

1. Legal Ad

Documents: [PB LEGAL AD 12-15-15.PDF](#)

2. Agenda

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3. 22-28 Tate Street

3.I. Report

Documents: [TATE STREET - 22-28 \(REPORT\).PDF](#)

3.II. Report Attachments

Documents: [TATE STREET - 22-28 \(REPORT ATTACHMENTS\).PDF](#)

3.III. Applicants Submittal

Documents: [TATE STREET - 22-28 \(APPLICANTS SUBMITTAL\).PDF](#)

3.IV. Plans

Documents: [TATE STREET - 22-28 \(PLANS\).PDF](#)

3.V. Public Comment

Documents: [TATE STREET - 22-28 \(PUBLIC COMMENT\).PDF](#)

4. 117 Preble Street

4.I. Report

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

4.II. Report Attachments

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

4.III. Applicants Submittal

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

4.IV. Applicants Submittal After Workshop Meeting

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

4.V. Plans

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

5. Morrills Crossing

5.I. Report

Documents: [MORRILLS CORNER \(REPORT\).PDF](#)

5.II. Attachments

Documents: [MORRILLS CORNER \(ATTACHMENTS\).PDF](#)

5.III. Public Comment

Documents: [MORRILLS CORNER \(PUBLIC COMMENT\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, December 15, 2015, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

Public Hearing – 6:30 p.m.

Old Business

- i. Level III Subdivision and Site Plan; 22-28 Tate Street; Tate Street Partnership, LLC., Applicant. (6:30 – 7:30 p.m. estimated time) The Board will hold a public hearing 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.

New Business

- i. Level III Subdivision and Site Plan; 117 Preble Street; Schlotterbeck Block, LLC., Applicant. (7:30 - 8:30 p.m. estimated time) The Board will hold a public hearing 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.
- ii. Zoning Map Amendments; Morrill's Corner; City of Portland, Applicant. (8:30 p.m. estimated time) The Board will hold a public hearing to consider zoning map amendments for the Morrill's corner area. The proposal is to extinguish the Conditional Rezoning Agreement (C-36) that was adopted on November 29, 2004 by the City Council for the Packard Development and to rezone the underlying property as it had been previously zoned to Industrial I-L, Residential R-5, and Business B-2.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD

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

**AGENDA
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There is no workshop portion of this meeting.

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 DECEMBER 8, 2015:

Afternoon and Evening Public Hearings: All members were present.

4. REPORT OF DECISIONS AT THE MEETING HELD ON DECEMBER 8, 2015:

- i. Level III Subdivision Amendment, City of Portland, Applicant, and Level III Site Plan; Portland Technology Park; Rand Road; Patrons Oxford Insurance Co., Applicant. Dundon moved and Morrisette seconded a motion to approve the amended subdivision plat subject to one condition of approval. Vote: 6-0. Dundon moved and Morrisette seconded a motion to approve the site plan with seven conditions of approval. Vote: 6-0.
- ii. Level III Site Plan; 802 Ocean Avenue; Lenity Architecture, LLC., Applicant. Dundon moved and Hall seconded a motion that denies the request to waive the requirement of bicycle racks for 10 bicycles. Vote: 5-1 (Eaton). Dundon moved and Hall seconded a motion that waives the requirement for a Traffic Demand Management Plan. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the Site Plan with 12 conditions of approval. Vote: 6-0.
- iii. Level III Site Plan and Subdivision; 101 York Street; J.B. Brown & Sons, Applicant. Dundon moved and Hall seconded a motion to find the proposed setback of greater than 5 feet on York Street complies with the B-3 (Sec. 14-220 (c) subject to one condition. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the driveway separation requirement with one condition to maximize driveway separation by narrowing the adjacent driveway to 20 feet. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the illumination level to allow 1.25 footcandles at the property line. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the required number of street trees with a contribution of \$4,400 to Portland's tree fund. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the subdivision plan with 3 conditions of approval. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the site plan with 13 conditions of approval as amended. Vote: 6-0.

- iv. Level III Site Plan and Subdivision; 26-32 Thomas Street; 32 Thomas Street, LLC., Applicant. Dundon moved and Hall seconded a motion to waive the parking aisle width to 21 feet. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the subdivision plan with one condition of approval. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the site plan with eight conditions of approval. Vote: 6-0.

