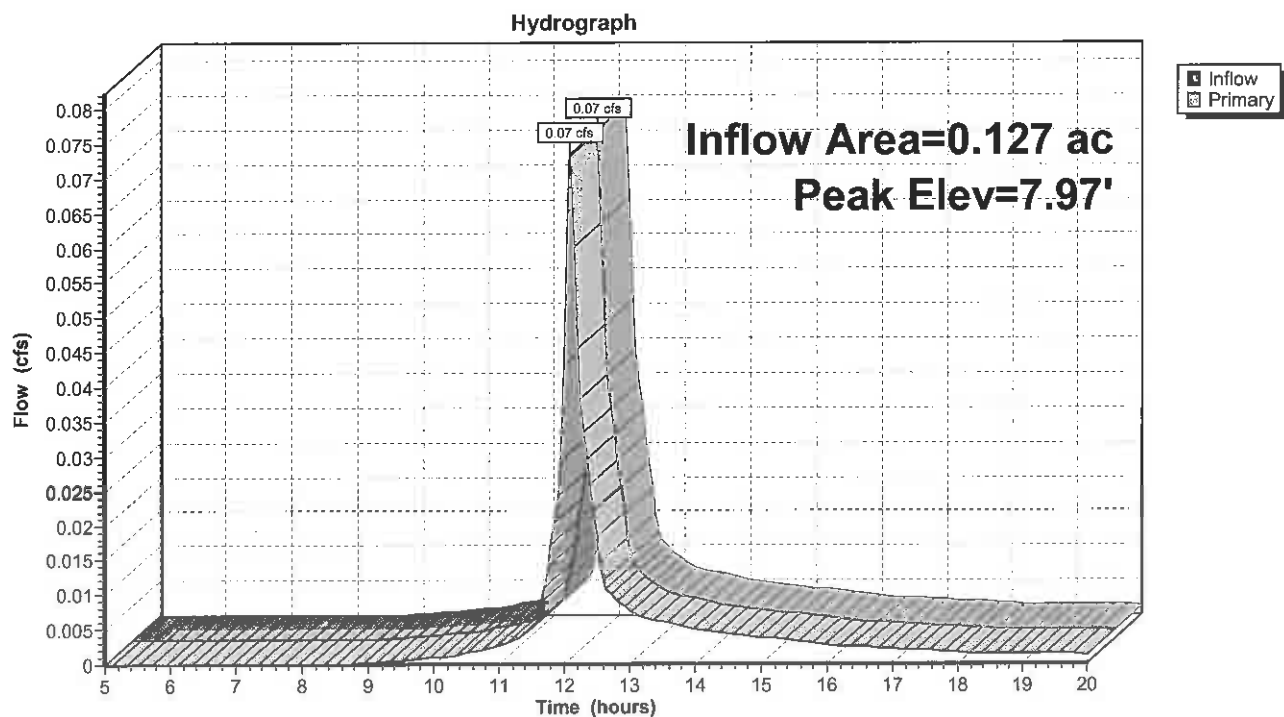
Peak Elev= 7.97' @ 12.09 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	7.84'	12.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.07 cfs @ 12.09 hrs HW=7.97' (Free Discharge)

↑1=Orifice/Grate (Orifice Controls 0.07 cfs @ 1.22 fps)

Pond 2P: CB 2 at bldg ent



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Page 19

Summary for Pond 3P: CB 3 at peninsula

[57] Hint: Peaked at 7.62' (Flood elevation advised)

Inflow Area = 0.244 ac, 79.92% Impervious, Inflow Depth > 0.47" for 1 inch event
Inflow = 0.14 cfs @ 12.09 hrs, Volume= 0.010 af
Outflow = 0.14 cfs @ 12.09 hrs, Volume= 0.010 af, Atten= 0%, Lag= 0.0 min
Primary = 0.14 cfs @ 12.09 hrs, Volume= 0.010 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 7.62' @ 12.09 hrs

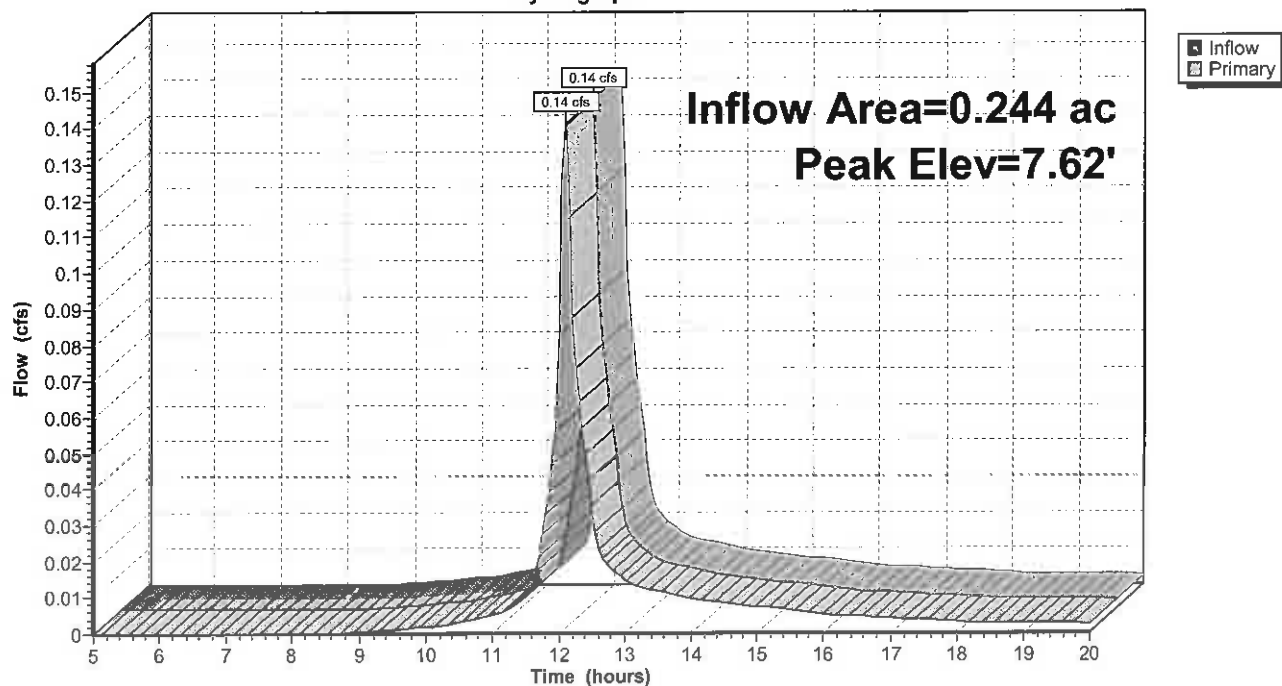
Device	Routing	Invert	Outlet Devices
#1	Primary	7.44'	12.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.14 cfs @ 12.09 hrs HW=7.62' (Free Discharge)

↑1=Orifice/Grate (Orifice Controls 0.14 cfs @ 1.44 fps)

Pond 3P: CB 3 at peninsula

Hydrograph



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Page 20

Summary for Pond 4P: CB 4 at S/W

[57] Hint: Peaked at 7.35' (Flood elevation advised)

Inflow Area = 0.290 ac, 75.17% Impervious, Inflow Depth > 0.43" for 1 inch event
Inflow = 0.16 cfs @ 12.09 hrs, Volume= 0.011 af
Outflow = 0.16 cfs @ 12.09 hrs, Volume= 0.011 af, Atten= 0%, Lag= 0.0 min
Primary = 0.16 cfs @ 12.09 hrs, Volume= 0.011 af

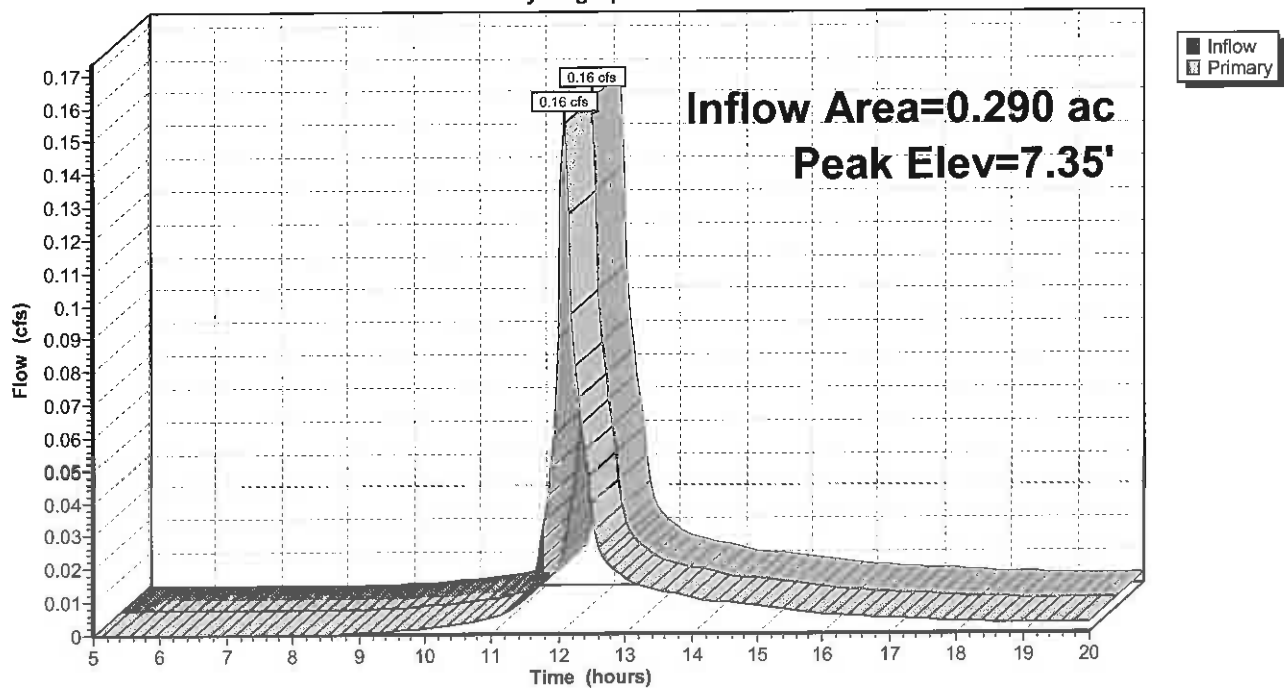
Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 7.35' @ 12.09 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	7.16'	12.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.15 cfs @ 12.09 hrs HW=7.35' (Free Discharge)
1=Orifice/Grate (Orifice Controls 0.15 cfs @ 1.48 fps)

Pond 4P: CB 4 at S/W

Hydrograph



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Type III 24-hr 1 inch Rainfall=1.00"

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Page 21

Summary for Pond 5P: CB 5 loading dock

[57] Hint: Peaked at 7.12' (Flood elevation advised)

Inflow Area = 0.578 ac, 62.63% Impervious, Inflow Depth > 0.46" for 1 inch event
Inflow = 0.32 cfs @ 12.09 hrs, Volume= 0.022 af
Outflow = 0.32 cfs @ 12.09 hrs, Volume= 0.022 af, Atten= 0%, Lag= 0.0 min
Primary = 0.32 cfs @ 12.09 hrs, Volume= 0.022 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 7.12' @ 12.09 hrs

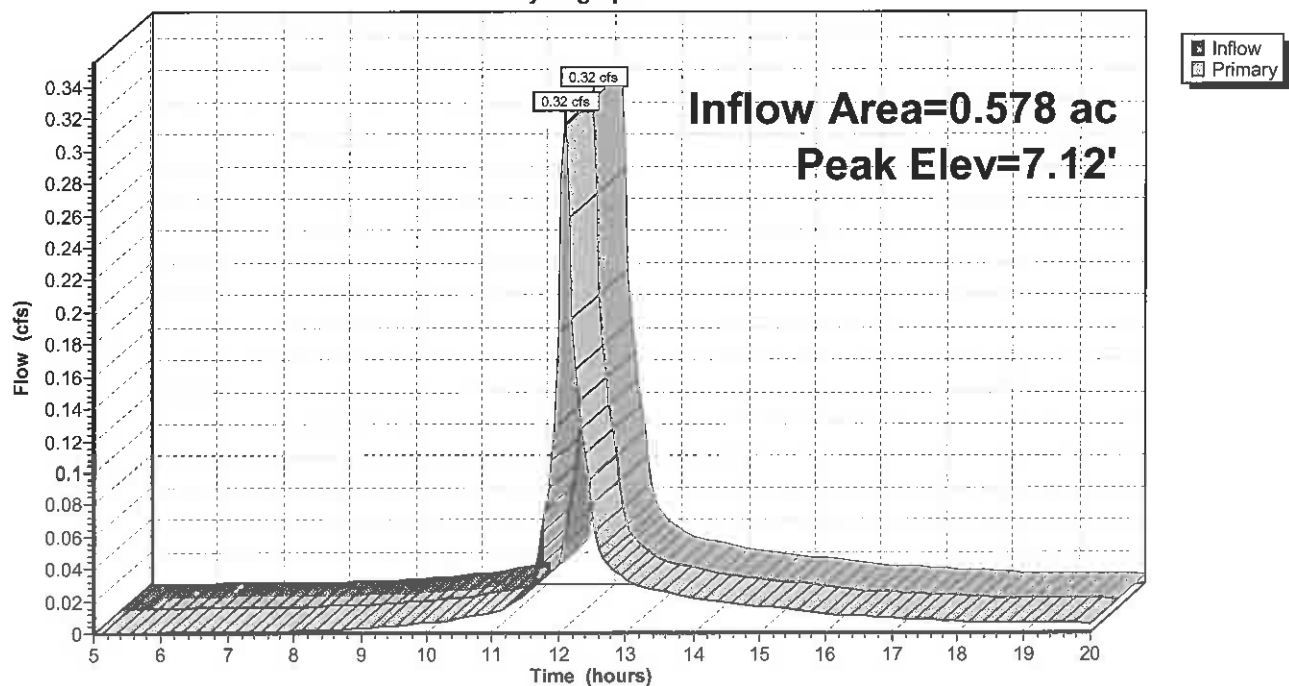
Device	Routing	Invert	Outlet Devices
#1	Primary	6.84'	12.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.31 cfs @ 12.09 hrs HW=7.11' (Free Discharge)

1=Orifice/Grate (Orifice Controls 0.31 cfs @ 1.78 fps)

Pond 5P: CB 5 loading dock

Hydrograph



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Page 22

Summary for Pond 6P: CB in lot corner

[57] Hint: Peaked at 6.70' (Flood elevation advised)

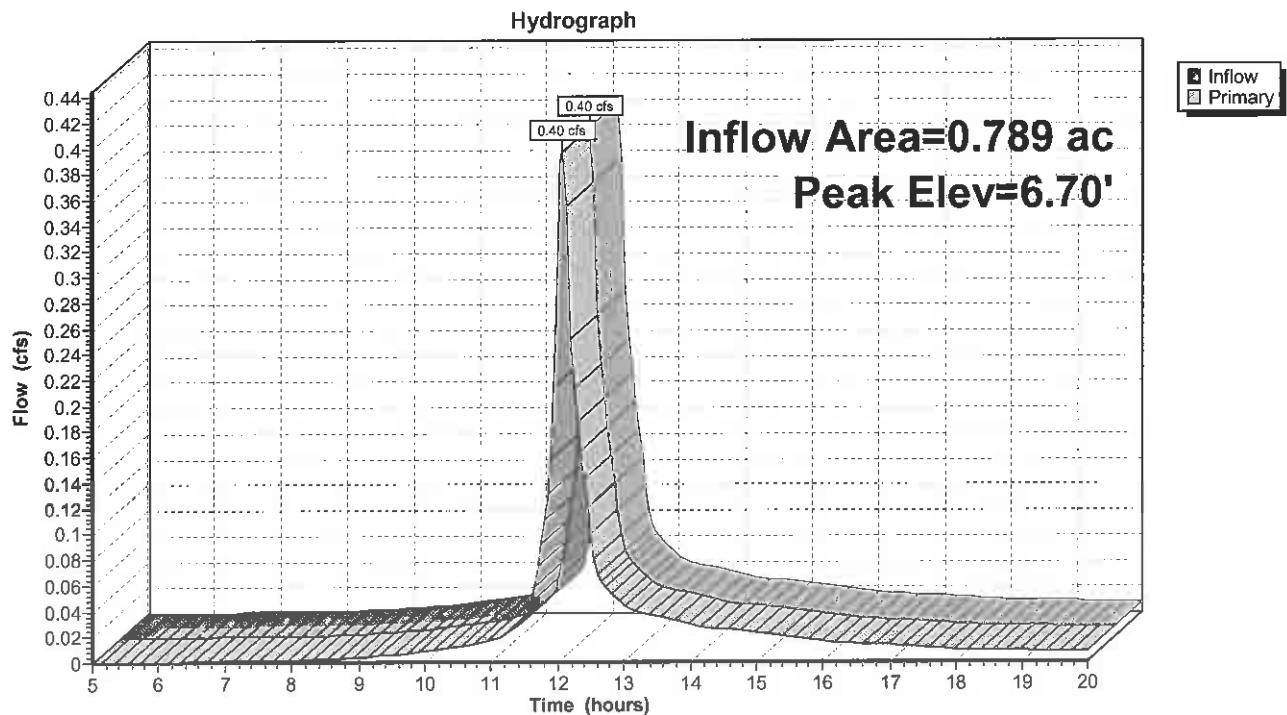
Inflow Area = 0.789 ac, 65.65% Impervious, Inflow Depth > 0.46" for 1 inch event
Inflow = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af
Outflow = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af, Atten= 0%, Lag= 0.0 min
Primary = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 6.70' @ 12.08 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	6.39'	12.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.39 cfs @ 12.08 hrs HW=6.70' (Free Discharge)
↑ 1=Orifice/Grate (Orifice Controls 0.39 cfs @ 1.89 fps)

Pond 6P: CB in lot corner



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Page 23

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.127 ac 79.53% Impervious Runoff Depth>0.96" Tc=6.0 min CN=94 Runoff=0.15 cfs 0.010 af
Subcatchment 2S: Subarea 2	Runoff Area=0.117 ac 80.34% Impervious Runoff Depth>0.96" Tc=6.0 min CN=94 Runoff=0.14 cfs 0.009 af
Subcatchment 3S: Subarea 3	Runoff Area=0.046 ac 50.00% Impervious Runoff Depth>0.65" Tc=6.0 min CN=89 Runoff=0.04 cfs 0.003 af
Subcatchment 4S: Subarea 4	Runoff Area=0.144 ac 0.00% Impervious Runoff Depth>0.60" Tc=6.0 min CN=88 Runoff=0.11 cfs 0.007 af
Subcatchment 5S: Subarea 5	Runoff Area=0.144 ac 100.00% Impervious Runoff Depth>1.30" Tc=6.0 min CN=98 Runoff=0.21 cfs 0.016 af
Subcatchment 6S: Subarea 6	Runoff Area=0.047 ac 48.94% Impervious Runoff Depth>0.65" Tc=6.0 min CN=89 Runoff=0.04 cfs 0.003 af
Subcatchment 7S: Subarea 7	Runoff Area=0.091 ac 80.22% Impervious Runoff Depth>0.97" Tc=0.0 min CN=94 Runoff=0.13 cfs 0.007 af
Subcatchment 8S: Subarea 8	Runoff Area=0.073 ac 82.19% Impervious Runoff Depth>1.04" Tc=0.0 min CN=95 Runoff=0.11 cfs 0.006 af
Subcatchment 9S: Subarea 9	Runoff Area=0.050 ac 40.00% Impervious Runoff Depth>0.56" Tc=0.0 min CN=87 Runoff=0.04 cfs 0.002 af
Subcatchment 10S: Subarea 10	Runoff Area=0.096 ac 14.58% Impervious Runoff Depth>0.40" Tc=0.0 min CN=83 Runoff=0.05 cfs 0.003 af

Reach 1R: CB on Elm/Analysis Pt A**Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B**Inflow=0.81 cfs 0.061 af
Outflow=0.81 cfs 0.061 af**Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C**Inflow=0.04 cfs 0.002 af
Outflow=0.04 cfs 0.002 af**Reach 4R: CB on Preble/Analysis Pt D**Inflow=0.05 cfs 0.003 af
Outflow=0.05 cfs 0.003 af**Pond 2P: CB 2 at bldg ent**Peak Elev=8.03' Inflow=0.15 cfs 0.010 af
Outflow=0.15 cfs 0.010 af**Pond 3P: CB 3 at peninsula**Peak Elev=7.70' Inflow=0.29 cfs 0.020 af
Outflow=0.29 cfs 0.020 af

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Page 24

Pond 4P: CB 4 at S/WPeak Elev=7.44' Inflow=0.32 cfs 0.022 af
Outflow=0.32 cfs 0.022 af**Pond 5P: CB 5 loading dock**Peak Elev=7.24' Inflow=0.64 cfs 0.045 af
Outflow=0.64 cfs 0.045 af**Pond 6P: CB in lot corner**Peak Elev=6.85' Inflow=0.81 cfs 0.061 af
Outflow=0.81 cfs 0.061 af**Total Runoff Area = 0.935 ac Runoff Volume = 0.067 af Average Runoff Depth = 0.86"**
40.96% Pervious = 0.383 ac 59.04% Impervious = 0.552 ac

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Type III 24-hr 2 year Rainfall=3.00"

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Page 44

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.127 ac 79.53% Impervious Runoff Depth>2.22" Tc=6.0 min CN=94 Runoff=0.33 cfs 0.024 af
Subcatchment 2S: Subarea 2	Runoff Area=0.117 ac 80.34% Impervious Runoff Depth>2.22" Tc=6.0 min CN=94 Runoff=0.30 cfs 0.022 af
Subcatchment 3S: Subarea 3	Runoff Area=0.046 ac 50.00% Impervious Runoff Depth>1.78" Tc=6.0 min CN=89 Runoff=0.10 cfs 0.007 af
Subcatchment 4S: Subarea 4	Runoff Area=0.144 ac 0.00% Impervious Runoff Depth>1.70" Tc=6.0 min CN=88 Runoff=0.30 cfs 0.020 af
Subcatchment 5S: Subarea 5	Runoff Area=0.144 ac 100.00% Impervious Runoff Depth>2.59" Tc=6.0 min CN=98 Runoff=0.41 cfs 0.031 af
Subcatchment 6S: Subarea 6	Runoff Area=0.047 ac 48.94% Impervious Runoff Depth>1.78" Tc=6.0 min CN=89 Runoff=0.10 cfs 0.007 af
Subcatchment 7S: Subarea 7	Runoff Area=0.091 ac 80.22% Impervious Runoff Depth>2.22" Tc=0.0 min CN=94 Runoff=0.28 cfs 0.017 af
Subcatchment 8S: Subarea 8	Runoff Area=0.073 ac 82.19% Impervious Runoff Depth>2.32" Tc=0.0 min CN=95 Runoff=0.23 cfs 0.014 af
Subcatchment 9S: Subarea 9	Runoff Area=0.050 ac 40.00% Impervious Runoff Depth>1.63" Tc=0.0 min CN=87 Runoff=0.12 cfs 0.007 af
Subcatchment 10S: Subarea 10	Runoff Area=0.096 ac 14.58% Impervious Runoff Depth>1.34" Tc=0.0 min CN=83 Runoff=0.19 cfs 0.011 af
Reach 1R: CB on Elm/Analysis Pt A	
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=1.83 cfs 0.141 af Outflow=1.83 cfs 0.141 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.12 cfs 0.007 af Outflow=0.12 cfs 0.007 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.19 cfs 0.011 af Outflow=0.19 cfs 0.011 af
Pond 2P: CB 2 at bldg ent	Peak Elev=8.12' Inflow=0.33 cfs 0.024 af Outflow=0.33 cfs 0.024 af
Pond 3P: CB 3 at peninsula	Peak Elev=7.84' Inflow=0.63 cfs 0.045 af Outflow=0.63 cfs 0.045 af

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Type III 24-hr 2 year Rainfall=3.00"

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Page 45

Pond 4P: CB 4 at S/W

Peak Elev=7.59' Inflow=0.73 cfs 0.052 af
Outflow=0.73 cfs 0.052 af

Pond 5P: CB 5 loading dock

Peak Elev=7.48' Inflow=1.44 cfs 0.103 af
Outflow=1.44 cfs 0.103 af

Pond 6P: CB in lot corner

Peak Elev=7.13' Inflow=1.83 cfs 0.141 af
Outflow=1.83 cfs 0.141 af

Total Runoff Area = 0.935 ac Runoff Volume = 0.159 af Average Runoff Depth = 2.04"
40.96% Pervious = 0.383 ac 59.04% Impervious = 0.552 ac

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Type III 24-hr 10 year Rainfall=4.70"

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Page 65

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.127 ac 79.53% Impervious Runoff Depth>3.79" Tc=6.0 min CN=94 Runoff=0.54 cfs 0.040 af
Subcatchment 2S: Subarea 2	Runoff Area=0.117 ac 80.34% Impervious Runoff Depth>3.79" Tc=6.0 min CN=94 Runoff=0.50 cfs 0.037 af
Subcatchment 3S: Subarea 3	Runoff Area=0.046 ac 50.00% Impervious Runoff Depth>3.29" Tc=6.0 min CN=89 Runoff=0.18 cfs 0.013 af
Subcatchment 4S: Subarea 4	Runoff Area=0.144 ac 0.00% Impervious Runoff Depth>3.19" Tc=6.0 min CN=88 Runoff=0.55 cfs 0.038 af
Subcatchment 5S: Subarea 5	Runoff Area=0.144 ac 100.00% Impervious Runoff Depth>4.15" Tc=6.0 min CN=98 Runoff=0.65 cfs 0.050 af
Subcatchment 6S: Subarea 6	Runoff Area=0.047 ac 48.94% Impervious Runoff Depth>3.29" Tc=6.0 min CN=89 Runoff=0.18 cfs 0.013 af
Subcatchment 7S: Subarea 7	Runoff Area=0.091 ac 80.22% Impervious Runoff Depth>3.79" Tc=0.0 min CN=94 Runoff=0.46 cfs 0.029 af
Subcatchment 8S: Subarea 8	Runoff Area=0.073 ac 82.19% Impervious Runoff Depth>3.89" Tc=0.0 min CN=95 Runoff=0.37 cfs 0.024 af
Subcatchment 9S: Subarea 9	Runoff Area=0.050 ac 40.00% Impervious Runoff Depth>3.10" Tc=0.0 min CN=87 Runoff=0.22 cfs 0.013 af
Subcatchment 10S: Subarea 10	Runoff Area=0.096 ac 14.58% Impervious Runoff Depth>2.73" Tc=0.0 min CN=83 Runoff=0.37 cfs 0.022 af

Reach 1R: CB on Elm/Analysis Pt A**Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B**Inflow=3.07 cfs 0.243 af
Outflow=3.07 cfs 0.243 af**Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C**Inflow=0.22 cfs 0.013 af
Outflow=0.22 cfs 0.013 af**Reach 4R: CB on Preble/Analysis Pt D**Inflow=0.37 cfs 0.022 af
Outflow=0.37 cfs 0.022 af**Pond 2P: CB 2 at bldg ent**Peak Elev=8.21' Inflow=0.54 cfs 0.040 af
Outflow=0.54 cfs 0.040 af**Pond 3P: CB 3 at peninsula**Peak Elev=7.97' Inflow=1.05 cfs 0.077 af
Outflow=1.05 cfs 0.077 af

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Type III 24-hr 10 year Rainfall=4.70"

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Page 66

Pond 4P: CB 4 at S/W

Peak Elev=7.74' Inflow=1.23 cfs 0.090 af

Outflow=1.23 cfs 0.090 af

Pond 5P: CB 5 loading dock

Peak Elev=7.74' Inflow=2.42 cfs 0.178 af

Outflow=2.42 cfs 0.178 af

Pond 6P: CB in lot corner

Peak Elev=7.55' Inflow=3.07 cfs 0.243 af

Outflow=3.07 cfs 0.243 af

Total Runoff Area = 0.935 ac Runoff Volume = 0.278 af Average Runoff Depth = 3.56"

40.96% Pervious = 0.383 ac 59.04% Impervious = 0.552 ac

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Type III 24-hr 25 year Rainfall=5.50"

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Page 86

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.127 ac 79.53% Impervious Runoff Depth>4.53" Tc=6.0 min CN=94 Runoff=0.65 cfs 0.048 af
Subcatchment 2S: Subarea 2	Runoff Area=0.117 ac 80.34% Impervious Runoff Depth>4.53" Tc=6.0 min CN=94 Runoff=0.59 cfs 0.044 af
Subcatchment 3S: Subarea 3	Runoff Area=0.046 ac 50.00% Impervious Runoff Depth>4.02" Tc=6.0 min CN=89 Runoff=0.22 cfs 0.015 af
Subcatchment 4S: Subarea 4	Runoff Area=0.144 ac 0.00% Impervious Runoff Depth>3.91" Tc=6.0 min CN=88 Runoff=0.66 cfs 0.047 af
Subcatchment 5S: Subarea 5	Runoff Area=0.144 ac 100.00% Impervious Runoff Depth>4.87" Tc=6.0 min CN=98 Runoff=0.76 cfs 0.058 af
Subcatchment 6S: Subarea 6	Runoff Area=0.047 ac 48.94% Impervious Runoff Depth>4.02" Tc=6.0 min CN=89 Runoff=0.22 cfs 0.016 af
Subcatchment 7S: Subarea 7	Runoff Area=0.091 ac 80.22% Impervious Runoff Depth>4.53" Tc=0.0 min CN=94 Runoff=0.54 cfs 0.034 af
Subcatchment 8S: Subarea 8	Runoff Area=0.073 ac 82.19% Impervious Runoff Depth>4.63" Tc=0.0 min CN=95 Runoff=0.44 cfs 0.028 af
Subcatchment 9S: Subarea 9	Runoff Area=0.050 ac 40.00% Impervious Runoff Depth>3.82" Tc=0.0 min CN=87 Runoff=0.27 cfs 0.016 af
Subcatchment 10S: Subarea 10	Runoff Area=0.096 ac 14.58% Impervious Runoff Depth>3.42" Tc=0.0 min CN=83 Runoff=0.47 cfs 0.027 af

Reach 1R: CB on Elm/Analysis Pt A**Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B**Inflow=3.66 cfs 0.291 af
Outflow=3.66 cfs 0.291 af**Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C**Inflow=0.27 cfs 0.016 af
Outflow=0.27 cfs 0.016 af**Reach 4R: CB on Preble/Analysis Pt D**Inflow=0.47 cfs 0.027 af
Outflow=0.47 cfs 0.027 af**Pond 2P: CB 2 at bldg ent**Peak Elev=8.24' Inflow=0.65 cfs 0.048 af
Outflow=0.65 cfs 0.048 af**Pond 3P: CB 3 at peninsula**Peak Elev=8.02' Inflow=1.24 cfs 0.092 af
Outflow=1.24 cfs 0.092 af

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Type III 24-hr 25 year Rainfall=5.50"

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Page 87

Pond 4P: CB 4 at S/WPeak Elev=7.80' Inflow=1.46 cfs 0.107 af
Outflow=1.46 cfs 0.107 af**Pond 5P: CB 5 loading dock**Peak Elev=7.92' Inflow=2.88 cfs 0.213 af
Outflow=2.88 cfs 0.213 af**Pond 6P: CB in lot corner**Peak Elev=7.82' Inflow=3.66 cfs 0.291 af
Outflow=3.66 cfs 0.291 af**Total Runoff Area = 0.935 ac Runoff Volume = 0.334 af Average Runoff Depth = 4.29"**
40.96% Pervious = 0.383 ac 59.04% Impervious = 0.552 ac

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Type III 24-hr 100 year Rainfall=6.70"

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Page 107

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subarea 1	Runoff Area=0.127 ac 79.53% Impervious Runoff Depth>5.63" Tc=6.0 min CN=94 Runoff=0.80 cfs 0.060 af
Subcatchment 2S: Subarea 2	Runoff Area=0.117 ac 80.34% Impervious Runoff Depth>5.63" Tc=6.0 min CN=94 Runoff=0.73 cfs 0.055 af
Subcatchment 3S: Subarea 3	Runoff Area=0.046 ac 50.00% Impervious Runoff Depth>5.12" Tc=6.0 min CN=89 Runoff=0.27 cfs 0.020 af
Subcatchment 4S: Subarea 4	Runoff Area=0.144 ac 0.00% Impervious Runoff Depth>5.01" Tc=6.0 min CN=88 Runoff=0.84 cfs 0.060 af
Subcatchment 5S: Subarea 5	Runoff Area=0.144 ac 100.00% Impervious Runoff Depth>5.97" Tc=6.0 min CN=98 Runoff=0.92 cfs 0.072 af
Subcatchment 6S: Subarea 6	Runoff Area=0.047 ac 48.94% Impervious Runoff Depth>5.12" Tc=6.0 min CN=89 Runoff=0.28 cfs 0.020 af
Subcatchment 7S: Subarea 7	Runoff Area=0.091 ac 80.22% Impervious Runoff Depth>5.64" Tc=0.0 min CN=94 Runoff=0.67 cfs 0.043 af
Subcatchment 8S: Subarea 8	Runoff Area=0.073 ac 82.19% Impervious Runoff Depth>5.73" Tc=0.0 min CN=95 Runoff=0.54 cfs 0.035 af
Subcatchment 9S: Subarea 9	Runoff Area=0.050 ac 40.00% Impervious Runoff Depth>4.91" Tc=0.0 min CN=87 Runoff=0.34 cfs 0.020 af
Subcatchment 10S: Subarea 10	Runoff Area=0.096 ac 14.58% Impervious Runoff Depth>4.48" Tc=0.0 min CN=83 Runoff=0.60 cfs 0.036 af
Reach 1R: CB on Elm/Analysis Pt A	
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B	Inflow=4.53 cfs 0.364 af Outflow=4.53 cfs 0.364 af
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C	Inflow=0.34 cfs 0.020 af Outflow=0.34 cfs 0.020 af
Reach 4R: CB on Preble/Analysis Pt D	Inflow=0.60 cfs 0.036 af Outflow=0.60 cfs 0.036 af
Pond 2P: CB 2 at bldg ent	Peak Elev=8.29' Inflow=0.80 cfs 0.060 af Outflow=0.80 cfs 0.060 af
Pond 3P: CB 3 at peninsula	Peak Elev=8.10' Inflow=1.53 cfs 0.115 af Outflow=1.53 cfs 0.115 af

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Type III 24-hr 100 year Rainfall=6.70"

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Page 108

Pond 4P: CB 4 at S/W

Peak Elev=7.89' Inflow=1.80 cfs 0.134 af

Outflow=1.80 cfs 0.134 af

Pond 5P: CB 5 loading dock

Peak Elev=8.22' Inflow=3.56 cfs 0.266 af

Outflow=3.56 cfs 0.266 af

Pond 6P: CB in lot corner

Peak Elev=8.32' Inflow=4.53 cfs 0.364 af

Outflow=4.53 cfs 0.364 af

Total Runoff Area = 0.935 ac Runoff Volume = 0.420 af Average Runoff Depth = 5.39"
40.96% Pervious = 0.383 ac 59.04% Impervious = 0.552 ac

EXHIBIT 14

SOLID WASTE DISPOSAL

The Schlotterbeck Block plans to contact a private hauler for removal of solid waste generated within the building. A fenced exterior dumpster area for recycling and solid waste disposal will be located in the parking lot on the east side of the lot. Pickup will occur twice each week.

SNOW REMOVAL

Snow is currently stored on site and removed as necessary. Upon completion of the re-development, snow will still be able to be stored on the edges of the parking areas as shown on Sheet L2.0.

EXHIBIT 15
LIGHT FIXTURES

Site lighting will consist of new pole mounted fixtures (5) in the parking light and bollards along the walkway. See attached cut sheets of proposed light fixtures. Medium “Bayside” light fixtures will be installed along Preble Street (three fixtures), Kennebec Street (two fixtures) and Elm Street (two fixtures). The applicant will finalize the location of the “Bayside” fixtures with Kevin Thomas, City of Portland Public Works.

Building lighting will consist of wall mounted fixtures at the three building entrances, canopy lights (two), and uplighting at the building corners (eight light fixtures—two per side).

Type:
Job:
Catalog number:

Approvals:

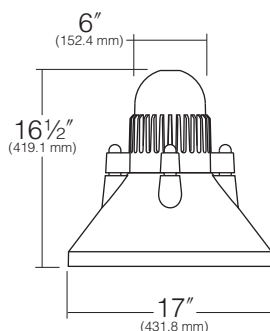
/ / / /
 Mtg Fixture Electrical Module Finish Options
 _____ See page 2 _____ See page 3-4 _____ Pole & Arm* _____

*Select pole and arm from Kim **Arms and Poles Selection Guide**. If pole is provided by others, indicate O.D. for arm fitting. Arm Options are also shown on page 5.

Date:
Page: 1 of 6

Specifications

17" Diameter
 60 Light Emitting Diodes
 Total System Watts = 68W



Housing: The Ballast Housing is a one-piece die-cast, low copper (<0.6% Cu) aluminum alloy component with integral cooling fins. The Reflector Housing is one-piece die-cast, low copper (<0.6% Cu) aluminum alloy. The Ballast Housing attaches to the Reflector Housing with stainless steel fasteners and is sealed with a silicone gasket.

Lens Frame: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy. Stainless steel hinges provided for attachment to the Reflector Housing. Stainless steel threaded fasteners provide easy access, concealed from normal view. The 3/16" thick clear flat lens seals against the reflector flange by a one-piece extruded silicone gasket with fused seam, to produce a fully sealed optical chamber.

Mounting: Stainless steel bolts are provided to attach the luminaire to the crook arm or swept arm mounting.

Electronic Module: All electrical components are UL and CSA recognized, mounted on a single plate and factory prewired with quick-disconnect plugs. Module includes a driver, LifeShield® temperature control device and surge protector. Electrical module attaches to housing with key hole slots, accessible by opening the lens frame and removing optical module. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Precision, replaceable PicoEmitters are positioned to achieve directional control toward desired task. The entire EmitterDeck® mounting assembly fastens to the housing as a one-piece module.

Finish/Color: TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness. Standard colors are Black, Dark Bronze, Light Gray, Stealth Gray, Platinum Silver, or White. Custom colors are available.

Listed To: UL 1598 Standard for Luminaires - UL 8750 Standard for Safety for Light Emitting Diode (LED) Equipment for use in Lighting Products and CSA C22.2#250.0 Luminaires.

Warranty: Kim Lighting warrants Era LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines (PicoEmitter®) and, (iv) a period of five (5) years for LED power components (LED Driver, LifeShield temperature control device, surge protector), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious injury.



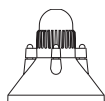
U.S. Patent D430,687

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.

Type:

Job:

Page: 2 of 6



Standard Features

Mounting

Plan View:



EPA 17 :	0.8	1.6	2.4	2.8	n/a
Cat. No.:	☐ 1A	☐ 2B	☐ 3Y	☐ 4C	☐ 1W

NOTE: **1A, 2B, 3Y** and **4C** mounting arms are part of the Pole Assembly. **1W** Wall Mount arm is **not** included and must be ordered separately. See page 4 for styles and ordering information.

Fixture

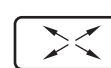
Cat. No. designates fixture and optic

RA17
 Housing
 Size: 17"

x
 Distribution:
☐ 1 = Type I Full Cutoff
☐ 2 = Type II Full Cutoff
☐ 3 = Type III Full Cutoff
☐ 4 = Type IV Full Cutoff
☐ 5 = Type V Square Full Cutoff
☐ L = Type L Left Full Cutoff
☐ R = Type R Right Full Cutoff

E35
 E35 = 350mA

Light Distribution:



Type I



Type II



Type III


 Type IV
Forward
Throw

 Type V
Square

 Type R
Right

 Type L
Left

Electrical Module

Cat. Nos. for Electrical Modules available:

60L
 Source:
 60L = 60 LED's

xK
 Color Temperature:
☐ 3K = 3000K
☐ 4K = 4200K
☐ 5K = 5100K
☐ 2K = 580nm - Amber

x
 Voltage:
☐ 120 = 120V
☐ 208 = 208V
☐ 240 = 240V
☐ 277 = 277V
☐ 347 = 347V¹
☐ 480 = 480V¹

¹Due to current unavailability of 347V and 480V drivers, specification of these voltages may feature an integral step-down transformer.

Finish

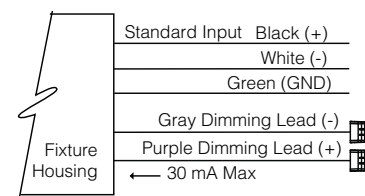
TGIC powder coat

Color:	Black	Dark Bronze	Light Gray	Stealth Gray	Platinum Silver	White	Custom Color ²
Cat. No.:	☐ BL	☐ DB	☐ LG	☐ SG	☐ PS	☐ WH	☐ CC

²Custom colors subject to additional charges, minimum quantities and extended lead times. Consult representative. Custom color description: _____

0-10V Dimming Interface

Driver has a 0-10V dimming interface with a dimming range of 10-100%. Is compatible with most control systems including Hubbell Building Automation wiHUBB™. Approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV. Note: Not compatible with current sourcing dimmers. Controls compatible via Gray and Purple dimming lead.



HSAS Stepped Aluminum Pole & Side Mount Crook Arm(s)

For Standard HA02S / HA02L Pole

CH

CD

CS

X2

Y2

Pole Step

X

Y1

X1

Hand Hole

Base Cover

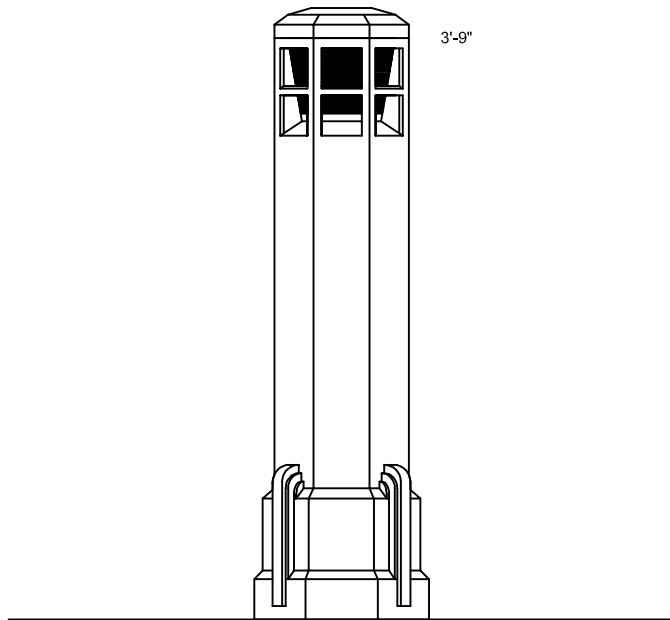
Arm assemblies are included.

2.8
5.2

24 KIM LIGHTING

Freeport Series

Cast Iron Lighted Bollard



BOL/FP45/13/L-CI

Specifications

DESCRIPTION The bollard shall be cast iron construction with a classic octagonal design. The bollard shall be provided with an optical assembly including a glass refractor, and an octagonal top.

MATERIALS The bollard shall be ASTM-A48 Class 30 cast iron. The castings shall be formed true to the pattern with complete detail. The refractor shall be borosilicate glass. All exposed hardware shall be tamper resistant stainless steel. Anchor bolts to be completely hot dip galvanized.

CONSTRUCTION The bollard shall be made from a one-piece casting. The top shall be attached to the bollard with four tamper resistant set screws.

DIMENSIONS The bollard shall be 3'- 9" in height with a 13" octafute base, and a 10" octagonal top.

INSTALLATION The bollard shall be provided with four 3/4" diameter, hot dip galvanized, L-type anchor bolts to be installed on a 8.5" diameter bolt circle. An access door shall be provided in the base for anchorage and wiring access. The top shall be removable for access to the optical assembly.

LIGHT SOURCE The lighted bollard shall be furnished with an H.I.D. ballast and socket assembly. Sockets shall be glazed porcelain, mogul or medium base, with a copper alloy nickel plated screw shell and center contact. The ballast shall be a core and coil, high power factor, regulating type.

For finish specifications and color options, see " **Finish**" section in catalog.

ORDERING GUIDE

sample catalog number

BOL / FP45 / 13 / L-CI / BK-

Bollard (check appropriate boxes)

☐ **BOL/FP45/13/L**

Material/Finish

Catalog Suffix	Description
☐ -CI/BK	Cast Iron/Black (std.)
☐ -CI/DG	Cast Iron/Dark Green
☐ -CI/DB	Cast Iron/Dark Bronze
☐ -CI/PP	Cast Iron/Prime Painted
☐ -CI/CC	Cast Iron/Custom Color

(for complete finish and color options, see " **Finish**" section in catalog)

Voltage

☐ /12 ☐ /20 ☐ /24 ☐ /27
☐ /34 ☐ /48 ☐ /MT

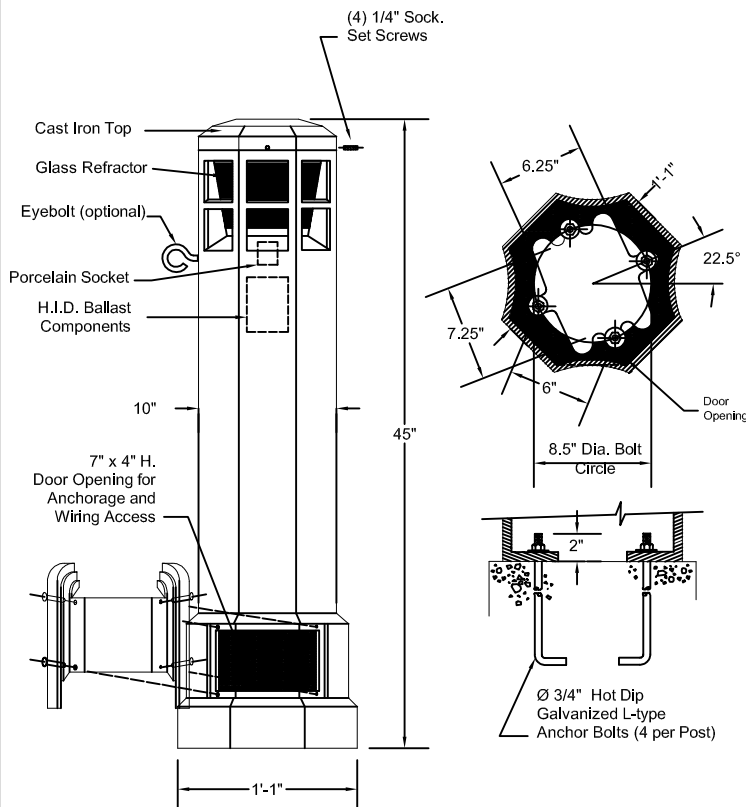
Optional Equipment

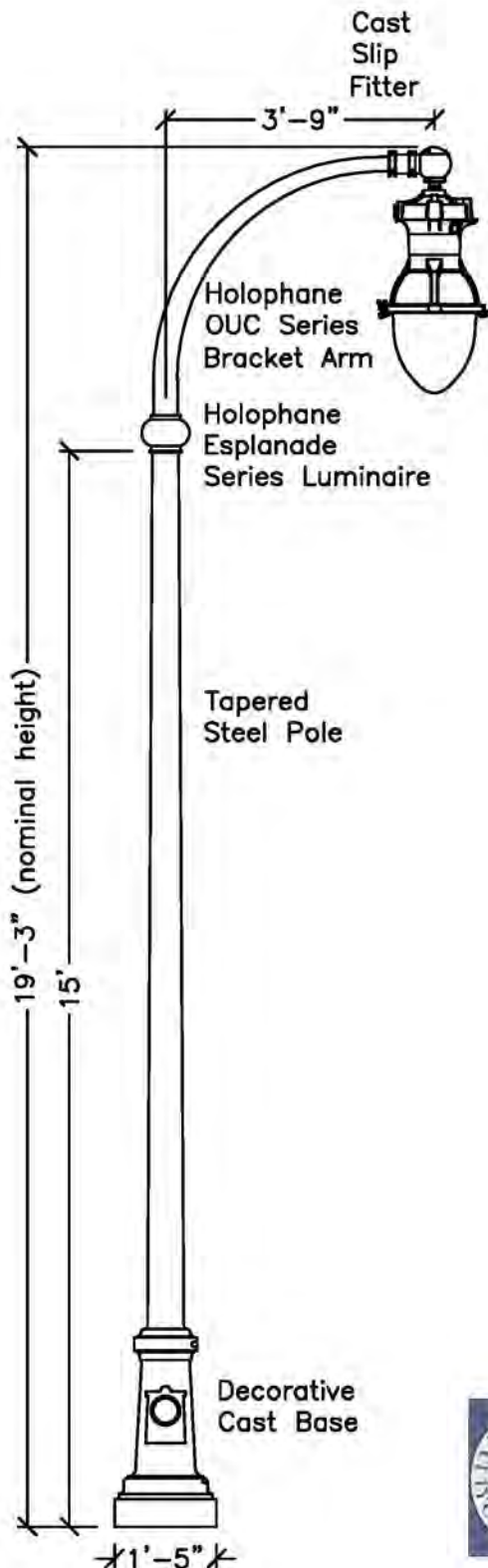
- ☐ **-EB** Eyebolt mounted on bollard for use with chain by others
- ☐ **-2** Weatherproof duplex Receptacle mounted inside base
- ☐ **-DBB** Direct Burial Base for mounting without a concrete footing
- ☐ **-CLD** Custom Logos cast into access door
- ☐ **-V** Borosilicate Glass Refractor with an I.E.S Type 5 Distribution
- ☐ **-II** Borosilicate Glass Refractor with an I.E.S Type 2 Distribution
- ☐ **-III** Borosilicate Glass Refractor with an I.E.S Type 3 Distribution
- ☐ **-HSS** House Side Shield
- ☐ **-PEC** Photo Electric Control (120 volt)
- ☐ **-PEC2** Photo Electric Control (240 volt)

Light Source

H.I.D ballast & socket

☐ -H50	50	watt Mercury Vapor
☐ -H75	75	watt Mercury Vapor
☐ -H100	100	watt Mercury Vapor
☐ -M50	50	watt Metal Halide
☐ -M70	70	watt Metal Halide
☐ -M100	100	watt Metal Halide
☐ -S35	35	watt High Pressure Sodium
☐ -S50	50	watt High Pressure Sodium
☐ -S70	70	watt High Pressure Sodium
☐ -S100	100	watt High Pressure Sodium





LUMINAIRE

Holophane Lighting model ESU 175PM MA CMC 45-64319
Cast aluminum housing with stainless steel hardware.
Dropped refractor shall be thermal resistant borosilicate glass. Internal reflector and prismatic diffuser shall provide an IES Type IV distribution pattern. Luminaire shall include an integral ballast with modular wiring connectors and multi-voltage taps. Provide an internal receptacle type photocell control. Luminaire shall be custom color Cardinal Industries finish T357-GR105 polyester TGIC powder coat Metallic Silver with T009-CL05 clear top coat.

LAMP

Sylvania model MS175/PS/BU-ONLY
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 custom color Cardinal Industries finish T357-GR105 polyester TGIC powder coat Metallic Silver with T009-CL05 clear top coat.

SLIP FITTER

Holophane Lighting model BHLF200-SCA/AS
(Boston Harbor Series) 2-3/8" O.D. with swivel cast fitter. Slip fitter shall be custom color Cardinal Industries finish T357-GR105 polyester TGIC powder coat Metallic Silver with T009-CL05 clear top coat.

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 custom color Cardinal Industries finish T357-GR105 polyester TGIC powder coat Metallic Silver with T009-CL05 clear top coat.

DECORATIVE POLE BASE

Holophane Lighting model Cambridge Series
Decorative clamshell cast aluminum base. Hardware shall be stainless steel. Decorative pole base shall be custom color Cardinal Industries finish T357-GR105 polyester TGIC powder coat Metallic Silver with T009-CL05 clear top coat.

SERVICE CONNECTION

New street/sidewalk lighting shall be connected to a metered electrical service from The Central Maine Power Company unless the City directs otherwise.

APPLICATION

Street/Sidewalk lighting for two-way streets with parking on one side 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 BAYSIDE COMMERCIAL DISTRICT Medium Scale Lighting Pole

03/05/10

Type:
Job:
Catalog number:

Approvals:

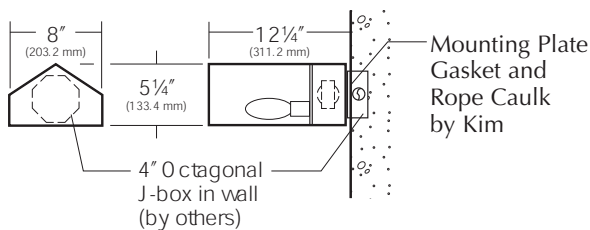
SW3 / / /
 Fixture Electrical Module Finish Option
 See page 2

Date:
Page: 1 of 2

Specifications

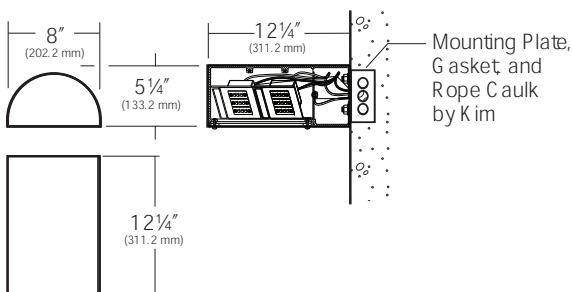
SW3 Model

50 watt HID
 Medium Base Lamps
 60 watt Incandescent
 42 watt Compact Fluorescent



SW3 LED Model

18 and 36 LEDs



Head: One-piece cast, low-copper (<0.6 Cu) aluminum alloy, 3/16" wall thickness with external reveal. Attachment to wall is by two bolts concealed within the head.

Reflector and Socket: Formed specular Alzak® reflector panel secured to a harness which holds a porcelain medium base 4KV socket (HID and Incandescent), GX24q - Universal Socket (42W Fluorescent), or two single ended twin tube sockets (13W Fluorescent). Entire assembly is removable in one piece for access to mounting screws and is factory wired with a disconnect plug. No reflector provided for LED.

Lens: Clear flat 1/8" thick tempered glass retained by two stainless steel brackets, and four stainless steel, hex socket cap screws, fully gasketed.

Electrical Module: Factory mounted to removable harness within fixture head. Wire leads supplied with disconnect plugs. **HID:** High power factor with starting temperatures of -20°F. for PMH and -40°F. for HPS lamp modes. **13W Fluorescent:** 120V 32°F. starting; 277V 0°F. starting. **26W, 32W, 42W Fluorescent:** High power factor with starting temperature of 0°F. **LED:** A total of 9 LED emitters configured in a rectangular array comprised together as a module. Two (2) modules for 18 LED version and four (4) modules for 36 LED version. Available in 3500K and 5100K.

LED Driver: Rated for 18 or 36 LED. Universal voltage from 120 to 277V with a ±10% tolerance. -40°F starting temperature. All drivers are Underwriters Laboratories recognized.

NOTE: The 120V driver can be dimmed with an off-the-shelf phase control line dimmer (SCR/TRIAC style).

Mounting Plate: Zinc plated steel for attachment to standard 4" octagonal junction box. Gasket provided between mounting plate and fixture plus rope caulk between fixture and wall.

Finish: Super TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness, applied over a titanated zirconium conversion coating; 2500 hour salt spray test endurance rating. Standard colors are Black, Dark Bronze, Light Gray, Stealth Gray™, Platinum Silver, or White. Custom colors are available.

CAUTION: Fixtures must be grounded in accordance with local codes or the National Electrical Code. Failure to do so may result in serious personal injury.

Listings and Ratings

ETL ¹ to UL Standards 1598 & 8750	CE	25C Ambient
IP66 Rated	Full Cutoff ²	

¹Suitable for wet locations

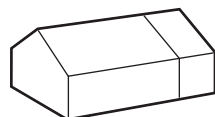
²Dark Sky Legislation Compliant

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE

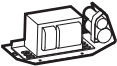
Type:

Job:

Page: 2 of 2



Standard Features

Fixture	Cat. No. SW3 Site Wallforms					
Electrical Module PMH = Pulse Start Metal Halide HPS = High Pressure Sodium PL = Compact Fluorescent INC = Incandescent LED = Light-emitting diode Lamp Lamp Line Watts Type Volts 50 PMH 277 For PMH, HPS and PL. See footnote 3 below for LED  NOTE: For lamp/ballast information outside of the U.S.A. and Canada, please consult your local Kim representative.	Cat. Nos. for Electrical Modules available:					
		Pulse Start Metal Halide	High Pressure Sodium	Compact Fluorescent	Incandescent	
		☐ 50PMH120 ☐ 50PMH277	☐ 50HPS120	☐ 13PL120¹ ☐ 13PL277¹	☐ 42PL²	☐ 60INC120
	Lamp	ED-17, Coated	ED-17, Coated	(2) Twin Tubes	(1) Triple Tube	T-10 Inside Frost
	Socket	Medium Base	Medium Base	GX23-2	GX24q-4	—
	ANSI Ballast	M-98	S-68			
	LED					
		☐ 18L3KUV³ ☐ 18L5KUV³	☐ 36L3KUV³ ☐ 36L5KUV³			
	Lamp	LED	LED			
	Socket	N/A	N/A			
¹ Two lamps required per fixture.						
² 42PL operates one 26, 32, or 42 watt lamp at 120 thru 277 volts (50-60 Hz).						
NOTE: Coated lamps are recommended.						
³ For LED, 18L = 18 LED Emitters; 36L = 36 LED Emitters; 3K = 3500K color temperature; 5K = 5100K color temperature; UV = Universal Voltage from 120 to 277V with a ± 10% tolerance.						
Finish Super TGIC powder coat paint over a titanated zirconium conversion coating on fixture and shaft.	Color: Black Dark Bronze Light Gray Stealth Gray™ Platinum Silver White Custom Colors ⁴					
	Cat. No.: ☐ BL ☐ DB ☐ LG ☐ SG ☐ PS ☐ WH ☐ CC					
	⁴ Custom colors subject to additional charges, minimum quantities and extended lead times. Consult representative. Custom color description: _____					

Optional Feature

Textured Glass Lens Cat. No. ☐ TG ☐ No Option	Unique textured glass reduces LED glare and improves visual comfort.
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Type:
Job:

Approvals:

Fixture Catalog number:

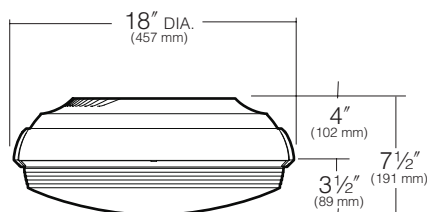
/	/	/
Fixture	Current	Electrical Module
	See page 2	See page 3-4

Date:
Page: 1 of 5

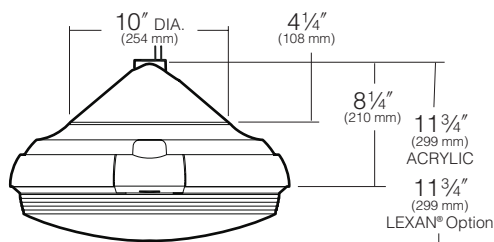
Specifications

PGL7-LED

60 Light Emitting Diodes
65 System Watts for 350mA
84 System Watts for 450mA
Maximum Weight = 19 lbs



Fixture with Standard Acrylic Refractor



**Fixture with Optional Balanced Pendant
J-Box and Bird Shroud (PB2)**

Speed Mount: Electro-zinc plated steel for mounting to standard 4" junction box or mud-box. Fixture hangs from hooks to free both hands to make field wire connections. Allows tool-free fixture mounting to junction box, with integral anti-theft lock.

Electrical Housing: Die-cast, low copper (<0.6% Cu) aluminum alloy for direct mounting to the Kim Speed Mount. Wire entries are sealed by a silicone grommet.

Refractor: Standard refractor is one-piece injection molded acrylic, .125" minimum wall thickness. The prisms around the perimeter refract the spill light off each PicoEmitter™ upward to eliminate the cave effect. Refractor attaches to electrical housing with (2) load bearing retainers. Perimeter is fully sealed with a one-piece extruded silicone gasket, with the ends fused together to form a continuous piece, sealing the refractor to the electrical housing, and providing an IP66 fixture rating.

EmitterDeck®: Precision injection molded optics are positioned to achieve directional control toward desired task. The entire assembly fastens to the housing as a one-piece module.

Electronic Module: All electrical components are UL recognized and mounted directly to the electrical housing for maximum heat dissipation. Module includes a driver, thermal control device and surge protector. Driver is rated for -40°C operation. A step-down transformer within the housing may be used for 347V and 480V systems. All luminaires include an internal fuse.

Finish: Standard finish on fixture electrical housing, optional PB2 and TB2, is (PS) Platinum Silver. Platinum Silver is Powdura® TGIC powder coat paint.

Listed to: UL 1598 Standard for Luminaires - UL 8750 Standard for Safety for Light Emitting Diode (LED) Equipment for use in Lighting Products and CSA C22.2#250.0 Luminaires.

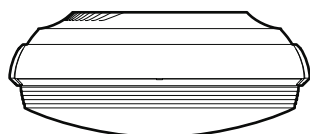
Warranty: Kim Lighting warrants PGL7 LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines (PicoEmitters) and, (iv) a period of five (5) years for LED power components (LED Driver, LifeShield® device, Surge Protector), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

Type:

Job:

Page: 2 of 5



Standard Features

Fixture

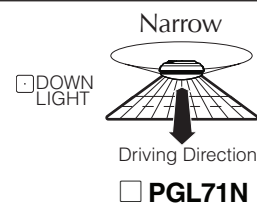
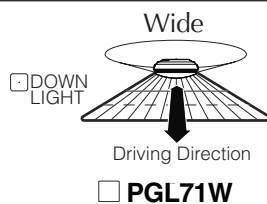
Cat. No. designates **PGL** fixture with Wide or Narrow optical distribution

Wide = 70° Peak Intensity Angle

Narrow = 57.5° Peak Intensity Angle

Cat. Nos. for optical distributions

PGL71 Type V Square



PGL74 Type III



Electrical Module

Light Emitting Diodes

Current	Lamp Type	Line Volts
Exx	60LxK	xxx

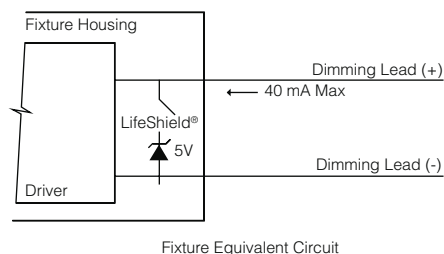
Cat. Nos. for Electrical Modules available:

Exx	60L	xK	xxx
Current: ☐ E35 = 350mA ☐ E45 = 450mA	Source: 60L=60 LEDs Color Temperature: ☐ 2K = 580nm Amber ☐ 3K = 3000K ☐ 4K = 4200K ☐ 5K = 5100K		Voltage: ☐ 120 = 120V ☐ 208 = 208V ☐ 240 = 240V ☐ 277 = 277V ☐ 347 = 347V ¹ ☐ 480 = 480V ¹

¹ Due to current unavailability of 347V and 480V drivers, specification of these voltages may feature an integral step-down transformer.

0-10V Dimming Interface

Driver has a 0-10V dimming interface with a dimming range of 10-100%. Approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV. Note: Not compatible with current sourcing dimmers.



Type:
Job:
Catalog number:

 Fixture Electrical Module Finish Options

 See page 2 See pages 3-4

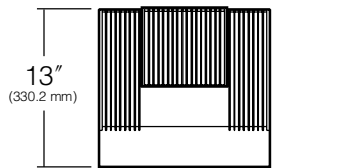
Approvals:

Date:
Page: 1 of 4

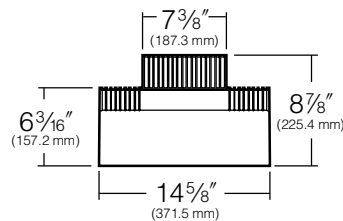
Specifications

WD14-LED

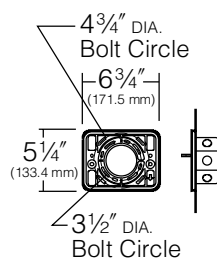
60 Light Emitting Diodes
 Total Max System Watts = 65W
 Maximum Weight = 26 lbs.



TOP

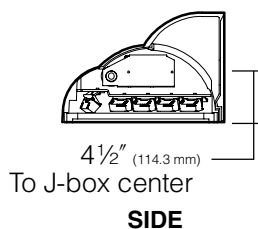


FRONT



Mounting Plate

Attaches directly to any standard 4" J-box (by others)



SIDE

Optical Housing: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral cooling fins. Rotates against gear housing to provide 10° of adjustment with degree markers cast into the housing. At 0° adjustment, lens is totally concealed from view above horizontal with fixture aimed downward.

Gear Housing: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral cooling fins. Fastens to mounting plate with keyhole slots freeing both hands for securing and wiring. One stainless steel socket-head screw on each side of housing frees the optical housing to rotate for aiming. Tightening the screws locks the two housings together with sealing provided by a silicone gasket. For visual aiming, adjustment may be accomplished with the fixture on.

Lens Frame: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral hinges and stainless steel pins. Toolless access to optical housing with sealing provided by a one-piece extruded and vulcanized silicone gasket. Lens is clear flat 3/16" thick tempered glass sealed to lens frame with a silicone gasket and retainer clips. For UP models, lens is mounted flush with frame for water run off, and is silicone sealed.

Electronic Module: All electrical components are UL and CSA recognized, mounted on a single plate and factory prewired with quick-disconnect plugs. Module includes a driver, thermal control device and surge protector. Electrical module attaches to housing with no-tool hinges and latches, accessible by opening the lens frame only. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Each precision, replaceable PicoEmitter is positioned to achieve directional control toward desired task. The entire EmitterDeck® fastens to the housing as a one-piece module.

Mounting Plate: Mounting plate attaches directly to any standard 4" junction box. All mounting plates are die-cast aluminum with reinforced ribs. Two studs are provided in each plate with flange nuts to allow fixture mounting by keyhole slots. Sealant must be applied (by others) between mounting plate and mounting surface to insure a dry junction box.

Finish: Each luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidyl isocyanurate (TGIC) polyester powdercoat finish. Standard colors include (BL) Black, (DB) Dark Bronze, (WH) White, (PS) Platinum Silver, (SG) Stealth Gray, (LG) Light Gray, and (CC) Custom Color (Include RAL#).

Listed To: UL 1598 Standard for Luminaires - UL 8750 Standard for Safety for Light Emitting Diode (LED) Equipment for use in Lighting Products and CSA C22.2#250.0 Luminaires.

Warranty: Kim Lighting warrants Wall Director LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines and, (iv) a period of five (5) years for LED power components (driver, surge protector and LifeShield™ device), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

Listings and Ratings

UL1598, UL 8750

IP66 Rated¹

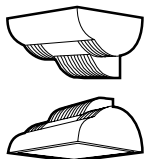
¹Suitable for wet locations.

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.

Type:

Job:

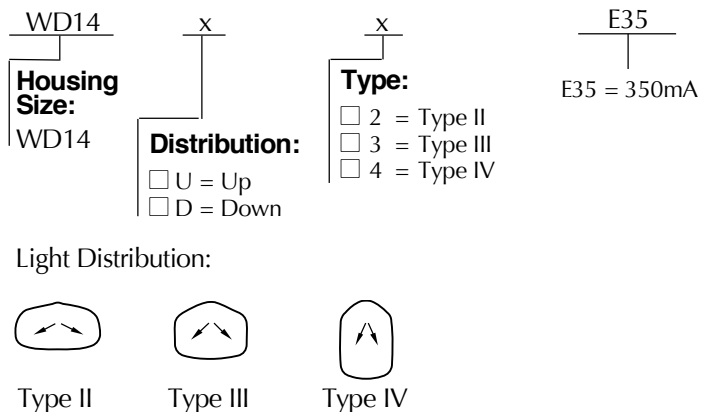
Page: 2 of 4



Standard Features

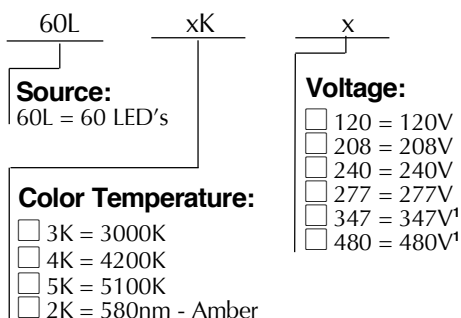
Fixture

Cat. No. designates **WD14** fixture, Up (U) or Down (D) configuration, and light distribution (2, 3 or 4).



Electrical Module

Cat. Nos. for Electrical Modules available:



¹Due to current unavailability of 347V and 480V drivers, specification of these voltages may feature an integral step-down transformer.

Finish

TGIC powder coat paint over a titanated zirconium conversion coating.

Color: Black Dark Bronze Light Gray Stealth Gray Platinum Silver White Custom Color¹

Cat. No.: ☐ **BL** ☐ **DB** ☐ **LG** ☐ **SG** ☐ **PS** ☐ **WH** ☐ **CC**

¹Custom colors subject to additional charges, minimum quantities and extended lead times. Consult representative. Custom color description: _____

0-10V Dimming Interface

Driver has a 0-10V dimming interface with a dimming range of 10-100%. Is compatible with most control systems including Hubbell Building Automation wiHUBB™. Approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV. Note: Not compatible with current sourcing dimmers. Controls compatible via Gray and Purple dimming lead.

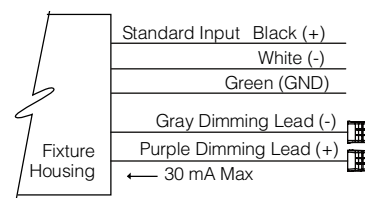


EXHIBIT 16
CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan is included in the submission drawings; see sheet L1.1. The Plan identifies the location of temporary construction fencing, construction gates and areas of trash dumpster and recycling dumpsters. The plan also identifies a contractor parking area and a material storage area.

EXHIBIT 17
EASEMENTS

Owen Haskell Inc. prepared the Standard Boundary Survey for this project (see attached drawing.) Research performed as part the Standard Boundary Survey showed the property is not burdened with easements.

October 26, 2015

Ms. Shukria Wiar, Planner
and Planning Board Members
City of Portland
389 Congress Street
Portland, Maine 04101

**RE: The Schlotterbeck Block
117 Preble Street
Supplemental Information**

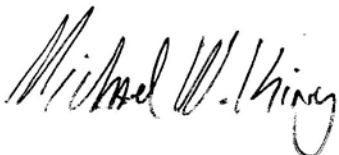
Dear Shukria and Board Members:

On behalf of Schlotterbeck Block LLC, attached is supplemental pertaining to the Level III Site Plan and Subdivision applications of the Scholotterbeck & Foss Building at 117 Preble Street. Attached is the following information:

- Portland Water District (PWD) Ability to Serve letter, dated October 15, 2015;
- City of Portland/David Margolis-Pineo's Ability to Serve (Wastewater) Letter, dated October 23, 2015;
- Sheets L7.0 and L7.1 – Lighting Photometrics Plans, dated October 23, 2015.

As you continue to review the application, please do not hesitate to contact us if you need any additional information. We look forward to our Workshop meeting with the Board on November 24th.

Sincerely,
Mitchell & Associates



Michael W. King
Maine Licensed Landscape Architect

Enclosures

cc: John Anton
Richard Goduti



Att. T

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

October 15, 2015

Mitchell & Associates
70 Center Street
Portland, ME 04101

Attn: Mr. Michael King
Re: 117 Preble Street - Portland
Ability to Serve with PWD Water

Dear Mr. King:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on September 4, 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:

- The existing services at this site may be used by the proposed development as long as the project team determines that they will provide adequate flow and pressure for the proposed use. If either of the existing services will no longer be used as a result of the development then they must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main for the 2-inch service; or for the 6-inch service, the connection to the main must be excavated and removed and a solid piece of pipe sleeved into its place.
- 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 6-inch diameter cast iron fire service and a 2" galvanized domestic water service, 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.



Water System Characteristics

According to District records, there is a 16-inch diameter cast iron water main on the northeast side of Preble Street, a 6-inch diameter cast iron water main on the southwest side of Elm Street, a 6-inch diameter cast iron water main on the northwest side of Kennebec Street and a public fire hydrant located 90 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 100 psi on 9/19/2014.

Public Fire Protection

It is not anticipated that this project will include the installation of new public hydrants to be accepted into the District water system. 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

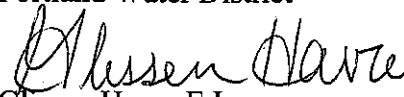
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing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

Private Fire Protection Water Needs

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

October 23, 2015

John Anton (antonatlarge@gmail.com)
77 Spruce Street
Portland, ME 04101

**RE: Capacity to Handle Wastewater Flows From 117 Preble St. – 55 Unit
Apartment Building**

Dear Mr. Anton:

I just spoke with Michael King of Mitchell and Associates who informed me the number of proposed one bedroom units for the Schlotterbeck Building has been reduced from 60 to 55 units. The State of Maine's Subsurface Wastewater Disposal Rules, Table 4A, currently uses 120 gpd for one bedroom units in a multiple family dwelling. Mike also informed me that approximately 1,750 sf will be open for use by the building's tenants. Your Capacity application has been modified to reflect these changes.

Mr. King also supplied supporting data which indicate the former tenet of this build had a daily flow rated of over 22,000 gpd. Thank you for that information.

The Department of Public Services, which includes the Water Resource Division, has reviewed and determined that the downstream sewers from the 117 Preble Street has the capacity to convey the estimated 6,710 gallons per day of wastewater which will be generated from the proposed 55 unit apartment building.

It is understood that no sources of stormwater runoff, roof drainage, or any other non-contaminated water shall be introduced to the wastewater collection system from this development. It has been agreed on this project that all site stormwater including roof drainage will be directed by underground piping to the catchbasin at the corner of Elm and Kennebec Streets.

If the City can be of further assistance, please call me at 874-8850 or 400-6695.

Sincerely,
CITY OF PORTLAND

David Margolis-Pineo

David Margolis-Pineo
Deputy City Engineer

Anticipated Wastewater Flows from the proposed:

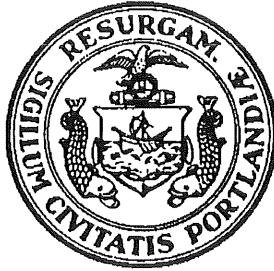
55 One Bedroom Units @ 120 gpd/Unit = 6,600 gpd

Assembly areas: 55 people @ 2 gpd/person = 110 gpd

Total = 6,710 gpd

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Mr. David Margolis-Pineo
Deputy City Engineer
Department of Public Services
55 Portland St.
Portland, ME 04101

Date: 9.23.2015

SEE APPROVAL LETTER

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

Site Address: 117 Preble Street

(Regarding addressing, please contact Leslie Kaynor, either at 756-8346, or at LMK@portlandmaine.gov)

Proposed Use: 55 units 60 unit apartment building

Previous Use: Industrial (Food Processing)

Existing Sanitary Flows: 22,392 GPD

Existing Process Flows: 0GPD

Description and location of City sewer, at proposed building sewer lateral connection:

15" combined sewer along Elm Street

Chart Block Lot Number: 33-E-1

Site Category
Commercial _____
Industrial (complete part 4 below) _____
Governmental _____
Residential _____
Other (specify) _____

Clearly, indicate the proposed connection, on the submitted plans.

2. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: _____

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, **XX Other (specify) Maine Subsurface Wastewater Disposal Rules, Section 4.E.1 Table 4A (REVISED 2014)**)

6,710 gpd
10,800 GPD

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.

3. Please, Submit Contact Information.

Owner/Developer Name: Schlotterbeck Block LLC

Owner/Developer Address: 77 Spruce Street, Portland, ME 04101

Phone: 207.650.8979 Fax: _____ E-mail: antonatlarge@gmail.com

Engineering Consultant Name: Mitchell & Associates, Michael W. King

Engineering Consultant Address: 70 Center Street, Portland

Phone: 207.774.4427 Fax: 207.874.2460 E-mail: mknig@mitchellassociates.biz

City Planner's Name: Rick Knowland Phone: 207.874.8719

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

4. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: _____

10,800 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 the locations, where the building's sanitary, and process water sewer laterals, exit the facility, where they enter the city's sewer, the location of any control manholes, wet wells, or other access points, and the locations of any filters, strainers, or grease traps.

Notes, Comments, or Calculations:

60 (0&1BR Apts) X 180GPD = 10,800 GPD

~~TOTAL GPD = 10,800~~

55 - ONE BEDROOM UNITS @ 120gpd/
UNIT = 6,600gpd

1,750 ASSEMBLY AREA @ 2gpd/PERSON X 55 = 110gpd

6,710gpd

Calculating Former Tenants' Wastewater Flows, in gpd

(a minus b) times c divided by d equals former tenants' wastewater, in gpd
 $(a - b) \text{ times } c / d$ = former tenants' wastewater flows, in gpd
 $(11,663 - 740) 748 / 365$ = 22,392

a = Portland Water District Reading, in HCF, for 12/23/14 = 11,663

b = Portland Water District Reading, in HCF, for 12/26/13 = 740

c = Gallons in One Hundred Cubic Feet = 748

d = Days Between Readings = 1 year X 365 days in a year = 365

Former Tenants' Wastewater Flows, in gpd, for this Project: 22,392 GPD

144972-01

SCHLOTTERBECK & FOSS
117 PREBLE ST
PORTLAND, ME 04101-

CYCLE 1
WS
COMWS
27P

SEWERSUB
SEWERSUB
SEWERSUB
SEWERSUB
SEWER
WATER

SMONTH
WMEMBR

WATER**S64137982****Meter Size:****2.00**

<u>Read Date</u>	<u>Read Source</u>	<u>Read Reas.</u>	<u>Reading</u>	<u>Usage</u>	<u>Billable Usage</u>	<u>Days between reads</u>
08/24/2015	R		2,363.00	224.00	224.00	31.00
07/24/2015	R		2,139.00	621.00	621.00	29.00
06/25/2015	R		1,518.00	672.00	672.00	30.00
05/26/2015	R		846.00	905.00	905.00	33.00
04/23/2015	R		9,941.00	848.00	848.00	27.00
03/27/2015	R		9,093.00	888.00	888.00	29.00
02/26/2015	R		8,205.00	764.00	764.00	29.00
01/28/2015	R		7,441.00	830.00	830.00	36.00
12/23/2014	R		6,611.00	687.00	687.00	27.00
11/26/2014	R		5,924.00	869.00	869.00	30.00
10/27/2014	R		5,055.00	1,201.00	1,201.00	33.00
09/24/2014	R		3,854.00	1,132.00	1,132.00	30.00
08/25/2014	R		2,722.00	1,090.00	1,090.00	31.00
07/25/2014	R		1,632.00	943.00	943.00	29.00
06/26/2014	R		689.00	960.00	960.00	30.00
05/27/2014	R		9,729.00	903.00	903.00	32.00
04/25/2014	R		8,826.00	839.00	839.00	30.00
03/26/2014	R		7,987.00	752.00	752.00	28.00
02/26/2014	R		7,235.00	750.00	750.00	33.00
01/24/2014	R		6,485.00	797.00	797.00	29.00
12/26/2013	R		5,688.00	740.00	740.00	34.00
11/22/2013	R		4,948.00	1,056.00	1,056.00	30.00
10/23/2013	R		3,892.00	1,052.00	1,052.00	29.00
09/24/2013	R		2,840.00	1,149.00	1,149.00	32.00
08/23/2013	R		1,691.00	1,155.00	1,155.00	30.00
07/24/2013	R		536.00	1,050.00	1,050.00	28.00
06/26/2013	R		9,486.00	1,153.00	1,153.00	33.00
05/24/2013	R		8,333.00	1,108.00	1,108.00	30.00
04/24/2013	R		7,225.00	989.00	989.00	30.00
03/25/2013	R		6,236.00	718.00	718.00	27.00
02/26/2013	R		5,518.00	685.00	685.00	33.00
01/24/2013	R		4,833.00	661.00	661.00	29.00
12/26/2012	R		4,172.00	734.00	734.00	35.00
11/21/2012	R		3,438.00	828.00	828.00	29.00
10/23/2012	R		2,610.00	914.00	914.00	33.00
09/20/2012	R		1,696.00	1,009.00	1,009.00	29.00
08/22/2012	R		687.00	1,137.00	1,137.00	29.00
07/24/2012	R		9,550.00	1,092.00	1,092.00	33.00
06/21/2012	R		8,458.00	864.00	864.00	28.00
05/24/2012	R		7,594.00	903.00	903.00	31.00
04/23/2012	R		6,691.00	774.00	774.00	31.00
03/23/2012	R		5,917.00	667.00	667.00	30.00
02/22/2012	R		5,250.00	641.00	641.00	29.00
01/24/2012	R		4,609.00	607.00	607.00	0.00

SEWERSUB

November 16, 2015

Ms. Shukria Wiar, Planner
and Planning Board Members
Planning and Urban Development
City of Portland
389 Congress Street
Portland, ME 04101

**RE: Level III Site Plan & Subdivision Application
Schlotterbeck Block – 117 Preble Street**

Dear Shukria and Planning Board Members:

The following documentation has been prepared in response to staff review comments, dated, November 6, 2015. We offer the following response in the order outlined

Planning Department / Shukria Wiar, 11/6/2015 comments:

1. Sidewalk width: Revised plans will remove the esplanade along Preble Street resulting in an 8'-wide sidewalk along Preble Street.
2. Transformer location: This transformer location has been selected with input from Central Maine Power. If it is moved closer toward the parking lot drive aisle, it would be susceptible to snow plow damage.
3. Pedestrian entrance facing the street: The existing building entrance along Preble will remain a public pedestrian entrance. This entrance will serve the commercial office space.



4. Dumpster Enclosure: The proposed dumpster enclosure will be a solid wood fence. The wood panels will be stained a color that will match the door colors of the renovated building.
5. Bayside Light Fixture: The proposed Bayside light will be an LED fixture. See Sheet L7.0 – Photometrics Plan, submitted on October 26, 2015. The applicant intends to locate the light bases in the City ROW; easements will not be required.
6. Parking Space/ aisle dimensions: The applicant will review this issue with Tom Errico and the Planning Department staff.
7. Bike Racks: Twelve (12) exterior bike spaces are shown on drawing Sheet L2.0 submitted on October 5, 2015. A detail of the exterior bike rack is on detail 10, drawing Sheet L6.1. Twelve interior bike spaces will be available in the building's basement (see drawing A1.1).
8. Fuel tanks: The existing underground fuel tanks will be removed. The plans will be revised to indicate the removal of the tanks.
9. Bollards: In the October 26th submission of Supplemental information, the applicant proposed to use the “Freeport” bollard. The “Freeport” bollard is not a full cutoff light fixture. The applicant will revise the bollard product and will propose a full cutoff fixture.
10. B7 Design Standards: No response required.

Fire Department / Keith Gautreau, 10/28/2015 comments:

1. Construction Management Plan: The Construction Management Plan will be revised to include Mr. Gautreau's comments.
2. Premise Identification: The Preble Street building elevation (Sheet A2.1) will be revised to show the street address in a manner consistent with Mr. Gautreau's comments.
3. Emergency Access: No response required.
4. Hydrants: No response required.

Traffic / Tom Errico, 11/6/2015 comments:

1. Traffic Assessment: No response required.
2. Compact Spaces: As discussed above, the applicant will review this issue with Tom Errico and the Planning Department staff.
3. ADA Handicap Ramps: The applicant will revise the plans and show upgraded ADA ramps at the Kennebec Street intersections with Elm Street and Preble Street. On Wednesday, November 18th, I am scheduled to meet Bruce Hyman and Kristine Keeney on-site to discuss this issue.

City Arborist / Jeff Tarling, 11/6/2015 comments:

1. Tree Sizes: The plant schedule on Sheet L5.0 will be revised to show upgraded 1.75" caliper minimum for the crabapple and cherry trees. The zelkova trees will be upgraded to 2" caliper minimum.
2. Parking Lot Landscaping: The plans will be revised to show additional landscaping along the Lancaster Street side of the lot.
3. Street tree standard: No response necessary.
4. Dumpster Enclosure: See aforementioned response.

Civil Engineering / David Senus, 11/6/2015 comments:

1. Basic Standards: No response required.
2. Stone Infiltration Trench: The plan will be revised and graphically coordinated with the trench detail.
3. Flooding Standard: Steve Bradstreet, Ransom Environmental Consultants, will review this issue with David Senus.
4. HydroCAD Model: The HydroCAD Model will be revised per the review comments

5. Stamped Plans: The plans will be stamped by Steve Bradstreet (Ransom) will stamped the revised drawings.
6. Photometrics Plan: Drawing Sheets L7.0 and L7.1 – Photometrics Plans were submitted to the Planning Department on October 26, 2015.
7. Ability to Serve Letters: Portland Water District and City of Portland Ability to serve letters were submitted to the Planning Department on October 26, 2015.
8. Storm Drain Pipes: Drawing Sheet L3.0 will be revised to show the use of SDR-35 storm drain pipe in the City right of way.
9. Storm Drain Connection: No response required.
10. ADA Detectable Panel Detail: Detail Sheet L6.1 will be revised to include an ADA Detectable Panel Detail.

Public Services / David Margolis-Pineo, 11/9/2015 comments:

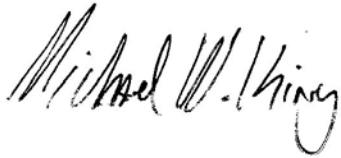
1. ADA Ramps: A detail site plan showing the ramps will be submitted as part of the revised drawings.
2. Lighting Trench and Meter: The revised plans will show the locations of trenches and the meter/panel. Steve Bradstreet has coordinated this information with Kevin Thomas of Public Works.
3. Fuel Tank: As discussed above.
4. Fence Height: The fence height will be revised to 4-feet.
5. Lancaster Street Manhole: Revised plan will clarify if 6-inch line is active.
6. CB#6: Pipe type will be revised to show SDR-35.
7. Existing Transformer: Central Maine Power has informed the applicant that the existing pole-mounted transformer can not be used for the project.
8. PE Stamp: All revised civil plans will be stamped by Steve Bradstreet of Ransom.

Ms. Shukria Wiar and Planning Board Members

Page | 5

Should you or staff have any questions, please do not hesitate to contact me. In the meantime, we look forward to our Planning Board Workshop meeting on November 24th. After the workshop meeting, we will submit revised plans, which will include all the revisions outlined above. Thank you.

Sincerely,
Mitchell & Associates

A handwritten signature in black ink, reading "Michael W. King". The signature is written in a cursive, flowing style with a large, stylized "M" and "K".

Michael W. King
Maine Licensed Landscape Architect

cc: John Anton
Rick Goduti

The Schlatterbeck Block

117 Preble Street, Portland, Maine

October 5, 2015: Level III Site Plan and Subdivision Plan

Plan 1



PREPARED BY:

LANDSCAPE ARCHITECT AND SITE PLANNER:

MITCHELL & ASSOCIATES
70 CENTER STREET
PORTLAND, MAINE 04101
PHONE: 207.774.4427
FAX: 207.574.2460
CONTACT: MICHAEL W. KING, RLA
E-MAIL: MKING@MITCHELLASSOCIATES.BIZ

ARCHITECT:

GODUTI-THOMAS ARCHITECTS
44 OAK STREET, #2
PORTLAND, MAINE 04101
PHONE: 207.775.3184
CONTACT: RICHARD GODUTI, NCARB
E-MAIL: GTARICK@GMAIL.COM

CIVIL ENGINEER:

RANSOM CONSULTING ENGINEERS
400 COMMERCIAL STREET, NO. 4
PORTLAND, MAINE 04101
PHONE: 207.772.2591
CONTACT: STEPHEN BRAID STREET, P.E.
E-MAIL: STEPHEN.BRAIDSTREET@RANSOMENR.COM

LAND SURVEYOR:

OWEN HASKELL INC.
380 U.S. ROUTE ONE, SUITE 10
FALMOUTH, MAINE 04105
PHONE: 207.774.0424
CONTACT: JOHN SWAN, P.L.S.

TRAFFIC ENGINEER:

GORMILL-PALMER
15 SHAW ROAD
GORHAM, MAINE 04038
PHONE: 207.675.0510
CONTACT: RANDALL DUNTON, P.E.

UTILITIES:

ELECTRIC:

CENTRAL MAINE POWER
ELECTRICAL DISTRIBUTION ENGINEERING
182 CANCO ROAD
PORTLAND, MAINE 04103
PHONE: 207.842.2367
CONTACT: JAMIE COUGH
E-MAIL: JAMIE.COUGH@CMP.CO.COM

WATER:

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104-3553
PHONE: 207.774.5951 x.3199
FAX: 207.751.8307
CONTACT: GUSSEN HAVU
E-MAIL: MEANS@PWD.ORG

SANITARY SEWER:

CITY OF PORTLAND
PUBLIC SERVICES DEPARTMENT
55 PORTLAND STREET
PORTLAND, MAINE 04101
PHONE: 207.674.6832
FAX: 207.674.6510
CONTACT: DAVID MARGOLIS-PINEO
E-MAIL: DMP@PORTLANDMAINE.GOV

CABLE:

TIME WARNER CABLE OF MAINE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
PHONE: 207.253.2324
CONTACT: MARK PELLETIER, CONSTRUCTION PROJECT COORDINATOR
E-MAIL: MARK.PELLETIER@TWCABLE.COM

NATURAL GAS:

UNITIL SERVICE CORPORATION
1075 FOREST AVENUE
PORTLAND, MAINE 04103
PHONE: 207.541.2505
CONTACT: BRIDGET MATHERS

OWNER AND APPLICANT

SCHLOTTERBECK BLOCK LLC

77 SPRUCE STREET
PORTLAND, MAINE 04101
PHONE: 207.650.8979

PERMITS:

TYPE OF PERMIT:

SITE PLAN REVIEW

GOVERNING BODY:

CITY OF PORTLAND
380 CONGRESS STREET
4TH FLOOR
PORTLAND, MAINE 04101
TEL: 207.874.6778
CONTACT: RICHARD KNOWLAND
E-MAIL: RWK@PORTLANDMAINE.GOV

STATUS:

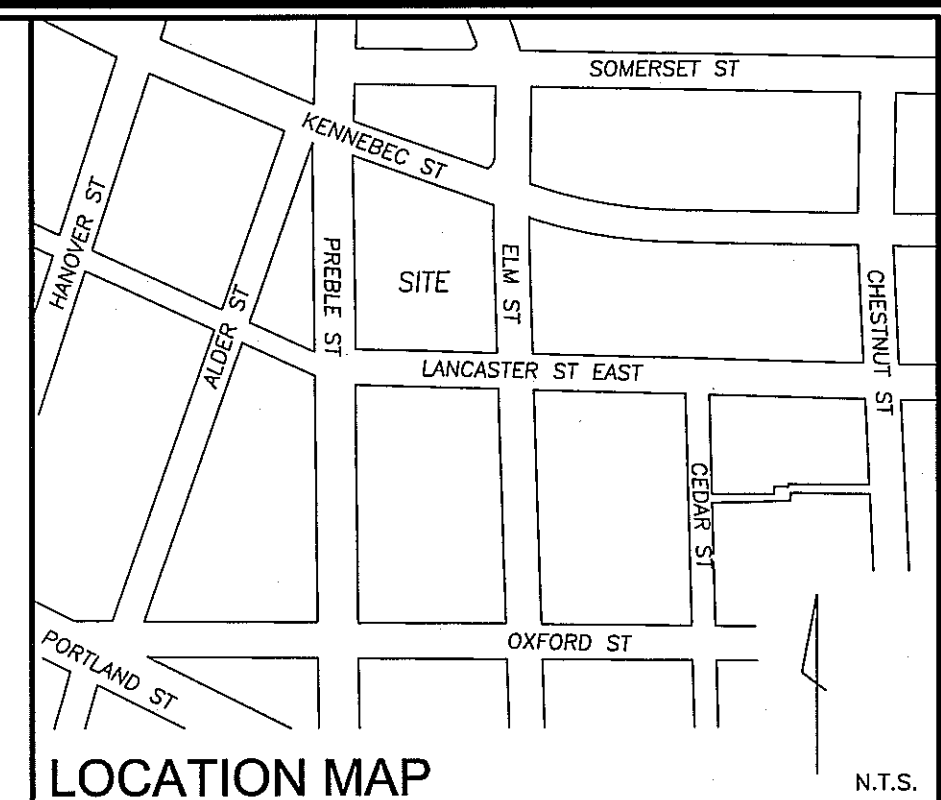
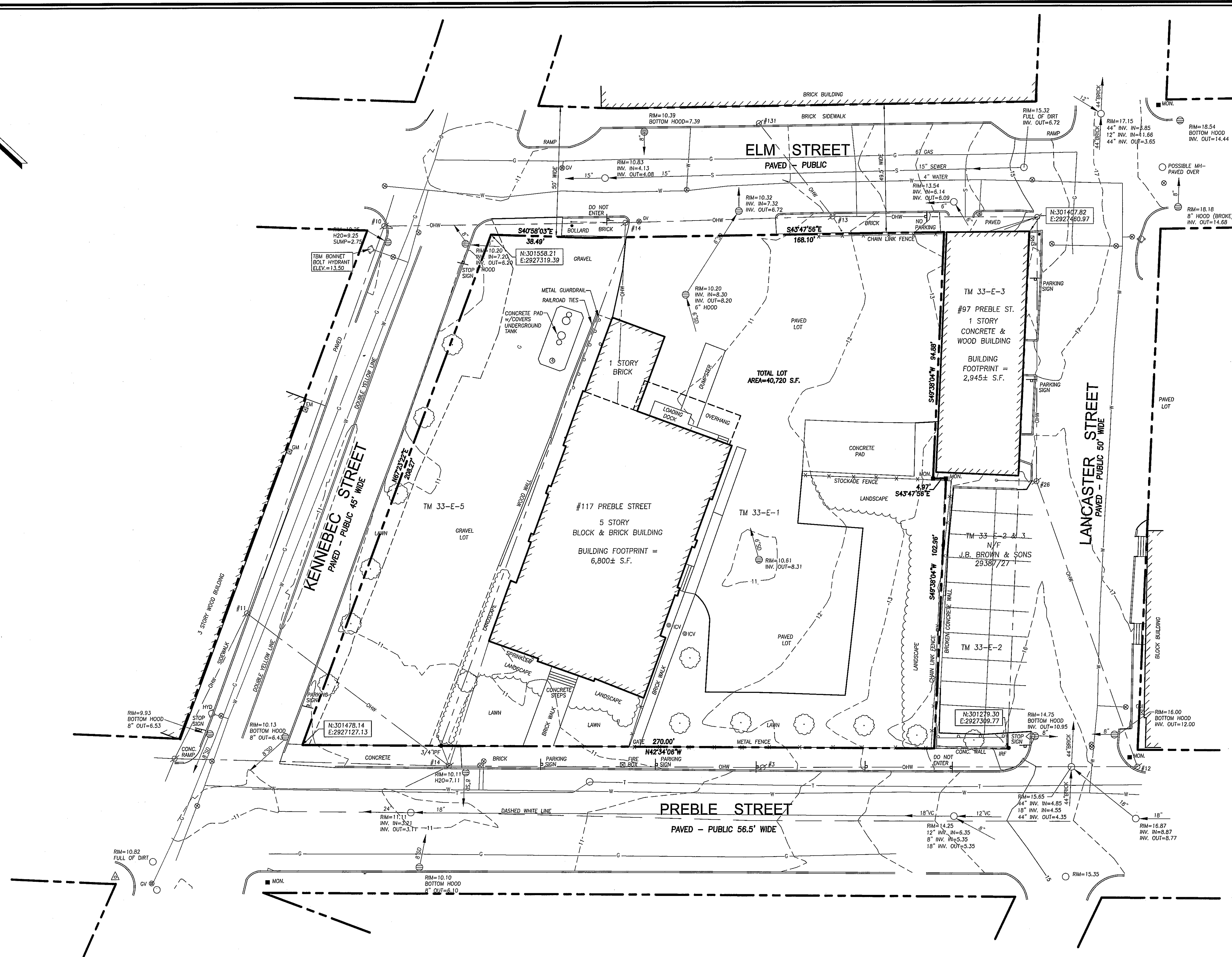
SUBMITTED: OCTOBER 5, 2015

SHEET INDEX:

SHEET	TITLE
1	COVER PAGE
1 OF 1	BOUNDARY AND TOPOGRAPHIC SURVEY SUBDIVISION PLAT
L1.0	EXISTING CONDITIONS PLAN
L1.1	CONSTRUCTION MANAGEMENT PLAN
L2.0	LAYOUT PLAN
L3.0	GRADING, DRAINAGE AND UTILITIES PLAN
L4.0	EROSION AND SEDIMENT CONTROL PLAN
L5.0	PLANTING PLAN
L6.0	SITE DETAILS
L6.1	SITE DETAILS
L6.2	SITE DETAILS
L6.3	SITE DETAILS
L7.0	LIGHTING PHOTOMETRICS PLAN (TO BE SUBMITTED)
SW-1	PRE-DEVELOPMENT STORMWATER DRAINAGE PLAN
SW-2	POST-DEVELOPMENT STORMWATER DRAINAGE PLAN
A1.1	FIRST FLOOR PLAN AND LOWER FLOOR PLAN
A1.2	ROOF PLAN AND 2nd - 5th FLOOR PLAN
A2.1	BUILDING ELEVATIONS
A2.2	BUILDING ELEVATIONS

SITE LOCATION MAP:





LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- ⊗ EM/GM ELECTRIC/GAS METER
- ⊕ SIGN
- ⊕ CATCH BASIN
- ⊕ HYDRANT
- ⊕ WATER VALVE OR SHUTOFF
- ⊕ LIGHT POLE
- ⊕ DECIDUOUS TREE
- ⊕ CONIFEROUS TREE
- FENCE
- CURB
- OHW OVERHEAD WIRES
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- SD STORM DRAIN
- S SANITARY SEWER
- 1' CONTOUR

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-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

- ELM STREET, STREET LINE RETRACEMENT PLAN, SOMERSET STREET TO LANCASTER STREET, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION DATED OCT. 16, 2012.
- BAYSIDE TRAIL SOMERSET STREET EXTENSION, ELM STREET TO KENNEBEC STREET, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION DATED JULY 3, 2012.
- ALTA/ACSM LAND TITLE SURVEY ON PREBLE STREET, LANCASTER STREET EAST, ELM STREET & OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE I, LLC, JAN. 26, 2000 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 200 PAGE 40.

GENERAL NOTES

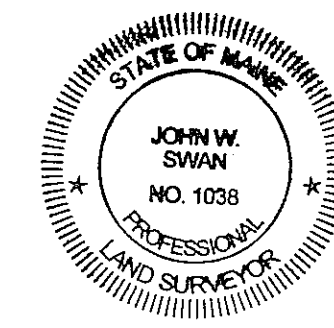
- OWNER OF RECORD: J.B. BROWN & SONS
TAX MAP 33-E-1 & 5
C.C.R.D. BOOK 26354 PAGE 312 & 314
- BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATE SYSTEM MAINE WEST NAD 83, BASED ON CITY POINT 55 N:301742.42 E: 2927203.68 AND POINT 59 N:301442.06 E:2927035.61 FROM PLAN REFERENCE 1.
- ELEVATIONS BASED ON NGVD 1929. CITY BENCHMARK TBM 307 PLAN REFERENCE 1. MDOT DISK "612-(1)-10 1983" IN CONCRETE BASE OF LIGHT POLE AT NORTHEAST CORNER ELM/SOMERSET ELEV. = 9.02.

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.

9/29/15
DATE

JOHN W. SWAN, PLS NO. 1038



REV. 1 | 9-28-15 | REVISE LOT AREA

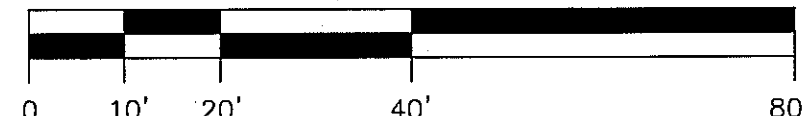
BOUNDARY & TOPOGRAPHIC SURVEY

AT
117 PREBLE STREET, PORTLAND, MAINE
MADE FOR
MITCHELL & ASSOCIATES
70 CENTER STREET, PORTLAND, MAINE

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

Drawn By	RS	Date	Job No.
Trace By	JLW	JULY 7, 2015	2015-109 P
Check By	JWS	Scale	Drwg. No.
Book No.	1134	1" = 20'	1

GRAPHIC SCALE



U:\Projects\Drawings\117 Preble Street\15-01-05 Base.dwg, mikes, 10/20/2015 1:33 PM

WAIVERS

On the basis of the application plans, reports and other information submitted by the applicant, findings, recommendations, contained in the Planning Board Report for The Schlotterbeck Block site plan and subdivision, including but not limited to Section VIII Technical Waivers, of the report and the staff reviews relevant to Portland's Technical and Design Standards and other regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearing, the Planning Board finds the following:

1. Street Trees

The Planning Board finds that the applicant has demonstrated that due to site constraints preventing the planting of required street trees in the right of way, the requirements of Section 14-526(2)(b)(iii) of the Site Plan Ordinance cannot be met and the Board finds that the applicant has satisfied the waiver criteria set out in Section 14-526(2)(b)(iii)(B) with the monetary contribution to the City's tree fund of \$200 per tree for a total of \$5,200. The Planning Board therefore voted unanimously to waive Section 14-526(b)(2)(b)(iii) Street Trees of the Site Plan Ordinance.

2. Aisle Width

The Planning Board finds that the applicant has demonstrated that extraordinary conditions unique to this property exist that limit the ability to meet the aisle width standard of 24 feet and Mr. Errico has found that the proposed aisle widths provide safe on-site circulation and the Board finds that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted unanimously to waive Technical Manual 1.7.2.3. Minimum driveway width (two-way) to allow a 20 foot aisle width along Arbor Street and 20 feet along Forest Avenue.

LEVEL III SITE PLAN CONDITIONS OF APPROVAL

The Planning Board voted unanimously that the plan is in conformance with the site plan standards and all other applicable provisions of the land use code, subject to the following conditions:

1. The proposed specifications for the mechanical equipment shall be reviewed and approved by the Planning Authority and Acting Senior Administrator prior to the issuance of a building permit.

SUBDIVISION PLAT CONDITIONS OF APPROVAL:

The Planning Board voted unanimously that the plan is in conformance with the subdivision standards of the land use code, subject to the following conditions:

1. The final sidewalk easements to provide public access shall be reviewed and approved by Corporation Counsel prior to the issuance of certificate of occupancy.
2. The recording plat shall be revised noting all waivers and conditions for review and approval by the Planning Authority prior to recording. All waivers shall be recorded within 90 days of the Planning Board approval.

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.

GENERAL NOTES

1. SITE AREA: 40,720 S.F. OR 0.93 ACRE
2. APPLICANT: SCHLOTTERBECK BLOCK, LLC
77 SPRUCE STREET
PORTLAND, MAINE 04101
3. RECORD OWNER: B. BROWN & SONS
482 CONGRESS STREET
P.O. BOX 207
PORTLAND, MAINE 04112
4. LOT DATA: TA MAP 33, BLOCK E, LOT 1
C.C.R.D BOOK 26354, PAGE 312
AREA: 30,492 S.F.
- TA MAP 33, BLOCK E, LOT 5
C.C.R.D BOOK 26354, PAGE 314
AREA: 10,314 S.F.
5. THE SURVEYED PARCELS ARE SHOWN AS LOTS 1 AND 5, BLOCK E, ON THE CITY OF PORTLAND'S ASSESSORS MAP 33.
6. A PORTION OF THE PARCEL IS LOCATED, BY SCALING METHODS, WITHIN ONE OF AREAS OF MINIMAL FLOODING AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE COMMUNITY PANEL NO. 230051-0013-B WITH AN EFFECTIVE DATE OF JULY 17, 1986. THE FLOOD ELEVATION FOR THE AREA WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 N.G.V.D. 1929. HOWEVER, THE TOPOGRAPHICAL SURVEY OF THE PARCEL SHOWS THE LOT ABOVE THE ELEVATION OF 10 N.G.V.D. 1929.
7. UTILITIES SHOWN ARE BASED ON A PLAN ENTITLED 'BOUNDARY AND TOPOGRAPHIC SURVEY OF 117 PREBLE STREET', PERFORMED BY OWEN HASKELL, INC., DATED JULY 7, 2015.
9. ZONING DISTRICT: B-7 MIXED DEVELOPMENT DISTRICT ONE
10. SPACE AND BULK STANDARDS:
- | | REQUIRED | PROPOSED |
|-----------------------------|---------------|--------------------|
| MINIMUM LOT SIZE: | NONE | 40,720 S.F. |
| MINIMUM FRONTAGE: | NONE | 242 FEET |
| FRONT SETBACK: | NONE REQUIRED | 18 FEET |
| SIDE SETBACK: | NONE REQUIRED | 5 FEET |
| REAR SETBACK: | NONE REQUIRED | 31 FEET |
| MAX. STREET SETBACK: | 10 FEET | 18 FEET (EXISTING) |
| MAX. BUILDING LOT COVERAGE: | 100 PERCENT | 68 PERCENT |
| MAX. BUILDING HEIGHT: | 105 FEET | N/A |
| MIN. BUILDING HEIGHT: | 45 FEET | N/A |
11. BICYCLE PARKING:
- | | |
|-----------|-----------|
| REQUIRED: | 24 SPACES |
| PROPOSED: | 24 SPACES |
12. ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.

PLAN REFERENCES

1. ELM STREET, STREET LINE RETRACEMENT PLAN, SOMERSET STREET TO LANCASTER STREET, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION DATED OCT. 16, 2012.
2. BACKSIDE TRAIL SOMERSET STREET EXTENSION, ELM STREET TO KENNEBEC STREET, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION DATED JULY 3, 2012.
3. ALTA/ACSM LAND TITLE SURVEY ON PREBLE STREET, LANCASTER STREET EAST, ELM STREET & OAK STREET, PORTLAND, MAINE MADE FOR BACKSIDE I, LLC JAN. 26, 2000 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 200 PAGE 40.

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
IRON PIPE OR ROD FOUND		
MONUMENT FOUND		
UTILITY POLE		
MANHOLE		
ELECTRIC/GAS METER		
SIGN		
CATCH BASIN		
HYDRANT		
WATER VALVE		
LIGHT POLE		
FENCE		
GRANITE CURB		
SUPPLEMENTARY CONCRETE CURB		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
EASEMENT AREA		

Approved: Portland Planning Board

Date: _____

Chair, _____

Board Members, _____

Prepared For:
Owner and Applicant:
SCHLOTTERBECK BLOCK L.L.C.
77 Spruce Street
Portland, Maine 04101
Tel.: 207-650-8979

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
70 Center Street
Portland, Maine 04101
Tel.: 207-774-4427

RANSOM CONSULTING ENGINEERS
400 Commercial Street # 4
Portland, Maine 04101
Phone: 207-772-2891

GODUTI-THOMAS ARCHITECTS
44 Oak Street # 2
Portland, Maine 04101
Phone: 207-775-3184

The Schlotterbeck Block

Portland, Maine

117 Preble Street

Date:
OCTOBER 5, 2015

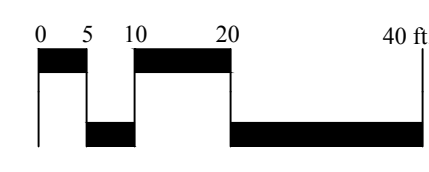
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Revisions:

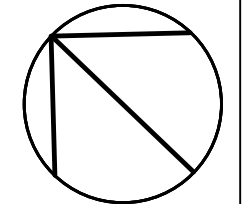
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Title:
SUBDIVISION PLAN

Scale: 1" = 20'



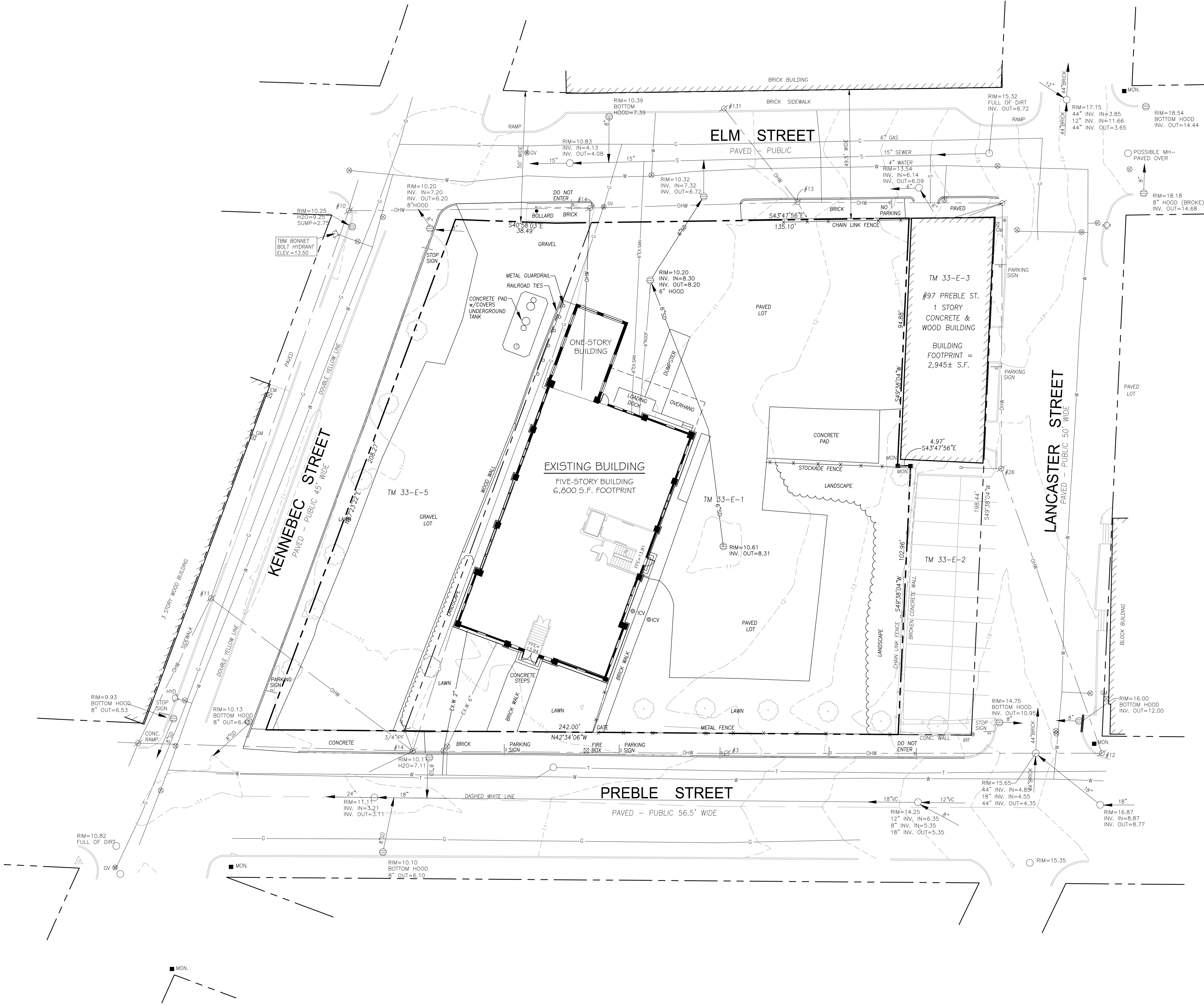
North:



Sheet No.:

1 of 1

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GENERAL NOTES

1. SITE AREA: 40,806 S.F. OR 0.93 ACRE
2. APPLICANT: SCHLOTTERBECK BLOCK, LLC
77 SPRUCE STREET
PORTLAND, MAINE 04101
3. RECORD OWNER: J.B. BROWN & SONS
482 CONGRESS STREET
P.O. BOX 207
PORTLAND, MAINE 04112
4. LOT DATA:

TAX MAP 33, BLOCK E, LOT 1
C.C.R.D BOOK 26354, PAGE 312
AREA: 30,492 S.F.

TAX MAP 33, BLOCK E, LOT 5
C.C.R.D BOOK 26354, PAGE 314
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MONUMENT FOUND	
UTILITY POLE	
MANHOLE	
ELECTRIC/GAS METER	
SIGN	
CATCH BASIN	
HYDRANT	
WATER VALVE	
LIGHT POLE	
FENCE	
GRANITE CURB	
OVERHEAD WIRES	
WATER LINE	
GAS LINE	
TELEPHONE	
STORM DRAIN	
SANITARY SEWER	
1' CONTOUR	

Prepared For:
Owner and Applicant:
SCHLOTTERBECK BLOCK L.L.C.
77 Spruce Street
Portland, Maine 04101
Tel.: 207-650-8979

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
70 Center Street
Portland, Maine 04101
Tel.: 207-774-4427

RANSOM CONSULTING ENGINEERS
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Phone: 207-772-2891

GODUTI-THOMAS ARCHITECTS
44 Oak Street # 2
Portland, Maine 04101
Phone: 207-775-3184

The Schlotterbeck Block

Portland, Maine

117 Preble Street

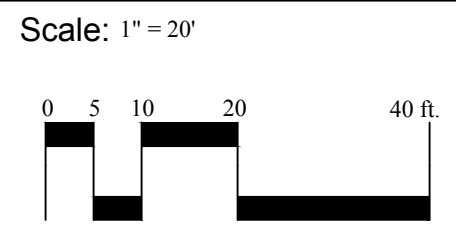
Date: OCTOBER 5, 2015

Issued For:

Revisions:

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Title: EXISTING CONDITION PLAN



North:

Sheet No.: 1

CONSTRUCTION MANAGEMENT PLAN NOTES

1. THE SITE CAN ACCOMMODATE A TOTAL OF 30 (THIRTY) CONTRACTOR AND SUB-CONTRACTOR VEHICLES. THE OWNER AND CONTRACTOR WILL NOT PROVIDE PARKING BEYOND THESE 30 PARKING SPACES. IF PARKING DEMAND EXCEEDS THESE 30 SPACES, IT WILL BE THE RESPONSIBILITY OF THE SUBCONTRACTOR TO UTILIZE LEGAL CITY OF PORTLAND PARKING SPACES IN THE VICINITY OF THE PROJECT.
2. THE CONTRACTOR ANTICIPATES MAINTAINING THE ACCESSIBILITY OF THE ELM STREET AND PREBLE STREET SIDE WALKS UNTIL SIDEWALK RE-CONSTRUCTION OF THESE SIDEWALKS OCCURS.
3. HOURS OF CONSTRUCTION: 6:30 AM -- 5:00 PM, MONDAY THROUGH FRIDAY.
4. SITE WILL HAVE SECURITY LIGHTING AT NIGHT.

Prepared For:
Owner and Applicant:
SCHLOTTERBECK BLOCK L.L.C.
77 Spruce Street
Portland, Maine 04101
Tel.: 207-650-8979

Prepared By:
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Portland, Maine

117 Preble Street

Date:
OCTOBER 5, 2015

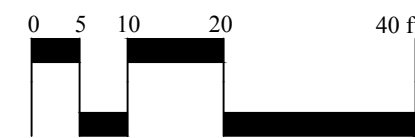
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Revisions:

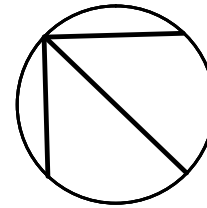
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Title:
CONSTRUCTION
MANAGEMENT PLAN

Scale: 1" = 20'



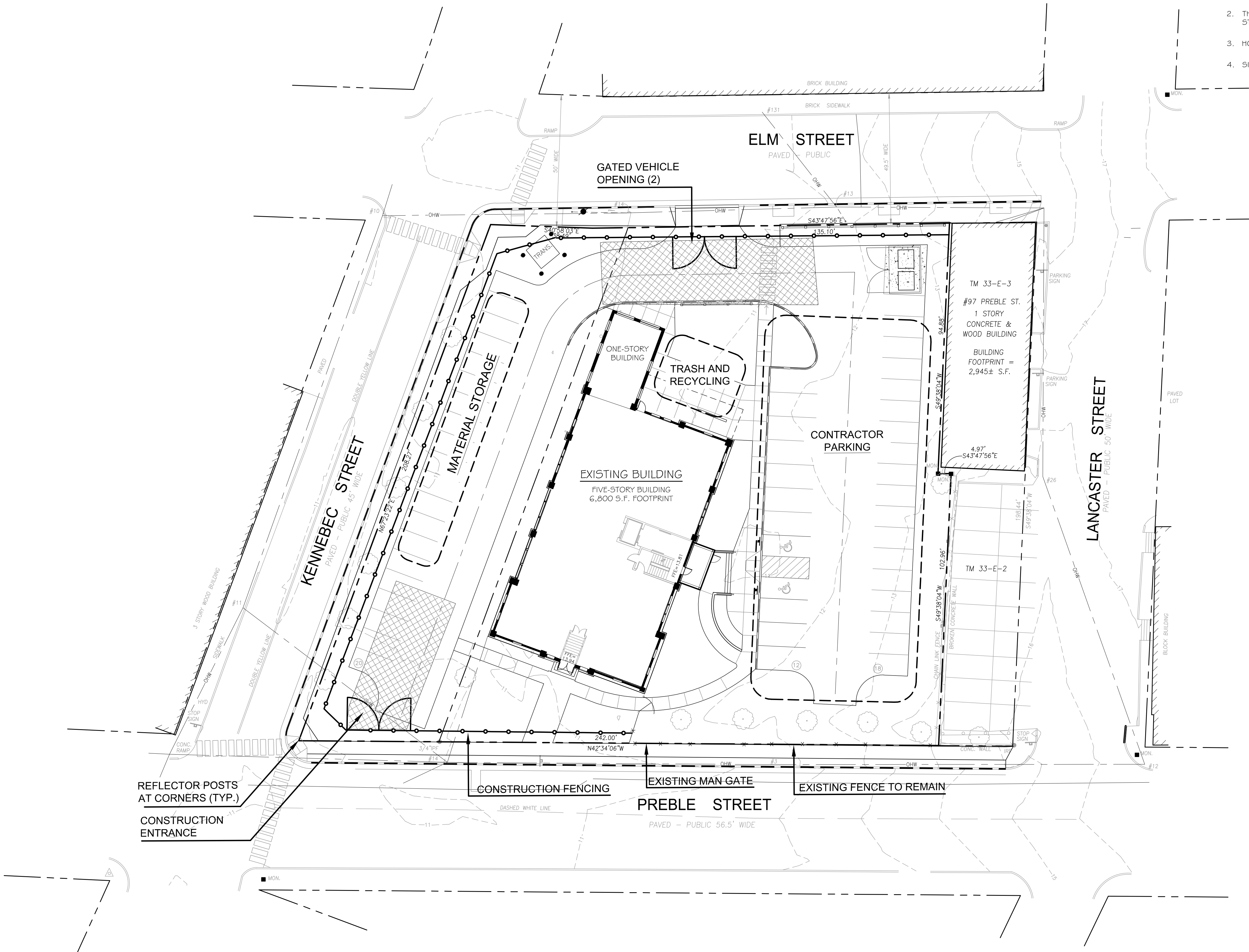
North:



Sheet No.:

1.1

LEGEND	EXISTING	PROPOSED
PROPERTY LINE		
IRON PIPE OR ROD FOUND		
MONUMENT FOUND		
UTILITY POLE		
MANHOLE		
ELECTRIC/GAS METER		
SIGN		
CATCH BASIN		
HYDRANT		
WATER VALVE		
LIGHT POLE		
FENCE		
GRANITE CURB		
SLIPFORM CONCRETE CURB		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		



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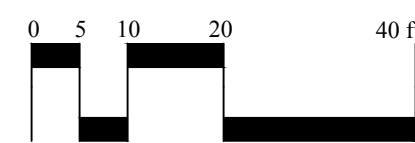
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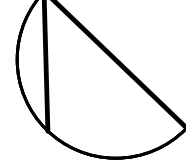
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Title:
LAYOUT AND
LIGHTING PLAN

Scale: 1" = 20'



North:



Sheet No.:

2.

GENERAL NOTES

- SITE AREA: 40,720 S.F. OR 0.93 ACRE
- APPLICANT: SCHLOTTERBECK BLOCK, LLC
77 SPRUCE STREET
PORTLAND, MAINE 04101
- RECORD OWNER: J.B. BROWN & SONS
482 CONGRESS STREET
P.O. BOX 207
PORTLAND, MAINE 04112
- LOT DATA: TAX MAP 33, BLOCK E, LOT 1
C.C.R.D BOOK 26354, PAGE 312
AREA: 30,492 S.F.

TAX MAP 33, BLOCK E, LOT 5
C.C.R.D BOOK 26354, PAGE 314
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- A PORTION OF THE PARCEL IS LOCATED, BY SCALING METHODS, WITHIN ZONE C (AREAS OF MINIMAL FLOODING) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE COMMUNITY PANEL NO. 230051-0013-B WITH AN EFFECTIVE DATE OF JULY 17, 1986. THE FLOOD ELEVATION FOR THE A2 ZONE WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 N.G.V.D. 1929. HOWEVER, THE TOPOGRAPHICAL SURVEY OF THE PARCEL SHOWS THE LOT ABOVE THE ELEVATION OF 10 N.G.V.D. (1929).
- UTILITIES SHOWN ARE BASED ON A PLAN ENTITLED 'BOUNDARY AND TOPOGRAPHIC SURVEY OF 117 PREBLE STREET', PERFORMED BY OWEN HASKELL, INC., DATED JULY 7, 2015.
- ZONING DISTRICT: B-7 MIXED DEVELOPMENT DISTRICT ZONE
- SPACE AND BULK STANDARDS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	NONE	40,720 S.F.
MINIMUM FRONTAGE:	NONE	242 FEET
FRONT SETBACK:	NONE REQUIRED	18 FEET
SIDE SETBACK:	NONE REQUIRED	5 FEET
REAR SETBACK:	NONE REQUIRED	31 FEET
MAX. STREET SETBACK:	10 FEET	18 FEET (EXISTING)
MAX. BUILDING LOT COVERAGE:	100 PERCENT	68 PERCENT
MAX. BUILDING HEIGHT:	105 FEET	NA
MIN. BUILDING HEIGHT:	45 FEET	NA
- BICYCLE PARKING:

REQUIRED:	24 SPACES (22 RESIDENTIAL, 2 COMMERCIAL)
PROPOSED:	24 SPACES (12 EXTERIOR, 12 INTERIOR)
- ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- PARKING SUMMARY:

PARKING REQUIRED PER PARKING ANALYSIS:	50 SPACES
PROPOSED PARKING:	50 SPACES
PROPOSED COMPACT (8' X 15'):	38 SPACES (76%)
REQUIRED A.D.A. ACCESSIBLE SPACES:	2 SPACES
PROPOSED A.D.A. ACCESSIBLE SPACES:	2 SPACES

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
IRON PIPE OR ROD FOUND		
MONUMENT FOUND		
UTILITY POLE		
MANHOLE		
ELECTRIC/GAS METER		
SIGN		
CATCH BASIN		
HYDRANT		
WATER VALVE		
LIGHT POLE		
FENCE		
GRANITE CURB		
SLIPFORM CONCRETE CURB		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1" CONTOUR		



LIGHTING SCHEDULE

KEY	QTY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LAMP
■ (A)	5	KIM	RA17-3-E35-GOL	KIM 17" ERA LED -- PARKING LOT LIGHT	LED, TYPE III, FULL CUT-OFF
★ (B)	9	HOLOPHANE	BOL-FP45-13	FREEMPORT CAST IRON BOLLARD	70W, METAL HALIDE
● (C)	7	HOLOPHANE	ESL 110 4K AS X	BAYSIDE DISTRICT FIXTURE 'MEDIUM' LED TEARDROP	110 W 100 LED ARRAY
● (D)	2	KIM	PGL71-E35-GOL	KIM PGL7 LED -- CANOPY LIGHT	GOL - LED
● (E)	8	KIM	WD14-LED	KIM 14" WALL DIRECTOR -- UPLIGHT	GOL - LED, TYPE III
● (F)	3	KIM	SW3-18L3KUV	KIM SITE WALLFORMS LED -- BUILDING MOUNTED LIGHT (DOOR)	GOL - LED

DRAINAGE STRUCTURE SCHEDULE

ALL CATCH BASIN PRECAST CONCRETE STRUCTURES SHALL BE 4'-0" DIAMETER (INSIDE).

CB#1
RIM: 10.75
INV. OUT (8") 8.07

CB#2
RIM: 11.10
INV. IN (8") 7.94
INV. OUT (12") 7.84

CB#3
RIM: 10.80
INV. IN (12") 7.54
INV. OUT (12") 7.44

CB#4
RIM: 10.40
INV. IN (12") 7.26
INV. OUT (12") 7.16

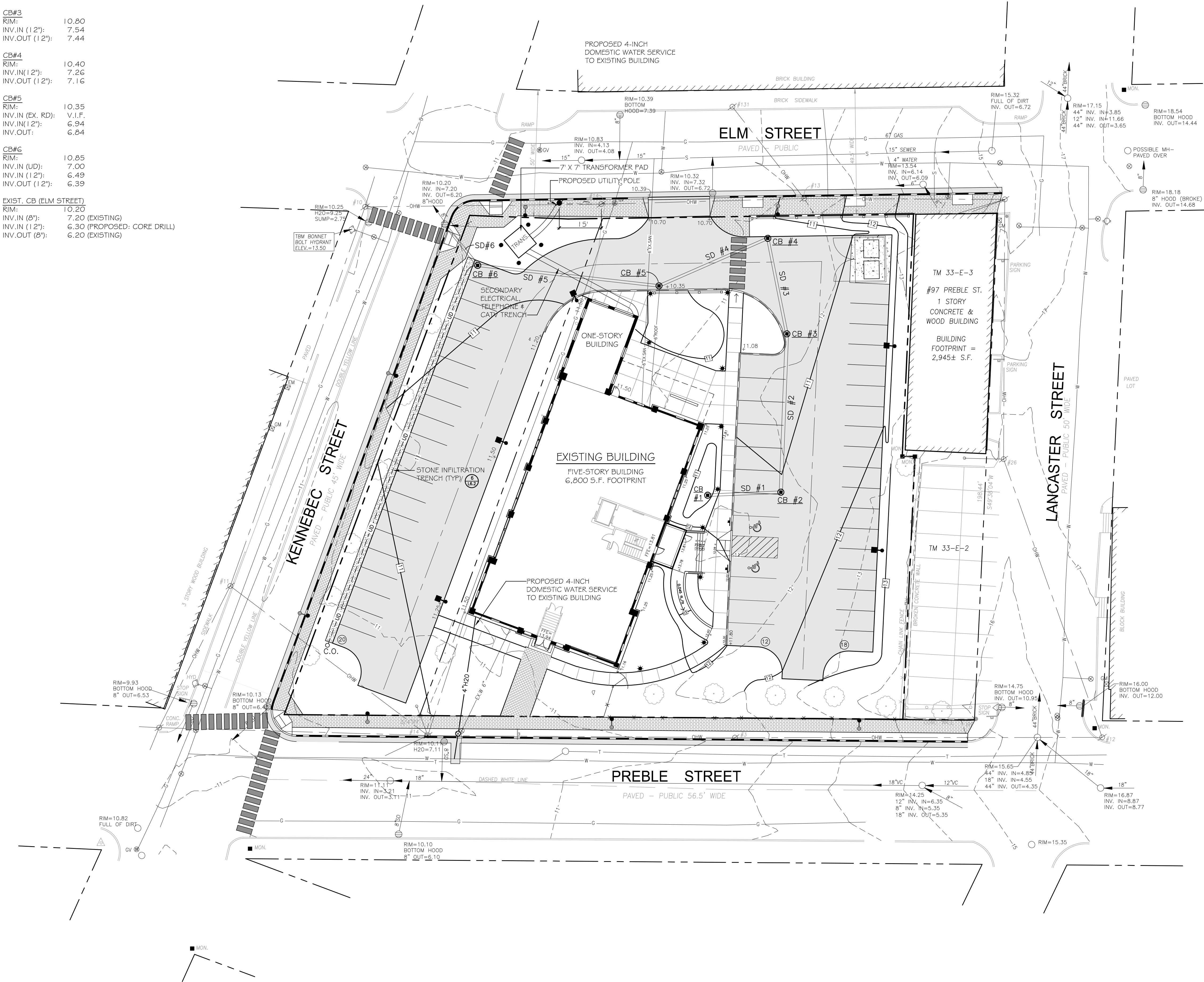
CB#5
RIM: 10.35
INV. IN (EX. RD): V.I.F.
INV. IN (12") 6.94
INV. OUT: 6.84

CB#6
RIM: 10.85
INV. IN (UD): 7.00
INV. IN (12") 6.49
INV. OUT (12") 6.39

EXIST. CB (ELM STREET)
RIM: 10.20
INV. IN (8") 7.20 (EXISTING)
INV. IN (12") 6.30 (PROPOSED: CORE DRILL)
INV. OUT (8") 6.20 (EXISTING)

STORM DRAIN SCHEDULE

SD NO.	PIPE TYPE	LENGTH	SLOPE (FT/FT)
SD#1	12" HDPE	26 L.F.	0.005
SD#2	12" HDPE	60 L.F.	0.005
SD#3	12" HDPE	36 L.F.	0.005
SD#4	12" HDPE	44 L.F.	0.005
SD#5	12" HDPE	69 L.F.	0.005
SD#6	12" HDPE	18 L.F.	0.005



GRADING AND DRAINAGE NOTES:

- DO NOT SCALE THESE DRAWINGS. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECIFICATIONS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ADDITIONAL WORK PROCEEDS.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES ON THE GROUND. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DIRECTION AND RESOLUTION PRIOR TO ANY FURTHER WORK.
- CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY COMPANIES PRIOR TO EXCAVATION OF OR INSTALLATION OF ANY PART OF THIS WORK.
- CONTRACTOR SHALL AVOID ALL AREAS NOT REQUIRING GRADING. CONTRACTOR SHALL NOT DISTURB THESE AREAS.
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL DISSAFE (1-888-344-7233) AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.
- CONTRACTOR SHALL CONDUCT TEST PIT EXCAVATION TO CONFIRM LOCATION OF EXISTING UTILITIES WHERE NEW UNDERGROUND ELECTRICAL, TELEPHONE AND CATV SERVICES ARE PROPOSED.
- WHERE STORM DRAINS OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN TOP OF PIPE AND FINISH GRADE, INSULATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALONG SIDES OF THE PIPE.
- EXISTING DRAINAGE CATCHBASIN SHALL BE CORED TO ACCEPT NEW DRAINAGE PIPE AS NOTED.
- PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE-HALF OF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
- ALL UTILITIES SHALL BE INSTALLED IN CONFORMANCE WITH INDIVIDUAL UTILITY DISTRICT REQUIREMENTS; CONTRACTOR SHALL COORDINATE INSTALLATION WITH APPROPRIATE UTILITY DISTRICT BEFORE INSTALLATION.
- ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- DISCONTINUED UTILITY SERVICES INCLUDING WATER, GAS AND SANITARY SEWER SHALL BE PERMANENTLY CAPPED CONFORMING TO UTILITY COMPANY AND CITY OF PORTLAND STANDARDS, CONTRACTOR SHALL COORDINATE WITH PUBLIC SERVICES AND/OR UTILITY COMPANY.
- THE PROJECT BENCH MARK IS BONNET BOLT OF FIRE HYDRANT LOCATED AT INTERSECTION OF ELM STREET AND KENNEBEC STREET. BENCHMARK ELEVATION: 13.50.
- BMP INSPECTIONS: THE OWNER SHALL HIRE A QUALIFIED POST-CONSTRUCTION STORMWATER INSPECTOR TO ANNUALLY, INSPECT THE BMPs, INCLUDING CATCH BASIN, DRYWELL, IN-LINE ROOF FILTERS, PIPES AND RELATED STRUCTURES, IN ACCORDANCE WITH ALL MUNICIPAL AND STATE INSPECTION, CLEANING AND MAINTENANCE REQUIREMENTS OF THE APPROVED POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN (PER SECTION 32 OF THE CITY OF PORTLAND CODE OF ORDINANCES).
- SITE LIGHTING SHALL MEET THE CITY OF PORTLAND STANDARDS AS OUTLINED IN SECTION 12 OF THE CITY OF PORTLAND TECHNICAL DESIGN STANDARDS. SITE LIGHTING SHALL ADHERE TO SECTION 12.2.5 LIGHT TRESPASS-LIGHTING SHALL NOT BE GREATER THAN 0.1 FOOTCANDLES AT THE PROPERTY LINE.

LEGEND	EXISTING	PROPOSED
PROPERTY LINE		
IRON PIPE OR ROD FOUND		
MONUMENT FOUND		
UTILITY POLE		
MANHOLE		
ELECTRIC/GAS METER		
SIGN		
CATCH BASIN		
HYDRANT		
WATER VALVE		
LIGHT POLE		
FENCE		
GRANITE CURB		
SUPPFORM CONCRETE CURB		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		
CLEANOUT		
STONE INFILTRATION TRENCH		

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Issued For:

Revisions:

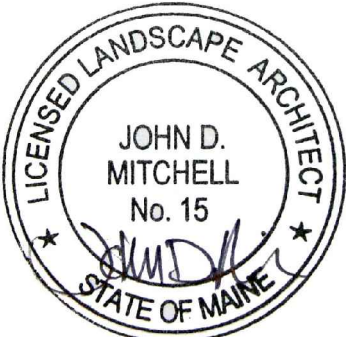
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Title: GRADING, DRAINAGE AND UTILITIES PLAN

Scale: 1" = 20'

North:

Sheet No.:



EROSION AND SEDIMENT CONTROL PLAN

THIS PLAN HAS BEEN DEVELOPED AS A STRATEGY TO CONTROL SOIL EROSION AND SEDIMENTATION DURING AND AFTER THE RE-DEVELOPMENT OF THE SCHLOTTERBECK AND TOSSE BUILDING AT 117 PREBLE STREET IN PORTLAND, MAINE. THIS PLAN IS BASED ON THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION, BEST MANAGEMENT PRACTICES, MARCH, 2003.

A. PROPOSED DEVELOPMENT

THE PROJECT CONSISTS OF THE RE-DEVELOPMENT OF AN EXISTING FIVE-STORY, 6,800 SQUARE FOOT BUILDING. THE BUILDING WILL INCLUDE 55 APARTMENT UNITS AND 2,000 S.F. OF COMMERCIAL OFFICE SPACE. THE 40,702 S.F. PARCEL CURRENTLY CONSISTS OF THE BUILDING AND A PAVED PARKING LOT AND A GRAVEL PARKING LOT; 73% OF THE EXISTING SITE IS IMPERVIOUS. THE PROPOSED IMPERVIOUS LOT IMPERVIOUS IS 27,300 S.F. OR 67% OF THE SITE.

B. EROSION CONTROL PRACTICES/TEMPORARY MEASURES

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

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

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

TEMPORARY SEEDING : SEED SHALL BE AROOSTOOK RYE APPLIED AT 2.60#/1000 SF. LIME SHALL BE AGRICULTURAL GROUND LIMESTONE APPLIED AT 1.36#/1000 SF. FERTILIZER SHALL BE 10-10-10 CLASSIFICATION APPLIED AT 13.6#/1000 SF. MULCH SHALL CONSIST OF HAY AND STRAW MULCH AND SPREAD EVENLY AT A RATE OF 70-90#/1000 SF. TEMPORARY SEEDINGS SHALL ONLY BE MADE BETWEEN APRIL 15 AND OCTOBER 1, AND SHALL NOT BE PLACED OVER SNOW.

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

PERMANENT BASE GRAVEL : BASE GRAVEL UNDER PAVEMENT SHALL BE SUITABLE AS TEMPORARY SOIL STABILIZATION UNDER THE FOLLOWING CONDITIONS:
a) SLOPES SHALL BE LESS THAN EIGHT PERCENT;
b) GRAVEL SHALL MEET THE SPECIFICATIONS FOR BASE OR SUBBASE GRAVEL FOR THE PROPOSED COMPLETED PAVEMENT.

C. EROSION CONTROL PRACTICES/PERMANENT MEASURES

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

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

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

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

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

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

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

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

D. WINTER CONDITIONS

EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./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.

E. CONSTRUCTION SEQUENCE

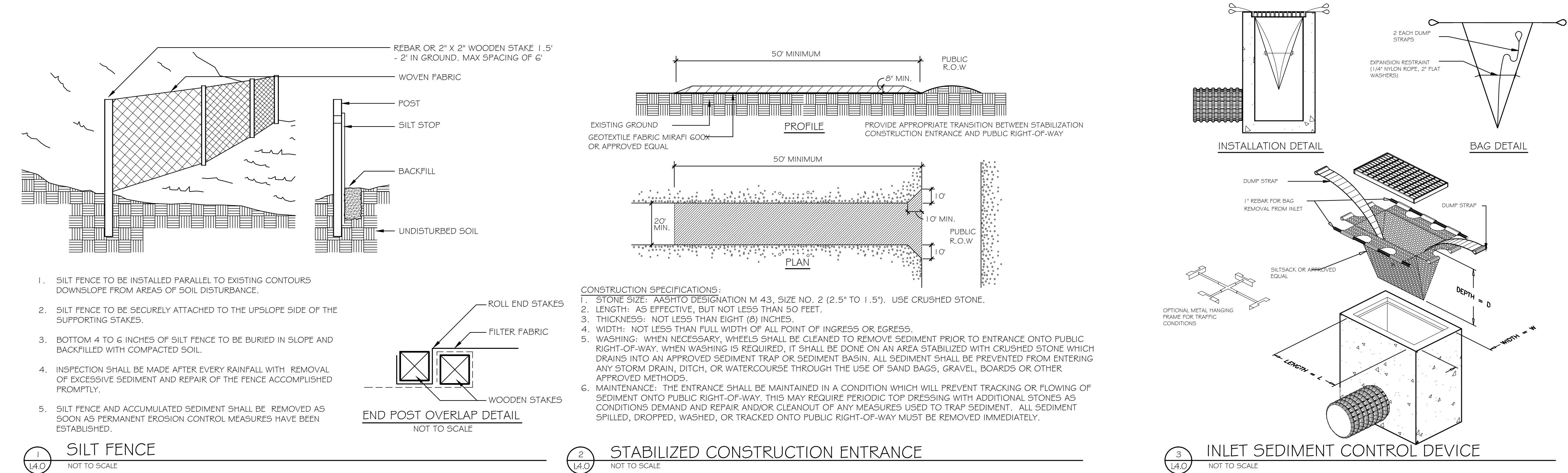
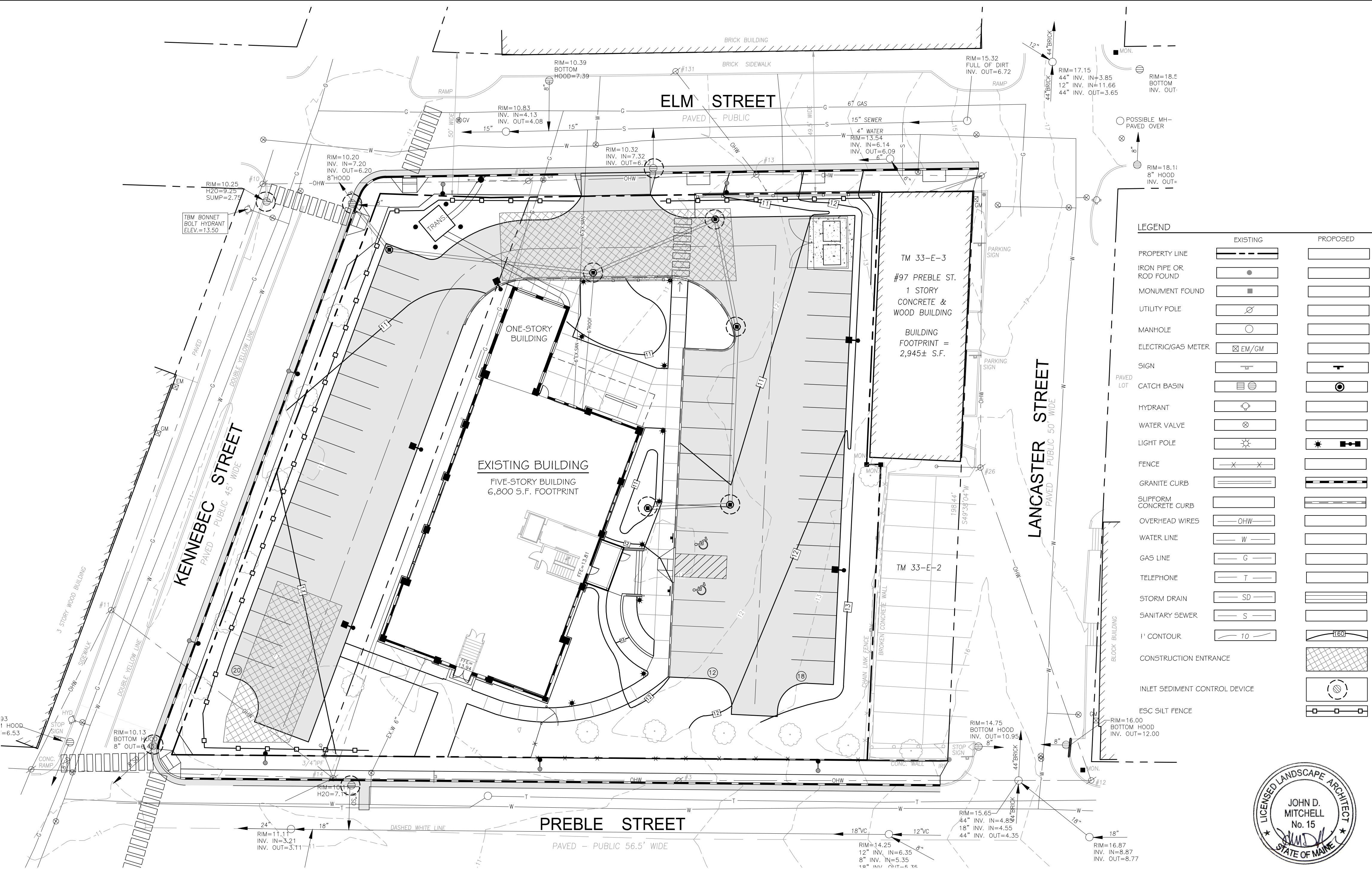
THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:

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

F. SITE INSPECTION & MAINTENANCE

WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAINFALLS OF 0.5" OVER A CONSECUTIVE 24-HOUR PERIOD, SHALL BE CONDUCTED BY THE SITE CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETERIORATION. FINAL ACCEPTANCE SHALL INCLUDE A SITE INSPECTION TO VERIFY THE STABILITY OF ALL DISTURBED AREAS AND SLOPES. UNTIL FINAL INSPECTION, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL IMMEDIATELY BE CLEANED, AND REPAIRED BY THE SITE CONTRACTOR AFTER STORM EVENTS. DISPOSAL OF ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE SITE CONTRACTOR.

CONTINUED TEMPORARY MAINTENANCE AND LONG TERM PROVISIONS FOR PERMANENT MAINTENANCE OF ALL EROSION AND SEDIMENTATION CONTROL FACILITIES AFTER ACCEPTANCE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF THE SCHLOTTERBECK BLOCK LLC.



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The Schlotterbeck Block

Portland, Maine

117 Preble Street

Date:
OCTOBER 5, 2015

Issued For:

Revisions:

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Title:
EROSION AND SEDIMENT CONTROL PLAN

Scale: 1" = 20'

North:

Sheet No.:

GENERAL PLANTING NOTES

1. CALL DIG-SAFE (1-888-344-7233) PRIOR TO BEGINNING WORK. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO OWNER.
2. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL SITE CONDITIONS PRIOR TO CONSTRUCTION BIDDING.
3. DO NOT SCALE FROM DRAWINGS. ANY OMISSIONS IN DIMENSIONING SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ANY ADDITIONAL WORK PROCEEDS.
4. PROVIDE SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING CONDITIONS.
5. CONTRACTOR SHALL FURNISH AND PLACE 12 INCHES OF LOAM IN ALL SHRUB BEDS, 30 INCHES IN ALL TREE PITS, AND 6 INCHES UNDER ALL TURF AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
6. ALL PLANT MATERIAL INSTALLED SHALL MEET THE SPECIFICATIONS OF "AMERICAN STANDARDS FOR NURSERY STOCK BY THE AMERICAN ASSOCIATION OF NURSERYMEN" LATEST EDITION.
7. ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
8. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE FROM THE OWNER.
9. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
10. EXISTING TREES TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
11. ALL SHRUB BEDS AND TREE PITS SHALL BE MULCHED WITH 3" CLEAN SHREDDED BLACK MULCH (DO NOT EXCEED 3' DEPTH).
12. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY, OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
13. WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR GROUND COVER AND PERENNIAL BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.
14. DAMAGE TO EXISTING SITE IMPROVEMENTS DURING INSTALLATION OF LANDSCAPE MATERIAL SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.

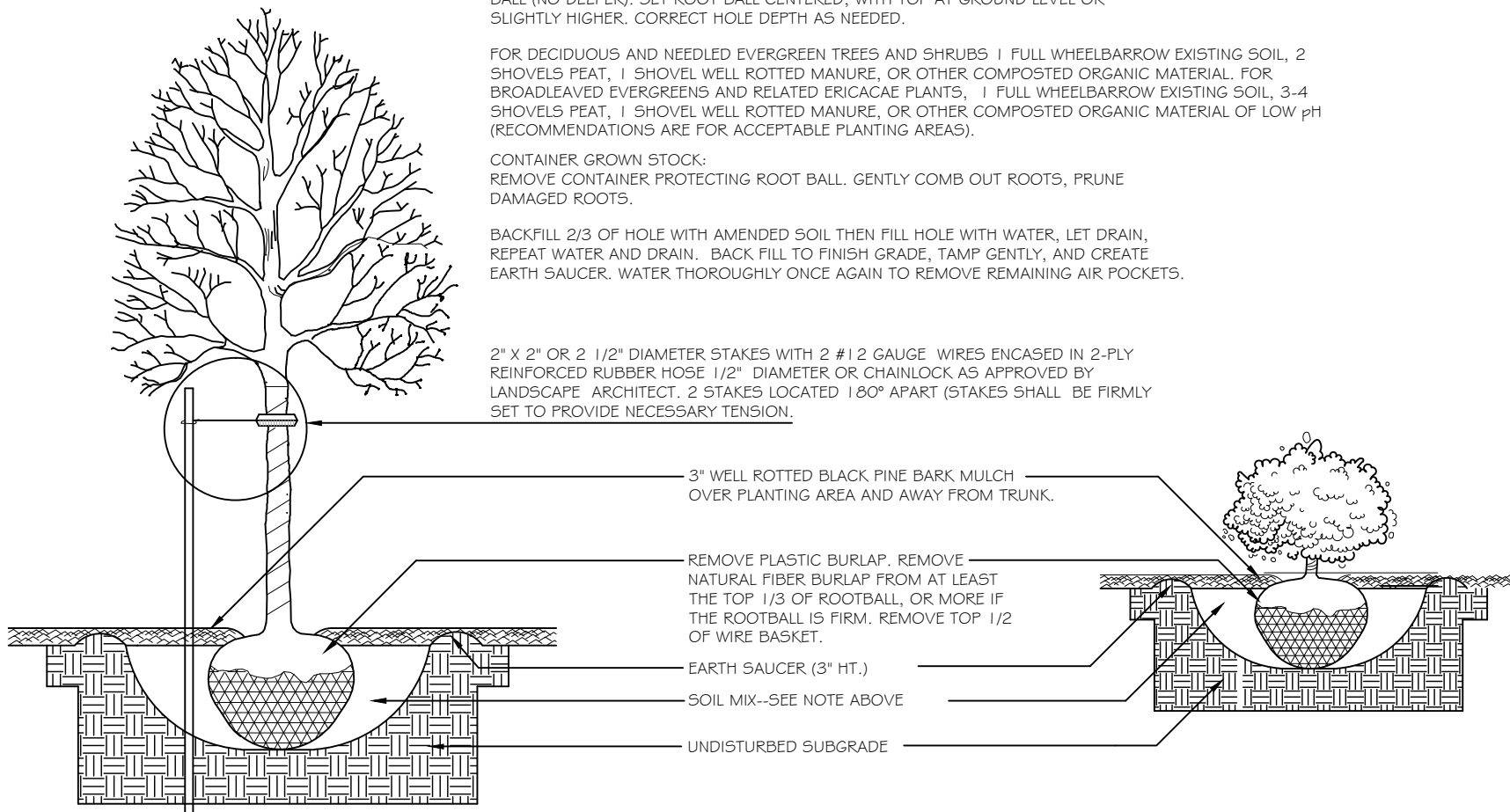
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER); SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR DECIDUOUS AND NEEDLED EVERGREEN TREES AND SHRUBS: 1. FULL WHEELBARRROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL, FOR BROADLEAVED EVERGREENS AND RELATED ERICACEAE PLANTS. 1. FULL WHEELBARRROW EXISTING SOIL, 3-4 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL OF LOW pH (RECOMMENDATIONS ARE FOR ACCEPTABLE PLANTING AREAS).

CONTAINER GROWN STOCK:
REMOVE CONTAINER PROTECTING ROOT BALL. GENTLY COMB OUT ROOTS; PRUNE DAMAGED ROOTS.

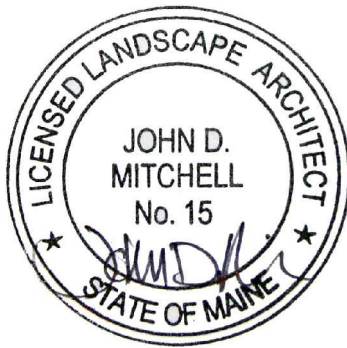
BACKFILL 2/3 OF HOLE WITH AMENDED SOIL THEN FILL HOLE WITH WATER, LET DRAIN, REPEAT WATER AND DRAIN. BACK FILL TO FINISH GRADE, TAMP GENTLY, AND CREATE EARTH SAUCER. WATER THOROUGHLY ONCE AGAIN TO REMOVE REMAINING AIR POCKETS.

2" X 2" OR 2 1/2" DIAMETER STAKES WITH 2 #12 GAUGE WIRES ENCASED IN 2-PLY REINFORCED RUBBER HOSE 1/2" DIAMETER OR CHAINLOCK AS APPROVED BY LANDSCAPE ARCHITECT. 2 STAKES LOCATED 180° APART (STAKES SHALL BE FIRMLY SET TO PROVIDE NECESSARY TENSION).

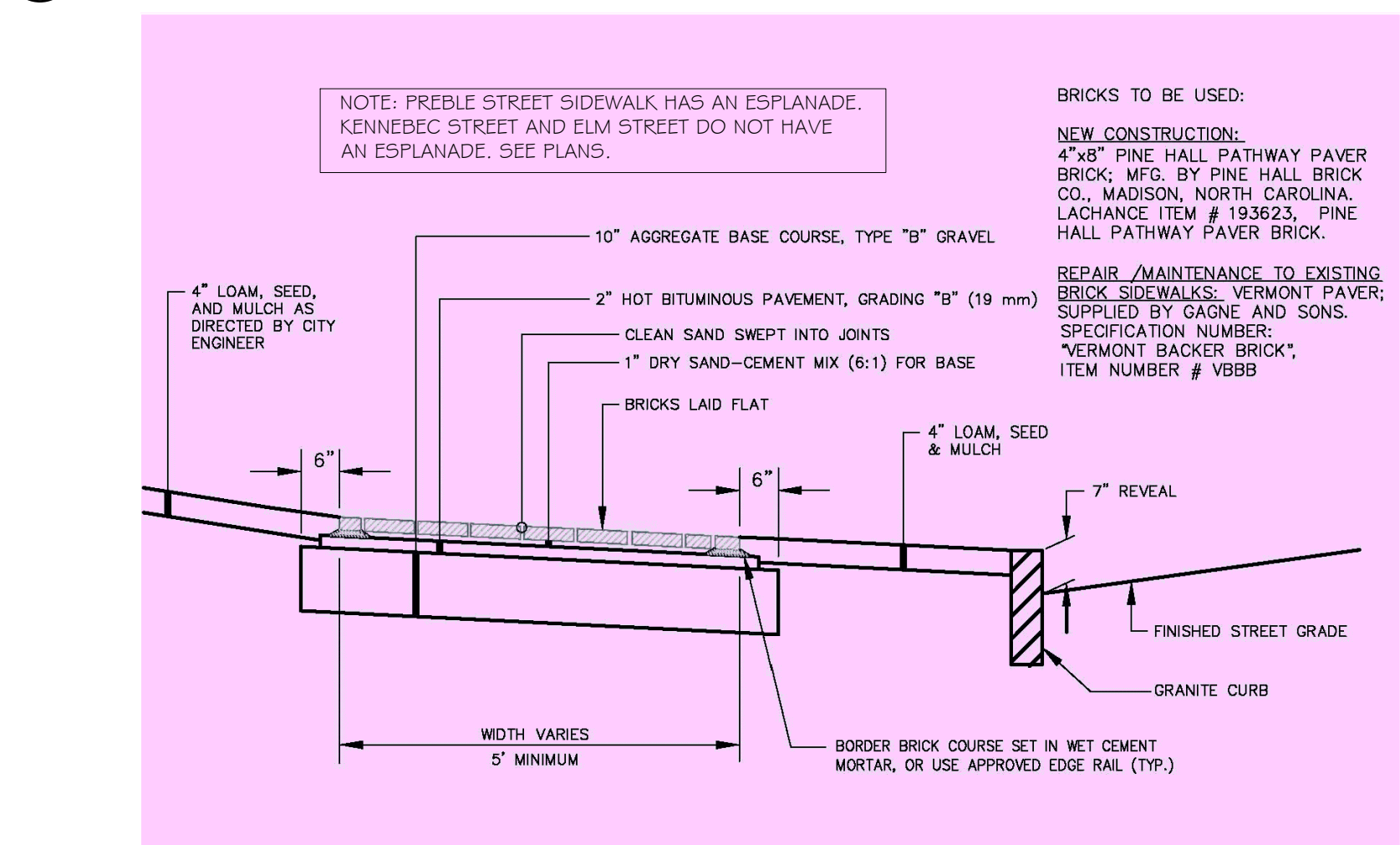
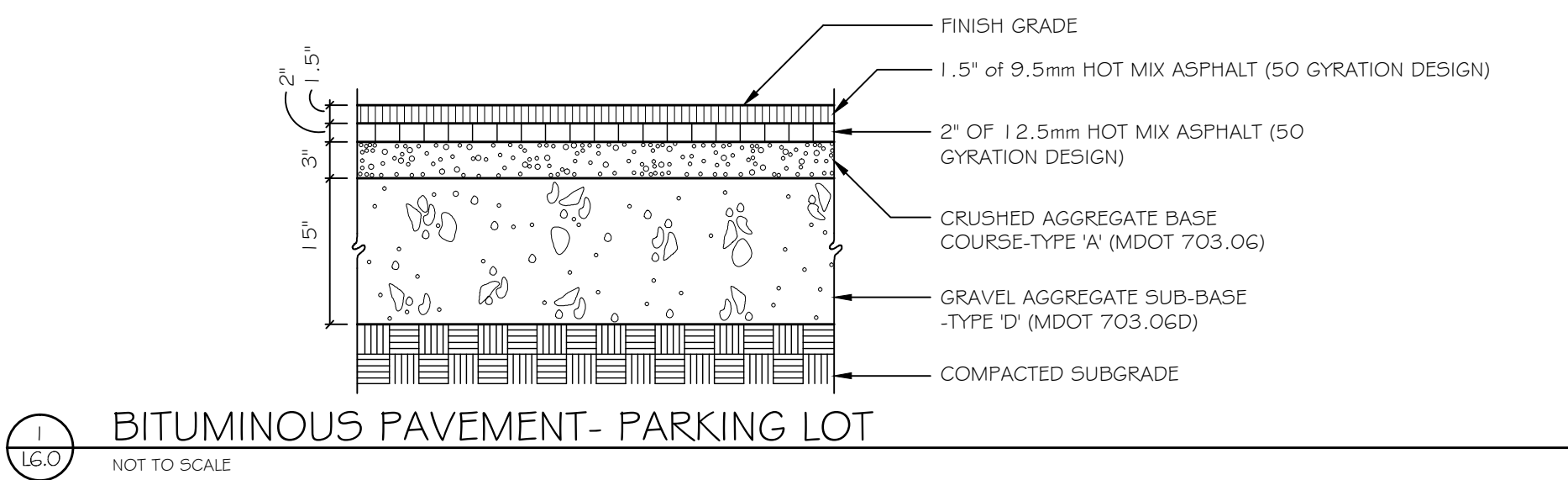


TREE AND SHRUB INSTALLATION
NOT TO SCALE

	EXISTING	PROPOSED
PROPERTY LINE		
IRON PIPE OR ROD FOUND		
MONUMENT FOUND		
UTILITY POLE		
MANHOLE		
ELECTRIC/GAS METER		
SIGN		
CATCH BASIN		
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TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		

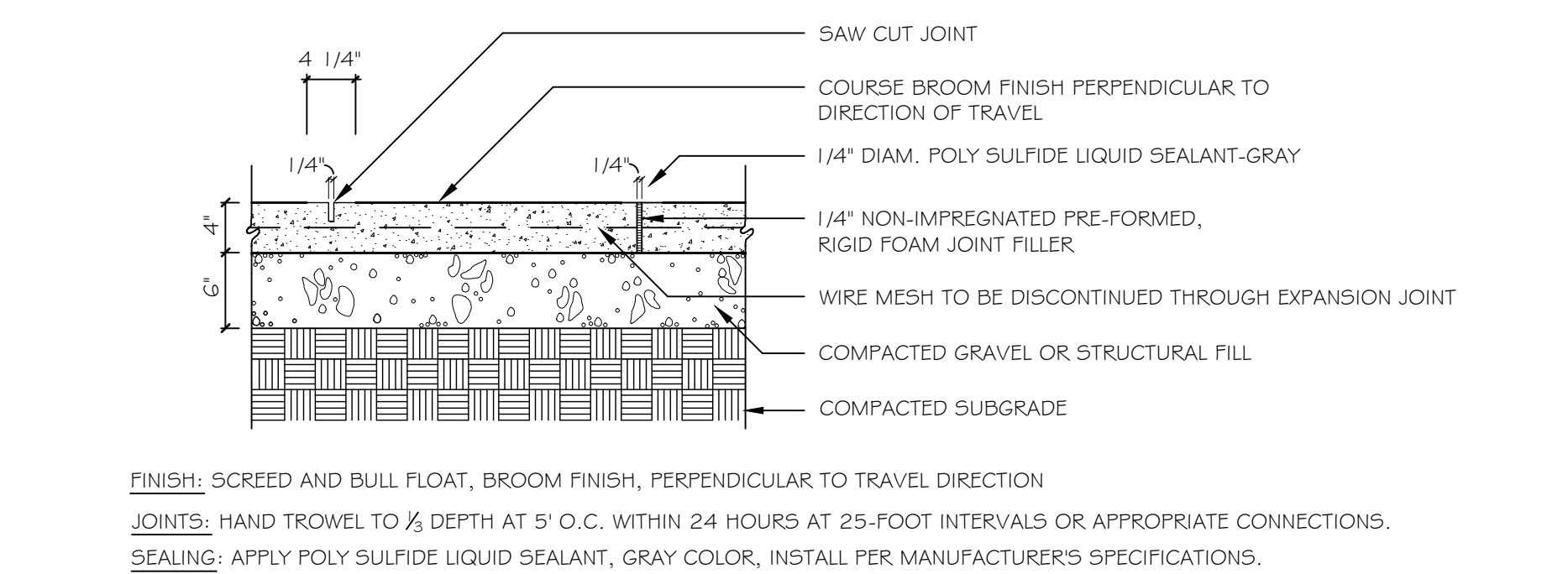


KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
TREES					
A.RUB	1	ACER RUBRUM 'RED SUNSET'	RED MAPLE	2.5" CAL.	
M.SS	3	MALUS 'SPRING SNOW'	'SPRING SNOW' CRABAPPLE	1.5" CAL.	
P.SAR	5	PRUNUS 'SARGENTII'	SARGENT CHERRY	1.5" CAL.	
S.RET	7	SYRINGA RETICULATA	JAPANESE TREE LILAC	1.75" CAL.	
Z.SER	6	ZELKOVA SERRATA 'WIRELESS'	WIRELESS ZELKOVA	1.5" CAL.	
SHRUBS					
C.ALN	21	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	2 GAL.	
C.ALT	6	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	5 GAL.	CLUMP
C.SER	30	CORNUS SERICEA 'ISANTI'	ISANTI RED TWIG DOGWOOD	2 GAL.	
H.MAC	19	HYDRANGEA MACROPHYLLA	ANNABELLE HYDRANGEA	2 GAL.	
R.ARO	56	RHUS AROMATICA	GRO-LO SUMAC	2 GAL.	
V.PLI	12	VIBURNUM PLICATUM TOM. SHOSHONI	SHOSHONI VIBURNUM	2 GAL.	
SY.CJ	6	SYRINGA 'CHARLES JOLY'	'CHARLES JOLY' LILAC	3 GAL.	



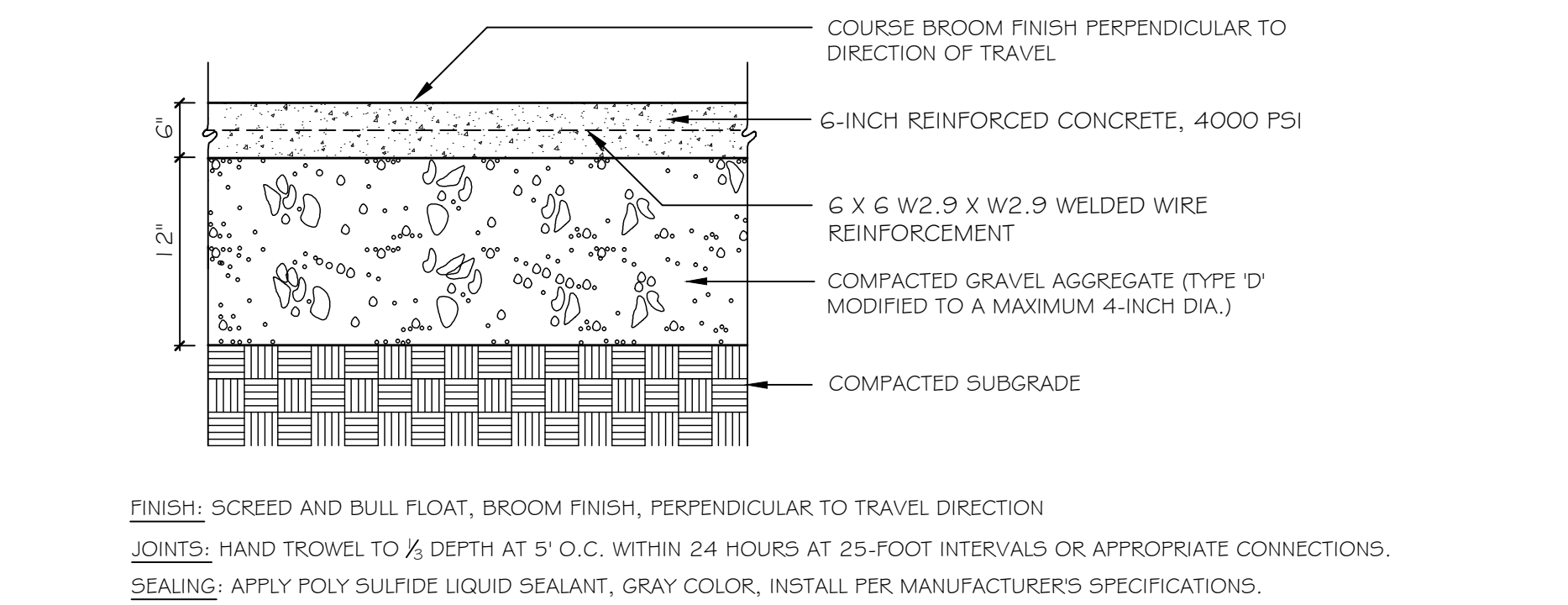
2
16.0
NOT TO SCALE

BRICK SIDEWALK WITH BITUMINOUS BASE AND GRANITE CURB



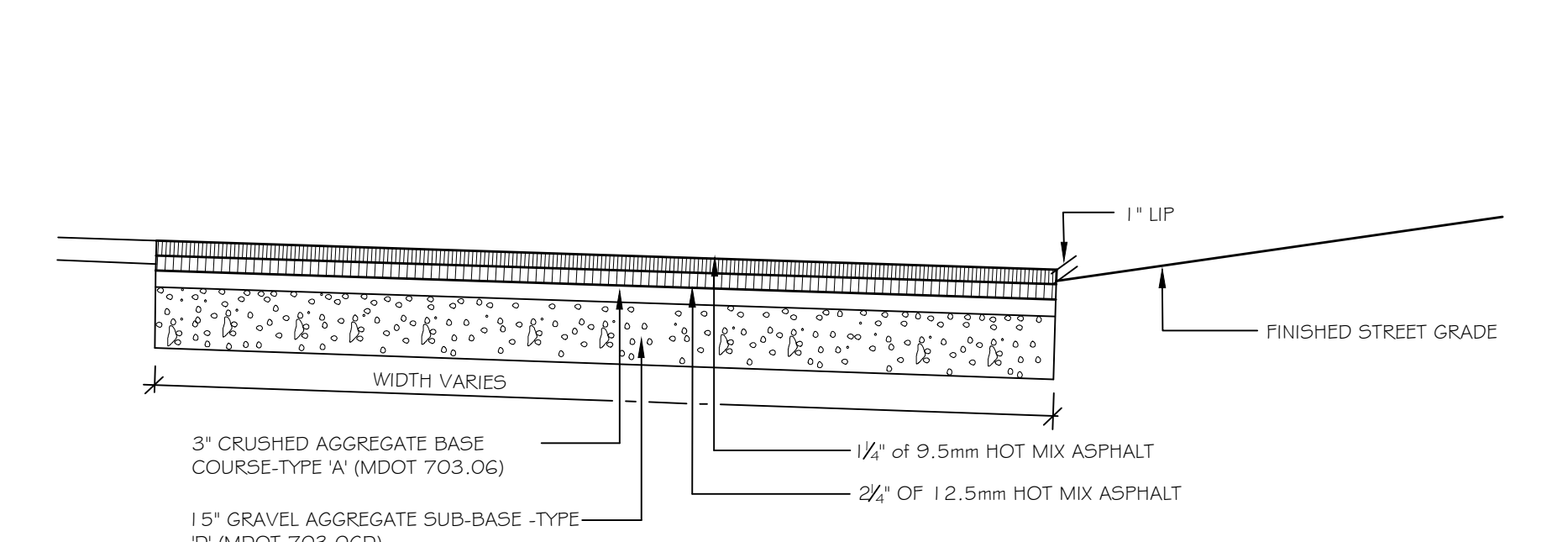
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NOT TO SCALE

CONCRETE WALK



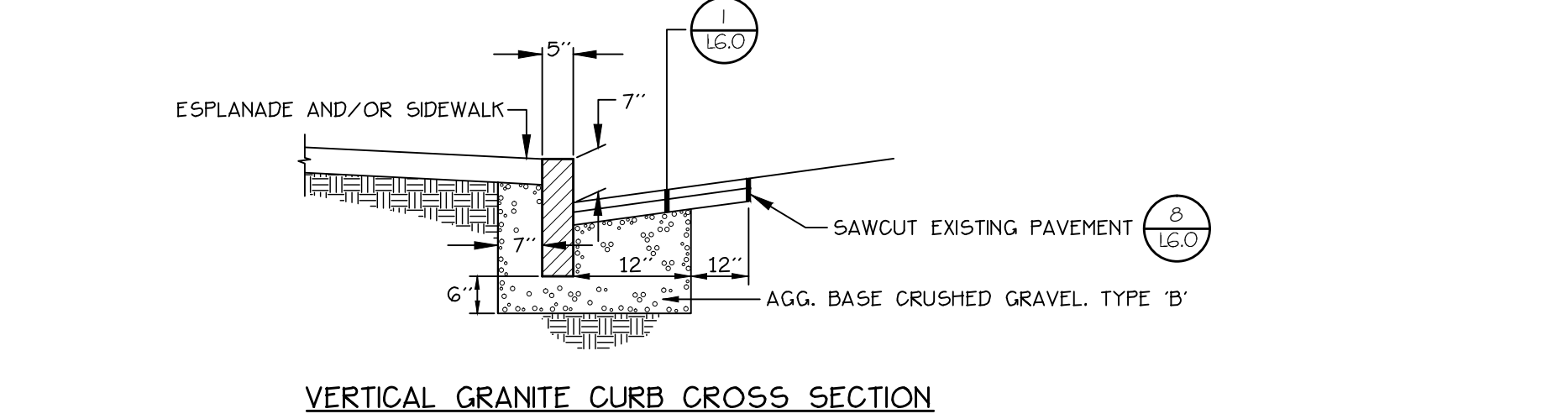
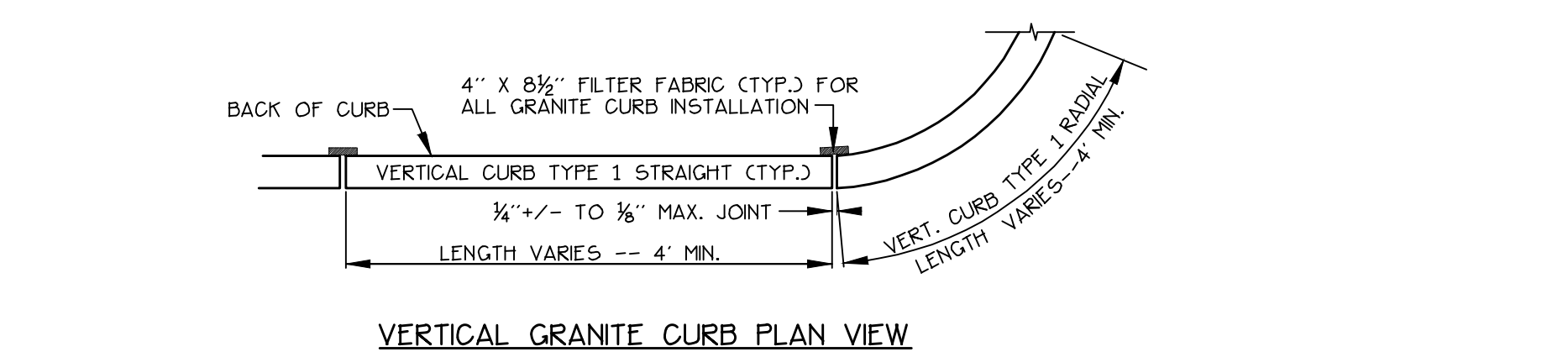
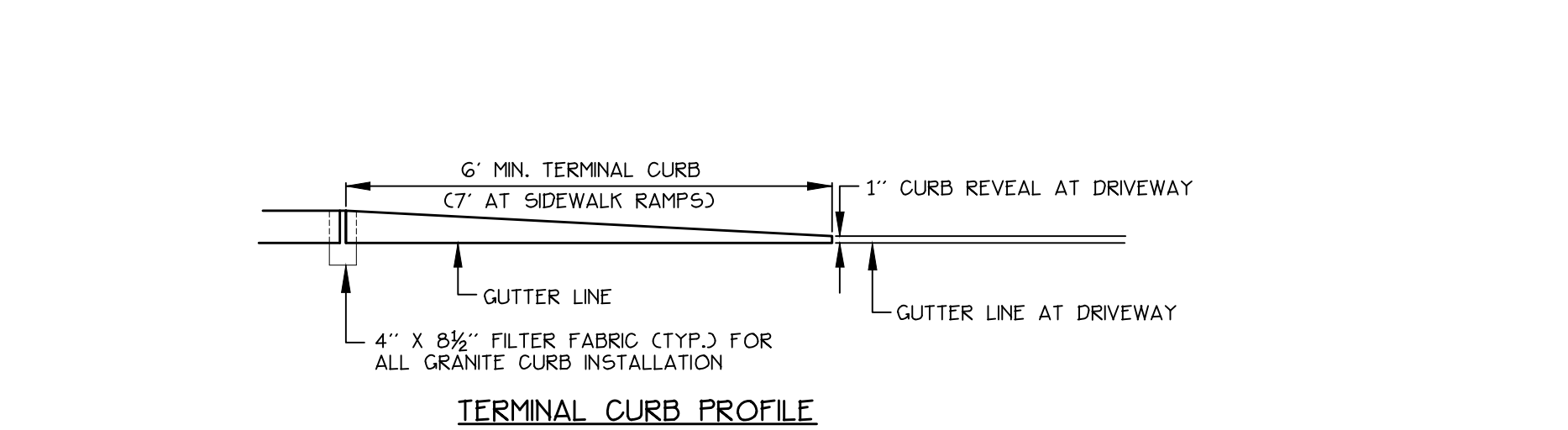
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CONCRETE PAD: DUMPSTER AND GENERATOR



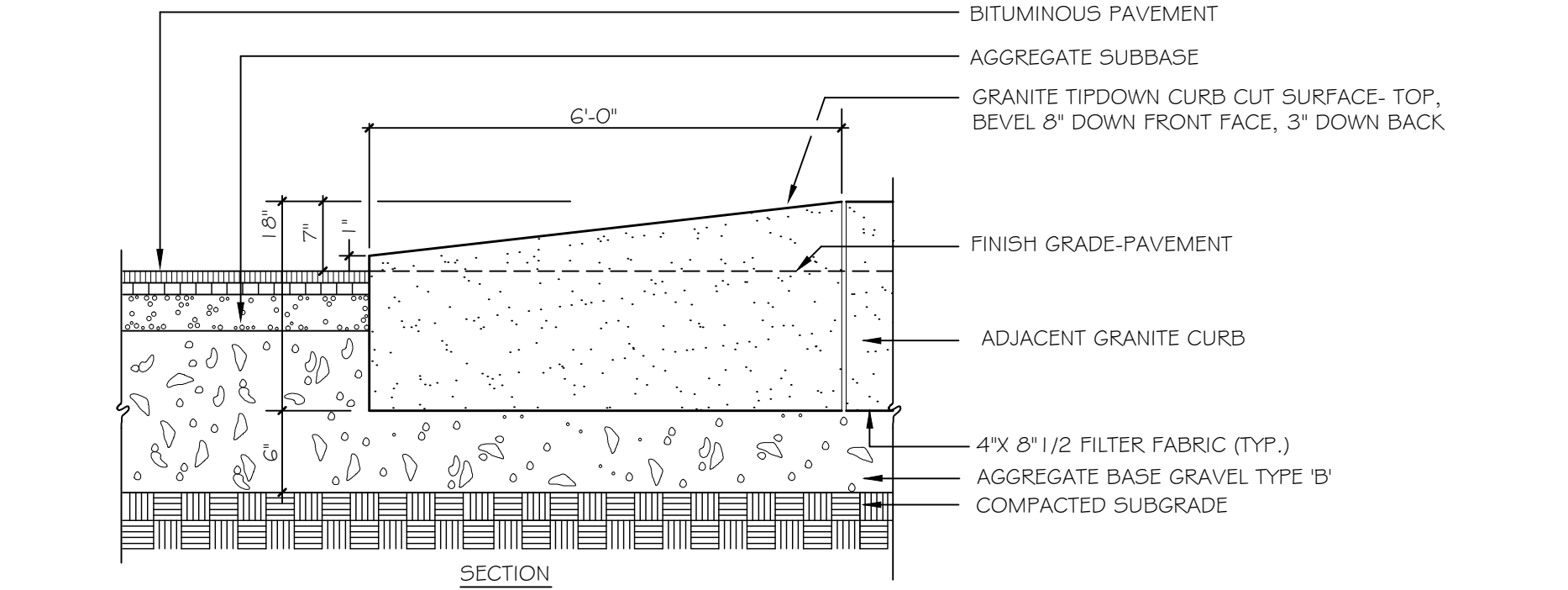
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NOT TO SCALE

BITUMINOUS DRIVEWAY APRON



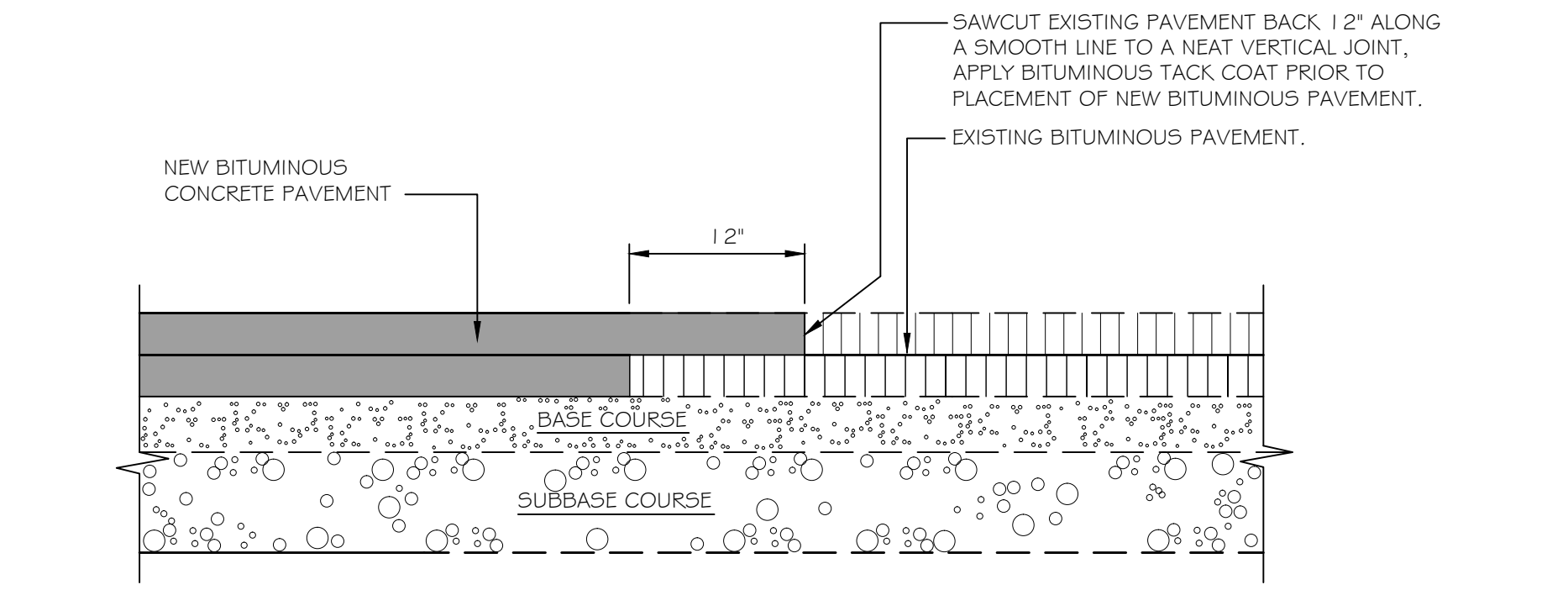
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NOT TO SCALE

CITY OF PORTLAND STANDARD DETAIL: VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS



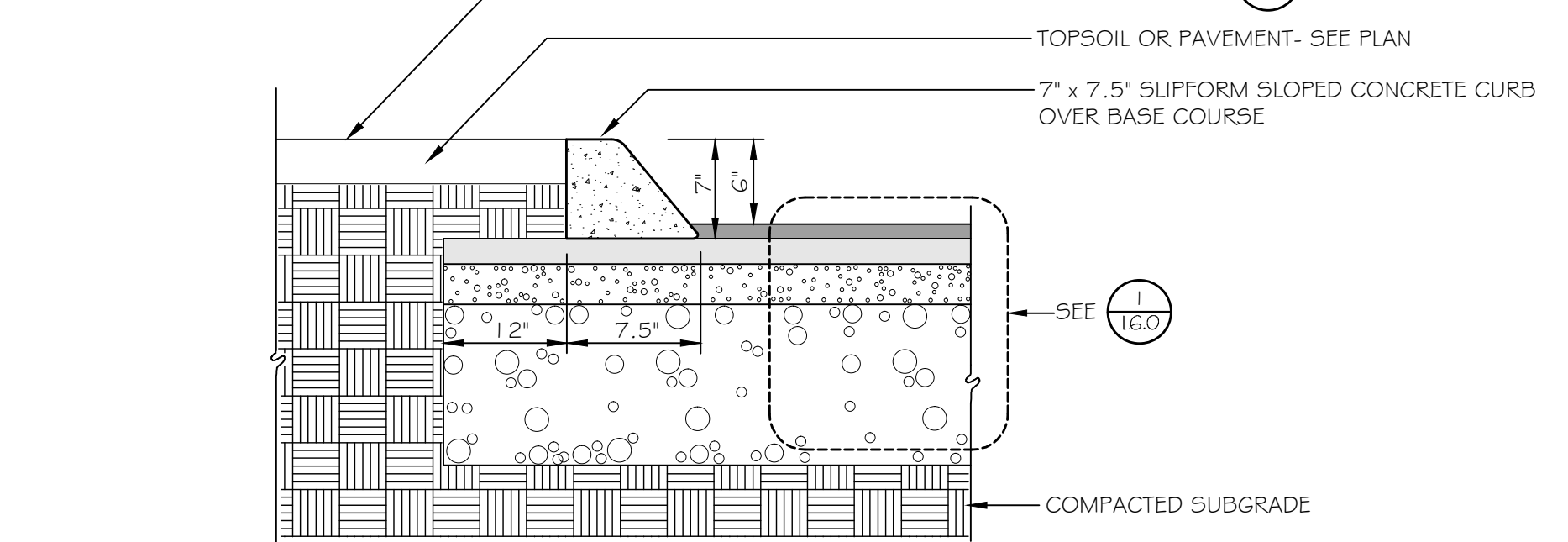
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NOT TO SCALE

GRANITE TIP-DOWN CURB



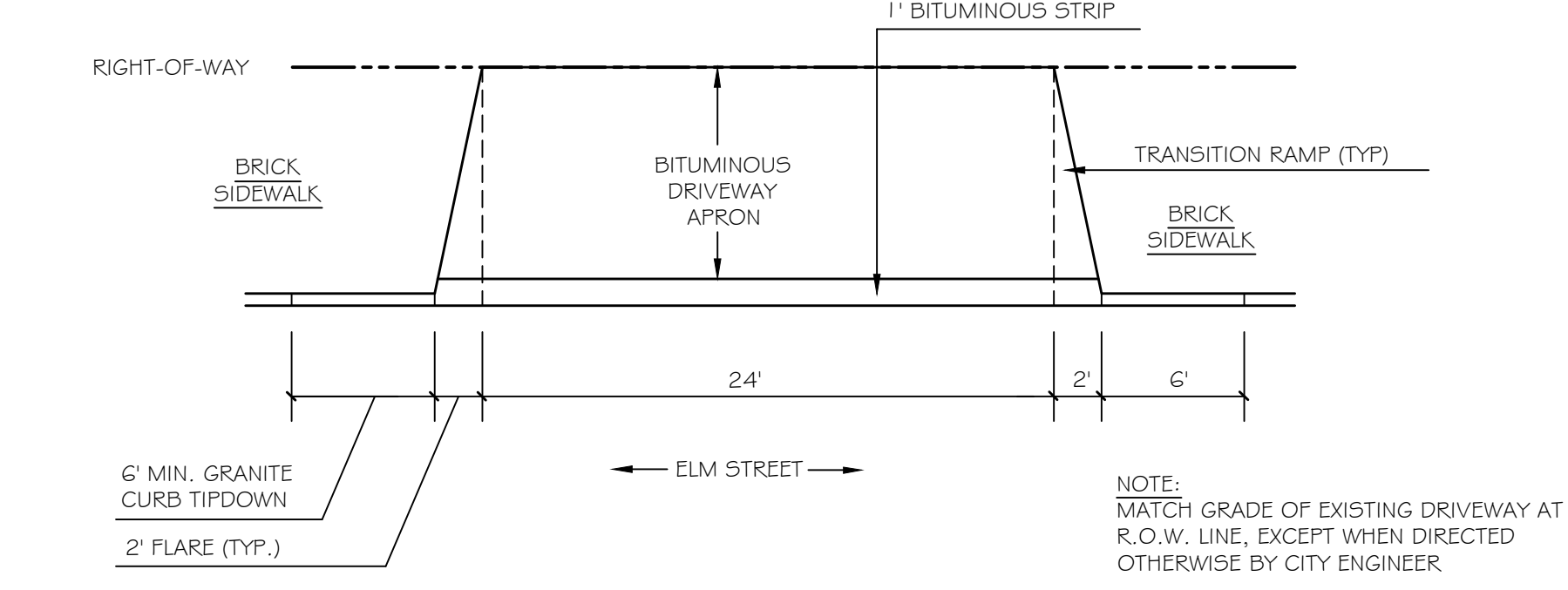
8
16.0
NOT TO SCALE

PAVEMENT SAWCUT DETAIL



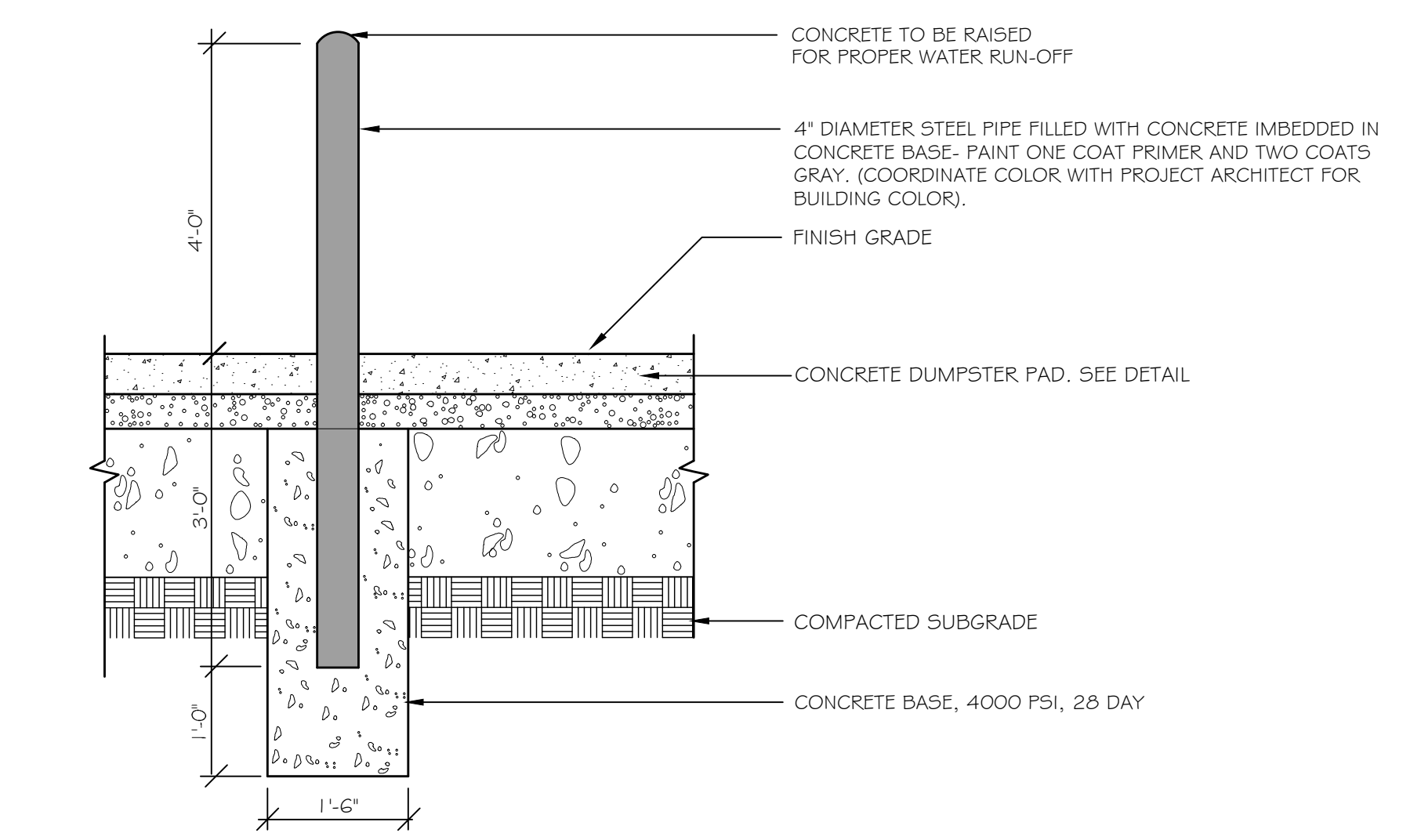
9
16.0
NOT TO SCALE

SLIPFORM CONCRETE CURB



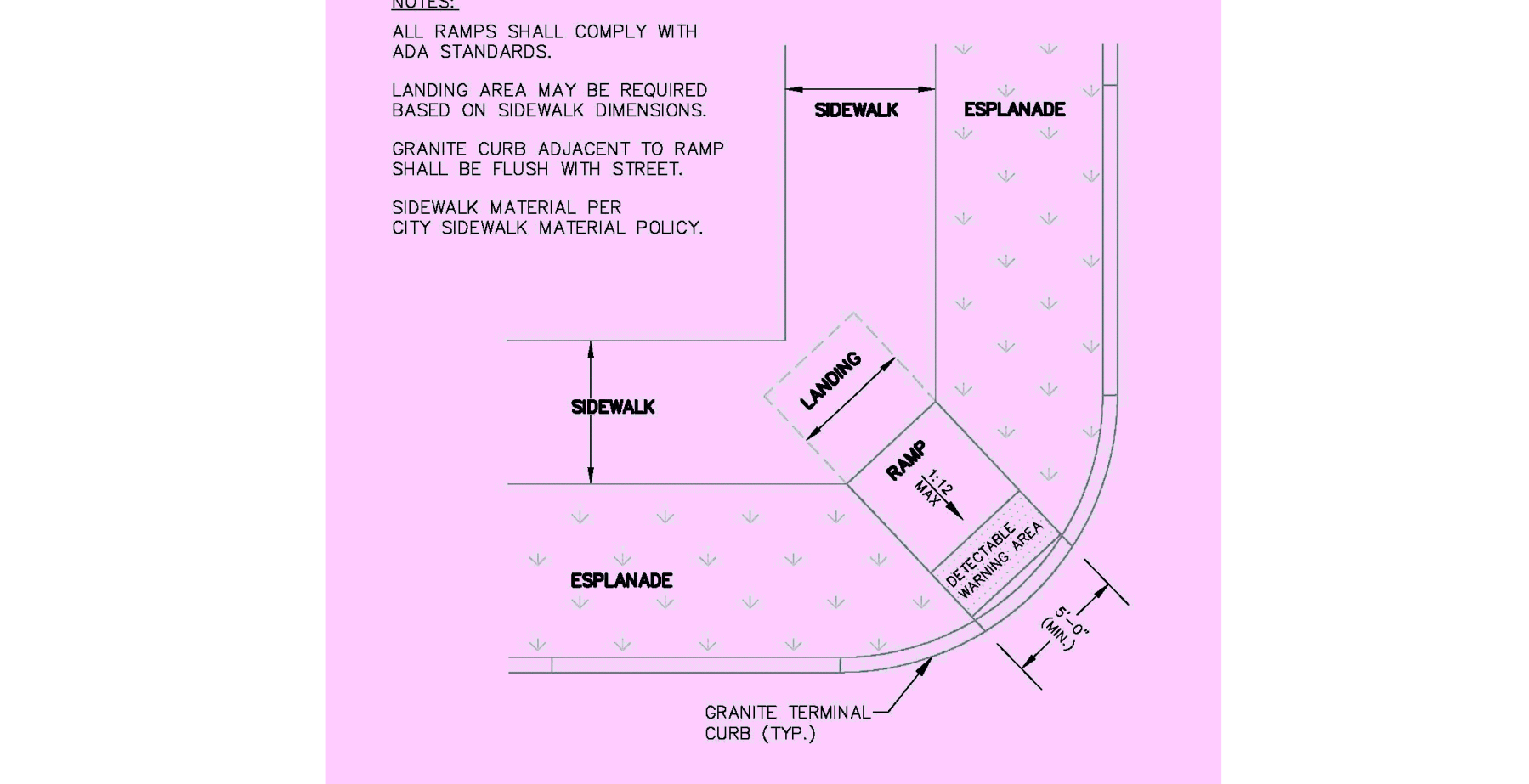
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NOT TO SCALE

DRIVEWAY APRON LAYOUT



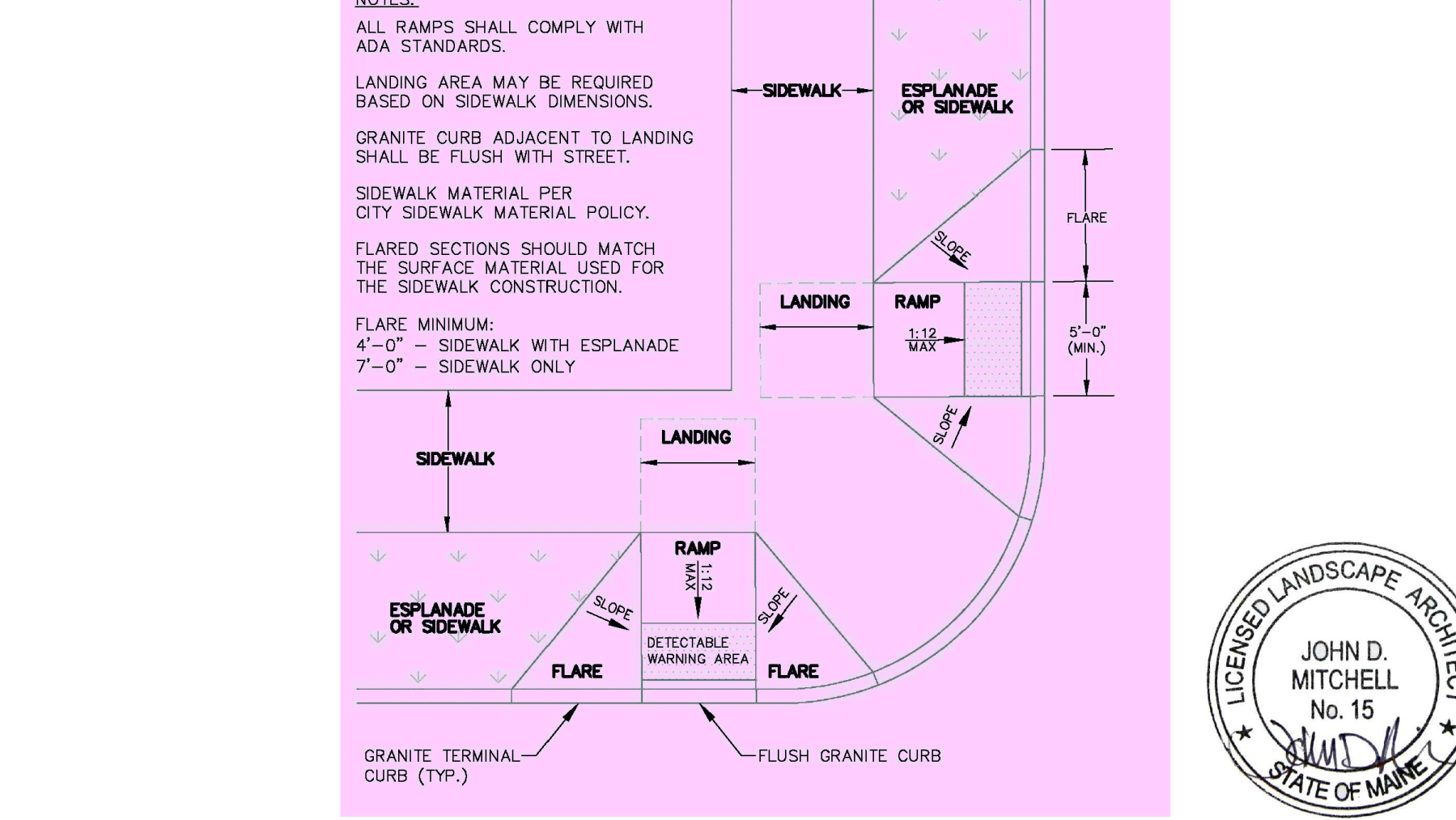
11
16.0
NOT TO SCALE

PIPE BOLLARD DETAIL



12
16.0
NOT TO SCALE

ADA RAMP AT PREBLE STREET/KENNEBEC STREET



13
16.0
NOT TO SCALE

ADA RAMP AT ELM STREET/KENNEBEC STREET

PERMITTING SET -- NOT FOR CONSTRUCTION

Prepared For:
Owner and Applicant:
SCHLOTTERBECK BLOCK L.L.C.
77 Spruce Street
Portland, Maine 04101
Tel.: 207-650-8979

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
70 Center Street
Portland, Maine 04101
Tel.: 207-774-4427

RANSOM CONSULTING ENGINEERS
400 Commercial Street # 4
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Phone: 207-772-2891

GODUTI-THOMAS ARCHITECTS
44 Oak Street # 2
Portland, Maine 04101
Phone: 207-775-3184

The Schlotterbeck Block

Portland, Maine

117 Preble Street

Date: OCTOBER 5, 2015

Issued For:

Revisions:

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Title: SITE DETAILS

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Sheet No.:





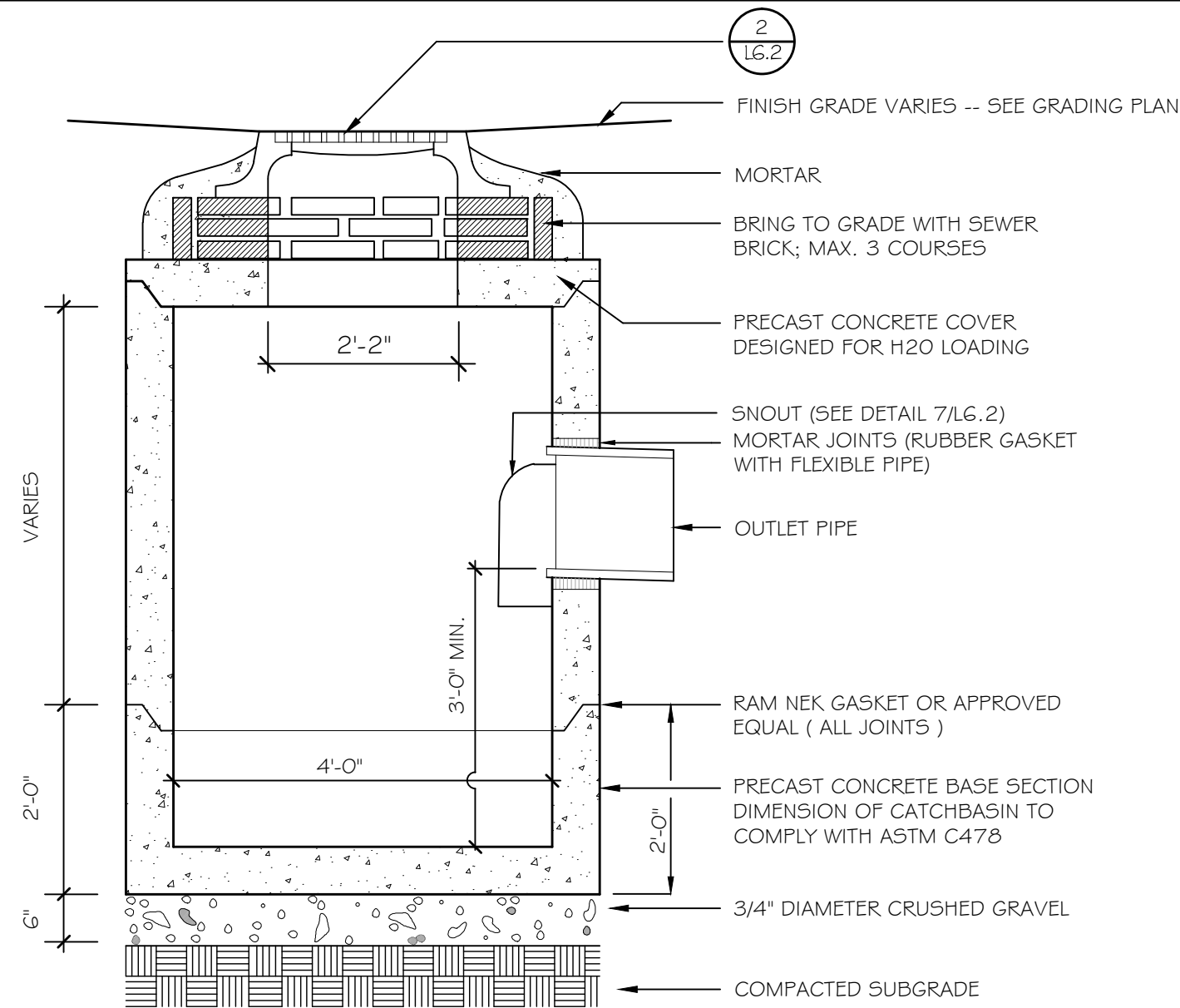
PERMITTING SET -- NOT FOR CONSTRUCTION

GODUTI-THOMAS ARCHITECTS
44 Oak Street # 2
Portland, Maine 04101
Phone: 207-775-3184

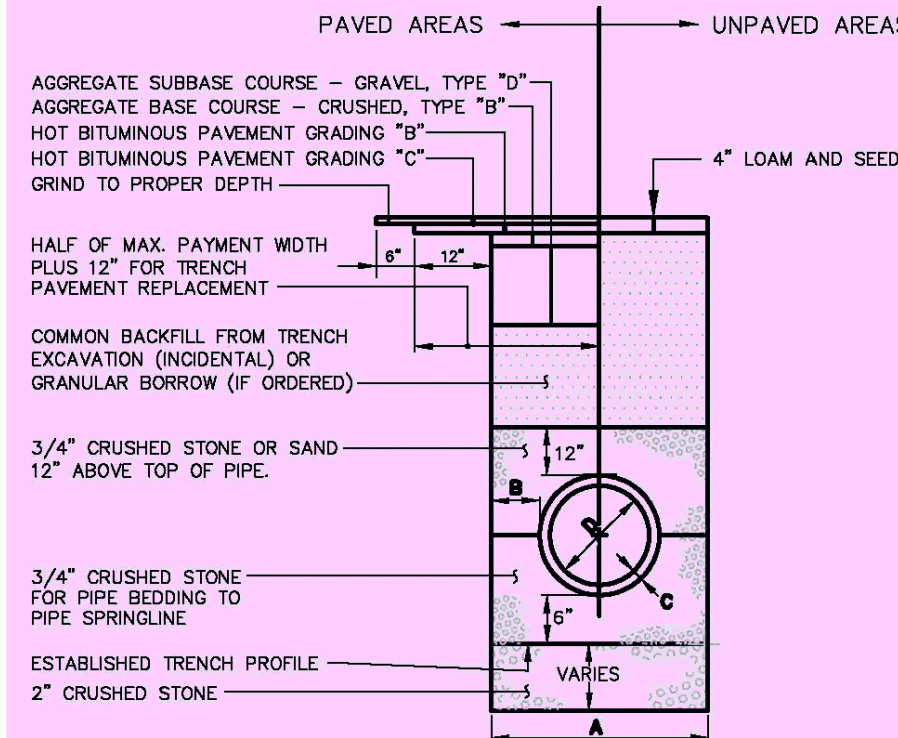
The Schlotterbeck Block
117 Preble Street Portland, Maine

Sheet No.:

1



NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.