5. OLD BUSINESS

- i. Level III Subdivision and Site Plan; 22-28 Tate Street; Tate Street Partnership, LLC., Applicant. (6:30 – 7:30 p.m. estimated time) The Board will hold a public hearing 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.

6. NEW BUSINESS

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- ii. Rescind C-36 and Zoning Map Amendments; Morrill's Corner; City of Portland, Applicant. (8:30 p.m. estimated time) The Board will hold a public hearing to consider zoning map amendments for the Morrill's corner area. The proposal is to extinguish the Conditional Rezoning Agreement (C-36) that was adopted on November 29, 2004 by the City Council for the Packard Development and to rezone the underlying property as it had been previously zoned to Industrial I-L, Residential R-5, and Business B-2.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD

PLANNING BOARD REPORT PORTLAND, MAINE



West Port Lofts, 8-unit Condominium Development
22-28 Tate Street
Level III Site Plan and Subdivision Review
2015-182
Tate Street Partnership, LLC

Submitted to: Portland Planning Board Date: December 10, 2015 Public Hearing Date: December 15, 2015	Prepared by: Nell Donaldson, Planner CBLs: 044-E-15, 17, and 19 Project #: 2015-182
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I. INTRODUCTION

Peter Bass of Tate Street Partnership, LLC appears before the Planning Board for a final site plan and subdivision review for an eight-unit condominium development, the West Port Lofts, on three lots at 22-28 Tate Street in the city's West End. The plans include a three-story building, eight parking spaces on a surface lot partly covered by the building, landscaping, stormwater treatment, and sidewalk improvements. The existing single family home on the site would be demolished.

This development is being referred to the Planning Board for compliance with the site plan and subdivision standards. No public workshop was held. A hearing for the project was originally planned for November 24, 2015, but was tabled to December 15, 2015 in order to allow time to resolve outstanding comments with respect to the building design. In the intervening weeks, the applicant has met with staff and modified the design to address these comments.

A total of 220 notices were sent to property owners within 500 feet of the site and a legal ad ran on November 16 and 17, 2015.

Applicant: Peter Bass, Tate Street Partnership, LLC

Consultants: Thomas Greer, Pinkham & Greer, Engineer; Owen Haskell, Surveyor; David Lloyd, Archetype, Architect

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
Aisle width – To allow a 22' aisle in the parking area <i>Supported by consulting traffic engineer.</i>	Technical Manual, <i>Section 1.14</i> , requiring that aisle width for right-angle parking be 24' per Figure I-27.
Parking dimensions – To allow four 8' 9¾" x 18' parking stalls and four 8' 6" x 18' parking stalls <i>Supported by consulting traffic engineer.</i>	Technical Manual, <i>Section 1.14</i> , requiring that standard parking space be 9' x 18'.
Sidewalk width – To allow a 4' sidewalk on Tate Street, given limited right-of-way width <i>Supported by DPW.</i>	Technical Manual, <i>Section 1.8</i> , requiring that sidewalks be a minimum of 5' in width.
Street trees – 8 units = 8 trees required. One tree proposed on site visible from street. Contribution for seven trees outstanding. <i>Supported by city arborist.</i>	Site Plan Standard, <i>Section 14-526(b)2.b(iii)</i> and Technical Manual, <i>Section 4.6.1</i> . All multi-family development shall provide one street tree per unit. Waiver permitted where site constraints prevent it, with applicant contributing proportionate amount to Tree Fund.
Review	Applicable Standards
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>

III. PROJECT DATA

Existing Zoning	R-6
Existing Use	Residential (1 unit) and surface parking
Proposed Use	Residential (8 units)
Parcel Size	6,176 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	692 SF	1,606 SF	914 SF
Building Floor Area	1,390 SF	6,408 SF	5,018 SF
Impervious Surface Area	3,445 SF	4,318 SF	873 SF
Parking Spaces	6	8	2
Bicycle Parking Spaces	0	3	3
Estimated Cost of Project	\$1.2 million		



Figures 1 and 2: 22 Tate Street from above (top) and at right looking down Tate Street (below).

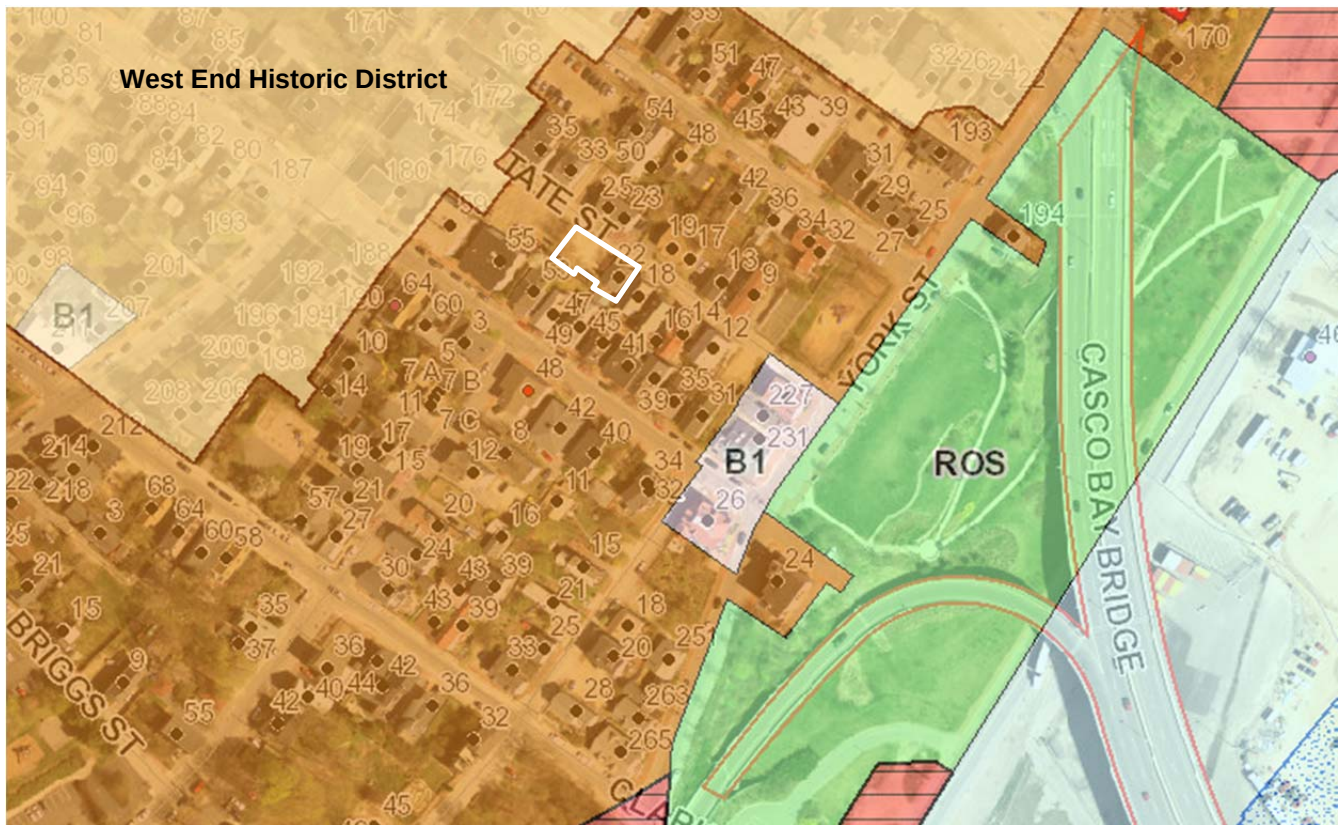


Figure 3: Tate Street zoning context

IV. EXISTING CONDITIONS

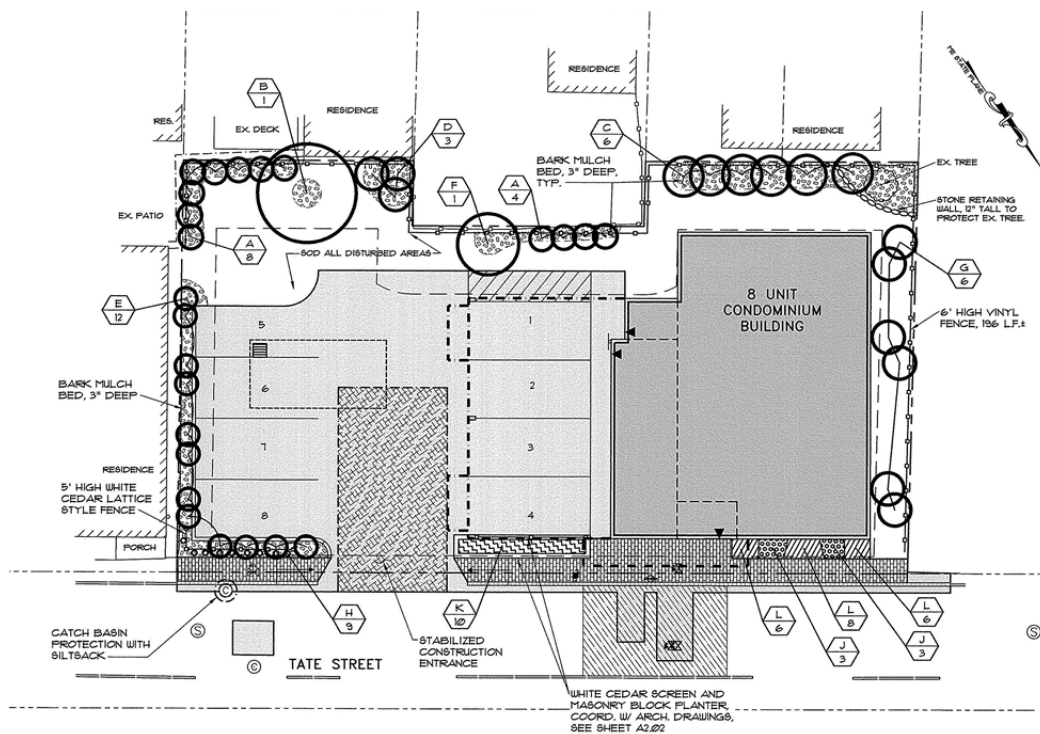
22 Tate Street is located just uphill from the Casco Bay Bridge in the city's West End, and technically consists of three separate lots under common ownership. The southerly of these lots is currently occupied by a 1½ -story single family home. The northerly two lots are vacant and provide gravel parking associated with the home. There is one curb cut and a bituminous sidewalk on the site. Tate Street is a narrow street with a 20' right-of-way supporting one-way traffic to the southeast.

The site lies in an R-6 zone and is surrounded by residential uses on all sides, including both single and multi-family homes. The West End Historic District lies 90 feet to northwest. A small B-1 zone sits at the bottom of Tate Street southeast of the site.

V. PROPOSED DEVELOPMENT

The applicant's plans show an eight-unit condominium building with common access from an entrance on Tate Street. The first floor unit would also have access from the rear. The plans also include eight parking spaces with access via a 18' curb cut from Tate Street. New brick sidewalks and landscaping are proposed on the Tate Street frontage. Landscaping is also proposed at the rear and sides of the site. The applicant has proposed stormwater treatment in an underground storage chamber in the parking area.

The building is proposed at three stories in height, with smooth ground face block, fiber cement paneling, and metal screening at the base. A combination of fiber cement clapboards and panels are proposed as cladding on the upper floors. The renderings show the clapboards in green and the fiber cement panels in gray. A canopy is proposed over the main building entrance, and balconies are shown on the southeastern façade.



Figures 4 and 5:
Rendering from the southeast (top) and proposed site plan (bottom).