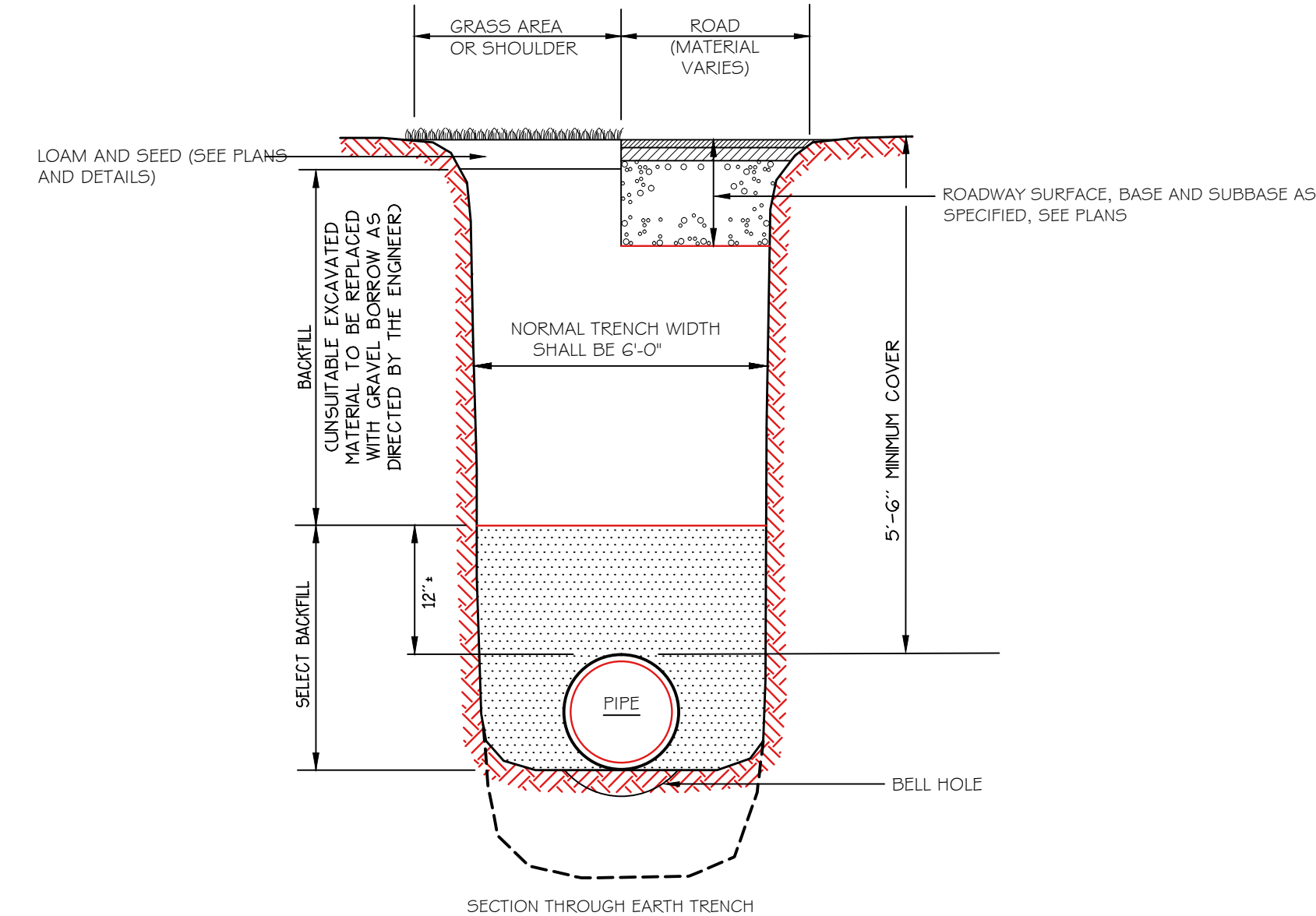
NOTES:

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
4. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, D (INCHES)	MAX. TRENCH WIDTH, A (FEET)
4	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36	6.0
42	7.0
48	7.0

TYPICAL PIPE TRENCH INSTALLATION

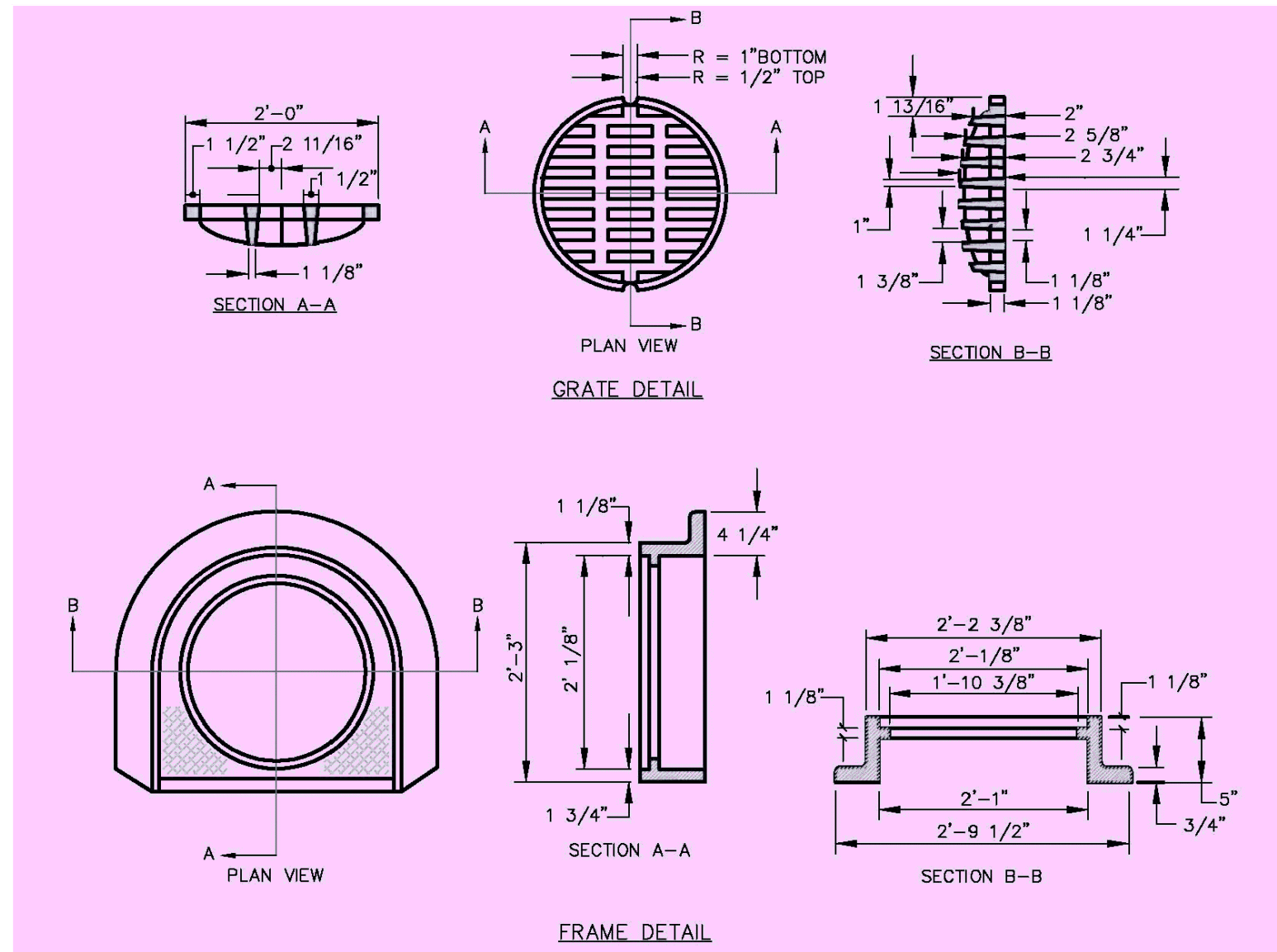
TYPICAL PIPE INSTALLATION -- NOTES



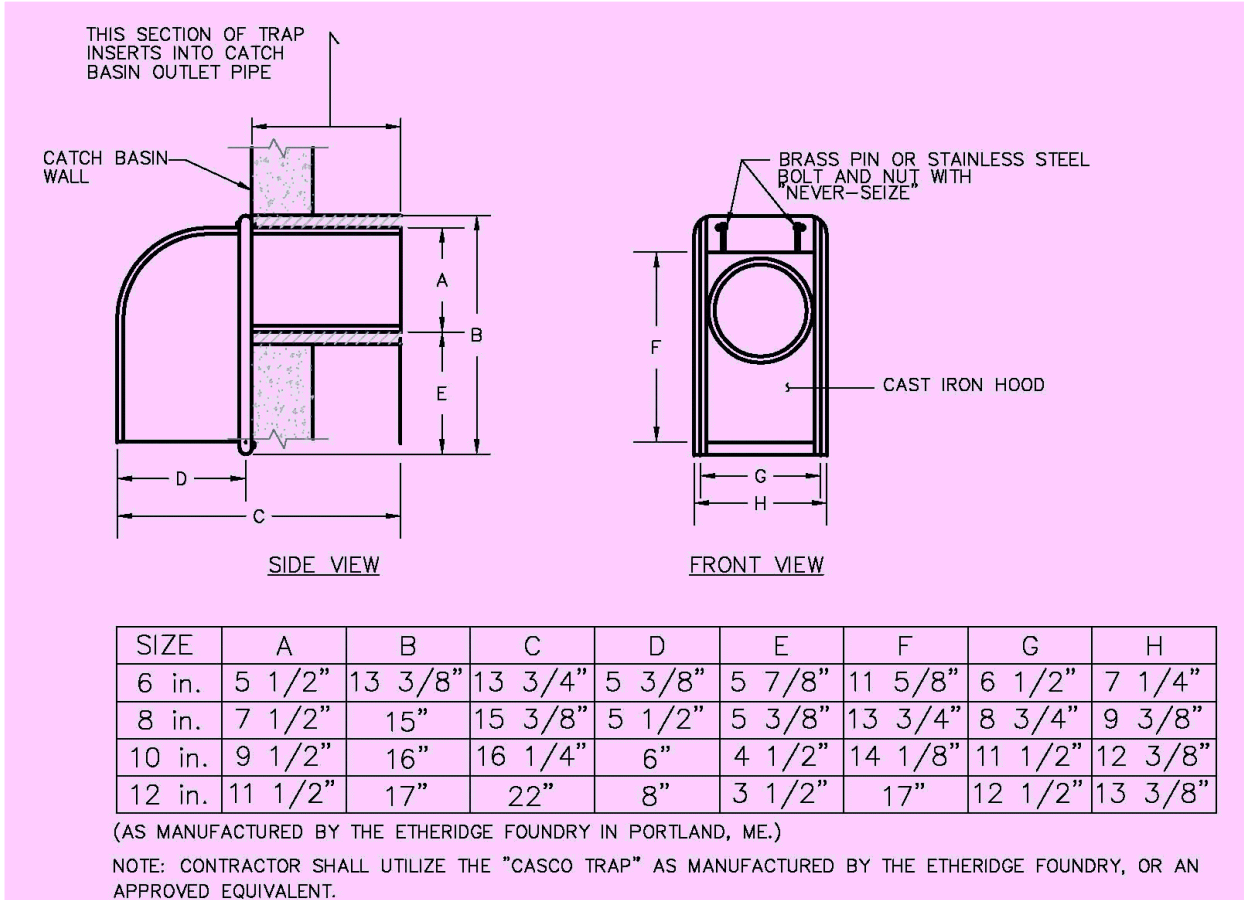
PORTLAND WATER DISTRICT PIPE TRENCH DETAIL

- GENERAL NOTES FOR MANHOLES AND CATCH BASINS
1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 PSI FOR 50 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-476.
 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/RAIN MANHOLE COVERS SHALL HAVE "RAIN" CAST INTO THE COVER.
 6. ALL MANHOLE RISERS SHALL BE EITHER 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 ALLEYS SHALL BE EITHER DRAIN 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 CASCOS TRAP. SEE FIGURE 3-09.

PRECAST CONCRETE CATCHBASIN



CAST IRON CATCH BASIN COVER AND FRAME

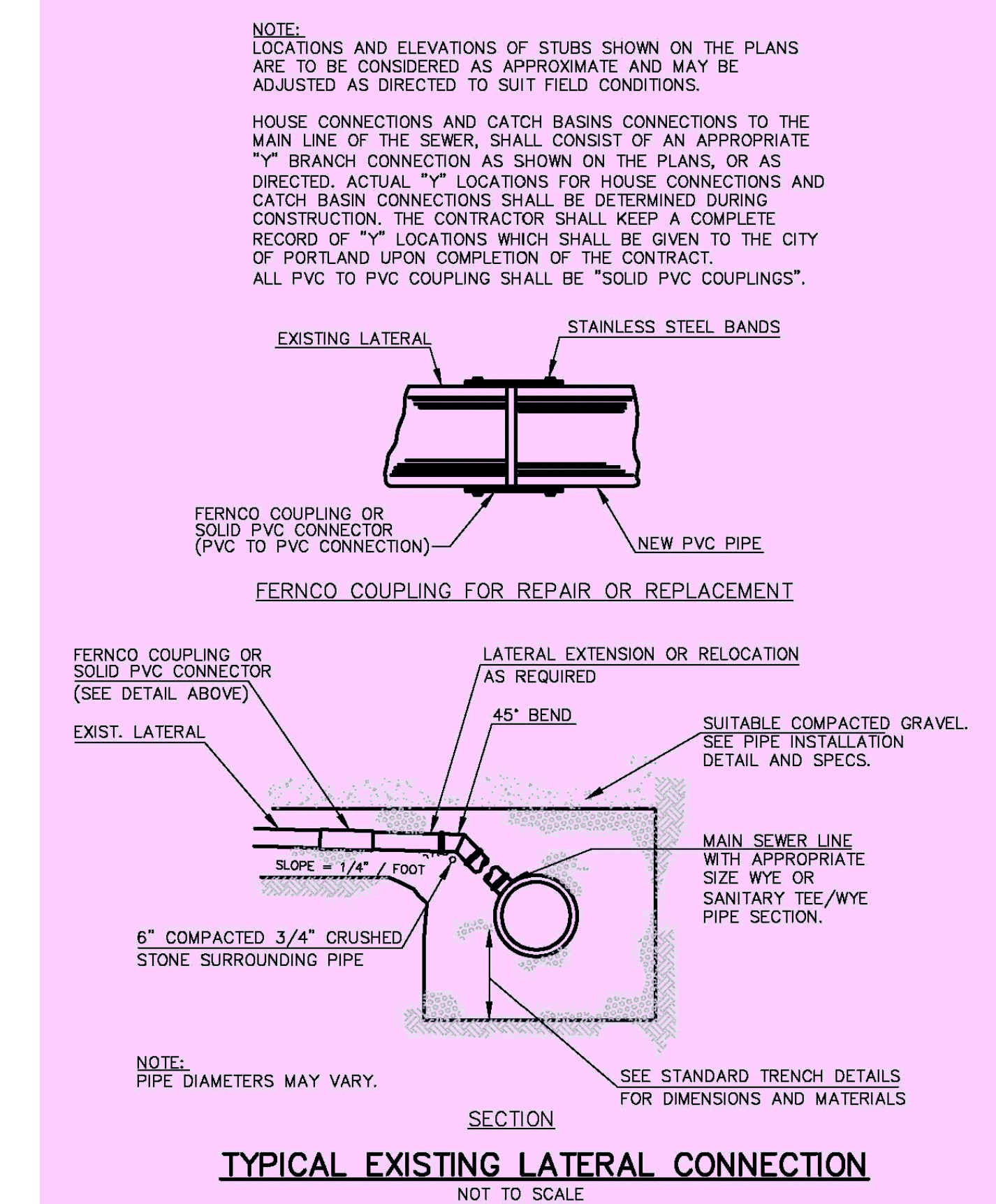


SIZE	A	B	C	D	E	F	G	H
6 in.	5 1/2"	13 3/8"	13 3/4"	5 3/8"	5 7/8"	11 5/8"	6 1/2"	7 1/4"
8 in.	7 1/2"	15"	15 3/8"	5 1/2"	5 3/8"	13 3/4"	8 3/4"	9 3/8"
10 in.	9 1/2"	16"	16 1/4"	6"	4 1/2"	14 1/8"	11 1/2"	12 3/8"
12 in.	11 1/2"	17"	22"	8"	3 1/2"	17"	12 1/2"	13 3/8"

(AS MANUFACTURED BY THE ETHERIDGE FOUNDRY IN PORTLAND, ME.)
NOTE: CONTRACTOR SHALL UTILIZE THE "CASCO TRAP" AS MANUFACTURED BY THE ETHERIDGE FOUNDRY, OR AN APPROVED EQUIVALENT.

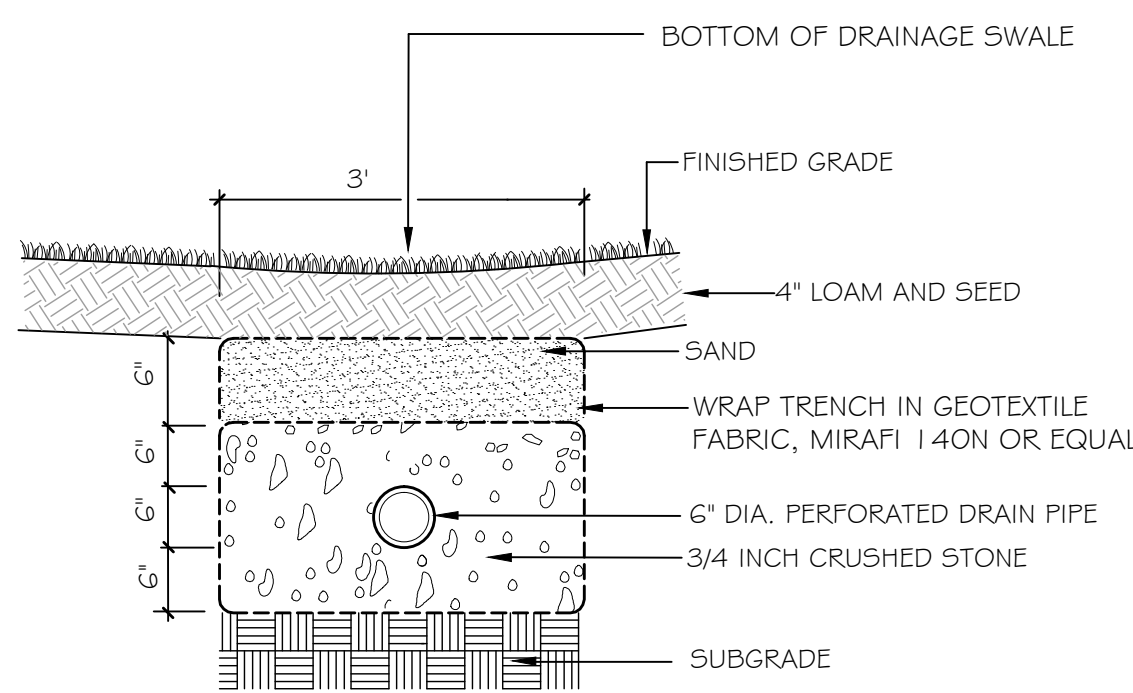
CASCO TRAP (ALL CATCHBASIN DRAINAGE STRUCTURES)

CITY OF PORTLAND TRENCH DETAIL



TYPICAL EXISTING LATERAL CONNECTION

CITY OF PORTLAND LATERAL CONNECTION DETAIL



STONE INFILTRATION TRENCH

Prepared For:
Owner and Applicant:
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44 Oak Street # 2
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The Schlotterbeck Block

Portland, Maine

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OCTOBER 5, 2015

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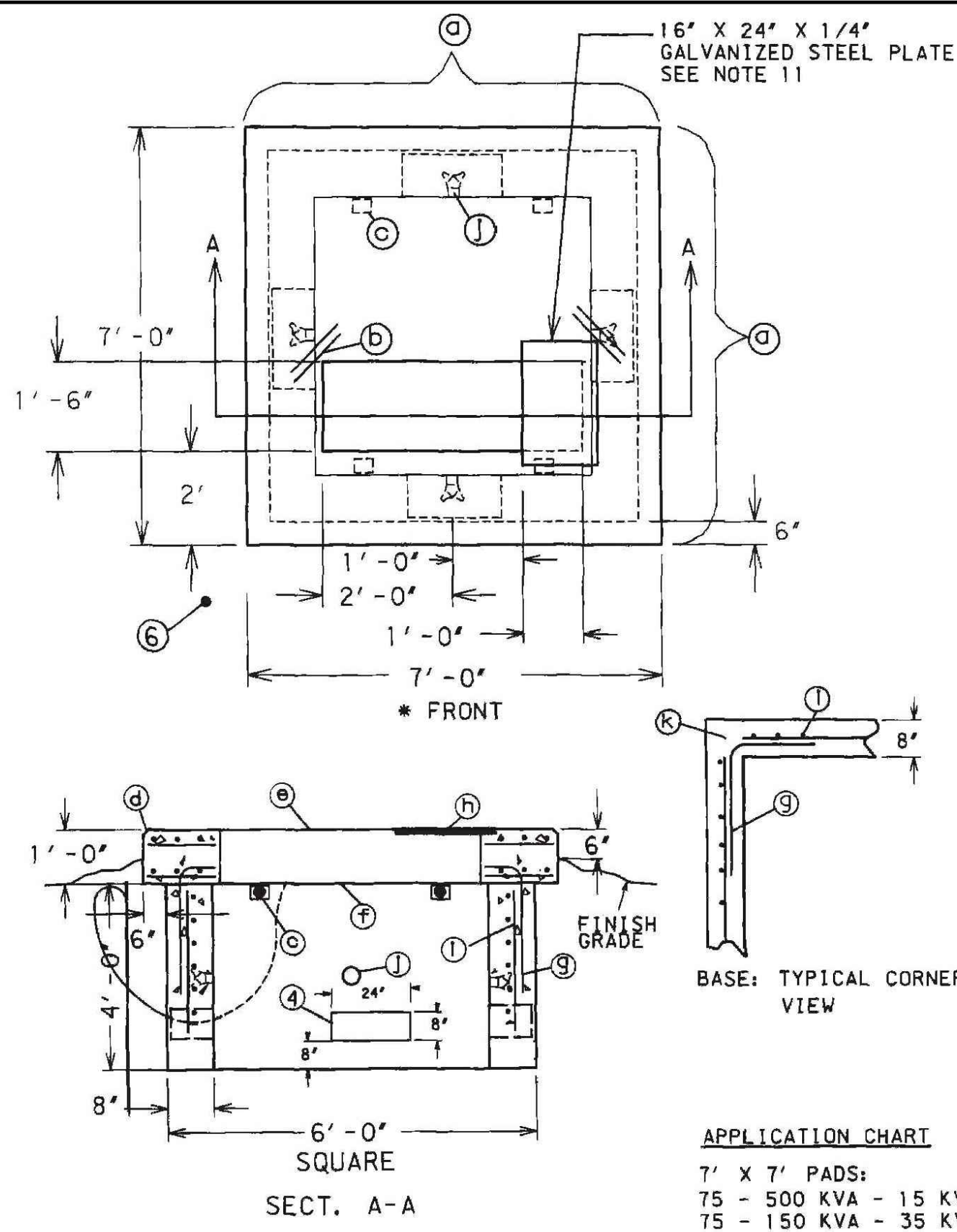
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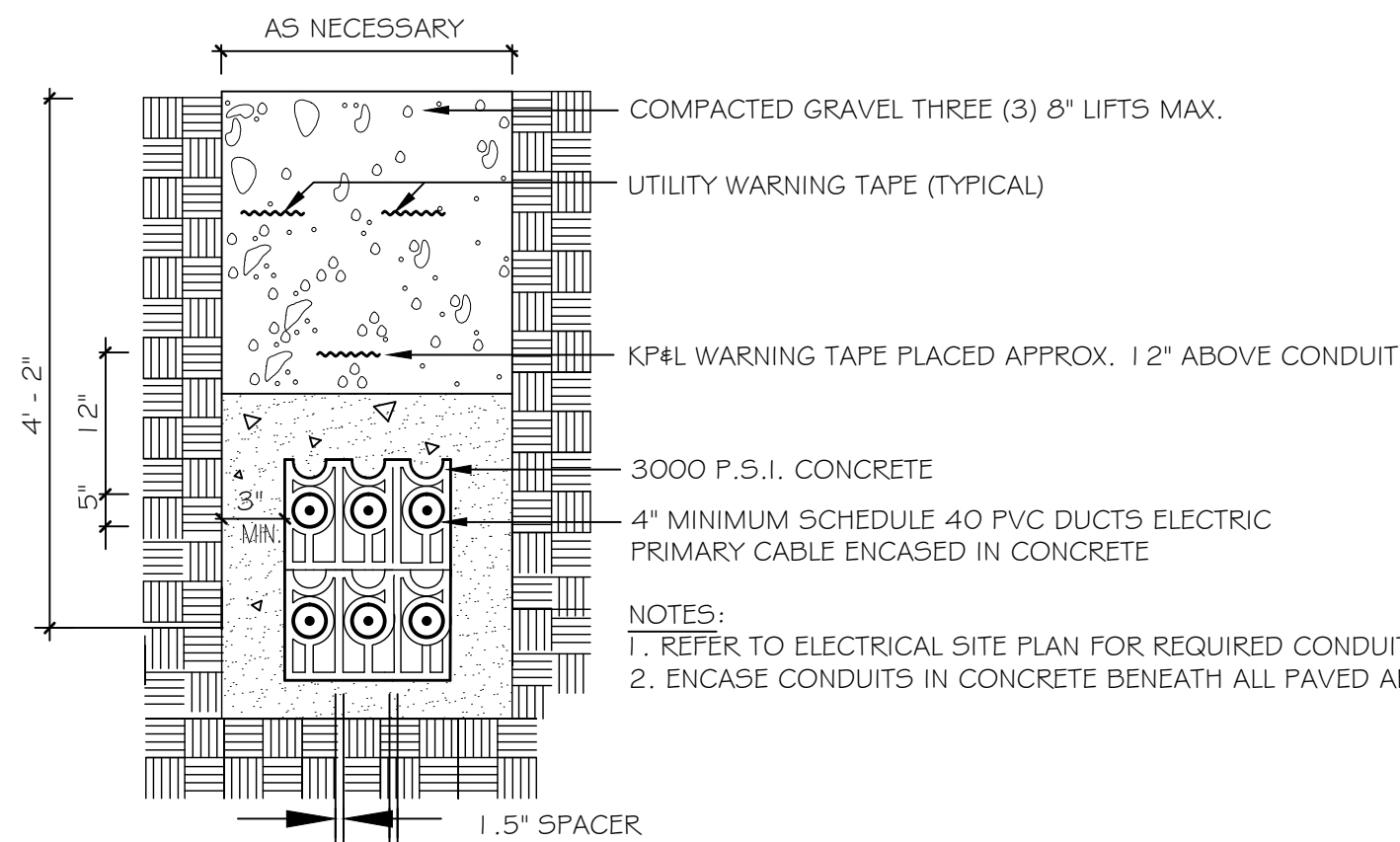
NOTES:

- * FRONT denotes the side on which the access doors are located. The concrete base shall be set on a suitable gravel base and located so the FRONT is accessible by truck and suitably protected from plow and traffic damage.
 - Before installing or requiring any active drainage structure (e.g., drain, pipe) into the foundation or pad, the contractor, CMP, Supervisor, or CMP Distribution Engineer must contact Central Maine Power Company's Environmental Services Department at 623-3521 ext. 3479 to request a site inspection.
 - Finish grade shall be graded in such manner to allow surface water to flow away from the pad.
 - Provide 8" x 24" cable holes (bond out) 8' up the wall from the base. Locate one cable hole per wall, more if necessary. Line up cable holes with trench.
 - Conduits entering concrete structures shall be set back from the inside wall 1 to 2 inches and the space within the knockout surrounding the conduits completely filled with mortar to prevent soil from entering structure. Inside the structure the mortar shall be finished and beveled from the conduit ends to the inside wall face to cover and smooth the edges of the knockouts.
 - A 3/4" x 8' galvanized ground rod is to be installed six inches in front of the left FRONT corner of the foundation. The top of the ground rod is to be 6 inches below final grade.
 - A ground wire shall be installed from the ground rod through the cable hole at the bottom of the pad. 10 feet of ground wire shall be provided so that it can be installed through the two grounding lugs and connected to the neutral spade.
 - Concrete 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.
 - Reinforcing steel to have: FY = 60 KSI.
 - For precast units: the precast supplier shall provide lifting lugs in the slab (foundation) and base. The precast supplier shall assemble the slab to the base prior to shipping to the site to ensure that the slab and base fit properly with no rocking of the slab evident.
 - A 16' x 24' x 1/4" galvanized steel plate to cover a portion of the cable hole when the transformer does not completely cover it. Cut the steel plate to fit, if necessary.
- a. 7-#5 Rebar evenly spaced each way top to bottom.
- b. 2-#4 Corner diagonal rebar 2'-0" long top and bottom.
- c. 4" x 4" x 1/2" angle 6" long with 2-3/4" diameter expansion anchors typical - 4 pieces (two piece precast only).
- d. Chamfer typical
- e. 2" Concrete cover over top rebar.
- f. 3" Concrete cover over bottom rebar.
- g. #5 L-Bar @ 12" (cast-in-place only).
- h. 16' x 24' x 1/4" galvanized steel plate, MID#6000521790
- i. #5 Rebar on 12" centers.
- j. Pulling eye insert, for use with national course threaded eye-bolt, (Richmond LCB-1 or equivalent), located opposite each cable hole and 2' (two feet) from the bottom.
- k. All rebar ends to be covered by 1' of concrete, minimum.

7' X 7' TRANSFORMER PAD

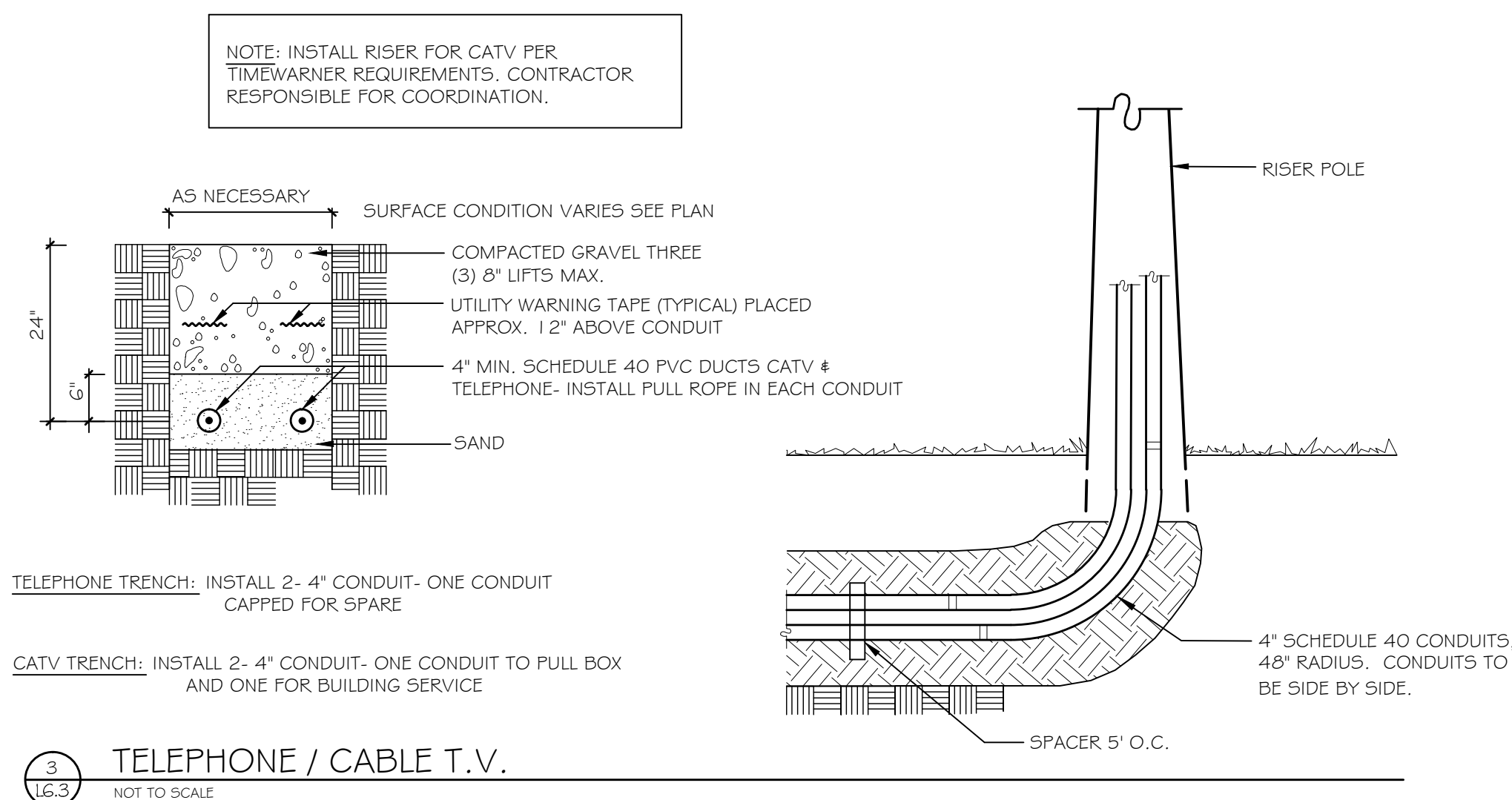
(75 - 500 KVA)

NOT TO SCALE



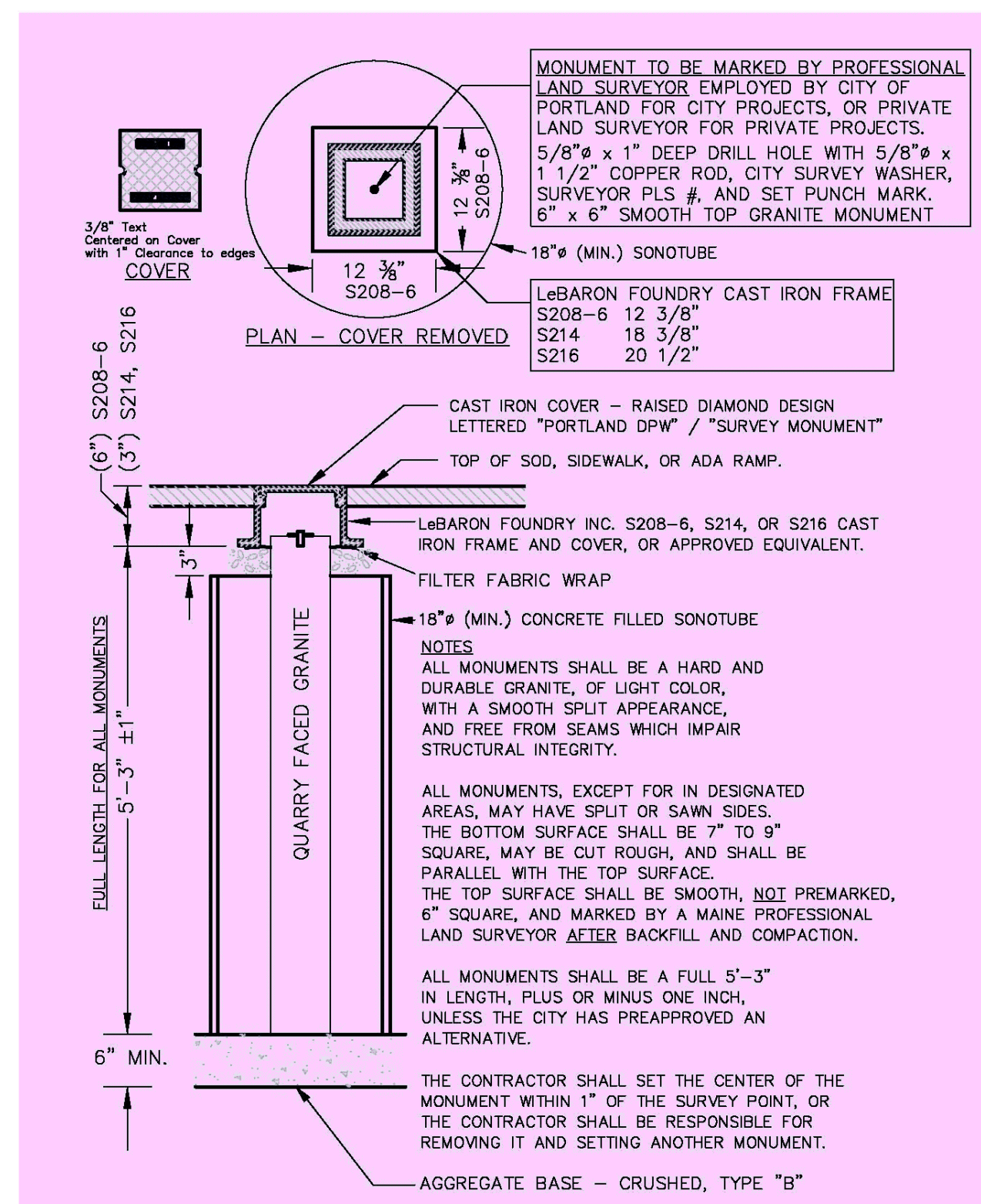
ELECTRIC TRENCH

NOT TO SCALE



TELEPHONE / CABLE T.V.

NOT TO SCALE



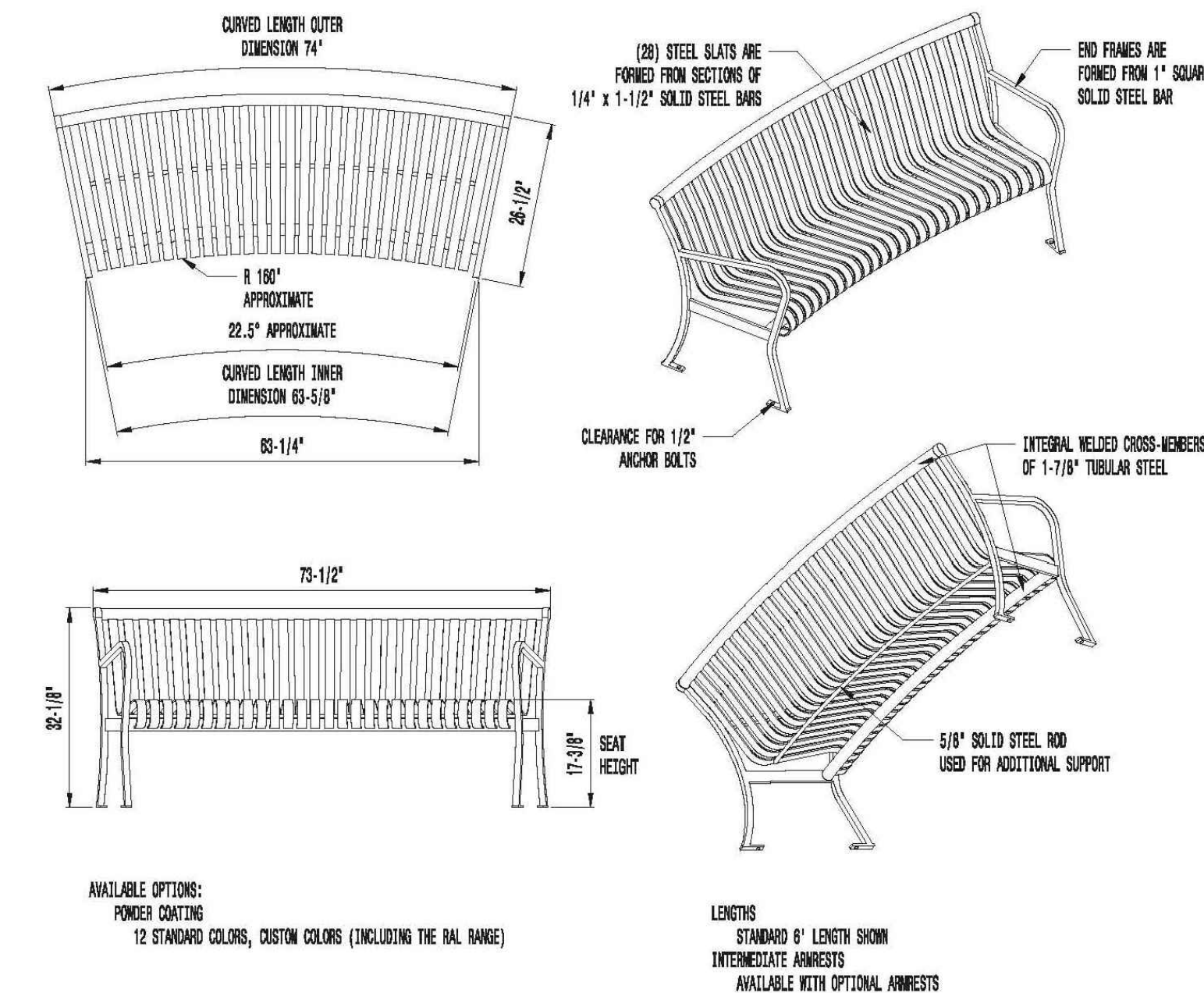
CITY OF PORTLAND GRANITE MONUMENT DETAIL

NOT TO SCALE

VICTOR STANLEY, INC.[®]
Manufacturers of Quality Site Furnishings since 1962.

P.O. BOX 330 - DUNKIRK, MD 20754 USA
TOLL FREE: (800) 368-2573 (USA & CANADA)
TEL (301) 855-8900 - FAX (410) 287-7879
WEB SITE: HTTP://WWW.VICTORSTANLEY.COM

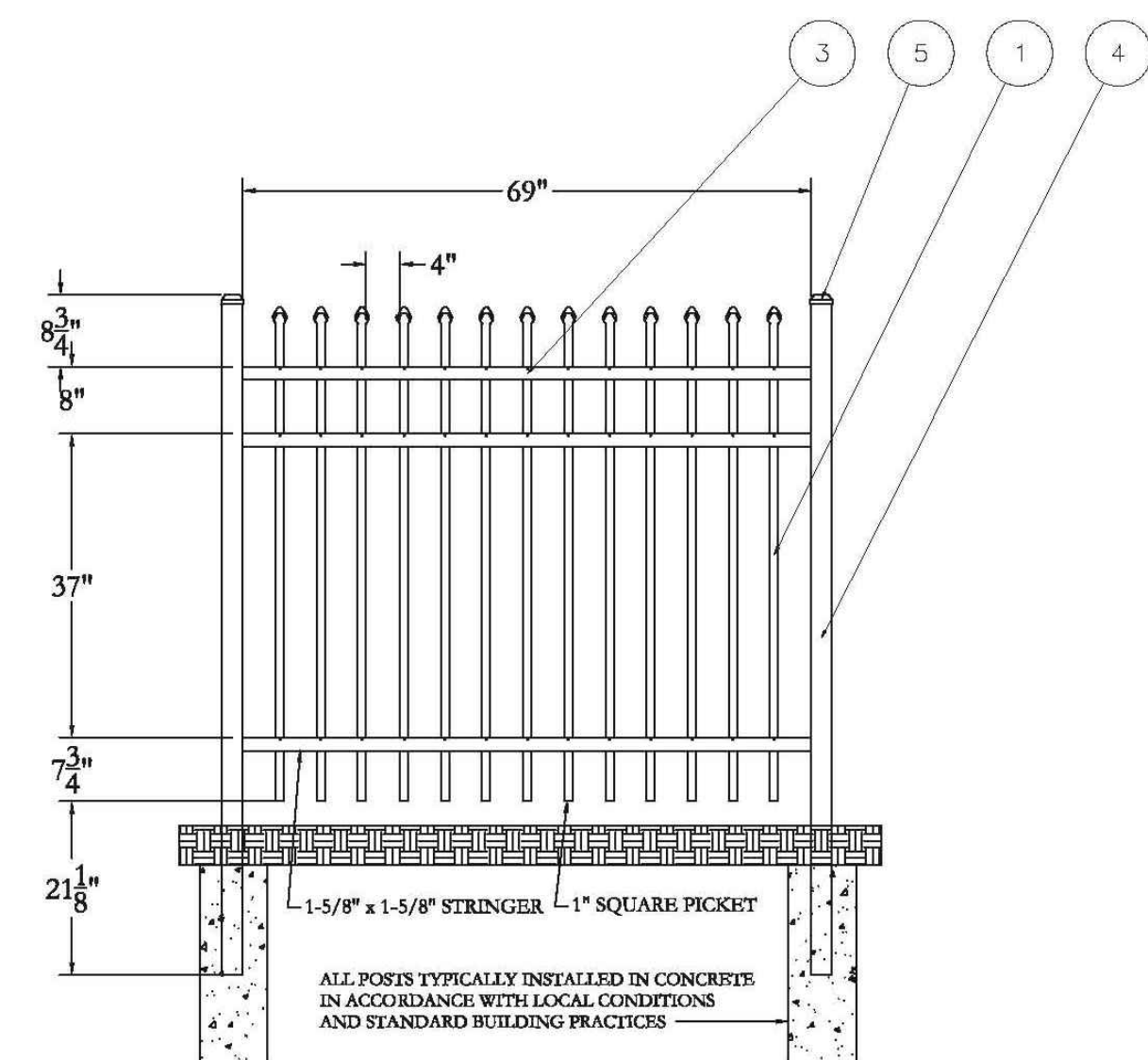
* ALL DIMENSIONS ARE IN INCHES *



BENCH DETAIL

NOT TO SCALE

FENCE PARTS			
Name	Qty	Item	
101-60 PICKET	13	1	
70-1/2" - 13 HOLE IND. STRINGER	3	3	
2-1/2" POST	2	4	
2-1/2" ALUMINUM POST CAP	2	5	



5'-HT. ORNAMENTAL FENCE DETAIL

NOT TO SCALE

Prepared For:
Owner and Applicant:
SCHLOTTERBECK BLOCK L.L.C.

77 Spruce Street
Portland, Maine 04101
Tel.: 207-650-8979

Prepared By:
MITCHELL & ASSOCIATES

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The Schlotterbeck Block

Portland, Maine

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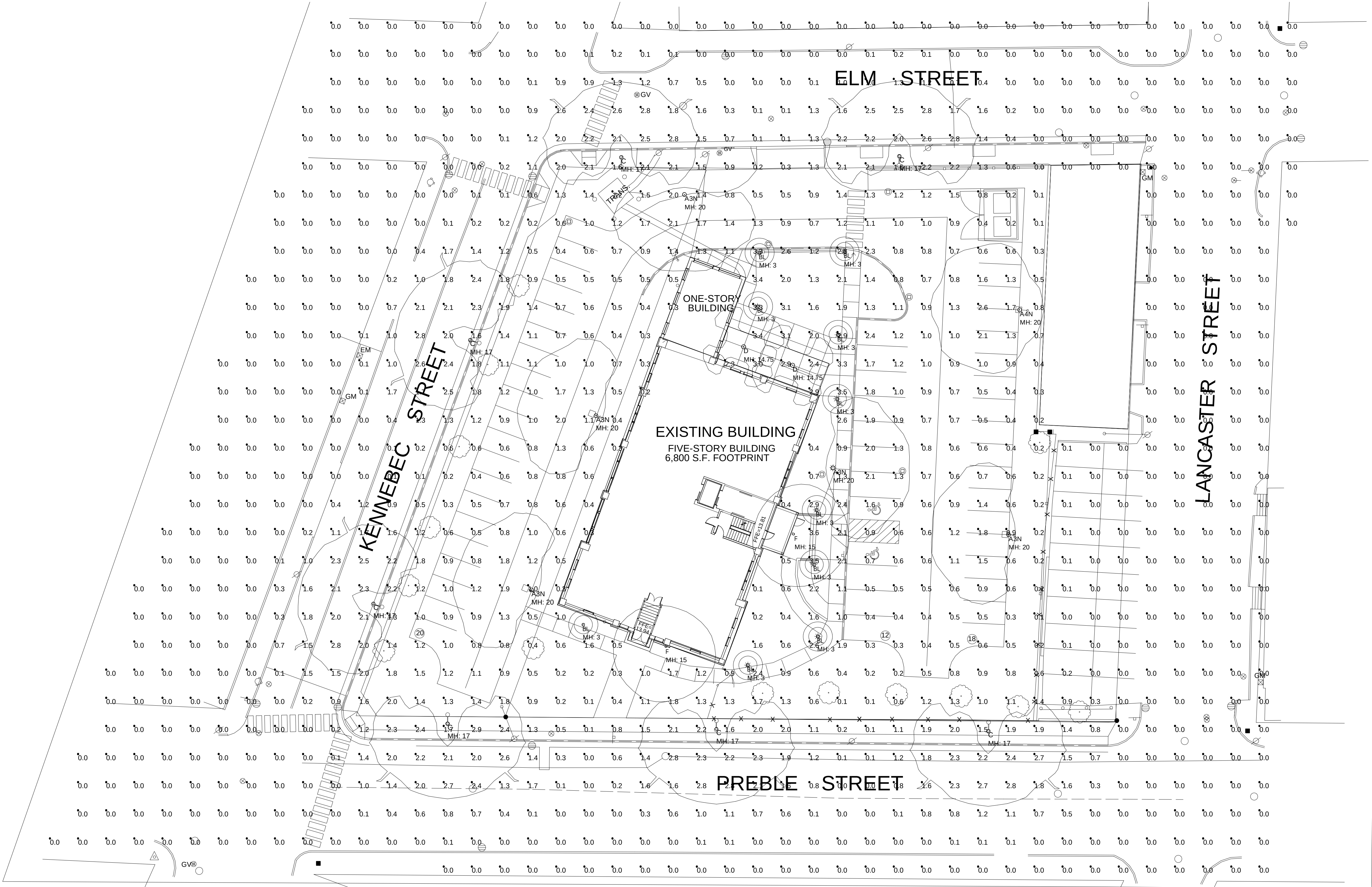
PERMITTING SET -- NOT FOR CONSTRUCTION

Calculation Summary							
Label	Avg	Max	Min	Avg/Min	Max/Min	PtSpcLr	PtSpcTb
BACK PARKING	0.90	1.9	0.4	2.25	4.75	10	10
ENTRY DRIVE	1.43	3.1	0.4	3.58	7.75	10	10
FRONT PARKING	0.98	2.6	0.3	3.27	8.67	10	10
FULL SITE	0.62	3.6	0.0	N.A.	N.A.	10	10

Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Symbol	Qty	Lum. Lumens	LLF	Lum. Watts	Description
A4N	⊙	1	3912	0.900	63.4	RA174E35-60L3K-NFO
A3N	⊙	5	3248	0.900	63.2	RA173E35-60L3K-NFO
C	⊙	7	6220	0.900	109	ESL 110 4K AS X 7 DS
D	⊙	2	4812	0.900	65.1	PGL71WE35-60L3K
F	⊞	2	1058	0.900	19.5	SW1-18LED-3500K
BL	⊙	10	1125	0.800	95	BOL_FP45_13_L-CI_XX-M50_00-V

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Plan 14



PLAN VIEW

L7.0 -- LIGHTING PHOTOMETRICS PLAN

THE SCHLOTTERBECK BLOCK
117 PREBLE STREET, PORTLAND MAINE
SITE LIGHTING LAYOUT

DATE: 10/23/2015

GENERATED BY: SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. INFORMATION CONCERNING THE OPERATION OF UNITS INDICATED, THIS DRAWING IS TO BE CONFIDENTIAL. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED INFORMATION AS EXPRESSLY AUTHORIZED BY SWANEY LIGHTING ASSOCIATES. THIS DRAWING IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SWANEY LIGHTING ASSOCIATES. NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES. IT IS THE RESPONSIBILITY OF THE MANUFACTURER TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE. FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.

GENERATED FOR:
MITCHELL & ASSOC
SCALE: NOT TO SCALE
SITE: 10-23-15, AG
L7.0-Photometrics

SWANEY LIGHTING ASSOCIATES, INC.

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GENERAL NOTES

1. SITE AREA:

40,806 S.F. OR 0.93 ACRE
2. APPLICANT:

SCHLOTTERBECK BLOCK, LLC
77 SPRUCE STREET
PORTLAND, MAINE 04101
3. RECORD OWNER:

J.B. BROWN & SONS
482 CONGRESS STREET
P.O. BOX 207
PORTLAND, MAINE 04112
4. LOT DATA:

TAX MAP 33, BLOCK E, LOT 1
C.C.R.D BOOK 26354, PAGE 312
AREA: 30,492 S.F.

TAX MAP 33, BLOCK E, LOT 5
C.C.R.D BOOK 26354, PAGE 314
AREA: 10,314 S.F.

5. BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATE SYSTEM MAINE WEST NAD 83, BASED ON CITY POINT 55 N:301742.42 E: 2927203.68 AND POINT 59 N:301442.06 E:2927035.61 FROM PLAN REFERENCE 1.
6. ELEVATIONS BASED ON NGVD 1929. CITY BENCHMARK TBM 307 PLAN REFERENCE 1. MDOT DISK 1612-(1)-10 1983" IN CONCRETE BASE OF LIGHT POLE AT NORTHEAST CORNER ELM/SOMERSET ELEV. = 9.02.

PLAN REFERENCES

1. ELM STREET, STREET LINE RETRACEMENT PLAN, SOMERSET STREET TO LANCASTER STREET, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION DATED OCT. 16, 2012.
2. BAYSIDE TRAIL SOMERSET STREET EXTENTION, ELM STREET TO KENNEBEC STREET, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION DATED JULY 3, 2012.
3. ALTA/ACSM LAND TITLE SURVEY ON PREBLE STREET, LANCASTER STREET EAST, ELM STREET & OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE I, LLC JAN. 26, 2000 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 200 PAGE 40.

UTILITIES NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-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.

DRAINAGE LEGEND

- 45

WATERSHED AREA
- WATERSHED DIVIDE
- TIME OF CONCENTRATION (TC) PATH

LEGEND

- PROPERTY LINE
- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER

EM/GM
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE
- LIGHT POLE
- FENCE
- GRANITE CURB
- OVERHEAD WIRES

OHW
- WATER LINE

W
- GAS LINE

G
- TELEPHONE

T
- STORM DRAIN

SD
- SANITARY SEWER

S
- 1' CONTOUR

10

Prepared For:

Owner and Applicant:

SCHLOTTERBECK BLOCK L.L.C.

77 Spruce Street

Portland, Maine 04101

Tel.: 207-650-8979

Prepared By:

MITCHELL & ASSOCIATES

Landscape Architects

70 Center Street

Portland, Maine 04101

Tel.: 207-774-4427

GODUTI-THOMAS ARCHITECTS

44 Oak Street #2

Portland, Maine 04101

Phone: 207-775-3184

The Schlotterbeck Block

Portland, Maine

117 Preble Street

Date:

SEPTEMBER 29, 2015

Issued For:

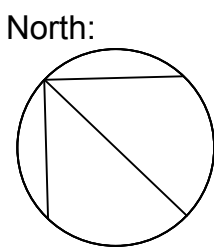
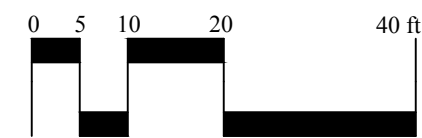
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Title:

PRE-DEVELOPMENT STORMWATER PLAN

Scale: 1" = 20'



Sheet No.:

SW-1

DRAINAGE STRUCTURE SCHEDULE

ALL CATCH BASIN PRECAST CONCRETE STRUCTURES SHALL BE 4'-0" DIAMETER (INSIDE).

CB#1
 RIM: 10.75
 INV. OUT (8") 8.07

CB#2
 RIM: 11.10
 INV. IN (8") 7.94
 INV. OUT (12") 7.84

CB#3
 RIM: 10.80
 INV. IN (12") 7.54
 INV. OUT (12") 7.44

CB#4
 RIM: 10.40
 INV. IN (12") 7.26
 INV. OUT (12") 7.16

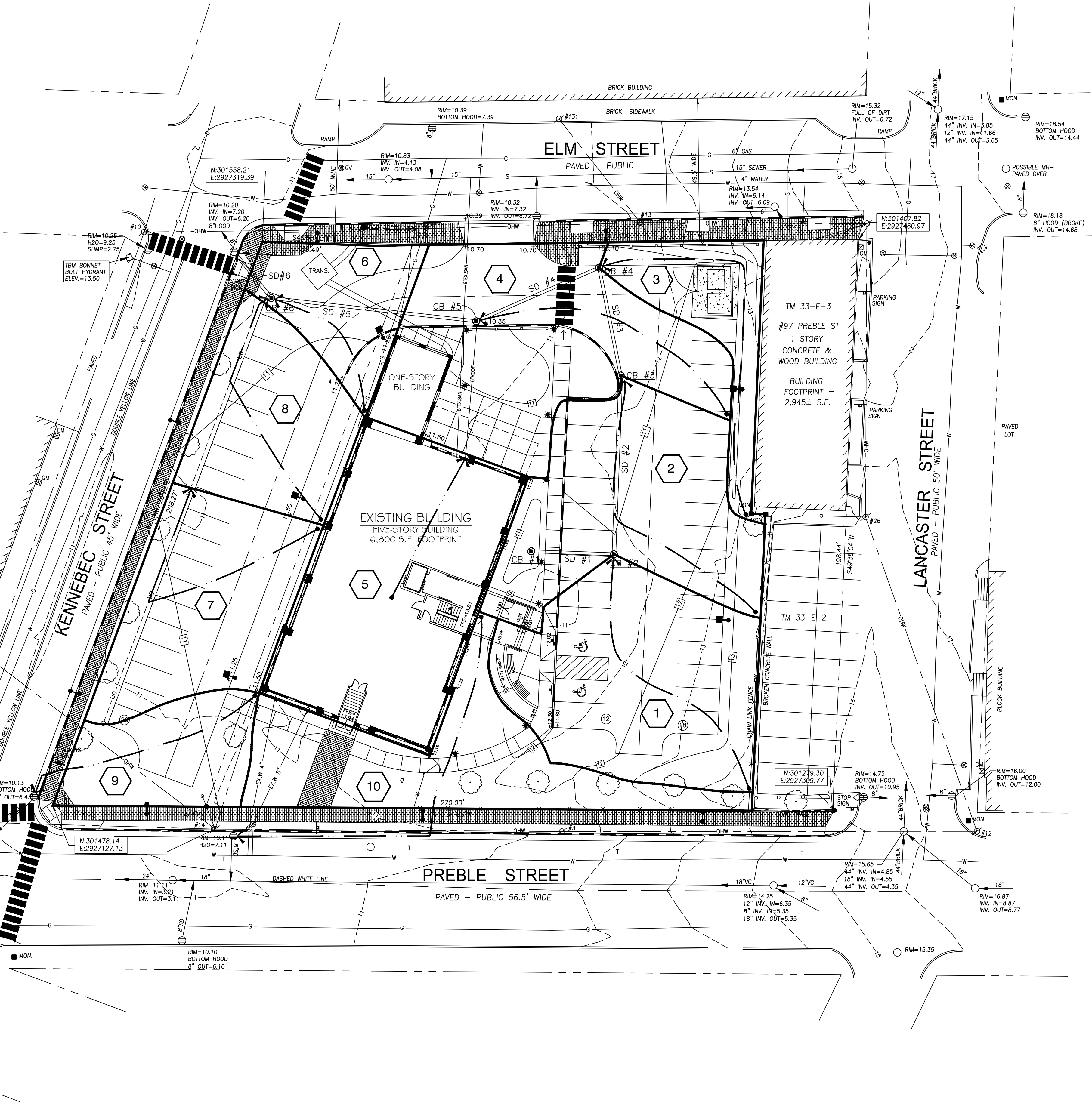
CB#5
 RIM: 10.35
 INV. IN (EX. RD): V.I.F.
 INV. IN (12") 6.94
 INV. OUT: 6.84

CB#6
 RIM: 10.85
 INV. IN (UD): 7.00
 INV. IN (12") 6.49
 INV. OUT (12") 6.39

EXIST. CB (ELM STREET)
 RIM: 10.20
 INV. IN (8") 7.20 (EXISTING)
 INV. IN (12") 6.30 (PROPOSED: CORE DRILL)
 INV. OUT (8") 6.20 (EXISTING)

STORM DRAIN SCHEDULE

SD NO.	PIPE TYPE	LENGTH	SLOPE (FT/FT)
SD#1	12" HDPE	26 L.F.	0.005
SD#2	12" HDPE	60 L.F.	0.005
SD#3	12" HDPE	36 L.F.	0.005
SD#4	12" HDPE	44 L.F.	0.005
SD#5	12" HDPE	69 L.F.	0.005
SD#6	12" HDPE	18 L.F.	0.005



GRADING AND DRAINAGE NOTES:

- DO NOT SCALE THESE DRAWINGS. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECIFICATIONS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ADDITIONAL WORK PROCEEDS.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES ON THE GROUND. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DIRECTION AND RESOLUTION PRIOR TO ANY FURTHER WORK.
- CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY COMPANIES PRIOR TO EXCAVATION OF OR INSTALLATION OF ANY PART OF THIS WORK.
- CONTRACTOR SHALL AVOID ALL AREAS NOT REQUIRING GRADING. CONTRACTOR SHALL NOT DISTURB THESE AREAS.
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL DIGSAFE (1-888-344-7233) AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.
- CONTRACTOR SHALL CONDUCT TEST PIT EXCAVATION TO CONFIRM LOCATION OF EXISTING UTILITIES WHERE NEW UNDERGROUND ELECTRICAL, TELEPHONE AND CATV SERVICES ARE PROPOSED.
- WHERE STORM DRAINS OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN TOP OF PIPE AND FINISH GRADE, INSULATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALONG SIDES OF THE PIPE.
- EXISTING DRAINAGE CATCHBASIN SHALL BE CORED TO ACCEPT NEW DRAINAGE PIPE AS NOTED.
- PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE-HALF OF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
- ALL UTILITIES SHALL BE INSTALLED IN CONFORMANCE WITH INDIVIDUAL UTILITY DISTRICT REQUIREMENTS; CONTRACTOR SHALL COORDINATE INSTALLATION WITH APPROPRIATE UTILITY DISTRICT BEFORE INSTALLATION.
- ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- DISCONTINUED UTILITY SERVICES INCLUDING WATER, GAS AND SANITARY SEWER SHALL BE PERMANENTLY CAPPED CONFORMING TO UTILITY COMPANY AND CITY OF PORTLAND STANDARDS, CONTRACTOR SHALL COORDINATE WITH PUBLIC SERVICES AND/OR UTILITY COMPANY.
- THE PROJECT BENCH MARK IS BONNET BOLT OF FIRE HYDRANT LOCATED AT INTERSECTION OF ELM STREET AND KENNEBEC STREET. BENCHMARK ELEVATION: 13.50.
- BMP INSPECTIONS: THE OWNER SHALL HIRE A QUALIFIED POST-CONSTRUCTION STORMWATER INSPECTOR TO ANNUALLY, INSPECT THE BMPs, INCLUDING CATCH BASIN, DRYWELL, IN-LINE ROOF FILTERS, PIPES AND RELATED STRUCTURES, IN ACCORDANCE WITH ALL MUNICIPAL AND STATE INSPECTION, CLEANING AND MAINTENANCE REQUIREMENTS OF THE APPROVED POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN (PER SECTION 32 OF THE CITY OF PORTLAND CODE OF ORDINANCES).
- SITE LIGHTING SHALL MEET THE CITY OF PORTLAND STANDARDS AS OUTLINED IN SECTION 12 OF THE CITY OF PORTLAND TECHNICAL DESIGN STANDARDS. SITE LIGHTING SHALL ADHERE TO SECTION 12.2.5 LIGHT TRESPASS-LIGHTING SHALL NOT BE GREATER THAN 0.1 FOOTCANDLES AT THE PROPERTY LINE.

DRAINAGE LEGEND

	WATERSHED AREA
	WATERSHED DIVIDE
	TIME OF CONCENTRATION (TC) PATH

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
IRON PIPE OR ROD FOUND		
MONUMENT FOUND		
UTILITY POLE		
MANHOLE		
ELECTRIC/GAS METER		
SIGN		
CATCH BASIN		
HYDRANT		
WATER VALVE		
LIGHT POLE		
FENCE		
GRANITE CURB		
SLUPPFORM CONCRETE CURB		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		

Prepared For:
 Owner and Applicant:
 SCHLOTTERBECK BLOCK L.L.C.
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 Tel.: 207-650-8979

Prepared By:
 MITCHELL & ASSOCIATES
 Landscape Architects
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 Portland, Maine 04101
 Tel.: 207-774-4427

GODUTI-THOMAS ARCHITECTS
 44 Oak Street #2
 Portland, Maine 04101
 Phone: 207-775-3184

The Schlotterbeck Block

Portland, Maine

117 Preble Street

Date:
 SEPTEMBER 29, 2015

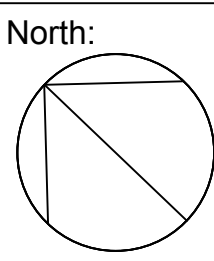
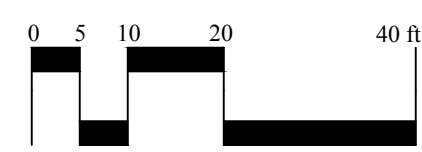
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Revisions:

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Title:
 POST-DEVELOPMENT
 STORMWATER PLAN

Scale: 1" = 20'



Sheet No.:

SW-2

project name

Schlatterbeck
& Foss building

Elm. St.
Portland, Maine

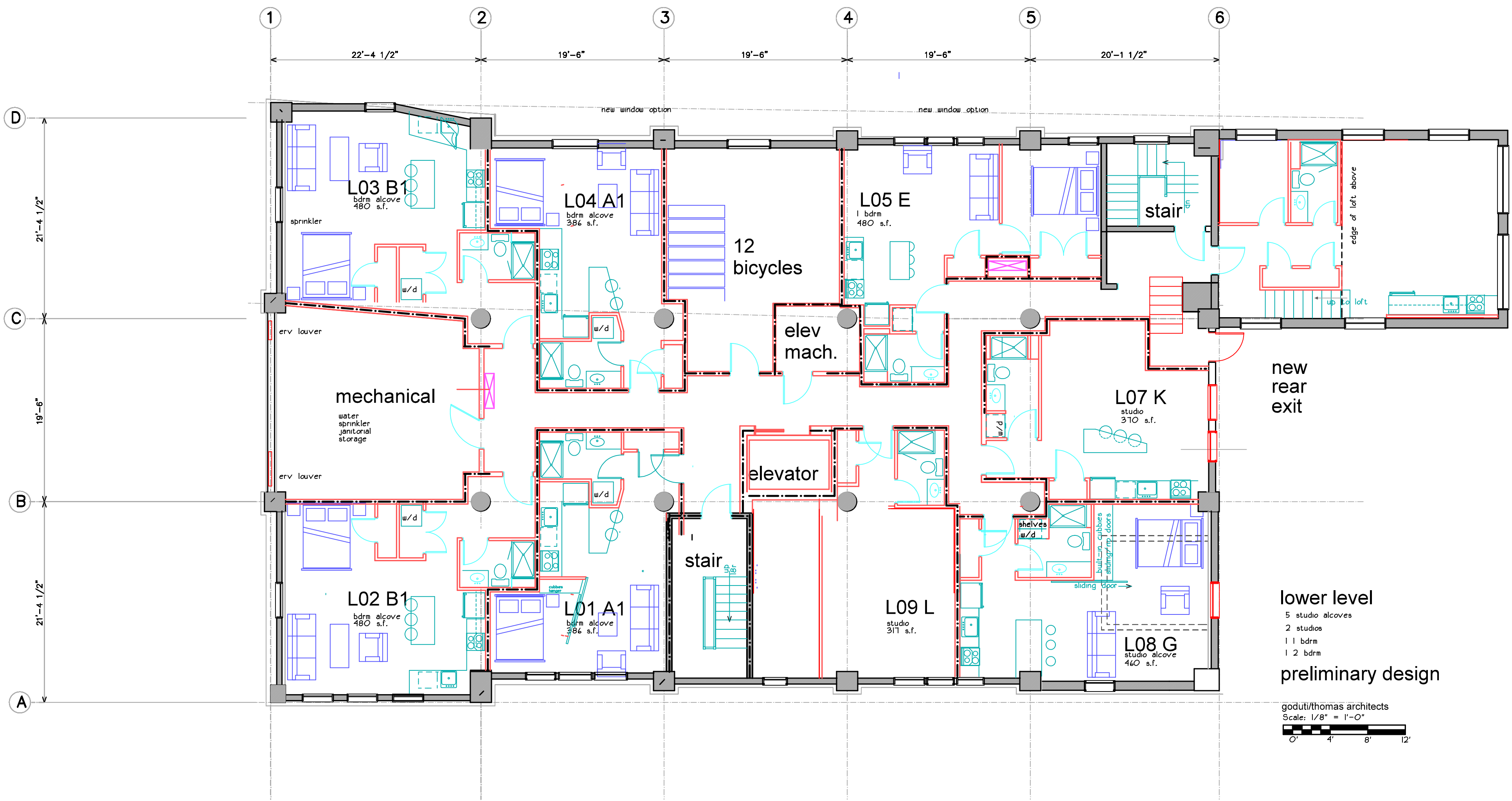
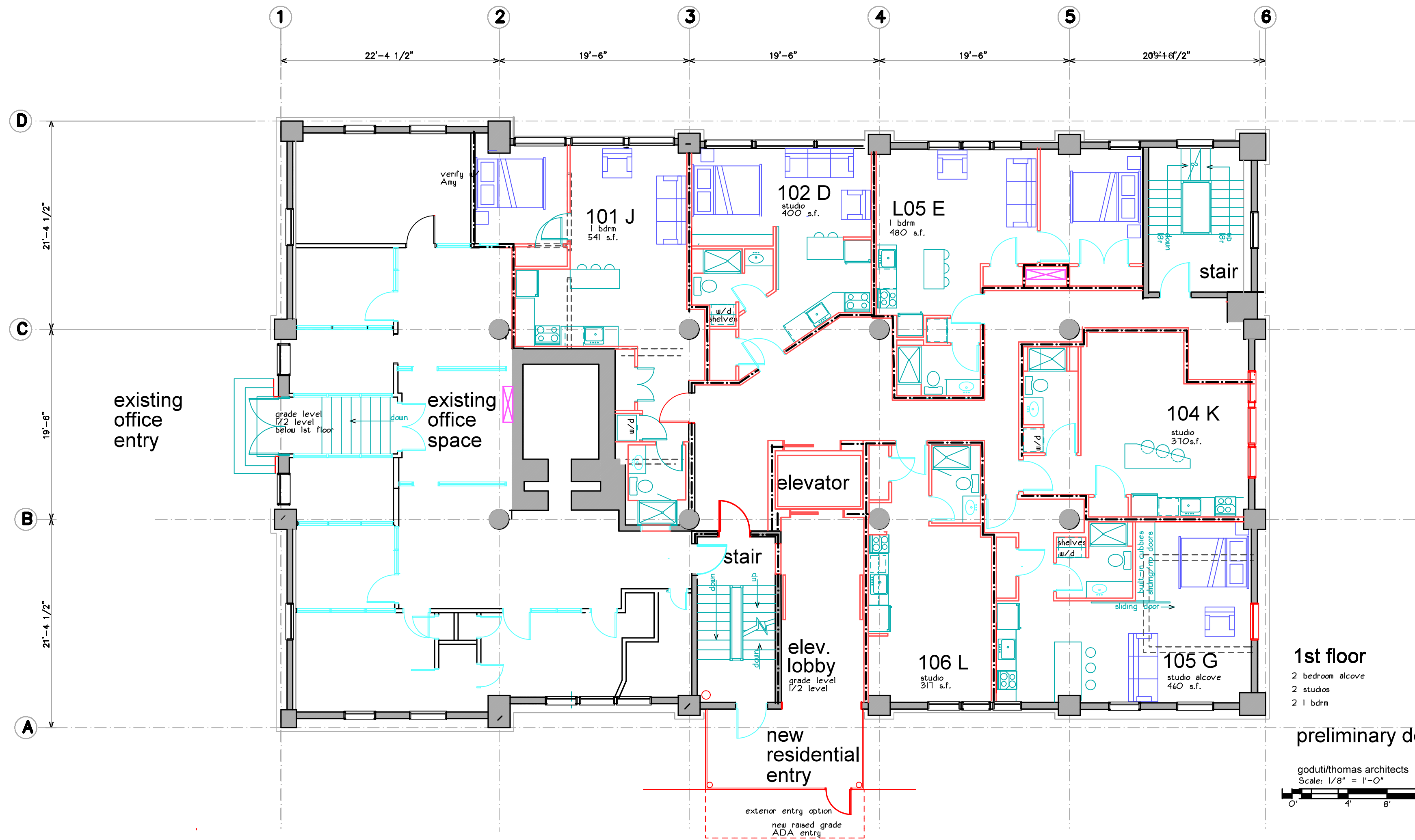
goduti/thomas architects

44 oak st.

portland, maine 04101

ph. 207-775-3184

fax 207-774-0846



revisions

date

october 2015

sheet title

1st floor plan
lower level plan

0' 1' 4' 8' 16'

scale

1/8"=1'-0"

drawn by

MS

project number

brewer

sheet number

A1.1

☐

project name

Schlotterbeck
& Foss building

Elm. St.
Portland, Maine

☐

goduti/thomas architects

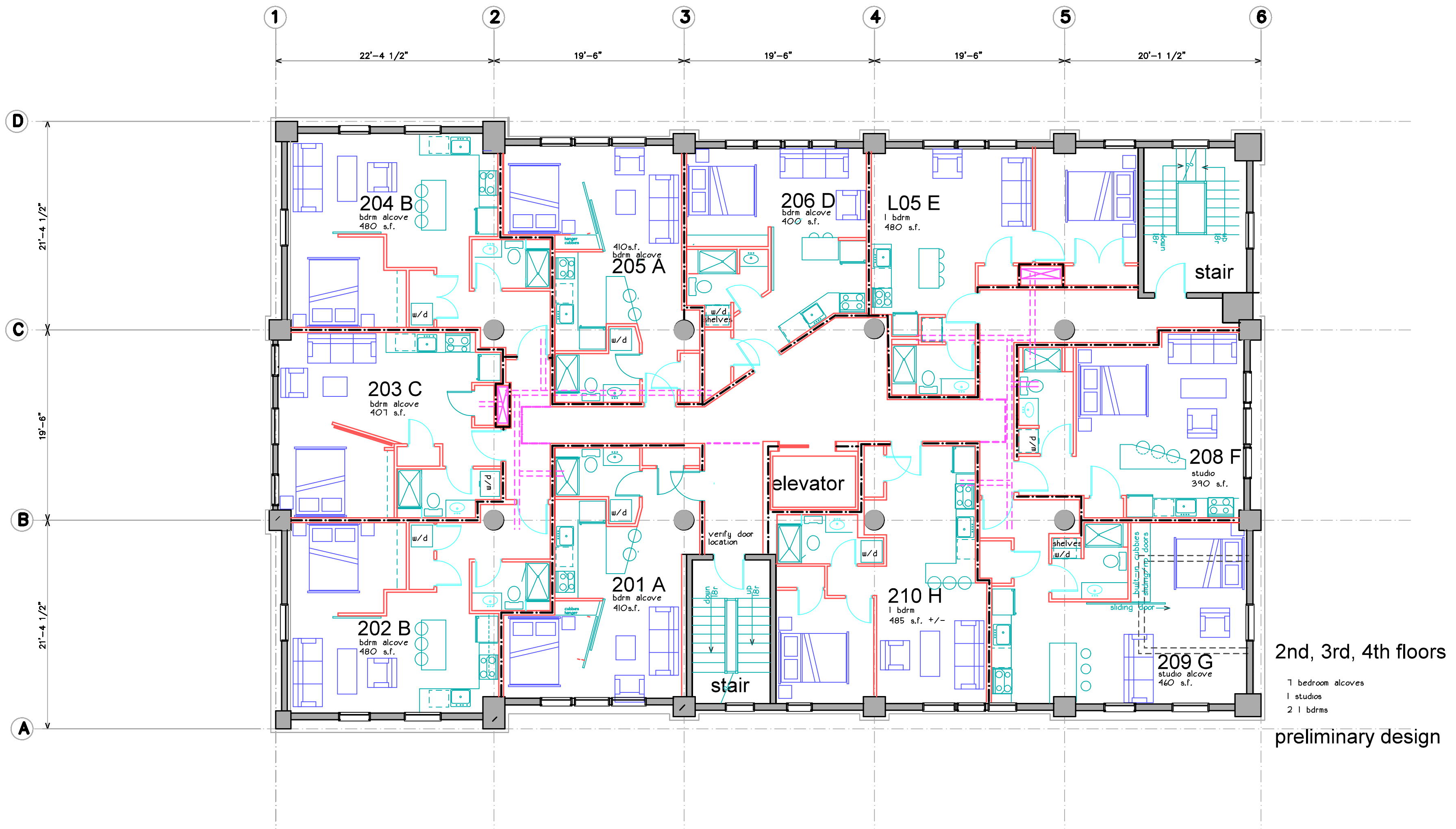
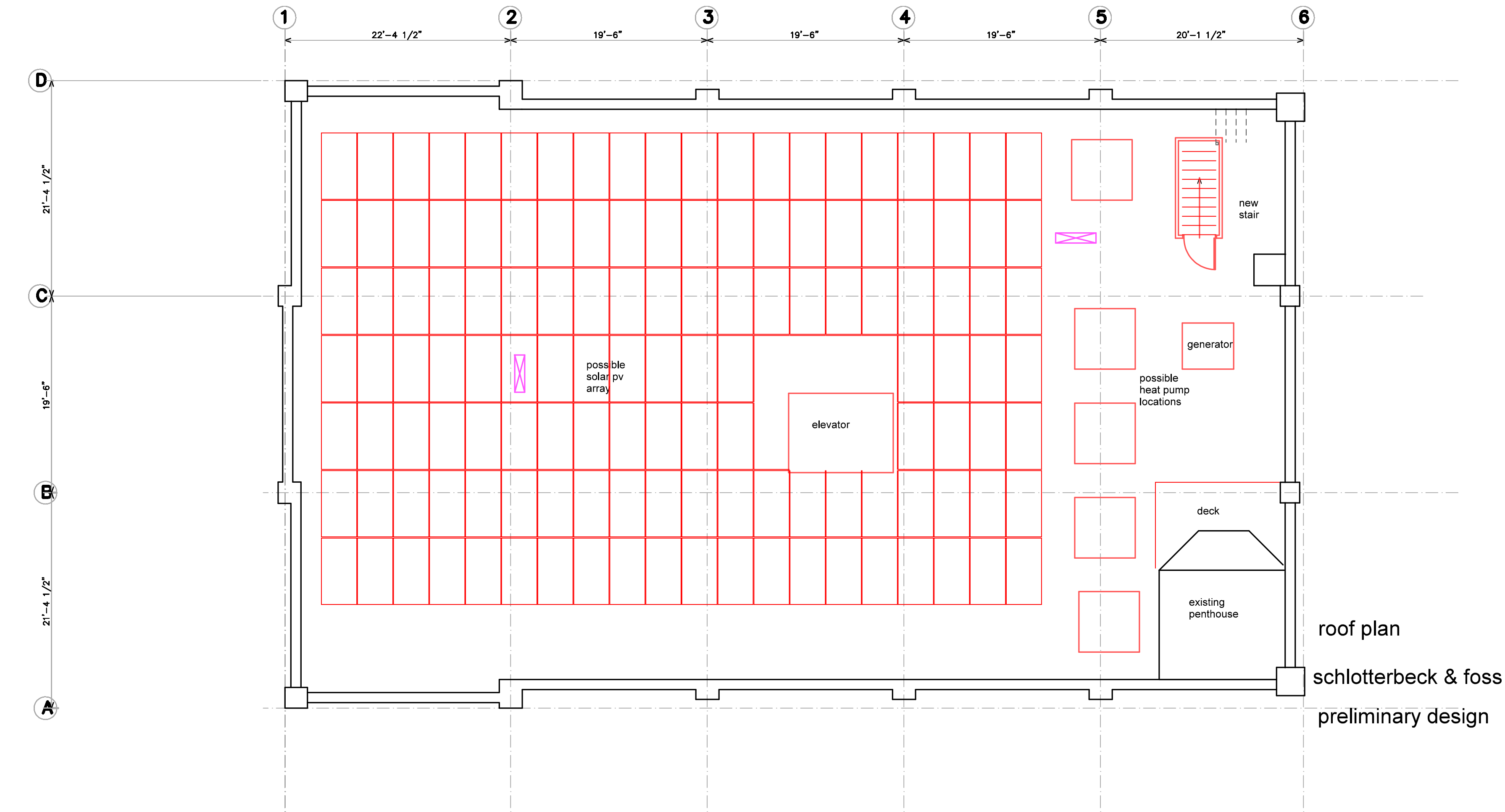
44 oak st.

portland, maine 04101

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revisions

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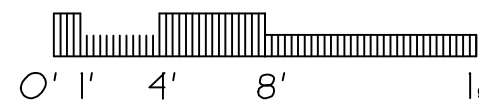
date

october 2015

☐

sheet title

roof plan
2nd - 5th floor plans



scale

1/8"=1'-0"

drawn by

MS

project number

brewer

☐

sheet number

project name

Schlotterbeck
& Foss building

Prebble/ Elm St.
Portland, Maine

goduti/thomas architects

44 oak st.

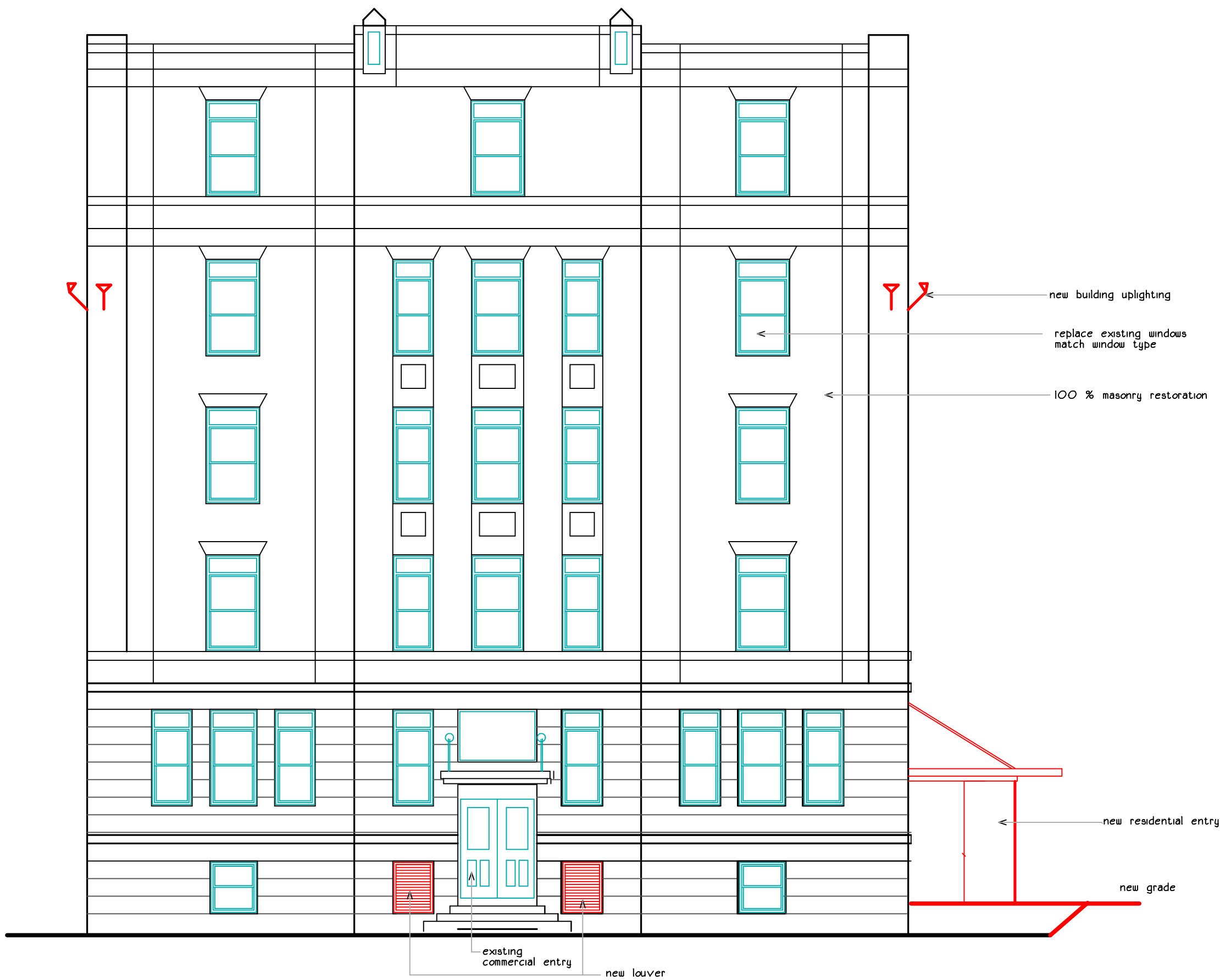
portland, maine 04101

ph. 207-775-3184

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South elevation
Residential entry



Prebble elevation
original entry elevation

revisions

date

october 2015

sheet title

elevations



scale

1/8"=1'-0"

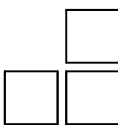
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project number

brewer

sheet number



A2.1

project name

Schlotterbeck & Foss building

Elm. St.
Portland, Maine

goduti/thomas architects

44 oak st.

portland, maine 04101

ph. 207-775-3184

fax 207-774-0846

Kennebec St. elevation



Elm St. elevation

revisions

date
october 2015

sheet title

elevations

0' 1' 4' 8' 16'

scale

1/8"=1'-0"

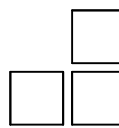
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MS

project number

brewer

sheet number



A2.2



PLANNING BOARD REPORT PORTLAND, MAINE

Amendment to Division 29
Housing Preservation and Replacement Ordinance
City of Portland, Applicant

Submitted to: Portland Planning Board Public Hearing Date: November 10, 2015 continued to November 24, 2015	Prepared by: Jeff Levine, Director Report Prepared: November 20, 2015
---	--

I. INTRODUCTION

A public hearing has been scheduled to consider a proposal initiated by City staff and approved by the Housing and Community Development Committee at their meeting on October 14 to amend Division 29 of the Land Use Ordinance relating to housing preservation and replacement.

In addition to legal ads appearing in the November 2, 2015 and November 3, 2015 editions of the Portland Press Herald, notices were sent to the Interested Parties List.

II. STAFF PROPOSAL

Based on feedback from the Planning Board at the previous hearing on November 10, staff is now proposing that three changes be made to Division 29:

- Requiring that any replacement units provided off-site be located within the same U.S. Census Block Group as the units removed. Alternatively, staff is offering that these replacement units could be within a set distance of the dwelling units removed, though that was not the Housing & Community Development Committee's final recommendation;
- Adding a three year timeframe to situations where a performance guaranty or letter of credit is held in lieu of replacement units or a payment to the Housing Trust; and
- Clarifying that "loss of dwelling unit" includes units remaining vacant for extended periods of time.

The first two of these changes were recommended unanimously by the Housing and Community Development Committee of the City Council at their meeting on October 14. The third item was added at the suggestion of the Planning Board. We have removed another suggestion to add a definition of "application" as it is not considered necessary.

Finally, we have taken this opportunity to remove what appear to be redundant references to "dwellings and/or dwelling units" and replaced them with the term "dwelling unit" as that is the defined term in Division 29.

III. BACKGROUND

The Housing Preservation and Replacement Ordinance was originally adopted in 2002 and last amended in 2011. The ordinance requires that anyone demolishing or otherwise removing housing units, with limited exceptions, replace the units or make a payment in the City's Housing Trust. That payment is adjusted based on the cost of living, and is currently approximately \$64,200 per unit.

The Housing Trust contributions have been a valuable way to produce replacement housing. The Trust is far more flexible than federal sources of funds and provides a tool for the City to support creation of workforce and affordable housing at no direct cost to the City's general fund. Most recently, the Housing Trust was used to help fund the 65 Munjoy Street project, an eight unit affordable home ownership project.

However, as the housing market has strengthened, there have been fewer units being removed. In addition, since there are housing developments occurring in the City, those wishing to remove units have been seeking to partner with developers of other housing projects to replace the lost units. In theory, that means the ordinance is functioning as planned. However, there is a need to clarify the rules under which units are actual replacements, and not simply housing that may have been developed elsewhere in the city regardless.

There is also a need to bring closure to situations where the City holds performance guaranties in lieu of replacement units or payments to the Housing Trust.

Finally, there is a concern that units that are left vacant voluntarily are reducing our housing stock. These amendments would state that a unit is considered removed when it has been vacant for three years or more unless it has been posted against occupancy due to circumstances beyond the owner's control.

IV. Land Use Policy and Comprehensive Plan Considerations

These changes are consistent with the Comprehensive Plan goal that "[t]he existing housing stock will be enhanced and preserved." They are also consistent with the three purposes of Division 29:

1. To promote and facilitate an adequate supply of housing, particularly affordable housing for all economic groups;
2. To limit the net loss of housing units in the city;
3. To preserve housing in zones where housing is permitted for in the city for all residents in order to promote the health, safety and welfare of its citizens.

These changes will better limit the net loss of housing units in residential zones in the city by ensuring that replacement units are truly related to the units being removed, both geographically and in terms of timing.

V. DRAFT OF PROPOSED AMENDMENT

A draft of the proposed text amendment follows.

VI. SUMMARY

The amendments are summarized in III. Background above.

VII. MOTIONS FOR THE BOARD TO CONSIDER

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 November 10, 2015 and on the basis of the testimony presented at the public hearing, the Planning Board finds that the proposed zoning text amendments **[is or is not]** consistent with Portland's Comprehensive Plan and **[recommends or does not recommend]** adoption of the amendments to the City Council.

PROPOSED DIVISION 29 AMENDMENTS

DIVISION 29. HOUSING PRESERVATION AND
REPLACEMENT

Sec. 14-483.

Housing preservation and replacement.

(a) *Purpose.* The purpose of these regulations is:

1. To promote and facilitate an adequate supply of housing, particularly affordable housing for all economic groups;
2. To limit the net loss of housing units in the city;
3. To preserve housing in zones where housing is permitted for in the city for all residents in order to promote the health, safety and welfare of its citizens.

(b) *Definitions.*

Dwelling unit. A dwelling unit is one (1) or more rooms with private bath and kitchen facilities comprising an independent self-contained dwelling unit. For purposes of this section only it also includes single family, two-family and multi-family dwellings and any dwelling units in those dwellings, or dwelling units, or rooms that people rent or sleep in within lodging houses, dormitories, shelters and sheltered care group homes.

Loss of ~~dwelling or~~ dwelling unit for purposes of this section means the elimination or conversion to nonresidential use of a ~~dwelling or~~ dwelling units; and dwelling units that remain vacant for three years or more or are elimination includes dwelling units lost due to demolition unless the vacancy or demolition result~~ed~~ from accidents outside of the owner's control, fire, natural disasters, or acts of war.

Original site means the location where the demolition or conversion to non-residential use of ~~dwellings and~~ dwelling units will take place.

(c) *Applicability.* Except as otherwise provided in this section, this section shall apply to the loss of three or more dwelling units in a five year period, provided that such dwelling units were a legally registered residential use as of July 1, 2002.

Except as otherwise provided in this section, this section shall also apply to proposals that (a) result in the loss of fewer than three (3) dwelling units which were legally registered residential use as of July 1, 2002, and (b) creates surface parking.

Determination of number of the dwelling units within a structure or structures and the number of units lost will be based on records in the Department of Planning and Urban Development indicating the legal, registered use of the property since July 1, 2002 through the time of application. The actual use of the property for purposes of applicability of this section may be rebutted by the owner by proof of documentary evidence including but not limited to photographs, letters, and sworn affidavits. The Planning Authority may conduct its own investigation of the actual use and shall determine the applicability of this section based on the totality of the evidence.

(d) *Exemptions.*

This section does not apply to:

1. Consolidation, elimination or reconfiguration of one (1) or more dwelling units within an existing structure, as long as all the resulting units remain as dwelling units after such consolidation, elimination or reconfiguration, except as provided by subsection 5 below. Conversion of a dwelling unit to a hotel or motel room shall not qualify for the exemption provided by the paragraph.

The amendments to paragraph (d)(1) approved by the City Council on June 6, 2011 shall have an effective date of April 25, 2011 but not apply to any final determination regarding the applicability of this section made by the Planning Authority prior to April

25, 2011.

2. Proposals that result in a number of units equal to or greater than the number of units lost as determined by the Planning Authority; or
3. Grandfathered dwelling units existing in zones which no longer permit residential uses.
4. Property which has been ordered demolished by the City, pursuant to 17 M.R.S.A. §2851, et seq., as amended, except where it is determined by the Building Authority that the deterioration was caused by neglect or lack of maintenance.
5. Subparagraph 1, above notwithstanding, the conversion to a non-residential use of any dwelling units located on the ground floor of a building within a business zone.

(e) *Site plan administrative authorization or approval required.* Notwithstanding any other provision of this section, a person who proposes to demolish or to convert to a nonresidential use three or more ~~dwelling units~~ or dwelling units in the City, in a zone where such use is otherwise permitted, must first obtain administrative authorization or site plan approval from the City's Planning Authority or Planning Board pursuant to Sec. 14-521, et. seq.

In addition the requirements of 14-521, et. seq., where this section is applicable, the applicant must also submit a statement certifying the number of dwelling units to be demolished or converted to nonresidential use, as well as a description of the characteristics of each of those units.

(f) *Tenant Notification Requirements.* Prior to elimination as a result of demolition or conversion to non-residential use, the owner shall:

1. Provide the Planning Authority a list containing the name of each tenant currently residing in the

dwelling units to be demolished or converted to non-residential use, as well as verification of compliance with tenant notice requirements of this section.

2. Deliver to each tenant who occupies such a dwelling unit a written notice to vacate the unit. The notice shall either be sent by certified mail, return receipt requested, or served in-hand. The notice will grant the tenant not less than ninety (90) days from the date of receipt of the notice to vacate the unit; and
3. File proof of service of the notice with the Planning Authority.

(g) *Housing Replacement Requirements.* In addition to the requirements of 14-521, et. seq, the Planning Authority shall require, as a condition of approval, that an owner shall replace any dwelling units that are demolished or converted to non-residential use.

This section may be satisfied in any one of the following ways:

1. Construction of Units. The construction of housing units within a new structure or a new addition either on site or off-site;
2. Residential Conversion. The conversion of nonresidential building to residential use; or

a

The applicant may use either of the two methods or a combination of the two to fulfill their replacement requirement.

(h) *Replacement Unit Requirement.* In addition to the foregoing, all replacement units built pursuant to subsection (g)(1) or (2) above shall:

1. Be located within ~~the City of Portland~~the same Census Block Group as the parcel from which the units are being removed [OR within 1500 feet of the units being removed].
2. Not previously have been on the market as of the date of application.

3. Be situated within a development which has not been a candidate for site plan approval as of the date of the application; ~~and~~

4. Be comparable in size to the units replaced; for the purpose of this section, "comparable in size" means that the aggregate size of the replacement units will be no less than 80% of the size of the aggregate of the original units.

(i) *Contribution to the Housing Trust Fund.*

1. The applicant may meet the requirements of this section by depositing \$50,000 for each dwelling unit into the City's Housing Trust Fund in section 14-489.

2. Beginning on January 1, 2004 and annually thereafter, the amount of the contribution shall be adjusted by multiplying this amount originally deposited for each unit by a fraction, the denominator of which shall be the "Consumer Price Index for Urban Wage Earners and Clerical Workers ("CPI-W"), " U.S. City Average, "All Items Index," as published by the United States Bureau of Labor Statistics ("the Index") for January 1, 2003 Year, and the numerator of which shall be the Index for the same month in each subsequent year. In the event that the Index is not then in existence, the parties shall use such equivalent price index as is published by any successor governmental agency then in existence; or, if none, then by such nongovernmental agency as may then be publishing an equivalent price index, in lieu of and adjusted to the Index. If the Index shall cease to use 1982-84 equals 100 as the basis of calculation, or if a substantial change is made in the terms or number of items contained in the Index, the Base Index shall be adjusted to conform to such change, using such computation thereof, if available, as shall be employed by the United States Department of Labor in computing same. Notwithstanding anything herein to the contrary, contributions made after January 1, 2004 shall not be less than the

amount originally required to be deposited pursuant to sub-section (i)(1) for each rooming or dwelling unit.

(j) *Performance Guaranty/Letter of Credit.* Owners or affiliates must post a performance guaranty in the form of a letter of credit, or other security acceptable to the city attorney in amount equivalent to the amount the applicant would have been required to contribute to the City's Housing Trust Fund if the applicant had chosen that option pursuant to sub-section g. Such a performance guaranty shall be valid for no more than three years, after which the full amount due shall be provided to the City's Housing Trust if replacement units satisfying the conditions of this Division 29 do not have Certificates of Occupancy.

(k) *Partial waiver of replacement requirements.* Any owner who has applied for site plan review for elimination or conversion to non-residential use of dwelling units may apply to the Zoning Board of Appeals for a partial waiver from the housing replacement requirements of this section. Such waiver may be a downward adjustment of up to fifty percent (50%) of the owner's housing replacement obligation if the owner establishes to the board's satisfaction that:

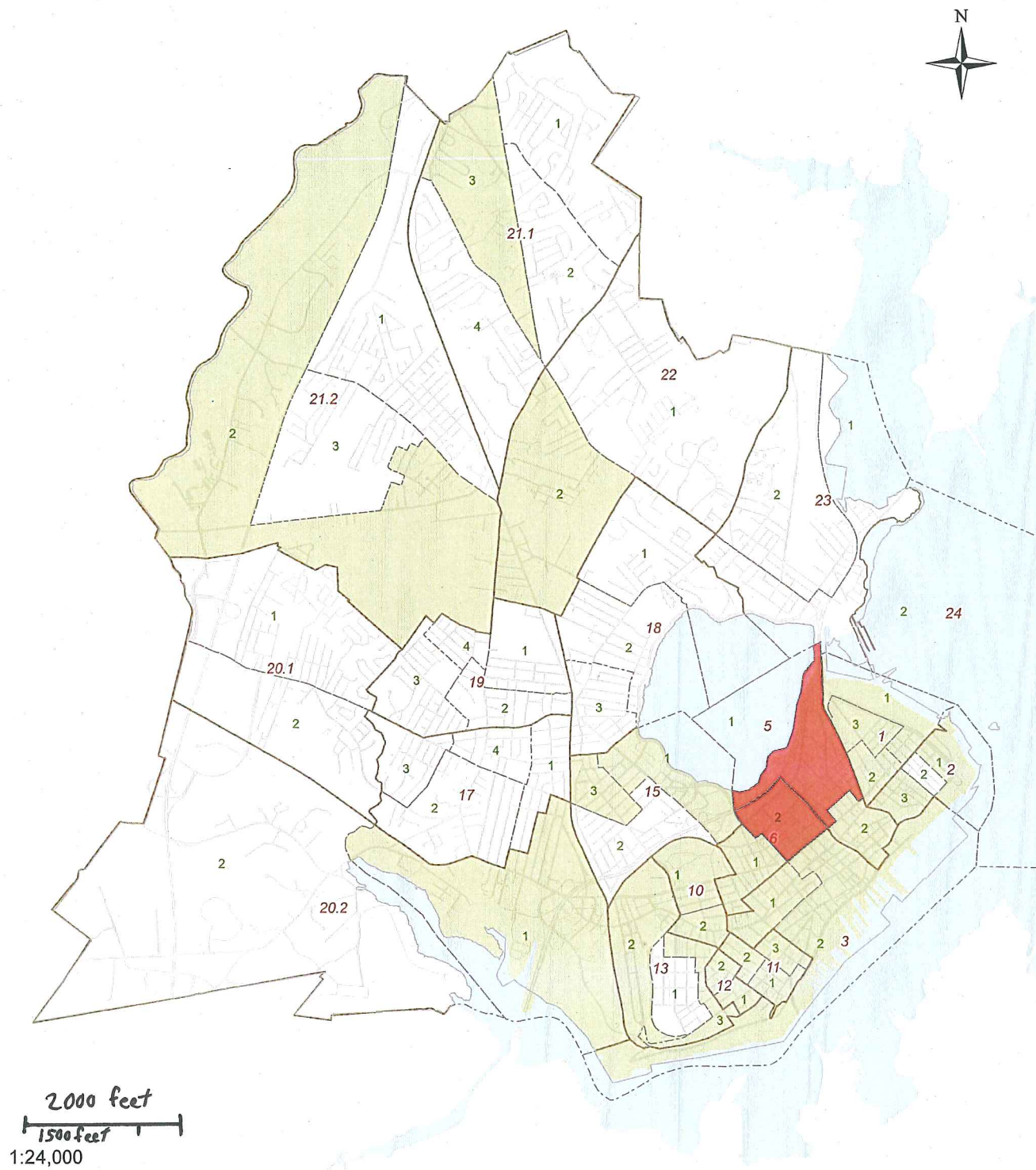
1. The proposed development is consistent with the comprehensive plan;
2. The proposed development provides significant value and benefit to the immediate and surrounding neighborhood, including, but not limited to, community enhancement, social benefits or job creation;
3. The applicant demonstrates with objective evidence that the imposition of the requirements of this section would impose such an economic burden upon the project relative to its scope that it renders the project impossible to develop; and
4. The requested relief does not constitute a grant of a special privilege inconsistent with the limitations upon similar properties.

The Zoning Board of Appeals must make positive findings on each of the four (4) criteria above in order for any such adjustment to be valid. An applicant aggrieved of a decision of the Zoning Board of Appeals may appeal a decision under this sub- section pursuant to Sec. 14-553 of the City Code.

(l) *Effect of Other City Ordinances.*

1. *Historic Preservation.* Nothing in this division shall permit the demolition or conversion to non-residential use, of dwelling units in residential property protected by the Historic Preservation Ordinance (Sections 14-601, et seq.), except as permitted by that ordinance.
2. *Conditional Zone.* A conditional zone may not be used to circumvent the application of this section. The terms of this section shall apply to any conditional zone which involves dwelling units affected by this section. Notwithstanding the foregoing, nothing herein shall be deemed to prevent the City and the applicant from agreeing to terms which exceed those imposed by this section by means of a conditional zone.

(m) *Appeals.* Any applicant aggrieved by a decision of the Planning Authority under this section may appeal to the Zoning Board of Appeals within 30 days of that decision.



City of Portland
Block Groups > 51% Low Income
Target Area: Bayside Neighborhood

- 2010 Block Groups
- 2010 Census Tracts
- Block Groups > 51% Low Income
- Bayside Neighborhood



Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

CC: Chris Thompson, Forefront Partners I LP

From: Christine Grimando, Senior Planner

Date: November 23, 2015

Re: Request to table Public Hearing for The Forefront at Thompson's Point

Meeting Date: November 24, 2015

In consultation with the applicant, the Planning Division is recommending that the Level III Site Plan and Subdivision Review (applications 2015-133/2015-159) for The Forefront at Thompson's Point be tabled until the January 12, 2016 Planning Board meeting.



PLANNING BOARD REPORT PORTLAND, MAINE

The Forefront at Thompson's Point
Level III Site Plan and Subdivision Review
2015-133 (Subdivision) & 2015-159 (Level III Site Plan)
Chris Thompson, Forefront Partners I LP

Submitted to: Portland Planning Board Date: November 19, 2015 Public Hearing Date: November 24, 2015	Prepared by: Christine Grimando, Senior Planner CBL: 201 A005001 Project #: 2015-133 (Subdivision) & 2015-159 (Level III Site Plan)
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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.

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



1, Brick South

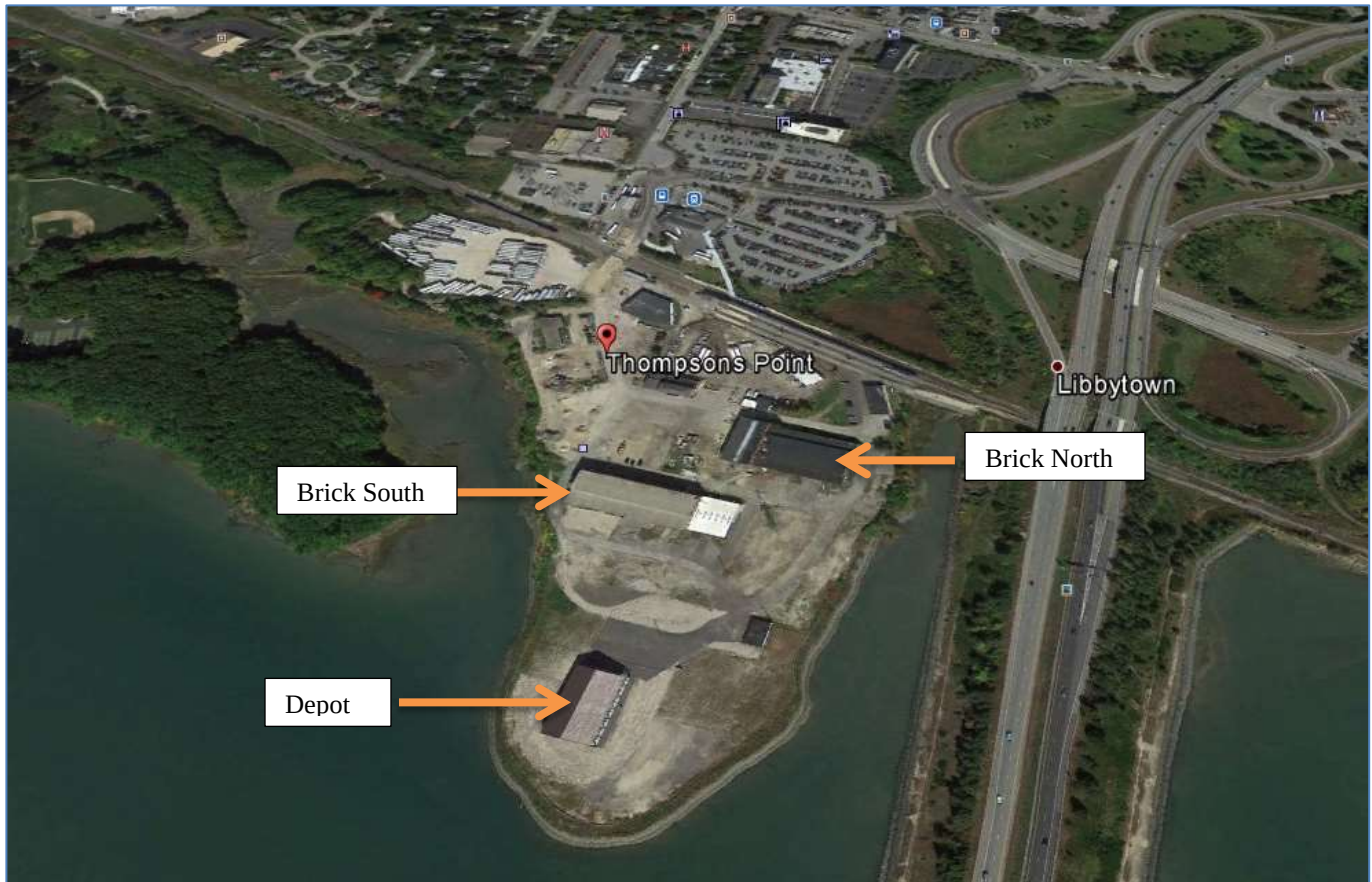
the first to be submitted to the Planning Board towards fulfillment of the master development plan, approved in March 2014. The application also folds in a prior approval for Brick North— this was approved, and amended under the 2012 subdivision approval that preceded the 2014 plan for this property. 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. A previous Planning Board workshop was held for this application on October 13, 2015.

This development is being referred to the Planning Board for compliance with the site plan and subdivision standards. A total of 286 notices were sent to property owners within 500 feet of the site and a legal ad ran in the Portland Press Herald on November 16th and November 17th, 2015.

A Neighborhood Meeting was held on Friday, October 9th. A notice dated September 29, 2015 was sent to property owners within 500 feet of the property. Notes from that meeting are included in Attachment O. Questions and comments from the Neighborhood Meeting regarded questions about bike parking, redevelopment aesthetics, and support for the current appearance of the site and recent uses.

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

<i>Waiver Requests</i>	<i>Applicable Standards</i>
<i>Review</i>	<i>Applicable Standards</i>
Site Plan	Section 14-526
Subdivision	Section 14-497

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

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
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 destination, hosting events at the southern tip of the peninsula and securing new tenants to support the redevelopment of the property. 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 existing 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.

Applications Timeline

In June 2012 this site was approved for 600,000 sf of office, hotel, restaurant and event center uses. The original 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 January and February 2014 a master development plan application was reviewed by the Planning Board, 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 fulfillment of the overarching master development plan approval.

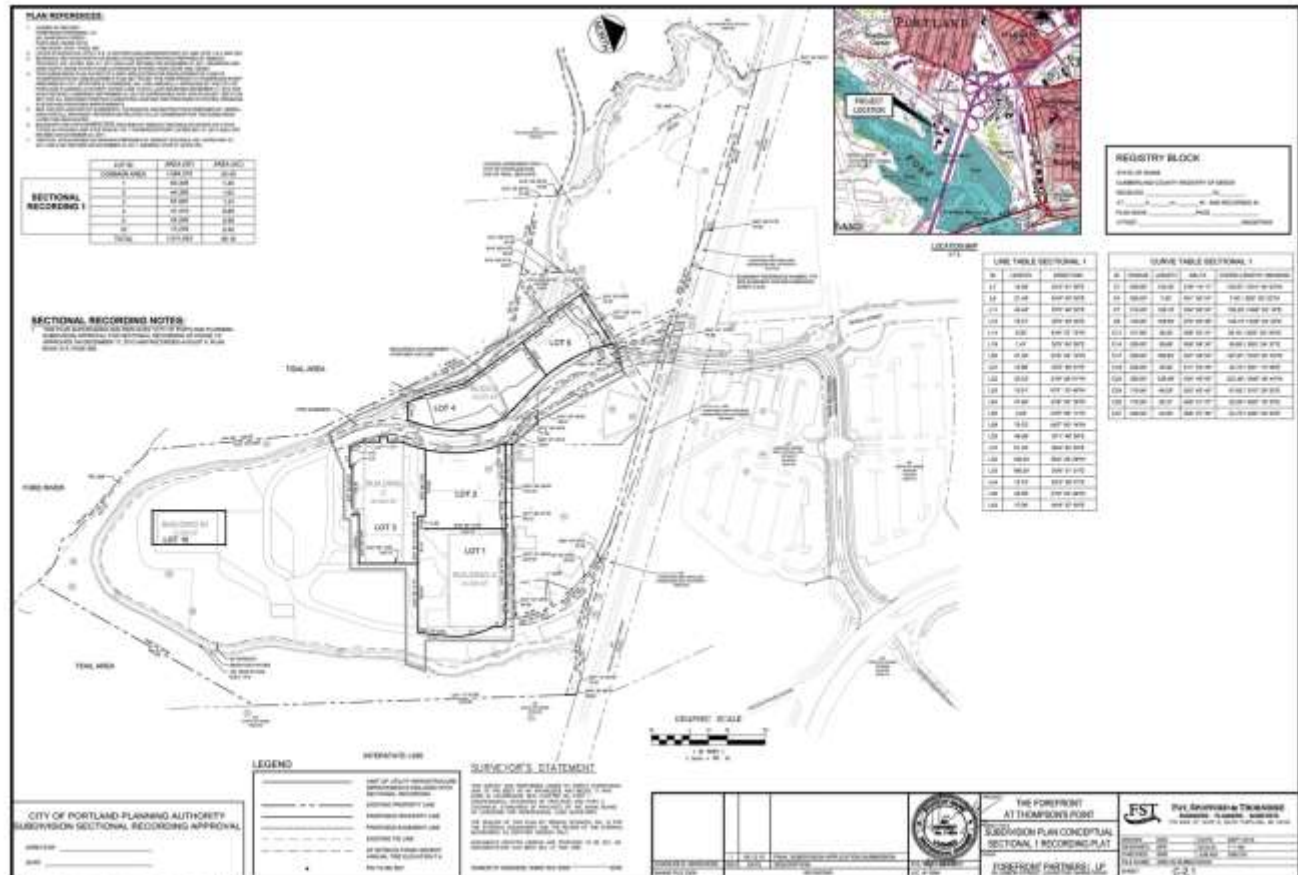
In June 2014 the applicant received a Level II approval for site work at the southern end of the Thompson's Point peninsula, in the area of the open air "Depot" structure (formerly the Barnstormers building), to allow for seasonal events. This application was amended in February 2015 to allow for additional site work and an extension of the seasonal event approval.

V. PROPOSED DEVELOPMENT

Subdivision

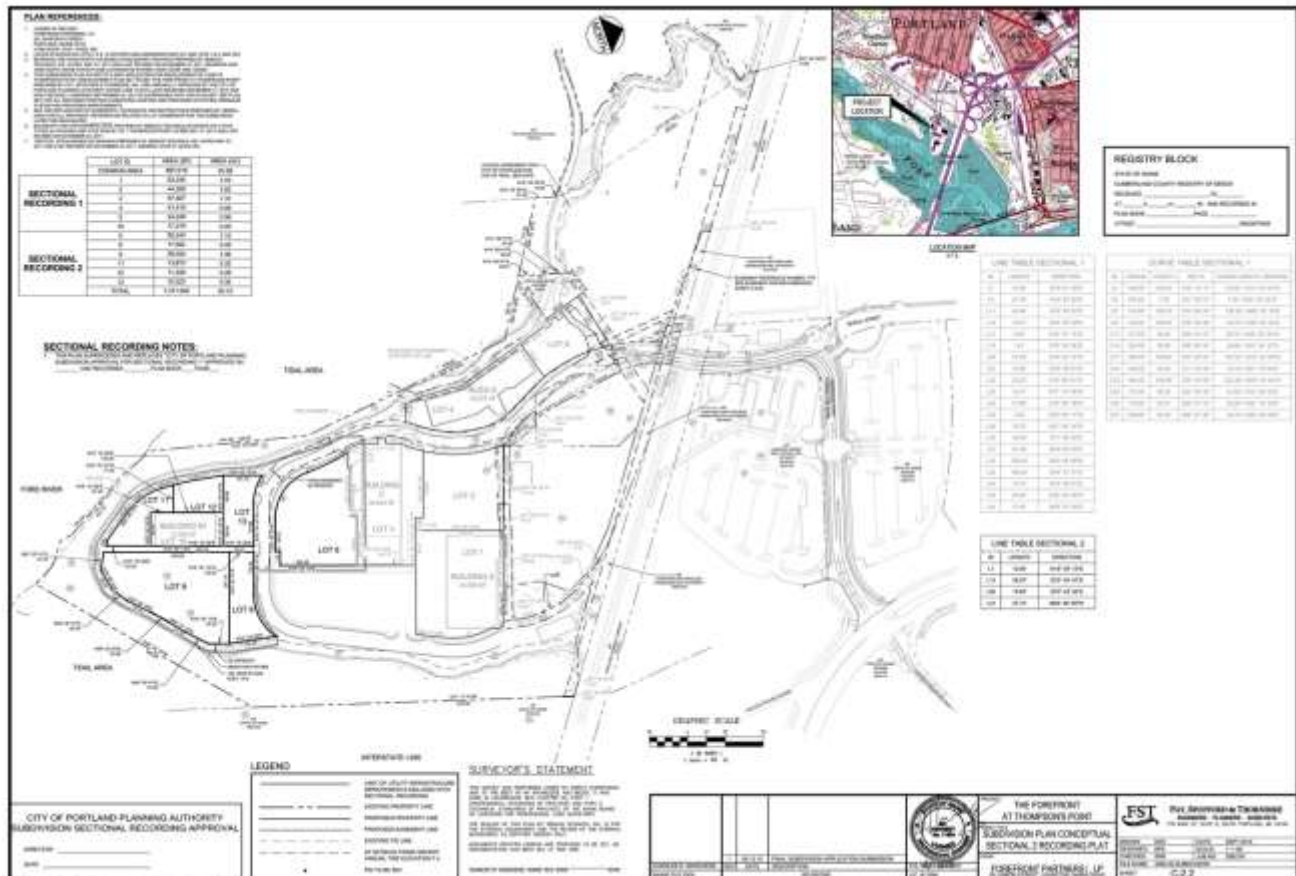
A new, site-wide subdivision plan has been submitted for review, consisting of nineteen lots. It will supersede the 2012/2013 subdivision approval. It reflects the most up to date, integrated development plan for the site, consisting of nineteen lots plus common area, and four sectional recordings. It includes detailed road geometries, grading, drainage, landscape design, and utility infrastructure details. The four proposed sectional recordings consist of the

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.



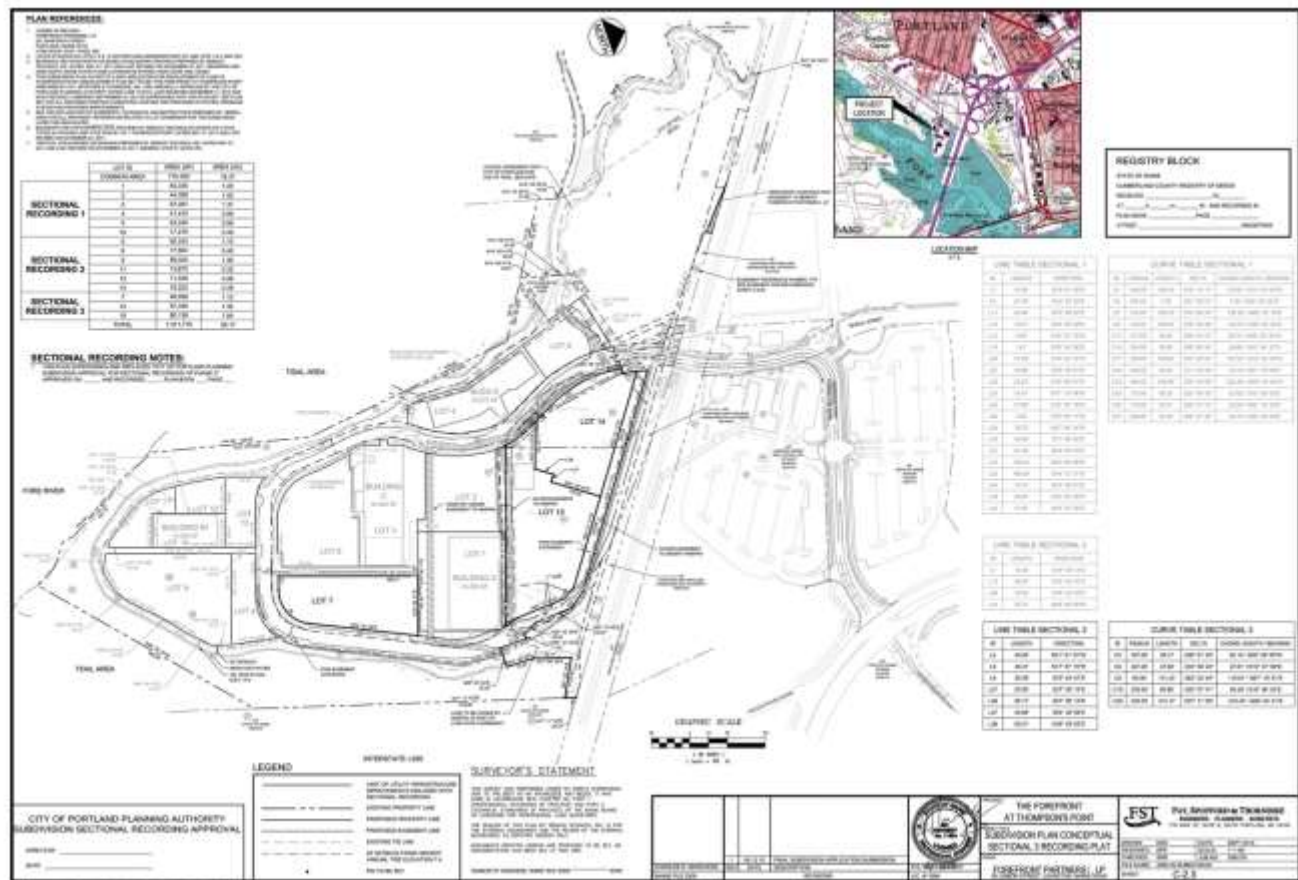
3, Sectional Recording 1

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.*

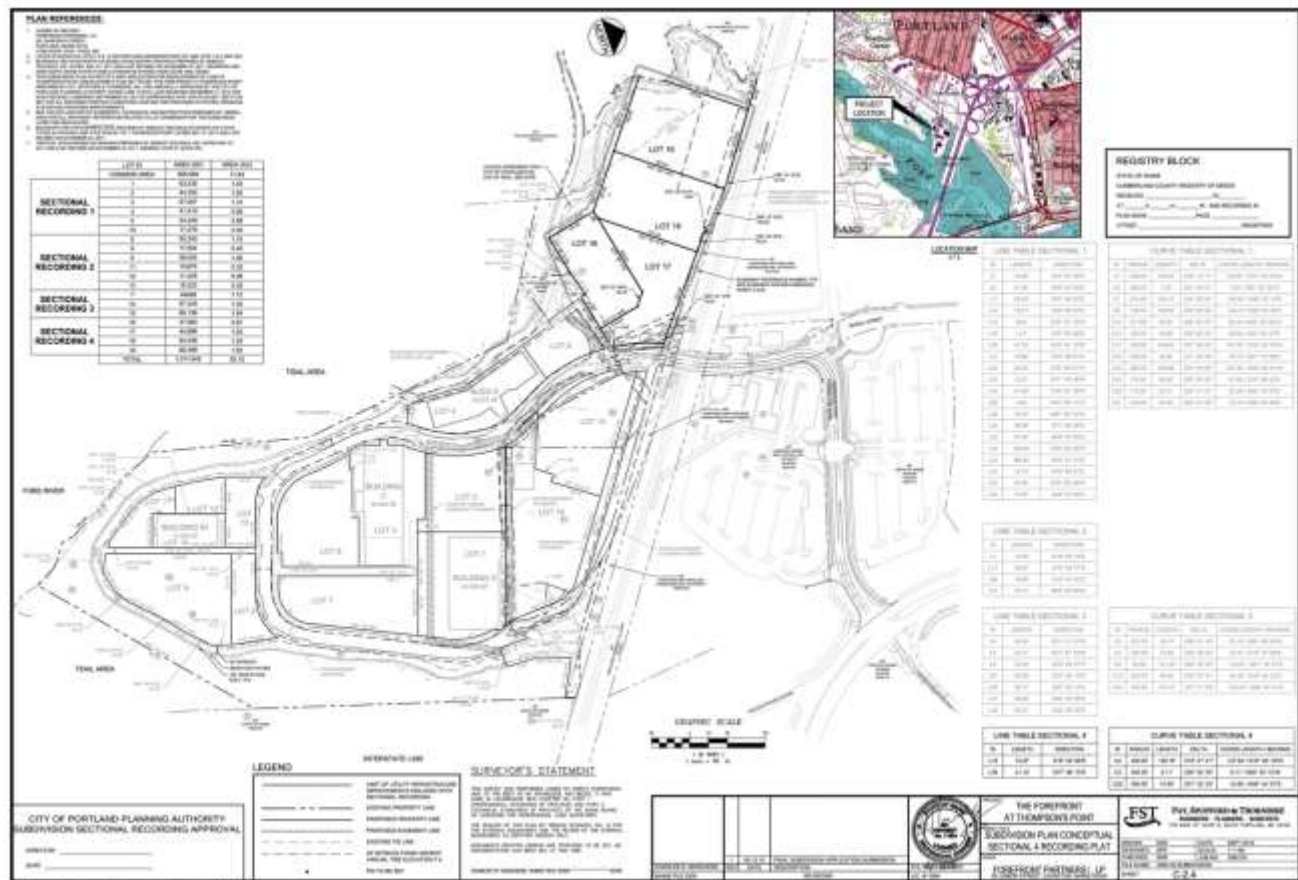


4, Sectional Recording 2

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.



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.



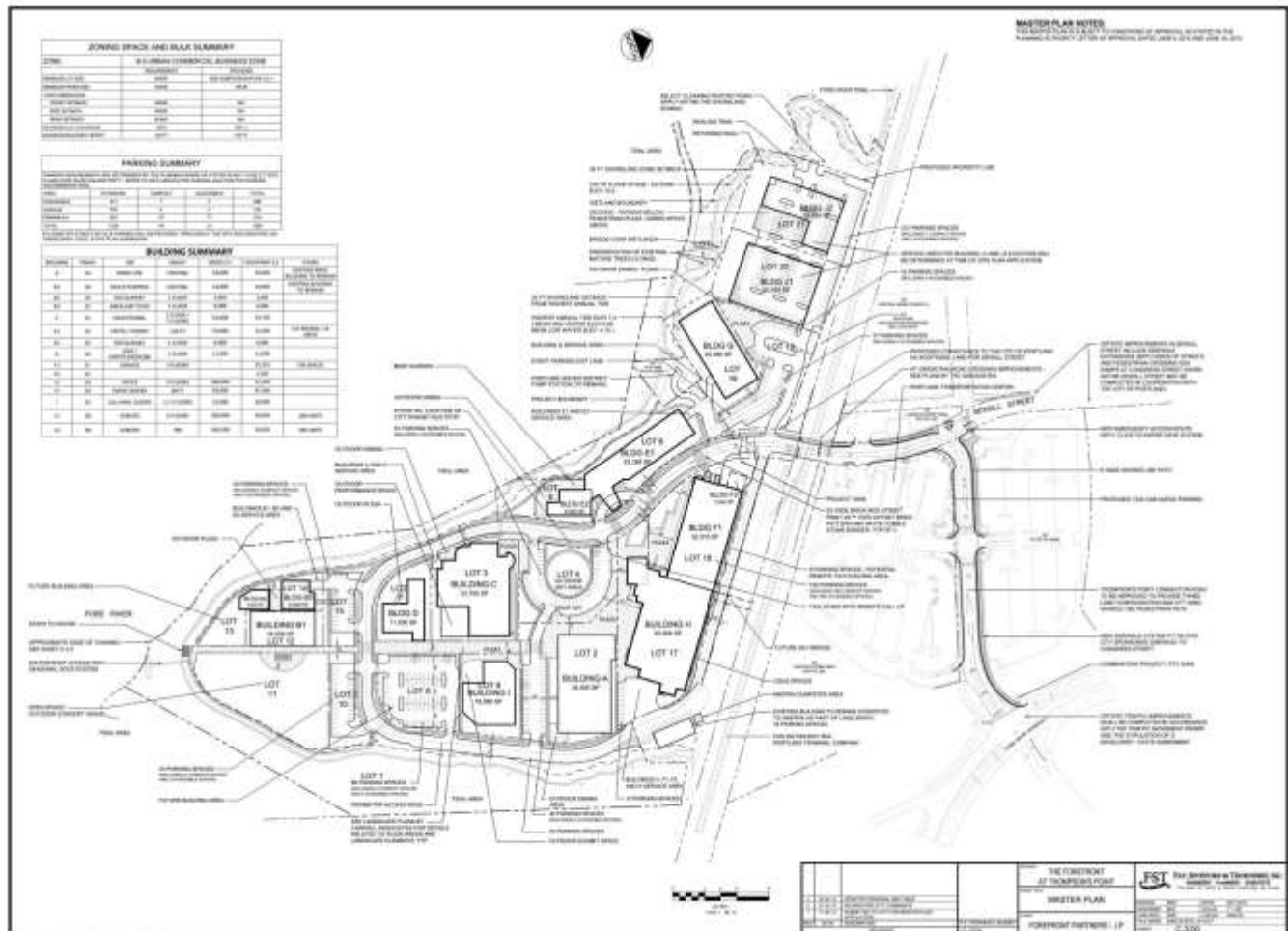
6, Sectional Recording 4

Master Plan

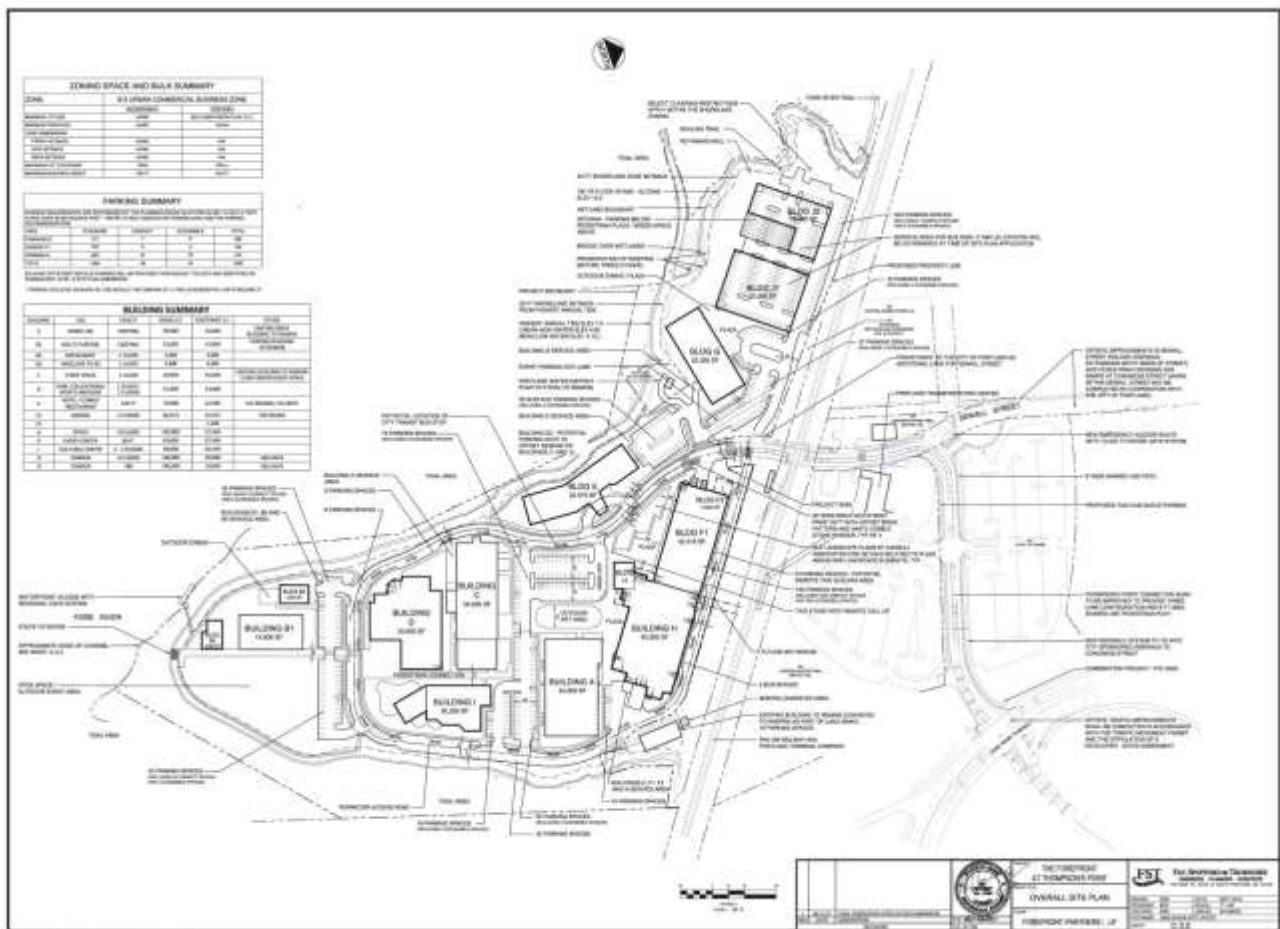
The application outlines changes to the master development plan. The subdivision application (Attachment M) cover letter gives an overview of these changes, which result in similar layout, parking, total square footage and anticipated uses as the approved master development plan. Some elements of the 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 plan 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, Current proposed site layout

The modifications to the revised site layout are consistent with the overall master development plan approval – it is generally consistent with the approved layout of buildings, circulation infrastructure, open spaces, and uses, cumulative lot coverage, parking and circulation. The area west of Brick North (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 <i>(see next page)</i>	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 follow 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.*

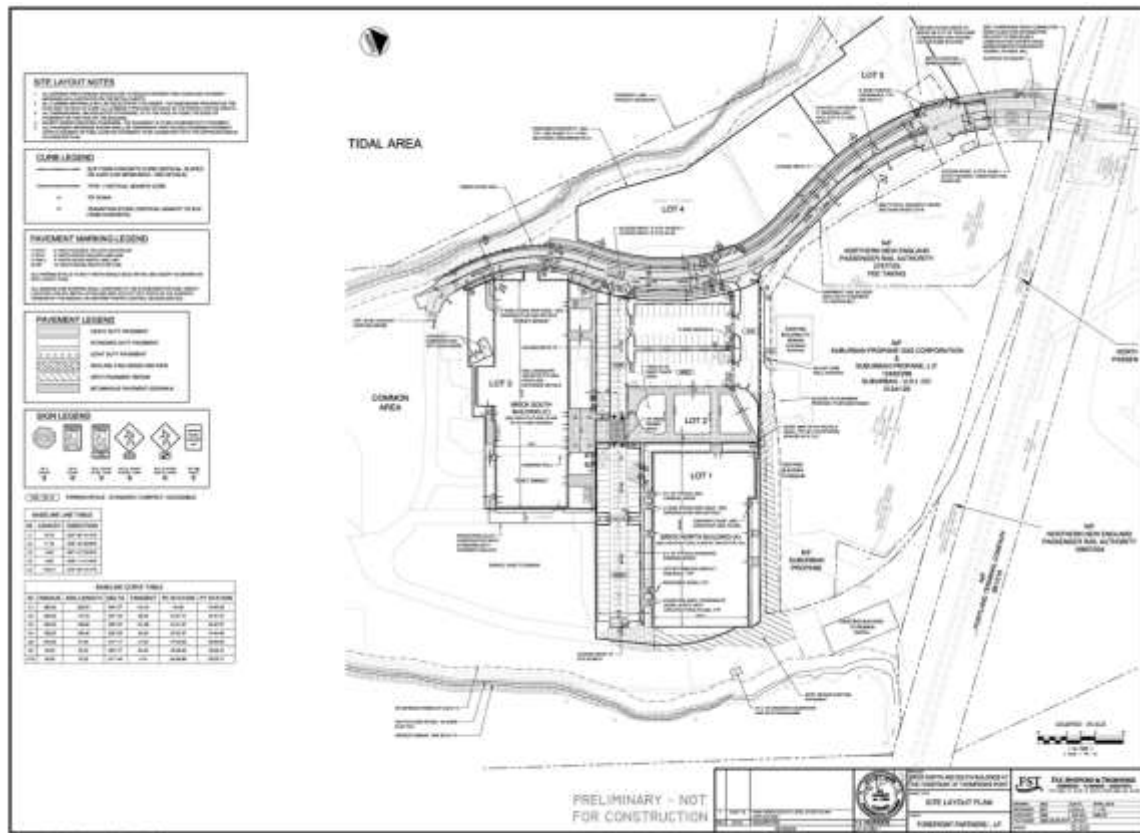
2014 master development plan square foot calculations are as follows, and show slightly higher square feet totals across the proposed use categories.

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/Lot 3),

includes Brick North (Building A/Lot 1), 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

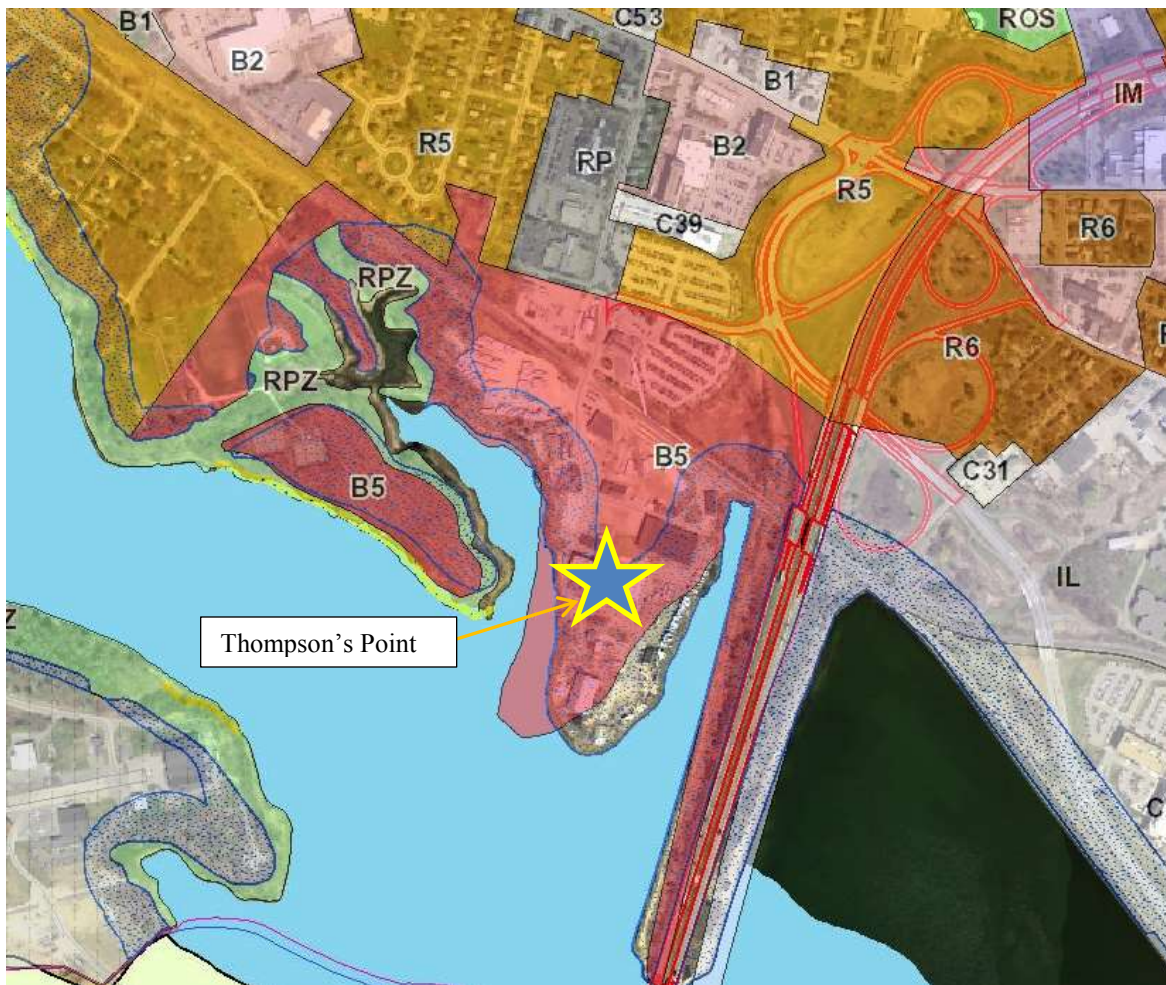
The October workshop comments included a request for updated indication of financial capacity. On file is a letter from TD Bank from 2011 attesting to the Thompson's Point Development Company's ability to complete the project and "see that it operates effectively over the long term". The applicant has supplied a letter dated October 13, 2015, from Androscoggin Bank attesting to Forefront Partners I, LP's financial capacity.

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 overall subdivision plan and the four sectional recording plats have been reviewed by the Department of Public Services for conformance with 14-496, and the applicant has already incorporated initial comments. The final versions of the plats, post-approval, will need to be reviewed by the Department of Public Services and Corporation Counsel before they can be finalized, signed by the Planning Board, and recorded.

With a subdivision of this size, with 19 lots, proposed to be developed in phases, and not all with frontage on the proposed road (not required in the B-5 zone), language is needed to secure ingress and egress and access to the proposed infrastructure. The Declaration of Easements, Covenants and Restrictions (Attachment L) includes provisions for this, that Corporation Counsel has suggested some changes to in the final, recorded version:

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~~ The Lot Owners' 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. Notwithstanding the foregoing, 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.

Similar language will be required on the final recording plat, to be reviewed and approved by Corporation Counsel before final signatures and recording of the plat.

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.

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 comments are included below, as well as his updated assessments of where the issues he previously raised stand in bold. Additional 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.*

Status: The applicant has provided information responding to this comment and DPW has been coordinating directly with the applicant on the roadway design and maintenance elements. I have no further comment.

Previous staff comments indicated the need for more information regarding phasing of the subdivision. Additional annotation on infrastructure required for each subdivision section has been added to revised plan sheets, as well as color utility plan sheets submitted for the November 24th public hearing, as well

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.*

Status: *Given that the full-build out of the project has been permitted under the TMP, I concur that the current application is well below the trip threshold established by the TMP. I would note that I do not endorse the trip generation methods contained in the application (e.g. Brewery Trip activity) and will require future site plan review phases to quantify actual trip activity for buildings already occupied (to ensure the trip threshold is not exceeded).*

- *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.*

Status: *I have no further comment.*

Mr. Errico found the Master Plan materials sufficient, but has specific Level III Site Plan comments in XII., below.

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 District, and full utility plans to address waste disposal. In addition, in response to previous Public Works comments, updated sewer flow estimates have been submitted in the November 10, 2015 cover letter accompanying the new submission materials (Attachment N).

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 included in the subdivisions Declaration of Easements, Covenants and Restrictions (Attachment L) and have been referenced on the revised plan set.

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).

Status: The applicant should identify if there are any TDM strategies that can be implemented as part of the Level III Site Plan buildings in conjunction with a typical non-event day.

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.

Status: I have reviewed the construction management plan and site plans and find them to be acceptable. I would note that specific traffic control plans will be required for the project and that information will be reviewed in conjunction with the pre-construction meeting. Given that the site only impacts Thompson's Point traffic and pedestrians activity (not the general public), I'm confident safe conditions can be detailed.

Since the workshop the applicant was asked to speak to accessibility and safe access for all users on the site (as referenced in Sec. 14-526.a.2) in greater detail than the preliminary application materials had provided. New application materials (Attachment N, which addresses issues raised in regard to Site Plan and Subdivision applications) include additional information summarizing ADA compliance:

The previously submitted Site Layout Plan C-3.0 shows the site vehicular and pedestrian circulation. All sidewalks represented on the plan have been designed to meet the 2010 ADA Standards for Accessible Design. An accessible route has been provided from the public street to all main entrances as well as from designated parking stalls to the main entrances. The plan proposes a total of 118 parking spaces of which 8 have been designed to meet the ADA standards. The design provides for ADA stalls in each separate parking facility and as a result the total number of provided ADA stalls exceeds both the required number of ADA spaces if computed holistically (5 required) or the required number of spaces when tallied up per parking area (7 required).

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.

Status: From an overall parking generation perspective, I find the applicant estimate to be reasonable with the understanding that updated analyses will be needed as future project phases are implemented. The applicant has not provided information as it relates to the parking demand/supply adequacy for the Level III Site Plan application. My general sense is that sufficient parking will be provided for typical day-to-day activity at the Level III buildings following occupancy. The applicant should provide documentation that a sufficient parking supply will be provided.

The applicant has sufficiently answered site-wide parking supply questions, but should directly address the sufficiency of the parking proposed for the uses and space included in this Level III site plan application by the November 24th public hearing.

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

Lighting and photometric information has been submitted in Plans 37 and 76. ***Fixture details are not currently included.***

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.

XII. EDA ROAD EXTENSION

A portion of the roadway system, approximately 400 feet, will be funded by an EDA grant. The previous subdivision review for this site included 150 linear feet of roadway on the Thompson's Point side of the new railroad crossing. Recently the EDA-funded portion of the roadway was extended another 250 feet. The terms of the EDA contract require that such roads be publicly accepted. The revised submission materials show the limits of this extension in Attachment N. The applicant and the City have been in discussion about both the roadway specifications and maintenance responsibility through this week. As these items are still being finalized (they are very nearly finalized), any roadway specification alterations within this 250 feet and the resulting maintenance agreement are recommended for approval by the Planning Authority, in consultation with DPW and Corporation Counsel. Nothing in the road layout, sidewalk design, site circulation, infrastructure specifications or stormwater management will be impacted.

VIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the planning board approve the proposed subdivision and site plan for The Forefront at Thompson's Point.

XIV. PROPOSED MOTIONS

A. SUBDIVISION

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 November 24, 2015 for application 2015-133 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, which must be met prior to the signing of the plat:

1. The applicant shall finalize the subdivision plat for review and approval by Corporation Counsel, the Department of Public Services, and the Planning Authority. The subdivision plats shall note all conditions of public access, all relevant easements including any for city vehicle for access and turning, language regarding rights of lot ingress/egress/regress, and any applicable road maintenance limits and agreements;
2. Prior to the issuance of certificates of occupancy, the applicant shall provide a revised Declaration of Easements, Covenants and Restrictions document for review and approval by Corporation Counsel;
3. Street Lighting: The proposed street lights on the 1st segment of the public portion of the Sewell Street extension are to be privately owned, metered and maintained by the Forefront at Thompson's Point. The City shall grant a license for such a purpose at the time of street acceptance.
4. Limits of the right-of-way intended for City-ownership shall be indicated on the final plan set; and

5. Final technical specifications, such as road cross-sections and technical details, of the portion of right-of-way intended for City-ownership shall be indicated in the final plan set.

B. DEVELOPMENT 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 November 24, 2015 for application 2015-159 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 that must be met prior to the issuance of a building permit, unless otherwise stated:

1. 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) shall 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. If no future work occurs on the site, the Applicant will not be held to completing this measure;
2. The applicant shall provide a full construction management plan for review and approval by the Public Works Department; and
3. Final exterior lighting fixtures shall be reviewed and approved by the Planning Authority in accordance with Sec. 14-526.d.6 *Site plan standards, Exterior Lighting*, prior to Certificate of Occupancy.

XIV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Civil Engineer review (10/5/2015)
2. Traffic Engineer reviews (10/8/2015 & 11/19/2015)
3. City Arborist review (10/8/2015)
4. Corporation Counsel (11/19/2015)

APPLICANT'S SUBMITTALS

Subdivision Application:

- A. Supporting Narrative (August 13, 2015)
- 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
- N. Narrative (November 10, 2015)

O. Neighborhood Meeting Materials

PLANS

- Plan 1. Cover Sheet
- Plan 2. General Notes and Legend
- Plan 3. Subdivision Plan (revised)
- Plan 4. Subdivision Sectional 1 (revised)
- Plan 5. Subdivision Sectional 2 (revised)
- Plan 6. Subdivision Sectional 3 (revised)
- Plan 7. Subdivision Sectional 4 (revised)
- 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
- Plan 44. Conceptual Utility 1
- Plan 45. Conceptual Utility 2
- Plan 46. Conceptual Utility 3
- Plan 47. Easements and Encumbrances

Site Plan Application:

P. Cover Letter and Application Narrative (August 13, 2015)

PLANS

- Plan 48. Brick South Floor Plan
- Plan 49. Brick South Elevations 1
- Plan 50. Brick South Elevations 2
- Plan 51. Cover Sheet
- Plan 52. Subdivision Plat Sectional Recording 1
- Plan 53. General Notes and Legend
- Plan 54. Existing Conditions Plan
- Plan 55. Demolition and Removals Plan
- Plan 56. Site Layout Plan
- Plan 57. Utility Plan (revised)
- Plan 58. Grading Plan
- Plan 59. Stormwater Management Plan
- Plan 60. Erosion Control & Construction Management Plan (revised)
- Plan 61. Stormwater Details 1
- Plan 62. Stormwater Details 2
- Plan 63. Stormwater Details 3
- Plan 64. Pavement Sections and Sidewalk Details
- Plan 65. Curbing and Sidewalk Details
- Plan 66. Parking and Traffic Control Details
- Plan 67. Stormwater Details
- Plan 68. Stormwater and Sanitary Sewer Details
- Plan 69. Erosion and Sediment Control Details 1
- Plan 70. Erosion and Sediment Control Details 2
- Plan 71. Water and Gas Service Details
- Plan 72. Typical Roadway Cross Sections
- Plan 73. Fire Safety Compliance Plan
- Plan 74. Sanitary Sewer Profiles
- Plan 75. Water Profiles
- Plan 76. Storm Drain Profiles Zone D
- Plan 77. Storm Drain Profiles Zone D and F
- Plan 78. Site Sections
- Plan 79. Access Drive Profiles
- Plan 80. Photometric Lighting Plan
- Plan 81. Site Lighting Plan
- Plan 82. Landscape Plan

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

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: Tom Errico <thomas.errico@tylin.com>
To: Christine Grimando <CDG@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>
Date: 11/19/2015 8:57 AM
Subject: Thompson's Point - Final Traffic Comments

Christine – The following presents my final traffic comments for the project as a status update of my November comments.

· 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.

Status: The applicant has provided information responding to this comment and DPW has been coordinating directly with the applicant on the roadway design and maintenance elements. I have no further comment.

· 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.

Status: Given that the full-build out of the project has been permitted under the TMP, I concur that the current application is well below the trip threshold established by the TMP. I would note that I do not endorse the trip generation methods contained in the application (e.g. Brewery Trip activity) and will require future site plan review phases to quantify actual trip activity for buildings already occupied (to ensure the trip threshold is not exceeded).

· 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.

Status: From an overall parking generation perspective, I find the applicant estimate to be reasonable with the understanding that updated analyses will be needed as future project phases are implemented. The applicant has not provided information as it relates to the parking demand/supply adequacy for the Level III Site Plan application. My general sense is that sufficient parking will be provided for typical day-to-day activity at the Level III buildings following occupancy. The applicant should provide documentation that a sufficient parking supply will be provided.

· 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).

Status: The applicant should identify if there are any TDM strategies that can be implemented as part of the Level III Site Plan buildings in conjunction with a typical non-event day.

· 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.

Status: I have no further comment.

· 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.

Status: I have reviewed the construction management plan and site plans and find them to be acceptable. I would note that specific traffic control plans will be required for the project and that information will be reviewed in conjunction with the pre-construction meeting. Given that the site only impacts Thompson's Point traffic and pedestrians activity (not the general public), I'm confident safe conditions can be detailed.

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
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Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

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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
cdg@portlandmaine.gov
Ph: (207) 874-8608

From: Jennifer Thompson
To: Christine Grimando
Date: 11/19/2015 12:34 PM
Subject: Re: Thompson's Point

Hi Christine - conceptually, I think this certainly tries to accomplish what you're looking for. But, whether intentionally or unintentionally, I think some of the language has the potential to undermine the objective. Here is a suggested change. Let me know what you think.

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 The Lot Owners' 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. Notwithstanding the foregoing, 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.

>>> Christine Grimando 11/18/2015 2:36 PM >>>
Hi Jen,

Following up on the issue I raised at this morning's development review meeting, I've attached some files. One is a sectional recording to illustrate the issue of some lots not fronting on the access road. Under zoning they don't have required frontage, but I do want to make sure there is a guarantee of ingress/egress for all lots explicit in the approval. The submitted Declaration of Easements, Covenants and Restrictions makes provisions for this (specifically 4.3.2 and 7.2). Jean Fraser mentioned that the most recent instances of a similar issue arising was for 605 Stevens Ave., this past August, if that helps.

There's an overall subdivision plan, and four sectional recordings, which Corporation Counsel will need to review - I've not sent these to you since the plans are still in flux, but if you want to see all of these in anticipation of the final approval, or if they help answer this particular question about access for all lots, I can send all the relevant plan sheets as attachments. The application is in e-plan under PEZ.2015-133.

I'm glad to discuss these in person, but thought I'd get you these documents first. I'm stepping out for lunch but should be back within a half hour.

Thank you.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
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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 Title 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 Existing 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 deliveries
 - 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

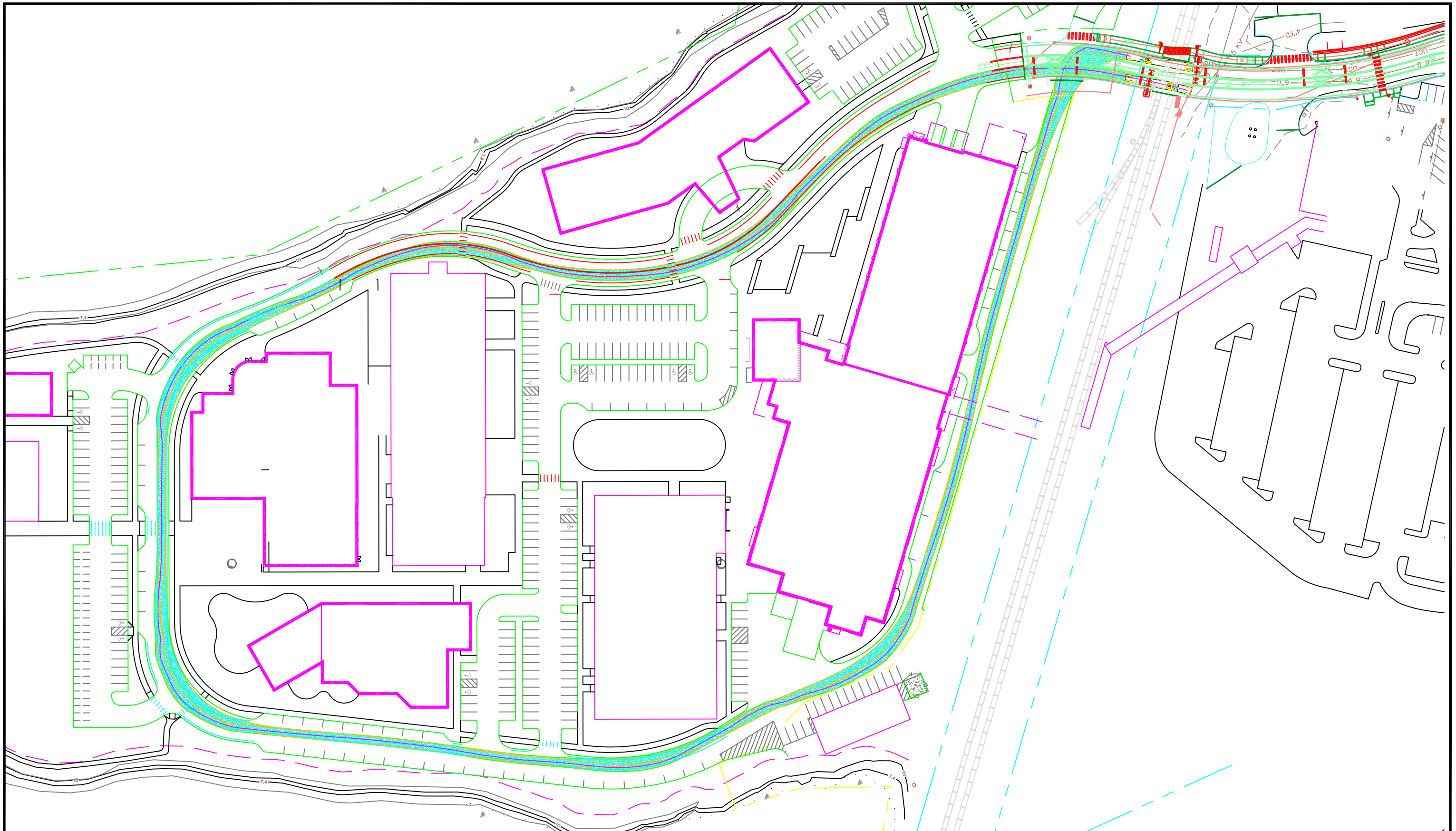
The Applicant has previously provided information pertaining to financial and technical capacity. A copy of the letter from TD Bank accompanies this submission in Attachment K.

Item: Summary of Proposed Easements, Covenants and Public Rights-of-Way

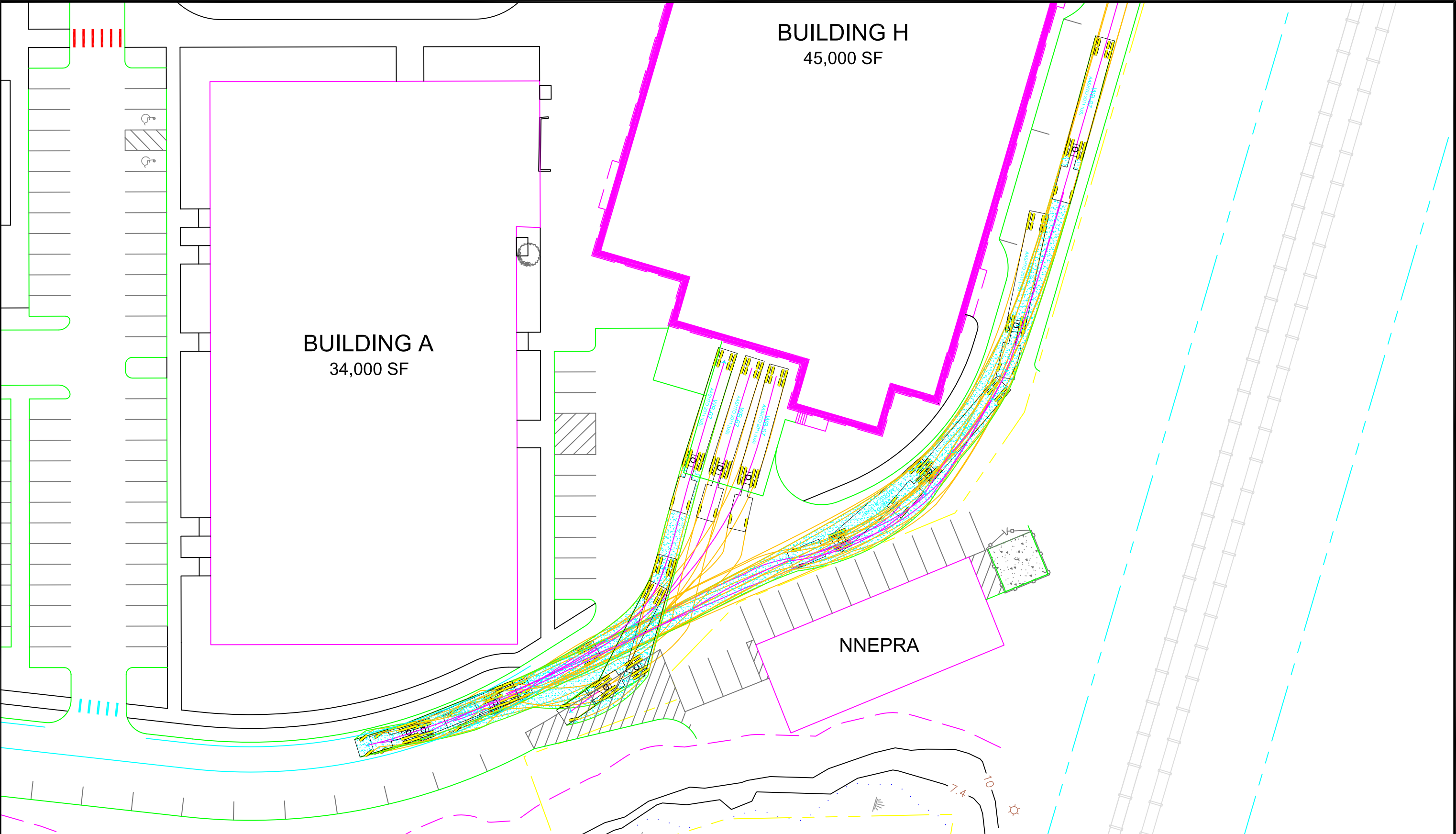
The Applicant has provided a copy of the Declaration of Easements, Covenants and Restrictions which is included in Attachment L.

ATTACHMENT B

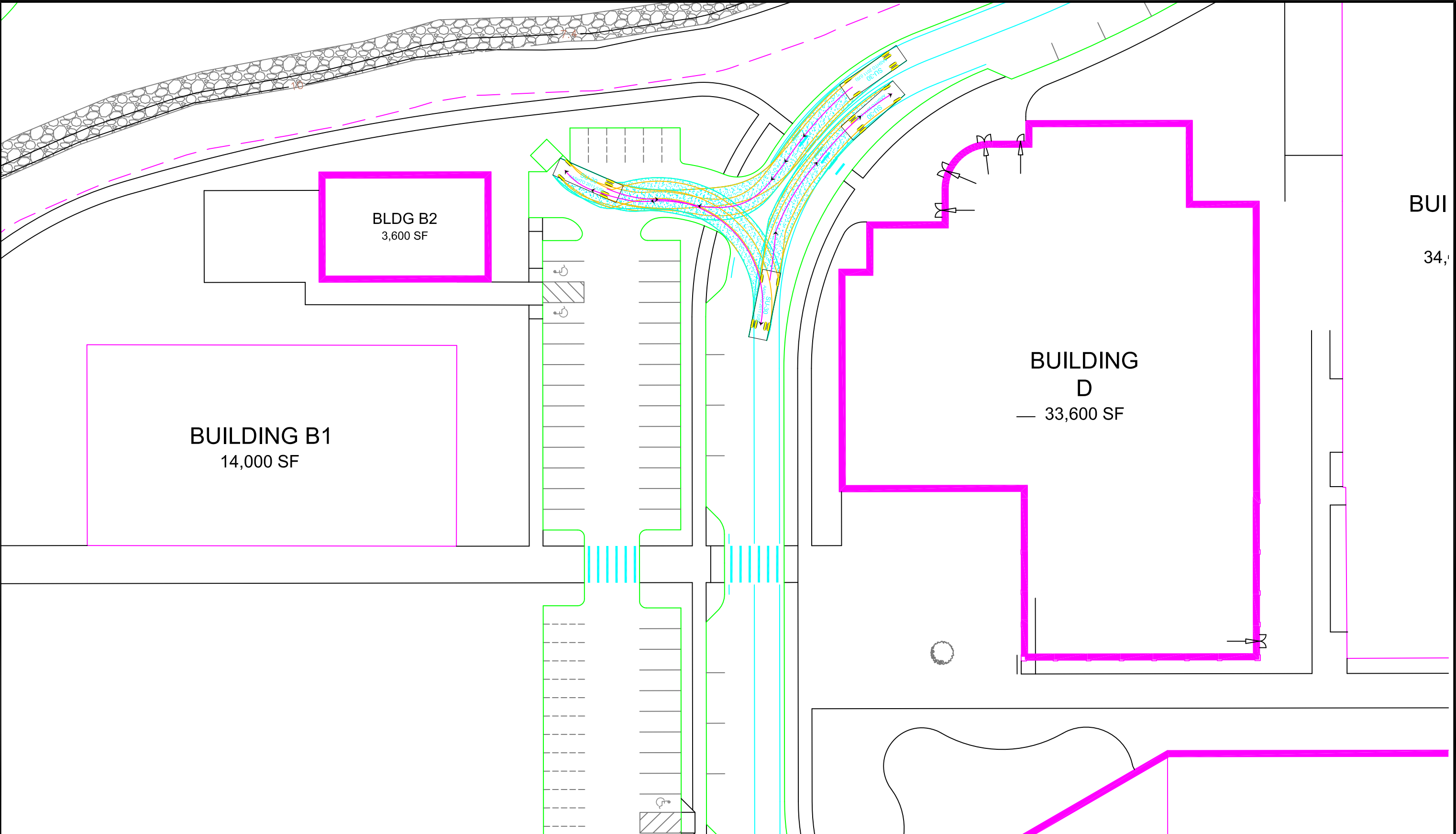
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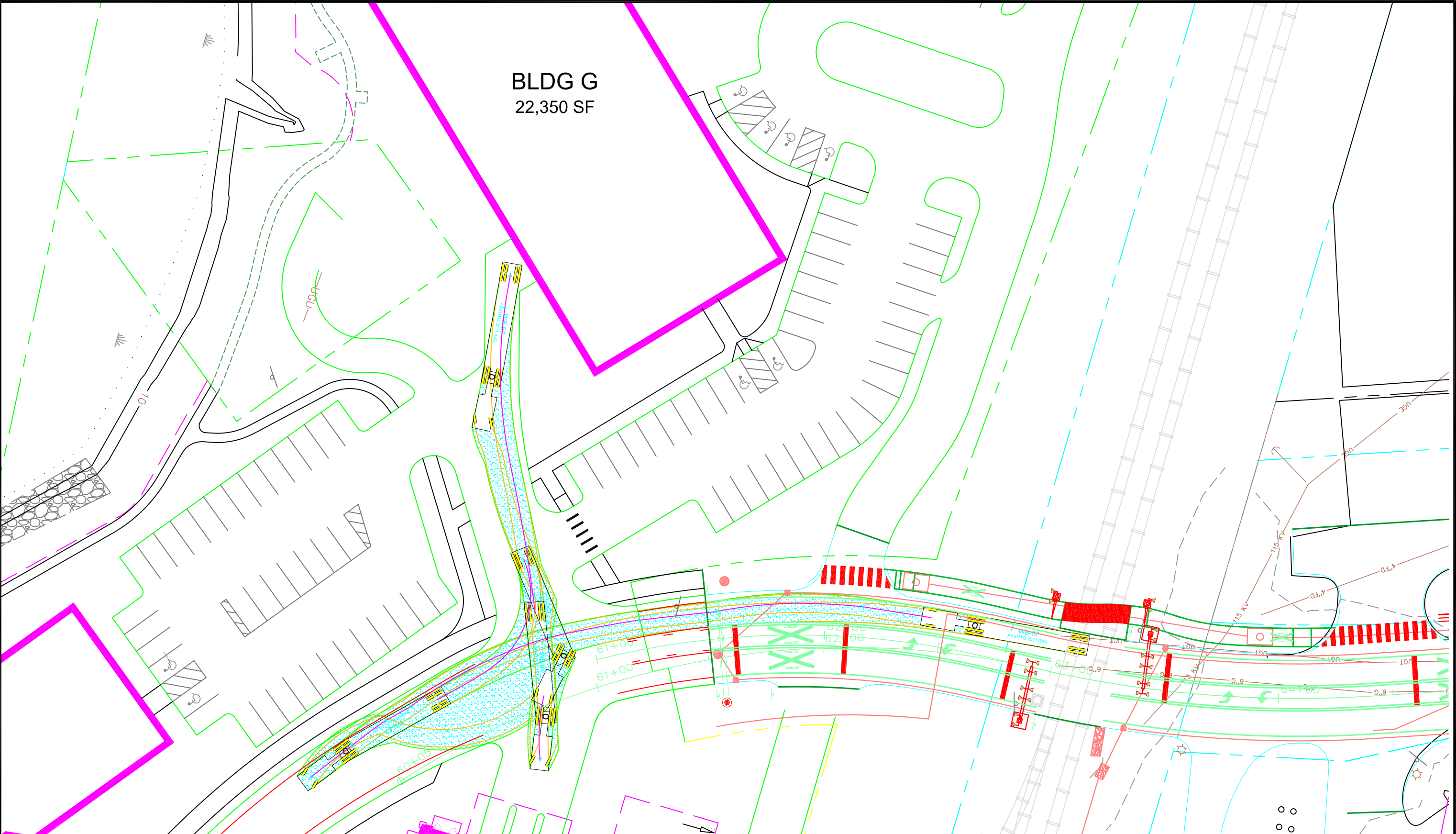
 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	WB-67 OVERALL ACCESS ROUTE AUTO TURN SIMULATION	FIGURE 1
	DESIGNED:	JRP	SCALE:	1"=100'			
	CHECKED:	BEK	JOB NO.	2982.05			
	FILE NAME:	2982.05-SUB AUTOTURN					



 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	WB-67 BUILDING H LOADING DOCK AUTO TURN SIMULATION	FIGURE
	DESIGNED:	JRP	SCALE:	1"=100'			2
	CHECKED:	BEK	JOB NO.	2982.05			
	FILE NAME:	2982.05-SUB AUTOTURN					



 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	SU-30 BUILDING B AUTO TURN SIMULATION	FIGURE 3
	DESIGNED:	JRP	SCALE:	1"=40'			
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	FILE NAME:	2982.05-SUB AUTOTURN					



 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	WB-67 BUILDING G LOADING DOCK AUTOTURN SIMULATION	FIGURE
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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
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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**

PREPARED FOR:

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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.

Filtterra Sizing Criteria

As of January 21, 2015, StormTech™ isolator rows are no longer required to accompany Filtterra® 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	
Filtterra® 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
6x12 or 12x6	0.43-0.50
7x13 or 13x7	0.51-0.63

There are two Filtterra® 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 Filtterra tree box units designed for sub-catchments D-18 and D-19 were sized using the previous MaineDEP BMP Filtterra® sizing standards. At the time of approval, FST had received a letter from the MaineDEP to Filtterra® Bioretention Systems on June 27, 2014 that Filtterra® units would no longer require StormTech™ isolator rows. See Filtterra® 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:

$$\begin{aligned}\text{Total Pervious Area} &= 15,892 \text{ SF} \\ \text{Total Impervious Area} &= 15,178 \text{ SF} \\ \text{Water Quality Volume} &= (15,892 \times 0.4/12) + (15,178 \times 1/12) = 1,795 \text{ CF}\end{aligned}$$

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.

$$\text{Total Required Surface Filter Surface Area for Zone A} = 15,892 \times .02 + 15,178 \times .05 = 1,077 \text{ SF}$$

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:

$1''/12 \times \text{impervious area} + 0.4''/12 \times \text{landscaped area} = \text{Water Quality Volume (cubic feet)}$

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
6x12 or 12x6	0.95
7x13 or 13x7	1.20

TABLE 6 PREVIOUSLY APPROVED FILTERRA SIZING		
Filtterra® ID Number	Tributary Area (ac)	Filtterra® Model Number Selected
D-18	0.30	4X6
D-19	0.19	4X6

As of January 2015 Filtterra® systems must be designed based on the following tributary area to meet Chapter 500 Standards:

TABLE 7	
Filtterra® 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
6x12 or 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		
Filtterra® ID Number	Tributary Area (ac)	Filtterra® 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 = $(10,428 \times 0.4/12) + (10,264 \times 1/12) = 1,203$ 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 = $10,428 \times .03 + 10,264 \times .07 = 1,031$ 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) ^{4, 7}
Zone A																
	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
	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
Zone B																
	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'x8	0.73	-	-	-	-
	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	-	-	-	-	-	-	-	-	-
Zone C																
	501	11,805.00	11,805.00	0.00	0.27	984	0	Stormtreat	-	-	-	0.72	3.60	0.85	5	5,738
	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		
	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
Zone D	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'x6	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'x6	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	-	-
	D-12	11,149.00	4,926.00	6,223.00	0.26	618	0	Filterra	24	24	4'x6	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 Untreated 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 G	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
	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	-	-
Zone G	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	-	-	-	-	-	-	-	-	-
	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	-	-
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. 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 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 derived 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 eligble 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

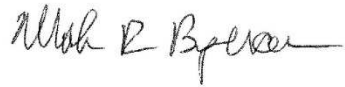
3. When designed with the standard curb inlet design, the FBS must be configured “off-line” with the surface elevation at the FBS unit being up gradient of an overflow inlet. When designed with the grated inlet design, the FBS must incorporate an internal bypass and will not require an overflow inlet. 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.

Letter to Chris French
January 21, 2015
Page 3 of 3

Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark Bergeron". The signature is fluid and cursive, with a long horizontal stroke at the end.

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.

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

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,

A handwritten signature in dark ink, appearing to read "Mark R. Bergeron", with a long horizontal flourish extending to the right.

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 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 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 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 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 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 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

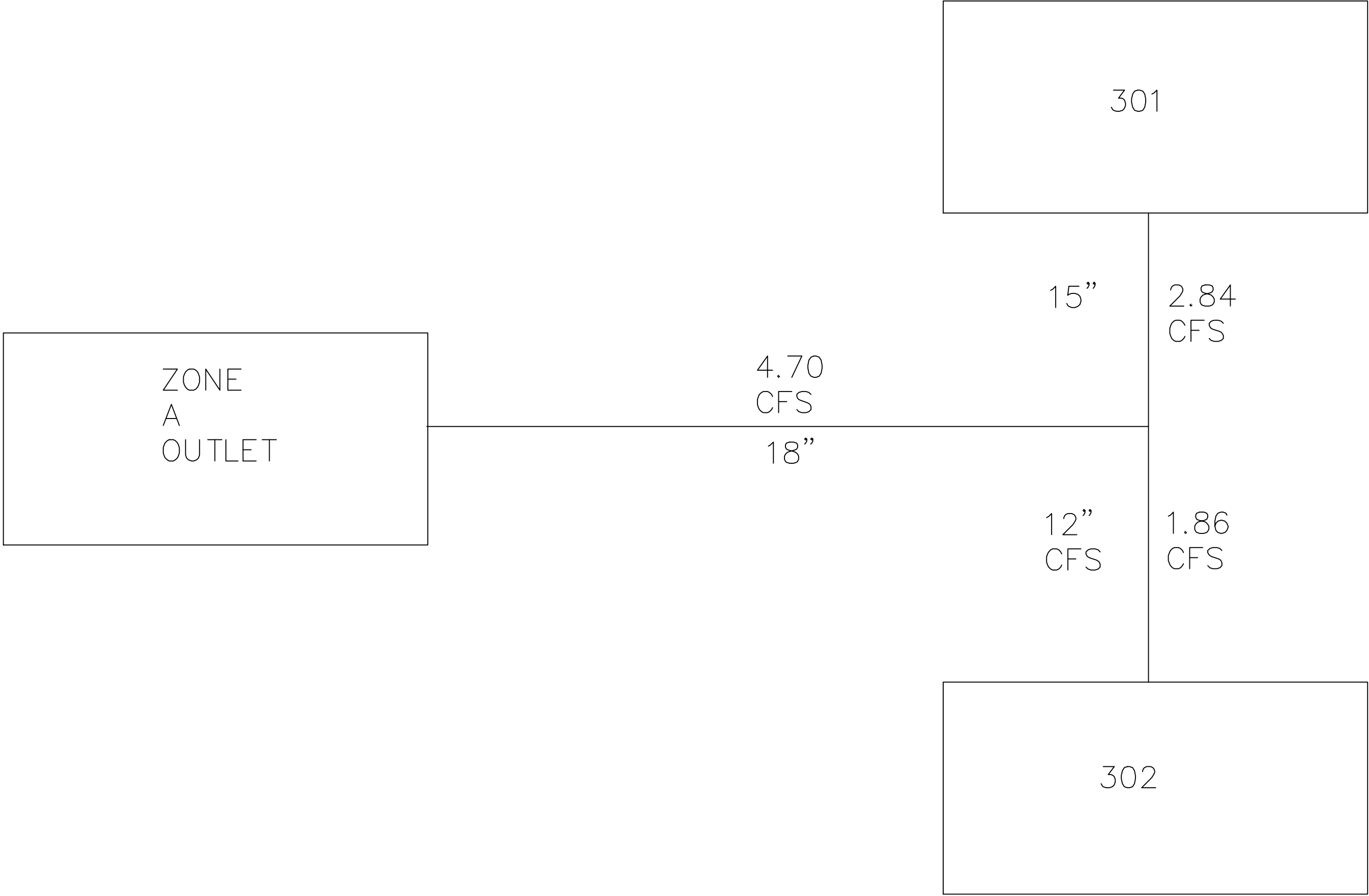
RATIONAL METHOD 25 YEAR STORM FREQUENCY PEAK FLOW COMPUTATIONS & STORMWATER PIPING SIZING FLOW SCHEMATIC

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

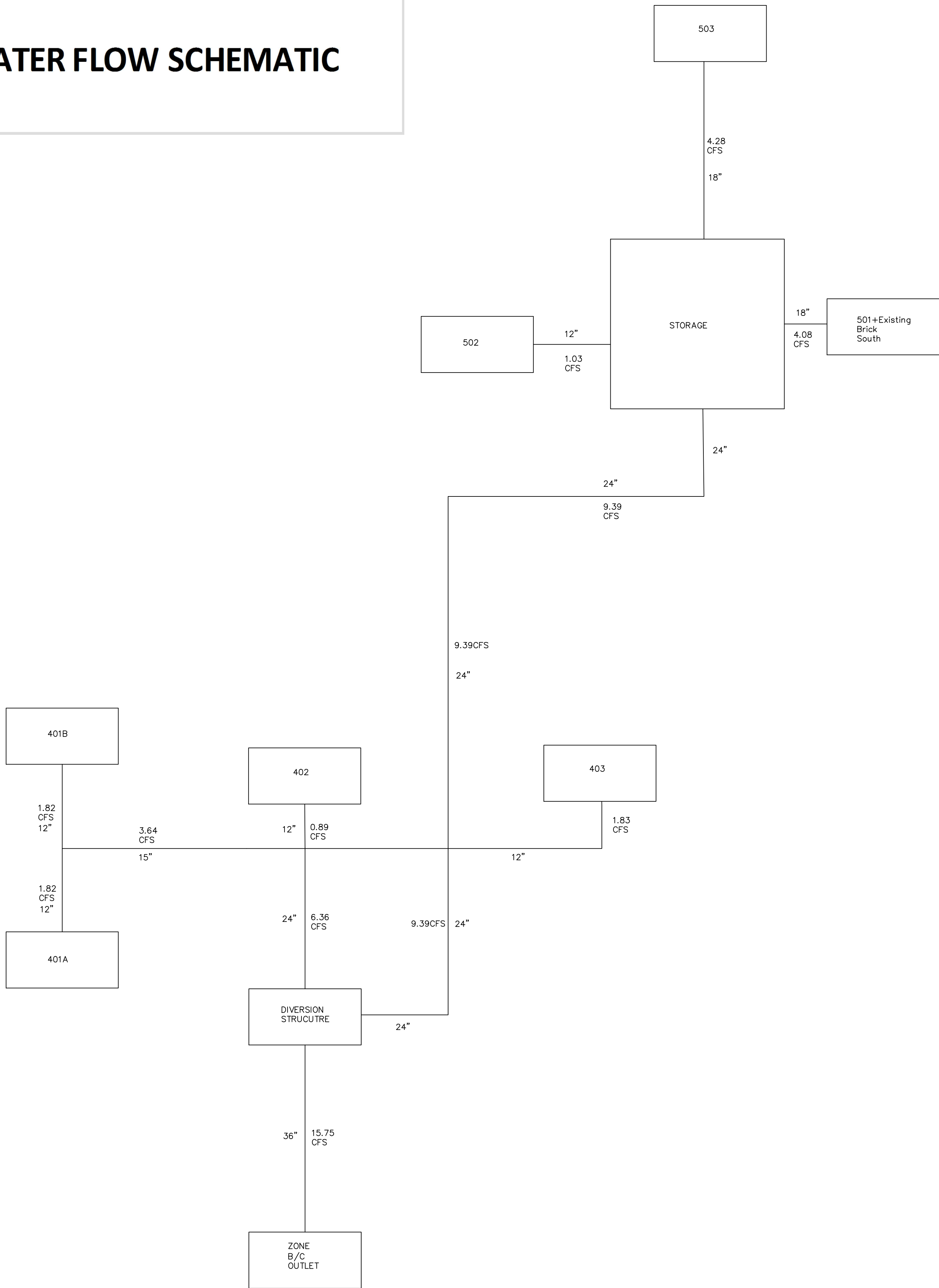
Assumptions	
Pervious C	0.2
Impervious C	0.95
I-25 Year Storm	6.25 In/Hr
RATIONAL FLOW = I*C*A	
Notes:	
1. Rainfall intensity based on Cumberland County IDF curve using a TC of 5 min.	

ZONE A STORM WATER FLOW SCHEMATIC



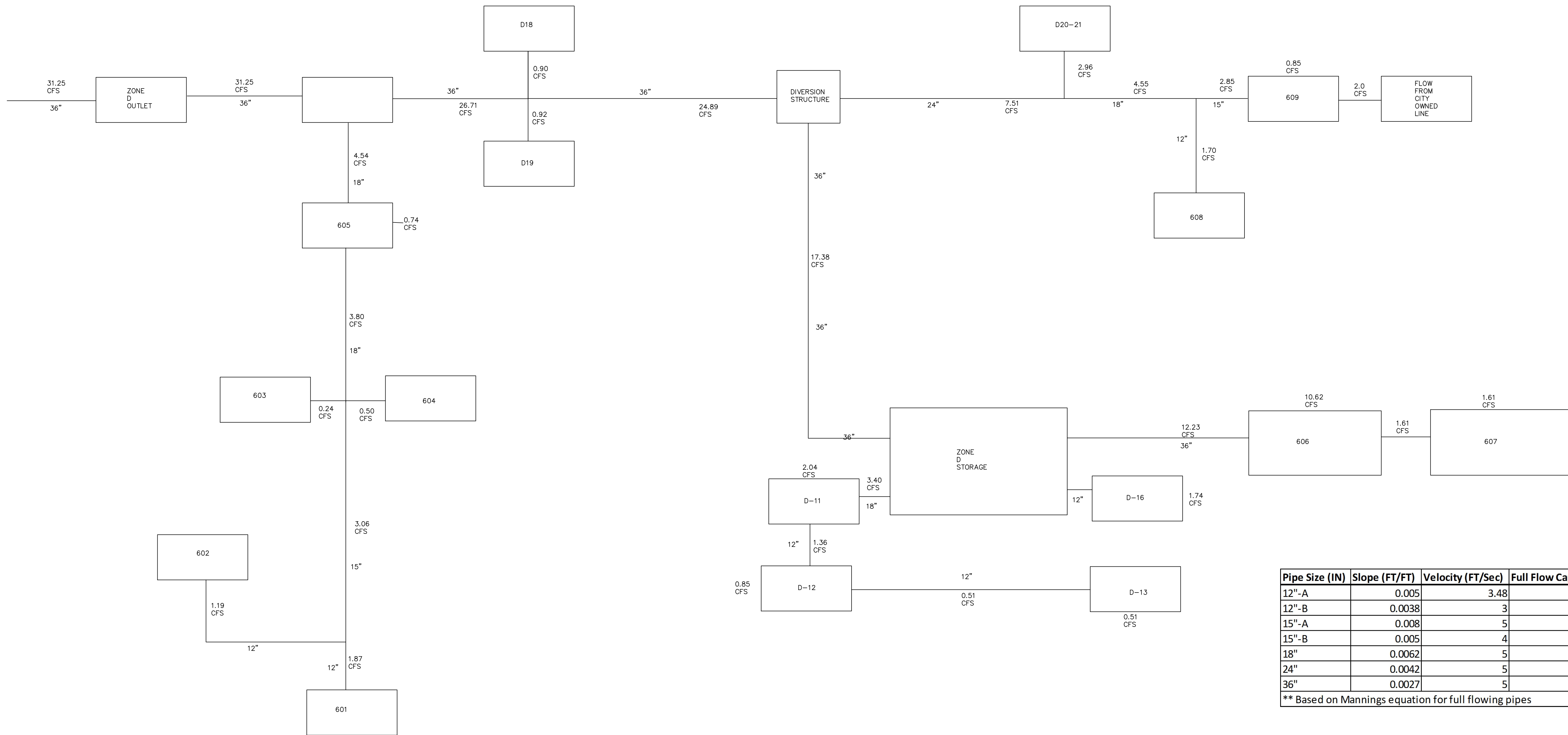
Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zone A Sized based on min. slope			

ZONE B/C STORM WATER FLOW SCHEMATIC

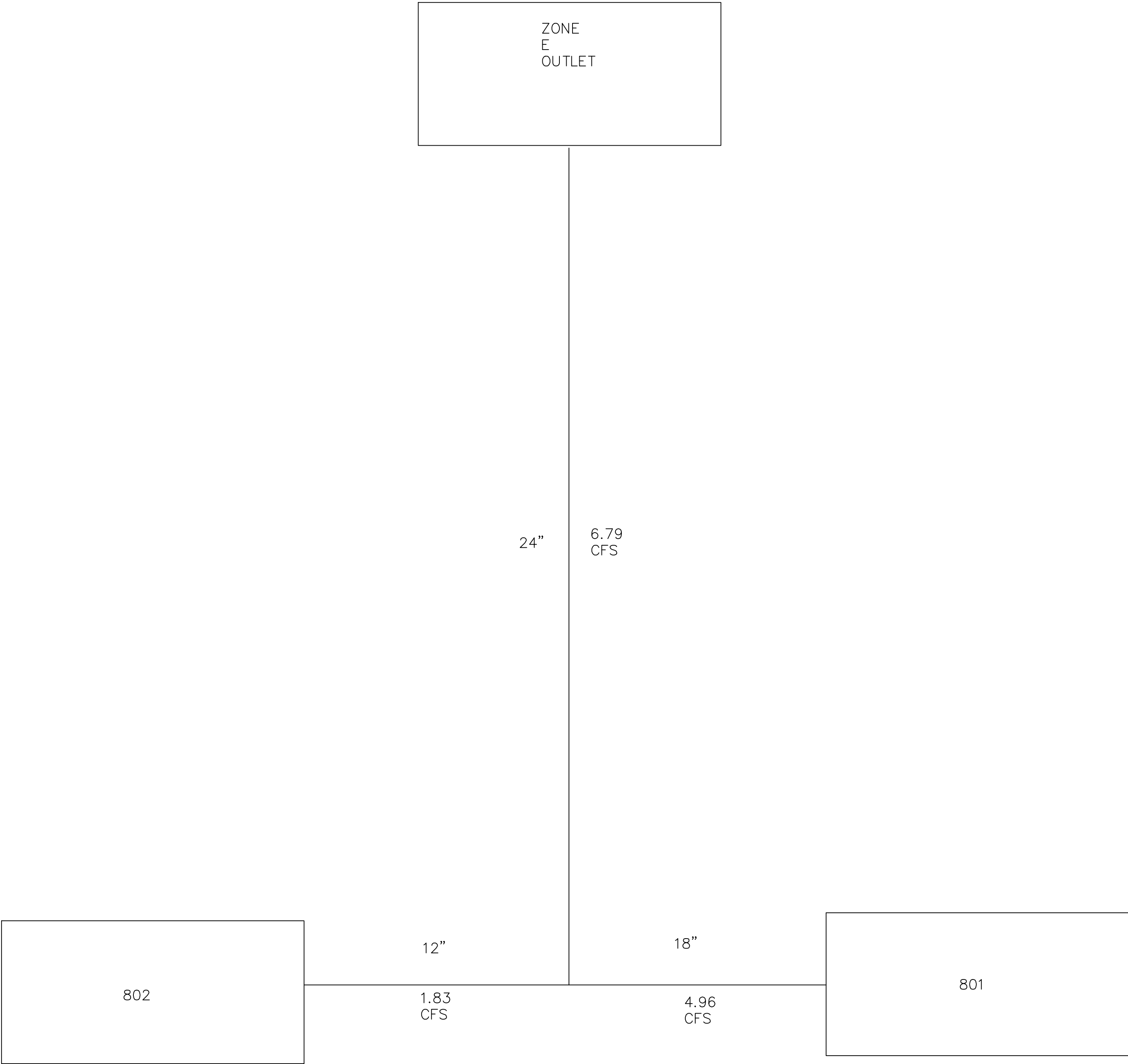


Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones B/C Sized based on min. slope			

ZONE D STORM WATER FLOW SCHEMATIC

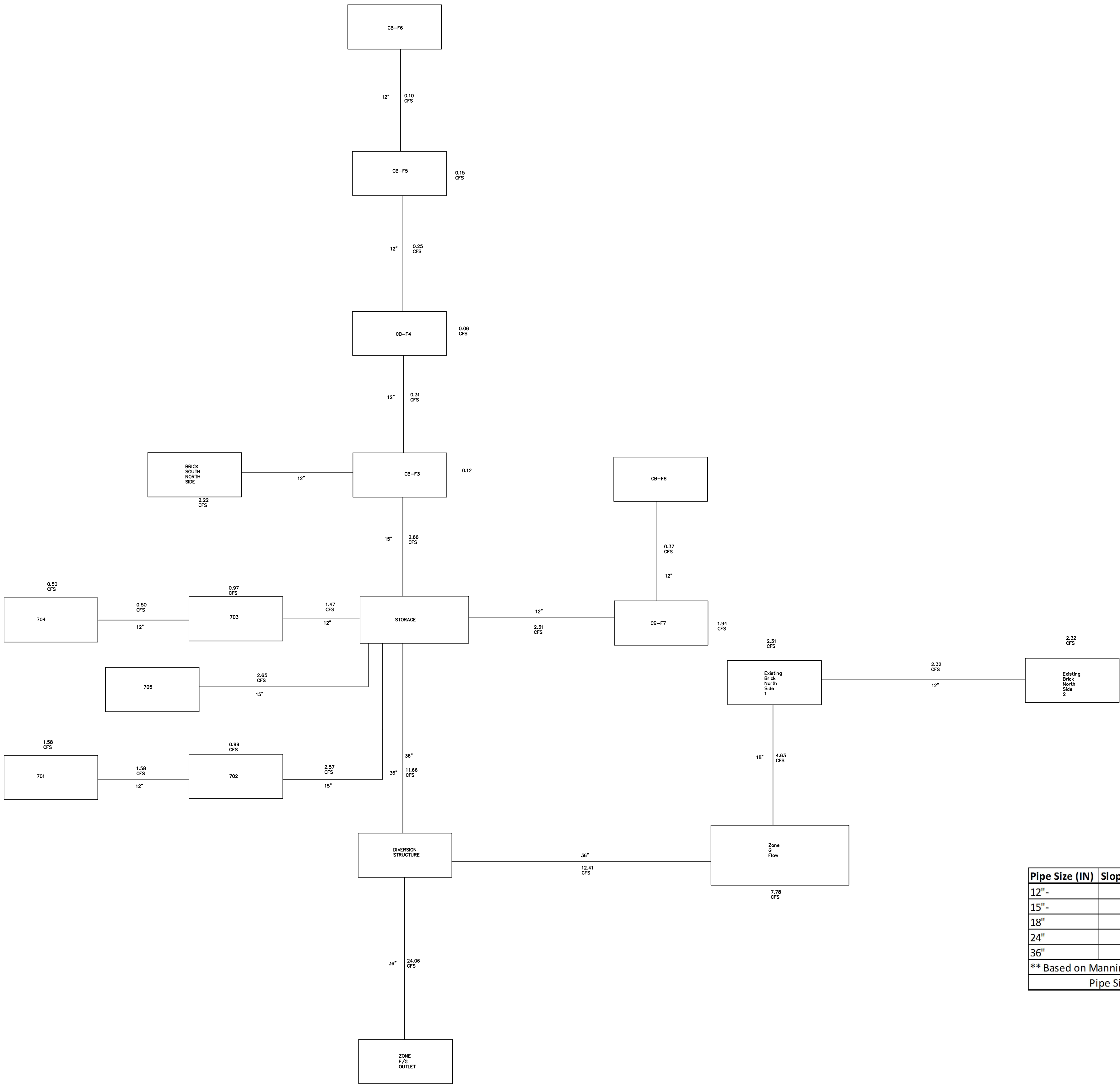


ZONE E STORM WATER FLOW SCHEMATIC



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



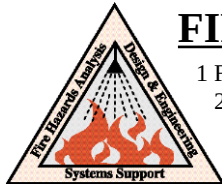
Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"	0.0038	3	2.38
15"	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones F/G Sized based on min. slope			

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

* 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.

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

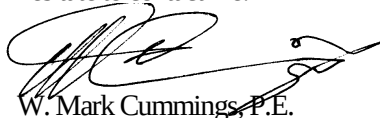
¹ Although FRM used the most recent edition of NFPA 1 for this review, no changes occurred from the previous edition that would alter the calculations/requirements used for this review.

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.

A handwritten signature in black ink, appearing to read 'W. Mark Cummings', is written over the printed name.

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

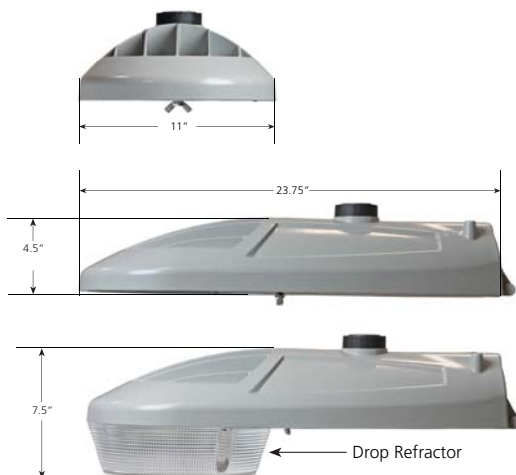
PRODUCT OVERVIEW



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.acuity-brands.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.

Autobahn Series ATBS

Roadway & Security Lighting

ORDERING INFORMATION

Example: ATBS A MVOLT R2

Series	Performance Packages	Voltage	Optics
ATBS Autobahn LED Roadway & Security	A 1,800 lumens B 2,400 lumens E 4,000 lumens F 4,600 lumens G 5,600 lumens H 6,300 lumens	MVOLT Multi-volt, 120-277V	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		
<u>Color Temperature (CCT)</u> (Blank) 4000K CCT, 70 CRI Min. (standard) 5K 5000K CCT, 70 CRI Min. <u>Paint</u> Blank Gray (Standard) BK Black WH White BZ Bronze <u>Surge Protection</u> Blank Acuity SPD-10kV/5kA with inductive filter (Standard) MP MOV Pack IL SPD with Indicator Light <u>Misc.</u> HSS House Side Shield NL NEMA Label XL Not CSA Certified	<u>Controls</u> (Blank) 3 Pin NEMA Photocontrol Receptacle NR¹ No Photocontrol Receptacle DM 0V-10V Dimmable Driver P5 5 Pin Photocontrol Receptacle (dimmable driver included) P7 7 Pin Photocontrol Receptacle (dimmable driver included) PCSS¹ DTL DSS Photocontrol PCL1¹ DTL DLL Photocontrol 120-277V A0 Field Adjustable Output SH Shorting Cap <u>Install Packages</u> 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	<u>Accessories</u> 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.



Autobahn Series ATBS

Roadway & Security Lighting

PERFORMANCE PACKAGE

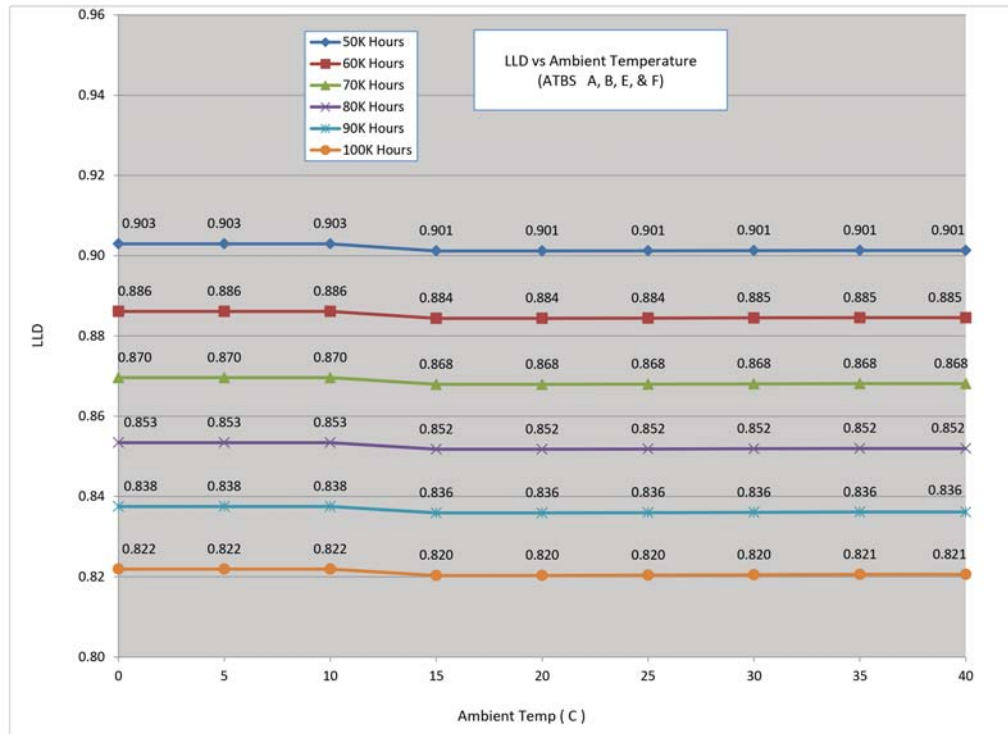
Performance Package	Distribution	Lumens	LPW	Input Watts
A	R2	1,761	98	18
	R3	1,755	98	
	R5	1,838	102	
	D2	1,685	94	
	D3	1,658	92	
	D5	1,767	98	
B	R2	2,302	96	24
	R3	2,309	96	
	R5	2,411	100	
	D2	2,203	92	
	D3	2,182	91	
	D5	2,318	97	
E	R2	3,962	102	39
	R3	3,979	102	
	R5	4,246	109	
	D2	3,791	97	
	D3	3,760	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.

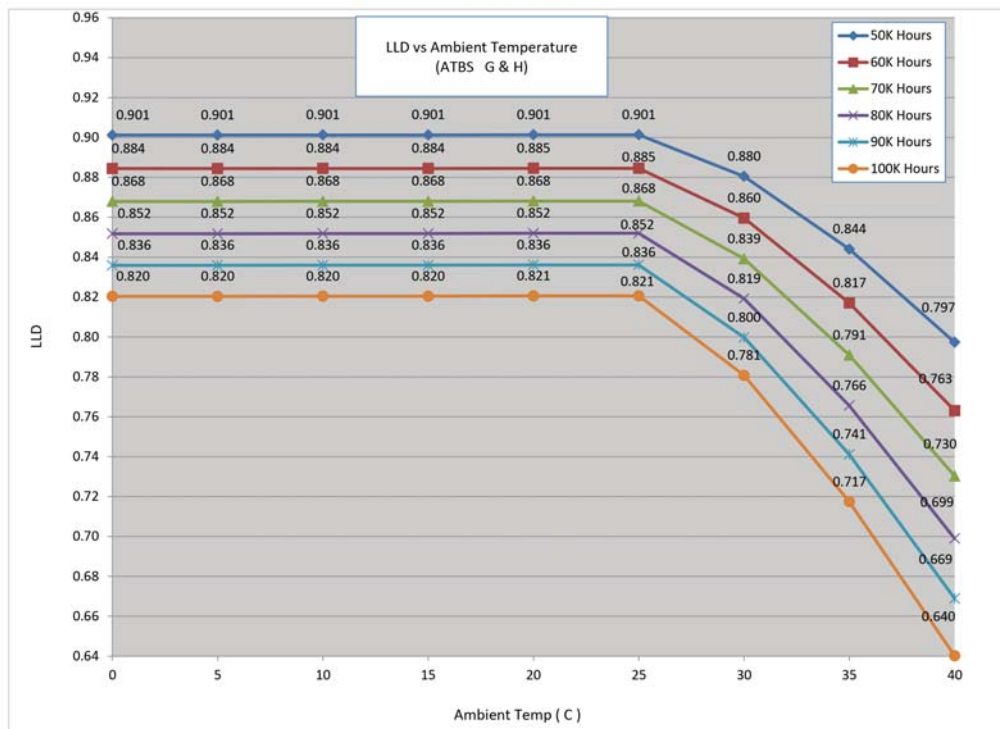
Autobahn Series ATBS

Roadway & Security Lighting

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

ATTACHMENT G

State and Federal Permits



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

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

Frank J. Del Giudice
FRANK J. DEL GIUDICE
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.
-

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: sbushy@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 <table border="0"> <tr> <td style="text-align: center;">Tier 1</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">Tier 3</td> </tr> <tr> <td> ☐ 0 - 4,999 sq ft. ☐ 5,000-9,999 sq ft ☐ 10,000-14,999 sq ft </td> <td> ☐ 15,000 - 43,560 sq. ft. </td> <td> ☐ > 43,560 sq. ft. or ☐ smaller than 43,560 sq. ft., not eligible for Tier 1 </td> </tr> </table>				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
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							
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 ☐ Topographic Map ☐ Narrative Project Description ☐ Plan or Drawing (8 1/2" x 11") ☐ Photos of Area ☐ Statement of Avoidance & Minimization ☐ Statement/Copy of cover letter to MHP		☒ Title, right or interest documentation ☒ Topographic Map ☒ Copy of Public Notice/Public Information Meeting Documentation ☒ Wetlands Delineation Report (Attachment 1) that contains the information listed under Site Conditions ☒ Alternatives Analysis (Attachment 2) including description of how wetland impacts were Avoided/Minimized		☒ Erosion Control/Construction Plan ☐ Functional Assessment (Attachment 3), if required ☐ Compensation Plan (Attachment 4), if required ☐ Appendix A and others, if required ☒ Statement/Copy of cover letter to MHP ☐ 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.

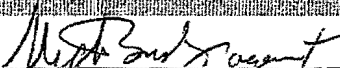
CORPS SIGNATORY REQUIREMENT

USC Section 1004 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 fined 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 hereto 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.

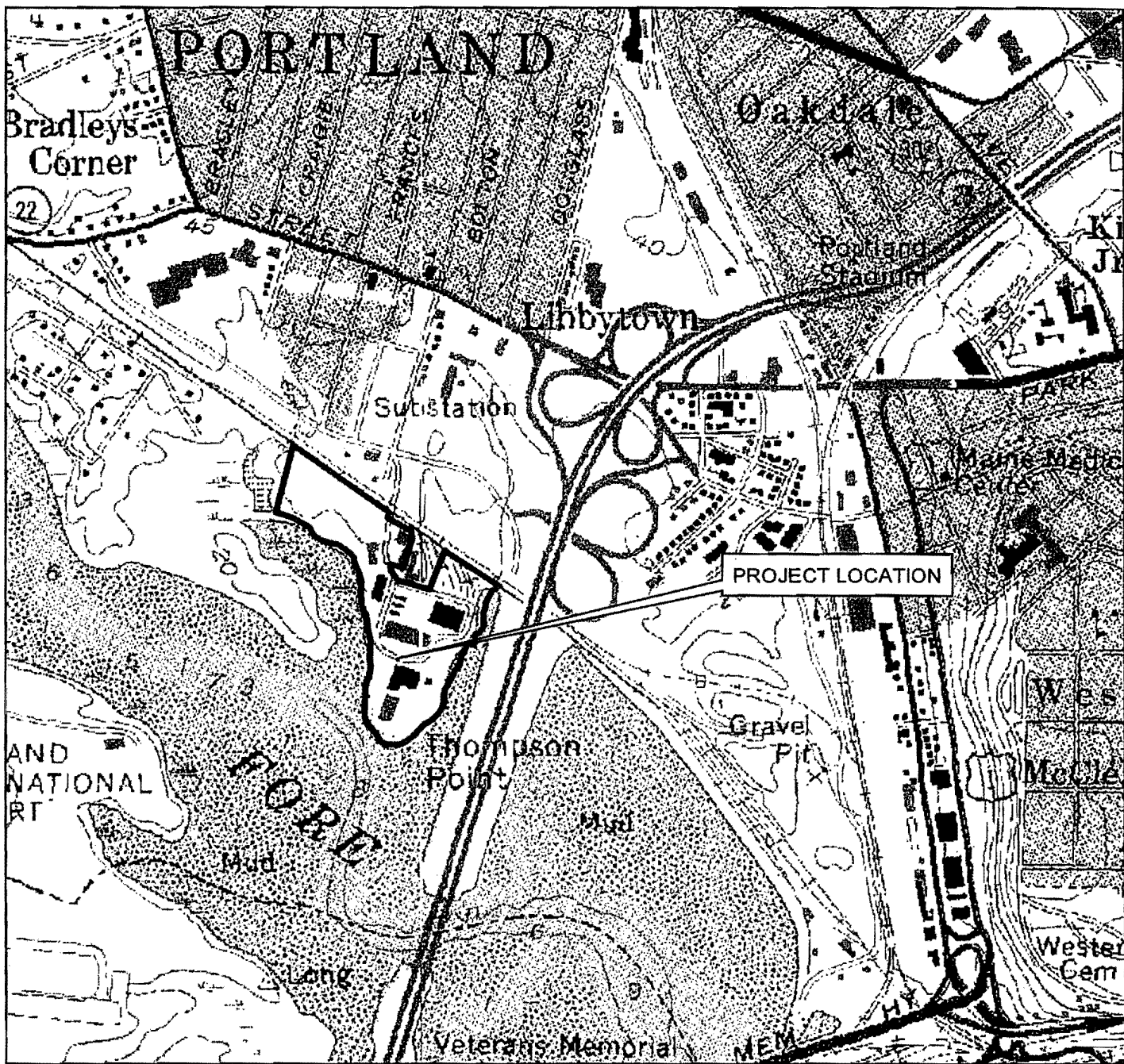
Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by emailing the decision to the address located on the front page of this application (see #4 for the applicant and #8 for the agent).


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

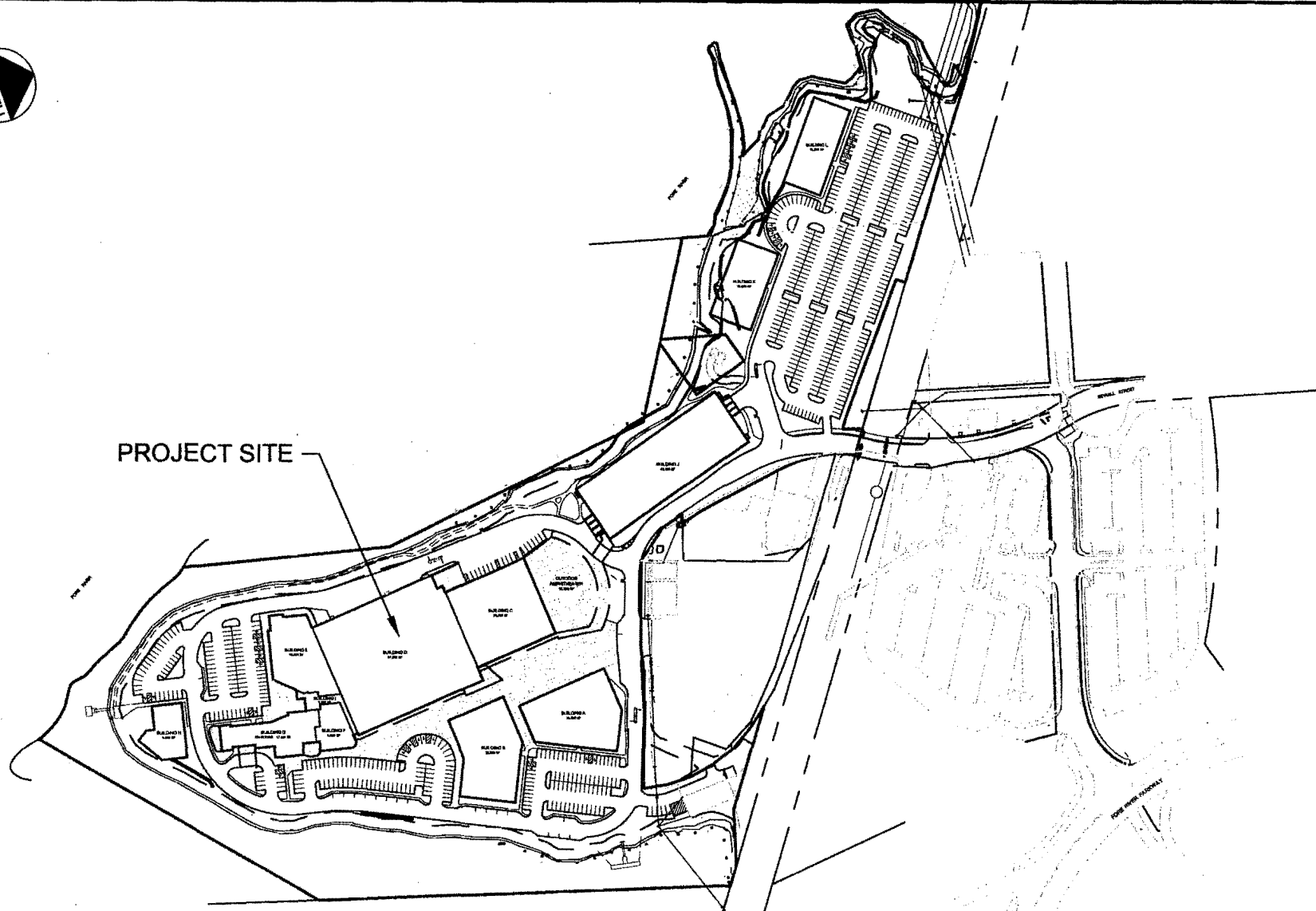


FIGURE: 1	BOOK: 6579 6875	PAGE: 30 287	LOCATION: CITY OF PORTLAND THOMPSON'S POINT	PROPOSED ACTIVITY: COMMERCIAL REDEVELOPMENT	PROJECT APPLICANT: FOREFRONT PARTNERS I, LP	
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 300' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
			DATE: APR 2012			

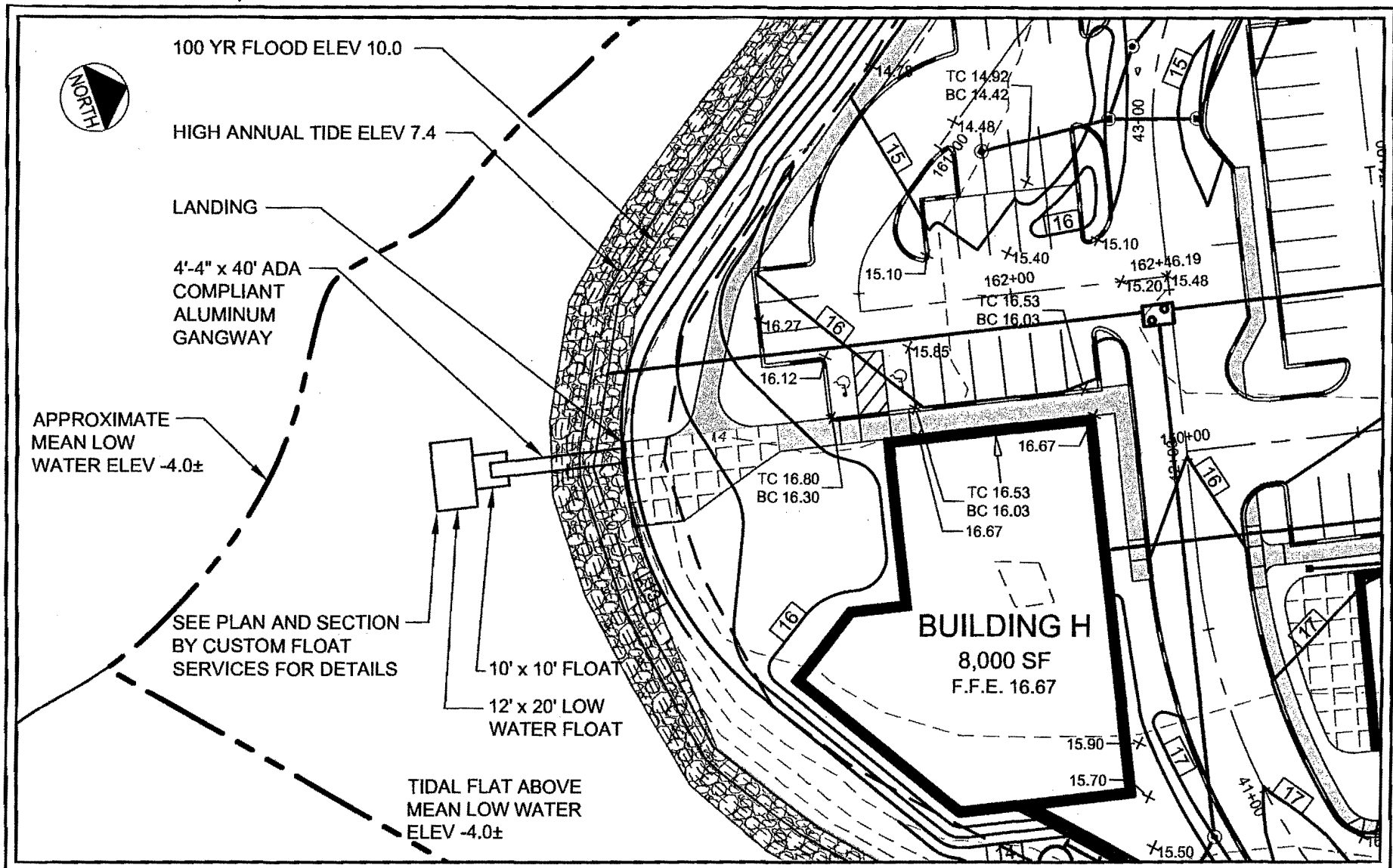
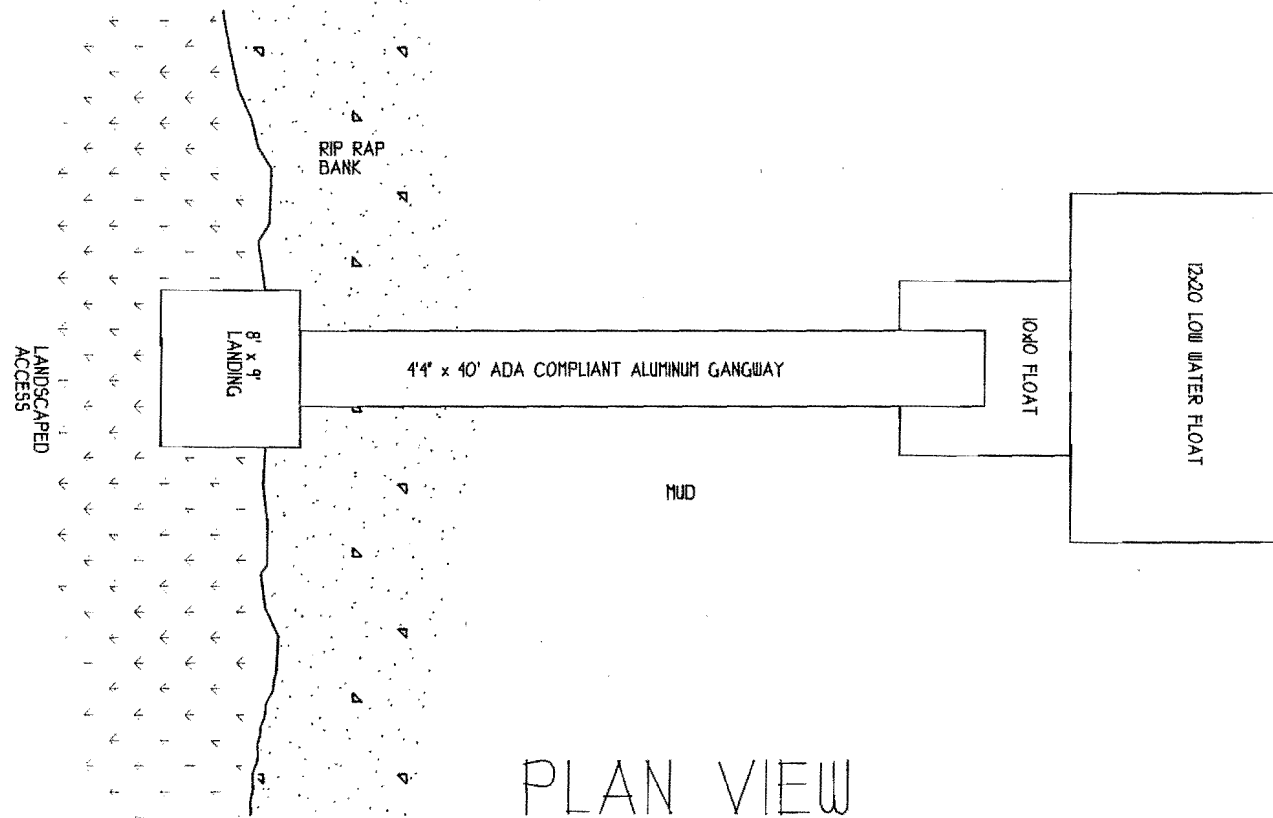
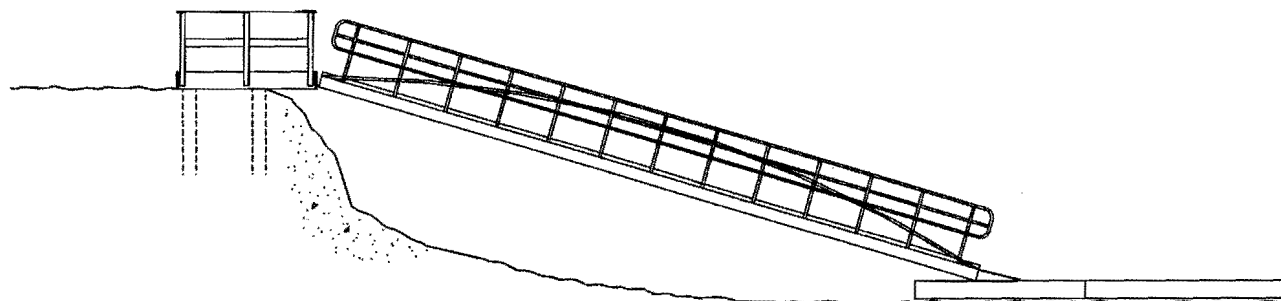


FIGURE: 2	BOOK: 6579 6875	PAGE: 30 287	LOCATION: CITY OF PORTLAND THOMPSON'S POINT	PROPOSED ACTIVITY: COMMERCIAL REDEVELOPMENT	PROJECT APPLICANT: FOREFRONT PARTNERS I, LP
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 40' DATUM: - DATE: APR 2012 DELUCA-HOFFMAN ASSOCIATES, INC.