VI. PUBLIC COMMENT

The Planning Division received a number of public comments on the plans (*Attachments PC-1-12*) and the applicant has provided neighborhood meeting minutes (*Attachment K*). The public comments generally strike on a number of common themes:

- A number of neighbors expressed broad support for additional housing, for additional housing in this specific context, and for the public improvements associated with the project;
- Several neighbors also raised larger concerns about the condition of city services on Tate Street, including the function of the combined sewer system, snow plowing, and the ability of emergency services to access portions of Tate Street in winter months, given the width of the roadway. Neighbors expressed fears that the proposed project might exacerbate these issues;
- Neighbors expressed concerns regarding parking, including a perceived lack of parking supply for the project, the need for screening for the parking area, and the width of the proposed curb cut;
- Residents raised concerns about the stormwater impacts of the project, not only in terms of surface runoff and downhill neighbors, but also in terms of sewer capacity impacts;
- Lastly, a number of neighbors expressed comments on the design of the building, particularly in the context of the surrounding neighborhood, the historic West End, and the narrow cross-section of Tate Street. It should be noted that the design of the building has been revised in the time since the receipt of most of these comments.

VII. RIGHT, TITLE, & INTEREST

The applicant has provided a deed as evidence of right, title, and interest (*Attachment B*).

VIII. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter from Gorham Savings Bank attesting to the “management capabilities and financial resources” of the applicant (*Attachment F*). The applicant has also provided a description of the qualifications of their engineering firm (*Attachment G*).

IX. ZONING ANALYSIS

Staff conducted a zoning analysis which found that the project meets the requirements of the R-6 zone, including minimum lot area per dwelling unit, setbacks, lot coverage, and building height. The elevations show the height, based on average grade, at 32’ 9” (*Plan 14*). The R-6 permits 45’ in height.

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

The applicant has submitted a draft subdivision plat (*Plan 2*). The draft plat has been reviewed by the city’s surveyor, Bill Clark, who notes,

The Subdivision Plan needs to be stamped by a Professional Land Surveyor. This is a State of Maine requirement. Stamping of the plan by a non-licensed person is considered practicing surveying without a license subject to review and civil penalties by the State of Maine Board of Professional Land Surveyors.

Bearings and distances for the Proposed Pedestrian Access Easement to the City of Portland need to be added to the plan which will be used for the deed to the City of Portland.

Survey reference number 8 was not added referencing the ALTA/ACSM Land Title Survey by Owen Haskell, Inc. dated 9/16/2015.

A final plat addressing these comments and meeting the requirements of *Section 14-496* has been included as a condition of approval. A review of condominium documents has also been included as a condition of approval.

As noted by Mr. Clark, the plat depicts a public pedestrian easement for areas of sidewalk that are proposed on private property. This easement, including a metes and bounds description, has been included as a condition of approval. It should be noted that public pedestrian easements require action by the City Council.

The applicant has not provided a construction management plan. As such, a construction management plan has also been included as a condition of approval.

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

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

1. Water, Air Pollution

No detrimental water or air quality impacts are anticipated.

2 & 3. Adequacy of Water Supply

The applicant has provided evidence of capacity from the Portland Water District (*Attachment I*).

4. Soil Erosion

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

5. Impacts on Existing or Proposed Highways and Public Roads

Tom Errico, the city's consulting traffic engineer, has reviewed the plans and has not raised any concerns about trip generation impacts to the existing street network (*Attachment 3*).

6. Sanitary Sewer/Stormwater Disposal

A sewer connection is proposed to an existing line in Tate Street. The applicant has provided a wastewater capacity letter from David Margolis-Pineo of the Department of Public Services attesting to the city's capacity to transport and treat the anticipated wastewater flows from the project via this sewer line (*Attachment I*).

Technically, the site is currently largely impervious, with building and gravel parking as ground cover. As proposed, the impervious area on site would increase by just under 900 SF. Given this, the applicant is not required by ordinance to treat stormwater runoff from the site. However, the applicant has proposed a stone chamber infiltration system for the roof runoff, which will provide some treatment and detention capacity before runoff enters the combined sewer system in Tate Street. David Senus, the city's consulting civil engineer, has reviewed this system and indicated his approval (*Attachment 2*). Mr. Margolis-Pineo has noted that the installation of this system will actually result in "an overall reduction in flow volumes to the [combined sewer] system during storm events" (*Attachment 1*).

7. Solid Waste

The applicant has proposed a storage room on the ground floor for storage of solid waste. According to the applicant's submittal, it would be removed by a private hauler (*Attachment C*).

8. Scenic Beauty

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

9. Comprehensive Plan

The plans meet multiple goals from the city's housing plan, including "encourag[ing] higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation."

10. Financial and Technical Capacity

As noted above, the applicant has submitted a letter from Gorham Savings Bank attesting to the applicant's financial capacity (*Attachment F*).

11. Wetland/Water Body Impacts

There are no anticipated impacts to wetlands or water bodies.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

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

XII. SITE PLAN REVIEW

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

1. Transportation Standards

a. Impact on Surrounding Street Systems

The development entails eight residential units, which, per the applicant's submittal, would generate five AM and five PM peak hour trips, based on rates from the ITE Trip Generation Manual (*Attachment C*). Mr. Errico has reviewed the trip generation assumptions and has not noted any appreciable impact on surrounding street systems (*Attachment 3*).

b. Access and Circulation

The final plans include the replacement of existing bituminous sidewalk with brick along the frontage of the site. Because the Tate Street right-of-way is only 20 feet and the street itself consumes approximately 13 feet of this right-of-way, the sidewalk is proposed at 4 feet in width, less than the city standard of 5 feet. Even with the narrower sidewalk width, a significant portion of the sidewalk is proposed outside the city's right-of-way. David Margolis-Pineo, of the city's Department of Public Services, has agreed to a waiver of the *Technical Manual* standard relating to sidewalk width. He writes,

The City standard width for street sidewalks is five feet. The applicant proposes a four foot wide sidewalk. Since the Tate St. right of way width is nonconforming to City standards and since the applicant has agreed to install a portion of the sidewalk on their property with a pedestrian access easement to the City, this department supports waiving the five foot sidewalk width requirement.

The plans also include a new curb cut and a new paved drive aisle which would provide access to eight parking spaces, four of which would be under the first floor of the building and four of which would be in open air. The plans show the curb cut measuring 18 feet, conforming with the city's *Technical Manual* standards for residential development of this size. The drive aisle, however, is proposed at 22' in width, or narrower than the city standard of 24 feet. As such, a waiver is required. Mr. Errico has expressed his support for this waiver,

The parking lot aisle width does not meet City standards (the project proposes 22 feet versus the standard of 24 feet). Given project constraints, low traffic generation from the site and low traffic volumes on Tate Street, I support a waiver from the City's technical standards.

While the front building entrance is proposed at grade from Tate Street, access to all eight units from this entrance is proposed via interior stairwell, rendering them inaccessible from an ADA standpoint. The applicant writes that the Fair Housing Act and the Maine Human Rights Act apply in this case, and that both stipulate that in a building of over 4 units without an elevator, only ground floor units technically need to comply (*Attachment L*). In order to address accessibility to the ground floor unit then, the applicant has proposed "the building of a second entrance to the ground floor unit that is 'lift ready'" at the rear (*Figure 6*). Mr. Errico has noted that the walkway between the public sidewalk and this secondary entrance, which is proposed at 3 feet in width, meets minimum ADA standards (*Attachment 3*). However, outstanding questions surrounding the location and conditional nature of this accessible rear entrance remain. Staff has