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 The Ocean Ship Charters, Inc.		

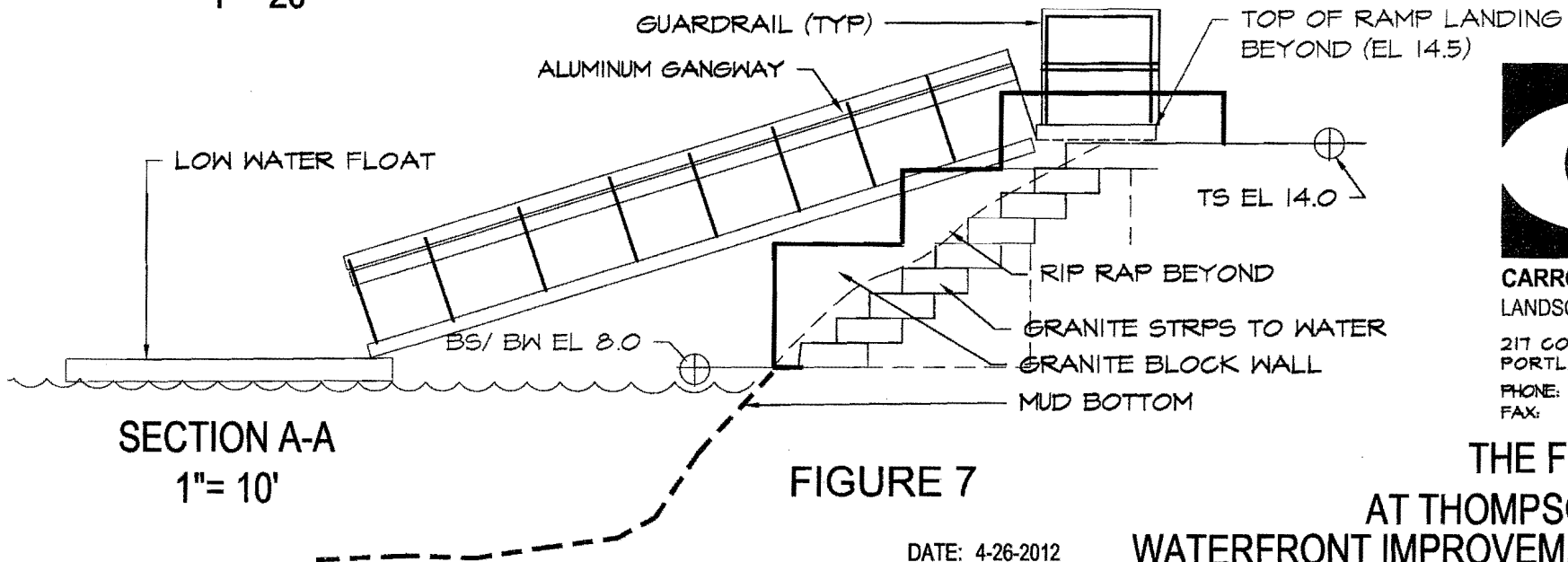
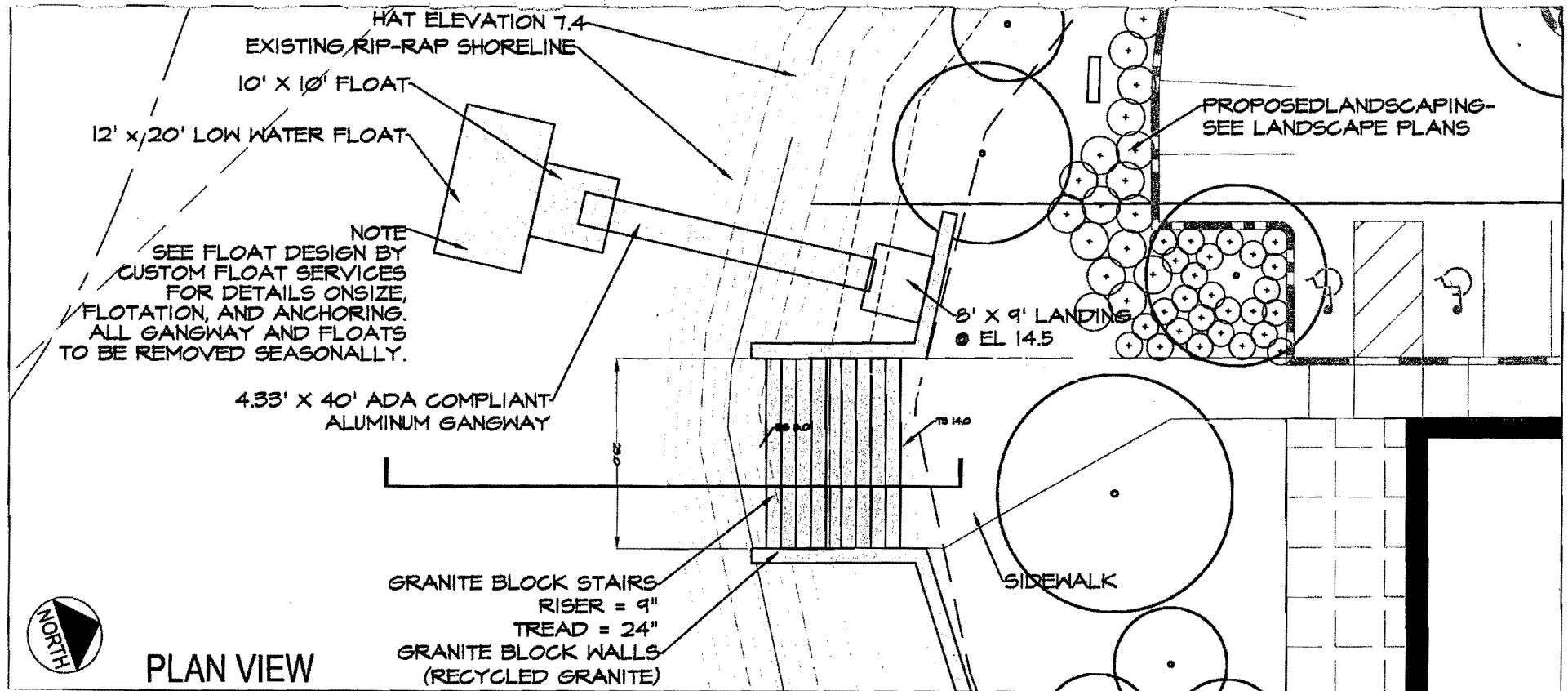


FIGURE 7

DATE: 4-26-2012

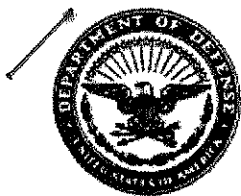


CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET
PORTLAND, MAINE 04101

PHONE: (207) 712-1552
FAX: (207) 712-0112

**THE FOREFRONT
AT THOMPSON'S POINT
WATERFRONT IMPROVEMENTS PLAN**



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

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

FRANK J. DEL GIUDICE 4-16-2014
FRANK J. DEL GIUDICE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

Date April 10, 2014

MEMORANDUM FOR FILE

SUBJECT: Forefront Partners I,LP NAE-2012-00992 amendment

1. PRELIMINARY JURISDICTIONAL DETERMINATION:

- ☒ 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)
☒ 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 Magnuson-Stevens Fisheries Conservation and Management Act.

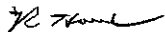
Determination & date: No recommendations received; No effect; 6/7/12 May Adversely effect.

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 an 12' x 24' 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 or 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 you 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.



PAUL R. LEPAGE
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

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

NOTICE OF INTENT TO COMPLY WITH MAINE CONSTRUCTION GENERAL PERMIT

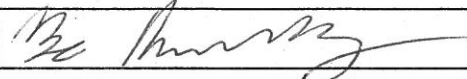
PLEASE TYPE OR PRINT IN **BLACK INK ONLY**

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 ☒	No	Part of a larger project? Yes ☒ 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:		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	6/18/2014	Staff	MR	Staff	
NOI #	FP	130.00	Date	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

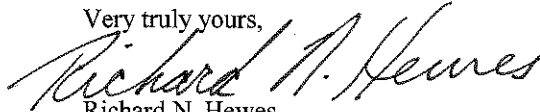
Re: Railroad Decision #364

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
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



PRINTED ON RECYCLED PAPER

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 devices 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 201 Lot(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



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Portland Thompson's Point Mixed use development

Reg. 01-00155-A-N

Page 2 of 4

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

Portland Thompson's Point Mixed use development

Reg. 01-00155-A-N

Page 3 of 4

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.

Portland Thompson's Point Mixed use development

Reg. 01-00155-A-N

Page 4 of 4

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 Geotechnical 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 (ordnance 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

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826
RAY BLDG., HOSPITAL ST.

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 04679-2094
(207) 764-0477 FAX: (207) 760-3143

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.

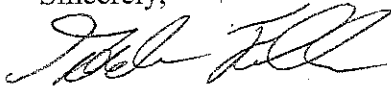
These restrictions will be placed as Declaration of Environmental Covenants consistent with this letter and in a manner that is acceptable to the Department.

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,

A handwritten signature in blue ink, appearing to read "Marybeth Richardson".

Marybeth Richardson, Project Manager
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
RAY BLDG., HOSPITAL ST

BANGOR
106 HOGAN ROAD
BANGOR ME 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 04769-2094
(207) 764-0477 FAX: (207) 764-3143

WEB SITE: WWW.MAINE.GOV/DEP



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 MDIFW'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

BY: Michael Kuhn 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.

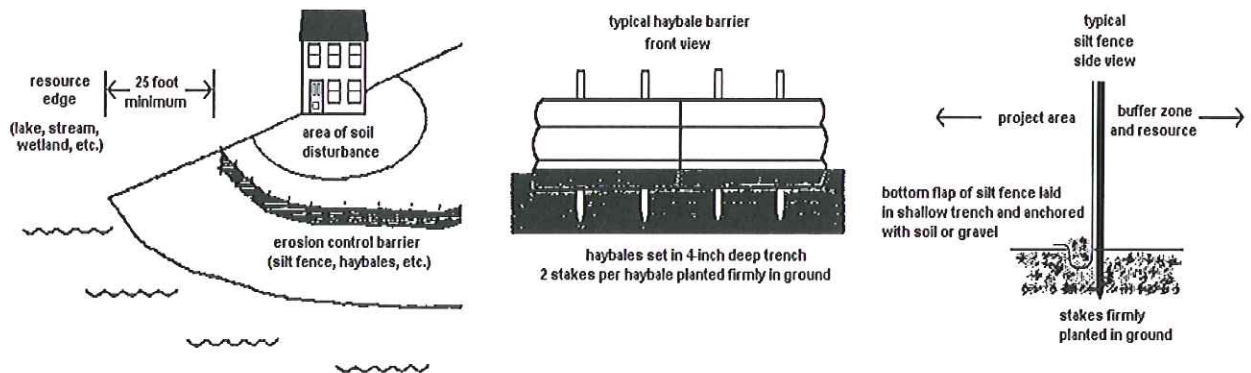


STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
 17 STATE HOUSE STATION, AUGUSTA, MAINE 04333

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. Its 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:

Wildlife Considerations:

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-foot offset from mean high water to 150-foot 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.

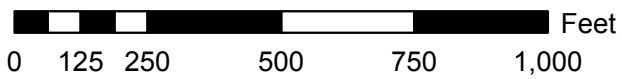
Given the steps that the applicant has taken to maintain and enhance mapped Significant Wildlife Habitats at this site we do not feel that project completion will result in any significant adverse impact to the resource.

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 ($63,764 \times 0.71 \times 2$ per MDEP guidance) would be appropriate.



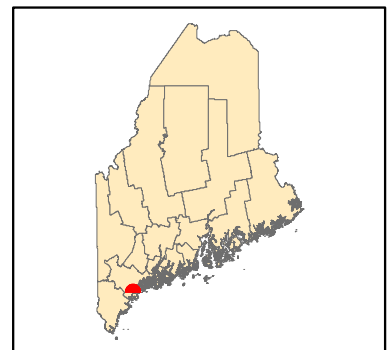
Maine Department of
Inland Fisheries and Wildlife

Draft II Revised Thompson's Point Shorebird Habitats



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



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
Portland, Cumberland County
PIER SYSTEM
L-25672-4P-F-N (approval)
L-25672-FS-G-N (approval)

) NATURAL RESOURCES PROTECTION ACT
) COASTAL WETLAND ALTERATION
) SIGNIFICANT WILDLIFE HABITAT
) WATER QUALITY CERTIFICATION
) 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:

I. 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 described 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.

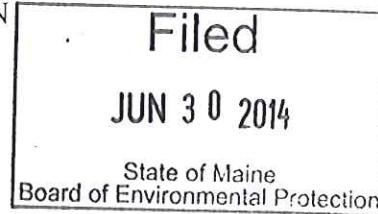
4. All CCA-treated lumber shall be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

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

BY: Michael Kuhn
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.

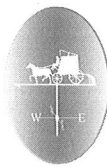
ADDITIONAL INFORMATION

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



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



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



An equal opportunity employer



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)

(<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

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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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



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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Please consider the environment before printing this email.

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


Witness

CITY OF PORTLAND
By: 
Mark Rees
Its City Manager

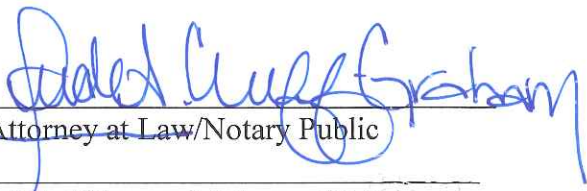
APPROVED AS TO FORM:


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 (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 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 terms of said Trail Easement, PROVIDED, HOWEVER, that this consent shall not be construed 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 12, 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,

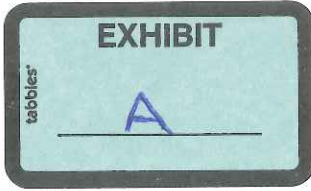


Notary Public / Attorney at Law

Print Name: _____

My Commission Expires: _____

CHARLES A. SCHWAB
Notary Public, Maine
My Commission Expires September 28, 2017



FST FAY, SPOFFORD & THORNDIKE, INC. ADDRESS: LAWRENCE, MA 01840 780 MAIN ST., SUITE 2000, LAWRENCE, MA 01840	
DESIGN	DATE: 06/11/2013
DRAWN	SCALE: 1" = 80'
CHECKED	FOR NO.
DATE	SHEET

PROJECT	THE FOREFRONT AT THOMPSON'S POINT
CLIENT	FOREFRONT PARTNERS, LP



ZONE TEXT AMENDMENT MASTER PLAN

REV	DATE	DESCRIPTION	BY	DATE	DESCRIPTION	BY
-----	------	-------------	----	------	-------------	----



FORE RIVER

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:

[Signature]

THOMPSON'S POINT INCORPORATED

By: [Signature]

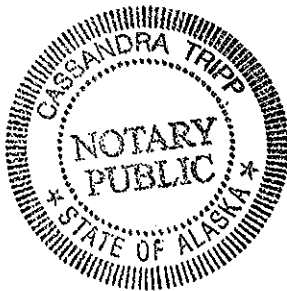
Name: Nicholas Van Wyck

Title: President

STATE OF Alaska
COUNTY OF 3rd Judicial District

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.



Before me,

[Signature]

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]

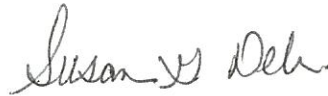
September 16, 2013

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,

A handwritten signature in dark ink, appearing to read "Susan G. Delia".

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



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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

	<u>Page</u>
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 of 501 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 through 19, 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 (1/12th) (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 statutes, 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 ($15^{\circ} 24'$) 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 ($58^{\circ} 46'$) East three hundred eighty-three and four tenths (383.4) feet to a stake in the flats; thence South six degrees thirty-six minutes ($6^{\circ} 36'$) East five hundred and seventy-eight (578) feet to a stake in the flats; thence South thirteen degrees thirty-three minutes ($13^{\circ} 33'$) 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 ($54^{\circ} 36'$) 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 60° 57-1/2' W, sixty and twelve hundredths (60.12) feet; and N 53° 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. 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 hundredths (225.18) feet to an iron; Thence through said excepted parcel N 7° 58' W seventy and ninety-four hundredths (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 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 37° 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 32° 21' E, two hundred eighty-two and six hundredths (282.06) feet to the end post of said fence; thence S 32° 50' E, eighteen and sixty-nine hundredths (18.69) feet to a stake; thence S 22° 35' E, fifty (50) feet to a stake; thence S 20° 06' E, fifty (50) feet to a stake; thence S 13° 06' E, fifty (50) feet to a stake; thence S 02° 18' E, fifty (50) feet to a stake; thence S 07° 40' W, fifty (50) feet to a stake; thence S 17° 43-1/2' W, fifty (50) feet to a stake; thence S 27° 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 54° 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 54° 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 60° 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 53° 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 36° 16-1/2' E, three hundred and fifty-two hundredths (300.52) feet to a stake; thence N 37° 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 35° 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 – <u>see</u> § 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.

Ms. Christine Grimando
 August 13, 2015
 Page 2

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 <i>*(see next page)</i>	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 follow 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.

Ms. Christine Grimando
August 13, 2015
Page 3

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

Ms. Christine Grimando
August 13, 2015
Page 4

support the development program proposed. The enclosed application provides the engineering details to show how the project continues to 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



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:

Bo E. Kennedy, P.E.

I have provided digital copies and sent them on:

August 13, 2015

Date:

August 13, 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.

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 <u>19</u> x \$25/lot = <u>475</u> ___ 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
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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.



November 10, 2015

Ms. Christine Grimando
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: The Forefront at Thompson's Point
Brick South Level III & Subdivision Application
Review Comments Received October 22, 2015 and November 3, 2015**

Dear Christine:

We have received and reviewed peer review comments and offer our responses to these comments. For ease of reference we have repeated each comment in *italics* with our response following.

Comment 1:

Annotation regarding associated infrastructure for each subdivision section.

Response:

FST has added annotations on the conceptual sectional subdivision plans to identify the limits of proposed roadway and utility infrastructure. Additionally, FST has prepared conceptual sectional utility plans which have been produced in color in an effort to more clearly reflect the proposed common infrastructure associated with each section. It is noted that detailed information regarding the overall proposed roadway and utility infrastructure has been provide in the previously submitted plan views.

Comment 2:

Response to Tom Errico's review comments (TDM update, parking, trip generation)

- *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.*

Response:

The EDA funded portion of roadway extension will ultimately extend approximately 400 feet across the tracks. The initial construction of offsite improvements included 150 linear feet of roadway on the Thompson's Point side of the new railroad crossing. As a part of a recent contract modification, the roadway will be extended another 250 feet. The enclosed Subdivision Plans have been revised to show the limits of public roadway extension. The construction of the roadway extension will follow the same construction details and standards used in the first 150 feet of roadway. The land taking documents are being prepared by the MaineDOT. Recordable information will be added to the subdivision plans upon availability.

Ms. Christine Grimando
November 10, 2015
Page 2

The enclosed conceptual sectional subdivision plans show the progression of circulatory roadway construction; however, it is understood that the “loop road” as shown on the overall site plan will be constructed as warranted by the development.

- *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.*

Response:

The response to this comment was addressed in the applicant’s Memorandum dated October 13, 2015 and enclosed with this letter.

- *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.*

Response:

The response to this comment was addressed in the applicant’s Memorandum dated October 13, 2015 and enclosed with this letter.

- *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).*

Response:

The enclosed “Addendum to Transportation Demand Management Plan” dated November 4, 2015 provides information specific to the Brick North and Brick South Level III Site Plan Application, event data and information, proposed survey to support the TDM, and an updated schedule to key TDM dates.

- *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.*

Ms. Christine Grimando
November 10, 2015
Page 3

Response:

Forefront is committed to using and adjusting the TDM and Event Management Plan (EMP) to successfully manage traffic and parking on the site. Many measures of these two plans have been implemented over the last two summers as part of the events which have been held on Thompson's Point. These measures and results are summarized in the enclosed "Addendum to Transportation Demand Management Plan" dated November 4, 2015.

- *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.*

Response:

The enclosed Erosion Control and Construction Management Plan C-6.0 highlights key areas which will be utilized during construction. The plan designates areas which will be used for construction, laydown areas, active parking and material stockpiles.

Comment 3:

Public Works Engineering Department requested a Sewer system capacity status update

Response:

FST anticipates the proposed uses as part of the Brick South and Brick North Level III Site Plan Application are consistent with those flows projected during the Approved Master Plan Phase. FST estimates that this phase of the development will generate approximately 17,941 gpd as shown in the table below. This projection of flow is substantially below the computed flow of 70,000 gpd as reported in the Master Plan. As proposed development is constructed, the sanitary sewer flows will be adjusted to reflect actual demand and reported with subsequent Site Plan Applications.

Brick North and Brick South Estimated Thompson's Point Wastewater Design Flows				
Brick North- Building A	Quantity	Unit	Flow per Unit	Total Design Flow (GPD)
<i>Circus Conservatory*</i>	6,799	SF		
	400	Seats	5 gpd/seat	2,000
<i>Big Room Studios</i>	3,461	SF		
	138	Seats	5 gpd/seat	692
<i>Café</i>	1,377	SF		
	14	100 SF	50 gpd/100 SF	688.50
<i>Brewery</i>	10,809	SF		
		Per Tennant Demand		1,000
<i>Distillery</i>	5,284	SF		
		Per Tennant Demand		1,000
<i>Color Me Mine</i>	2,136	SF		
	5	Employee	12 gal/Employee	60
		Brick North Subtotal		5,441

Ms. Christine Grimando
November 10, 2015
Page 4

Brick South - Building C	Quantity	Unit	Flow per Unit	Total Design Flow (GPD)
Event/Assembly Space	34,600	SF		
	2,500	Seats	5 gpd/seat	12,500
		Brick South Subtotal		12,500
		TOTAL FLOW		17,941

**Flow for Circus is based on the maximum person capacity when used for assembly space. This is more likely to be treated like a school facility at 5-10 gpd/student plus 12 gpd/teacher with approximately 120 students and 8 employees*

Comment 4:

Terms of access to water needs to be noted on plan. This information is in the Easements, Covenants & Restrictions document, but I don't think this was noted on the plan.

Response:

Access to the water and trails by members of the public continues to be an important component of the overall Subdivision and Site Plan. Notations have been added to the Overall Subdivision Plan documenting terms of access to both the waterfront at the tip of the peninsula as well as the trail system along the southerly edge of the panhandle. These notations refer to the language described in the Easements, Covenants & Restrictions document. The Overall Subdivision Plan is enclosed for the City's review.

Comment 5:

Bill Clark in DPS offered subdivision plat comments.

- *There are missing bearings and distances noted.*

Response:

The missing bearings and distances have been added as shown on the revised Subdivision Plans.

- *Need tie bearings and distances.*

Response:

The missing ties have been added as shown on the revised Subdivision Plans.

- *Need State Plane Coordinates at locations shown.*

Response:

The coordinates on State Plane Coordinate System have been added on the revised Subdivision Plans.

- *Sheets 2.1 through 2.4 I believe are 1" = 100' and not 1" = 80'.*

Ms. Christine Grimando
November 10, 2015
Page 5

Response:

Plans have been revised to reflect the correct plan scale.

- *Property corners to be set need to be larger than the line width as cannot see all corners to set.*

Response:

The property corners have been increased in size.

- *Various easements such as "Realigned CSO Easement Over New CSO Line" are not defined with bearings and distances. Is there an easement plan not at 1" = 100' which adequately shows the realignment?*

Response:

The realigned CSO Easements is described in the Easement and Encumbrance Plan Sheet C-2.0A.

- *Street to be Accepted by the City of Portland. It cannot be named as Sewall Street as Sewall Street is blocked off. Access will be from Thompsons Point Road to be named and accepted by the City Council. Sheet 2.0 shows a conveyance of street to MDOT for Sewall Street. I believe it should be Proposed Conveyance to City of Portland for Thompsons Point Road.*

Response:

The MaineDOT is preparing documents to support this work.

- *Turnaround Easement and area to be deeded to the City of Portland needs to be defined on a separate plan for street acceptance at a scale closer to 1" = 20'. 1" = 100' cannot adequately show all the detail. Turnaround easements are typically located before the end of the proposed street to be accepted and not along a private road. Will the proposed end of acceptance be located farther along Thompsons Point Road? If so, it needs to be shown on the plan.*

Response:

This turnaround location was previously approved by the City of Portland. The location of the turnaround will be positioned before the end of the right of way expansion.

- *There are areas where text overlaps line work and hatching. When scanned at the Registry of Deeds the text will not be legible. I have circled various examples.*

Response:

To the extent practicable, FST has fixed the overlapping text.

Bill Clark's comments were received on Nov. 3, 2015 and have been incorporated into the revised Subdivision and Conceptual Sectional Subdivision Plans.

Ms. Christine Grimando
November 10, 2015
Page 6

Comment 6:

Construction management plan – a prior one was referenced in the Level III application. Please re-submit this so it can be reviewed in light of the current proposal.

Response:

The enclosed Erosion Control and Construction Management Plan C-6.0 highlights key areas which will be utilized during construction. The plan designates areas which will be used for construction, laydown areas, active parking and material stockpiles.

Comment 7:

Lastly, I haven't found record of this in prior application materials, so please excuse this if it's redundant, but on the subject of access and circulation for the site, has ADA compliance been explicitly addressed yet? The transportation standards for 14-526 specify safe access for all users, and it would be helpful to have something on record in this regard.

Response:

The previously submitted Site Layout Plan C-3.0 shows the site vehicular and pedestrian circulation. All sidewalks represented on the plan have been designed to meet the 2010 ADA Standards for Accessible Design. An accessible route has been provided from the public street to all main entrances as well as from designated parking stalls to the main entrances. The plan proposes a total of 118 parking spaces of which 8 have been designed to meet the ADA standards. The design provides for ADA stalls in each separate parking facility and as a result the total number of provided ADA stalls exceeds both the required number of ADA spaces if computed holistically (5 required) or the required number of spaces when tallied up per parking area (7 required).

Comment 8:

Forefront requested Portland Water District review the need for a septic tank on the outlet to Brick South. The following response was provided to FST on Nov. 2, 2015:

"Per our discussion on Friday, the addition of a septic tank for Brick South is not a requirement or recommendation by the District. As noted in the Ability to Serve letter issued March 14, 2014, the District understands that the Development team does not currently anticipate discharge of any non-typical sewerage which could contribute to pump plugging. If such discharges are experienced in the future, they would be considered interferences requiring mitigation by the developer/owner.

Response:

The septic tank has been removed from the plan as shown on the enclosed Utility Plan C-4.0. FST understands that septic tanks will not be required in the future unless the discharge is anticipated to produce deleterious materials to the pump station which may cause damage.

Ms. Christine Grimando
November 10, 2015
Page 7

If you have any questions with the information submitted above, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE, LLC

A handwritten signature in black ink, appearing to read 'Bo Kennedy', is written over a faint, light gray circular background.

Bo Kennedy, P.E.
Senior Engineer

BEK/cmd

Enc: Attachment A – Memorandum dated October 13, 2015
Attachment B – Addendum to Transportation Demand Management Plan” dated November 4, 2015
Plan Sheets

c: Chris Thompson

r:\2982.05 amended site plan part ii\admin\permitting\subdivision application august 2015\lor\2982.05 sb-m029d 2015.11.09 grimando (lor).docx

ATTACHMENT A

Memorandum

From: Chris Thompson, Forefront Partners I, LP
Bo Kennedy, PE
Randy Dunton, PE

To: Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

Date: October 13, 2015

RE: The Forefront at Thompson's Point Subdivision and Level III Site Plan

Project #: 2015-133 & 2015-159; CBL: 201 A005001

Dear Christine,

Thank you for your memorandum. We were impressed by its clarity and ability to distill several years of project history into a cogent and succinct overview, and appreciate the time and energy it surely took to achieve that result.

In anticipation of tonight's workshop, we wanted to provide this memorandum responding to several comments and questions in Section XI (5), p. 14, in the hope that this additional clarification will be helpful to staff and members of the Planning Board.

With respect to the introductory paragraph regarding the existing Traffic Movement Permit (TMP), we thought it important to note that the offsite improvements that were made as part of the EDA grant process were based on an 18 month collaborative design process undertaken by the City, MDOT, NNEPRA, and the developer and its engineers. This resulted in the construction of approximately \$6M of improvements that had been designed to meet and exceed the City (Master Plan, including its Transportation Demand Management and Event Management plans) and State (TMP) requirements that were associated with our approved development program. These improvements were completed in December 2014.

Regarding Mr. Errico's first bulleted point, we agree that it is important, and incumbent upon us as the applicant, to provide clear information regarding the relationship of roadway (and stormwater and utility) construction with the four sectional recordings. Mr. Errico's suggestion that the majority of engineering detail should be found in the Level III site plans is consistent with our understanding of the review process. Pursuant to Mr. Errico's request, we will plan to include in tonight's presentation of the subdivision a high-level overview addressing the portion of roads and sidewalks that will be constructed with each of those sections, and an indication of how stormwater and utility

infrastructure will be handled. In terms of the public right-of-way, the EDA funding provided for the creation of approximately 400' of roadway. 150' of this has been built and was completed in December 2014. An additional 250' is being built this fall, and is to be completed before December 2015. Please see the attached plans from FST indicating the limit of existing roadway, as well as the roadway to be constructed via contract change order in the next few weeks. It is important to note that the Brick South Level III site plan will tie in to this public right-of-way and thus complete the upper portion of roadway and related pedestrian improvements for Lots 1, 2 and 3.

We are in full agreement with Ms. Grimando with respect to the third paragraph. We believe that staff's approach to the combined Brick North and Brick South site work is sound and will provide clarity for all parties. As noted above, we are prepared to present information regarding which portions of the overall site improvements are associated with each section.

With respect to Mr. Errico's second bulleted comments, we have provided that additional backup detail under separate cover. We also include the following comment from Randy Dunton (Gorrill Palmer):

We have attached the supporting AM and PM peak hour calculations and trip generation summary for each of the specific uses within the master plan. The comments specifically reference the Brewery trip generation and the potential for a tasting room. The trip generation calculations assume the wine tasting would take place in the Winery, which was calculated as Specialty Retail. The Brewery trip generation was calculated as manufacturing, which was identified as the most appropriate Land Use Code. There are two items of special note regarding the wine tasting and the overall PM trip generation. First, all tastings would be expected to occur occasionally and not on a regular basis, and would most likely occur during hours that are not concurrent with typical adjacent street peak hours. Secondly, the PM peak hour trip generation is forecast to be less than the permitted trip ends, which allows some flexibility without exceeding permitted trips. The trip generation for each use is summarized on the attached, so any combination of uses can be calculated.

Regarding Mr. Errico's final bulleted comment, we assume that by "traffic management plan" Mr. Errico intends "Transportation Demand Management Plan" (TDM). Our team and city staff invested substantial time and thought in generating the TDM plan, which we have always regarded as an exciting, creative, and dynamic part of our project. We are excited to have hit the point, with the Brick North / Brick South buildouts, where we exceed the 50,000SF threshold and can "officially" begin to implement the TDM plan. We have effectively been following it for the last year and a half in terms of our event management efforts, which have included a number of strategies to encourage alternatives to SOVs – from offering bike valet programs, courtesy shuttling for concerts and events, and the like. We remain enthusiastic about the TDM plan and we intend to move forward following its framework. We agree with Mr. Errico's characterization of the TDM plan as a "living document" (much like the Master Plan), and to this end we

feel it would be appropriate for us to submit an addendum to that plan following tonight's workshop that updates the original TDM plan to reflect the current mix of tenants, and that integrates the outcomes of the updated subdivision and Brick North / South Level III plans, and updates the Timetable at the end of the TDM plan's narrative.

We remain committed to be great partners with the City in continuing to make this complex and dynamic project a reality. We appreciate your help and support, which has been substantial, and we look forward to taking this important step forward – after which, these current Level IIIs and all subsequent portions of this project can operate under a single, clear rubric.

If you have any questions or if you would like to discuss prior to the workshop, please do not hesitate to contact me.

Thank you again.

With best regards,

A handwritten signature in blue ink, appearing to read "Chris Thompson".

Chris Thompson

Enclosures

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 PLANS ARE TO FACE OF CURB. ALL CURBING TYPES ARE DETAILED IN THE PROJECT DETAIL SHEETS.
3. ALL MENTIONING 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 UTILITY PAVEMENT.
5. ALL PAVEMENT MARKINGS SHOWN SHALL BE TEMPORARY PAINT PLACED ON BINDER PAVEMENT.

THE PAVEMENT OF FINAL SURFACE PAVEMENT TO BE CONSISTENT WITH THE APPROVED MARCH 2014 MASTER PLAN.

	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)

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).

	HEAVY DUTY PAVEMENT
	STANDARD DUTY PAVEMENT
	LIGHT DUTY PAVEMENT
	RECLAIM, FINE GRADE AND PAVE
	SPOT PAVEMENT REPAIR
	BITUMINOUS PAVEMENT SIDEWALK

R1-1 24"x24"	R7-3 12"x18"	R7-6: 12"x18" R7-8P: 12"x6"	W11-2: 24"x24" W16-9P: 12"x6"	W11-2: 24"x24" W16-7P: 12"x6"	R7-13M 12"x18"
A	B	C	D	E	F

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

[illegible]

PRELIMINARY - NOT
FOR CONSTRUCTION

				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE SITE LAYOUT PLAN	 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION		CLIENT	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS SITE LAYOUT SHEET	DATE: APRIL 2015 SCALE: 1" = 40' JOB NO. 2982.05
REV	DATE	DESCRIPTION	P.E. E. KENNEDY LIC. #11984	FOREFRONT PARTNERS I, LP		C-3.0
		REVISIONS				

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	BITUMINOUS PAVEMENT SIDEWALK

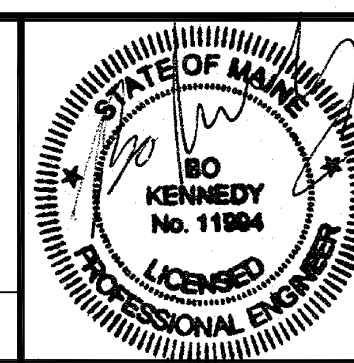
R1-1 24"x24" A	R7-5 12"x18" B	R7-8 12"x18" R7-8P 12"x6" C	W11-2 24"x24" W16-9P 12"x6" D	W11-2 24"x24" W16-7P 12"x6" E	R7-13M 12"x18" F

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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

[illegible]

PRELIMINARY - NOT
FOR CONSTRUCTION



SHEET TITLE	SITE LAYOUT PLAN
	CLIENT
FOREFRONT PARTNERS I, LP	



DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-BS SITE LAYOUT	
SHEET	C-3.0

MEMORANDUM
Forefront at Thompson's Point
Parking Summary

Date: August 31, 2015
Subject: Parking Summary
Forefront at Thompson's Point
Portland, Maine
To: City of Portland
From: Randy Dunton, Gorrill-Palmer (JN 2419)

Since the peak parking demand for each individual use does not occur concurrently, the overall peak parking demand for the site was reviewed. The following is a summary of the forecasted peak parking demand. The results reflect a combination of the City parking requirements, ITE Parking Generation Manual (4th Edition), and published data / engineering judgment. For the purpose of the overall peak parking demand, the site was reviewed for two time periods; 5 PM or prior and after 5 PM. On an average day, vehicles would be expected to park on-site. On a day when large groups of people are anticipated, some parking in nearby lots may also be needed, depending on the size of the special event.

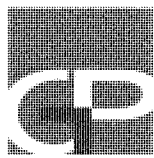
<u>Scenario</u>	<u>5 PM or prior</u>	<u>After 5 PM</u>
Average Day without Theater / Arena / Convention	771 ✓	442 ✓
Average Day With Live Theater after 5 PM	1535 ✓	1790
Average Day With Arena Activity after 5 PM	1398 ✓	1790
Average Day With Convention during the day	1401 ✓	754

Building Letter	Brick North												Total for Brick North	
	A		A		A		A (2)		A		A		A (1)	
	Specialty Retail (6)		Circus Conservatory		Office		Café		Manufacturing (5)		Manufacturing (5)		Specialty Retail	
Rate	200	1 / 200 sf	0.36	0.36 per student		1/400 sf	13.56/1000		1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf	200	1 / 200 sf
Monthly Adjustment			1										1	
SQF or Unit	5840	5,840 sf	120	120 students (Shared with Building D)	3461	3,461 sf	2200	2,200 sf	10809	10,809 sf	5284	5,284 sf	2136	2,136 sf
6:00AM	0.00	0	0.23	5	0.00	0	0.73	2	0.00	0	0.00	0	0.00	0
7:00AM	0.00	0	0.23	5	0.20	2	1.00	2	0.55	6	0.55	3	0.20	2
8:00AM	0.00	0	0.79	17	0.64	6	0.63	1	0.69	8	0.69	4	0.64	7
9:00AM	0.00	0	0.88	19	0.93	8	0.57	1	0.74	8	0.74	4	0.93	10
10:00AM	0.20	3	0.98	21	1.00	9	0.42	1	0.75	8	0.75	4	1.00	11
11:00AM	0.64	9	1.00	22	1.00	9	1.00	2	0.75	8	0.75	4	1.00	11
12:00PM	0.90	13	0.93	20	0.90	8	0.63	1	0.73	8	0.73	4	0.90	10
1:00PM	0.93	14	0.88	19	0.90	8	0.57	1	0.97	11	0.97	5	0.90	10
2:00PM	1.00	15	0.81	17	1.00	9	0.42	1	1.00	11	1.00	5	1.00	11
3:00PM	1.00	15	0.74	16	1.00	9	0.39	1	0.95	10	0.95	5	1.00	11
4:00PM	0.93	14	0.33	7	0.93	8	0.73	2	0.77	8	0.77	4	0.93	10
5:00PM	0.64	9	0.23	5	0.64	6	1.00	2	0.62	7	0.62	3	0.64	7
6:00PM	0.20	3	0.23	5	0.20	2	0.63	1	0.00	0	0.00	0	0.20	2
7:00PM	0.00	0	0.23	5	0.10	1	0.57	1	0.00	0	0.00	0	0.00	0
8:00PM	0.00	0	0.23	5	0.10	1	0.42	1	0.00	0	0.00	0	0.00	0
9:00PM	0.00	0	0.23	5	0.10	1	0.39	1	0.00	0	0.00	0	0.00	0
10:00PM	0.00	0	0.23	5	0.10	1	0.27	1	0.00	0	0.00	0	0.00	0

1. Specialty Retail = Color Me Mine
2. Modified Coffee / Donut Shop without Drive-Thru
3. Assumes Evening Event
4. Restaurant changes from 6.5/1,000 SF to 10/1,000SF at 4:00 PM
5. Factors based on ITE LUC 130 -Industrial Park
6. Factors adjusted to reflect a 11:00AM opening time

E					E		E		Total for "E" Buildings		Building G		Building H			Building I	
Hotel		Restaurant		Condo		Condo				Office		Arena		Convention		Cultural Center	
1	1 per 4 guests	6.5	6.5 / 10	1	1 per Unit	400	1/400 sf	3.50	3.5 persons per vehicle	100	1 per 100 sf	1.34	Based on Client Info	1	40,000 sf	0	26
	1	1	1	1	180	180,000 sf	4800	4800 seats	63000	63,000 sf	40.00	40,000 sf					
125	125 Rooms	6	6,000 sf	24	24 Units	0.00	0	0.00	0	0.1	60	0.00	0	0	0.00	0	0
1.00	10	0.00	0	0.84	20	0.20	90	0.01	7	0.3	189	0.48	26	312	0.50	27	24
1.00	10	0.10	2	0.62	15	0.64	287	0.01	7	0.5	630	0.44	24	630	0.50	27	27
1.00	10	0.10	2	0.41	10	0.93	419	0.01	7	1.0	630	0.44	24	630	0.50	27	27
0.75	7	0.20	5	0.34	8	1.00	450	0.01	7	1.0	630	0.44	24	630	0.50	27	27
0.50	5	0.30	7	0.32	8	1.00	450	0.01	7	1.0	630	0.50	27	630	0.50	27	27
0.40	4	0.90	21	0.31	7	1.00	450	0.01	14	1.0	630	0.52	28	630	0.52	28	28
0.35	3	1.00	23	0.30	7	0.90	403	0.01	14	1.0	630	0.55	29	630	0.55	29	29
0.35	3	0.90	21	0.31	7	0.90	403	0.01	14	1.0	630	0.63	34	630	0.63	34	34
0.35	3	0.65	15	0.33	8	1.00	450	0.02	21	1.0	630	0.77	41	630	0.77	41	41
0.40	4	0.35	8	0.37	9	1.00	450	0.03	41	1.0	630	0.96	51	630	0.96	51	51
0.50	5	0.35	8	0.45	11	0.93	419	0.10	137	1.0	630	1.00	54	630	1.00	54	54
0.60	6	0.60	14	0.61	15	0.64	287	0.55	754	1.0	630	0.89	48	630	0.89	48	48
0.70	7	0.90	21	0.69	17	0.20	90	0.85	1166	0.5	312	0.69	37	312	0.69	37	37
0.80	8	1.00	23	0.72	17	0.10	45	1.00	1371	0.3	189	0.43	23	189	0.43	23	23
0.90	9	1.00	23	0.80	19	0.10	45	1.00	1371	0.3	189	0.00	0	189	0.00	0	0
0.95	9	1.00	23	0.89	21	0.10	45	1.00	1371	0.1	60	0.00	0	60	0.00	0	0
1.00	10	0.75	18	0.92	22	0.10	45	1.00	1371	0.1	60	0.00	0	60	0.00	0	0

Building J									
J1		J2		Total for "J"					
Condo		Condo							
1	1 per Unit	1	1 per Unit						
	1		1						
160	160 Units	160	160 Units	Total W/O Theater OR Concert OR Convention OR Brick South Event OR Arena (Average Work Day)	Avg Work Day W/ Brick South Event	Avg Work Day Theater (B1) [Does not include any other concurrent Events]	Avg Work Day W/ Arena Event	Avg Work Day W/ Convention	
0.84	134	0.84	134	329	329	329	329	389	
0.62	99	0.62	99	384	387	384	391	573	
0.41	66	0.41	66	552	556	552	559	864	
0.34	54	0.34	54	676	680	683	683	1306	
0.32	51	0.32	51	715	719	722	722	1345	
0.31	50	0.31	50	752	759	766	766	1382	
0.30	48	0.30	48	713	720	727	727	1343	
0.31	50	0.31	50	718	725	821	732	1348	
0.33	53	0.33	53	771	782	908	791	1401	
0.37	59	0.37	59	767	788	1110	808	1397	
0.45	72	0.45	72	739	811	1219	876	1369	
0.61	98	0.61	98	644	1037	1535	1398	1274	
0.69	110	0.69	110	442	1049	1745	1608	754	
0.72	115	0.72	115	383	1097	1754	1754	572	
0.80	128	0.80	128	388	1102	1759	1759	577	
0.89	142	0.89	142	419	1133	1790	1790	479	
0.92	147	0.92	147	418	1132	1789	1789	478	



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Gray, Maine 04039
207.657.6910

**The Forefront at Thompson's Point Trip
Generation for the Master Plan
August 31, 2015
Completed by Gorrill Palmer**

The following is a summary of forecast trip generation for the proposed Master Plan for the Forefront at Thompson's Point. The following corresponds to the "Revised Master Plan" provided by FST and Carroll Associates.

<u>Building</u>	<u>Description</u>	<u>Size</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
A	Winery	5,840 sf	4 ✓	16 ✓
	Circus Conservatory	6,799 sf	5 ✓	4 ✓
	Big Room Studios	3,461 sf	13 ✓	20 ✓
	Café	1,377 sf	16 ✓	15 ✓
	Brewery	10,809 sf	8 ✓	8 ✓
	Distillery	5,284 sf	4 ✓	4 ✓
	Color Me Mine	2,136 sf	2 ✓	6 ✓
B1	Multi-Purpose (Assume Live Theater)	4,800 Seats	---	96 ✓
B2	Restaurant	3,600 sf	41 ✓	39 ✓
B3	Ancillary	3,600 sf	---	---
C	Event/Assembly Space	2,500 Seats	---*	---*
D	Gym	9,000 sf	11 ✓	36 ✓
	Medical Office	2,000 sf	5 ✓	7 ✓
	Educational Space	30,600 sf	20	17
E	Hotel	125 Rooms	70 ✓	74 ✓
	Restaurant	6,000 sf	69 ✓	66 ✓
	Condos	24 Units	11 ✓	12 ✓
F1/F2	Parking Garage		---	---
G	Office	180,000 sf	300 ✓	280 ✓
H	Event Center (Incl. Arena and Convention)	4,800 seats	115 ✓	224 ✓
I	Cultural Center	40,000 sf	29 ✓	29 ✓
J1	Condos	160 Units	70 ✓	83 ✓
J2	Condos	160 Units	70 ✓	83 ✓
Subtotal			863	1119
Reduction (10%) for Bus / Train / Shared Use			(-86)	(-112)
Total Master Plan Trip Generation			777	1007
Permitted Trip Ends			734	1091
Difference Between Permitted and Master Plan			43	-84

*Maximum of 4,800 people on site for events. Highest trip generation would be an evening with an event in Building H, not Building C.

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland
 8/14/2015

Gorill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 5,840

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	259	4	50% 50%	130 129	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	4 ✓	N/A	60% 40%	2 2	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	16 ✓	5	45% 55%	7 9	---
AM Peak Hour of Generator	T = 6.84 (X)	40	4	50% 50%	20 20	---
PM Peak Hour of Generator	T = 5.02 (X)	29	3	55% 45%	16 13	---
Saturday	T = 42.04 (X)	246	3	50% 50%	123 123	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	39	3	50% 50%	20 19	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	287	4	50% 50%	144 143	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	35	5	45% 55%	16 19	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	144	4	50% 50%	72 72	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60% 40% 5 3
 50% 50% 19 19

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center



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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A }
30,600 SF in Building D } 37,399 SF Total

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 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 3,461

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	100	78	50%	50%	50	50	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	13 ✓	217	90%	10%	12	1	0.83
PM Peak Hour	$T = 1.12(X) + 78.81$	83	235	15%	85%	12	71	0.82
Saturday	$T = 2.14(X) + 18.47$	26	17	50%	50%	13	13	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	2	10	55%	45%	1	1	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 *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01(X)$	38	78	50%	50%	19	19	---
AM Peak Hour	$T = 1.55(X)$	5	217	90%	10%	5	0	---
PM Peak Hour	$T = 1.49(X)$	5	235	15%	85%	1	4	---
Saturday	$T = 2.37(X)$	8	17	50%	50%	4	4	---
Saturday Peak Hour of Gen.	$T = 0.41(X)$	1	10	50%	50%	1	0	---

* Percentages rounded to nearest 5%

PM Peak Hour: $T = 1.49/1.55$ (AM Peak) 12 15% 85% | 2 10 0.82

PM Trips Based on Email From Chris T. dated
 Aug 28, 2015 stating 20 max.

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 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 (ft²): 1,377

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	175	50%	50%	88	87	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	16 ✓	50%	50%	8	8	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	15 ✓	60%	40%	9	6	N/A
AM Peak of Generator	T = 13.53 (X)	21	19	50%	50%	10	9	N/A
PM Peak of Generator	T = 18.80 (X)	27	26	55%	45%	14	12	N/A
Saturday	T = 158.37 (X)	2	218	50%	50%	109	109	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	28	65%	35%	18	10	N/A

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 10,809

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	21	50%	50%	11	10	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-20	75%	25%	-15	-5	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-4	35%	65%	-1	-3	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-9	70%	30%	-6	-3	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	3	50%	50%	2	1	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	41	50%	50%	21	20	62
AM Peak Adjacent Street	T = 0.73 (X)	8 ✓	75%	25%	6	2	50
PM Peak Adjacent Street	T = 0.74 (X)	8 ✓	35%	65%	3	5	54
AM Peak Hour of Generator	T = 0.78 (X)	8	70%	30%	6	2	50
PM Peak Hour of Generator	T = 0.75 (X)	8	50%	50%	4	4	50
Saturday	T = 1.49 (X)	16	50%	50%	8	8	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	3	50%	50%	2	1	2

* Percentages rounded to nearest 5%

Gross Floor Area Includes 741 SF of "Common Space"
 We understand that events such as wine tasting
 are not frequent.

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 5,284

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	0	50%	50%	0	0	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-24	75%	25%	-18	-6	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-9	35%	65%	-3	-6	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-13	70%	30%	-9	-4	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	-1	50%	50%	-1	0	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	20	50%	50%	10	10	62
AM Peak Adjacent Street	T = 0.73 (X)	4 ✓	75%	25%	3	1	50
PM Peak Adjacent Street	T = 0.74 (X)	4 ✓	35%	65%	1	3	54
AM Peak Hour of Generator	T = 0.78 (X)	4	70%	30%	3	1	50
PM Peak Hour of Generator	T = 0.75 (X)	4	50%	50%	2	2	50
Saturday	T = 1.49 (X)	8	50%	50%	4	4	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	1	50%	50%	1	0	2

* Percentages rounded to nearest 5%

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland, Maine
 8/14/2015

Gorri-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 2,136

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	95	4	50% 50%	48 47	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	2 ✓	N/A	60% 40%	1 1	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	6 ✓	5	45% 55%	3 3	---
AM Peak Hour of Generator	T = 6.84 (X)	15	4	50% 50%	8 7	---
PM Peak Hour of Generator	T = 5.02 (X)	11	3	55% 45%	6 5	---
Saturday	T = 42.04 (X)	90	3	50% 50%	45 45	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	14	3	50% 50%	7 7	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	129	4	50% 50%	65 64	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	27	5	45% 55%	12 15	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	126	4	50% 50%	63 63	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60%	40%	2	1
50%	50%	8	7

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorriil-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Live Theater
Land Use Code (LUC) 441

Seats 4,800

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
PM Peak Hour	T = 0.02 (X)	96	1	50%	50%	48	48	---

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 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 (ft²): 3,600

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	458	50%	50%	229	229	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	41 ✓	50%	50%	21	20	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	39 ✓	60%	40%	23	16	N/A
AM Peak of Generator	T = 13.53 (X)	21	49	50%	50%	25	24	N/A
PM Peak of Generator	T = 18.80 (X)	27	68	55%	45%	37	31	N/A
Saturday	T = 158.37 (X)	2	570	50%	50%	285	285	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	72	65%	35%	47	25	N/A

Trip Generation - Event / Assembly Space / Event Center

Source: Original approved study (Trip Gen Summary Memo 3.3-14)

2500 occupants = 100 AM trips
195 PM trips

Based on City and MaineDOT reviewed and approved rates used in the original approved study. They originate from a study from the Bayside Expo and Executive Conference Center in Boston, Massachusetts

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: 8/14/2015

Gorril-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Health/Fitness Club
 Land Use Code (LUC) 492**

Gross Floor Area (ft²): 9,000

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 32.93 (X)	296	1	50%	50%	148	148	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 1.21 (X)	11 ✓	3	40%	60%	4	7	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 4.05 (X)	36 ✓	3	50%	50%	18	18	---
AM Peak Hour of Generator	T = 1.41 (X)	13	3	40%	60%	5	8	---
PM Peak Hour of Generator	T = 4.06 (X)	37	3	50%	50%	19	18	---
Saturday	T = 20.87 (X)	188	3	50%	50%	94	94	---
Saturday Peak Hour of Gen.***	T = 2.60 (X)	23	3	50%	50%	12	11	---

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Medical/Dental Office Building
 Land Use Code (LUC) 720**

Gross Floor Area (ft²): 2,000

Fitted Curve:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 40.89 (X) - 214.97$	-133	50% 50%	-67 -66	10
AM Peak Adjacent Street	Not given	-	80% 20%	- -	21
PM Peak Adjacent Street	$\ln (T) = 0.93 \ln (X) + 1.47$	8	25% 75%	2 6	41
AM Peak of Generator	$T = 3.49 (X) + 5.25$	12	65% 35%	8 4	16
PM Peak of Generator	$T = 4.43 (X) + 0.48$	9	40% 60%	4 5	21
Saturday	Not given	-	50% 50%	- -	5
Saturday Peak of Generator	Not given	-	60% 40%	- -	3

* Percentages rounded to nearest 5%

Average Rate:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 36.13 (X)$	72	50% 50%	36 36	10
AM Peak Adjacent Street	$T = 2.48 (X)$	5 ✓	80% 20%	4 1	21
PM Peak Adjacent Street	$T = 3.72 (X)$	7 ✓	25% 75%	2 5	41
AM Peak of Generator	$T = 3.62 (X)$	7	65% 35%	5 2	16
PM Peak of Generator	$T = 4.45 (X)$	9	40% 60%	4 5	21
Saturday	$T = 8.96 (X)$	18	50% 50%	9 9	5
Saturday Peak of Generator	$T = 3.63 (X)$	7	60% 40%	4 3	3

* Percentages rounded to nearest 5%

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A } 37,399 SF Total
30,600 SF in Building D }

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Portland, Maine
 Project Location: TP
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Hotel
 Land Use Code (LUC) 310**

Numer of Rooms: 125

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.95 (X) - 373.16$	746	50%	50%	373	373
AM Peak Adjacent Street	$\ln(T) = 1.24 \ln(X) - 2.00$	54	60%	40%	32	22
PM Peak Adjacent Street	---	---	55%	45%	---	---
AM Peak hour of Generator	$\ln(T) = 0.87 \ln(X) + 0.02$	68	55%	45%	37	31
PM Peak Hour of Generator	$\ln(T) = 1.00 \ln(X) - 0.58$	70	60%	40%	42	28
Saturday	$T = 9.62 (X) - 294.56$	908	50%	50%	454	454
Saturday Peak Hour of Gen.	$T = 0.69 (X) + 4.32$	91	55%	45%	50	41

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.17 (X)$	1021	50%	50%	511	510
AM Peak Adjacent Street	$T = 0.56 (X)$	70 ✓	60%	40%	42	28
PM Peak Adjacent Street	$T = 0.59 (X)$	74 ✓	55%	45%	41	33
AM Peak Hour of Generator	$T = 0.52 (X)$	65	55%	45%	36	29
PM Peak Hour of Generator	$T = 0.61 (X)$	76	60%	40%	46	30
Saturday	$T = 8.19 (X)$	1024	50%	50%	512	512
Saturday Peak Hour of Gen.	$T = 0.72 (X)$	90	55%	45%	50	40

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 28, 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 (ft²): 6,000

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	763	50%	50%	382	381	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	69 ✓	50%	50%	35	34	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	66 ✓	60%	40%	40	26	N/A
AM Peak of Generator	T = 13.53 (X)	21	81	50%	50%	41	40	N/A
PM Peak of Generator	T = 18.80 (X)	27	113	55%	45%	62	51	N/A
Saturday	T = 158.37 (X)	2	950	50%	50%	475	475	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	120	65%	35%	78	42	N/A

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 24

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	141	50% 50%	71 70	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	11 ✓	15% 85%	2 9	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	12 ✓	65% 35%	8 4	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	11	20% 80%	2 9	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	12	65% 35%	8 4	N/A
Saturday	T = 5.67 (X)	30	136	50% 50%	68 68	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	11	55% 45%	6 5	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	191	50% 50%	98 95	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	16	15% 85%	2 14	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	19	65% 35%	12 7	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	16	20% 80%	3 13	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	46	65% 35%	30 16	0.83
Saturday	T = 3.62 (X) + 427.93	30	515	50% 50%	258 257	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	50	55% 45%	28 22	0.84

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 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 180,000

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	2098	78	50%	50%	1049	1049	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	300 ✓	217	90%	10%	270	30	0.83
PM Peak Hour	$T = 1.12 (X) + 78.81$	280 ✓	235	15%	85%	42	238	0.82
Saturday	$T = 2.14 (X) + 18.47$	404	17	50%	50%	202	202	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	60	10	55%	45%	33	27	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 *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01 (X)$	1982	78	50%	50%	991	991	---
AM Peak Hour	$T = 1.55 (X)$	279	217	90%	10%	251	28	---
PM Peak Hour	$T = 1.49 (X)$	268	235	15%	85%	40	228	---
Saturday	$T = 2.37 (X)$	427	17	50%	50%	214	213	---
Saturday Peak Hour of Gen.	$T = 0.41 (X)$	74	10	50%	50%	37	37	---

* Percentages rounded to nearest 5%

PM Peak Hour:	$T = 1.49/1.55$ (AM Peak)	288	15%	85%	43	245	0.82
---------------	---------------------------	-----	-----	-----	----	-----	------



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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Building H, Arena trip generation

4800 seats, 63,000 SF

2500 seats: 100 AM TRIPS
195 PM trips

$$4800 \text{ seats} = \frac{4800}{2500} \times 100 = 192 \text{ AM TRIPS}$$
$$\frac{4800}{2500} \times 195 = 374 \text{ PM TRIPS}$$

45,000 SF = 115 AM trips
224 PM trips

$$63,000 \text{ SF} = \frac{63000}{45000} \times 115 = 161 \text{ AM trips}$$
$$\frac{63000}{45000} \times 224 = 314 \text{ PM trips}$$

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Cultural Center
Based on Los Angeles Entertainment District Museum

Gross Floor Area 25,000

Time Period	Trip Rate per 1000 GFA	Trip Ends	Number of Studies	Directional Split IN OUT	Directional Distribution IN OUT	R ²
PM Peak Hour	T = 1.14(X)	29	1	50% 50%	15 14	---

Building size increased from 25,000sf to 40,000sf,
 but program size remained the same, so no
 additional increase in trip generation is expected.

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 160

Average Rate

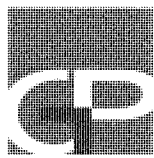
Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	938	50% 50%	469 469	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	70✓	15% 85%	11 59	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	83✓	65% 35%	54 29	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	70	20% 80%	14 56	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	83	65% 35%	54 29	N/A
Saturday	T = 5.67 (X)	30	907	50% 50%	454 453	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	75	55% 45%	41 34	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	957	50% 50%	479 478	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	75	15% 85%	11 64	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	88	65% 35%	57 31	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	76	20% 80%	15 61	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	93	65% 35%	60 33	0.83
Saturday	T = 3.62 (X) + 427.93	30	1007	50% 50%	504 503	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	89	55% 45%	49 40	0.84

* Percentages rounded to nearest 5%



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PO Box 1237, 15 Shaker Road
Gray, Maine 04039
207.657.6910

**The Forefront at Thompson's Point Trip
Generation for the Master Plan
August 31, 2015
Completed by Gorrill Palmer**

The following is a summary of forecast trip generation for the proposed Master Plan for the Forefront at Thompson's Point. The following corresponds to the "Revised Master Plan" provided by FST and Carroll Associates.

<u>Building</u>	<u>Description</u>	<u>Size</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
A	Winery	5,840 sf	4 ✓	16 ✓
	Circus Conservatory	6,799 sf	5 ✓	4 ✓
	Big Room Studios	3,461 sf	13 ✓	20 ✓
	Café	1,377 sf	16 ✓	15 ✓
	Brewery	10,809 sf	8 ✓	8 ✓
	Distillery	5,284 sf	4 ✓	4 ✓
	Color Me Mine	2,136 sf	2 ✓	6 ✓
B1	Multi-Purpose (Assume Live Theater)	4,800 Seats	---	96 ✓
B2	Restaurant	3,600 sf	41 ✓	39 ✓
B3	Ancillary	3,600 sf	---	---
C	Event/Assembly Space	2,500 Seats	---*	---*
D	Gym	9,000 sf	11 ✓	36 ✓
	Medical Office	2,000 sf	5 ✓	7 ✓
	Educational Space	30,600 sf	20	17
E	Hotel	125 Rooms	70 ✓	74 ✓
	Restaurant	6,000 sf	69 ✓	66 ✓
	Condos	24 Units	11 ✓	12 ✓
F1/F2	Parking Garage		---	---
G	Office	180,000 sf	300 ✓	280 ✓
H	Event Center (Incl. Arena and Convention)	4,800 seats	115 ✓	224 ✓
I	Cultural Center	40,000 sf	29 ✓	29 ✓
J1	Condos	160 Units	70 ✓	83 ✓
J2	Condos	160 Units	70 ✓	83 ✓
Subtotal			863	1119
Reduction (10%) for Bus / Train / Shared Use			(-86)	(-112)
Total Master Plan Trip Generation			777	1007
Permitted Trip Ends			734	1091
Difference Between Permitted and Master Plan			43	-84

*Maximum of 4,800 people on site for events. Highest trip generation would be an evening with an event in Building H, not Building C.

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland
 8/14/2015

Gorill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 5,840

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	259	4	50% 50%	130 129	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	4 ✓	N/A	60% 40%	2 2	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	16 ✓	5	45% 55%	7 9	---
AM Peak Hour of Generator	T = 6.84 (X)	40	4	50% 50%	20 20	---
PM Peak Hour of Generator	T = 5.02 (X)	29	3	55% 45%	16 13	---
Saturday	T = 42.04 (X)	246	3	50% 50%	123 123	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	39	3	50% 50%	20 19	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	287	4	50% 50%	144 143	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	35	5	45% 55%	16 19	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	144	4	50% 50%	72 72	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60% 40% 5 3
 50% 50% 19 19

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center



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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A }
30,600 SF in Building D } 37,399 SF Total

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 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 3,461

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	100	78	50%	50%	50	50	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	13 ✓	217	90%	10%	12	1	0.83
PM Peak Hour	$T = 1.12(X) + 78.81$	83	235	15%	85%	12	71	0.82
Saturday	$T = 2.14(X) + 18.47$	26	17	50%	50%	13	13	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	2	10	55%	45%	1	1	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 *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01(X)$	38	78	50%	50%	19	19	---
AM Peak Hour	$T = 1.55(X)$	5	217	90%	10%	5	0	---
PM Peak Hour	$T = 1.49(X)$	5	235	15%	85%	1	4	---
Saturday	$T = 2.37(X)$	8	17	50%	50%	4	4	---
Saturday Peak Hour of Gen.	$T = 0.41(X)$	1	10	50%	50%	1	0	---

* Percentages rounded to nearest 5%

PM Peak Hour: $T = 1.49/1.55$ (AM Peak) 12 15% 85% | 2 10 0.82

PM Trips Based on Email From Chris T. dated
 Aug 28, 2015 stating 20 max.

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 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 (ft²): 1,377

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	175	50%	50%	88	87	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	16 ✓	50%	50%	8	8	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	15 ✓	60%	40%	9	6	N/A
AM Peak of Generator	T = 13.53 (X)	21	19	50%	50%	10	9	N/A
PM Peak of Generator	T = 18.80 (X)	27	26	55%	45%	14	12	N/A
Saturday	T = 158.37 (X)	2	218	50%	50%	109	109	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	28	65%	35%	18	10	N/A

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 10,809

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	21	50%	50%	11	10	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-20	75%	25%	-15	-5	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-4	35%	65%	-1	-3	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-9	70%	30%	-6	-3	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	3	50%	50%	2	1	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	41	50%	50%	21	20	62
AM Peak Adjacent Street	T = 0.73 (X)	8 ✓	75%	25%	6	2	50
PM Peak Adjacent Street	T = 0.74 (X)	8 ✓	35%	65%	3	5	54
AM Peak Hour of Generator	T = 0.78 (X)	8	70%	30%	6	2	50
PM Peak Hour of Generator	T = 0.75 (X)	8	50%	50%	4	4	50
Saturday	T = 1.49 (X)	16	50%	50%	8	8	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	3	50%	50%	2	1	2

* Percentages rounded to nearest 5%

Gross Floor Area Includes 741 SF of "Common Space"
 We understand that events such as wine tasting
 are not frequent.

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 5,284

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	0	50%	50%	0	0	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-24	75%	25%	-18	-6	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-9	35%	65%	-3	-6	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-13	70%	30%	-9	-4	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	-1	50%	50%	-1	0	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	20	50%	50%	10	10	62
AM Peak Adjacent Street	T = 0.73 (X)	4 ✓	75%	25%	3	1	50
PM Peak Adjacent Street	T = 0.74 (X)	4 ✓	35%	65%	1	3	54
AM Peak Hour of Generator	T = 0.78 (X)	4	70%	30%	3	1	50
PM Peak Hour of Generator	T = 0.75 (X)	4	50%	50%	2	2	50
Saturday	T = 1.49 (X)	8	50%	50%	4	4	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	1	50%	50%	1	0	2

* Percentages rounded to nearest 5%

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland, Maine
 8/14/2015

Gorri-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 2,136

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	95	4	50% 50%	48 47	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	2 ✓	N/A	60% 40%	1 1	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	6 ✓	5	45% 55%	3 3	---
AM Peak Hour of Generator	T = 6.84 (X)	15	4	50% 50%	8 7	---
PM Peak Hour of Generator	T = 5.02 (X)	11	3	55% 45%	6 5	---
Saturday	T = 42.04 (X)	90	3	50% 50%	45 45	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	14	3	50% 50%	7 7	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	129	4	50% 50%	65 64	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	27	5	45% 55%	12 15	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	126	4	50% 50%	63 63	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60%	40%	2	1
50%	50%	8	7

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorriil-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Live Theater
Land Use Code (LUC) 441

Seats 4,800

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
PM Peak Hour	T = 0.02 (X)	96	1	50%	50%	48	48	---

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 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 (ft²): 3,600

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	458	50%	50%	229	229	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	41 ✓	50%	50%	21	20	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	39 ✓	60%	40%	23	16	N/A
AM Peak of Generator	T = 13.53 (X)	21	49	50%	50%	25	24	N/A
PM Peak of Generator	T = 18.80 (X)	27	68	55%	45%	37	31	N/A
Saturday	T = 158.37 (X)	2	570	50%	50%	285	285	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	72	65%	35%	47	25	N/A

Trip Generation - Event / Assembly Space / Event Center

Source: Original approved study (Trip Gen Summary Memo 3.3-14)

2500 occupants = 100 AM trips
195 PM trips

Based on City and MaineDOT reviewed and approved rates used in the original approved study. They originate from a study from the Bayside Expo and Executive Conference Center in Boston, Massachusetts

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: 8/14/2015

Gorril-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Health/Fitness Club
 Land Use Code (LUC) 492**

Gross Floor Area (ft²): 9,000

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 32.93 (X)	296	1	50%	50%	148	148	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 1.21 (X)	11 ✓	3	40%	60%	4	7	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 4.05 (X)	36 ✓	3	50%	50%	18	18	---
AM Peak Hour of Generator	T = 1.41 (X)	13	3	40%	60%	5	8	---
PM Peak Hour of Generator	T = 4.06 (X)	37	3	50%	50%	19	18	---
Saturday	T = 20.87 (X)	188	3	50%	50%	94	94	---
Saturday Peak Hour of Gen.***	T = 2.60 (X)	23	3	50%	50%	12	11	---

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Medical/Dental Office Building
 Land Use Code (LUC) 720**

Gross Floor Area (ft²): 2,000

Fitted Curve:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 40.89 (X) - 214.97$	-133	50% 50%	-67 -66	10
AM Peak Adjacent Street	Not given	-	80% 20%	- -	21
PM Peak Adjacent Street	$\ln (T) = 0.93 \ln (X) + 1.47$	8	25% 75%	2 6	41
AM Peak of Generator	$T = 3.49 (X) + 5.25$	12	65% 35%	8 4	16
PM Peak of Generator	$T = 4.43 (X) + 0.48$	9	40% 60%	4 5	21
Saturday	Not given	-	50% 50%	- -	5
Saturday Peak of Generator	Not given	-	60% 40%	- -	3

* Percentages rounded to nearest 5%

Average Rate:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 36.13 (X)$	72	50% 50%	36 36	10
AM Peak Adjacent Street	$T = 2.48 (X)$	5 ✓	80% 20%	4 1	21
PM Peak Adjacent Street	$T = 3.72 (X)$	7 ✓	25% 75%	2 5	41
AM Peak of Generator	$T = 3.62 (X)$	7	65% 35%	5 2	16
PM Peak of Generator	$T = 4.45 (X)$	9	40% 60%	4 5	21
Saturday	$T = 8.96 (X)$	18	50% 50%	9 9	5
Saturday Peak of Generator	$T = 3.63 (X)$	7	60% 40%	4 3	3

* Percentages rounded to nearest 5%

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A }
30,600 SF in Building D } 37,399 SF Total

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Portland, Maine
 Project Location: TP
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Hotel
 Land Use Code (LUC) 310**

Numer of Rooms: 125

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.95 (X) - 373.16$	746	50%	50%	373	373
AM Peak Adjacent Street	$\ln(T) = 1.24 \ln(X) - 2.00$	54	60%	40%	32	22
PM Peak Adjacent Street	---	---	55%	45%	---	---
AM Peak hour of Generator	$\ln(T) = 0.87 \ln(X) + 0.02$	68	55%	45%	37	31
PM Peak Hour of Generator	$\ln(T) = 1.00 \ln(X) - 0.58$	70	60%	40%	42	28
Saturday	$T = 9.62 (X) - 294.56$	908	50%	50%	454	454
Saturday Peak Hour of Gen.	$T = 0.69 (X) + 4.32$	91	55%	45%	50	41

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.17 (X)$	1021	50%	50%	511	510
AM Peak Adjacent Street	$T = 0.56 (X)$	70 ✓	60%	40%	42	28
PM Peak Adjacent Street	$T = 0.59 (X)$	74 ✓	55%	45%	41	33
AM Peak Hour of Generator	$T = 0.52 (X)$	65	55%	45%	36	29
PM Peak Hour of Generator	$T = 0.61 (X)$	76	60%	40%	46	30
Saturday	$T = 8.19 (X)$	1024	50%	50%	512	512
Saturday Peak Hour of Gen.	$T = 0.72 (X)$	90	55%	45%	50	40

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 28, 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 (ft²): 6,000

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	763	50%	50%	382	381	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	69 ✓	50%	50%	35	34	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	66 ✓	60%	40%	40	26	N/A
AM Peak of Generator	T = 13.53 (X)	21	81	50%	50%	41	40	N/A
PM Peak of Generator	T = 18.80 (X)	27	113	55%	45%	62	51	N/A
Saturday	T = 158.37 (X)	2	950	50%	50%	475	475	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	120	65%	35%	78	42	N/A

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 24

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	141	50% 50%	71 70	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	11 ✓	15% 85%	2 9	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	12 ✓	65% 35%	8 4	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	11	20% 80%	2 9	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	12	65% 35%	8 4	N/A
Saturday	T = 5.67 (X)	30	136	50% 50%	68 68	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	11	55% 45%	6 5	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	191	50% 50%	98 95	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	16	15% 85%	2 14	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	19	65% 35%	12 7	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	16	20% 80%	3 13	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	46	65% 35%	30 16	0.83
Saturday	T = 3.62 (X) + 427.93	30	515	50% 50%	258 257	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	50	55% 45%	28 22	0.84

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 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 180,000

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	2098	78	50%	50%	1049	1049	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	300 ✓	217	90%	10%	270	30	0.83
PM Peak Hour	$T = 1.12 (X) + 78.81$	280 ✓	235	15%	85%	42	238	0.82
Saturday	$T = 2.14 (X) + 18.47$	404	17	50%	50%	202	202	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	60	10	55%	45%	33	27	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 *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01 (X)$	1982	78	50%	50%	991	991	---
AM Peak Hour	$T = 1.55 (X)$	279	217	90%	10%	251	28	---
PM Peak Hour	$T = 1.49 (X)$	268	235	15%	85%	40	228	---
Saturday	$T = 2.37 (X)$	427	17	50%	50%	214	213	---
Saturday Peak Hour of Gen.	$T = 0.41 (X)$	74	10	50%	50%	37	37	---

* Percentages rounded to nearest 5%

PM Peak Hour:	$T = 1.49/1.55$ (AM Peak)	288	15%	85%	43	245	0.82
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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Building H, Arena trip generation

4800 seats, 63,000 SF

2500 seats: 100 AM TRIPS
195 PM trips

$$4800 \text{ seats} = \frac{4800}{2500} \times 100 = 192 \text{ AM TRIPS}$$
$$\frac{4800}{2500} \times 195 = 374 \text{ PM TRIPS}$$

45,000 SF = 115 AM trips
224 PM trips

$$63,000 \text{ SF} = \frac{63000}{45000} \times 115 = 161 \text{ AM trips}$$
$$\frac{63000}{45000} \times 224 = 314 \text{ PM trips}$$

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Cultural Center
Based on Los Angeles Entertainment District Museum

Gross Floor Area 25,000

Time Period	Trip Rate per 1000 GFA	Trip Ends	Number of Studies	Directional Split IN OUT	Directional Distribution IN OUT	R ²
PM Peak Hour	T = 1.14(X)	29	1	50% 50%	15 14	---

Building size increased from 25,000sf to 40,000sf,
 but program size remained the same, so no
 additional increase in trip generation is expected.

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 160

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	938	50% 50%	469 469	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	70✓	15% 85%	11 59	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	83✓	65% 35%	54 29	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	70	20% 80%	14 56	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	83	65% 35%	54 29	N/A
Saturday	T = 5.67 (X)	30	907	50% 50%	454 453	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	75	55% 45%	41 34	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	957	50% 50%	479 478	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	75	15% 85%	11 64	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	88	65% 35%	57 31	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	76	20% 80%	15 61	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	93	65% 35%	60 33	0.83
Saturday	T = 3.62 (X) + 427.93	30	1007	50% 50%	504 503	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	89	55% 45%	49 40	0.84

* Percentages rounded to nearest 5%

MEMORANDUM
Forefront at Thompson's Point
Parking Summary

Date: August 31, 2015
Subject: Parking Summary
Forefront at Thompson's Point
Portland, Maine
To: City of Portland
From: Randy Dunton, Gorrill-Palmer (JN 2419)

Since the peak parking demand for each individual use does not occur concurrently, the overall peak parking demand for the site was reviewed. The following is a summary of the forecasted peak parking demand. The results reflect a combination of the City parking requirements, ITE Parking Generation Manual (4th Edition), and published data / engineering judgment. For the purpose of the overall peak parking demand, the site was reviewed for two time periods; 5 PM or prior and after 5 PM. On an average day, vehicles would be expected to park on-site. On a day when large groups of people are anticipated, some parking in nearby lots may also be needed, depending on the size of the special event.

<u>Scenario</u>	<u>5 PM or prior</u>	<u>After 5 PM</u>
Average Day without Theater / Arena / Convention	771 ✓	442 ✓
Average Day With Live Theater after 5 PM	1535 ✓	1790
Average Day With Arena Activity after 5 PM	1398 ✓	1790
Average Day With Convention during the day	1401 ✓	754

Building Letter	Brick North										Total for Brick North	
	A		A		A		A		A		A (1)	
	Specialty Retail (6)		Circus Conservatory		Office		Café		Manufacturing (5)		Manufacturing (5)	
Rate												
Monthly Adjustment	200	1 / 200 sf	0.36	0.36 per student	1/400 sf		13.56/1000		1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf
SQF or Unit	5840	5,840 sf	120	120 students (Shared with Building D)	3461	3,461 sf	2200	2,200 sf	10809	10,809 sf	5284	5,284 sf
6:00AM	0.00	0	0.23	5	0.00	0	0.73	2	0.00	0	0.00	0
7:00AM	0.00	0	0.23	5	0.20	2	1.00	2	0.55	6	0.55	3
8:00AM	0.00	0	0.79	17	0.64	6	0.63	1	0.69	8	0.69	4
9:00AM	0.00	0	0.88	19	0.93	8	0.57	1	0.74	8	0.74	4
10:00AM	0.20	3	0.98	21	1.00	9	0.42	1	0.75	8	0.75	4
11:00AM	0.64	9	1.00	22	1.00	9	1.00	2	0.75	8	0.75	4
12:00PM	0.90	13	0.93	20	0.90	8	0.63	1	0.73	8	0.73	4
1:00PM	0.93	14	0.88	19	0.90	8	0.57	1	0.97	11	0.97	5
2:00PM	1.00	15	0.81	17	1.00	9	0.42	1	1.00	11	1.00	5
3:00PM	1.00	15	0.74	16	1.00	9	0.39	1	0.95	10	0.95	5
4:00PM	0.93	14	0.33	7	0.93	8	0.73	2	0.77	8	0.77	4
5:00PM	0.64	9	0.23	5	0.64	6	1.00	2	0.62	7	0.62	3
6:00PM	0.20	3	0.23	5	0.20	2	0.63	1	0.00	0	0.00	0
7:00PM	0.00	0	0.23	5	0.10	1	0.57	1	0.00	0	0.00	0
8:00PM	0.00	0	0.23	5	0.10	1	0.42	1	0.00	0	0.00	0
9:00PM	0.00	0	0.23	5	0.10	1	0.39	1	0.00	0	0.00	0
10:00PM	0.00	0	0.23	5	0.10	1	0.27	1	0.00	0	0.00	0

1. Specialty Retail = Color Me Mine

2. Modified Coffee / Donut Shop without Drive-Thru

3. Assumes Evening Event

4. Restaurant changes from 6.5/1,000 SF to 10/1,000SF at 4:00 PM

5. Factors based on ITE LUC 130 -Industrial Park

6. Factors adjusted to reflect a 11:00AM opening time

E					E		E		Total for "E" Buildings		Building G		Building H			Building I	
Hotel		Restaurant		Condo						Office		Arena		Convention		Cultural Center	
	1 per 4 guests	6.5	6.5 / 10	1	1 per Unit	400	1/400 sf	3.50	3.5 persons per vehicle	100	1 per 100 sf					Based on Client Info	
1	1		1		1				1		1					1	
125	125 Rooms	6	6,000 sf	24	24 Units	180	180,000 sf	4800	4800 seats	63000	63,000 sf					40,000 sf	
1.00	10	0.00	0	0.84	20	0.00	0	0.00	0	0.1	60	0.00	0			0	
1.00	10	0.10	2	0.62	15	0.20	90	0.01	7	0.3	189	0.48	26				
1.00	10	0.10	2	0.41	10	0.64	287	0.01	7	0.5	312	0.50	27				
0.75	7	0.20	5	0.34	8	0.93	419	0.01	7	1.0	630	0.44	24				
0.50	5	0.30	7	0.32	8	1.00	450	0.01	7	1.0	630	0.50	27				
0.40	4	0.90	21	0.31	7	1.00	450	0.01	14	1.0	630	0.52	28				
0.35	3	1.00	23	0.30	7	0.90	403	0.01	14	1.0	630	0.55	29				
0.35	3	0.90	21	0.31	7	0.90	403	0.01	14	1.0	630	0.63	34				
0.35	3	0.65	15	0.33	8	1.00	450	0.02	21	1.0	630	0.77	41				
0.40	4	0.35	8	0.37	9	1.00	450	0.03	41	1.0	630	0.96	51				
0.50	5	0.35	8	0.45	11	0.93	419	0.10	137	1.0	630	1.00	54				
0.60	6	0.60	14	0.61	15	0.64	287	0.55	754	1.0	630	0.89	48				
0.70	7	0.90	21	0.69	17	0.20	90	0.85	1166	0.5	312	0.69	37				
0.80	8	1.00	23	0.72	17	0.10	45	1.00	1371	0.3	189	0.43	23				
0.90	9	1.00	23	0.80	19	0.10	45	1.00	1371	0.3	189	0.00	0				
0.95	9	1.00	23	0.89	21	0.10	45	1.00	1371	0.1	60	0.00	0				
1.00	10	0.75	18	0.92	22	0.10	45	1.00	1371	0.1	60	0.00	0				

Building J									
J1		J2		Total for "J"					
Condo		Condo							
1	1 per Unit	1	1 per Unit						
	1		1						
160	160 Units	160	160 Units						
0.84	134	0.84	134	269	329	329	329	329	389
0.62	99	0.62	99	198	384	387	391	573	
0.41	66	0.41	66	131	552	556	559	864	
0.34	54	0.34	54	109	676	680	683	1306	
0.32	51	0.32	51	102	715	719	722	1345	
0.31	50	0.31	50	99	752	759	766	1382	
0.30	48	0.30	48	96	713	720	727	1343	
0.31	50	0.31	50	99	718	725	732	1348	
0.33	53	0.33	53	106	771	782	791	1401	
0.37	59	0.37	59	118	767	788	808	1397	
0.45	72	0.45	72	144	739	811	876	1369	
0.61	98	0.61	98	195	644	1037	1398	1274	
0.69	110	0.69	110	221	442	1049	1608	754	
0.72	115	0.72	115	230	383	1097	1754	572	
0.80	128	0.80	128	256	388	1102	1759	577	
0.89	142	0.89	142	285	419	1133	1790	479	
0.92	147	0.92	147	294	418	1132	1789	478	

ATTACHMENT B



Addendum to Transportation Demand Management Plan

November 4, 2015



The Transportation Demand Management Plan (TDM) for Thompson's Point was first approved in September, 2011 and subsequently re-approved in February, 2013 with Master Development Plan approval.

With the combination of the year round outdoor event area (including ice skating and related winter entertainment, as well as concerts, festivals, weddings, and outdoor summer events), and the Brick North and Brick South renovations, the Thompson's Point project has reached a stage of sufficient development (>50,000SF) to warrant this addendum whose purpose is both to provide an update on TDM measures that have been implemented over the past year and a half, and to outline measures that we intend to bring online concurrent with the completion of the mixed-use Brick North project and the Brick South event space.

The fundamental principles of the original TDM plan continue to guide our efforts. The original plan begins with a statement of our goals, and these are still integral to our planning and operational efforts.

...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 our 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."

Because the original TDM plan covers the component parts of our approach in detail, we will refer the reader to that plan for substantive detail on the goals and strategies that continue to inform our efforts.

The TDM plan has always been conceived of as a two-tiered approach, blending "Macro TDM" and "Micro TDM(s)." This facilitates having both an overarching, forward-looking strategy to effectuate our TDM goals, as well as more focused, tenant-oriented measures that help carry out that broader set of goals and, conversely and crucially, help inform the broader strategies themselves.

As we all know from experience, broad strategic goals are one thing; their operational and tactical implementation are quite another, and it is often the case that “facts on the ground” need to be interpolated and integrated into the reframing of strategy (versus the all too frequent alternative: facts that don’t fit the strategic blueprint get ignored, leading to percolating problems that then become major operational problems). This was part of the rationale behind the “Macro-Micro” relationship as it was first presented. Though we had not yet (up until Brick North and the pending Brick South) triggered the 100-employee/50,000SF threshold, we have nevertheless been working with various TDM measures as described in our TDM plan, both for large event management and for our current Brick North tenants.

To this end, it may be most useful as a way of updating our TDM to begin by reflecting on historical results from both the series of large outdoor events we have had on site¹ and the activities of the several tenants we have currently.

Our recent large events have included two varieties: larger events that met or exceeded (or had the potential to exceed) the 2,500 attendee threshold that triggers our Event Management Plan; and smaller events, including private gatherings, corporate events, weddings, fundraisers, that were well below the 2,500 attendee threshold. We have provided historical data for the former, which are divided into two categories:

Concerts, staged and operated by the State Theatre as part of a long-term partnership;

Other events, including festivals

Additionally, we currently have three operating tenants on the site:

Circus Maine; Color Me Mine; and Big Room Studios (in the “West Wing” of Brick North); we propose to circulate surveys (see Exhibit G attached hereto) to our Brick North tenants over the winter, with the goal of creating a “Micro-TDM” plan for Brick North by Summer 2016.

Recent large events: 2014

Our first year of operation under the Master Plan was effectively 2014, which saw two large outdoor events in the summer: Sierra Nevada’s Beer Camp and Town Square Media’s Clash Bash & Bar-B-Que.

Sierra Nevada’s Beer Camp

¹ The year-round outdoor event area is consistent with all of our prior approvals, both the original approved site plan and the subsequent Master Development Plan. Though we have been operating by means of a series of seasonal and one-off event licenses in the absence of a clear licensing strategy, which we are working to develop in collaboration with the City, we have treated these events as though they were “permanent uses,” even if the underlying approvals treat them as temporary, and managed them accordingly.

Friday, August 1, 2014

Attendance: 2,892 paid plus 220 staff and comps

Working with professional parking management, we parked 367 cars on site, yielding an on-site parking ratio, including staff and comps, of 8.5 attendees per car.

We worked with Bicycle Coalition of Maine to test a “Bike Valet” model that allowed attendees to park their bicycles inside the Brick South building (with open garage doors on both north and south facades allowing a kind of open flowing “main entrance” into the event) and parked approximately 70 bicycles.

We also worked with professional parking management to operate a shuttle service from the Top of the Old Port parking lot on Congress Street near City Hall.

We provided information detailing the parking options for on-site parking, off-site shuttles, and bike valet on the event website and via a PDF “guest guide” provided to all ticket buyers. (See Exhibit A attached hereto). We saw a considerable volume of pedestrians walk to the venue.

Town Square Media’s Clash Bash & Bar-b-que

Saturday, August 14, 2014

Attendance: 1,497 plus 42 staff

Working with professional parking management, we parked 356 cars on site, yielding an on-site parking ratio, including staff, of 4.3 attendees per car.

This event saw few pedestrians and bicycles (perhaps 25-30 bicycles).

We also worked with professional parking management to operate a shuttle service from the Mercy Hospital parking lot on the Fore River Parkway. Both the shuttle and the off-site parking were free of charge, whereas parking on site was paid. We have not yet found evidence that offering free parking offsite versus paid parking on-site results in a substantial disincentive to drive and park at the event venue.

We provided information detailing the parking options for on-site and off-site parking on the Town Square Media event website, and encouraged the use of Amtrak/public transit (see Exhibit B attached hereto).

Recent large events: 2015

Townsquare Media Summer Bash

Saturday, July 11

Attendance: 400 plus 34 staff

Working with professional parking management, we parked 80 cars on site, yielding an on-site parking ratio, including staff, of 5.4 attendees per car.

This event saw few pedestrians and bicycles (under 5 bicycles).

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

Maine Brewer's Guild Summer Session Beer Festival

Saturday, July 25

Attendance: 1600 plus 44 staff

Working with professional parking management, we parked 256 cars on site, yielding an on-site parking ratio, including staff, of 7.25 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 30-35 bicycles).

To encourage the use of designated drivers, the Guild provided a special Designated Driver ticket at 1/3 of the General Admission price, which encouraged carpooling. The ticketing site also encouraged the use of Amtrak and Concord Coach lines, and coordinated in-town Portland pickups via public transit. (See Exhibit C attached hereto)

State Theatre Presents: Primus in concert

Monday, July 27

Attendance: 2,620 including staff

Working with professional parking management, we parked 404 cars on site, yielding an on-site parking ratio, including staff, of 6.5 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 40 bicycles).

Parking information, including location for free off-site parking at Mercy Hospital, was provided on the State Theatre website and promoted via the State Theatre's social platforms (see Exhibit D attached hereto). The Theatre also sent out an email to all ticketed patrons explaining parking and transit details (see Exhibit E attached hereto), and captured statistics on how many people opened and made use of that email (see Exhibit F attached hereto). These measures were pursued for every

State Theatre concert. As we move into our second season, with some operating history and a foundation of patron familiarity with the site and its booking systems, we intend to begin to implement the surveying systems discussed in the TDM plan.

State Theatre Presents: Grace Potter in concert

Saturday, August 1

Attendance: 3,636 including staff

Working with professional parking management, we parked 560 cars on site, yielding an on-site parking ratio, including staff, of 6.5 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 45 bicycles).

Notes: Parking information, including location of free off-site parking at Mercy Hospital, on State Theatre website and promoted via the State Theatre's social platforms.

While we only have two actual outdoor concerts from which to gather data and draw conclusions, it is interesting that both of them show a 6.5:1 ratio of attendees to on-site parked vehicles, and both utilized virtually identical strategies; the other outdoor events range from a low of 4.3 (Town Square) to a high of 8.5 (Beer Camp), and average out at 6.4:1. Obviously the nature of outdoor events (which occur in warmer months and, generally, on days without rain) tend to be more inviting for pedestrians; we noted a heavy volume of pedestrian traffic for the Sierra Nevada Beer Camp event, for example. As we move into the first winter season, we will track parking data associated with the use of the rink and its related activities. And as we move ahead with our planning for the second full season with the State Theatre, we are working on a simple survey option for ticketbuyers inviting them to comment on how they traveled to the concert (see Exhibit H attached hereto). We anticipate gathering results from these surveys over the course of Summer 2016, and can then consolidate them, review with our colleagues at the State Theatre, and craft a proposed "Micro-TDM" plan in the fall of 2016 that can be utilized for seasons 2017 and beyond.

Updated Timetable for Action Items

For purposes of comparison, we have included the original TDM plan's action items and proposed timeframes for implementation, which were first outlined back in 2011, together with a third column outlining our updated timeframes. It is important to note that the original TDM assumed almost simultaneous delivery of the entire building program; there was no concept of a phased delivery, which only came later when the Master Plan tool became available.

However, certain of the action items have been accomplished ahead of full buildout, and we can now predict with some certainty when the first (Brick North/South) Micro TDM plans can be generated, with subsequent action items unfolding from there.

We have also appointed a TDM coordinator, and she has developed a survey for our tenants, along with an introductory letter, that we propose to circulate to our Brick North tenants this winter (see Exhibit G attached hereto).

Action Item	Original Timeframe for Implementation per 2011 Site Plan version of TDM	Updated Timeframe
Finalize TDM Funding Package based upon City of Portland's priorities for funding from its share of Transit TIF revenues generated by Forefront	Fall 2011	TBD pending City review process
Provide update to City regarding progress on TDM plan implementation and status of TMA ("macro TDM")	Fall 2012	Completed (Fall 2015)
Appoint/Confirm TDM Coordinator	6 months prior to opening of the Forefront Event Center, anticipated to be spring 2013	Completed (Fall 2015)
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	Summer 2016 <i>(coincides with opening of fully occupied Brick North building and renovated Brick South building)</i>
TDM Plan Implementation / On-site Parking Monitoring	Anticipated for Spring 2014, assuming final occupancy Summer/Fall 2013	Anticipated 2017 for Brick North/South and event area <i>(preliminary implementation and monitoring to date is detailed in this update above)</i>
Assess success of first six months of TDM Program and Report to City on initial effectiveness	Fall 2014	Completed (Fall 2015)

Submit Year Two TDM Program with needed modifications (and annually thereafter)	Spring 2015	December 2017 <i>(Permits one full year of operation for Brick North/South and 90 days to compile data and prepare update)</i>
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Exhibit A: Sierra Nevada Beer Camp PDF “Guest Guide”



Beer Camp Across America New England Edition

Thompson's Point

Portland, ME

Friday, August 1, 2014, 5-10 pm

YOUR TICKET INCLUDES

- A souvenir Beer Camp Across America tasting glass
- Unlimited samplings of your favorite regional brews
- The music spectacle MarchFourth Marching Band complete with stilt-walking acrobatics, enchanting dancers, and percussion that's more layered than your club sandwich. Check them out at <http://marchfourthmarchingband.com/>
- FREE Bike Valet, FREE shuttle from 385 Congress Street and drinking water - bring your water bottle!

WHAT DO I NEED TO KNOW / BRING?

Other than your lovely self, you will NEED to bring:

- **YOUR PRINTED TICKET**

Please bring a printed copy of your ticket to ensure a quick entry into the festival. **Tickets will be available for purchase the day of the event** if you would like to bring along a few extra Beer Campers! General attendee tickets will be available for \$70, and designated driver tickets will be available for \$40.

- **YOUR I.D. VERIFYING YOU ARE OF LEGAL DRINKING AGE**

It's like looking through the crates at the humane society: we'd like to, but we can't. Legally we have to make sure everyone inside the event is over 21. Bring your driver's license, passport or any other government issued photo I.D. and you'll be good to go!

What else?

- **There are a few things you need to leave behind...**

To ensure a safe and awesome event for everyone, bags will be checked upon entry for the following (in other words, please don't bring these so we can let you in right away!):

- **Firearms and weapons** – if you can't take it on a plane, you DEFINITELY shouldn't bring it to Beer Camp.
- **Outside food or beverages** – there will be plenty to eat and drink. We promise!

- **This event is for humans 21+ only.**

Sorry, no one under the age of 21 will be admitted; this includes your pooch and babies – even if you're carrying them around.

- **Have cash handy.**

We're working with vendors – primarily food trucks – to ensure there's a killer spread of local food to complement the beer lineup. Food is not included in your ticket, so be sure to bring some dough so you can sample away to your heart's content.

In addition to food, **we will also have some awesome Beer Camp Across America and Sierra Nevada gear on-site for purchase.** Our mobile gift shop accepts both cash and card, so start saving so you can take home some sweet swag!

- **Bring a water bottle.**

Yes, there will be lots of tasty beer to drink, but it will be good to stay hydrated with water too. We are doing our best to make this a zero-waste event, so remember to bring your reusable water bottle to fill up at the many water stations we will have at the festival.



- **Be prepared for the weather – Beer Camp Across America is happening RAIN OR SHINE!**
Mother Nature can be wily, so be prepared with your sunscreen, but also a sweater or some other kind of shell just in case she throws a little wind or rain our way.

For more info and tips for the festival, check out our [FAQ section](http://beercamp.sierranevada.com/faq/) of the Beer Camp Across America site at: <http://beercamp.sierranevada.com/faq/>.

GETTING HERE

FREE SHUTTLES

- Shuttle services will be provided by Maine Bus Rentals:
<http://mainebusrentals.com/transportation>.
- Shuttle pick-up and drop-off location: [385 Congress Street parking lot](#) (map of shuttle bus location can be found at the end of the guide).
- Shuttle schedule is as follows:
Shuttles start at 3:30 pm and **stop** at 11:30 pm.
- To find parking garages near shuttle location, visit www.google.com/maps and search for 385 Congress Street, Portland, Maine, and then, using the “search nearby” option, look up parking garages.

PARKING

- Thompson’s Point has an onsite parking lot for 700 cars. Follow signs to parking lot, which is the only parking location on site. Parking is \$10.
 - Map of all downtown Portland parking garages:
<https://maps.google.com/maps/ms?msid=209939093816258135294.0004abccede3a072a262d4&msa=0>
 - Alternate lots: Chestnut Street Garage, Public Market Street Garage & Mercy Hospital Fore River Campus (map of parking garages & shuttle bus pick-up/drop-off location can be found at the end of guide).
1. **Shuttle Bus Pick-up Location:** 385 Congress Street, Portland, ME; \$10 flat rate- car can be left overnight
 2. **Chestnut Street Parking Garage:** Corner of Chestnut Street and Oxford Street, Portland, ME
Lot phone number: (207) 450- 6129; \$10 flat rate- car can be left overnight
 3. **Public Market Garage:** 315 Cumberland Avenue, Portland, ME
Lot phone number: (207) 699- 2927; \$10 flat rate- car can be left overnight
 4. **Mercy Hospital (not pictured):** Fore River Campus: 195 Fore River Pkwy #160, Portland, ME (see map at end of guide). Free.

PUBLIC TRANSPORTATION

- **Public Transportation website:** <http://www.portlandmaine.com/getting-around/transportation/>
- **Casco Bay Ferry:** <http://www.cascobaylines.com/>
- **Concord Coach Lines:** Concord Coach Lines serves points in New Hampshire and Maine to Boston South Station and Boston’s Logan International Airport:
<http://www.concordcoachlines.com/>
- **The Downeaster:** The Downeaster operates daily round trips between Brunswick, ME, and Boston, MA: <http://www.amtrakdowneaster.com/>
- **Greyhound Bus:** <https://www.greyhound.com/default.aspx>
- **METRO Greater Portland Transit District bus:** METRO Greater Portland Transit District bus provides nine safe, efficient, and reliable routes throughout the greater Portland region. METRO Route #5 stops at the Portland Transportation Center (PTC) located adjacent to Thompson Point (map of drop-off location can be found at the end of the guide). Also visit: <http://gpmetrobus.net/>



FREE BIKE VALET



Bike-enthusiasts are in luck! The **Bike Coalition of Maine (BCM)** <http://www.bikemaine.org/> will be providing FREE bike valet services during the event where attendees can avoid traffic, parking issues, and additional carbon emissions. The bike valet service will be set up at the entrance of Thompson Point.

BIKE RACKS DOWNTOWN

- Maine has been named the second most bike-friendly state in the country and navigating Portland is easy and fun! There are plenty of places to park your bike downtown and take a shuttle to Beer Camp! Click [here](#) for a map of bike rack locations or visit: <https://maps.google.com/maps/ms?msid=209939093816258135294.000469bc0c189cf3f3622&msa=0&ll=43.655981,-70.257418&spn=0.010774,0.032938>

TAXIS

- Airport Cab:** (207) 899-5335
- ABC Taxi:** (207) 772-8685
- Old Port Taxi:** (207) 772-8294
- Jetport Taxi:** (207) 775-6990
- Elite Taxi:** (207) 871-7274
- Family Taxi:** (207) 615-9353
- ASAP Taxi:** (207) 791-2727

FRIENDS

- Don't forget, we are also selling Designated Driver tickets for \$30 at: [https://sierranevada.ticketleap.com/bcaa-newengland/dates/Aug-01-2014 at 0500PM](https://sierranevada.ticketleap.com/bcaa-newengland/dates/Aug-01-2014%20at%200500PM)

DRIVING DIRECTIONS:

BY CAR:

1. From I-95 North (Boston, Massachusetts)

- From I-95 North, keep right on I-295 N, follow signs for S. Portland/Downtown Portland.
- Take exit 5 for ME-22 E and follow signs for Maine 22/ U.S. 1 Alternate.
- Keep right and merge onto Fore River Pkwy.
- Turn left onto Thompson's Point.

2. From Portland International Jetport: 1001 Westbrook Street, Portland, Maine

- Head northeast on Johnson Road toward City Line Drive.
- Continue straight onto Congress Street.
- Turn right onto Fore River Parkway.
- Take first right onto Thompsons Point.
- Arrive at Thompson's Point.

3. From Portland's Downtown District: 549 Congress Street, Portland, Maine

- Head southwest on Congress Street toward Forest Avenue.
- Take first right on Forest Ave.
- Slight right to merge onto I-295 S/ U.S. 1 S toward South Portland
- Take exit 5A toward ME- 22/ U.S. 1 Alternate/ Congress St.
- Keep left at fork and follow signs for Portland/Waterfront/Casco bay/Fore River.
- Continue straight onto Thompsons Point
- Arrive at Thompson's Point.

HELPFUL SITES

Beer Camp Across America
Portland, Maine city website
Public Transportation website
Portland Downtown District website
Downtown Portland parking garages

<http://beercamp.sierranevada.com/>
<http://www.portlandmaine.gov/>
<http://www.portlandmaine.com/getting-around/transportation/>
<http://www.portlandmaine.com/>
http://en.parkopedia.com/parking/portland_me/



STAYING AWHILE?

So you want to keep the party going? Or you came in from afar? Hey, thanks for making the trek! Don't forget, lots of tasty options will be available at the festival, but for before and after see what the locals and others have to say about some spots nearby:

HOTELS

Hilton Garden Inn Portland Downtown Waterfront (207) 780-0780

Holiday Inn By the Bay (207) 775-2311

Hyatt Place Portland-Old Port (207) 775-1000

Portland Harbor Hotel (207) 775-9090

Portland Regency Hotel (207) 774-4200

Westin Portland Harborview Hotel (207) 775-5411

Eco Friendly Hotel Options in Portland Maine:

Village Cove Inn, Kennebunkport (207) 967-3993

Nonantum Resort, Kennebunkport (207) 967-4050

Courtyard by Marriott Portland Airport, South Portland (207) 253-5005

The Kennebunk Inn, Kennebunk (207) 985-3351

Additional Hotel Options in Downtown Portland: <http://directory.portlandmaine.com/travel/hotels/2786/>

Campgrounds (within 15 miles of Thompson Point, Maine):

1. Wassamki Spring Camping Area: 56 Saco Street - Scarborough, ME 04074 (207) 839-4276
2. Wild Duck Campground: 39 Dunstan Landing Road- Scarborough, ME 04074 (207) 883-4432
3. Cascadia Park: 911 Portland Road- Saco, ME 04072 (207) 282-1666
4. Bayley's Camping Resort: 275 Pine Point Road- Scarborough, ME 04074 (207) 883-6043.

VISIT PORTLAND: <http://www.visitportland.com/>

HOTELS AND RESTAURANTS NEAR THOMPSON'S POINT:

<https://maps.google.com/maps?q=Hotels+and+Restaurants&sl=43.652485,-70.291988&sspn=0.010076,0.022724&near=Thompsons+Point,+Portland,+ME+04102&geocode=CQi9B97UNO SJFYUVmgId7G3P-ymjrXua-ZuyTDFacSkRAuKP2A&hq=Hotels+and+Restaurants&t=m&z=9>

SIERRA NEVADA BEER LOCATOR: <http://www.sierranevada.com/beer-locator?brand=all&miles=10&Zip=04101>



BREWERS LIST

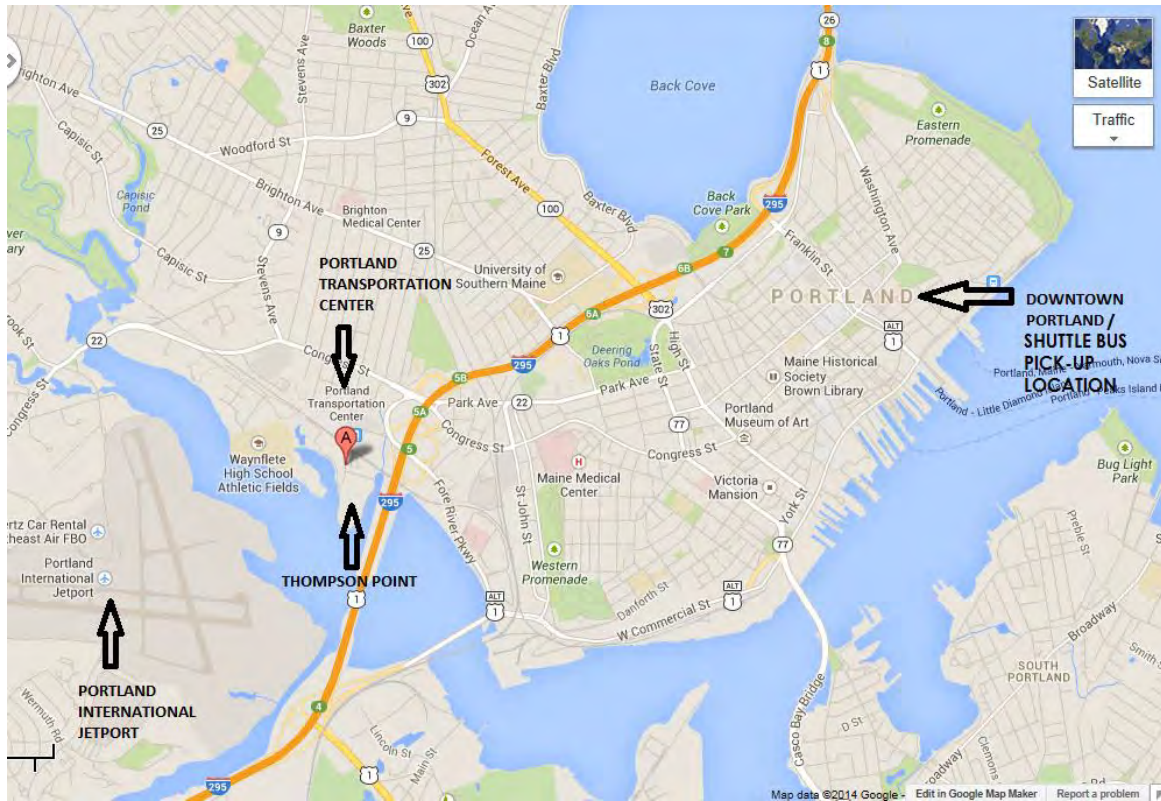
Smuttynose Brewing Co.
Tuckerman Brewing Co
Moonlight Meadery LLC
White Birch Brewing
Boothbay Craft Brewery
One Love Brewery @ 7th
Settlement
Sheepscot Valley Brewing Co.
Olde Burnside Brewing
Lost Nation Brewing
Narragansett Brewing Company
BAXTER BREWING COMPANY,
LLC
Northern Outdoors dba
Kennebec River Brewery
Relic Brewing Co
Geaghan Brothers Brewing
Company
Sackets Harbor Brewing
Company
Shipyard Brewing Co., LLC
Amherst Brewing Co.
Two Roads Brewing Company
Yonkers Brewing Co.
7th Settlement Brewery
Gneiss Brewing Company
Banded Horn Brewing
Company
Oxbow Brewing Co
FUNKY BOW BREWERY AND
BEER CO.
Foundation Brewing Company
Bigelow Brewing Company
Federal Jack's
Sea Dog Brewing Company
Gritty McDuff's Brewing Co
Rising Tide Brewing Company
Samuel Adams
Strong Brewing Co.
Harpoon Brewery
Sebago Brewing Co
Maine Mead Works
Moustache Brewing Co.
SoMe Brewing Company
Marshall Wharf Brewing Co

Barrage Brewing Company LLC
Long Trail Brewing Company
Otter Creek Brewing
Black Bear Brewery
BISSELL BROTHERS
Magic Hat Brewing Company
Throwback Brewery LLC
Penobscot Bay Brewery
Brooklyn Brewery
Newburgh Brewing Company
603 Brewery
Rushing Duck Brewing
Company
Willimantic Brewing Company
Watch City Brewing Company
Switchback Brewing Company
Pretty Things Beer & Ale Project
Geary Brewing Co.
Foolproof Brewing
Maine Beer Company
High and Mighty Beer CO
Atlantic Brewing Company
Lively Brewing
Rock Harbor Brewing Co.
Earth Eagle Brewings
Bunker Brewing Co
CH Evans Brewing Co
Cottrell Brewing
Monhegan Brewing Company
Thomas Hooker Brewing Co
Ipswich Ale Brewery
RiverWalk Brewing Company
Proclamation Ale Company
Woodstock Inn Brewery
Zero Gravity Craft Brewery
Back East Brewery
The Run of the Mill Public
House & Brewery
Battle Road Brewing Company
Martha's Exchange
The Liberal Cup
Moat Mountain Brewing Co.
Chatham Brewing, LLC
Stoneface Brewing Co
Andrew's Brewing Co.

Newburyport Brewing Company
Covered Bridge Craft Brewery,
LLC
Black Hog Brewing Co
Mayflower Brewing Company
In'finiti Fermentation &
Distillation
Tap Brewing Company
Somerville Brewing
Company/Slumbrew
ELM CITY BREWING
COMPANY
Southampton Publick House
Cambridge House Brew Pub
Shmaltz Brewery
Barreled Souls
Berkshire Brewing Company
Inc.
Flying Goose Brew Pub
Rockaway Brewing Company
Rare Form Brewing Company
Hop City Brewing Co.
The Traveler Beer Company
Clown Shoes Beer
Saint James Brewery
Wormtown Brewery
Crooked Ladder Brewing
Company
Cape Ann Brewing Company
Binghamton Brewing Co
Trinity Brewhouse
The Prodigal Brewery
Portsmouth Brewery
Peak Organic Brewing Co.
Hidden Cove Brewing Co.
Great Rhythm Brewing
Company
Austin Street Brewery
Aeronaut Brewing Co.
Pennesseewassee Brewing Co.,
LLC
Idle Hands Craft Ales
Shebeen Brewing Company

* Current at time of compiling, subject to change

MAP OF VENUE THOMPSON'S POINT



MAP OF SHUTTLE BUS PICKUP/DROP-OFF LOCATION



MAP OF METRO ROUTE #5- PORTLAND TRANSPORTATION CENTER (PTC)

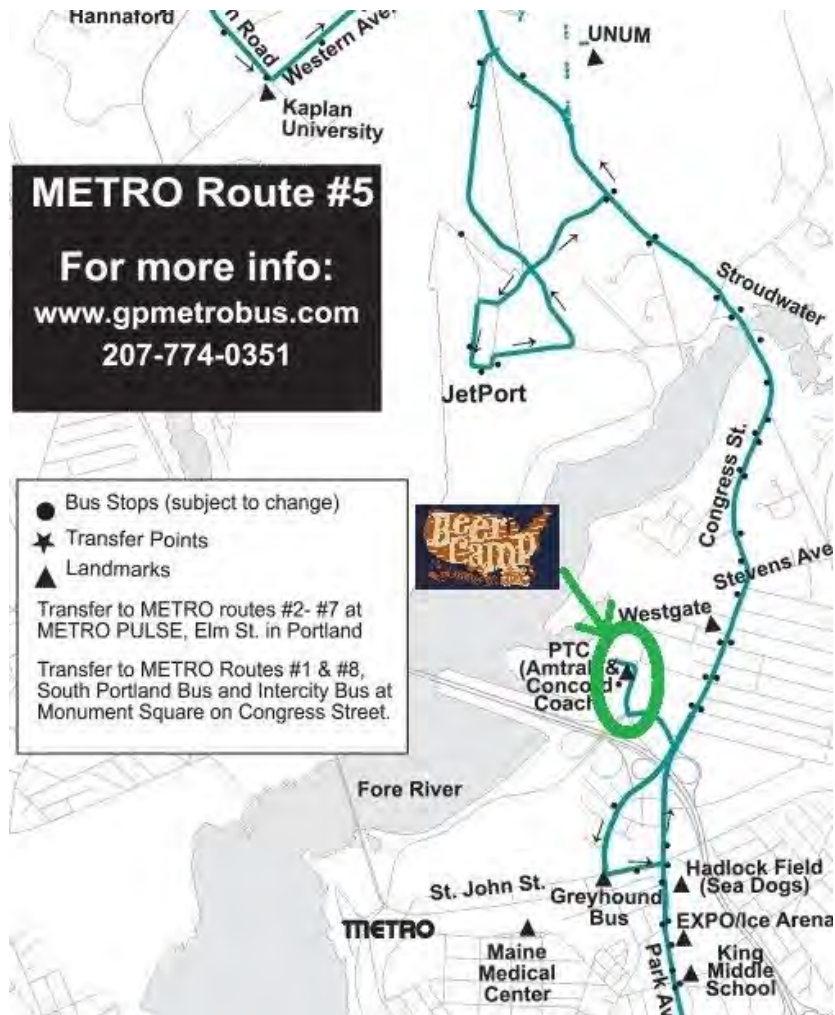


Exhibit B: Town Square Media Clash Bash Website



HOME ON-AIR LISTEN PLAYLISTS EVENTS Q INSIDER SEIZE THE D

TRENDING: SPIRIT OF PORTLAND 2015 | MSTY HALLOWEEN CONTEST | PRO FOOTBALL PICK 'EM | LOCAL EXPERTS | Q

Directions To The Clash Bash & BBQ



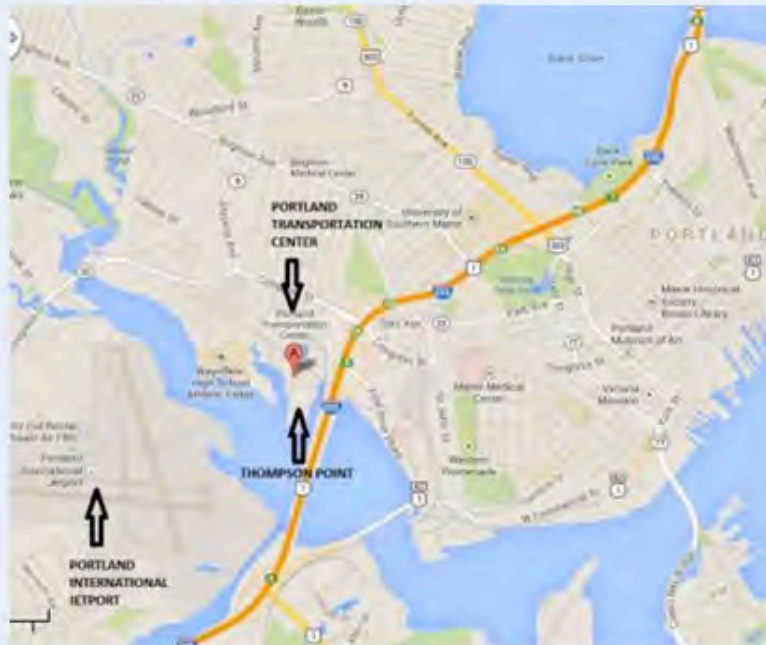
By **Jeff Parsons** August 1, 2014 1:08 PM



Share on Facebook



Share on Twitter



Thompson's Point is located directly behind the Portland Transportation Center off of outer Congress Street and easily accessible from 295.

Drive by car and park on site

Take the Amtrak Downesater www.amtrak.com

Call a Taxi

Elite Taxi: (207) 871-7274

Family Taxi: (207) 615-9353

ASAP Taxi: (207) 791-2727

NO MATTER WHAT, PLEASE BE SURE YOU HAVE A DESIGNATED DRIVER.

DRIVING DIRECTIONS

From Portland's Downtown District

a. Head southwest on Congress Street toward Forest Avenue

Exhibit C: Summer Session: Maine Brewers' Guild Website

Summer Session: Maine Brewers' Guild 2015 Beer Festival

Maine Brewers' Guild
Saturday, July 25, 2015 from 1:00 PM to 5:00 PM (EDT)
Portland, ME

Ticket Information

TICKET TYPE	SALES END	PRICE	FEE	QUANTITY
VIP Session (inc.'s general admission)	Ended	\$60.00	\$3.99	Sold Out
Designated Driver	Ended	\$20.00	\$1.99	N/A
Day Of Event General Admission more info	Ended	\$55.00	\$3.74	N/A

[Enter promotional code](#)

Share Summer Session: Maine Brewers' Guild 2015 Beer Festival

[Share](#) [Tweet](#) [Like](#) 1,066 people like this. [Sign Up](#) to see what your friends like

Event Details

**UPDATE: 11:13AM Saturday July 25th -
this event is SOLD OUT.**

No tickets will be available at the door.

We hope to see you next year

The Maine Brewers' Guild is slated to be the biggest brewfest in Maine and your best chance to try Maine's best beers. Summer Session is the only brewfest run by and in support of the Maine craft beer industry - we know what beer fans love, and we want to share our love of beer with you while creating the perfect festival environment. So come join us in the vast expanse of Thompson's Point waterfront venue in Portland - outdoors and under the sun for our **annual Maine Brewers' Guild festival - Summer Session 2015** on Saturday July 25th, from 1-5PM, with a VIP session starting at noon.

TICKETS: \$45/ general admission, \$60/ VIP (limited qty available), \$55/ Day of Event (general admission only).

All tickets include unlimited beer samples from all breweries, souvenir taster glass, access to beer school classes, live music. Food available for purchase from a huge variety of food trucks.

What makes our festival so awesome? We're glad you asked...

- **BEST BEER IN MAINE** - Maine's best brewers will be showcasing their wares from all across the state.
- **GUEST BREWERIES** - For the first time, we're doing an invitational format - our Maine brewers have invited their friends from out-of-state breweries so we'll have beers on tap that you've never tried, from breweries who don't normally sell their beer in Maine.
- **LIVE MUSIC** - we'll jam out to music from the Maine Marimba Ensemble and Down East Soul Coalition - but we'll keep it far enough away from the beer so you can still interact with the brewers and ask your questions.
- **PLENTY OF SPACE** to spread out - Thompson's Point is acres and acres of waterfront land. No crowded gymnasiums here.
- **LAWN CHAIRS WELCOME** - we want you to get comfortable, so bring your lawn chairs, picnic blankets, cornhole set, and make a day of it!
- **BEER SCHOOL CLASSES** - Learn from Maine's brewers in short, 10-15 minute 'classes' within the brewfest discussing all sorts of topics related to beer and brewing and giving you the chance to ask those burning questions and learn from the pros. No registration required. (list of classes is below)
- **The 1ST ANNUAL 'HOMEGROWN BEER' COMPETITION** - sponsored by Maine Malt House - over 15 brewers will be brewing a beer made with Maine grown grains malted in Maine Malt House's brand new facility in Mapleton, ME. All attendees will have the chance to try them all and vote on your favorite to see which brewery will take home the trophy! #DrinkLocal
- **FOOD TRUCKS** - They'll be there and ready to serve you, from the beginning to the end - so bring an appetite! Participating trucks include: Fishin' Ships, Hella Good Tacos, Love Kumpcakes, Pizza Pie on the Fly, The Sophisticated Sausage, Squeeze ME, The Roast, and PB&ME.
- **SUPPORTS YOUR LOCAL CRAFT BEER COMMUNITY** - Proceeds from our brewfest benefit the Maine Brewers' Guild in their work to promote and protect craft beer. (We're the people who changed the laws so brewers could pour their own beer at these festivals!) This is our biggest event of the year and the primary fundraiser for our nonprofit. Drink beer in support of beer!
- **TIME TO CATCH YOUR BREATH** - Although we'll have to stop serving beer at 5PM, you'll be welcome to hang out till around 6PM, grab a bite to eat from one of the food trucks, and take in the beauty of an evening on the water in Portland surrounded by thousands of your closest friends.
- **PUBLIC TRANSPORT** - We're working to figure out ways to get you to and from the festival safely. And if you're coming from Boston, the bus or trains heading into Portland will drop you right to the festival site. (The event is right behind the Amtrak and Concord Coach station). We'll also coordinate in-town Portland pick ups via public transport.

POURING AT THIS FESTIVAL:

Exhibit D: State Theatre Presents concert website

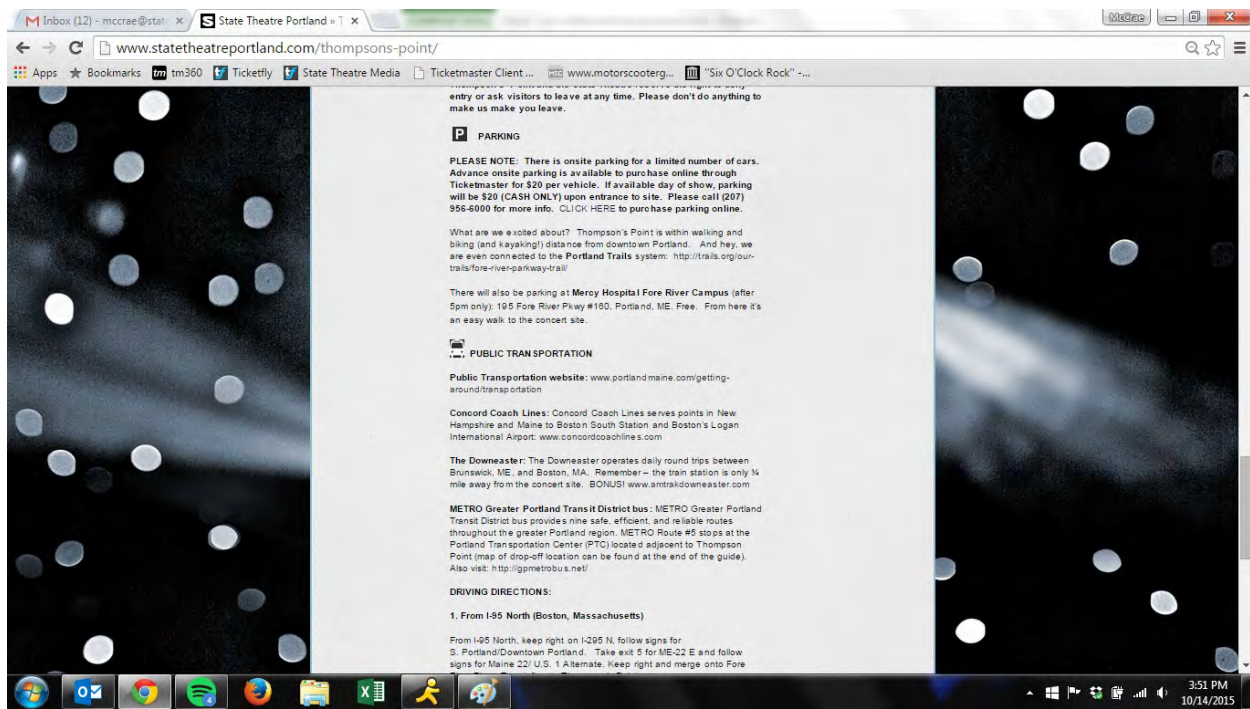
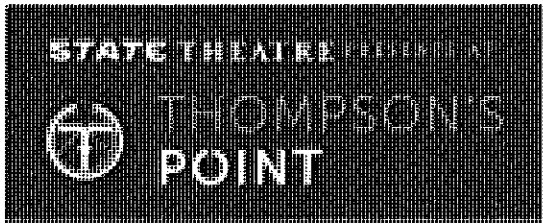


Exhibit E: State Theatre Presents parking and transit email to ticketholders

McCrae Hathaway

From: State Theatre <concerts@statetheatreportland.com>
Sent: Monday, June 22, 2015 11:48 AM
To: lauren@statetheatreportland.com
Cc: mccrae@statetheatreportland.com
Subject: Test Send - Info regarding Ingrid Michaelson at Thompson's Point

To view this email as a web page, go [here](#).



10 Thompson's Point, Portland, ME
June 19, 2015



We are so excited to celebrate our very first show at Thompson's Point outdoor venue with Ingrid and YOU. Here is some helpful info for you as you start making your plans for June 28.

The concert venue at Thompson's Point is located on the southern tip of "The Point"- the peninsula of land (and new lawn!) that juts out into the Fore River. When you arrive on TP, whether by car or by foot, follow the signs (and throngs of people) to the entrance gates.

Please note: All 2015 shows are General Admission events.

WHAT DO I NEED TO KNOW?

AGES

Thompson's Point is an ALL AGES venue. Children 2 and under are free.

REFUNDS

There are no refunds or exchanges on any tickets on any events unless an event is cancelled or postponed.

BOX OFFICE / CREDIT CARDS

While cash is king, we will accept credit cards at the box office – which will be located right next to the entrance gates. **CASH ONLY** at concessions. There will be ATMs on site.

PARKING

There is onsite parking for a limited number of cars. Advance onsite parking is available to purchase online for \$20 per vehicle. If available day of show, parking will be \$20 (**CASH ONLY**) upon entrance to site. Please call (207) 956-6000 for more info.

CLICK HERE to purchase parking online in advance.

RE-ENTRY

There will be no re-entry once your ticket has been scanned.

FOOD

There will be plenty of food available. We have hand-picked some of the best food trucks and vendors in Maine to fulfill any craving.

ALCOHOL

We are proud to serve draft beer selections from Shipyard Brewing Company and Sierra Nevada Brewing Co. as well as selections from Baxter Brewing, Deep Eddy Vodka, Cellar Door Winery and Downeast Cider (gluten free!) throughout the concert at our main concessions area under "The Depot". Please remember – if you are 21+ and plan on enjoying an alcoholic beverage, don't forget your government issued ID. **PLEASE NOTE: ALL BARS ARE CASH ONLY.**

ATM

We will be providing ATMs on site... just in case that first visit to the food truck wasn't enough, or you need to get that extra t-shirt for a friend.

SMOKING

There is a strict no-smoking policy at Thompson's Point.

ADA SEATING

ADA seating will be made available by request when you arrive at Thompson's Point.

Parking is available for guests with disabilities including a drop-off location near the entrance. Van accessible parking spaces are located near the entrance. These spaces are well-marked and are monitored by our staff. Please remember that all vehicles must display state-issued accessible parking tags or placards to park in these spaces.

The entrance to the venue is at street level. There are no steps or ramps to maneuver in and out of the entrances however there is a large portion of lawn between the entrance and the ADA seating section.

For more information on ADA seating at Thompson's Point, please call the State Theatre at 1-207-956-6000.

BE PREPARED FOR THE WEATHER – THE SHOW WILL GO ON RAIN OR SHINE

Thompson's Point is on the Fore River and it's still New England- it has the potential to be very hot or cool even in the summer. Prepare yourself. Wear a hat, breathable clothing, apply sunscreen. Hey – bring a raincoat! Be sure to check the weather before you travel to Thompson's Point. Plan ahead. Layers, people!

STAY HYDRATED!

Drink water. Lots of water. Dehydration causes unhappiness and we don't want that.

WHAT AND WHAT NOT TO BRING:

YOUR TICKET or ID FOR WILL CALL TICKETS

Please bring a printed copy of your ticket to ensure a quick entry into the show. If you are picking up your tickets at will call, please bring your ID to our will call window at the box office next to the entrance gates to pick up your tickets.

YOUR I.D.

If you have to pick up your ticket at will-call or plan on drinking any alcohol, bring your driver's license, passport or any other government issued photo I.D. and you'll be good to go!

THESE THINGS MIGHT ALSO HELP YOU AND ARE OK TO BRING:

SMALL beach or soft camp chairs

(NOTE: Out of respect for fellow concert-goers, chairs **must** be low profile, beach-style - *legs no higher than 4" off of the ground and chair backs no higher than 27" off the ground*)

Blankets or beach towels

Security reserves the right to redirect chair and blanket placement for the comfort and safety of patrons.

Hats (one hat per head probably a good formula), sunglasses, sunscreen, raincoat or poncho, a Color Me Badd CD, valid driver's license for will-call and/or to drink alcohol, a jacket, two thumbs up.

THERE ARE A FEW THINGS YOU NEED TO LEAVE BEHIND (and not limited to):

To ensure a safe and awesome event for everyone, bags will be checked upon entry for the following (in other words, please don't bring these so we can let you in right away): Pets, outside food & drink, glass bottles, cans or coolers, alcoholic beverages, illegal or illicit substances of any kind, weapons (including ninja stars), fireworks, umbrellas, professional photo/audio/video equipment, glow sticks or wands, laser pointers, a bad attitude.

Thompson's Point and the State Theatre reserve the right to deny entry or ask visitors to leave at any time. Please don't do anything to make us make you leave.



PARKING

PLEASE NOTE: There is onsite parking for a limited number of cars. Advance onsite parking is available to purchase online through Ticketmaster for \$20 per vehicle. If available day of show, parking will be \$20 (CASH ONLY) upon entrance to site. Please call (207) 956-6000 for more info. **CLICK HERE to purchase parking online.**

What are we excited about? Thompson's Point is within walking and biking (and kayaking!) distance from downtown Portland. And hey, we are even connected to the **Portland**

Trails system: <http://trails.org/our-trails/fore-river-parkway-trail/>

There will also be parking at **Mercy Hospital Fore River Campus** (after 5pm only): 195 Fore River Pkwy #160, Portland, ME. Free. From here it's an easy walk to the concert site.



PUBLIC TRANSPORTATION

Public Transportation website: www.portlandmaine.com/getting-around/transportation

Concord Coach Lines: Concord Coach Lines serves points in New Hampshire and Maine to Boston South Station and Boston's Logan International Airport: www.concordcoachlines.com

The Downeaster: The Downeaster operates daily round trips between Brunswick, ME, and Boston, MA. Remember – the train station is only ¼ mile away from the concert site. **BONUS!** www.amtrakdowneaster.com

METRO Greater Portland Transit District bus: METRO Greater Portland Transit District bus provides nine safe, efficient, and reliable routes throughout the greater Portland region. METRO Route #5 stops at the Portland Transportation Center (PTC) located adjacent to Thompson Point (map of drop-off location can be found at the end of the guide). Also visit: <http://gpmetrobus.net/>



Pedicab: Want someone else to pedal you up to the site? Call Maine Pedicab for a ride. Park in a garage downtown and get picked up in style. Don't forget they work for tips only so it's pay what you want! Call (207) 430-7011 to get to the festival in style.

DRIVING DIRECTIONS:

1. From I-95 North (Boston, Massachusetts)

From I-95 North, keep right on I-295 N, follow signs for S. Portland/Downtown Portland. Take exit 5 for ME-22 E and follow signs for Maine 22/ U.S. 1 Alternate. Keep right and merge onto Fore River Pkwy. Turn left onto Thompson's Point.

2. From Portland International Jetport: 1001 Westbrook Street, Portland, Maine

Head northeast on Johnson Road toward City Line Drive. Continue straight onto Congress Street. Turn right onto Fore River Parkway. Take first right onto Thompson's Point. Arrive at Thompson's Point.

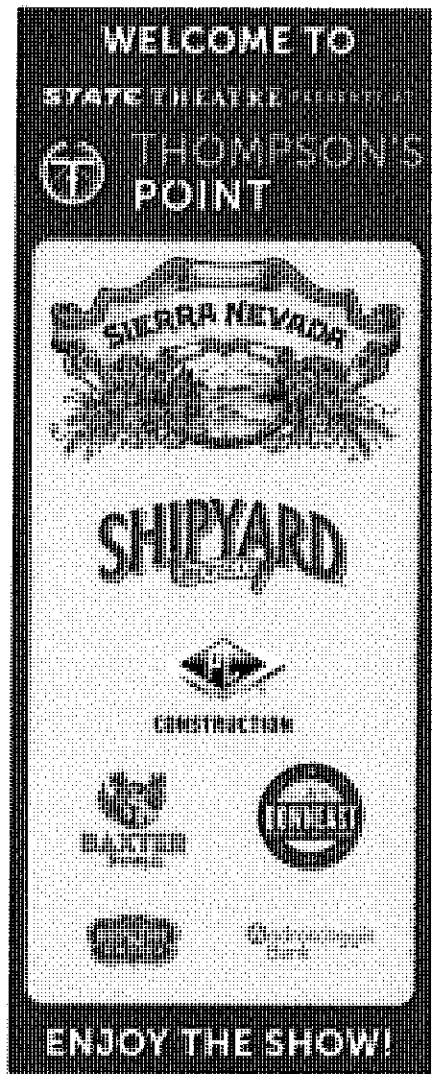
3. From Portland's Downtown District: 549 Congress Street, Portland, Maine

Head southwest on Congress Street toward Forest Avenue. Take first right on Forest Avenue. Slight right to merge onto I-295 S/ U.S. 1 S toward South Portland. Take exit 5A toward ME- 22/ U.S. 1 Alternate/ Congress Street. Keep left at fork and follow signs to Thompson's Point.

CLICK HERE to enter driving directions on Google Maps.

For any other questions, please call (207) 956-6000 or email us at info@statetheatreportland.com

See you at the show!



BOX OFFICE

Buy tickets online at www.statetheatreportland.com, by phone at 1-800-745-3000 or in person at the State Theatre box office, Fridays 10am-2pm. The Thompson's Point box office is open one hour before doors night of show.



This email was sent to lauren@statetheatreportland.com by State Theatre, 609 Congress Street, Portland, Maine 04101. You are receiving this email advertisement because your email address was used for a ticket purchase or you signed up via our website.

[Update your profile & modify subscriptions](#) | [Unsubscribe](#) | [Contact Us](#)

Exhibit F: State Theatre Presents email capture statistics

Name
TP Info

From
State Theatre
concerts@statetheatreportland.com

Subject
Info regarding Ingrid Michaelson at Thompson's Point

Segment
Ingrid Buyers

Overview	63.1 % (495) Opens	12.9 % (101) Clicks	0.4 % (3) Bounces	0.1 % (1) Unsubscribes
----------	------------------------------	-------------------------------	-----------------------------	----------------------------------

Delivery	99.6 % Delivery Rate	785 Sent	782 Delivered
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Opens	63.1 % Total Opens	495 Unique Opens	287 Did Not Open
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Clicks	12.9 % Net Click Through Rate	149 Total	101 Unique
--------	---	---------------------	----------------------

	Links	Clicks	Click Through Rate
1	parking http://www.ticketmaster.com/thompsons-po...	44 	5.6%
2	ingrid http://www.statetheatreportland.com/even...	26 	3.3%
3	http://www.ticketmaster.com/Thomps http://www.ticketmaster.com/Thompsons-Po...	15 	1.9%
4	maps https://www.google.com/maps/dir/43.6497...	12 	1.5%
5	http://www.statetheatreportland.com http://www.statetheatreportland.com?cam...	9 	1.1%
6	View as a Web Page http://view.tmclient.ticketmaster.com/7j...	7 	0.9%
7	http://www.statetheatreportland.com	5 	

Exhibit G: Transportation Demand Management Surveys



Transportation Demand Management Survey

Date:

From: Sue Santerre, Thompson's Point Development Company

To: [Tenant]

On behalf of our team, I would like to welcome you to Thompson's Point! We are excited to have you join us in this dynamic mixed-use project. As a transit-oriented development, we are eager to do what we can to encourage the use of alternative forms of transportation. While use of Single Occupant Vehicles (SOVs) continues to be necessary for many of our tenants, visitors, and guests, we are nevertheless interested to work together as a community of businesses to find other ways of getting people to and from the Point. My role is to help further these goals. Our team will help coordinate and promote rideshare opportunities; use of AMTRAK and Concord Coach lines; METRO bus; and U Car Share/Uber; monitoring parking usage in conjunction with parking management; monitoring parking usage in conjunction with parking facility management; coordinating event scheduling; encouraging greater use of bicycling, walking, and bus-based transit; and convening meetings of decision-makers representing the tenants/users at Thompson's Point, who will assist the coordinator in facilitating these overall goals.

To help me better understand your company's needs, I would be grateful if you would distribute the enclosed survey to your employees and ask them to fill it out and return it to me at: sue@thompsonspointmaine.com at their earliest opportunity. If you have any questions or would like to set up a time to discuss, please do not hesitate to contact me.

Yours sincerely,

Sue Santerre

Transportation Demand Management Coordinator

Question	Yes	No	Response
Do you drive to work?			
If so, do you drive alone?			
If not, how many ride with you?			
If you ride alone, would you consider carpooling?			
Have you used Uber?			
Have you used Uber to get to/from work?			
If not, would you consider it?			
Do you take METRO to work?			
If so, how often?			
If not, why not?			
If not, what would make you consider taking METRO?			
How long is your commute to work?			
Do you ride a bicycle or walk to work?			
If so, how often?			
If not, why not?			
If not, would you consider riding a bicycle or walking to work if you had facilities (shower, bike racks, etc.) to make this a better experience?			
Are there any other comments you would like to offer as we consider how to facilitate better access to alternative transportation for Thompson's Point?			



Concert Transportation Demand Management Survey

Question	Yes	No	Response
Did you drive to the concert?			
If so, did you drive alone?			
If not, how did you get to the concert?			
Would you consider carpooling?			
Have you used Uber?			
Would you use Uber to travel to a concert with others?			
Have you taken the METRO bus?			
Would you take the METRO bus to a concert at Thompson's Point?			
If not, why not, and what could get you to consider taking METRO?			
Where did you travel from, and how long did it take you to get to the concert?			
If you drove, would you ever consider riding a bicycle or walking to a concert?			
Are there any other comments you would like to offer as we consider how to facilitate better access to alternative transportation to concerts at Thompson's Point?			



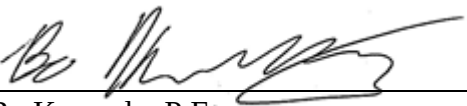
Neighborhood Meeting Certification

I, Bo Kennedy, P.E. of Fay, Spofford & Thorndike, hereby certify that a Neighborhood Meeting was held on October 9, 2015 at the project site Circus Maine, Brick North Building, 4 Thompson's Point, Portland, Maine at 12:00 PM.

I also certify that on September 29, 2015 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1,000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,


Bo Kennedy, P.E.

October 9, 2015

Date

Attached to this certification are:

1. Meeting invitation
2. Sign-in sheet
3. Meeting minutes

R:\2982.05 Amended Site Plan Part II\Admin\Permitting\Brick South Level III-Site Plan\Neighborhood Meeting\2982.05 Neighborhood Meeting Certification Form 09-29-15.doc

September 29, 2015



Dear Neighbor:

Please join us for a **Neighborhood Meeting** to discuss our request for the **Subdivision Plan and Level III Site Plan** approval for the property located at Thompson's Point in Portland, Maine. The Forefront at Thompson's Point development is a mixed use development parcel south of the Pan Am Railway. The overall development is proposed to include an event center, office space, hotel/residential units, educational building, parking garage, sports medicine, cultural center, open space concert/venue area and restaurants. The current Level III Site Plan Application is specifically for the redevelopment of an existing brick building for event use.

Meeting Location: **Circus Maine**
 Brick North Building, 4 Thompson's Point, Portland, ME

Meeting Date: **Friday, October 9, 2015**

Meeting Time: **12:00 p.m.**

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) 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 feel free to contact me at 207-775-1121.

Sincerely,

FAY, SPOFFORD & THORNDIKE, LLC

A handwritten signature in black ink, appearing to read "Bo Kennedy".

Bo Kennedy, P.E.
Senior Engineer

BEK/smk

R:\2982.05 Amended Site Plan Part II\Admin\Permitting\Brick South Level III-Site Plan\Neighborhood Meeting\Neighborhood Mtg Ltr.docx

***Note:** Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street, Portland, ME 04101 or by email to: bab@portlandmaine.gov*

Neighborhood Meeting Sign-In Sheet
The Forefront at Thompson's Point
Circus Maine, Brick North Building
4 Thompson's Point, Portland, Maine

Date: Friday, October 9, 2015

Time: 12:00 pm

Location: Circus Maine, Brick North Building, 4 Thompson's Point, Portland, ME

[illegible]

Thompson's Point Public Hearing

MINUTES

OCTOBER 9, 2015

BRICK NORTH BUILDING CIRCUS SPACE

MEETING CALLED BY	Forefront Partners I, LP
TYPE OF MEETING	Neighborhood Meeting for Subdivision/Level III Site Plan
FACILITATOR	Chris Thompson
NOTE TAKER	Sue Santerre
ATTENDEES	See attached sign in sheet

TOPIC	Update on Master Plan, Presentation of Subdivision, and Brick South Site Plan
Thompson's Point Master Plan, Subdivision Plan, and Brick South Level III site plans were displayed on large format presentation boards for public to see. Chris Thompson introduced the project and Bo Kennedy, PE with FST was on hand to address questions and comments. Chris Thompson provided an overview of the project, including the Brick North project, which is currently in construction with a projected completion date of May 2016; and the relocation of Suburban Propane to Riverside Street, engineering work for which is underway now. Kennedy presented the subdivision and its phases, showing the sequential sections for recording, describing roadway and utility work associated with each. Thompson presented plans for the Brick South building, an existing rail building to be renovated (targeting LEED Silver certification) for a multi-use event space, with a projected start date of January 1, 2016 and finish date of June 15, 2016.	
PUBLIC COMMENTS AND CONCERNS	
<i>Question 1:</i> Brick North and South plans look good with the fruit tree grove and outdoor space. Are there bike racks for people who bike to these buildings? <i>Response by Chris Thompson:</i> There will be bike racks located at different places around the point and both of these buildings have them programmed.	
<i>Question 2:</i> The area looks good – better than it did before and we are excited to see the rest of the plans. It is great that you are doing outdoor events, and ice skating, and building event space which we need instead of an office park.	
<i>Question 3:</i> I like the aesthetics and that you are keeping these brick buildings and bringing them back to life. Will there be awnings or porticos, something else? <i>Response by Chris Thompson:</i> Yes, both buildings have covered entries planned. Brick South has a larger capacity and has a broad covered entry here. Brick North's west wing, the entryway we used to come in to this space, does not have one shown on the plan but we are proposing to add one.	
<i>Question 4:</i> Where can we get information on a day to day basis regarding the project? <i>Response by Chris Thompson:</i> We have a website, www.thompsonspointmaine.com where you	

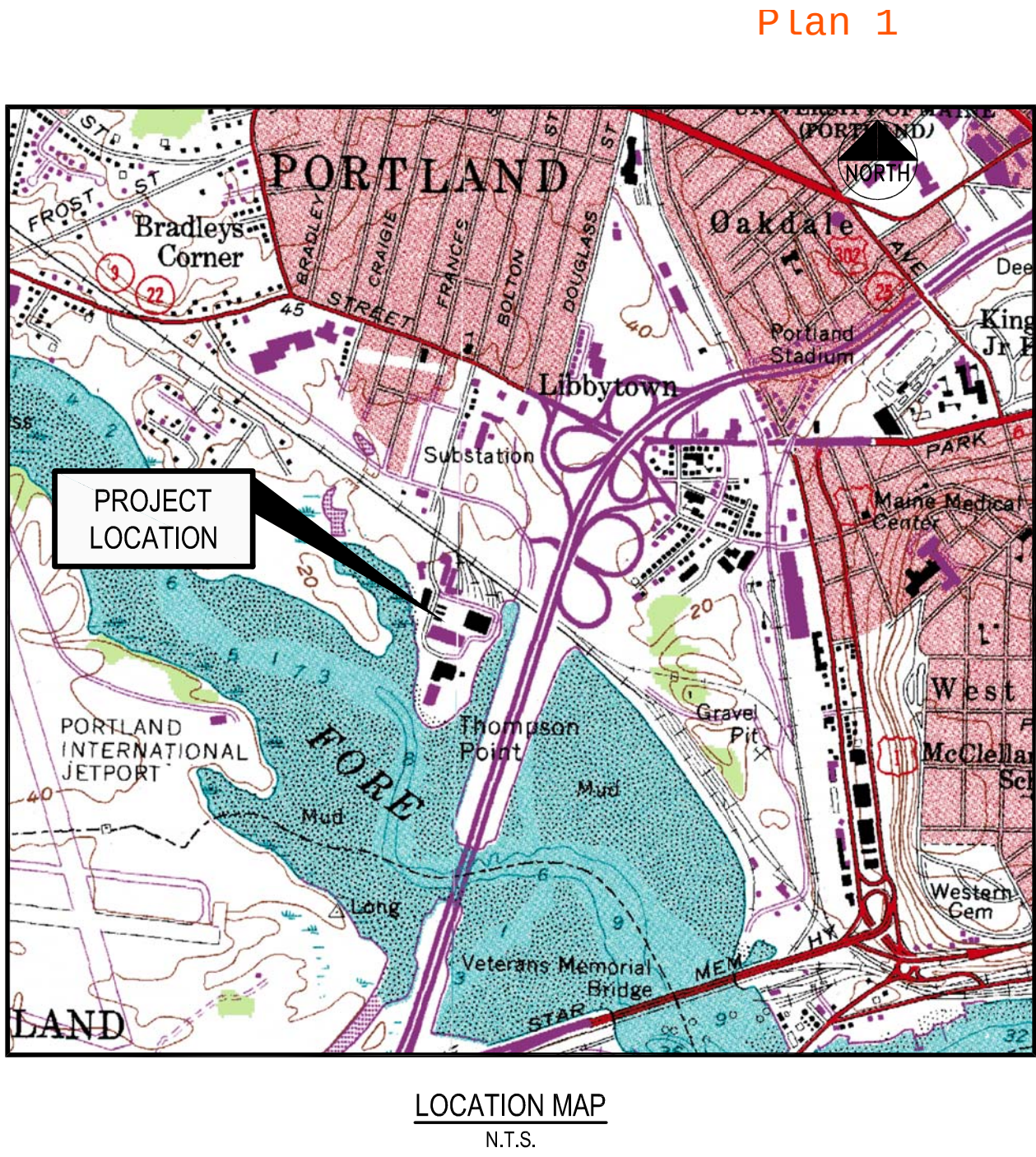
can go to get information and to see upcoming events.

TOPIC

Conclusion

Chris Thompson: We thank you for coming and for your participation. Safe travels home and stay dry.

DEVELOPMENT PLANS
FOR
THE FOREFRONT AT
THOMPSON'S POINT
FINAL SUBDIVISION APPLICATION
SUBMISSION TO CITY OF PORTLAND
PORTLAND, MAINE
AUGUST 13TH, 2015



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 TROTTER
TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
877.546.0962

FIBER COMMUNICATIONS
ATTN: MICHAEL ELLINGWOOD
OXFORD NETWORKS
491 LISBON STREET
LEWISTON, MAINE 04240
207.333.3471
mellingwood@oxfordnetworks.com

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 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 GRIMANDO	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

CONSULTANT LIST

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ARCHITECT: Archetype Architects 48 UNION STREET PORTLAND, MAINE 04101 207.772.6022 ATTN: BILL HOPKINS www.archetype-architects.com	ENVIRONMENTAL ENGINEER: Crederre Associates, LLC 776 MAIN STREET WESTBROOK, MAINE 04092 207.828.1272 ATTN: RIP PATTEN www.crederrellc.com
Phi Home Designs 446 WEST STREET ROCKPORT, MAINE 04856 207.230.6034 ATTN: ERIK DURBAS	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
LANDSCAPE ARCHITECT: Carroll Associates 217 COMMERCIAL STREET, SUITE 200 PORTLAND, MAINE 04101 207.772.1552 ATTN: PAT CARROLL	SURVEYOR: Sebago Technics, Inc. 1 CHABOT STREET WESTBROOK, MAINE 04092 207.856.0277 www.sebagotechnics.com
ELECTRICAL / LIGHTING CONSULTANT: Bartlett Design 942 WASHINGTON STREET BATH, MAINE 04530 207.522.9789 ATTN: LARRY BARTLETT	LEED: Thornton Tomasetti 386 FORE STREET, SUITE 401 PORTLAND, MAINE 04101 207.245.6060 www.thorntontomasetti.com
LEGAL COUNSEL: Verrill Dana ONE PORTLAND SQUARE P.O. BOX 586 PORTLAND, MAINE 04112 207.774.4000 ATTN: DAVID GALGAY www.verrilldana.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.

				PROJECT: THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE: COVER SHEET	FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106 DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BN COV SHEET: C-1.0 DATE: SEPT 2014 SCALE: N.T.S. JOB NO. SP-M007B
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. BO KENNEDY LIC. #11994	CLIENT: FOREFRONT PARTNERS I, LP	
REV	DATE	DESCRIPTION	REVISIONS		

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	95%

AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE

*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

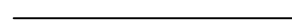
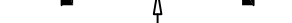
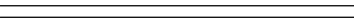
(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT BETWEEN THIS SECTION AND THE LANDSCAPE DRAWINGS, THE LANDSCAPING DRAWINGS SHALL GOVERN)

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. TEMPORARY/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

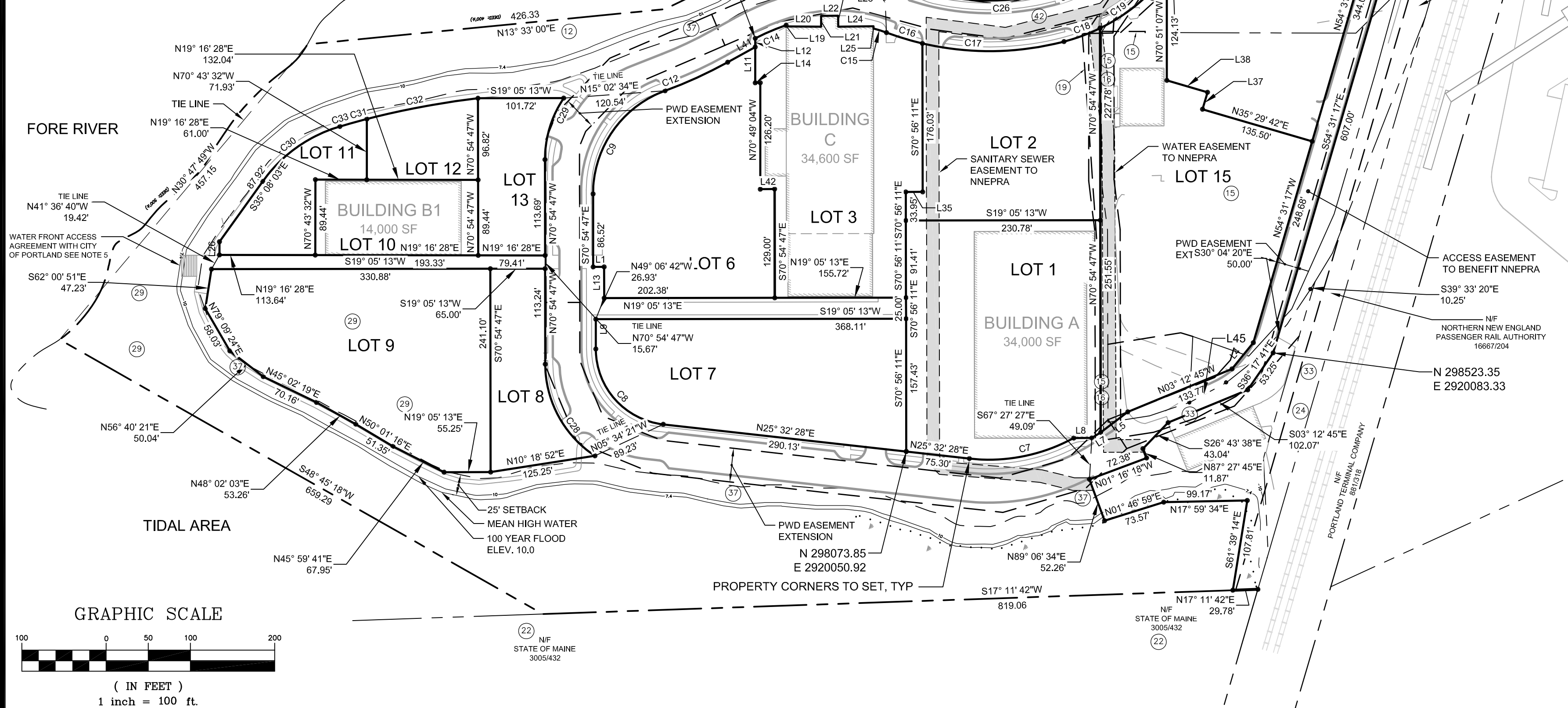
EXISTING	PROPOSED
 BOUNDARY LINE/R.O.W.	 BARRIER FREE SYMBOL
 ABUTTER LINE/R.O.W.	 SIGN
 DEED LINE/ROW	 SIGN LABEL
 TIE LINE	 GUIDERAIL - METAL
 EASEMENT	 GUIDERAIL - TIMBER
 FLOODPLAIN	 FENCE - CHAINLINK
 CENTERLINE	 FENCE - WOOD
 IRON PIPE/ROD	 BUILDING / BUILDING ACCESS
 BENCHMARK	 PROPERTY LINE
 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

1. OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CCRD BOOK: 30781, PAGE: 282
2. LOTUS IS SHOWN AS LOTS 5, 6, 7, 10 AND 11 ON PORTLAND ASSESSORS MAP 2011 AND LOTS 1 & 4, MAP 2002.
3. BEARINGS AND DISTANCES AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHINCS, 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 POINT. THE DEVELOPMENT PLAN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY P. J. 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 THE PERTINENT DEVELOPMENTS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DAVIS PERFORMED FOR INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED _____.
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINCS AS SHOWN ON A PLAN TITLED "ALTA/CMS LAND TITLE SURVEY OF 1 THOMPSONS POINT, DATED MAY 27, 2011 AND LAST REVIEWED NOVEMBER 23, 2011."
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHINCS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 207 (NGVD 29).
8. THE FOREFRONT DEVELOPMENT ASSUMES ROAD AND UTILITY MAINTENANCE RESPONSIBILITIES WITH THE CITY OF PORTLAND AND TURN AROUND AS DESCRIBED IN AGREEMENTS WITH THE CITY OF PORTLAND AND RECORDED IN THE CCRD.

	LOT ID	AREA (SF)	AREA (AC)
SECTIONAL RECORDING 1	COMMON AREA	507,368	11.65
	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
SECTIONAL RECORDING 4	16	37,983	0.87
	17	44,896	1.03
	18	54,336	1.25
	19	66,399	1.52
	TOTAL	1,312,346	30.13

ALL PHASES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROVED DEVELOPMENT PLAN AND CONDITIONS OF THIS SUBDIVISION APPROVAL.



_____ DATE _____

CHAIRPERSON

	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

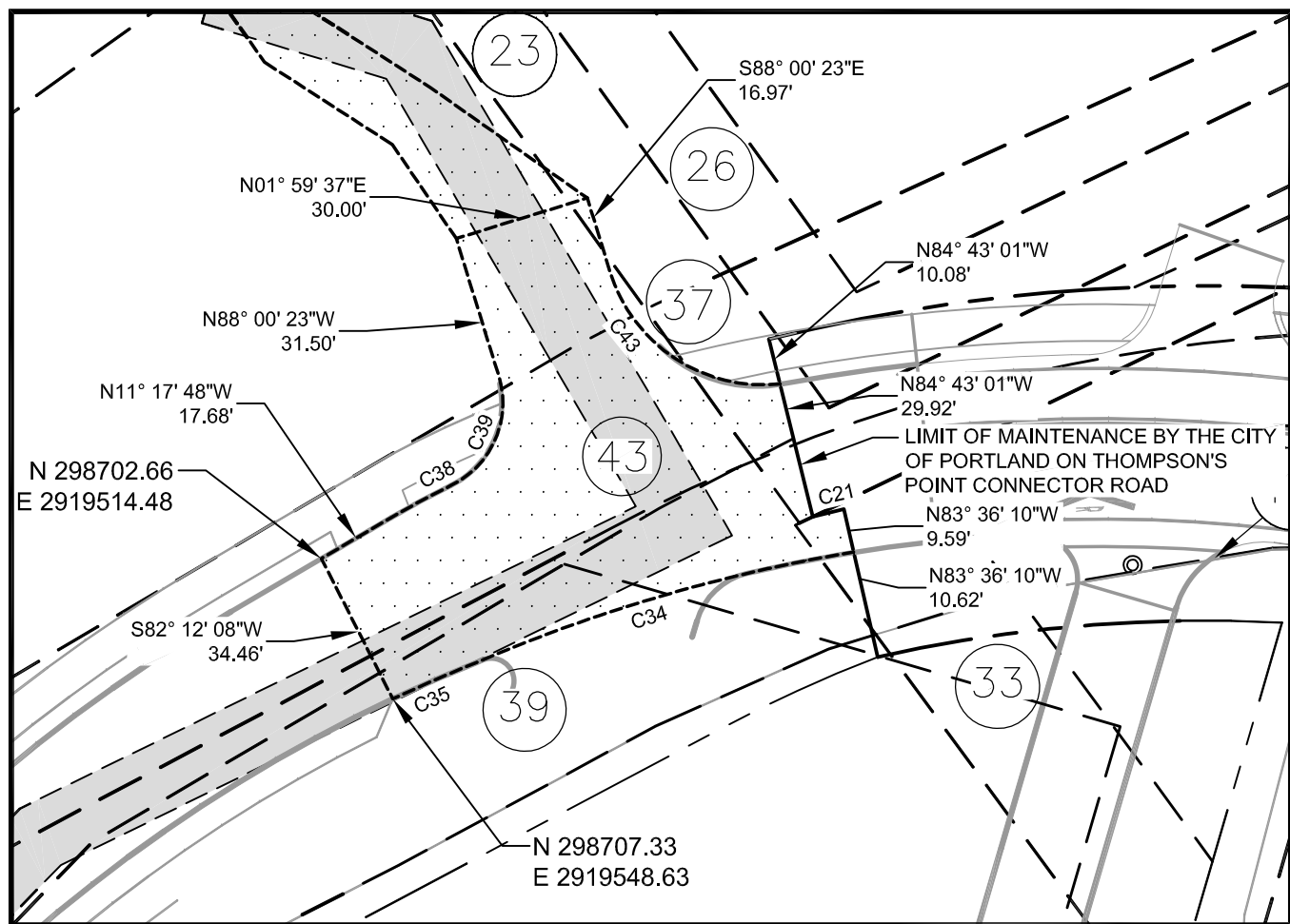
THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNIQS, 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.

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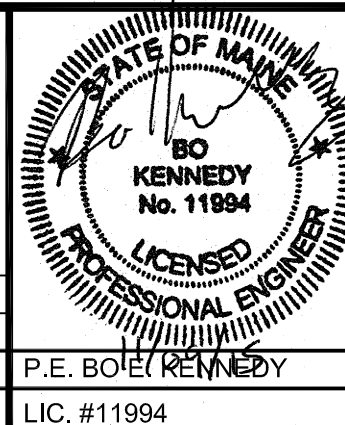
CHARLES D. MARCHESE, MAINE PLS 2009



CITY OF PORTLAND TURNAROUND EASEMENT

$$1^{\circ} = 40'$$

	2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
	1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
CHARLES D. MARCHESE	REV	DATE	DESCRIPTION
MAINE PLS 2009	REVISIONS		

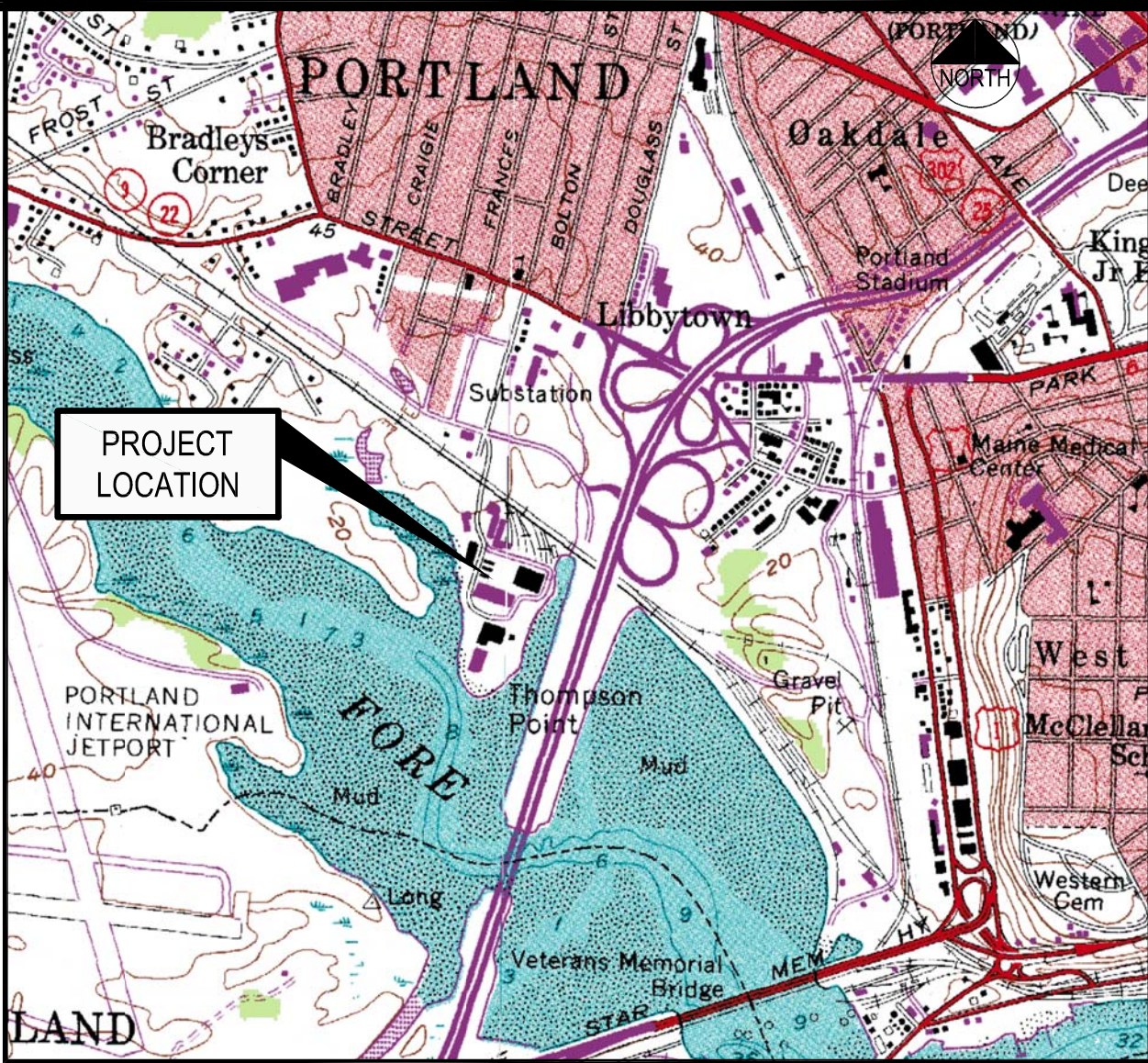


FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240



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	



LOCATION MAP
N.T.S.

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

LINE TABLE			CURVE TABLE				
ID	LENGTH	DIRECTION	ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
L1	13.00	N19° 05' 13"E	C1	40.00	128.19	018° 21' 41"	127.64 / S15° 20' 41"E
L2	40.05	N31° 51' 51"E	C2	40.00	6.11	000° 52' 30"	6.11 / S05° 43' 13"W
L4	60.31	N17° 57' 15"W	C4	360.00	7.00	001° 06' 51"	7.00 / S05° 52' 23"W
L7	12.39	S13° 01' 05"E	C4	360.00	7.00	001° 06' 51"	7.00 / S05° 52' 23"W
L8	21.46	N19° 04' 02"E	C5	327.00	39.17	006° 51' 45"	39.19 / S04° 56' 55"W
L9	35.38	S19° 05' 14"E	C5	327.00	39.17	006° 51' 45"	39.14 / S09° 56' 55"W
L11	42.48	S70° 49' 32"E	C6	327.00	27.62	004° 50' 23"	27.61 / N15° 47' 59"E
L12	10.21	S70° 49' 32"E	C6	327.00	27.62	004° 50' 23"	27.61 / N15° 47' 59"E
L13	36.97	S70° 54' 47"E	C7	210.00	128.18	034° 58' 24"	128.20 / N08° 0' 13"E
L14	60.00	S18° 37' 15"W	C7	210.00	128.18	034° 58' 24"	128.20 / N08° 0' 13"E
L18	13.27	S16° 30' 39"E	C8	90.00	131.23	083° 32' 45"	119.91 / N07° 18' 51"E
L19	14.11	S14° 20' 50"E	C9	130.00	158.84	070° 00' 28"	149.14 / S35° 54' 33"E
L20	41.52	S19° 42' 12"W	C9	130.00	158.84	070° 00' 28"	149.14 / S35° 54' 33"E
L21	12.96	S70° 48' 01"E	C12	529.00	81.82	008° 01' 41"	81.73 / N05° 20' 00"W
L22	20.52	S19° 06' 01"E	C14	250.00	39.89	009° 03' 34"	39.85 / S03° 54' 37"E
L23	13.01	N71° 10' 49"W	C14	250.00	39.89	009° 03' 34"	39.85 / S03° 54' 37"E
L24	41.80	N71° 14' 16"W	C15	160.00	16.18	005° 47' 38"	16.17 / S30° 41' 49"W
L25	63.28	N70° 56' 12"E	C16	160.00	16.18	005° 47' 38"	16.17 / S30° 41' 49"W
L26	15.65	S70° 53' 31"E	C16	350.00	44.54	007° 17' 27"	44.51 / S35° 57' 03"W
L27	20.55	S27° 06' 14"E	C16	350.00	44.54	007° 17' 27"	44.51 / S35° 57' 03"W
L28	59.17	S27° 00' 14"E	C17	350.00	169.62	022° 46' 03"	167.97 / S18° 25' 15"W
L29	79.72	S27° 00' 14"E	C17	350.00	169.62	022° 46' 03"	167.97 / S18° 25' 15"W
L30	46.99	S71° 46' 28"E	C18	230.00	45.82	011° 24' 49"	45.74 / S01° 10' 08"E
L31	51.40	S04° 54' 35"E	C18	230.00	45.82	011° 24' 49"	45.74 / S01° 10' 08"E
L32	108.24	S16° 28' 29"W	C19	230.00	80.80	020° 07' 41"	80.38 / S16° 56' 23"E
L33	186.24	S10° 31' 31"E	C19	230.00	80.80	020° 07' 41"	80.38 / S16° 56' 23"E
L34	12.74	N73° 29' 01"E	C20	330.00	214.17	037° 11' 09"	210.43 / S08° 24' 41"E
L35	20.96	S19° 03' 49"W	C20	330.00	214.17	037° 11' 09"	210.43 / S08° 24' 41"E
L37	20.50	S54° 30' 38"E	C22	330.00	10.48	001° 32' 23"	10.48 / S08° 34' 57"E
L38	50.21	N35° 29' 02"E	C23	390.00	236.99	034° 49' 00"	233.36 / N09° 35' 44"W
L39	21.12	N37° 58' 14"E	C23	390.00	236.99	034° 49' 00"	233.36 / N09° 35' 44"W
L41	37.31	N09° 46' 00"W	C24	170.00	68.28	023° 00' 43"	67.82 / S15° 29' 52"E
L42	17.00	N18° 37' 32"E	C24	170.00	68.28	023° 00' 43"	67.82 / S15° 29' 52"E
L45	50.00	S09° 16' 20"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 / N38° 22' 00"E
			C27	220.00	24.80	006° 27' 35"	24.79 / N38° 22' 00"E
			C28	130.00	128.84	056° 07' 40"	123.63 / S80° 41' 40"W
			C28	130.00	128.84	073° 04' 01"	76.17 / N53° 52' 40"W
			C30	171.77	114.54	038° 12' 24"	112.43 / S16° 17' 04"W
			C31	100.08	26.95	001° 31' 55"	26.95 / S03° 59' 48"E
			C32	100.08	134.15	007° 37' 31"	134.05 / S08° 34' 31"W
			C33	86.70	6.25	000° 24' 42"	6.25 / S03° 37' 29"E

CURVE TABLE CONVEYANCE TO MDO

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00"	7.00"	01° 06' 51"	7.00" / S05° 50' 23"W
C34	358.46"	86.21"	01° 46' 45"	86.00" / S02° 50' 42"W
C35	345.00"	19.98"	003° 19' 05"	19.98" / S04° 25' 11"E
C38	194.00"	15.04"	004° 26' 33"	15.04" / N09° 04' 31"W
C39	20.00"	28.33"	081° 09' 08"	26.02" / N47° 25' 49"W
C43	35.00"	48.22"	078° 55' 47"	44.49" / N52° 31' 43"E

PLAN REFERENCES:

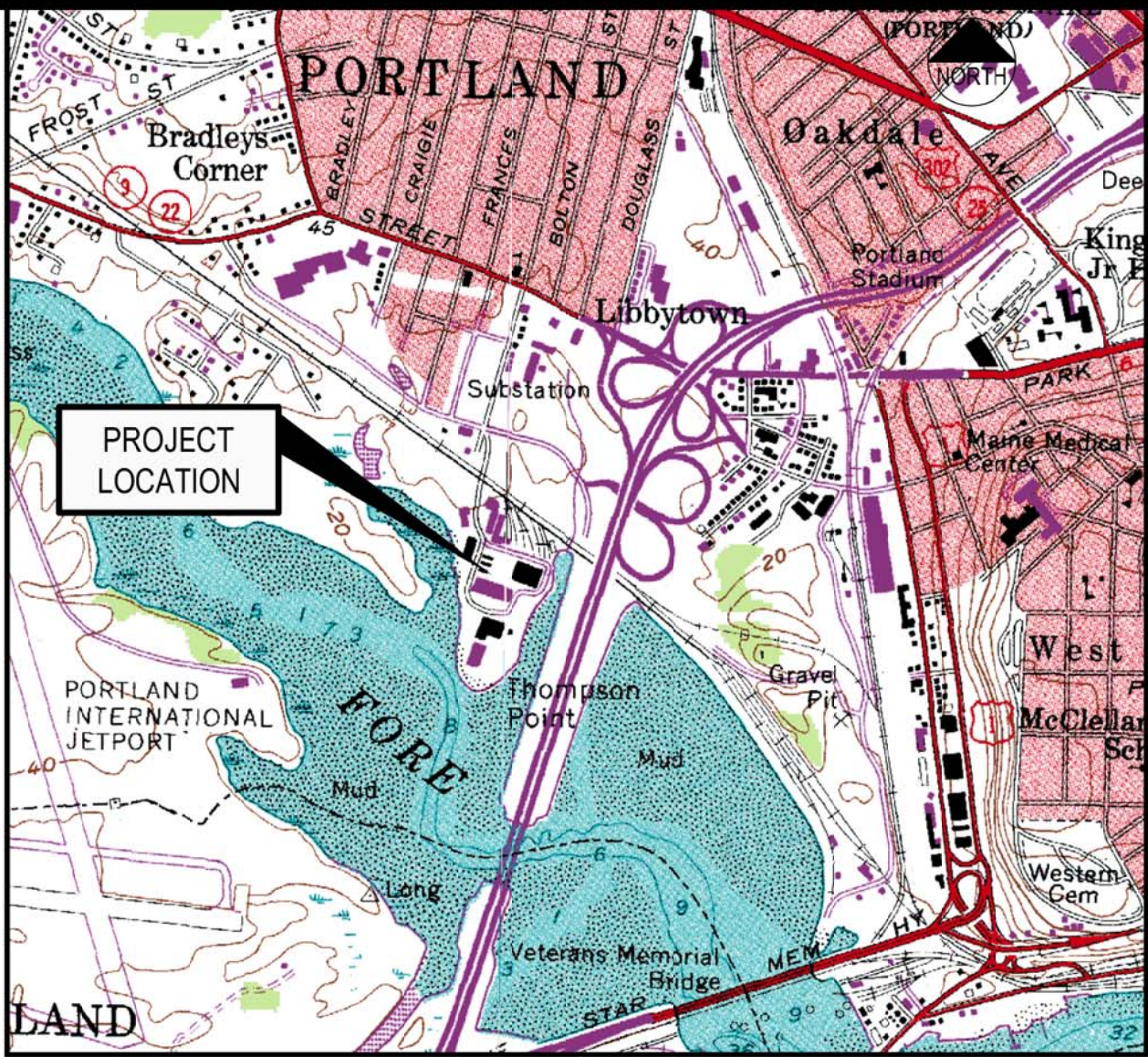
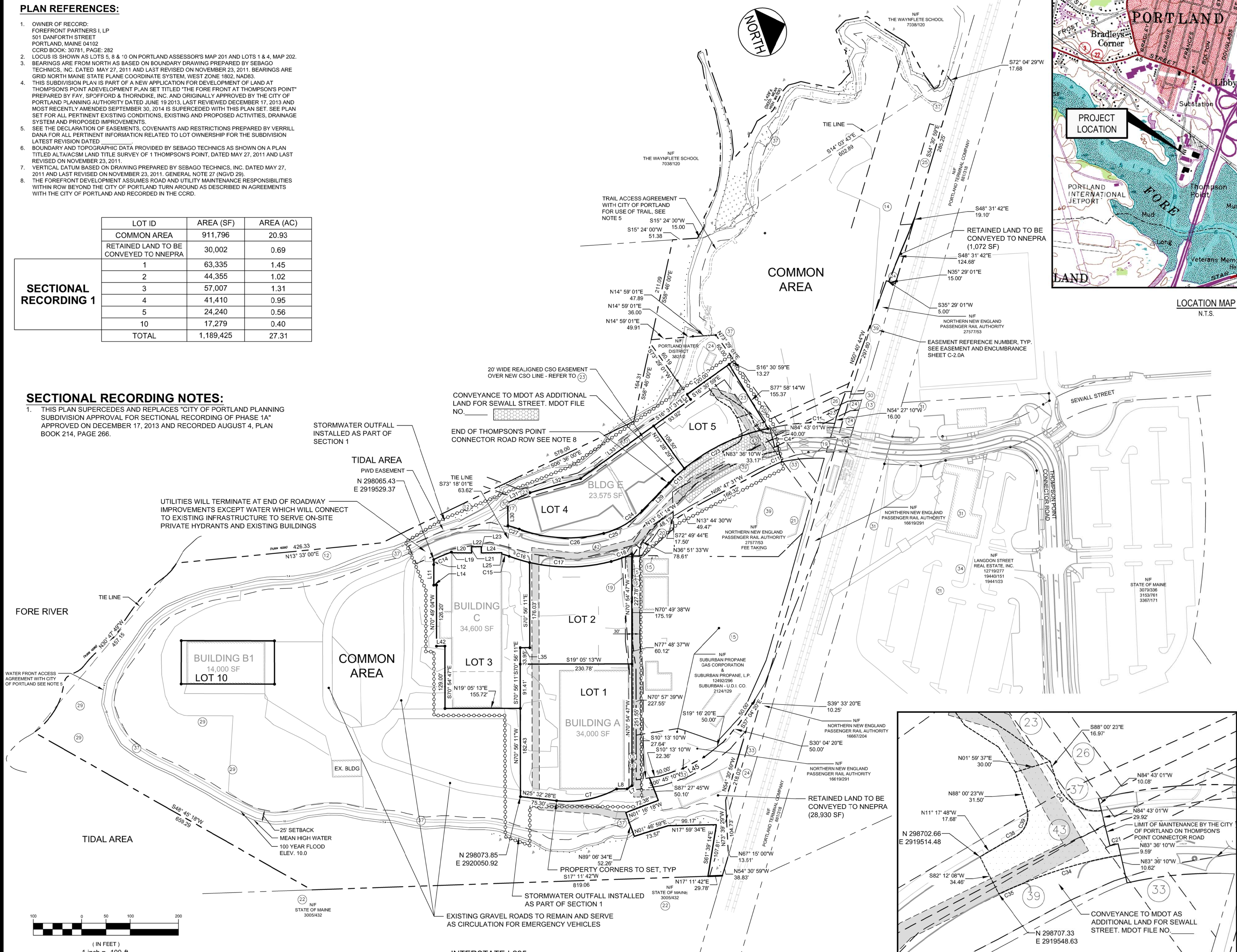
- OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30781, PAGE: 282
- LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
- BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNIQS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
- 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.
- 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
- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNIQS 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.
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SECTIONAL RECORDING 1

LOT ID	AREA (SF)	AREA (AC)
COMMON AREA	911,796	20.93
RETAINED LAND TO BE CONVEYED TO NNEPRA	30,002	0.69
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	1,189,425	27.31

SECTIONAL RECORDING NOTES:

- 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.

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'	S03° 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'	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
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CURVE TABLE CONVEYANCE TO MDOT				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
C39	20.00'	28.33'	081° 09' 08"	26.02' / N47° 25' 49"W
C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"E

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

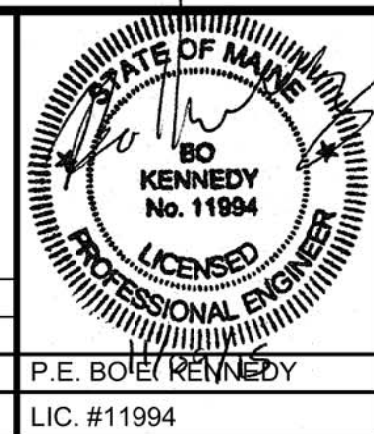
THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNIQS, 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
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
CHARLES D. MARCHESE	MAINE PLS 2009	REVISIONS



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

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. 2982.05
FILE NAME: 2982.05-SUBDIVISION	
SHEET	C-2.1

PLAN REFERENCES:

- OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30781, PAGE: 282
- LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
- BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNIQS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
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- 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
- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNIQS 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.
- VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNIQS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).
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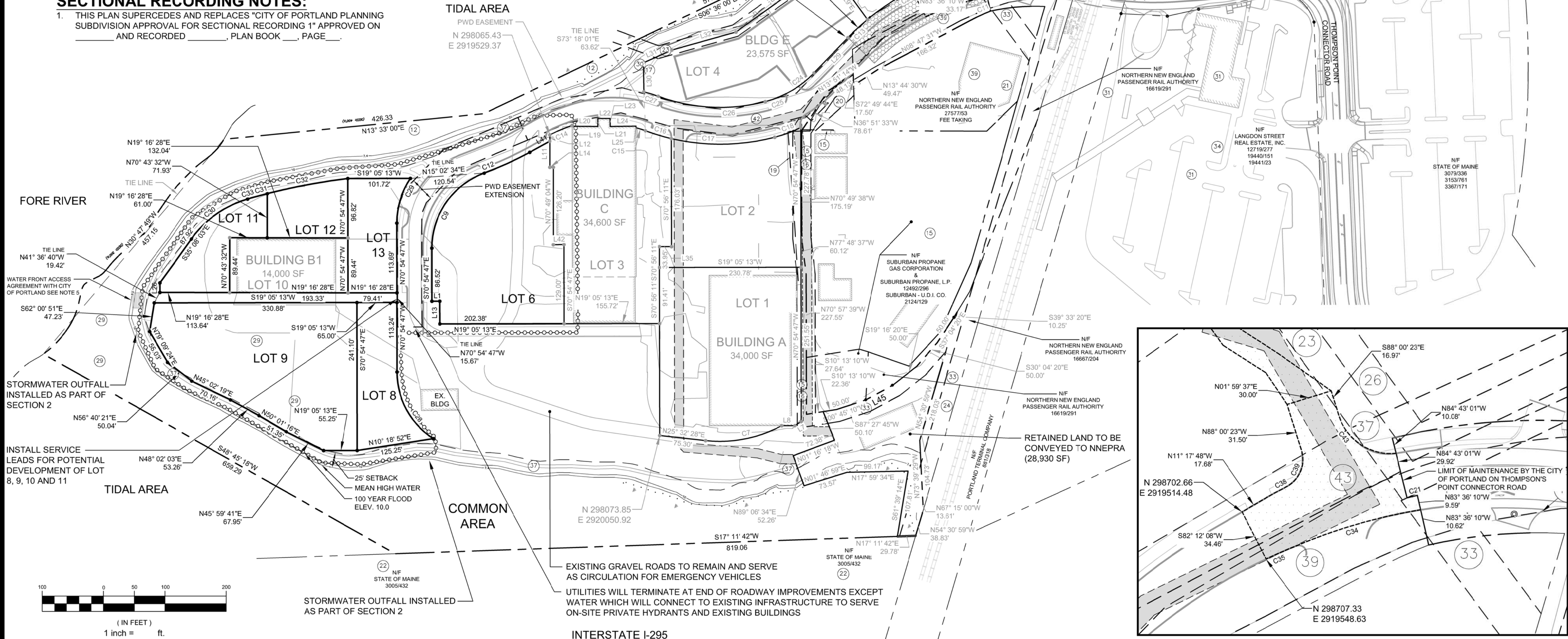
LOT ID	AREA (SF)	AREA (AC)
COMMON AREA	744,500	17.09
RETAINED LAND TO BE CONVEYED TO NNEPRA	30,002	0.69
1	63,335	1.45
2	44,355	1.02
3	57,007	1.31
4	41,410	0.95
5	24,240	0.56
10	17,279	0.40
6	50,243	1.15
8	17,504	0.40
9	59,024	1.36
11	13,873	0.32
12	11,329	0.26
13	15,323	0.35
TOTAL	1,189,425	27.31

SECTIONAL RECORDING 1

SECTIONAL RECORDING 2

SECTIONAL RECORDING NOTES:

- THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING 1" APPROVED ON _____ AND RECORDED _____, PLAN BOOK _____, PAGE _____.



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.

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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

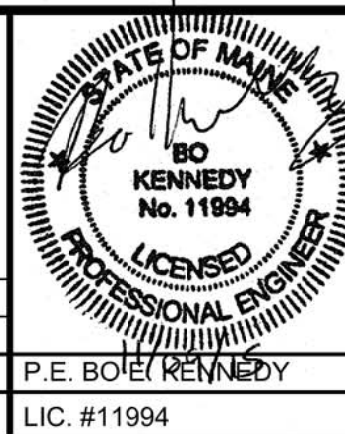
DIRECTOR _____

DATE _____

CITY OF PORTLAND TURNAROUND EASEMENT

1" = 40'

REV	DATE	DESCRIPTION
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
CHARLES D. MARCHESE	MAINE PLS 2009	REVISIONS



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

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. 2982.05
FILE NAME: 2982.05-SUBDIVISION	
SHEET	C-2.2

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'	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
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CURVE TABLE CONVEYANCE TO MDOT

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
C39	20.00'	28.33'	081° 09' 08"	26.02' / N47° 25' 49"W
C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"E

PLAN REFERENCES:

- OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30781, PAGE: 282
- LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
- BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHINICS, 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.
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- 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
- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINICS 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.
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- THE FOREFRONT DEVELOPMENT ASSUMES ROAD AND UTILITY MAINTENANCE RESPONSIBILITIES WITHIN ROW BEYOND THE CITY OF PORTLAND TURN AROUND AS DESCRIBED IN AGREEMENTS WITH THE CITY OF PORTLAND AND RECORDED IN THE CORD.

SECTIONAL
RECORDING 1

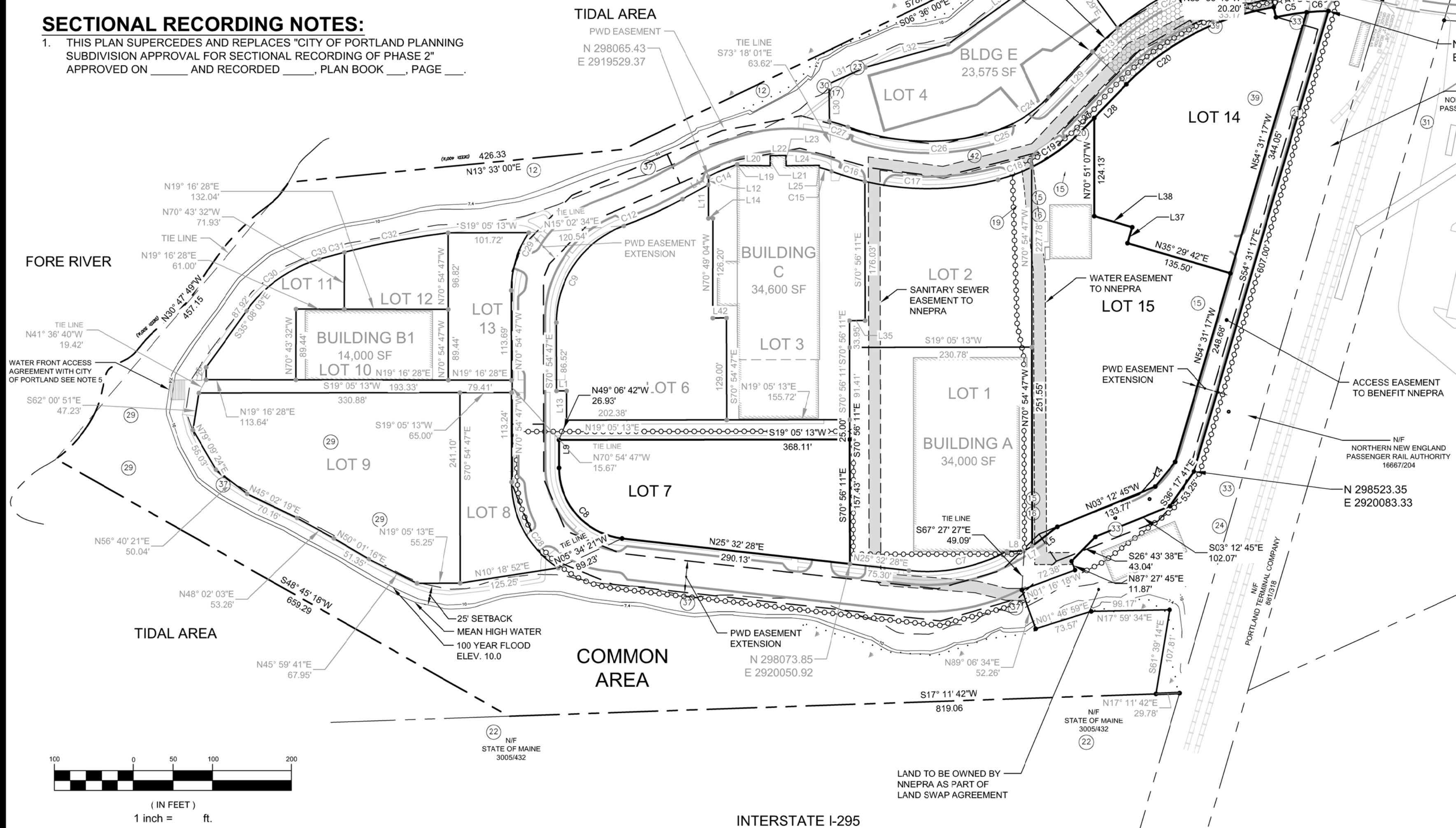
LOT ID	AREA (SF)	AREA (AC)
COMMON AREA	710,983	16.32
1	63,335	1.45
2	44,355	1.02
3	57,007	1.31
4	41,410	0.95
5	24,240	0.56
10	17,279	0.40
6	50,243	1.15
8	17,504	0.40
9	59,024	1.36
11	13,873	0.32
12	11,329	0.26
13	15,323	0.35
7	48,958	1.12
14	57,345	1.32
15	80,136	1.84
TOTAL	1,312,346	30.13

SECTIONAL
RECORDING 2

SECTIONAL
RECORDING 3

SECTIONAL RECORDING NOTES:

- THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING OF PHASE 2" APPROVED ON _____ AND RECORDED _____, PLAN BOOK _____, PAGE _____.



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.

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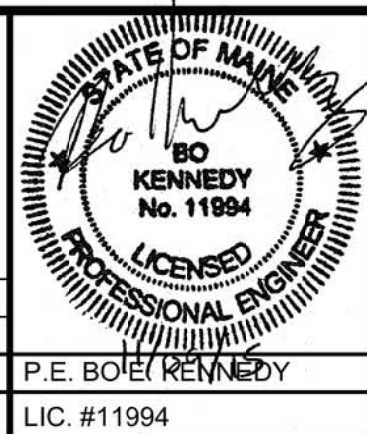
CHARLES D. MARCHESE, MAINE PLS 2009 _____ DATE _____

CITY OF PORTLAND TURNAROUND EASEMENT

1" = 40'

REV	DATE	DESCRIPTION
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REV	DATE	DESCRIPTION
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION



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

DESIGNED: BEK	DATE: SEPT 2014
CHECKED: SRB	SCALE: AS NOTED
FILE NAME: 2982.05-SUBDIVISION	JOB NO. 2982.05
SHEET	C-2.3

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
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L25	2.63'	N70° 56' 11"W
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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

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
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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
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C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
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CURVE TABLE CONVEYANCE TO MDOT

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C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
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C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"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

CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

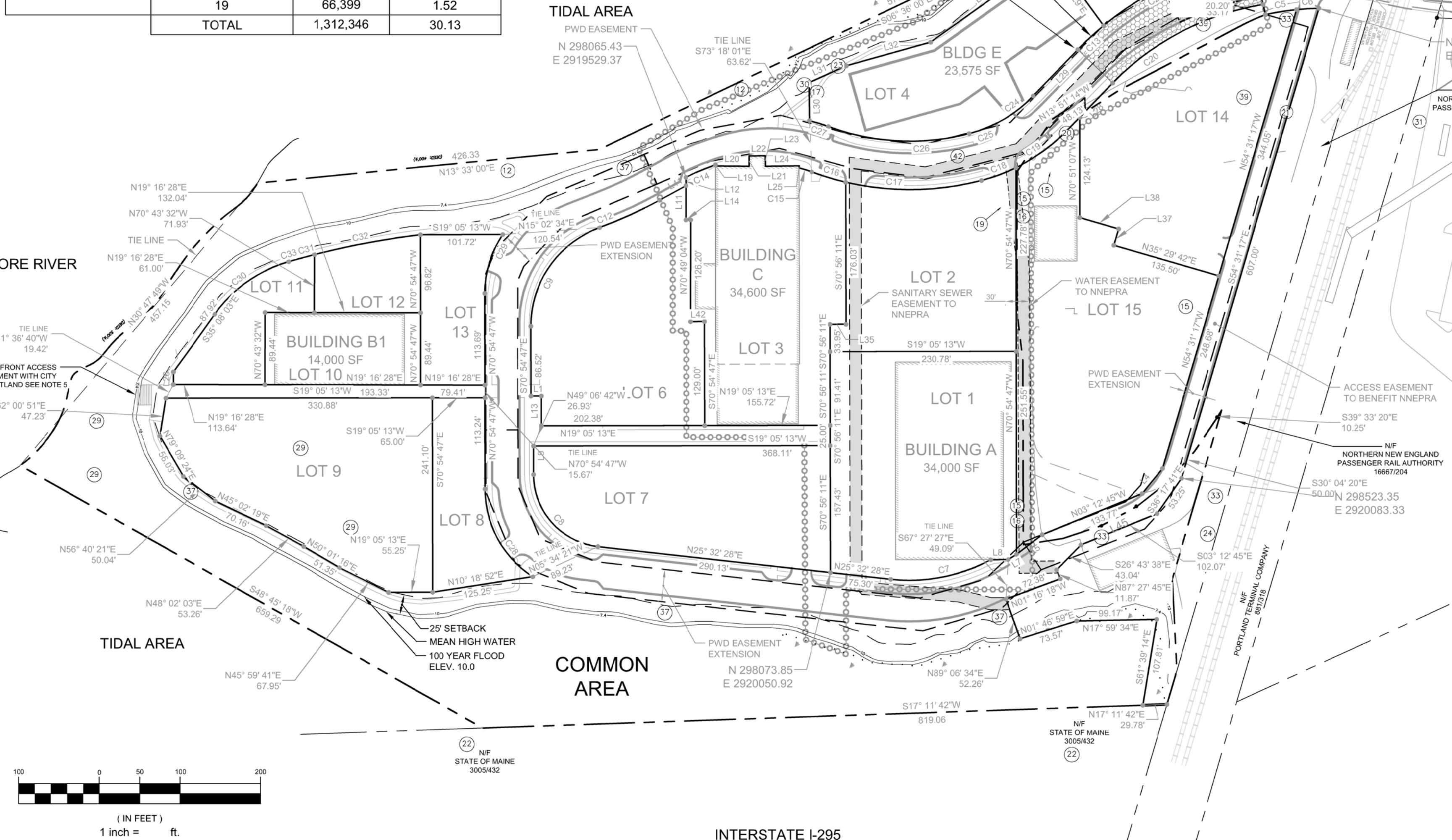
DIRECTOR _____

DATE _____

PLAN REFERENCES:

1. OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD 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 TECHINCS, 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.
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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 TECHINCS 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.
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SECTIONAL RECORDING 1	LOT ID	AREA (SF)	AREA (AC)
	COMMON AREA	507,368	11.65
	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
	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
	7	48958	1.12
	14	57,345	1.32
	15	80,136	1.84
	16	37,983	0.87
	17	44,896	1.03
	18	54,336	1.25
	19	66,399	1.52
	TOTAL	1,312,346	30.13



CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

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

INTERSTATE I-295

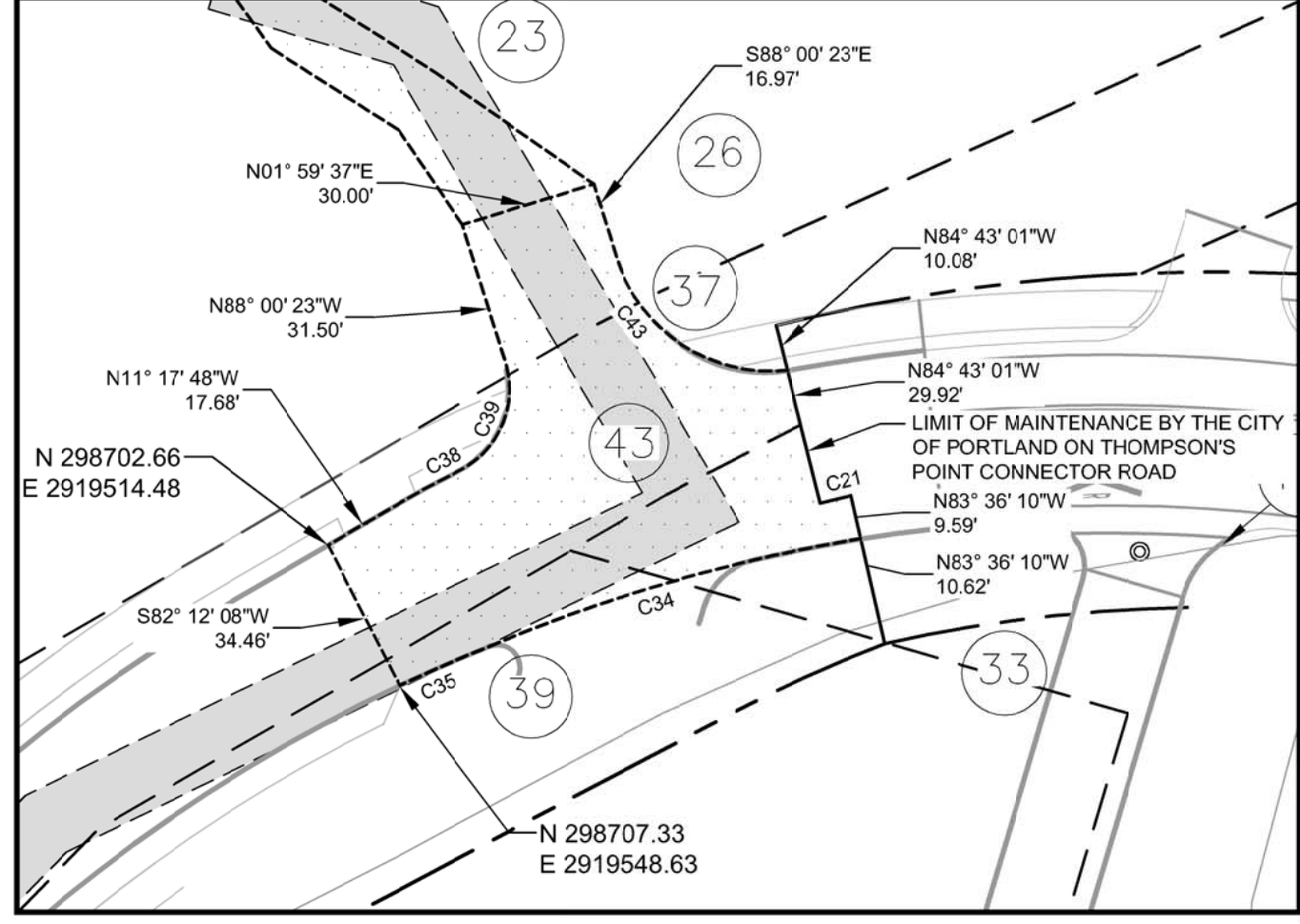
SURVEYOR'S STATEMENT

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.

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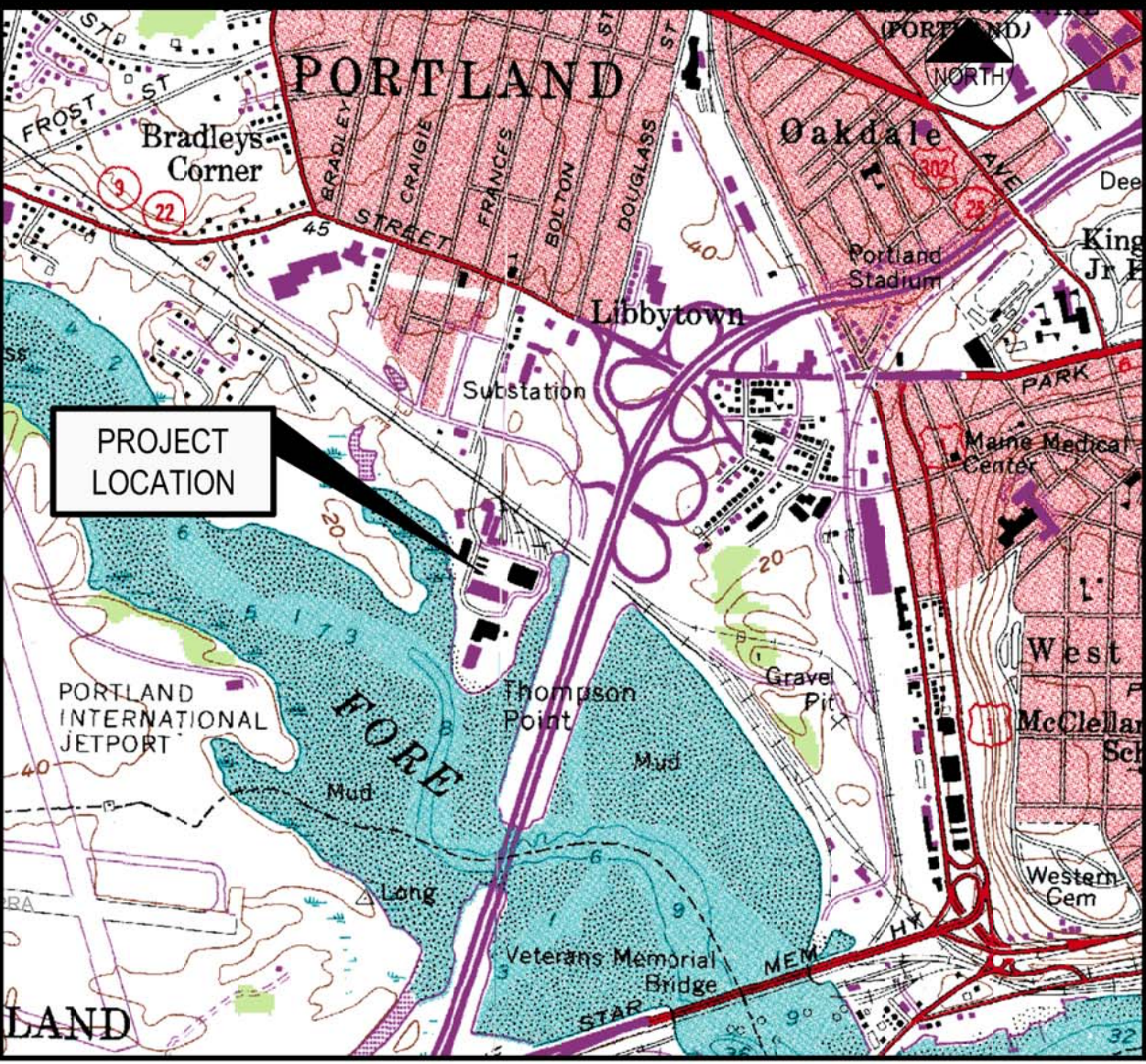
MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 _____ DATE _____



CITY OF PORTLAND TURNAROUND EASEMENT

1" = 40'



LOCATION MAP
N.T.S.

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'	36.20'	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'	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
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CURVE TABLE CONVEYANCE TO MDOT

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
C39	20.00'	28.33'	081° 09' 08"	26.02' / N47° 25' 49"W
C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"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

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____ 20____
AT _____ h _____ m _____ M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

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'	36.20'	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'	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
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

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

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 _____

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
SUBDIVISION PLAN CONCEPTUAL
SECTIONAL 4 RECORDING PLAT

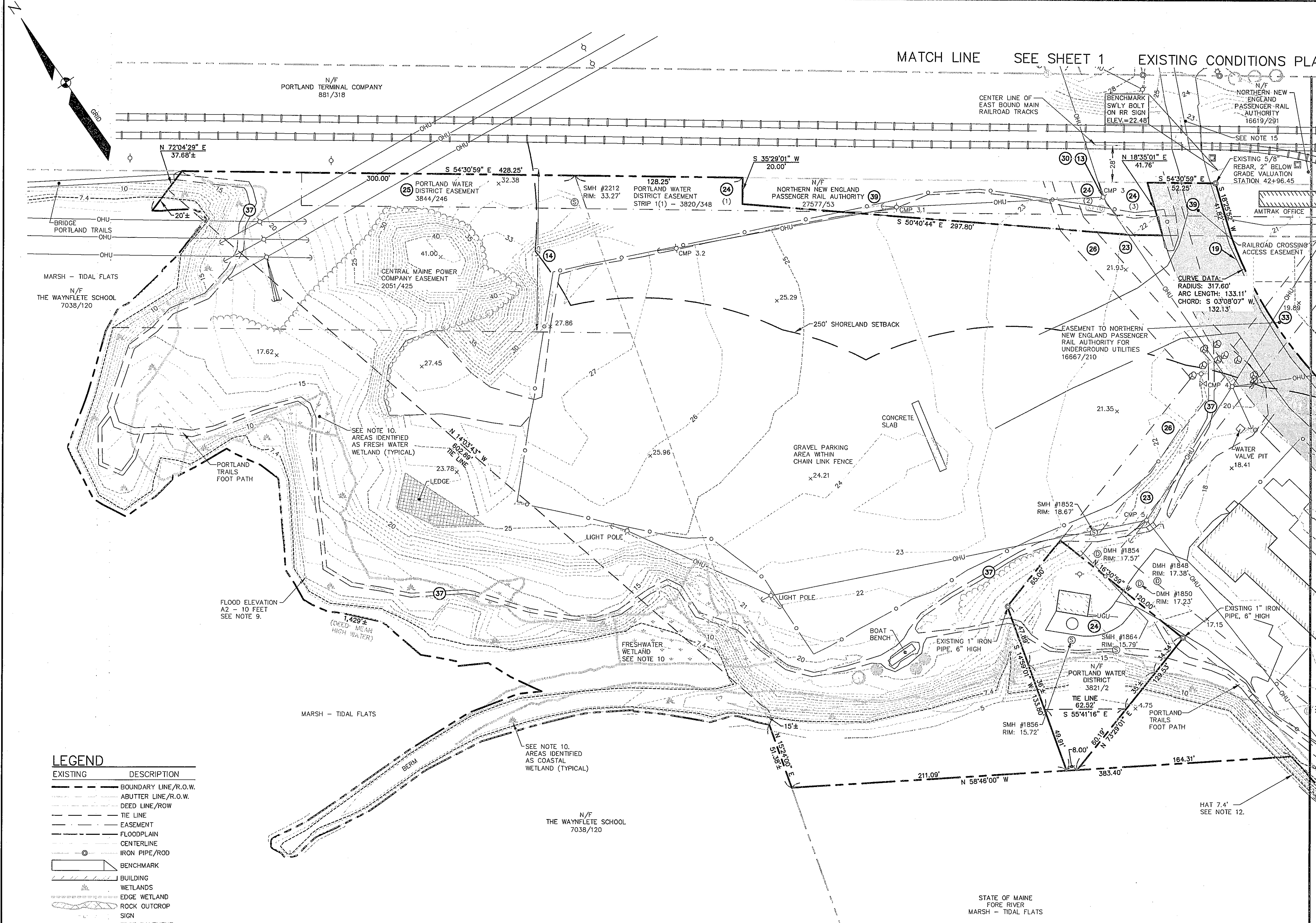
OWNER
FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

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. 2982.05
FILE NAME: 2982.05-SUBDIVISION
SHEET C-2.4

STATE OF MAINE
BO KENNEDY
No. 11994
LICENSED PROFESSIONAL ENGINEER
P.E. BO KENNEDY
LIC. #11994

REV	DATE	DESCRIPTION	REVISIONS
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS	
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	
CHARLES D. MARCHESE	MAINE PLS 2009		



EXISTING	DESCRIPTION
---	BOUNDARY LINE/R.O.W.
---	ABUTTER LINE/R.O.W.
---	DEED LINE/R.O.W.
---	TIE LINE
---	EASEMENT
---	FLOODPLAIN
---	CENTERLINE
---	IRON PIPE/ROD
---	BENCHMARK
---	BUILDING
---	WETLANDS
---	EDGE WETLAND
---	ROCK OUTCROP
---	SIGN
---	EDGE PAVEMENT
---	GRAVEL ROAD
---	EDGE WATER
---	CONTOURS
---	SPOT GRADE
---	CHAIN LINK FENCE
---	DECIDUOUS TREE
---	CONIFEROUS TREE
---	GUARDRAIL
---	WATER GATE VALVE
---	HYDRANT
---	SEWER MH
---	CATCH BASIN
---	DRAINAGE MH
---	UNIDENTIFIED MH
---	OVERHEAD UTILITY
---	ELECTRIC METER BOX
---	LIGHT POLE
---	UTILITY POLE
---	GUY
---	RIPRAP
---	BOULDER
---	SCHEDULE B - SECTION 2 EXCEPTIONS

CERTIFICATION:

TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

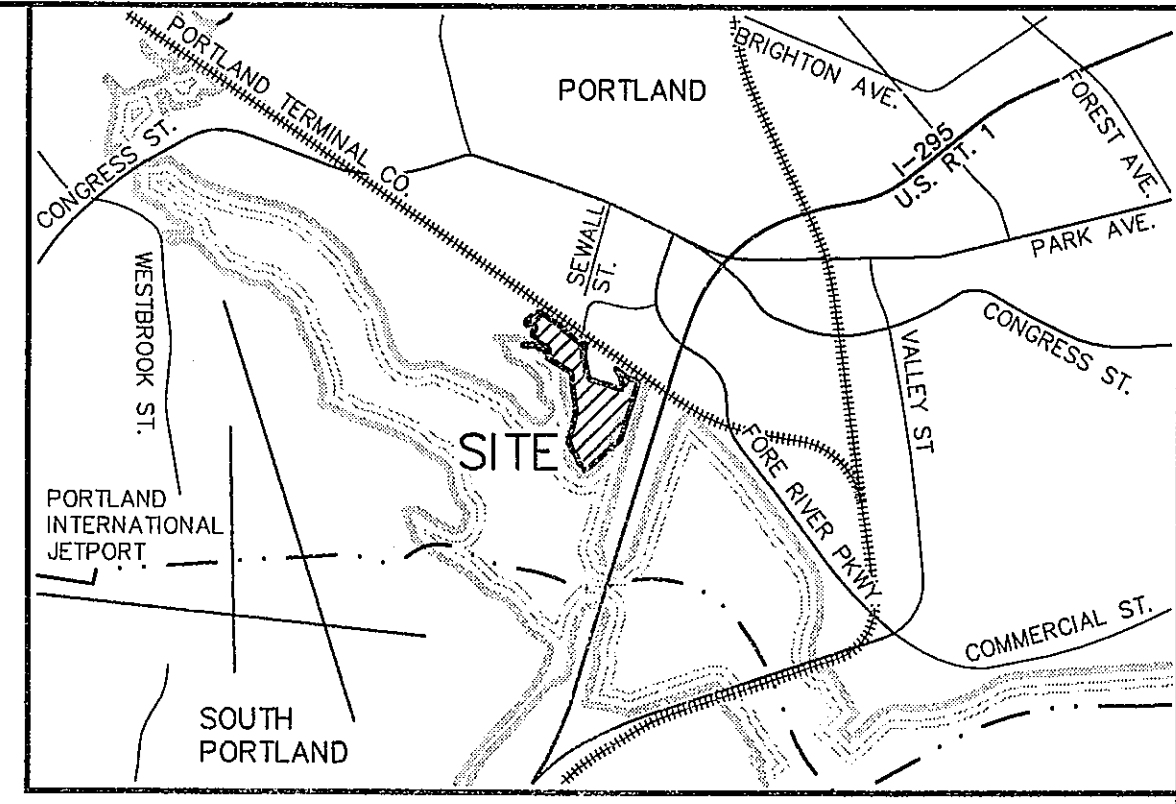
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 6b, 8, 11a, 11b, 13, 15, 16, 17, 18, 19, 20a OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 26, 2011.

Charles D. Marchese
CHARLES D. MARCHESE, MAINE PLS 2009
SEBAGO TECHINCS, INC.

DATE 11-29-2011

GENERAL NOTES CONTINUED

- 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.
- 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.
- SEBAGO TECHINCS, 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.
- SEBAGO TECHINCS, INC. DID NOT OBSERVE ANY EVIDENCE OF THE USE OF THIS SITE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
- 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 CORD 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."



GENERAL NOTES

- 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 (CORD) IN BOOK 6579, PAGE 30 AND BOOK 6676, PAGE 287 RESPECTIVELY.
- 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.
- 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
- TOTAL AREA OF PARCEL IS APPROXIMATELY 27.56 ACRES.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHINCS, INC. IN MAY 2011. SUPPLEMENTARY TOPOGRAPHIC INFORMATION WAS UTILIZED FROM THE CITY OF PORTLAND GEOGRAPHIC INFORMATION SYSTEM (GIS). THIS INCLUDED BOTH LIDAR DATA DATED 2008 AND AERIAL PHOTOGRAMMETRY FROM COL-EAST 4-26-2005 AND THE PORTLAND JETPORT.
- 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 1901, COMPILED BY CHIEF ENGINEER'S OFFICE, MAINE CENTRAL RAILROAD. THIS PLAN IS RECORDED AT THE CORD IN PLAN BOOK 11, PAGE 47 - 2 PLANS.
C. "RIGHT-OF-WAY AND TRACK MAP OF 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. 1-295-3(15) SECT. V", DATED MARCH 1967, SHEETS 33-39, THESE PLANS ARE RECORDED AT THE CORD 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 CORD 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 THOMPSON'S POINT, PORTLAND, MAINE MADE FOR RALPH H. DOERING, 18 MT. VERNON ST., BOSTON, MASS.", DATED SEPTEMBER 17, 1984-JANUARY 22, 1985 BY ROBERT P. SITCOMB, INC., JOB 841532, FILE 2008, SHEETS 1-3.
I. "PLAN OF LAND ON OSOOND, 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 TECHINCS, 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 TECHINCS, 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-14P-7586(00)", DATED MARCH 2001, D.O.T. FILE NO. 3-185A. THIS PLAN IS RECORDED AT THE CORD 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 CORD IN PLAN BOOK 201, PAGE 310.
N. "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING THOMPSON'S POINT ASSOCIATES, PORTLAND, MAINE", DATED MAY 22, 2001 BY REID H. POTTER ASSOCIATES, INC. THIS PLAN IS RECORDED AT THE CORD IN PLAN BOOK 201, PAGE 330.
O. "BOUNDARY SURVEY OF CONCORD RAILWAY 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 TECHINCS, INC., PROJECT NO. 015666C.
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 TECHINCS, INC., PROJECT 020606C.
Q. "THOMPSON'S POINT INC., THOMPSON'S POINT #16, PORTLAND, ME 04102, COMPILATION SKETCH PLAN", DATED MAY 19, 2006, LAST REVISED SEPTEMBER 21, 2006 BY BEST 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, 2008, REVISED TO DECEMBER 29, 2009 BY BEST ASSOCIATES, INC., DRAWING NO. C-101, SHEET 1 OF 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 200 EAST 2-3-73, SET FLUSH IN THE TOP OF THE CONCRETE ENDWALL RAILING AT THE NORTHEAST CORNER (PORTLAND SIDE) OF THE I-295 BRIDGE OVER THE FORE RIVER HAVING A PUBLISHED ELEVATION OF 28.47 FEET, NGVD 29.
- 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 TECHINCS, INC. CONTRACTORS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
- 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.
- NO WETLAND SURVEY WAS PERFORMED BY SEBAGO TECHINCS, 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.

Plan 8

SEBAGO TECHINCS, INC. LAND SURVEY

1122/TS.dwg, TAB: 1122/TS-1

OF: 1 THOMPSON'S POINT

END OF SEWALL STREET

FOR: THOMPSON'S POINT DEVELOPMENT CO., INC.

RECORD OWNER: SEE NOTE 1

DATE: MAY 27, 2011

SCALE: 1" = 40'

SHEET 1 OF 3

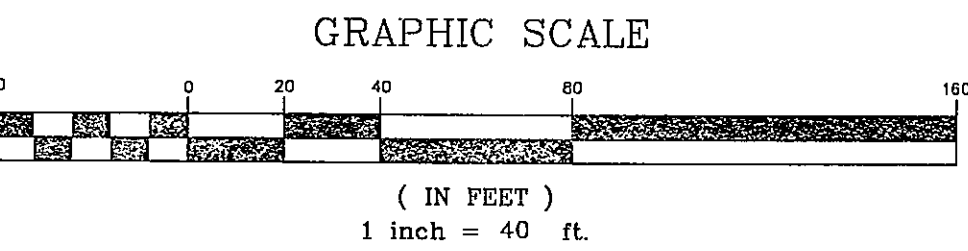
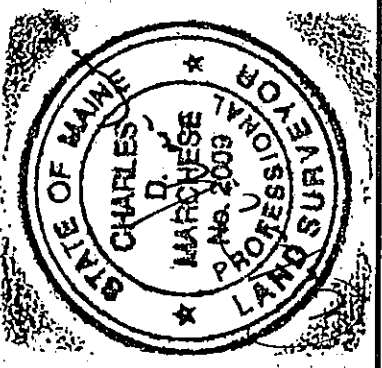
CDM	11-23-2011	EDITS TO PLAN NOTES REFLECTING DATUM CHANGE
CDM	11-23-2011	CONVERT PROJECT FROM NAVD 83 TO NGVD 29
CDM	10-05-11	EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011
CDM	06-01-11	FINAL PLAN ISSUED TO CLIENT
CDM	05-27-11	ISSUED TO CLIENT FOR REVIEW
REV:	DATE:	STATUS:

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.

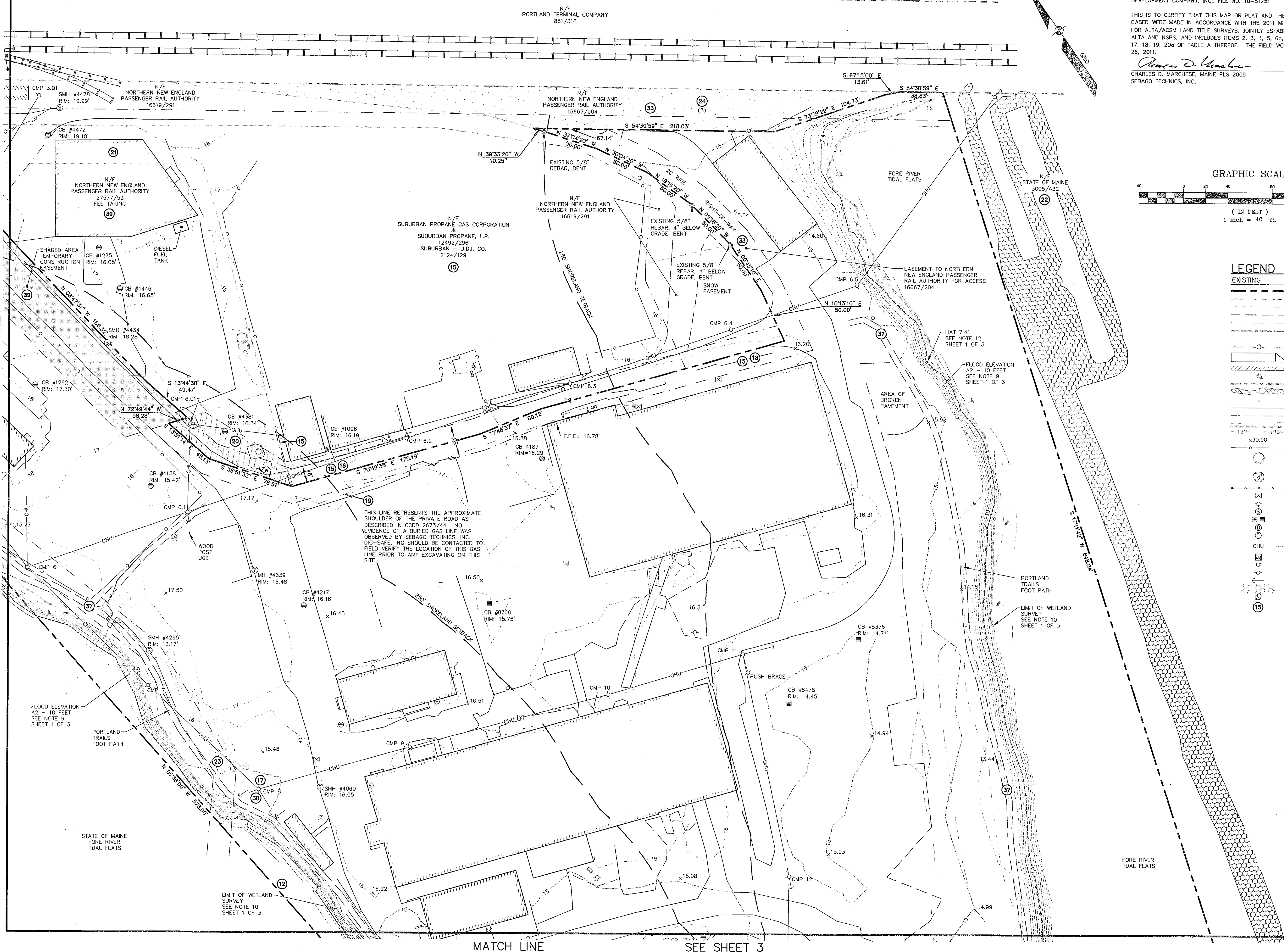
CERTIFICATION:
TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT
DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

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
CHARLES D. MARCHESE, MAINE PLS 2009 DATE 11-29-2011
SEBAGO TECHNICS, INC.



- LEGEND**
- | EXISTING | DESCRIPTION |
|----------|-----------------------------------|
| --- | BOUNDARY LINE/R.O.W. |
| --- | ABUTTER LINE/R.O.W. |
| --- | DEED LINE/R.O.W. |
| --- | TIE LINE |
| --- | EASEMENT |
| --- | FLOODPLAIN |
| --- | CENTERLINE |
| --- | IRON PIPE/ROD |
| --- | BENCHMARK |
| --- | BUILDING |
| --- | WETLANDS |
| --- | EDGE WETLAND |
| --- | ROCK OUTCROP |
| --- | SIGN |
| --- | EDGE PAVEMENT |
| --- | GRAVEL ROAD |
| --- | EDGE WATER |
| --- | CONTOURS |
| --- | SPOT GRADE |
| --- | CHAIN LINK FENCE |
| --- | DECIDUOUS TREE |
| --- | CONIFEROUS TREE |
| --- | GUARDRAIL |
| --- | WATER GATE VALVE |
| --- | HYDRANT |
| --- | SEWER MH |
| --- | CATCH BASIN |
| --- | DRAINAGE MH |
| --- | UNIDENTIFIED MH |
| --- | OVERHEAD UTILITY |
| --- | ELECTRIC METER BOX |
| --- | LIGHT POLE |
| --- | UTILITY POLE |
| --- | GUY |
| --- | RIPRAP |
| --- | BOULDER |
| --- | SCHEDULE B - SECTION 2 EXCEPTIONS |



EDITS TO PLAN NOTES REFLECTING DATUM CHANGE	CDM	11-23-2011
CONVERT PROJECT FROM NAD83 TO NAD83/20	CDM	11-23-2011
EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011	CDM	10-05-11
FINAL PLAN ISSUED TO CLIENT	CDM	08-01-11
ISSUED TO CLIENT FOR REVIEW	CDM	05-27-11
DATE	BY:	STATUS:
11-29-2011	CDM	CDM

Sebago Technics
Engineering Expertise You Can Build On
One Chubb Street
Webster, ME 04095-1339
Tel (207) 666-0277
www.sebagotechnics.com

PROJECT NO. 11122
FIELD BOOK 705A
DESIGN CDM
DRAWN MWE
CHECKED CDM

ALTA/ACSM LAND TITLE SURVEY
OF:
1 THOMPSON'S POINT
END OF SEWELL STREET
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
55 LISBON STREET
LEWISTON, MAINE 04240

RECORD OWNER:
SEE NOTE 1

MATCH LINE

SEE SHEET 2

FIRST AMERICAN TITLE INSURANCE COMPANY - FILE NO. 10-5125 - COMMITMENT FOR TITLE INSURANCE

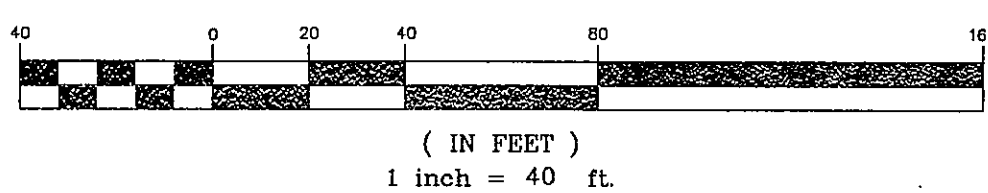
SCHEDULE B - SECTION 2 EXCEPTIONS

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 ACRESAGES 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 STATES 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 1986, PAGE 316.
14. RIGHTS AND EASEMENTS FROM P.H. AND L.M. 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 INSTRUMENT DATED DECEMBER 20, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2525, PAGE 258.
- 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 16667, PAGE 204.
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 207, 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.

LEGEND

EXISTING	DESCRIPTION
---	BOUNDARY LINE/R.O.W.
---	ABUTTER LINE/R.O.W.
---	DEED LINE/R.O.W.
---	TIE LINE
---	EASEMENT
---	FLOODPLAIN
---	CENTERLINE
---	IRON PIPE/ROD
---	BENCHMARK
---	BUILDING
---	WETLANDS
---	EDGE WETLAND
---	ROCK OUTCROP
---	SIGN
---	EDGE PAVEMENT
---	GRAVEL ROAD
---	EDGE WATER
---	CONTOURS
---	SPOT GRADE
---	CHAIN LINK FENCE
---	DECIDUOUS TREE
---	CONIFEROUS TREE
---	GUARDRAIL
---	WATER GATE VALVE
---	HYDRANT
---	SEWER MH
---	CATCH BASIN
---	DRAINAGE MH
---	UNIDENTIFIED MH
---	OVERHEAD UTILITY
---	ELECTRIC METER BOX
---	LIGHT POLE
---	UTILITY POLE
---	GUY
---	RIPRAP
---	BOULDER
---	SCHEDULE B - SECTION 2 EXCEPTIONS

GRAPHIC SCALE

STATE OF MAINE
FORE RIVER
TIDAL FLATS

CERTIFICATION:

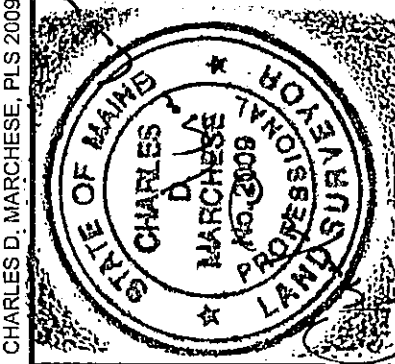
TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT
DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

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, MAINE PLS 2009
SEBAGO TECHNICS, INC.

DATE
11-29-2011

Plan 10



EDITS TO PLAN NOTES REFLECTING DATUM CHANGE	DATE	STATUS
CONVERT PROJECT FROM NAVD 83 TO NAD 2011	11-23-2011	CDM
EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011	11-23-2011	CDM
FINAL PLAN ISSUED TO CLIENT	10-05-11	CDM
ISSUED TO CLIENT FOR REVIEW	08-01-11	CDM
STATUS	05-27-11	CDM
REV:	BY:	DATE:
A	CDM	05-27-11
B	CDM	05-27-11
C	CDM	05-27-11
D	CDM	05-27-11
E	CDM	05-27-11

Sebago Technics
Engineering Expertise You Can Build On
250 Goddard Rd., Suite B
Lewiston, ME 04240
Tel (207) 783-5555
Fax (207) 783-5556
WWW.SEBAGOTECHNICS.COM

PROJECT NO. 11122
FIELD BOOK 705A
DESIGN CDM
CHKD MWE
DRAWN CDM

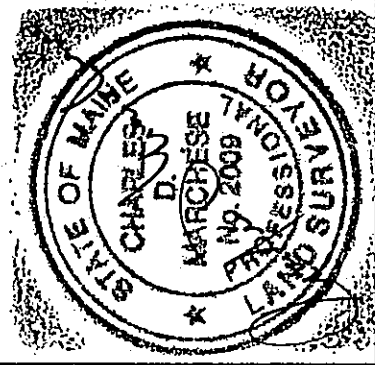
ALTA/ACSM LAND TITLE SURVEY
OF:
1 THOMPSON'S POINT
END OF SEWALL STREET
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
SEWALL STREET
LEWISTON, MAINE 04240

RECORD OWNER:
SEE NOTE 1

DATE
MAY 27, 2011

SCALE
1" = 40'

SHEET 3 OF 3



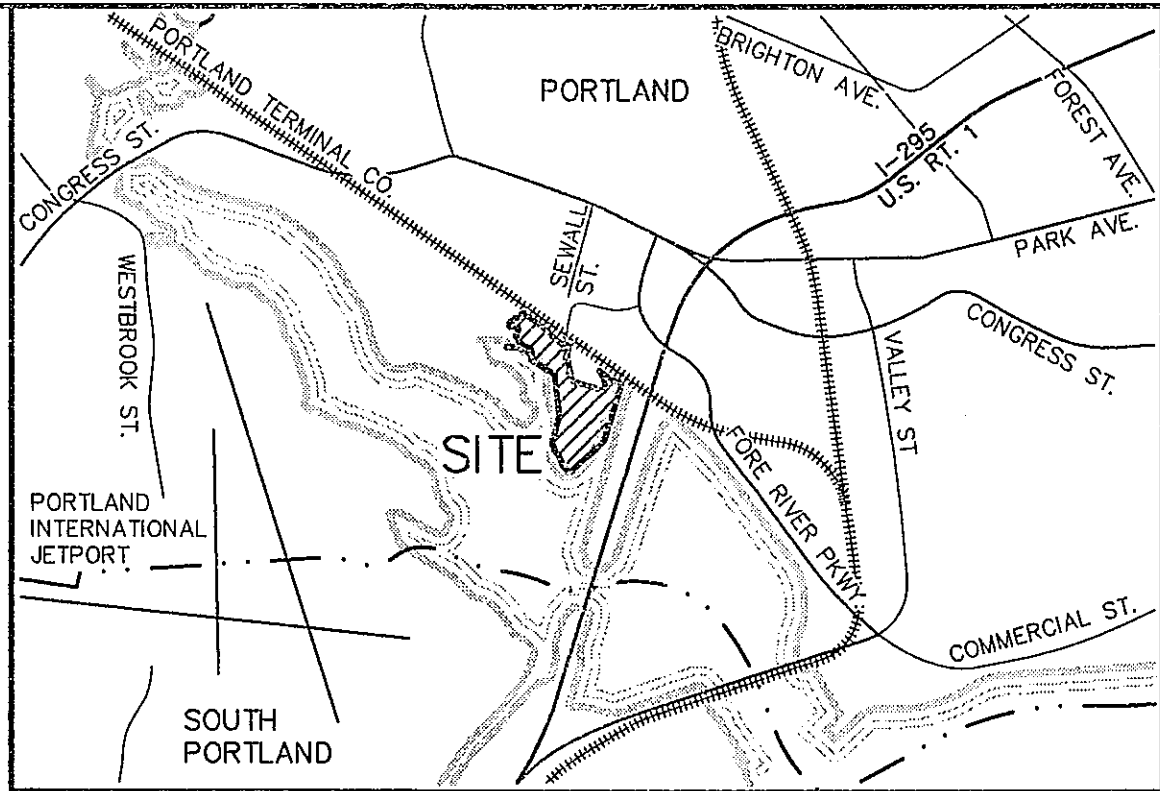
REV.	DATE	BY	STATUS
D	11-23-2011	CDM	EDITS TO PLAN NOTES REFLECTING DATUM CHANGE
C	11-23-2011	CDM	CONVERT PROJECT FROM NAD 83 TO NGVD 29
B	10-05-11	CDM	EDITS TO ADDRESS CITY COMMENT'S DATED JULY 25, 2011
A	06-01-11	CDM	FINAL PLAN ISSUED TO CLIENT

Sebago Technics
Engineering Expertise You Can Build On
One Chapel Street
Westbrook, Me 04098-1339
Tel (207) 855-0277
www.sebagotechncs.com

PROJECT NO.	705A
FIELD BOOK	DESIGN
CHKD	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'

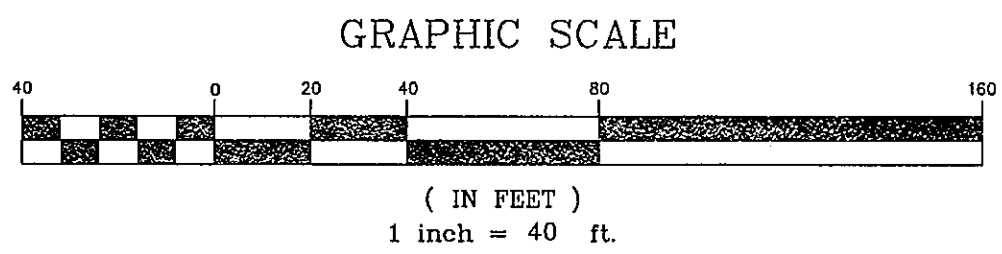
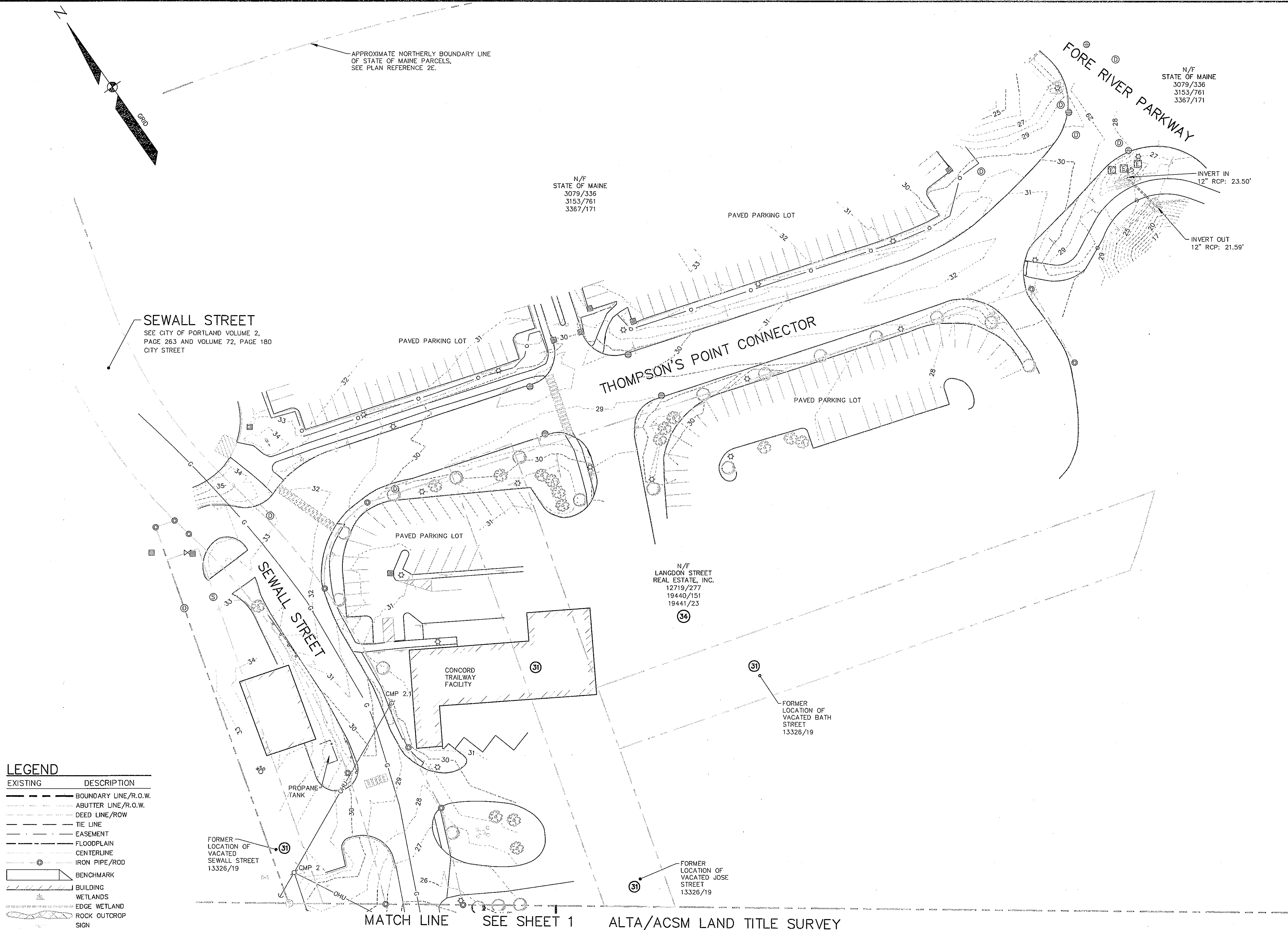


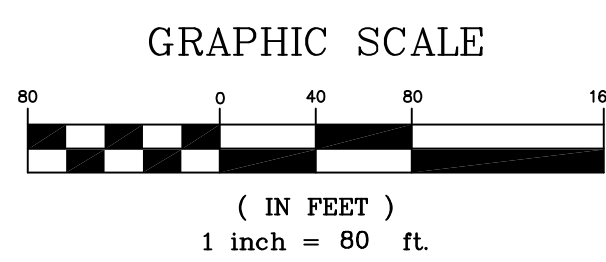
LOCATION MAP

GENERAL NOTES

- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNIQS, INC. IN MAY 2011.
- PLAN REFERENCES:
 - "PLAN SHOWING LAND AND HOUSE LOTS BELONGING TO THE WEST END LAND CO. AND P.H. AND J.M. BROWN", DATED 1867 BY E.C. JORDAN, C.E., THIS PLAN IS FILED IN THE CITY OF PORTLAND'S ENGINEERING FILES AS DRAWING NO. 355/4.
 - "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.
 - "SITE PLAN-STANDARD BOUNDARY SURVEY OF CONCORD TRAILWAYS TRANSPORTATION CENTER FOR CONCORD TRAILWAYS", DATED THROUGH OCTOBER 16, 1996 BY SEBAGO TECHNIQS, INC.
 - "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 TECHNIQS, INC., PROJECT 99607, SHEET 6 OF 20.
 - "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 CCRO IN PLAN BOOK 203, PAGE 308 AND PLAN BOOK 207, PAGE 303.
 - "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 TECHNIQS, INC., PROJECT NO. 01566EC.
 - "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP STATE HIGHWAY 295", PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. 1-295-3 (24)", DATED MAY 1967, D.O.T. FILE NO. 3-185, SHEETS 39 & 40 OF 73. THESE PLANS ARE RECORDED AT THE CCRO IN PLAN BOOK 112, PAGE 41 AND PLAN BOOK 112, PAGE 42, RESPECTIVELY.
 - "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.
- 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.
- 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 TECHNIQS, INC., CONTRACTORS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.

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
---	CONTOURS
---	SPOT GRADE
---	CHAIN LINK FENCE
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---	GUARDRAIL
---	WATER GATE VALVE
---	HYDRANT
---	SEWER MH
---	CATCH BASIN
---	DRAINAGE MH
---	UNIDENTIFIED MH
---	OVERHEAD UTILITY
---	ELECTRIC METER BOX
---	LIGHT POLE
---	UTILITY POLE
---	GUY
---	RIPRAP
---	BOULDER
---	SCHEDULE B
---	SECTION 2 EXCEPTIONS





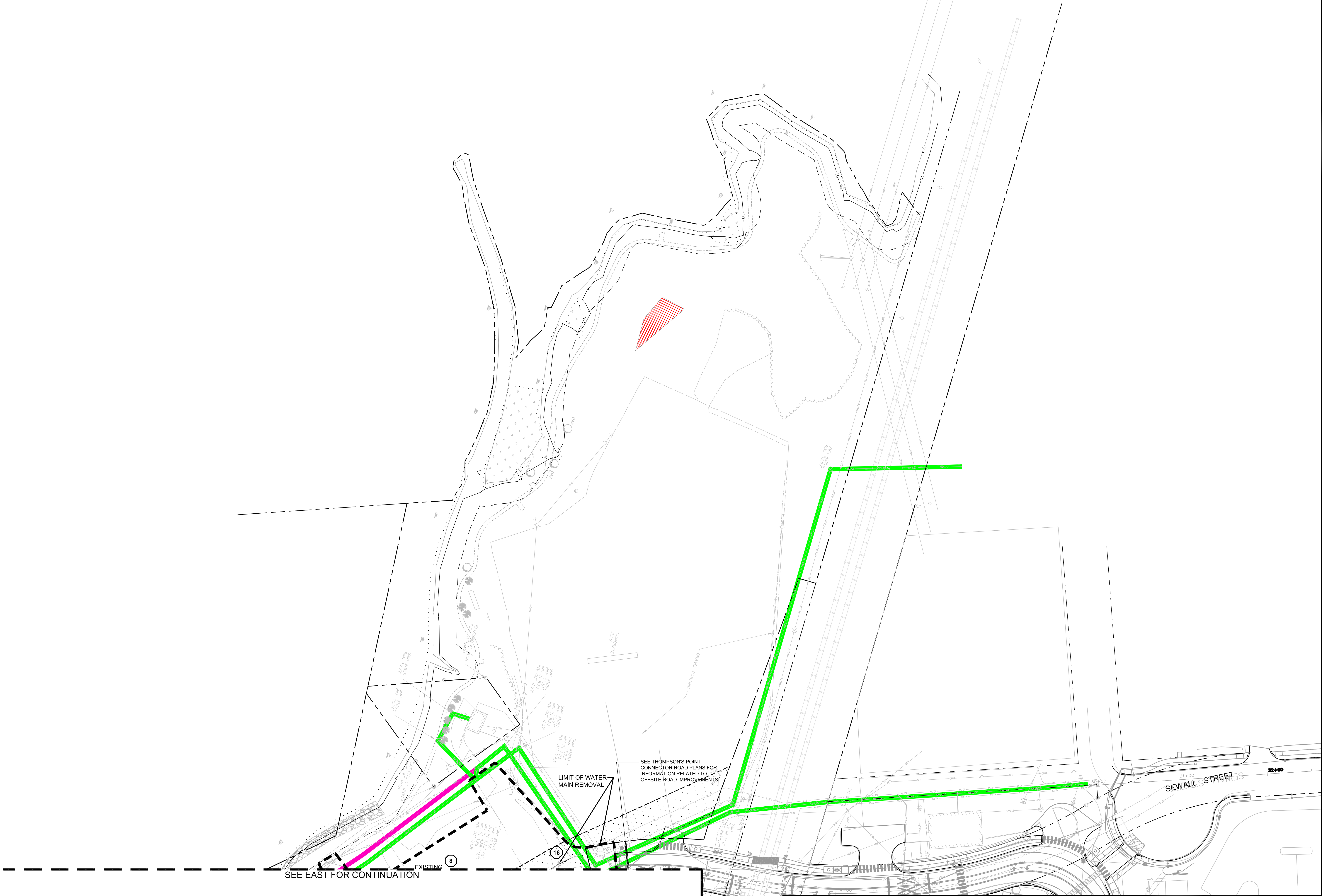
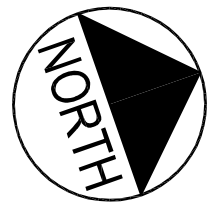
DH-3	TEST PIT BY CREDERE ASSOCIATES, LLC DATED JANUARY 2012
HA11-12	BORINGS BY HALEY AND ALDRICH DATED DECEMBER 2011
SB-BG	SOIL BORING BY CREDERE ASSOCIATES, LLC DATES JANUARY 2012
9-9	SOIL BORING/MONITORING WELL BY CREDERE ASSOCIATES LLC DATED JANUARY 2012
TP-6	TEST PIT BY CREDERE ASSOCIATES, LLC DATED JANUARY 2012
HA11-1	BORINGS BY HALEY AND ALDRICH DATED JULY 2014

PLAN REFERENCES:

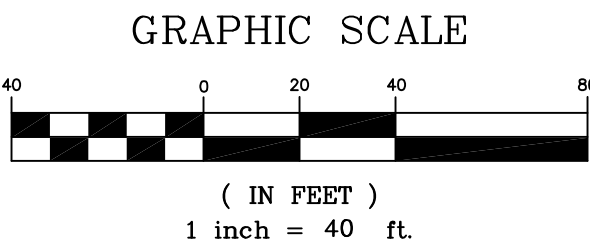
1. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINCS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSONS POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. ADDITIONAL SURVEY ON SUBURBAN PROPRANE PROVIDED ON SEE 20 BY SEBAGO TECHINCS.
2. BORINGS AND TEST PIT LOCATIONS PROVIDED BY CREDERE ASSOCIATES, LLC AS SHOWN ON A PLAN TITLED FIGURE 2 PROPOSED SAMPLE LOCATION PLAN, THOMPSONS POINT PROPERTY.
3. ADDITIONAL UTILITY DATA TAKEN FROM CITY AND UTILITY COMPANY RECORD DRAWINGS, AS WELL AS OBSERVATIONS BY DELICHA-HOFFMAN ASSOCIATES, INC. PERSONNEL DURING SITE VISITS.
4. TOPOGRAPHY AROUND "DEPO" 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.

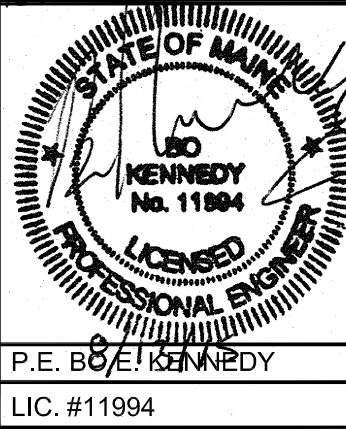
						PROJECT: THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE: OVERALL EXISTING CONDITIONS PLAN				DRAWN: DED DATE: SEPT 2014 DESIGNED: BER SCALE: 1" = 80' CHECKED: SRK JOB NO. SP-M007B FILE NAME: 2982.05-EX	
1 08.13.15 FINAL SUBDIVISION APPLICATION SUBMISSION				CLIENT: FOREFRONT PARTNERS I, LP				SHEET: C-2.9	
REV DATE DESCRIPTION		REVISIONS		P.E. BOB J. SPANIO LIC. #11894					



PRELIMINARY - NOT FOR CONSTRUCTION

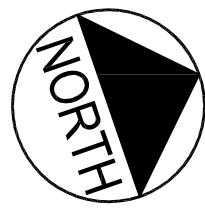


REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	PHASE 1 ENVIRONMENTAL REMEDIATION DEMOLITION AND REMOVALS PLAN - WEST
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" = 40'
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-SUB DEMO	
SHEET	C-2.11



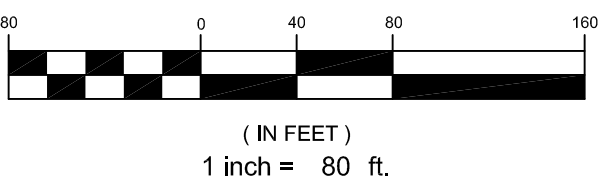
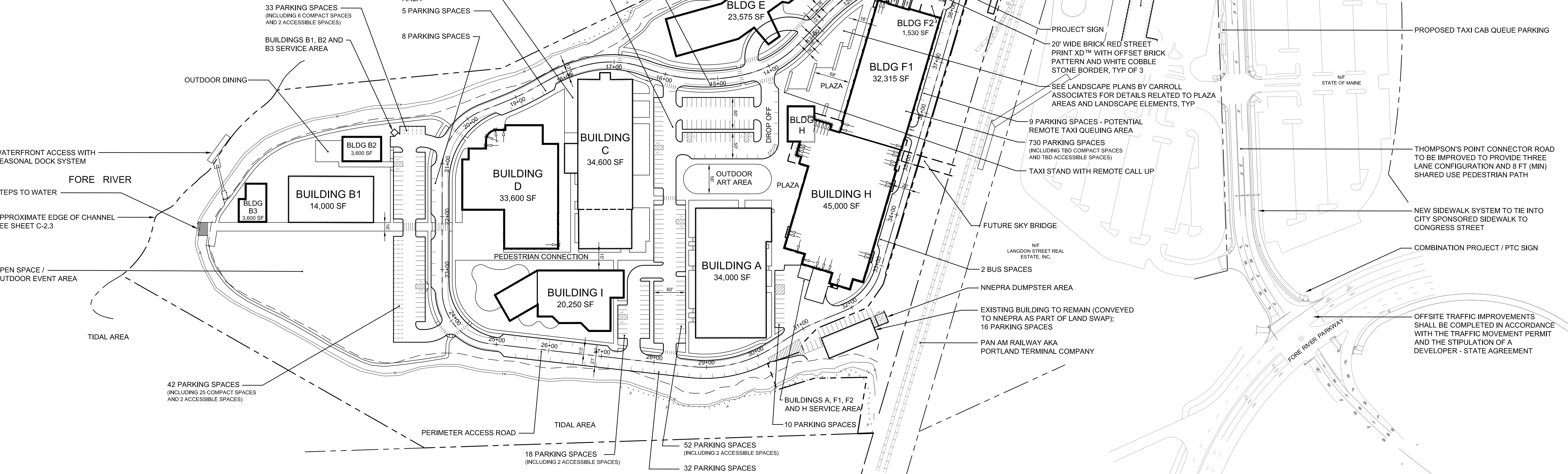
ZONING SPACE AND BULK SUMMARY		
ZONE:	B-5 URBAN COMMERCIAL BUSINESS ZONE	
	REQUIREMENT	PROVIDED
MINIMUM LOT SIZE	NONE	SEE SUBDIVISION PLAN C-2.1
MINIMUM FRONTAGE	NONE	185.84
YARD DIMENSIONS		
FRONT SETBACK	NONE	N/A
SIDE SETBACK	NONE	N/A
REAR SETBACK	NONE	N/A
MAXIMUM LOT COVERAGE	100%	55% ±
MAXIMUM BUILDING 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

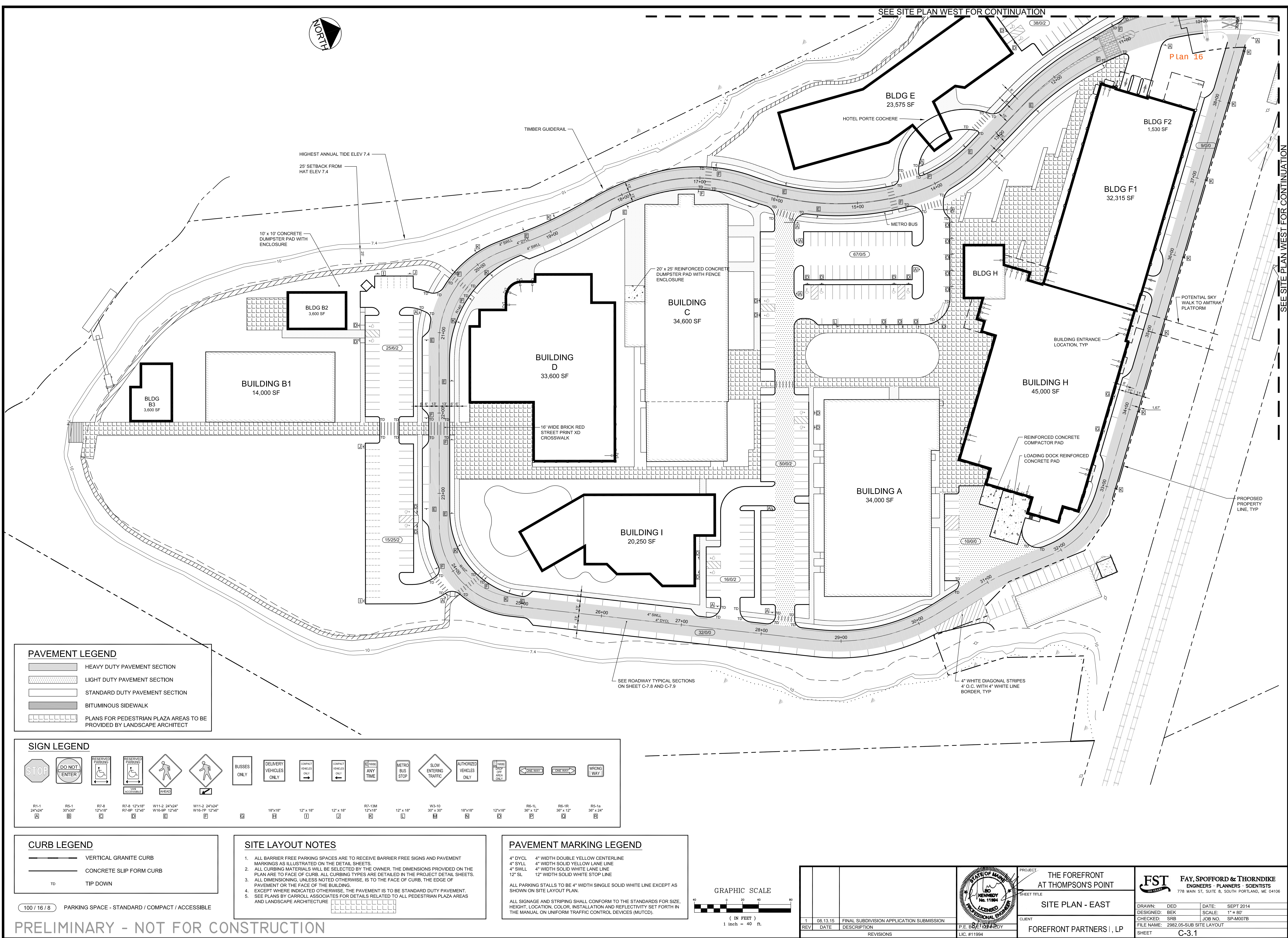
B-5 ZONE OFF STREET BICYCLE PARKING WILL BE PROVIDED THROUGHOUT THE SITE AND IDENTIFIED ON SUBSEQUENT LEVEL III SITE PLAN SUBMISSION

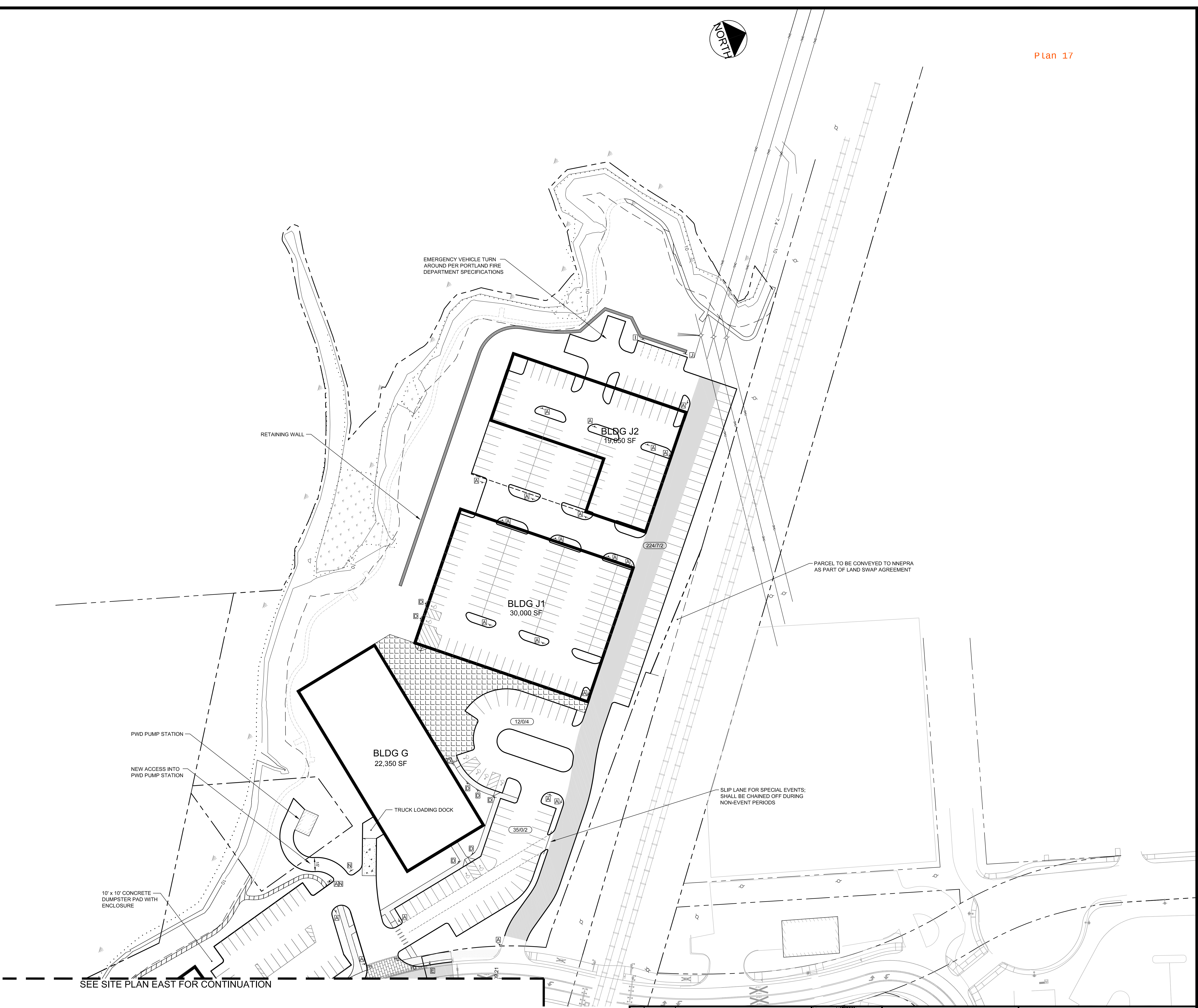
* PARKING COULD BE AS MUCH AS 1790 SHOULD THE DEMAND OF J1 AND J2 RESIDENTIAL UNITS REQUIRE IT

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
D	GYM / EDUCATIONAL SPORTS MEDICINE	1 FLOOR / 2 FLOORS	41,000	33,600	2,500 PERSON EVENT SPACE
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

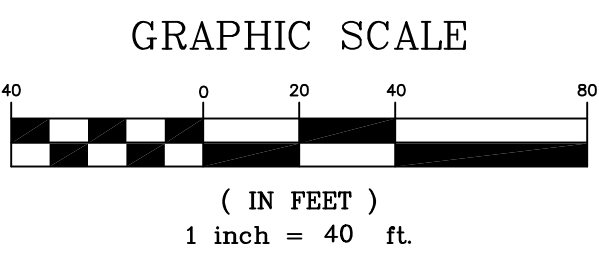


				PROJECT	THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION		SHEET TITLE	OVERALL SITE PLAN		
REV	DATE	DESCRIPTION	CLIENT	FOREFRONT PARTNERS I, LP		DRAWN: DED DATE: SEPT 2014 DESIGNED: BEK SCALE: 1" = 80' CHECKED: SRB JOB NO. SP-M007B	
REVISIONS			P.E. B. E. KENNEDY LIC. #11994		FILE NAME: 2982.05-SUB SITE LAYOUT SHEET C-3.0		

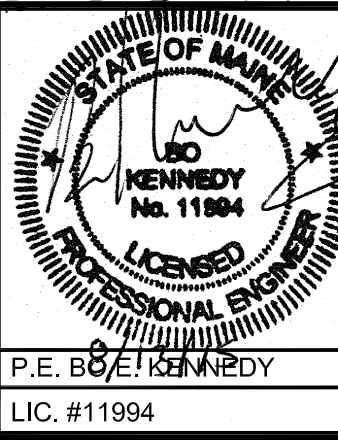




PRELIMINARY - NOT FOR CONSTRUCTION

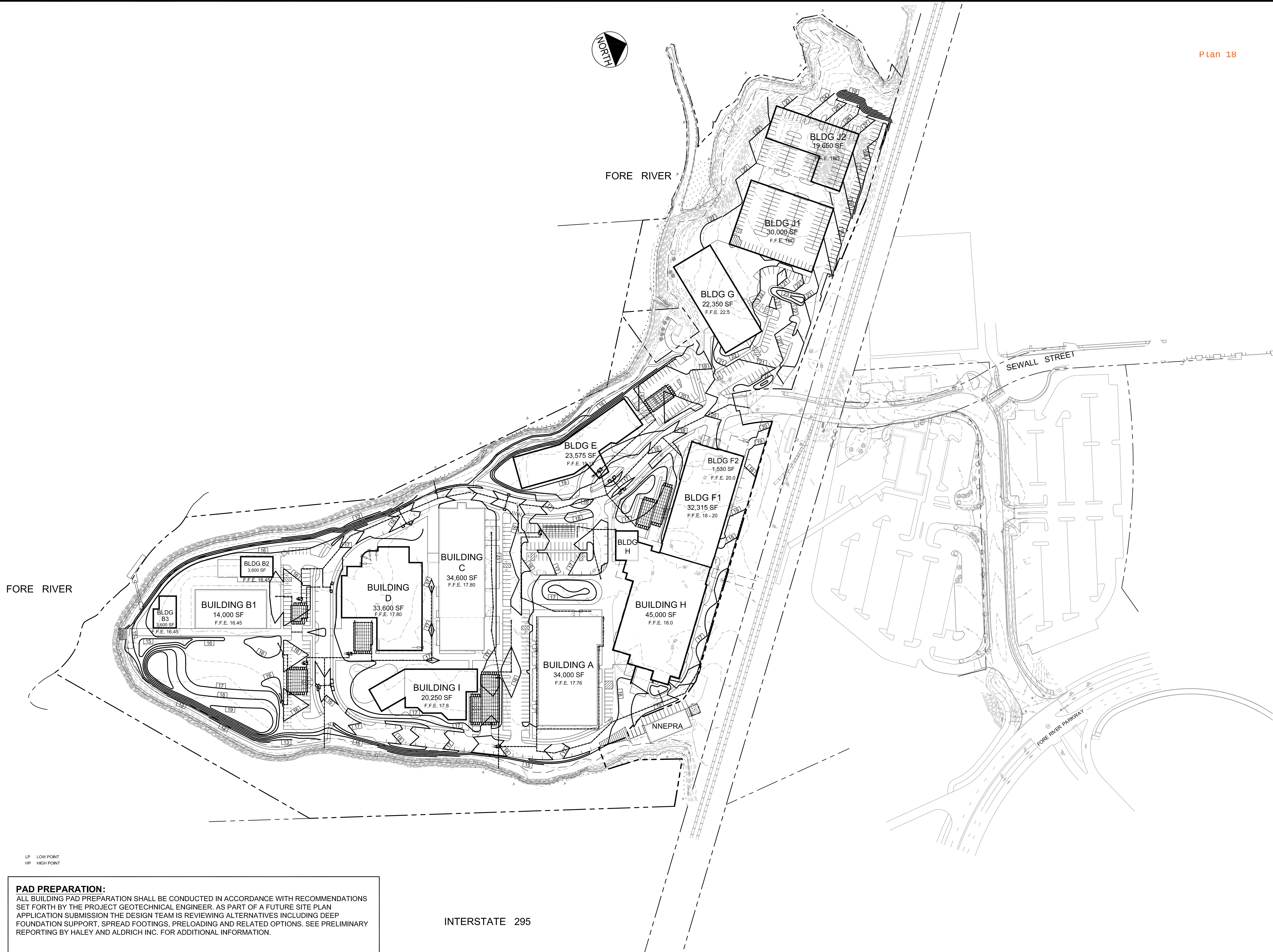


REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
REVISIONS		



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	SITE PLAN - WEST
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" = 40'
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-SUB SITE LAYOUT	
SHEET	C-3.2



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.

		PROJECT: THE FOREFRONT AT THOMPSON'S POINT			
SHEET TITLE: OVERALL GRADING AND DRAINAGE PLAN		CLIENT: FOREFRONT PARTNERS I, LP		DRAWN: DED DATE: SEPT 2014	
DESIGNED: BEK		CHECKED: SRB		SCALE: 1" = 80'	
FILE NAME: 2982.05-SUB GRADING		JOB NO. SP-M007B		DATE: SEPT 2014	
SHEET: C-4.0		LIC. #11994		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 6, SOUTH PORTLAND, ME 04106	

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:

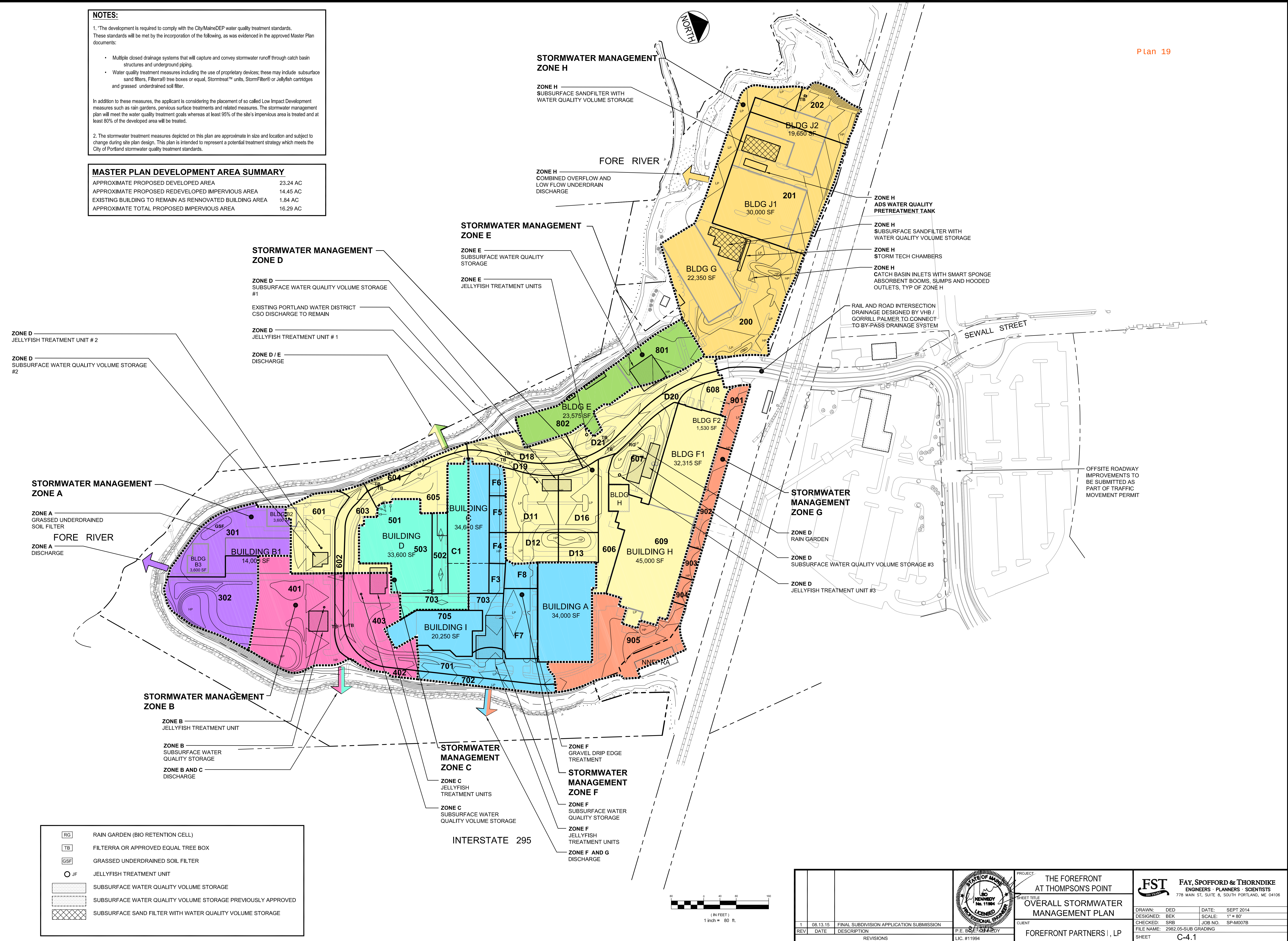
- Multiple closed drainage systems that will capture and convey stormwater runoff through catch basin structures and underground piping.
- Water quality treatment measures including the use of proprietary devices; these may include subsurface sand filters, Filterra® tree boxes or equal, Stormtreat™ units, 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



R:\2962.05 Amended Site Plan Part II\Cadd\Permit Set\dwg\SUBDIVISION\2962.05-SUB GRADING.dwg davis_d 8/13/2015 11:59 AM

FST
100 YEARS

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

SCHEDULE OF SILT FENCE REQUIREMENTS

SILT FENCE	TYPE PURPOSE	TIME OF INSTALLATION
881 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:

- 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
- ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL 'L' ON SHEET C-8.5
- ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
- STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
- THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPS TO LIMIT ALL FUGITIVE DUST

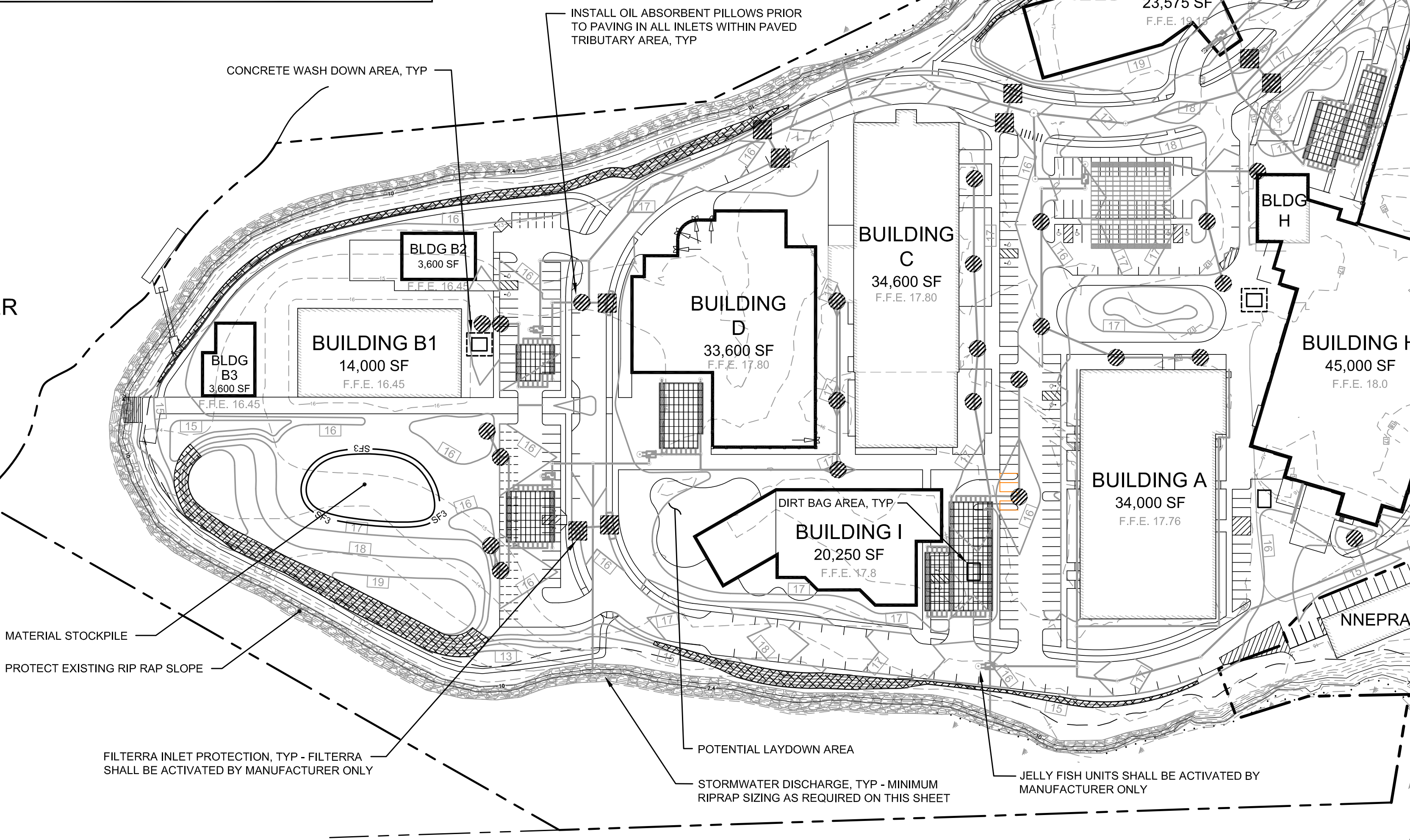
Summary of Storm Water Discharges					
Discharge ID	Approximate Drainage Area (Ac)	Full Build Out 25 Yr Peak Flow (CFS)	Outlet Pipe Size (In)	Description	*Minimum Required Riprap D50 (IN)
Zone A	1.42	4.7	18	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12
Zone B/C	3.51	15.75	36	RCP Flared End W/ Bar 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.

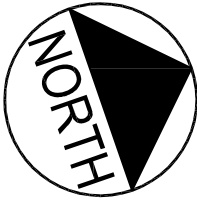
LEGEND

- 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

FORE RIVER



INTERSTATE 295



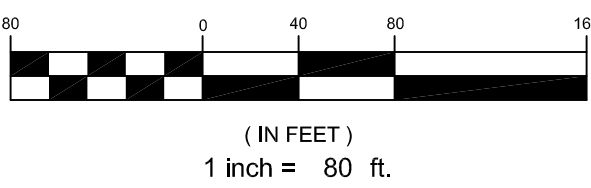
FORE RIVER

MATERIAL STOCKPILES SHALL HAVE SILT FENCE OR EROSION CONTROL MIX BARRIER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY MULCH AND SEED STOCKPILES AS REQUIRED BY THE PROJECT SPECIFICATIONS

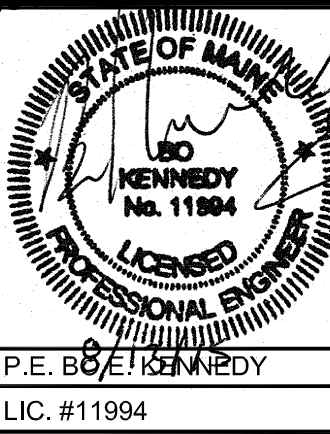
POTENTIAL LAYDOWN AREA

SEWALL STREET

FORE RIVER PARKWAY

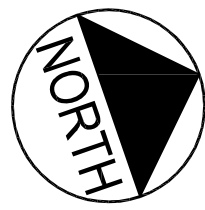


REV	DATE	DESCRIPTION
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REVISIONS		

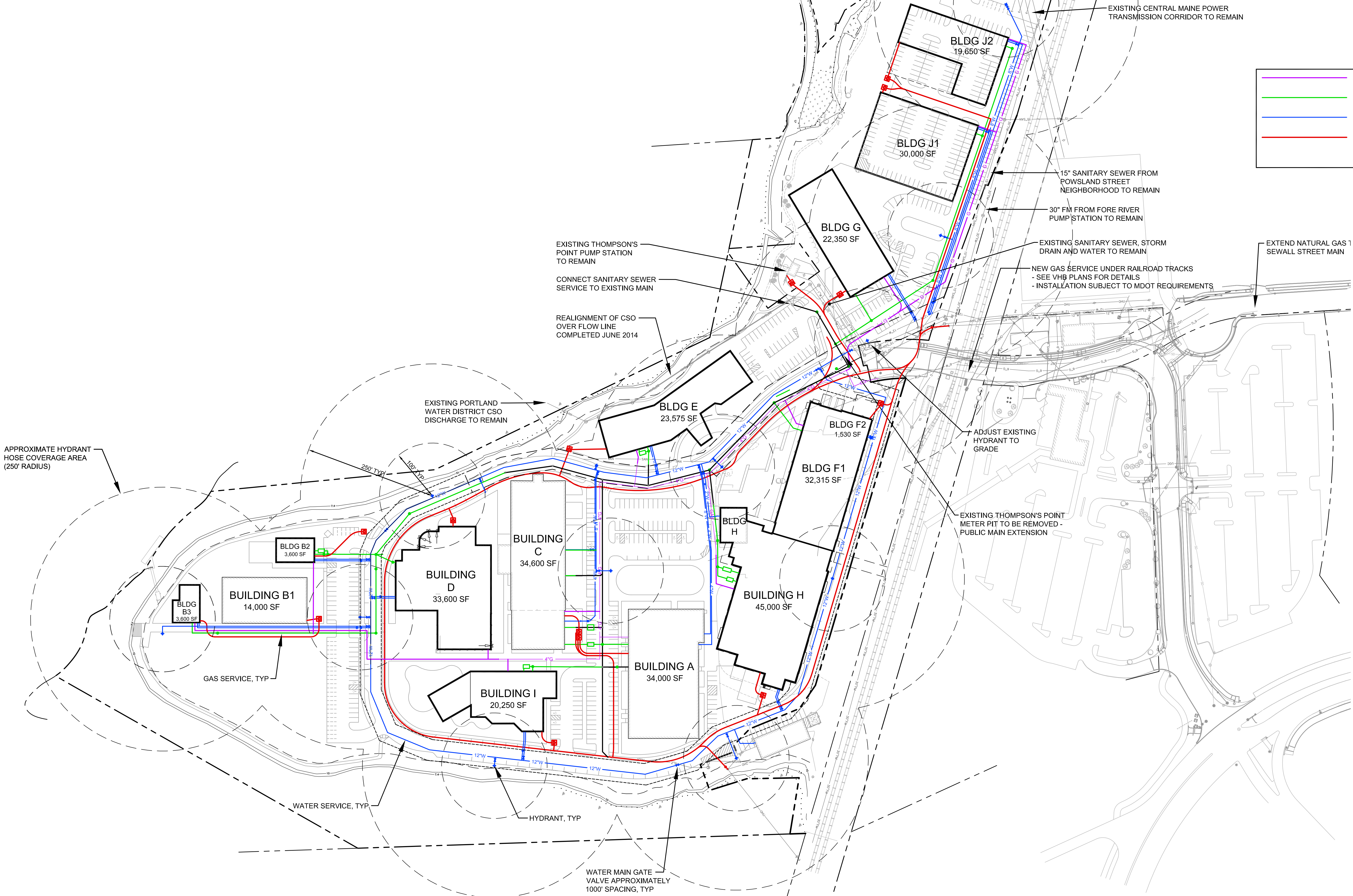


PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	OVERALL EROSION AND SEDIMENTATION CONTROL PLAN
CLIENT	FOREFRONT PARTNERS LP

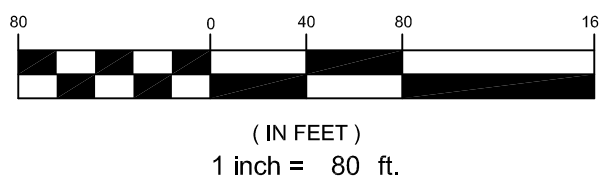
FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 6, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: 1" = 80'
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-SUB EROSION	
SHEET	C-5.0



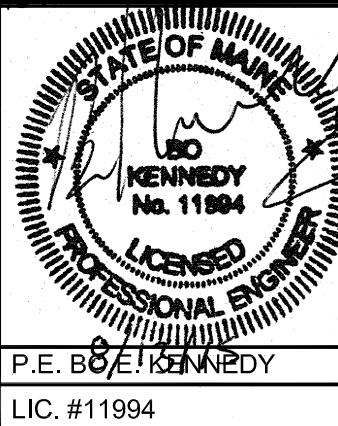
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)



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)

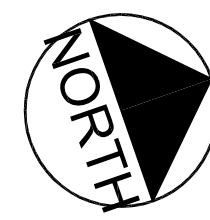


REV	DATE	DESCRIPTION
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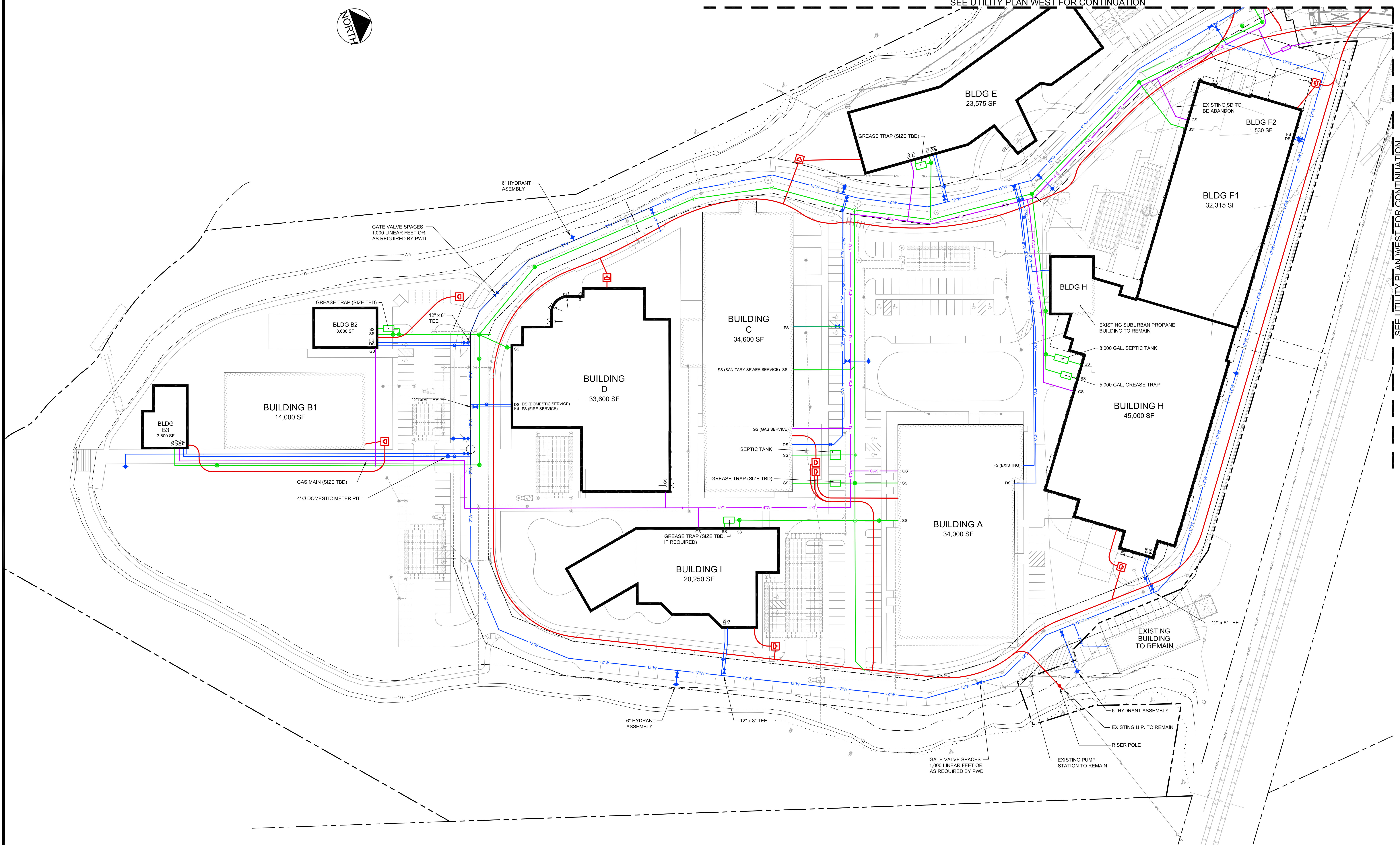
PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	OVERALL UTILITY PLAN
CLIENT	FOREFRONT PARTNERS I, LP

FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: 1" = 80'
CHECKED: SRB	JOB NO. SP-M0078
FILE NAME: 2082.05-UTILITY	SHEET C-6.0



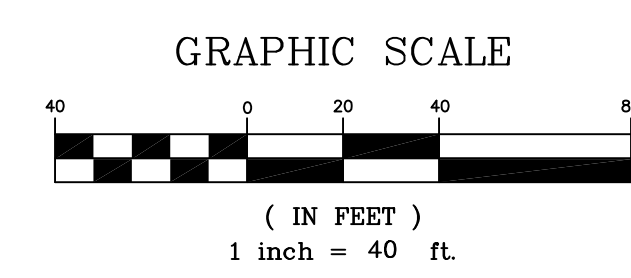
SEE UTILITY PLAN WEST FOR CONTINUATION

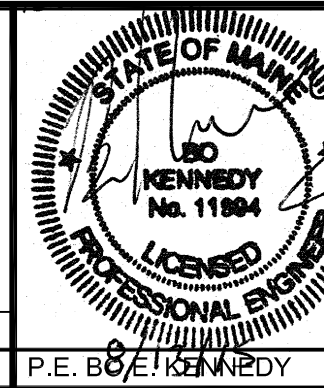
SEE UTILITY PLAN WEST FOR CONTINUATION



- 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)

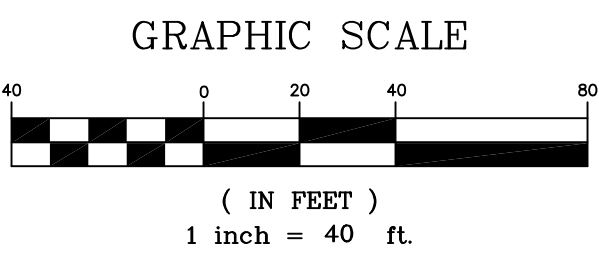


 P.E. J.D. KENNEDY LIC. #11994			PROJECT: THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE: UTILITY PLAN - EAST		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106																	
<table><tr><th>REV</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td>1</td><td>08.13.15</td><td>FINAL SUBDIVISION APPLICATION SUBMISSION</td></tr></table>			REV	DATE	DESCRIPTION	1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	CLIENT: FOREFRONT PARTNERS I, LP		<table><tr><td>DRAWN: DED</td><td>DATE: SEPT 2014</td></tr><tr><td>DESIGNED: BEK</td><td>SCALE: 1" = 40'</td></tr><tr><td>CHECKED: SRB</td><td>JOB NO. SP-M007B</td></tr><tr><td>FILE NAME: 2982.05-UTILITY</td><td></td></tr><tr><td>SHEET</td><td>C-6.1</td></tr></table>		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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FILE NAME: 2982.05-UTILITY																						
SHEET	C-6.1																					
REVISIONS																						

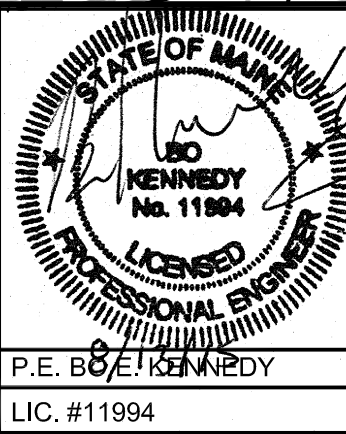
- NOTES:
1. ALL UTILITY ENTRY LOCATIONS ARE SUBJECT TO COORDINATION AND ADJUSTMENT AS PART OF CONSTRUCTION DOCUMENT PREPARATION
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NOTE:
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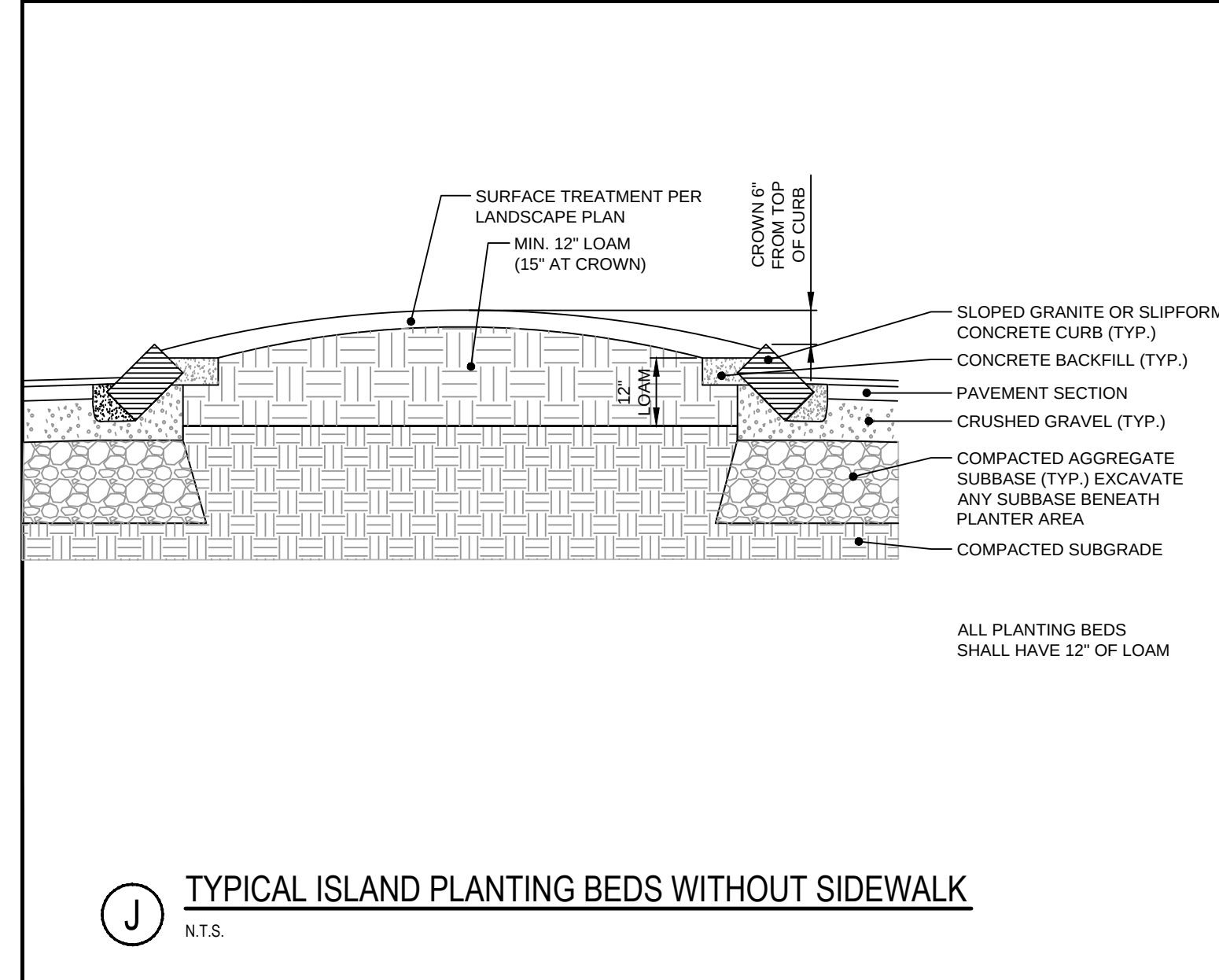
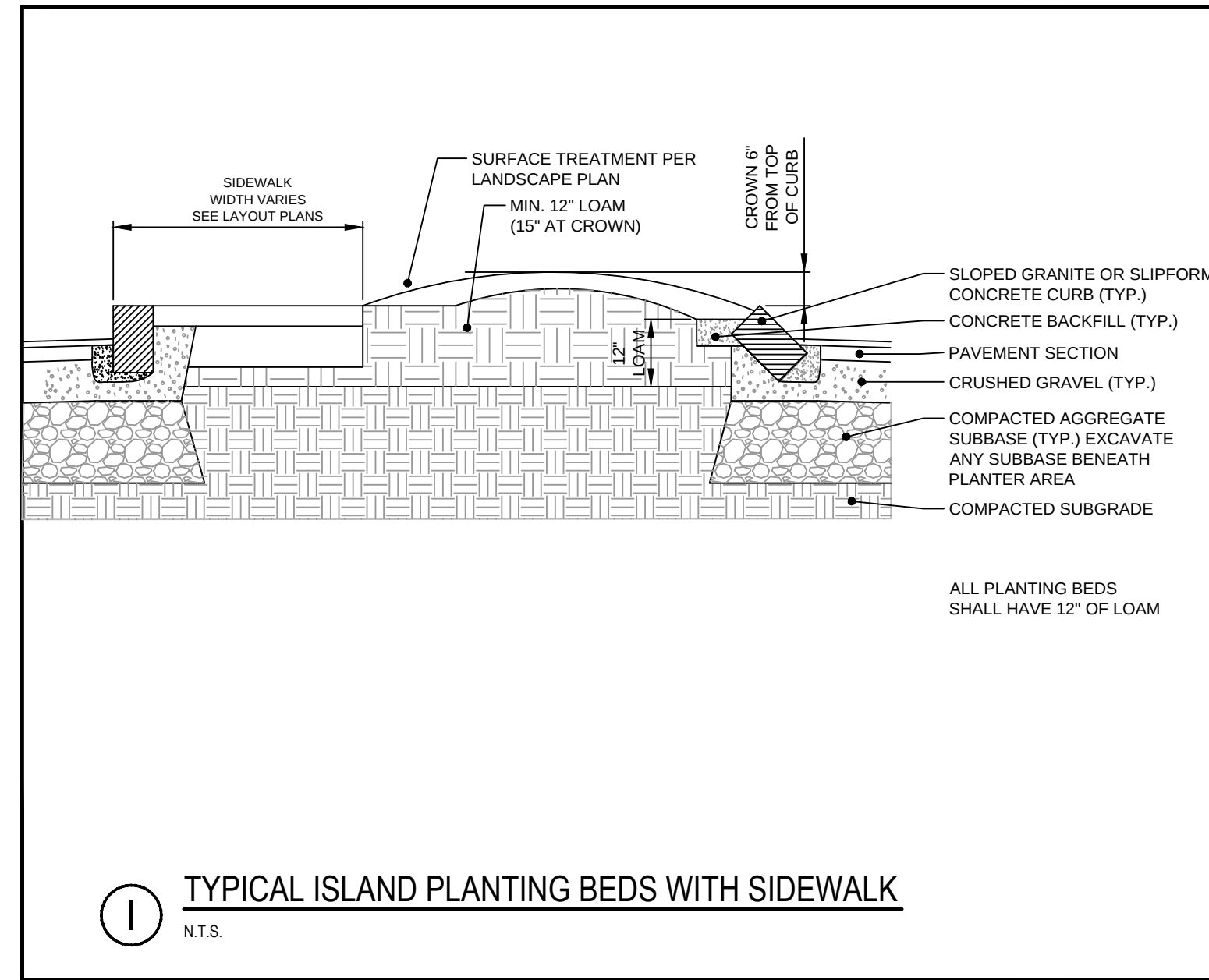
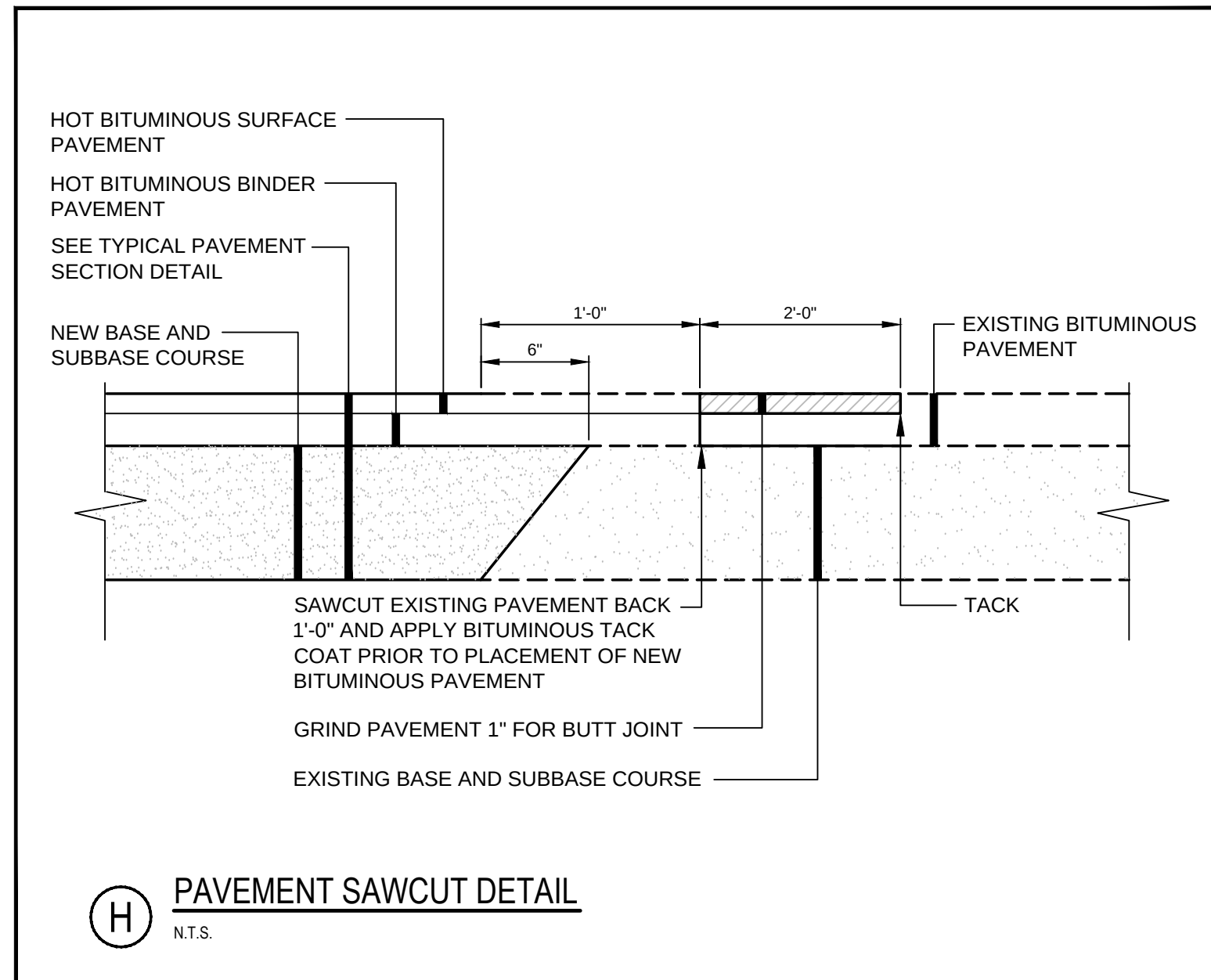
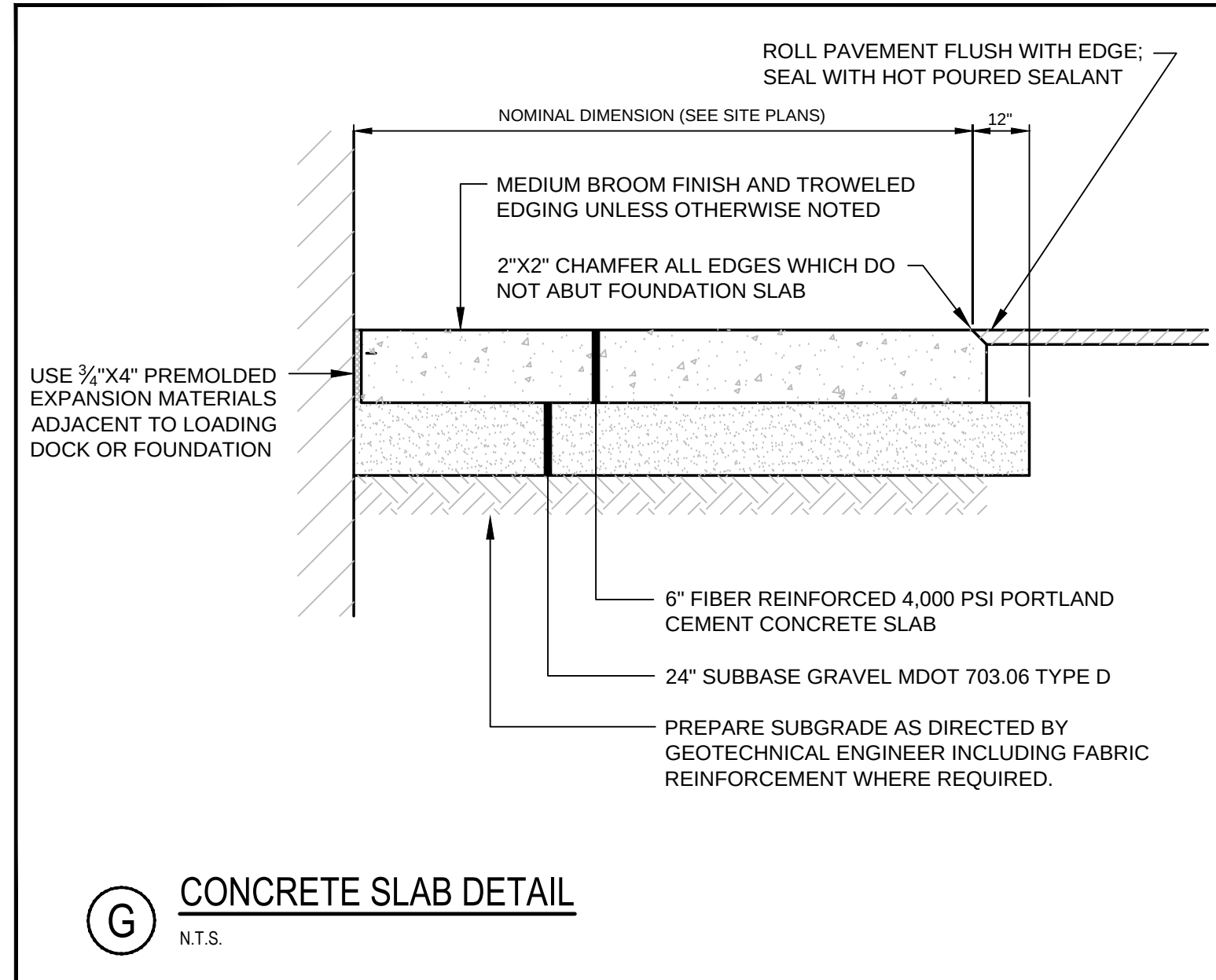
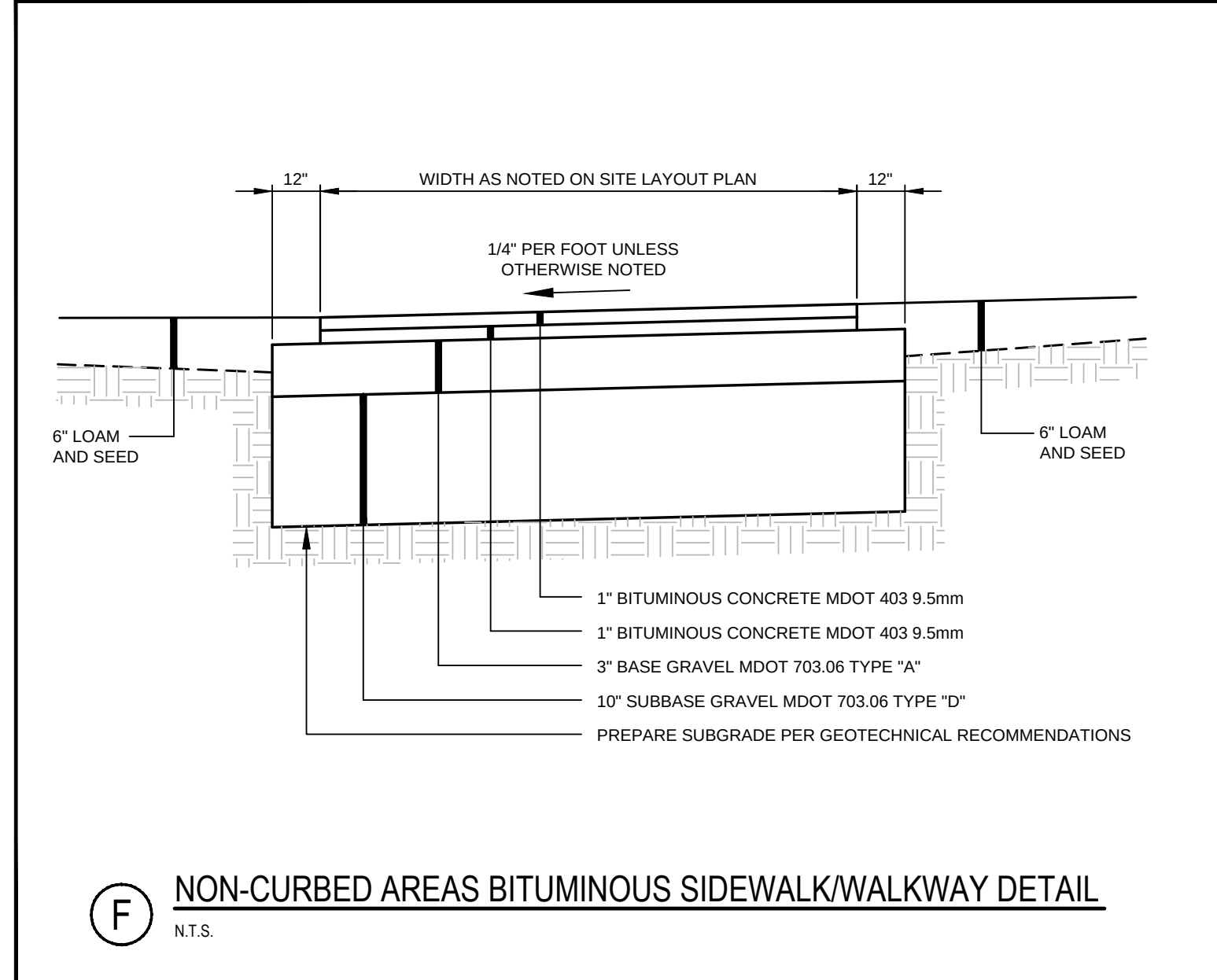
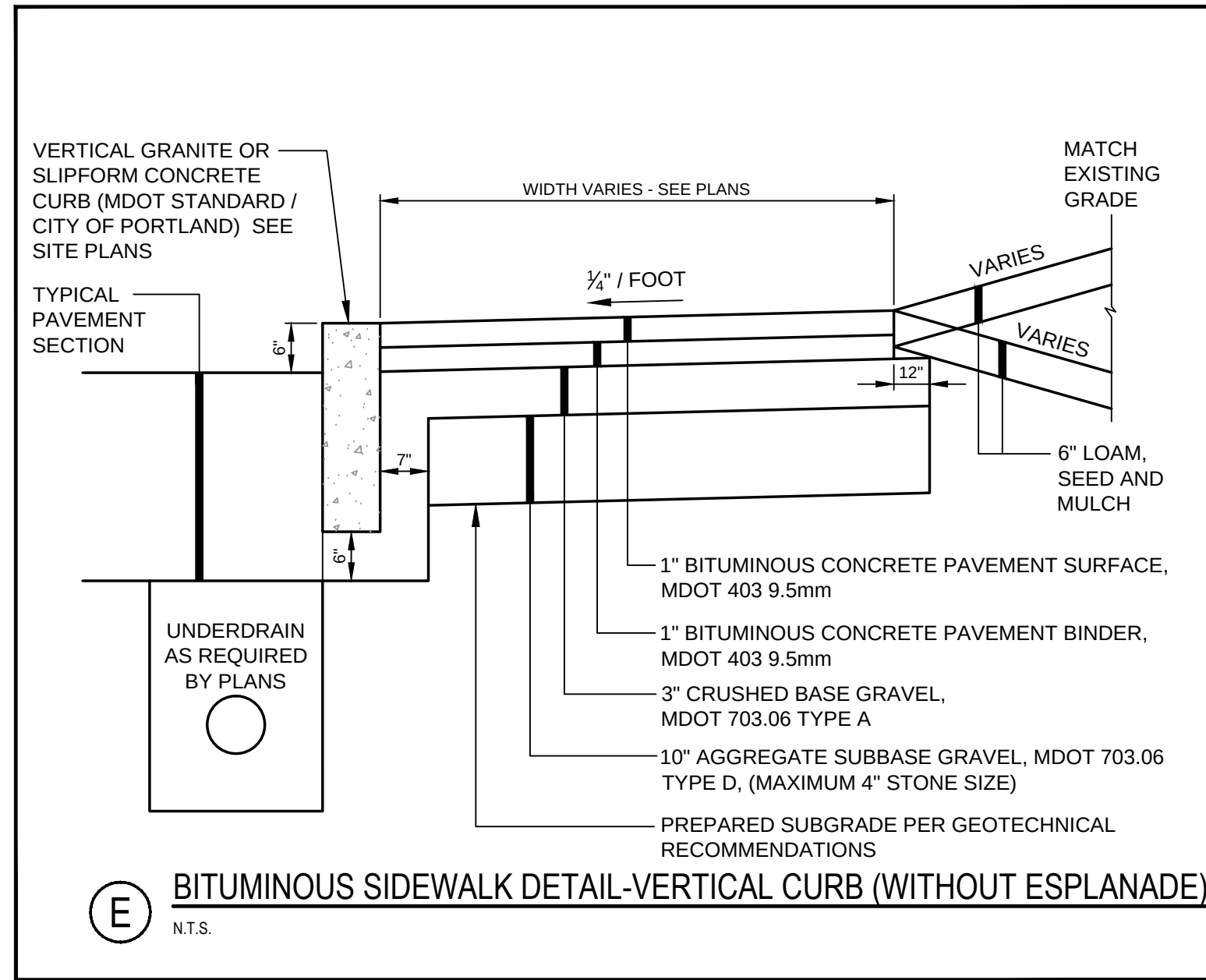
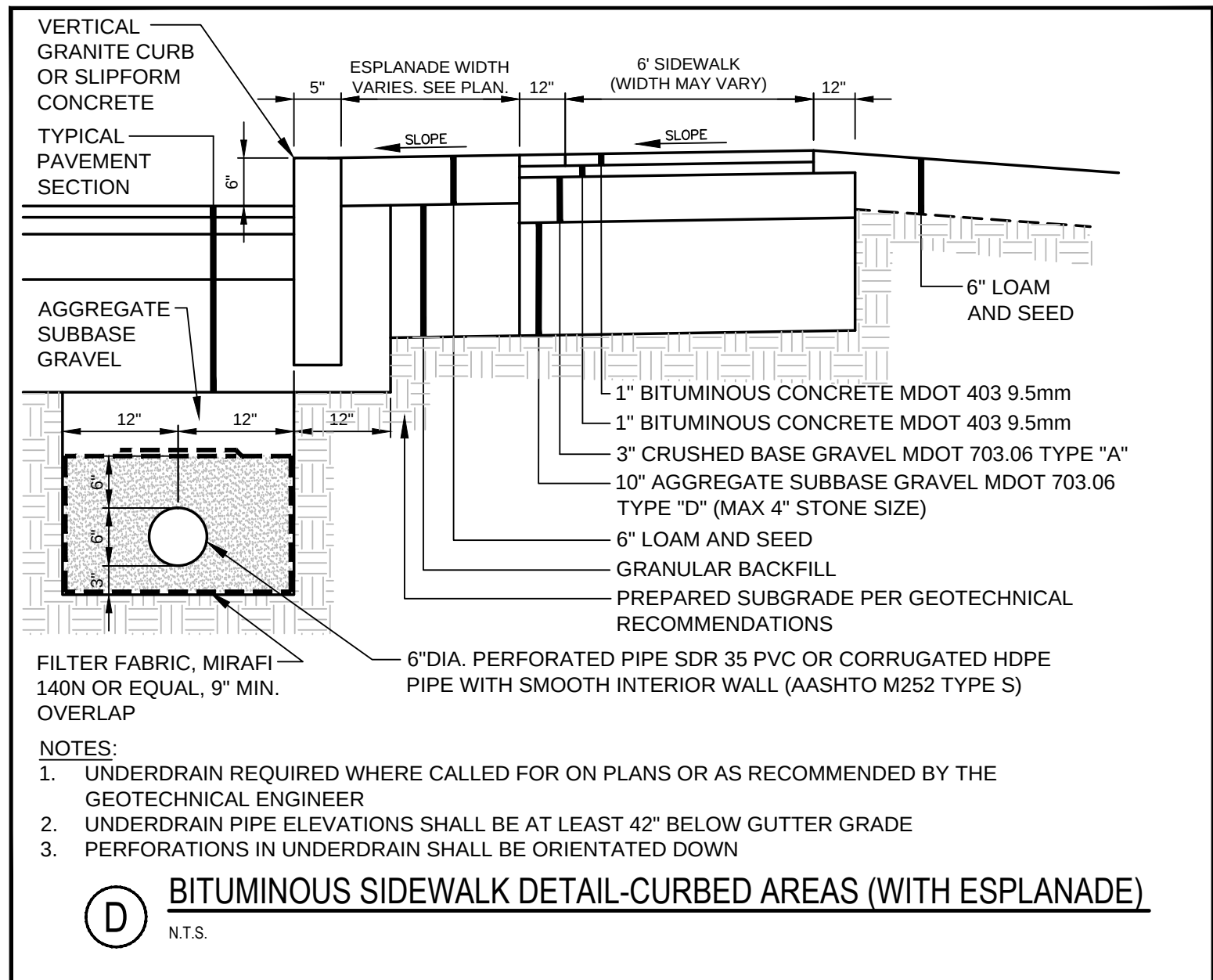
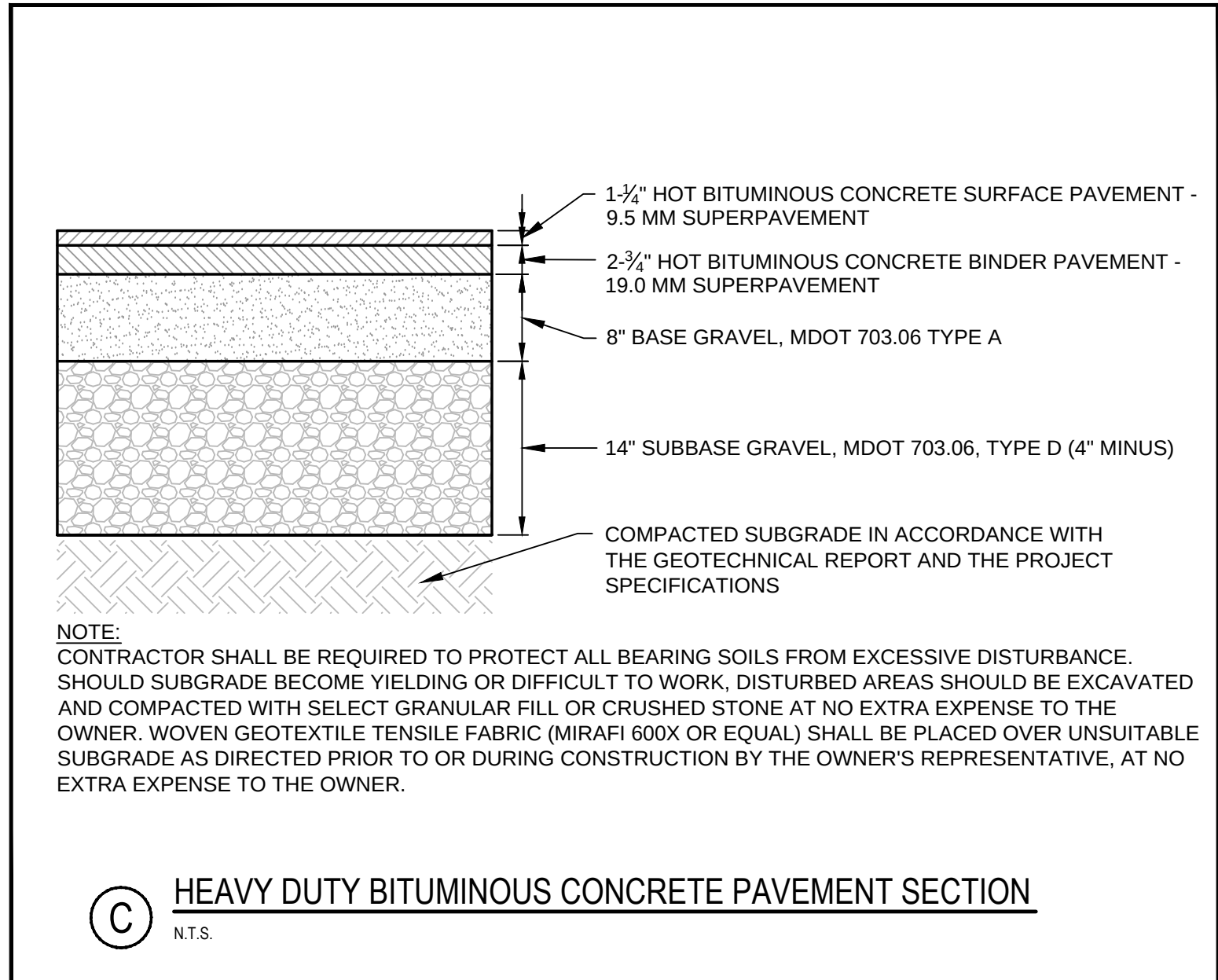
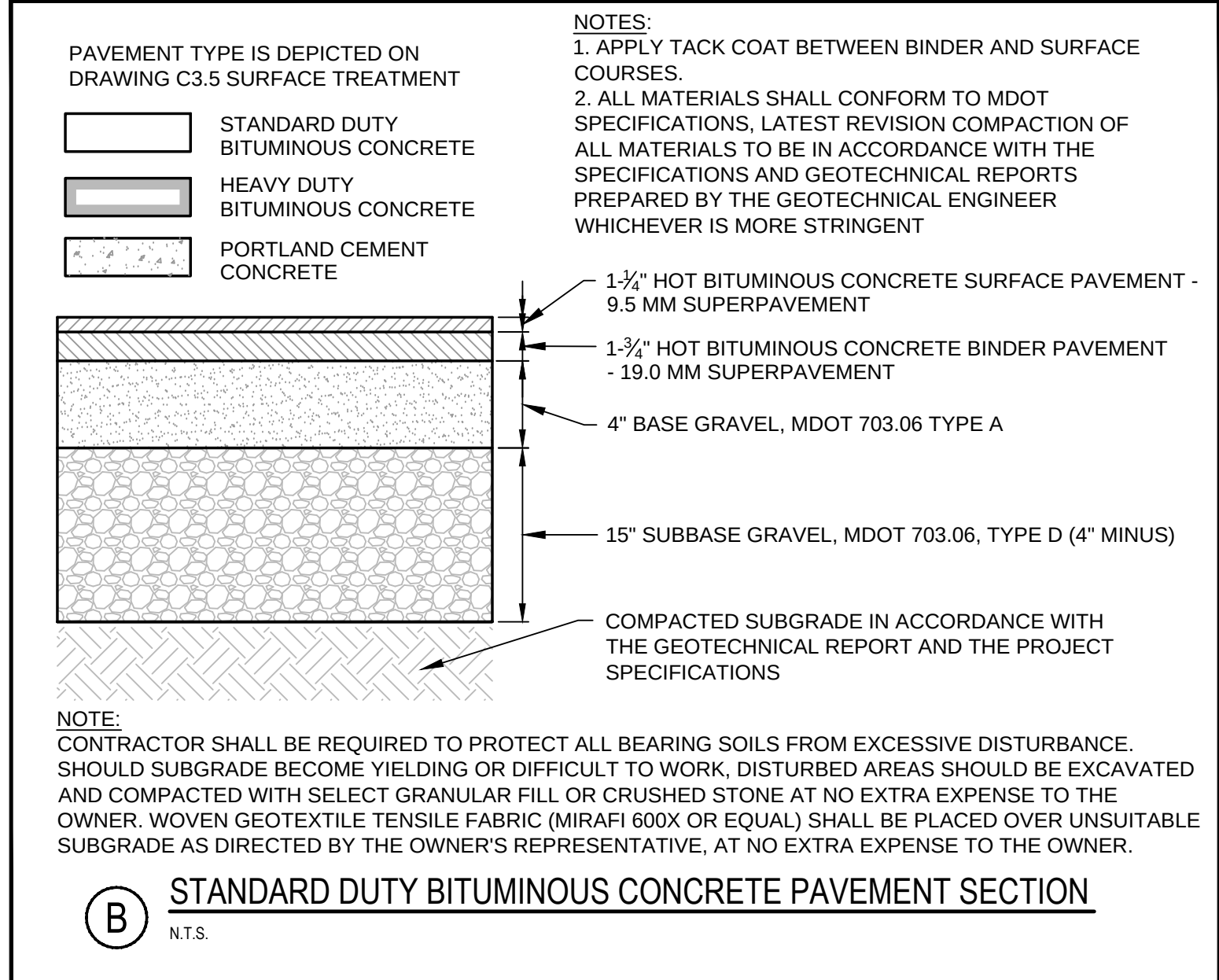
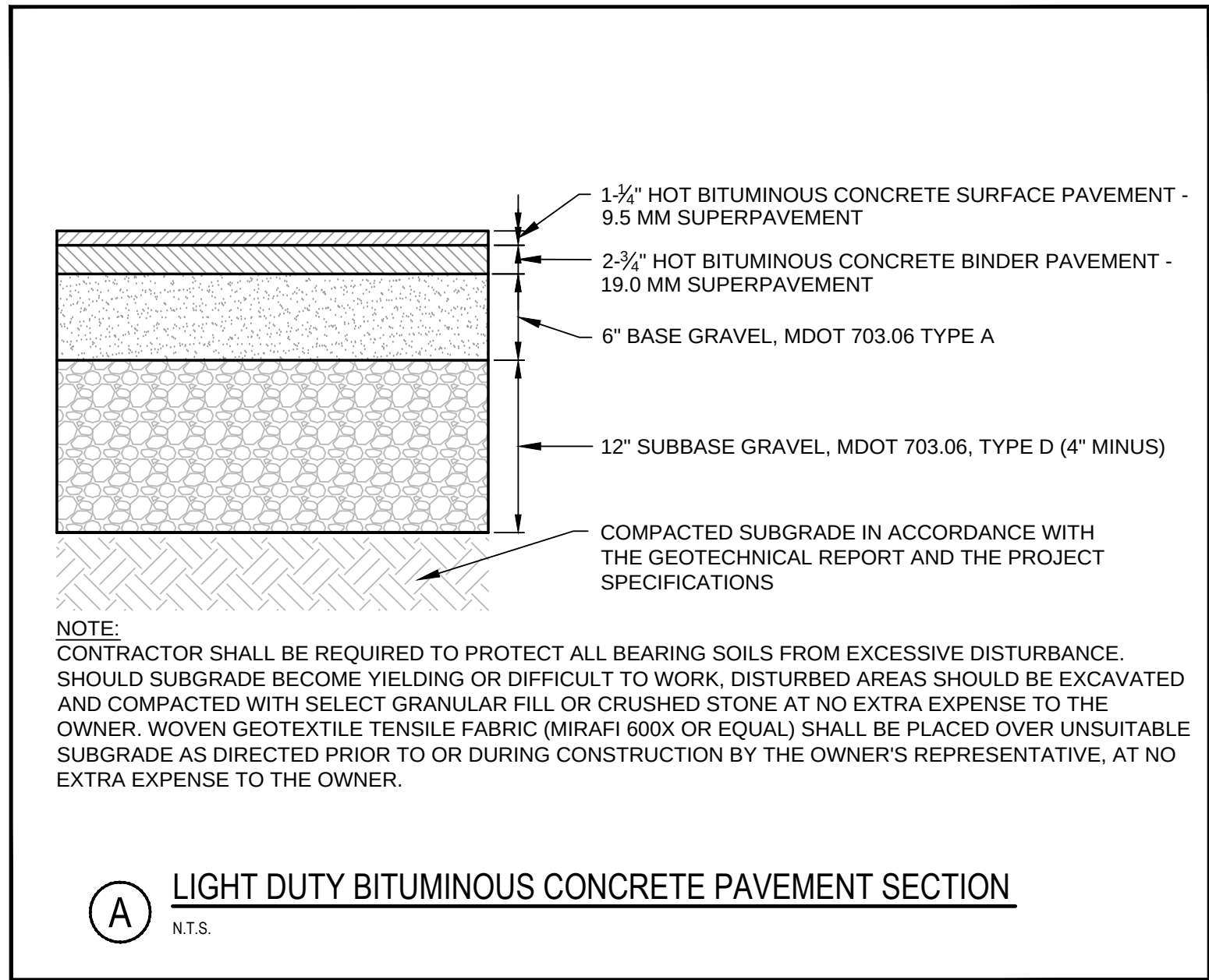


REV	DATE	DESCRIPTION
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REVISIONS		

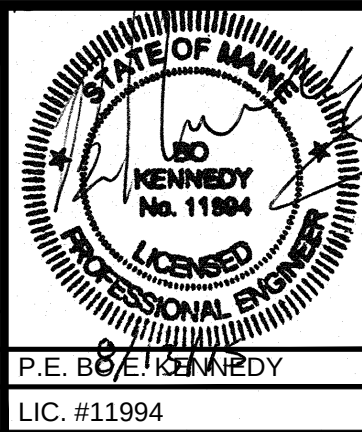


PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	UTILITY PLAN - WEST
CLIENT	FOREFRONT PARTNERS I, LP

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" = 40'
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-UTILITY	
SHEET	C-6.2



REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
2	08.13.15	DESCRIPTION
REVISIONS		



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	PAVEMENT SECTIONS AND SIDEWALK DETAILS
CLIENT	FOREFRONT PARTNERS I, LP

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

(A) N.T.S.

(B) N.T.S.

(C)
N.T.S.

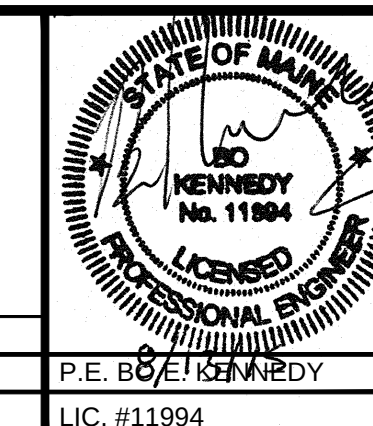
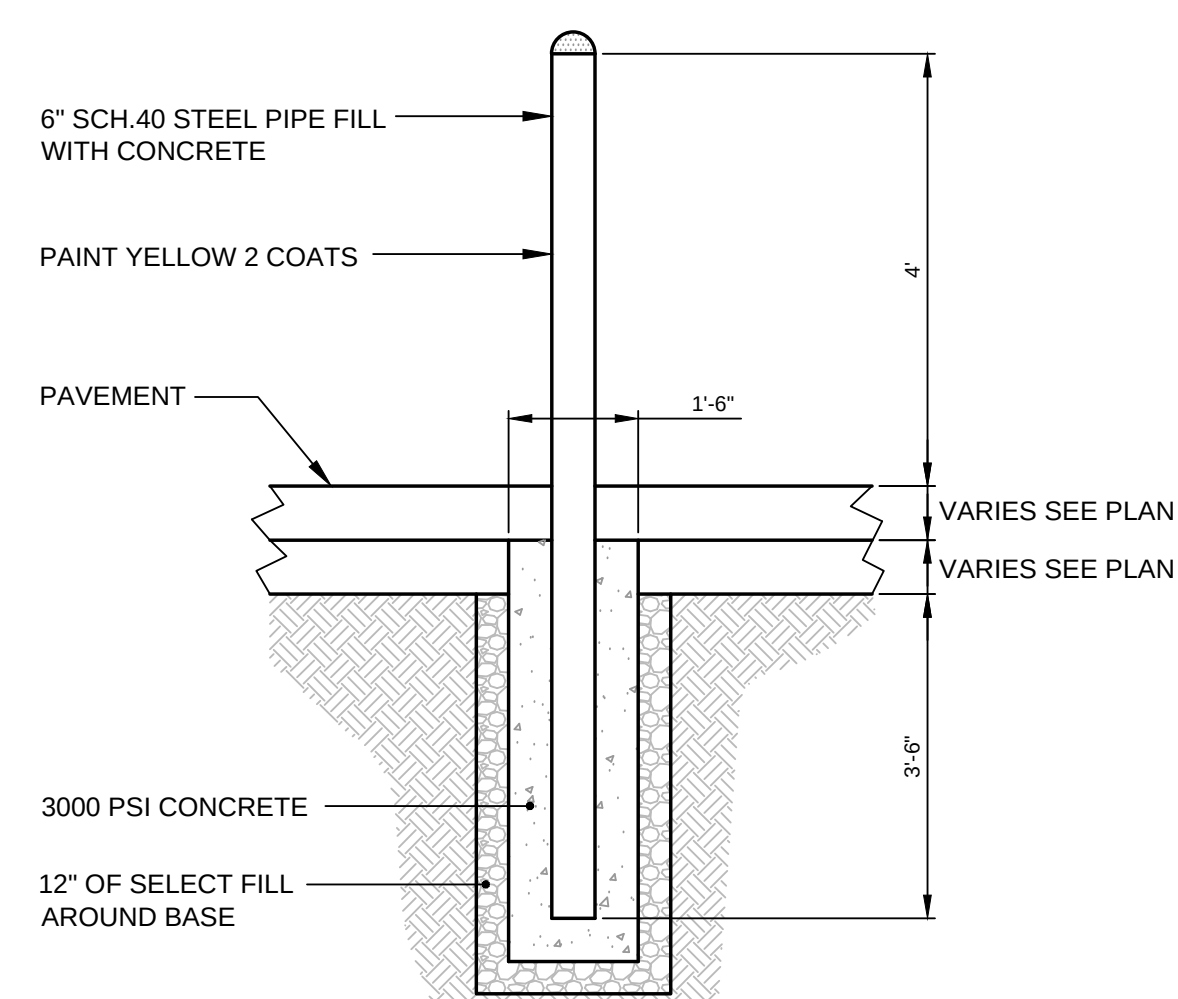
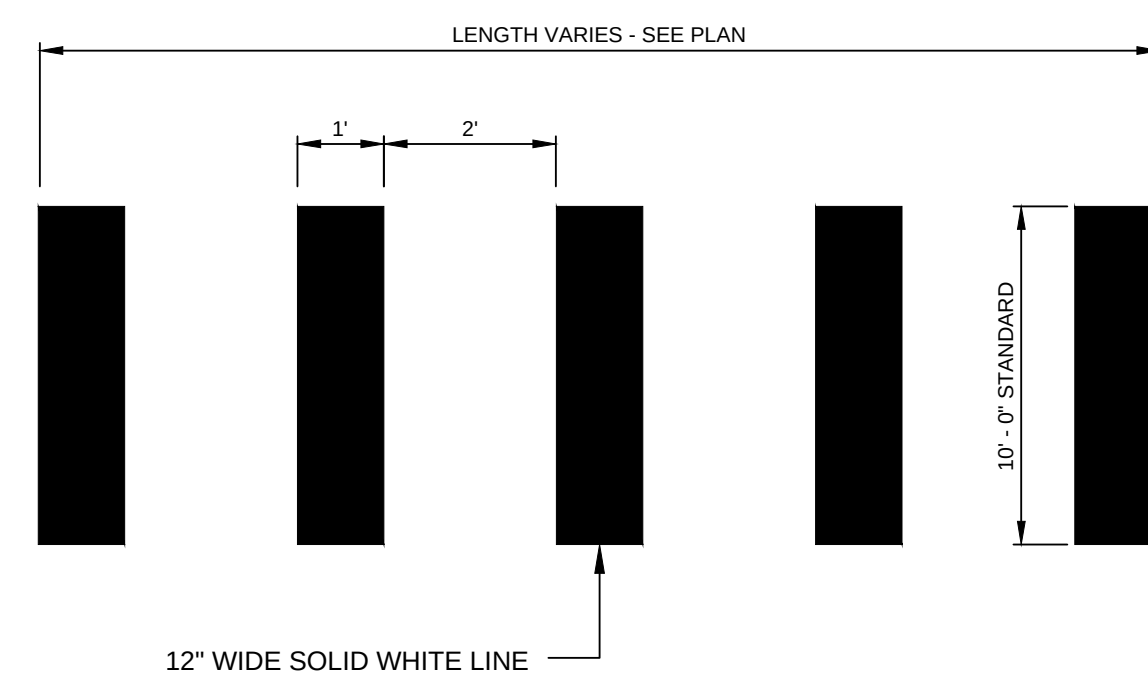
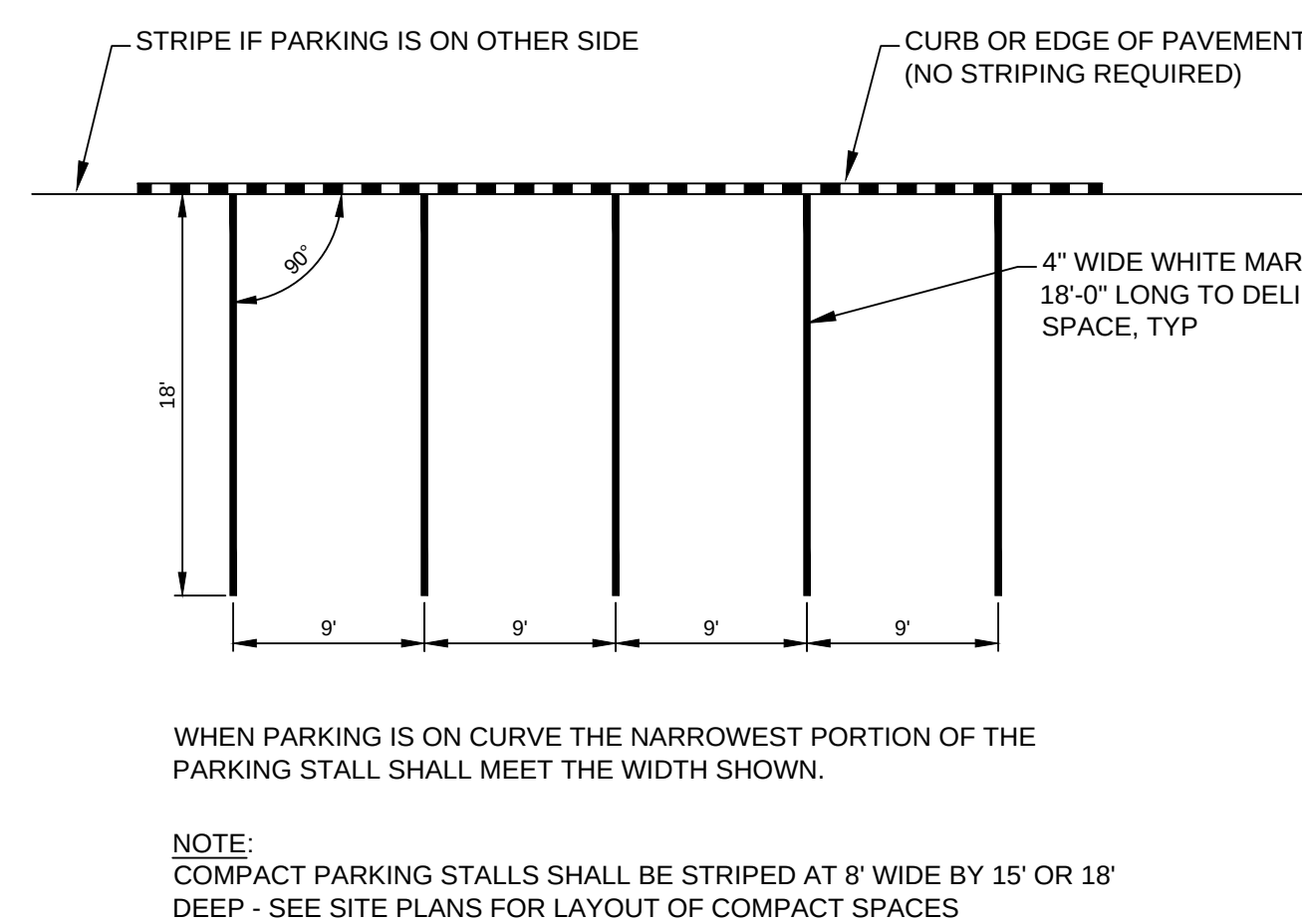
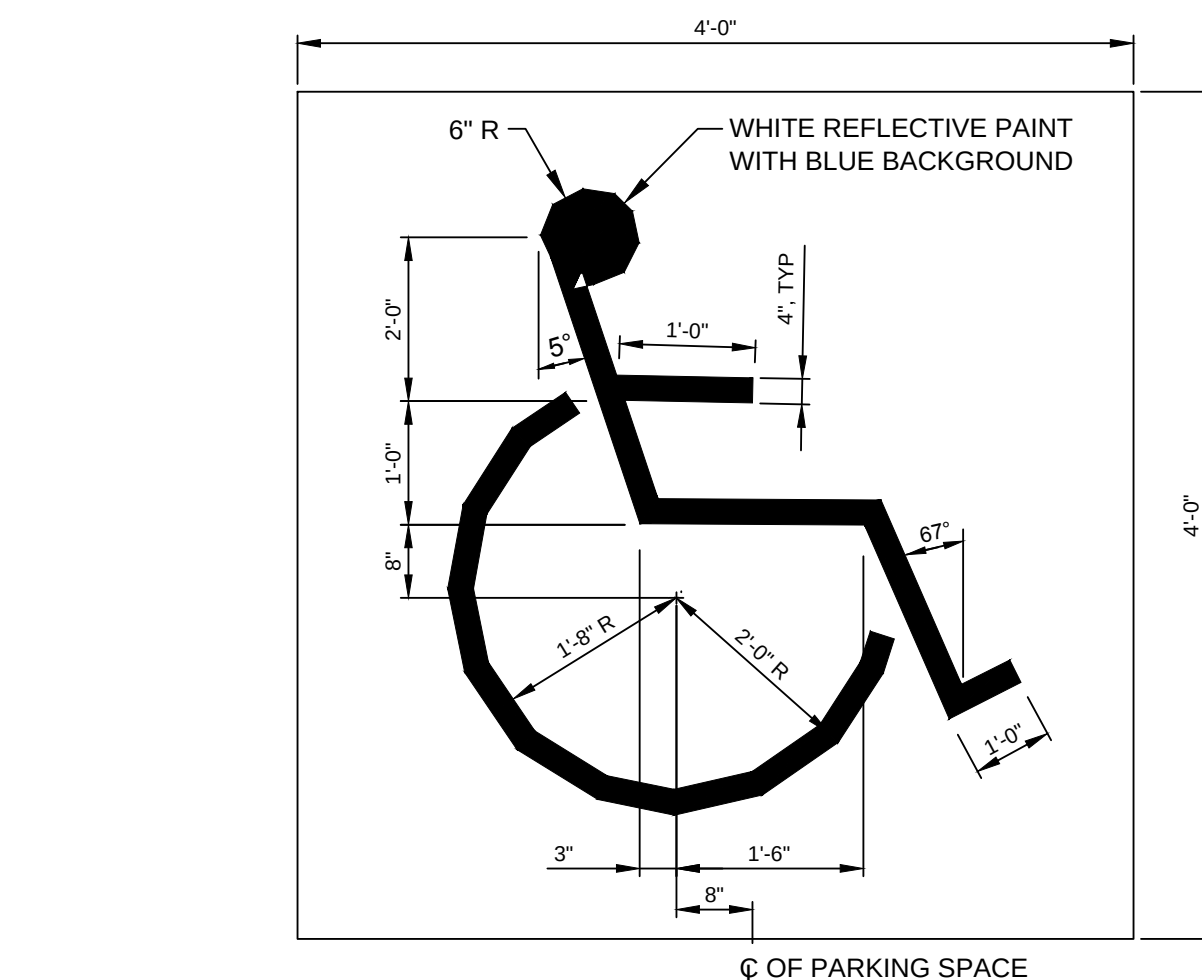
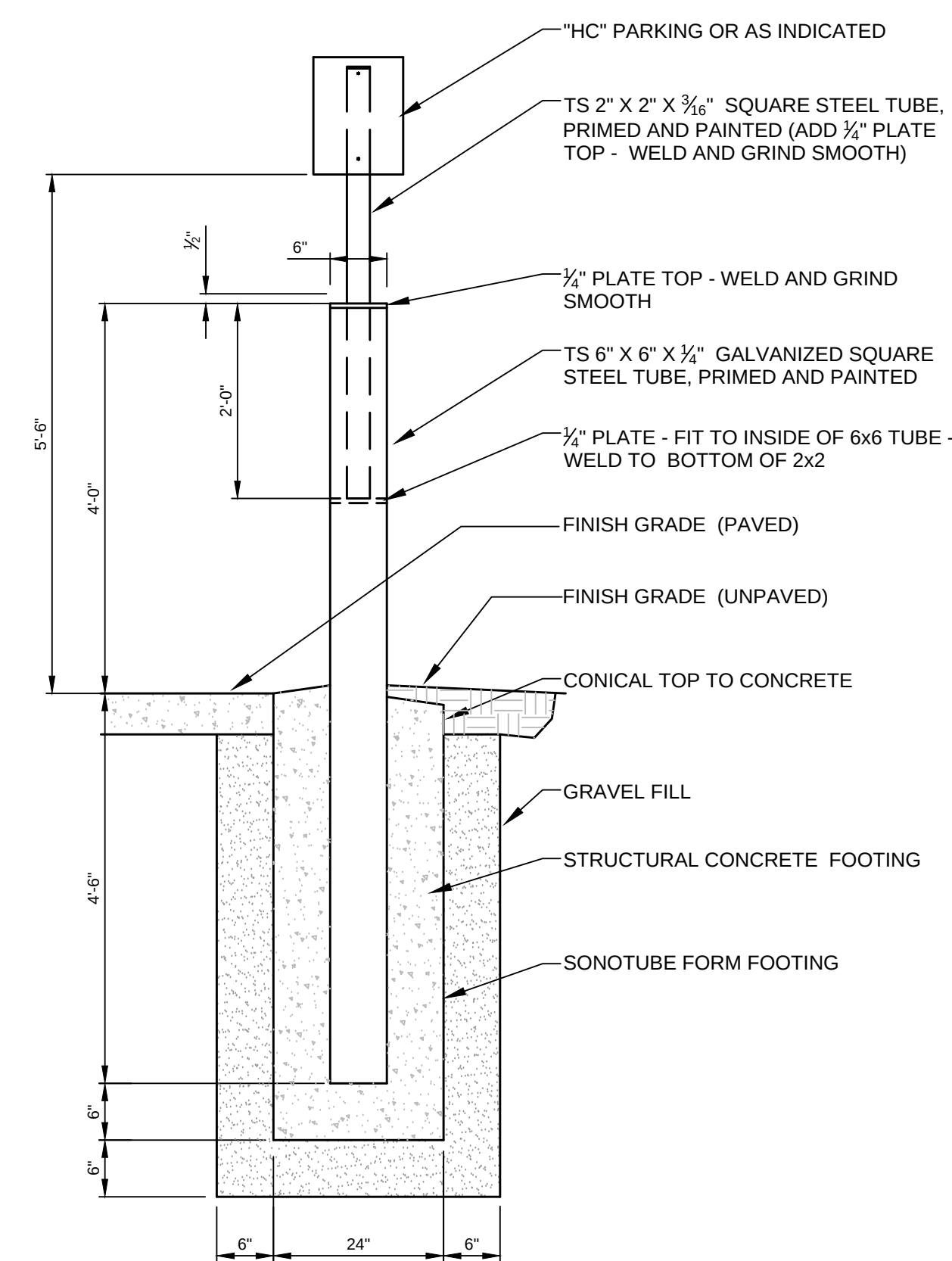
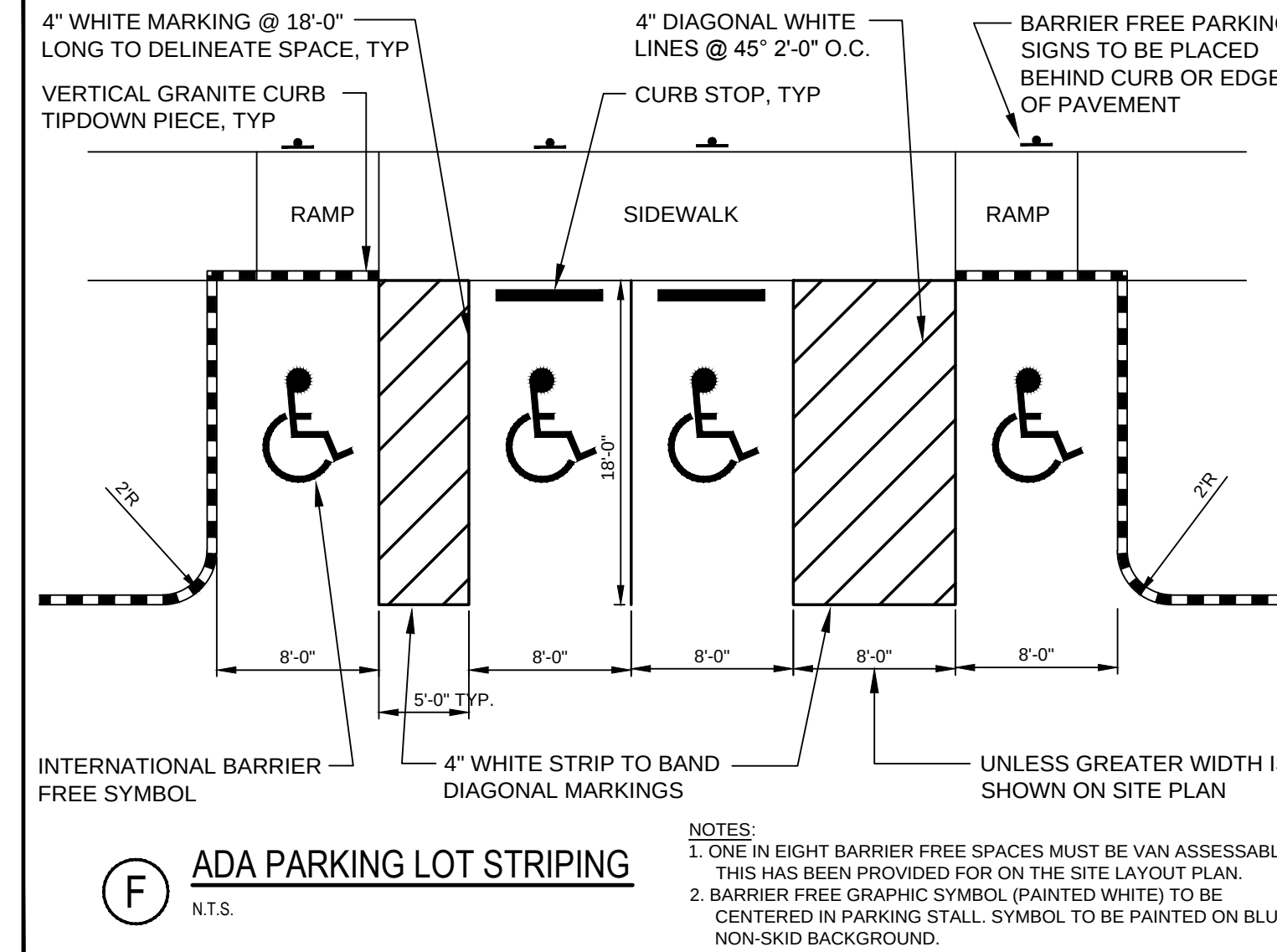
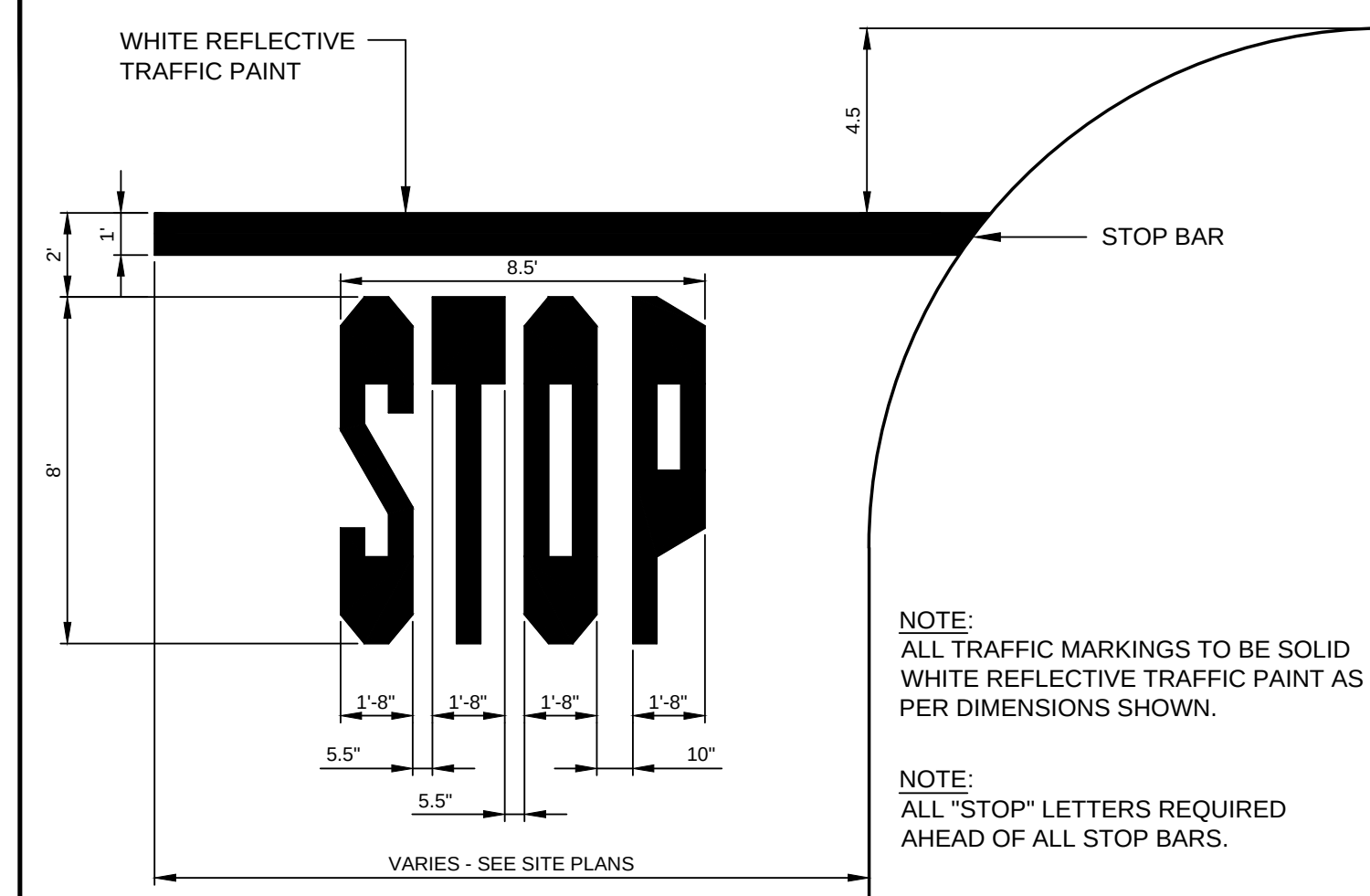
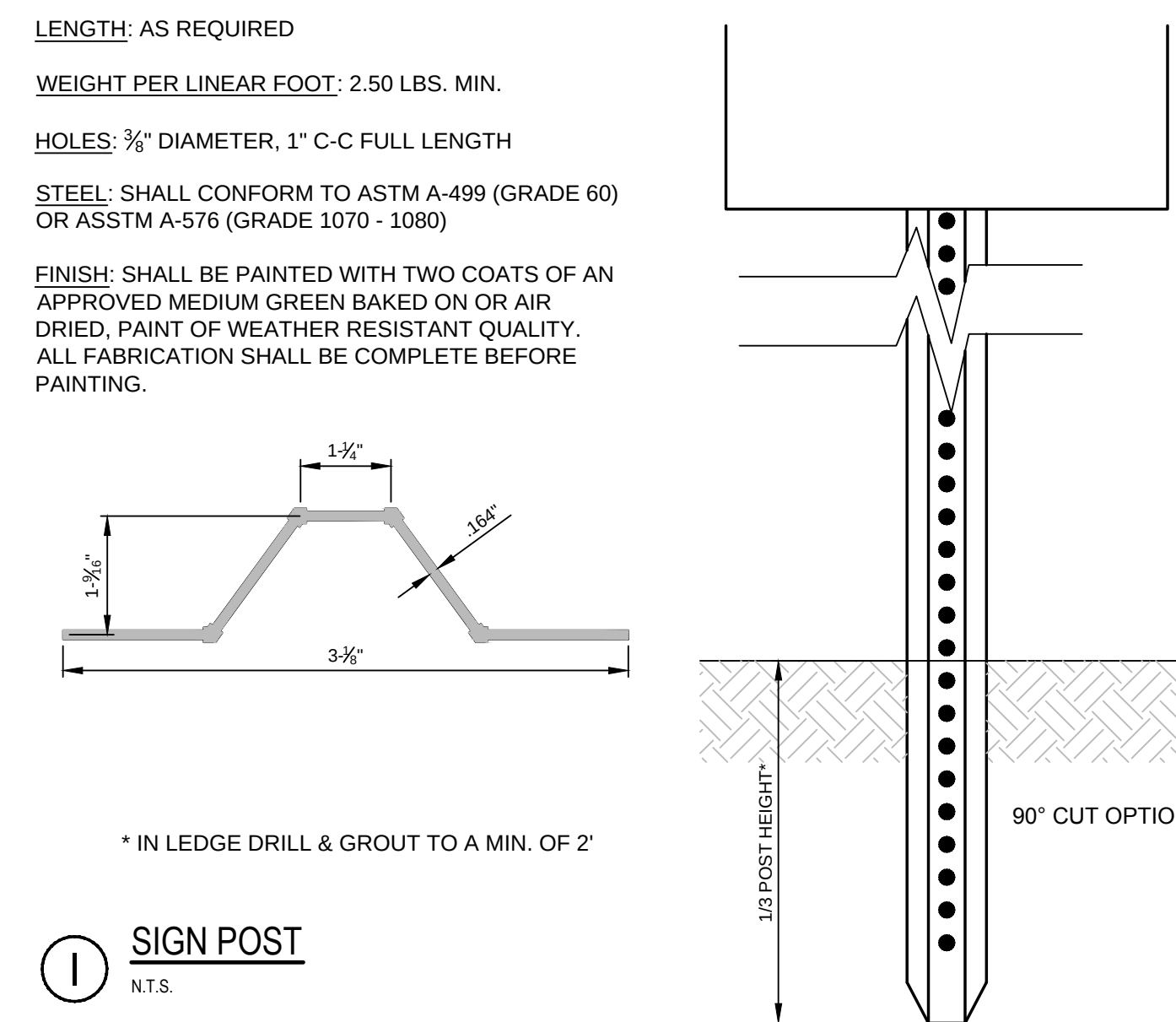
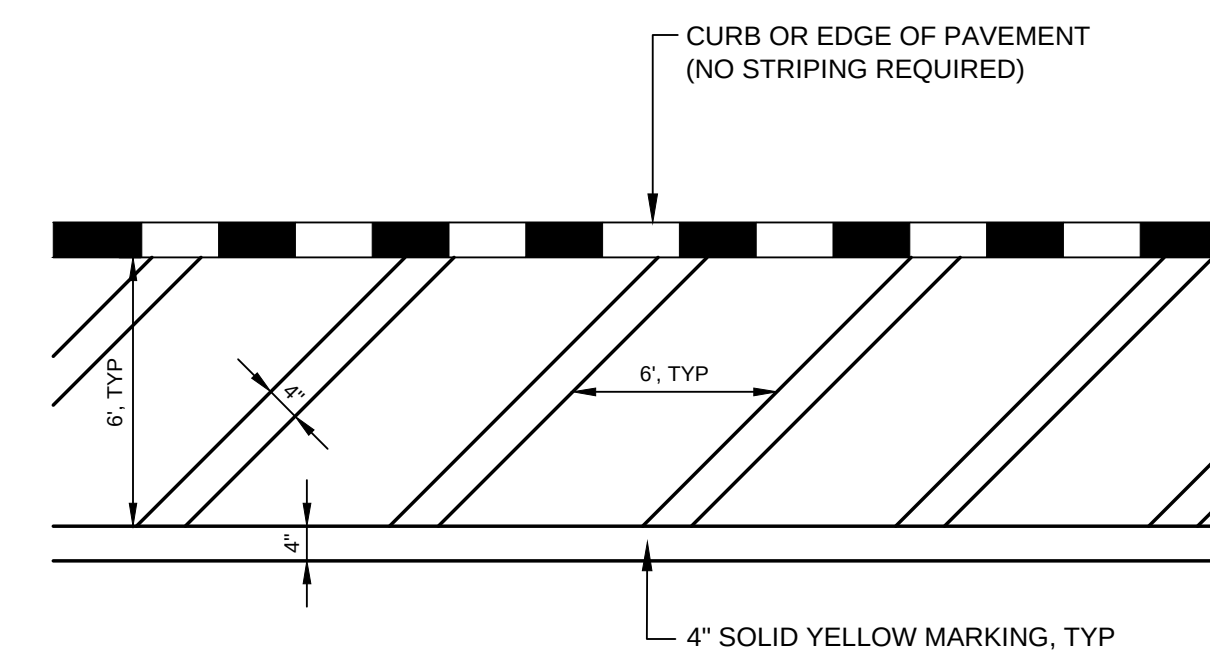
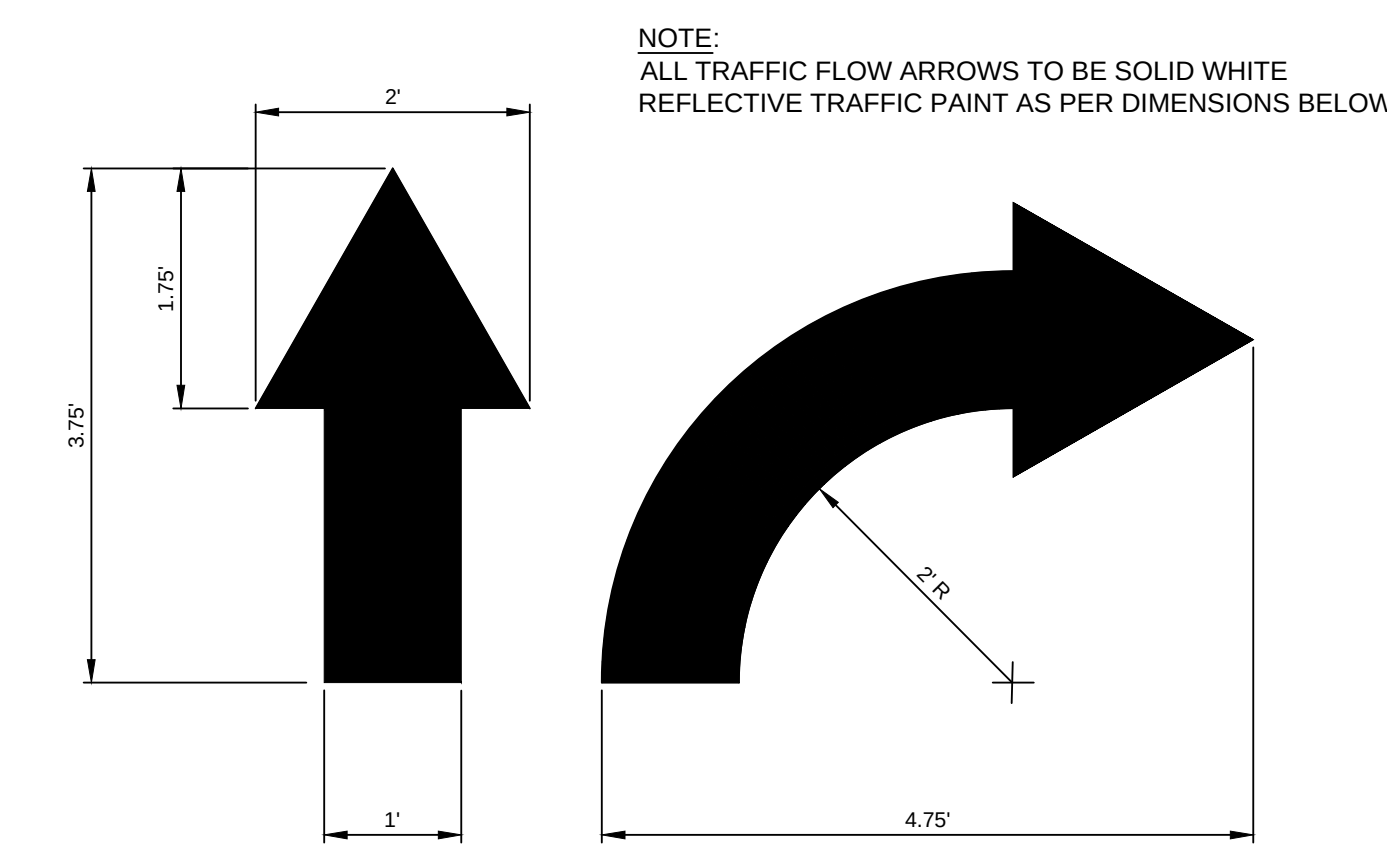
ⓓ N.T.S.

(E) N.T.S.

(F) $\frac{BA}{N.T.S.}$

NOTE:

1. RAMP SHALL BE CONSTRUCTED IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA).
2. ALL RAMP 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 TRAUDED CONCRETE DOWS 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.



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	PARKING AND TRAFFIC CONTROL DETAILS
CLIENT	FOREFRONT PARTNERS I, LP

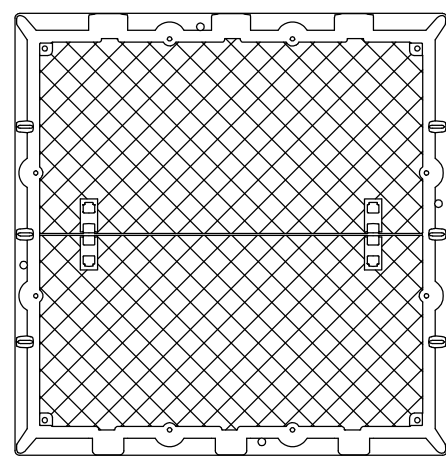
	FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-SUB DET	DATE: SEPT 2014 SCALE: N.T.S. JOB NO. SP-M007B SHEET C-7.2



THIS PROJECT —

JELLYFISH JF4 STANDARD DETAIL OFFLINE CONFIGURATION

Jellyfish Unit Schedule							
Schedule ID	Stormwater Discharge Zones						
	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



HATCH
(48" x 48" CAST INTO SLAB)
N.T.S.

THIS PROJECT —

B JELLYFISH JF6 STANDARD DETAIL OFFLINE CONFIGURATION
N.T.S.

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 CARTHURDS REQUIRED (H ₁ /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 WQOU TO DRAIN IN 2-4#H HOURS. CONCEPT RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE * PER ENGINEER OF RECORD			

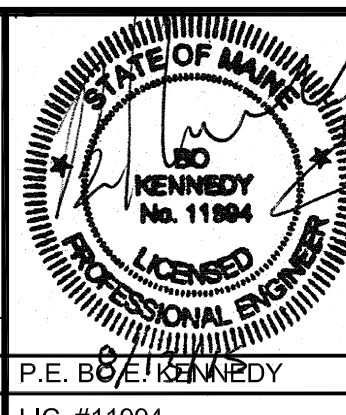
ZONE D-1 DATA REQUIREMENTS			
STRUCTURE ID			D1
WATER QUALITY FLOW RATE (cfs)			0.17
PEAK FLOW RATE (cfs)			17.37
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			6 / 5
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	36"
RIM ELEVATION			17.00
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		1'	13.75
NOTES/SPECIAL REQUIREMENTS:			
MANE DEP. REQUIRES UPSTREAM WQO TO DRAIN IN 2-4#HOURS.			
CONTRACTOR 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 (H/D/D)			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 WQOU TO DRAIN IN 2-4H HOURS. CONTECH RESPONSIBLE FOR RISING INTERNAL DRAINAGE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE * PER AGREEMENT 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:			
MAKE DEEP RECESSES UPSTREAM VOW TO DRAIN IN 2-4-8 HOURS. CONCEPT REVISION #1: PER 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 PERCENT 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 WQOU TO DRAIN IN 2-48 HOURS. * PERFORM RESPONSIBLE RAIN SEWING INTERNAL ORCE TO CONTROL PEAK WATER QUALITY OUTFLOW/TO REQUIRED RATE * PER ENGINEER OF RECORD			

1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
REV	DATE	DESCRIPTION
REVISIONS		

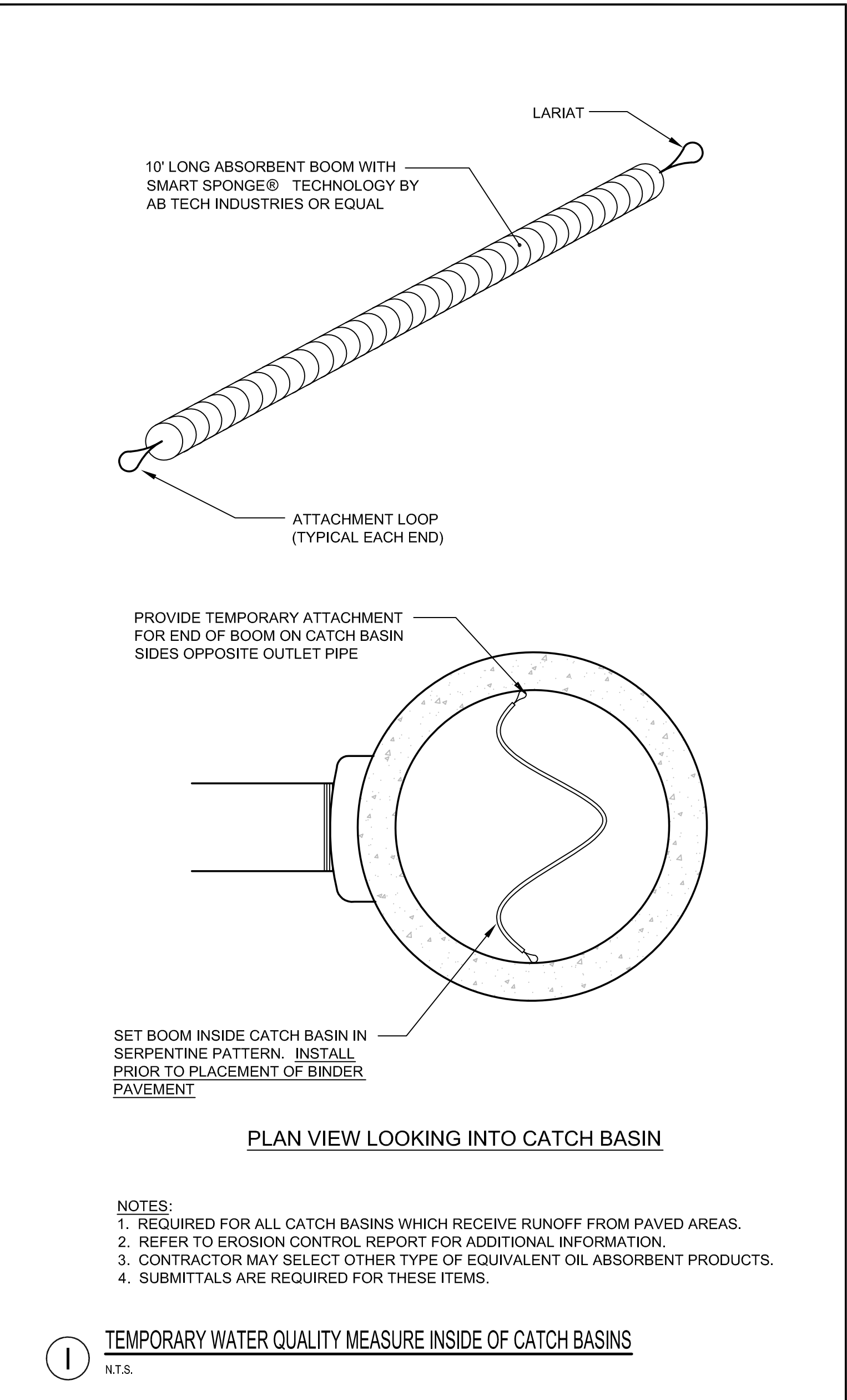
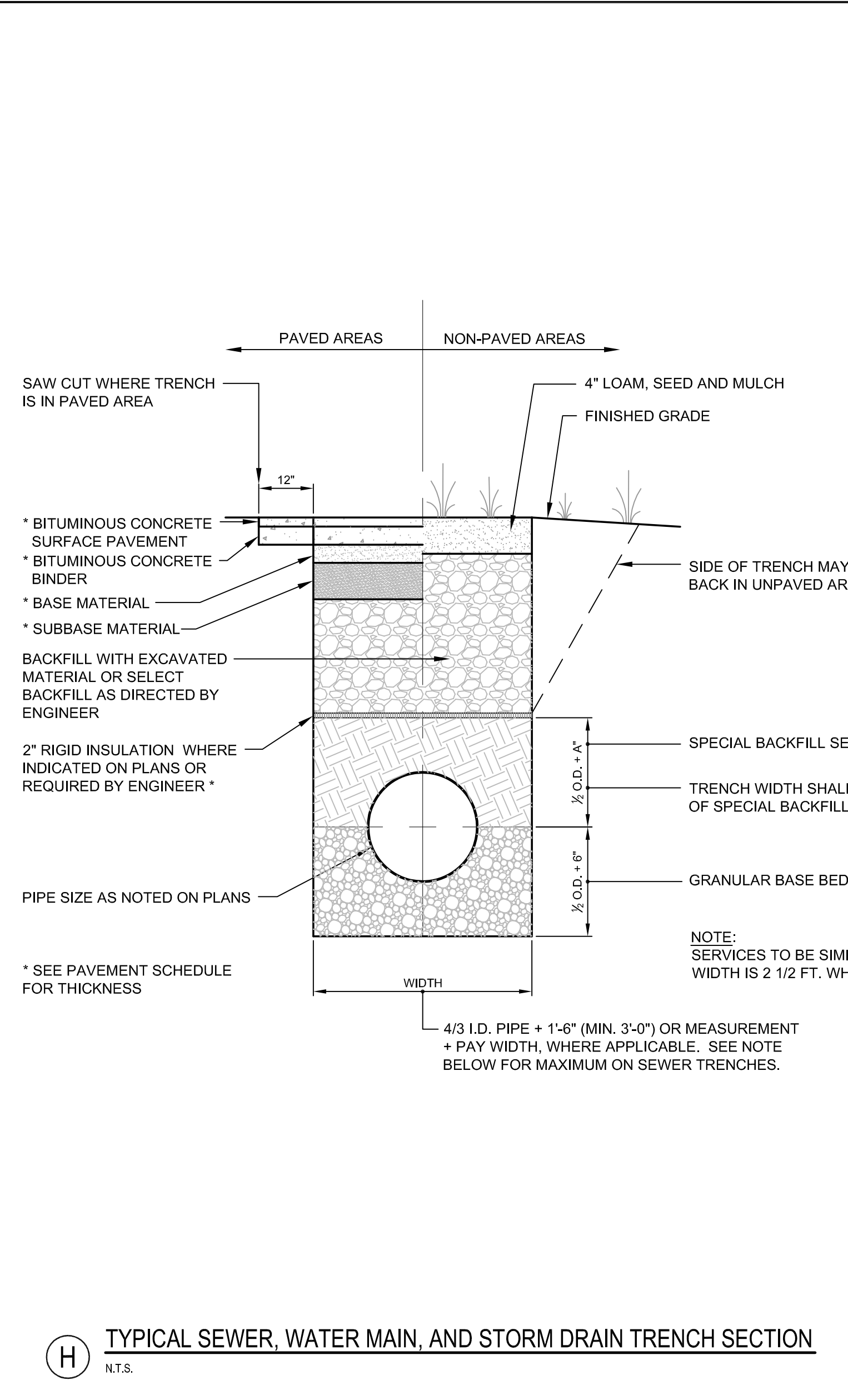
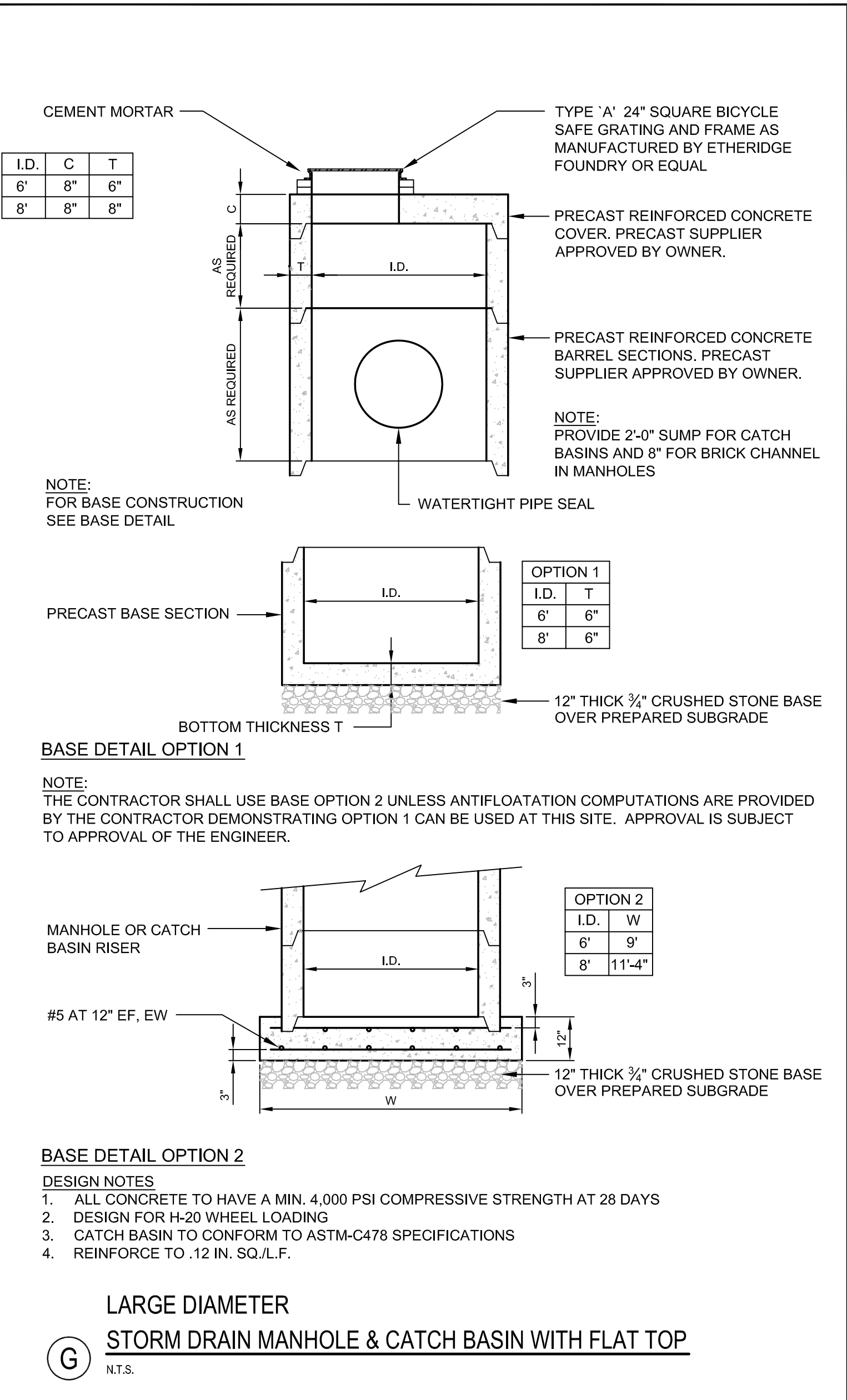
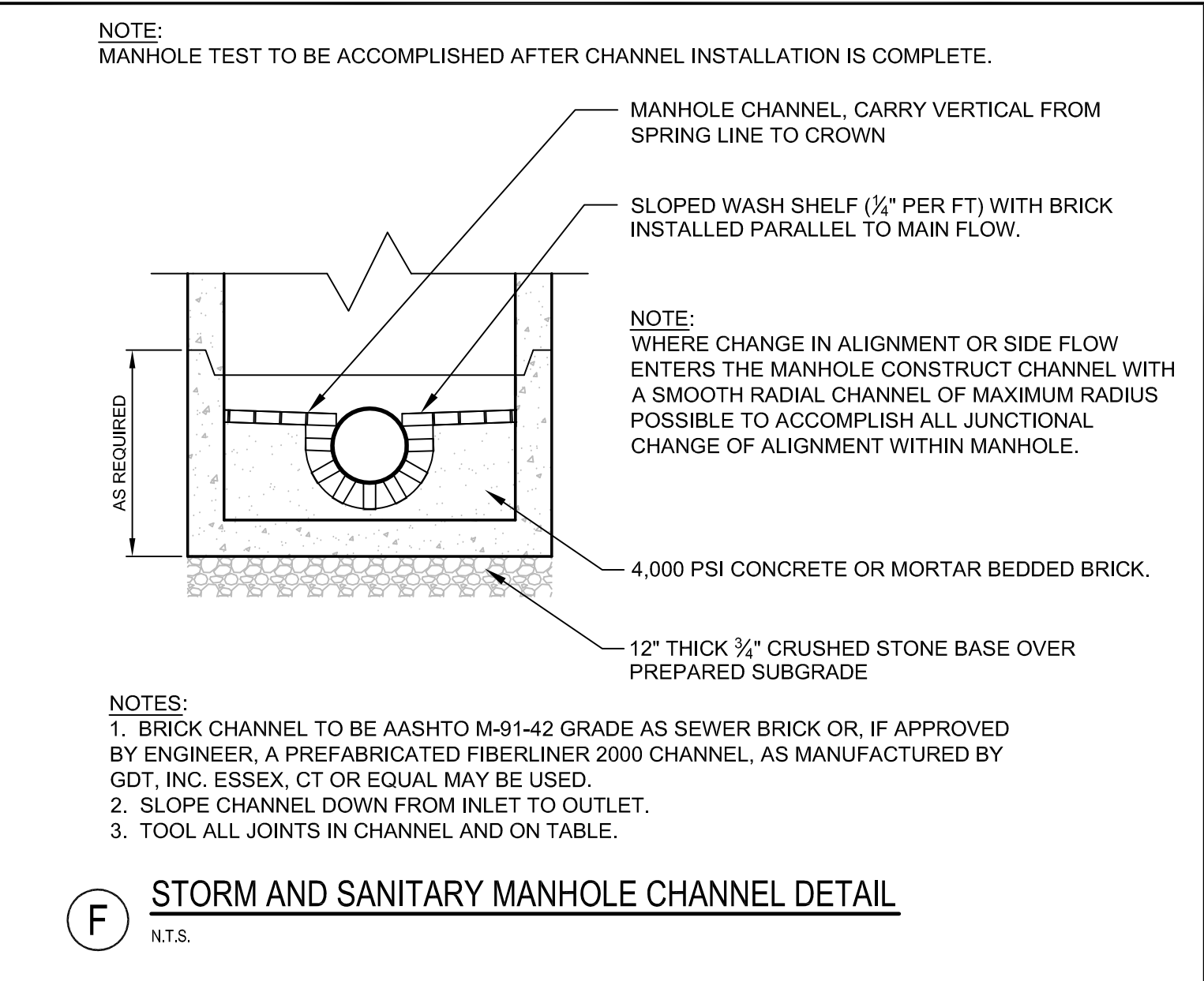
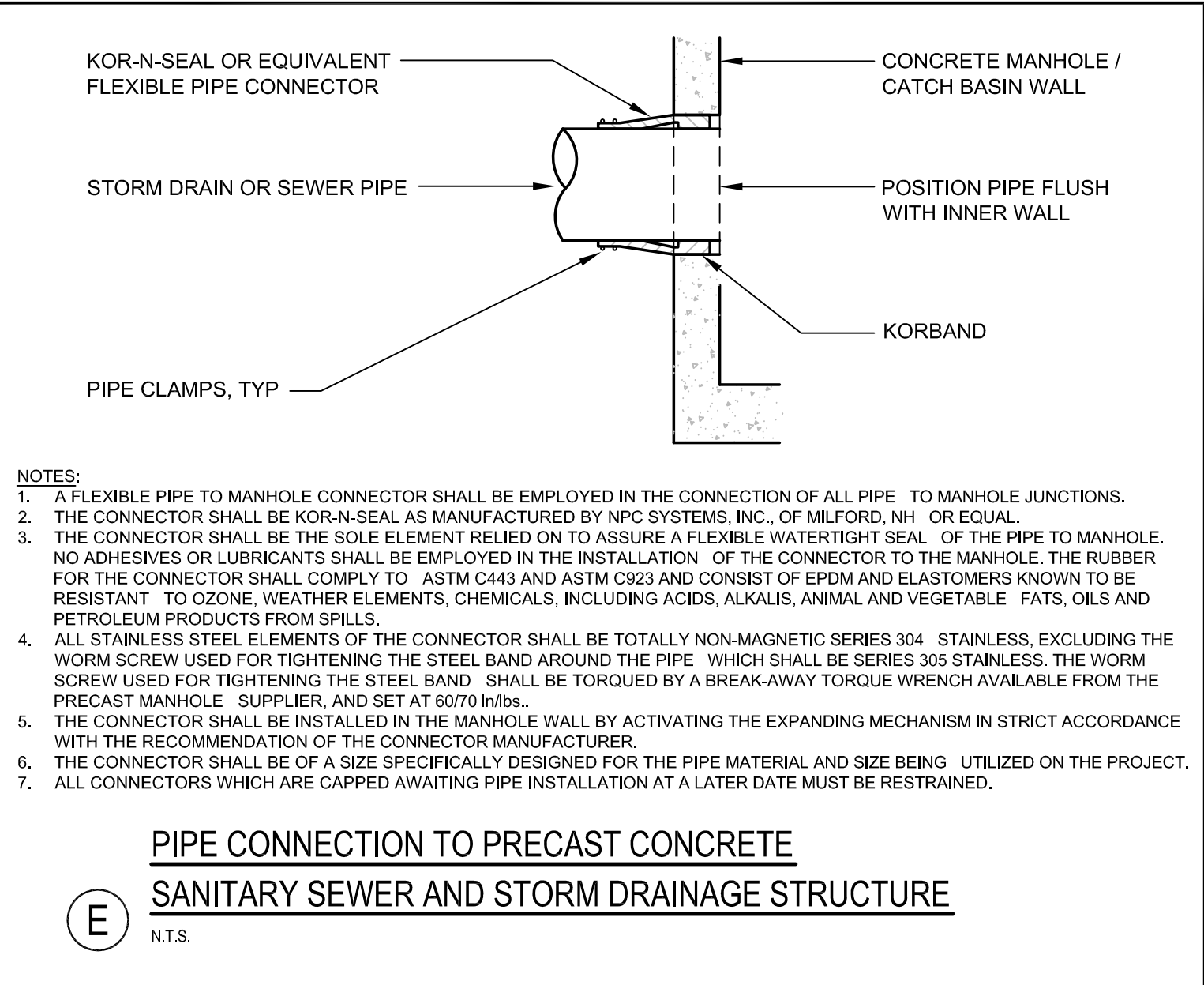
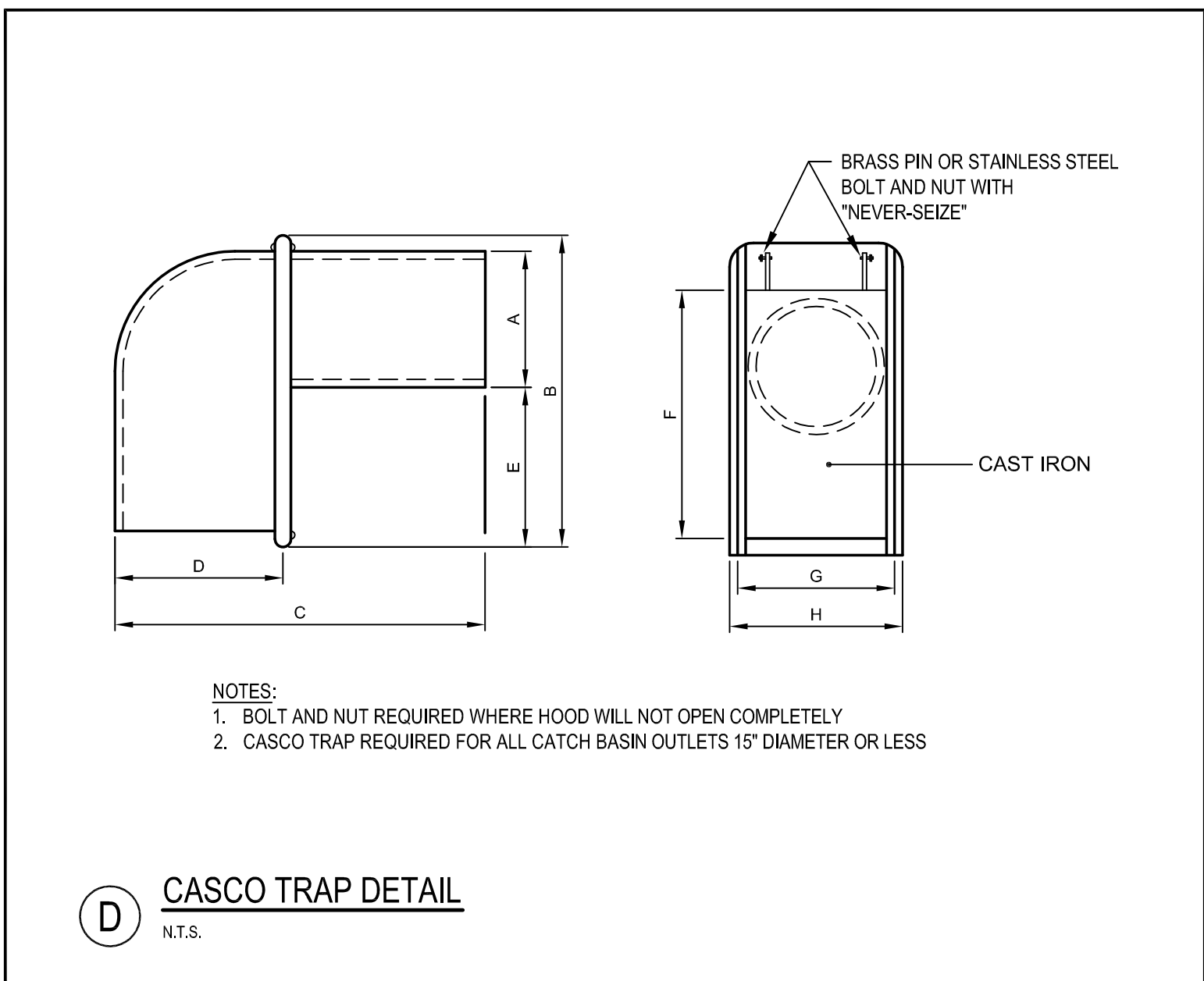
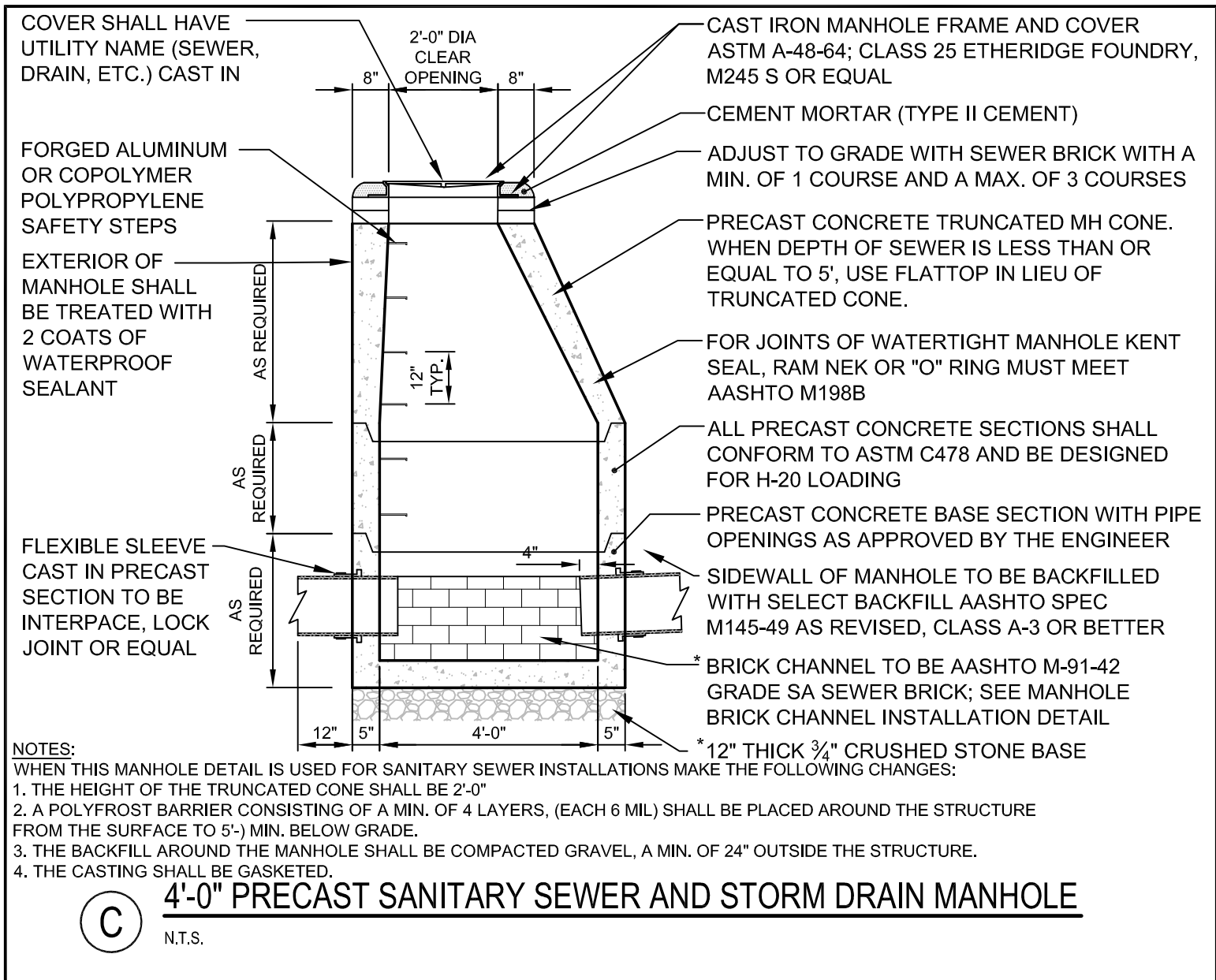
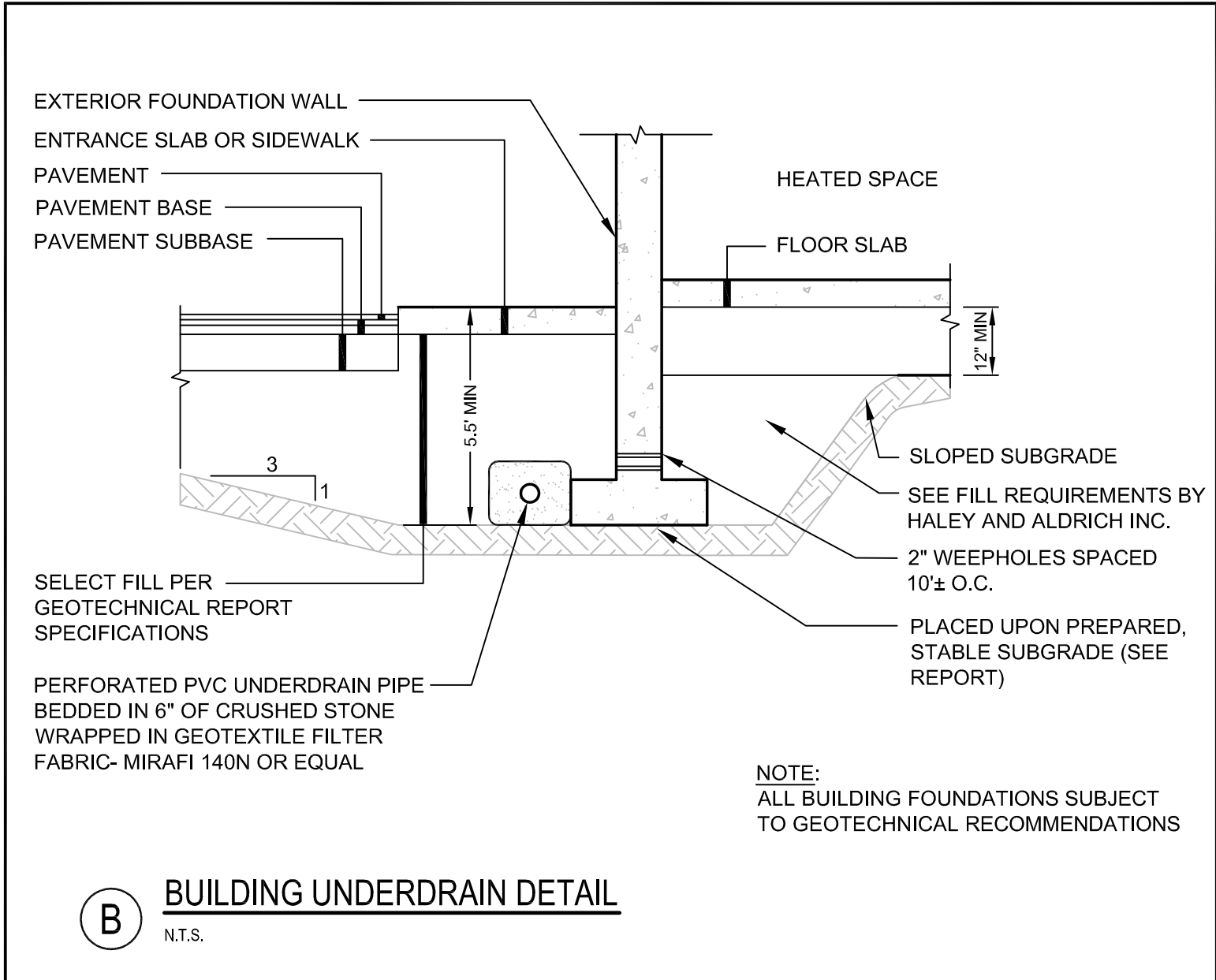
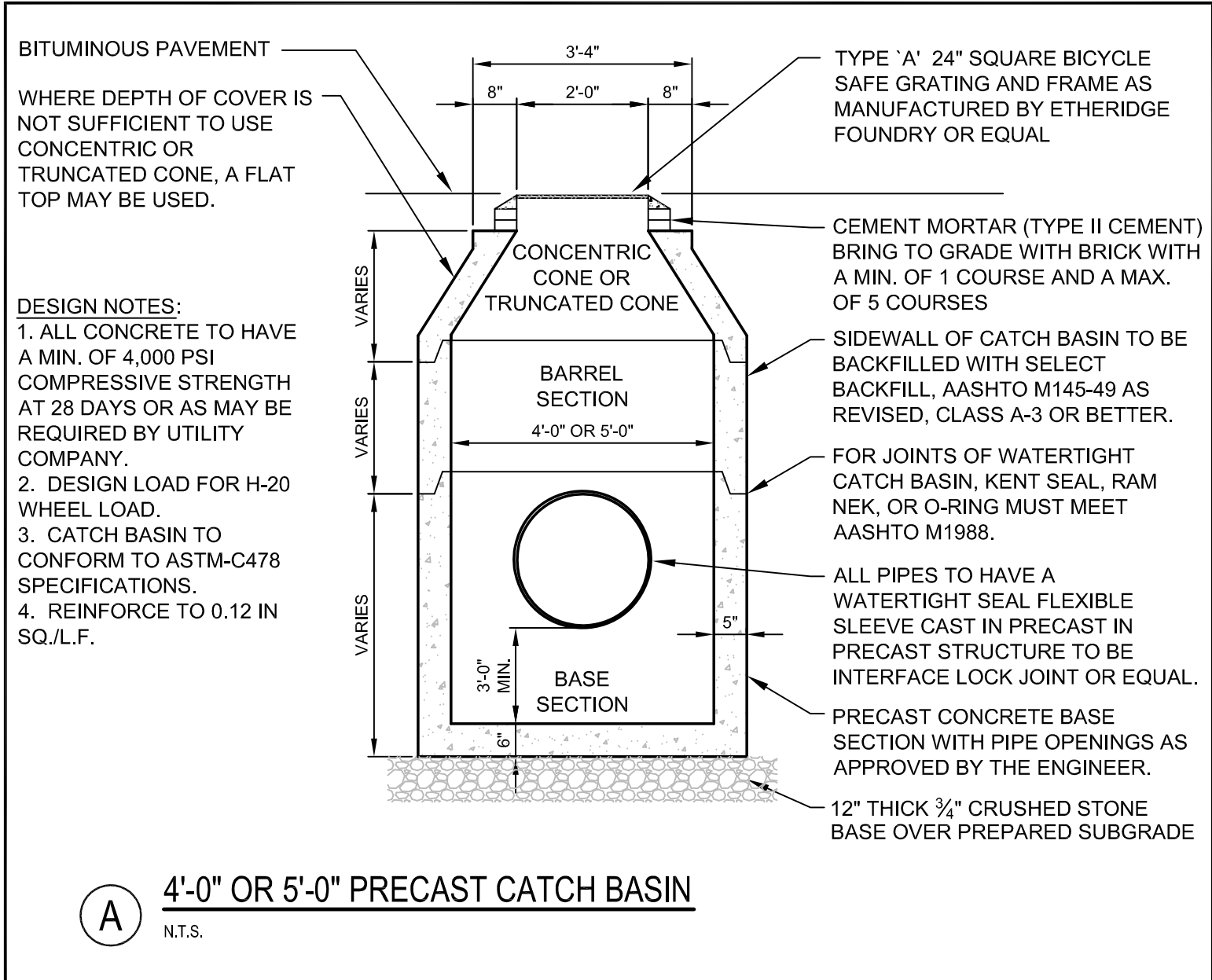


PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	STORMWATER DETAILS
CLIENT	FOREFRONT PARTNERS



FAY, SPOFFORD & THORNDIKE
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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