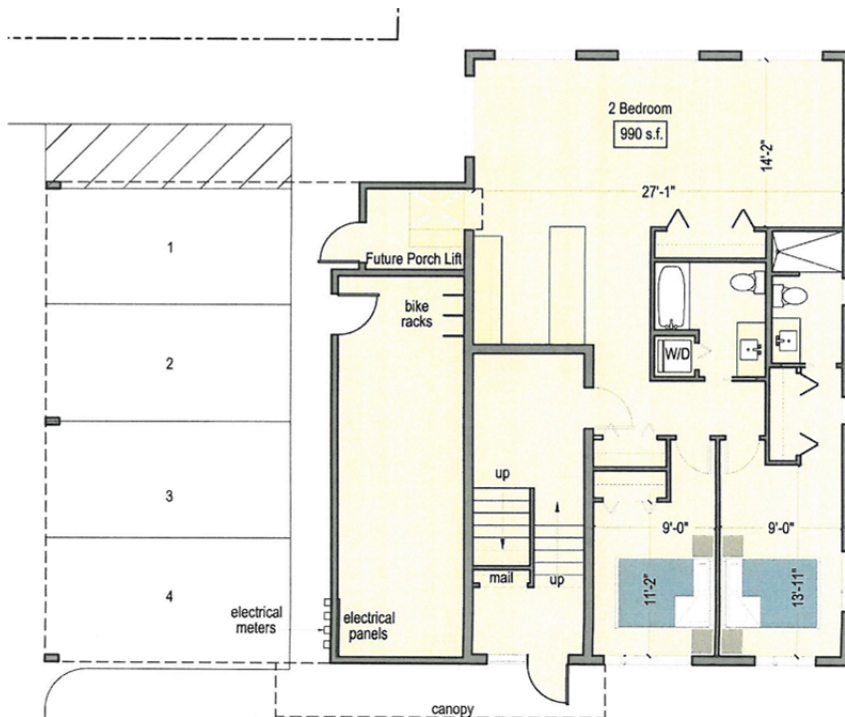


Figure 6: First floor plan

contracted with a third party reviewer in an effort to reach a resolution on the question of accessibility. However, that review was not available at the time of the writing of this report. As such, confirmation that the proposed plans are compliant with federal and state accessibility requirements has been included as a condition of approval.

c. Public Transit Access

The proposed development is not located along a public transit route. As such, no provisions for transit access are required.

d. Parking

Division 20 of the land use ordinance provides an

exception for the off-street parking requirement for the first three units in the R-6 zone and a 1:1 requirement thereafter. Per the ordinance, then, only five off-street spaces are technically required. The applicant has, however, elected to provide eight off-street spaces. On the final plans, the applicant shows these spaces slightly narrower than the 9 foot wide *Technical Manual* standard; four spaces are proposed at 8' 6" and four spaces are proposed at 8' 9¾". Mr. Errico has expressed his support for this waiver,

The parking stalls do not meet City standards (the project proposes 8'-9 ¾" x 18' versus the standard of 9' x 18'). Given project constraints, low traffic generation from the site and low traffic volumes on Tate Street, I support a waiver from the City's technical standards.

Two bicycle spaces per five dwelling units are required under the site plan ordinance. As such, four bicycle parking spaces are required. The final plans denote a bicycle rack in the right-of-way to provide space for one visiting bicycle. Additional bicycle parking spaces are shown in the interior storage room. The plans meet the bicycle parking standard.

e. Transportation Demand Management

A transportation demand management plan is not required.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation

The landscaping plan includes the installation of hostas, switch grass, and daylilies on the Tate Street frontage, as well as climbing hydrangeas on a white cedar trellis/fence to screen portions of the parking area. Per the architectural drawings, under building parking would be treated with a metal screen. Sargent junipers, lilacs and viburnum are proposed at the side and rear property lines. The plans also include flowering crab apple and serviceberry trees.

Per the city's site plan ordinance, eight street trees are required for the eight residential units proposed. In discussion, Jeff Tarling, the city's arborist, has indicated that the serviceberry tree could qualify toward the street tree requirement. Given the narrow width of the city's right-of-way on Tate Street, the applicant has argued that site constraints prevent the planting of additional street trees. A waiver for the seven remaining street trees, with a contribution of \$1,400 as required by ordinance, is proposed.

c. *Water Quality/Storm Water Management/Erosion Control*

As previously noted, the applicant has provided plans showing a subsurface crushed stone chamber to provide detention and treatment for roof runoff. While this system is not technically required, it will provide some treatment for stormwater runoff from the site (*Attachment J*). The system's stone chamber would "exfiltrate water into the soil until the elevation of [an] overflow pipe is reached," when water would discharge to the combined system in Tate Street. Both the applicant's engineer and Mr. Margolis-Pineo have noted that the installation of this system will actually reduce peak flows leaving the site (*Attachments J and 1*). Mr. Sensus has reviewed the stormwater plans and details and indicated his approval (*Attachment 2*).