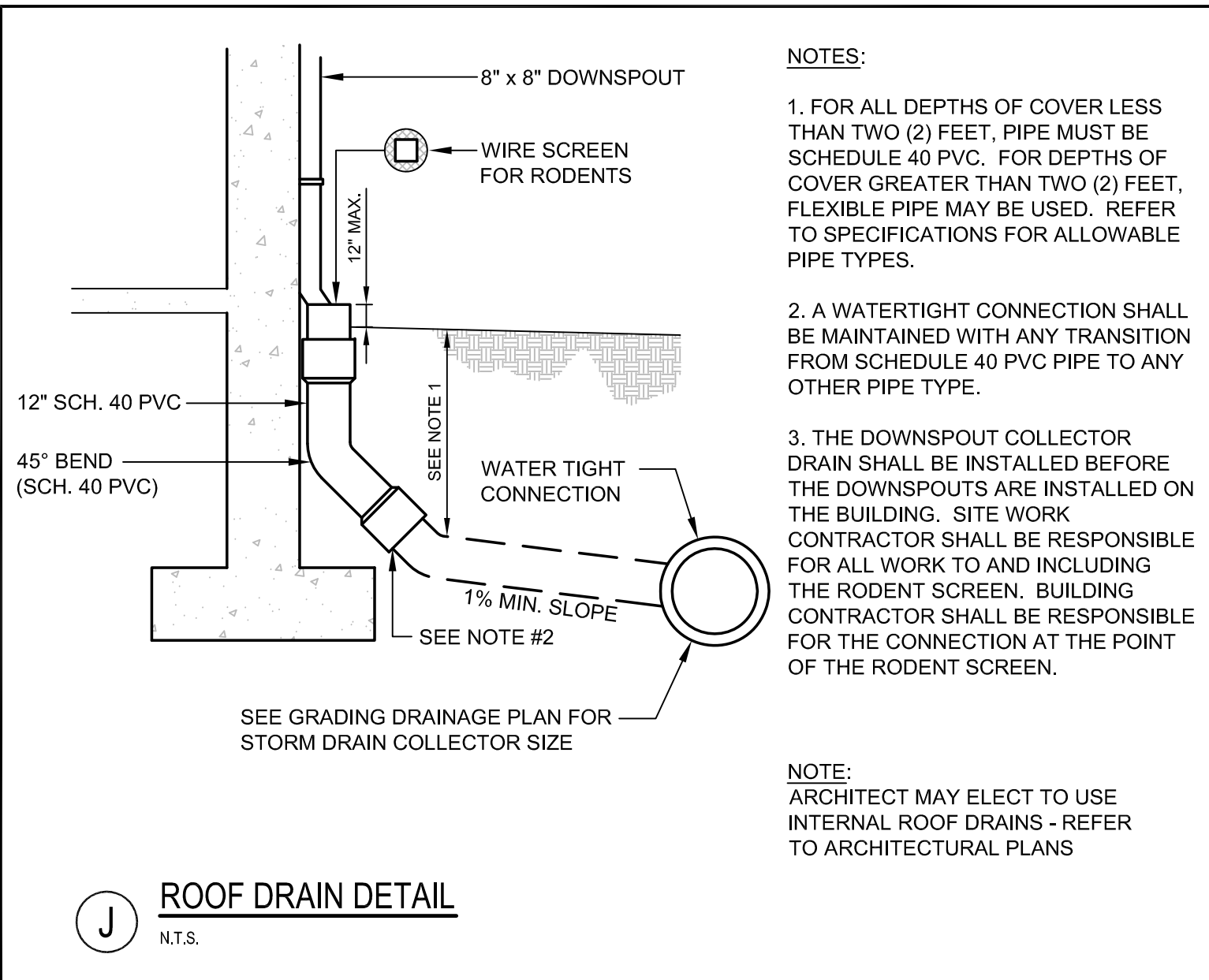


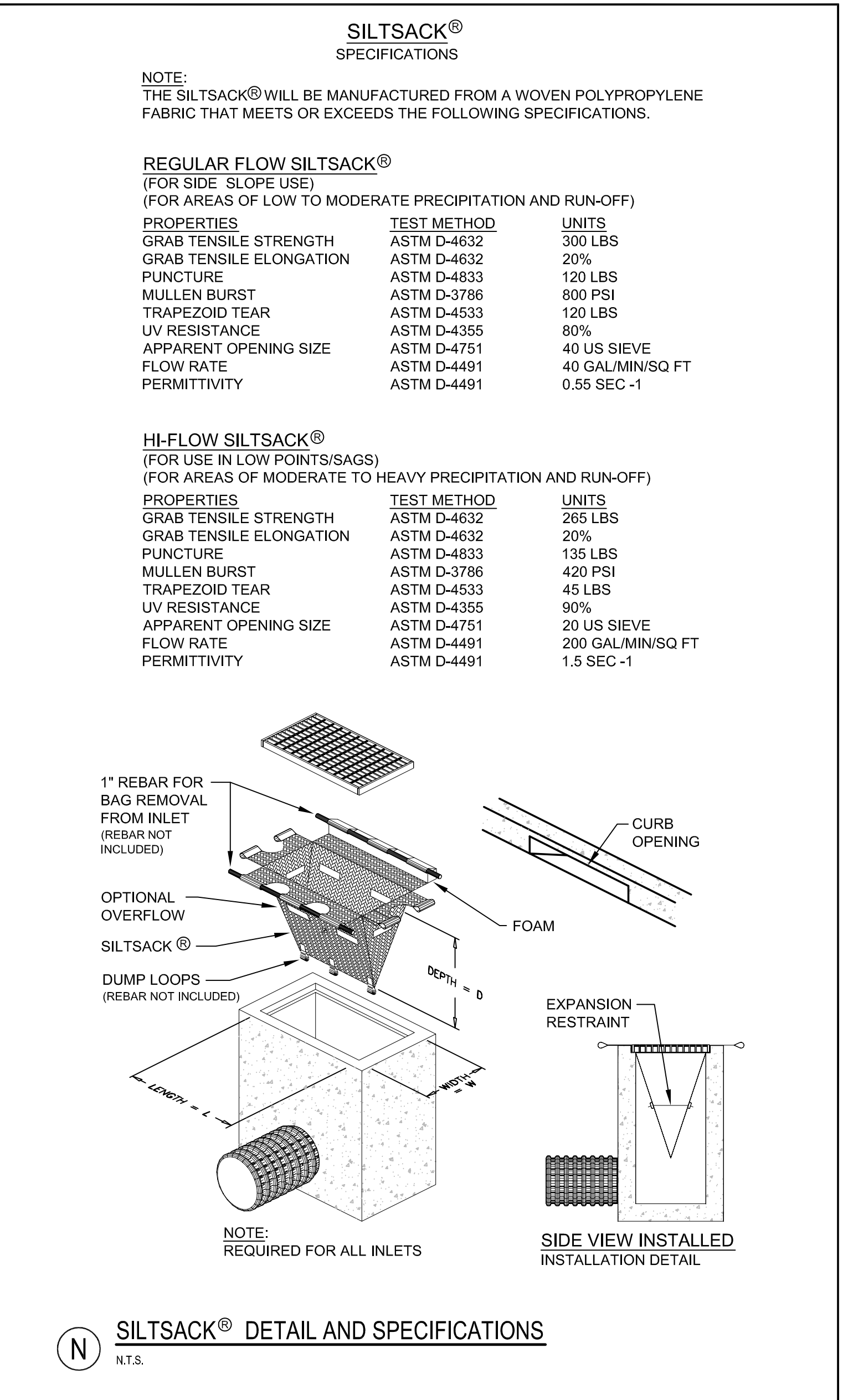
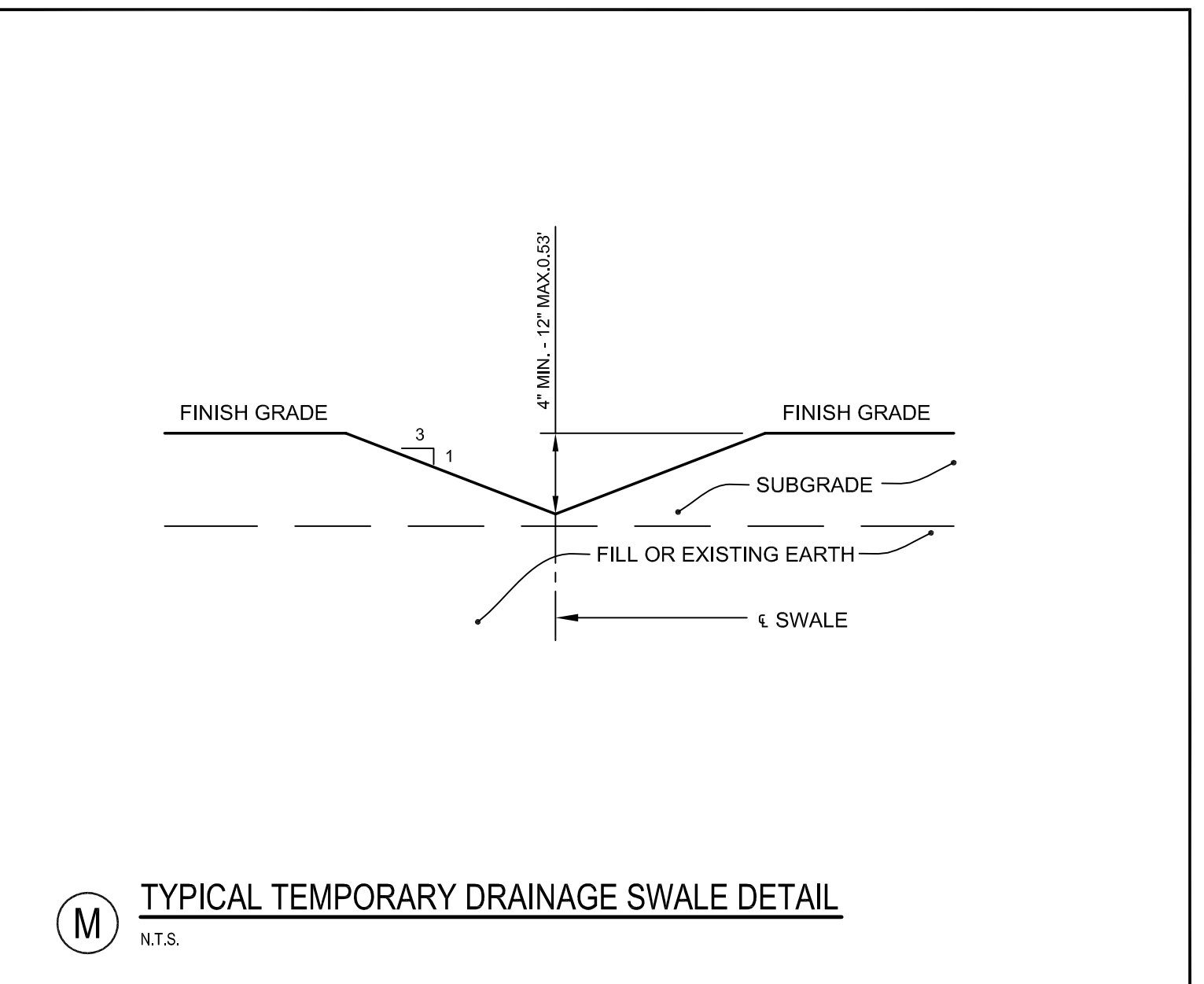
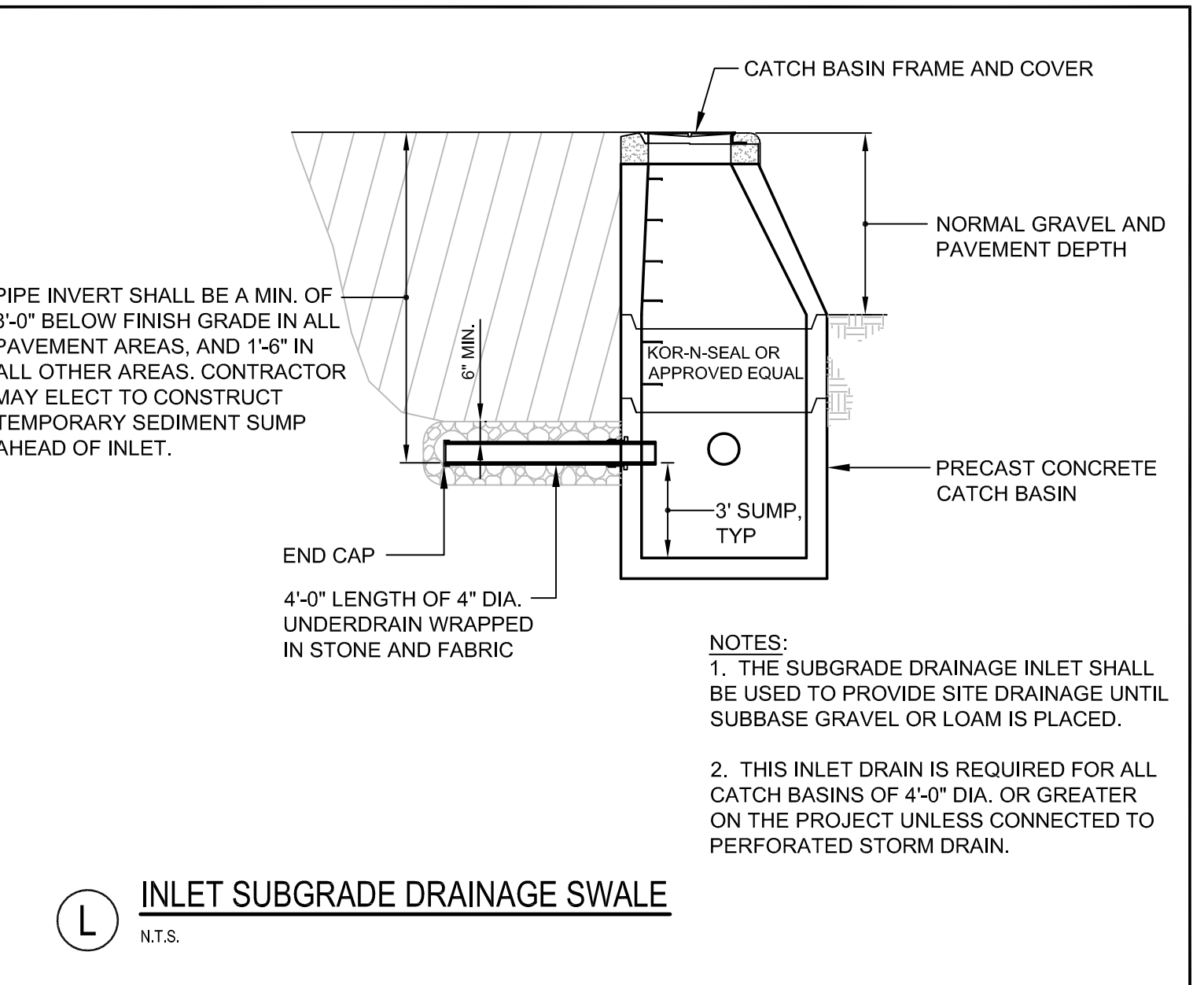
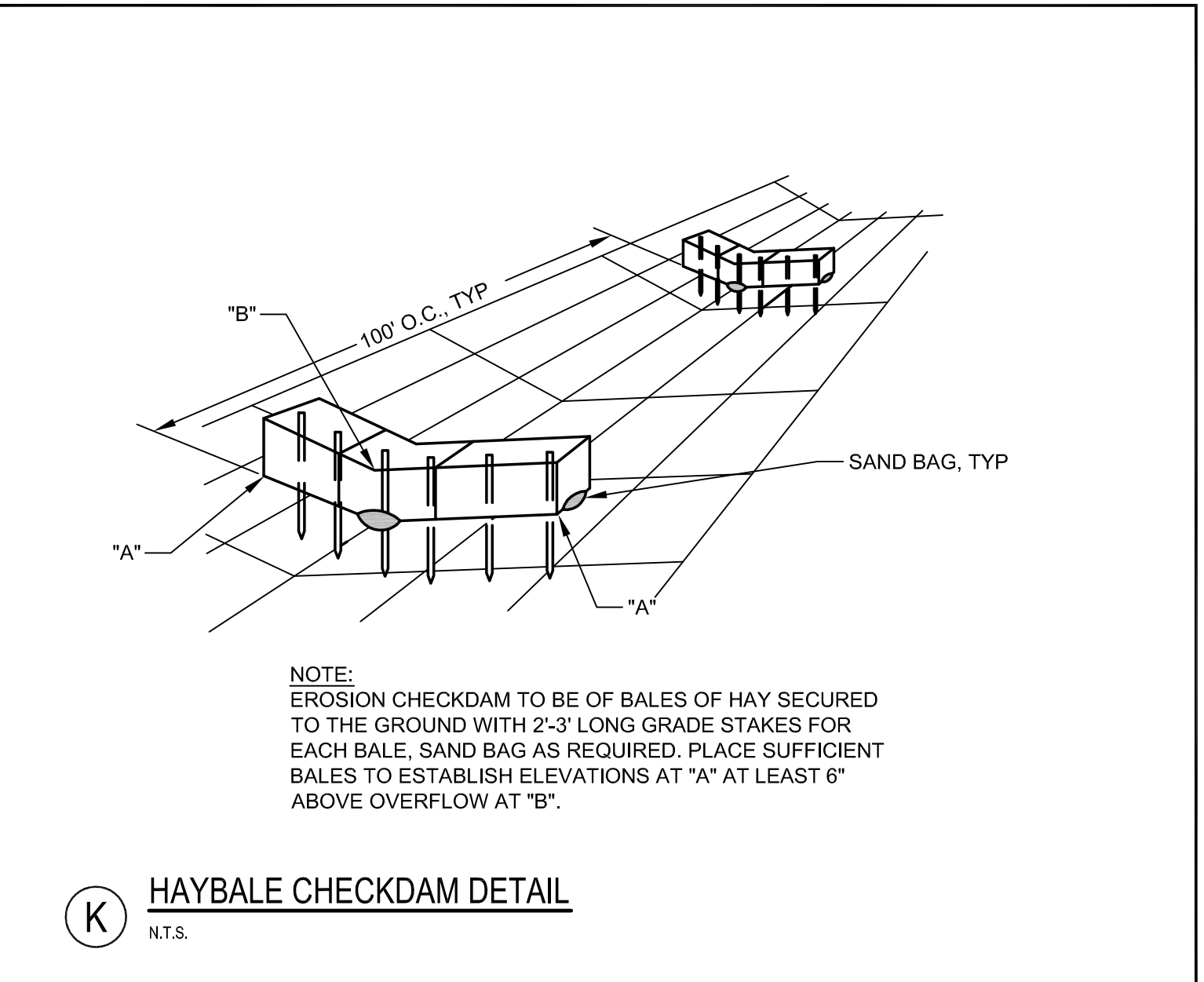
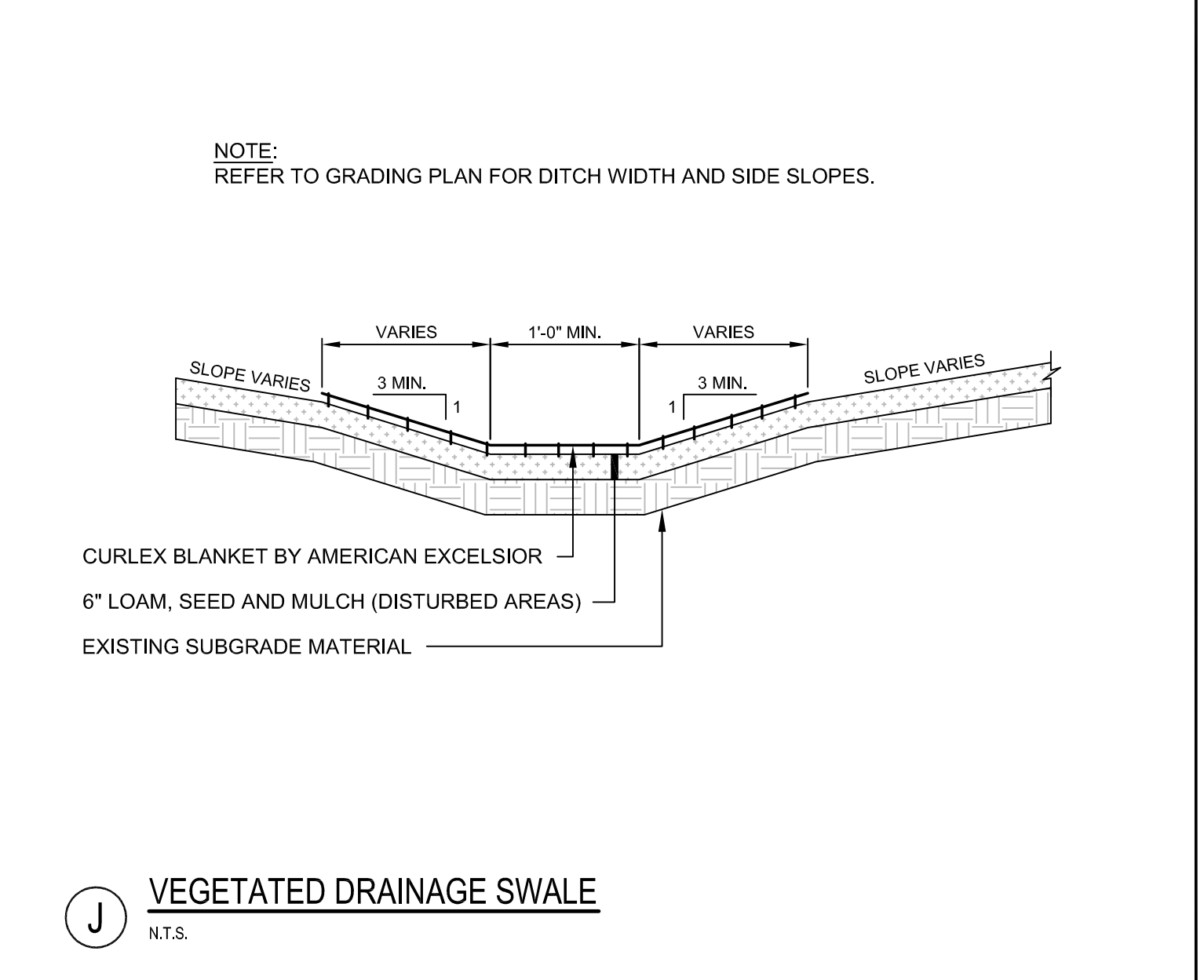
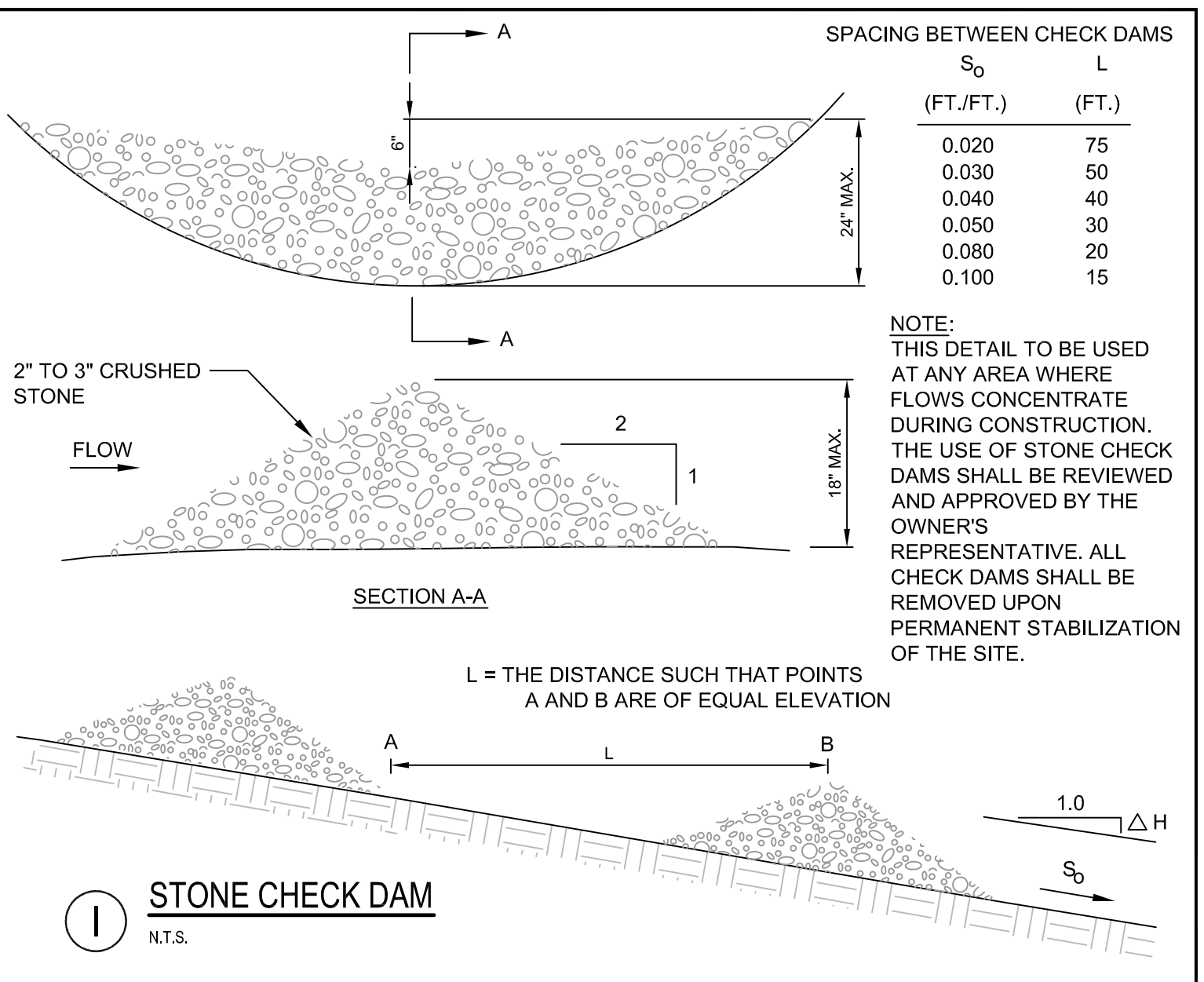
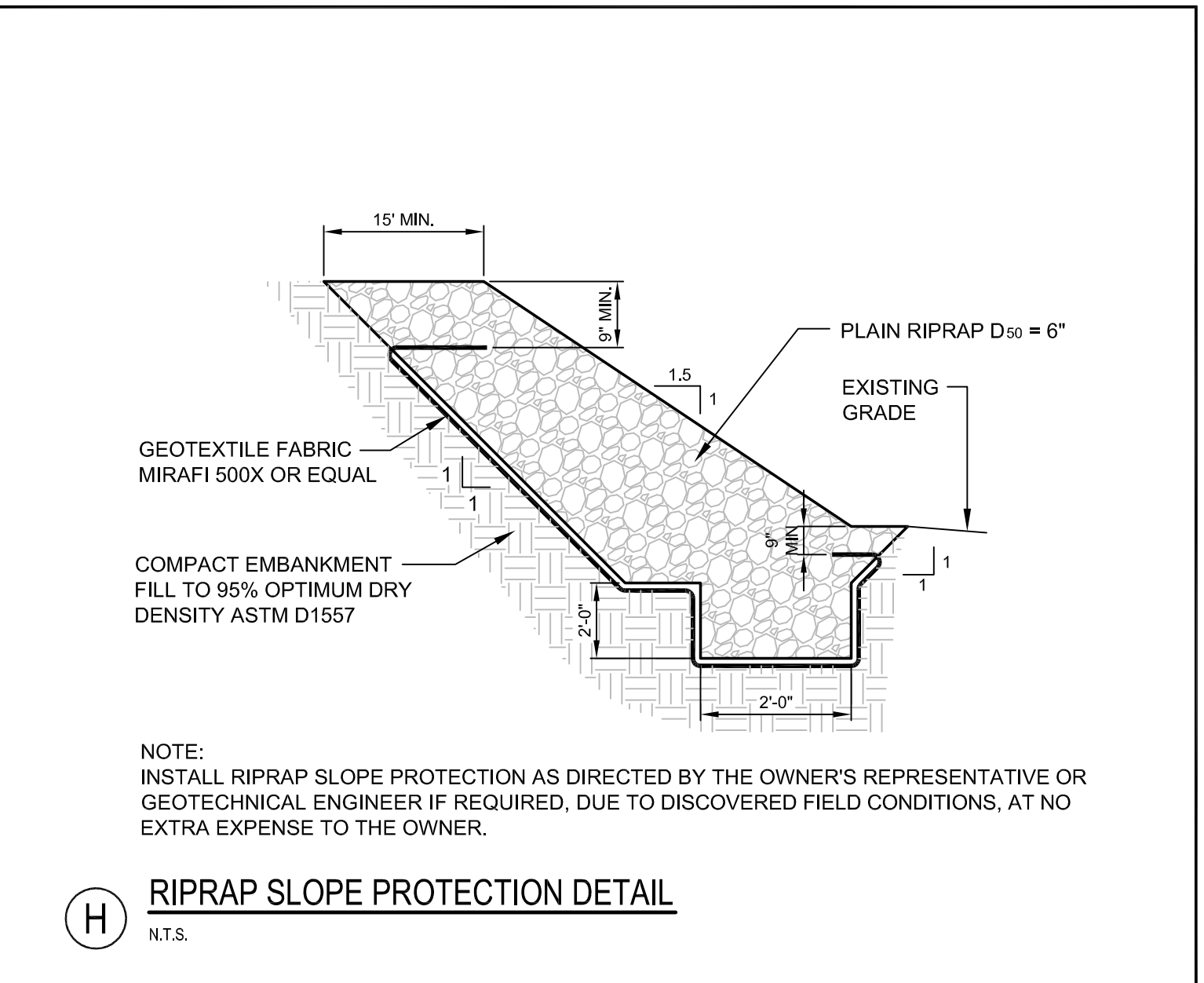
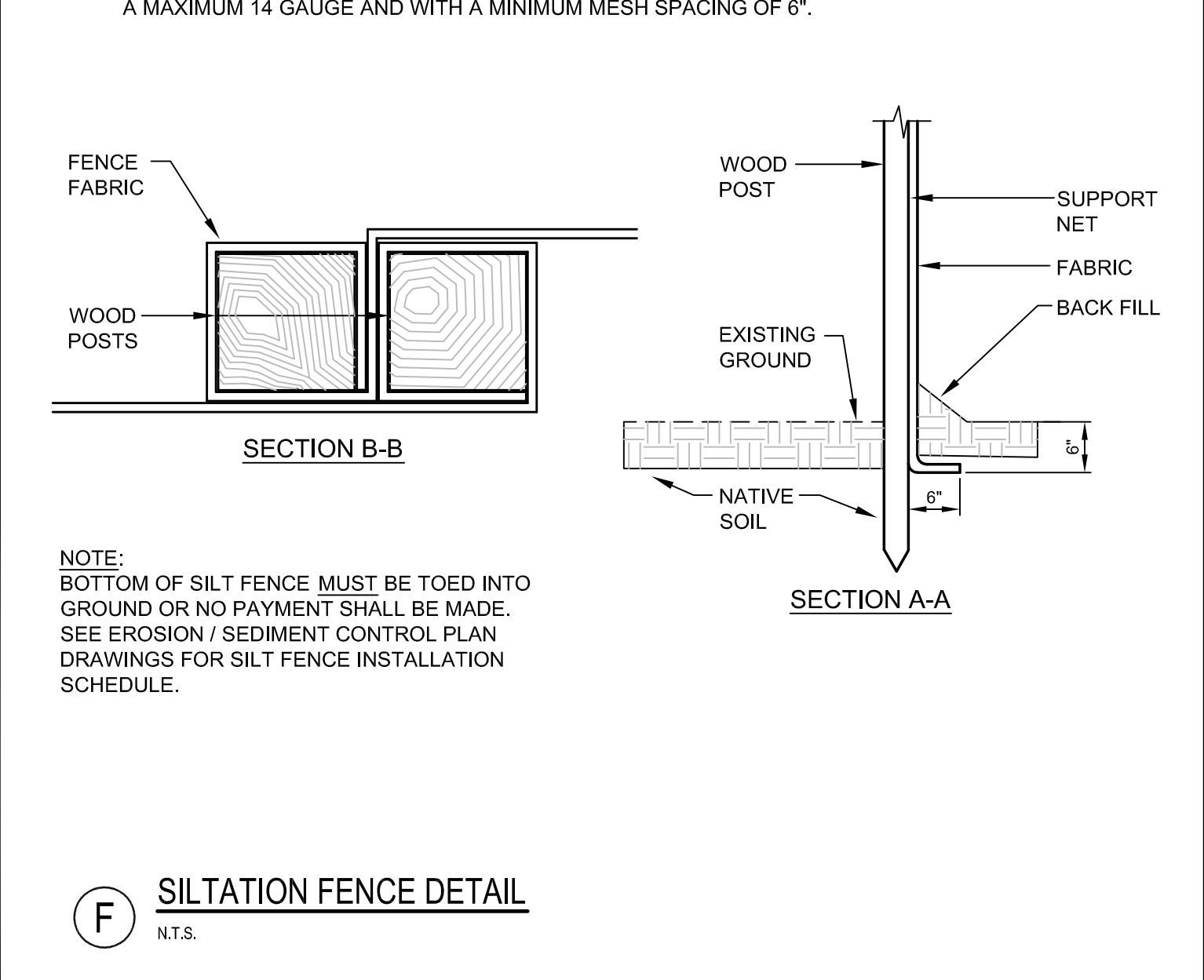
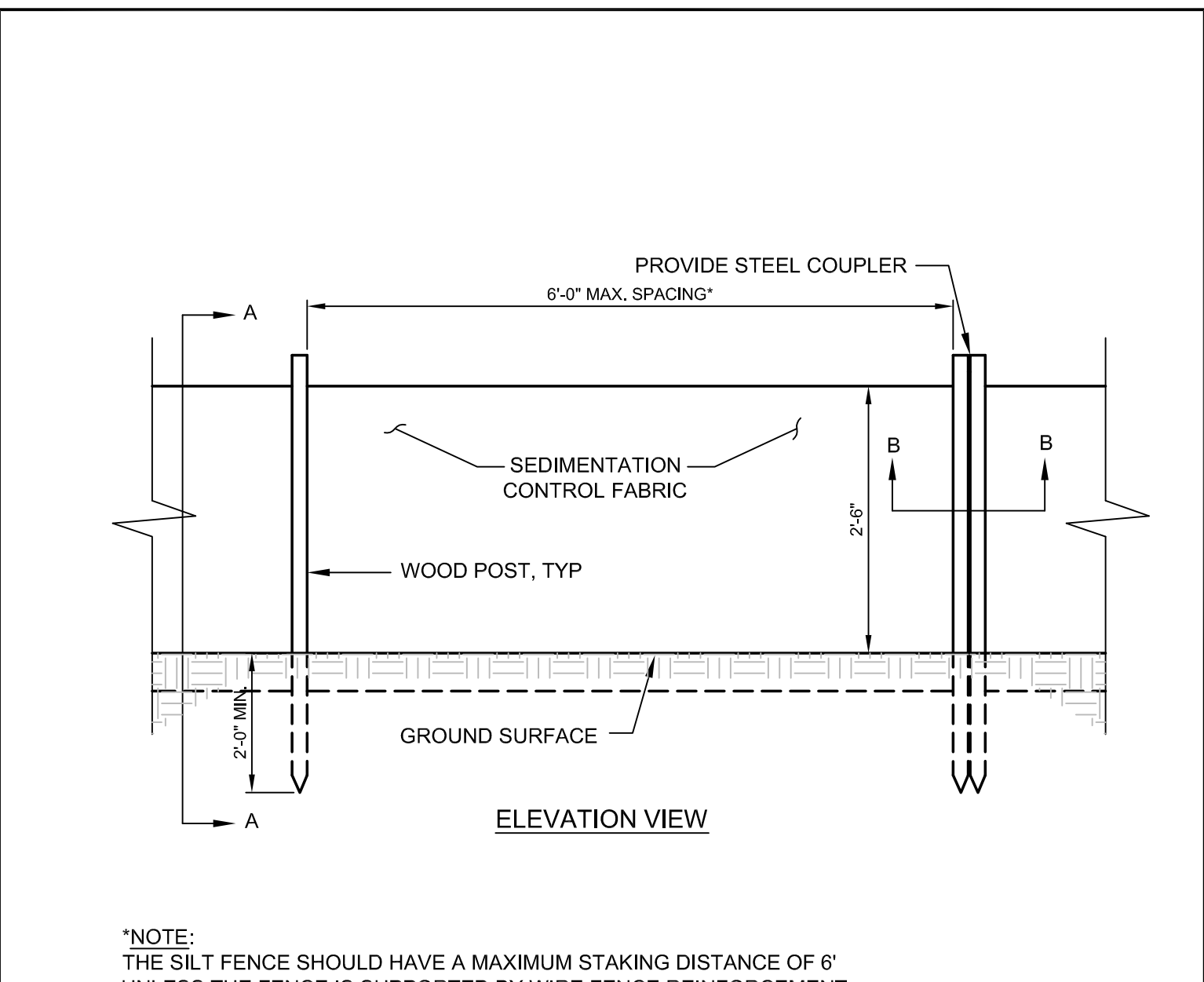
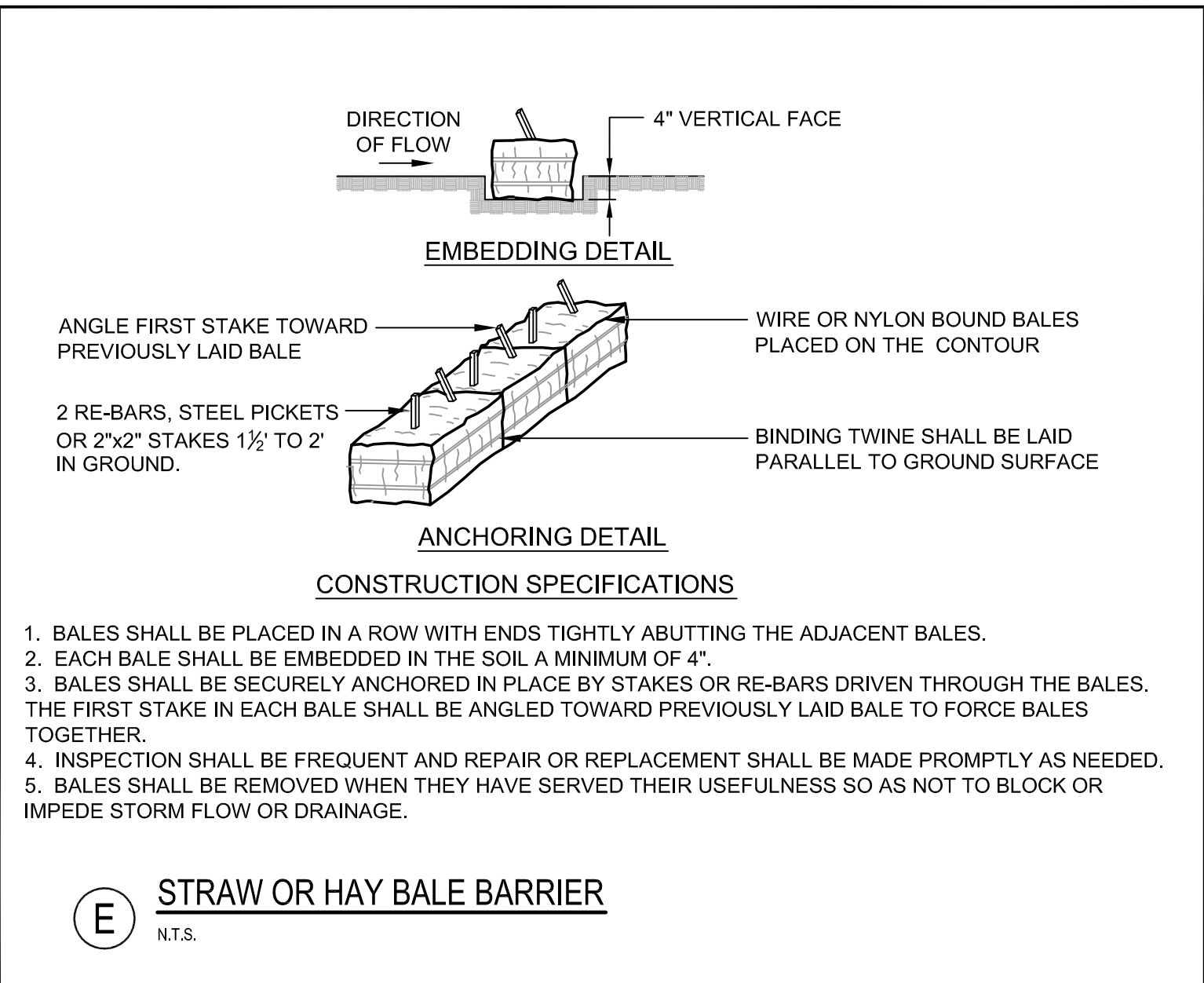
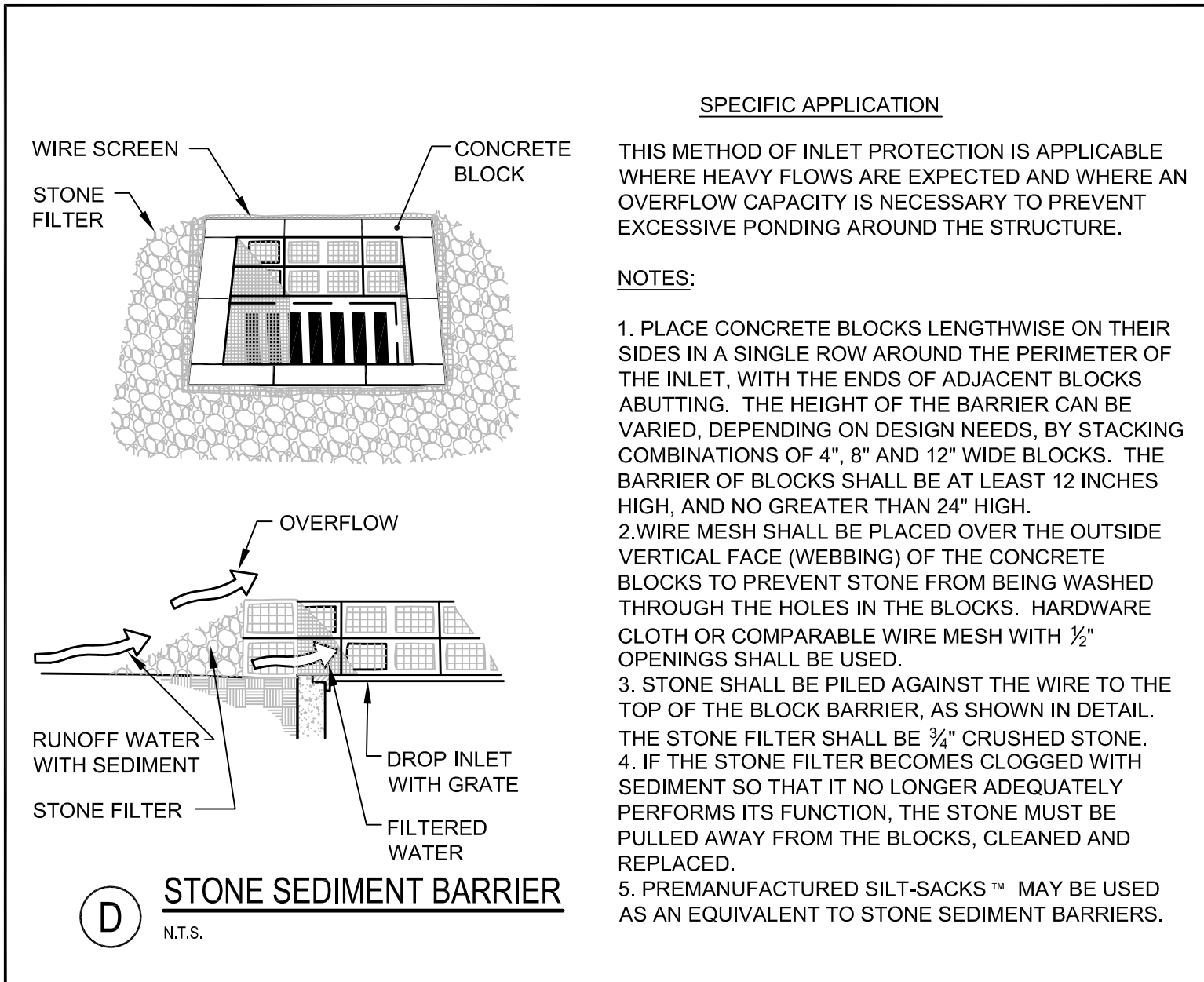
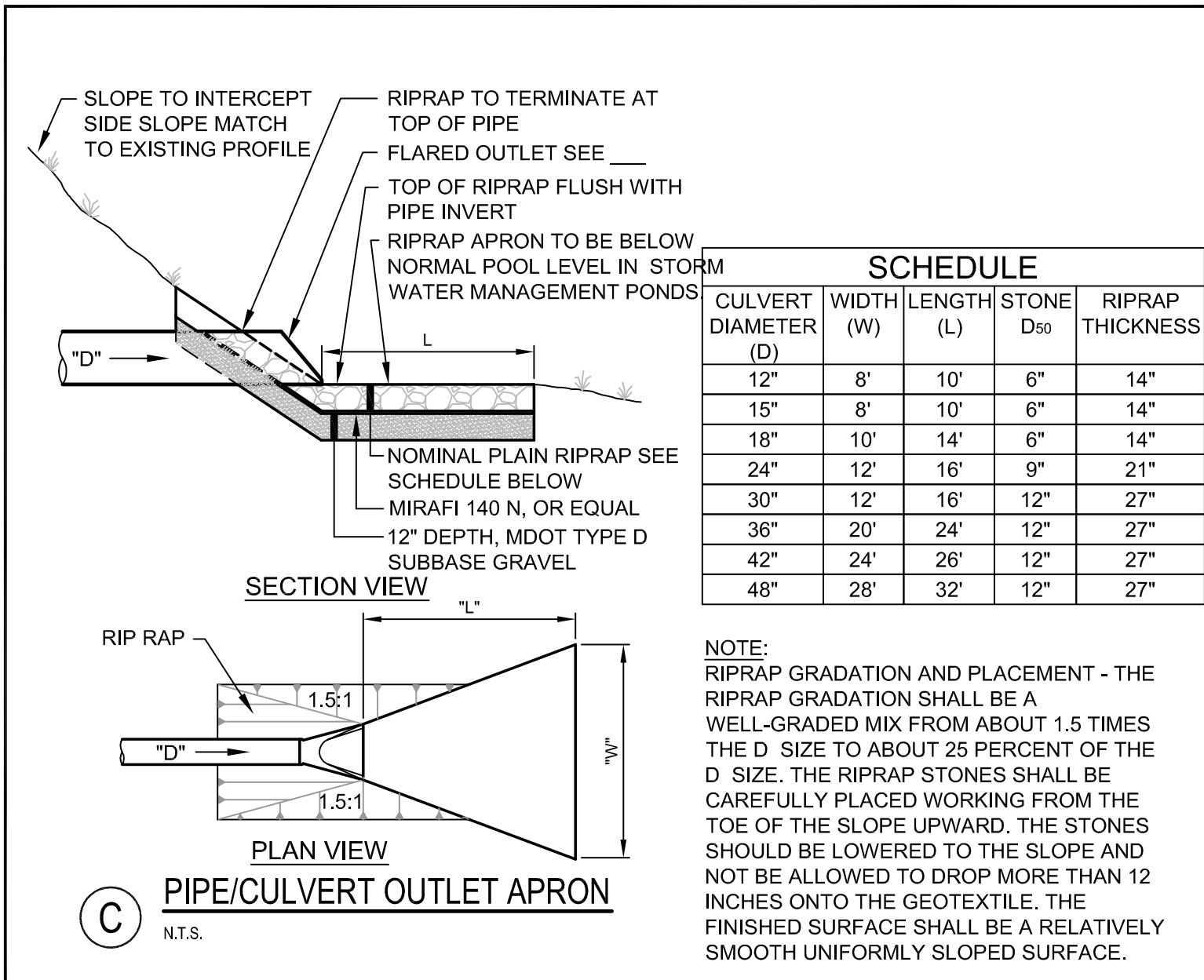
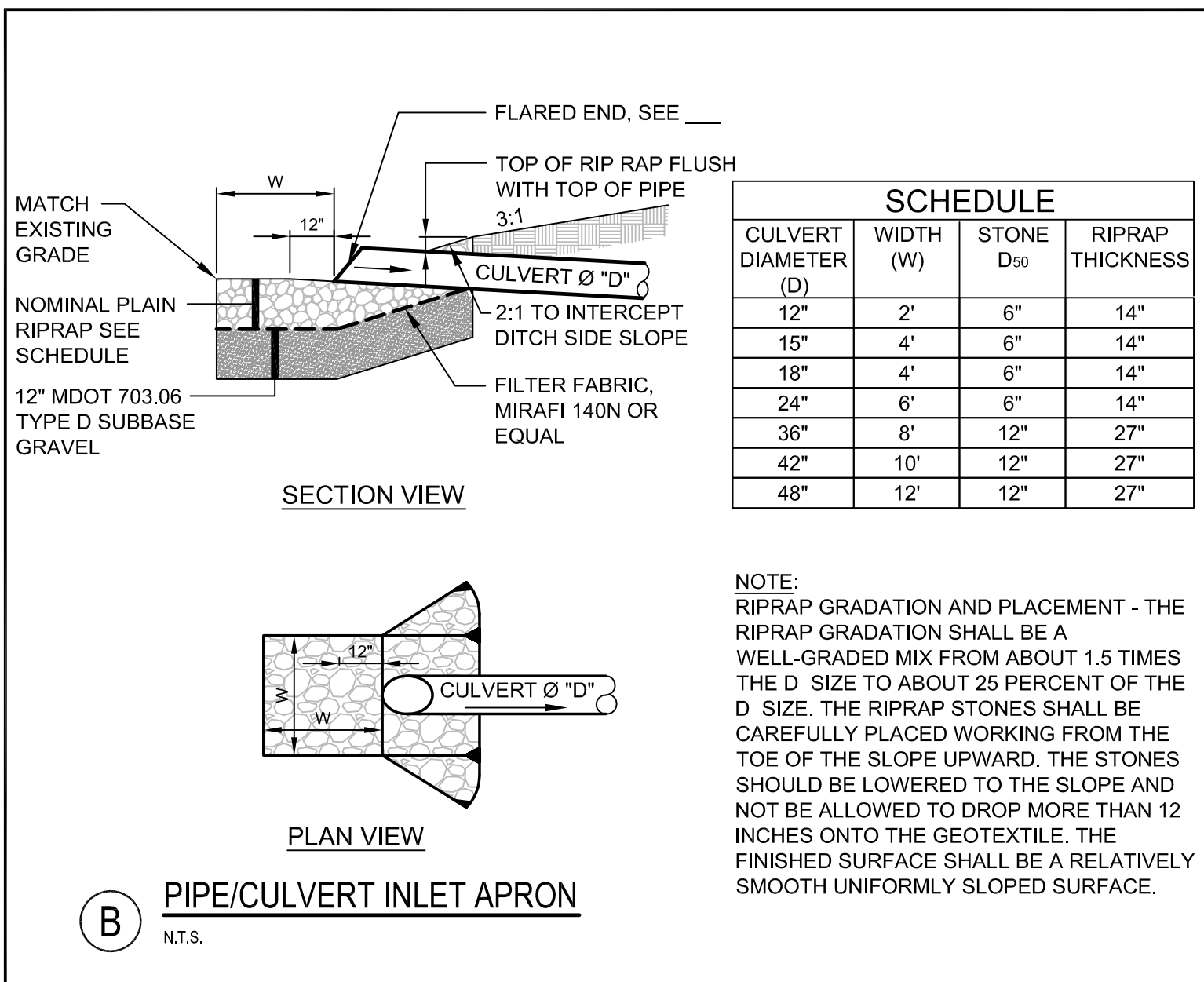
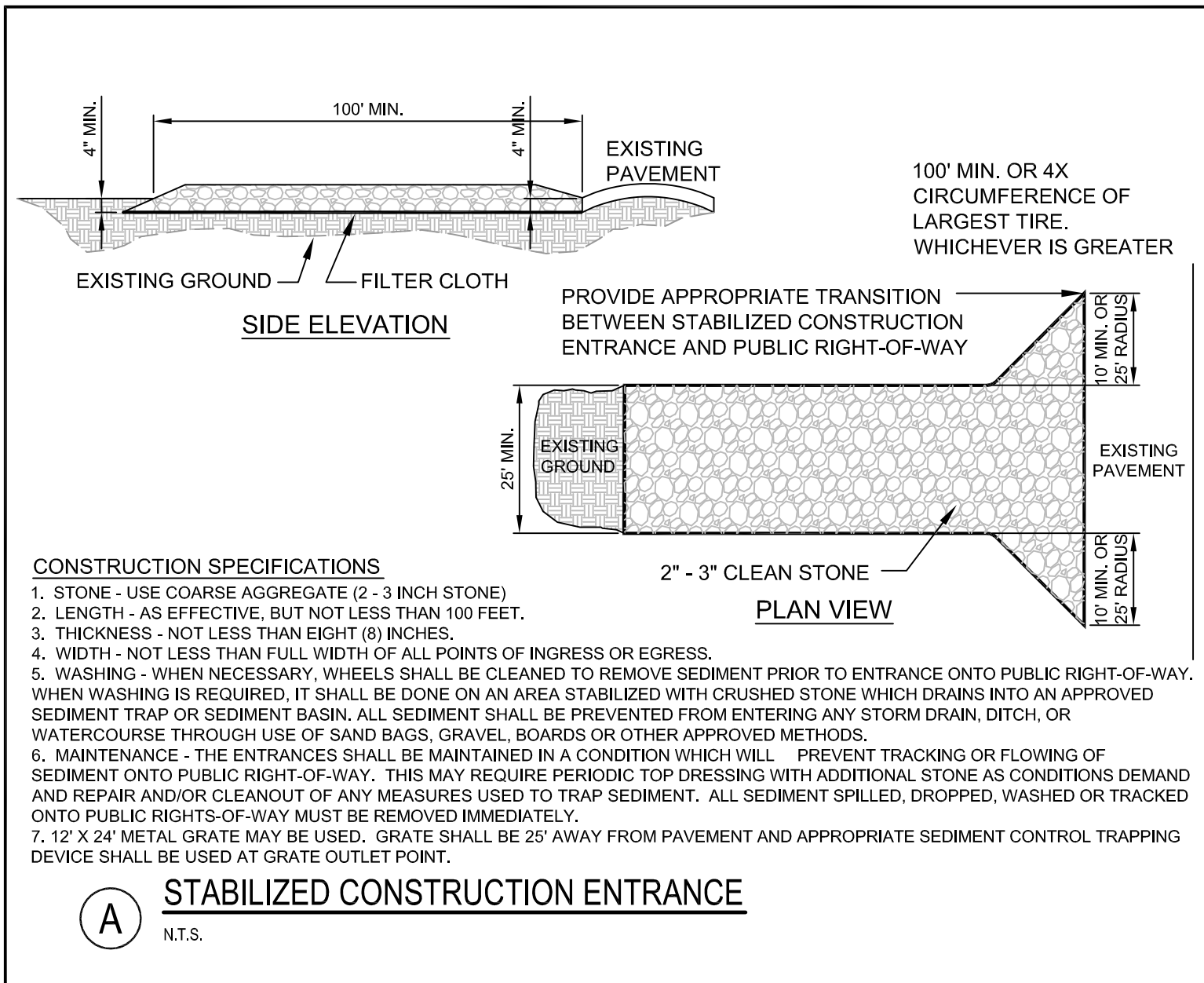
SCHEDULE OF BASE BACKFILL FOR NON-SANITARY INSTALLATIONS				
TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
CONCRETE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	12	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC OR CORRUGATED POLYETHYLENE	3/4" CRUSHED 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

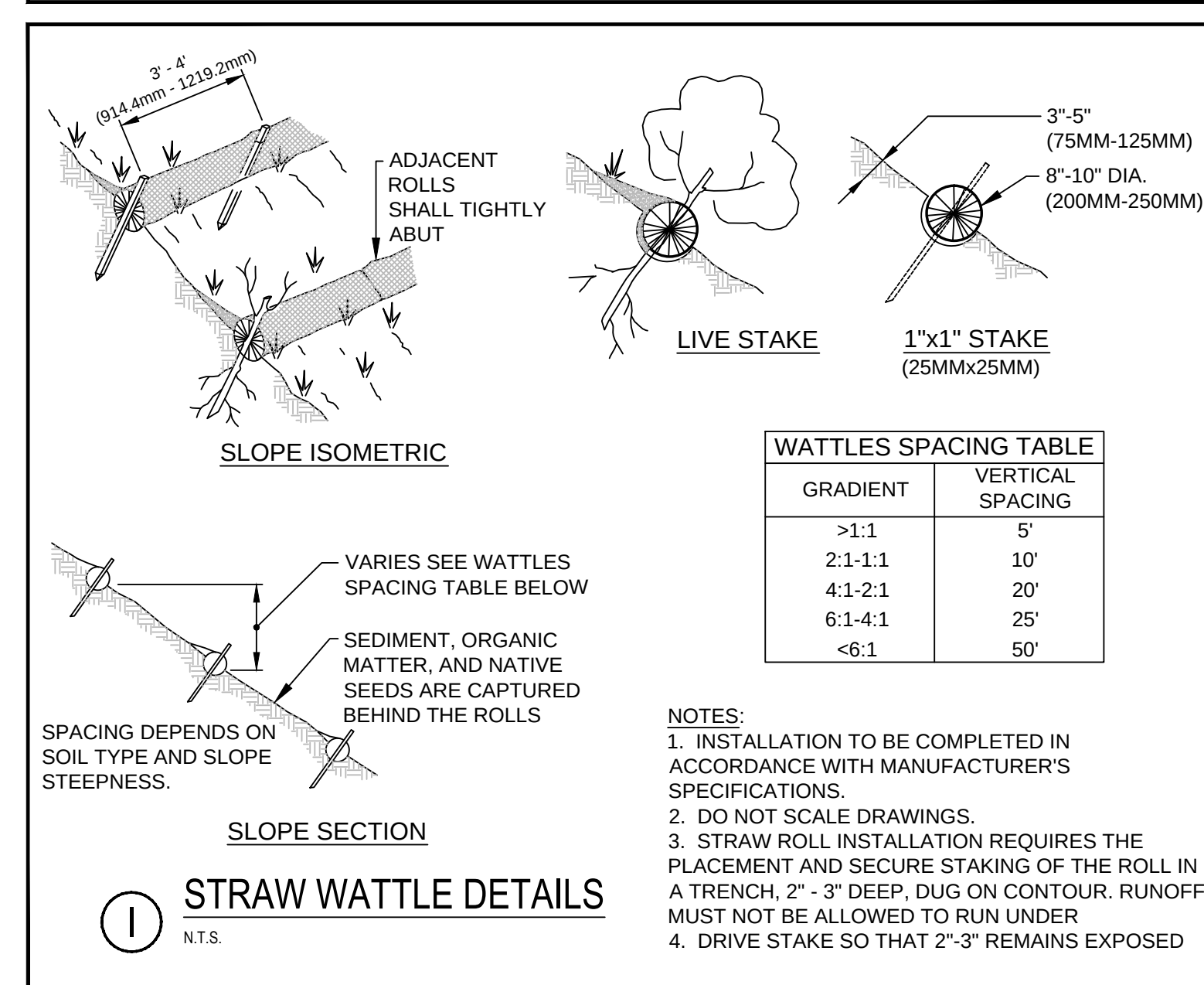
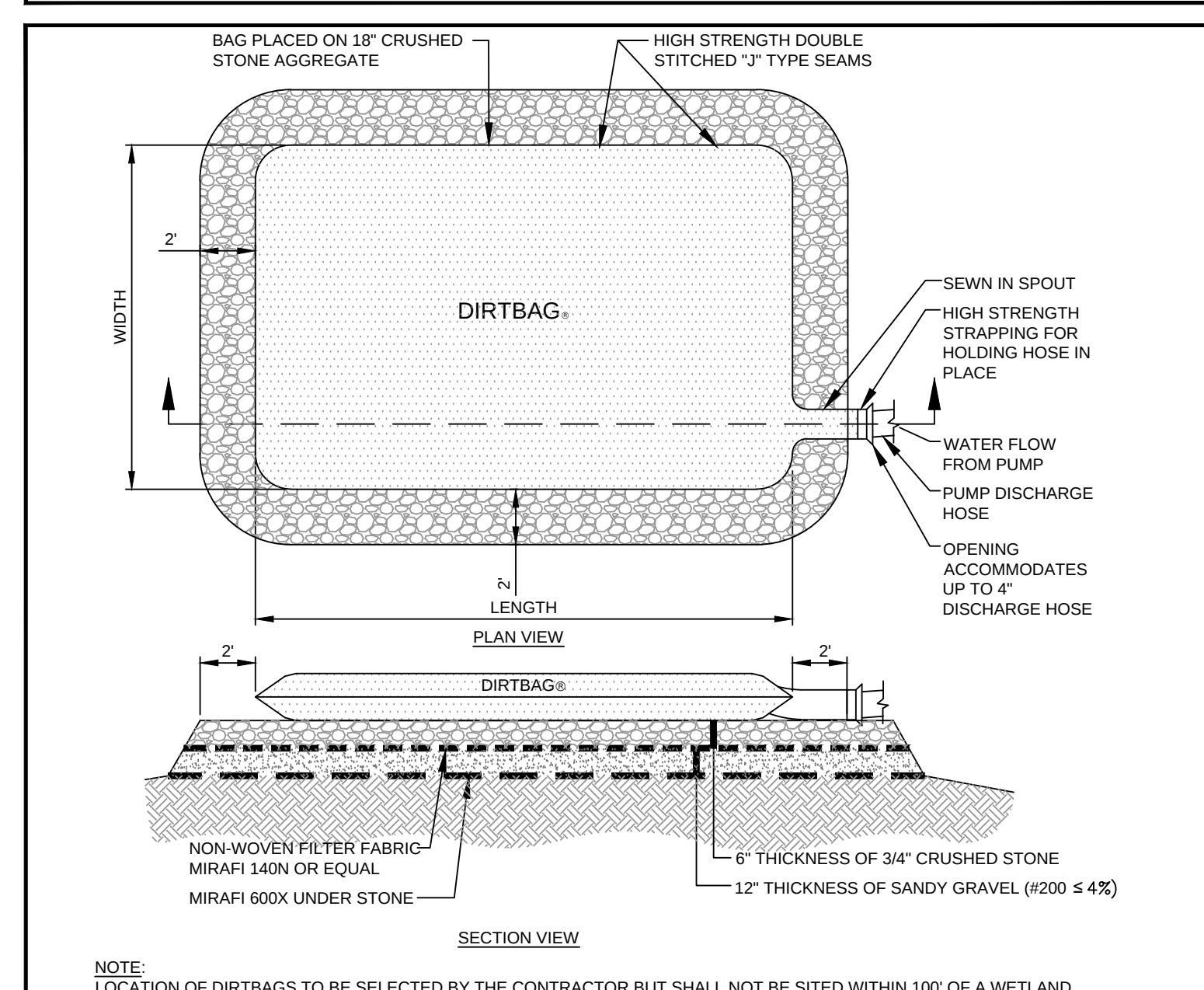
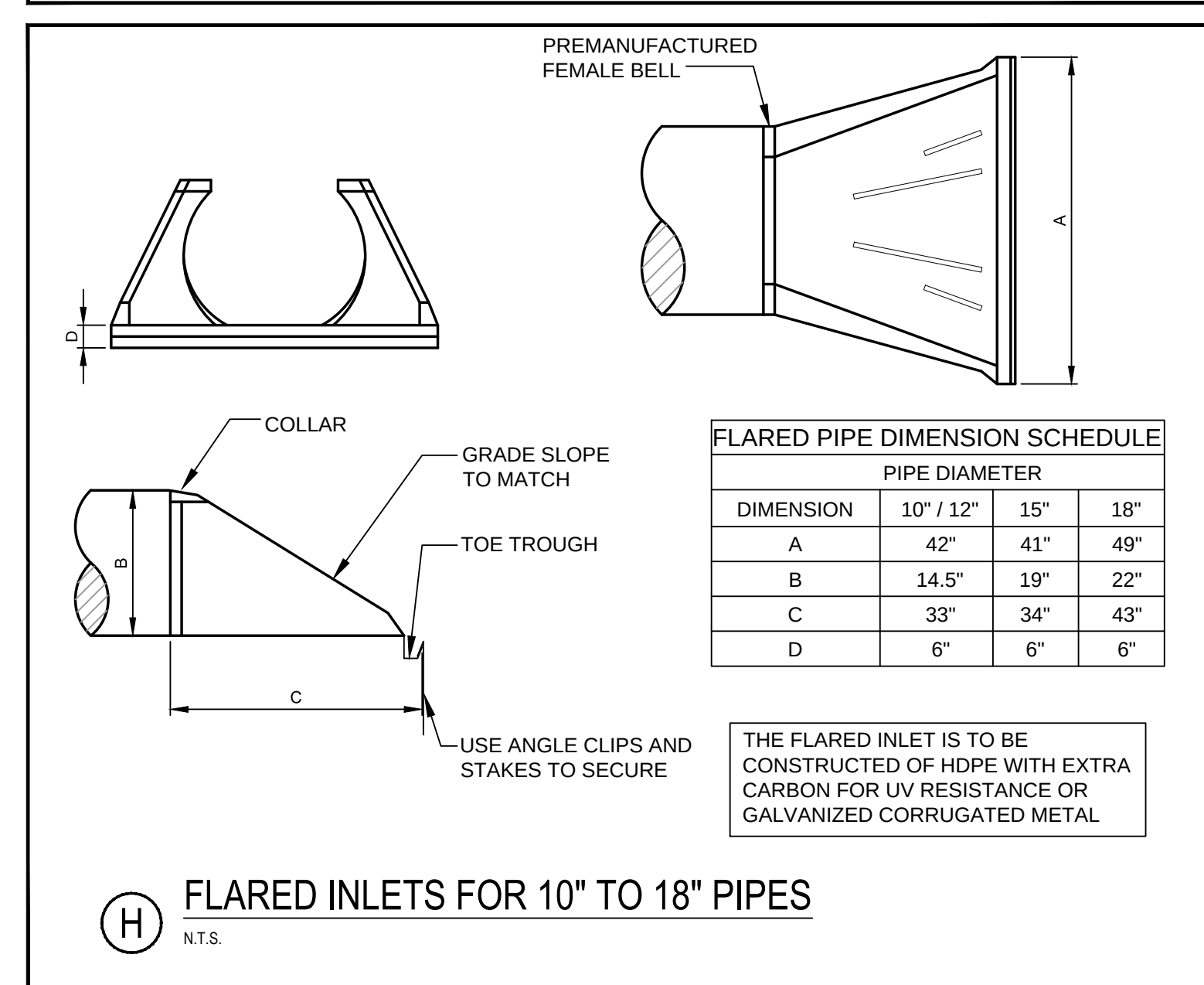
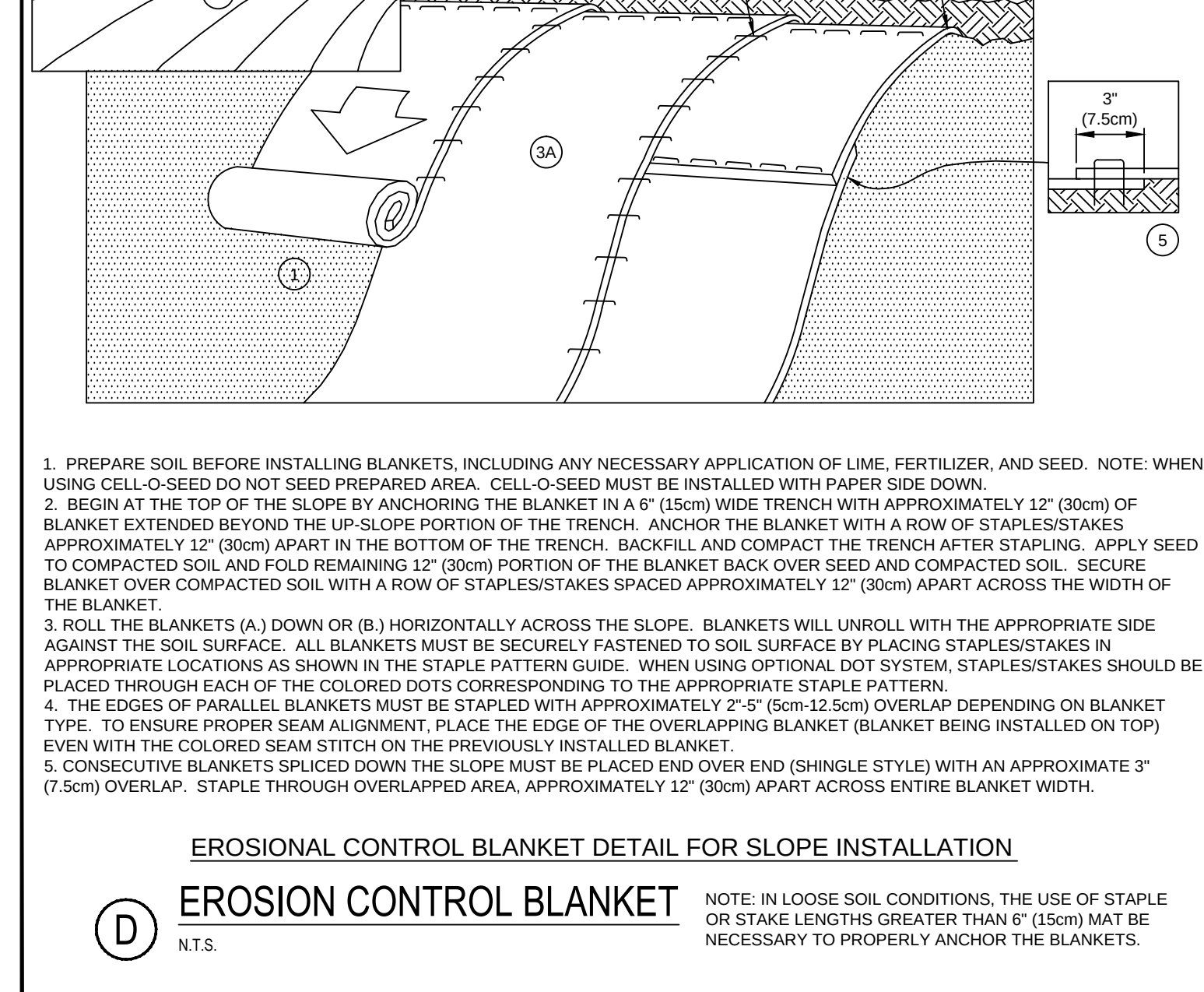
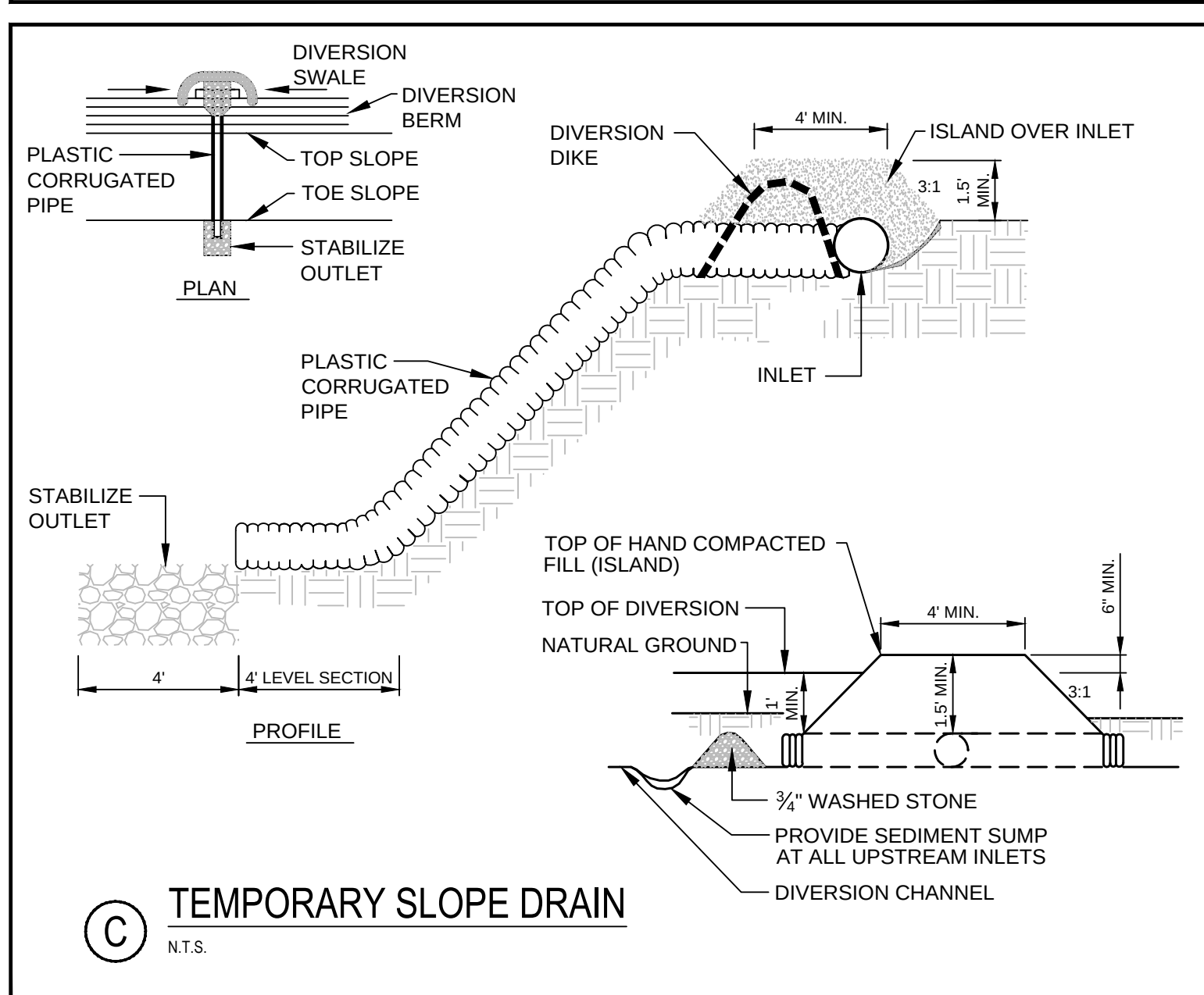
SCHEDULE OF BASE BACKFILL FOR SANITARY INSTALLATIONS				
TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
PVC PRESSURE	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC GRAVITY	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 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

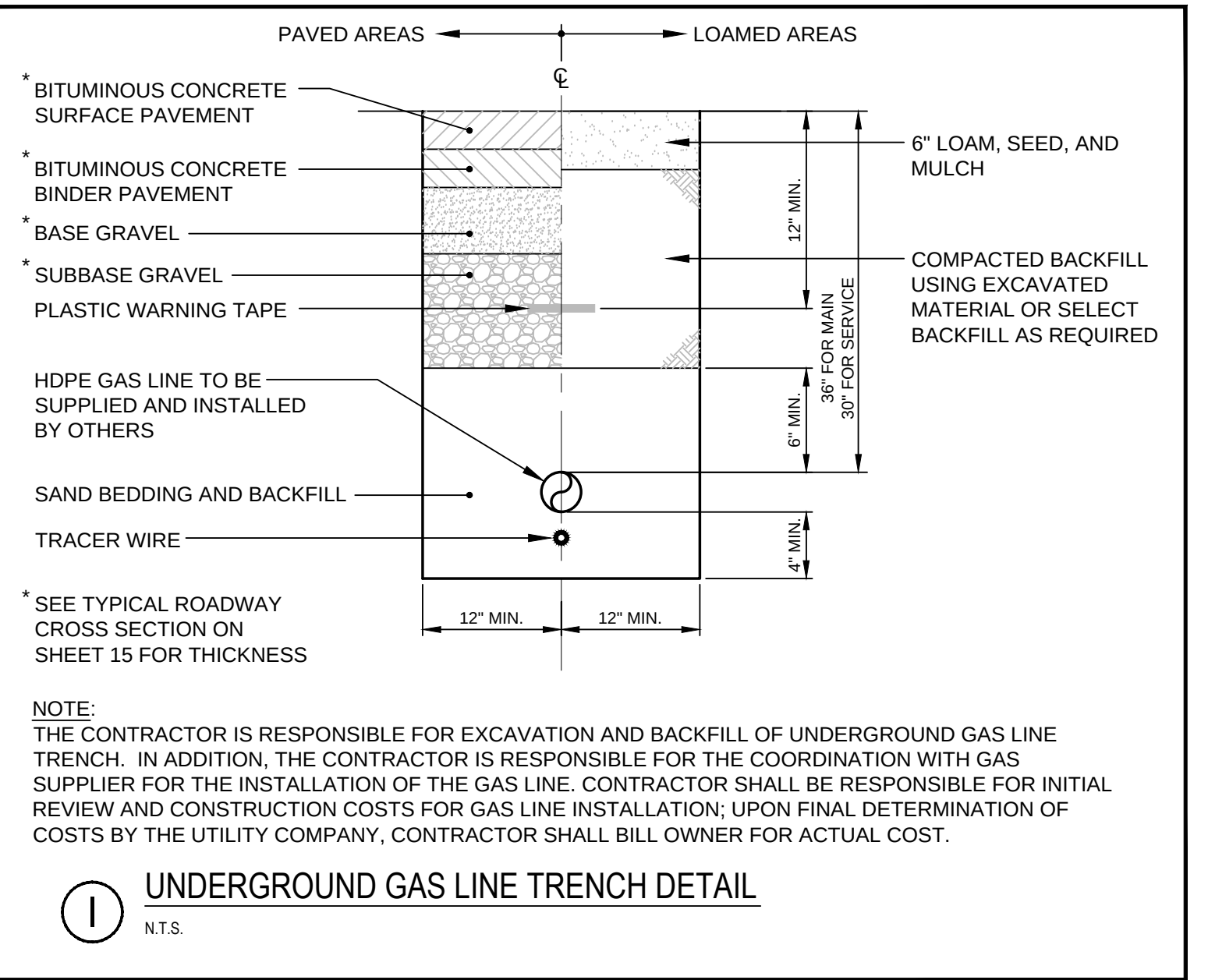
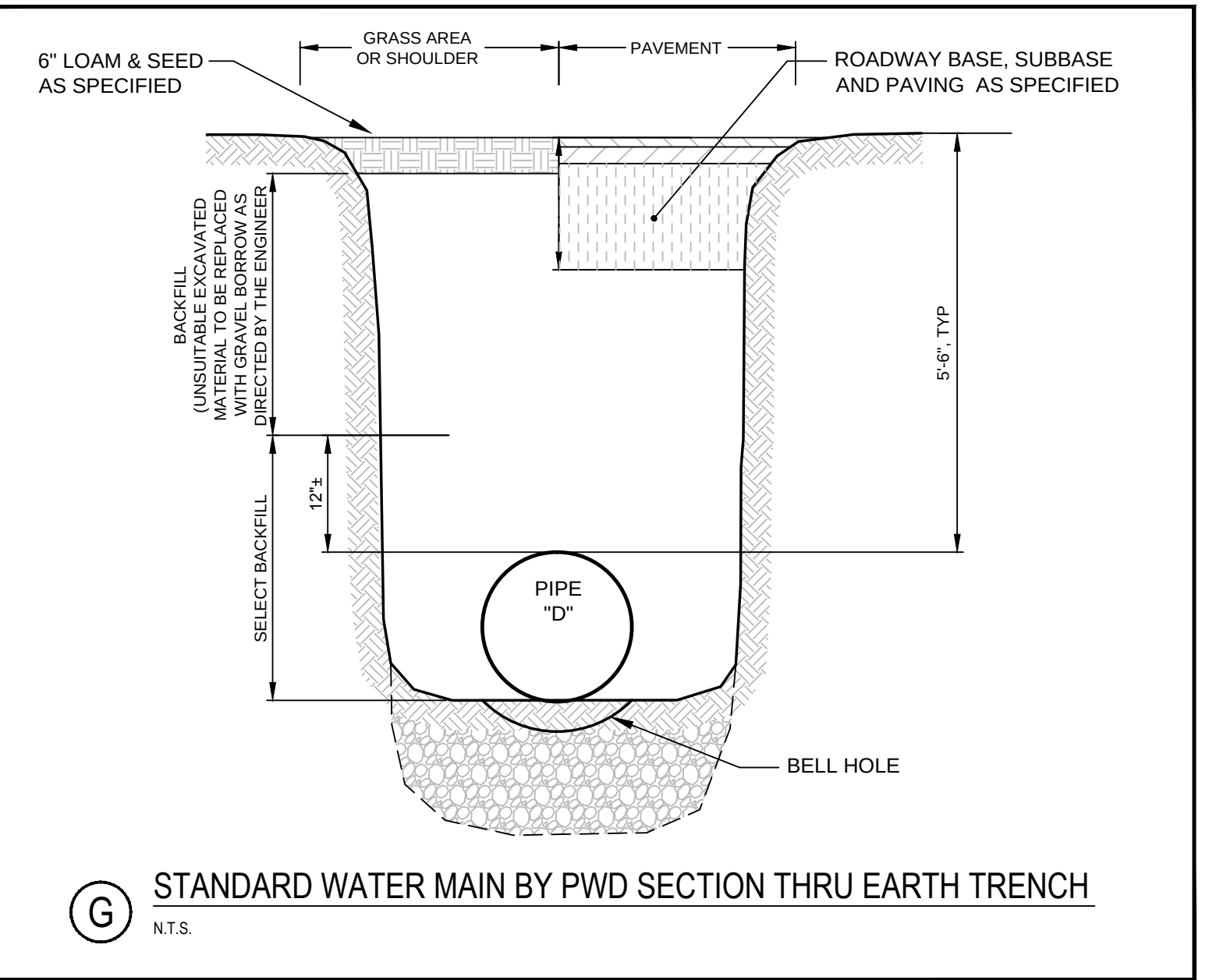
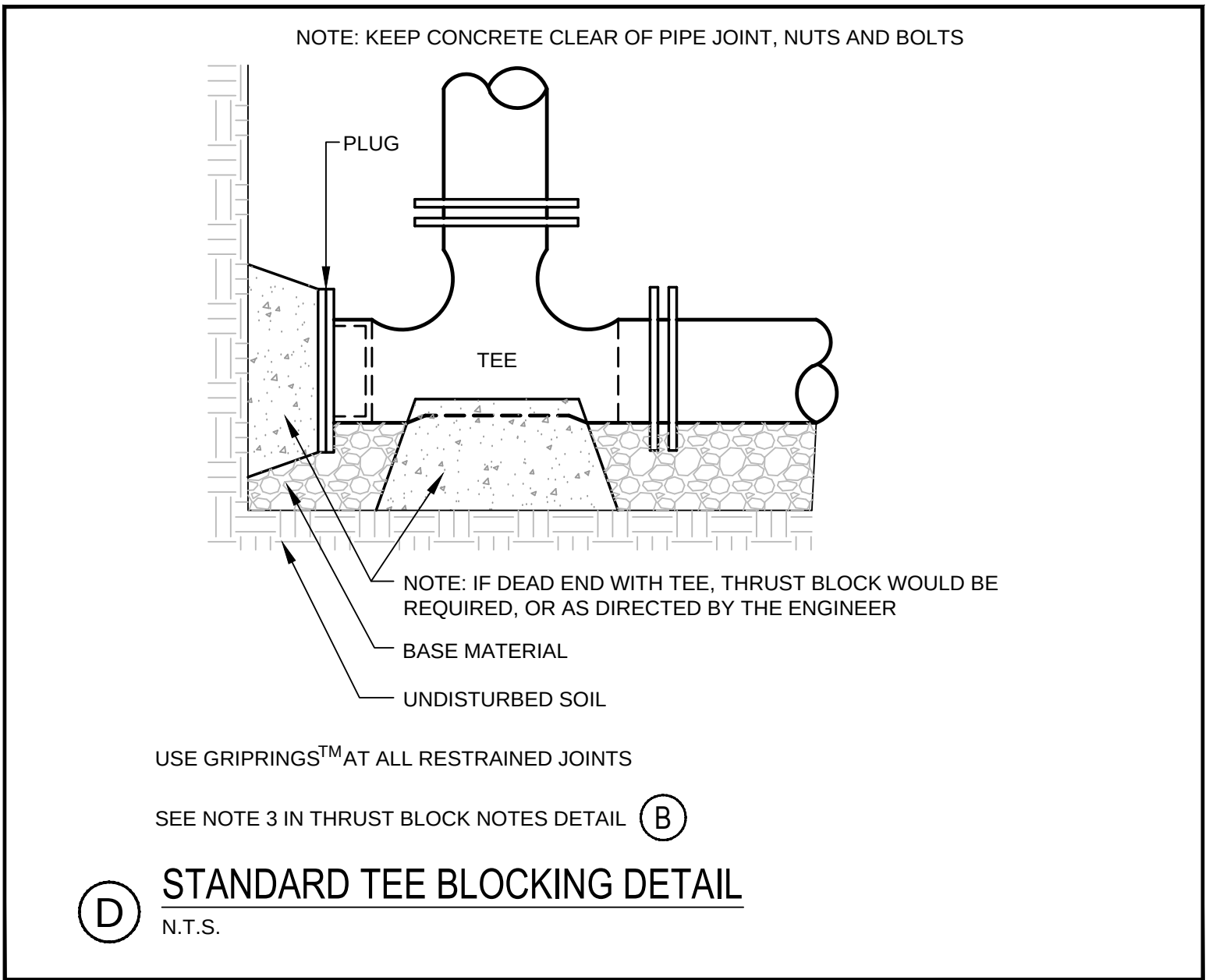
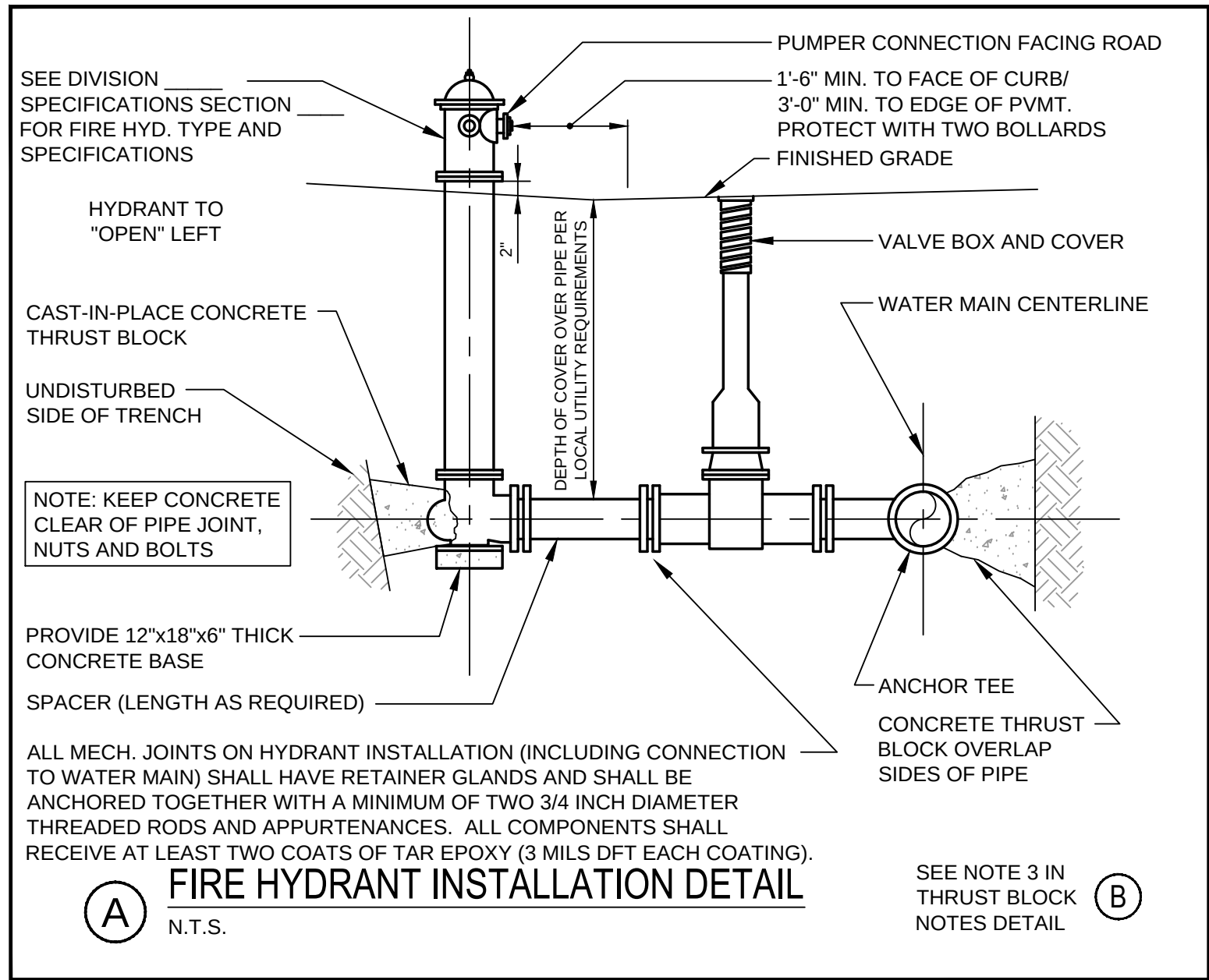
MAXIMUM ALLOWABLE TRENCH WIDTHS FOR SEWERS	
PIPE SIZE	MAXIMUM WIDTH
10" OR LESS	4'-0"
12 TO 15	4'-6"
18	5'-0"
24	5'-6"
30	6'-0"
36	6'-6"
42	7'-3"
48	8'-0"

SHEETING, IF REQUIRED, SHALL BE CUT OFF 2'-0" BELOW FINISH GRADE.









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 GRIPRINGTM

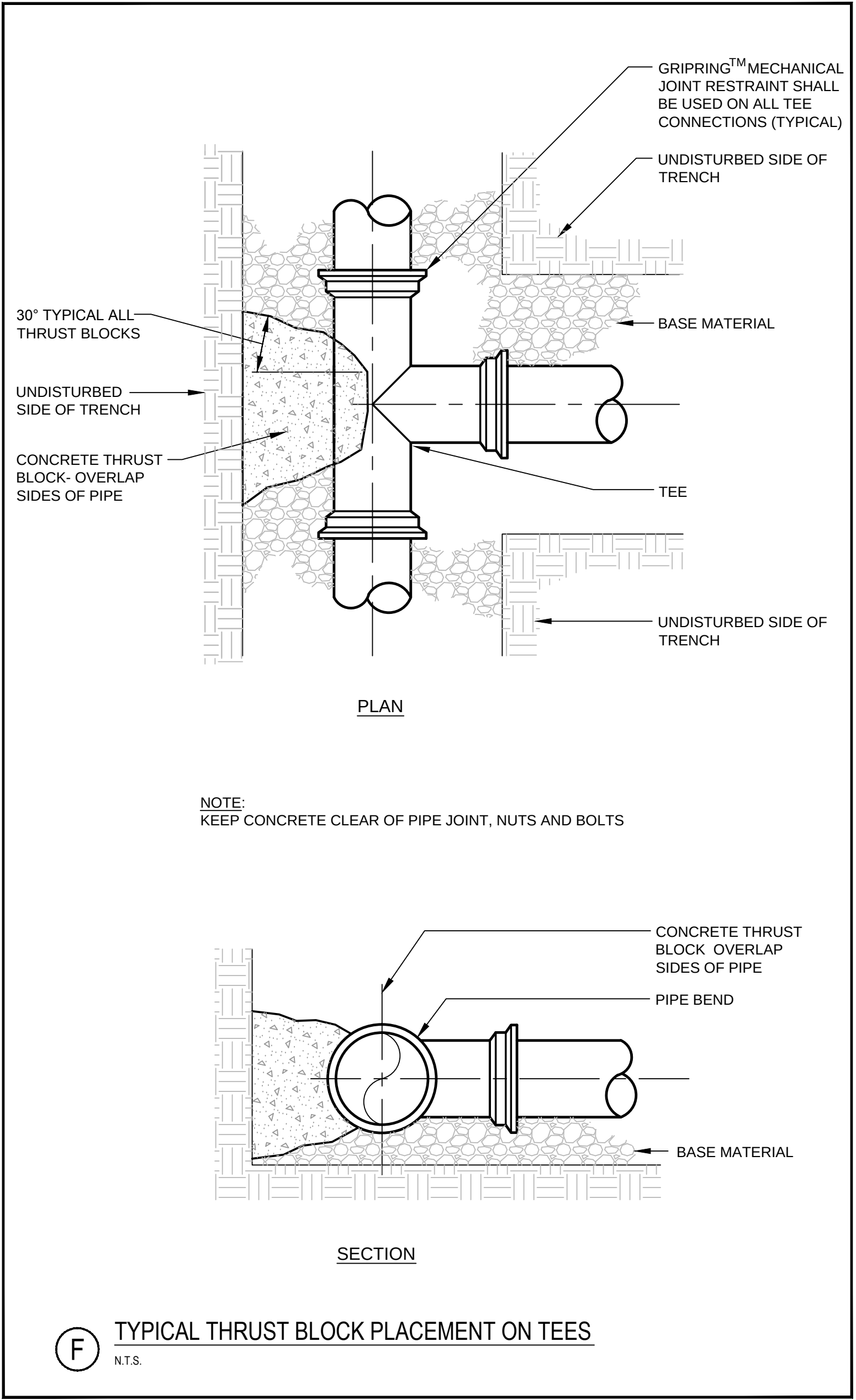
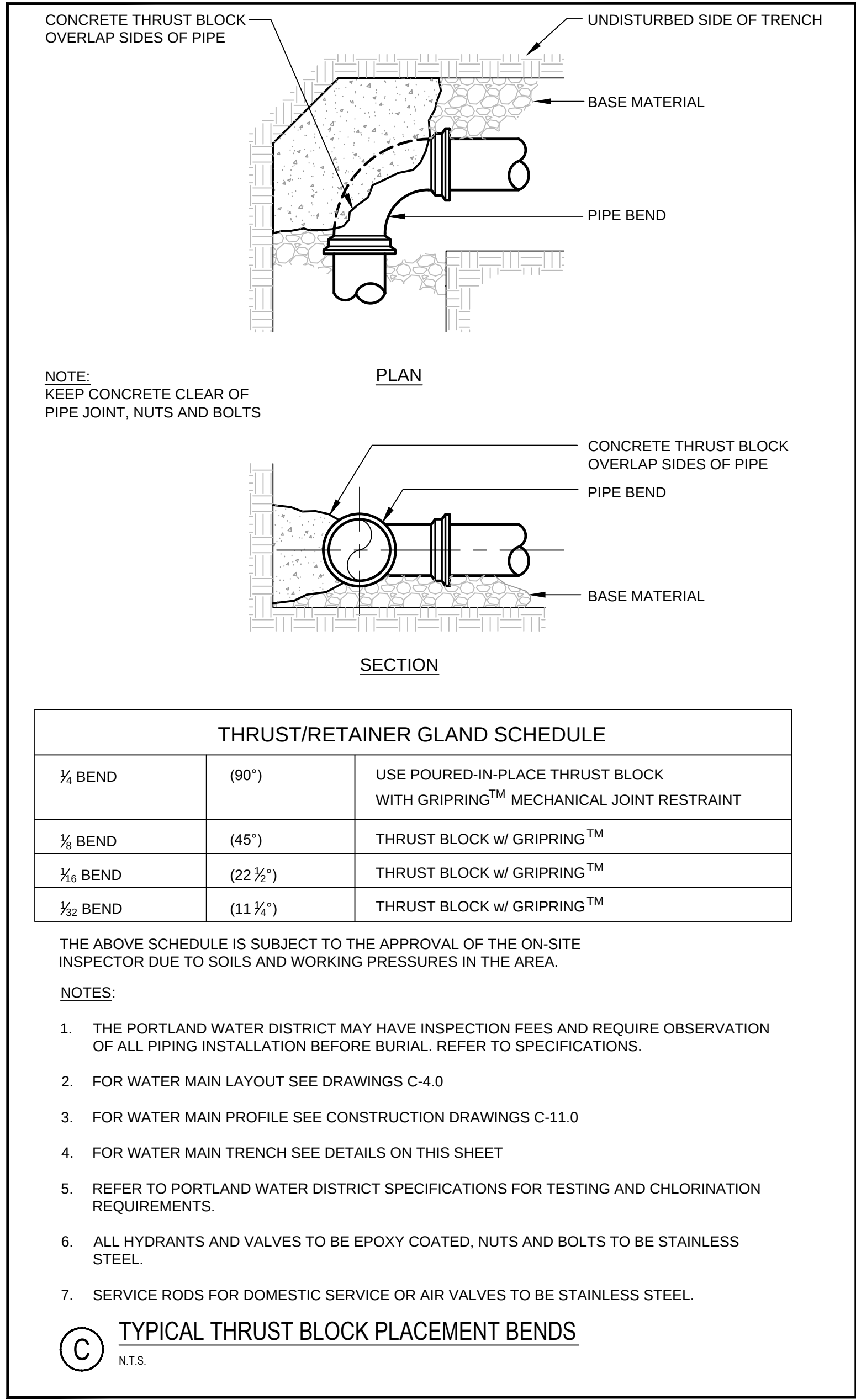
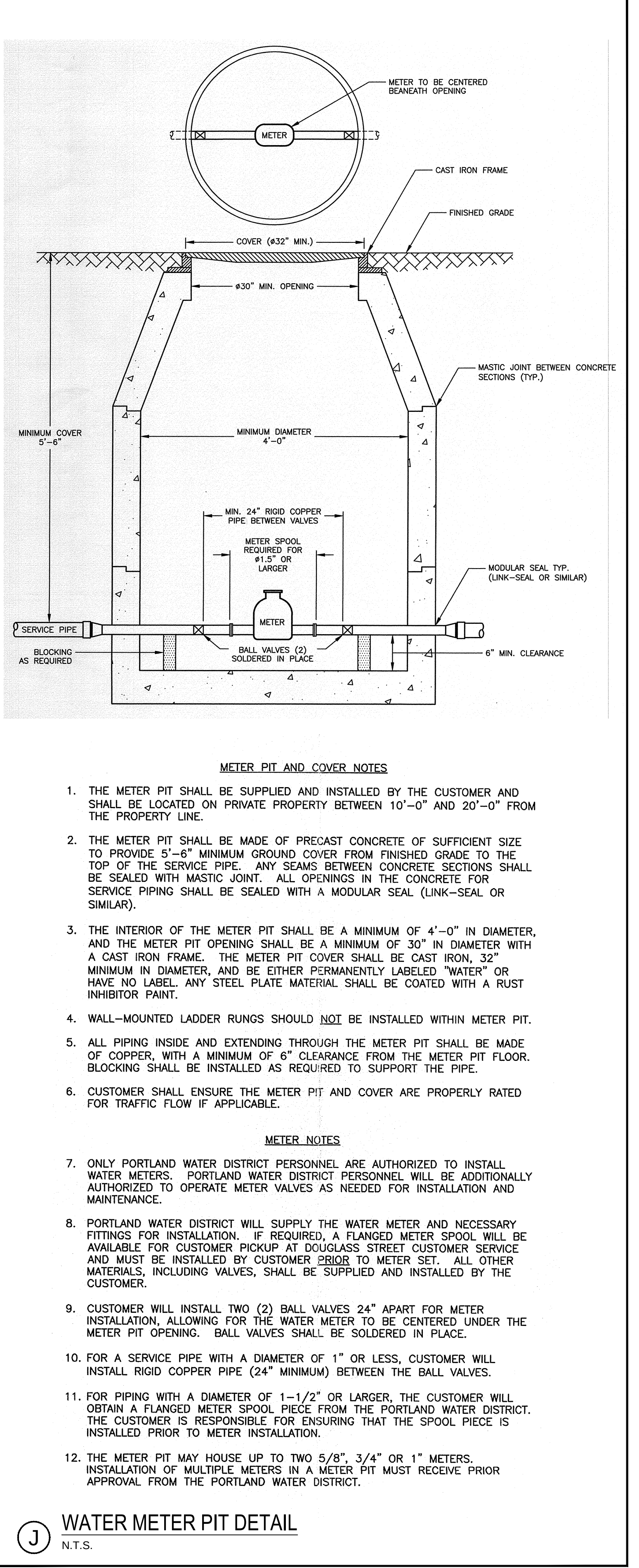
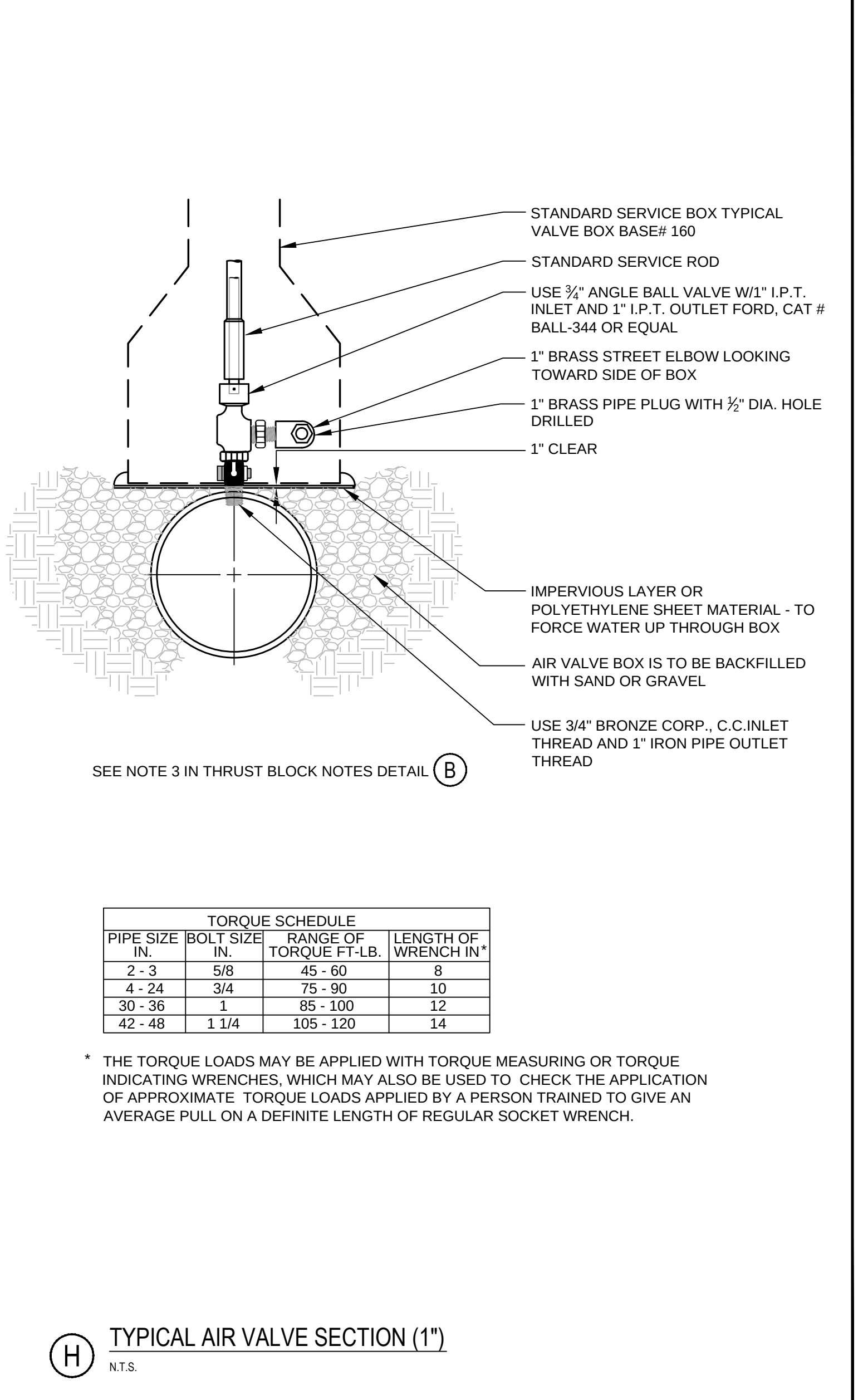
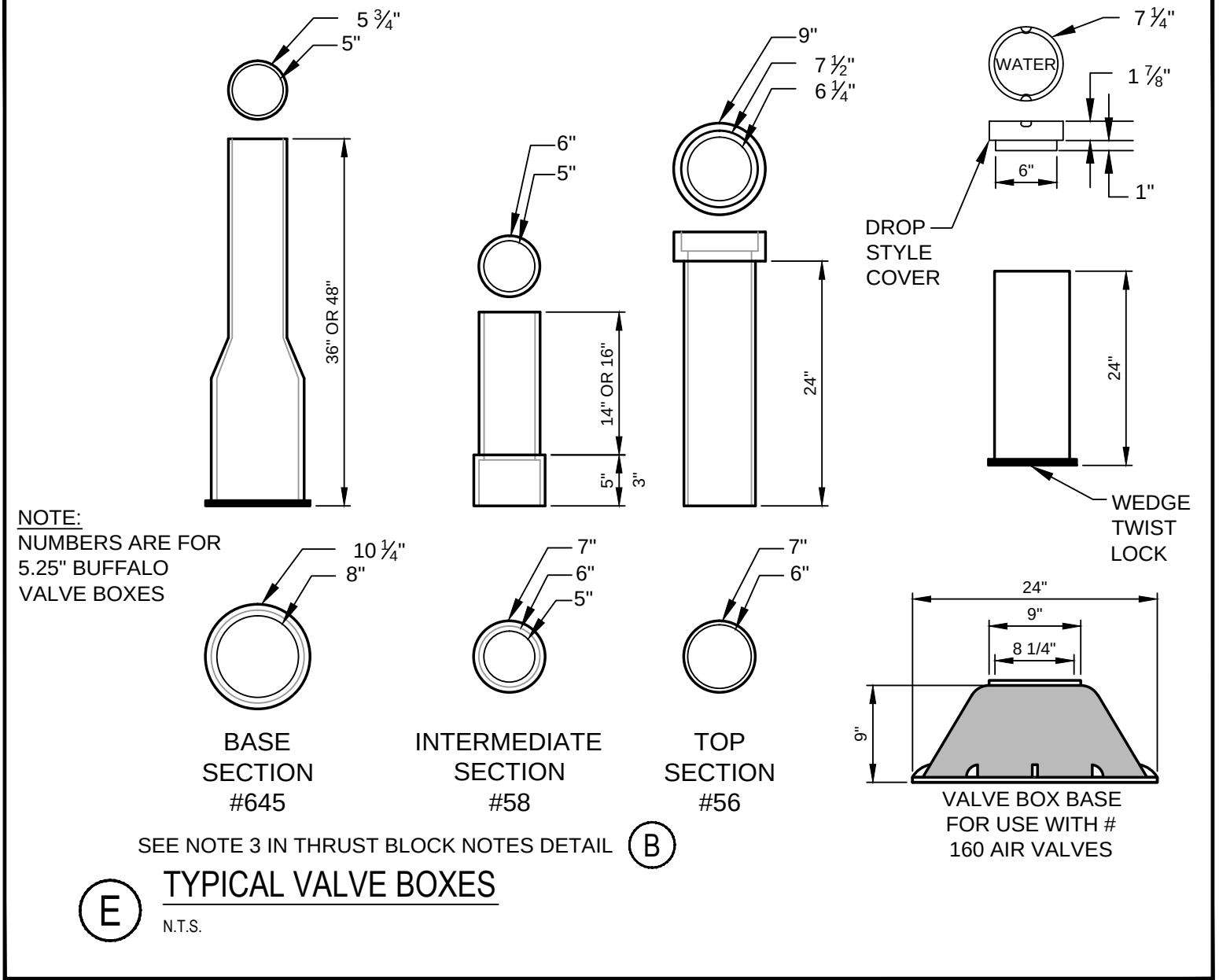
BEARING SURFACE REQUIRED IN SQUARE FEET

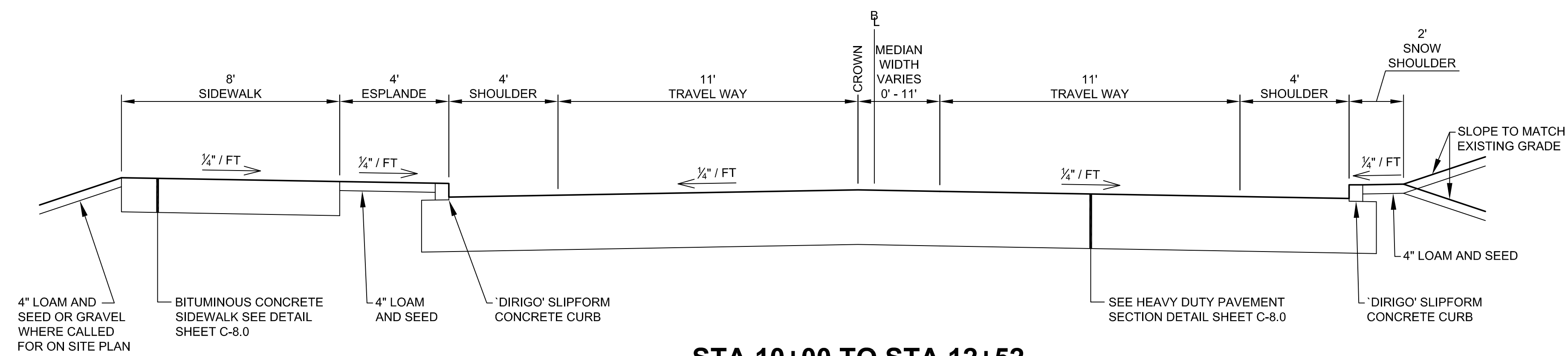
PIPE SIZE	1/32 BEND	1/16 BEND	1/8 BEND	1/4 BEND	TEES/CAPS
6"/8"	5.0	5.0	5.0	6.5	5.0
12"	11.5	11.5	11.5	20.0	22.0

B

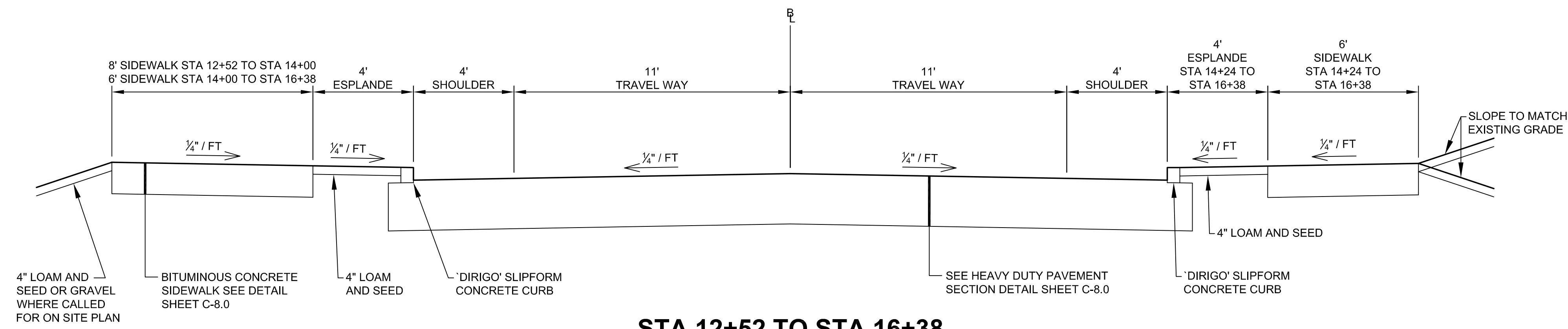
THRUST BLOCK NOTES

N.T.S.

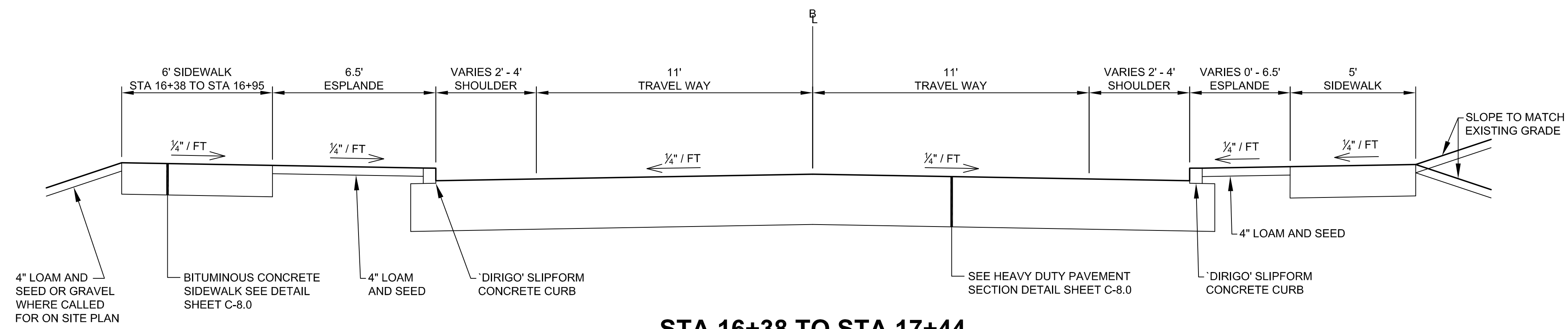




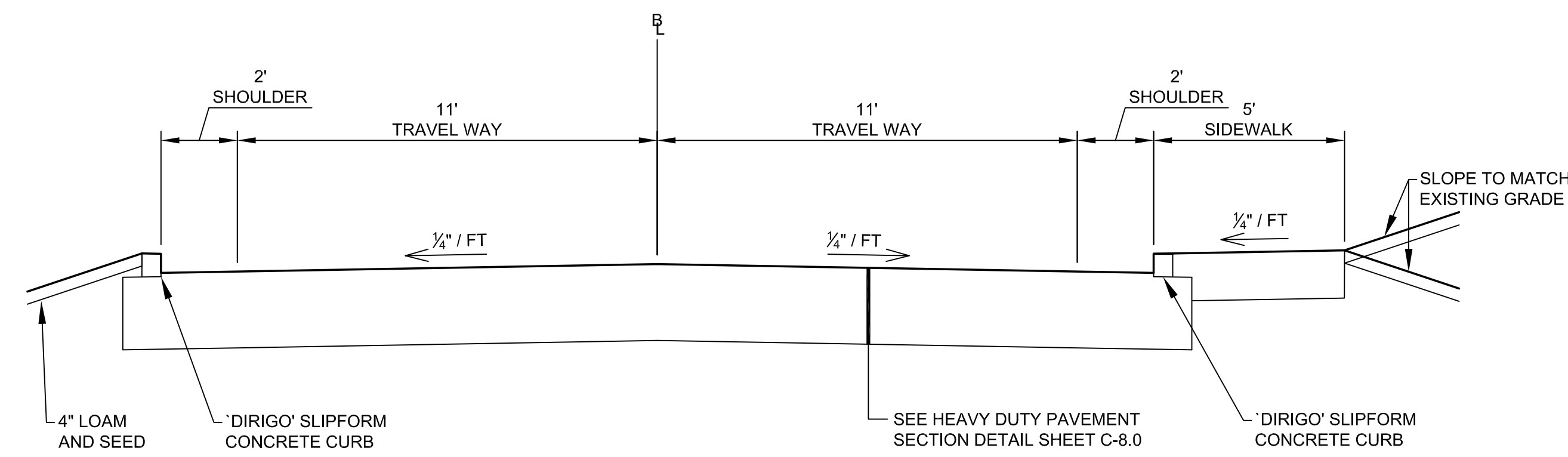
STA 10+00 TO STA 12+52
TYPICAL ROADWAY SECTION A-A
N.T.S.



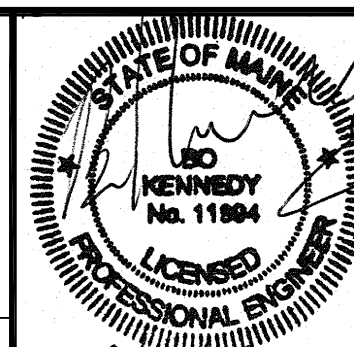
STA 12+52 TO STA 16+38
TYPICAL ROADWAY SECTION B-B
N.T.S.

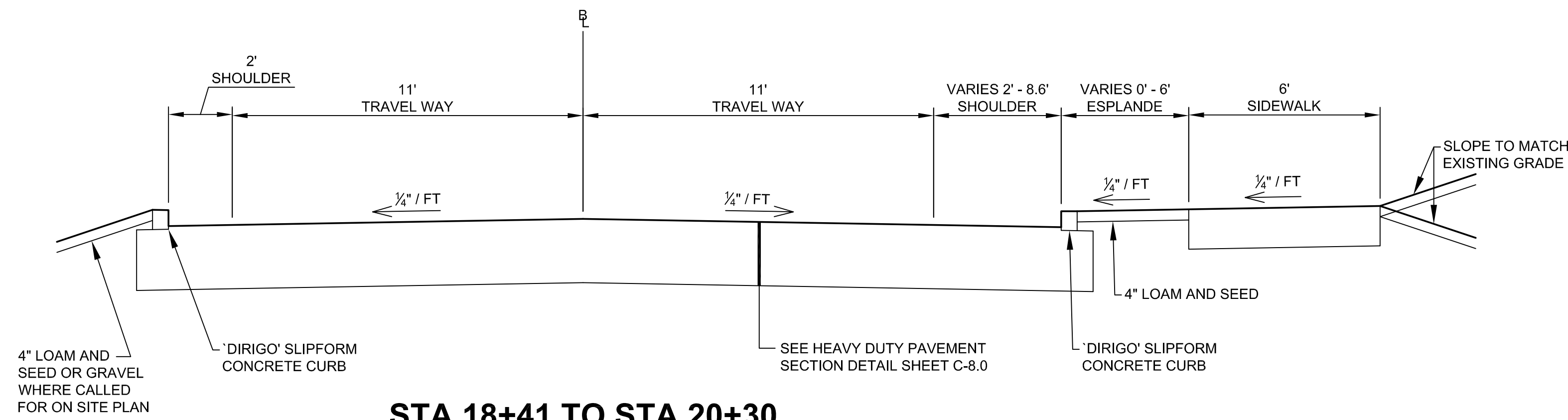


STA 16+38 TO STA 17+44
TYPICAL ROADWAY SECTION C-C
N.T.S.



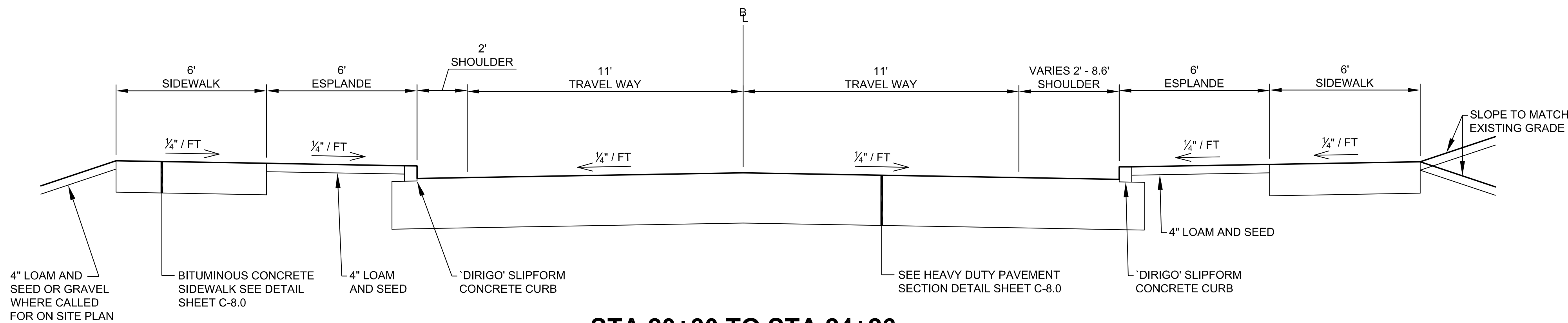
STA 17+44 TO STA 18+41
TYPICAL ROADWAY SECTION D-D
N.T.S.

				PROJECT	THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE	TYPICAL ROADWAY CROSS SECTIONS			
				CLIENT	FOREFRONT PARTNERS I, LP			
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. ROBERT B. KENNEDY LIC. #11994	DRAWN:	DED	DATE:	SEPT 2014	
REV	DATE	DESCRIPTION	REVISIONS	DESIGNED:	BEK	SCALE:	N.T.S.	
				CHECKED:	SRB	JOB NO.	SP-M007B	
				FILE NAME:	2982.05-SUB DET			
				SHEET	C-7.8			



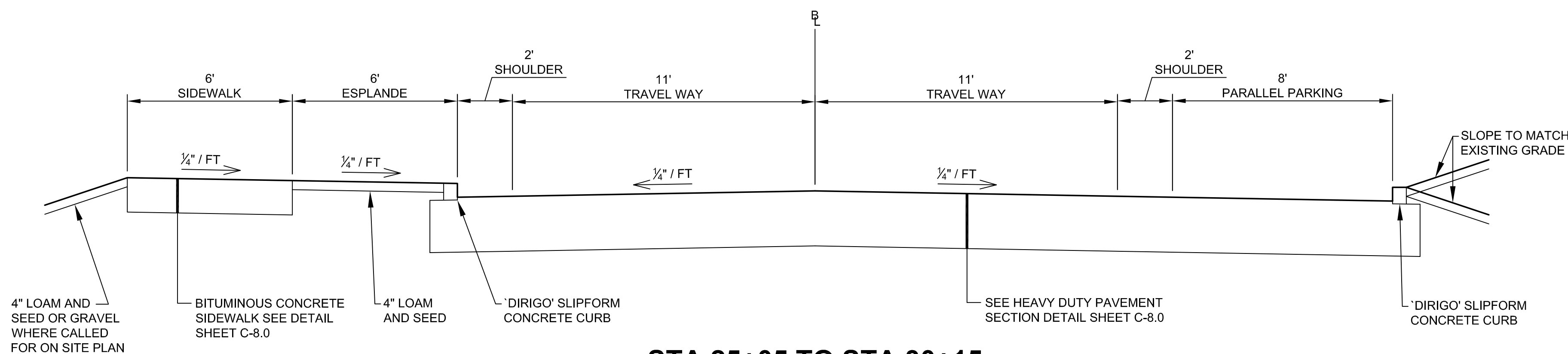
**STA 18+41 TO STA 20+30
STA 24+26 TO STA 25+05
TYPICAL ROADWAY SECTION E-E**

N.T.S.



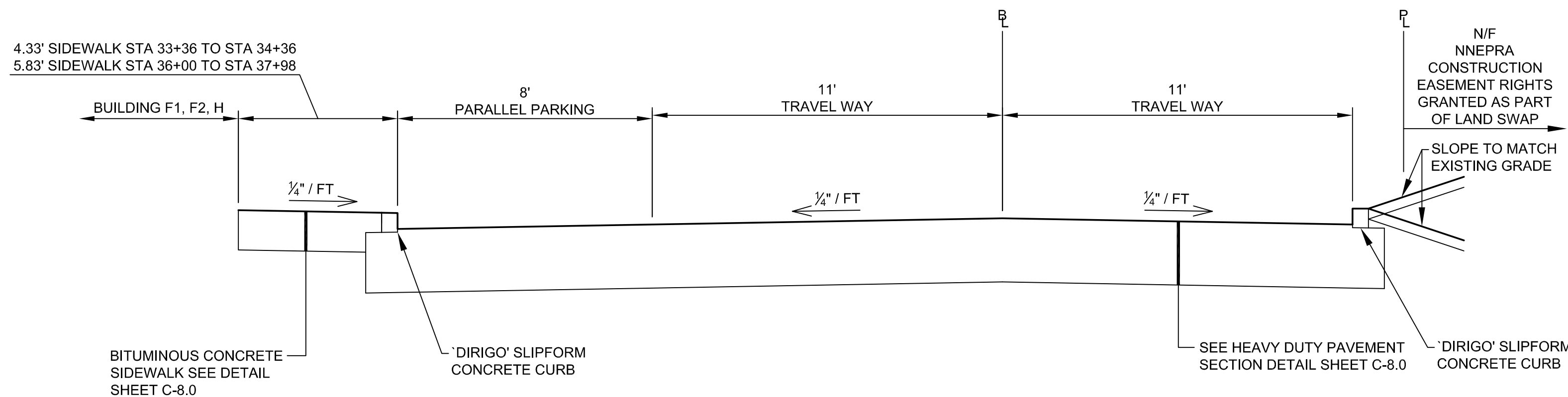
**STA 20+30 TO STA 24+26
TYPICAL ROADWAY SECTION F-F**

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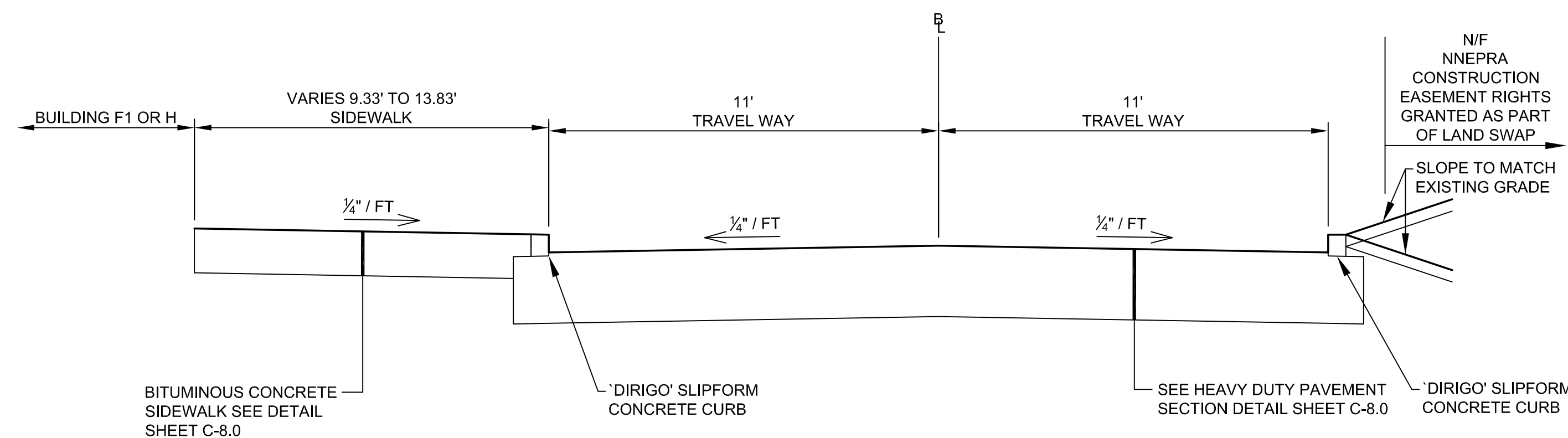
**STA 25+05 TO STA 30+15
TYPICAL ROADWAY SECTION G-G**

N.T.S.



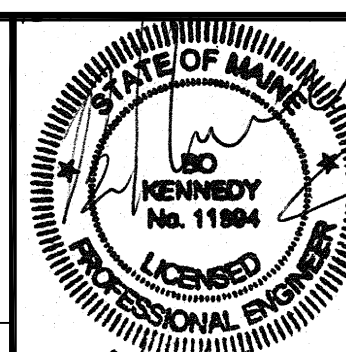
**STA 33+36 TO STA 34+36
STA 36+00 TO STA 38+00
TYPICAL ROADWAY SECTION H-H**

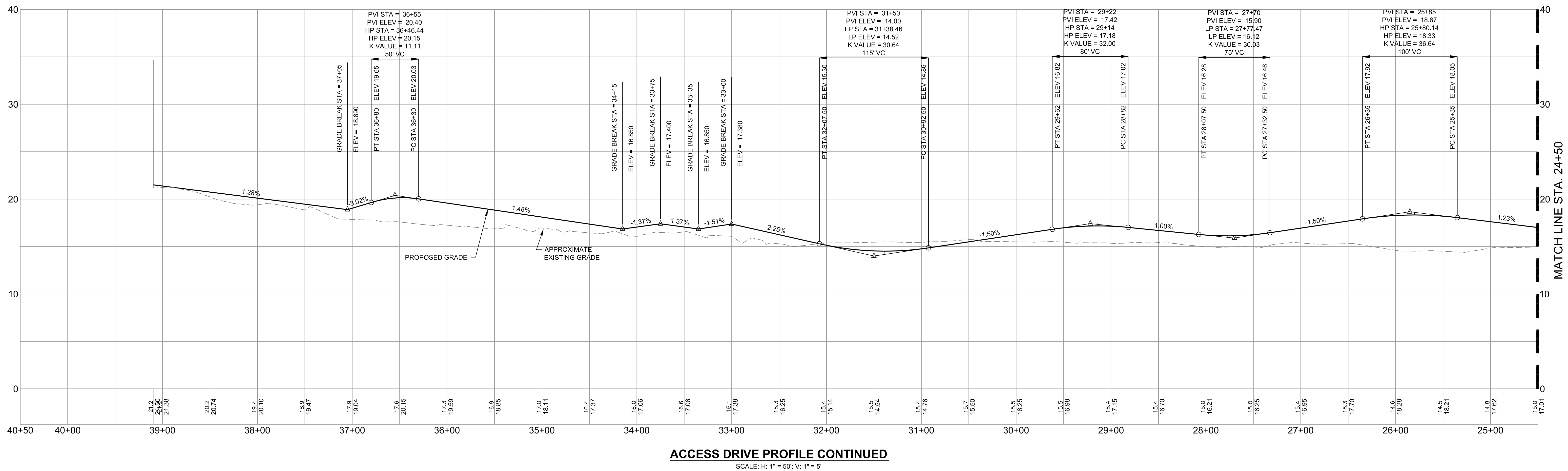
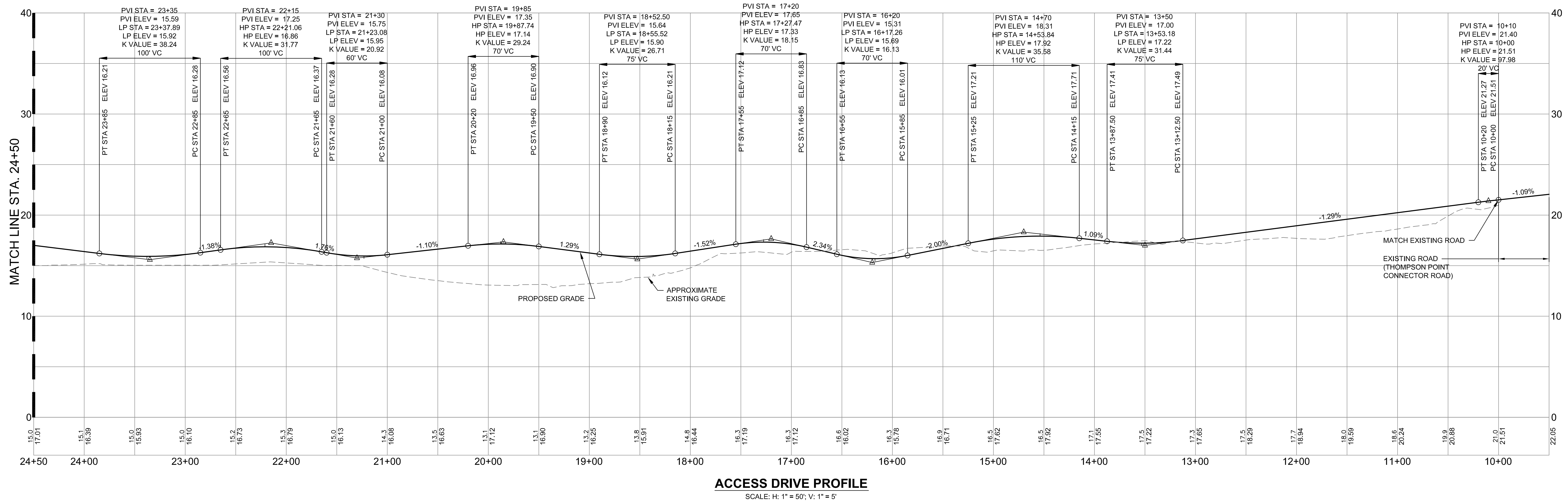
N.T.S.



**STA 34+36 TO STA 36+00
TYPICAL ROADWAY SECTION I-I**

N.T.S.

				PROJECT THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE TYPICAL ROADWAY CROSS SECTIONS		
				CLIENT FOREFRONT PARTNERS I, LP		
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. DAVID B. KENNEDY	DRAWN: DED		DATE: SEPT 2014
REV	DATE	DESCRIPTION	REVISIONS	DESIGNED: BEK		SCALE: N.T.S.
				CHECKED: SRB		JOB NO. SP-M007B
				FILE NAME: 2982.05-SUB DET		
				SHEET		C-7.9



1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
REV	DATE	DESCRIPTION
REVISIONS		

P.E. B. J. KENNEDY
LIC. #11894

PROJECT: THE FOREFRONT AT THOMPSON'S POINT

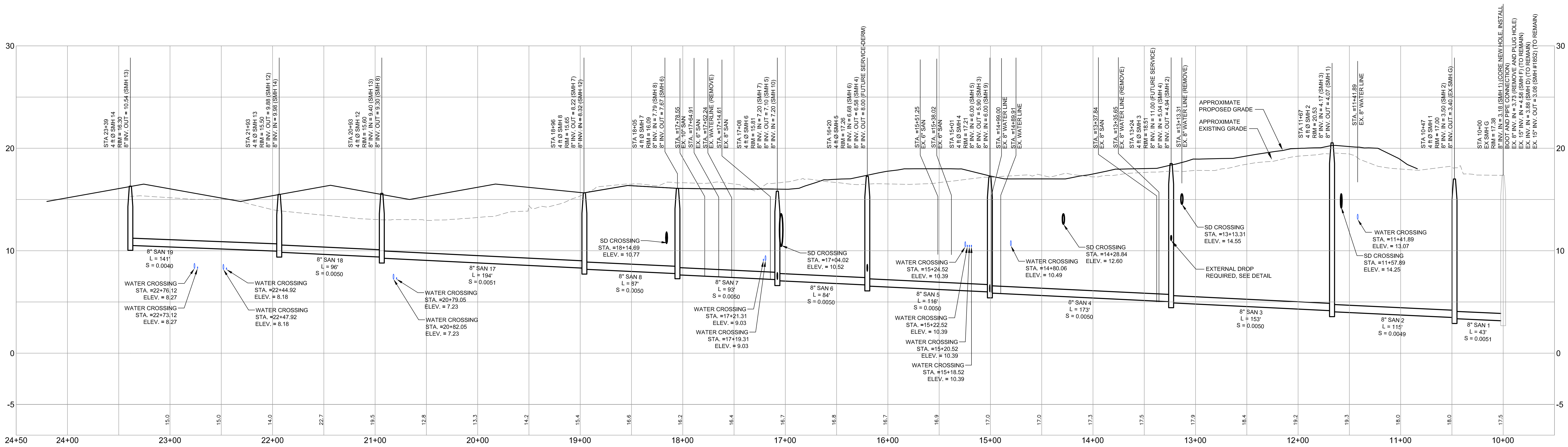
SHEET TITLE: ACCESS DRIVE PROFILE

CLIENT: FOREFRONT PARTNERS I, LP

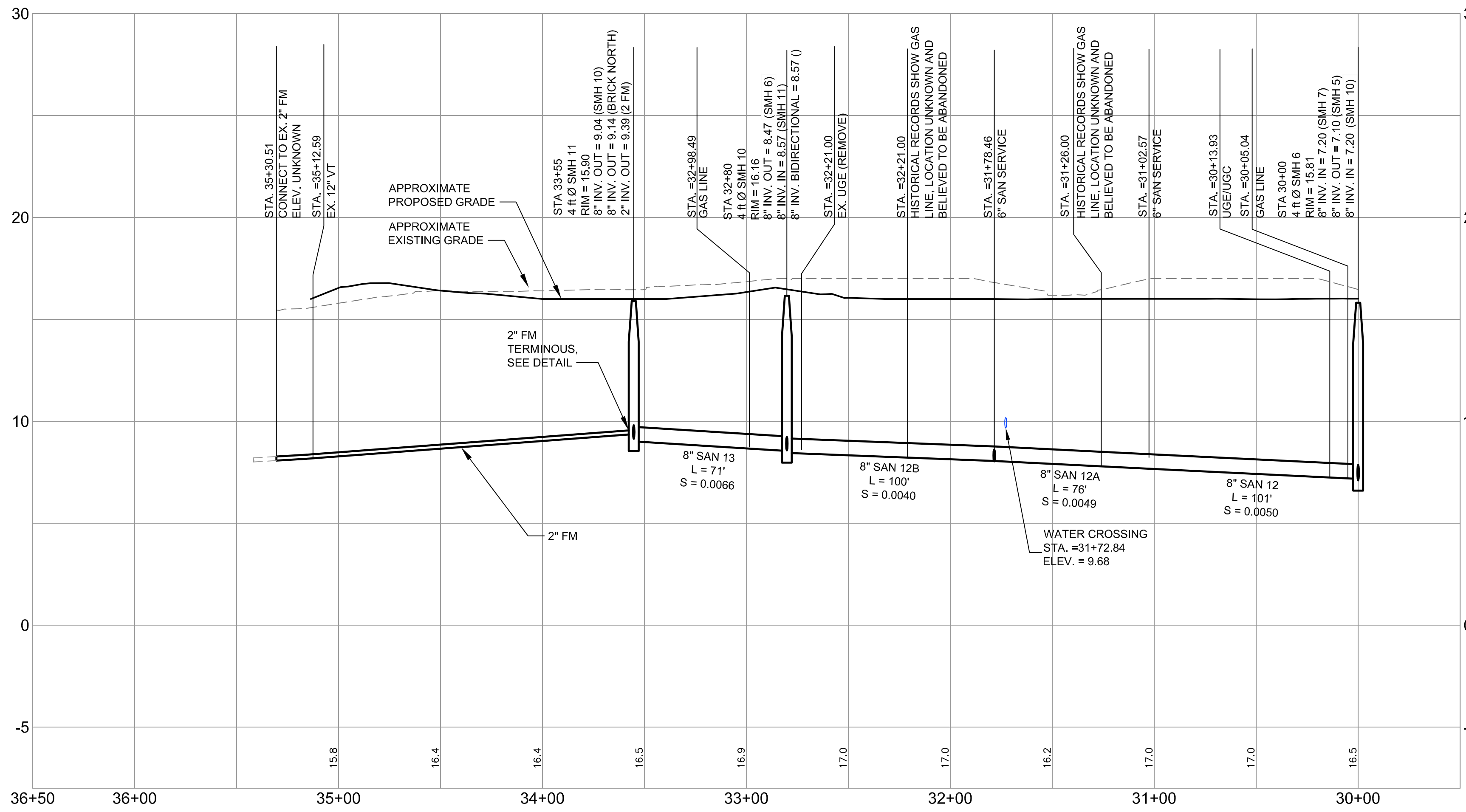
FAY, SPOFFORD & THORNDIKE
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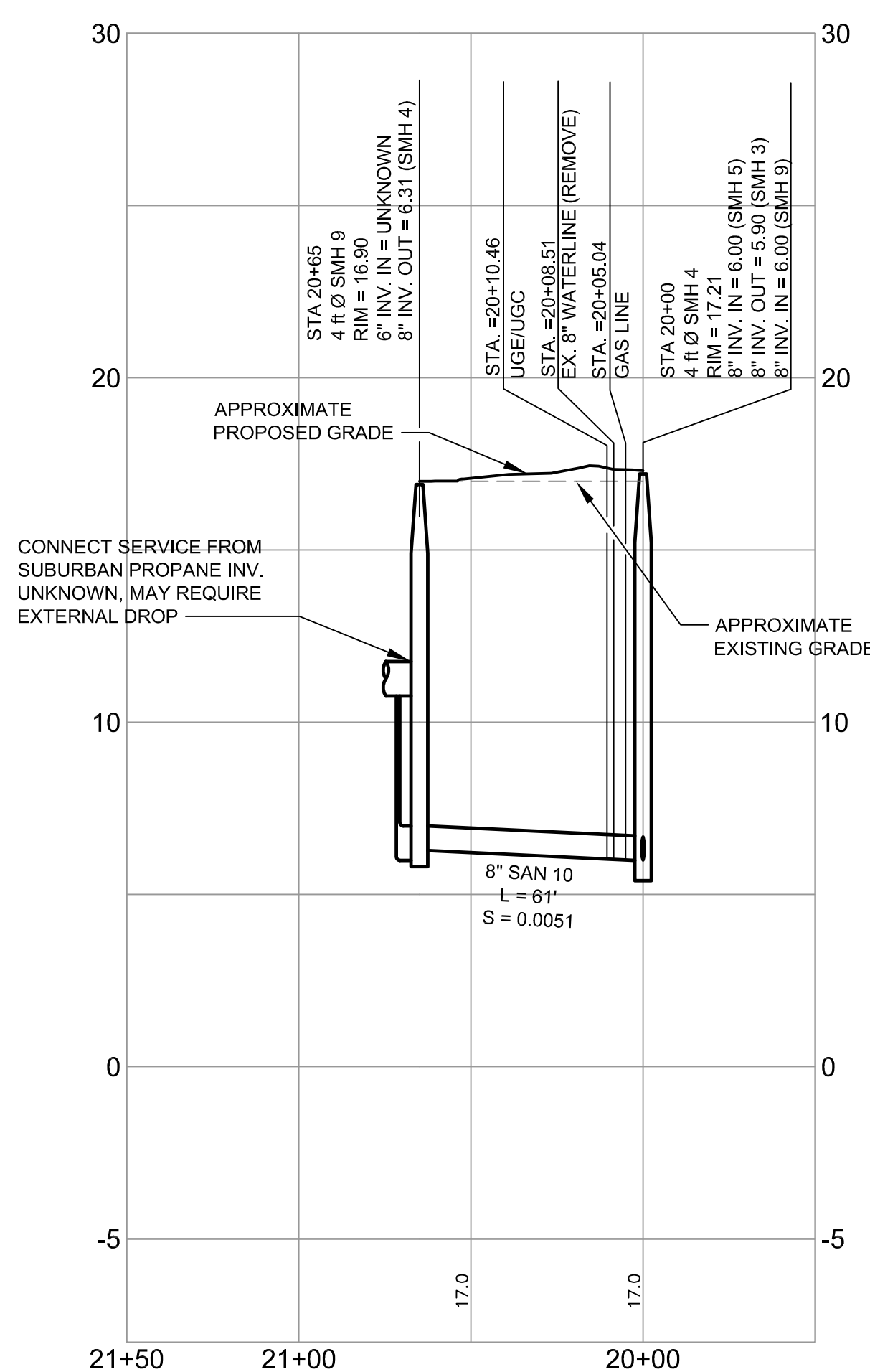
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SHEET C-8.0	



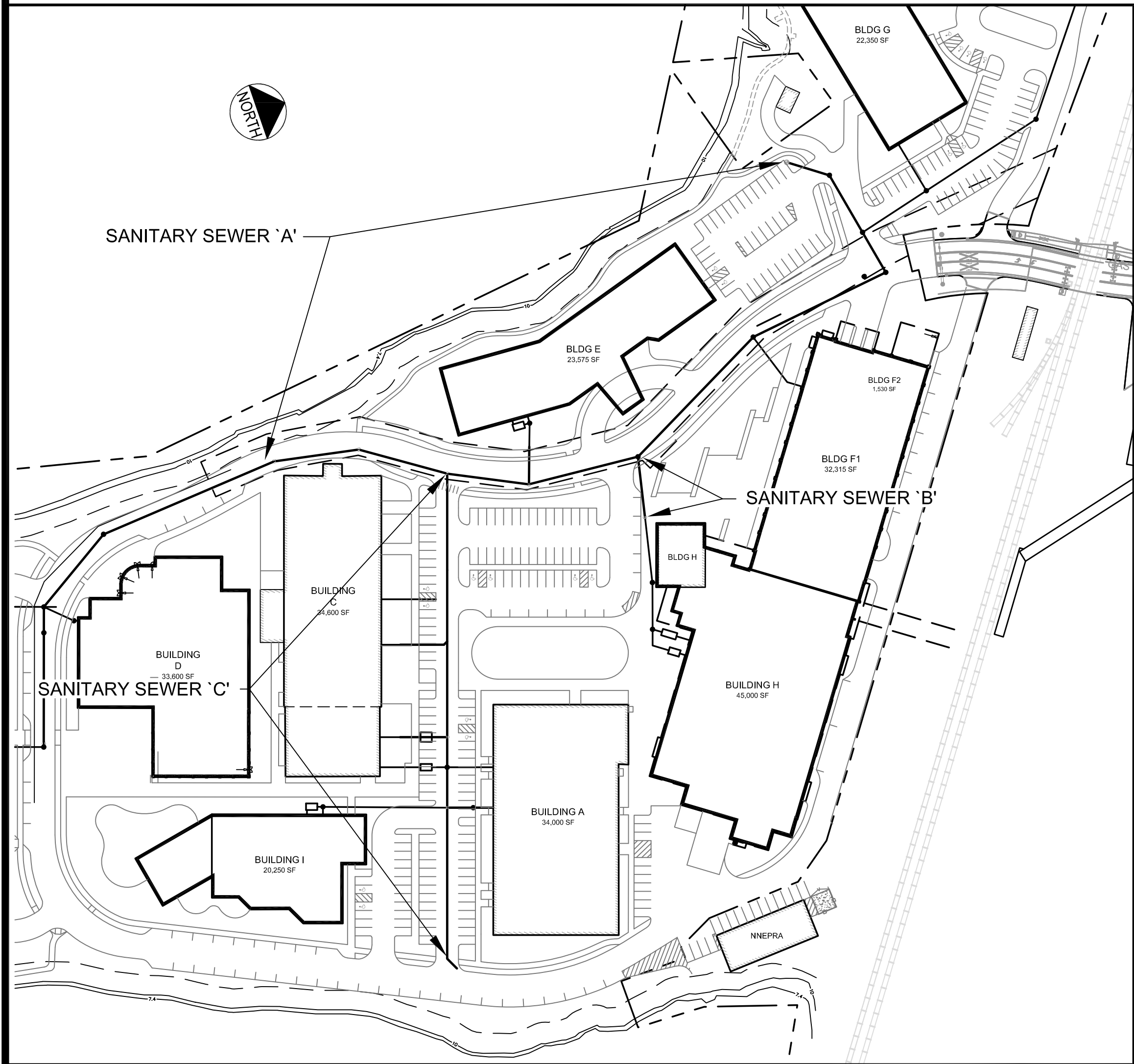
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V 1" = 4'



SANITARY SEWER PROFILE 'C'
SCALE: H 1" = 40'
V 1" = 4'



SANITARY SEWER PROFILE 'B'
SCALE: H 1" = 40'
V 1" = 4'



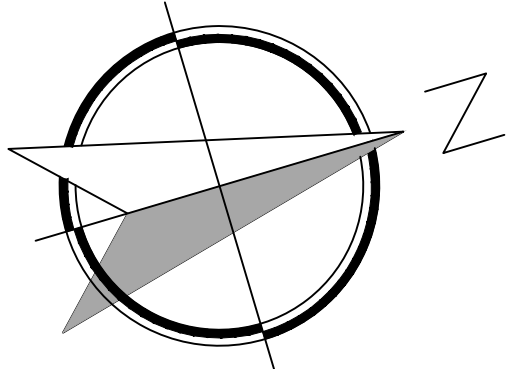
ORIENTATION SKETCH
N.T.S.

				PROJECT THE FOREFRONT AT THOMPSON'S POINT		
				SHEET TITLE SANITARY SEWER PROFILES		
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. J.P. KENNEDY LIC. #11984	CLIENT FOREFRONT PARTNERS I, LP	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2882.05-SUB PROFILE SEWER SHEET	DATE: SEPT 2014 SCALE: 1" = 40' JOB NO. SP-M007B C-10.0
REV	DATE	DESCRIPTION				
REVISIONS						



THE FOREFRONT AT THOMPSON'S POINT
PHOTOMETRIC PLAN

Designer
Jim Bailey, LC
Date
10/2/2014
Scale
Not to Scale
Drawing No.
Summary

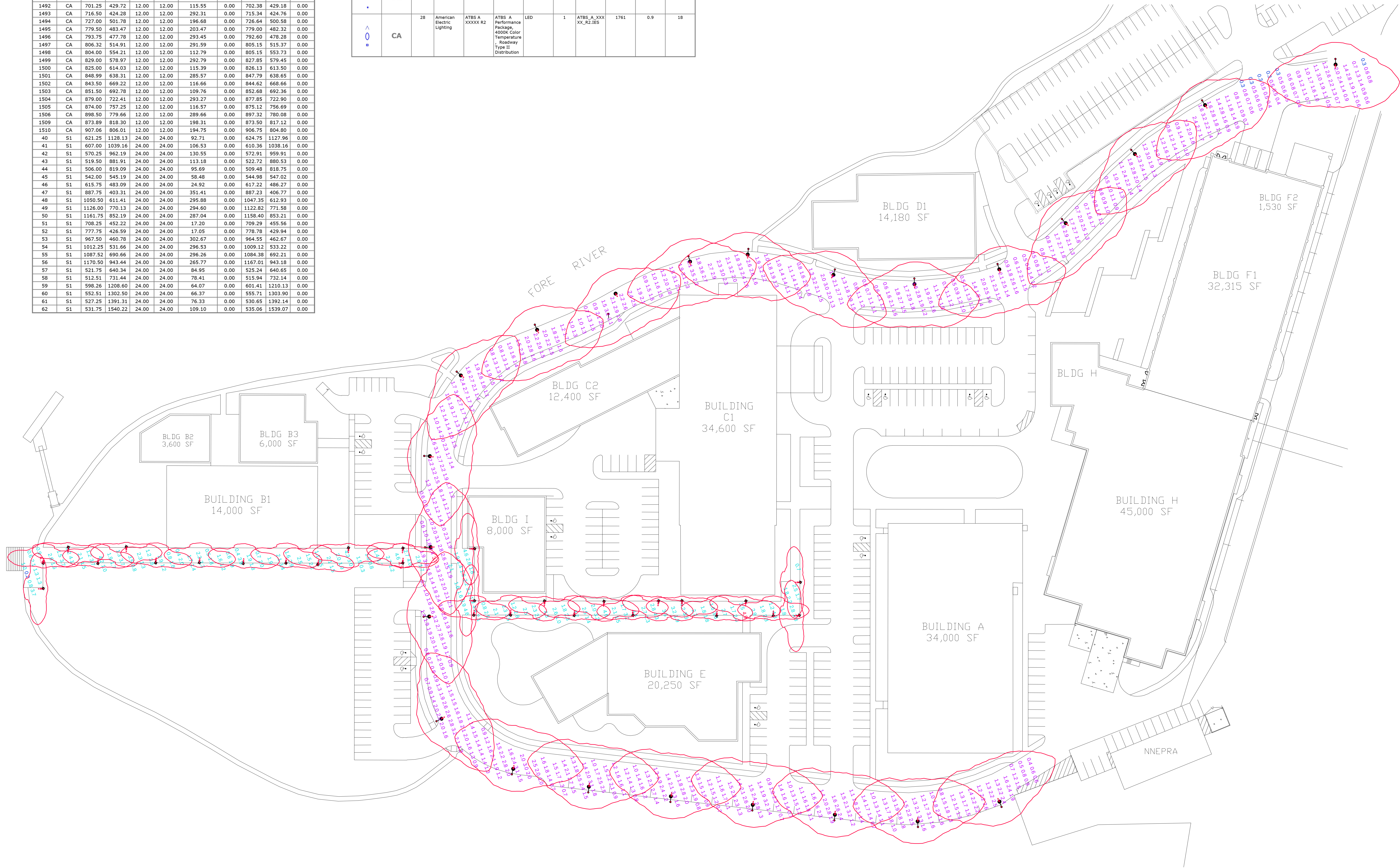


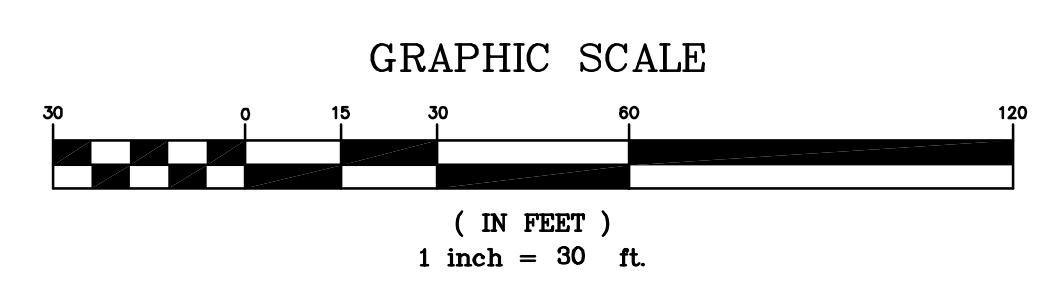
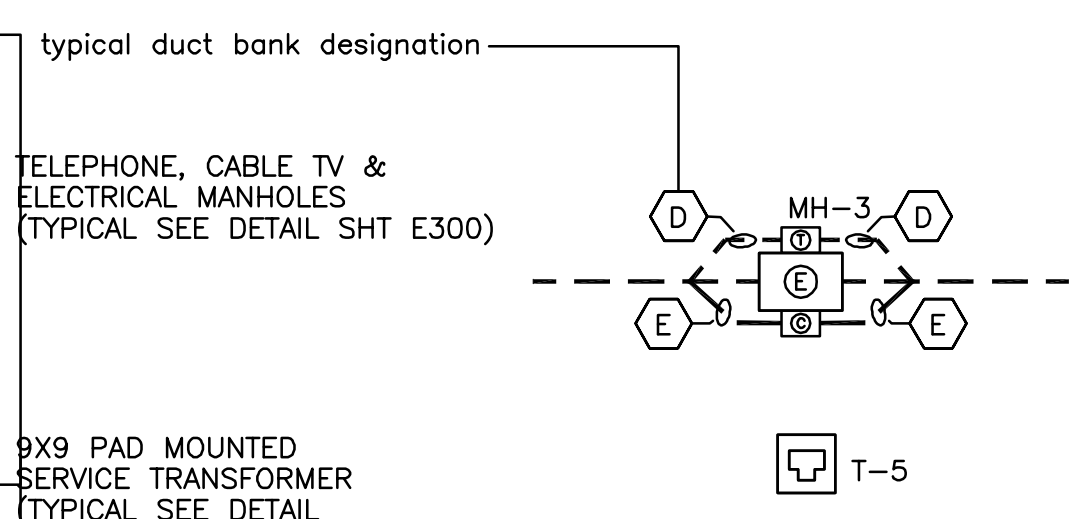
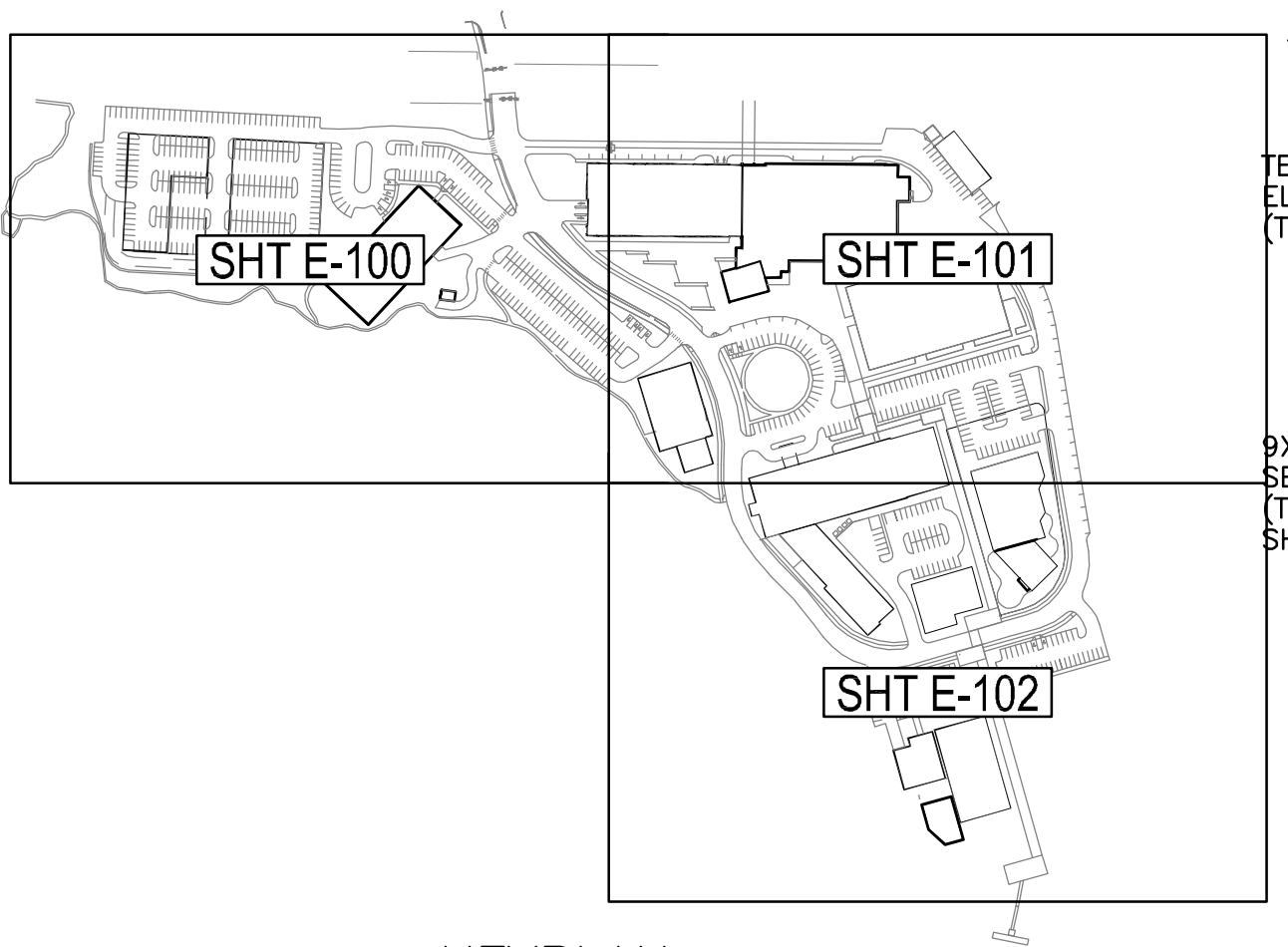
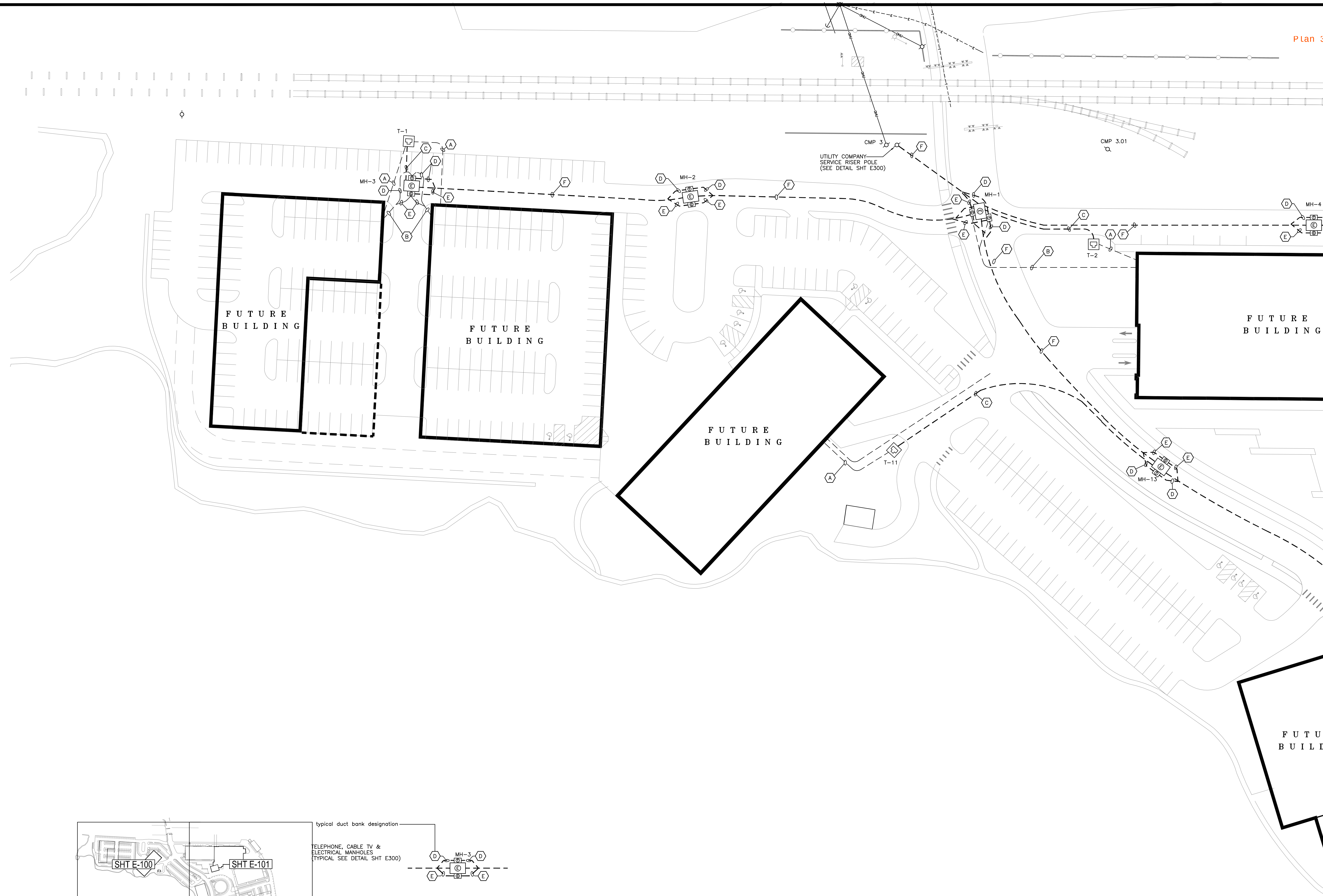
SCALE: 1"=40'-0"
0' 40' 80'

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

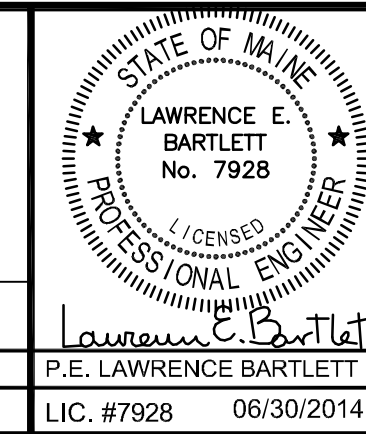
Luminaire Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor
0	S1	23	Holophane	LEDG-072 70 4K 00 2H L3	LEDG-072 70 4K 00 2H L3	72 LED ARRAY	1	LEDG-072_70_4K_00_2H_L3.ies	9604.354	0.81
0	CA	28	American Electric Lighting	ATBS A XXXXX R2	ATBS A Performance Package, 4000K Color Temperature Roadway Type II Distribution	LED	1	ATBS_A_XXX XX_R2.IES	1761	0.9





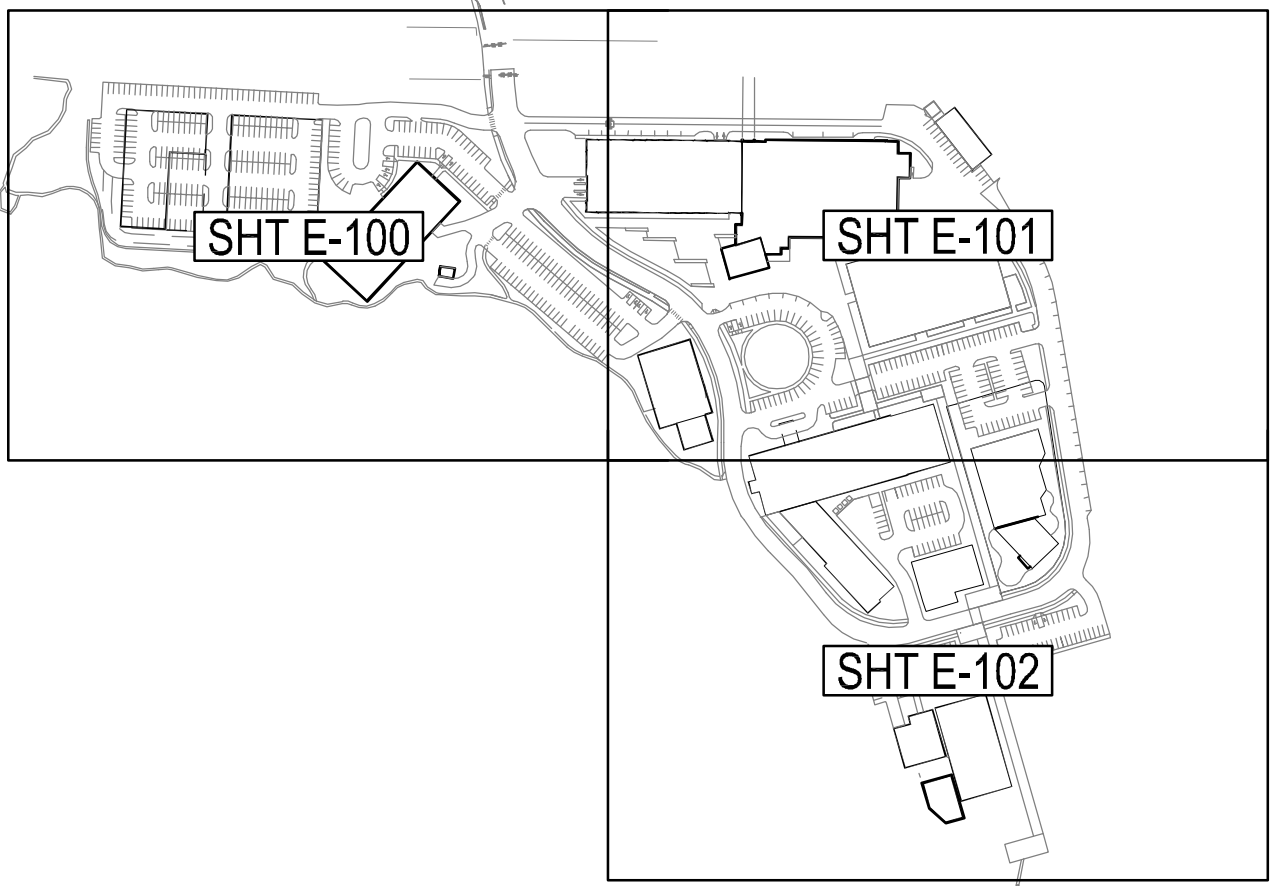
PRELIMINARY
Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

REV	DATE	DESCRIPTION
1	07/01/14	SUBMITTED FOR CLIENT REVIEW
REVISIONS		

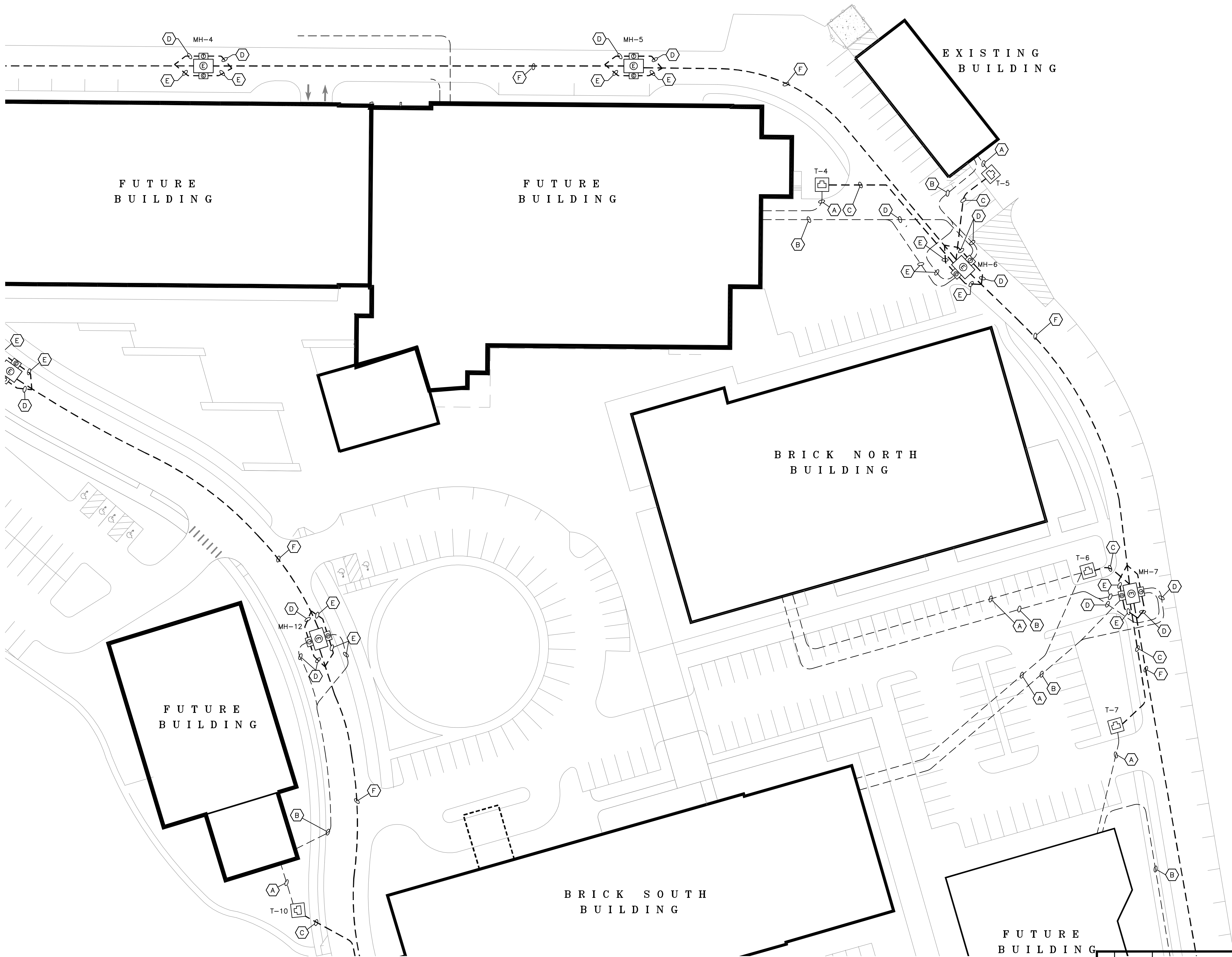


PROJECT
ELECTRICAL MASTERPLAN
THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE
ELECTRICAL MASTERPLAN
PART 1
CLIENT
FOREFRONT PARTNERS I, LP

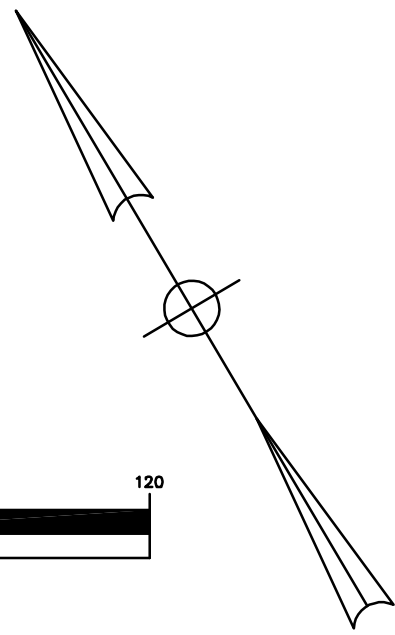
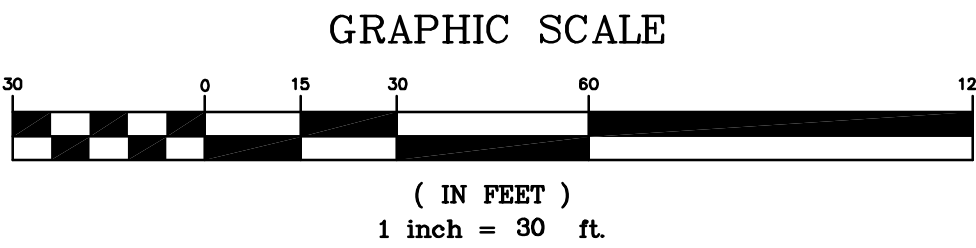
FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST., SUITE 6, SOUTH PORTLAND, ME 04106
DRAWN: LEB DATE: 06/30/2014
DESIGNED: LEB SCALE: 1" = 30'-0"
CHECKED: LEB JOB NO.
FILE NAME:
SHEET E-100



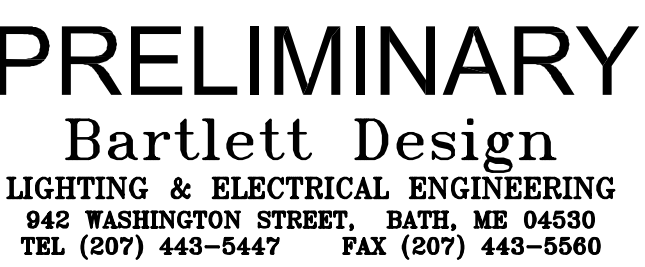
KEYPLAN
NOT TO SCALE

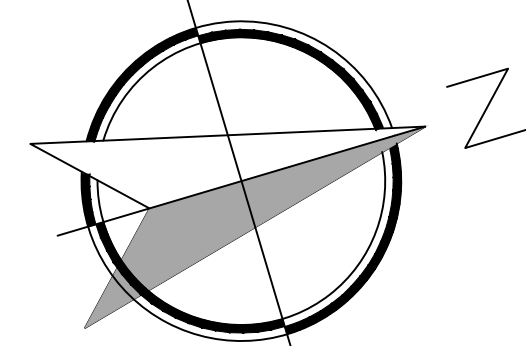


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LIGHTING & ELECTRICAL ENGINEERING
945 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560



				PROJECT ELECTRICAL MASTERPLAN THE FOREFRONT AT THOMPSON'S POINT			FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 5, SOUTH PORTLAND, ME 04106			
SHEET TITLE ELECTRICAL MASTERPLAN PART - 2				CLIENT FOREFRONT PARTNERS I, LP						
REV				DESIGNED: LEB			CHECKED: LEB	SCALE: 1" = 30'-0"		
DESCRIPTION				FILE NAME:			SHEET	E-101		
REVISIONS			LIC. #7928 06/30/2014							





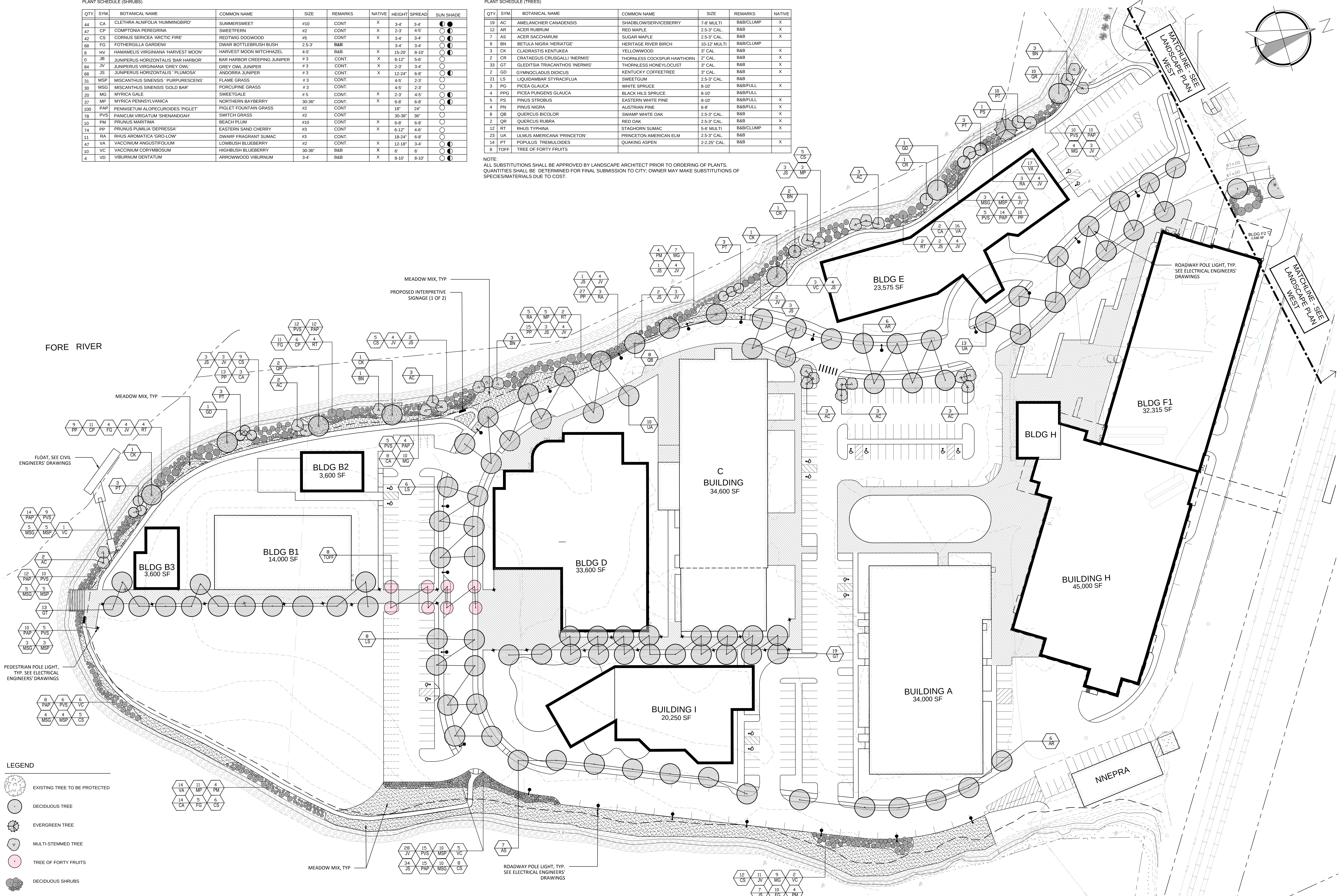
PLANT SCHEDULE (SHRUBS)

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	DWARF BOTTLEBRUSH BUSH	2.5'-3'	B&B	X	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"	○●
20	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 PUMILA '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"	○●

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 'HERITAGE'	HERITAGE RIVER BIRCH	10-12" MULTI	B&B/CLUMP	X
3	CK	CLADRSTIS KENTUCKEA	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	GYMNOKLADUS DIOICUS	KENTUCKY COFFEETREE	3" CAL.	B&B	X
21	LS	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	2.5'-3" CAL.	B&B	X
3	PG	PICEA GLAUC	WHITE SPRUCE	9'-10"	B&B/FULL	X
4	PPG	PICEA PUNGENS GLAUC	BLACK HILLS SPRUCE	9'-10"	B&B/FULL	X
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	X
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

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

PROJECT			THE FOREFRONT AT THOMPSON'S POINT		SHEET TITLE		LANDSCAPE PLAN EAST		CLIENT		FOREFRONT PARTNERS I, LP	
DRAWN:			08.11.15		AMENDED SITE PLAN SUBMITTED TO CITY		DATE:		October 3, 2014		DESIGNED:	
DESIGNED:			12.11.14		AMENDED SITE PLAN SUBMITTED TO CITY		SCALE:		1"=40'-0"		CHECKED:	
CHECKED:			9.10.14		AMENDED SITE PLAN SUBMITTED TO CITY		JOB NO.:				FILE NAME:	
REV			7.29.14		AMENDED SITE PLAN SUBMITTED TO CITY		L-1.0				SHEET	
DATE			08.23.14		AMENDED SITE PLAN SUBMITTED TO CITY							
DESCRIPTION												
REVISIONS												
LIC. #												

FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106

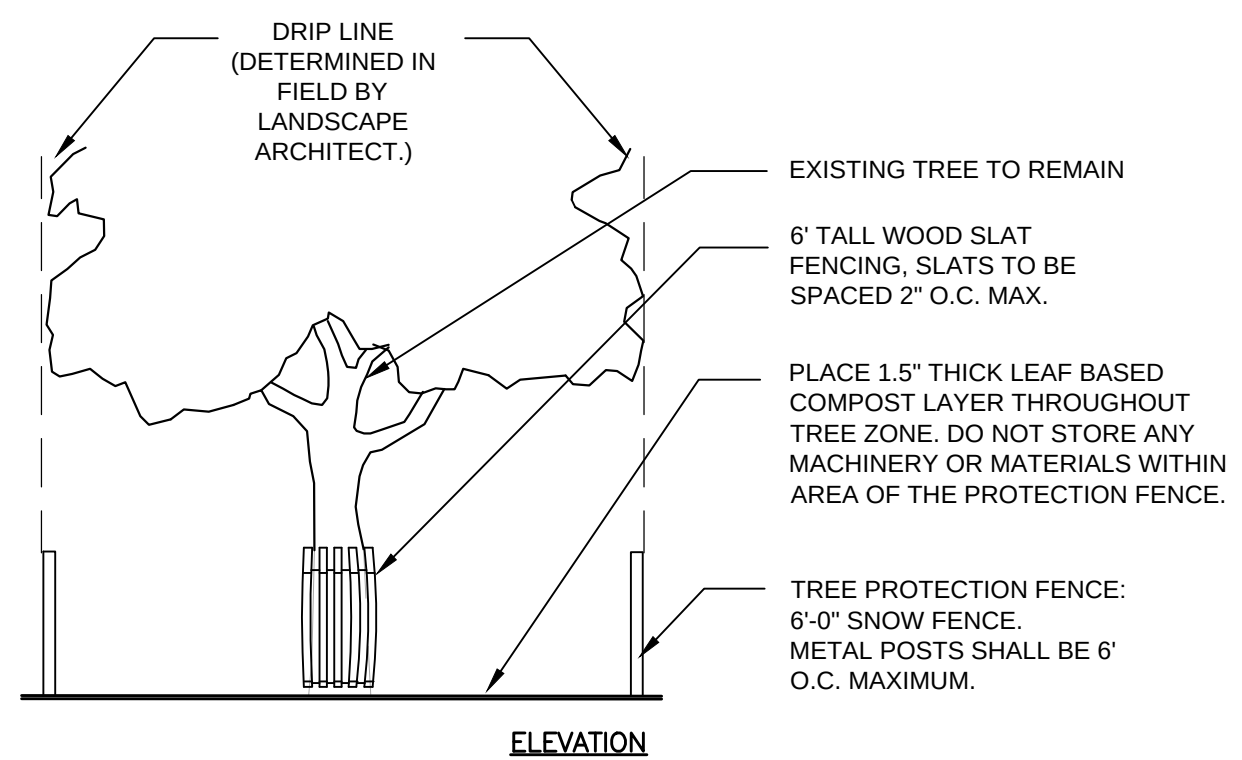


Diagram illustrating the steps for planting a tree:

- BRANCHES FOLLOWING ISA GUIDELINES DO NOT PRUNE LEADER ARBOR GUARD TREE GUARD OR APPROVED EQUAL IN MOWN LAWN AREAS
- 1 1/2" NYLON WEBBING TIE OR APPROVED EQUAL
- SPREAD 3" MULCH LAYER TO FULL EXTENT OF CIRCULAR PIT LEAVING 3" BETWEEN MULCH AND ROOT FLARE
- 2" x 3" x 10' PINE STAKES, 2 PER TREE ORIENTED IN EAST/WEST DIRECTION. DO NOT OVERTIGHTEN.
- FORM A 6" DEEP SAUCER AROUND THE TREE FOR WATERING
- PLACE MINIMUM OF 2 FERTILIZER PACKETS NEAR BUT NOT TOUCHING ROOTS
- 6" TO 8" DEEP PLANTING SOIL MIX
- PLACE ROOTBALL ON UNDISTURBED SUBSOIL. CUT ALL STRINGS AND REMOVE TOP 2/3 OF ROPE, BURPLAP AND WIRE
- UNDISTURBED SUBGRADE
- EQ.

NOTE: SET ROOT FLARE 2" ABOVE FINISHED GRADE

MULCH 3" DEEP
CONTINUOUS BED
THROUGHOUT MASSED
PLANTING ZONES

MULCH SAUCE

FINISH GRADE

CUT ALL STRINGS AND FOLD
BACK
BURLAP, 1/3 OF BALL

PLANTING SOIL MIX
CONTINUOUS SHRUB BED

± 12"

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 'HERITAGE'	HERITAGE RIVER BIRCH	10-12' MULTI	B&B/CLUMP	X
3	CK	CLADRASTIS KENTUCKEA	YELLOWWOOD	3" CAL	B&B	X
2	CR	CRATAEGUS CRUSGALLI 'INERMIS'	THORNSLESS COCKSPUR HAWTHORN	2" CAL	B&B	X
3	GT	GLEITISIA TRACHANTHUS 'INERMIS'	SMOOTH HONEYLOCUST	3" CAL	B&B	X
2	OD	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" CAL	B&B	X
21	LS	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	2-5.3" CAL.	B&B	X
3	PG	PICEA GLAUCA	WHITE SPRUCE	8-10'	B&B/FULL	X
4	PPG	PICEA PUNGENS GLAUCUS	BLACK HILLS SPRUCE	8-10'	B&B/FULL	X
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	X
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	SWEETFEET	#2	CONT	X	2'-3'	4'-5'	☉ ☉
42	CS	CORNUS SPECIES 'ARCTIC FIRE'	REDTIDG WOODCH	#5	CONT	X	3'-4'	3'-4'	☉ ☉
48	FS	FOETIDICARILLA GARDENII	DWARF BOTTLEBRUSH BUSH	2.5'-3'	B&B	X	3'-4'	3'-4'	☉ ☉
8	NV	HAMAMELUS VIRGINIANA 'HARVEST MOON'	HARVEST MOON DOGWOOD	4'-5'	B&B	X	15'-20'	8'-10'	☉ ☉
1	JB	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR CREEPING JUNIPER	# 3	CONT.	X	6'-12'	5'-6'	☉ ☉
9	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	PENNISTETUM ALOPECUROIDES 'PIGLET'	PIGLET FOUNTAIN GRASS	#2	CONT		18"	24"	☉
78	PS	PANICUM VIRGATUM 'SHENANDOAH'	BEACH GRASS	#2	CONT		30'-36"	36"	☉
10	PV	PANICUM MURMILA	SWITCH PLUM	#10	CONT	X	6'-8'	6'-8'	☉
74	PR	PRUNUS PUMILA 'DEPRESSA'	EASTERN SAID CHERRY	#3	CONT	X	6'-12'	4'-6'	☉
11	RA	RHUS AROMATICA 'GRO-LOW'	DWARF FRAGRANT SUMAC	#3	CONT	X	18'-24'	6'-8'	☉
47	VA	VACCINIUM ANGUSTIFOLIUM	LOWBUSH BLUEBERRY	#2	CONT.	X	12'-18"	2'-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'	☉ ☉

EXISTING OAK TREES TO
BE PROTECTED (3)

EXISTING FOOTBRIDGE

PROPOSED
INTERPRETIVE SIGNAGE
(1 OF 2)

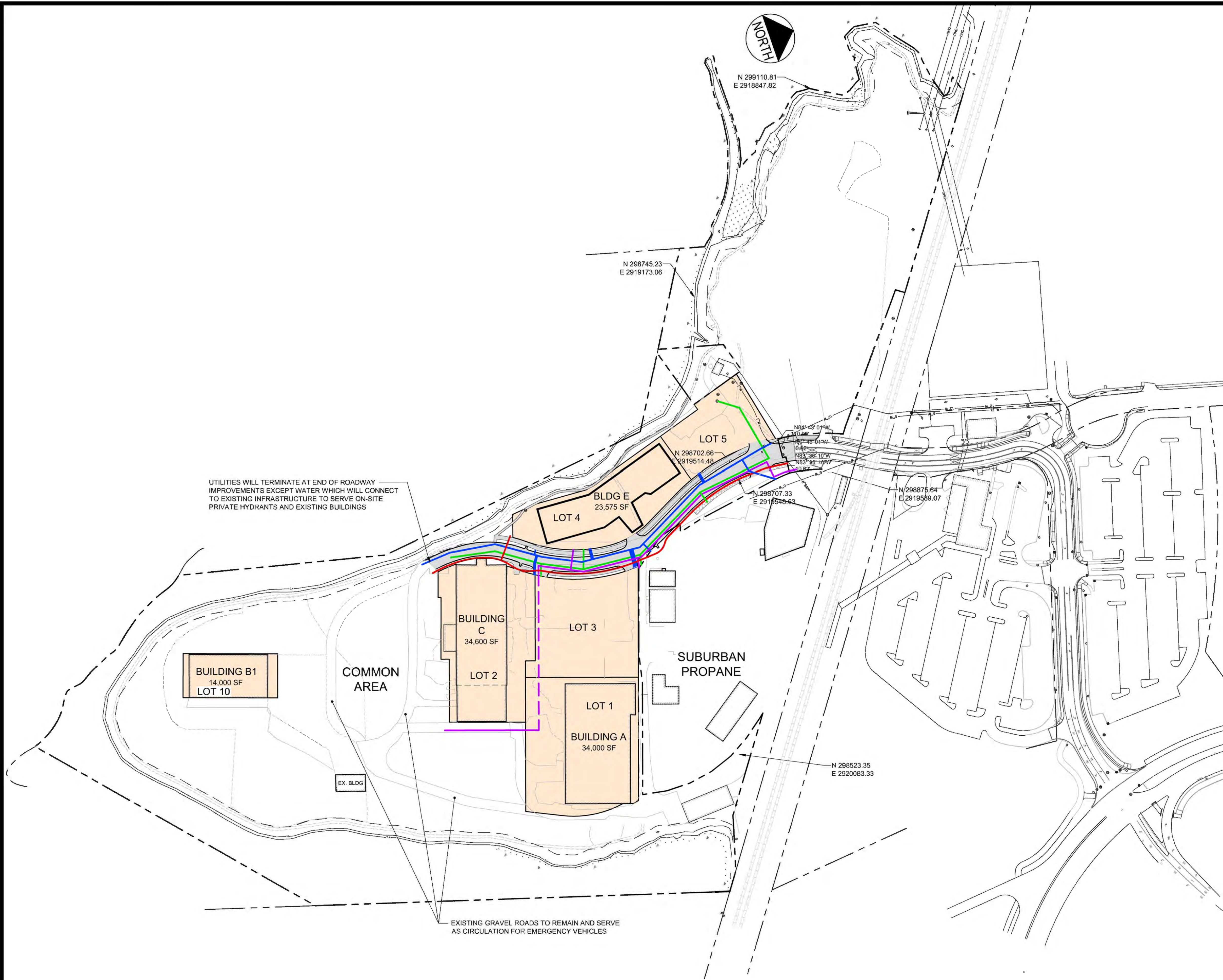


1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL REMUNERATION. 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 NURSEYMEN.
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 I.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.

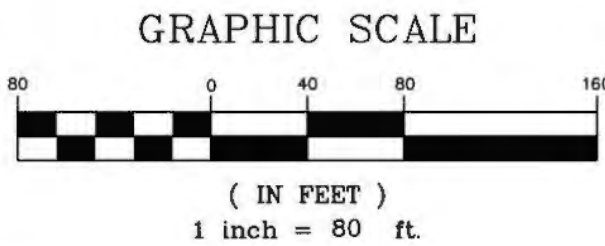
	EXISTING TREE TO BE PROTECTED
	DECIDUOUS TREE
	EVERGREEN TREE
	MULTI-STEMMED TREE
	TREE OF FORTY FRUITS
	DECIDUOUS SHRUBS
	EVERGREEN SHRUBS
	MEADOW MIX
	ROADWAY POLE LIGHT
	PEDESTRIAN POLE LIGHT

[illegible]

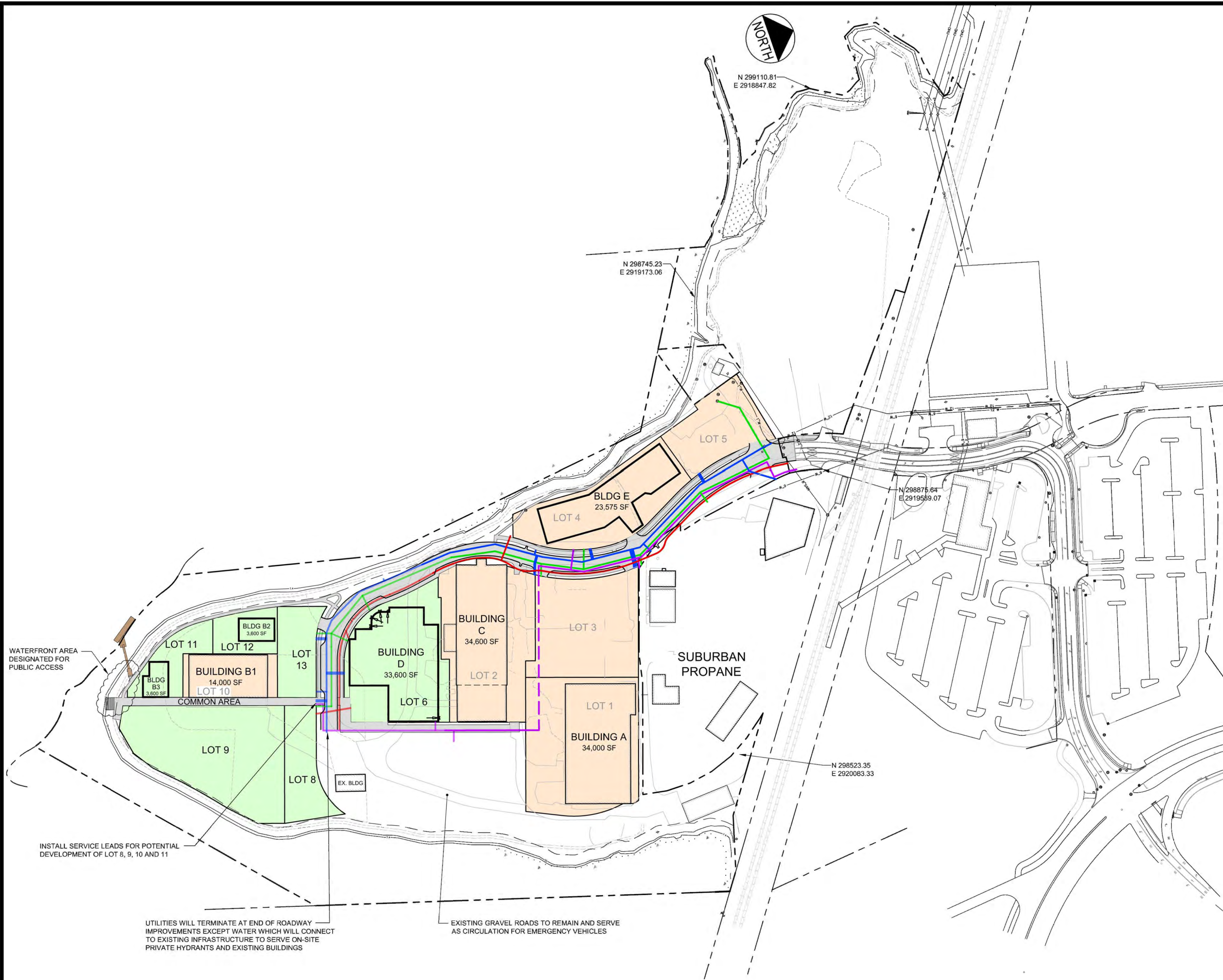


- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)
- COMMON AREA ROADWAY AND PEDESTRIAN INFRASTRUCTURE

PRELIMINARY - NOT FOR RECORDING



		PROJECT THE FOREFRONT AT THOMPSON'S POINT				FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106							
SHEET TITLE SUBDIVISION PLAN CONCEPTUAL SECTIONAL 1 UTILITY PLAN		DRAWN: DED DESIGNED: BEK CHECKED: SRB		DATE: SEPT 2014 SCALE: 1" = 80' JOB NO. 2982.05		FILE NAME: 2982.05-SECTIONAL BUILDOUT SHEET: -							
OWNER FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240		REVISIONS <table border="1"> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td>11.09.15</td> <td>SUBMITTED TO CITY FOR REVIEW</td> </tr> </table>		REV	DATE	DESCRIPTION	1	11.09.15	SUBMITTED TO CITY FOR REVIEW	P.E. BOB / S.E. BOB LIC. #11994			
REV	DATE	DESCRIPTION											
1	11.09.15	SUBMITTED TO CITY FOR REVIEW											



	GAS MAIN
	SANITARY SEWER
	WATER MAIN
	UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)
	COMMON AREA ROADWAY AND PEDESTRIAN INFRASTRUCTURE

WATERFRONT AREA DESIGNATED FOR PUBLIC ACCESS

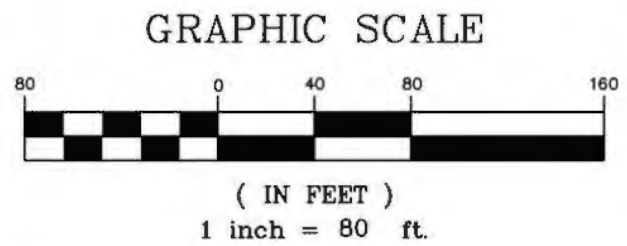
INSTALL SERVICE LEADS FOR POTENTIAL DEVELOPMENT OF LOT 8, 9, 10 AND 11

UTILITIES WILL TERMINATE AT END OF ROADWAY IMPROVEMENTS EXCEPT WATER WHICH WILL CONNECT TO EXISTING INFRASTRUCTURE TO SERVE ON-SITE PRIVATE HYDRANTS AND EXISTING BUILDINGS

EXISTING GRAVEL ROADS TO REMAIN AND SERVE AS CIRCULATION FOR EMERGENCY VEHICLES

SUBURBAN PROPANE

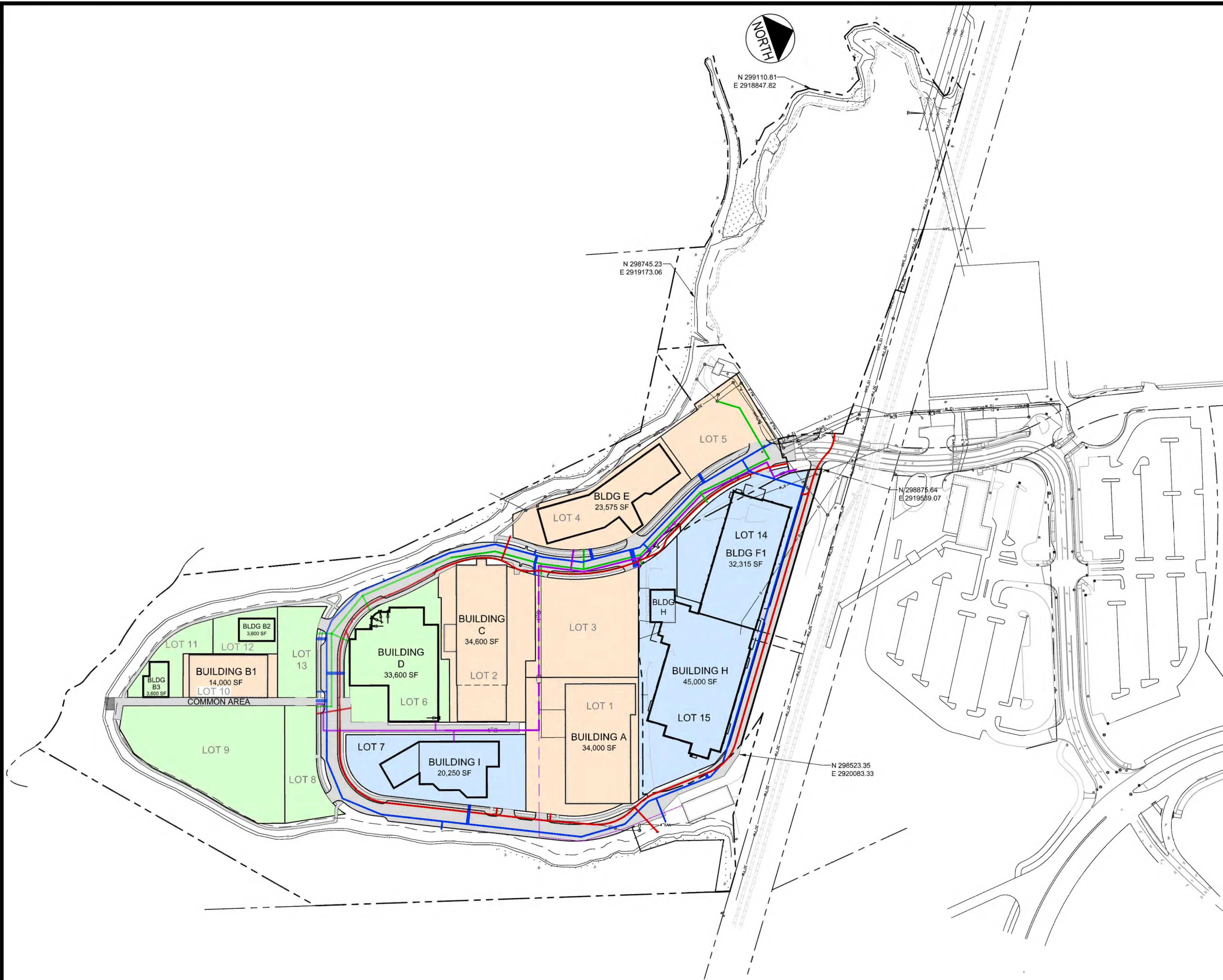
PRELIMINARY - NOT FOR RECORDING



		PROJECT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
SHEET TITLE SUBDIVISION PLAN CONCEPTUAL SECTIONAL 2 UTILITY PLAN		DRAWN: DED DESIGNED: BEK CHECKED: SRB		DATE: SEPT 2014 SCALE: 1" = 80' JOB NO. 2982.05	
OWNER FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240		FILE NAME: 2982.05-SECTIONAL BUILDOUT		SHEET: -	

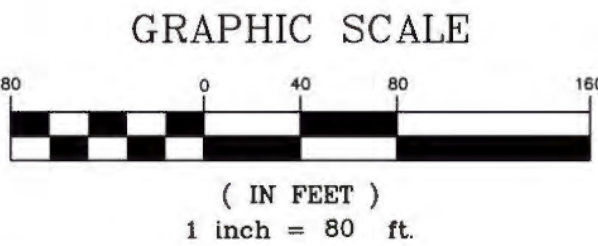
REV	DATE	DESCRIPTION
1	11.09.15	SUBMITTED TO CITY FOR REVIEW

CHARLES D. MARCHESE	MAINE PLS 2009
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	GAS MAIN
	SANITARY SEWER
	WATER MAIN
	UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)
	COMMON AREA ROADWAY AND PEDESTRIAN INFRASTRUCTURE

PRELIMINARY - NOT FOR RECORDING



		PROJECT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
SHEET TITLE SUBDIVISION PLAN CONCEPTUAL SECTIONAL 3 UTILITY PLAN		DRAWN: DED DESIGNED: BEK CHECKED: SRB		DATE: SEPT 2014 SCALE: 1" = 80' JOB NO. 2982.05	
OWNER FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240		FILE NAME: 2982.05-SECTIONAL BUILDOUT		SHEET: -	
CHARLES D. MARCHESE MAINE PLS 2009		1 11.09.15 SUBMITTED TO CITY FOR REVIEW REV DATE DESCRIPTION REVISIONS		P.E. BOB KENNEDY LIC. #11994	

LIST OF EASEMENTS

1. NON-APPLICABLE
2. NON-APPLICABLE
3. NON-APPLICABLE
4. NON-APPLICABLE
5. NON-APPLICABLE
6. TITLE TO AND RIGHTS OF THE PUBLIC AND OTHERS ENTITLED THERETO IN AND TO THOSE PORTIONS OF LOTS 1 & 2 LYING WITHIN THE BOUNDS OF ADJACENT STREETS, ROADS AND WAYS.
7. NON-APPLICABLE
8. NON-APPLICABLE
9. NON-APPLICABLE
10. NON-APPLICABLE
11. NON-APPLICABLE
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 1968, PAGE 316.
14. RIGHTS AND EASEMENTS FROM P.H. AND L.M. 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 504.
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 504.
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 2925, PAGE 236.
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 INSTRUMENT DATED DECEMBER 20, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2925, PAGE 236.
- 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 58.
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 234.
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 23265, PAGE 216.
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 GEST 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 GEST 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.
42. 40' WIDE EASEMENT CENTERED OVER WATER MAIN EXTENSION SHALL BE GRANTED TO PORTLAND WATER DISTRICT.
43. ACCESS EASEMENT SHOWN ON THIS PLAN SHALL BENEFIT THE CITY OF PORTLAND FOR THE USE OF CITY VEHICLES TO TURN AROUND FROM THE END OF A PUBLIC WAY.



CHARLES D. MARCHESE MAINE PLS 2009	REV	DATE	DESCRIPTION	P.E. BOB KENNEDY LIC. #11994		PROJECT	THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
						SHEET TITLE	EASEMENTS AND ENCUMBRANCES		
						OWNER	FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240		DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-EX SHEET
						DATE: SEPT 2014 SCALE: 1" = 100' JOB NO. 2982.05			
						C-2.0A			
			2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS				
			1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION				
			REVISIONS						



September 2, 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 – Brick South (Building C)
Applicant: Forefront Partners, I LP
Event/Assembly Space – Renovation and Occupying Existing Brick South Building

Dear Christine:

On behalf of Forefront Partners I, LP (Forefront), we are pleased to provide the accompanying Level III Site Plan Application materials describing the next step of our proposed work at the Thompson's Point site.

Forefront has recently submitted an overall subdivision plan application consistent with our approved Master Plan. This application is intended to supplement the subdivision application and continue the first phase of the approved master plan with the renovation of the existing building known as "Brick South" (Building C). The enclosed application also incorporates and expands upon the previously approved Level III Phase 1A Site Plan associated with the renovation of the existing "Brick North Building" on December 4, 2014.

Additionally, this application includes a new Sectional 1 subdivision plan intended to ultimately replace the previously recorded "City of Portland Planning Board Subdivision Approval for Sectional Recording of Phase 1A". This plan has been modified/expanded to reflect new lots for future development on the west side of the main entrance road as well as a new lot for the Brick South Building and the existing Depot Structure.

Construction of the development plans for the off-site improvements per the current EDA/TCSP grant-related design effort being administered by the Maine Department of Transportation and City of Portland is complete with the exception of a short extension to the Right-of-Way and roadway section which is scheduled to be complete later this fall.

Forefront proposes to complete the Phase 1A activities adjacent to Brick North, as summarized below, in upcoming months:

- Earthmoving activities associated with construction of a permanent access road extending from the off-site roadway terminus to a new parking area to the south of Brick North;

Ms. Christine Grimando

September 2, 2015

Page 2

- Permanent underground utilities including water, sewer, power, natural gas and communications will be installed;
- Construction of permanent site improvements which include parking, landscaping, lighting improvements and utility services;
- Environmental remediation inside the Brick North Building in accordance with the approved VRAP plan; and
- Renovation of Brick North Building to enhance the existing external façade and provide finished mixed use commercial space.

In addition, the following will continue to occur:

- Hood Dairy will continue to operate their trailer parking facility;
- Suburban Propane will continue to operate the existing propane distribution facility and access drive adjacent to the property and the Pan AM Railroad tracks until we complete their relocation, which we are working on currently;
- NNEPRA and other existing tenants will continue to operate within the other existing buildings on-site (in NNEPRA's case, the former "Rich Aluminum" building at the northeast corner of the site, until such time as we complete the land swap with them; in the case of Brick North, the Circus Conservatory, Color Me Mine, Big Room Studios, and other tenants scheduled for occupancy in 2016; and our current users of the Brick South and Depot Event areas);
- Subject to appropriate review and approval, temporary gatherings for which permits are required such as outdoor events may be accommodated on the site; and
- Pan Am will continue to use the tracks to the north of Thompson's Point.

The following Phase activities are contemplated at this time, and are being pursued under the auspices of this Level III Site Plan review:

- Construction of additional parking, service facilities, pedestrian access, and infrastructure supporting the Brick South Building; and
- Renovation of Brick South Building to enhance the existing external façade and provide finished mixed use assembly/event space for up to 2,500 people.

The accompanying annotated plans illustrate the scope of work currently contemplated. Items to be completed this summer/fall are identified as proposed activities; for the sake of clarity, work to be performed at a later time as part of subsequent phases has not been shown.

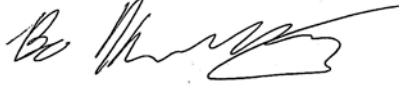
Forefront is seeking Level III Planning Board Approval for the Brick South Site Plan which was designed to be consistent with the Approved Master Plan. We understand with this submission that the City may place this request on the next available Planning Board agenda.

Ms. Christine Grimando
September 2, 2015
Page 3

We appreciate the Planning Authority's consideration on these matters and look forward to commencement of the project. If you have any questions or require any additional information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to read 'Bo Kennedy', is written over the firm name.

Bo Kennedy, P.E., C.P.E.S.C.
Engineer

BEK/smk

Enclosures

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners I, LP
Eric Durbas, Phi Home Designs
Pat Carroll, Carroll Associates
Paul Ureneck, Boulos Asset Management



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:

Bo Kennedy, P.E.

I have provided digital copies and sent them on:

09-02-15

Date:

09-02-15

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.

PROJECT NAME: The Forefront at Thompson's Point

PROPOSED DEVELOPMENT ADDRESS:

1 Thompson's Point

PROJECT DESCRIPTION:

Renovation of Existing Brick South Building for use as a flexible 2500 person event/assembly space with attendant parking, utilities, and storm water management. See attached cover letter for additional information.

CHART/BLOCK/LOT: 201/A/5, 8, 10
202/A/1 & 4

PRELIMINARY PLAN _____ (date)
FINAL PLAN 09/02/15 (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: parallaxparnters@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 Bo E. Kennedy, P.E. Name: 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 Bo E. Kennedy, P.E. Name: 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 Owens McCullough Name: 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 Erik Drubas Name: Phi Home Designs Address: 446 West Street City/State : Rockport, ME Zip Code: 04856	Architect Contact Information Work # 207-230-0034 Cell # Fax# 207-230-0274 e-mail: erik@phihomedesigns.com
Attorney David L. Galgay, Jr. Name: 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) ☐ Planning Board Review (\$500) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) ☐ Traffic Movement (\$1,000) ☐ Stormwater Quality (\$250) ☐ Subdivisions (\$500 + \$25/lot) # of Lots ___ x \$25/lot = ____ ☐ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = ____ ☐ Other _____ ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ Historic Preservation
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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: September 2, 2015
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PROJECT DATA

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

Total Area of Site		27.56 sq. ft. ac.
Proposed Total Disturbed Area of the Site		3.50 sq. ft. ac.
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)	Entire Site	725,710 sq. ft.
Impervious Area (Total Proposed)	Entire Site After This Phase	687,813 sq. ft.
	New Impervious Area Construction in this Phase	2.20 ac.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	Brick South (Only)	34,600 sq. ft.
Building Footprint (Total Proposed)	Brick South (Only)	34,600 sq. ft.
Building Floor Area (Total Existing)	Brick South (Only)	34,600 sq. ft.
Building Floor Area (Total Proposed)	Brick South (Only)	34,600 sq. ft.
Zoning		
Existing		B-5
Proposed, if applicable		B-5
Land Use		Industrial
Existing		Mixed Use/TBD
Proposed		Event/Assembly
Residential, If applicable		
# of Residential Units (Total Existing)		None
# of Residential Units (Total Proposed)		None Proposed
# of Lots (Total Proposed)		None Proposed
# of Affordable Housing Units (Total Proposed)		None Proposed
Proposed Bedroom Mix		N/A
# of Efficiency Units (Total Proposed)		
# of One-Bedroom Units (Total Proposed)		
# of Two-Bedroom Units (Total Proposed)		
# of Three-Bedroom Units (Total Proposed)		
Parking Spaces		
# of Parking Spaces (Total Existing)		Not Known
# of Parking Spaces (Total Proposed)		118
# of Handicapped Spaces (Total Proposed)		8
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)		0
# of Bicycle Spaces (Total Proposed)		16
Estimated Cost of Project		\$3,000,000

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Completed Application form
TBD		1	* Application fees
X		1	* Written description of project
On File		1	* Evidence of right, title and interest
On File		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
On File		1	* Evidence of financial and technical capacity
On File		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
On File		1	Written summary of project's consistency with related city master plans
On File		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;
On File			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;
On File			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;
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;
N/A		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

ATTACHMENT A

EVIDENCE OF TITLE, RIGHT AND INTEREST

(Title, Right and Interest have been provided as part of previous Site Plan Applications and are on file with the City of Portland.

ATTACHMENT B

LEVEL III SUBMISSION SUPPORTING NARRATIVE

LEVEL III SUBMISSION SUPPORTING NARRATIVE

In accordance with Section 14-527 (f) and (g) the General Written Submission Checklist, we offer the following narrative describing the information supporting the Level III Site Plan submission.

Section 14-527 (f)

1. thru 4. The Boundary and Topographic Survey Plans submitted as part of the original Level III approval documents and subsequent Master Plan approval documents remain valid and are made part of the current Level III Site Plan submission by reference. The previously submitted boundary and topographic plans and the Sheet C-2.0 – Existing Conditions Plan included with this plan set satisfy Items 1 thru 4 of this section.
5. A Site Layout Plan (Sheet C-3.0), Site Details (Sheet C-8.0 and C-8.1), and Typical Roadway Cross Sections (Sheet C-8.8) accompany this submission. These plans show the location and details for all proposed paved areas and sidewalks.
6. The proposed Brick South Building will be serviced along the back drive along the southerly side of the building with small box trucks and service vehicles. The building will not require a traditional recessed loading dock. Existing oversized overhead doors on the northerly, southerly and easterly sides of the building is expected to remain for larger deliveries. A short section of low profile curbing will be installed such that smaller trucks can mount the curb and back up to the north westerly door.
7. The project is located adjacent to the Portland Transportation Center which is the home of the City's major transportation hub including train, charter bus, Metro bus, taxi and commuter vehicle parking. This phase of the project is not anticipated to generate enough use to warrant a dedicated Metro bus or taxi accommodation. However, public transit remains a large part of the overall Master Plan. The site layout plan shows a significant pedestrian connection from the parking facility to the Transportation Center and more specifically to the existing Metro bus stop.
8. Generally speaking, the existing site has four main parking areas with a mixture of surface treatments from gravel to pavement. Today, parking on the site is very loosely defined and does not include formally delineated parking spaces or aisles. The first area is located on the northwestern part of the site known as the "panhandle" and is used by Hood Dairy cooler truck parking. The second area along the westerly side of the peninsula abuts the existing access road and access to the Portland Water District's pump station. The third parking area is nestled in the center of the site between the abutting Suburban Propane Property, Brick North Building and Brick South Buildings. The last area of existing parking is east and south of the Brick South Building.

This phase of the Forefront project will focus on the third area described above. The applicant proposes the construction of a two-lane roadway extending from the newly widened Thompson's Point Connector Road into the site approximately 800 feet. The roadway will serve as the main spine onto the site and provide both vehicular and pedestrian access to all of the existing and proposed uses on the site. Additionally, a new 118 parking space parking lot is proposed to serve a soon to be renovated Brick North Building, renovated Brick South Building, and special events held at the Depot Pavilion. The parking lot meets the City of Portland Technical Design Manual and Land Use Code and is detailed on the enclosed design drawings. Sixteen (16) bicycle parking spaces have been provided adjacent to the prominent building entrances.

9. The snow storage will be pushed off the roadway edges and around the perimeter of the parking lot. The proposed parking and roadway improvements will occupy approximately 3 acres of a 27.65 acre

site. This allows for ample space for snow storage within the site boundaries. The proposed entrance road still acknowledges and incorporates a City of Portland turnaround area at the end of the Thompson's Point Road Right-of-Way.

10. This phase of the project is projected to produce approximately 112 AM and 190 PM Peak Hour trips to the site as included in Gorrill Palmer's August 31, 2015 memorandum submitted with the Subdivision Plan application and provided in Attachment C of this submission. This many vehicular trips falls well under the currently allocated vehicular trips as approved in the site's Traffic Movement Permit (TMP) and the Traffic Control Plan included in the June 2013 approved Level III Site Plan and December 2014 Brick North Level III Site Plan. The Traffic Control Plan is on file with the City of Portland and available upon request.
11. The applicant proposes two new stormwater management discharges within the 25 foot Mean High Water Setback as shown on Sheet C-5.1 – Stormwater Management Plan. With these exceptions, the balance of the proposed work is outside of the 25 foot Mean High Water Setback. Vegetative buffering is not proposed as part of this portion of the project. However, buffering still remains an important element to the overall Master Plan and Natural Resource Permits from the MeDEP and ACOE.
12. This project does not propose alterations to any watercourses. The accompanying plan sheets show the site's proximity to existing watercourses which includes the Fore River.
13. thru 14. Wetland boundaries and natural resources are shown on the referenced boundary and topographic plans. This portion of the Forefront project does not propose impacts to the delineated wetlands located on the panhandle portion of the site.
15. Existing soil conditions are documented in the previously approved Level III Site Plan and Master Development Plan. The site has a long history of heavy development and most of the surfaces are described as compacted gravel, pavement or building. The existing surface types are also identified on the accompanying plan set.
16. The site's existing vegetation is limited to scrub shrub around the perimeter of the peninsula. Limited disturbance to this vegetation will occur in order to install the stormwater discharge pipes. The applicant has shown the proposed landscaping on Sheet L-1 –Landscaping Plan.
17. The Stormwater Management Plan is shown on Sheet C-5.1. The applicant proposes the use of stormwater treatment measures consistent with the approved Stormwater Management Report and described in the enclosed supplemental stormwater management memorandum in Attachment D. The proposed treatment measures are compliant with Section 5 of the City of Portland Technical Manual and requirements of the MeDEP Site Location of Development as approved through the City's Delegated review authority.
18. The proposed Grading Plan is shown on Sheet C-5.0. This plan shows the detailed site grading within the "disturbed areas" as defined in Section 5 III (F) of the City of Portland Technical Manual. Generally speaking, the site grades are greater than 3' above the 100-year floodplain as indicated on the latest Flood Hazard Maps for the City of Portland.
19. The proposed plan has implemented the following ground water protection measures:
 - a. Proposed stormwater treatment measures require an impermeable liner to separate stormwater and groundwater.

- b. The Erosion Control Plan has strict requirements as detailed in the approved Voluntary Remediation Action Program (VRAP) regarding the release of groundwater from the site.
 - c. All sanitary sewer mains must meet the City of Portland Technical standards for infiltration and watertight manholes and pipe joints.
20. Sheet C-4.0 –Utility Plan shows the proposed sewer main and service stub connections for future lots as contemplated by the Master Development Plan. Sheet C-10.0 shows the sanitary sewer main profiles and Sheet C-8.4 shows typical sanitary sewer trench and appurtenance details. A majority of the new sanitary sewer line has been installed to serve the approved Brick North Building. The Brick South Building will require a grease trap and line to serve the kitchen in addition to the sanitary sewer service.
21. The applicant proposes three new fire hydrants, two of which will be maintained by the Portland Water District as part of the public water main extension. Four existing hydrants will remain in use as onsite private hydrants. Upon completion of this phase, the site will have 7 fire hydrants as depicted on the enclosed Sheet C-9.0 Fire Safety Compliance Plan. Mark Cummings of Fire Risk Management, Inc. has prepared a Life Safety Plan Memorandum Dated 09-03-15 and found in Attachment E.
22. Sheet C-4.0 Utility Plan shows all proposed and existing utilities. This phase of the project includes all new utility main connections with-in the main access drive corridor that will serve both the existing on-site buildings and the abutting Suburban Propane property. The new services include a water main extension, gas main, sanitary sewer, underground primary power, and underground communication duct bank.
23. The site is located on a peninsula and Item #23 is not applicable to this site.
24. A dumpster pad with screening fence enclosure is proposed on the south side of the Brick South Building as shown on Sheet C-3.0 Site Layout Plan. The dumpster pad is sized to accommodate a 30 yd compaction dumpster, 8 yd recyclable card board dumpster, and a 1.5 cy recyclable grease dumpster.
25. A building floor plan and building elevation for the Brick South Building renovations are included in the plan set. Building renderings are included in Attachment F.
26. A shadow analysis is not applicable to this application.
27. All communication with the Maine Historic Preservation Commission and a copy of the Application for Certificate of Appropriateness is on file with the City.
28. The location and dimensions of all existing and proposed HVAC and mechanical equipment will be submitted as part of the building permit application. At this time it is contemplated that all equipment will be located on the roof and resemble the appearance to those units installed on the Brick North Building.
29. An exterior lighting plan & photometrics plan prepared by Bartlett Designs are shown on the E-series drawings with this application. Lighting fixture cut sheets are provided in Attachment H.
30. All proposed street signage shall meet the Manual for Uniform Traffic Control Devices (MUTCD) and is shown on Sheet C-3.0. Project way finding and identification signage will be submitted under a subsequent application.

31. The location, dimensions and ownership of easements, public and private rights of way, both existing and proposed are shown on Sheet C-1.1 Sectional Recording 1. The Subdivision Plan has been revised to include a couple of future building lots, Brick South Building lot, and a lot for the existing Depot structure.

Section 14-527 (g)

1. An approved Construction Management Plan was included in the original Level III Site Plan and is on file with the City.
2. A Traffic Study was completed as part of the approved MaineDOT Traffic Movement Permit for the previously reviewed Level III Site Plan Application and more recently updated and approved with the Master Development Plan. The work proposed as part of this application does not waiver from these approvals and is consistent with the analysis and findings of the TMP.
3. There are no significant natural features within the site development area except for the far westerly end of the panhandle where some mature trees have established and which require protection under the Shoreland protection requirements. Furthermore, the Fore River tidal flats and river surround the perimeter of the peninsula.
4. A detailed narrative describing the existing site watershed hydrology, existing buildings, and existing land cover is included in the previously approved stormwater management reports and are on file with the City. Attachment D includes a supplemental stormwater memorandum describing the impacts proposed as part of this phase of work. The proposed improvements included with this submission include the disturbance of approximately 3.5 acres.
5. Stormwater runoff calculations as described in Section 5 of the Technical Manual are enclosed in Attachment D.
6. This phase of work is consistent with the Master Development Plan approved by the City in March of 2014 which was found to be consistent with the City Master Plans.
7. Evidence of Utility Capacity to Serve was provided in the June 2012 approved Level III Site Plan application and is on file with the City. The uses proposed in this phase of the project are negligible compared to the total projected usage for the entire project. Further evidence of utility capacity to serve is not anticipated to be required at this time.
8. The renovation of the existing Brick South Building will generate solid waste to be managed by the General Contractor with a licensed waste and recycling facility. Prior to the renovation of any building, the contractor will be required to perform remedial abatement in accordance with the approved MaineDEP VRAP plan. Upon complete abatement of contaminated materials the remaining typical building materials will be processed on site and disposed of in an approved recycling or landfill facility.
9. A review of NFPA 1 is included in Attachment E. This was completed by Fire Risk Management, Inc.
10. A review of the Applicable Design Standards of Section 15-426 is included in Attachment G of the application.

11. HVAC equipment is anticipated to meet all applicable state and federal emission requirements. This will be verified during the building permit process upon final building plan development.

General Written Submissions Checklist

As acknowledged on the Level III 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 were part of the Approved Level III Brick North Site Plan Application and are on file with the City.

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 this supporting narrative (Attachment B) to this submission.

Item: Evidence of Financial and Technical Capacity

The Applicant has previously provided information pertaining to financial and technical capacity, which has most recently been used for the approved Level III Brick North Site Plan and which are on file with the City.

ATTACHMENT C

**GORRILL-PALMER PARKING SUMMARY AND TRIP GENERATION
MEMORANDUM DATED AUGUST 31, 2015**

**The Forefront at Thompson's Point Trip
Generation for the Master Plan
August 31, 2015
Completed by Gorrill Palmer**

The following is a summary of forecast trip generation for the proposed Master Plan for the Forefront at Thompson's Point. The following corresponds to the "Revised Master Plan" provided by FST and Carroll Associates.

<u>Building</u>	<u>Description</u>	<u>Size</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
A	Winery	5,840 sf	4	16
	Circus Conservatory	6,799 sf	5	4
	Big Room Studios	3,461 sf	13	20
	Café	1,377 sf	16	15
	Brewery	10,809 sf	8	8
	Distillery	5,284 sf	4	4
	Color Me Mine	2,136 sf	2	6
BI	Multi-Purpose (Assume Live Theater)	4,800 Seats	---	96
B2	Restaurant	3,600 sf	41	39
B3	Ancillary	3,600 sf	---	---
C	Event/Assembly Space	2,500 Seats	---*	---*
D	Gym	9,000 sf	11	36
	Medical Office	2,000 sf	5	7
	Educational Space	30,600 sf	20	17
E	Hotel	125 Rooms	70	74
	Restaurant	6,000 sf	69	66
	Condos	24 Units	11	12
F1/F2	Parking Garage		---	---
G	Office	180,000 sf	300	280
H	Event Center (Incl. Arena and Convention)	4,800 seats	115	224
I	Cultural Center	40,000 sf	29	29
J1	Condos	160 Units	70	83
J2	Condos	160 Units	70	83
Subtotal			863	1119
Reduction (10%) for Bus / Train / Shared Use			(-86)	(-112)
Total Master Plan Trip Generation			777	1007
Permitted Trip Ends			734	1091
Difference Between Permitted and Master Plan			43	-84

*Maximum of 4,800 people on site for events. Highest trip generation would be an evening with an event in Building H, not Building C.

MEMORANDUM
Forefront at Thompson's Point
Parking Summary

Date: August 31, 2015
Subject: Parking Summary
Forefront at Thompson's Point
Portland, Maine
To: City of Portland
From: Randy Dunton, Gorrill-Palmer (JN 2419)

Since the peak parking demand for each individual use does not occur concurrently, the overall peak parking demand for the site was reviewed. The following is a summary of the forecasted peak parking demand. The results reflect a combination of the City parking requirements, ITE Parking Generation Manual (4th Edition), and published data / engineering judgment. For the purpose of the overall peak parking demand, the site was reviewed for two time periods; 5 PM or prior and after 5 PM. On an average day, vehicles would be expected to park on-site. On a day when large groups of people are anticipated, some parking in nearby lots may also be needed, depending on the size of the special event.

<u>Scenario</u>	<u>5 PM or prior</u>	<u>After 5 PM</u>
Average Day without Theater / Arena / Convention	771	442
Average Day With Live Theater after 5 PM	1535	1790
Average Day With Arena Activity after 5 PM	1398	1790
Average Day With Convention during the day	1401	754

RED/red/jn2419/Parking Summary Memo 8-31-15.doc

Building Letter	Brick North												Total for Brick North	
	A		A		A		A (2)		A		A		A (1)	
	Specialty Retail (6)	Circus Conservatory	Office	Café	Manufacturing (5)	Manufacturing (5)	Manufacturing (5)					Specialty Retail		
Rate														
Monthly Adjustment	200	0.36	1/400 sf	13.56/1000	1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf	200	1 / 200 sf				
		1								1				
SQF or Unit	5840	120 students (Shared with Building D)	3461	2200	10809	10,809 sf	5284	5,284 sf	2136	2,136 sf				
6:00AM	0.00	0	0.23	5	0.00	0	0.73	2	0.00	0	0.00	0	7	7
7:00AM	0.00	0	0.23	5	0.20	2	1.00	2	0.55	6	0.55	3	2	20
8:00AM	0.00	0	0.79	17	0.64	6	0.63	1	0.69	8	0.69	4	7	42
9:00AM	0.00	0	0.88	19	0.93	8	0.57	1	0.74	8	0.74	4	10	50
10:00AM	0.20	3	0.98	21	1.00	9	0.42	1	0.75	8	0.75	4	11	57
11:00AM	0.64	9	1.00	22	1.00	9	1.00	2	0.75	8	0.75	4	11	65
12:00PM	0.90	13	0.93	20	0.90	8	0.63	1	0.73	8	0.73	4	10	64
1:00PM	0.93	14	0.88	19	0.90	8	0.57	1	0.97	11	0.97	5	10	67
2:00PM	1.00	15	0.81	17	1.00	9	0.42	1	1.00	11	1.00	5	11	69
3:00PM	1.00	15	0.74	16	1.00	9	0.39	1	0.95	10	0.95	5	11	66
4:00PM	0.93	14	0.33	7	0.93	8	0.73	2	0.77	8	0.77	4	10	53
5:00PM	0.64	9	0.23	5	0.64	6	1.00	2	0.62	7	0.62	3	7	39
6:00PM	0.20	3	0.23	5	0.20	2	0.63	1	0.00	0	0.00	0	2	13
7:00PM	0.00	0	0.23	5	0.10	1	0.57	1	0.00	0	0.00	0	0	7
8:00PM	0.00	0	0.23	5	0.10	1	0.42	1	0.00	0	0.00	0	0	7
9:00PM	0.00	0	0.23	5	0.10	1	0.39	1	0.00	0	0.00	0	0	7
10:00PM	0.00	0	0.23	5	0.10	1	0.27	1	0.00	0	0.00	0	0	6

1. Specialty Retail = Color Me Mine
2. Modified Coffee / Donut Shop without Drive-Thru
3. Assumes Evening Event
4. Restaurant changes from 6.5/1,000 SF to 10/1,000SF at 4:00 PM
5. Factors based on ITE LUC 130 -Industrial Park
6. Factors adjusted to reflect a 11:00AM opening time

Building B										Brick South		Building D						Total for "D" Buildings	
B1 (3)		B2		B3 (4)		Total for "B" Buildings		C (Brick South)		D		Gym		Medical Office		D		Education	Total for "D" Buildings
Live Theater (Depot)	3.50	3.5 persons per vehicle	0.00	0	6.50	6.5 / 10		3.5	3.5 persons per vehicle	4.55	4.55 / 1000	400	1/400 sf	0.36	0.36 / student	1			
			1	1															
	4800	4800 seating	0.00	0.0	3.60	3600 sf		2500	2500 person	9	9,000 sf	2	2,000 sf	120.0	120 students (Shared with Building A)				
	0.00	0	0.00	0	0.00	0	0	0.00	0	0.45	18	0.02	0	0.23	5	24			
	0.00	0	0.00	0	0.10	2	2	0.01	4	0.35	14	0.20	1	0.23	5	20			
	0.00	0	0.00	0	0.10	2	2	0.01	4	0.50	20	0.66	3	0.79	17	41			
	0.01	7	0.00	0	0.20	5	12	0.01	4	0.65	27	0.86	4	0.88	19	50			
	0.01	7	0.00	0	0.30	7	14	0.01	4	0.65	27	1.00	5	0.98	21	53			
	0.01	14	0.00	0	0.90	21	35	0.01	7	0.75	31	0.95	5	1.00	22	57			
	0.01	14	0.00	0	1.00	23	37	0.01	7	0.95	39	0.78	4	0.93	20	63			
	0.08	103	0.00	0	0.90	21	124	0.01	7	0.95	39	0.83	4	0.88	19	62			
	0.10	137	0.00	0	0.65	15	152	0.02	11	1.00	41	0.99	5	0.81	17	63			
	0.25	343	0.00	0	0.35	8	351	0.03	21	0.75	31	0.93	5	0.74	16	51			
	0.35	480	0.00	0	0.35	8	488	0.10	71	0.65	27	0.77	4	0.33	7	38			
	0.65	891	0.00	0	0.60	14	905	0.55	393	0.50	20	0.19	1	0.23	5	26			
	0.95	1303	0.00	0	0.90	21	1,324	0.85	607	0.25	10	0.05	0	0.23	5	15			
	1.00	1371	0.00	0	1.00	23	1,395	1.00	714	0.00	0	0.02	0	0.23	5	5			
	1.00	1371	0.00	0	1.00	23	1,395	1.00	714	0.00	0	0.01	0	0.23	5	5			
	1.00	1371	0.00	0	1.00	23	1,395	1.00	714	0.00	0	0.01	0	0.23	5	5			
	1.00	1371	0.00	0	0.75	18	1,389	1.00	714	0.00	0	0.01	0	0.23	5	5			

E				Total for "E" Buildings		Building G		Building H				Building I	
E		E		E		G		H (option 1)		H (option 2)		I	
Hotel		Restaurant		Condo		Office		Arena		Convention		Cultural Center	
1	1 per 4 guests	6.5	6.5 / 10	1	1 per Unit	400	1/400 sf	3.50	3.5 persons per vehicle	100	1 per 100 sf	1.34	Based on Client Info
		1	1	1	1				1		1		1
125	125 Rooms	6	6,000 sf	24	24 Units	180	180,000 sf	4800	4800 seats	63000	63,000 sf	40.00	40,000 sf
1.00	10	0.00	0	0.84	20	0.00	0	0.00	0	0.1	60	0.00	0
1.00	10	0.10	2	0.62	15	0.20	90	0.01	7	0.3	189	0.48	26
1.00	10	0.10	2	0.41	10	0.64	287	0.01	7	0.5	312	0.50	27
0.75	7	0.20	5	0.34	8	0.93	419	0.01	7	1.0	630	0.44	24
0.50	5	0.30	7	0.32	8	1.00	450	0.01	7	1.0	630	0.50	27
0.40	4	0.90	21	0.31	7	1.00	450	0.01	14	1.0	630	0.52	28
0.35	3	1.00	23	0.30	7	0.90	403	0.01	14	1.0	630	0.55	29
0.35	3	0.90	21	0.31	7	0.90	403	0.01	14	1.0	630	0.63	34
0.35	3	0.65	15	0.33	8	1.00	450	0.02	21	1.0	630	0.77	41
0.40	4	0.35	8	0.37	9	1.00	450	0.03	41	1.0	630	0.96	51
0.50	5	0.35	8	0.45	11	0.93	419	0.10	137	1.0	630	1.00	54
0.60	6	0.60	14	0.61	15	0.64	287	0.55	754	1.0	630	0.89	48
0.70	7	0.90	21	0.69	17	0.20	90	0.85	1166	0.5	312	0.69	37
0.80	8	1.00	23	0.72	17	0.10	45	1.00	1371	0.3	189	0.43	23
0.90	9	1.00	23	0.80	19	0.10	45	1.00	1371	0.3	189	0.00	0
0.95	9	1.00	23	0.89	21	0.10	45	1.00	1371	0.1	60	0.00	0
1.00	10	0.75	18	0.92	22	0.10	45	1.00	1371	0.1	60	0.00	0

ATTACHMENT D

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT AND CALCULATIONS FOR BRICK SOUTH LEVEL III SITE PLAN APPLICATION

**SUPPLEMENTAL STORMWATER MANAGEMENT REPORT
FOR BRICK SOUTH LEVEL III SITE PLAN APPLICATION
(GENERAL STANDARDS)**

**THE FOREFRONT AT THOMPSON'S POINT
PORTLAND, ME**

PREPARED FOR:

**FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
(207) 784-0335**

PREPARED BY:

**FAY, SPOFFORD & THORNDIKE
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
(207) 775-1121**

September 2015



TABLE OF CONTENTS

Section	Description	Page
1.0	Introduction.....	1
2.0	Changes to Filterra Sizing Criteria	1
3.0	Jellyfish Fish Filter Units	2
4.0	Stormwater Management Revisions	2
5.0	Conclusion	4
6.0	Appendices	4

List of Appendices

Appendix A – Jellyfish™ Treatment System Computations

Appendix B – Stormdrain Sizing Computations

Appendix C – Summary of Water Quality Treatment

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT

1.0 Introduction

Fay, Spofford & Thorndike (FST) (formerly DeLuca-Hoffman Associates, Inc.) was retained by Forefront Partners I, LP for preparation of the proposed mixed-use development of Thompson's Point in Portland, Maine. The September 2015 Brick South Site Plan expands the parking area previously approved as part of the December 4, 2014 Brick North Site Plan application and remains consistent with the approved Master Plan.

This supplemental report is intended to describe the improvements included with the renovated Brick South Building plan and demonstrate the integration of stormwater treatment and conveyance design with the approved Master Plan Stormwater Management Strategy. The enclosed computations show that this phase of the project has been designed to meet the Portland Stormwater Management Standards adopted 7/19/10 and General Stormwater Standards of MeDEP (revised October 2010) and are consistent with the overall goals presented in previous Stormwater Reports. The intent of the stormwater management design, erosion and sediment control, and Inspection and Maintenance Manual have remained the same as approved in June 5, 2012. This phase of the project will have a cumulative developed area 3.32 acres of which 2.20 acres are newly constructed impervious. Revisions to the site plan and how it relates to each Stormwater Management Discharge Zone is outlined below and tabulated in the attached spreadsheet.

2.0 Changes to 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 Maine DEP to Contech. Along with removing the isolator row, Maine DEP also re-defined the maximum allowable tributary for each filter. The following table summarizes the new 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 Maine DEP BMP Filterra[®] sizing standards. At the time of approval, FST had received a letter from the Maine DEP on June 21, 2014 that Filterra[®] units would no longer require StormTech[®] isolator rows.

3.0 Jellyfish Fish Filter Units

As of January 21, 2015 Maine DEP has approved the use of a Jellyfish™ filter unit as an acceptable BMP for stormwater treatment. Jellyfish™ units have been integrated into the overall stormwater management strategy and are designed to treat zones that were previously treated by StormTreat™ units. Maine DEP 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.

Jellyfish™ units for this project have been designed by the manufacturer's engineers and checked thoroughly by FST. See Jellyfish™ unit details on Sheet C-7.0 Detail A. Also see Appendix A for attached Jellyfish™ unit computations.

4.0 Stormwater Management Revisions

Zone D (Access Road and Parking Lot):

The expanded parking lot associated with the Brick South Site Plan is included in Zone D discharge area. A majority of the Zone D development area was previously approved as part of the December 4, 2014 Brick North Site Plan application. This supplemental report is intended to describe the changes to water quality treatment design as a result of new technology since made available.

Zone D continues to include a storm drainage trunk line sized to convey stormwater runoff from offsite sources (NNEPRA, Suburban Propane, and Thompson's Point Connector Road), treated and overflow discharge from the Filterra® units, and overflow discharge from the Jellyfish™ Treatment Units. The trunk line has been sized with consideration of potential flow from future phases of the project as shown in the enclosed stormdrain sizing computations in Appendix B.

Zone D water quality treatment will be comprised of two treatment measures:

- A collection of Filterra® (or approved equal) tree box filters sized for the specific tributary area to each filter. All Tree-Box Filters have been designed to meet new sizing requirements as of January 21, 2015.
- A Contech Jellyfish™ Treatment Unit:

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:

$1''/12 \times \text{impervious area} + 0.4''/12 \times \text{landscaped area} = \text{Water Quality Volume (cubic feet)}$

Computations of Water Quality Volume for Zone D can be found in Appendix C.

The water quality volume is provided in a subsurface arched chambers storage system. This portion of the design is consistent with the previously design storage for the StormTreat™ systems.

Jellyfish™ units are designed based on a mass sediment loading calculation. Each treatment hi-flow cartridge has a mass capacity of 125 lbs and each low-flow (draindown) cartridge has a capacity of 63 lbs. 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.

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 likely 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 MeDEP (rev. January 2015).

The Jellyfish™ treatment systems and Filterra® are considered adequate to meet the Chapter 500 General Standards.

Zone F (Brick North Building, Brick South Building and Parking Lot):

The Zone F stormwater management strategy has remained the same as the previously approved Brick North Building site plan. The computations have been adjusted to reflect minor site plan adjustments to be consistent with the new Brick South Plan. Catch basin inlets with-in Zone F have been adjusted horizontally due to minor grading adjustments.

5.0 Conclusion

The stormwater management strategy for this phase of the project presented herein has remained the same as the June 5, 2012 approved report and supplemental Master Plan Strategy. The amended site plan treats 71% of the redeveloped area and 78% of the redeveloped impervious area; however, when a 60% credit is taken for the treatment of the Brick North building the amended site plan treats 85% of the net developed area and 99% of the net developed impervious area. The individual systems have been adjusted to accommodate layout revisions but ultimately the detailed design remains the same and meets or exceeds the City of Portland Stormwater Management Requirements.

6.0 Appendices

Appendix A – Jellyfish™ Treatment System Computations

Appendix B – Stormdrain Sizing Computations

Appendix C – Summary of Water Quality Treatment

APPENDIX A

JELLYFISH™ TREATMENT SYSTEM COMPUTATIONS



Determining Jellyfish Size for Mass Based Loading

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

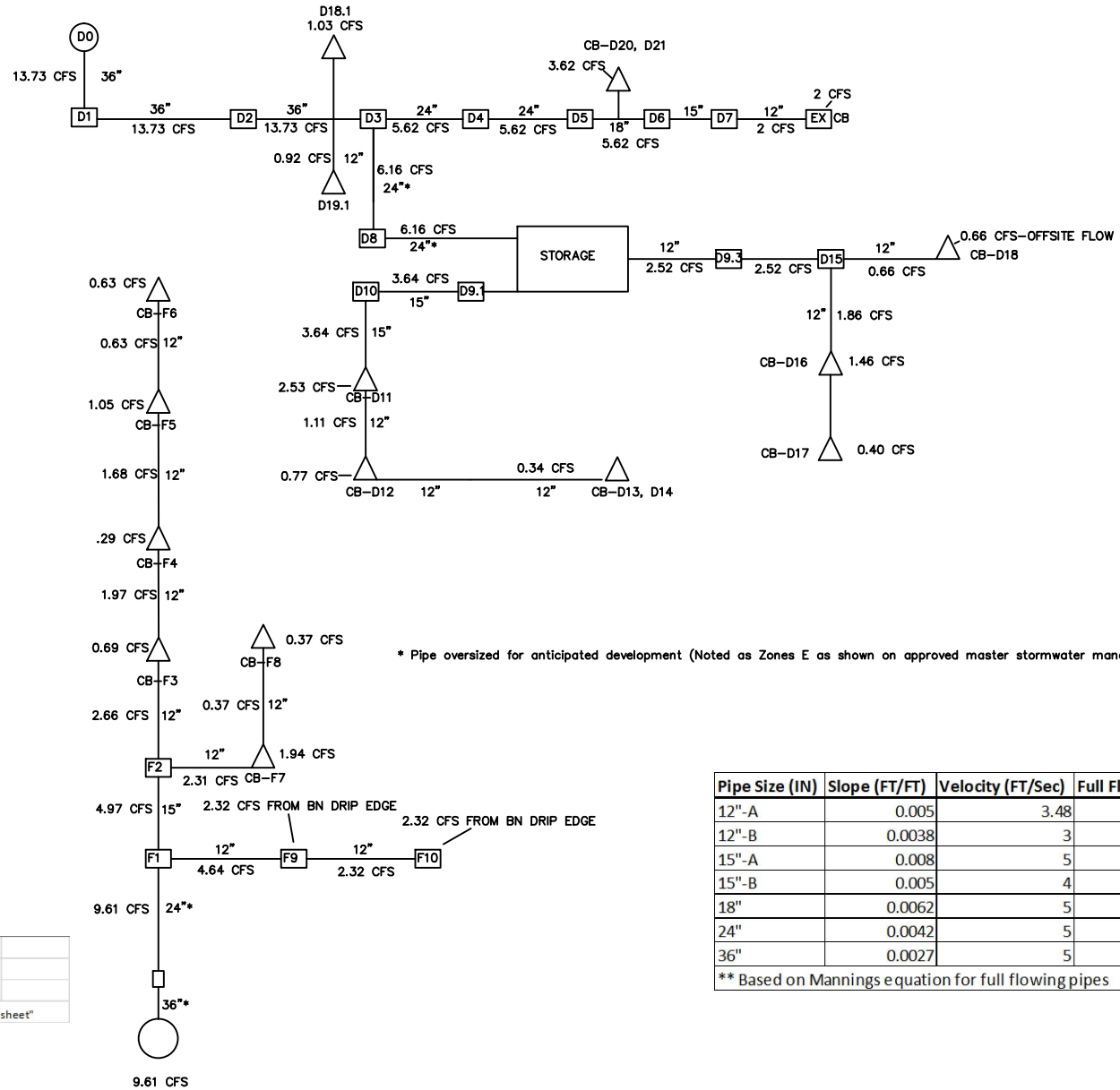
Total Mass Load Required	638.3	LBS
Mass Load Capacity of Hi-Flo 54" Cartridges	125	LBS
Mass Load Capacity of Draindown Cartridges	63	LBS
** Assume 1 Draindown Cartridge		
Mass Load Required After 1- Draindown Cartridge	575.3	LBS
Total High Flo Cartridges Required	4.60	EA
Hi Flow Cartridges Provided	5.00	EA
Draindown Cartridges Provided	1	EA
Jellyfish Model	JF6-5-1*	
*JF-Manhole Diameter- # Hi-flow cartridges- # Draindown Cartridges		

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

APPENDIX B

STORMDRAIN SIZING COMPUTATIONS

STORMWATER FLOW SCHEMATIC



Notes:			
1.	All flows are based on 25-year rational method computations.		
2.	Rainfall intensities based on Cumberland County IDF for 25 year storms.		
3.	Full list of computations can be found on "Rational Method Flow Computation sheet"		

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			

Rational Method Flow Computations										
ZONE	INLET ID	IMPERVIOUS (SF)	PERVIOUS (SF)	TOTAL AREA (SF)	TOTAL AREA (ACRES)	WEIGHTED C	25-YEAR FLOW	10-YEAR FLOW	2-YEAR FLOW	1-Year Flow
Zone D	D-21	15,412.00	6,173.00	21,585.00	0.50	0.74	2.28	2.00	1.46	1.02
	D-20	9,687.00	772.00	10,459.00	0.24	0.89	1.34	1.18	0.00	0.60
	D-18**	6,004.00	7,241.00	9,604.00	0.22	0.74	1.03	0.90	0.00	0.46
	D-19**	6,430.00	1,673.00	8,103.00	0.19	0.80	0.92	0.81	0.00	0.41
	D-11	17,708.00	4,188.00	21,896.00	0.50	0.81	2.53	2.23	0.00	1.14
	D-16	10,139.00	2,880.00	13,019.00	0.30	0.78	1.46	1.29	0.00	0.66
	D-12	5,082.00	2,803.00	7,885.00	0.18	0.68	0.77	0.68	0.00	0.35
	D-13	2,056.00	1,940.00	3,996.00	0.09	0.59	0.34	0.30	0.00	0.15
	D-14	1,965.00	4,499.00	6,465.00	0.15	0.43	0.40	0.35	0.00	0.18
Zone D Sub-totals		74,483.00	32,169.00	103,012.00	2.36	-	11.08	9.75	1.46	4.96
Zone F	F-8	2,515.00	808.00	3,323.00	0.08	0.77	0.37	0.32	0.23	0.16
	F-7	13,385.00	3,942.00	17,327.00	0.40	0.78	1.94	1.71	1.24	0.87
	F-3	186.00	7,561.00	7,747.00	0.18	0.22	0.24	0.21	0.16	0.11
	F-4	256.00	2,506.00	2,762.00	0.06	0.27	0.11	0.09	0.07	0.05
	F-5	256.00	10,502.00	10,758.00	0.25	0.22	0.34	0.30	0.22	0.15
	F-6	348.00	5,638.00	5,986.00	0.14	0.24	0.21	0.18	0.13	0.09
	Brick South North Side	16,433.00	0.00	16,433.00	0.38	0.95	2.24	1.97	1.43	1.00
	Brick North	34,000.00	0.00	34,000.00	0.78	0.95	4.63	4.08	2.97	2.08
Zone F Sub-totals		67,379.00	30,957.00	98,336.00	2.26	-	10.07	8.86	6.45	4.51

Assumptions	
Pervious C	0.2
Impervious C	0.95
I-1 Year	2.8 in/hr
I-2 Year Storm	4 in/hr
I-10 Year Storm	5.5 in/Hr
I-25 Year Storm	6.25 in/Hr
Notes:	
1. Rainfall intensity based on Cumberland County IDF curve using a TC of 5 min.	

Zone D Required StormTech Chamber Storage Computation

Weir Wall Height	13.02	EL	30 (max chamber height)
Bottom of Chamber Elevation	10.52	EL	
Total Chamber Height	30	Inches	
Total Storage per chamber	61.38	CF	
Total WQV for Zone D	4,608.00	CF	
Total Chambers Required	75.1	#	
Total Chambers Provided	78	#	
Total Storage Provided	4787.64	CF	

Brick South Project Water Quality Volume (CF)	3622
Additional Water Quality Volume (full build plaza)	986

Notes:

1. Height of weirwall based on rational method flow calculations. See sheet "rational method flow computations". Structure D3 in which weir wall is located was modeled using HydroCad. See attached computations.

APPENDIX C

SUMMARY OF WATER QUALITY TREATMENT

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'x6')	-	0.52	NR	-	N/A
	D-20	9,687.00	772.00	10,459.00	0.24	832.98	-	Filterra	2-(4'x6')	-	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	4,787.00	26
	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	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
B.) Total New Developed Area untreated (SF)	41,474.00
C.) Total New Developed Area (SF) = A+B	144,486.00
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

2.36
0.95
3.32
0.78
0.47
2.83

Treatment Breakdown	Required	Provided
% of Net Developed Area Treated = F/C	80.00%	85.41%
% of Net Impervious Area Treated = L/I	95.00%	98.97%

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 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 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

ATTACHMENT E

**FIRE RISK MANAGEMENT, INC.
MEMORANDUM DATED SEPTEMBER 3, 2015**



FIRE RISK MANAGEMENT, INC.

1 Front St., Bath, ME 04530
207/442-7200 [221-1295 (fax)]
www.fireriskmgt.com

Date: 3 September, 2015

Memo Report

From: W. Mark Cummings, P.E.

To: Chris Thompson; Thompson's Point

Subject: Code Review of Proposed Design Plan for Brick South Building at Thompson's Point in Portland, ME

As requested, we have reviewed the code requirements that will be applicable for the proposed use of the Brick South building, inclusive of the attached structure on the east end of the main building. The focus for this review is to evaluate the design plan for the proposed use of the Brick South building as an Assembly occupancy as defined by the International Building Code (IBC). Included in the assumptions for the proposed building use are those outlined in prior discussions regarding not only the potential events that are planned to be held within this building, but also the initial limitations on the maximum occupant loads that are to be associated with the initial renovation efforts

The planned use(s) for this building will mainly fall within the Assembly, Group A-2 and A-3 occupancy classifications. The existing, attached structure at the east end of the main building will be incorporated into the plans for the Brick South building; including housing the main lobby area and restrooms, along with office areas and a kitchen space.

The Brick South building will consist of just over 33,000 ft² of area. The overall building's current construction classification would best fit that of a Type IIIB, including the use of heavy timber in supporting the roof structure within the original portion of the Brick South building. Although both sections of the building appear to have originally been provided with installed fire sprinkler systems, these systems have been mostly demolished and are no longer active. No portion of the building is provided with any type of fire detection/alarm/notification system.

Based on the requirements contained in both the IBC, which forms the basis of the Maine Uniform Building and Energy Code (MUBEC), and the National Fire Protection Association's Life Safety Code®, NFPA 101, any future use of the Brick South building as an Assembly occupancy will require that the entire building be provided with both a fire sprinkler system and a fire alarm/notification system. When reviewing the code requirements for the Brick South building, it has been assumed that the building will be classified as an "Assembly" occupancy, per the requirements of the IBC. Since the building requirements do not vary for either Group A-2 or A-3 occupancies, the fact that this facility may be used to support events within both Assembly Groups has no impact on this assessment.

The total area of the building is approximately 33,200 ft². For a building that is to be used for Assembly (Group A-3 or A-2) purposes that consists of Type IIIB construction, the IBC restricts its height and area to 2 stories and 9,500 ft². With the addition of a fire sprinkler system(s) throughout, the allowable area is increased to 28,500 ft²; well below the existing total square footage of the proposed Brick South building. To increase the allowable building area to a level that meets or exceeds the proposed area for the Brick South building, two options exist;

1. ensure that a "public way" or open space that is at least 30 ft in width is adjacent to at least 75% of the building's perimeter, or

2. protect the structural components to provide fire resistance ratings required to comply with Type IIIA construction; including the exterior walls having a fire resistance rating (FRR) of up to two hours and all other components having a FRR of at least 1 hour.

It is understood that to provide greater flexibility in the overall plan for Thompson's Point, that option 2 above is the preferred course of action for the Brick South building. However, all plans regarding the site development around the Brick South building must continue to comply with the Fire Department access requirements outlined in Chapter 18 of NFPA 1, the *Fire Code*[®]. These include;

1. all portions of the building's exterior walls are no more than 450 ft from a fire department access lane,
2. at least one exterior door of the building is within 50 ft of a fire department access lane,
3. any "dead end" fire department access lane that is greater than 150 ft must be provided with a properly designed "turn-around" area, and
4. all fire department access lanes must be at least 20 ft in clear width.

To achieve the requirements for option 2 it will be necessary to protect all structural components that do not have the inherent FRR to meet the Type IIIA construction requirements without additional fire protection. The masonry components of the exterior walls of the original Brick South building will likely achieve the 2-hour FRR without any additional protection. However, these exterior walls include the use of exposed steel columns and beams, which must be provided with additional protection to achieve the necessary FRR. The actual construction configuration of the concrete masonry units (CMUs) that form the exterior walls of the east end addition is unknown; such as whether or not the voids within the CMU walls have been filled. However, since these walls do not appear to be "load bearing", no FRR is required as long as there are no adjacent buildings (or property lines) within 30 ft of CMU walls.

Although the majority of the supporting structure for the roof of the main Brick South building consists of heavy timber, this too is supported by some steel beams and columns. Structural steel members (beams and columns) are also used to support the roof structure within the east end addition of the building. Based on the structural components that exist within the Brick South building, all steel components that are not completely located at least 20 ft above the building's floor level will need to be provided with additional fire protection. The heavy timber is considered by the codes as having at least a 1-hour FRR and, therefore, will not require any additional protection.

As part of the plan for the building's design to maintain as much of its original appearance as possible, both exterior and interior, the approach for providing additional fire protection to the structural steel components within the original Brick South building is to include the use of active fire protection systems to provide the requisite protection. Similar to the approach often used to protect structural steel components in a large warehouse application, the design for the fire protection systems within the original Brick South building will include the use of fire sprinkler (spray) systems to protect the steel components against failure by ensuring all steel surfaces will be fully "wetted" in the event of a fire in an adjacent area. As long as the steel surface remains wet, the internal temperature should not be increased beyond the temperature needed to convert the water to steam; 100°C (212°F). This is well below the temperature at which steel will begin to lose a significant portion of its yield strength. Although numerous factors come into play when evaluating the thermal effects of a fire on the performance structural steel components, the endpoint criteria used by the standard test method(s), such as the ASTM

E119 fire test, for determining when steel components (under a load) have “failed” is when their average internal temperature is increased to approximately 538°C (1000°F)¹.

The building’s fire sprinkler system is to be designed to not only meet the requirements of NFPA 13, but will include the protection of all structural steel components that are located, either in total or in part, within 20 ft of the floor surface. Fire sprinklers will be installed to ensure that should a fire occur in an area below or adjacent to a structural steel member, all portions of the steel will be wetted. All structural components within the east end addition of the Brick South building will be properly protected using materials that will provide the necessary FRR as outlined in Table 601 of the IBC for Type IIIA construction.

Based on the intended uses for the main assembly area within the Brick South building, the estimated maximum occupant load for this area would typically be dependent on the type of events that are likely to occur within this space. A “worst-case” scenario, in terms of providing adequate egress capabilities, is to assume uses within this area that would involve no fixed seating; thereby indicating a “concentrated” use as defined by NFPA 101. To evaluate the likely maximum occupant load for this area, an estimate is developed using the NFPA’s occupant load factor for Assembly areas of “concentrated use”, which is 7 ft² (net) per occupant; per NFPA 101, Table 7.3.1.2. In this instance, the estimated maximum occupant load for the main assembly area could be in excess of 3500 persons. However, due to other restrictions that are not associated with the life safety aspects of the building, such as providing an adequate number of toilet facilities, the maximum occupant load for the Brick South building is reported as being no more than 2500.

Using the above maximum occupant load for an Assembly occupancy, the building will be required to have at least four (4) separate exits. Additionally, all buildings classified as Assembly occupancies are required to have a “main entrance/exit.” This entrance/exit must be sized such that it has the capacity to accommodate at least two thirds ($\frac{2}{3}$) of the Assembly area’s occupant load when the potential exists for an event that uses a “festival seating” arrangement, which based on discussions with Thompson’s Point personnel is likely for the Brick South building. The exits must be located throughout the building such that no area within the building is more than 250 ft from an exit. As such, the four exits will need to be distributed throughout the perimeter of the building.

The exits from the Assembly areas must be properly sized to accommodate the expected occupant loading. In general, a “standard” 36-inch doorway has the capacity to accommodate up to 170 persons. However, if only four exits are provided, at least one must act as the “main entrance.” The main entrance is required to have a capacity that can accommodate at least $\frac{2}{3}$ of the estimated total occupant load for the Assembly area, per NFPA 101 § 12.2.3.6; approximately 1667 persons when using the planned maximum allowed occupant load of 2500. Using the NFPA’s exit capacity factor for doorways, which is 0.2 inches of clear width per person, the main entrance/exit will need to provide at least 334 inches (approx. 28 ft.) of clear width; or approximately ten (10) 3-foot doorways. The other three exits must be sized such that they can accommodate the remaining one third of the estimated assembly area occupant load. This requirement can easily be accommodated by the installation of at least three (3) standard 5-foot double doors distributed throughout the bounding walls of the Assembly area. All exits must be separated from one another to comply with the requirements of NFPA 101 and to ensure that no travel distance to an exit from any location within the Assembly area exceeds the maximum limit of 250 ft.

The code does allow more than one entrance/exit to be considered as a “main entrance” when no single entrance/exit is discernible as the main entrance. Based on discussion with Thompson’s

¹ The SFPE Handbook of Fire Protection Engineering, 3rd Edition, the Society of Fire Protection Engineers, 2002

Point personnel, if the main lobby for the building is to be installed in the eastern end of the building, adjacent to the restroom and office/ticketing areas, and may span the full width of the building/area, this would allow the main entrance/exit door requirements to be distributed on both the north and south walls of this space; providing a need for approximately 14 ft of clear exit width (5 sets of 3-foot doors) at both wall locations. However, this will still require that approximately 28 ft. of clear exit width be maintained as "exit aisle width(s)" leading from the main assembly space to the main lobby (entrance) area.

SUMMARY & RECOMMENDATIONS

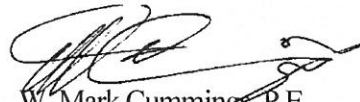
Based on a review of the proposed layout for building, along with the plans for limiting the maximum occupant load to no more than 2500, a number of design requirements will need to be implemented to allow this building to be used as an assembly occupancy to support the various types of planned events. Equally, due to the change in use of this building, the entire building must be brought into compliance with all applicable codes, standards, and regulations. The required modifications will include the installation of new fire sprinkler and alarm/notification systems throughout the building in accordance with NFPA 13 and 72, respectively. If the fire sprinkler system design includes the use of quick-response type sprinklers, it may be possible to alleviate the need to install all or most of the portable fire extinguishers within the building that might otherwise be required. However, if this building is, in fact, to be used to support a variety of trade shows and other events, it is strongly recommended that portable fire extinguishers continue to be part of the design requirements; installed in accordance with NFPA 10.

As long as the Brick South building provides the necessary fire resistance for all structural components as required to meet the Type IIIA requirements, the maximum allowable building area, which takes credit for the installed sprinkler systems, is 42,000 ft²; well above the planned area of just over 33,000 ft² for the Brick South building. As such no additional measures need to be applied with regards to adjusting the portions of the building's exterior walls that are adjacent to public ways or open space; to achieve a greater allowable building area. However, compliance with the fire department access requirements outlined within Chapter 18 of NFPA 1 must continue.

To support the protection of the structural steel components within the main assembly area of the Brick South building using water spray in lieu of passive fire protection barriers/assemblies, the fire sprinkler system must be properly designed to ensure that all affected steel components are identified and provided with an adequate number of sprinklers that are specifically located to ensure all portions of the steel members are fully wetted in the event of a fire. The sprinkler system design information will need to be fully detailed to demonstrate this approach.

The building design will need to include a new "main entrance(s)" for the Assembly area that will provide sufficient egress capacity for at least $\frac{2}{3}$ of the maximum occupant load for this area. In this instance, it is anticipated that a series of doors will need to be installed at one or more locations that, collectively, provide the 334 inches (approx. 28 ft.) of "clear" egress width. Equally, when locating the other required exit doorways, care must be taken to ensure that the maximum travel distance to an exit from anywhere within the Assembly area will be less than the maximum allowed; 250 ft.

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

BRICK SOUTH BUILDING RENDERINGS







ATTACHMENT G

CONFORMITY WITH APPLICABLE DESIGN STANDARDS

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 14-526.

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 original scope of offsite improvements have been completed and are currently in the process of expanding the proposed improvements.

2. Access and Circulation:

a. Site Access and Circulation.

- (i) Thompson's Point site is accessed 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 has been widened and improved as depicted on recently completed EDA Grant Program plans. This work was completed to mitigate for the traffic anticipated to be generated from the fully constructed Master Plan.
- (ii) Existing 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.

- (i) Formal loading docks are not proposed at this time. A service area has been designated on the southerly side of the Brick South Building. Three large overhead doors are planned to remain around the building for movement of event support equipment into and out of the building. Small delivery vehicles supporting the catering kitchen will park on the existing gravel surface and wheel materials in through a kitchen door or designated overhead door.

c. Sidewalks.

- (i) Designated sidewalks are proposed to extend from the shared use path recently constructed along Thompson's Point Connector Road to both Brick North and Brick South Buildings. Internal pedestrian circulation connections are shown on the enclosed Layout Plan.

- (ii) The development will benefit from new sidewalks from the intersection of Fore River Parkway and Thompson's Point Connector Road into the site.
- (iii) The development provides pedestrian access to adjacent trailways (Portland Trails), Portland Transportation Center, and abutting land uses (commercial and residential).

3. Public Transit Access:

- a. The development will be served by an existing transit stop at the Portland Transportation Center. Residential development is not proposed as part of this phase of the development. The master plan includes a new bus stop and shelter which will be implemented in a subsequent phase of the development.
- b. A new transit stop is not proposed at this time. The new transit stop will include a pull-off space and shelter.
- c. The existing 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 has provided spaces to accommodate the existing uses which will remain after this phase is constructed in addition to the proposed uses with-in the Renovated Brick North and Brick South Buildings as shown on Sheet C-3.0 Site Layout Plan. Larger events (2500 people) held in the Brick South Building is anticipated to require upwards of 835 spaces. These types of events will require active parking management to accommodate vehicles in gravel parking areas located around the site.
- (ii) The applicant has prepared a TDM strategy and previously submitted the document for review to City Officials.
- (iii) The applicant proposes 118 paved parking spaces which will be used to serve the following:
 - 69 spaces allocated for Brick North's anticipated Peak Parking demand;
 - 49 spaces for events held in the Brick South Building; and
 - Spaces for off hour Special Events.

It is noted that several stalls will be demarcated for the use of low emission vehicles only. Additionally, the applicant intends to utilize the remaining gravel surfaces across the site for special event parking.

- (iv) 9'x18' parking stalls are proposed in accordance with Section 1 of the Technical Manual.
- (v) The proposed parking lots will be constructed of Hot Bituminous Pavement and aggregate gravel meeting the standards of MDOT.

b. Location and Required Number of Bicycle Parking Spaces.

(i)(b) 15 bicycle parking spaces are required. The applicant is proposing the use of 8 Dero Hitching Posts, which will provide a total of 16 bicycle parking spaces.

c. Motorcycles and Scooter Parking.

(i) Motorcycles and Scooter Parking can be accommodated in regular dimensioned stalls.

d. Snow Storage.

(i) On-site snow storage around the perimeter of the site.

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 designated to maintain a 25' foot buffer from the annual mean high tide to all building structures.

b. 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. This is not applicable to the proposed area included with this scope of work.

(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) The applicant does not propose landscaped buffers at this time.

(ii) Parking Lot Landscaping:

a) The applicant proposes street trees as shown on the enclosed Landscaping Plan L-1.

(iii) N/A

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) All stormwater draining onto the site from adjacent properties drains to an existing storm drain system. The storm drainage system will be intercepted and conveyed through a new storm drainage system.

(ii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots. The applicant has received a waiver from the General Standards Flooding Standard because it discharges to a Major Waterbody with tidal influences.

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b. The Stormwater Management Plan meets the requirements and goals stated in Section 5 – Stormwater Management of the Technical Manual including the General and Basic Standards required by the MeDEP Site Location of Development Permit. The enclosed computations show compliance with the treatment goals specified in the approved Stormwater Management Report Dated April 17, 2012 and Supplemental Stormwater Report Dated May 2013 prepared by Bo Kennedy of FST (formally Deluca Hoffman Associates). These reports have been since supplemented with documents supporting the approved Master plan and Pending Subdivision Application.

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

d. N/A

e. The stormwater management design includes provisions to separate subsurface stormwater storage and groundwater through the use of impermeable liners.

f. A new sanitary sewer main will be installed as part of this project and connected to the existing Portland Water District Pump Station adjacent to the property.

(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.
- b. The existing site allows for emergency response vehicles to move around all areas of the site.
- c. The project will utilize new and existing on-site fire hydrants. All existing hydrants have been tested for flow capacity and test results are included on the Fire safety compliance Plan (Sheet C-9.0).

3. Availability and Adequate Capacity of Public Utilities:

- a. The applicant has worked with the utility companies and received utility Capacity to Serve letters. This phase of the project proposes the installation of new Sewer, Water, Gas, and Power connections to public infrastructure; however, the uses during this phase will generate very small amount of demand relative to the full build-out conditions of the Master Development Plan.
- b. The site will be retrofit with new underground power and communication lines. Some overhead power may remain to serve portions of the site until such a time the development is more defined in that specific area. The overhead power will be converted underground as part of subsequent site plan submissions.
- c. New sanitary sewer, storm drains, water lines and other utilities will meet the provisions required in the Technical Manual.
- d. The existing site sanitary sewer system is connected to the Thompson's Point sanitary pump station. An on-site wastewater treatment system is NOT proposed as part of this project.
- e. All sanitary and stormwater utilities have been designed to meet the City of Portland Technical Manual including the Chapter 500 Stormwater Management Standards.
- f. The project will use exterior dumpsters to store trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. N/A.
- b. N/A.
- c. N/A.

2. Shadows:

- a. The development is located in the B5 Zone and this standard is not applicable.

3. Snow and Ice Loading:

- a. N/A.

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 feet 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) Permanent Exterior lighting is shown on the E-series drawings.

7. Noise and Vibration:

This phase of the project is not anticipated to change the current noise levels, which do not exceed those permitted in the B5 Zone.

8. Signage and Way finding:

- a. All onsite way finding and directional signage will be submitted under a separate application.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) N/A
- b. All onsite way finding and directional signage will be submitted under a subsequent application.

9. Zoning Related Design Standards:

- a.(i) The proposed mixed uses at the Brick North and Brick South Buildings are permitted in the B-5 Zone.

ATTACHMENT H

LIGHTING FIXTURE CUT SHEETS

BRICK NORTH AND SOUTH BUILDINGS
AT THE FOREFRONT AT THOMPSON'S POINT

PROPOSED LIGHTING FIXTURES

September 2, 2015

Bartlett Design

LIGHTING & ELECTRICAL ENGINEERING

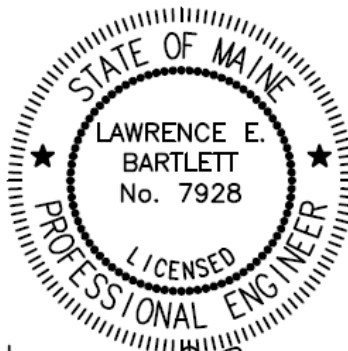
942 WASHINGTON STREET BATH, MAINE 04530

TEL (207) 443-5447 FAX (207) 443-5560

e-mail: bartlettdesigninc@comcast.net

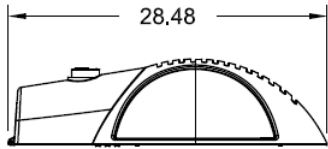
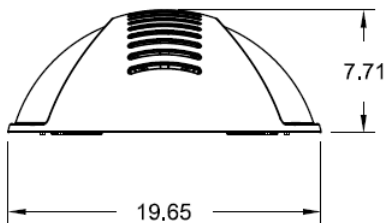
The proposed lighting for parking lots and access drives has been prepared in conformance with the *Illuminating Engineering Society of North America* recommendations published in Lighting for Parking Facilities RP-20-14. Based on a Lighting Zone Classification of LZ2 (moderate ambient lighting), the RP-20-14 horizontal illuminance criteria is as follows:

- Minimum Illuminance at Grade: 0.5 footcandles
- Average-to-Minimum Uniformity: 4-to-1, or better
- Maximum-to Minimum Uniformity: 15-to-1 or better



Lawrence E. Bartlett

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE TYPE S1

	Weight = 28lbs EPA = .62 	Diecast Aluminum Housing Optional Twist-Off Photocontrol Receptacle Internal Stainless Steel Perforated Debris Screen Tool-Less Access To Electrical Housing	LEDGEND™ LED Roadway Lighting																																												
Customer Preferred: (Most Frequently Ordered Catalog Numbers) LEDG 120 35 4K AS G L1 R F1 K L2 W			Functional Outdoor																																												
LEDG <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Series</th> <th>Number of LED'S</th> <th>Drive Current</th> <th>Color Temperature</th> </tr> </thead> <tbody> <tr> <td rowspan="2">LEDgend</td> <td>120 = 120 LED'S</td> <td>35 = 350mA Driver</td> <td>4K = 4,000 K CCT +/- 250K</td> </tr> <tr> <td>108 = 108 LED'S</td> <td>53 = 525mA Driver</td> <td>5K = 5,000 K CCT +/- 250K</td> </tr> <tr> <td rowspan="6">LED Roadway</td> <td>096 = 96 LED'S</td> <td rowspan="2">70 = 700mA Driver</td> <td rowspan="6"></td> </tr> <tr> <td>084 = 84 LED'S</td> </tr> <tr> <td>072 = 72 LED'S</td> </tr> <tr> <td>060 = 60 LED'S</td> </tr> <tr> <td>048 = 48 LED'S</td> </tr> <tr> <td>036 = 36 LED'S</td> </tr> </tbody> </table> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Voltage</th> <th>Housing Color</th> <th>Optics</th> </tr> </thead> <tbody> <tr> <td>AS = Auto-Sensing Voltage (120 thru 277)</td> <td>A = As Specified</td> <td>L1 = Type I, Narrow Asymmetric</td> </tr> <tr> <td>2AH = Auto-Sensing Voltage (347 thru 480)</td> <td>G = Gray</td> <td>L2 = Type II, Medium Asymmetric</td> </tr> <tr> <td></td> <td>H = Graphite</td> <td>L3 = Type III, Wide Asymmetric</td> </tr> <tr> <td></td> <td>K = Black</td> <td>L4 = Type IV, Forward Throw</td> </tr> <tr> <td></td> <td>N = Green</td> <td></td> </tr> <tr> <td></td> <td>W = White</td> <td></td> </tr> <tr> <td></td> <td>Z = Bronze</td> <td></td> </tr> </tbody> </table>				Series	Number of LED'S	Drive Current	Color Temperature	LEDgend	120 = 120 LED'S	35 = 350mA Driver	4K = 4,000 K CCT +/- 250K	108 = 108 LED'S	53 = 525mA Driver	5K = 5,000 K CCT +/- 250K	LED Roadway	096 = 96 LED'S	70 = 700mA Driver		084 = 84 LED'S	072 = 72 LED'S	060 = 60 LED'S	048 = 48 LED'S	036 = 36 LED'S	Voltage	Housing Color	Optics	AS = Auto-Sensing Voltage (120 thru 277)	A = As Specified	L1 = Type I, Narrow Asymmetric	2AH = Auto-Sensing Voltage (347 thru 480)	G = Gray	L2 = Type II, Medium Asymmetric		H = Graphite	L3 = Type III, Wide Asymmetric		K = Black	L4 = Type IV, Forward Throw		N = Green			W = White			Z = Bronze	
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Options OPTIONS B = Constant Lumen Output, Bi-Level Dimming C = Constant Lumen Output DE = ROAM CONCIERGE Dimming Control VE = ROAMVIEW Dimming Control EL = Extended Life - Driver PCS = DTL Solid-State Lighting Photocontrol 120-277V P34 = DTL Twist-Off Photocontrol 347V P48 = DTL Twist-Off Photocontrol 480V PSC = Shorting Cap R = NEMA Twist-Off Photocontrol Receptacle SP = Single Pack For UPS Accessories ACCESSORIES F1 = Single Fusing (120, 240, 277, 347V) F2 = Double Fusing (208, 240, 480V) BR-1055-XX = P2 Tenon Adapter LEDGHSS = House Slide Shield NOTES: 2Not available with 36 LED's with 35 or 53 drive currents or with options B, C, DE, VE, EL or PCS 3Not available with B, C, DE or VE options with 53 drive current 4Not available with 120 LED's																																															
ORDERING INFORMATION:																																															
HOLOPHANE® Acuity Brands Company LEADER IN LIGHTING SOLUTIONS © 2010 Acuity Brands Lighting, Inc. All Rights Reserved																																															
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Specifications

General Construction

Rugged die cast aluminum housing, low copper aluminum, allow for corrosion resistance and long life. Horizontal arm mount with +/-6 degrees vertical adjustment. Four bolt mast arm provides easy, secure installation and adjustability for arms 1-1/4 & 2 inch pipe (1.66" & 2.38" O.D.) Trigger latch disengages for easy access to four bolt mounting, terminal block, surge protection module, LED drivers, and electronic transfer switch. An optimized maintained thermal management system is achieved by combining a robust heat sink utilizing both convection and conduction methodology with a mechanical design that provides maximum airflow ensuring a minimum of 50,000 hours L70 at 25C operating ambient. Internal perforated stainless steel cover protects the luminaire against dirt and foliage build up while maintaining the integrity of the airflow requirement. Solar guard technology isolates top cover of luminaire from thermal heat sink through four touch points providing protection from solar loading while not in operation.

Environmental

Luminaire design and tested to comply with ANSI C136:31 2001 for 100,000 cycles at 3G acceleration for normal road and bridge applications. The range of luminaire operation is -40C to +50C.

Six sealed LED light engines meet dust and moisture rating of IP-66 per IEC 60068-2-3 1987 ensures long component life and protection from the environment.

The luminaire is finished with polyester paint applied after a pretreatment process to ensure maximum durability. The finish shall pass the 1000 hour salt fog test per ASTM B117 and D1654 standard.

The luminaire passed Humidity testing per IEC 60068-2-3 1987 and passed Temperature-Voltage Cycling and Condensing Humidity testing per Acuity Brands Validation Test Specification 902-00007-001

Regulatory

The luminaire is safety listed to CSA-C22.2 number 250, wet location. See chart below for model rating based on drive current and led combination.

Series	Drive Current	Number of LED'S	CSA Ambient Listing
LEDG	350 mA	36,60,72,84,96,108,120	40C
LEDG	525 mA	36,48,60,72,84,96,108,120	40C
LEDG	700 mA	72,60,48,36	40C
LEDG	700 mA	84	35C
LEDG	700 mA	96	30C
LEDG	700 mA	108	25C



The luminaire is ROHS compliant. Luminaire meets EMI compliance per FCC Title 47 CFR Part 15, Class A.

Electrical

The surge protection is tested to ANSI/IEEE C62.41-2002 specification. For the AS voltage option (120-277), the device meets category C high (20kV, 10kA). For AH voltage rating (347-480), the protection level is category C low. (6kV, 3kA) The surge protection module (SPD) protects all downstream electronics such as led drivers, transfer switch, and relays for the purpose of protecting from electrical disturbances such as nearby lightning strikes.

Extended life driver option (EL 350 mA only) provides both main and auxiliary driver system extending system driver to 200,000 hours minimum. The control in EL option constantly monitors an output current of the Main Driver. In the event of a Main driver failure (no output current), the control switches power to the Auxiliary driver. The Auxiliary driver is not energized during normal operation.

The photocell receptacle is adjustable without tools and is ROAM compatible.

The luminaire is designed to conform to ANSI C82.77:2002 for Maximum Total Harmonic Distortion (THD) -20%. Inrush current complies with NEMA410:2004 table B-2 and line fluctuations and Ramp Input voltage per UL 991:2004.

The luminaire conforms to Electromagnetic compatibility tests for Electrostatic Discharge (ESD) per IEC 61000-4-2:2001, Level 4.

Optical

Environmentally friendly, zero uplight luminaire reduces light pollution. Glass optics provides minimal dirt depreciation and will not discolor or become brittle over time. The permanence of glass results in less dirt depreciation and more maintained lumens on the intended space. The luminaire is available with narrow, medium, and wide asymmetric distributions designed to maximize pole spacing and reduce energy usage resulting in a lower total cost of ownership. The highly engineered light engine is designed to restrict direct view of individual LED's increasing visual comfort within the field of view. The luminaire is available with LED color temperatures of 4000K and 5000K. The minimum color rendering Index (CRI) is 70.

Reference www.Holophane.com for individual photometric tests on LEDgend LED luminaire that are tested per LM79 guidelines. Consult factory for LM80 data as that varies per LED chip manufacturer.

LEDGEND™
LED Roadway Lighting

**Functional
Outdoor**

HOLOPHANE®
LEADER IN LIGHTING SOLUTIONS
An Acuity Brands Company
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ORDER #:

TYPE:

DRAWN: LJS

DATE: 10/6/11

DWG #: LUM LEDG

TracPoles

SiteLink is a line of engineered structures that feature tracks and locking hardware for mounting and connecting a variety of necessary attachments.

Easy assembly is key and provides the ability to simplify installation, maintenance, modification, and integration of new and existing equipment.

The heart of the system is the new TracPoles with TracLoc which will be supported by accessories and site amenities. These units are easily modified or customized to meet a wide range of site requirements.



TracPoles feature four self-contained tracks for mounting and connecting hardware, and four auxiliary channels to strengthen pole and serve as isolated communication wireways.

Features and benefits

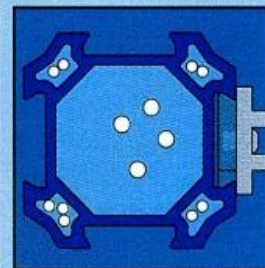
- **Structurally strong**
 - Maximum use of aluminum.
Extrusions: 6061-T6 aluminum alloy.
Castings: 356 aluminum alloy.
 - Fasteners: 300 series stainless steel.
 - Dovetail track.
- **Protected wireways**
 - Four isolated wireways for low voltage wiring, fiber optics, etc.
- **Mounting versatility**
 - Allows adjustment to site conditions.
- **Finishes**
 - Anodized finishes and paint options are available.



Medium Duty
Four track pole
5.75" square

Communication wireways

An extruded aluminum pole with up to four self-contained dovetail tracks for mounting sensory equipment. The central core can be used for the main power, while the four auxiliary channels provide strength as well as isolated communication wireways.



Line voltage in the core channel, low voltage communication cable in the auxiliary channels. And a typical cross section of a TracPoles shows line voltage delivered through the central core, low voltage in the auxiliary channels, with an accessory fastened onto one of four mounting tracks.

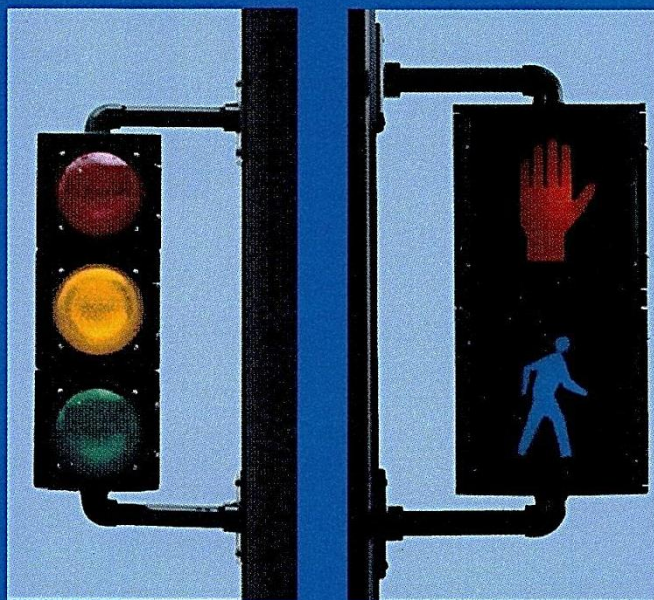
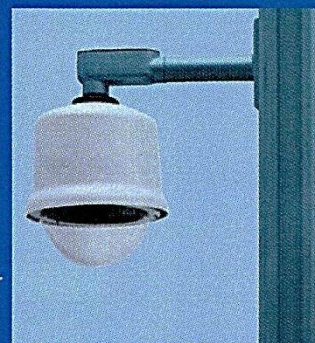
TracLoc System

At the heart of the TracLoc System is the dovetail track and TracNut.

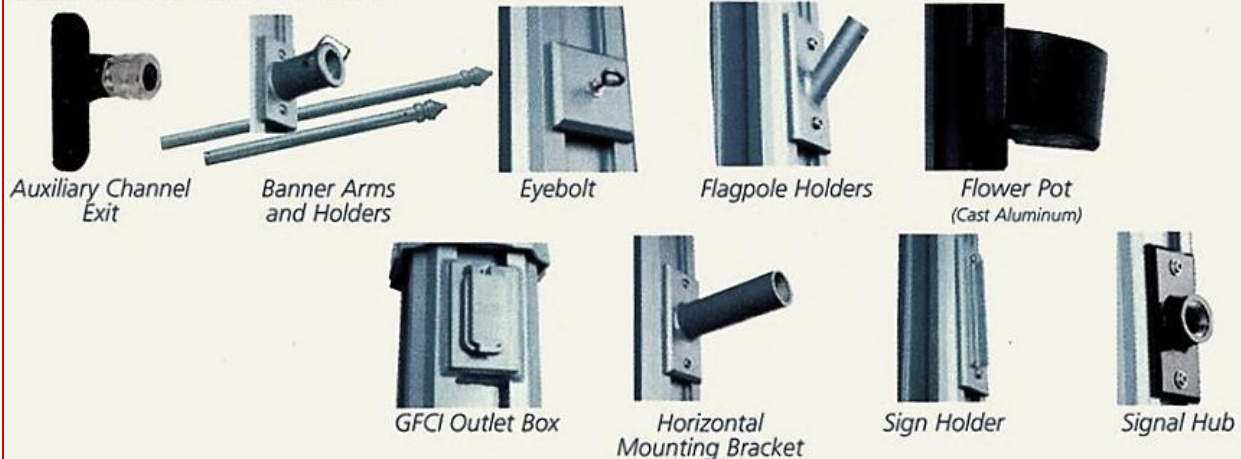


TracEquipment

Site equipment such as traffic lights, pedestrian signal equipment, security cameras and traffic signs can all fit the TracLoc System through the use of one of the several standard accessory components available. Custom components can also be developed for more challenging designs that require special attachments. In these instances, please contact your local Holophane factory sales representative for consultation.



accessories

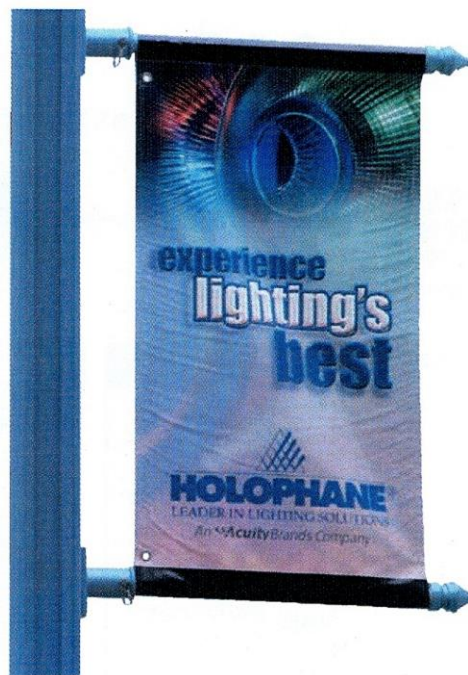


TracBanners

SiteLink offers a standard set of functional cast aluminum banner arms for use with the TracLoc system. TracBanners can be moved to accommodate new banner sizes, removed for different pole requirements or inclement weather, or added for special events easily without damaging the surface of the pole.

Features

- Cast aluminum construction
- Powder coat, or Kynar finish options
- Variety of lengths and diameters
- Variety of decorative end caps



BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPE S1**



BRACKET ARM: # SLNY72T2721 HD1

BASE: #SLDECVRCACSBT2D1

Post	Material	Height	Shaft Style
SL = SiteLink	A = Aluminum	08 = 8' 09 = 9' 10 = 10' 11 = 11' 12 = 12' 13 = 13' 14 = 14' 15 = 15' 16 = 16' 17 = 17' 18 = 18' 19 = 19' 20 = 20' 21 = 21' 22 = 22' 23 = 23' 24 = 24' 25 = 25' 26 = 26' 27 = 27' 28 = 28' 29 = 29' 30 = 30'	T1J = SiteLink 3"x5" Extruded Shaft-Light Duty T2J = SiteLink 5.75" SQ. Extruded Shaft-Medium Duty T3H = SiteLink 8.50" SQ. Extruded Shaft-Heavy Duty L6J = SiteLink 5.75" SQ. Extruded Shaft-Medium Duty L8G = SiteLink 8.50" SQ. Extruded Shaft-Heavy Duty
Base	Tenon	Mounting	Finish
BP = Base Plate SB = Shoe Base (T1J-TMP40002A) (T2J-TMP40000A BP) (T2J-TMP40016 SB) (T3H-TMP40001A) (L6J-TMP40017) (L8G-TMP40018)	P01 = POLE CAP P05 = 3" O.D. X 4" LG. P07 = 3" O.D. X 3" LG. P08 = 3" O.D. X 5" LG. P09 = 3" O.D. X 6" LG. P10 = 3" O.D. X 9" LG. P11 = 4.38 O.D. x 12" LG. (3" O.D. = ACTUAL SIZE IS 2.88" O.D.)	P12 = 3" O.D. X 12" LG. P13 = 3" O.D. X 8" LG. P14 = 3" O.D. X 14" LG. P15 = 3.5" O.D. X 8" LG. P16 = 4.5" O.D. X 10" LG. PT1 = VGC Plate ABG = Anchor Bolts Galvanized Steel LAB = Less Anchor Bolts	BK = Black BD = Dark Blue BZ = Bronze GH = Graphite GN = Green GR = Gray PP = Prime Painted SL = Silver WH = White
Options			

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE TYPES S2, S3, S4, S5 & S6



Prefix	Controls	Arm	Mounting	Optics ⁵	LED Watts	Color Temp	Voltage	Finish	Options
P21 -	-	-	-	-	-	-	-	-	-
P21- PureForm 21" fixture	— Standard luminaire DIM 0-10V Dimming APD¹ Automatic Profile Dimming APD-MRO² APD with Motion Response Override pole mounted sensor APD-MRI³ APD with Motion Response Override luminaire mounted sensor MRI³ Motion Response at 50% low, luminaire mount sensor MR50² Motion Response at 50% low, pole mounted sensor LimeLight Wireless Controls LLC2^{1,10,13} #2 lens for 8-15' mounted heights LLC3^{1,10,13} #3 lens for 15-25' mounted heights LLC4^{1,10,13} #4 lens for 25-40' mounted heights	A1¹⁴ Standard 9" Arm A2¹⁴ Short 5" Arm A3¹⁴ Decorative Arm MA Mast Arm Fitter (requires 2 3/8" O.D. Mast Arm)	1 Standard 2 2@180 2@90 2@90 3 3@90 3@120 3@120 4 4@90 W Wall Mount WS⁴ Wall mount including surface conduit rear entry permitted	Standard Optic Position 2 Type 2 3 Type 3 4 Type 4 5M Type 5 Medium 5W Type 5 Wide BLC Backlight Ctrl 2BL Type 2 with backlight (less shield) LCL⁶ LEED Corner Cutoff Optics LCR⁶ LEED Corner Cutoff Optics Optics Rotated Left (90°)⁷ 2-90 Type 2 3-90 Type 3 4-90 Type 4 BLC-90 Backlight Ctrl 2BL-90 Type 2 with backlight (less shield) Optic Rotated Right (270°)⁷ 2-270 Type 2 3-270 Type 3 4-270 Type 4 BLC-270 Backlight Ctrl 2BL-270 Type 2 with backlight (less shield)	350mA 55LA 70LA 90LA 530mA 80LA 105LA 130LA 640mA 165LA¹² 700mA 110LA 140LA 180LA 800mA 200LA¹²	CW Cool White 5,700K 70 CRI (nominal) NW Neutral White 4,000K 70 CRI (nominal) WW Warm White 3,000K 80 CRI (nominal)	120 120V 208 208V 240 240V 277 277V 347 347V 480 480V UNV 120-277V 50hz/60hz HVU 347-480V 50hz/60hz	BRP Bronze Paint BLP Black Paint WP White Paint NP Natural Paint OC Optional Color Specify optional color or RAL (ex: OC-LGP or OC-RAL7024) SC Special color Specify, must supply color chip. Requires factory quote.	TL Tool-Less entry and driver removal hardware TB Terminal Block F⁸ Fusing LF In-Line/In-Pole Fusing PC^{9,10,13} Receptacle with Photocell (Includes PCR5) PCB^{9,10,13} Photocell Button PCR5^{10,13,15,17} Photocell Receptacle only with 2 dimming connections PCR7^{10,13,16,17} Photocell Receptacle only with 2 dimming and 2 auxiliary connections EHHS External Houseside Shield PTF2 Pole Top Fitter for 2 3/8"- 3" Tenon PTF3 Pole Top Fitter for 3"- 3 1/2" Tenon PTF4 Pole Top Fitter for 3 1/2"- 4" Tenon SPA1-2 Square Pole Adapter for use with A1 or A2 Arms SPA3¹⁸ Square Pole Adapter for use with A3 Arms DL¹¹ Diffusing Lens CLR¹¹ Clear Glass Lens POLY¹¹ Polycarbonate Lens (1 year warranty on lens) BD Bird Deterrent Spike Kit – consist of 25 injection molded plastic bird deterrent spikes (field installed only).

TYPE S2: #P21-DIM-A1-1-2-55LA-NW-UNV-BLP-PC

TYPE S3: #P21-DIM-A1-1-4-105LA-NW-UNV-BLP-PC

TYPE S4: #P21-DIM-A1-1-4-BLC-105LA-NW-UNV-BLP-PC

TYPE S5: #P21-DIM-A1-1-5M-105LA-NW-UNV-BLP-PC

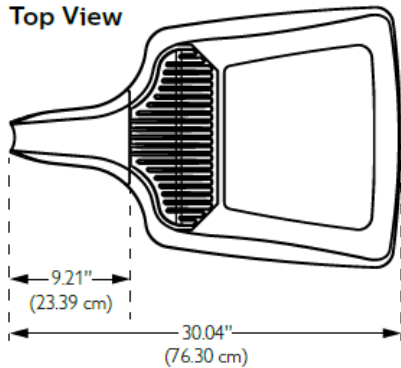
TYPE S6: #P21-DIM-A1-1-2-55LA-NW-UNV-BLP-PC

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE TYPES S2, S3, S4, S5 & S6

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Type 2				Type 2BL				Type 3			
				Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating
55LA	48	350	4000K	54	5,327	99	B1-U0-G1	54	5,981	111	B3-U0-G3	54	5,330	98	B1-U0-G1
70LA	64	350	4000K	69	7,350	107	B1-U0-G1	69	8,252	120	B3-U0-G3	69	7,354	107	B1-U0-G2
90LA	80	350	4000K	88	9,370	106	B1-U0-G2	89	10,521	119	B3-U0-G3	89	9,375	106	B1-U0-G2
80LA	48	530	4000K	78	7,656	98	B1-U0-G2	79	8,596	109	B3-U0-G3	79	7,660	97	B1-U0-G2
105LA	64	530	4000K	103	10,521	102	B1-U0-G2	103	11,814	114	B3-U0-G3	103	10,527	102	B1-U0-G2
130LA	80	530	4000K	127	13,490	106	B1-U0-G2	128	15,147	118	B4-U0-G4	128	13,498	105	B1-U0-G2
165LA	80	640	4000K	162	15,651	97	B2-U0-G2	162	17,425	107	B4-U0-G4	162	15,691	97	B1-U0-G2
110LA	48	700	4000K	108	9,735	90	B1-U0-G2	108	10,931	101	B3-U0-G3	108	9,740	90	B1-U0-G2
140LA	64	700	4000K	137	13,287	97	B2-U0-G2	138	14,918	108	B4-U0-G4	138	13,294	96	B1-U0-G2
180LA	80	700	4000K	176	16,723	95	B2-U0-G2	177	18,777	106	B4-U0-G4	177	16,732	94	B2-U0-G3
200LA	80	800	4000K	205	18,514	90	B2-U0-G2	206	20,788	101	B4-U0-G4	206	18,524	90	B2-U0-G3

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Type 4				Type 5M				Type 5W			
				Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating
55LA	48	350	4000K	54	5,279	98	B1-U0-G1	54	6,059	112	B2-U0-G0	53	6,014	113	B3-U0-G1
70LA	64	350	4000K	69	7,284	106	B1-U0-G2	69	8,360	122	B3-U0-G1	70	8,298	119	B3-U0-G2
90LA	80	350	4000K	88	9,286	105	B1-U0-G2	88	10,657	121	B3-U0-G1	86	10,579	123	B4-U0-G2
80LA	48	530	4000K	78	7,588	97	B1-U0-G2	79	8,708	111	B3-U0-G1	82	8,644	106	B3-U0-G2
105LA	64	530	4000K	103	10,428	101	B1-U0-G2	103	11,967	116	B3-U0-G1	108	11,879	111	B4-U0-G2
130LA	80	530	4000K	127	13,370	105	B1-U0-G2	128	15,344	120	B3-U0-G1	134	15,231	114	B4-U0-G2
165LA	80	640	4000K	162	15,389	90	B1-U0-G2	162	17,663	109	B4-U0-G1	164	17,878	109	B4-U0-G2
110LA	48	700	4000K	108	9,648	96	B1-U0-G2	108	11,073	102	B3-U0-G1	110	10,991	100	B4-U0-G2
140LA	64	700	4000K	137	13,168	94	B1-U0-G2	138	15,112	110	B4-U0-G1	146	15,001	103	B4-U0-G2
180LA	80	700	4000K	176	16,574	95	B2-U0-G2	177	19,021	108	B4-U0-G1	179	18,881	105	B4-U0-G2
200LA	80	800	4000K	206	18,349	89	B2-U0-G3	206	21,058	102	B4-U0-G2	206	20,903	101	B4-U0-G2

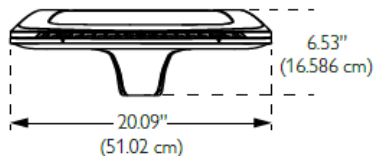
Top View



Side View



End View



PHILIPS



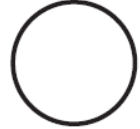
PHILIPS



Poles

4.5" Straight Round Aluminum - Cast Base

The Philips Gardco RA4.5 straight aluminum pole consists of a one-piece 4.5" round extruded aluminum lighting standard mounted to a cast aluminum base. The poles are finished with either Architectural Class I anodizing or electrostatically applied TGIC polyester powdercoat. All poles include anchor bolts, full base cover, hand hole, ground lug and top cap.



PREFIX	BASE	HEIGHT	DRILLING	FINISH	OPTIONS
RA45	CB	18	D1	BLP	VDA

Enter the order code into the appropriate box above. Note: Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.

PREFIX	BASE	HEIGHT	DRILLING
RA4.5	CB Fixed Cast Base	10' 12' 15' 18' 20'	D1 1 Way D2 2 Way D2@90 2 Way at 90° D3 3 Way D3@120 3 Way at 120° D4 4 Way T2 2 3/8" OD Tenon T4 4" OD Tenon

Hinged Bases are available for this pole size. Please refer to Hinged Base pole sheet 79415-8 for specifications and dimensions.

FINISH	OPTIONS
BRP Bronze Paint BLP Black Paint WP White Paint NP Natural Aluminum Paint BRA Bronze Anodized BLA Black Anodized NA Natural Anodized OC Optional Color Paint <i>Specify Optional Color or RAL ex: OC-LGP or OC-RAL7024.</i> SC Special Color Paint <i>Specify. Must supply color chip.</i>	DR Duplex Receptacle GFCI Ground Fault Receptacle VDA Vibration Dampener Nipples and Couplings <i>Indicate size (1/2", 3/4", 1", 1 1/4", 1 1/2".) Indicate height above base and orientation to hand hole. See Pole Orientation Information on Page 4.</i> NL Nipple - External thread CL Coupling - Internal thread Single Mount Bullhorn Brackets <i>Indicate height above base and orientation to hand hole. See Pole Orientation Information on Page 4.</i> A15BH-19 Single - 1.9" OD A15BH-24 Single - 2.4" OD A215BH-19 2-Tenon - 1.9" OD A215BH-24 2-Tenon - 2.4" OD Motion Response Provisions GMR Provision for Gardco HID Motion Response System <i>Minimum Pole Height is 18'. Includes a 1/2" coupling placed 180° to the hand hole, 12' above the pole base.</i> MSM Motion Sensor Mounting Provision for LED Luminaires available with Motion Response <i>Minimum Pole Height is 18'. Includes a special hand hole with 1/2" coupling placed in the cover plate, 180° to the hand hole, 15' above the pole base.</i>

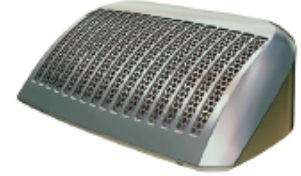
CATALOG NUMBER	POLE SIZE		MAXIMUM LUMINAIRE LOADING ¹			ANCHOR BOLT DATA ²		
	ACTUAL HEIGHT	WALL THICKNESS (inches.)	100 MPH EPA-FT ²	90 MPH EPA-FT ²	80 MPH EPA-FT ²	BOLT CIRCLE (inches)	BOLT SIZE (inches)	MAX PROJ. (inches)
PREFIX - BASE - HEIGHT								
RA4.5-CB-10	10'	.125	7.6	9.5	12.5	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-12	12'	.125	5.6	7.1	9.5	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-15	15'	.188	5.1	6.5	8.8	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-18	18'	.188	3.6	4.7	6.7	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-20	20'	.188	2.4	3.2	5.1	7 - 8.625	3/4 x 17 x 3	3.25"

ROUND STRAIGHT ALUMINUM POLES – 17 FEET TALL. INSTALLED ON A RAISED 3-FOOT CONCRETE FOUNDATION BASE.

PHILIPS

121 LED Performance Sconce - Generation 2

The Philips Gardco 121 LED Performance Sconce provides an energy efficient, architecturally pleasing solution for wall mount applications. The sloped surface ribs of the die cast aluminum housing create a distinctly unique aesthetic element, and perform important functions in the Philips Gardco thermal management system. 121 Generation 2 luminaires feature high performance Class 1 LED systems. The high performance LED optical systems produce full cutoff performance, minimizing glare and light trespass. Philips Gardco's LED technology provides maximized light output and maximum energy savings.



PREFIX	OPTICAL SYSTEM	LED WATTAGE	LED SELECTION	VOLTAGE	FINISH	OPTIONS
121	3	26LA	NW	UNIV	BLP	PCB
Enter the order code into the appropriate box above. Note: Philips Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.						

PREFIX

121	121 LED Performance Sconce - Constant Wattage / Full Light Output
121-MR	121 LED Performance Sconce - Motion Response
121-DIM	121 LED Performance Sconce - 0 - 10V Dimming
121-APD	121 LED Performance Sconce - Automatic Profile Dimming

121-DCC 121 LED Performance Sconce - Dual Circuit Control

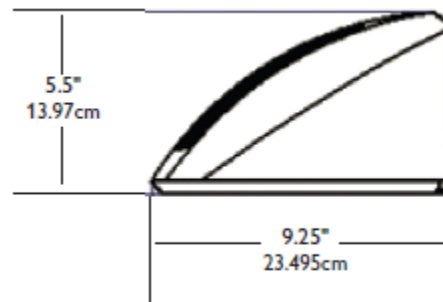
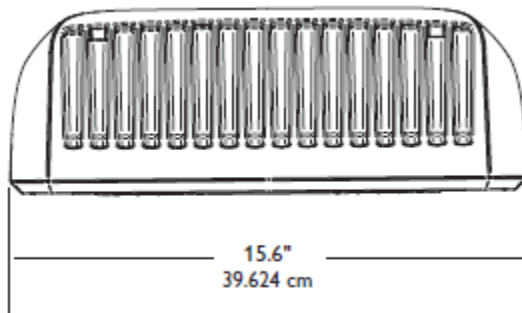
OPTICAL SYSTEM

2	Type 2	All optical systems are supplied with a clear glass lens standard. A Diffuse Lens (DL) option is available. See OPTIONS on Page 2.
3	Type 3	
4	Type 4	
MT	Medium Throw	

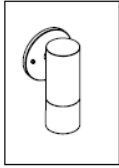
LED WATTAGE AND LUMEN VALUES

Single LED Array Wattages, Available in 121, 121-MR, 121-DIM and 121-APD Only

Ordering Code	Average System Watts ¹	LED Current (mA)	LED Quantity - Single LED Array	LED Selection	Luminaire Initial Absolute Lumens ²			
					TYPE 2	TYPE 3	TYPE 4	MT
18LA	18	350	16	NW	1,673	1,707	1,609	2,022
26LA	26	530	16	NW	2,442	2,485	2,345	2,927
35LA-700	36	700	16	NW	3,102	3,139	2,972	3,650
35LA-350	35	350	32	NW	3,664	3,736	3,523	4,425
50LA	52	530	32	NW	5,587	5,685	5,365	6,697
75LA	72	700	32	NW	6,199	6,538	6,296	7,289



BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPE S8**



BESSL
SOLID STATE LIGHTING
18-29W LED



CATSKILL™

PROJECT:

TYPE:

CATALOG
NUMBER:

SOURCE:

NOTES:

CATALOG NUMBER LOGIC

Example: **CK** - **LED** - **x31** - **FL** - **SAP** - **12** - **11** - **A**

Series
CK - Catskill Series™

Source
LED - 'X' Module with Cold Phosphor Technology

LED Type
x30 - 18WLED/2.7K
x31 - 18WLED/3K
x32 - 18WLED/4K
x33 - 29WLED/2.7K
x34 - 29WLED/3K
x35 - 29WLED/4K

Optics
SP - Spot (20°)
FL - Flood (45°)
WFL - Wide Flood (60°)

Finish

Standard Finish

Powder Coat Color	Satin	Wrinkle
Bronze	BZP	BZW
Black	BLP	BLW
White (Gloss)	WHP	WHW
Aluminum	SAP	—
Verde	—	VER

Premium Finish

ABP	Antique Brass Powder	CMG	Cascade Mountain Granite	RMG	Rocky Mountain Granite
AMG	Aleutian Mountain Granite	CRI	Cracked Ice	SDS	Sonoran Desert Sandstone
AQW	Antique White	CRM	Cream	SMG	Sierra Mountain Granite
BCM	Black Chrome	HUG	Hunter Green	TXF	Textured Forest
BGE	Beige	MDS	Mojave Desert Sandstone	WCP	Weathered Copper
BPP	Brown Patina Powder	NBP	Natural Brass Powder	WIR	Weathered Iron
CAP	Clear Anodized Powder	OCP	Old Copper	Also available in RAL Finishes See submittal SUB-1439-00	

Lens Type
9 - Clear (Standard)
10 - Spread Lens*
12 - Soft Focus Lens*
13 - Rectilinear Lens*

Shielding
11 - Honeycomb Baffle*

*Accommodates up to 2 Lens/Shielding media

Cap Style
A - 45°
B - 90°
C - Flush
D - 45° less Weep Hole
(Interior Use Only)
E - 90° less Weep Hole
(Interior Use Only)

Configure Driver Housing Separately Driver Housing Required

REMOTE DRIVER HOUSINGS:

PM2RM - Universal Power Module 2 Remote
PM2DRM - Universal Power Module 2 Dual Remote
RM - Remote Wall Mount
DRM - Dual Remote Wall Mount

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPE S9**

SLIMFC37N/PC

RAB
LIGHTING



37, 57 and 62 Watt SLIM Wallpacks are designed to cover the footprint of most traditional wallpacks. They are suitable for mounting heights from 20' to 30', and replace HID Wattages from 200W MH to 320W MH. These ultra-high efficiency fixtures are available in cutoff or full cutoff models.

Color: Bronze

Weight: 7.5 lbs

Project:

Type:

Prepared By:

Date:

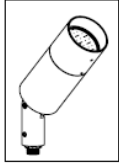
Driver Info

Type: Constant Current
120V: 0.31A
208V: N/A
240V: N/A
277V: N/A
Input Watts: 38W
Efficiency: 98%

LED Info

Watts: 37W
Color Temp: 4000K (Neutral)
Color Accuracy: 82 CRI
L70 Lifespan: 100,000
Lumens: 2,413
Efficacy: 64 LPW

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE TYPE S10



18-29W LED



DENALI SERIES™ FLOODLIGHT

PROJECT:

TYPE:

CATALOG
NUMBER:

SOURCE:

NOTES:

CATALOG NUMBER LOGIC

Example: DE - LED - x31 - FL - SAP - 12 - 11 - C

Series: DE - Denali Series™ Floodlight

Source: LED - 'X' Module with Cold Phosphor Technology

LED Type: x30 - 18WLED/2.7K, x31 - 18WLED/3K, x32 - 18WLED/4K, x33 - 29WLED/2.7K, x34 - 29WLED/3K, x35 - 29WLED/4K

Optics: SP - Spot (20°), FL - Flood (40°), WFL - Wide Flood (60°)

Finish: Aluminum Finish, Premium Finish

Configure Driver Housing Separately Driver Housing Required

INTEGRAL DRIVER HOUSINGS:

- HP2 - HP2 Housing
- PM2 - Universal Power Module 2
- PM2D - Universal Power Module 2 Dual
- PC - Power Canopy
- PPH - Power Pipe II
- TMB - Pole Mount or Tenon Mount

REMOTE DRIVER HOUSINGS:

- HP2RM - HP2 Remote Housing
- PM2RM - Universal Power Module 2 Remote
- PM2DRM - Universal Power Module 2 Dual Remote
- RM - Remote Wall Mount
- DRM - Dual Remote Wall Mount

Aluminum Finish		
Powder Coat Color	Satin	Wrinkle
Bronze	BZP	BZW
Black	BLP	BLW
White (Gloss)	WHP	WHW
Aluminum	SAP	—
Verde	—	VER

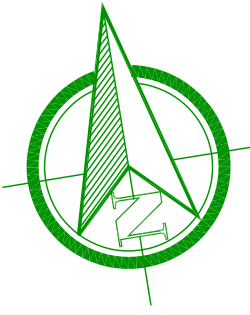
Premium Finish		
ABP	Antique Brass Powder	CMG
AMG	Aleutian Mountain Granite	CRI
AQW	Antique White	CRM
BCM	Black Chrome	HUG
BGE	Beige	MDS
BPP	Brown Patina Powder	NBP
CAP	Clear Anodized Powder	OCP
		RMG
		SDS
		SMG
		TXF
		WCP
		WIR
		Also available in RAL Finishes See submittal SUB-1439-00

Lens Type: 9 - Clear (Standard), 10 - Spread Lens*, 12 - Soft Focus Lens*, 13 - Rectilinear Lens*

Shielding: 11 - Honeycomb Baffle*
**Accommodates up to 2 Lens/Shielding media*

Cap Style: A - 45°, B - 90°, C - Flush, D - 45° less Weep Hole (Interior Use Only), E - 90° less Weep Hole (Interior Use Only)

LUMINAIRE AIMED STRAIGHT DOWN



Phi

HOME DESIGNS

446 WEST STREET

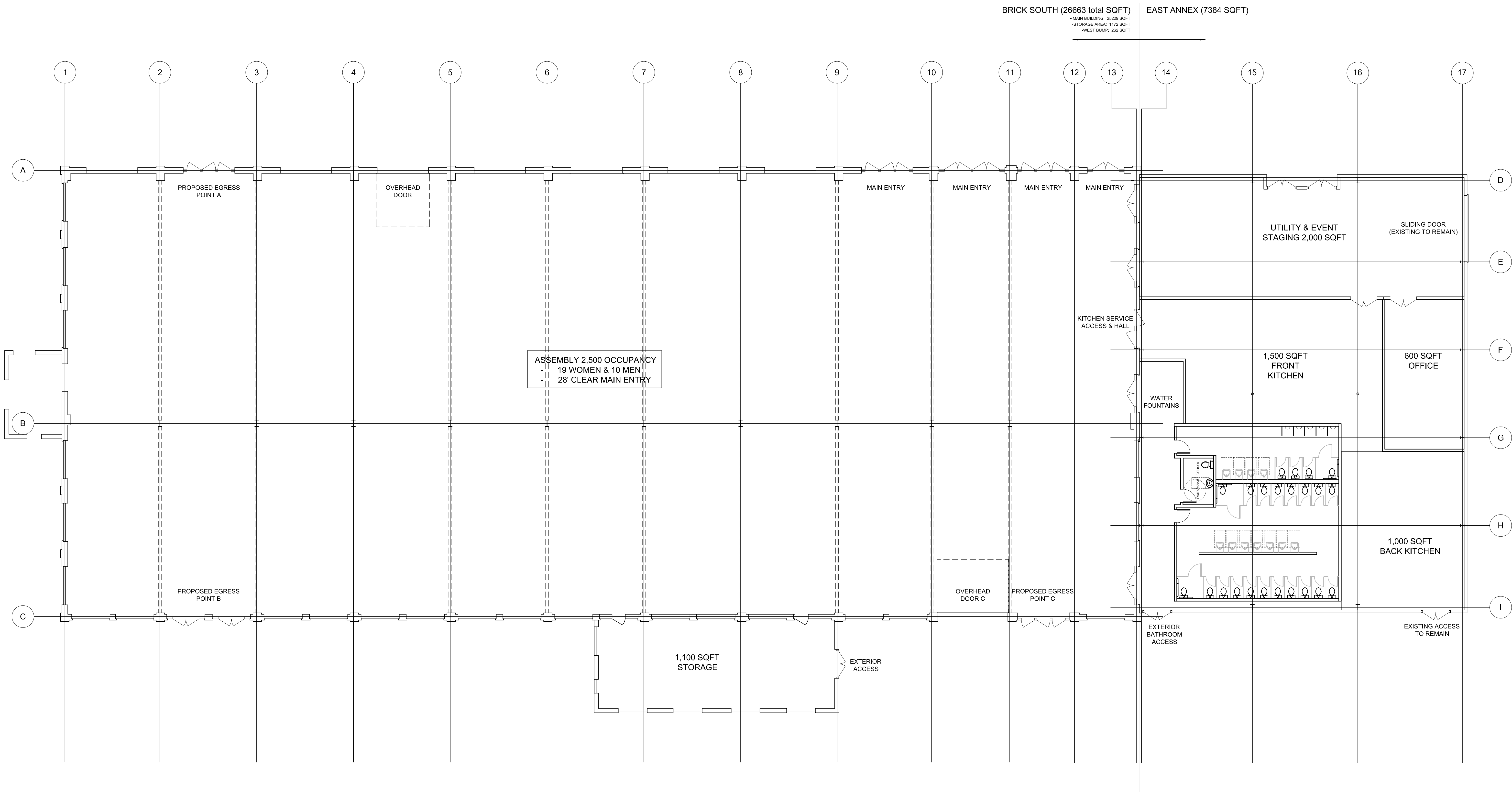
ROCKPORT, ME 04856

TEL: 207 230 0034

FAX: 207 230 0274

PHI@HOMEDESIGNS.COM

©PHI HOME DESIGNS LLC



1
A101

BRICK SOUTH FLOOR PLAN

SCALE: 3/32" = 1'-0"

PRELIMINARY - NOT FOR CONSTRUCTION

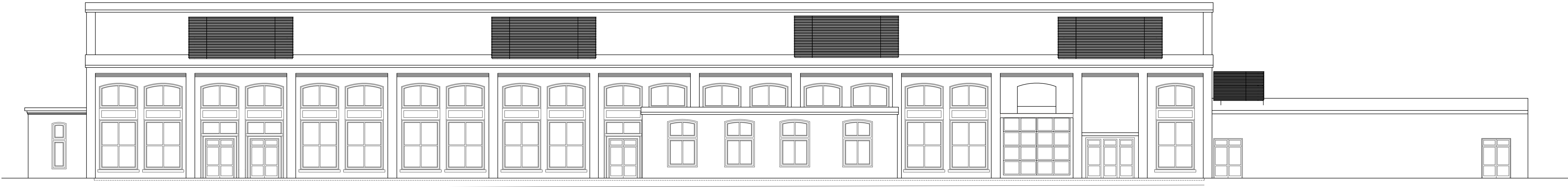
BRICK SOUTH

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

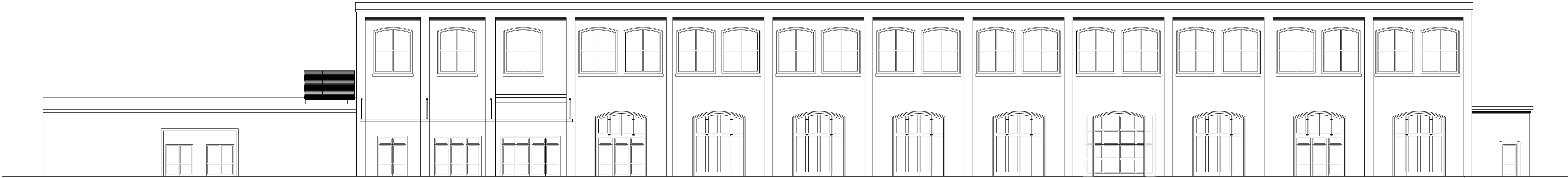


446 WEST STREET
ROCKPORT, ME 04856
TEL: 207 230 0034
FAX: 207 230 0274
PHIHOMEDESIGNS.COM
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BRICK SOUTH
THOMPSON'S POINT PORTLAND, MAINE
OWNER: FOREFRONT PARTNERS I, LP

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



446 WEST STREET
ROCKPORT, ME 04856
TEL: 207 230 0034
FAX: 207 230 0274
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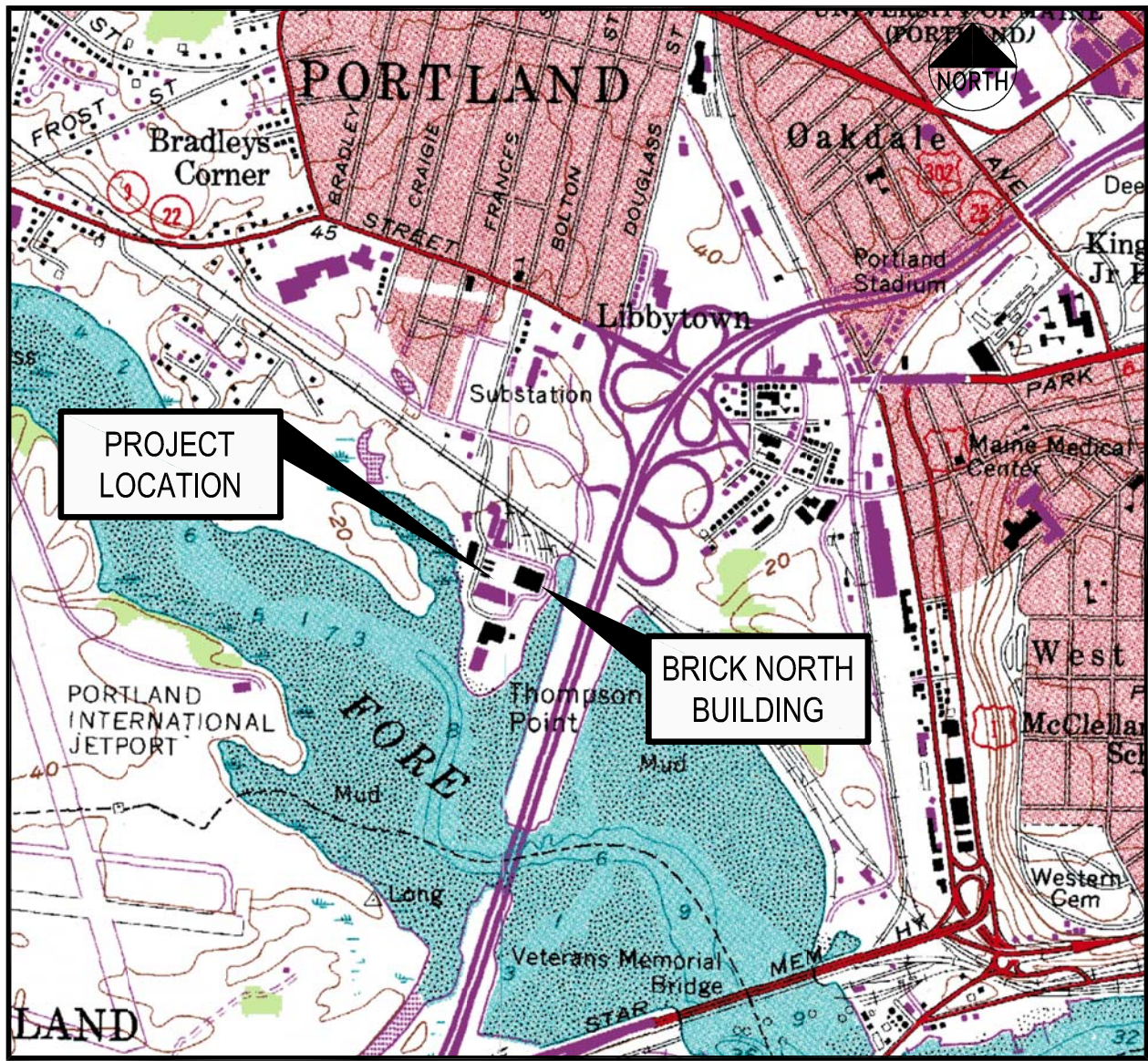
BRICK SOUTH
THOMPSON'S POINT PORTLAND, MAINE
OWNER: FOREFRONT PARTNERS I, LP

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

Plan 51



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 207.781.8310
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 TROTTER TIME WARNER CABLE 119 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 GRIMANDO	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.

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.

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	GEOTECHNICAL ENGINEER: Haley and Aldrich, Inc. 75 WASHINGTON AVENUE, SUITE 203 PORTLAND, MAINE 04101 207.482.4600 ATTN: WAYNE CHADBOURNE www.haleyaldrich.com
ARCHITECT: Archetype Architects (Brick North) 48 UNION STREET PORTLAND, MAINE 04101 207.772.6022 ATTN: BILL HOPKINS www.archetype-architects.com	ENVIRONMENTAL ENGINEER: Credere Associates, LLC 776 MAIN STREET WESTBROOK, MAINE 04092 207.828.1272 ATTN: RIP PATTEN www.credereilc.com
Phi Home Designs (Brick South) 446 WEST STREET ROCKPORT, MAINE 04856 207.230.8034 ATTN: ERIK DURBAS www.phihomedesigns.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
LANDSCAPE ARCHITECT: Carroll Associates 217 COMMERCIAL STREET, SUITE 200 PORTLAND, MAINE 04101 207.772.1552 ATTN: PAT CARROLL	SURVEYOR: Sebago Technics, Inc. 1 CHABOT STREET WESTBROOK, MAINE 04092 207.856.0277 www.sebagotechnics.com
LIGHTING CONSULTANT: Bartlett Design 942 WASHINGTON STREET BATH, MAINE 04530 207.522.9789 ATTN: LARRY BARTLETT	LEED: Thornton Tomasetti 386 FORE STREET, SUITE 401 PORTLAND, MAINE 04101 207.245.6060 www.thorntontomasetti.com
LEGAL COUNSEL: Verrill Dana ONE PORTLAND SQUARE P.O. BOX 586 PORTLAND, MAINE 04112 207.774.4000 ATTN: DAVID GALGAY www.verrilldana.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

PLAN REFERENCES:

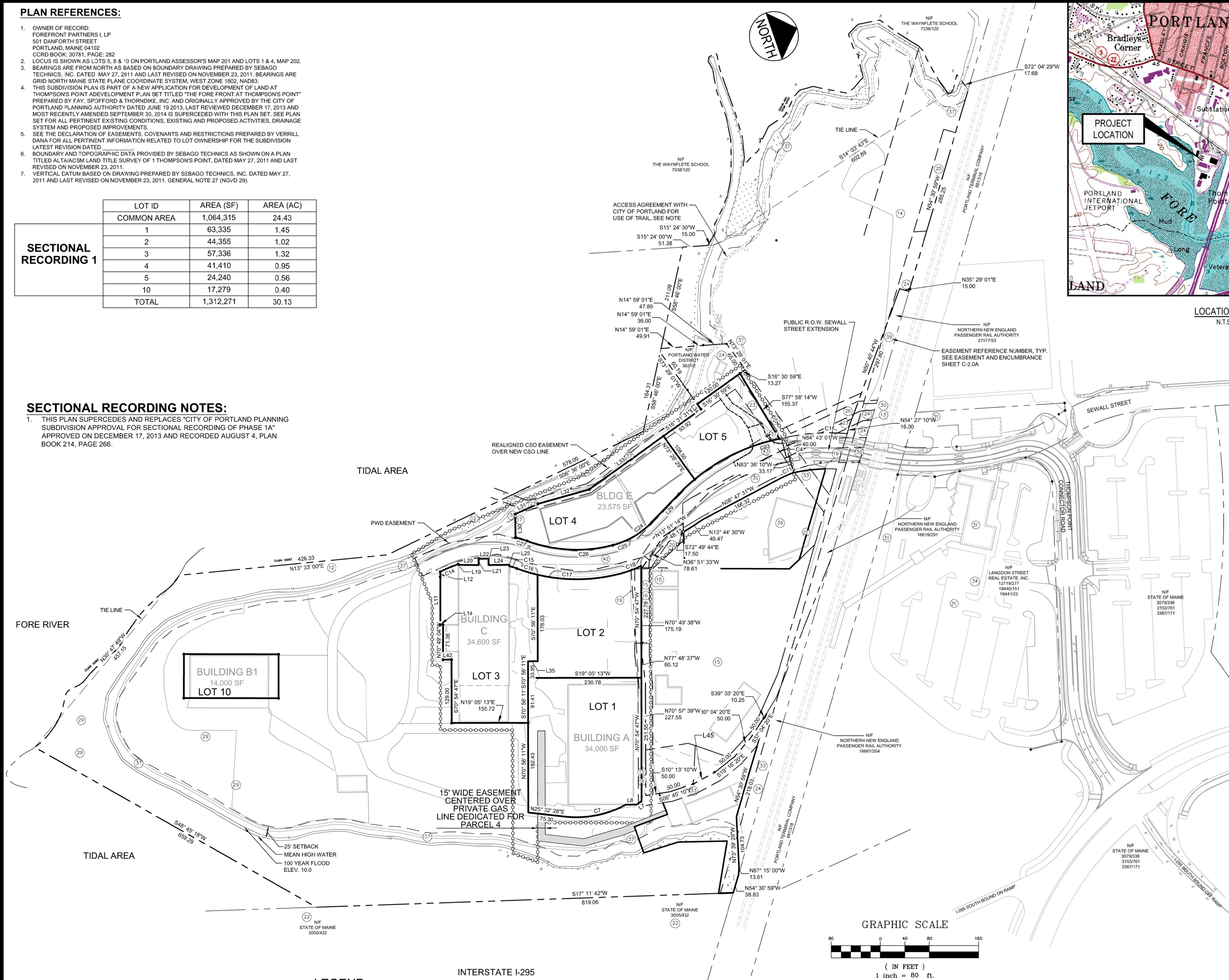
- OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30761, PAGE: 282
- LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
- BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNIQS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
- 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.
- 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
- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNIQS 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.
- VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNIQS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).

SECTIONAL
RECORDING 1

LOT ID	AREA (SF)	AREA (AC)
COMMON AREA	1,064,315	24.43
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:

- 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.



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

INTERSTATE I-295

SURVEYOR'S STATEMENT

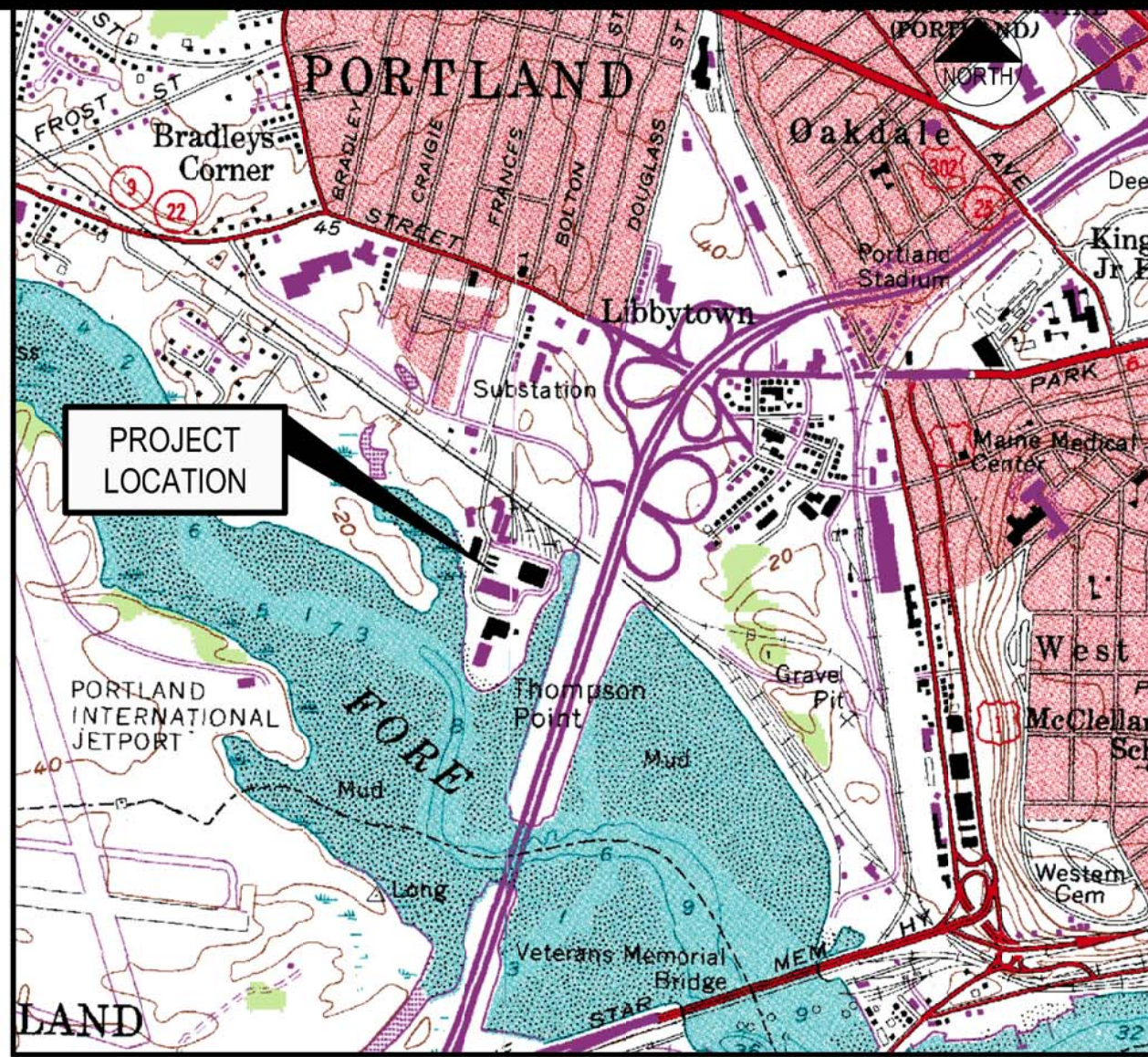
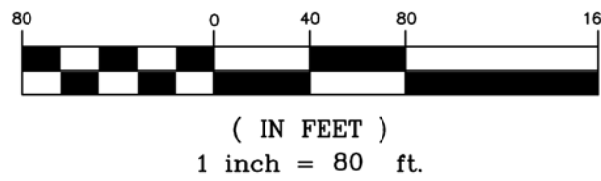
THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNIQS, 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

GRAPHIC SCALE



LOCATION MAP
N.T.S.

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

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

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'	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
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

Plan 52

CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____
DATE _____

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

FST 105 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
DRAWN: DED
DESIGNED: BEK
CHECKED: SRB
FILE NAME: 2982.05-B5 SUBDIVISION
DATE: SEPT 2014
SCALE: 1" = 80'
JOB NO. 2982.05
SHEET
C-1.1

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 | 95% |
| AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE | |
- *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

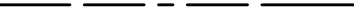
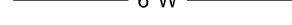
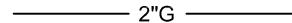
(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT BETWEEN THIS SECTION AND THE LANDSCAPE DRAWINGS, THE LANDSCAPING DRAWINGS SHALL GOVERN)

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.

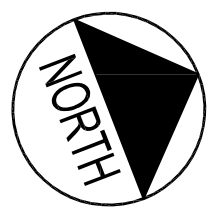
EROSION CONTROL NOTES:

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. TEMPORARY/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 MH	 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



Plan 54

SEE THOMPSON'S POINT
CONNECTOR ROAD PLANS FOR
INFORMATION RELATED TO
PREVIOUSLY CONSTRUCTED
OFFSITE ROAD IMPROVEMENTS

TIDAL AREA

BRICK SOUTH
(BUILDING C)

EAST ANNEX

BRICK NORTH
(BUILDING A)

N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
27577/53
FEE TAKING

N/F
SUBURBAN PROPANE GAS CORPORATION
&
SUBURBAN PROPANE, L.P.
12492/296
SUBURBAN - U.D.I. CO.
2124/129

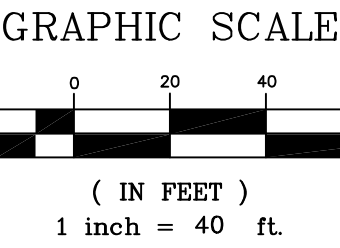
N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
16619/291

N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
16667/204

N/F
PORTLAND TERMINAL COMPANY
887/318

N/F
SUBURBAN
PROPANE

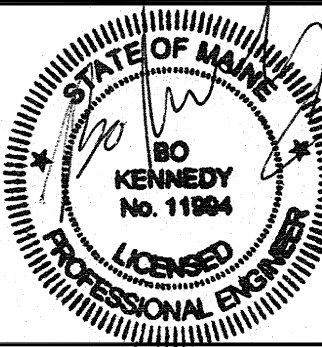
25' SETBACK FROM HAT ELEV 7.4
HIGHEST ANNUAL TIDE ELEV 7.4



PLAN REFERENCES:

- 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.
- 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.
- ADDITIONAL UTILITY DATA TAKEN FROM CITY AND UTILITY COMPANY RECORD DRAWINGS, AS WELL AS OBSERVATIONS BY DELUCA-HOFFMAN ASSOCIATES, INC. PERSONNEL DURING SITE VISITS.

PRELIMINARY - NOT
FOR CONSTRUCTION



PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	
SHEET TITLE EXISTING CONDITIONS PLAN	
CLIENT FOREFRONT PARTNERS I, LP	

DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-B5 DEMO SHEET		DATE: APRIL 2015 SCALE: 1" = 40' JOB NO. 2982.05 C-2.0	
FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106			

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 CURB. ALL CURBING DIMENSIONS 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. THE DIMENSIONING OF FINAL SURFACE PAVEMENT TO BE CONSISTENT WITH THE APPROVED MAY 2014 MASTER PLAN.

	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)

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).

	HEAVY DUTY PAVEMENT
	STANDARD DUTY PAVEMENT
	LIGHT DUTY PAVEMENT
	RECLAIM, FINE GRADE AND PAVE
	SPOT PAVEMENT REPAIR
	BITUMINOUS PAVEMENT SIDEWALK

R1-1 24"x24"	R7-8 12"x18"	R7-6 12"x18" R7-6P 12"x6"	W11-2 24"x24" W16-6P 12"x6"	W11-2 24"x24" W16-7P 12"x6"	R7-13M 12"x18"
A	B	C	D	E	F

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'	1.14	20+09.86	20+20.11

COMMON AREA

TIMBER GUIDE RAIL

LOT 4

GRAVEL / PAVEMENT

ACCESS DRIVE 'A' STA 15+88.57 = ACCESS DRIVE 'B' STA 20+00

ACCESS DRIVE 'A' STA 10+00 = STA 61+50 MDOT CONSTRUCTION BASELINE

SEE TYPICAL ROADWAY CROSS SECTIONS SHEET C-8.8

N/F NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY 27577/53 FEE TAKING

EASEMENT LINE (ACCESS AND UTILITY EASEMENT TO FOREFRONT)

N/F SUBURBAN PROPANE GAS CORPORATION & SUBURBAN PROPANE, L.P. 12492/296 SUBURBAN - U.D.I. CO. 2124/129

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

N/F SUBURBAN PROPANE

EXISTING BUILDING TO REMAIN NNEPRA

N/F NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY 16667/204

N/F PORTLAND TERMINAL COMPANY 881/318

LOT 3

BRICK SOUTH BUILDING (C) (SEE ARCHITECTURAL PLANS BY PHI HOME DESIGNS)

2' WIDE STONE DRIP EDGE - SEE GRADING PLAN AND DETAILS "EVENT SPACE"

ACCESS DRIVE 'B'

CONCRETE DUMPSTER PAD WITH ENCLOSURE

SEE LANDSCAPE ARCHITECT PLANS FOR PLAZA ENTRANCE DETAILS

DEMISING WALL

"EAST ANNEX"

PAVEMENT

GRAVEL YARD TO REMAIN

PEDESTRIAN ALLEY CONSTRUCTED WITH STANDARD DUTY PAVEMENT BUILDUP

LOT 2

5' WIDE SIDEWALK

TREE OF 40 FRUIT PLAZA AREA 48/0/2

32' WIDE RAISED WALK

LOT 1

9' x 18' TYPICAL ADA PARKING SPACE

2' WIDE STONE DRIP EDGE - SEE GRADING PLAN AND DETAILS

CONCRETE SLAB - SEE ARCHITECTURAL PLANS

BRICK NORTH BUILDING (A) (SEE ARCHITECTURAL PLANS BY ARCHETYPE, PA)

9' x 18' TYPICAL STANDARD PARKING SPACE

HOT BITUMINOUS ASPHALT SIDEWALK, TYP

PROPOSED DOOR, TYP

PAVED WALKWAY COORDINATE DOOR LAYOUT WITH ARCHITECTURAL PLANS, TYP

ACCESS DRIVE 'B' STA 24+96.51

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

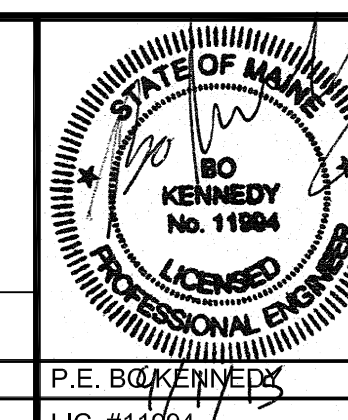
HIGHEST ANNUAL TIDE ELEV 7.4

GRAPHIC SCALE

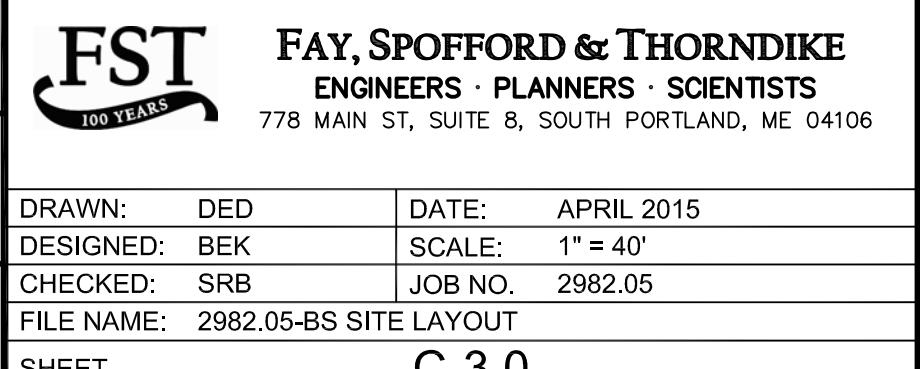
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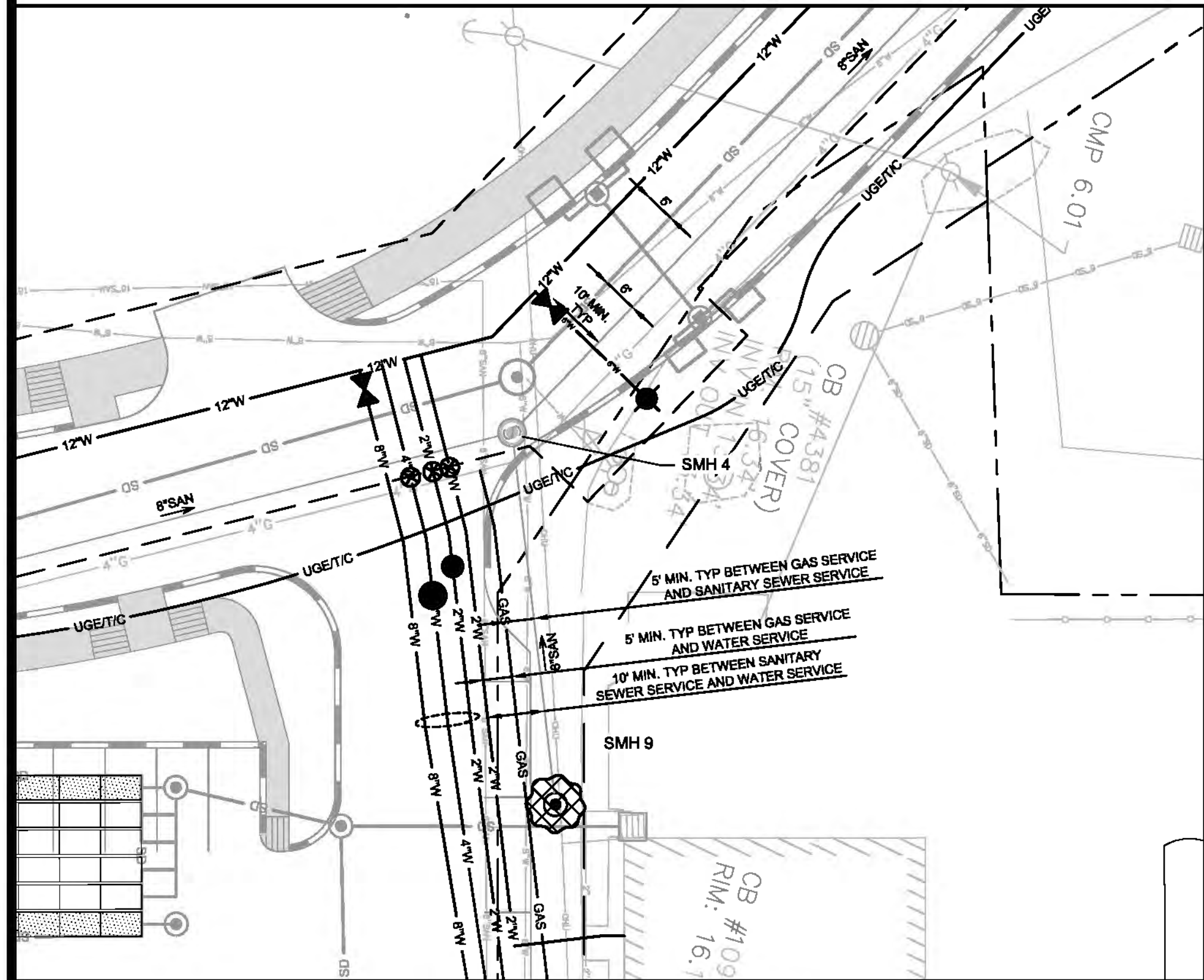
1 inch = 40 ft.

PRELIMINARY - NOT
FOR CONSTRUCTION

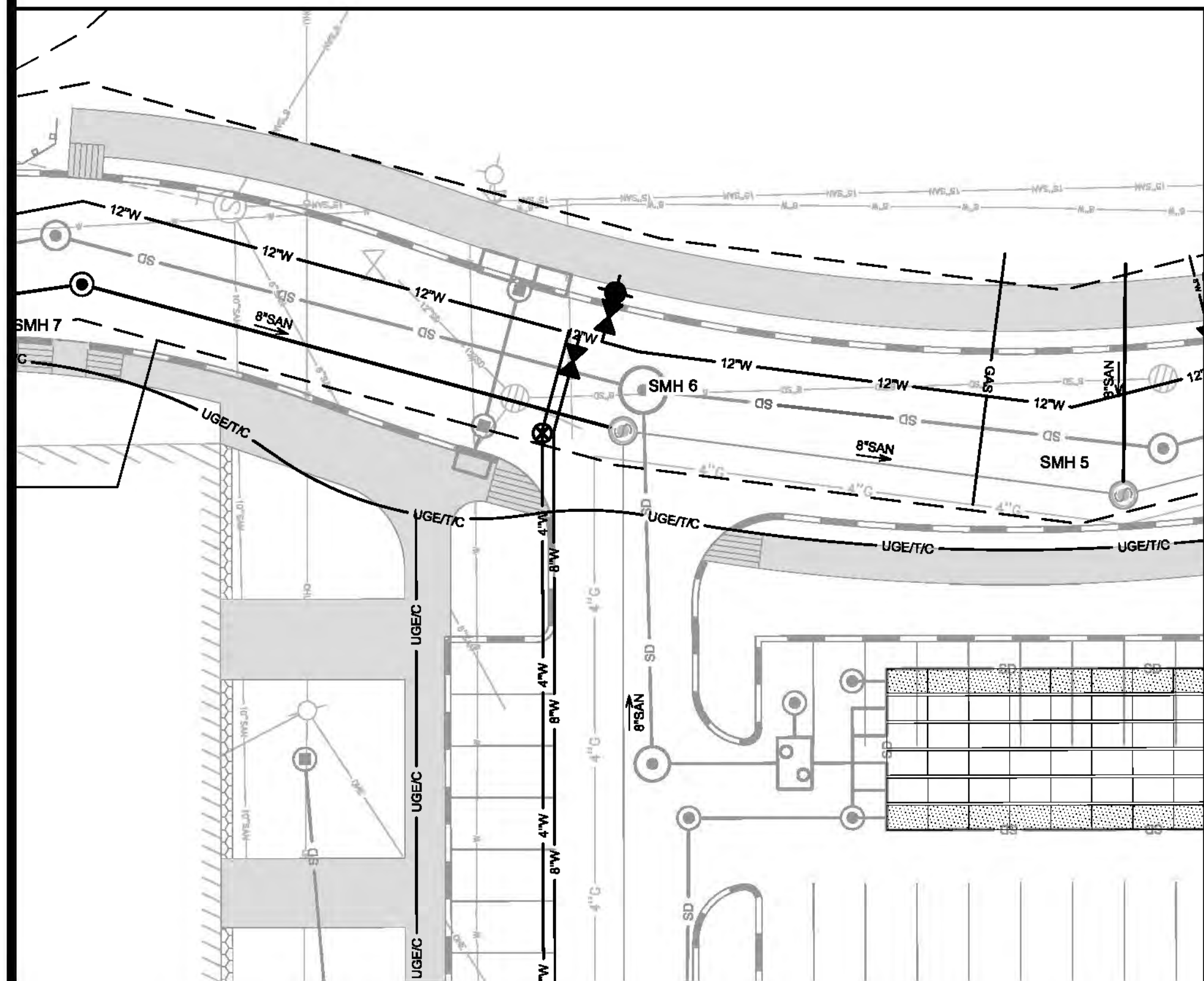


	PROJECT
	BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
	SHEET TITLE
	SITE LAYOUT PLAN
CLIENT	
FOREFRONT PARTNERS LP	

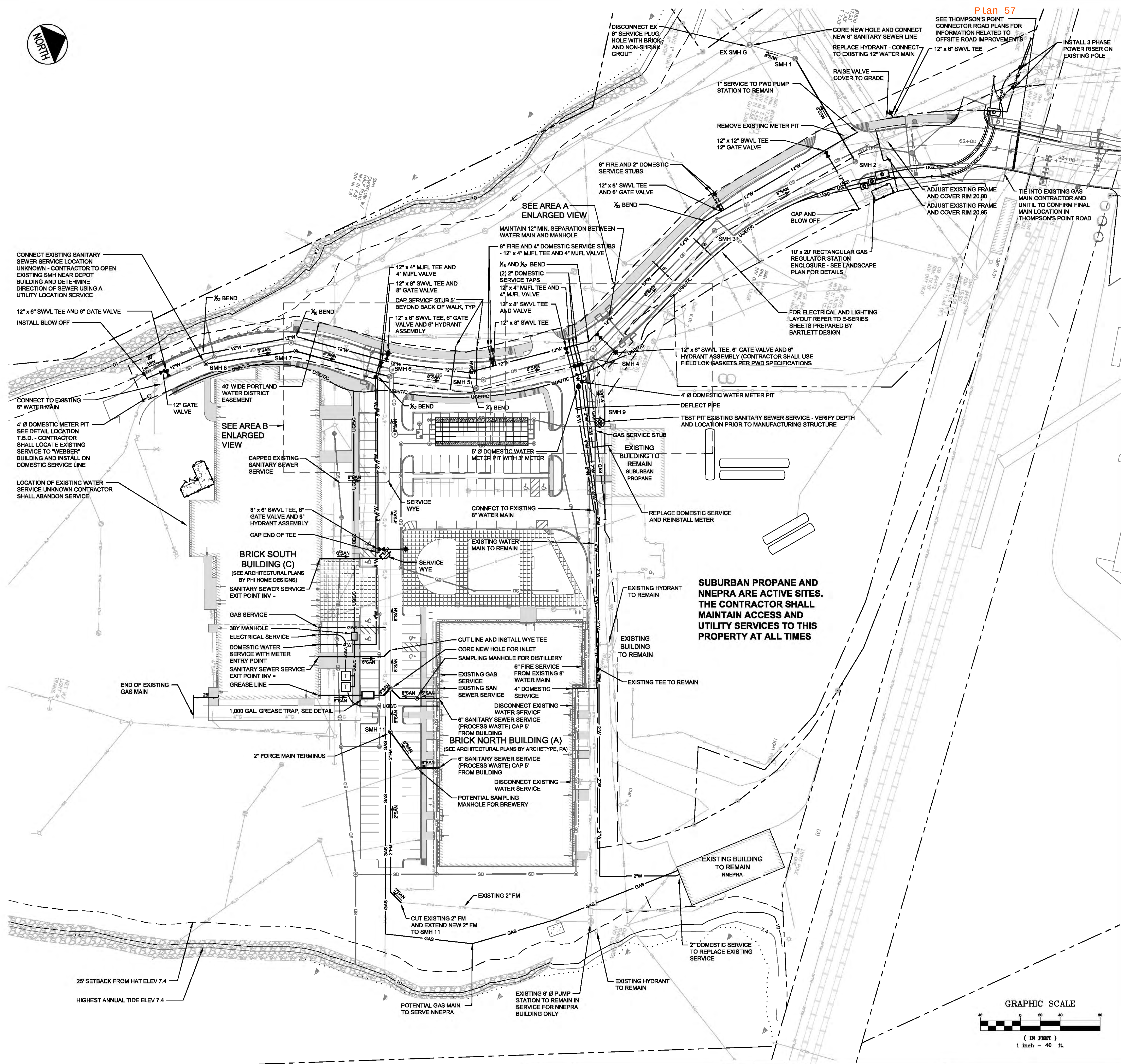




AREA A ENLARGED VIEW
1" = 20'



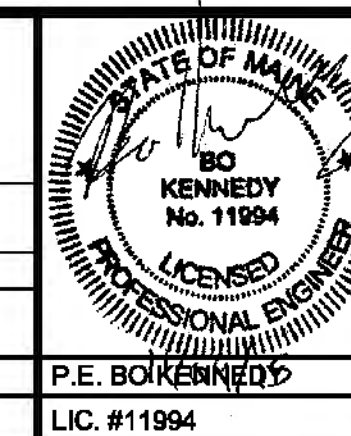
AREA B ENLARGED VIEW
1" = 20'



- 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 PROVIDED AS PART OF THIS CONTRACT.

PRELIMINARY - NOT
FOR CONSTRUCTION

REV	DATE	DESCRIPTION	REVISIONS
3	11.09.15	ELIMINATED SEPTIC TANK AND SMH PER PWD COMMENTS	
2	10.26.15	REVISED PER PWD COMMENTS	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION	



PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

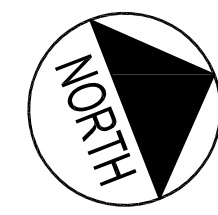
SHEET TITLE
UTILITY PLAN

CUSTOMER
FOREFRONT PARTNERS I, LP

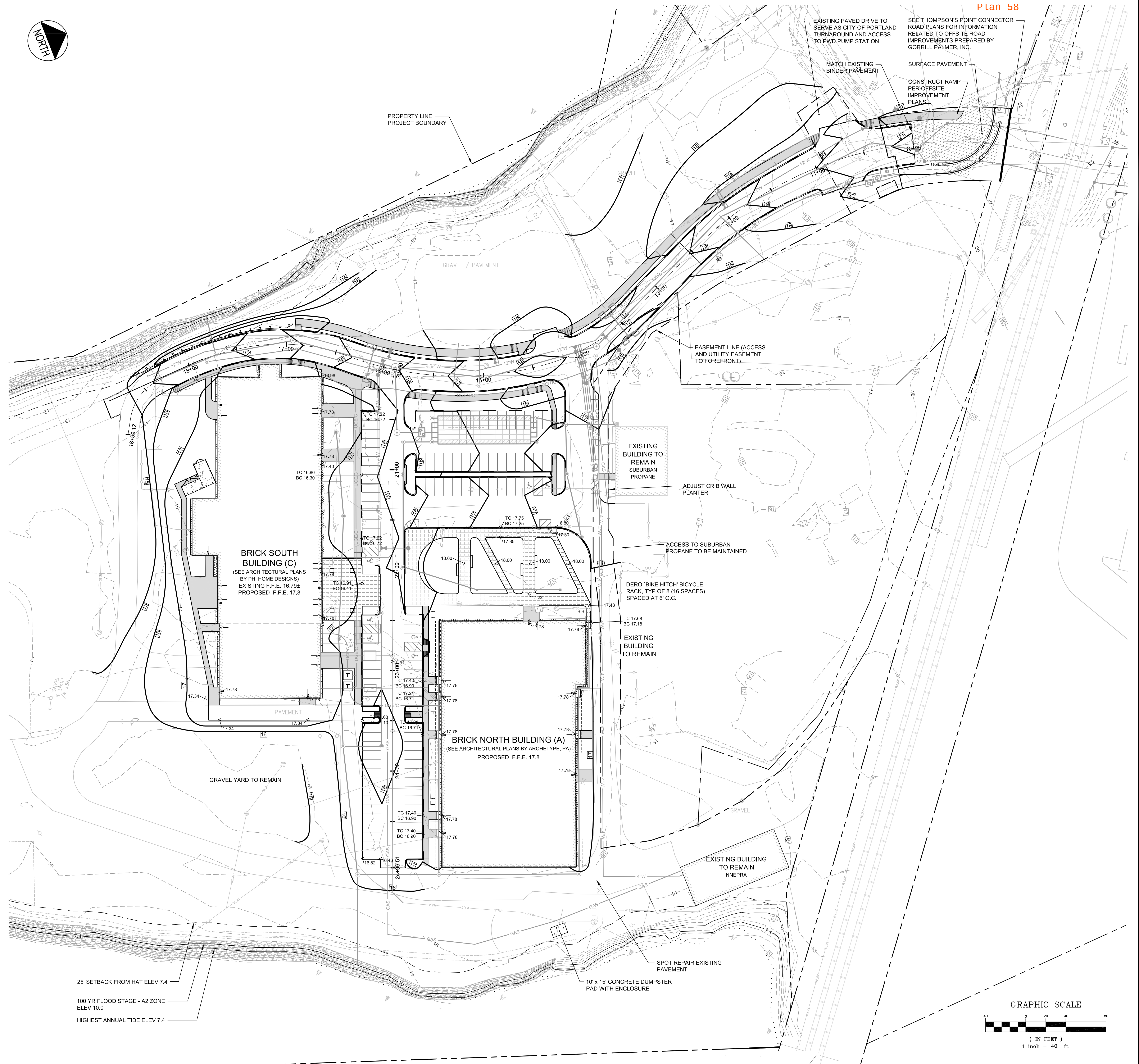
FST FAY, SPOFFORD & THORNDIKE
ENGINEERS - PLANNERS - SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
DESIGNED: BEK
CHECKED: SRB
FILE NAME: 2382.05-B5 UTILITY
SHEET C-4.0

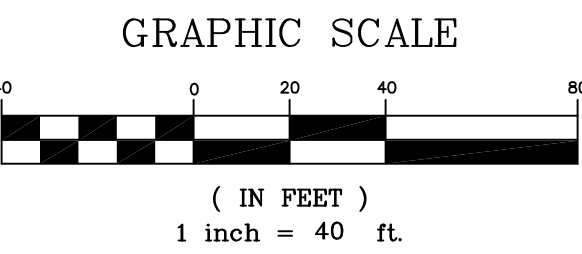
DATE: APRIL 2015
SCALE: 1" = 40'
JOB NO: 2382.05



Plan 58

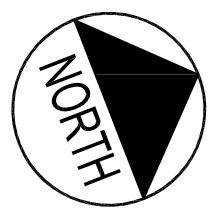


25' SETBACK FROM HAT ELEV 7.4
100 YR FLOOD STAGE - A2 ZONE
ELEV 10.0
HIGHEST ANNUAL TIDE ELEV 7.4

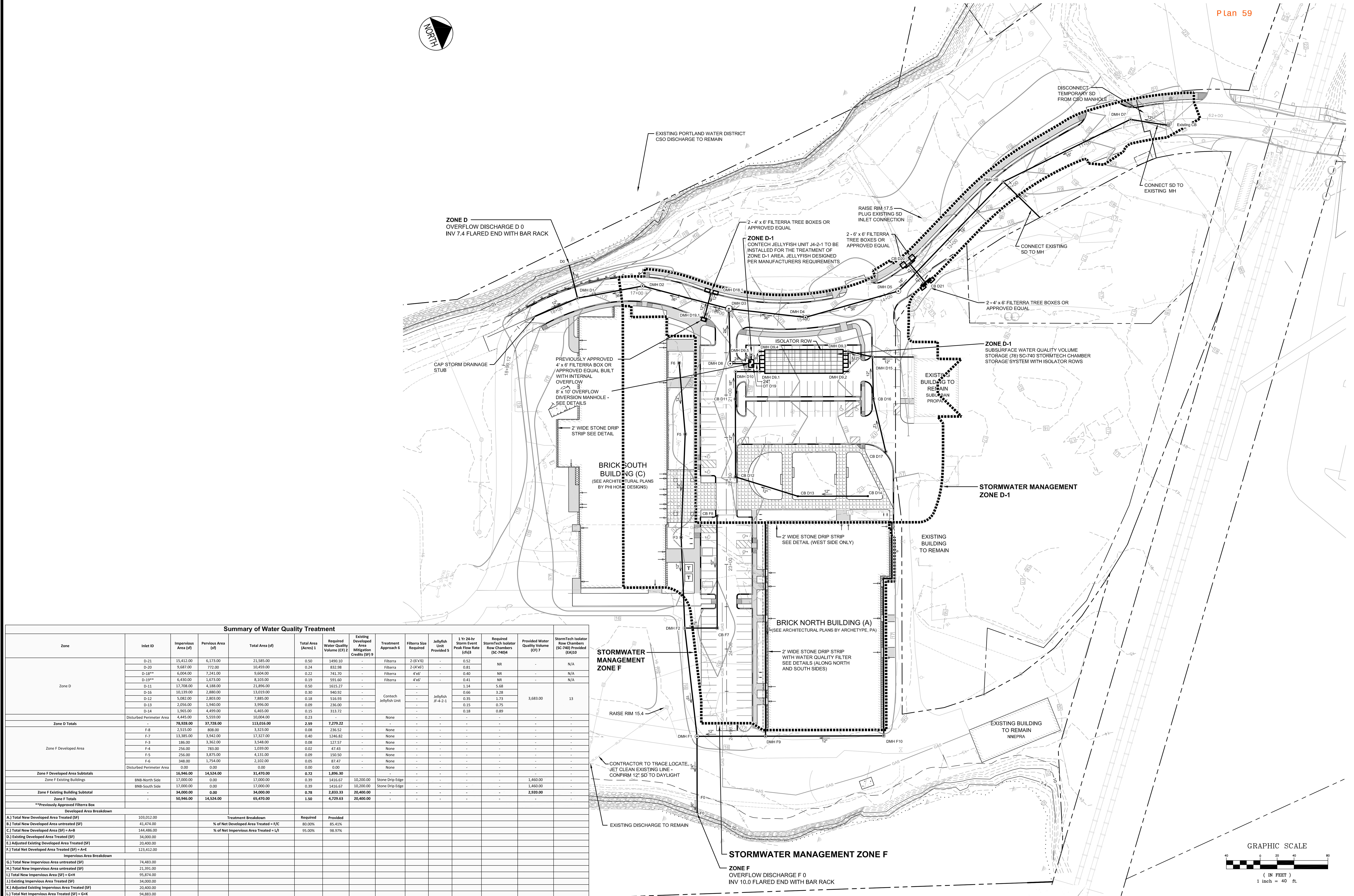


PRELIMINARY - NOT
FOR CONSTRUCTION

			 P.E. DAVID KENNEDY LIC. #11984	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE GRADING PLAN	
				CLIENT FOREFRONT PARTNERS I, LP	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION		DRAWN: DED DESIGNED: BEK CHECKED: SRB	
REV	DATE	DESCRIPTION	REVISIONS P.E. DAVID KENNEDY LIC. #11984	FILE NAME: 2982.05-BS GRADING	
				SHEET C-5.0	

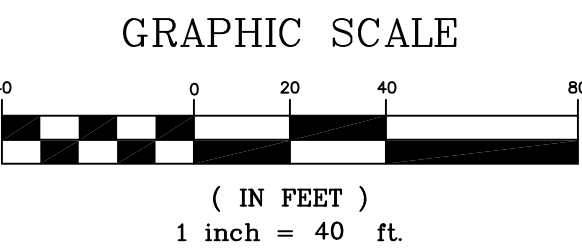


Plan 59



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) 3	Treatment Approach 6	Filterra Size Required	Jellyfish Unit Provided 5	1 Yr 24-hr Storm Event Peak Flow Rate (cfs) 6	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"x6")	-	0.52	NR	-	N/A
	D-20	9,687.00	772.00	10,459.00	0.24	832.98	-	Filterra	2-(4"x6")	-	0.81	NR	-	N/A
	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	-	-	-	-	1.14	5.68	-	-
	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	-	Contech Jellyfish Unit	-	-	0.35	1.73	3,683.00	13
	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	5,555.00	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	-
Zone F Existing Building Subtotal		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 Totals		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/F		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:														

- NOTES AND ASSUMPTIONS:
1. All areas are based on the PFD provided drawings dated June 2015.
2. The required water quality volume has been computed based on Section 7.3.1 and 7.3.2 of the Maine DEP Manual (MDP) Technical Design Manual. The volume is computed for 1" of rain on the calculated impervious area and 0.4" of rain on the calculated pervious area. Existing buildings to remain are not required to be treated.
3. The 1" per year flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curves.
4. Subsurface storage system using a basement or StormTech SC-740 chamber system. All isolator rows have been computed per Section 7.3.3 of the Maine DEP Manual (MDP) Technical Design Manual. One chamber is required for each 0.2 sf of the computed 1-hour peak flow rate.
5. The required number of jellyfish treatment units has been computed based on Section 7.3.4 of the Maine DEP Manual (MDP) Technical Design Manual. The water quality volume for each unit is design storage and the amount of treatment cartridges are computed based on water flow rate.
6. The water quality volume for the design storm is the flow volume provided in the Maine DEP Manual (MDP) Technical Design Manual.
7. Resident Water Quality Volume for stormwater design systems computed using 0.48 of 1" of storage per chamber based on StormTech Chamber Design Manual.
8. The Storm Drip Edge was based on Section 7.3.4 of the Maine DEP Manual (MDP) Technical Design Manual. The width of stone is determined from a required WQV based on 1" of rainfall and a desired stone retention depth. See design computations on separate sheet.
9. According to Chapter 100 of the Maine DEP Manual (MDP) Technical Design Manual, the required amount of existing impervious area is 10% for existing units and 15% for new units. The existing units are 10% and the new units are 15%.
10. The MDP will allow a 10% increase in the area of a stormwater treatment unit and does not require an isolator row for all projects. This project meets the slightly higher value of a 10% increase in area (10% from the MDP).



PRELIMINARY - NOT FOR CONSTRUCTION

REV

DATE

DESCRIPTION

REVISIONS

1

2015.04.15

Initial Design

1

2

2015.04.15

Revised Design

2

3

2015.04.15

Final Design

3

STATE OF MAINE

NO KENNEDY No. 11904

LICENSED PROFESSIONAL ENGINEER

P.E. B. G. KENNEDY

LIC. # 11904

PROJECT

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE

STORMWATER MANAGEMENT PLAN

CUSTOMER

FOREFRONT PARTNERS | LP

DRAWN

DED

DATE

APRIL 2015

DESIGNED

BEK

SCALE

1" = 40'

CHECKED

SRB

JOB NO.

2982.05

FILE NAME

2982.05-B5 GRADING

SHEET

C-5.1

FST

FAY, SPOFFORD & THORNDIKE

ENGINEERS • PLANNERS • SCIENTISTS

778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

SCHEDULE OF SILT FENCE REQUIREMENTS

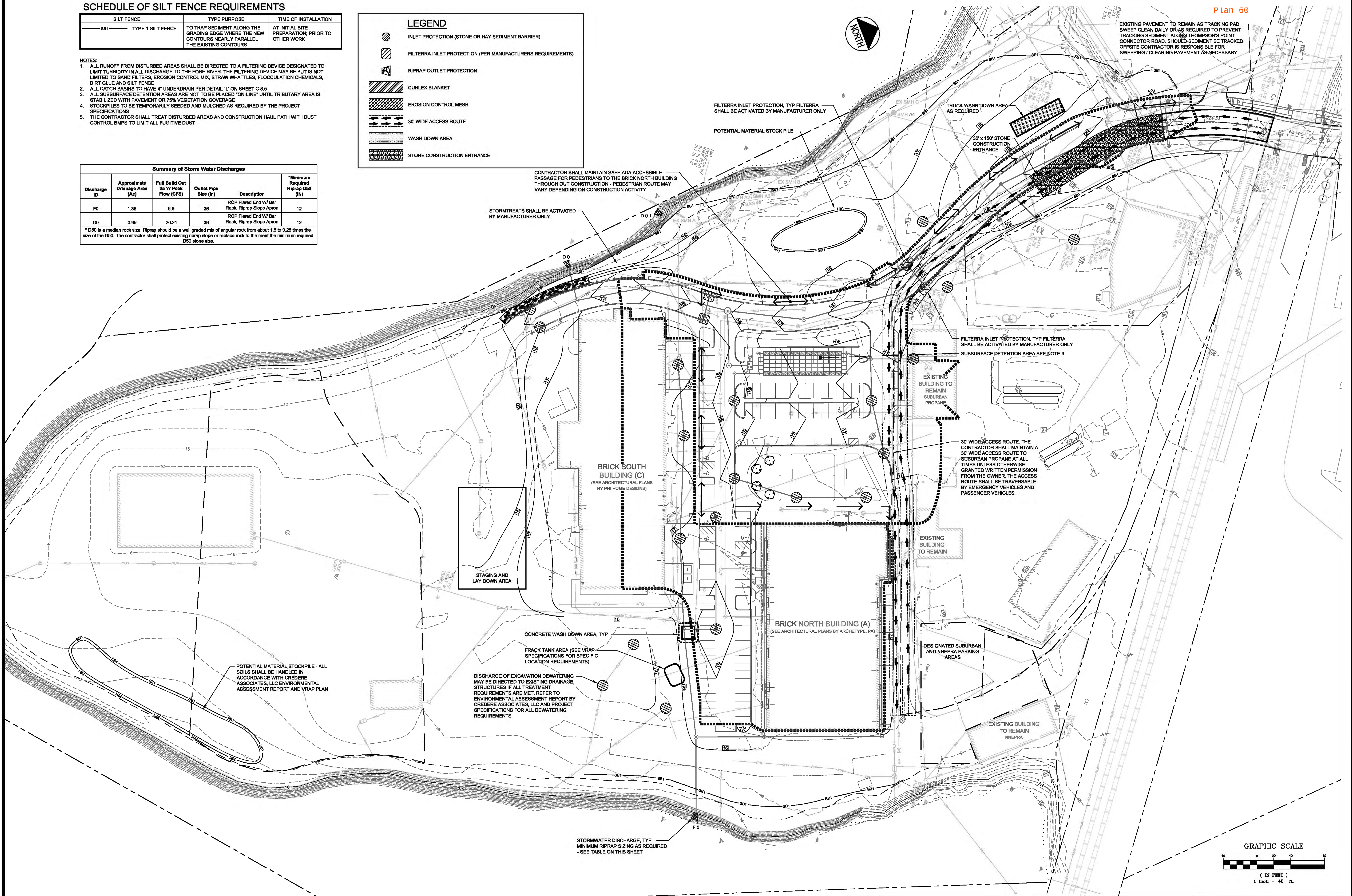
SILT FENCE	TYPE PURPOSE	TIME OF INSTALLATION
SB1	TYPE 1 SILT FENCE	TO TRAP SEDIMENT ALONG THE GRADING EDGE WHERE THE NEW CONTOURS NEARLY PARALLEL THE EXISTING CONTOURS
		AT INITIAL SITE PREPARATION; PRIOR TO OTHER WORK

- NOTES:
- 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 WHITTLES, FLOCCULATION CHEMICALS, DIRT GLUE AND SILT FENCE
 - ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL 'L' ON SHEET C-8.5
 - ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
 - STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
 - THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPs TO LIMIT ALL FUGITIVE DUST

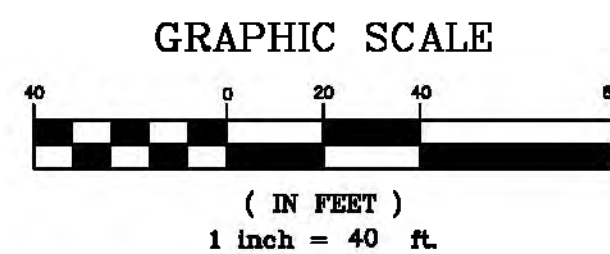
Summary of Storm Water Discharges					
Discharge ID	Approximate Drainage Area (Ac)	Full Build Out 25 Yr Peak Flow (CFS)	Outlet Pipe Size (in)	Description	*Minimum Required Riprap D50 (in)
F0	1.88	9.6	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
D0	0.99	20.21	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12

* 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

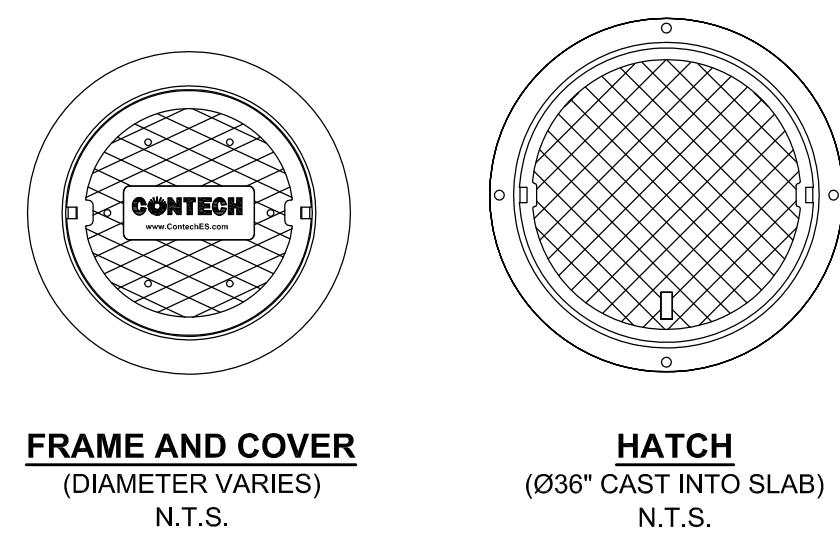
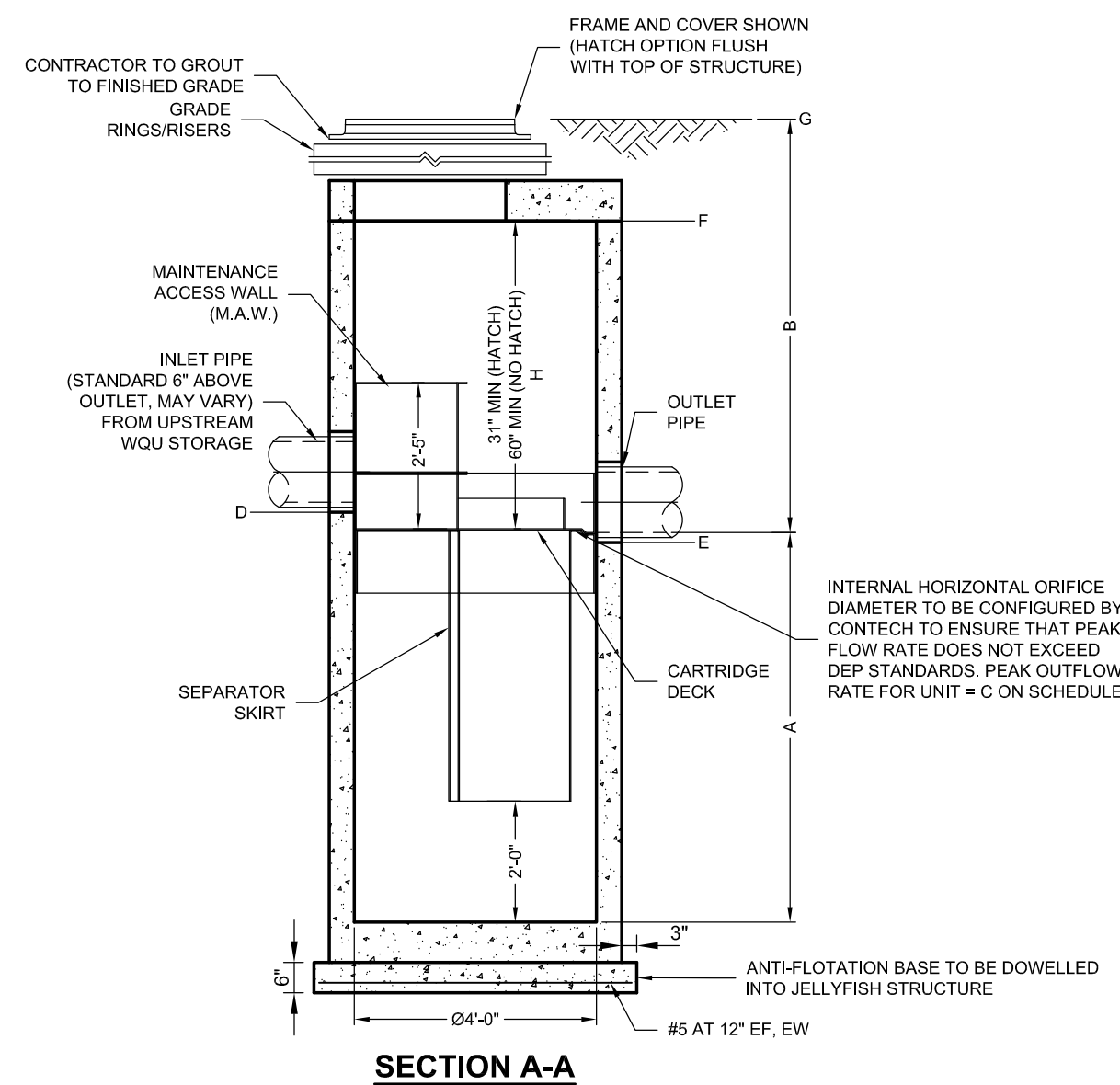
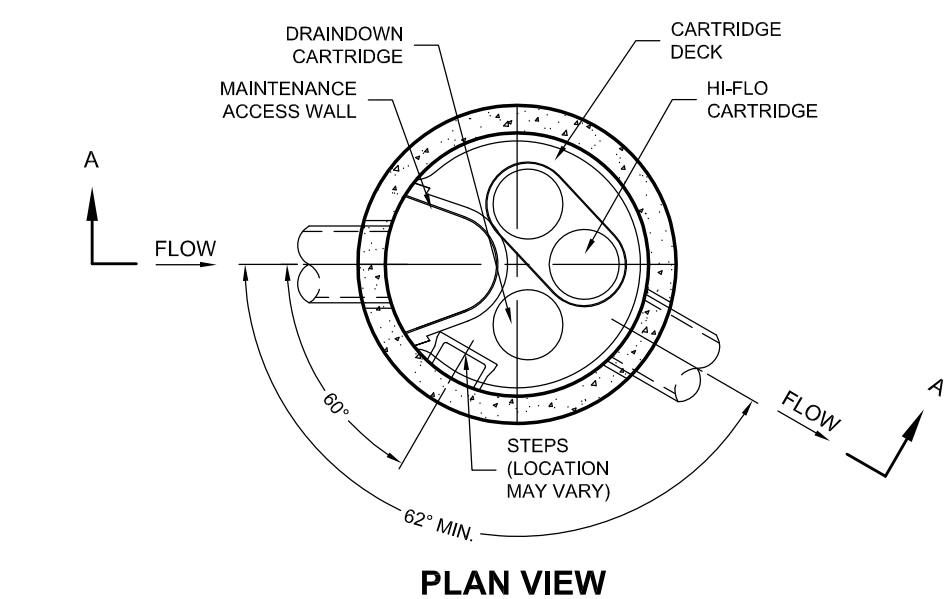


Plan 60



PRELIMINARY - NOT FOR CONSTRUCTION

				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE EROSION CONTROL AND CONSTRUCTION MANAGEMENT PLAN		DRAWN: DED DATE: APRIL 2015 DESIGNED: BEK SCALE: 1" = 40' CHECKED: SRB JOB NO. 2982.05
1	11.08.15	SUBMITTED TO CITY FOR REVIEW	 P.E. BOKENNEDY LIC. #11994	CLIENT FOREFRONT PARTNERS I, LP	FILE NAME: 2982.05-BS EROSION SHEET C-6.0	
REV	DATE	DESCRIPTION				
		REVISIONS				



JELLYFISH DESIGN NOTES				
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. 34" 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 (ft)	6'-0"	5'-0"	4'-0"	3'-0"
FLOW RATE HIGH-FLO / DRAIN-DOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.08 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAIN-DOWN	2 / 1			

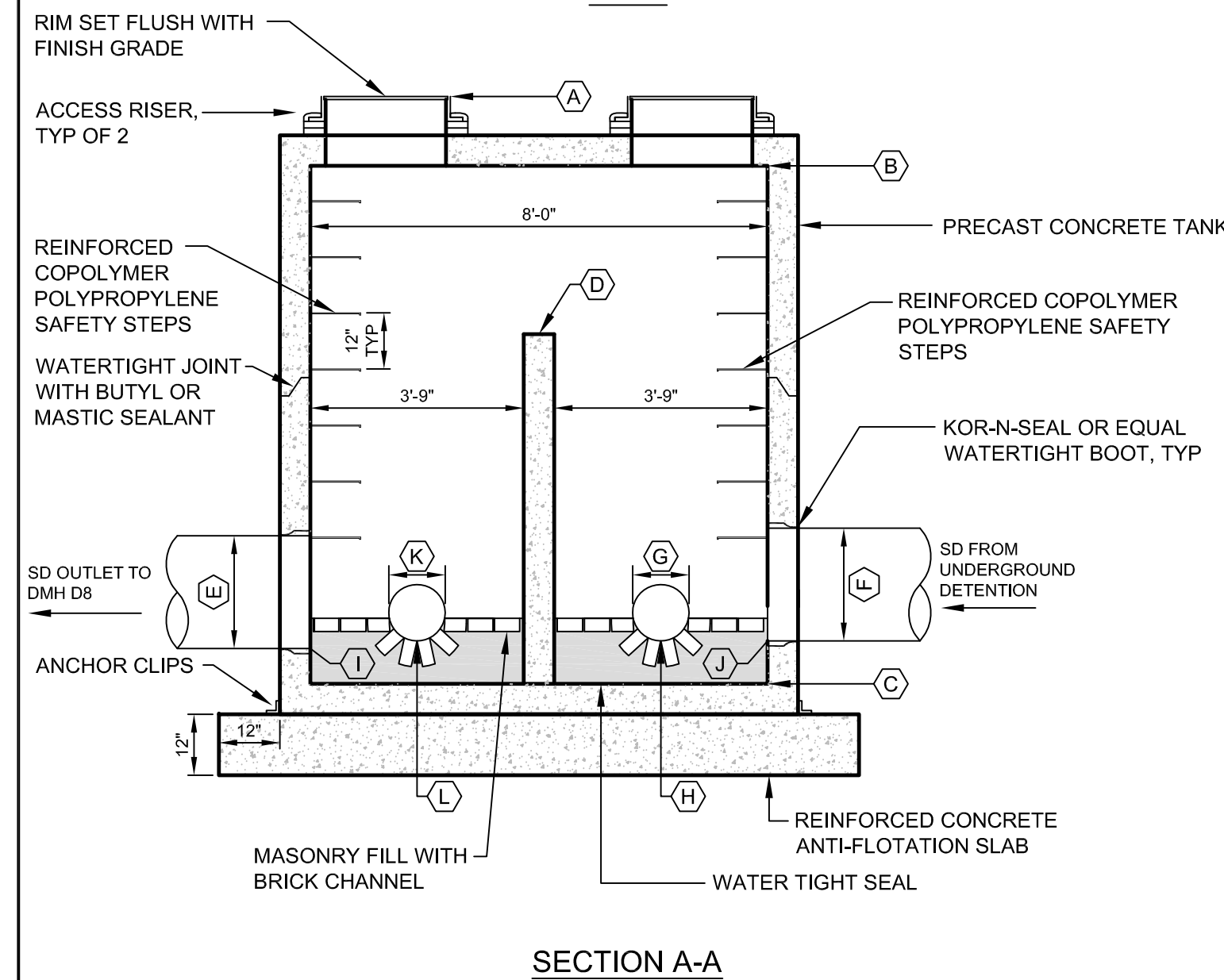
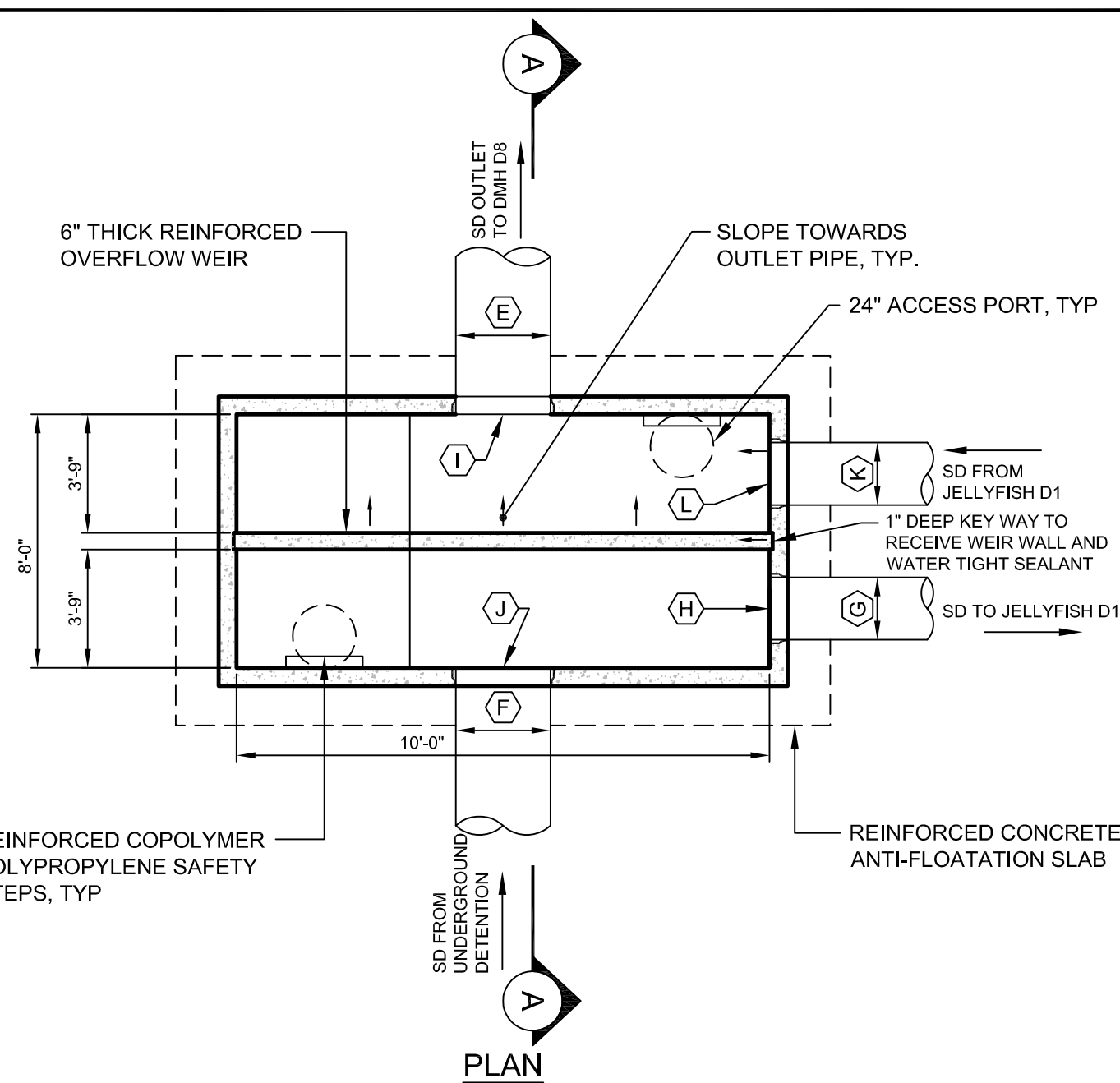
THIS PROJECT

SEE SCHEDULE IN DETAIL 'D'

JELLYFISH JF4 STANDARD DETAIL
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 WQO 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			

JELLYFISH TREATMENT UNIT DATA REQUIREMENTS
N.T.S.



- NOTES:
- ALL CONCRETE TO HAVE A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
 - DESIGN LOAD FOR H-20 WHEEL LOAD
 - STRUCTURE TO CONFORM TO ASTM-C478 SPECIFICATIONS
 - SET STRUCTURE ON 12" THICK CRUSHED STONE

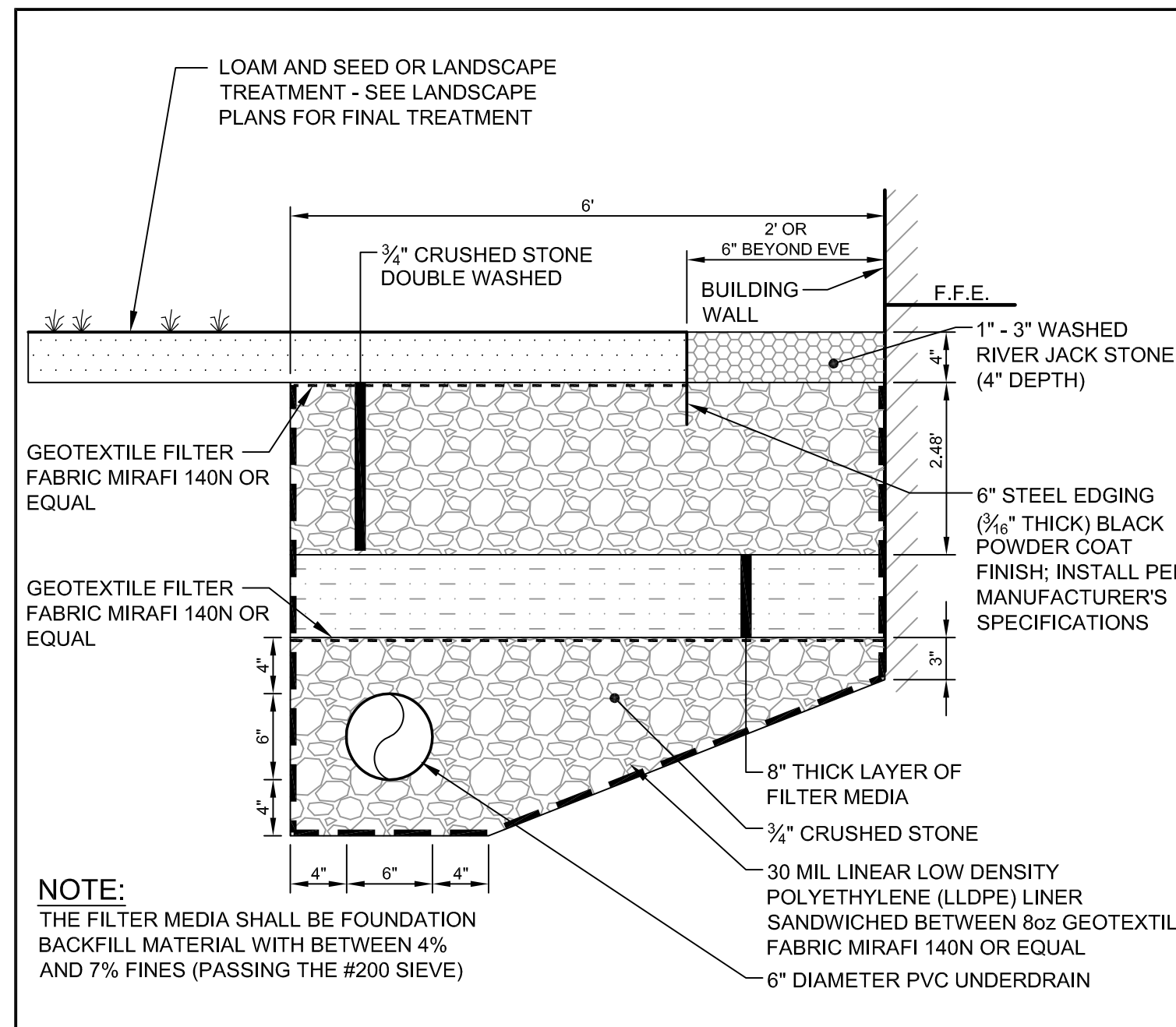
OVERFLOW DIVERSION STRUCTURE SCHEDULE

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

OVERFLOW DIVERSION STRUCTURE D1
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

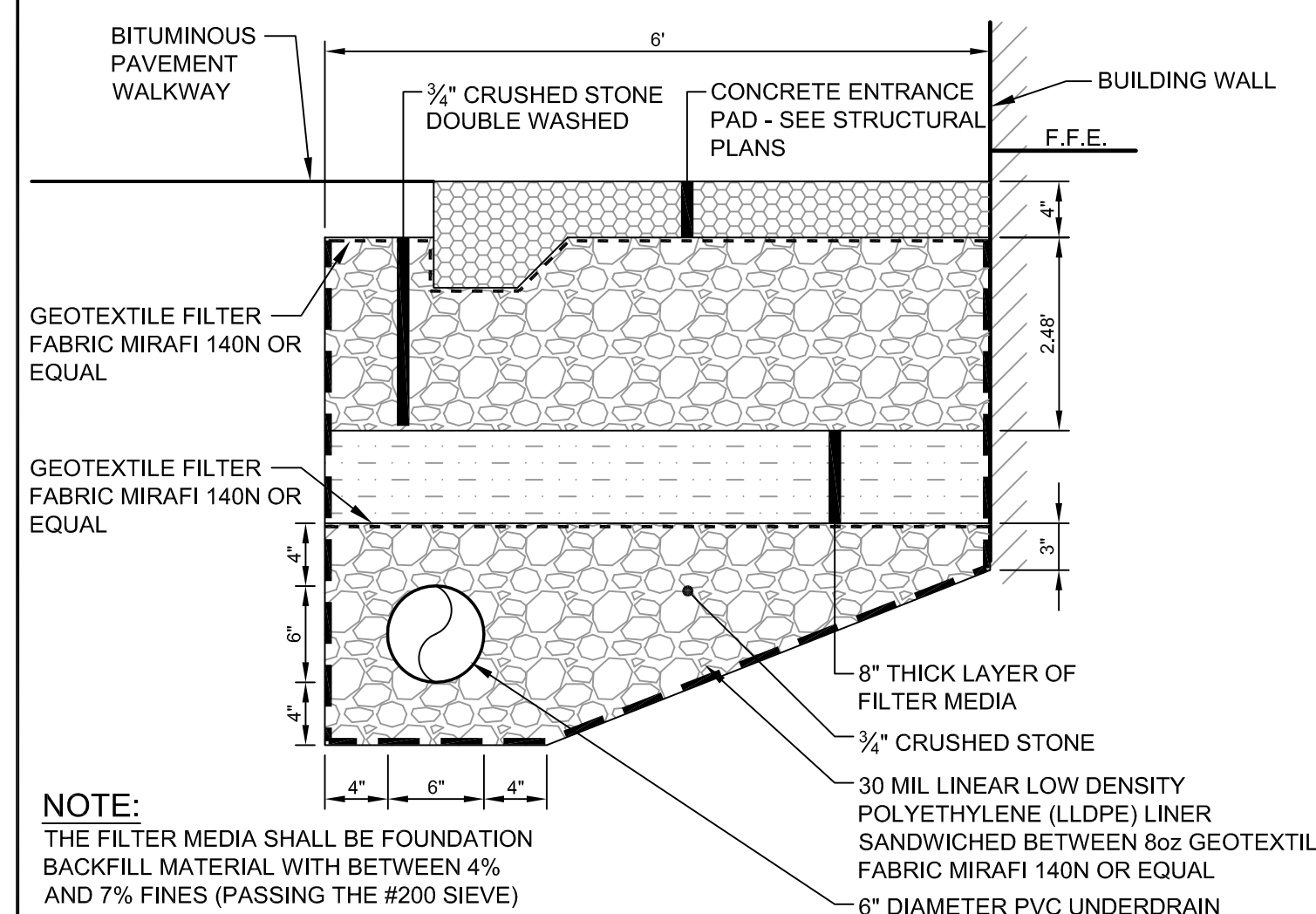
JELLYFISH UNIT SCHEDULE
N.T.S.



NOTE:
USE ALONG NORTH AND SOUTH SIDE OF BRICK NORTH (BUILDING A)

WATER QUALITY TREATMENT DRIP EDGE DETAIL
CONDITION 1 - LANDSCAPE AREAS

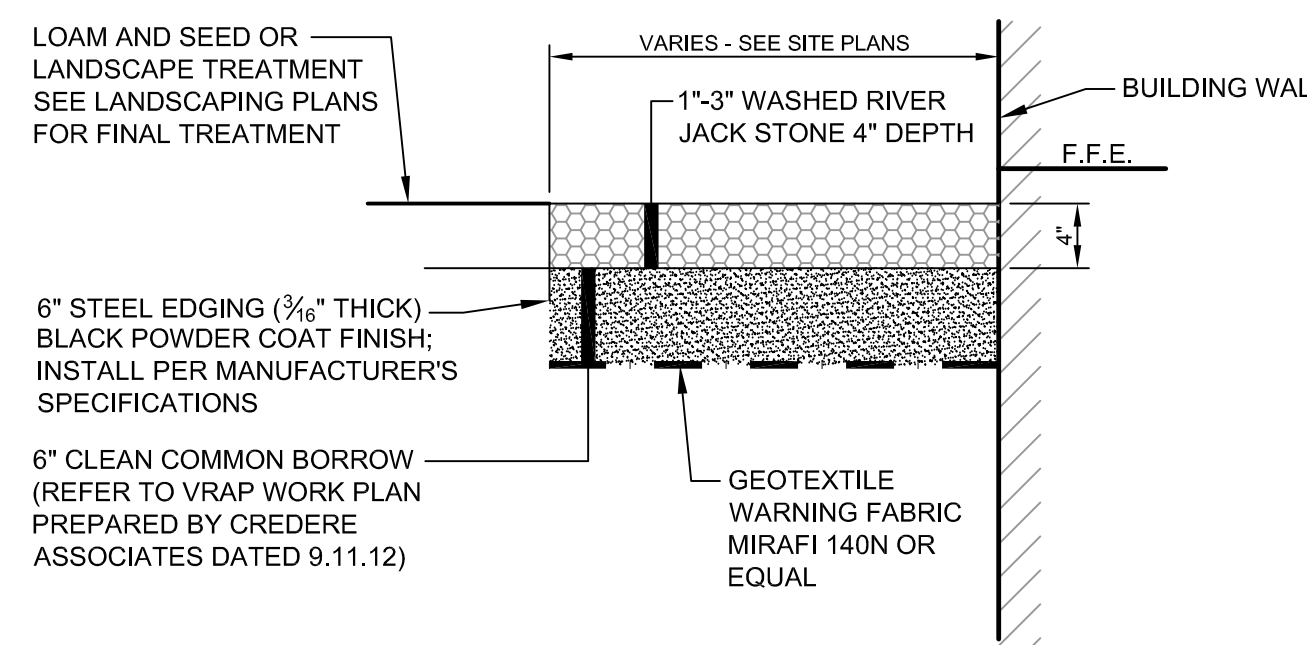
N.T.S.



NOTE:
USE ALONG NORTH AND SOUTH SIDE OF BRICK NORTH (BUILDING A)

WATER QUALITY TREATMENT DRIP EDGE DETAIL
CONDITION 2 - BUILDING ENTRANCES

N.T.S.



NOTE:
USE ALONG WEST SIDE OF BRICK NORTH (BUILDING A) AND NORTH AND SOUTH SIDES OF BRICK SOUTH (BUILDING C)

TYPICAL DRIP STRIP DETAIL
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
REV	DATE	DESCRIPTION
		REVISIONS

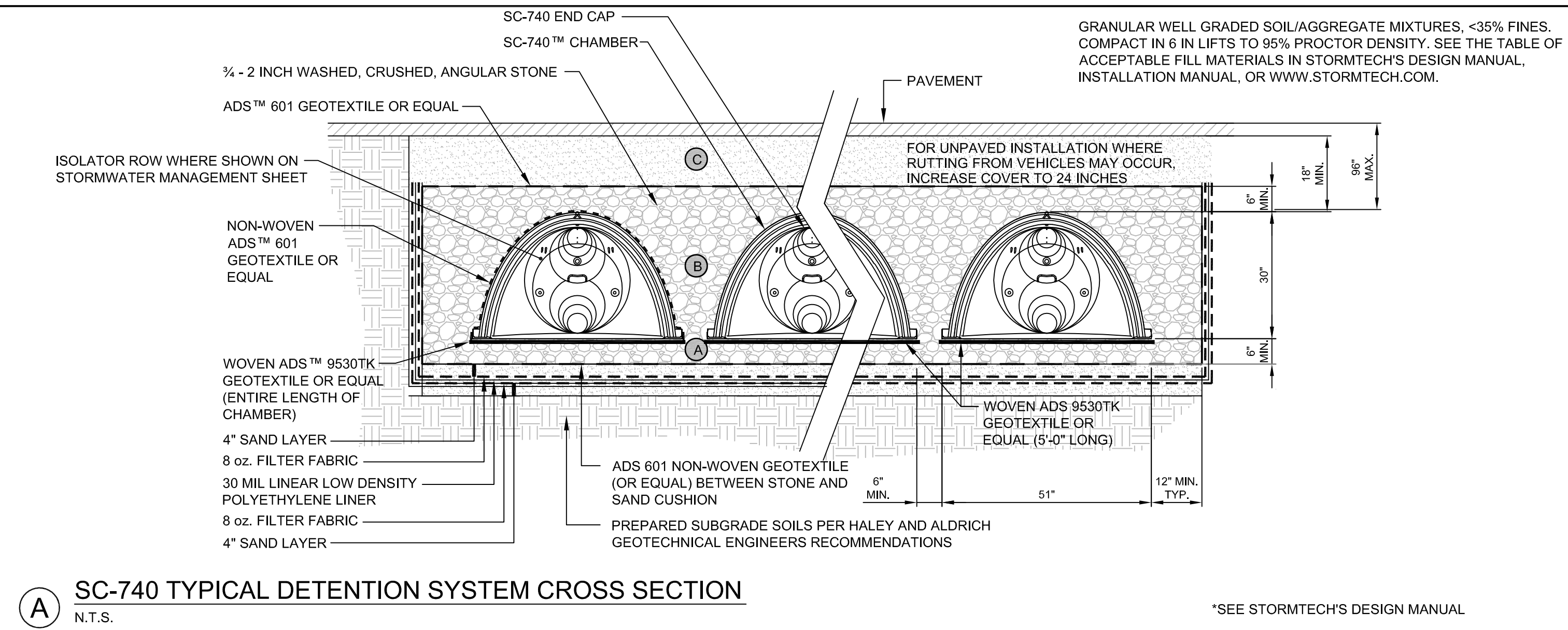
PROJECT: BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE: STORMWATER DETAILS AND DRIP EDGE TREATMENT

CLIENT: FOREFRONT PARTNERS | LP

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-7.0

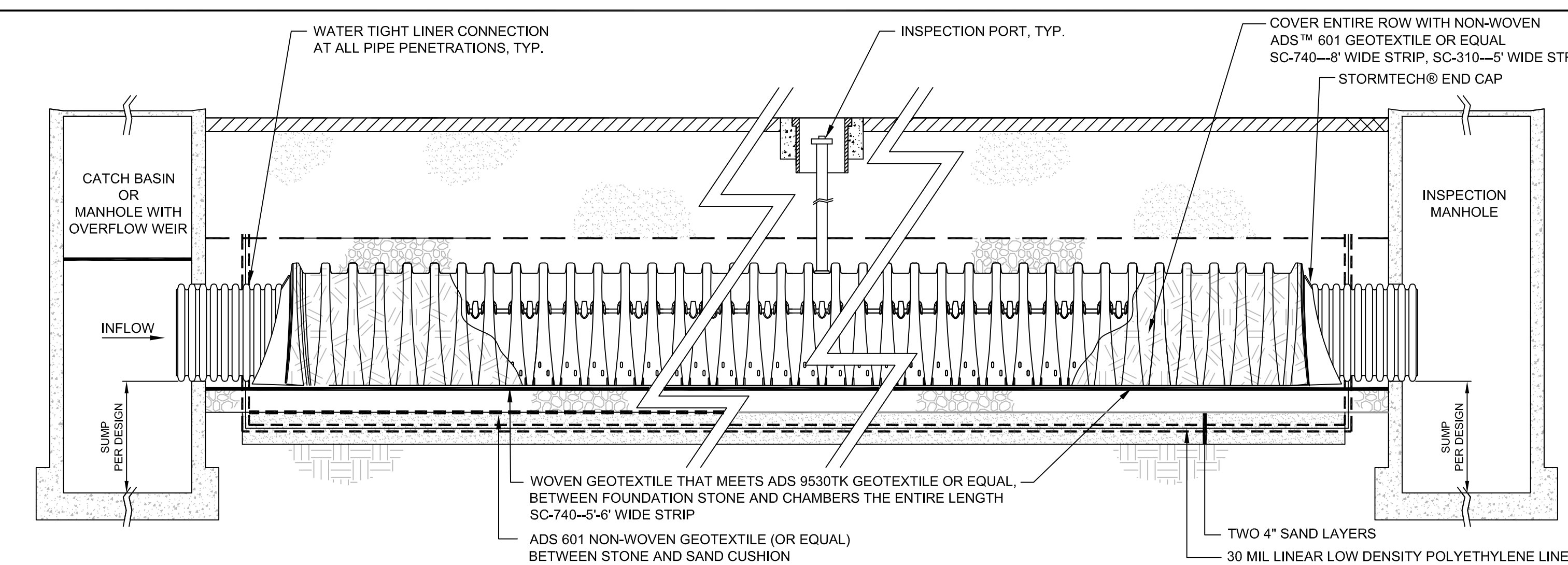
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106



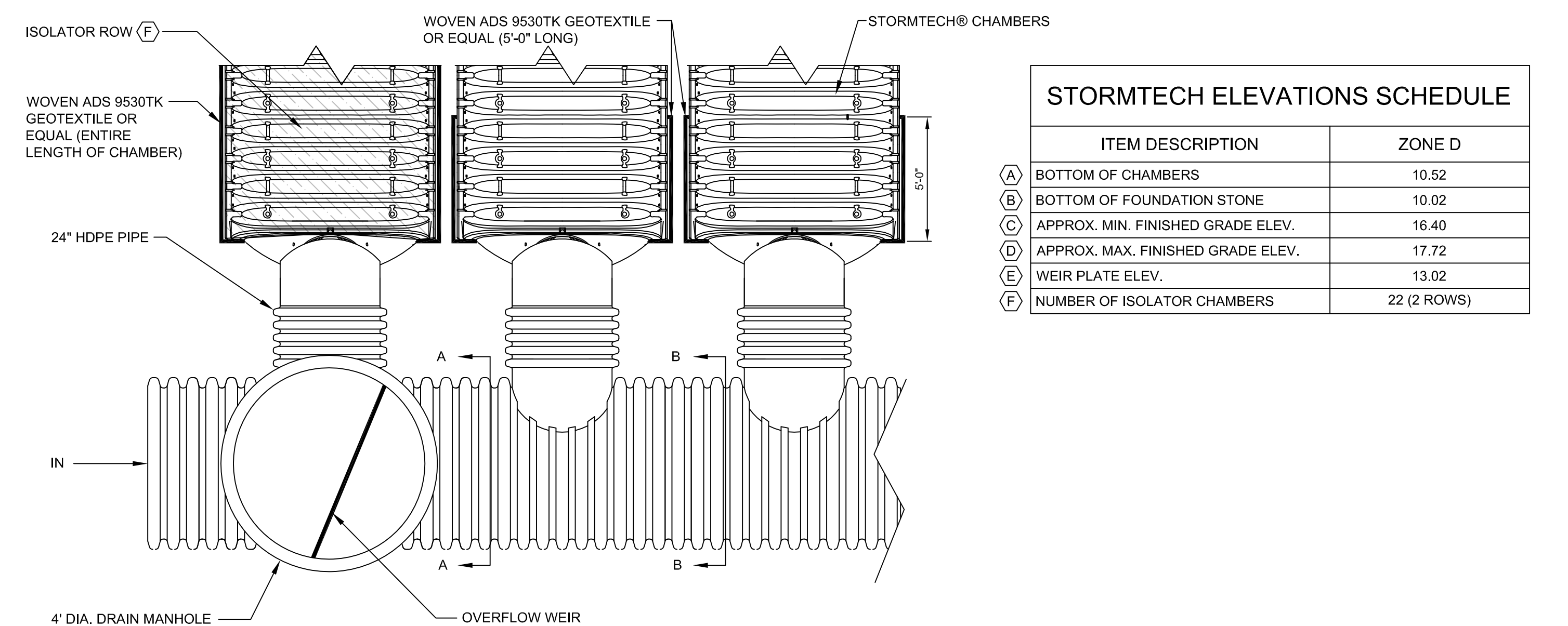
MATERIAL LOCATION	DESCRIPTION	AASHTO M43 DESIGNATION	AASHTO M145 DESIGNATION	COMPACTION/DENSITY REQUIREMENT
FILL MATERIAL FROM 18" TO GRADE ABOVE CHAMBERS	ANY SOIL/ROCK MATERIALS, NATIVE SOILS OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	N/A	PREPARE PER ENGINEER'S PLANS. 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.

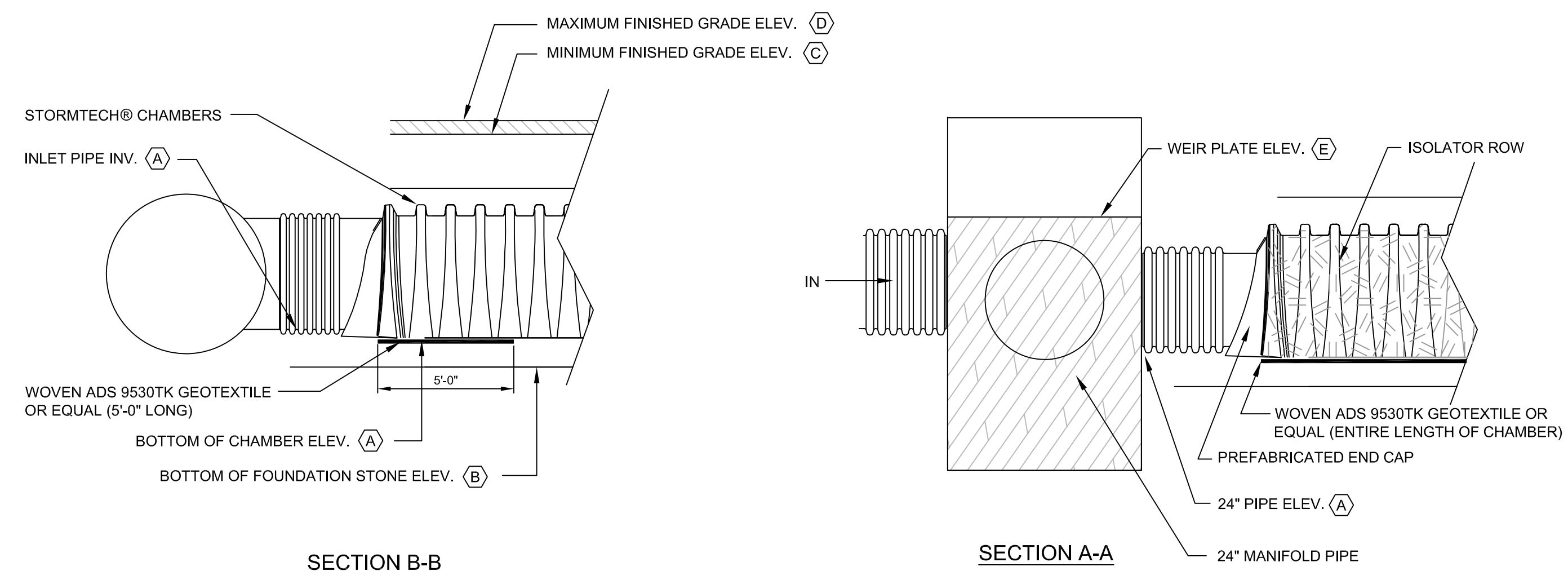
- NOTES:**
1. THE INSTALLATION OF STORMTECH® CHAMBERS SHALL BE IN ACCORDANCE WITH THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS
 2. THE CONTRACTOR IS ADVISED TO REVIEW AND UNDERSTAND THE INSTALLATION INSTRUCTIONS PRIOR TO BEGINNING SYSTEM INSTALLATION. CALL **1.888.892.2694** OR VISIT **WWW.STORMTECH.COM** TO RECEIVE A COPY OF THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS.



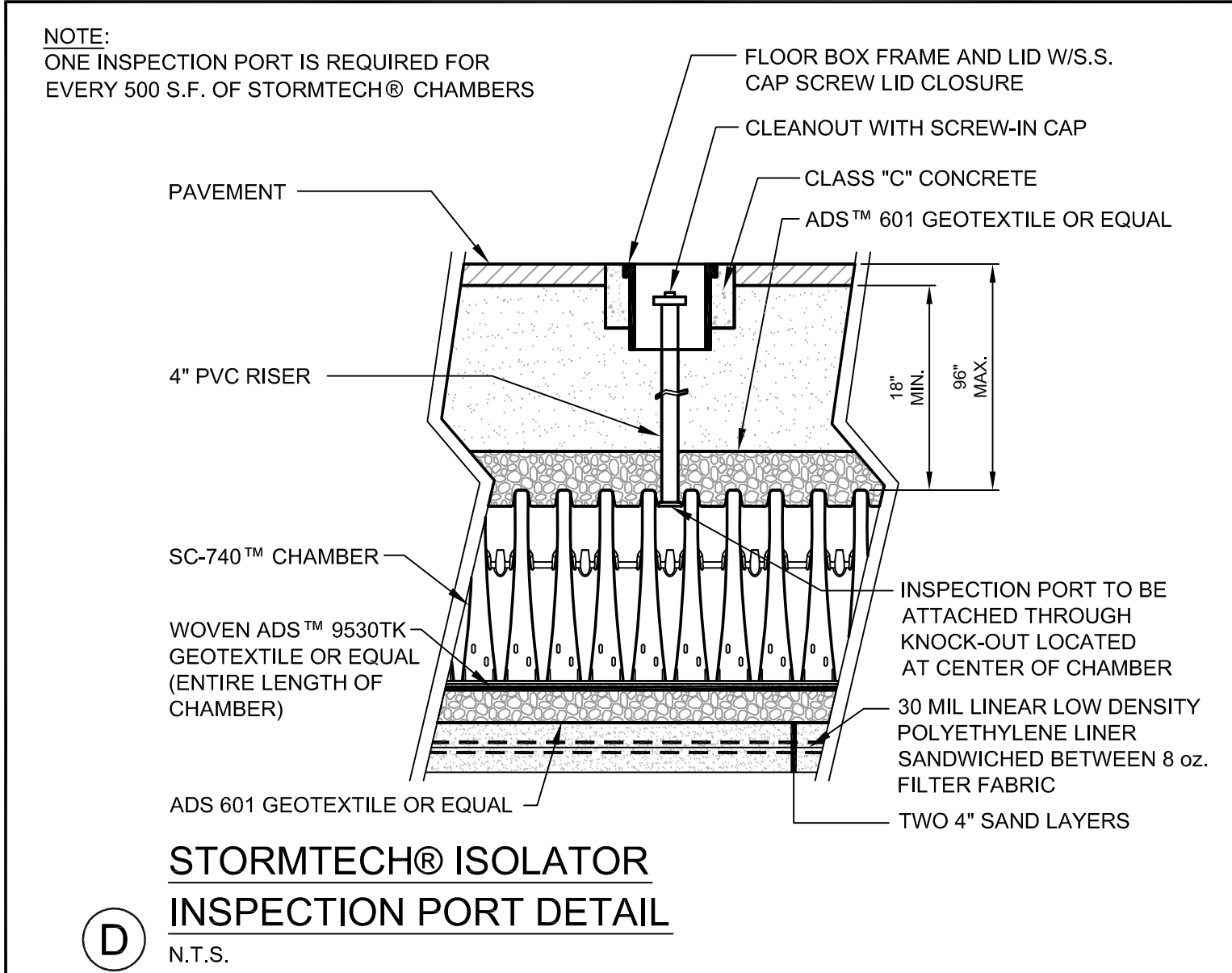
FOR STORMTECH® INFORMATION CALL 1-888-892-2694



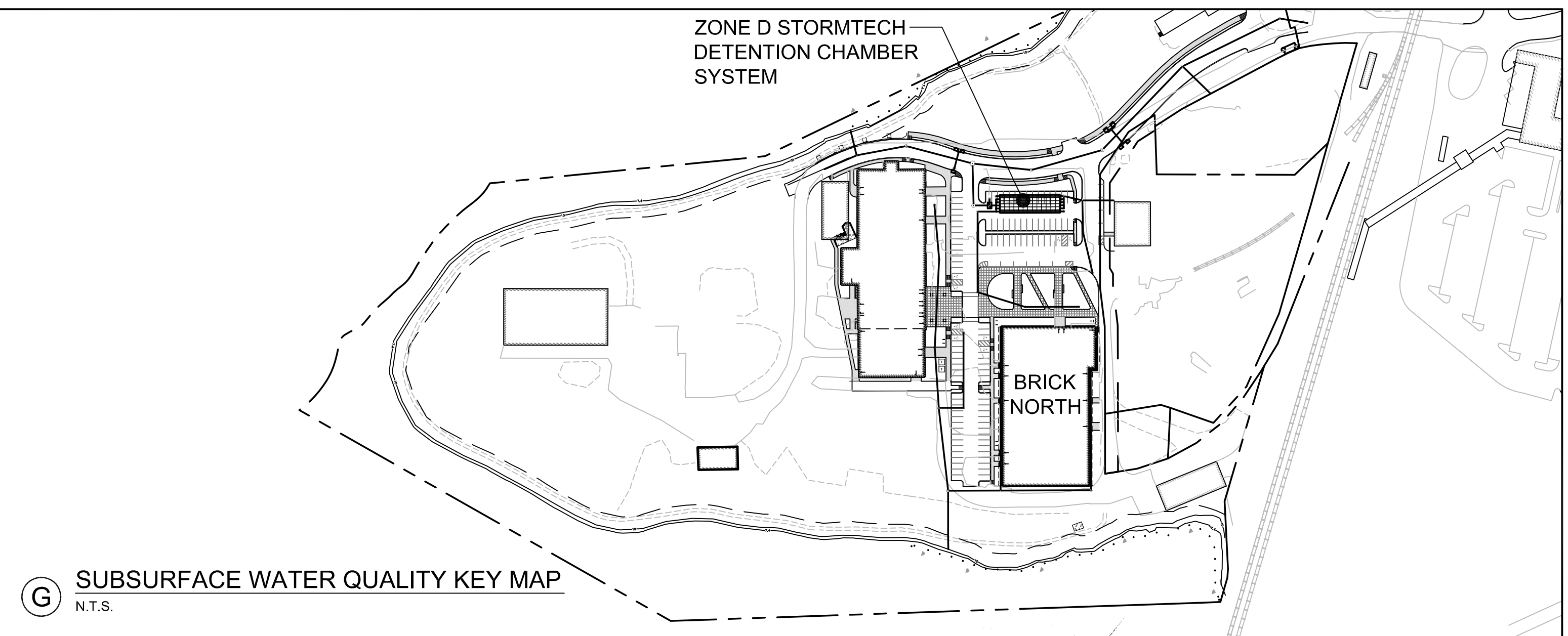
STORMTECH ELEVATIONS SCHEDULE		
	ITEM DESCRIPTION	ZONE D
(A)	BOTTOM OF CHAMBERS	10.52
(B)	BOTTOM OF FOUNDATION STONE	10.02
(C)	APPROX. MIN. FINISHED GRADE ELEV.	16.40
(D)	APPROX. MAX. FINISHED GRADE ELEV.	17.72
(E)	WEIR PLATE ELEV.	13.02
(F)	NUMBER OF ISOLATOR CHAMBERS	22 (2 ROWS)



FOR STORMTECH® INFORMATION CALL 1-888-892-2694

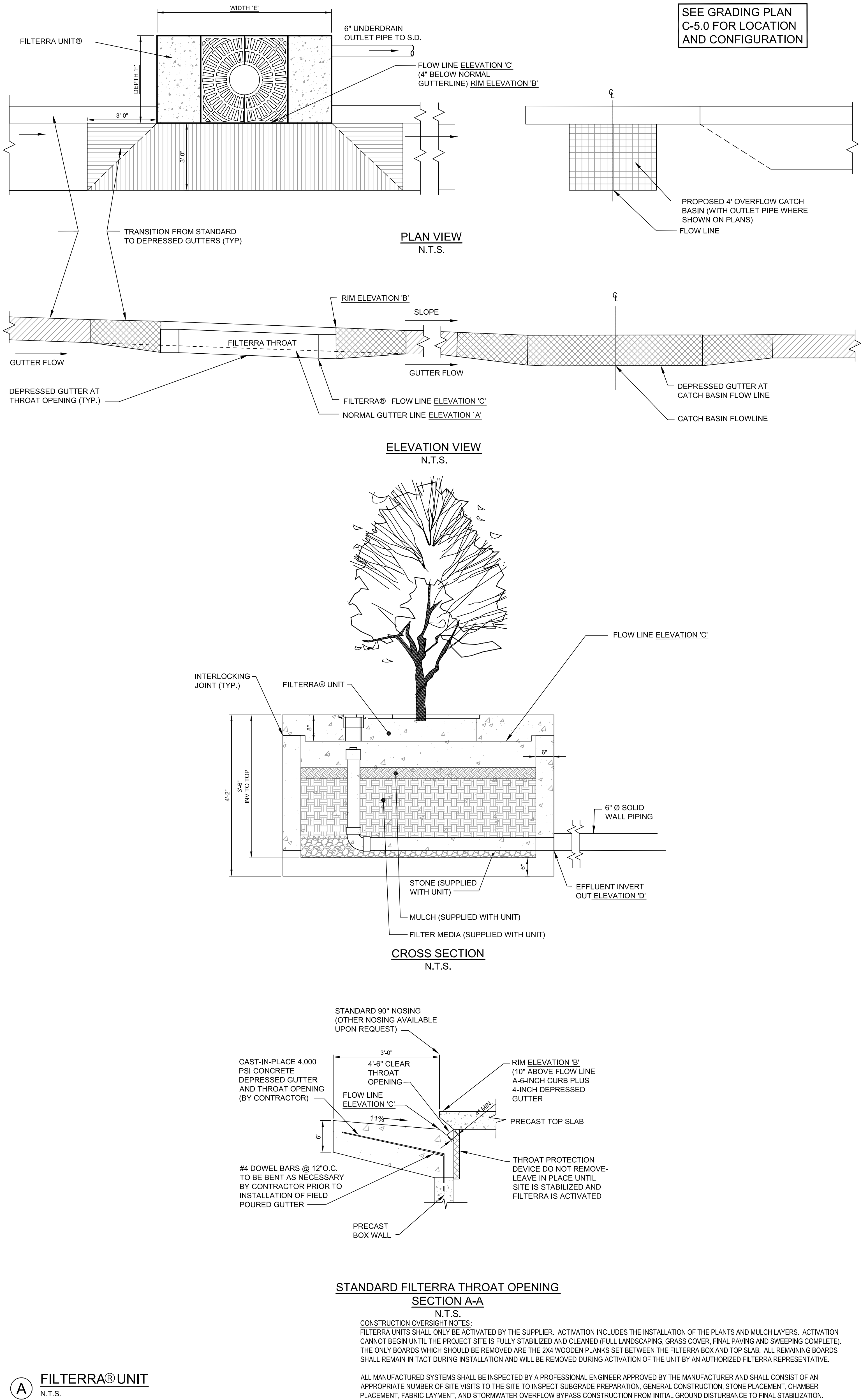


FOR STORMTECH® INFORMATION CALL 1-888-892-2694



PRELIMINARY - NOT FOR CONSTRUCTION

1 09.01.15 FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION REV DATE DESCRIPTION REVISIONS					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 5, SOUTH PORTLAND, ME 04106 DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05 C-7.1	
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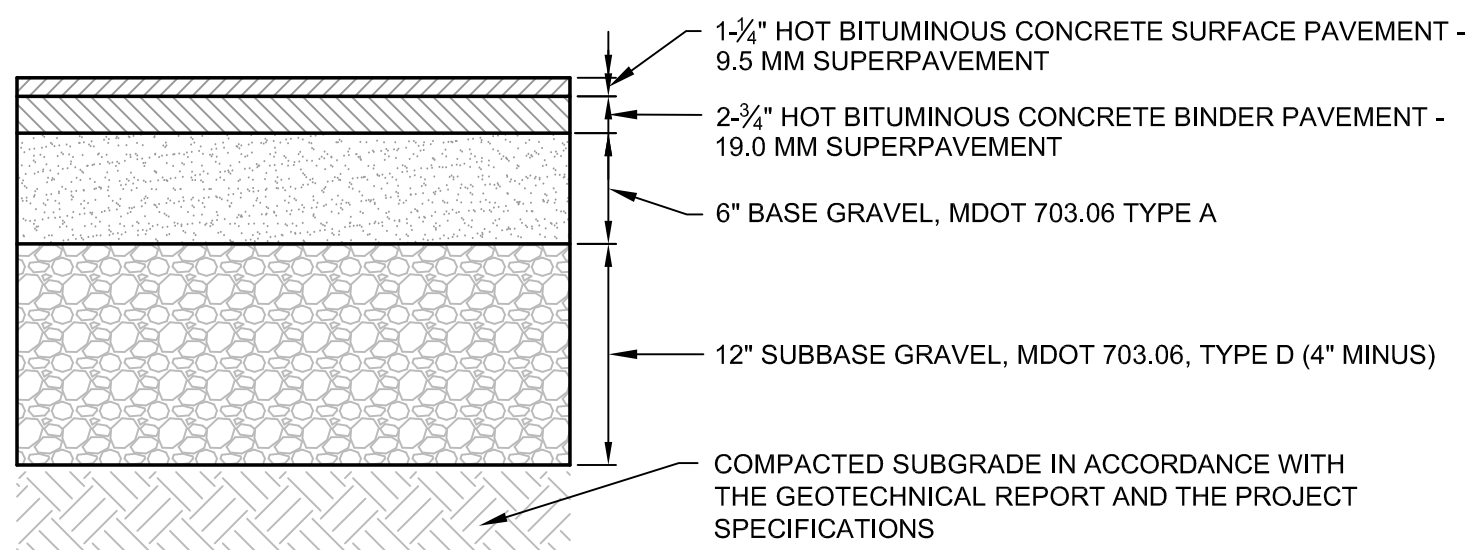


FILTERRA® UNIT SCHEDULE				
ITEM DESCRIPTION	ZONE D			
	FILTERRA D18	FILTERRA D19	FILTERRA D20	FILTERRA D21
(A) NORMAL GUTTER LINE ELEV.	15.31	15.31	16.94	16.94
(B) RIM ELEV.	15.81	15.81	17.44	17.44
(C) INLET FLOW LINE ELEV.	15.23	15.23	16.86	16.86
(D) OUTLET SD INV.	11.23	11.23	12.86	12.86
(E) FILTERRA WIDTH	6	6	8	6
(F) FILTERRA DEPTH	4	4	6	4

PRELIMINARY - NOT FOR CONSTRUCTION

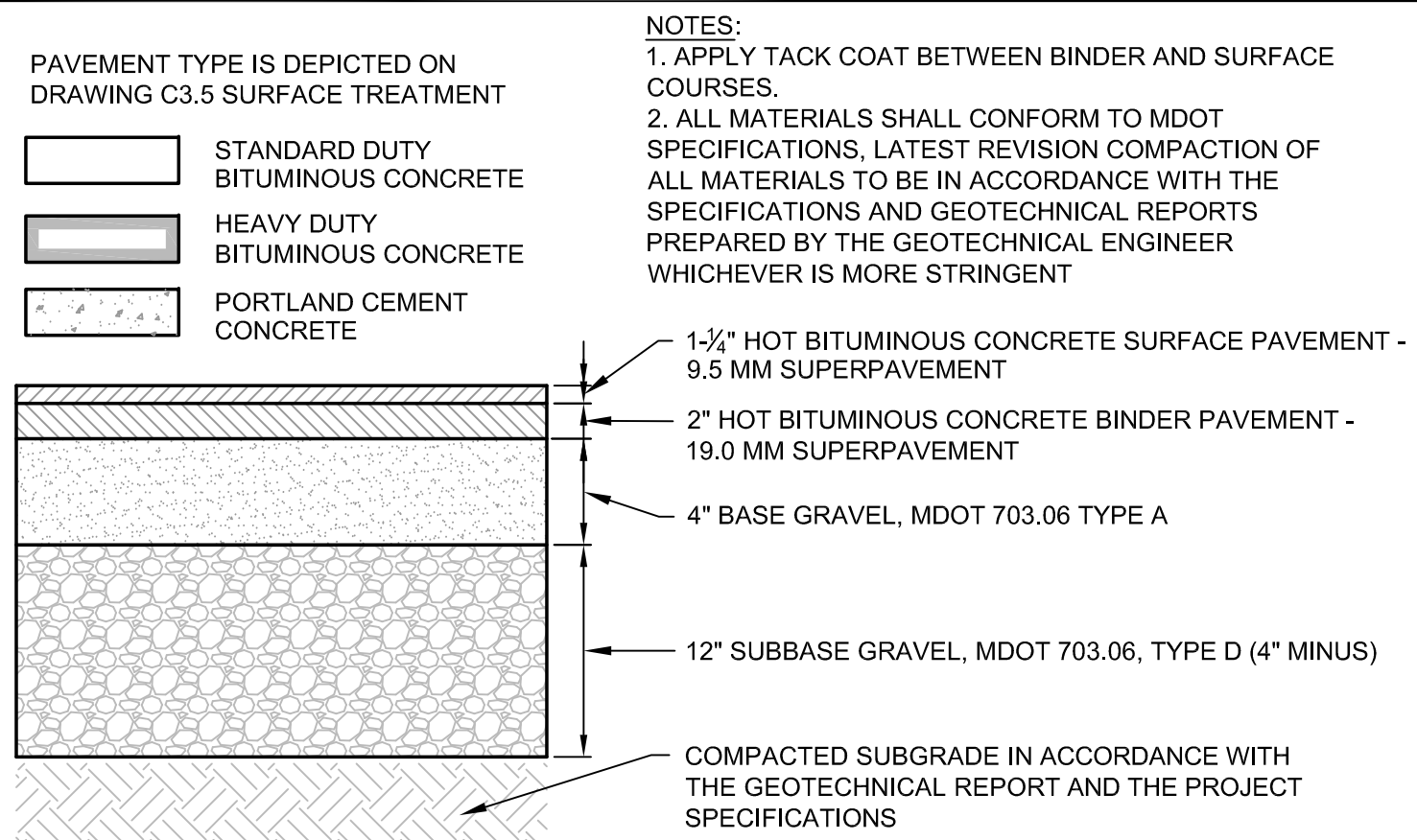
NOTE:
THE APPLICANT RESERVES THE RIGHT TO OFFER AN 'OR EQUAL' ALTERNATIVE TO THE FILTERRA® UNIT, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF PORTLAND REPRESENTATIVES

1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN	P.E. B.G. KENNEDY LIC. #11594	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE STORMWATER DETAILS FILTERRA® UNITS CLIENT FOREFRONT PARTNERS LP	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET SHEET	DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05	FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
REV	DATE	DESCRIPTION	REVISIONS					



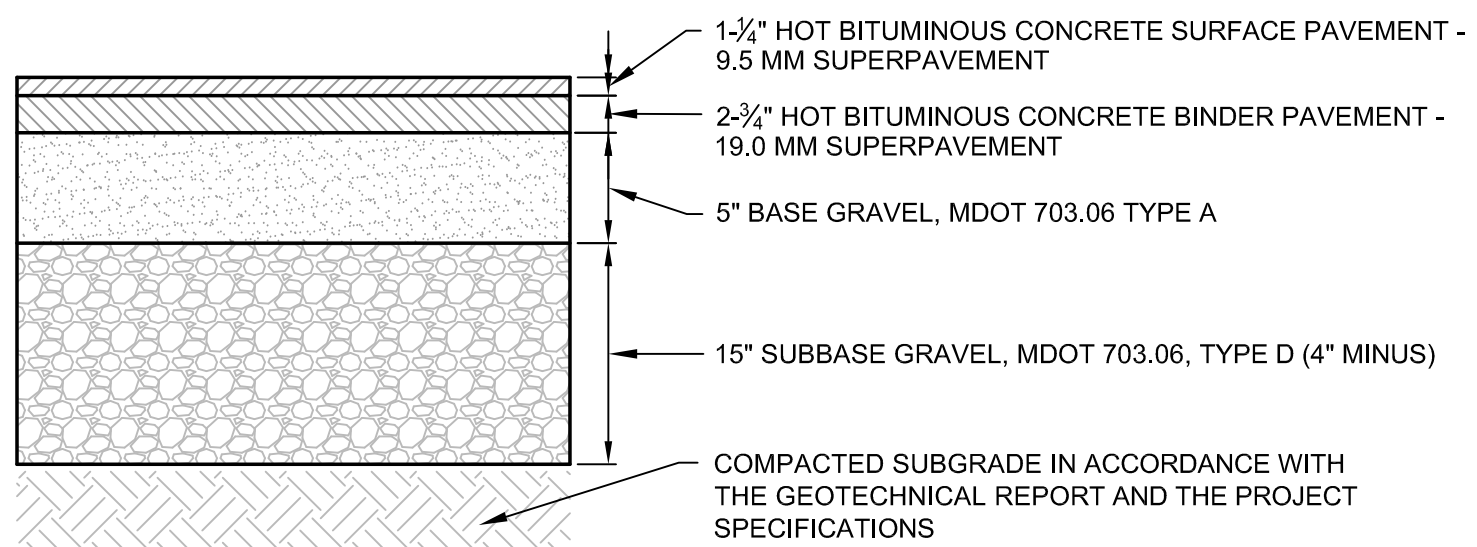
NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (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.



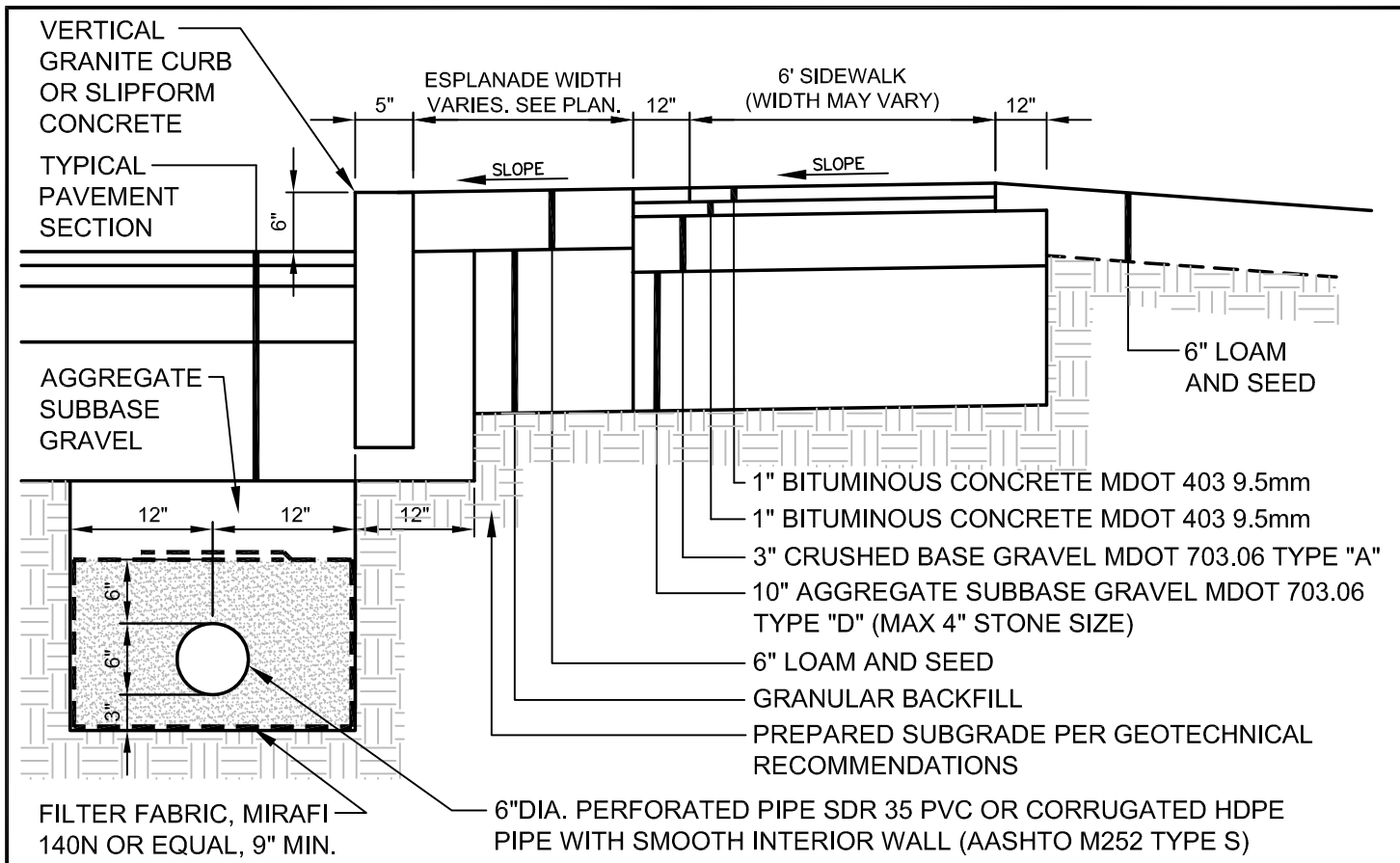
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B STANDARD DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



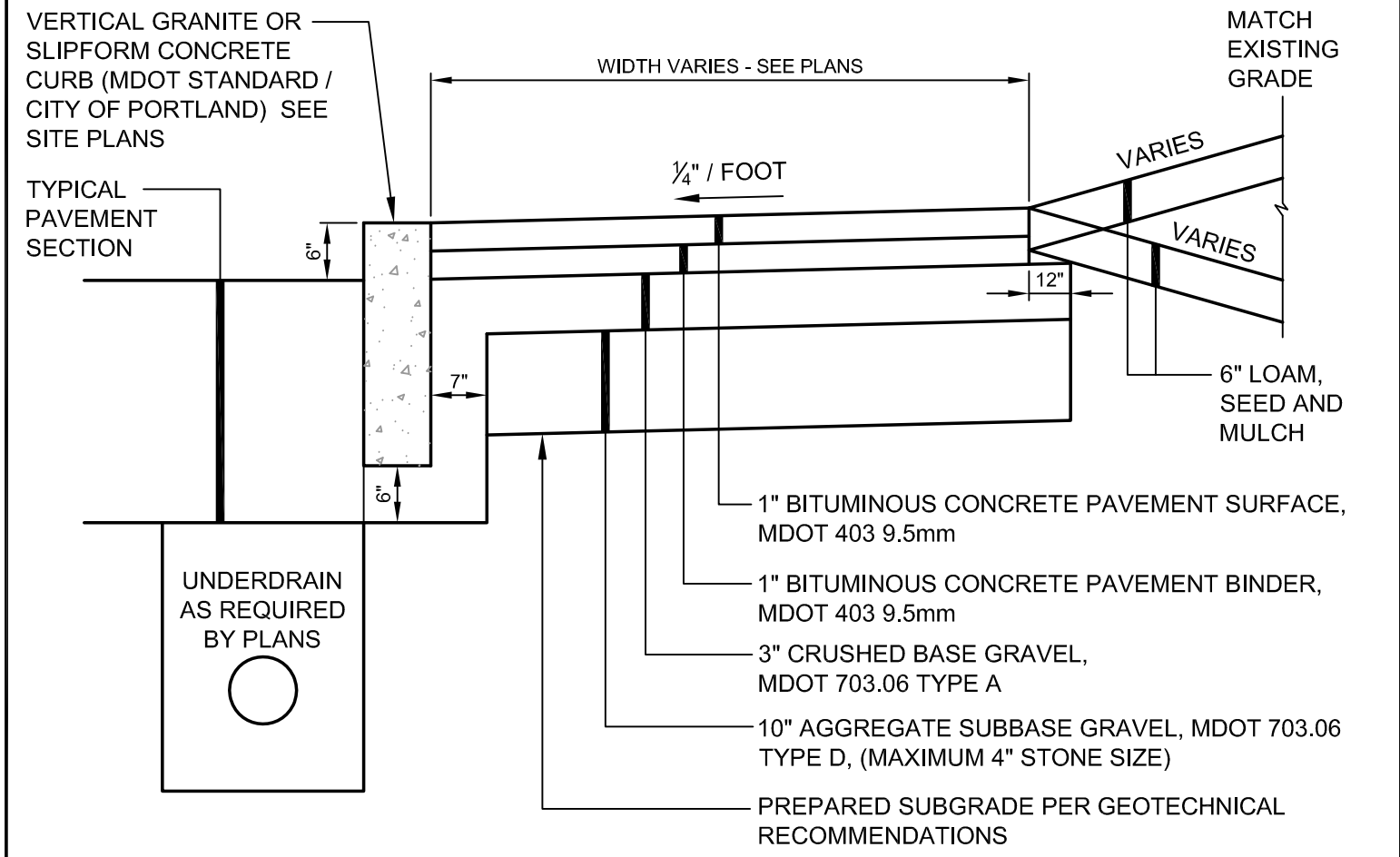
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C HEAVY DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.

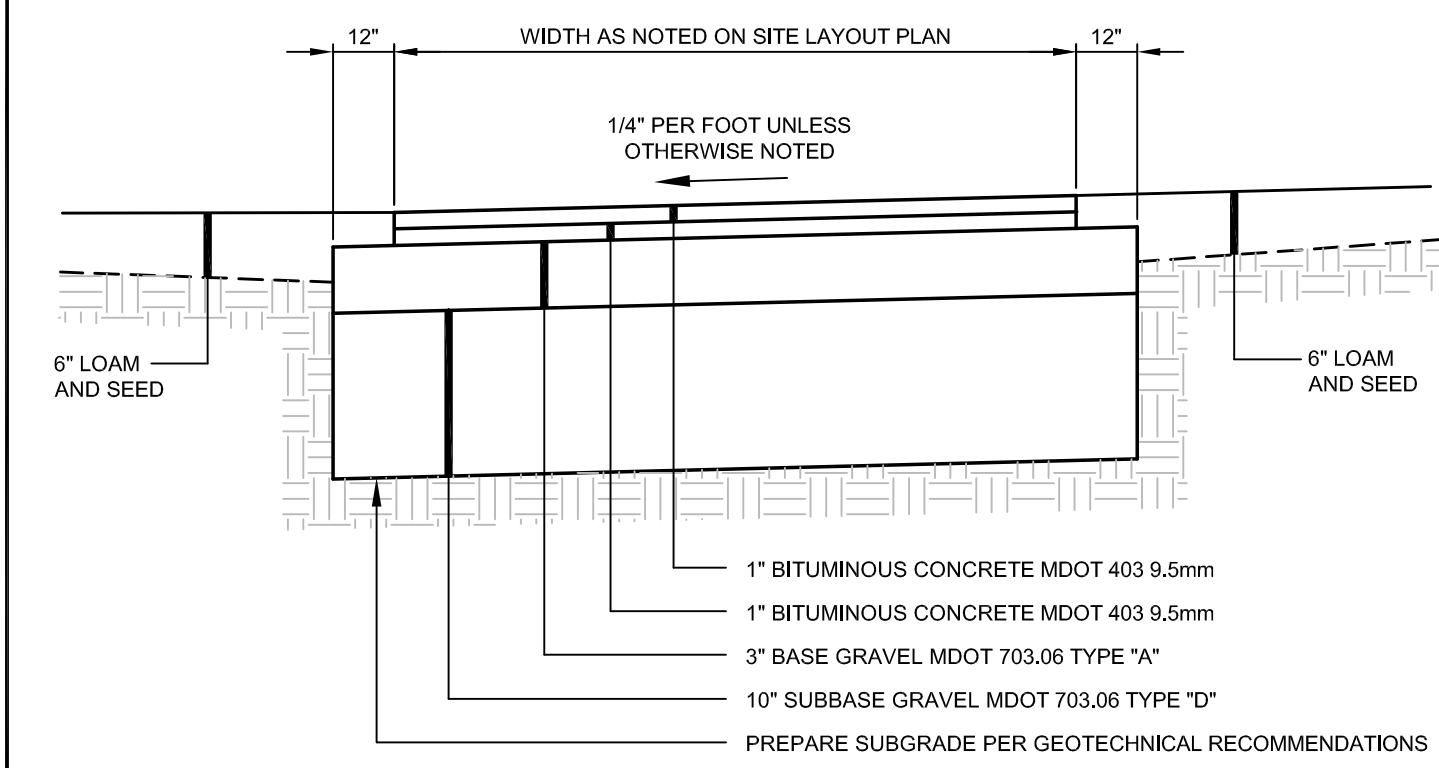


NOTES:
1. UNDERDRAIN REQUIRED WHERE CALLED FOR ON PLANS OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER
2. UNDERDRAIN PIPE ELEVATIONS SHALL BE AT LEAST 42 inch BELOW GUTTER GRADE
3. PERFORATIONS IN UNDERDRAIN SHALL BE ORIENTATED DOWN

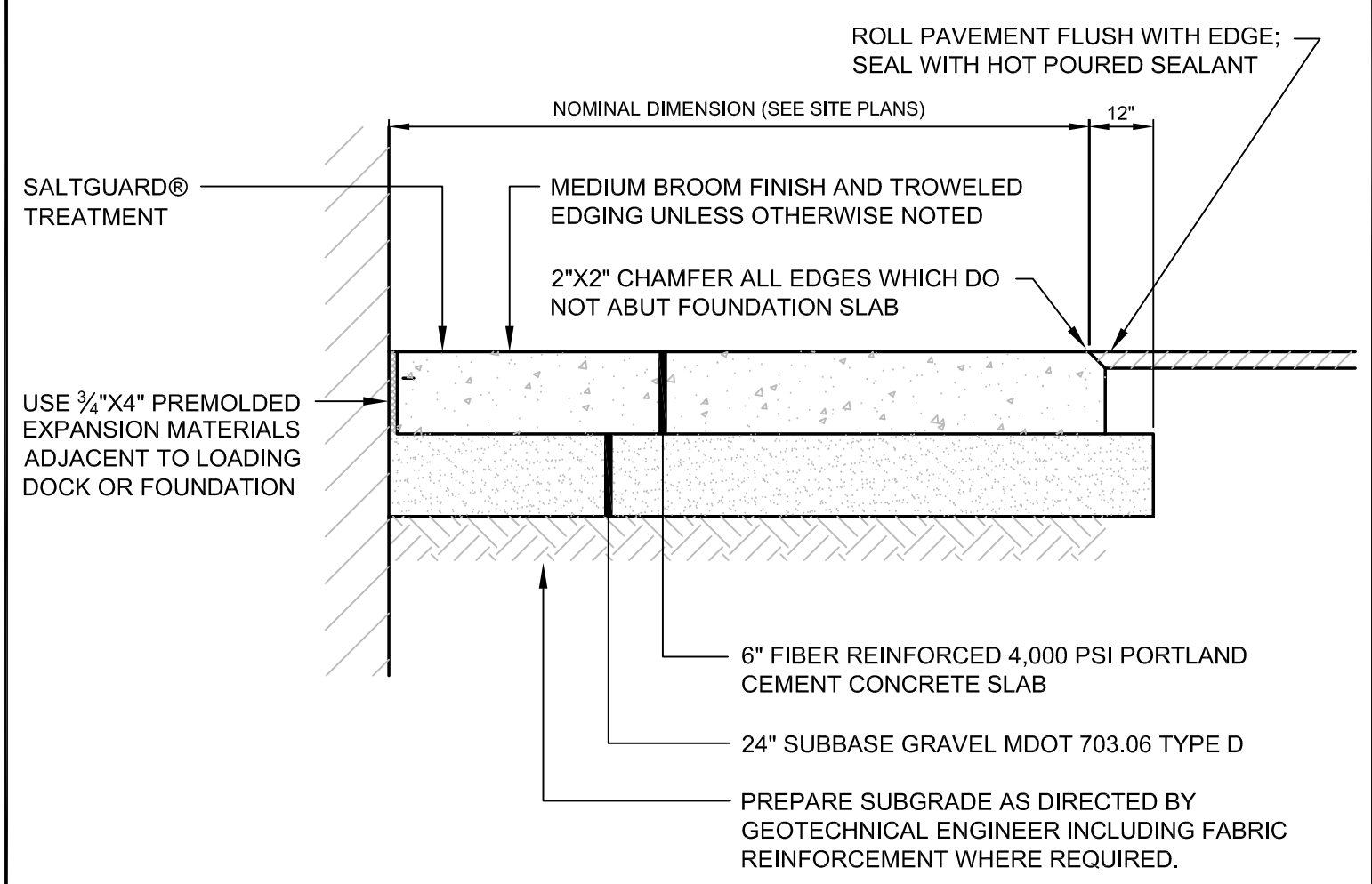
D BITUMINOUS SIDEWALK DETAIL-CURBED AREAS (WITH ESPLANADE)
N.T.S.



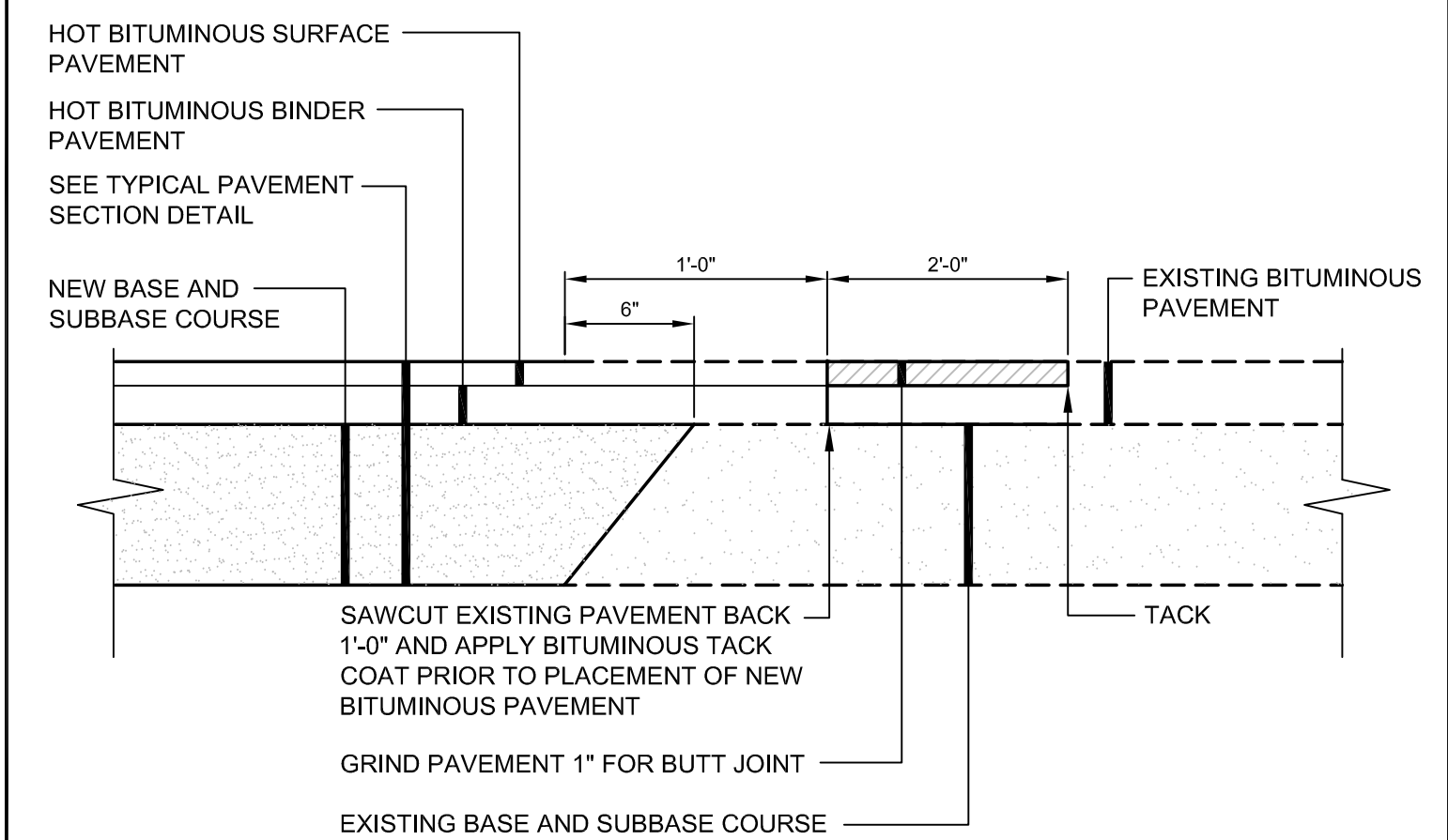
E BITUMINOUS SIDEWALK DETAIL-VERTICAL CURB (WITHOUT ESPLANADE)
N.T.S.



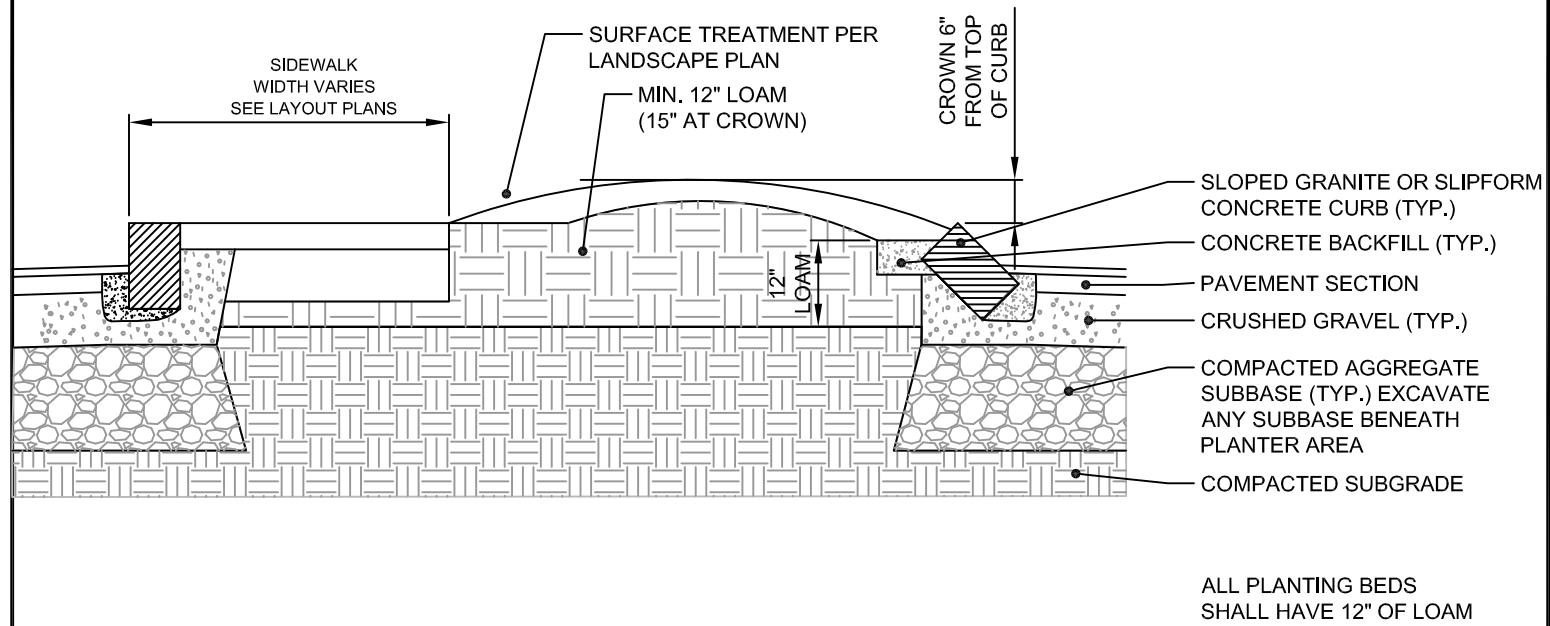
F NON-CURBED AREAS BITUMINOUS SIDEWALK/WALKWAY DETAIL
N.T.S.



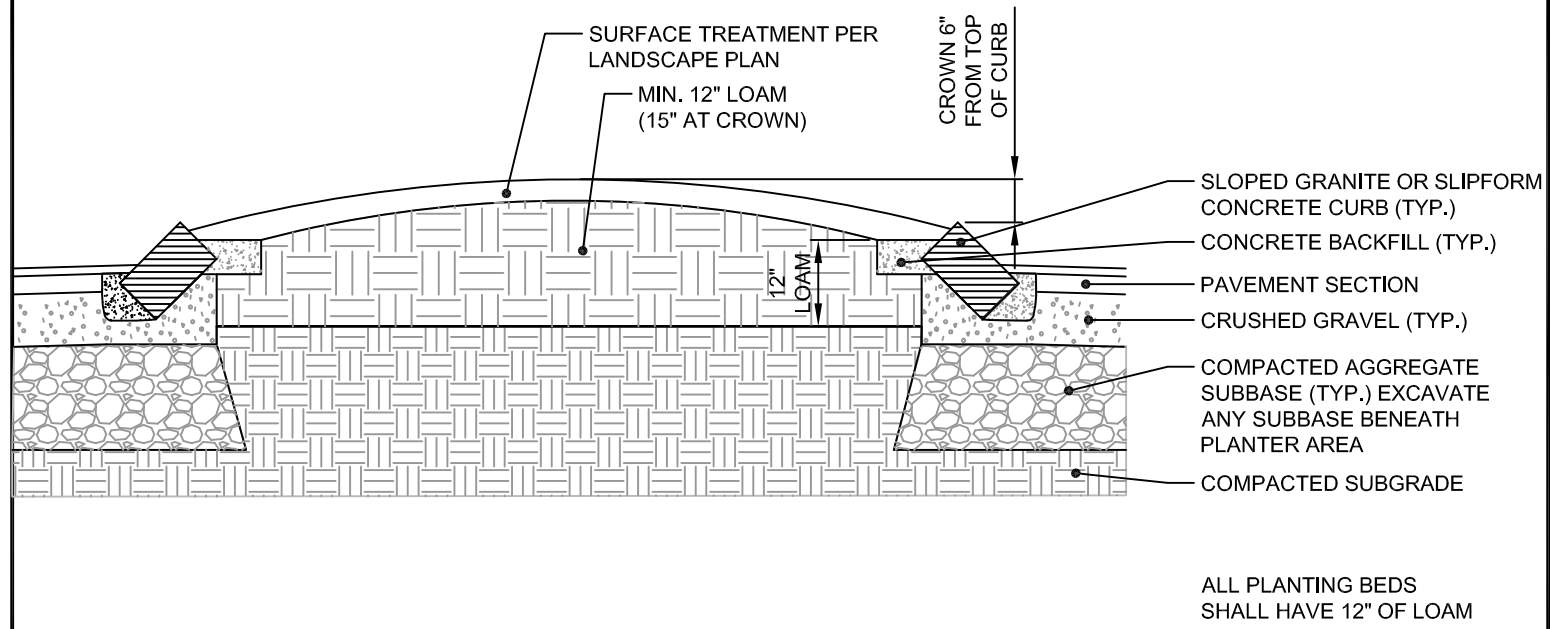
G CONCRETE SLAB DETAIL
N.T.S.



H PAVEMENT SAWCUT DETAIL
N.T.S.



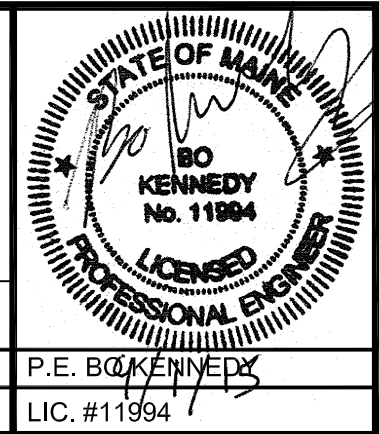
I TYPICAL ISLAND PLANTING BEDS WITH SIDEWALK
N.T.S.



J TYPICAL ISLAND PLANTING BEDS WITHOUT SIDEWALK
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	REVISIONS
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION	

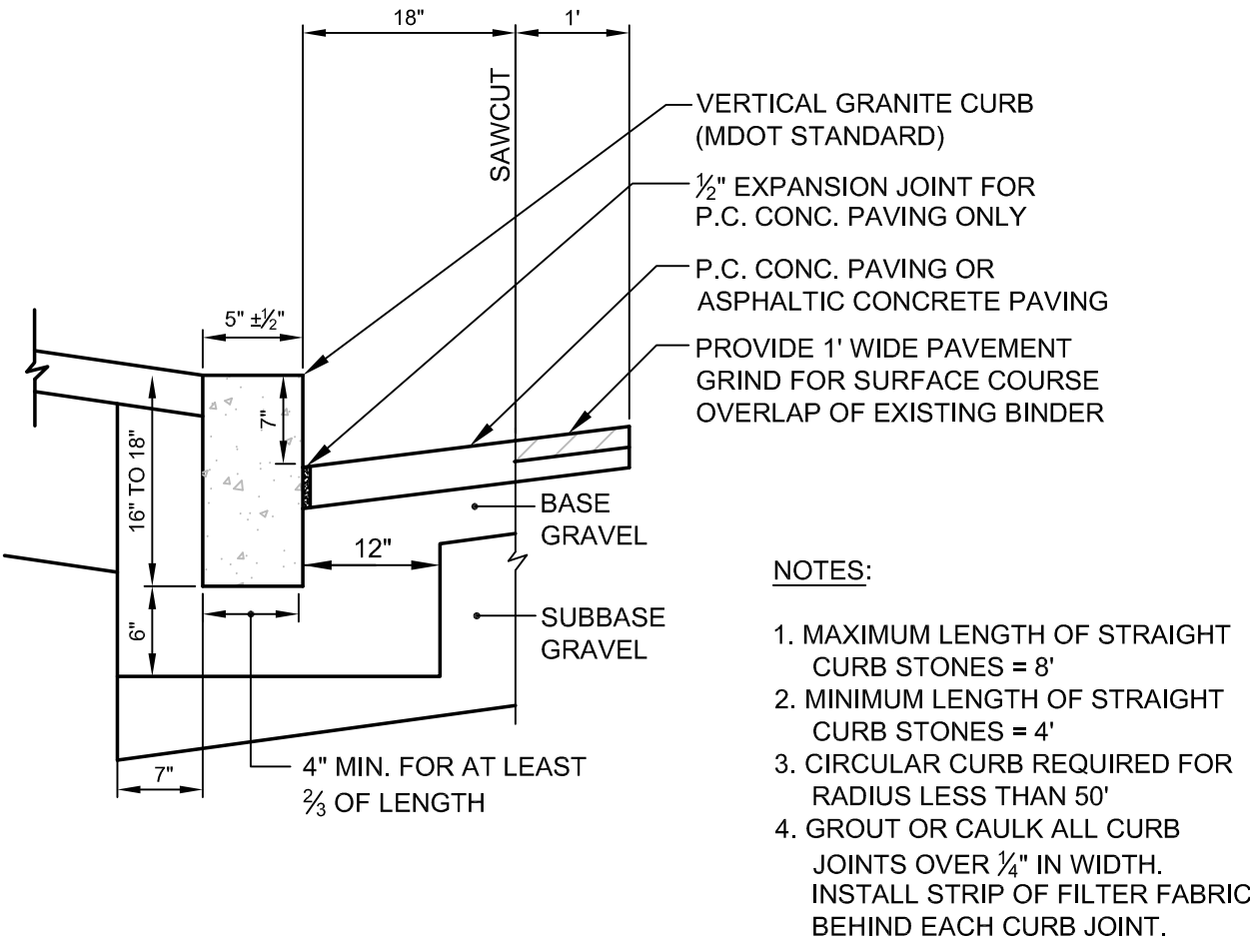


PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	SHEET TITLE PAVEMENT SECTIONS AND SIDEWALK DETAILS
CLIENT FOREFRONT PARTNERS LP	

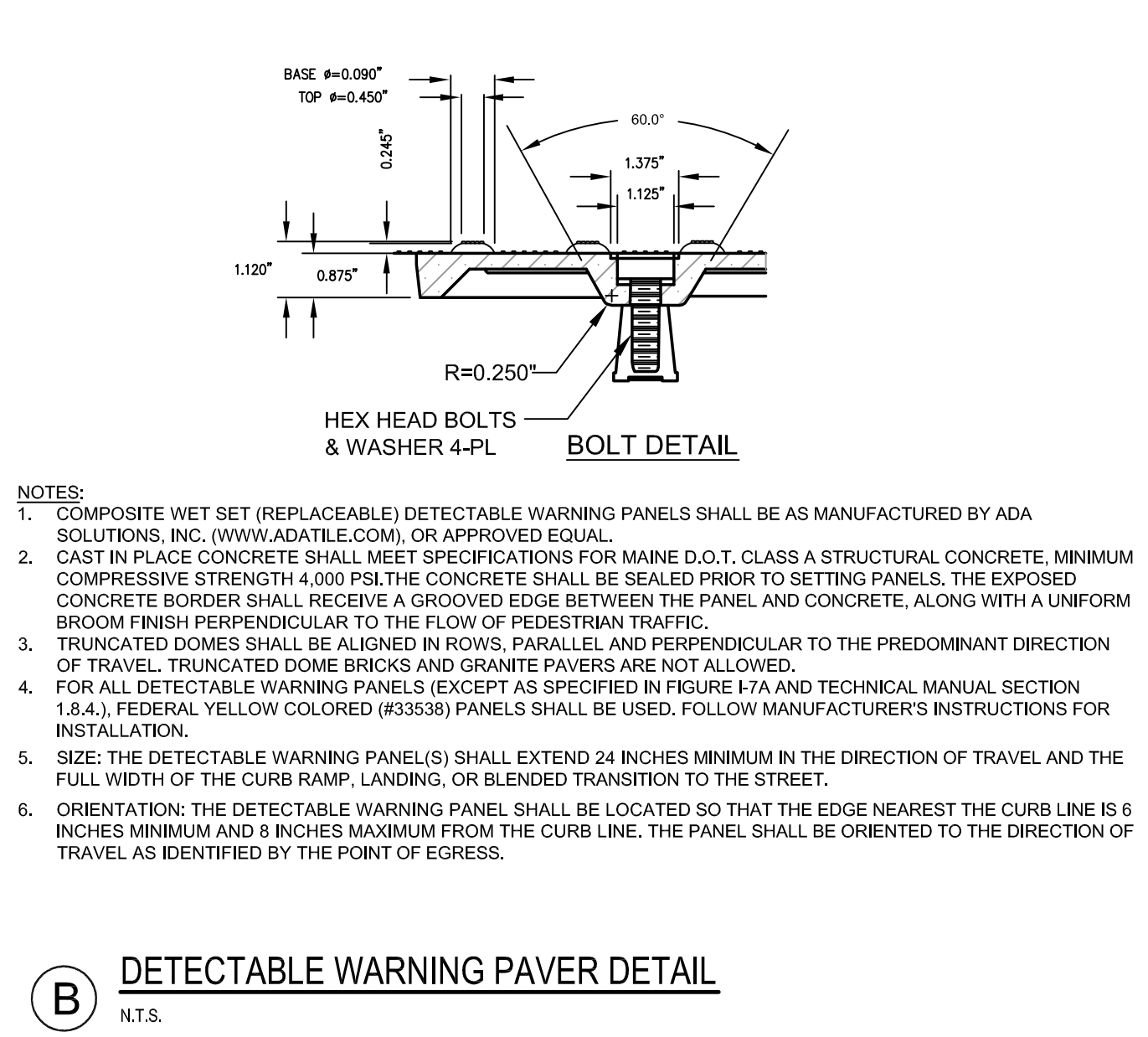
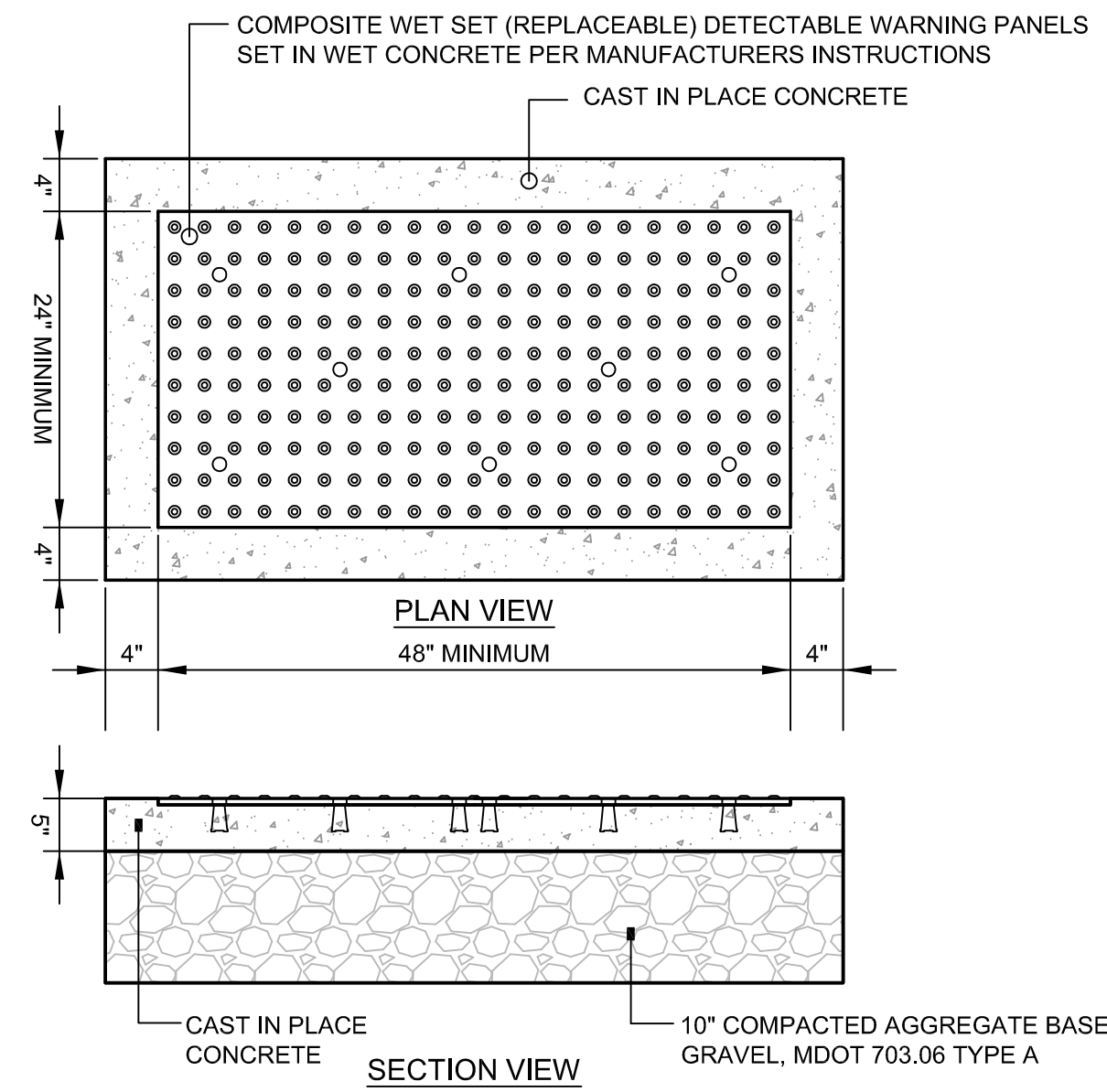
DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET SHEET	DATE: APRIL 2015 SCALE: AS NOTED JOB NO. 2982.05 C-8.0
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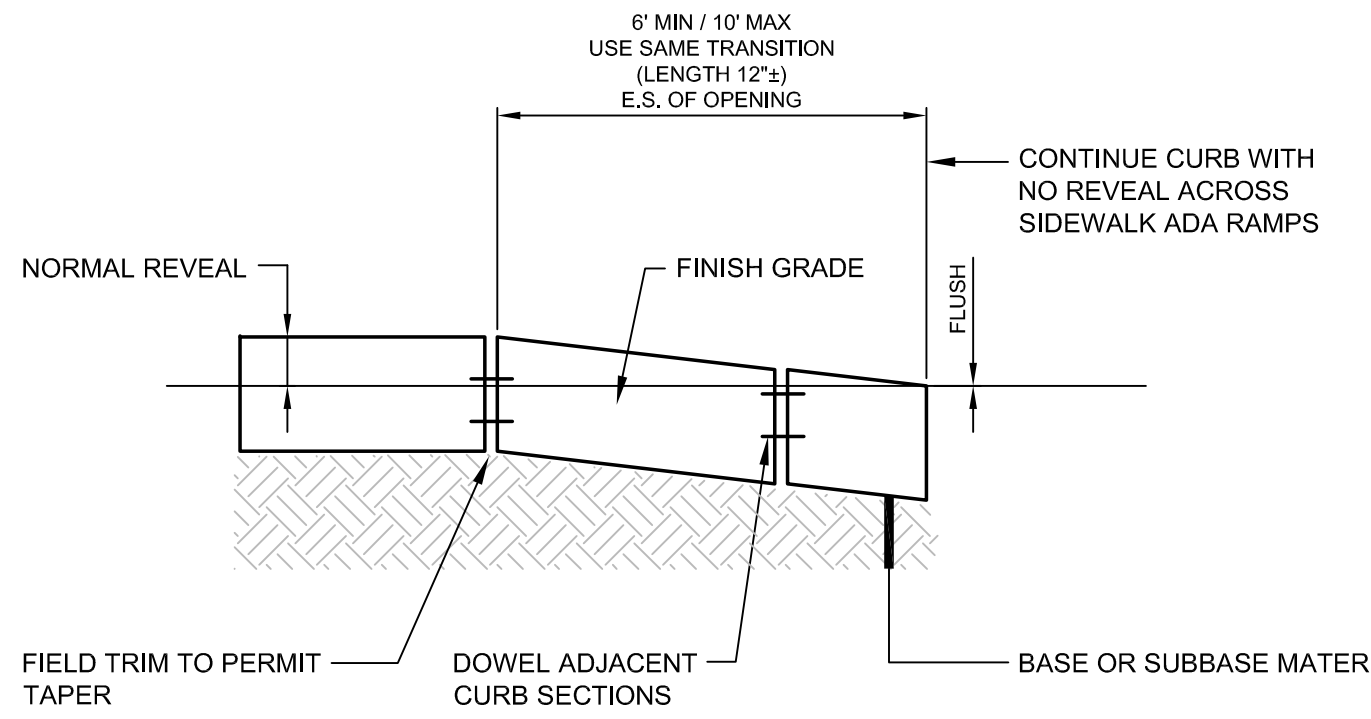
FAY, SPOFFORD & THORNDIKE
ENGINEERS - PLANNERS - SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106



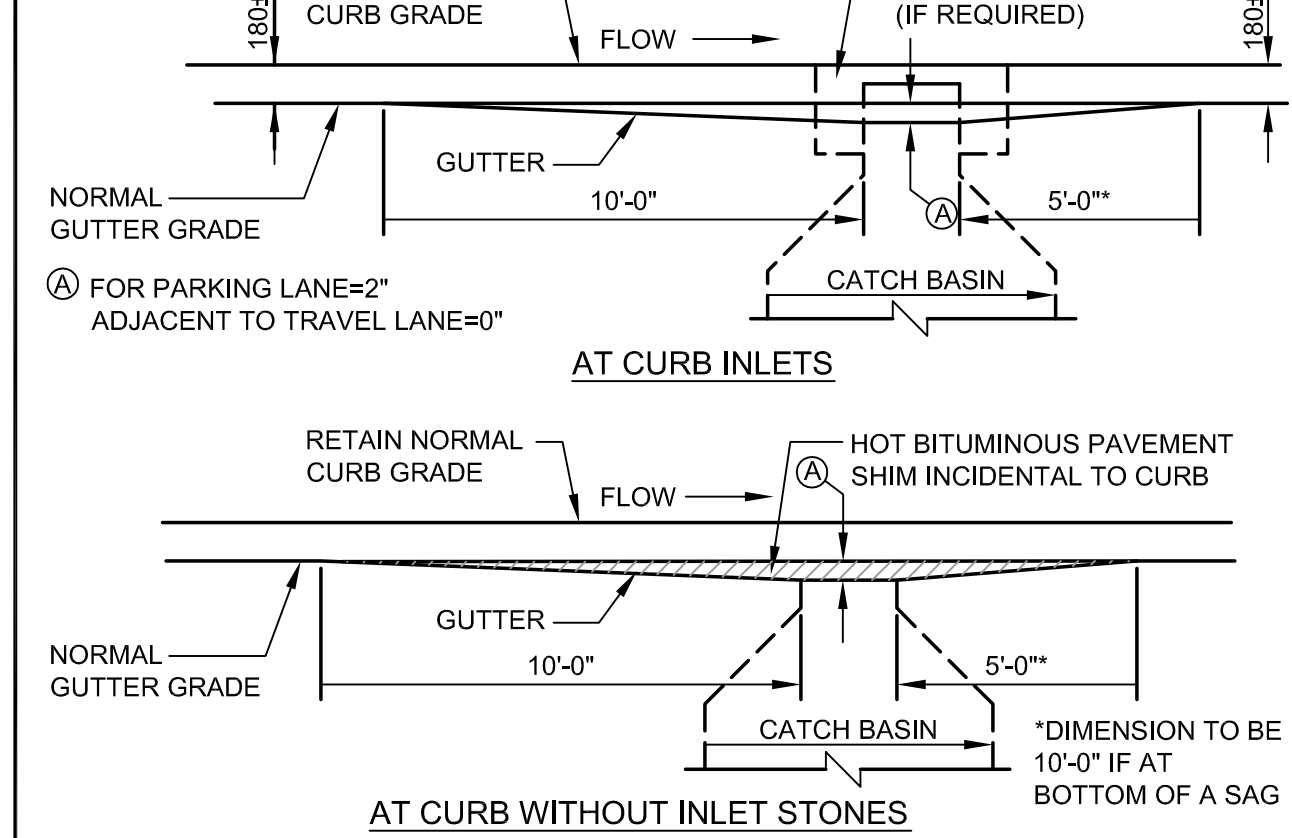
(A) VERTICAL GRANITE CURB DETAIL
N.T.S.



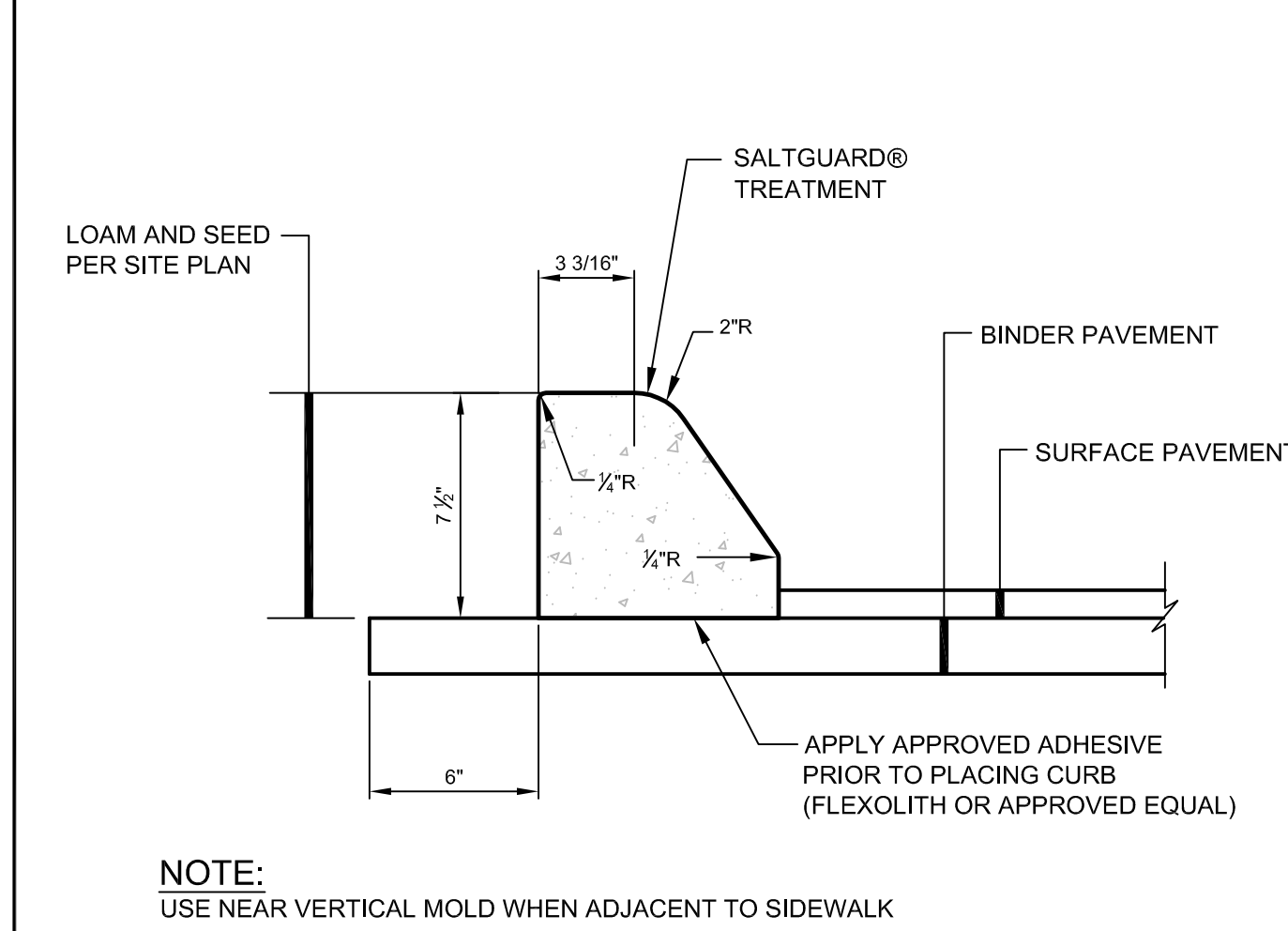
(B) DETECTABLE WARNING PAVER DETAIL
N.T.S.



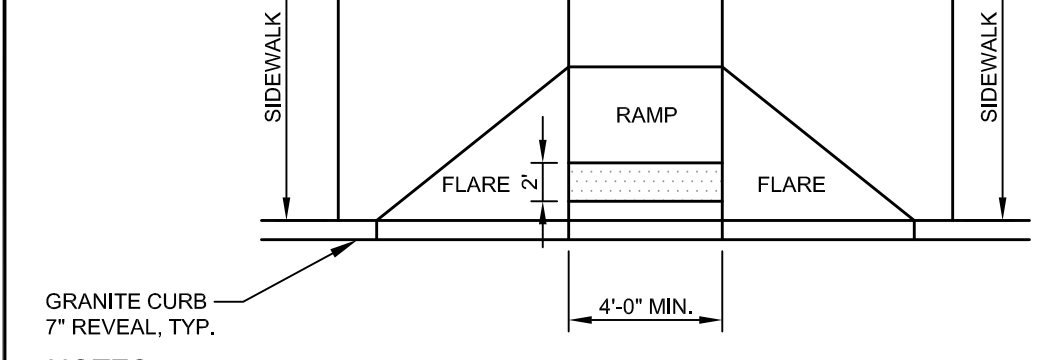
(C) SLOPE OF GRANITE CURB AT ADA RAMPS AND DRIVEWAYS
N.T.S.



(D) GUTTER GRADE TRANSITION AT CATCH BASIN
N.T.S.



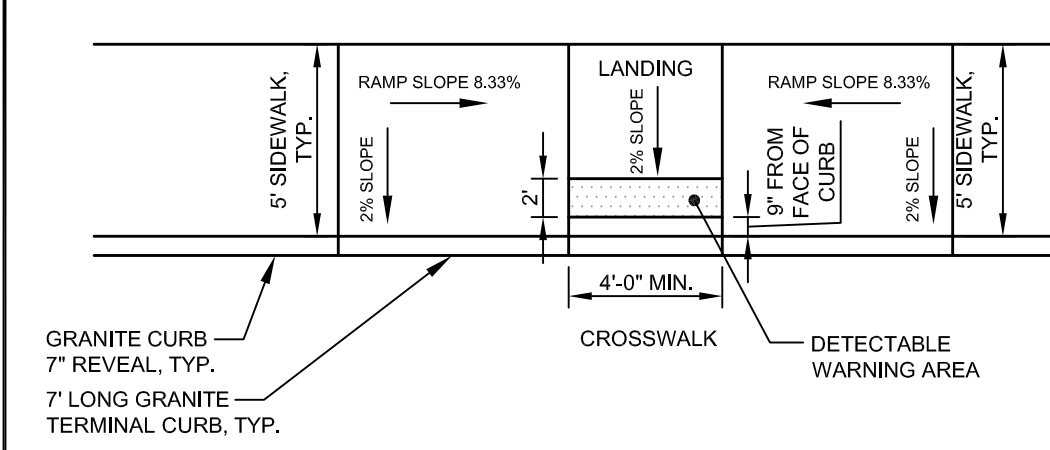
(E) SLIPFORM CONCRETE CURB DETAIL - SLOPED MOLD
N.T.S.



NOTES:

- ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
- GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.

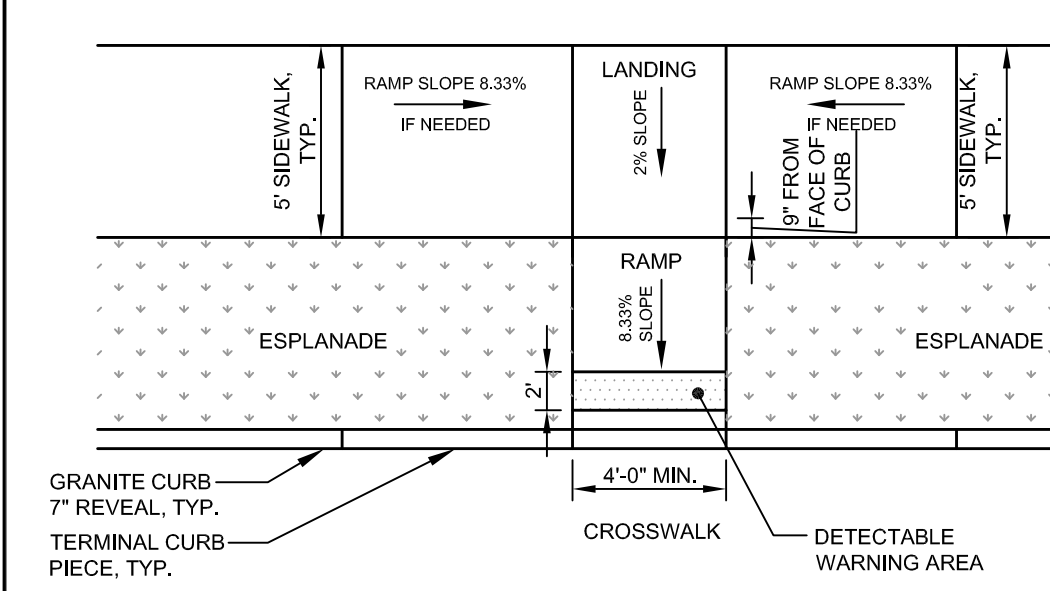
DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	0.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	0.33% MAXIMUM	2%
FLARE	10% MAX. AT CURB FACE	MATCH STREET GRADE
SEAWALK	MATCH STREET GRADE	2%



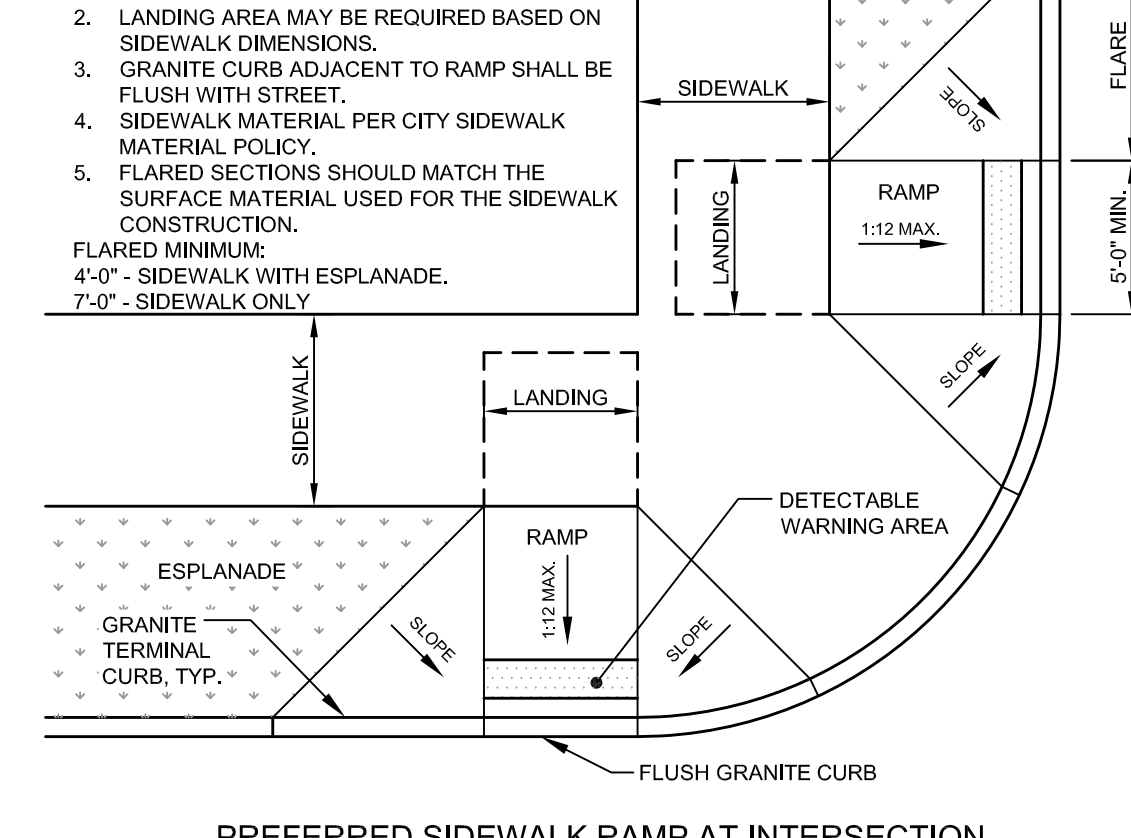
NOTES:

- ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
- GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
- SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

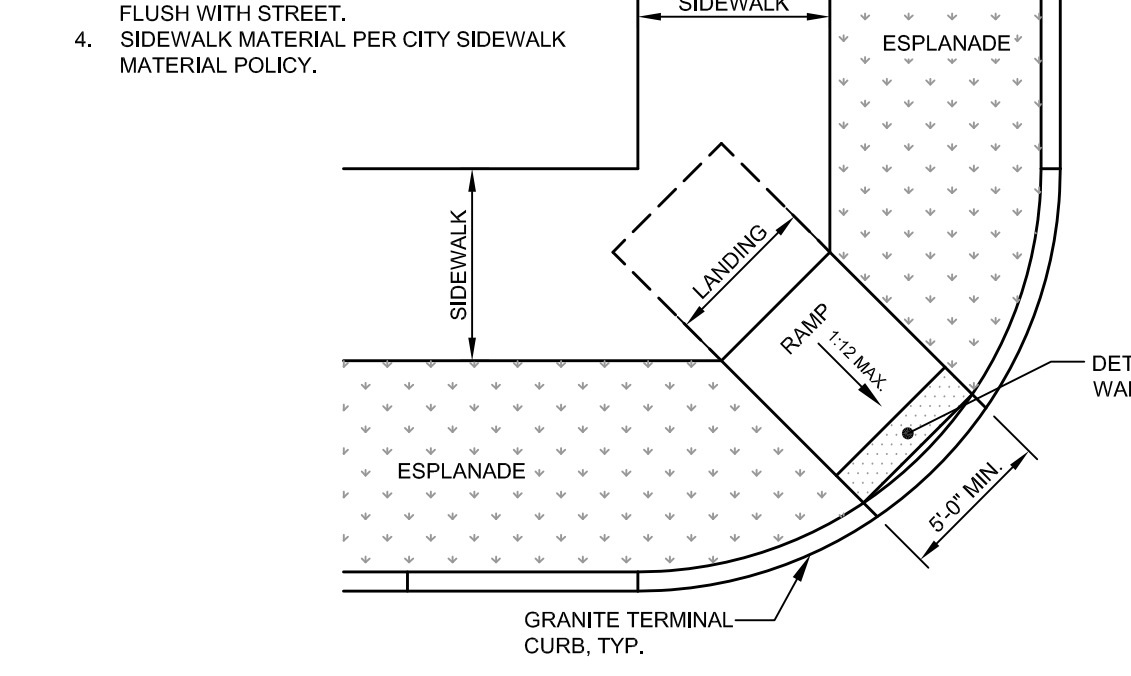
DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	0.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	0.33% MAXIMUM	2%
FLARE	10% MAX. AT CURB FACE	MATCH STREET GRADE
SEAWALK	MATCH STREET GRADE	2%



(F) BARRIER FREE RAMP DETAILS
N.T.S.



PREFERRED SIDEWALK RAMP AT INTERSECTION

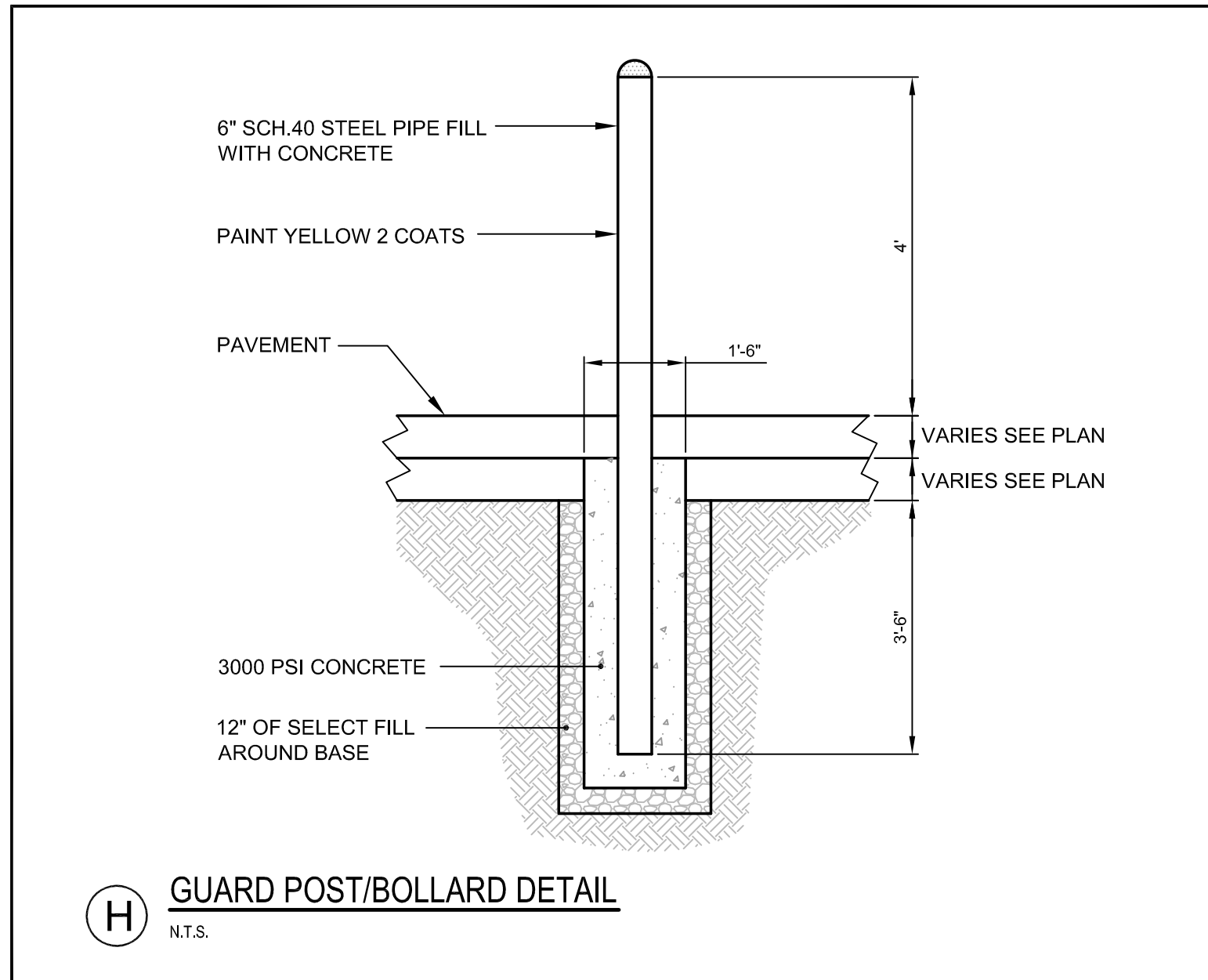
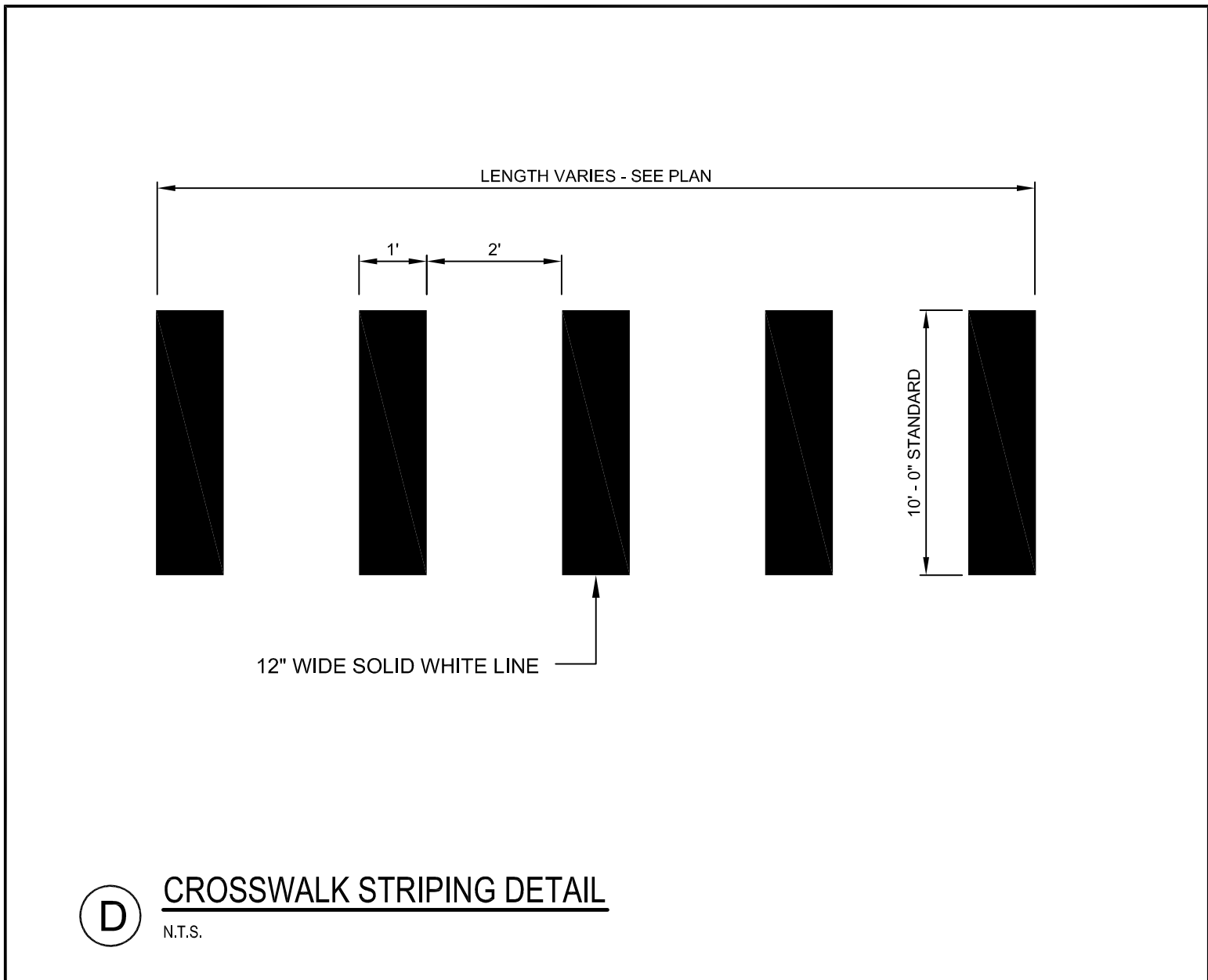
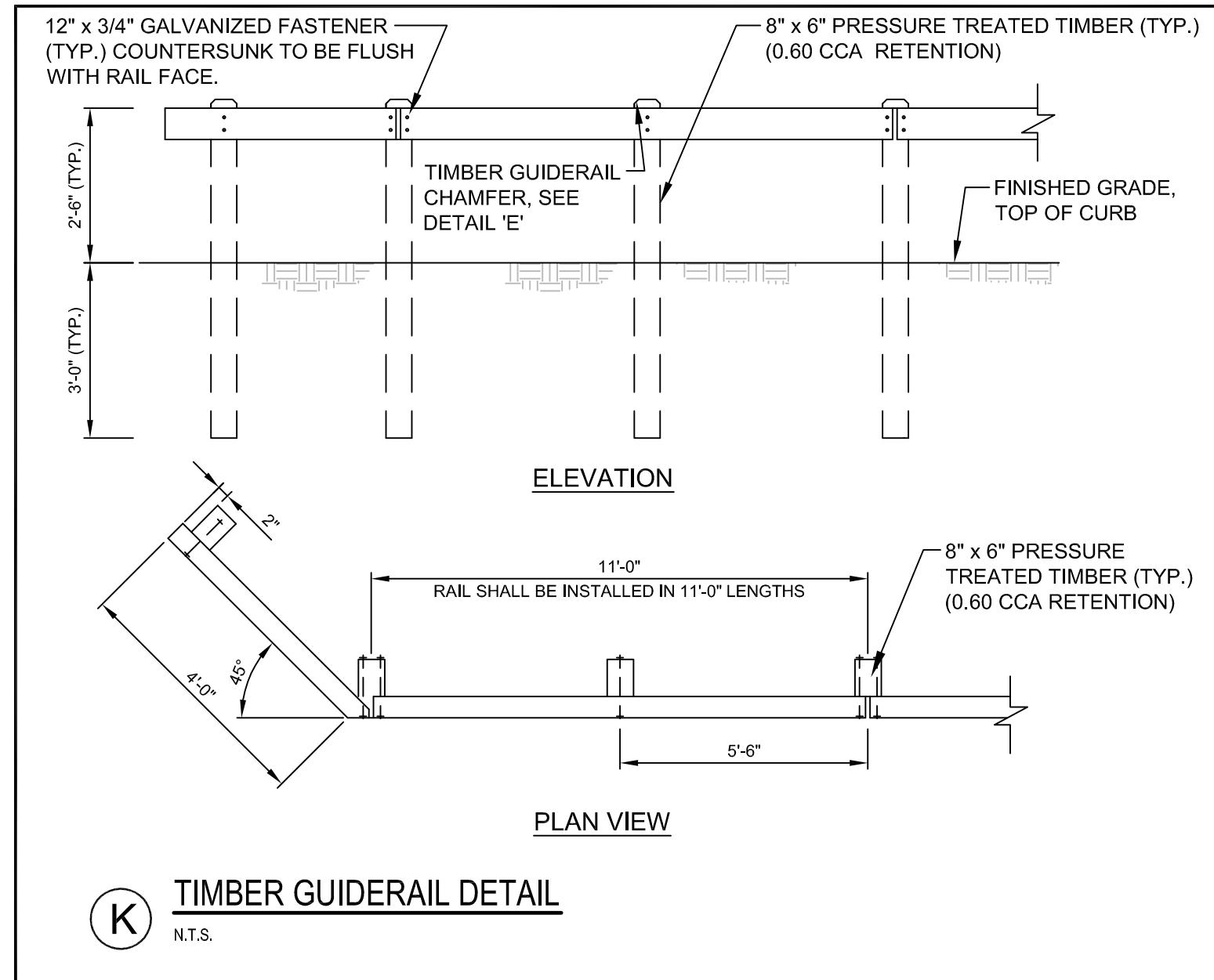
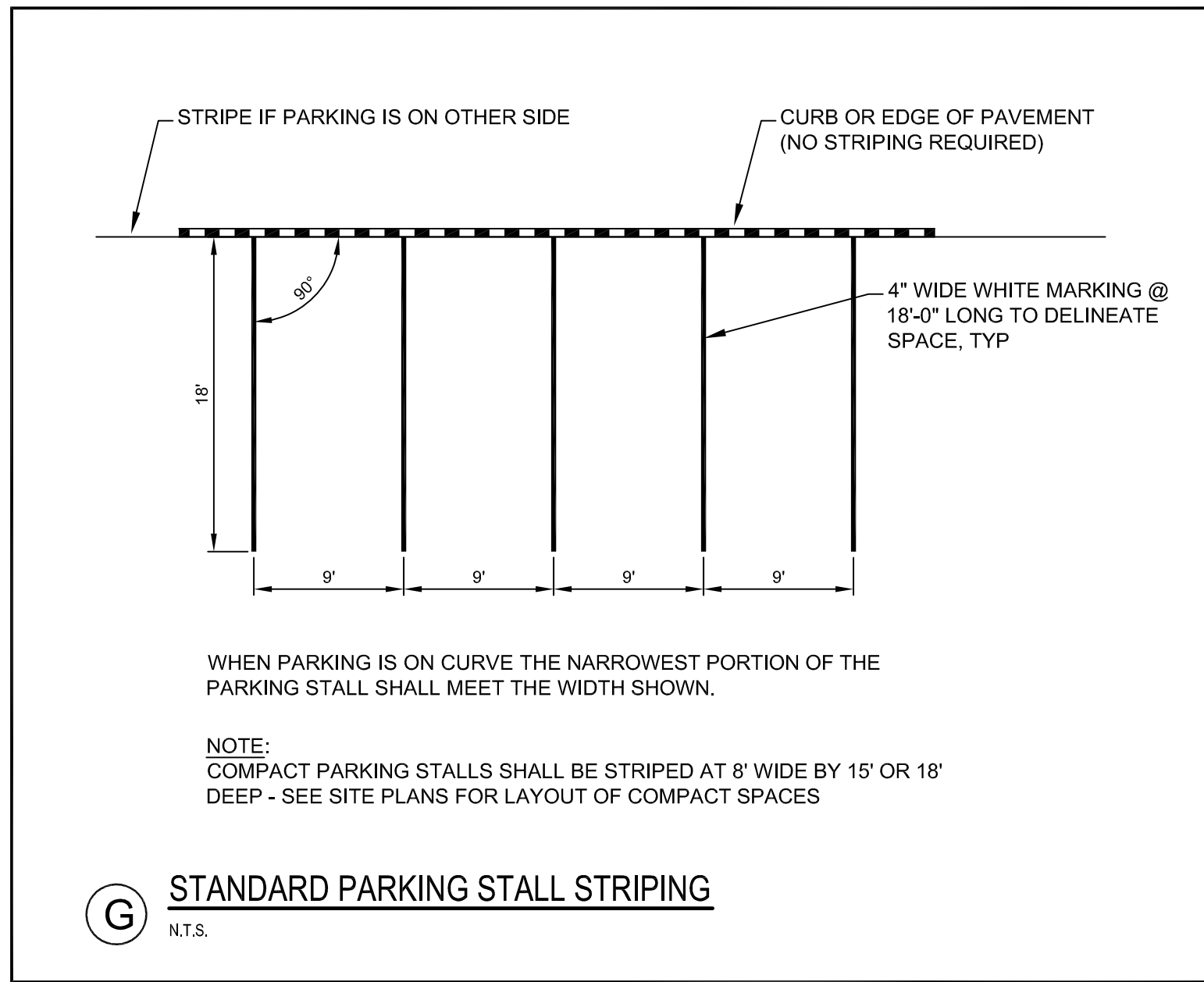
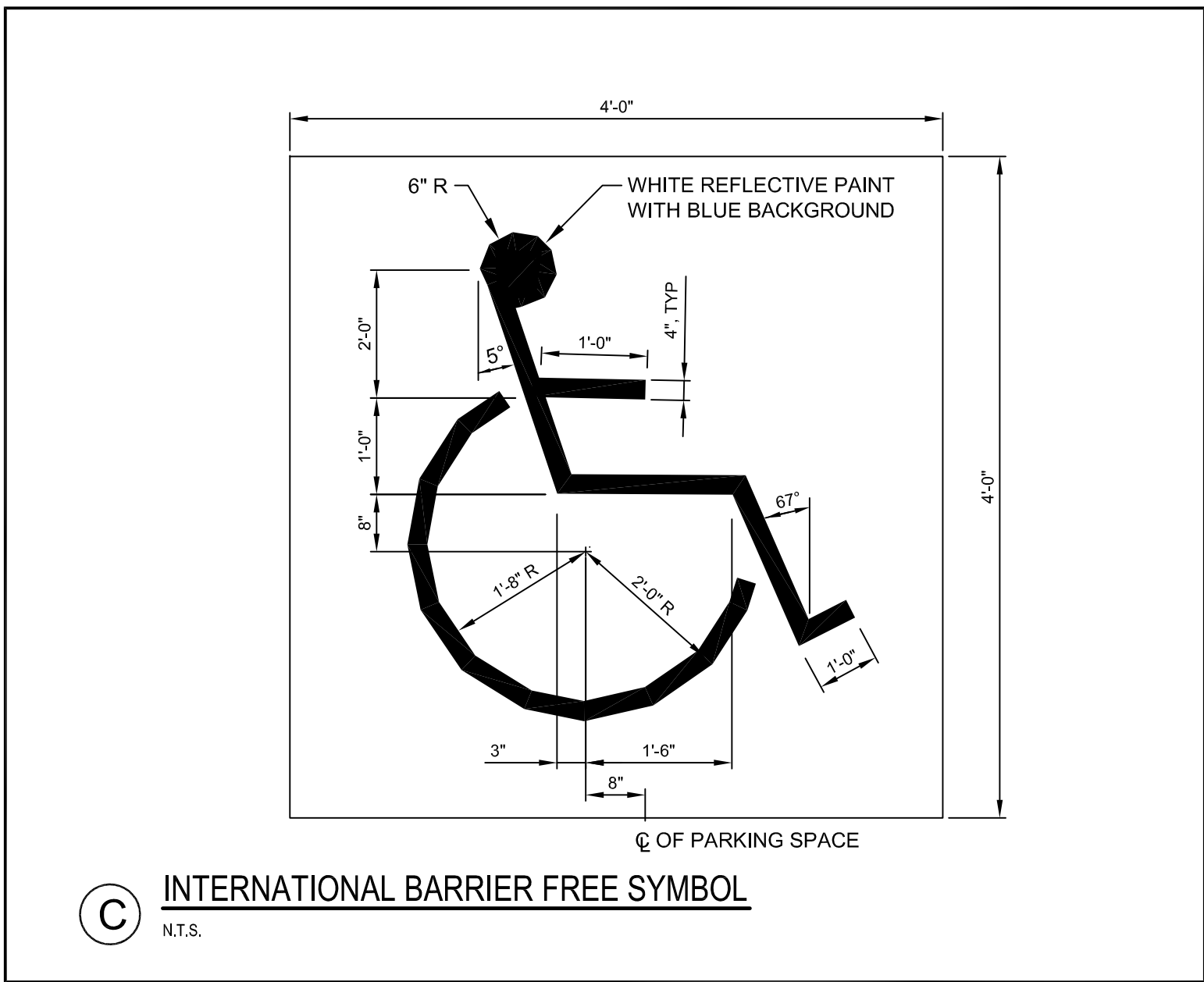
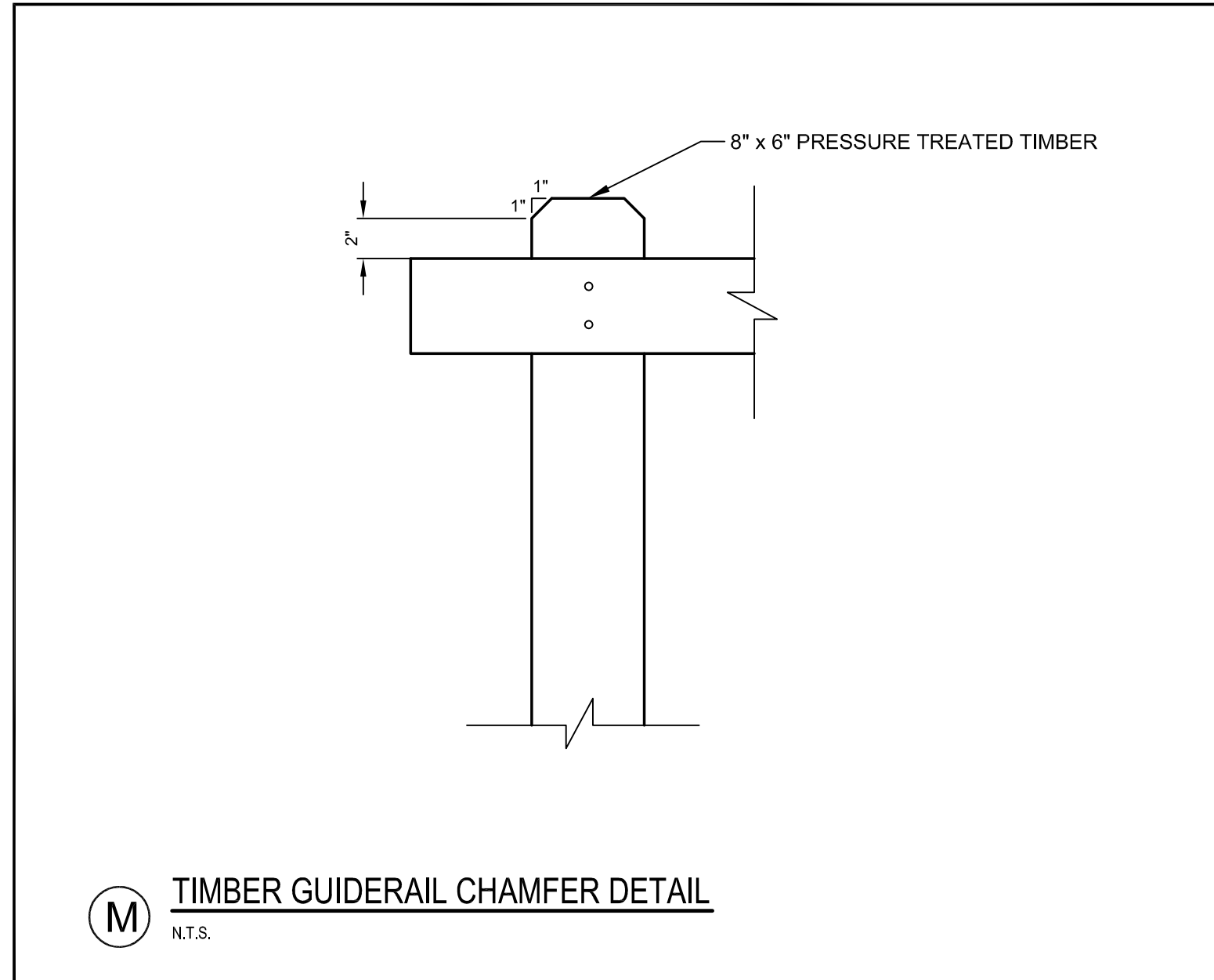
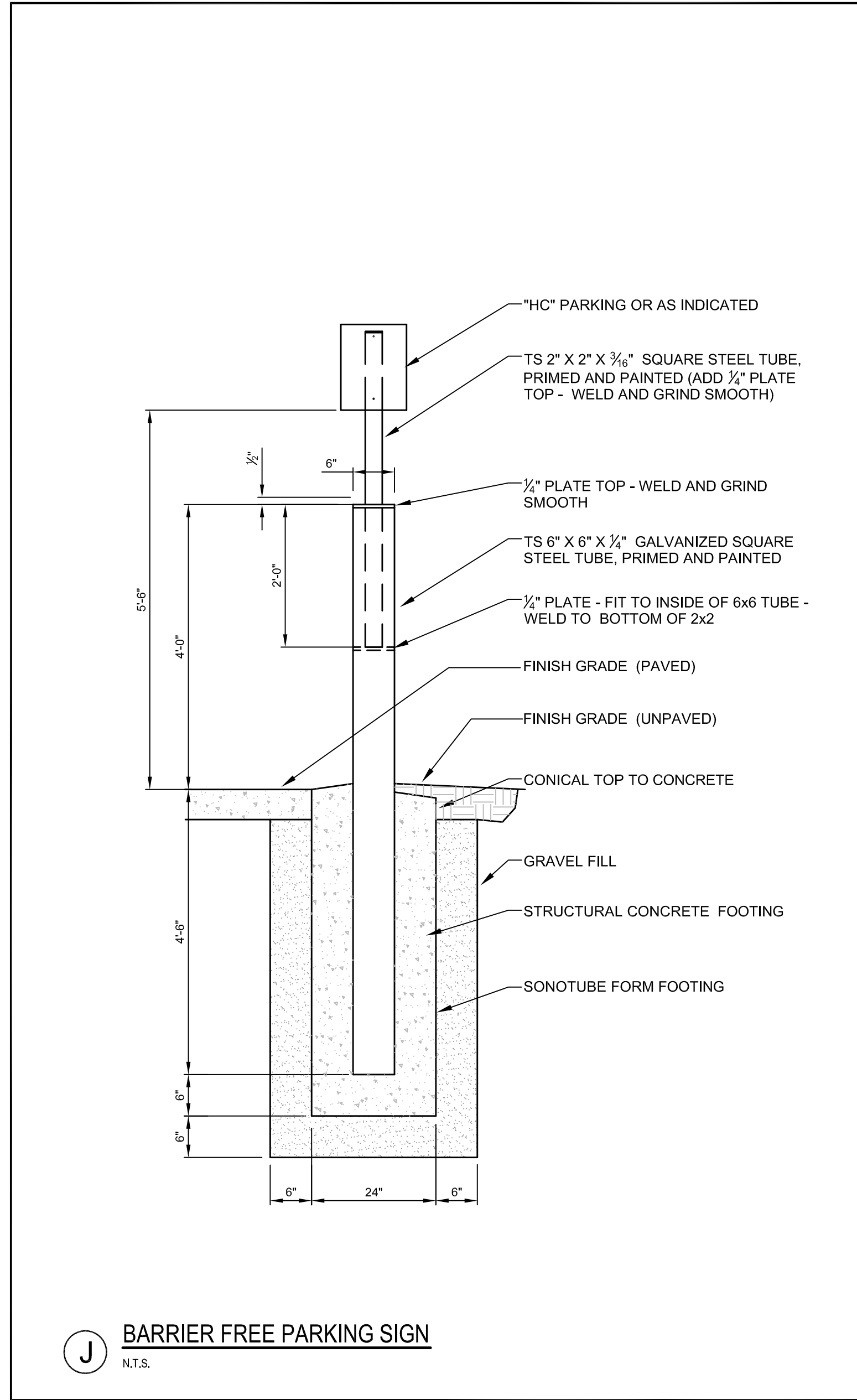
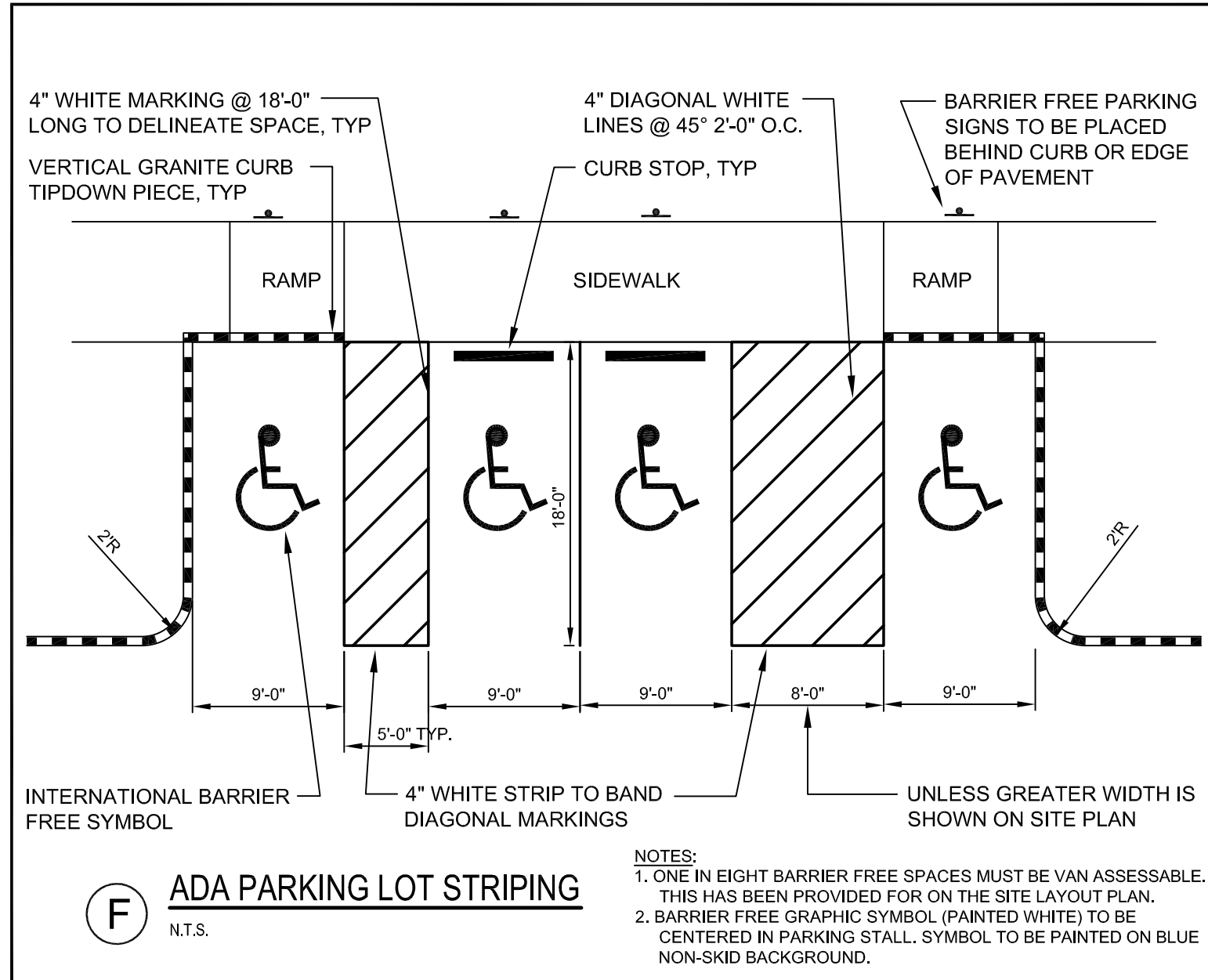
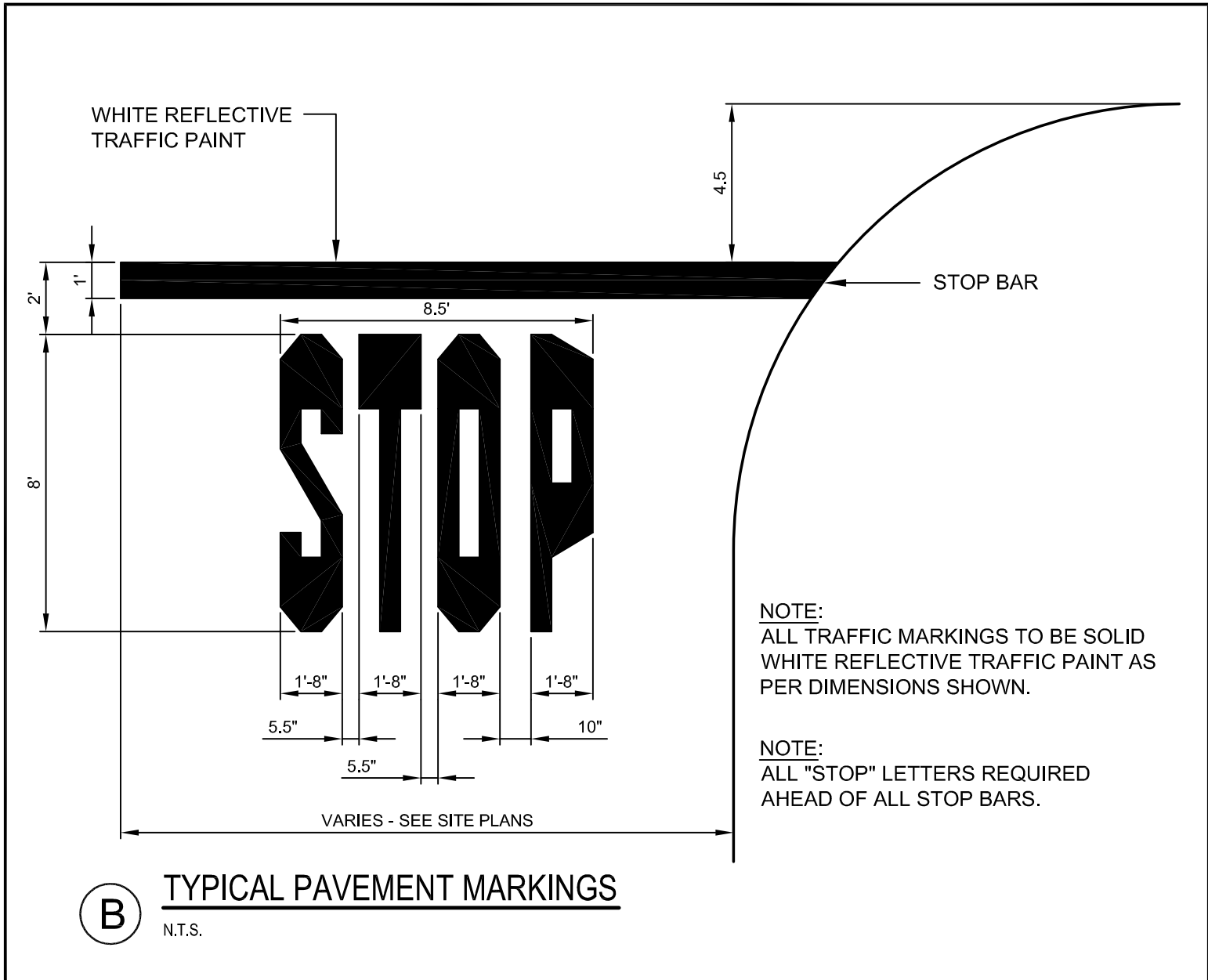
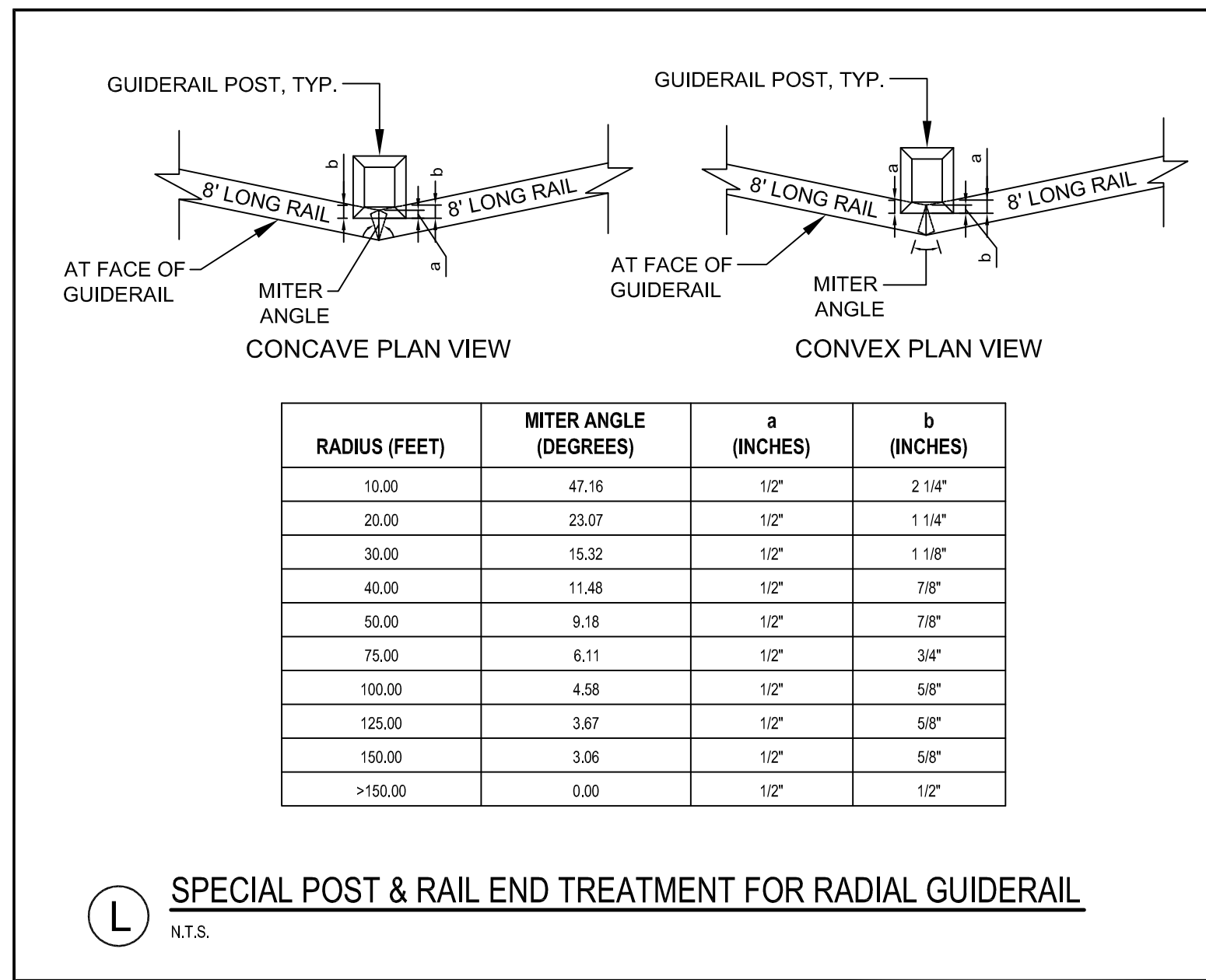
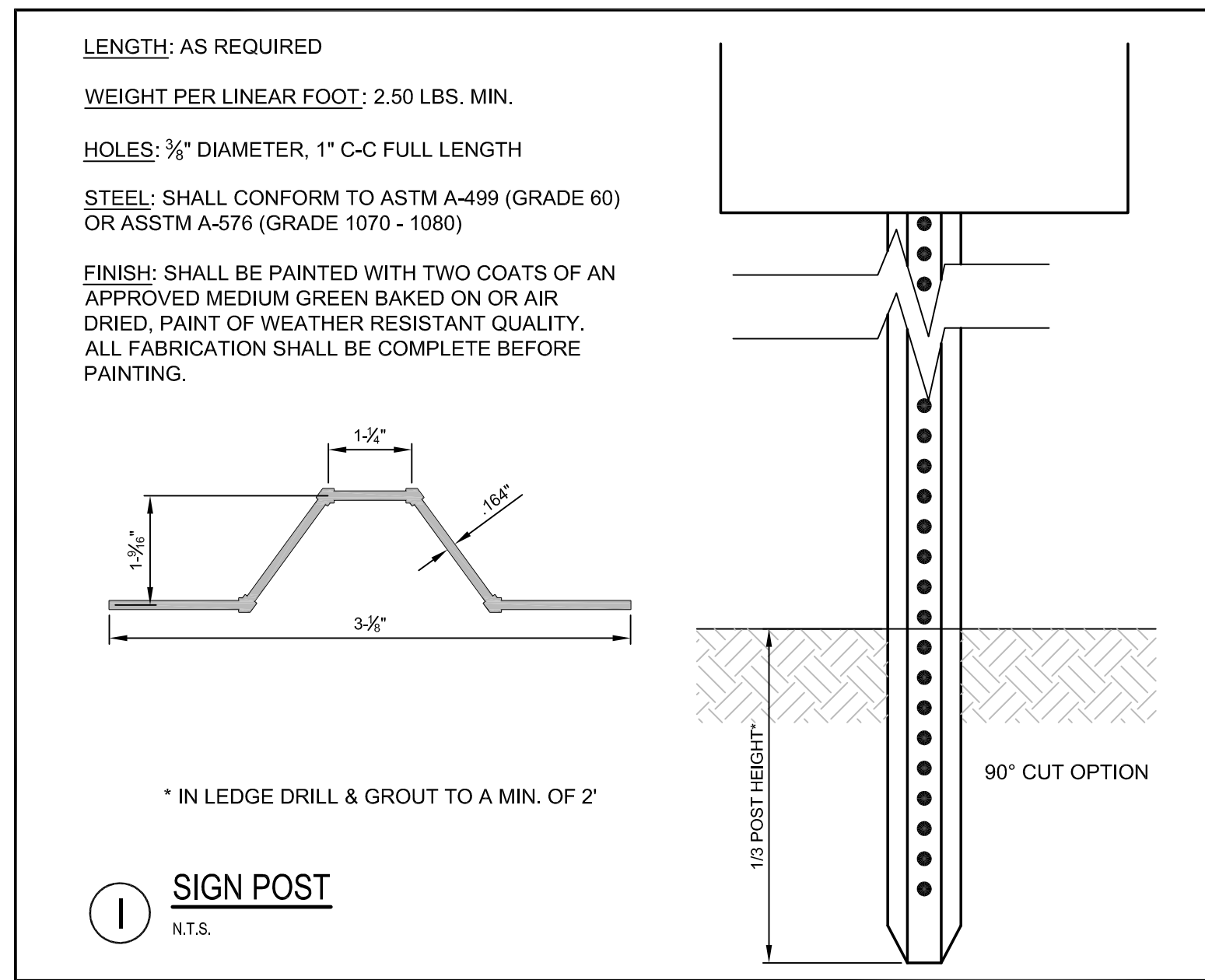
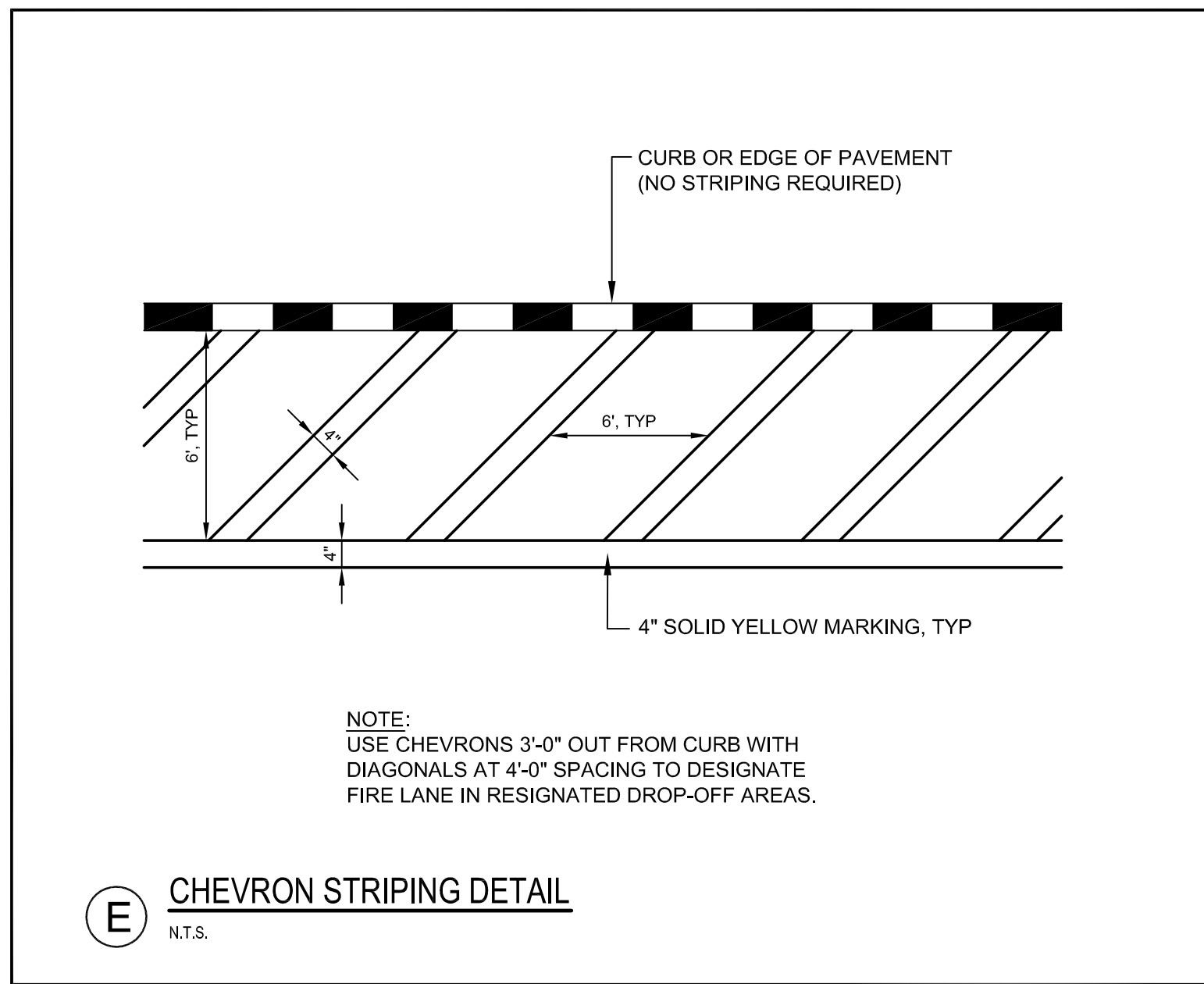
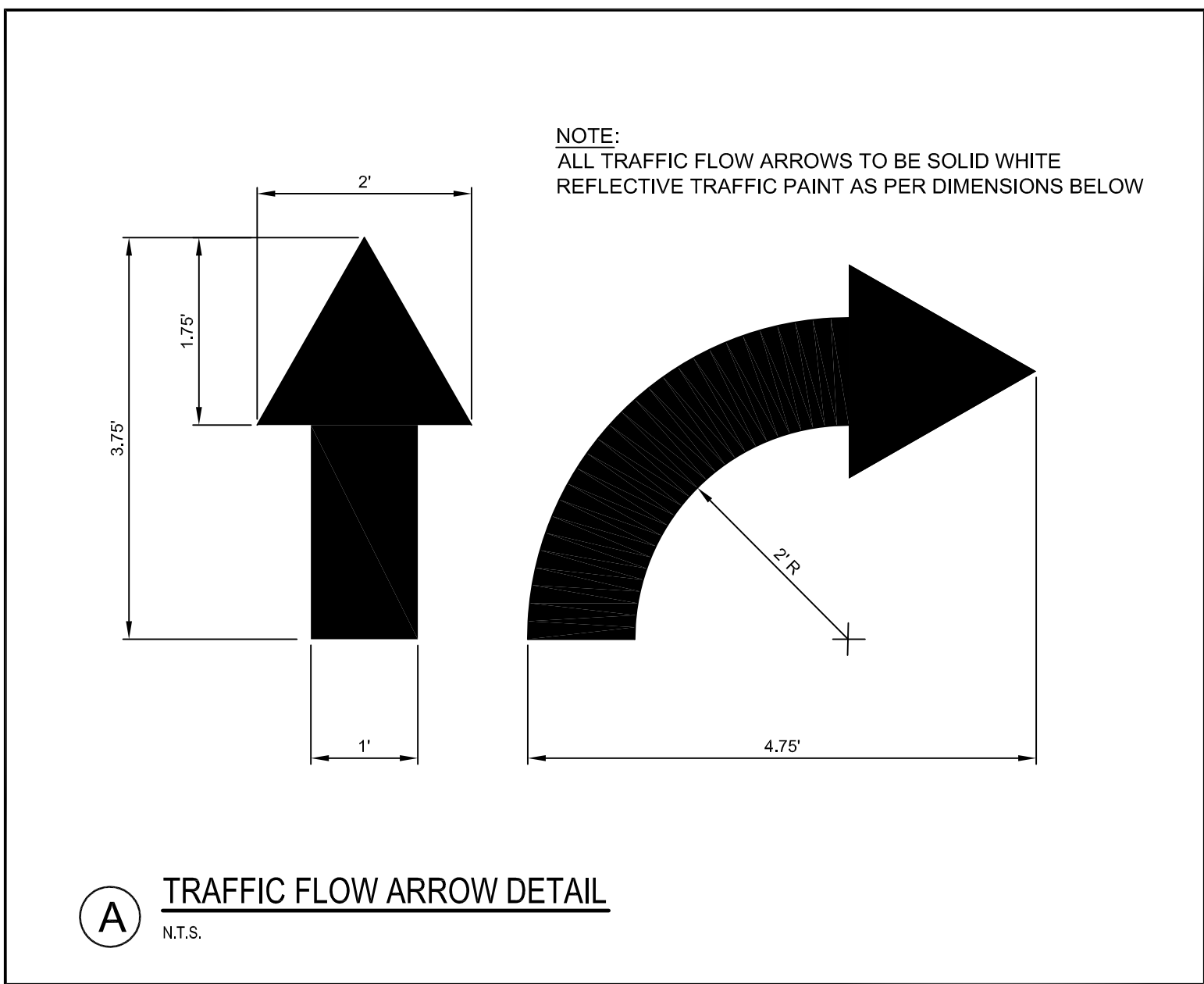


DIAGONAL SIDEWALK RAMP LAYOUT AT INTERSECTION FOR SIDEWALK WITH ESPLANADE (REQUIRES WAIVER)

NOTES:

- ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
- LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.
- GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
- SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

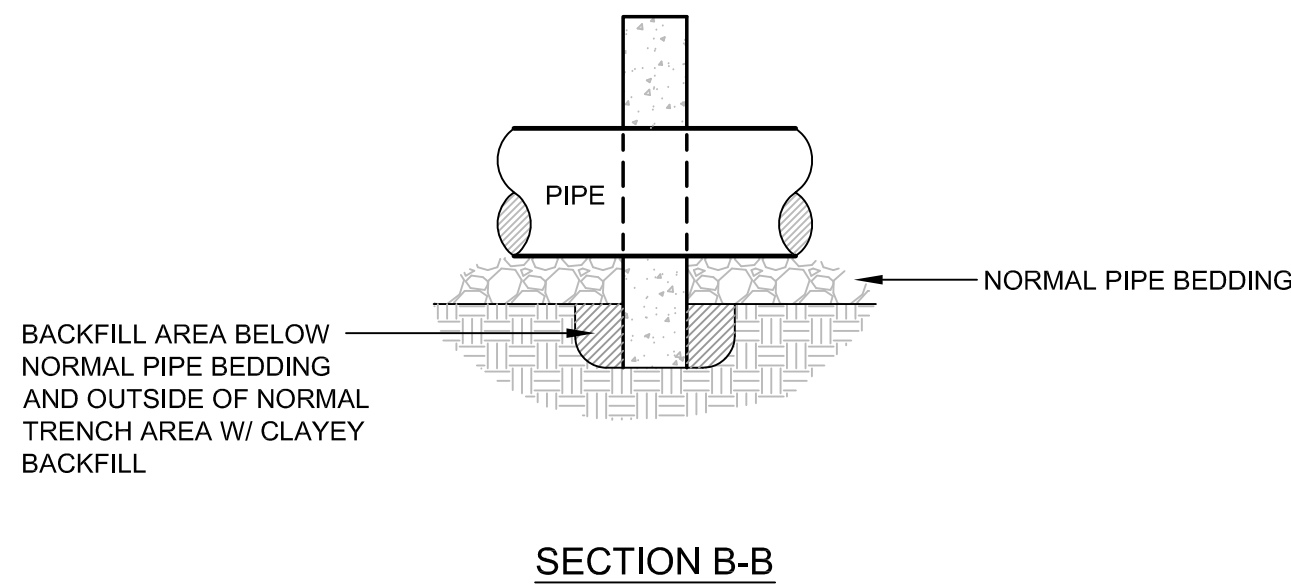
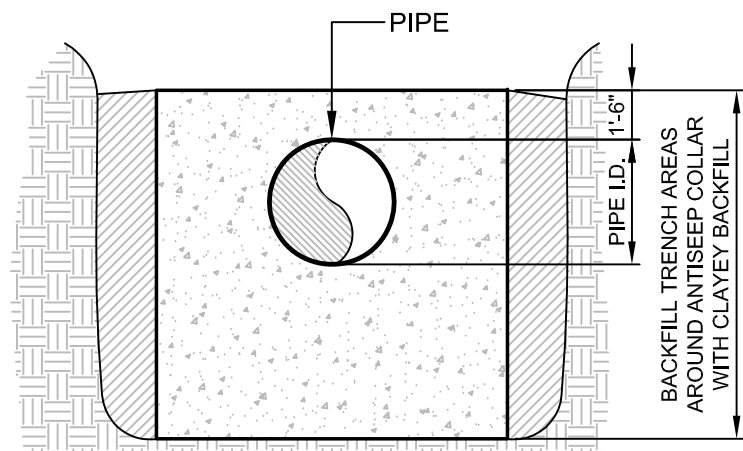
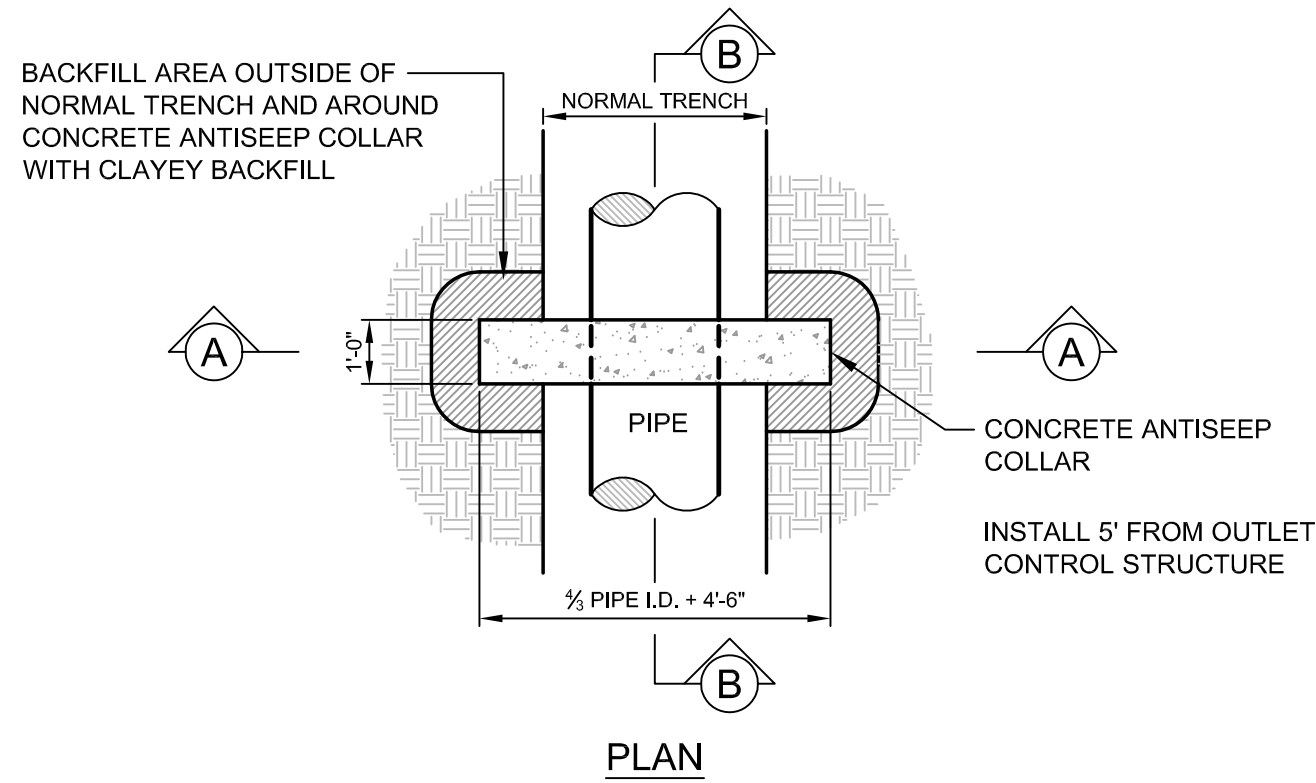
PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT			FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
SHEET TITLE CURBING AND SIDEWALK DETAILS			DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2882.05-BS DET SHEET	
CLIENT FOREFRONT PARTNERS LP		DATE: APRIL 2015 SCALE: AS NOTED JOB NO. 2982.05 C-8.1		
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN		
REV	DATE	DESCRIPTION		
		REVISIONS		



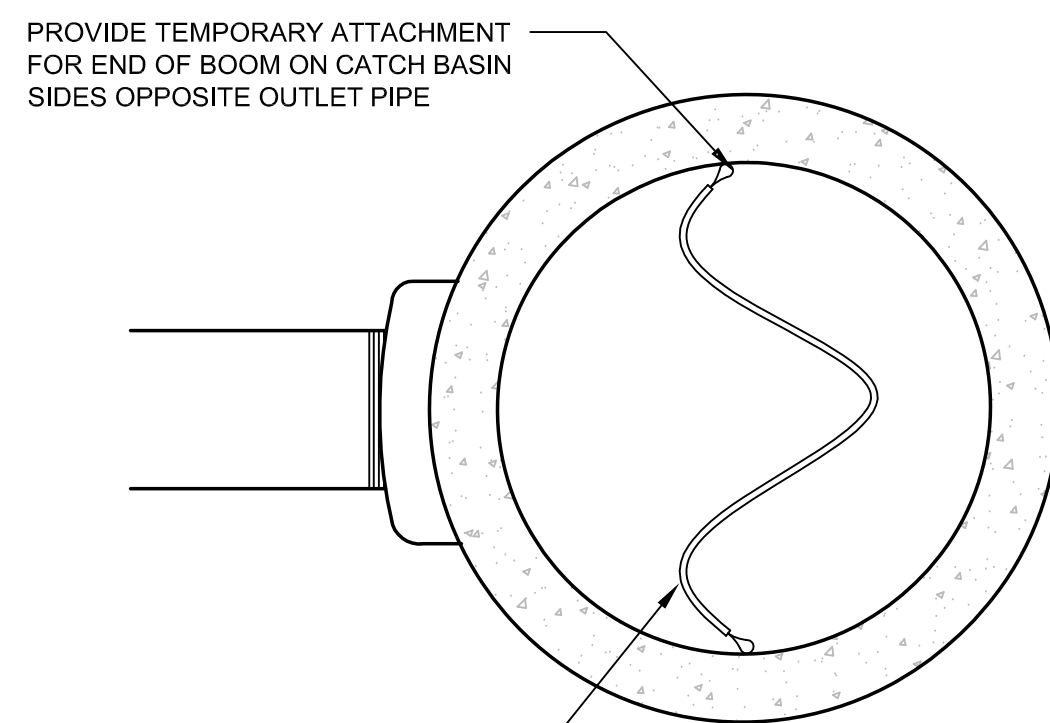
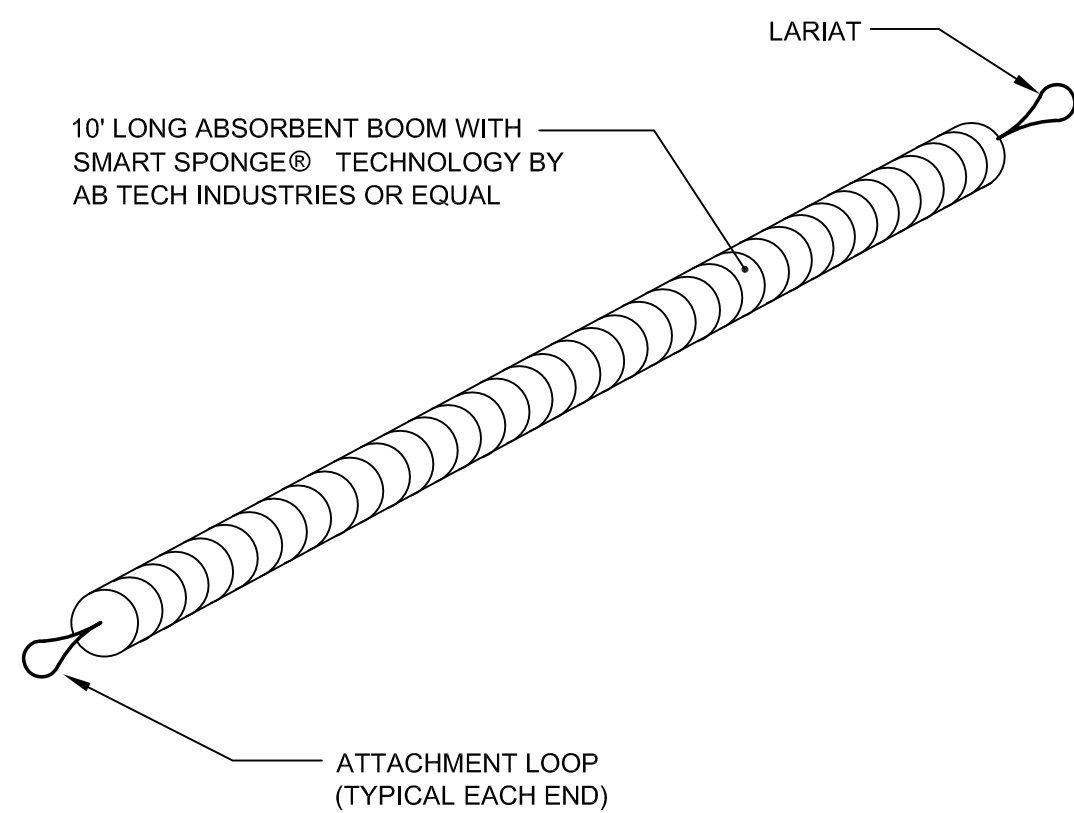
PRELIMINARY - NOT FOR CONSTRUCTION

1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN	P.E. B.G. KENNEDY L.I.C. #11594	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	SHEET TITLE PARKING AND TRAFFIC CONTROL DETAILS	CLIENT FOREFRONT PARTNERS LP	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET SHEET	DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05	FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
REV		DATE	DESCRIPTION	REVISIONS						

C-8.2



A ANTISEEP COLLAR
N.T.S.

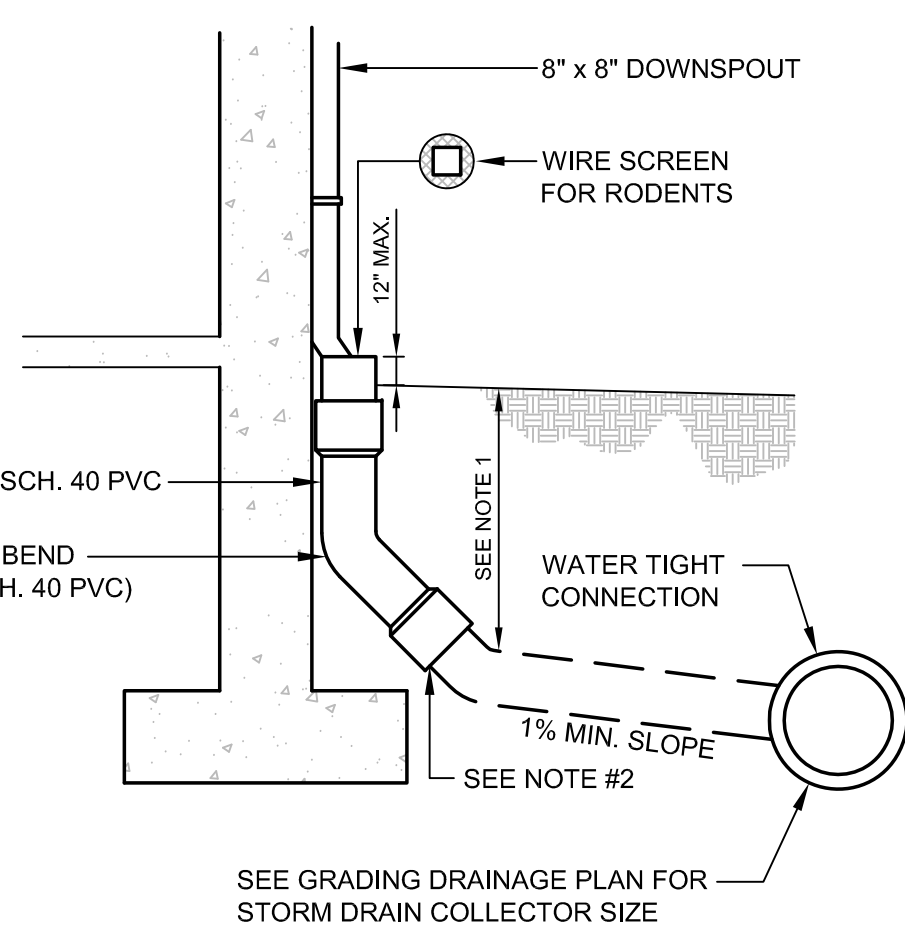


SET BOOM INSIDE CATCH BASIN IN SERPENTINE PATTERN. INSTALL PRIOR TO PLACEMENT OF BINDER PAVEMENT

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.

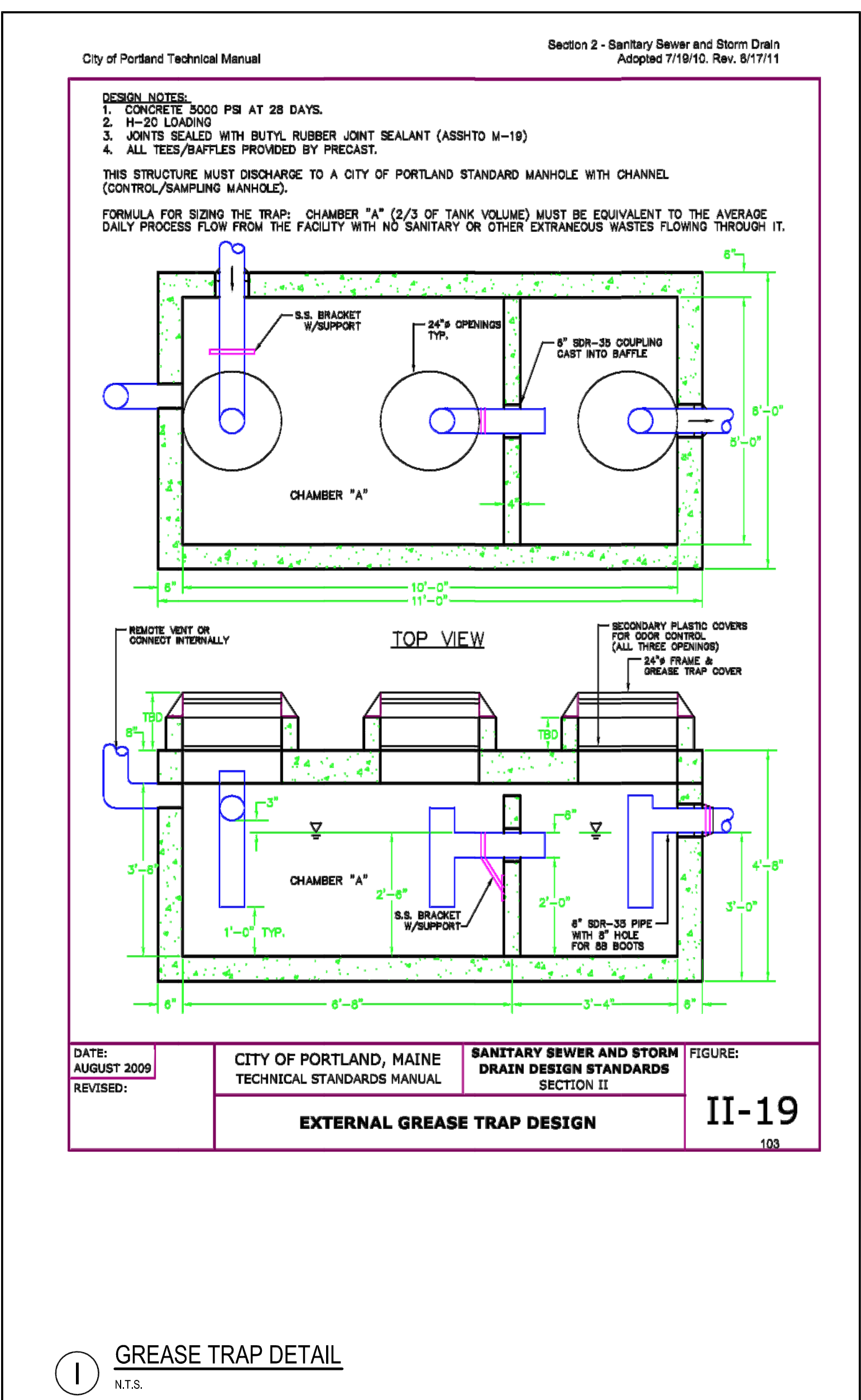
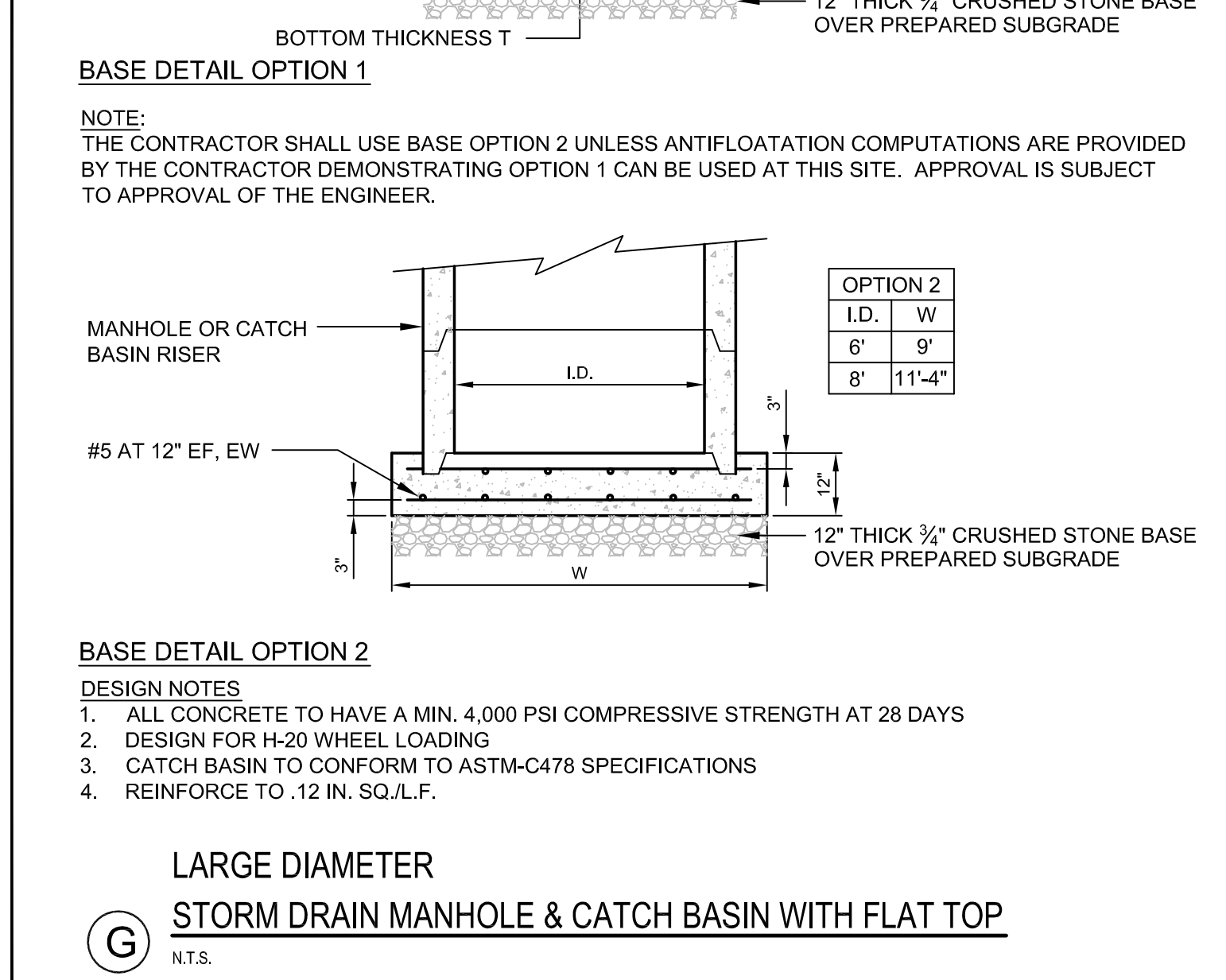
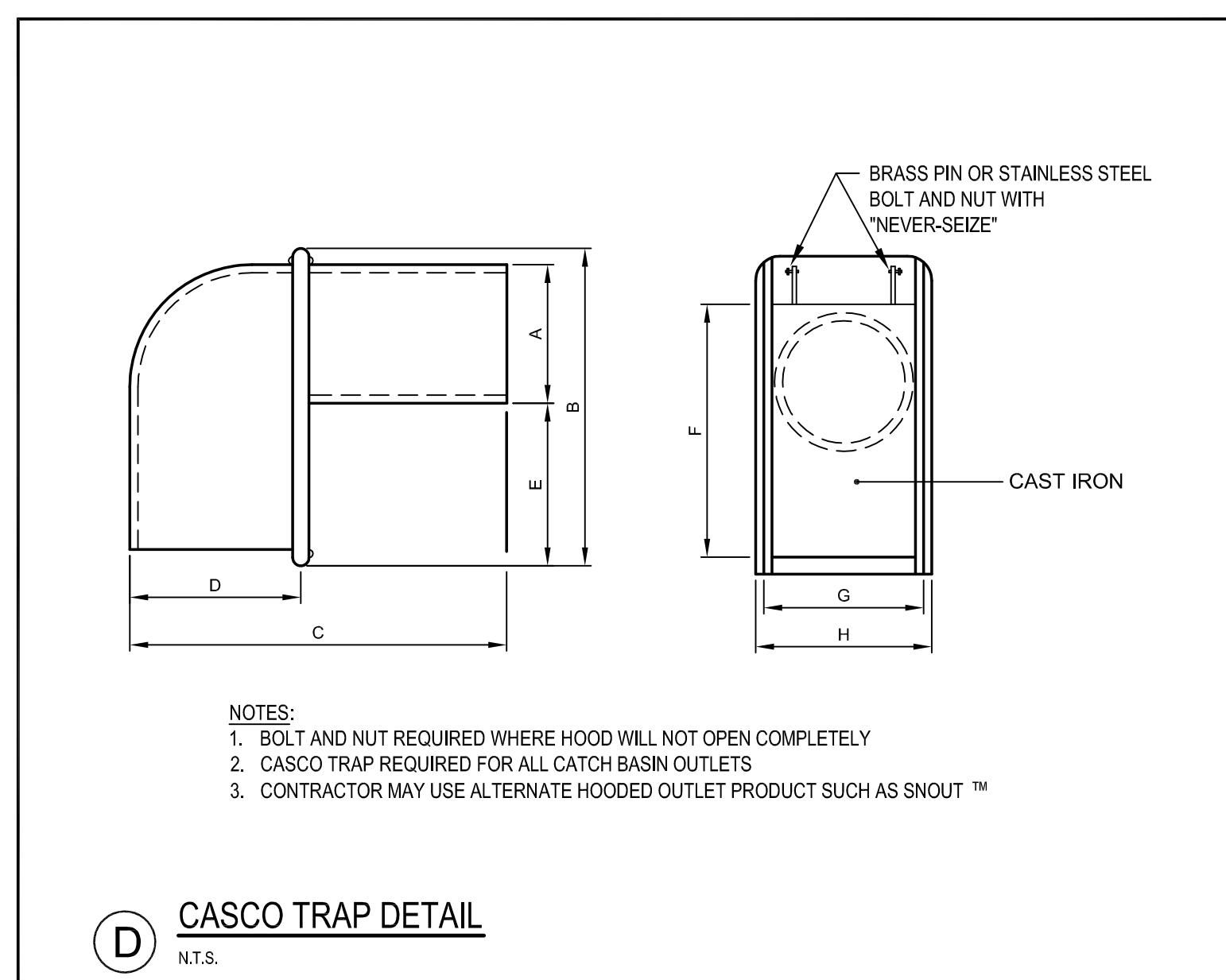


C ROOF DRAIN DETAIL
N.T.S.

- 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

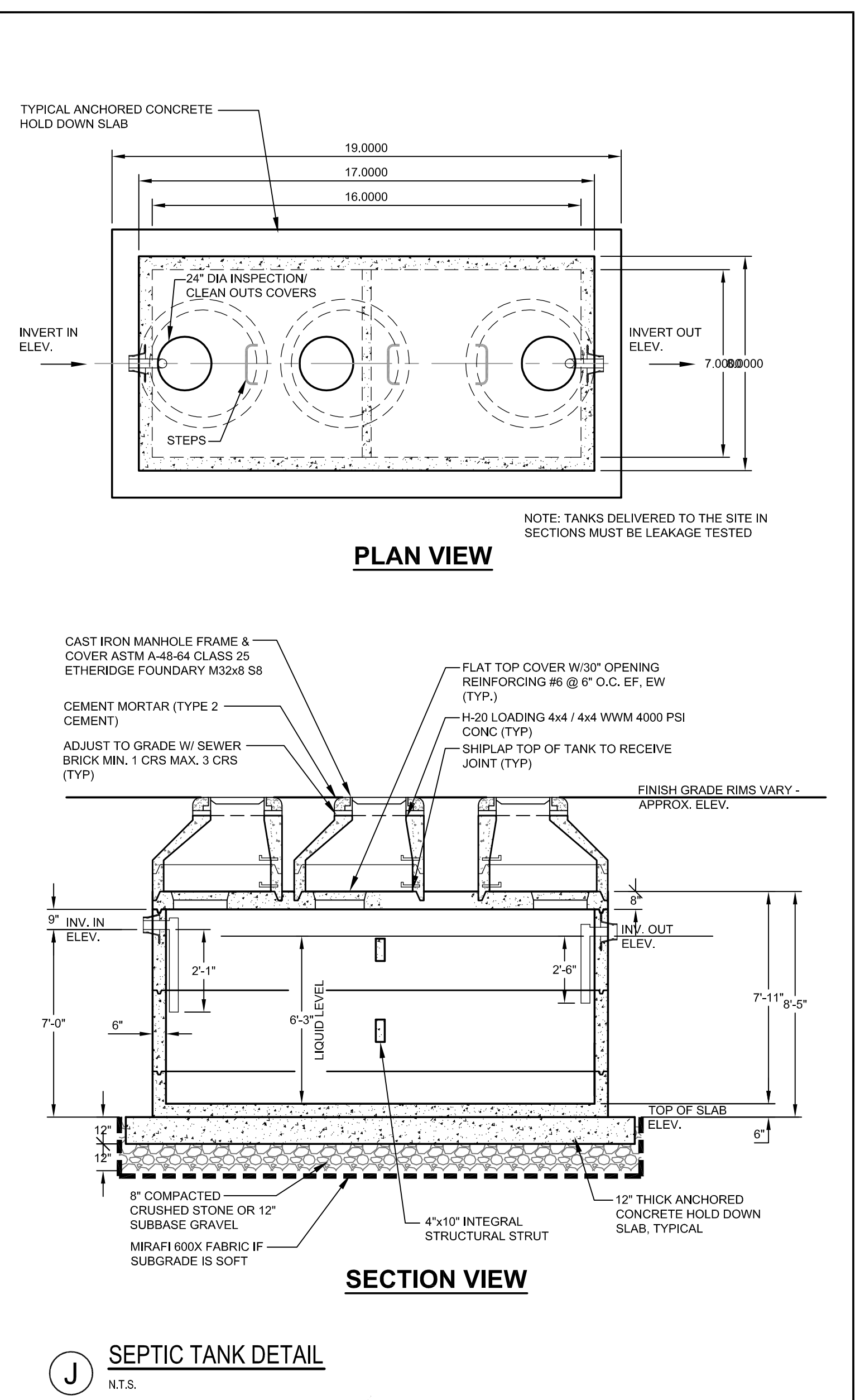
PRELIMINARY - NOT FOR CONSTRUCTION

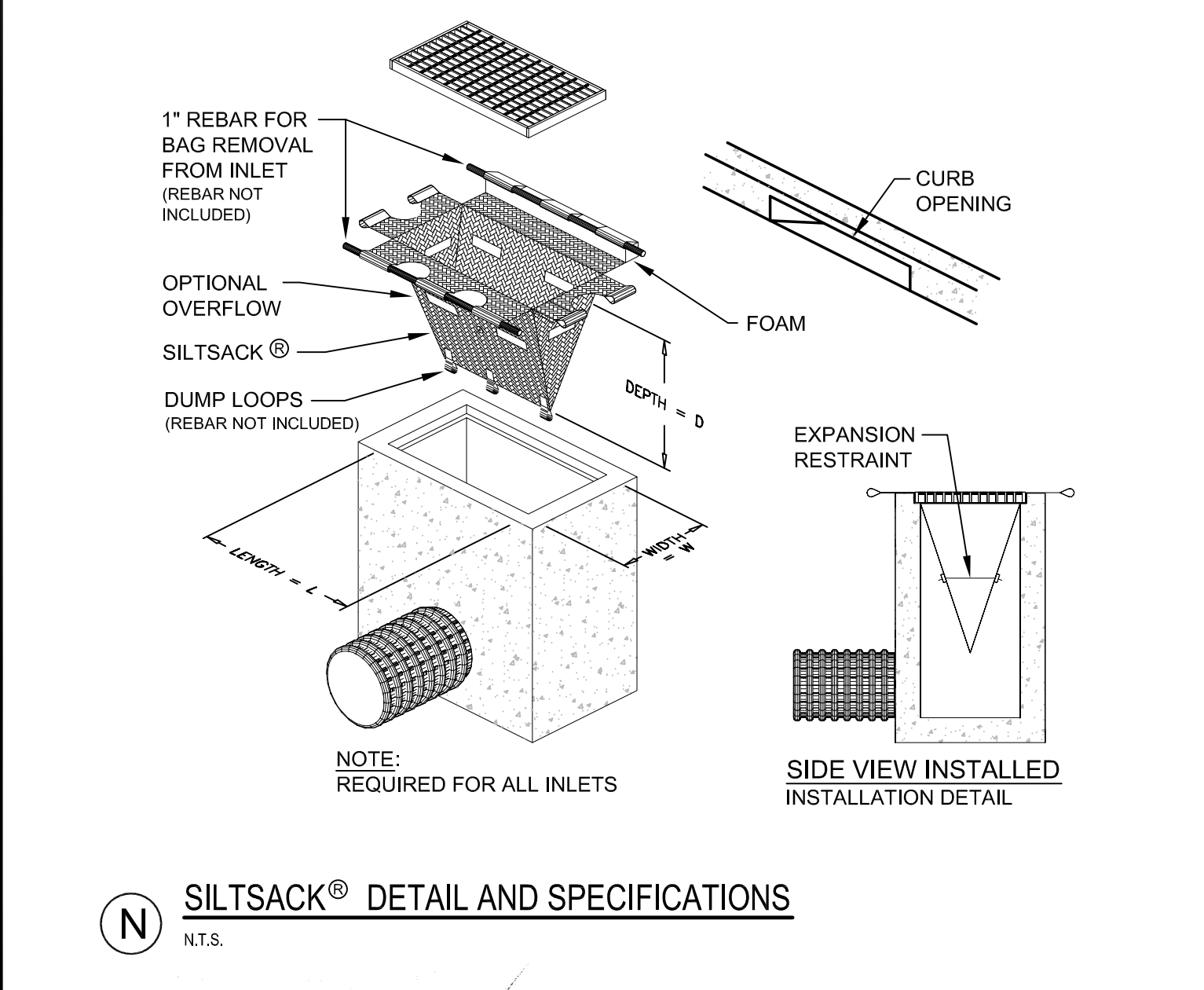
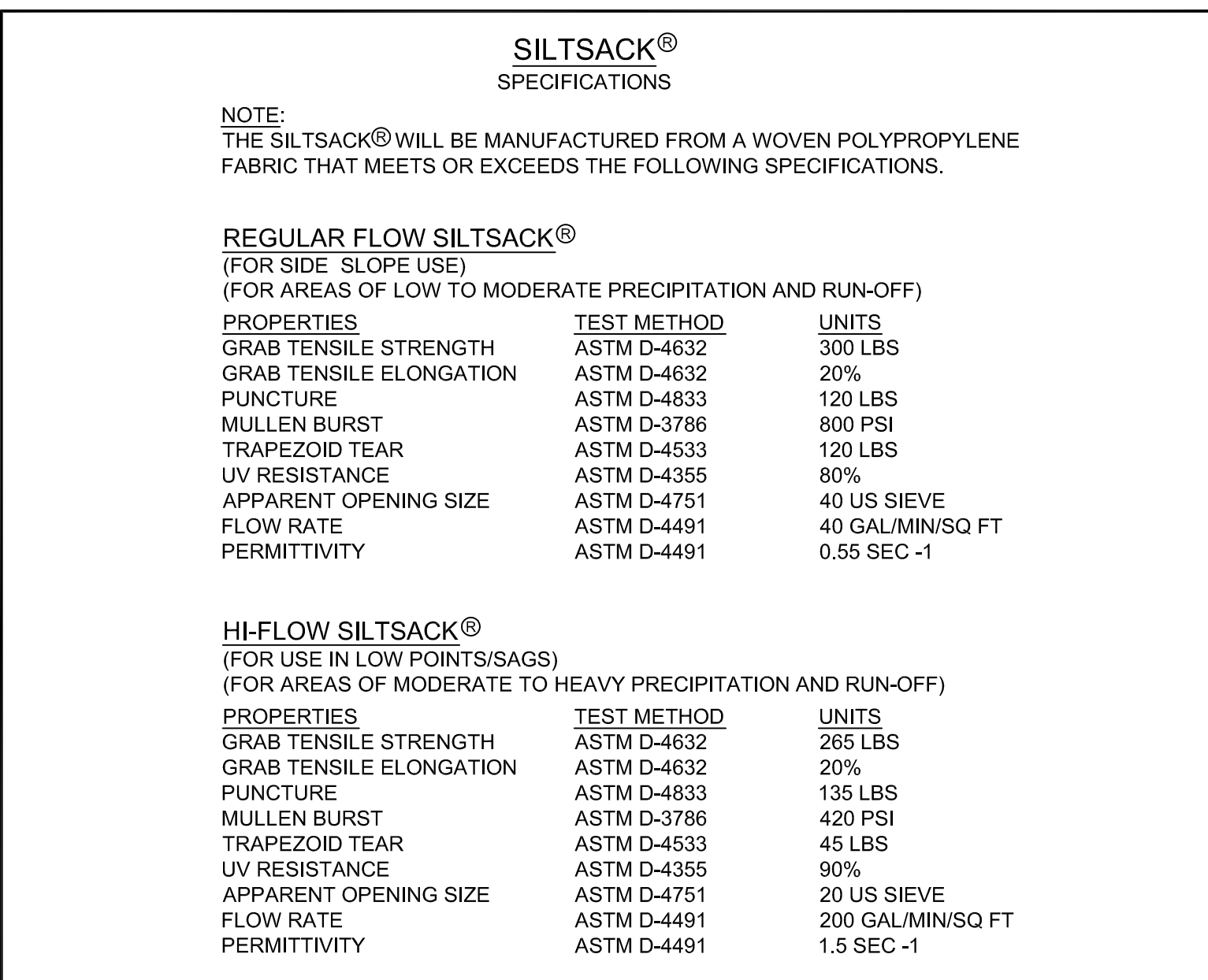
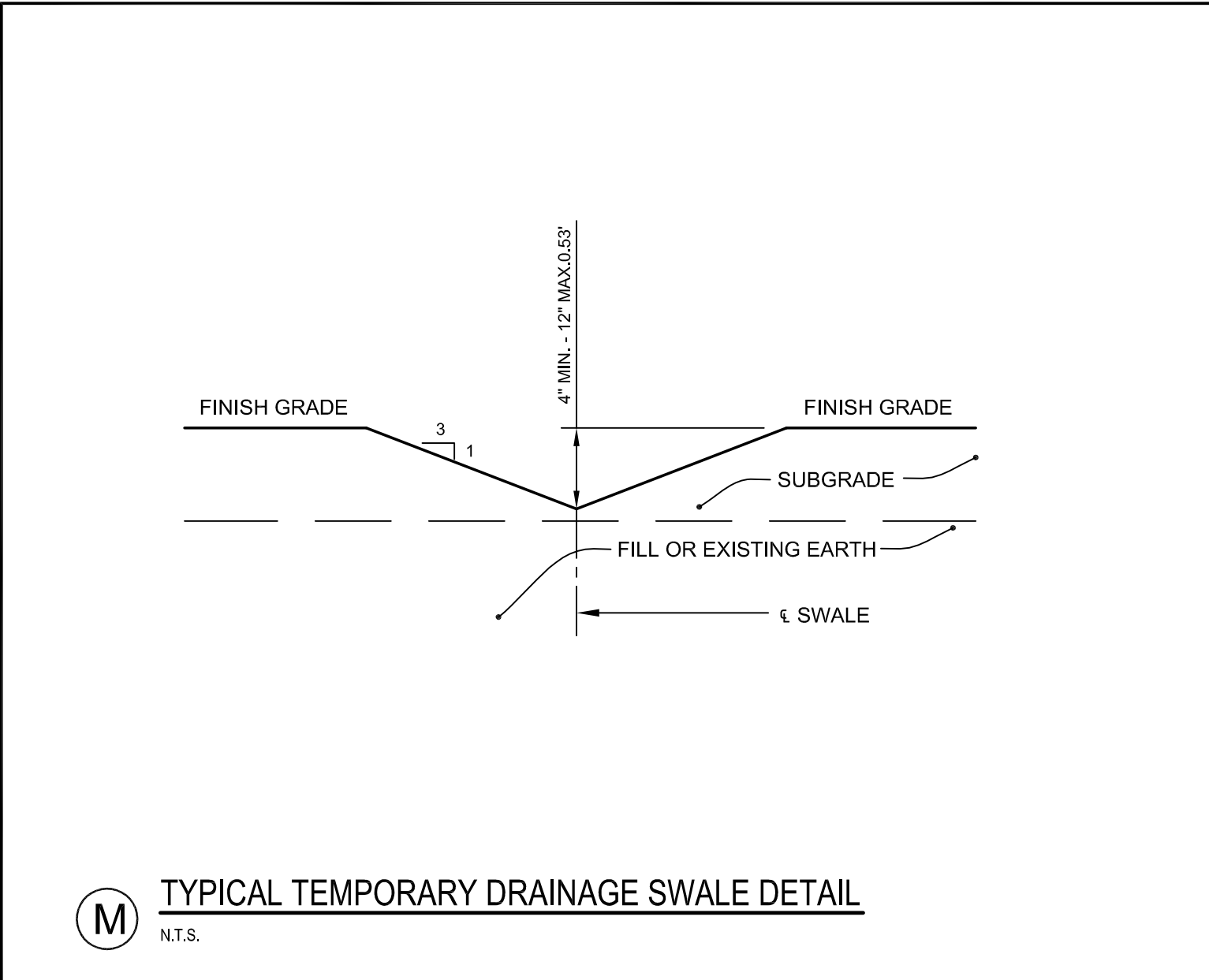
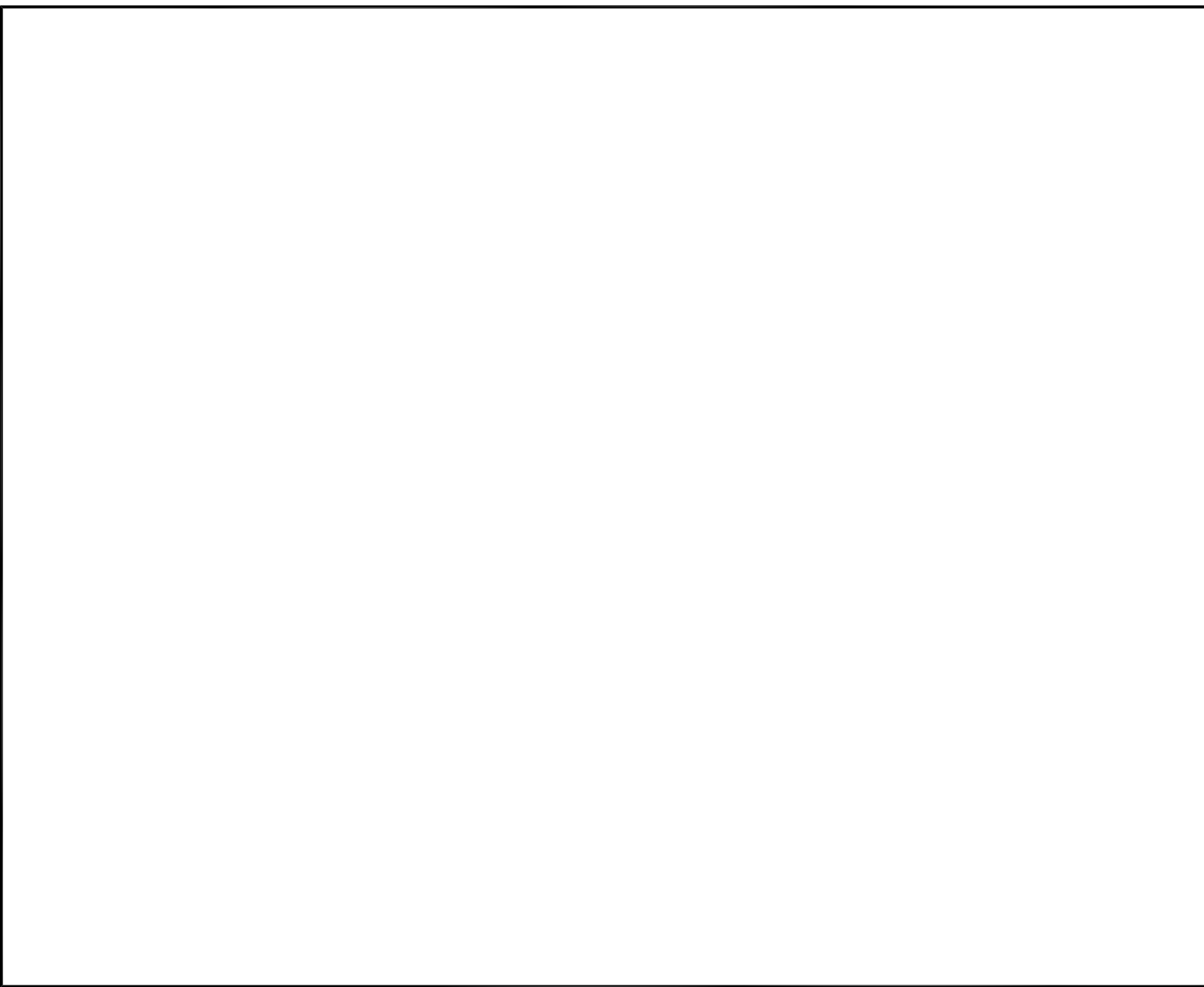
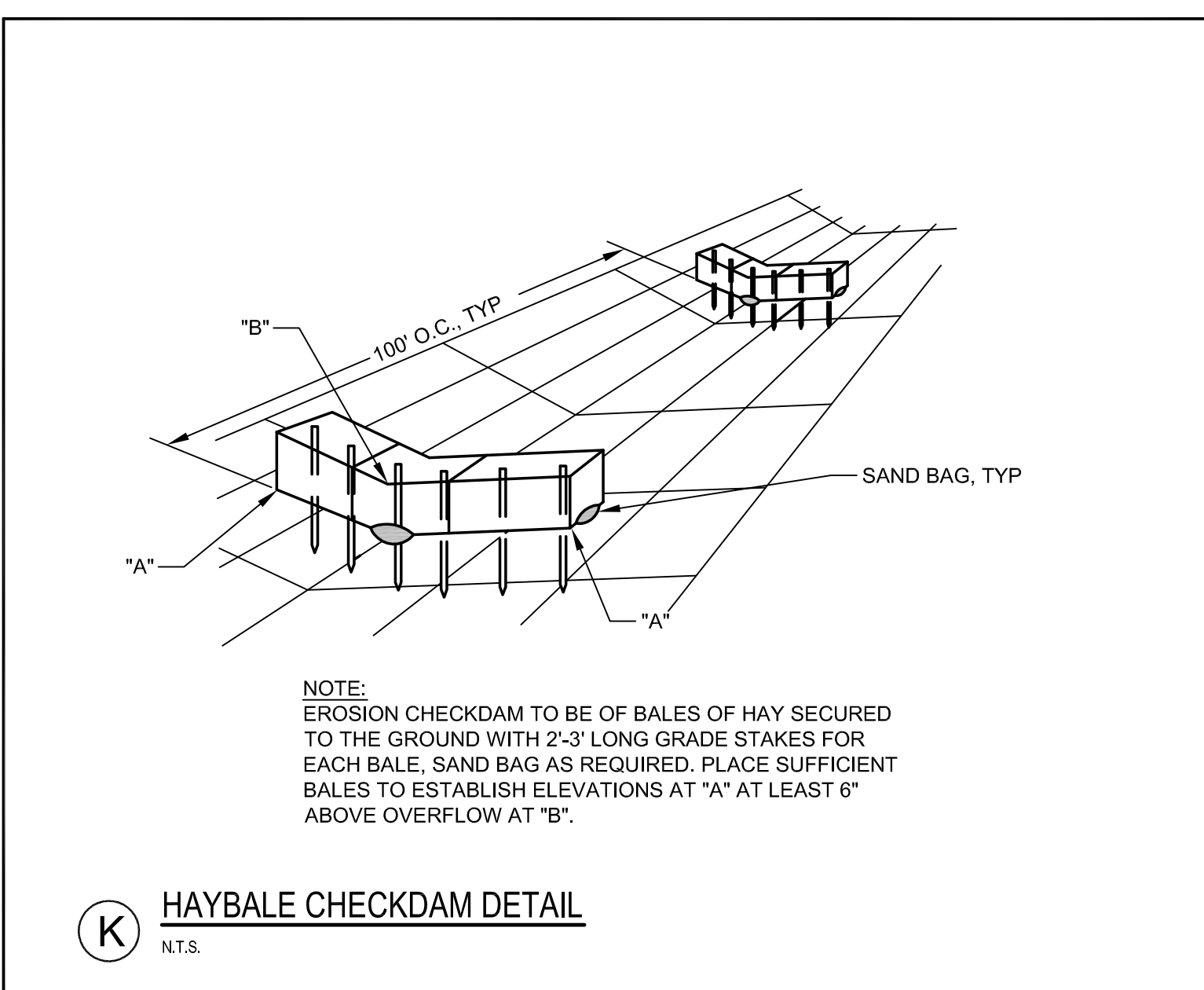
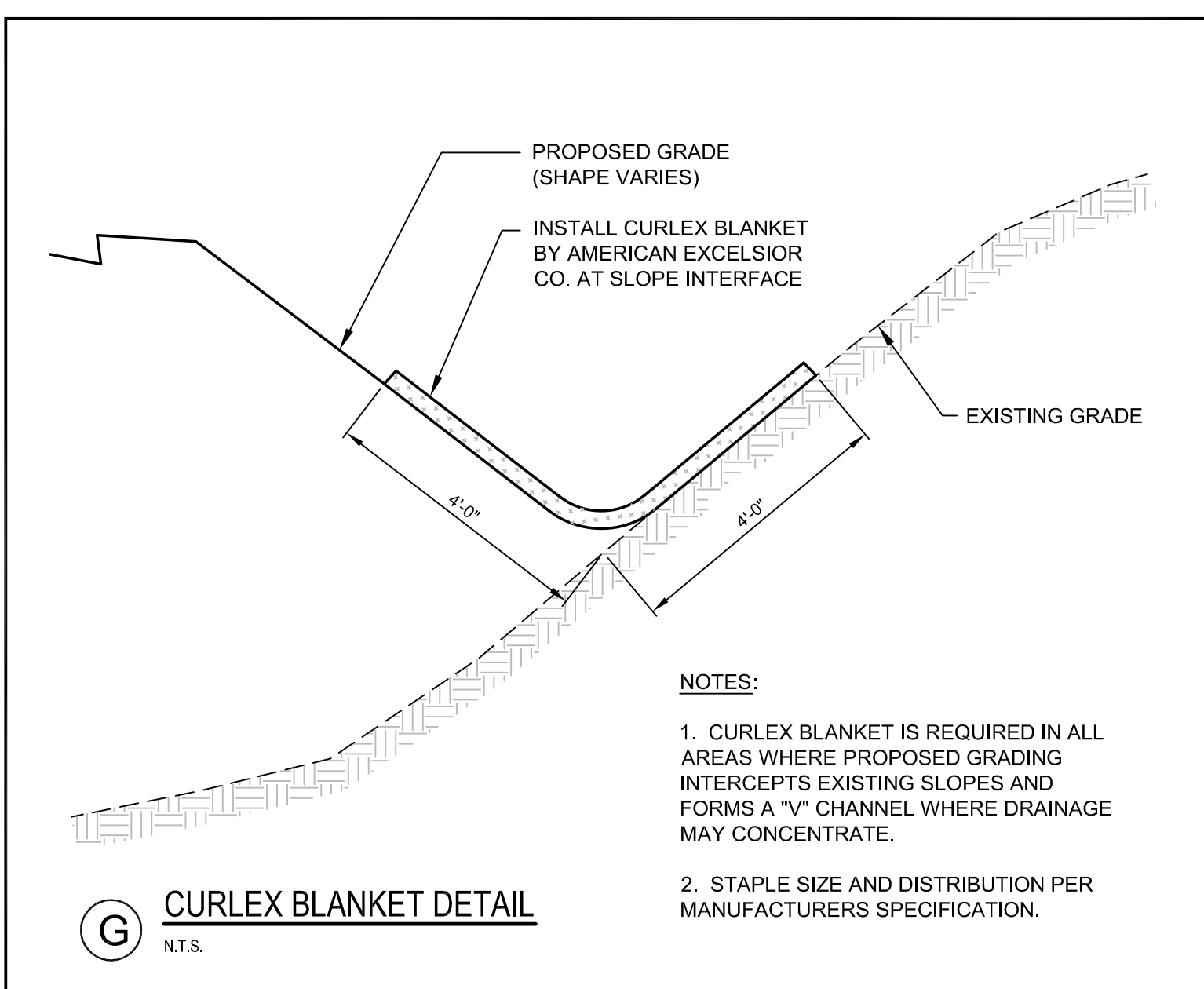
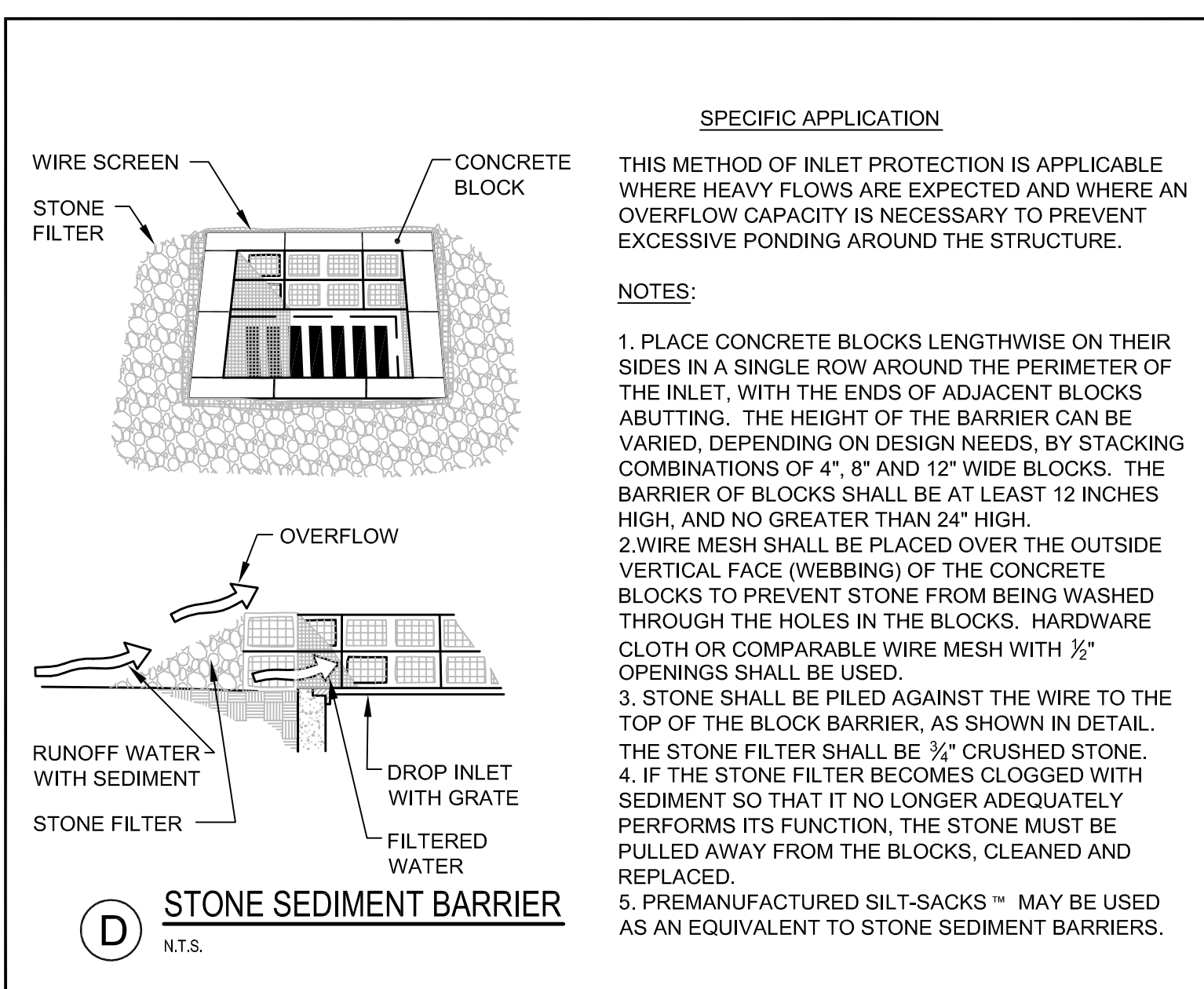
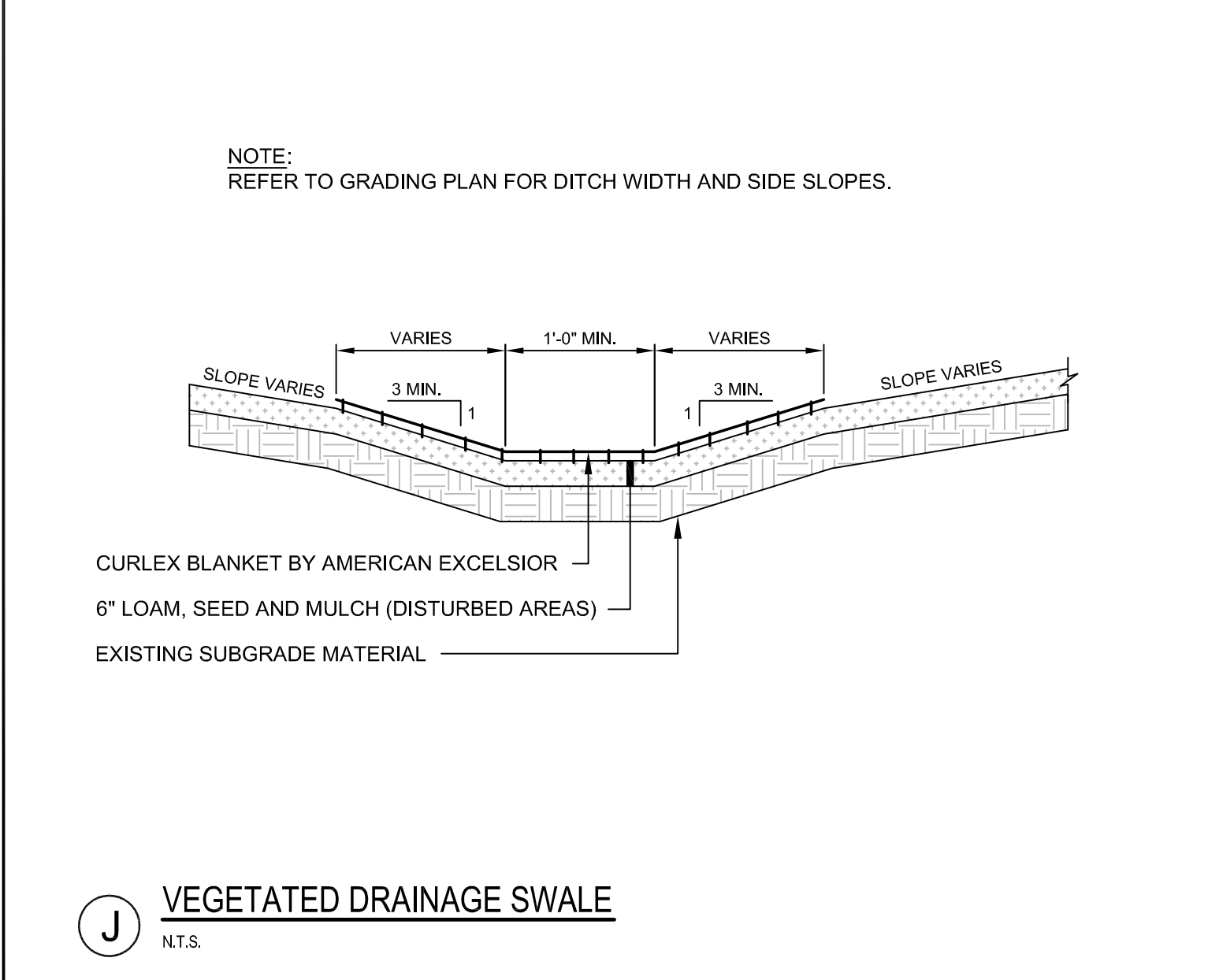
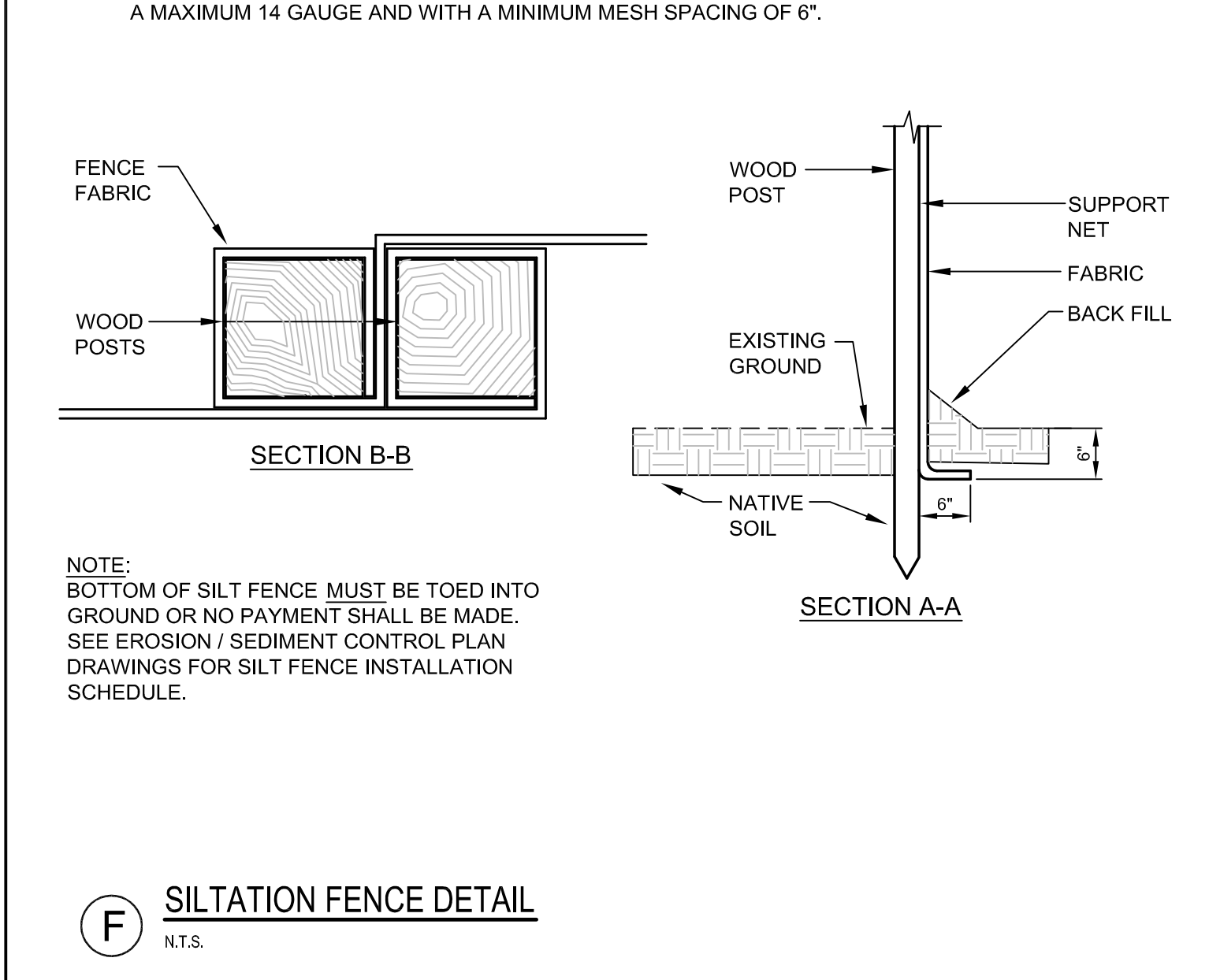
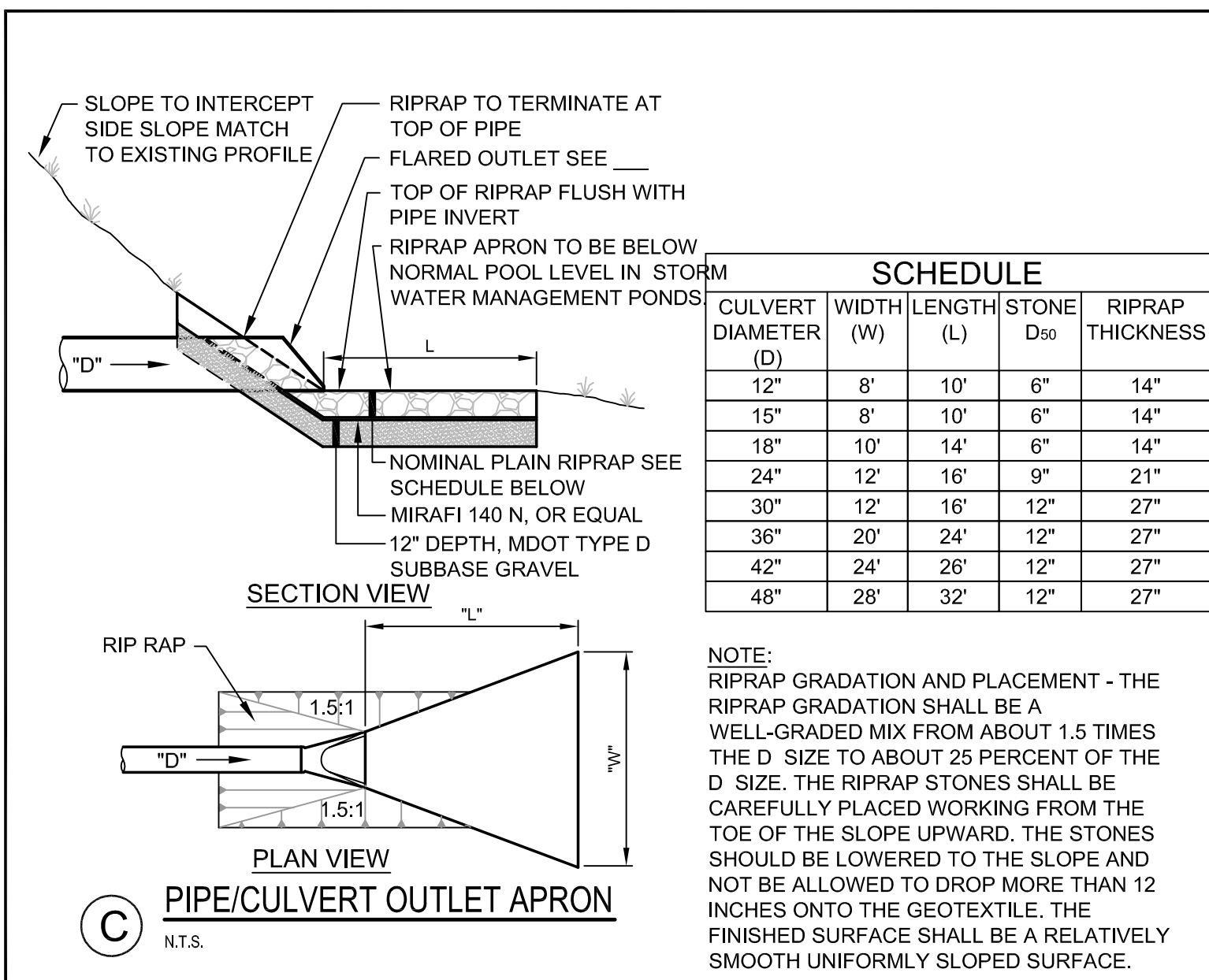
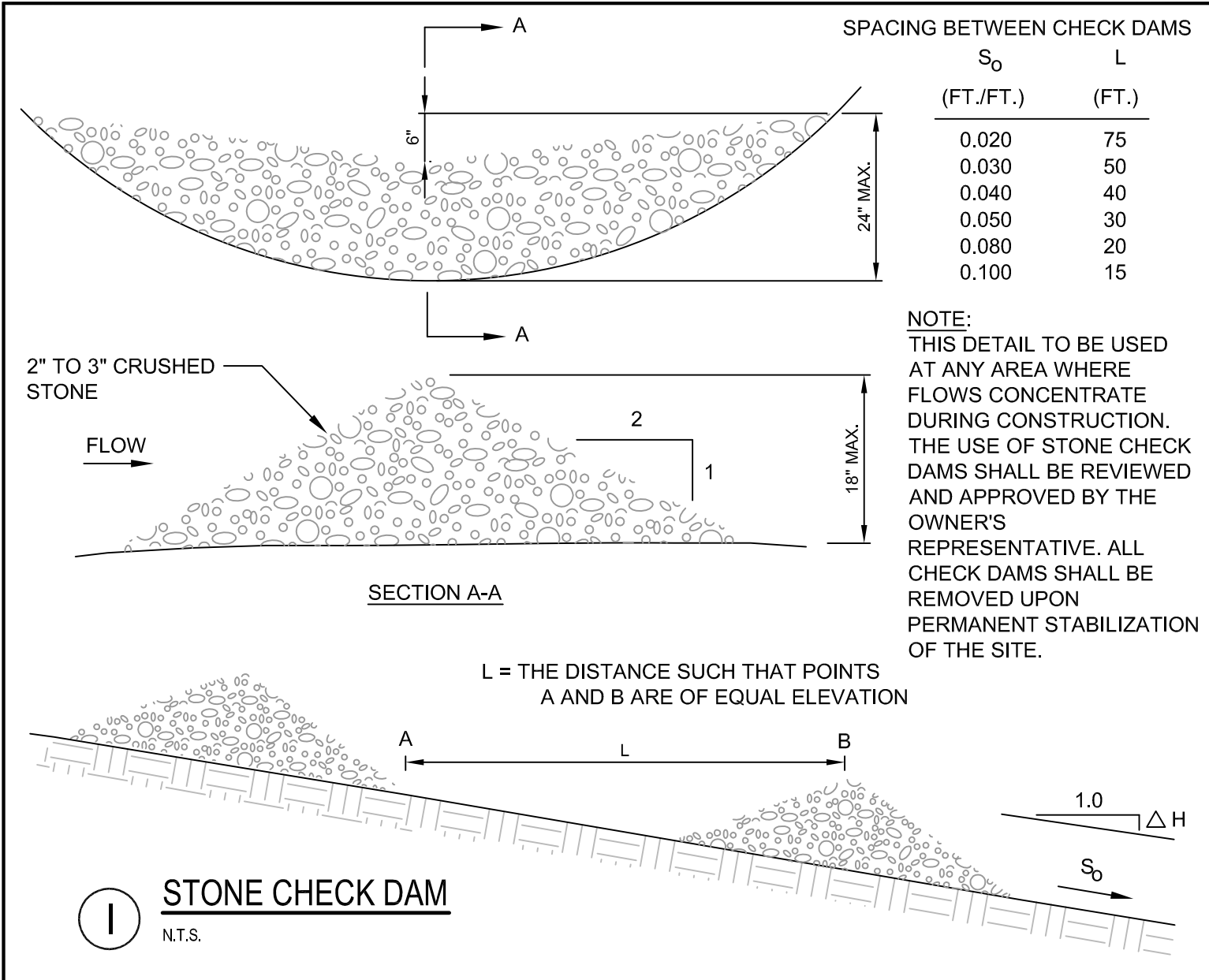
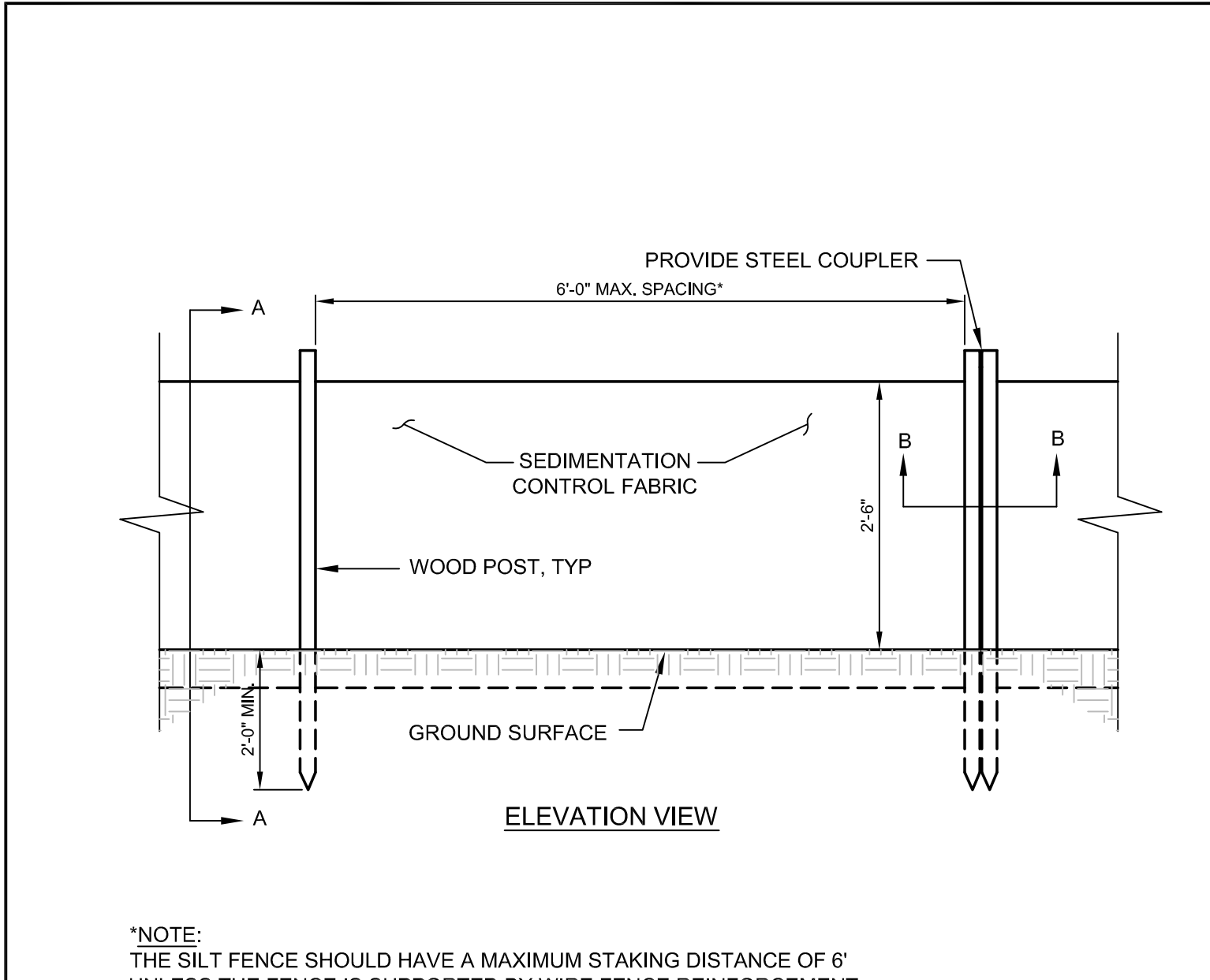
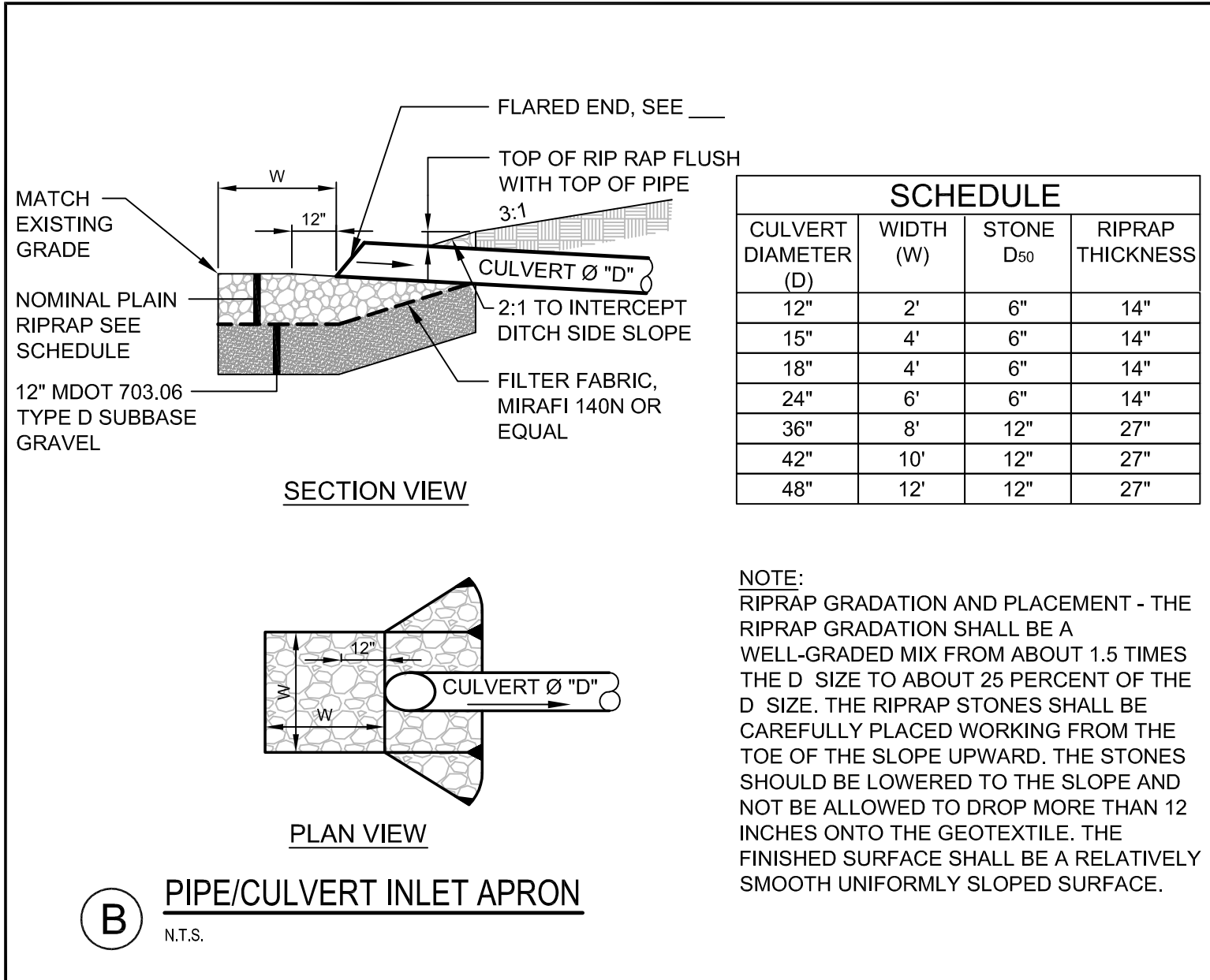
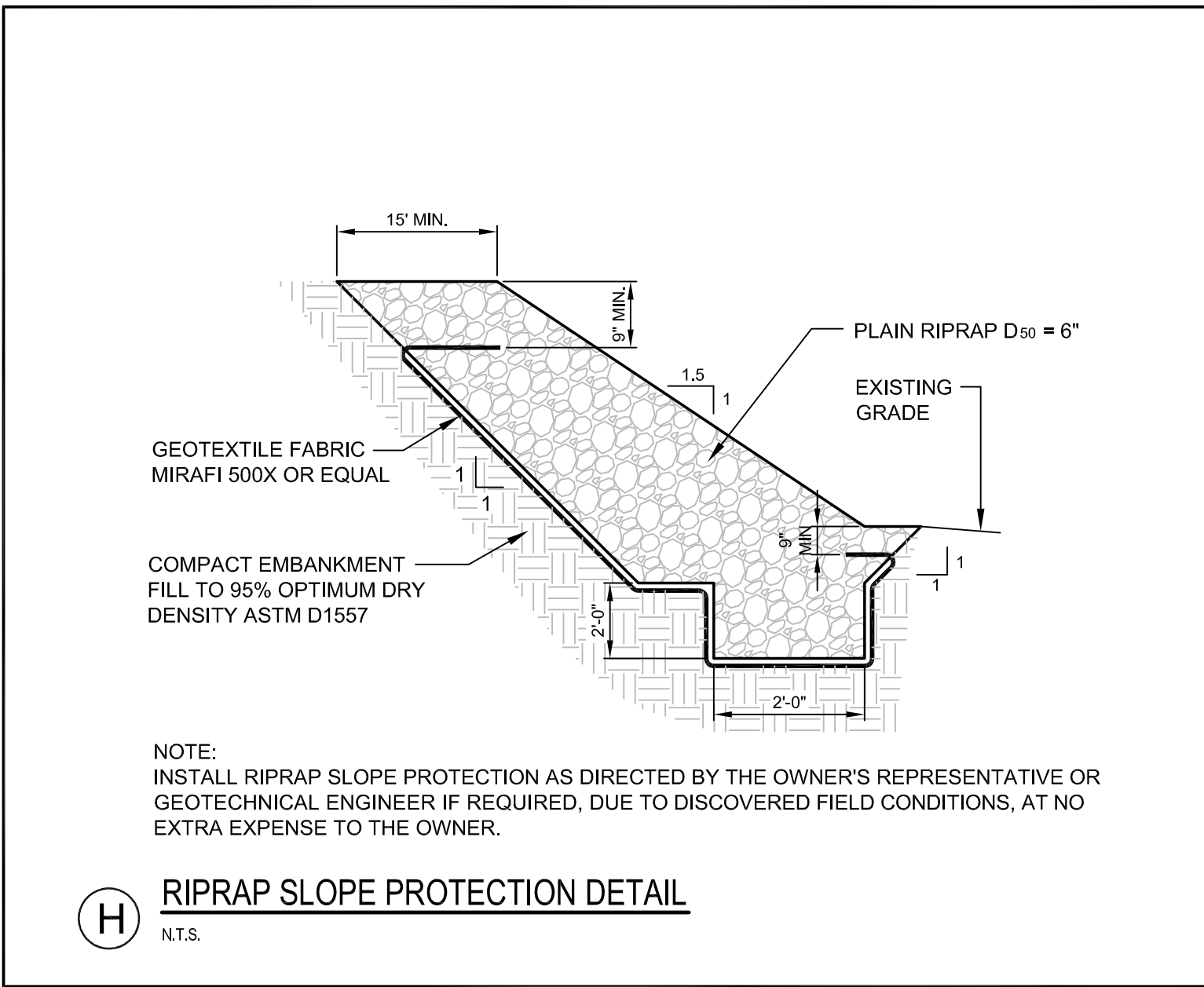
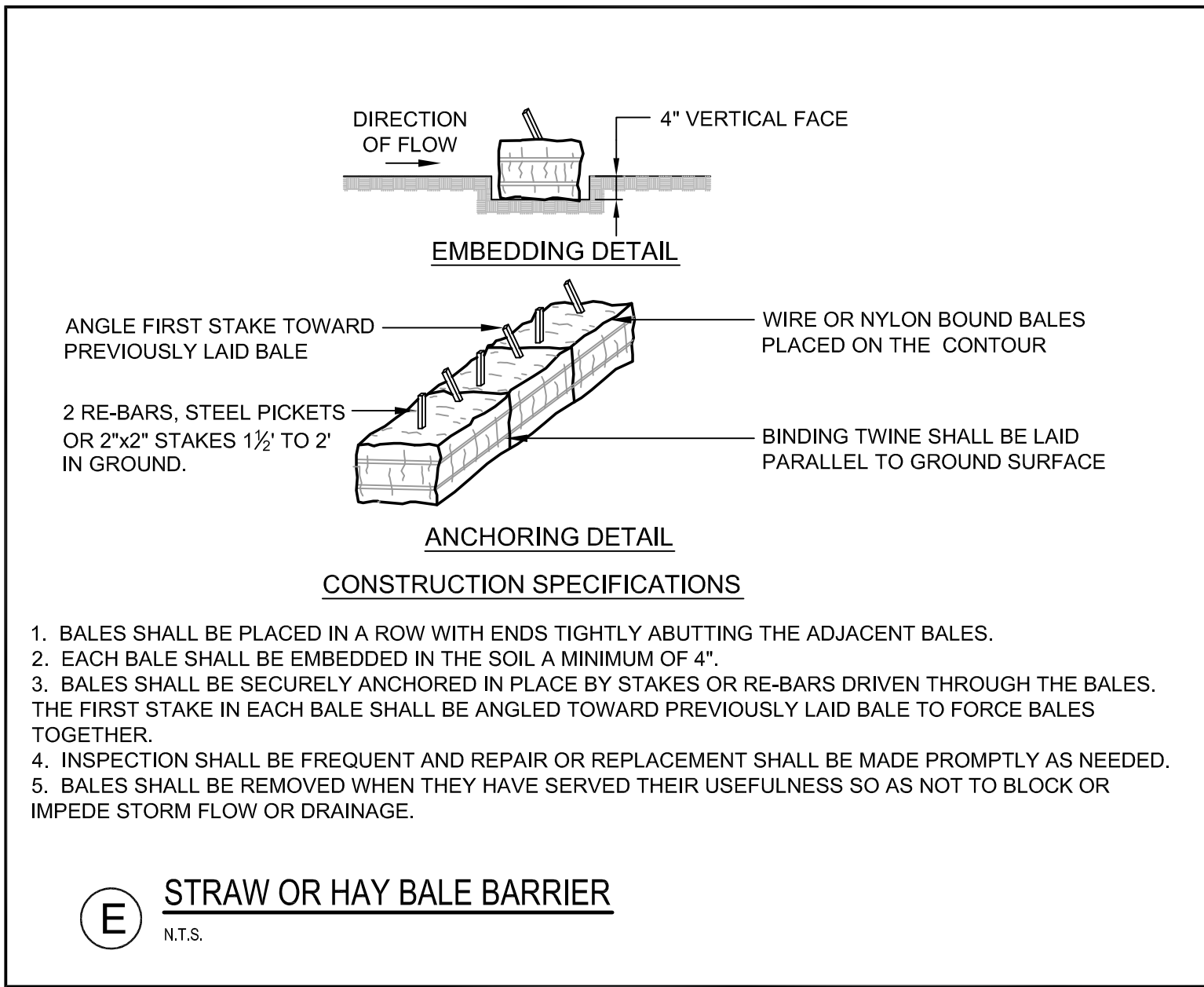
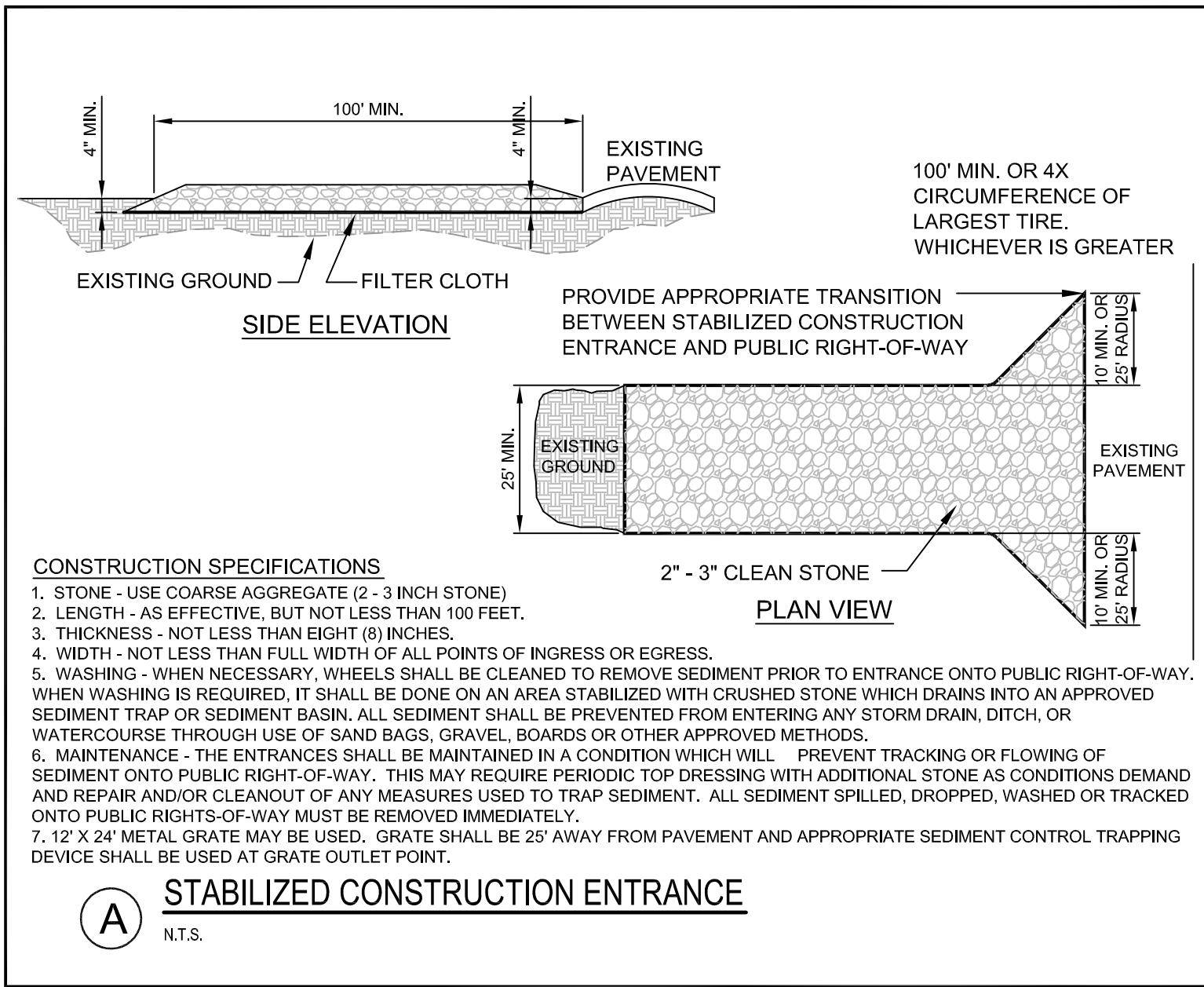
				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 6, SOUTH PORTLAND, ME 04106	
				SHEET TITLE STORMWATER DETAILS			
				CLIENT FOREFRONT PARTNERS I, LP			
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION					
REV	DATE	DESCRIPTION	REVISIONS	P.E. & KENNEDY LIC. #11904			
				DRAWN: DED	DATE: APRIL 2015		
				DESIGNED: BEK	SCALE: N.T.S.		
				CHECKED: SRB	JOB NO. 2982.05		
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				SHEET	C-8.3		

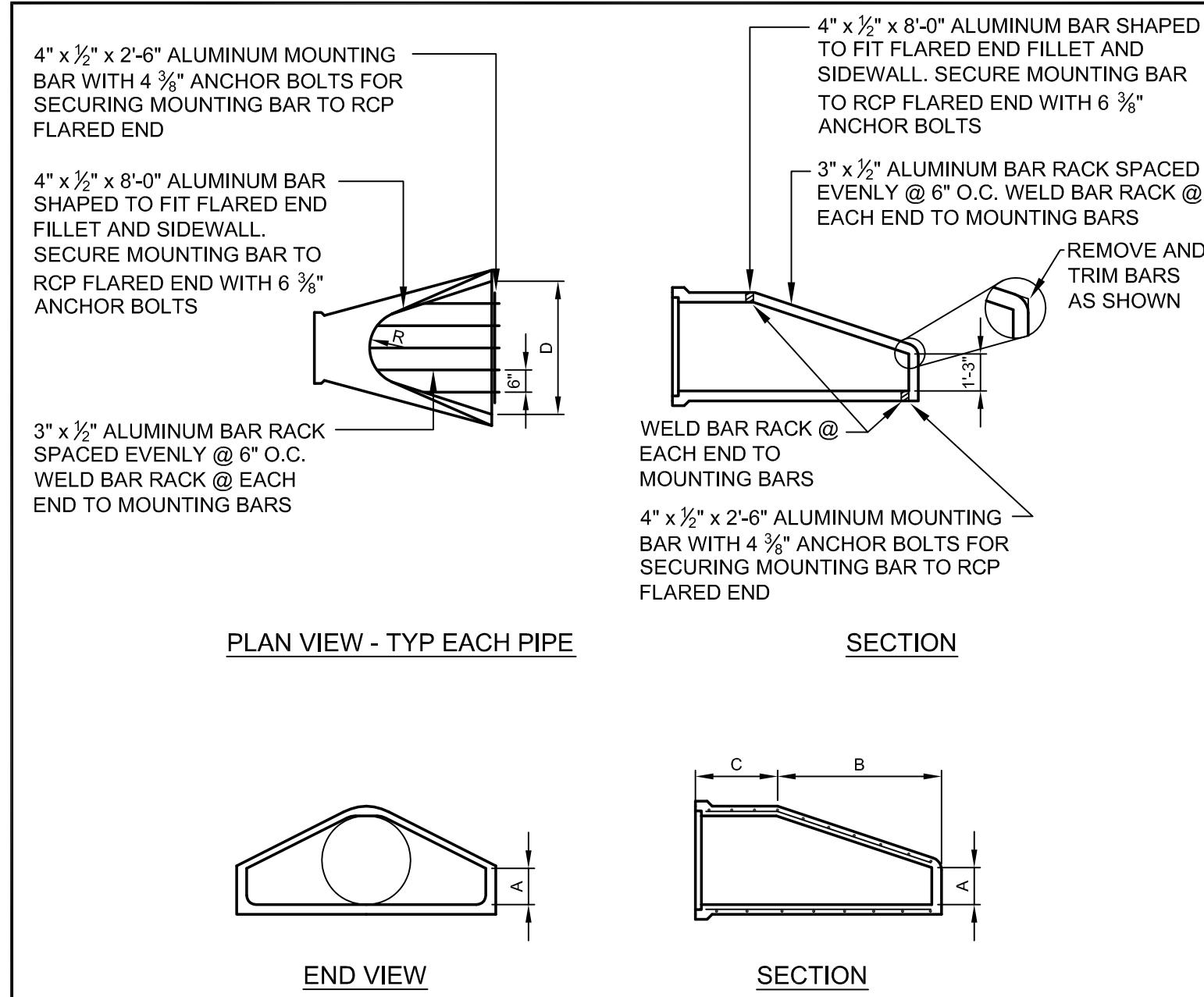


MAXIMUM ALLOWABLE TRENCH WIDTHS FOR SEWERS	
PIPE SIZE 10" OR LESS	MAXIMUM WIDTH
12 TO 15	4'-0"
18	4'-6"
24	5'-6"
30	6'-0"
36	6'-9"
42	7'-3"
48	8'-0"

SHEETING, IF REQUIRED, SHALL BE CUT OFF 2'-0" BELOW FINISH GRADE.







DIA.	A	B	C	D	E	R
18"	9"	2'-3"	3'-10"	3'-0"	2 1/2"	11"
24"	9 1/2"	3'-7 1/2"	2'-6"	4'-0"	3"	14"
30"	12"	4'-6"	1'-7 1/2"	5'-0"	3 1/2"	15"
36"	15"	5'-3"	2'-10 1/2"	6'-0"	4"	1'-8"
42"	21"	5'-3"	2'-11"	6'-6"	4 1/2"	22"
48"	24"	6'-0"	2'-2"	7'-0"	5"	22"
54"	27"	5'-5"	2'-11"	7'-8"	5 1/2"	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.

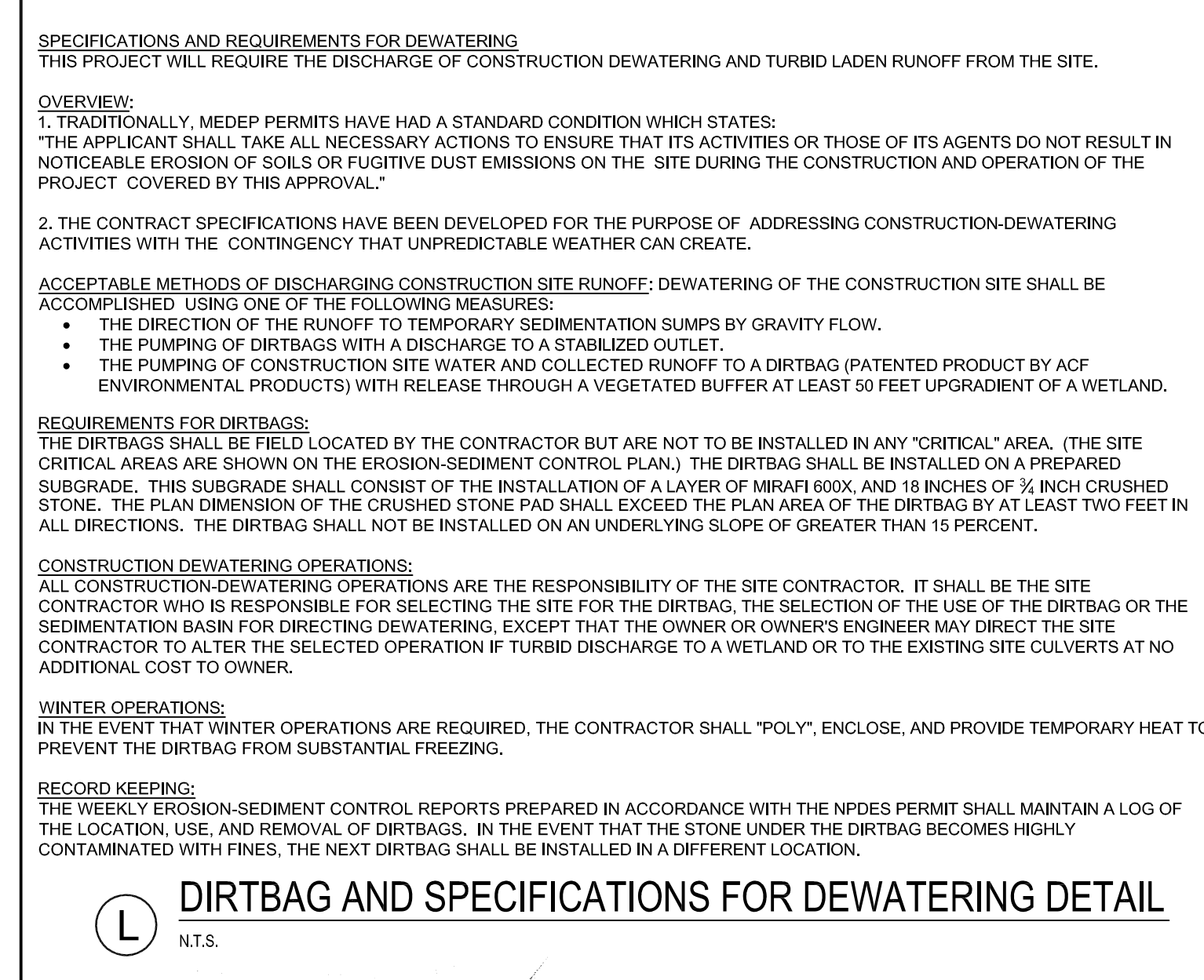
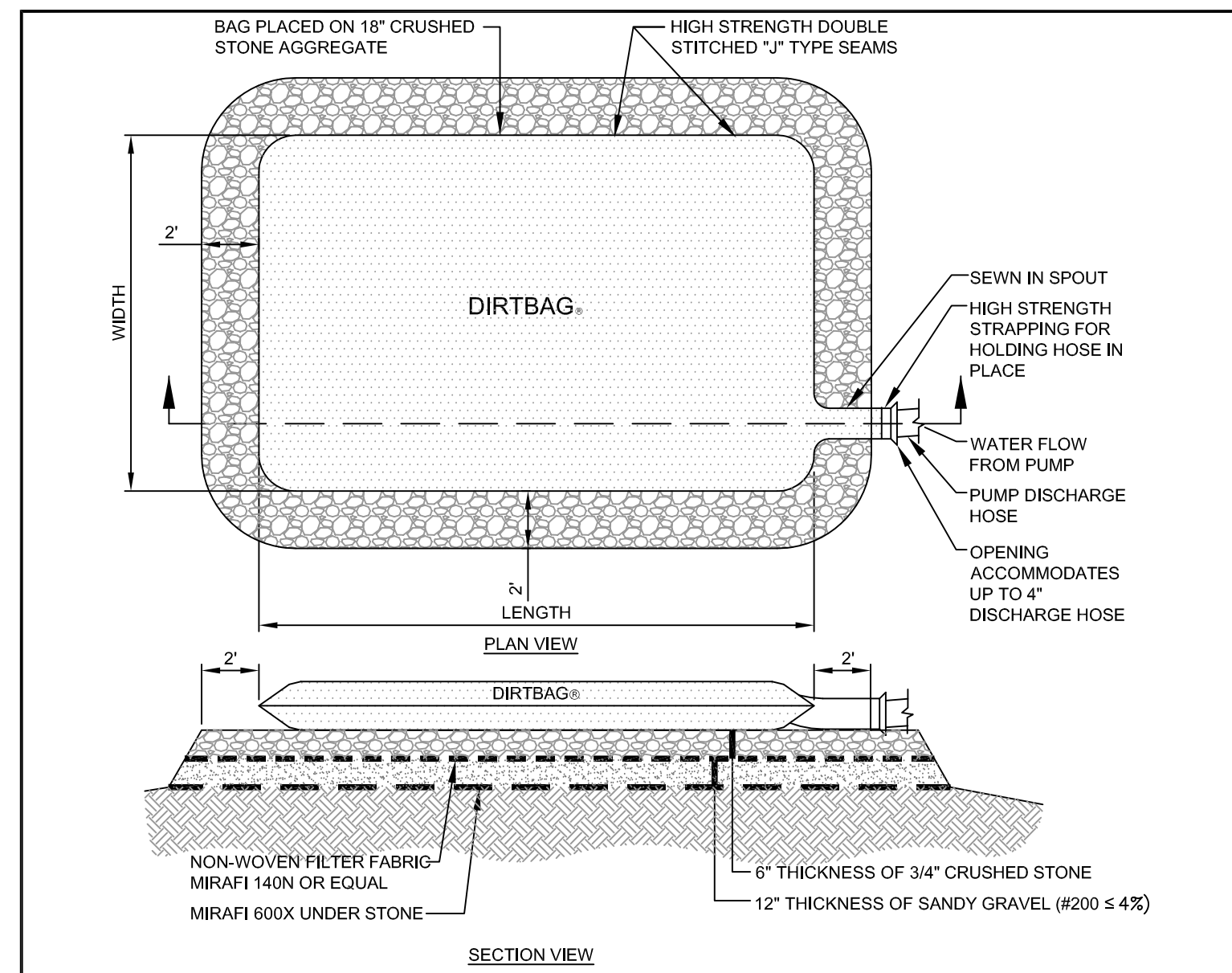
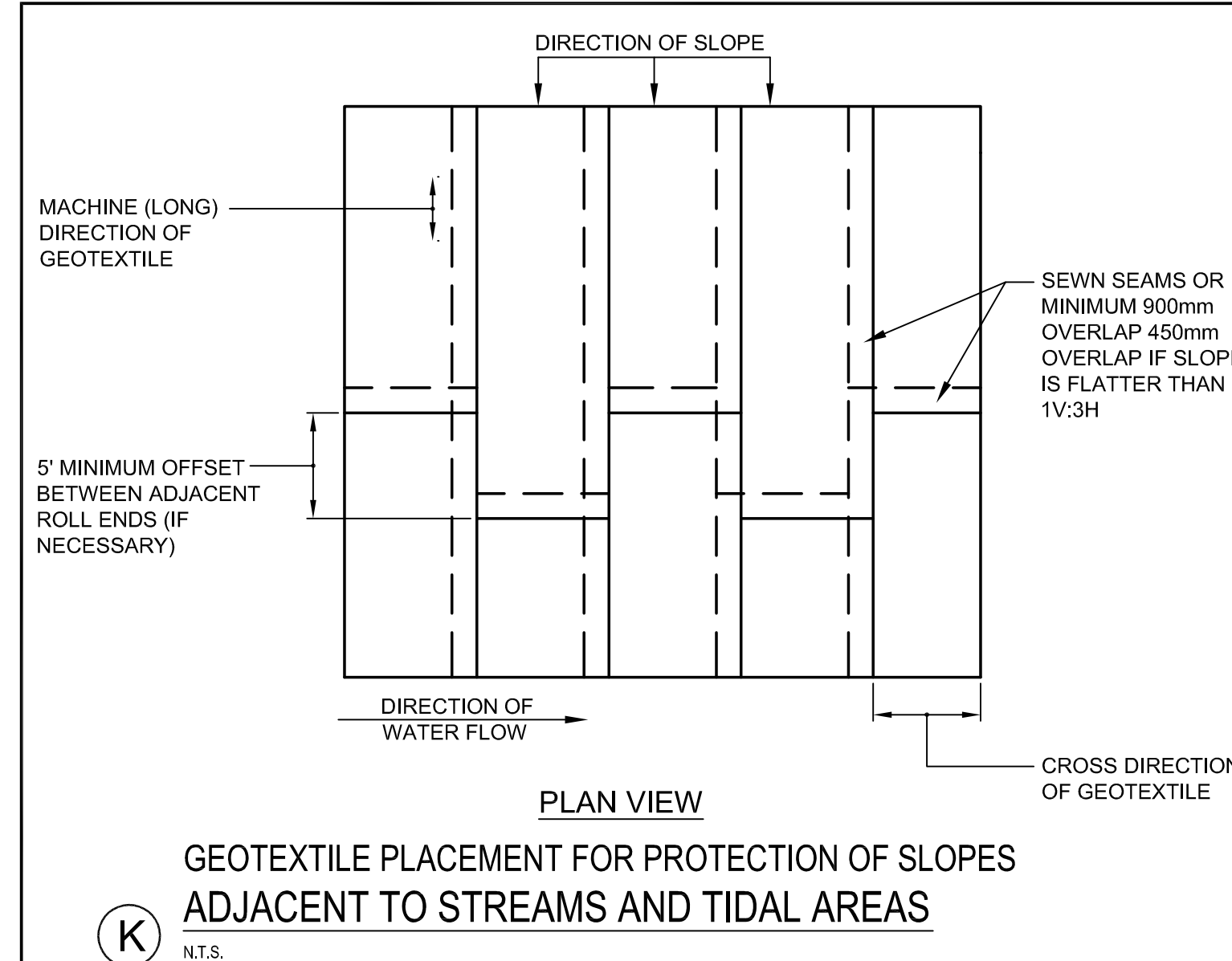
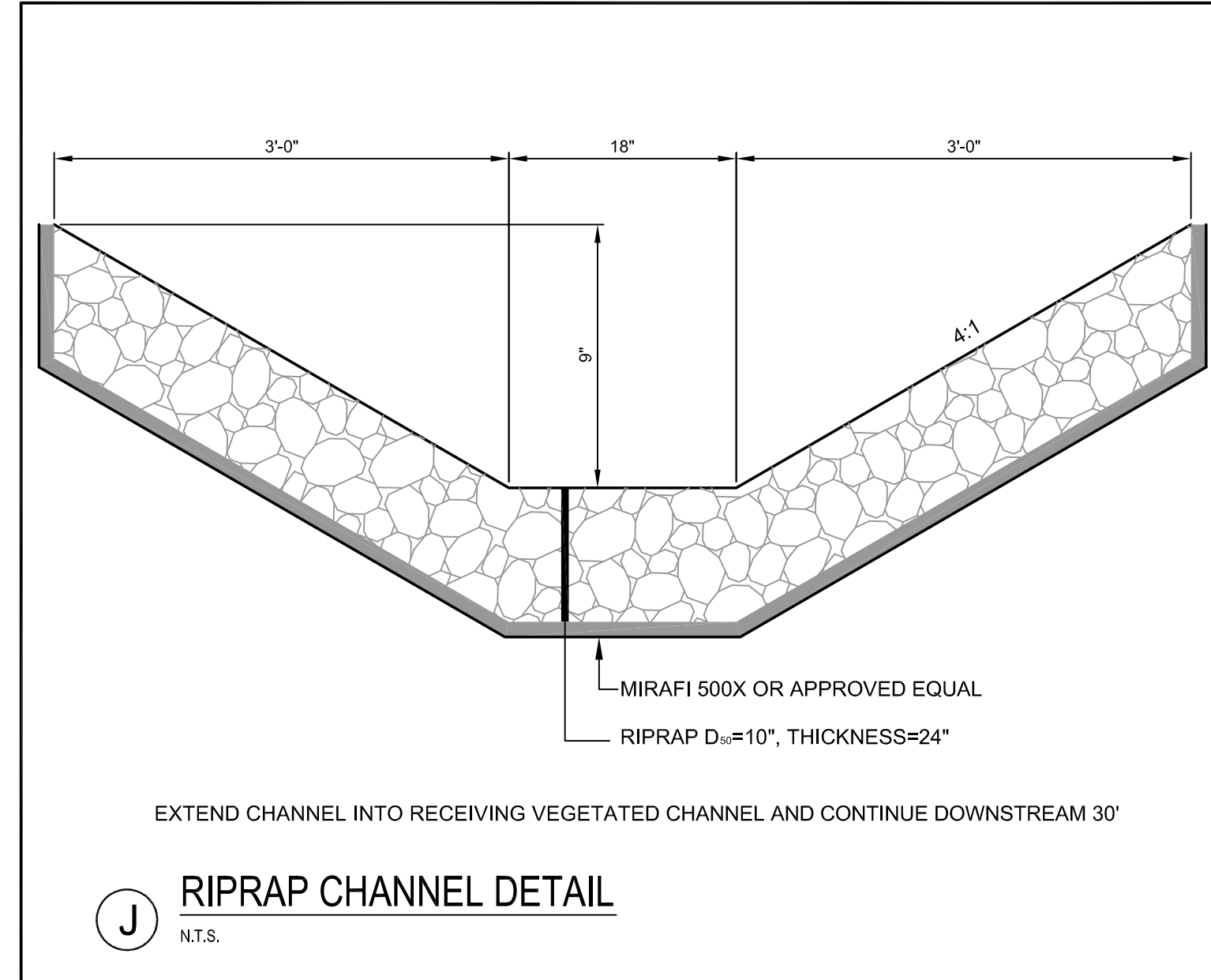
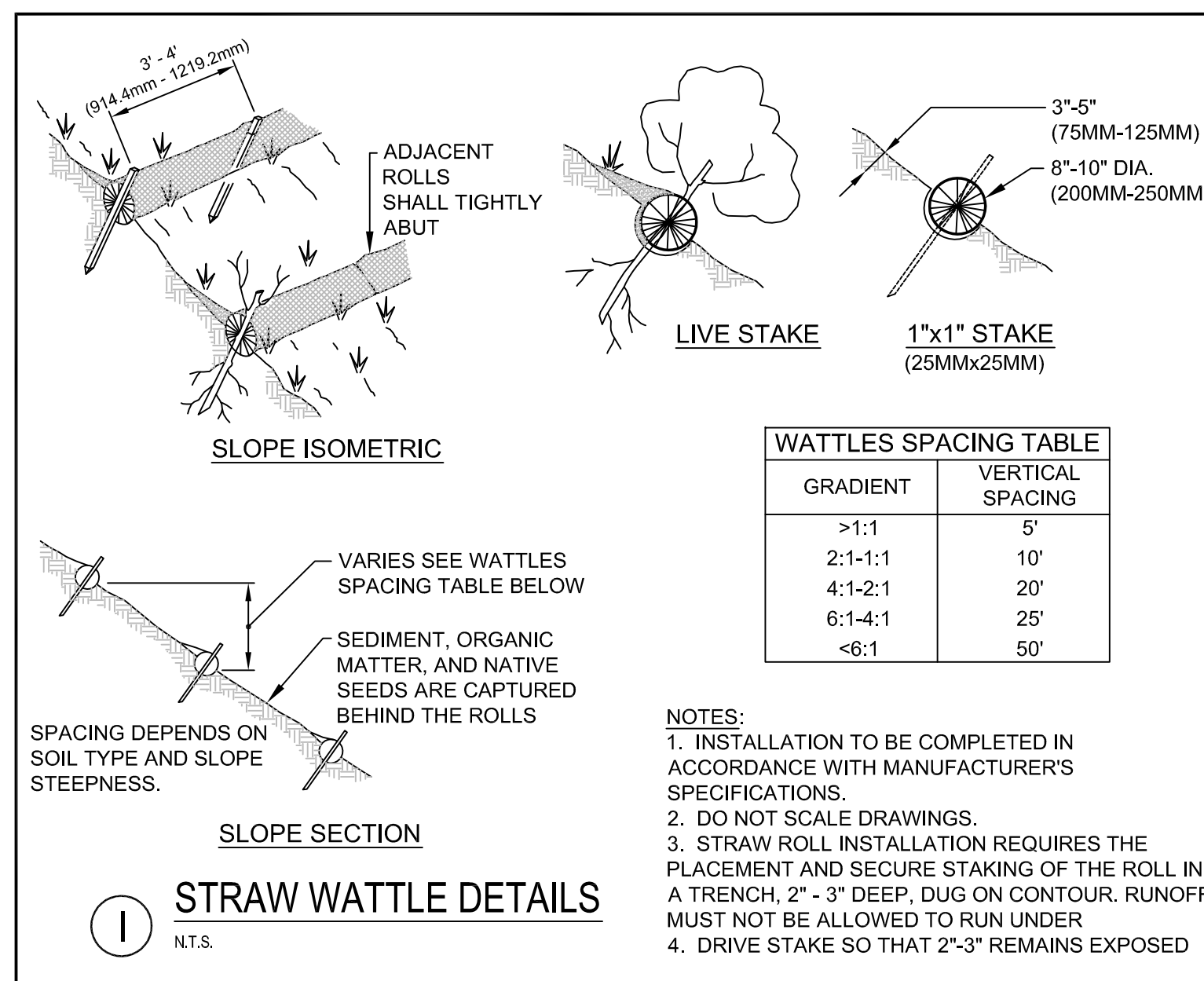
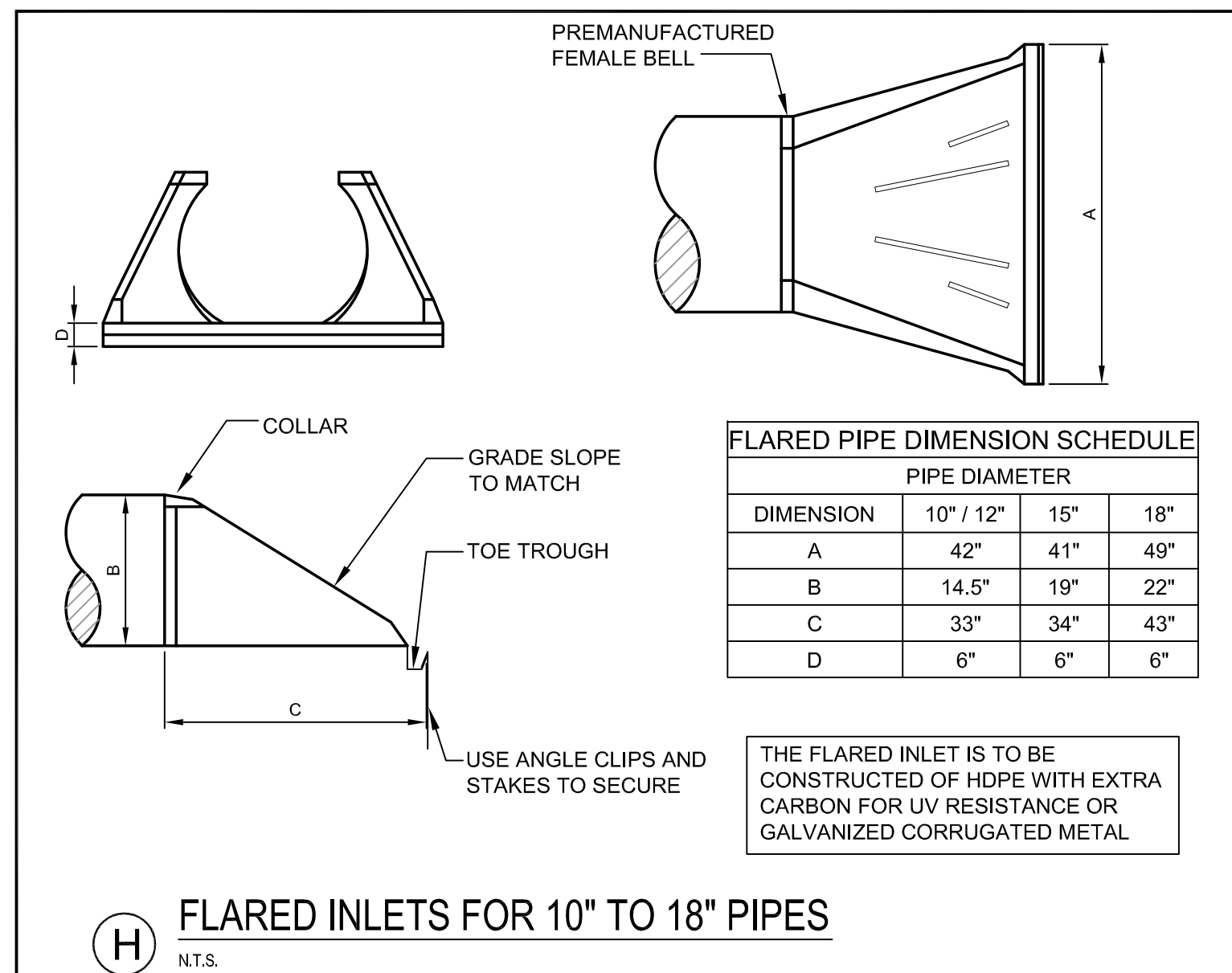
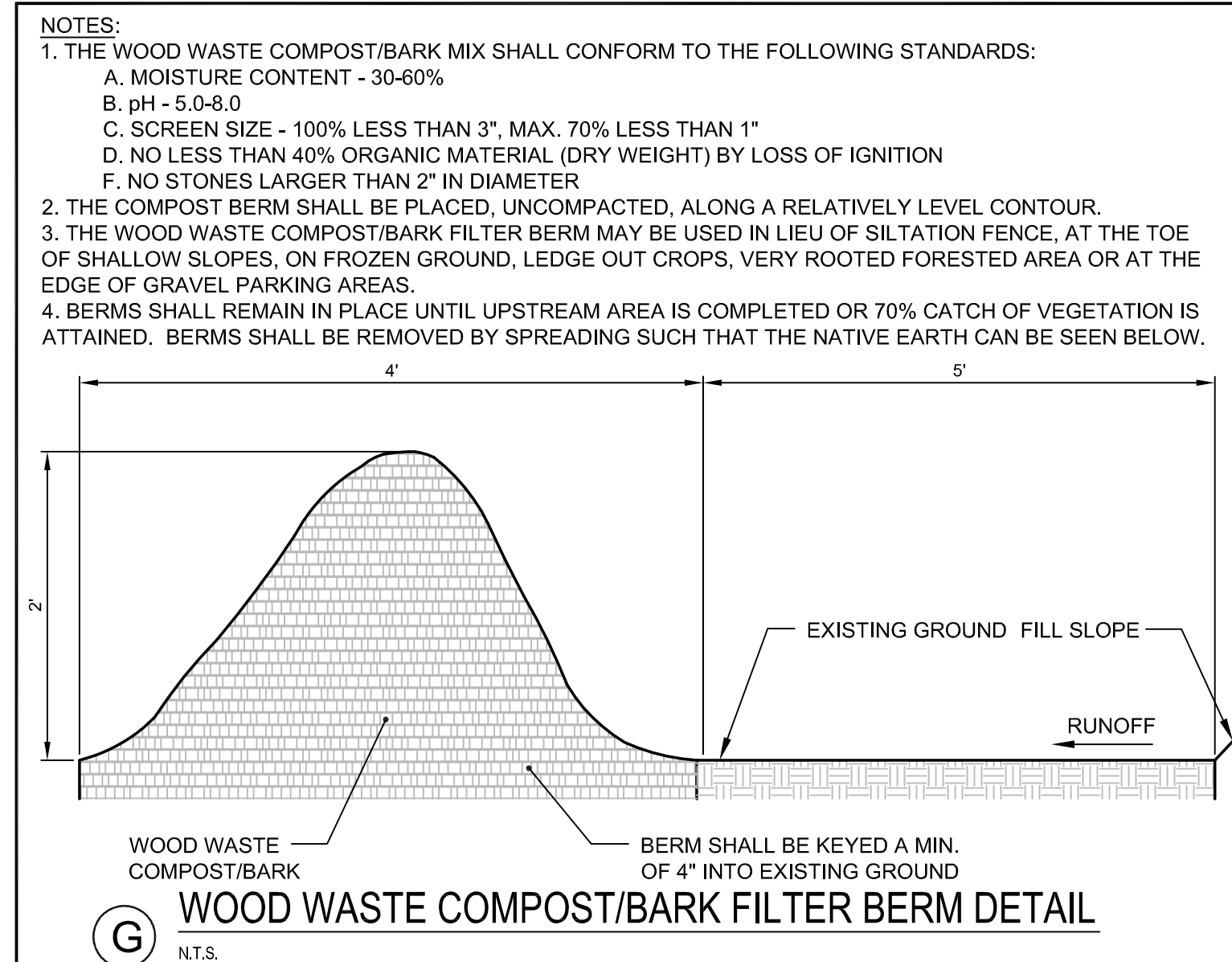
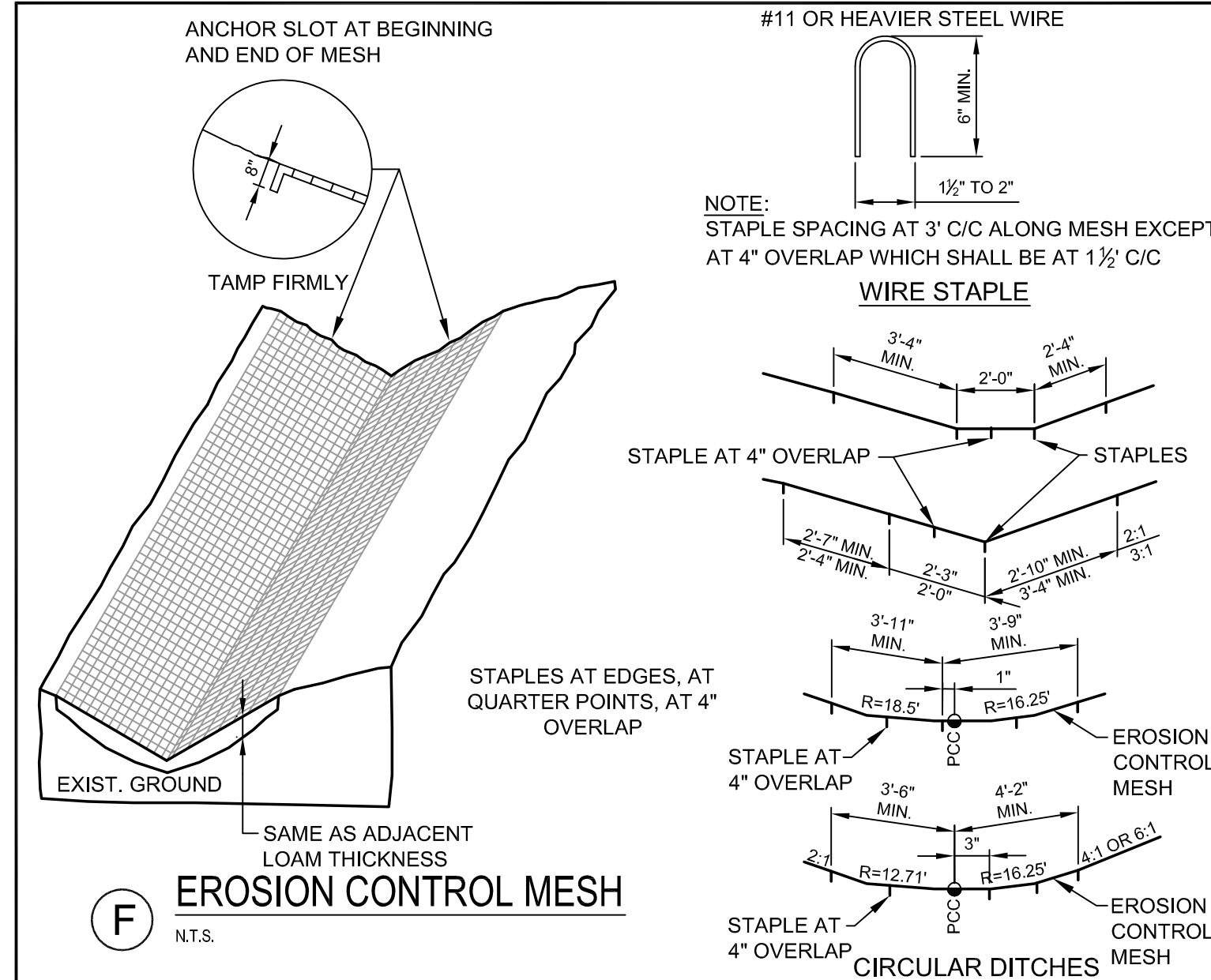
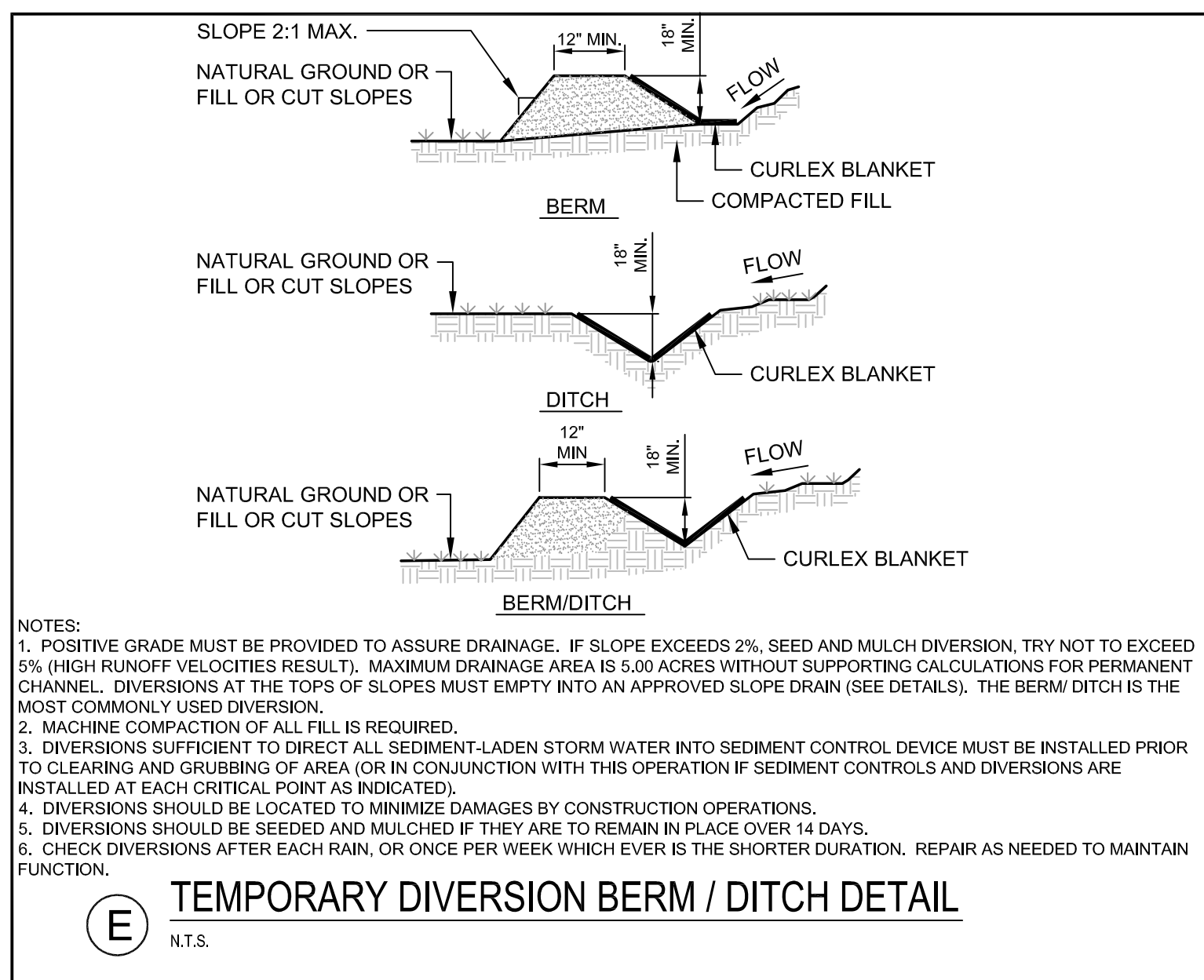
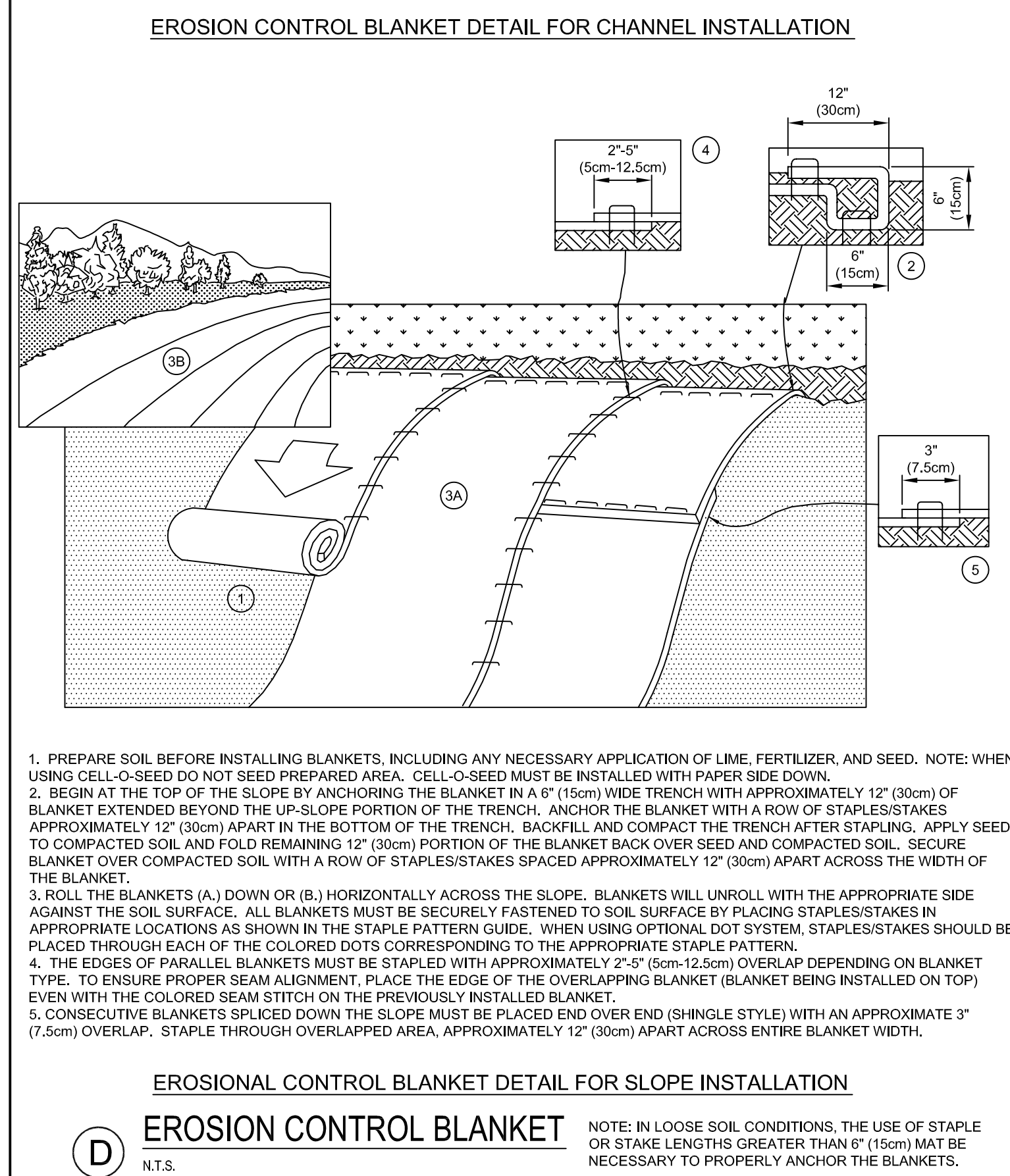
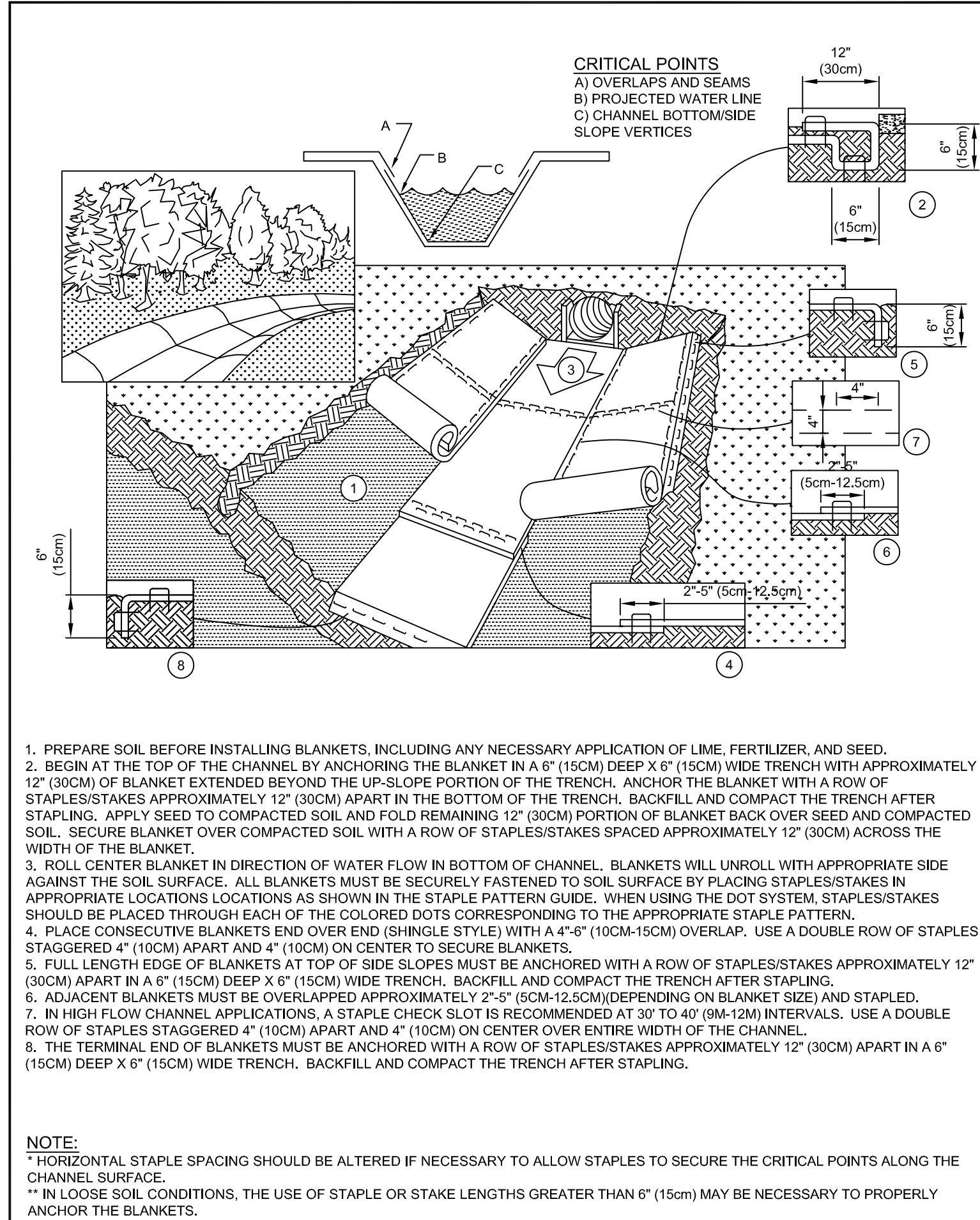
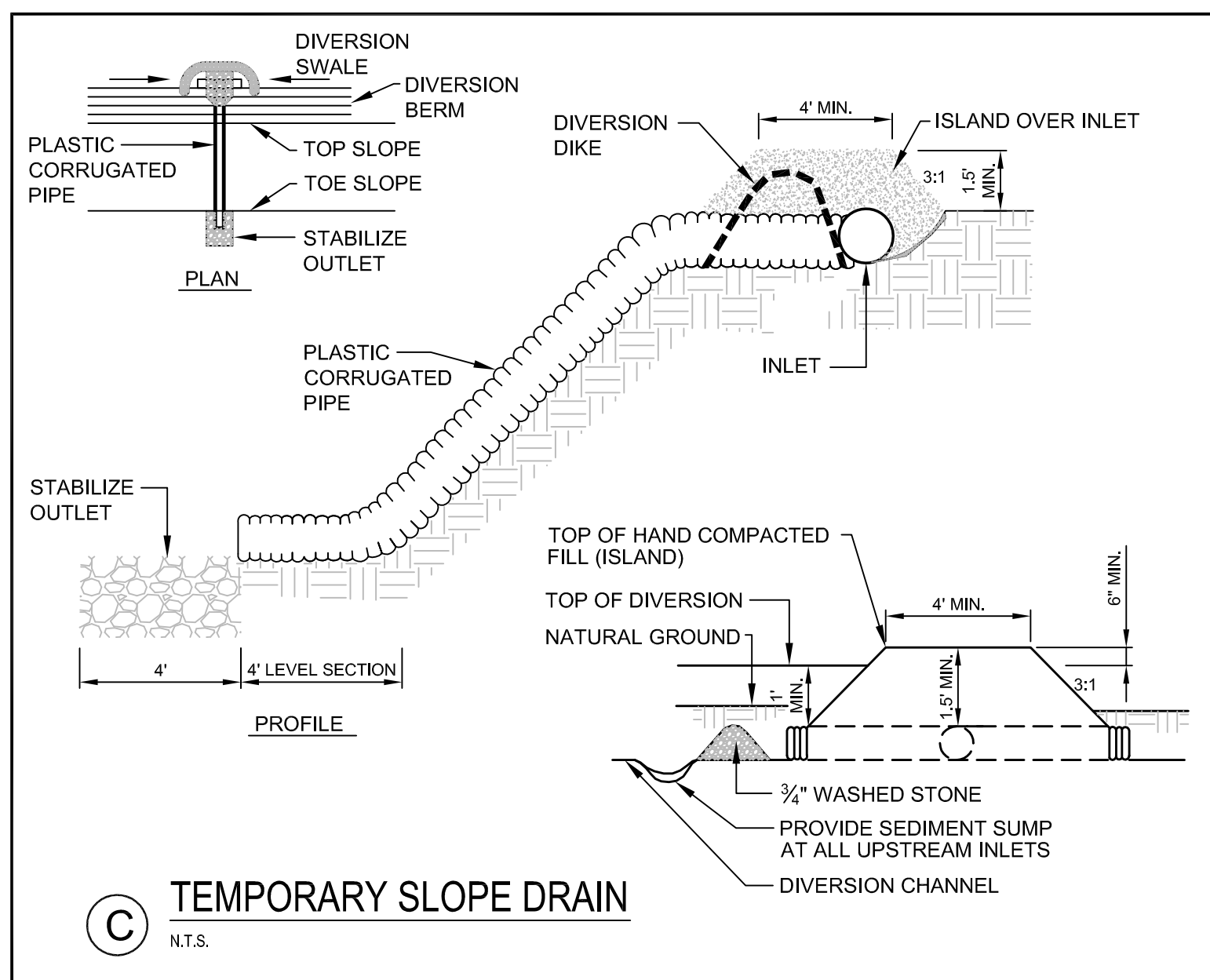
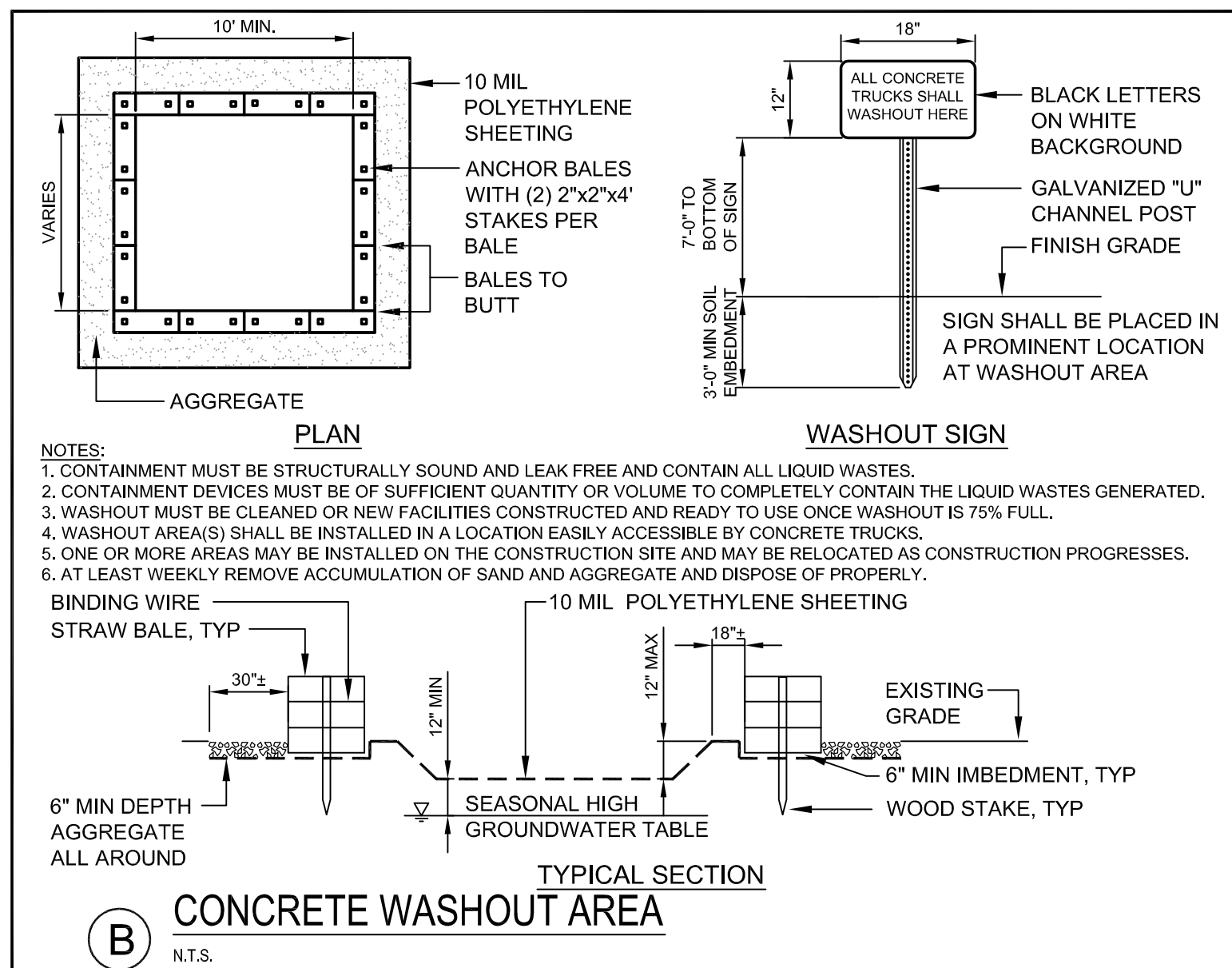
* BAR RACKS ARE ONLY REQUIRED ON PIPES 18" AND OVER IN SIZE.

* USE FIELD MITER FOR CULVERTS WITH A DIAMETER OF LESS THAN 18"

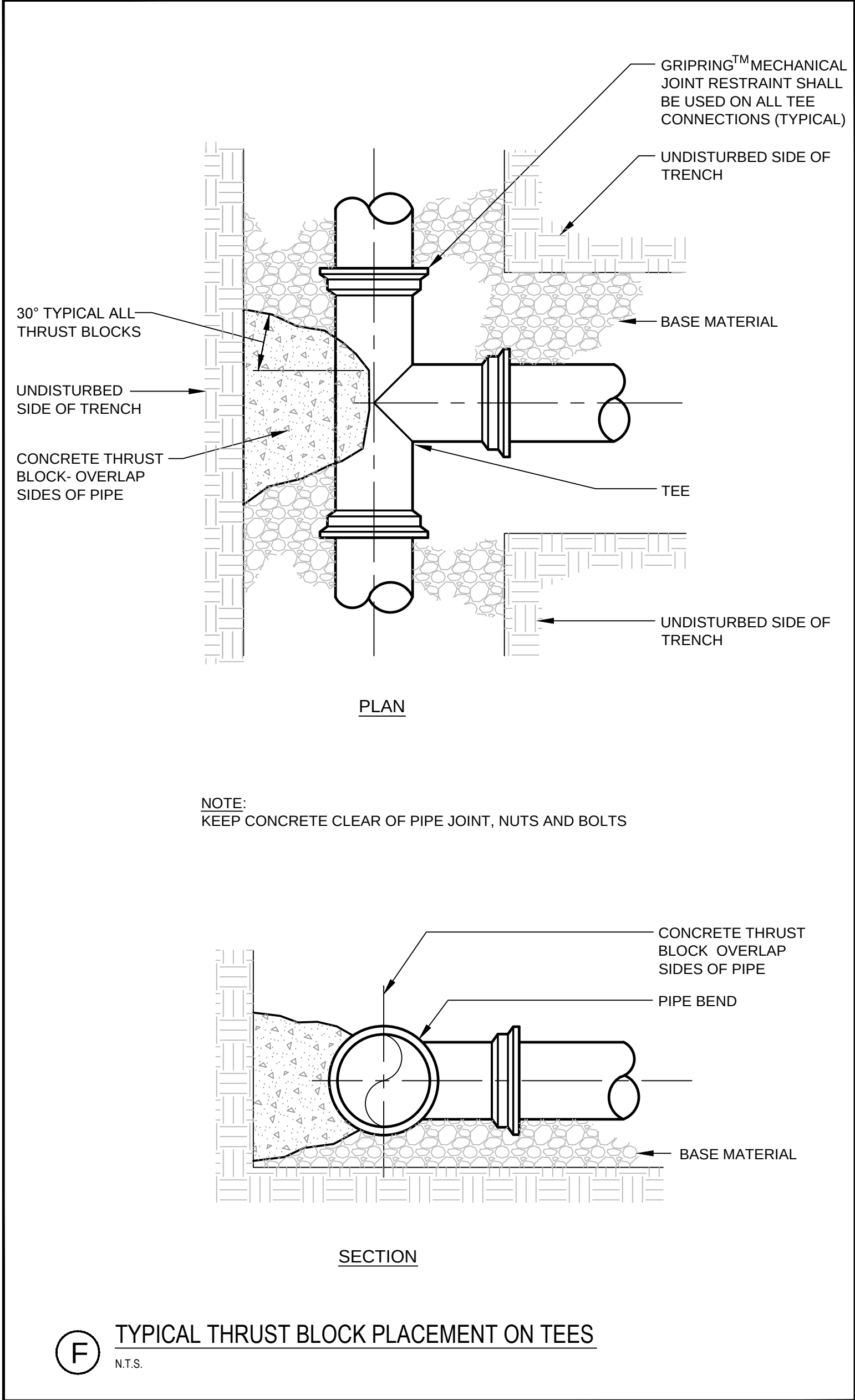
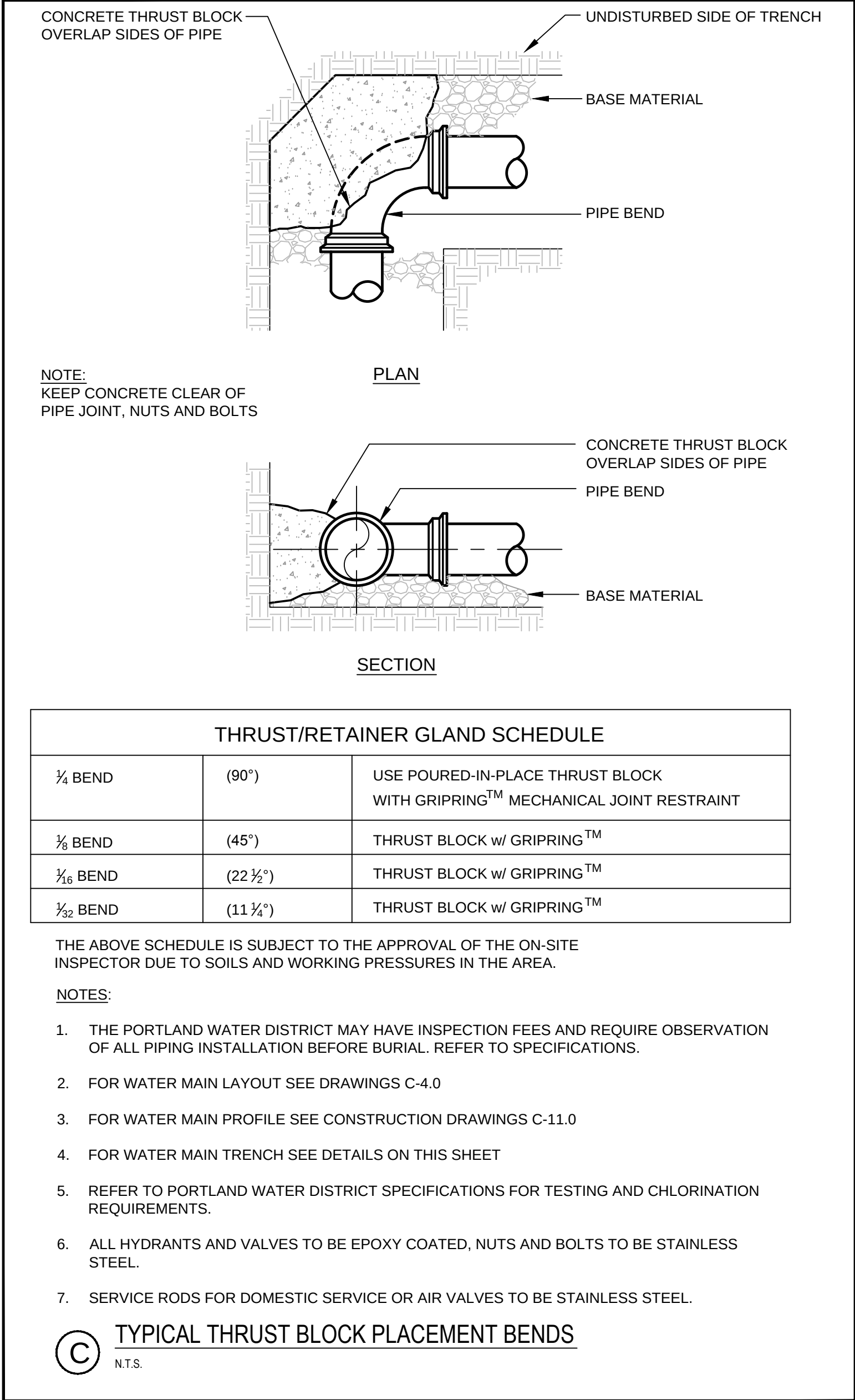
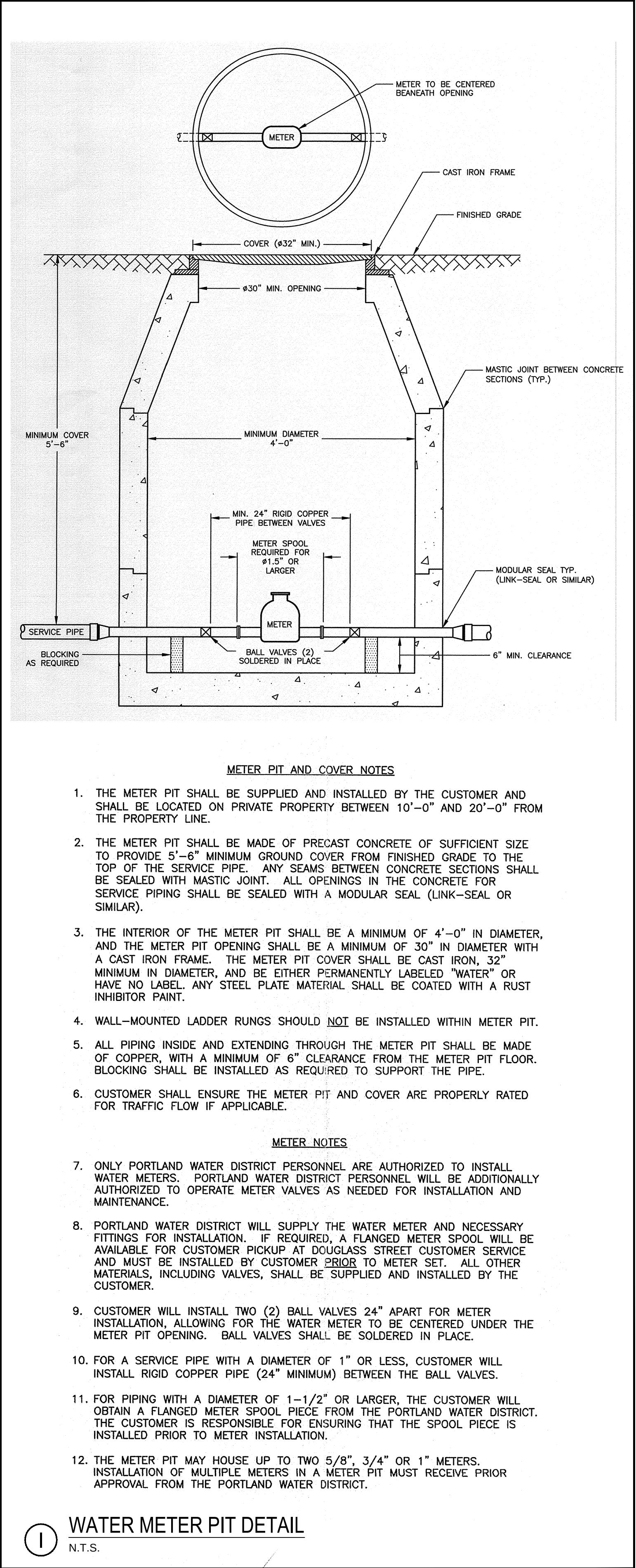
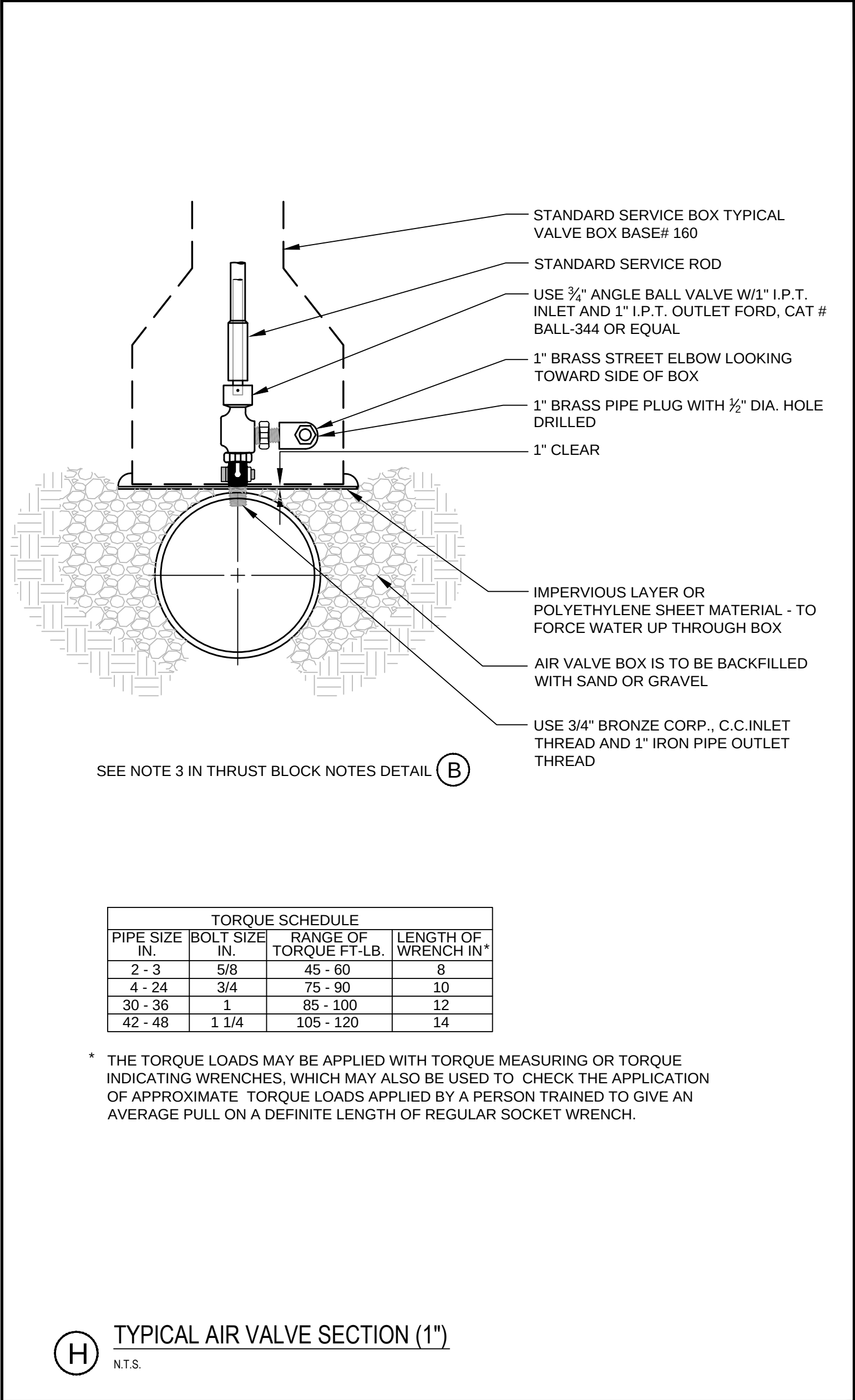
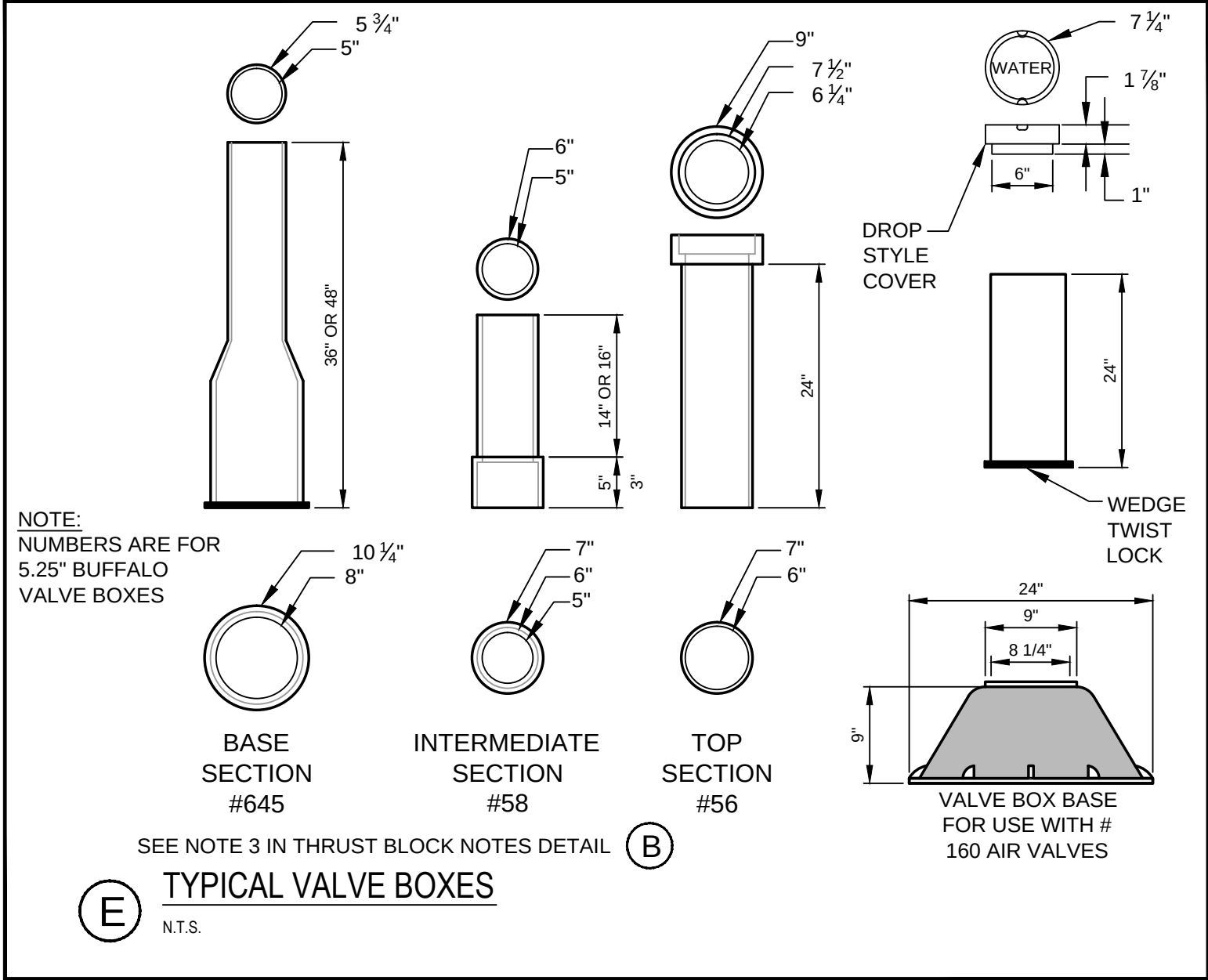
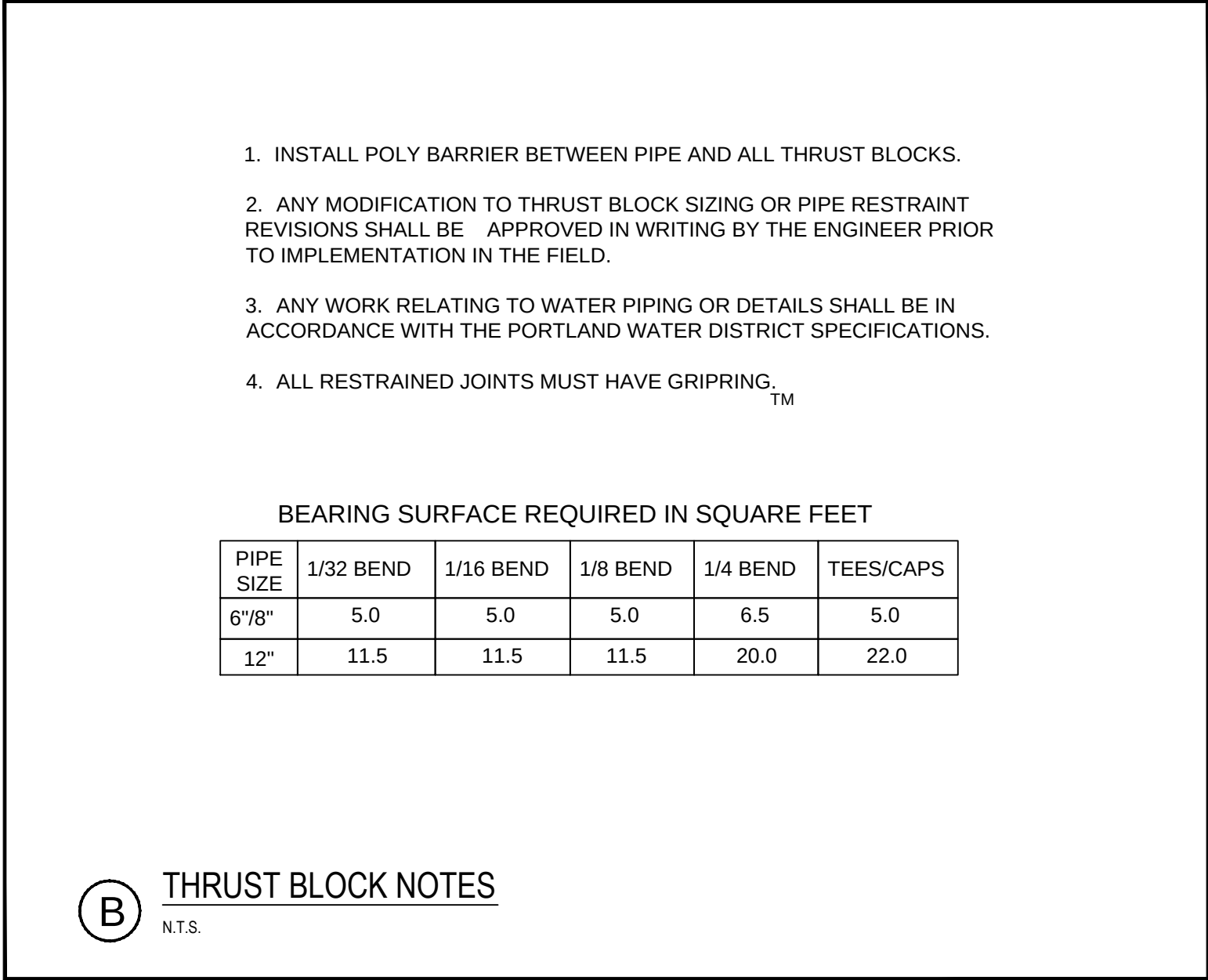
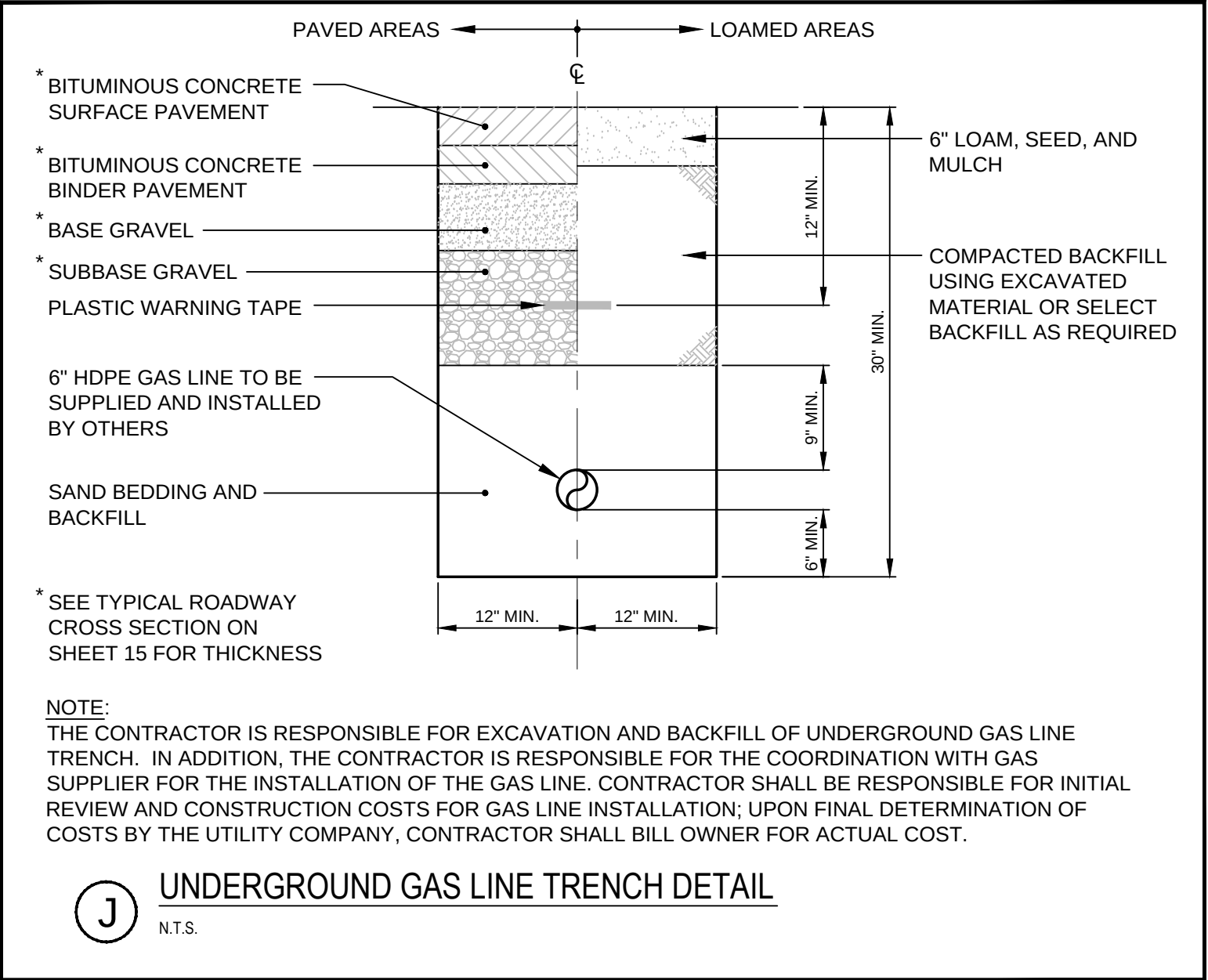
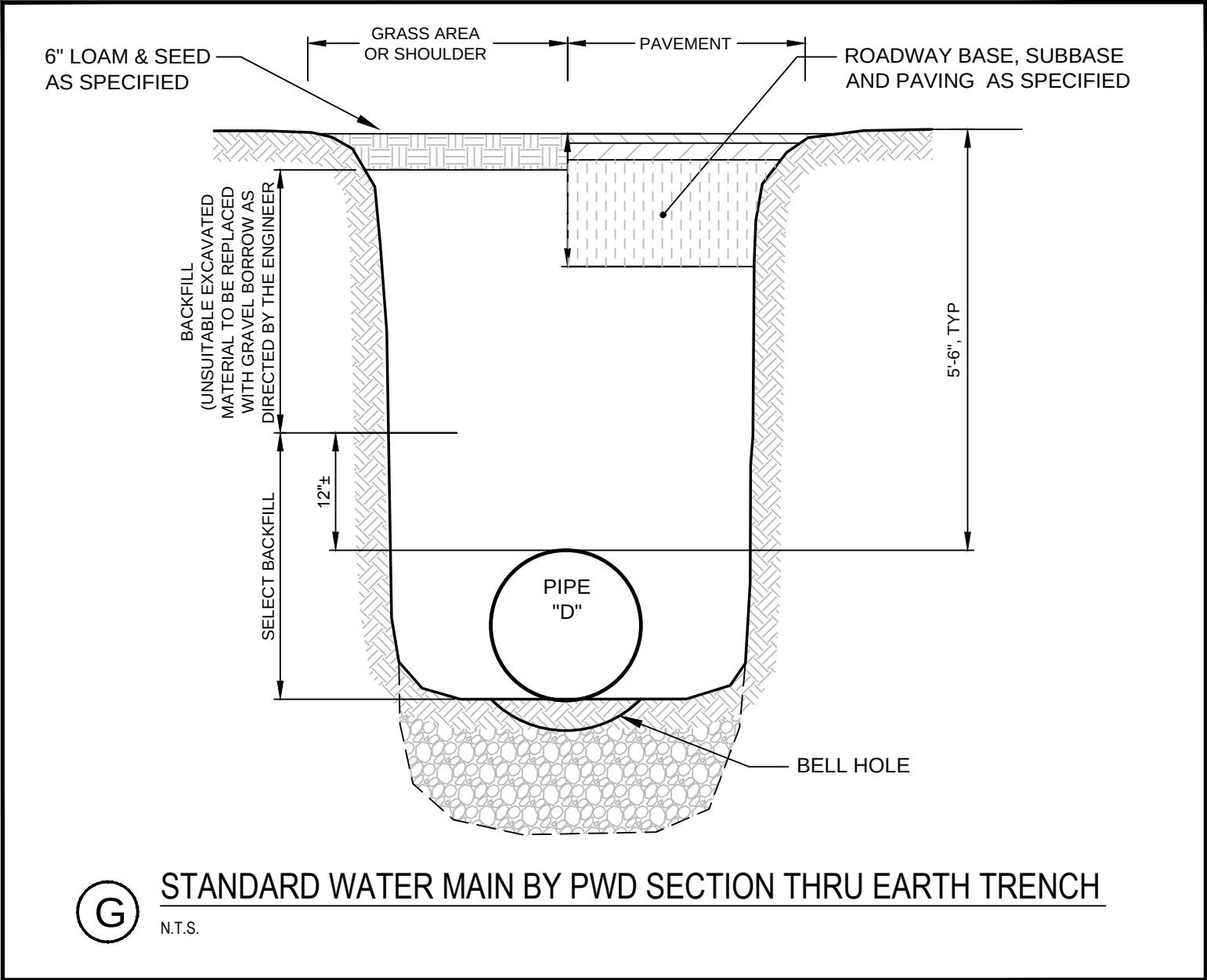
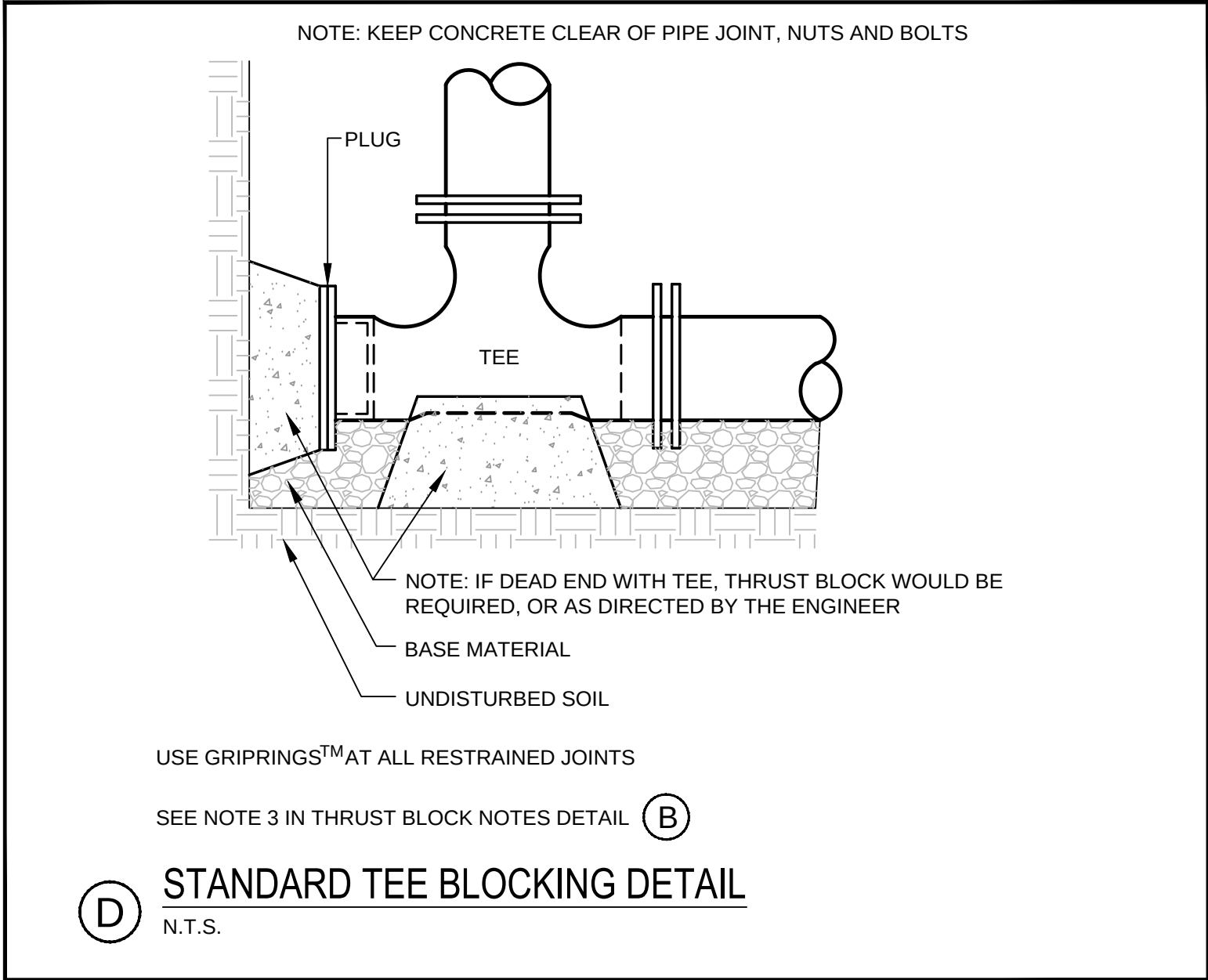
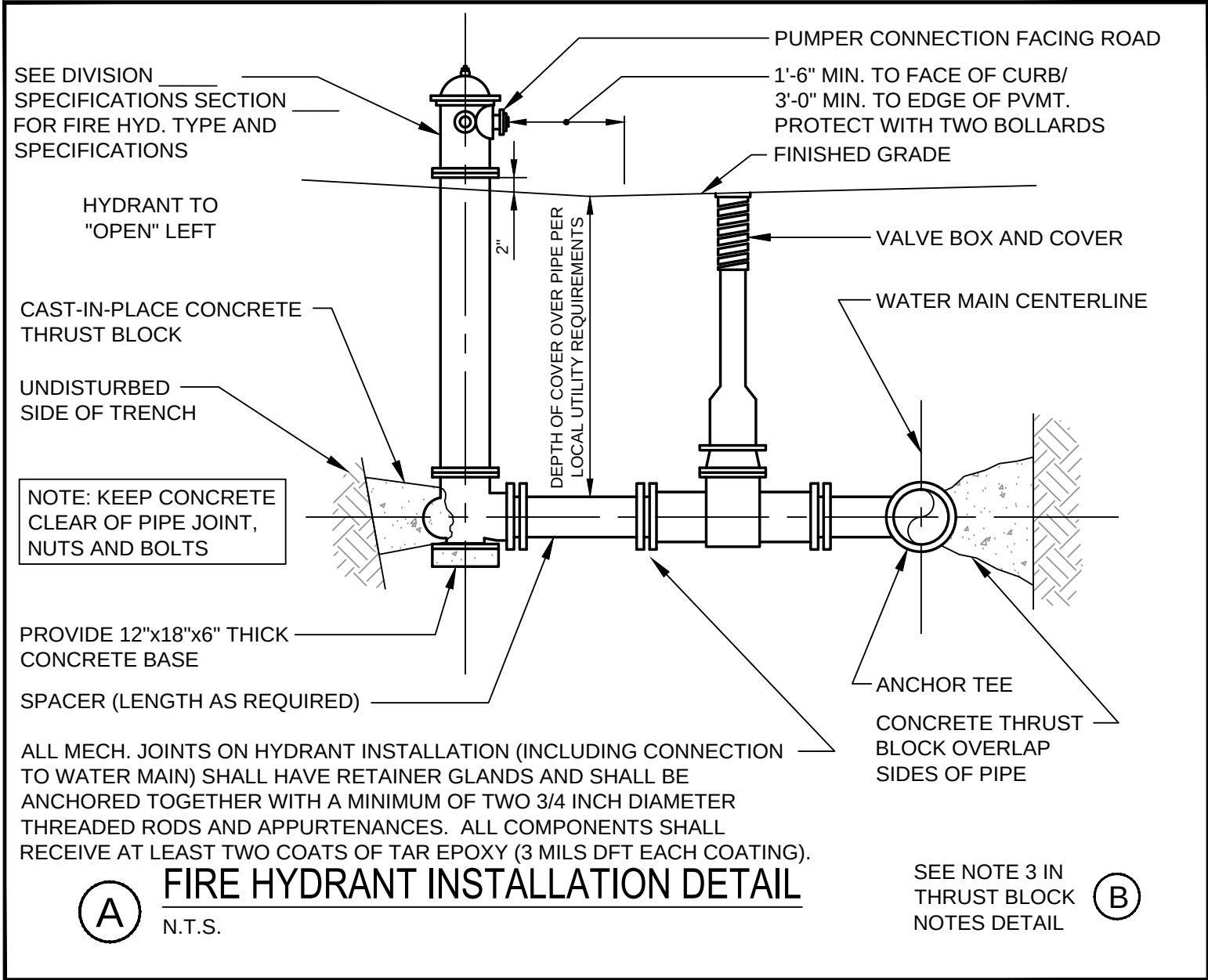
REQUIRED FOR ALL INLETS/OUTLETS FOR PIPE OVER 18" DIAMETER.

RCP FLARED END WITH BAR RACK DETAIL

N.T.S.



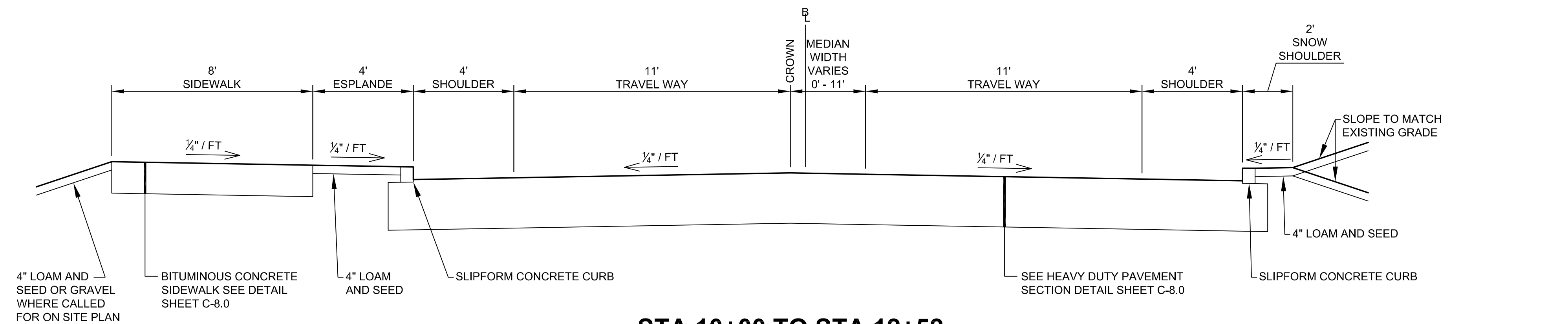
PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		SHEET TITLE EROSION AND SEDIMENT CONTROL DETAILS		CLIENT FOREFRONT PARTNERS LP	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN			
REV	DATE	DESCRIPTION	REVISIONS		
P.E. BOB KENNEDY LIC. #11194			DATE: APRIL 2015 SCALE: N.T.S. CHECKED: SRB JOB NO. 2982.05 FILE NAME: 2982.05-65 DET SHEET C-8.6		



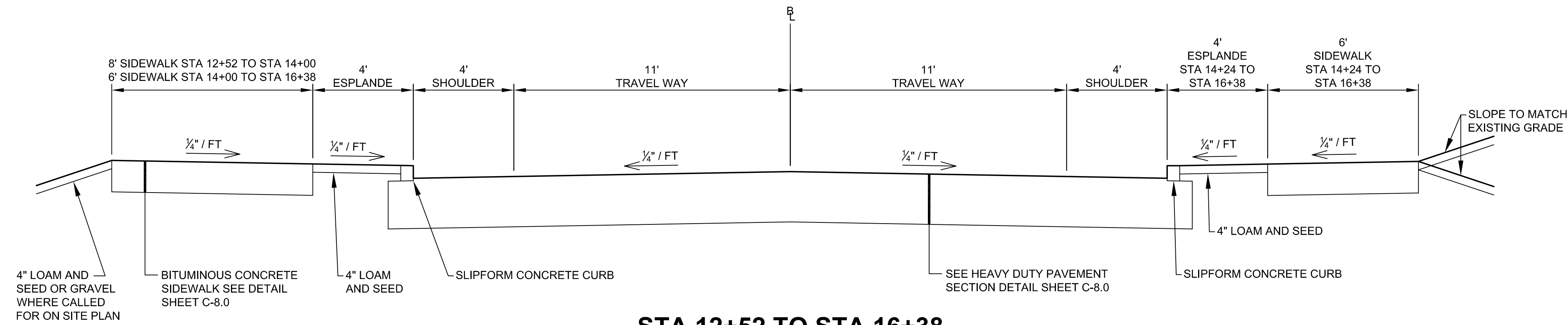
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION
REV	DATE	DESCRIPTION
REVISIONS		

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

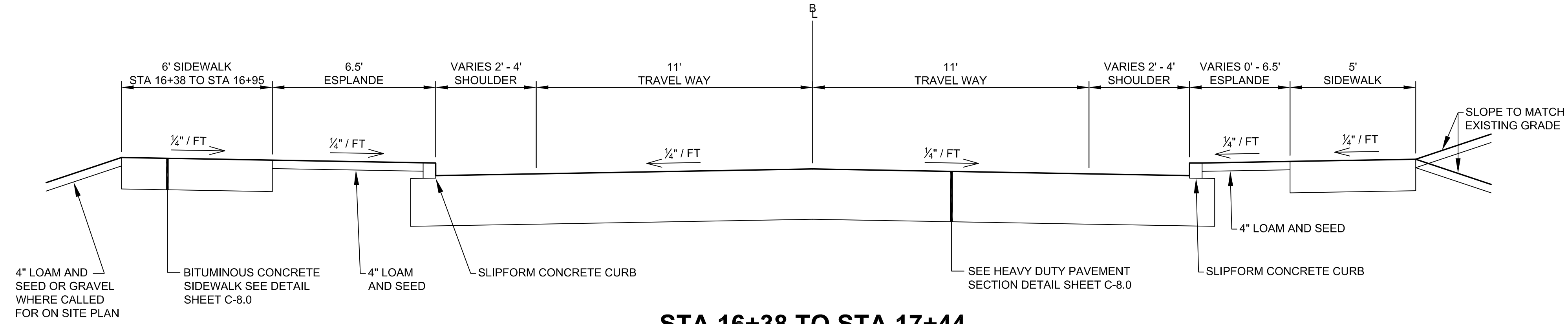
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DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	2982.05
FILE NAME:	2982.05-BS DET	SHEET	C-8.7



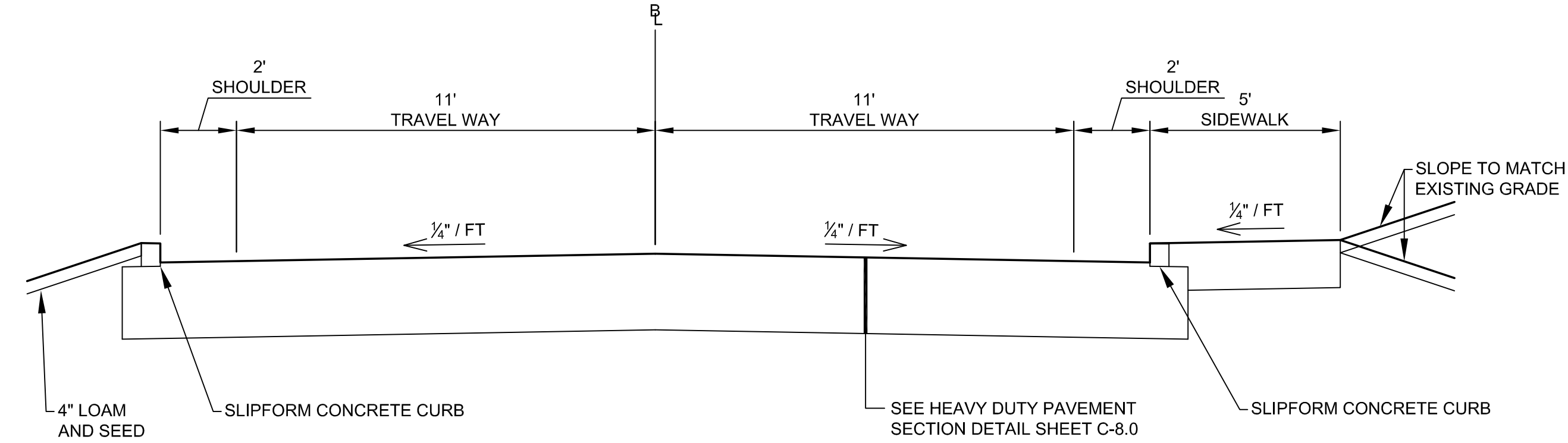
STA 10+00 TO STA 12+52
TYPICAL ROADWAY SECTION A-A
N.T.S.



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

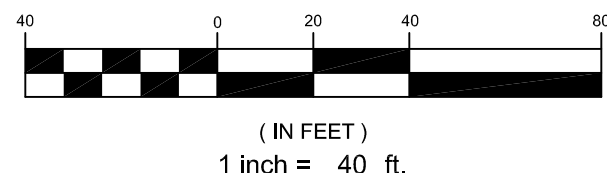
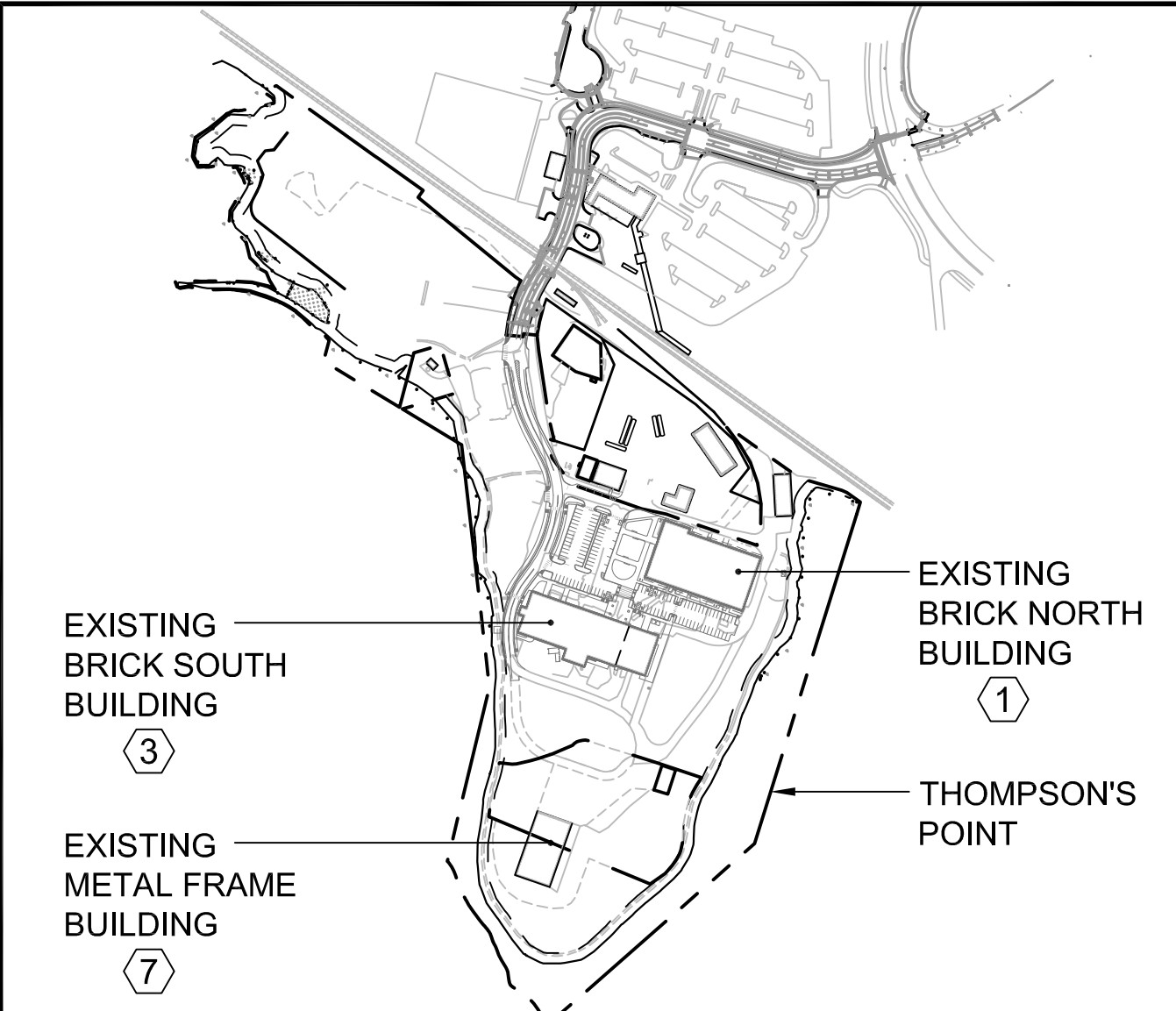
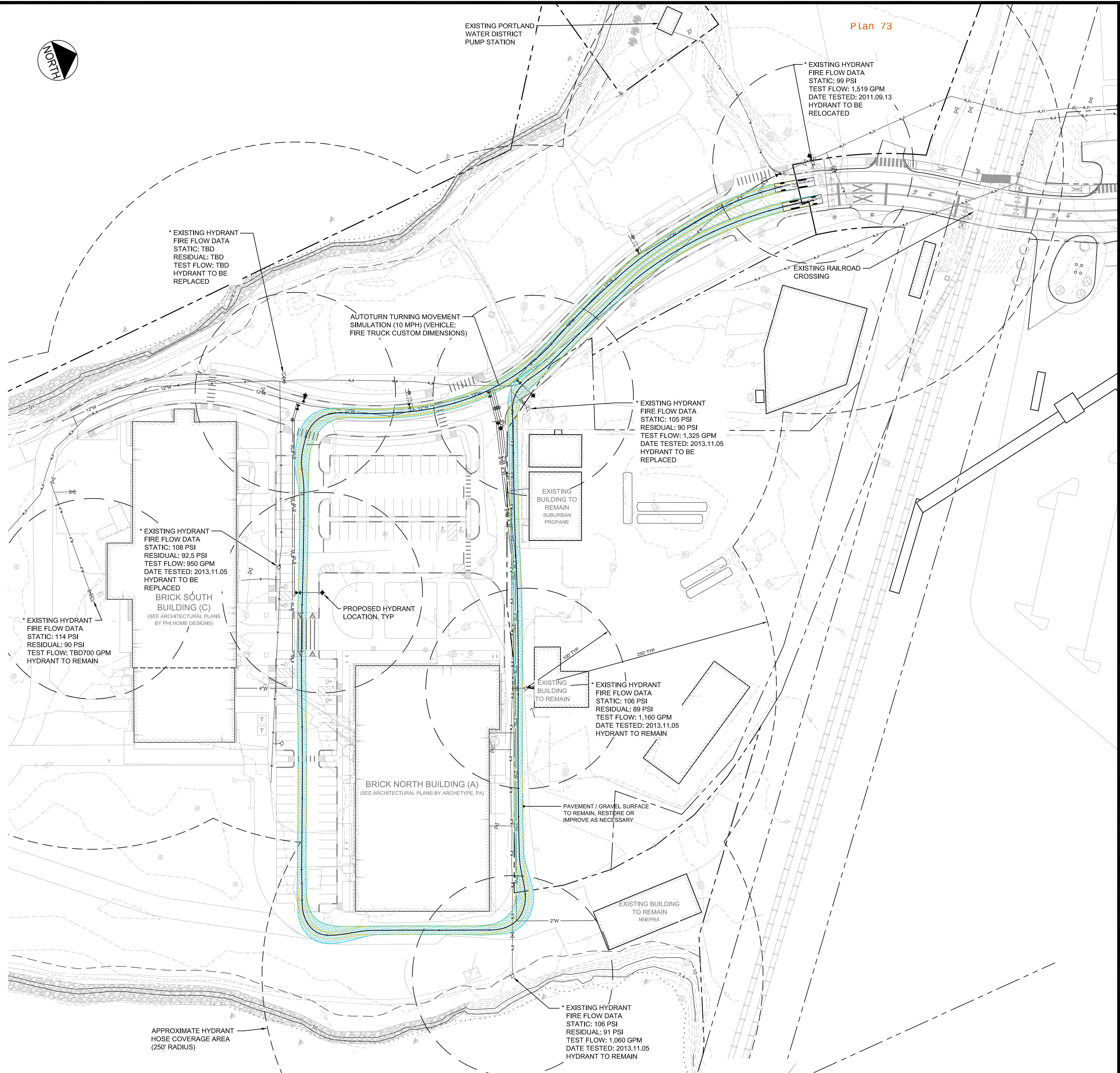
1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
1		09.10.14	APPROXIMATE CITY FOR REVIEW
REV	DATE	DESCRIPTION	
REVISIONS			

P.E. ROBERT KENNEDY
LIC. #11904

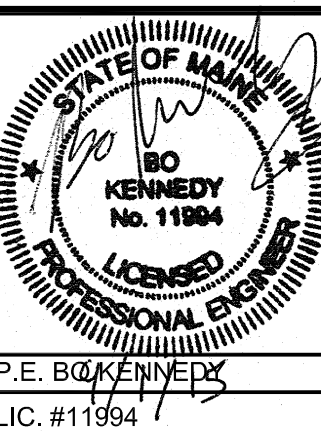
PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
SHEET TITLE TYPICAL ROADWAY CROSS SECTIONS		
CLIENT FOREFRONT PARTNERS I, LP		
DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET SHEET		
DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05		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.

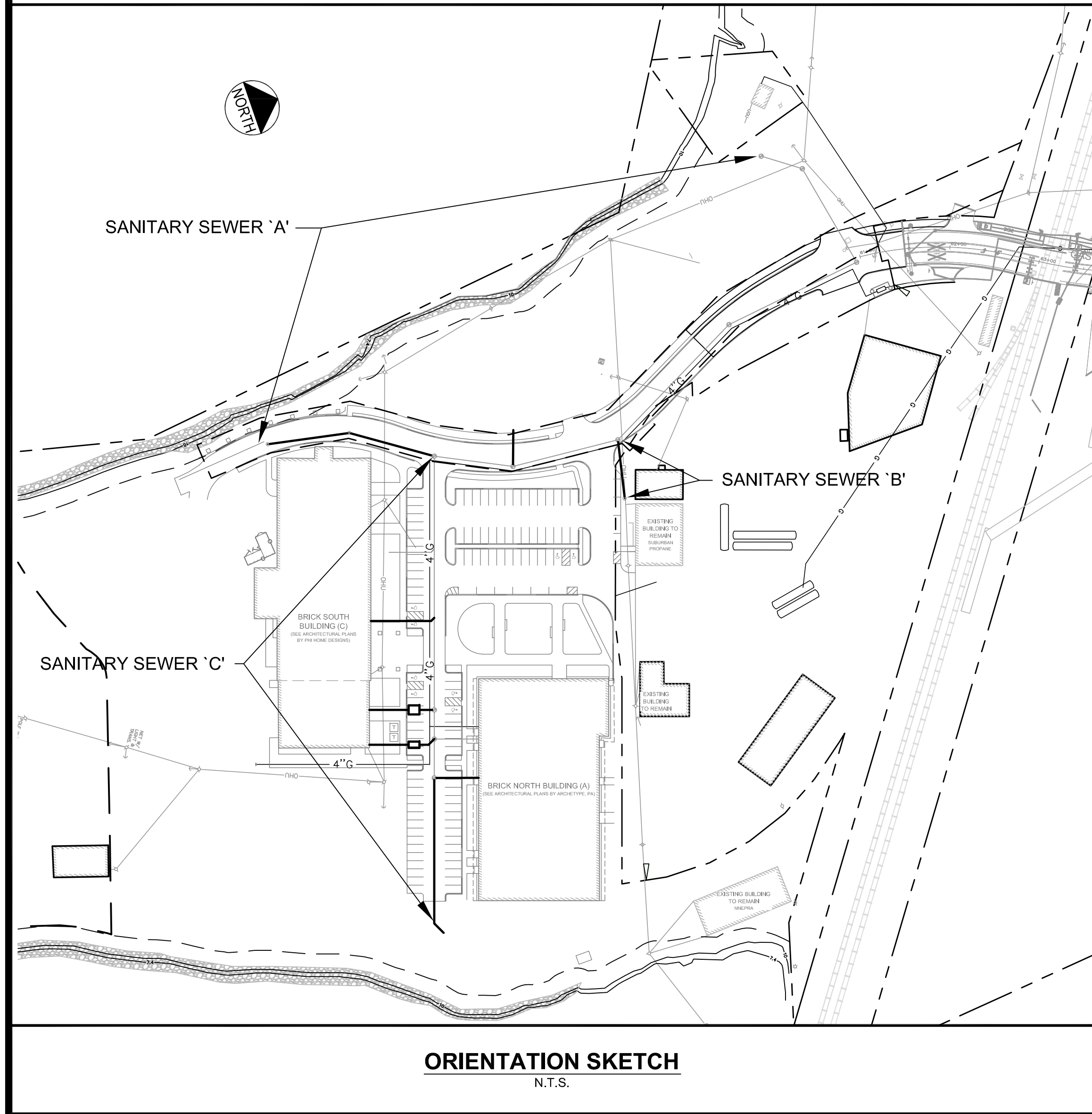


REV	DATE	DESCRIPTION	REVISIONS
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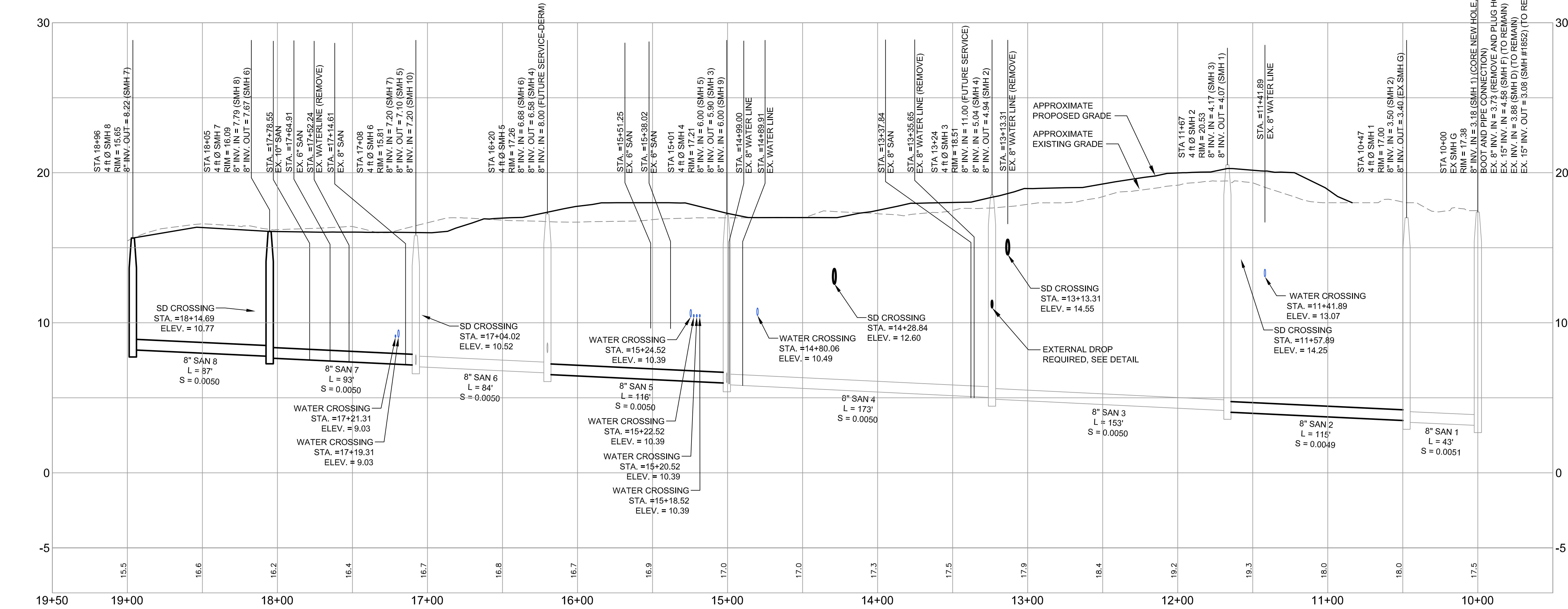


PROJECT	BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	FIRE SAFETY COMPLIANCE PLAN
CLIENT	FOREFRONT PARTNERS I, LP

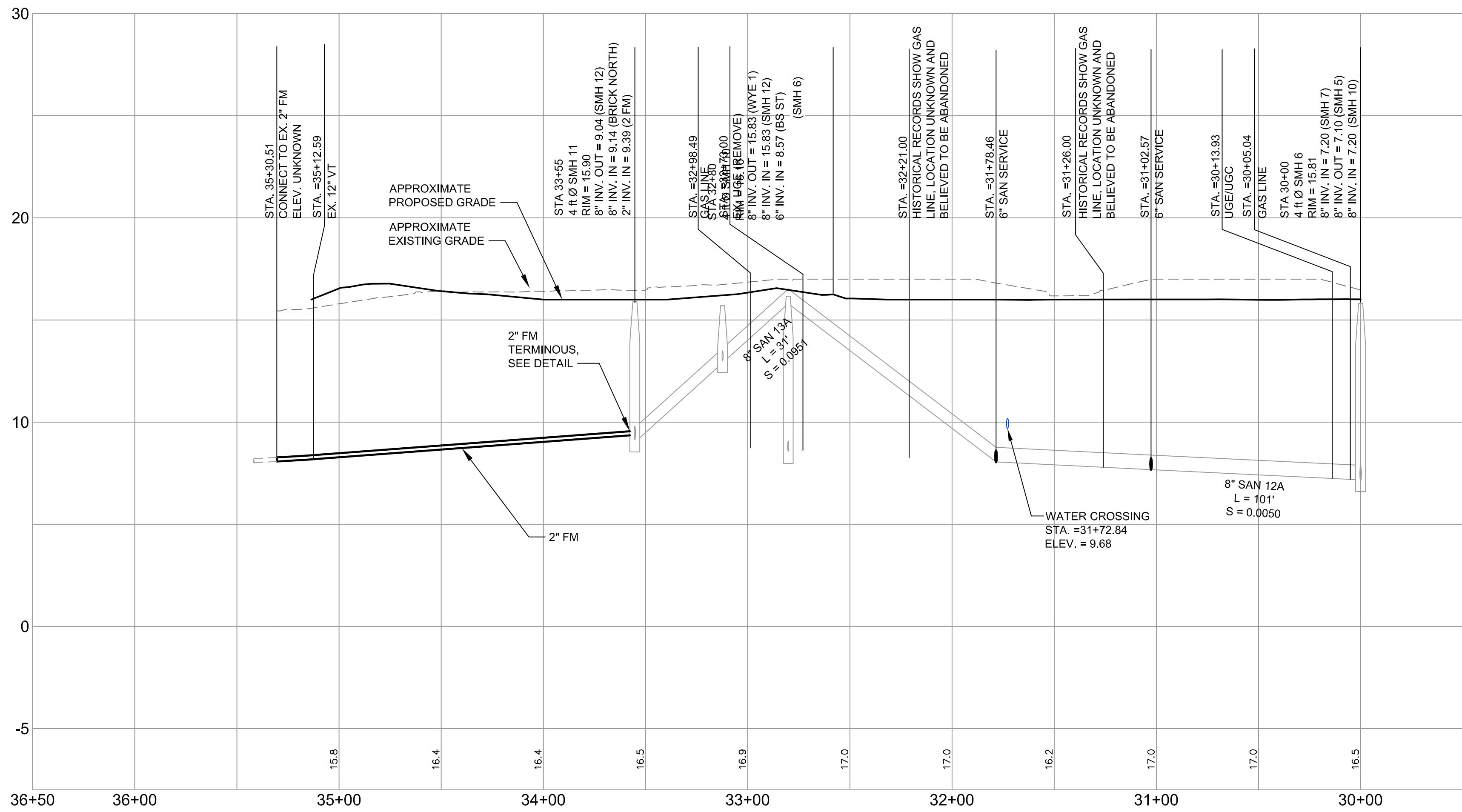
FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 5, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-BS FIRE TRUCK ROUTE	
SHEET	C-9.0



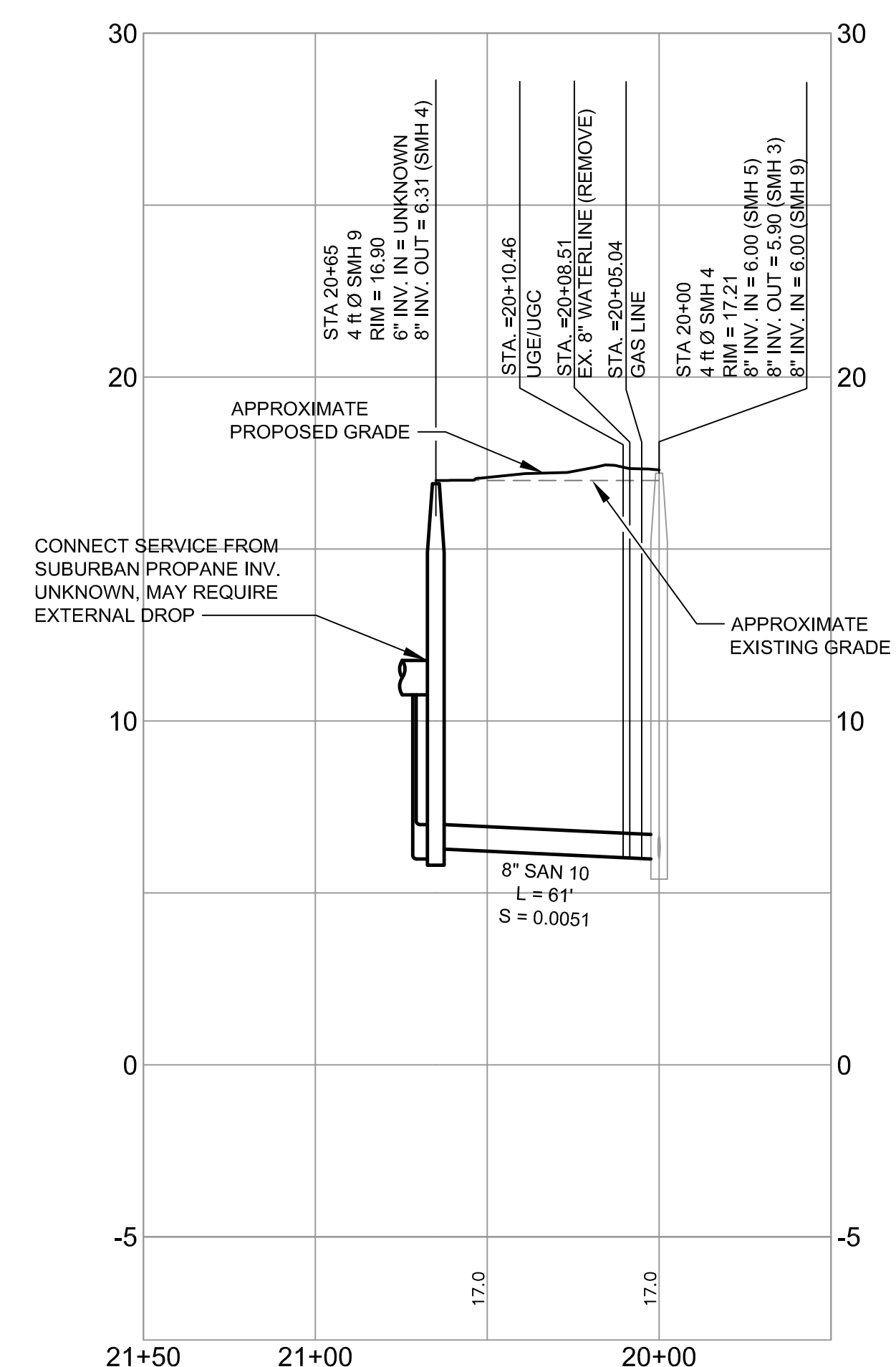
R:\282.05 Amended Site Plan Part III\Add\Permit Set\dwg\BRICK SOUTH\282.05-B5 PROFILE SEWER.DWG dwg_s 9/30/2015 2:44 PM



SANITARY SEWER PROFILE 'A'
SCALE: H 1" = 40'
V 1" = 4'



SANITARY SEWER PROFILE 'C'
SCALE: H 1" = 40'
V 1" = 4'



SANITARY SEWER PROFILE 'B'
SCALE: H 1" = 40'
V 1" = 4'

1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
REV	DATE	DESCRIPTION	REVISIONS

P.E. B.G. KENNEDY LIC. #11594		PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	
SHEET TITLE SANITARY SEWER PROFILES		CLIENT FOREFRONT PARTNERS I, LP	

DRAWN: DED		DATE: APRIL 2015	
DESIGNED: BEK		SCALE: 1" = 40'	
CHECKED: SRB		JOB NO. 2982.05	
FILE NAME: 2982.05-B5 PROFILE SEWER		SHEET C-10.0	

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
SANITARY SEWER PROFILES

CLIENT
FOREFRONT PARTNERS I, LP

DRAWN: DED
DESIGNED: BEK
CHECKED: SRB
FILE NAME: 2982.05-B5 PROFILE SEWER
SHEET
C-10.0

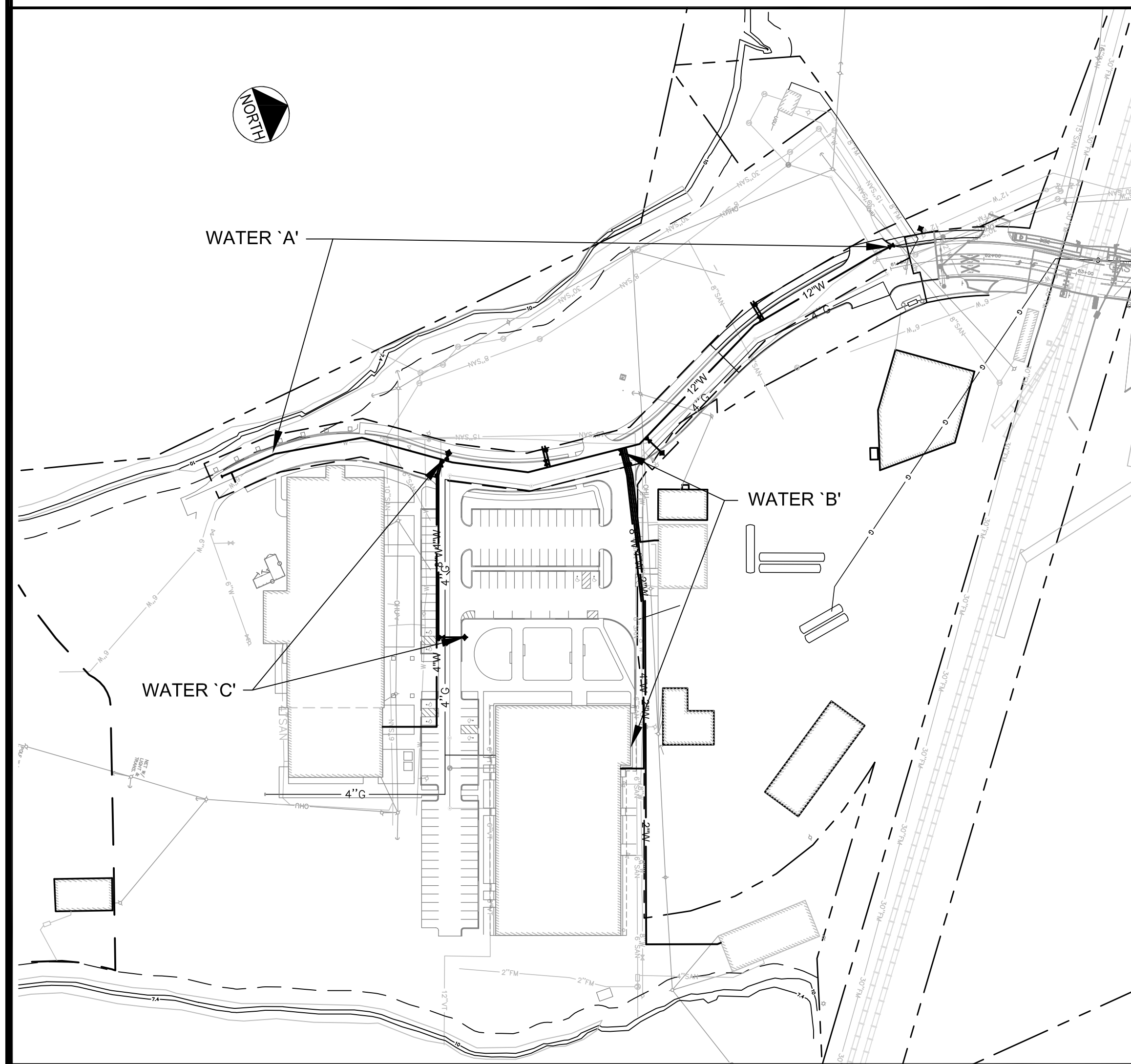
DATE: APRIL 2015
SCALE: 1" = 40'
JOB NO. 2982.05

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

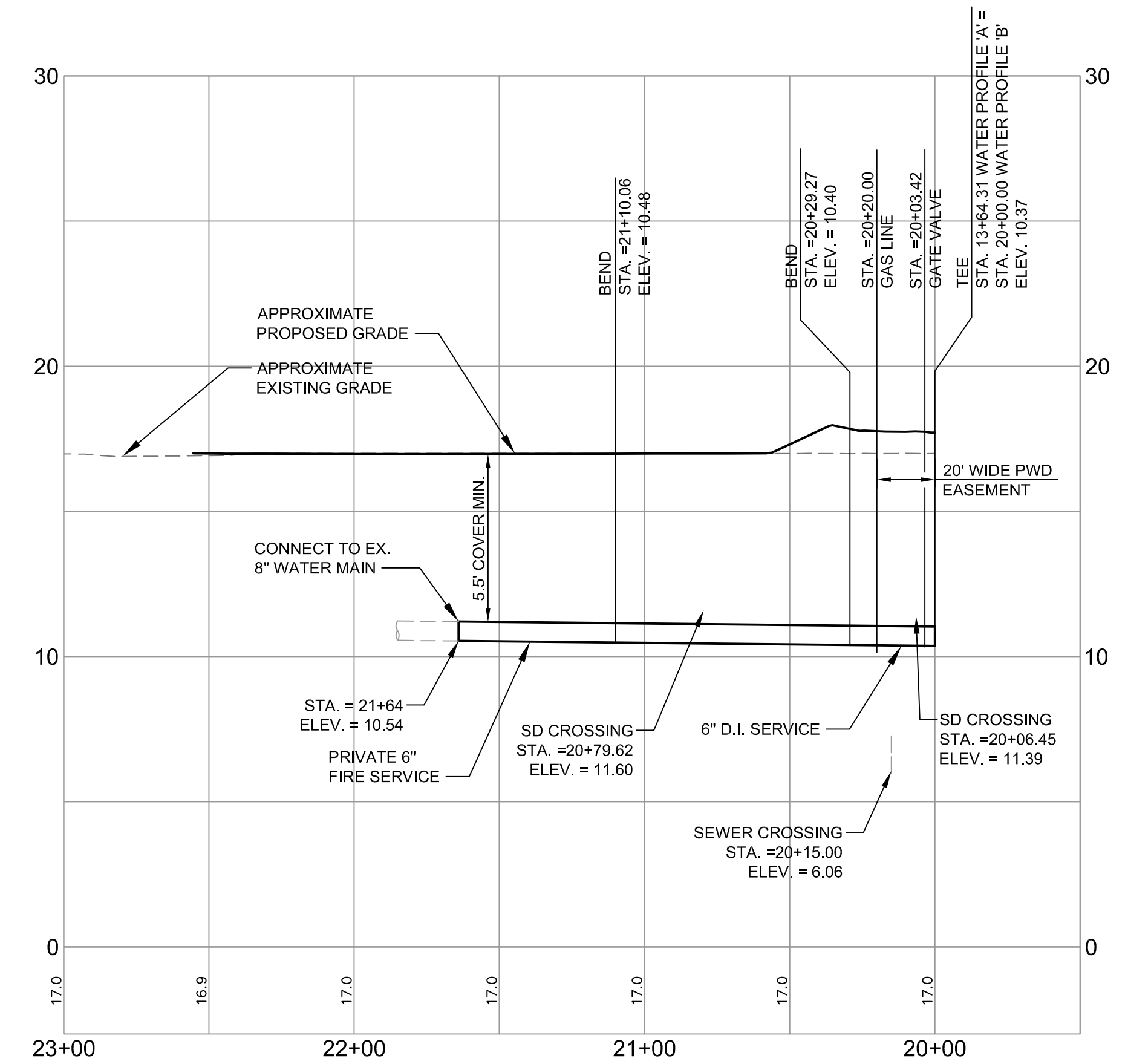
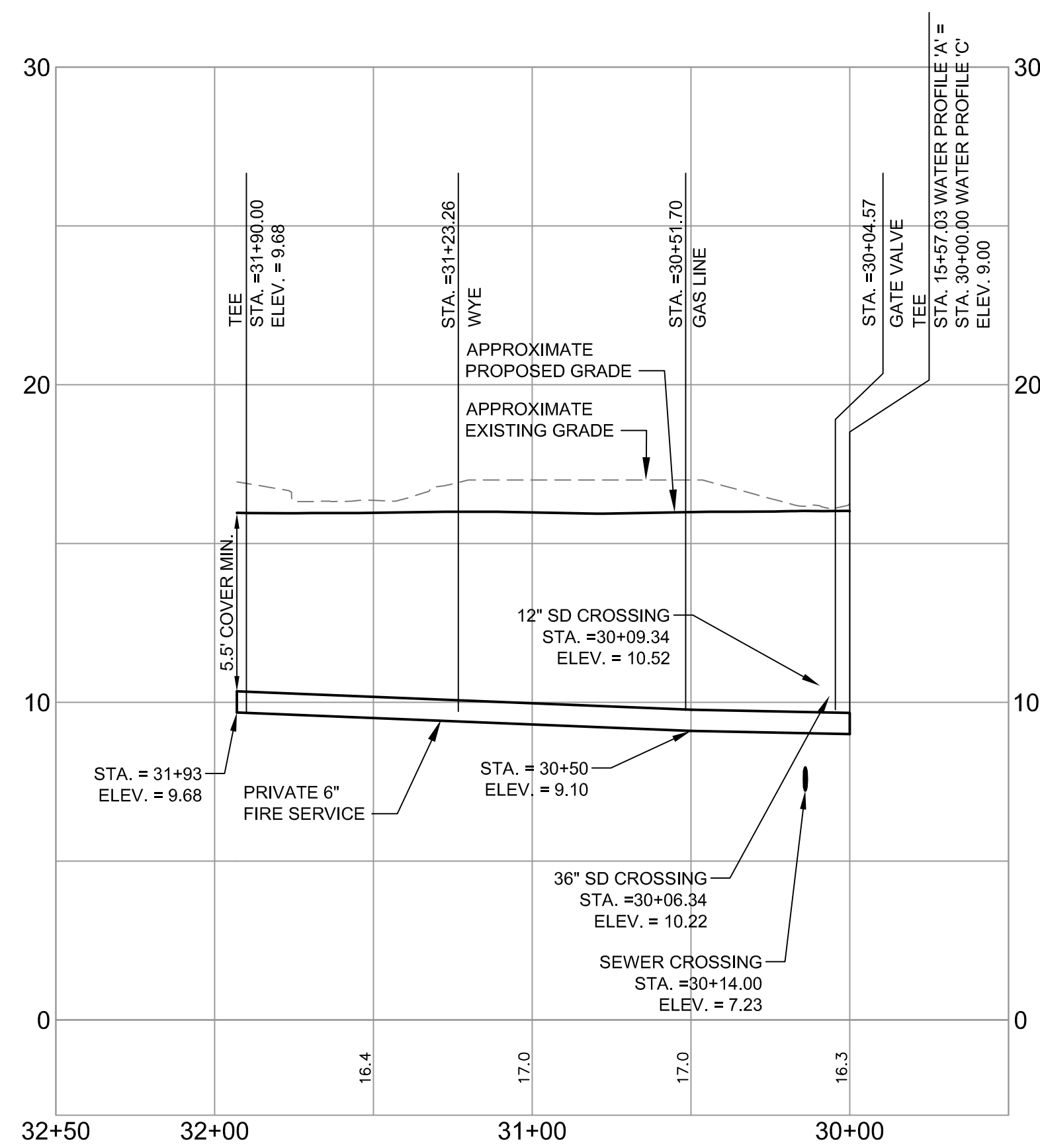
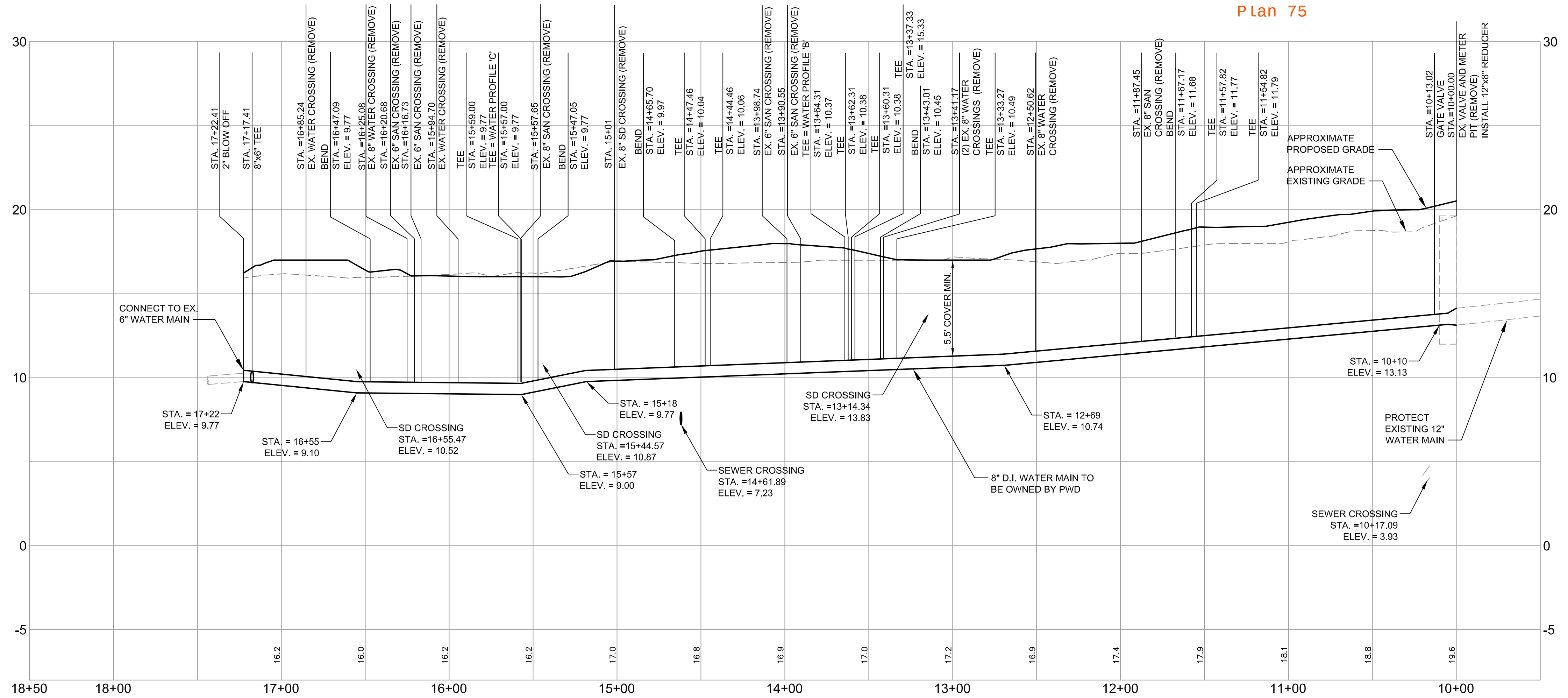
SHEET TITLE
SANITARY SEWER PROFILES

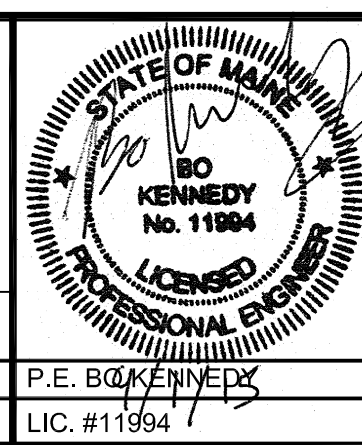
CLIENT
FOREFRONT PARTNERS I, LP

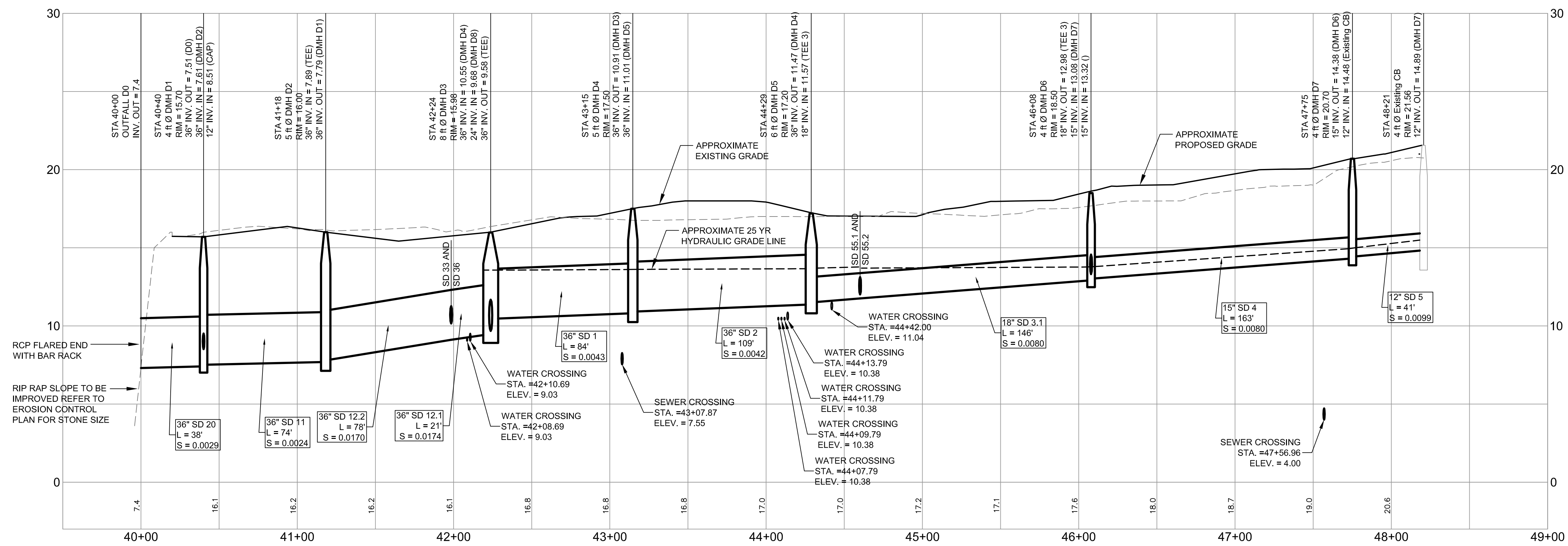
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SHEET
C-10.0



ORIENTATION SKETCH
N.T.S.

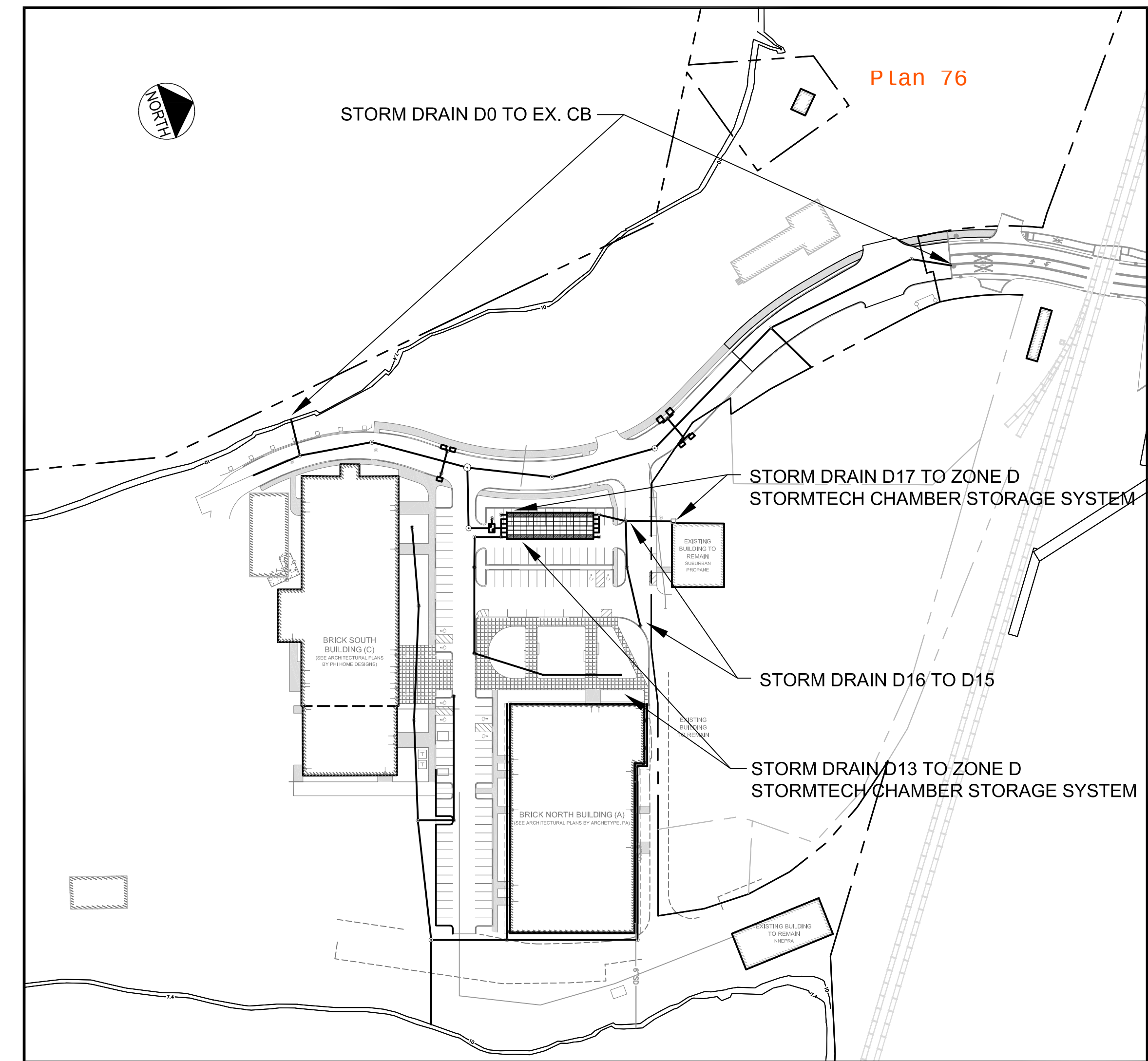


1 09.01.15 FINAL BRICK SOUTH LEVEL III SITE PLAN				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE WATER PROFILES CLIENT FOREFRONT PARTNERS I, LP	FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 5, SOUTH PORTLAND, ME 04106
REV	DATE	DESCRIPTION			
REVISIONS			P.E. BOB KENNEDY LIC. #11984	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-8N PROFILE SEWER SHEET	
				DATE: APRIL 2015 SCALE: 1" = 40' JOB NO. 2982.05 C-11.0	



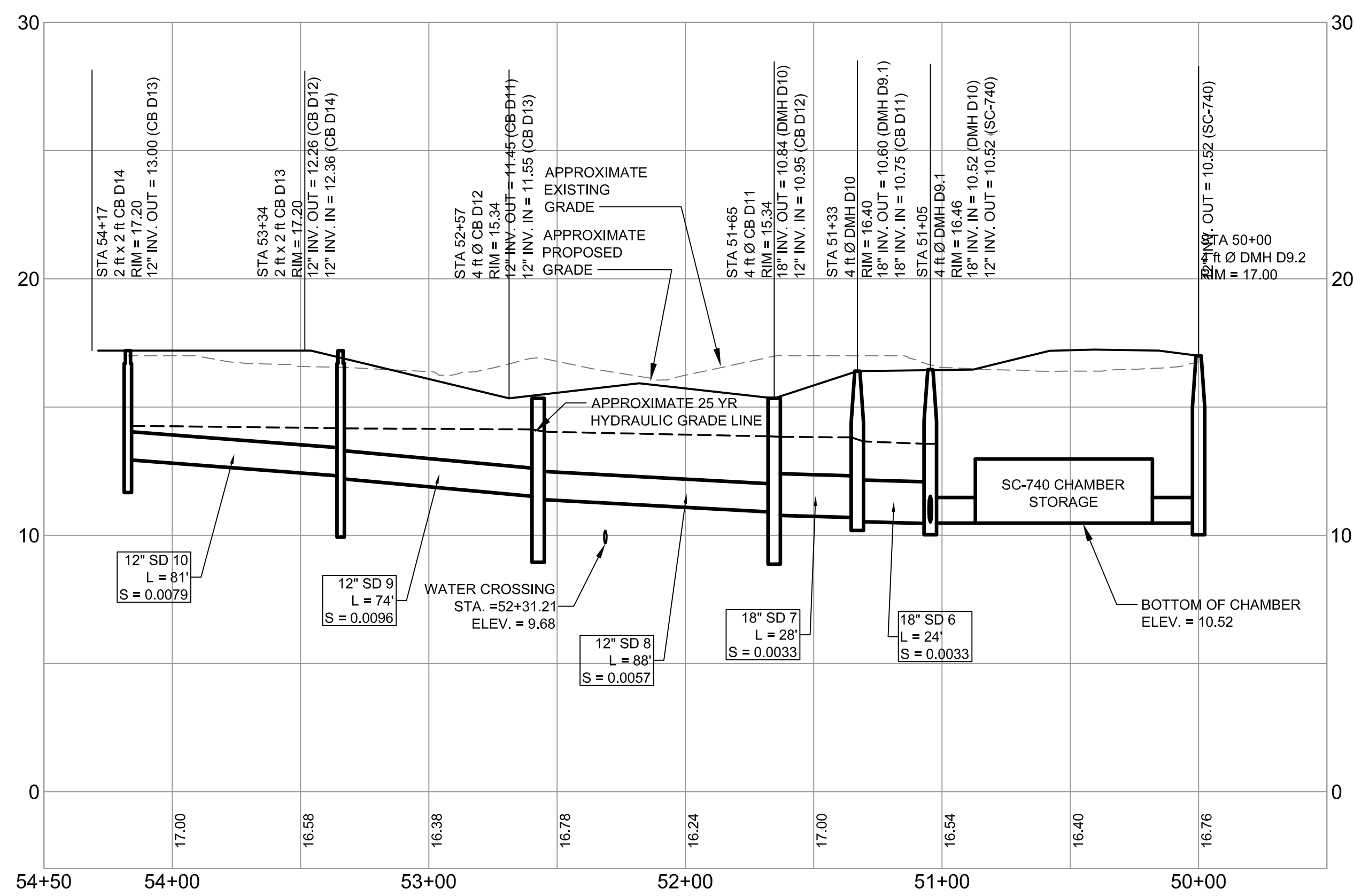
STORM DRAIN PROFILE - D0 TO EX. CB

SCALE: H 1" = 40'
V 1" = 4'



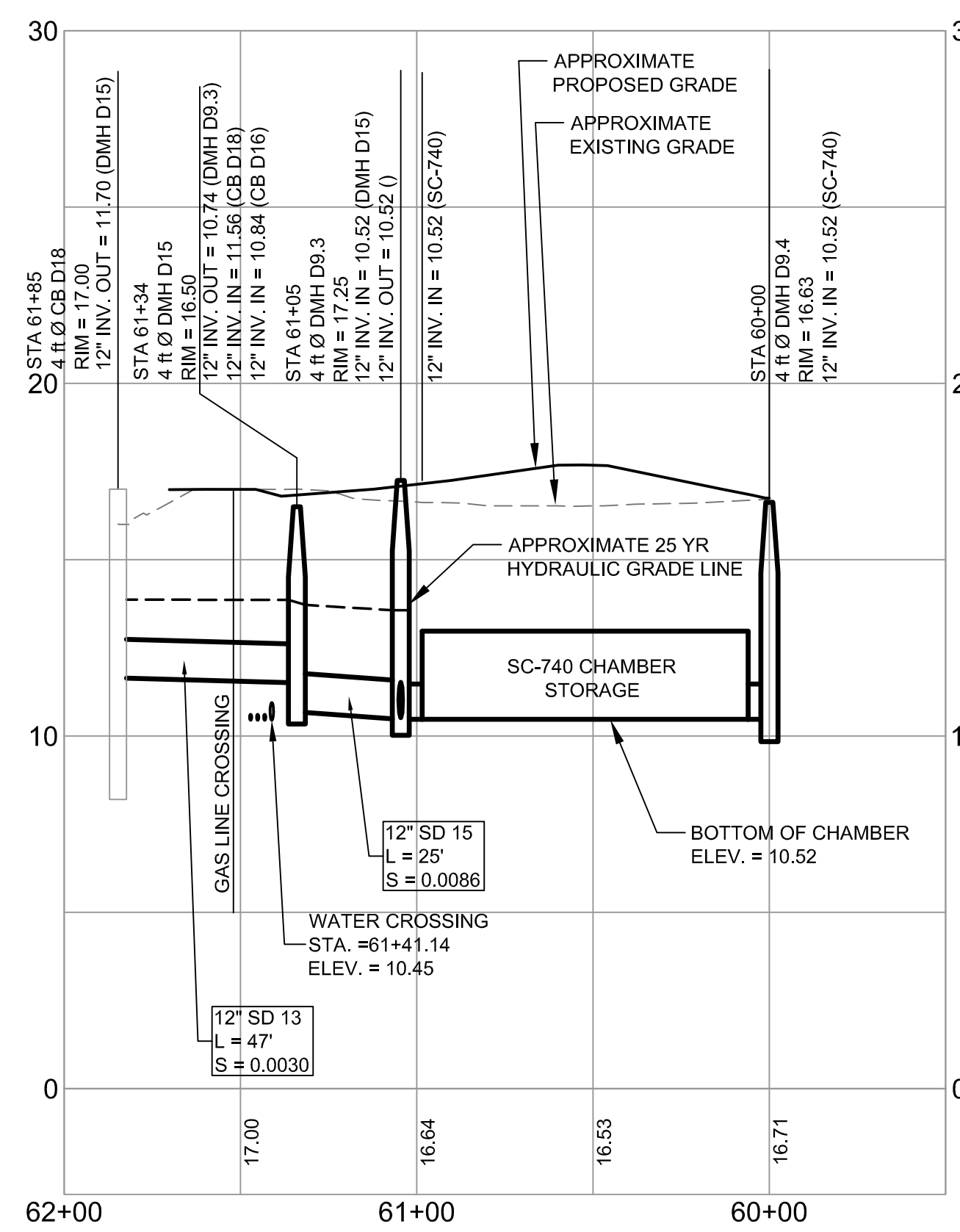
ORIENTATION SKETCH

N.T.S.



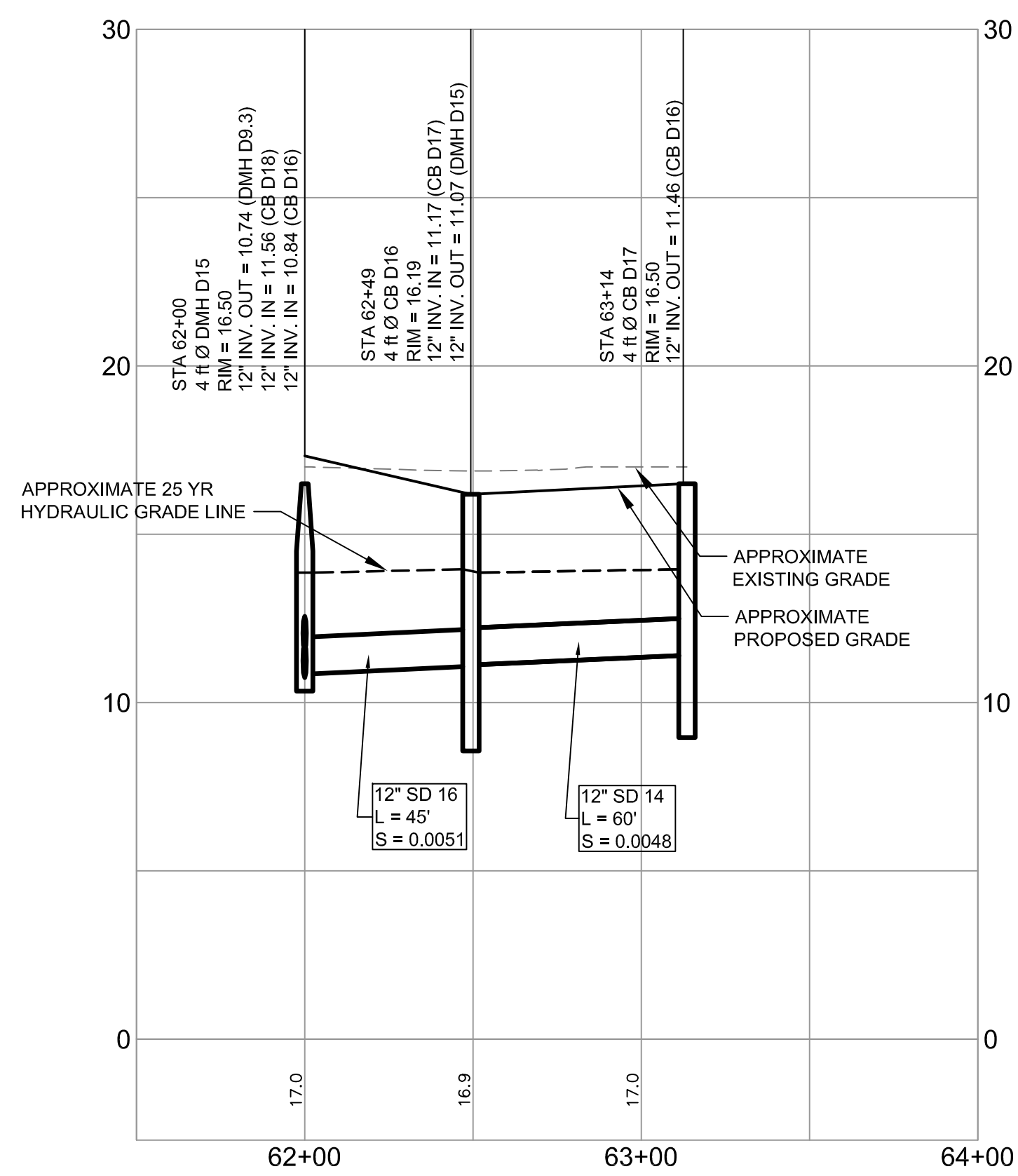
STORM DRAIN PROFILE - D13 TO ZONE D STORMTECH CHAMBER STORAGE SYSTEM

SCALE: H 1" = 40'
V 1" = 4'



STORM DRAIN PROFILE - D18 TO ZONE D STORMTECH CHAMBER STORAGE SYSTEM

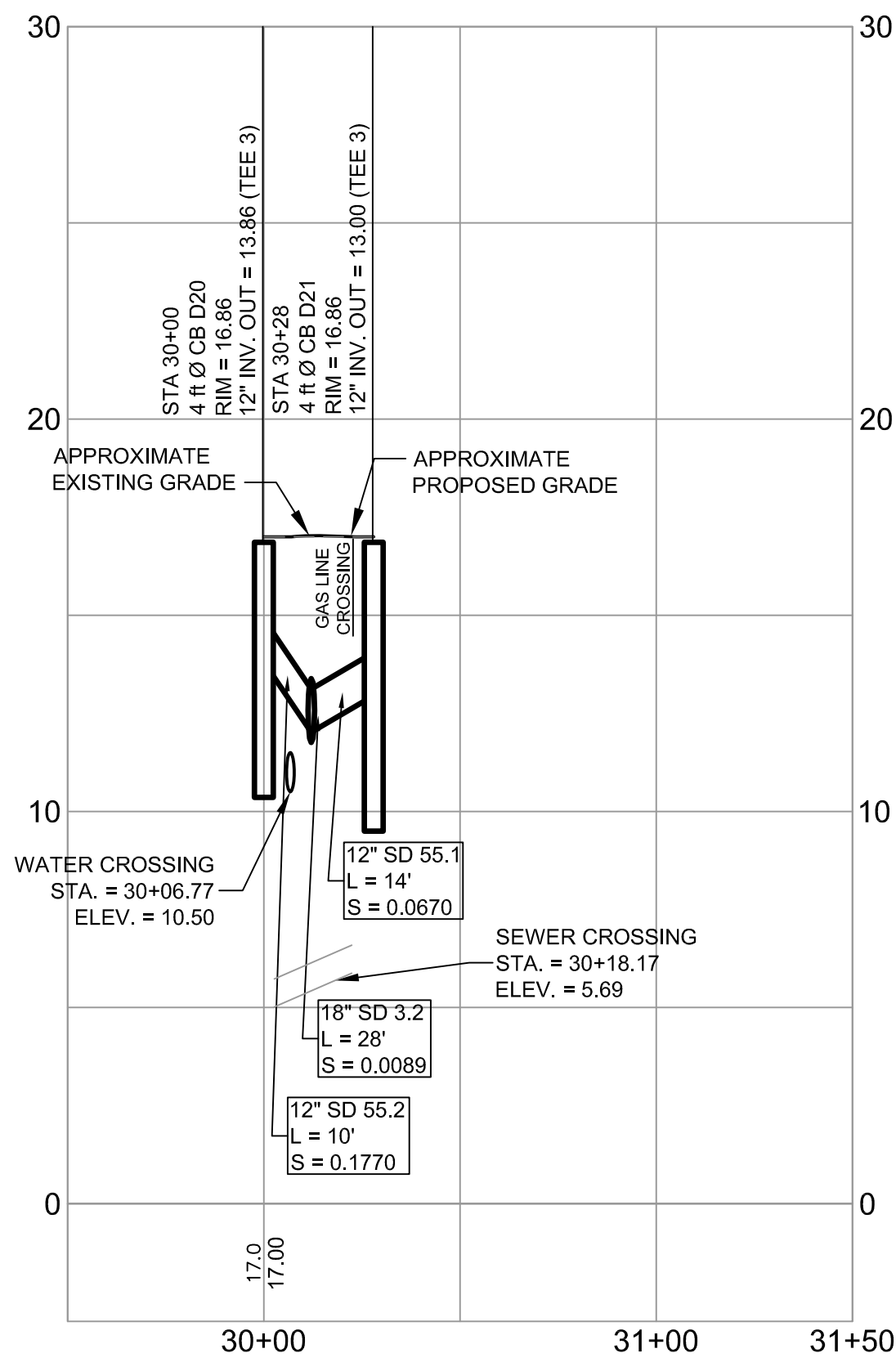
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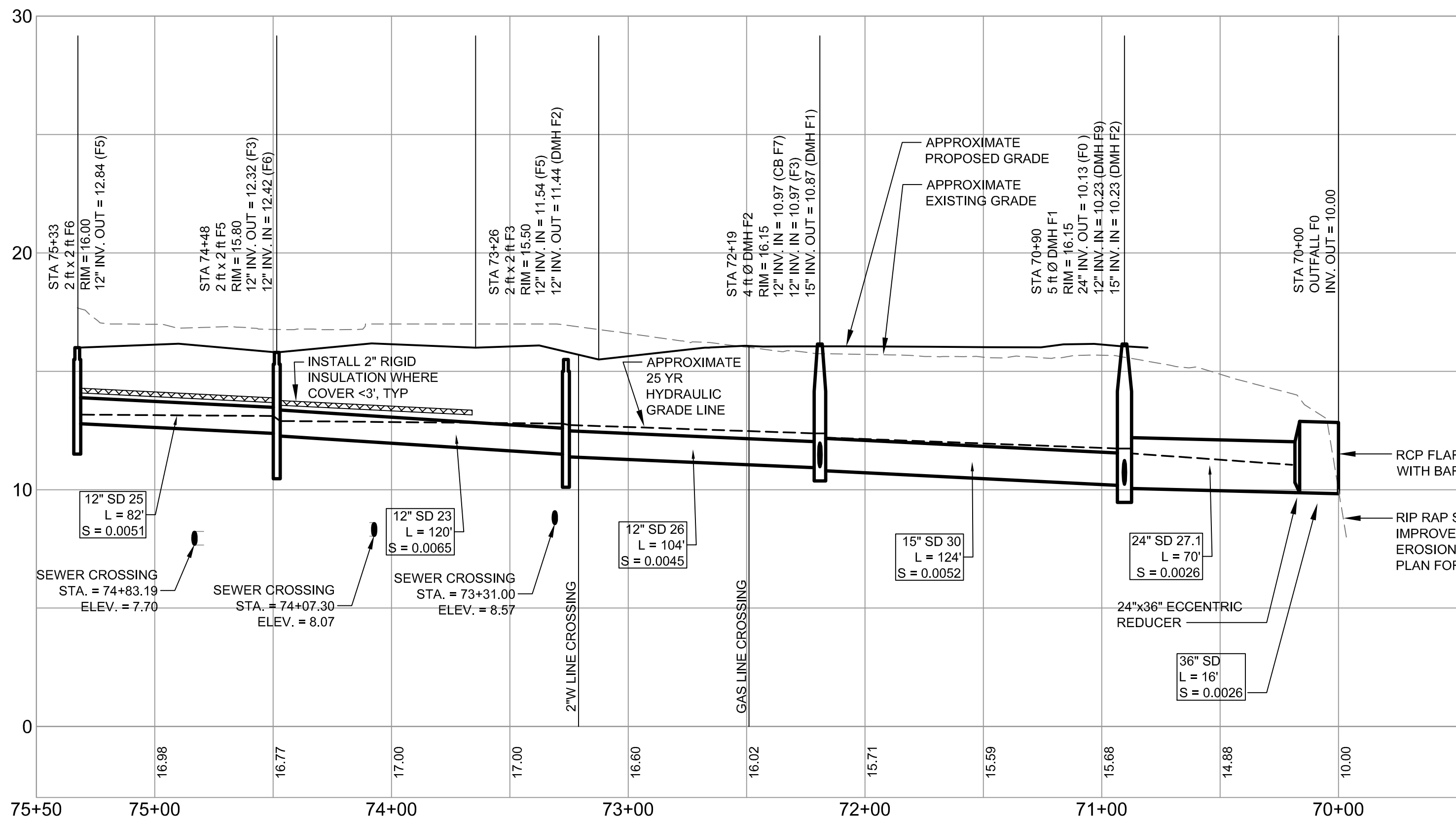
STORM DRAIN PROFILE - D16 TO D15

SCALE: H 1" = 40'
V 1" = 4'

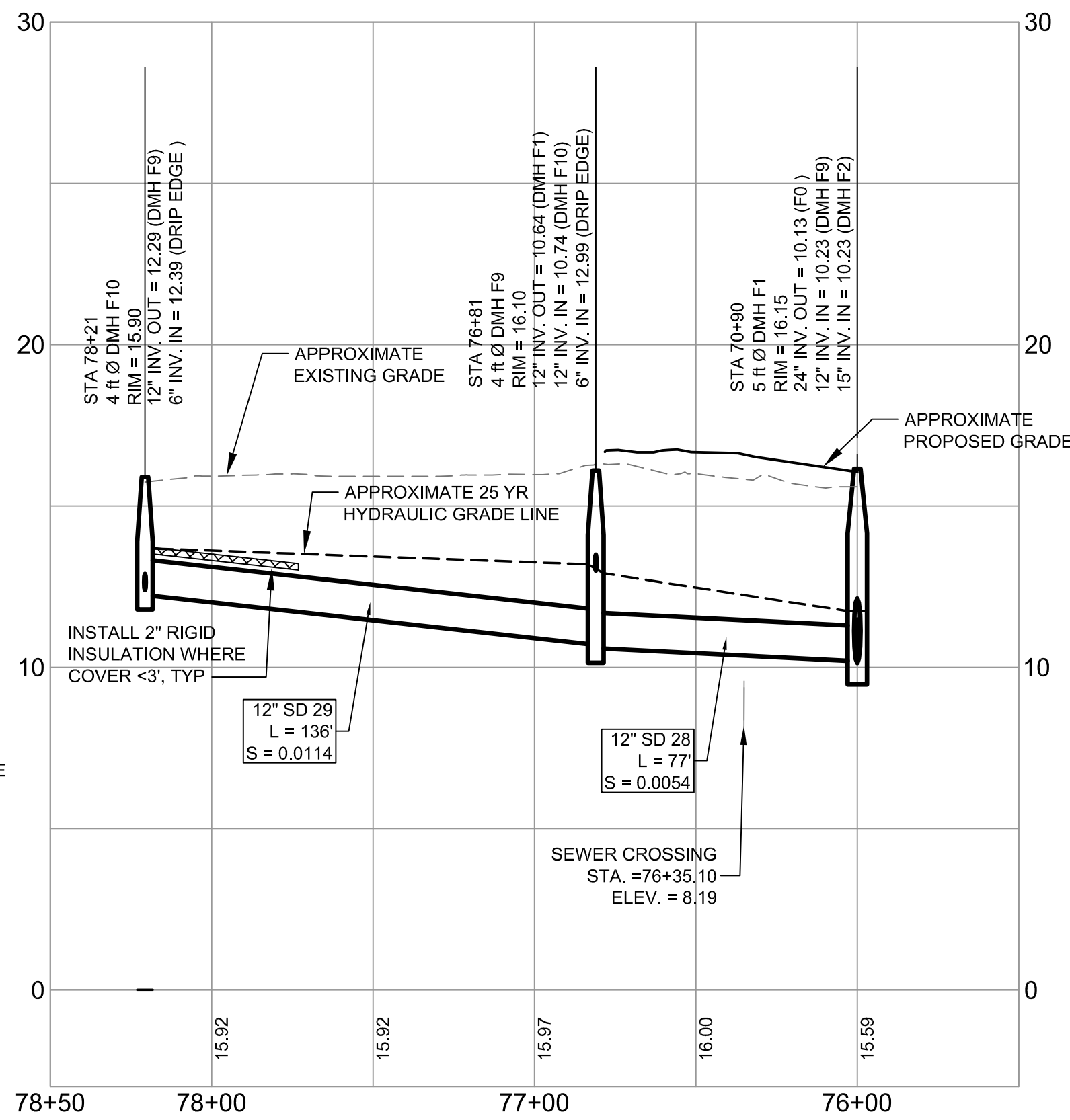
					PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT			
			SHEET TITLE STORM DRAIN PROFILES ZONE D		CLIENT FOREFRONT PARTNERS LP		DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-B5 PROFILE SD SHEET	
			DATE: APRIL 2015 SCALE: 1" = 40'				DATE: APRIL 2015 SCALE: 1" = 40'	
							JOB NO. 2982.05	
							C-12.0	



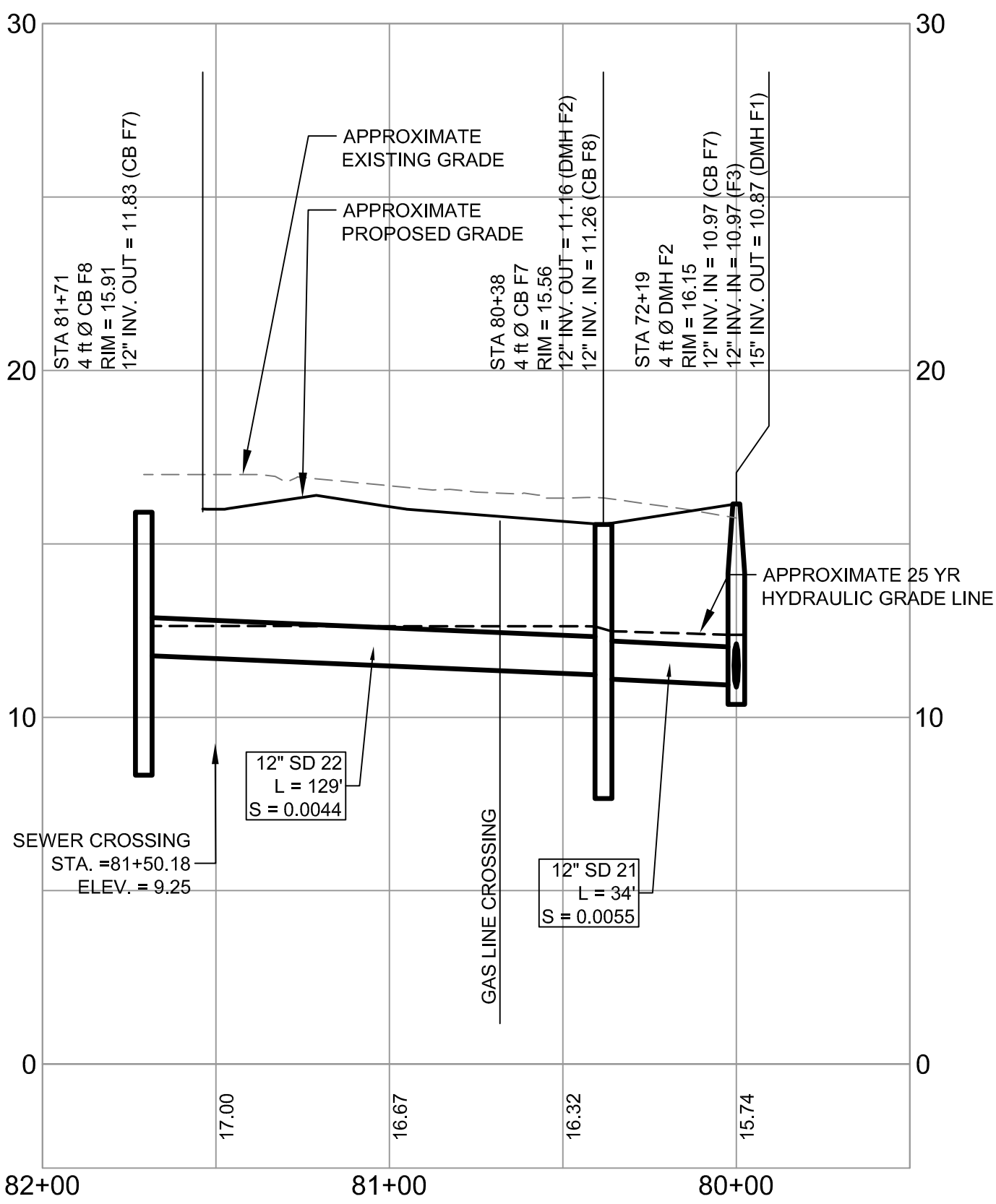
STORM DRAIN PROFILE - D20 TO TEE
SCALE: H 1" = 40'
V 1" = 4'



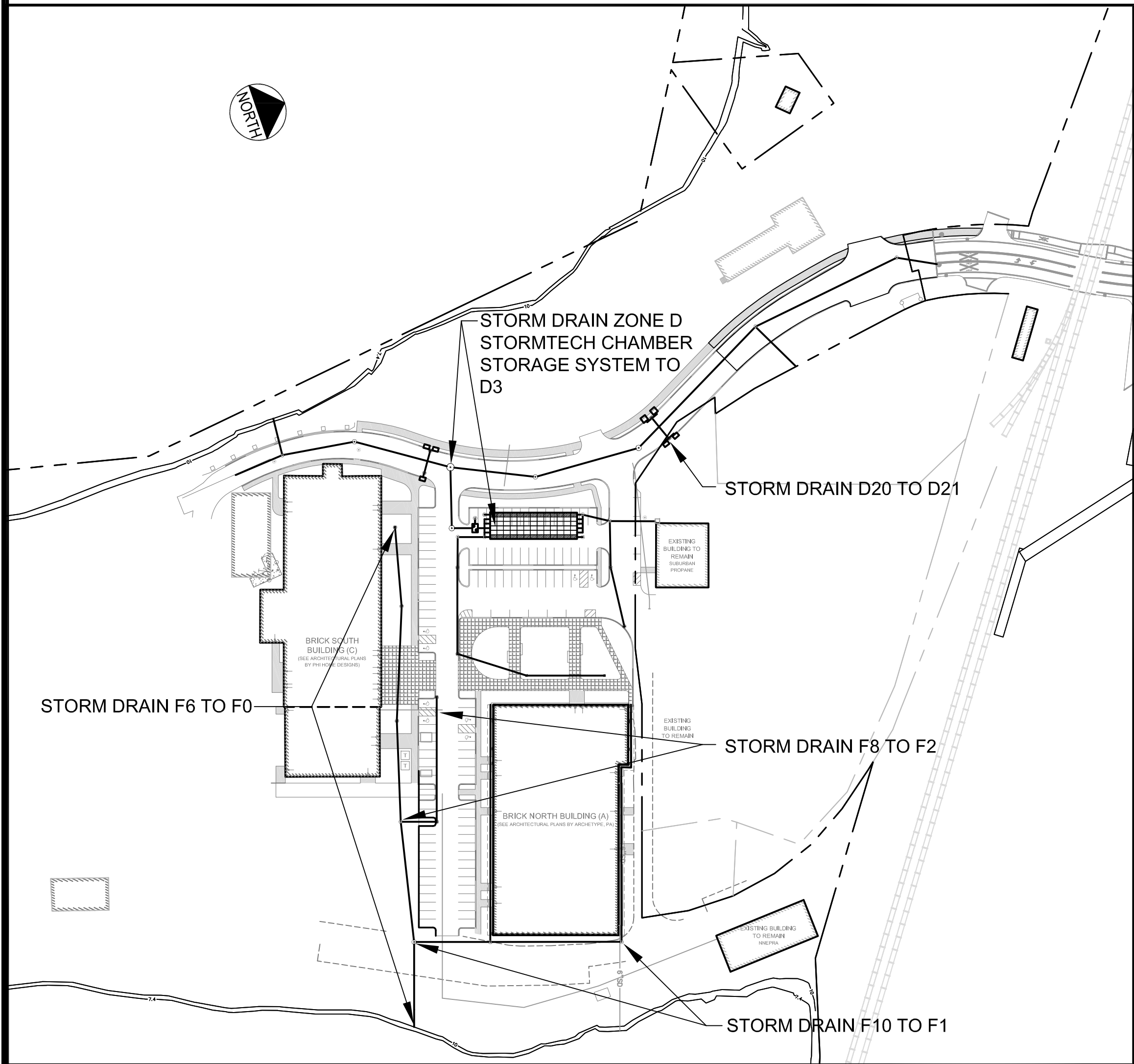
STORM DRAIN PROFILE - F6 TO F0
SCALE: H 1" = 40'
V 1" = 4'



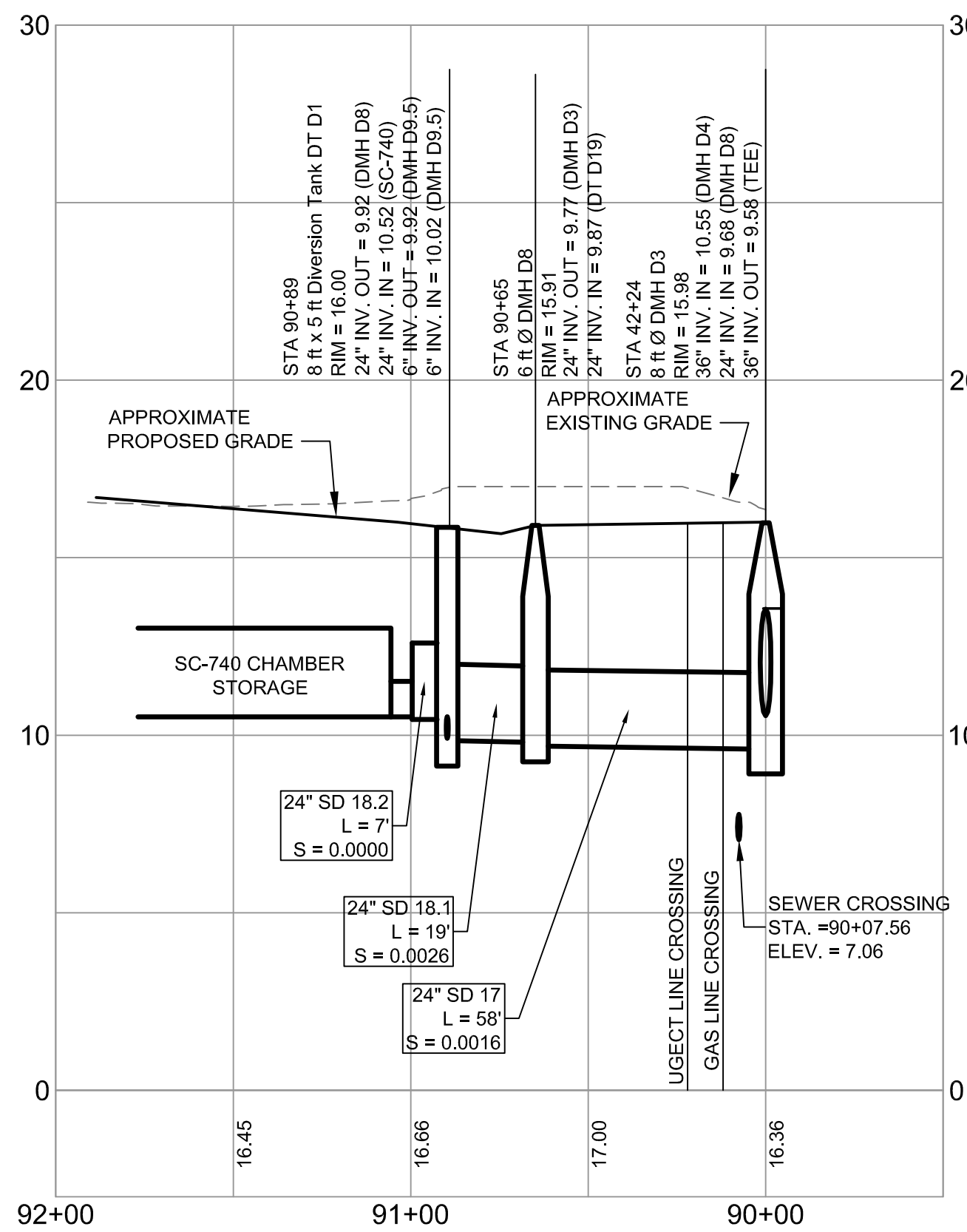
STORM DRAIN PROFILE - F10 TO DMH F1
SCALE: H 1" = 40'
V 1" = 4'



STORM DRAIN PROFILE - CB F8 TO DMH F2
SCALE: H 1" = 40'
V 1" = 4'

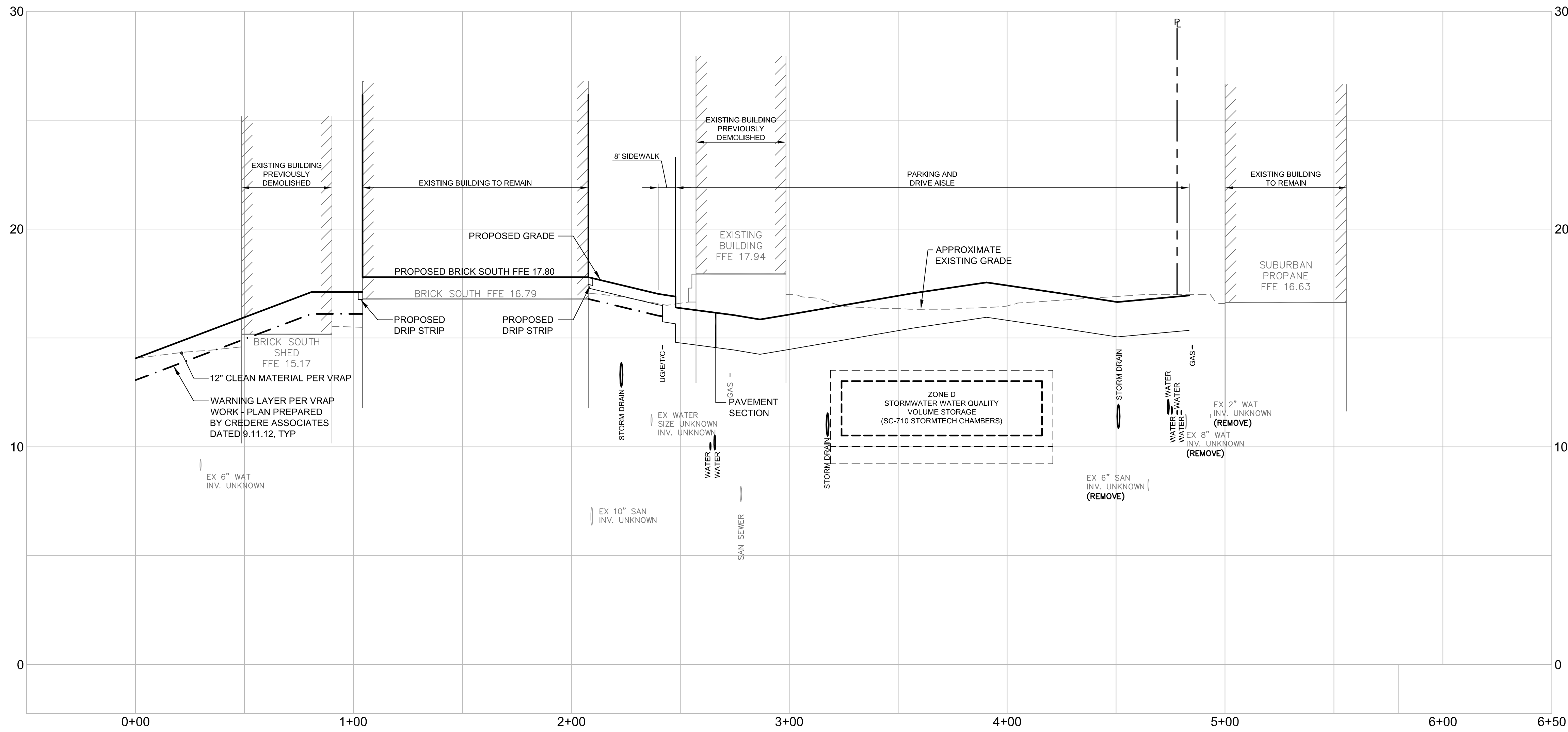


ORIENTATION SKETCH
N.T.S.



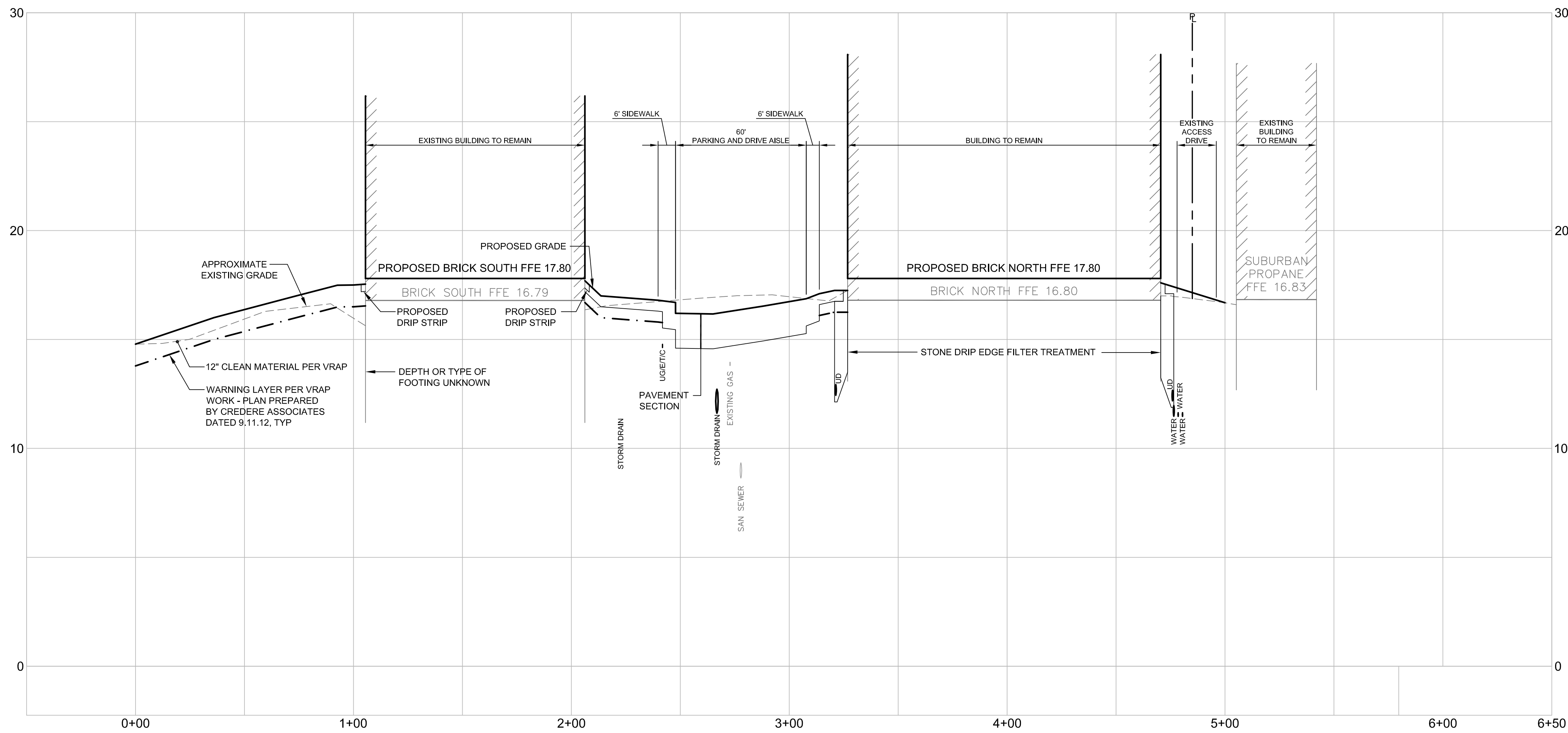
STORM DRAIN PROFILE - ZONE D STORMTECH CHAMBER
STORAGE SYSTEM TO D3
SCALE: H 1" = 40'
V 1" = 4'

1			09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN	P.E. BOB KENNEDY No. 11984 LIC. #11594	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	DRAWN: DEB DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS PROFILE SD SHEET	DATE: APRIL 2015 SCALE: 1" = 40' JOB NO. 2982.05 C-12.1
REV			DATE	DESCRIPTION				
				REVISIONS				



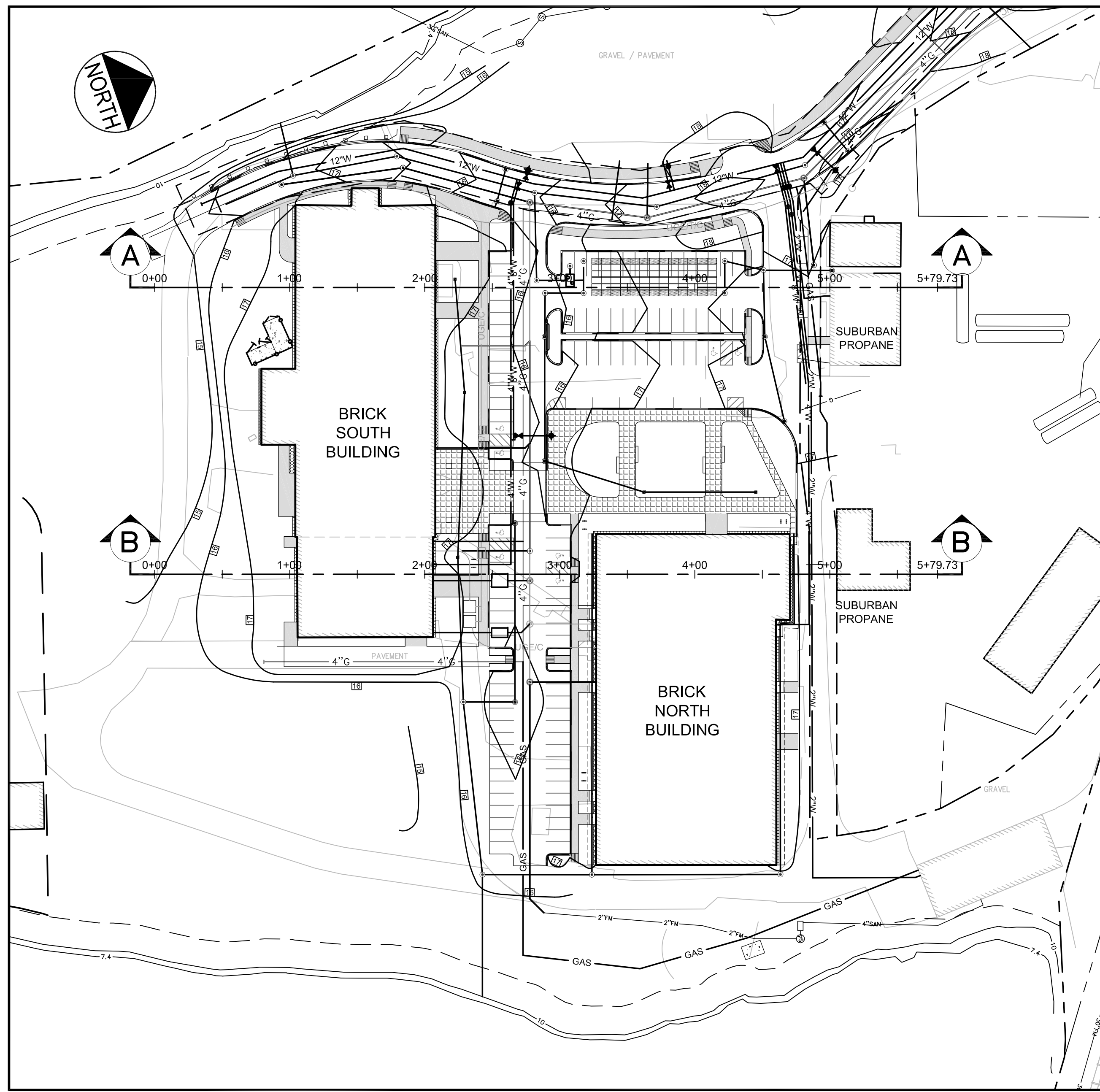
SITE SECTION A-A

SCALE: H 1" = 30'
V 1" = 3'



SITE SECTION B-B

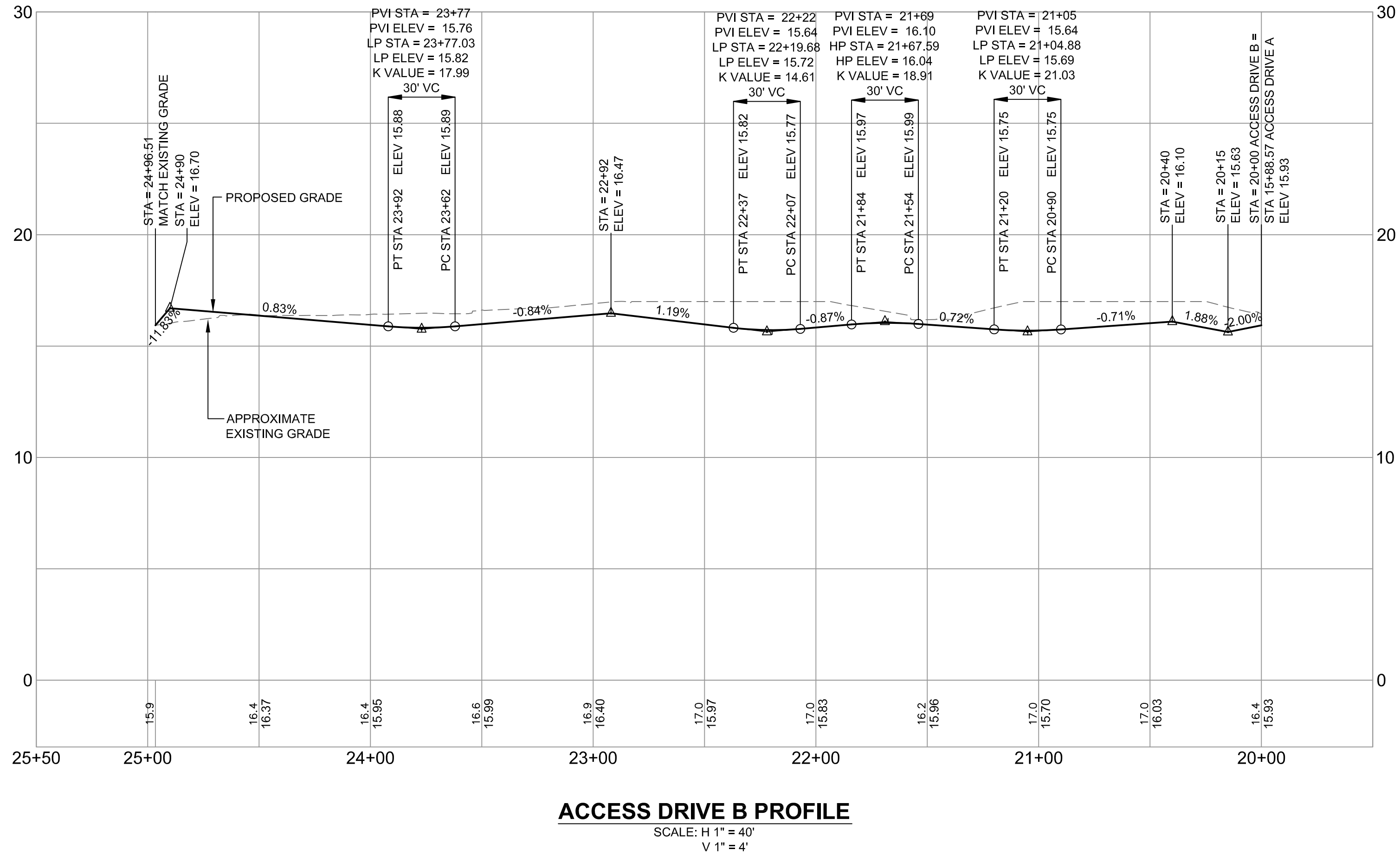
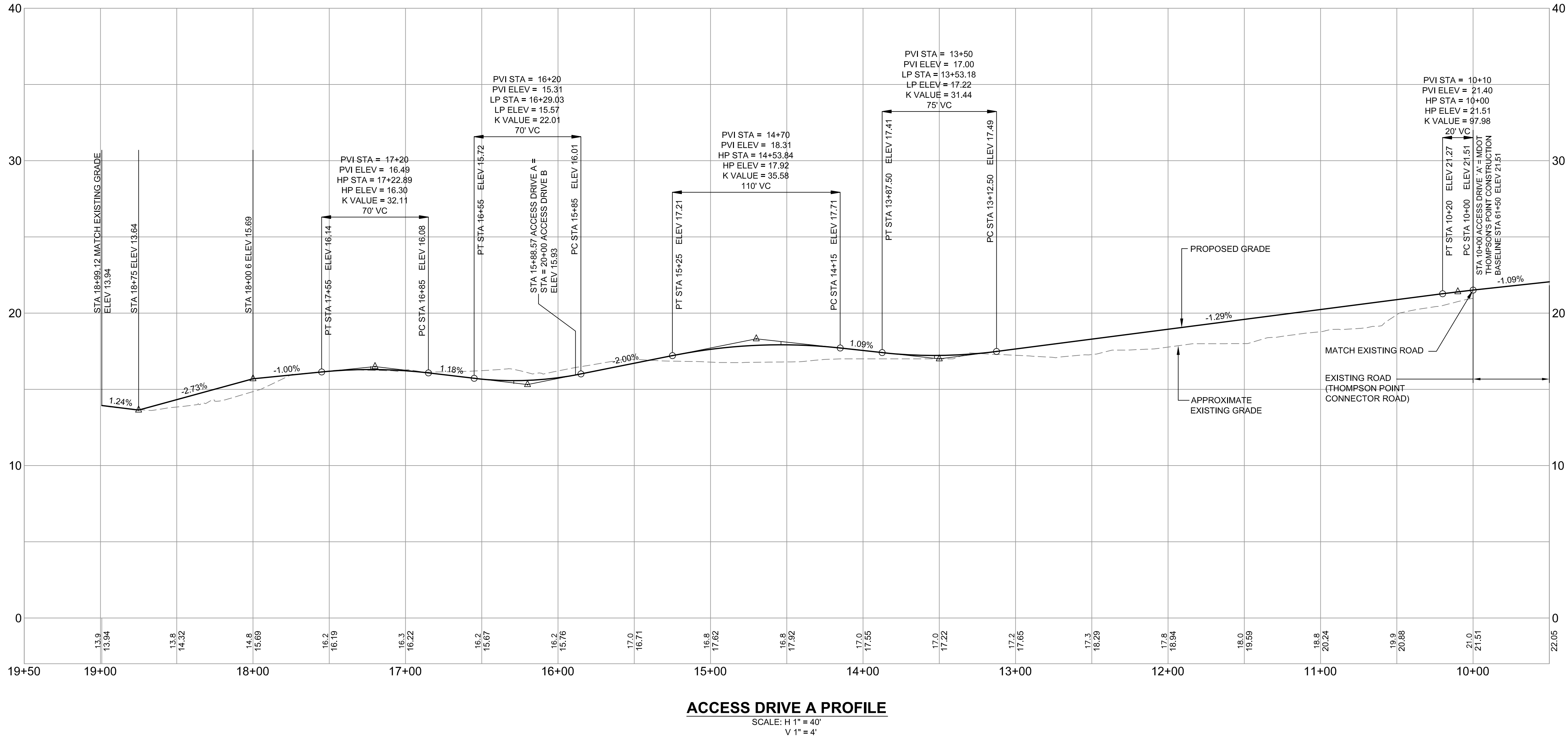
SCALE: H 1" = 30'
V 1" = 3'



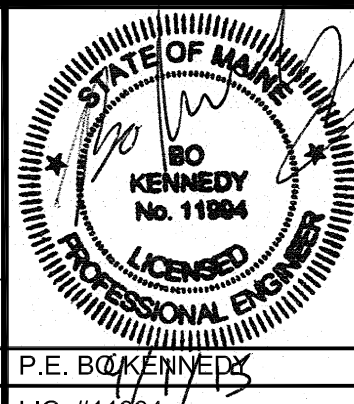
ORIENTATION SKETCH

N.T.S.

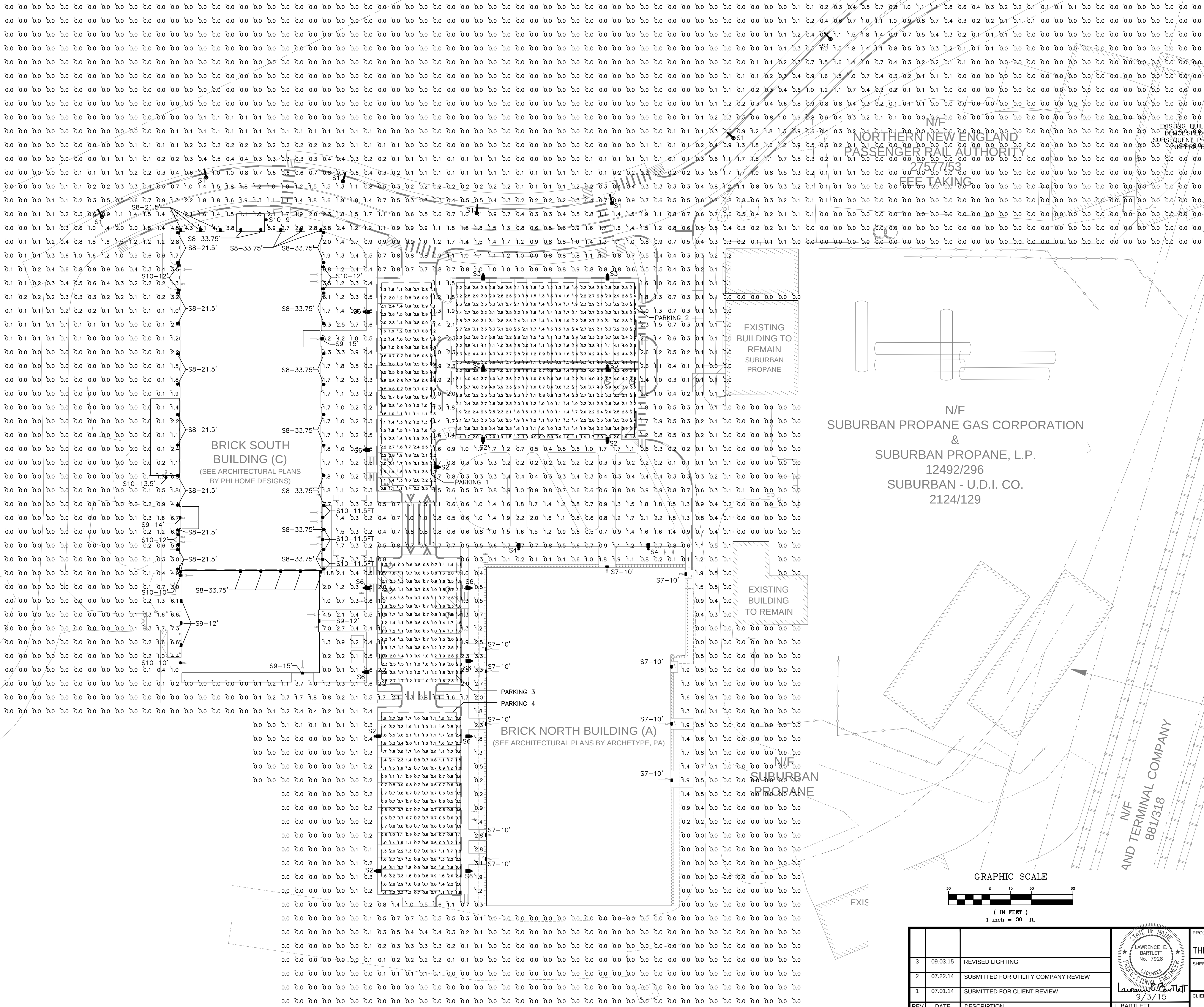
			PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 6, SOUTH PORTLAND, ME 04106	
SHEET TITLE				DRAWN: DED DATE: APRIL 2015 DESIGNED: BEK SCALE: AS NOTED CHECKED: SRB JOB NO. 2982.05 FILE NAME: 2982.05-BS SITE SECTIONS SHEET C-13.0		
SITE SECTIONS						
CLIENT						
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION		FOREFRONT PARTNERS I, LP		
REV	DATE	DESCRIPTION				
REVISIONS						



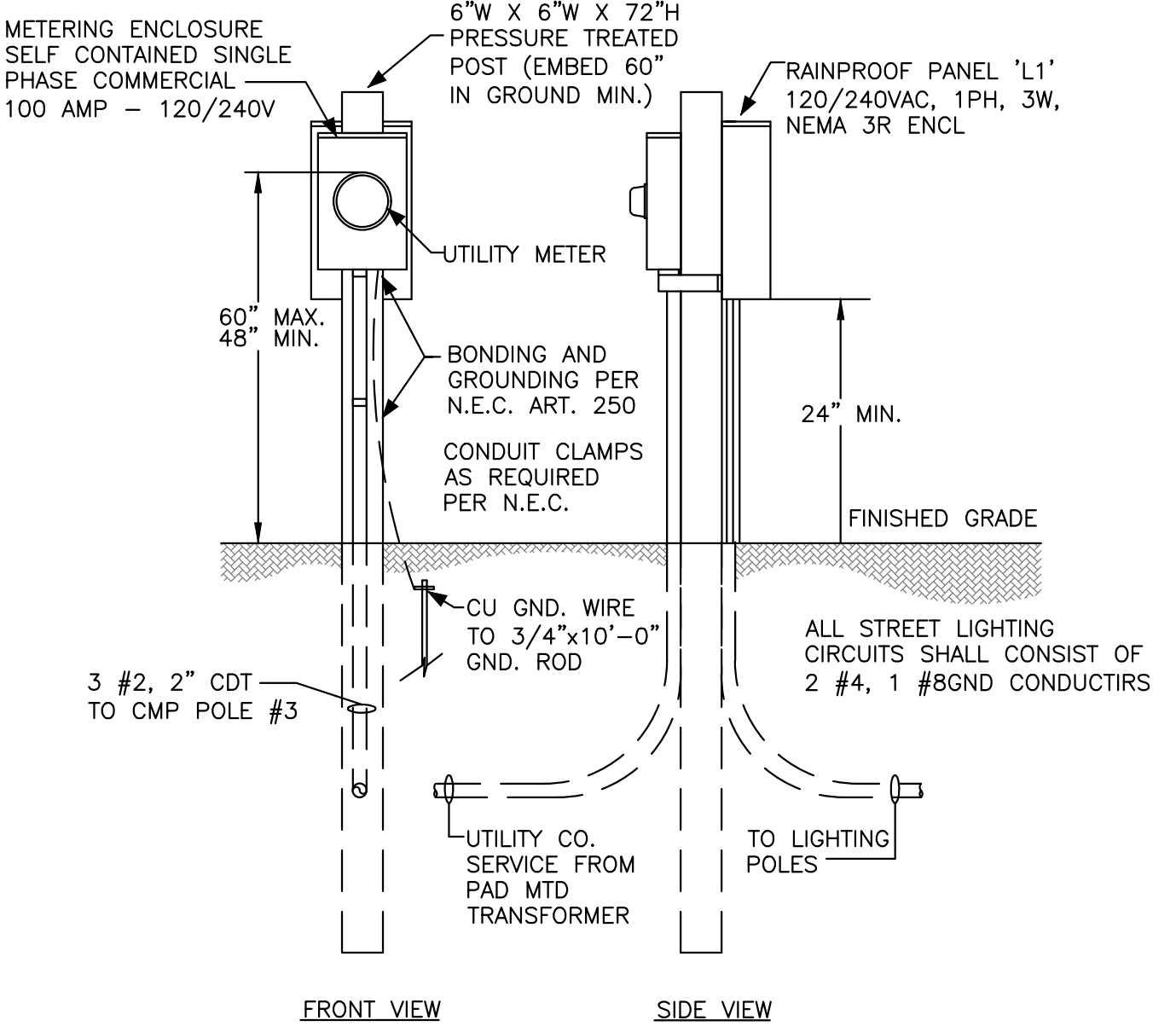
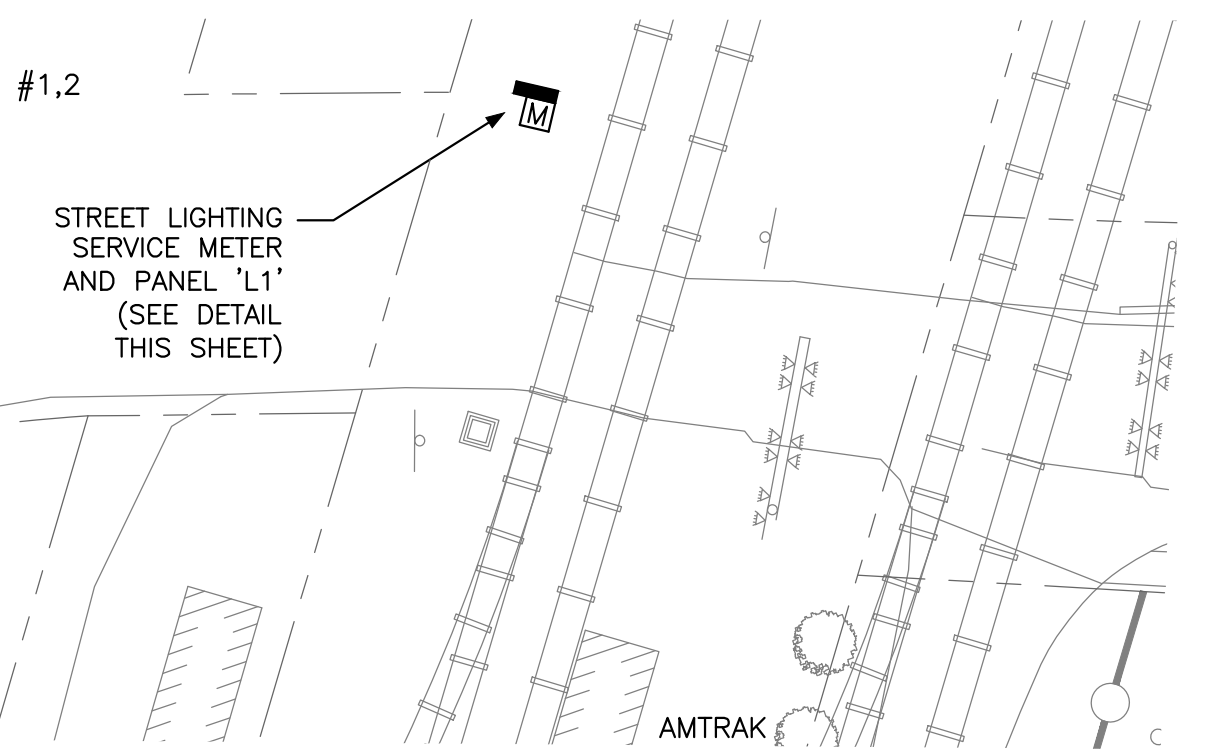
PRELIMINARY - NOT FOR CONSTRUCTION

1 09.01.15 FINAL BRICK SOUTH LEVEL III SITE PLAN			 P.E. BOB KENNEDY LIC. #11984	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE ACCESS DRIVE PROFILES		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 6, SOUTH PORTLAND, ME 04106	
REV. DATE DESCRIPTION REVISIONS				CLIENT		DRAWN: DED DATE: APRIL 2015	
				FOREFRONT PARTNERS I, LP		DESIGNED: BEK SCALE: AS NOTED	
						CHECKED: SRB JOB NO. 2982.05	
					FILE NAME: 2982.05-BN-PROFILE ROADWAY		
					SHEET C-14.0		

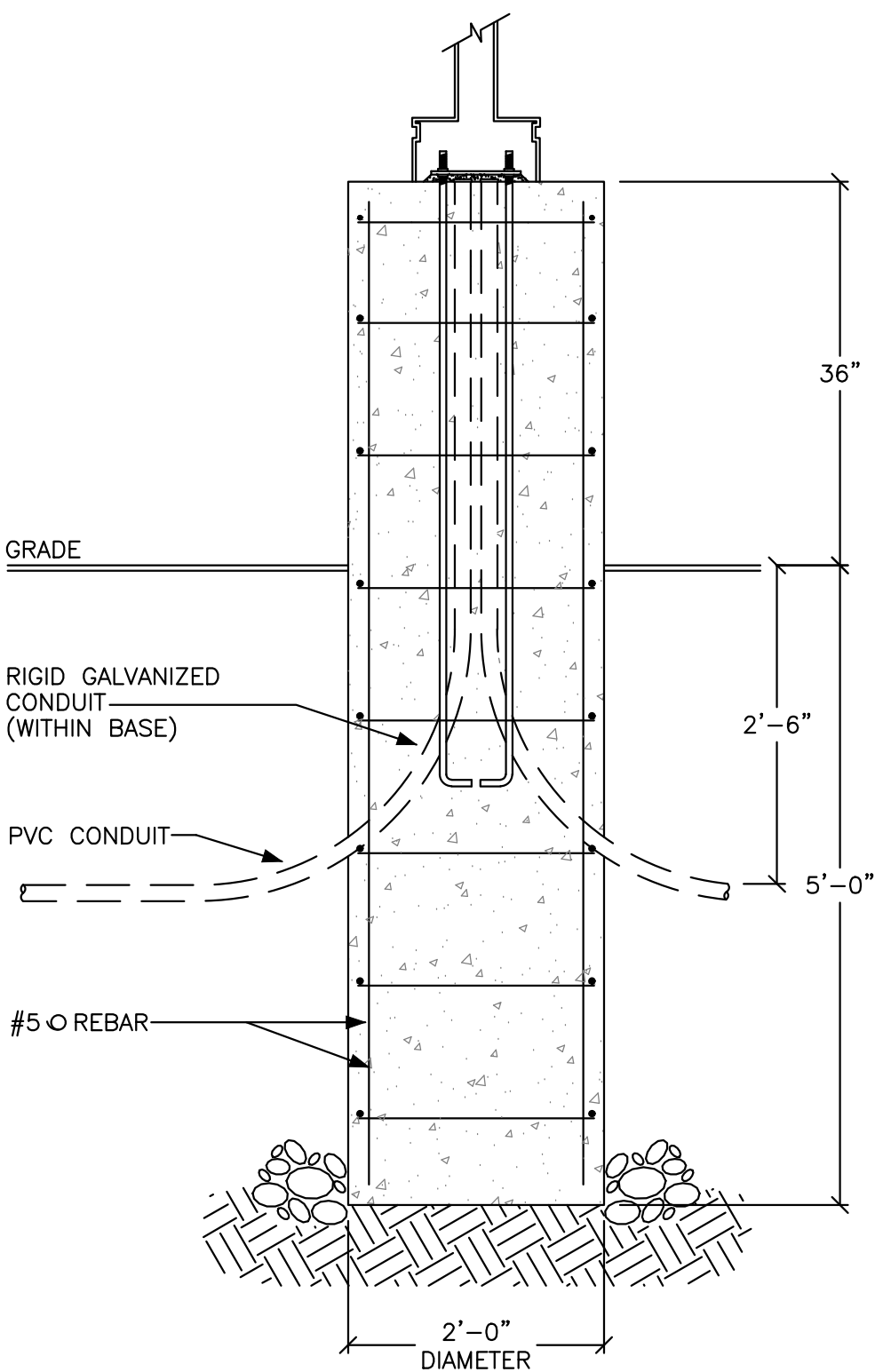
PHOTOMETRIC LIGHTING PLAN NOTES:
1. CALCULATIONS REPRESENT INITIAL FOOTCANDLE LEVELS AT GRADE.
2. CALCULATION STATISTICS:
PARKING 1 AVE 1.31 MAX 3.6 MIN 0.5 A.M. 2.62:1 X.M. 7.20:1
PARKING 2 AVE 2.50 MAX 4.4 MIN 0.6 A.M. 4.17:1 X.M. 7.33:1
PARKING 3 AVE 1.44 MAX 3.0 MIN 0.5 A.M. 2.88:1 X.M. 6.00:1
PARKING 4 AVE 1.30 MAX 3.6 MIN 0.5 A.M. 2.60:1 X.M. 7.20:1



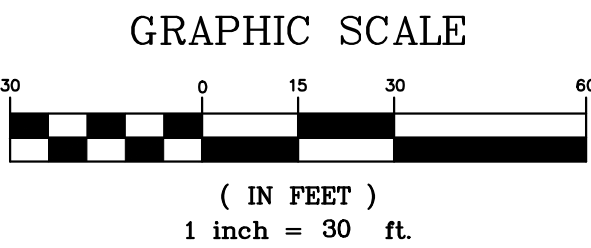
- PHOTOMETRIC LIGHTING PLAN NOTES:
1. CIRCUIT PARKING LOT LIGHTING POLES TO TWO SPARE CIRCUIT BREAKER (CKT #B & #C) IN THE NEAREST PANEL WITHIN BRICK NORTH WITH 2 #6, 1 #8GND, IN A 1-1/2"CDT.
 2. CIRCUIT ALL BUILDING MOUNTED LIGHTS ON BRICK NORTH TO A SPARE CIRCUIT BREAKER (CKT #A) IN THE NEAREST PANEL 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 CIRCUIT 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.



STREET LIGHTING SERVICE METER DETAIL
NOT TO SCALE



LIGHTING POLE BASE DETAIL
NOT TO SCALE



PRELIMINARY

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

FST FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

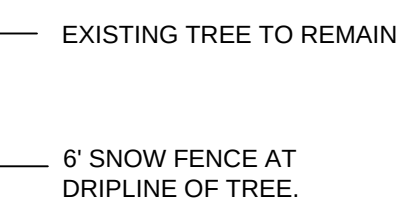
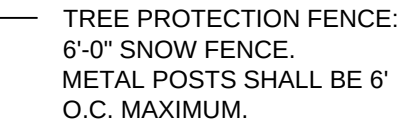
REV	DATE	DESCRIPTION	REVISIONS
3	09.03.15	REVISED LIGHTING	
2	07.22.14	SUBMITTED FOR UTILITY COMPANY REVIEW	
1	07.01.14	SUBMITTED FOR CLIENT REVIEW	

PROJECT	BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	SITE LIGHTING PLAN
CLIENT	FOREFRONT PARTNERS I, LP

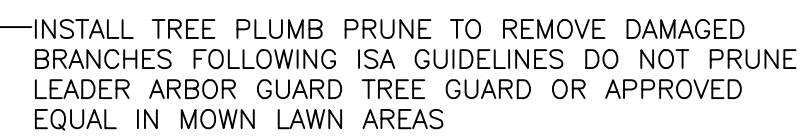
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DESIGNED: LEB	SCALE: 1" = 30'-0"
CHECKED: LEB	JOB NO. 2982.05
FILE NAME:	
SHEET E2.1	

Plan 82

PLANT SCHEDULE - SHRUBS						
QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
132	AU	<i>ARCTOSTAPHYLOS UVA-URS</i>	BEARBERRY	#3	CONT	X
40	CP	<i>COMPTONIA PEREGRINA</i>	SWEETFERN	#2	CONT	X



NOTE:
TREE PROTECTION FENCING TO
REMAIN FOR DURATION OF PROJECT
UNLESS OTHERWISE DIRECTED BY
LANDSCAPE ARCHITECT



- 1 1/2" NYLON WEBBING TIE OR APPROVED
EQUAL

— SPREAD 3" MULCH LAYER TO FULL EXTENT OF CIRCULAR PIT LEAVING 3" BETWEEN MULCH AND ROOT FLARE

- 2" x 3" x 10' PINE STAKES. 2 PER TREE ORIENTED IN EAST/WEST DIRECTION. DO NOT OVERTIGHTEN.

— FORM A 6" DEEP SAUCER AROUND THE TREE FOR WATERING

- PLACE MINIMUM OF 2 FERTILIZER PACKETS NEAR BUT NOT TOUCHING ROOTS

— 6" TO 8" DEEP PLANTING SOIL MIX

— GEOTEXTILE MARKING LAYER, REFER TO
VRAP WORK PLAN PREPARED BY CREDE
ASSOCIATES DATED 9/11/12

— PLACE ROOTBALL ON UNDISTURBED SUBSOIL. CUT AND REMOVE ALL STRINGS, ROPE, SUEDE, AND WIRE.

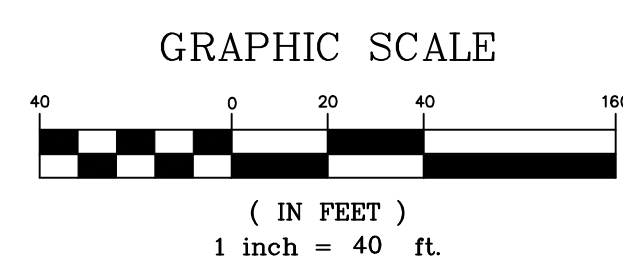
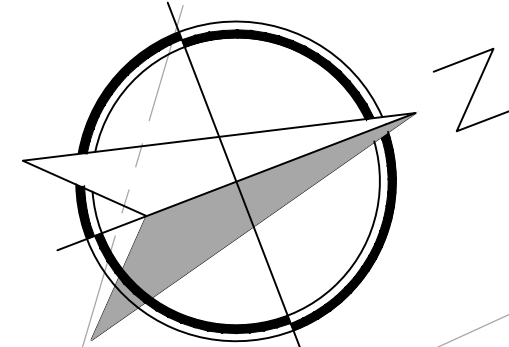
—UNDISTURBED SUBGRADE, IN SITU

NOTE: SET ROOT FLARE 2" ABOVE FINISHED GRADE

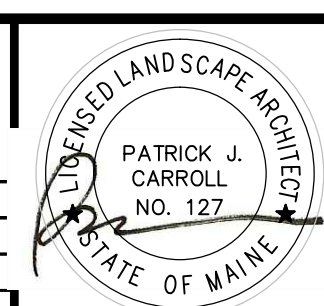
SCALE: N.T.S.

SCALE: N.T.S

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 REMUNERATION. 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.



CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
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PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

[illegible]

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

LANDSCAPE PLAN

FOREFRONT PARTNERS I, LP

FAY, SPOFFORD & THORNDIKE
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DRAWN: -	DATE: SEPTEMBER 1, 2015
DESIGNED: -	SCALE: -
CHECKED: -	JOB NO. -
FILE NAME: CA-LANDSCAPE-PLAN.DWG	
SHEET L-1.0 -	



Memorandum
Planning and Urban Development Department
Planning Division

To: Elizabeth Boepple, Chair and Members of the Portland Planning Board

From: Nell Donaldson, Planner

Date: November 19, 2015

Re: **Recommendation to Table – West Port Lofts, 22 Tate Street**

The Planning Authority recommends that the planning board table the final site plan and subdivision review for the West Port Lofts at 22 Tate Street to the public hearing scheduled for December 15, 2015.