3. Public Infrastructure and Community Safety Standards

a. *Consistency with Related Master Plans*

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

b. *Public Safety and Fire Prevention*

Keith Gautreau, of the Fire Prevention Bureau, has noted that the width of Tate Street generally makes emergency access difficult (*Attachment 4*). However, he has also indicated his general approval. (*Attachment 4*).

c. *Availability and Capacity of Public Utilities*

The plans depict underground electric from a pole directly in front of the proposed building in Tate Street. Sewer, gas, and water are also proposed to and from Tate Street. As noted previously, storm drains would outlet to the combined sewer in Tate Street. The subsurface detention system is designed to mitigate existing capacity issues in this system by controlling the rate of runoff during storm events. As noted above, the applicant has provided evidence of utility capacity (*Attachment I*).

4. Site Design Standards

a. *Massing, Ventilation, and Wind Impact*

There are no anticipated impacts to ventilation or wind patterns.

b. *Shadows*

There are no anticipated impacts to publicly accessible open spaces.

c. *Snow and Ice Loading*

Snow storage has been depicted in the lawn area at the rear of the site.

d. *View Corridors*

Tate Street is not a protected view corridor.

e. *Historic Resources*

The West End Historic District lies just over 90 feet to the northwest of the site. As a result, the project is subject to *Section 14-526(d)5(b)*, which states that

"when any part of a proposed development is within one hundred (100) feet of any designated landmark, historic district, or historic landscape district, such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development....For the purposes of this provision, 'compatible' design shall be defined as

design which respects the established building patterns and visual characteristics that existing in a given setting and, at the same time, is a distinct product of its own time. To aid the Planning Board in its deliberations, historic preservation staff shall provide a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context."

Deb Andrews, Historic Preservation Manager has provided a description of the immediate context for the board's review (*Attachment 5, See memo from November 23*). This description describes the forms, materials, and details that are generally found in the West End Historic District. Ms. Andrews also discusses the immediate context of Tate Street.

At the time of Ms. Andrews's context memo, the building was depicted with a butterfly roof and large areas of metal siding, elements which were not deemed to relate to the predominant patterns of the surrounding historic neighborhood (*Plans 13-16*). In her memo, Ms. Andrews identified several design choices that might enhance the compatibility of the building in its context.

It should be reiterated that, over the course of the review, several adjacent neighbors also raised concerns regarding this earlier iteration of the design. Neighbors generally stated that they found the roof form, material choices, window style, and design of the under-building parking incompatible with the West End Historic District and the context of Tate Street itself.

In response to these comments and through discussion with Ms. Andrews, the applicant chose to modify the architectural approach in the final submittal. The final plans show the building with a flat roof, fiber cement clapboards, and trimmed windows on a significant portion of the building exterior, referencing form and materials found on many multi-family buildings in the immediate context. Ms. Andrews has provided a second memo indicating that she finds that the new design direction "achieves an appropriate balance between the applicant's desire for a clearly contemporary and cost-effective development and the ordinance's requirement that it relate to its surrounding context" (*Attachment 5*). It should be noted that the revised plans have also been made available to neighbors who raised original concerns. The response has generally been positive.



Figure 7: Tate Street elevation

f. *Exterior Lighting*

The applicant has provided a photometric plan and a specification for a building light. The lighting meets the city's *Technical Manual* standards.

g. *Noise and Vibration*

On the final elevations, condensers are shown in the parking area under the building at the interior of the site. These condensers would be screened from the public way by metal screening.

h. *Signage and Wayfinding*

No signage or wayfinding is proposed.

i. *Zoning-Related Design Standards*

The city's site plan ordinance establishes design standards for development in the R-6 zone. The *Design Manual* also includes design guidelines for the R-6 zone. Caitlin Cameron, the city's urban designer, has submitted a final design review narrative reflecting several rounds of review with the applicant (*Attachment 6*). Through this review, the applicant modified the Tate Street fenestration pattern, façade materials, balcony elements, and screening to meet R-6 principles and standards. As noted above, the applicant has also modified the design, including the roof form and building materials, to address comments related to compatibility with the neighboring West End Historic District. The final design review finds that the project meets the criteria for the R-6 alternate design review, with only one minor outstanding comment. Staff has requested that the applicant modify the design of the cornice to include an overhang on the front façade as well as the side (*Attachment 6*). The applicant has indicated that the asymmetrical cornice is a concerted design choice and they prefer to preserve the design as submitted. Staff is requesting the board's guidance on this issue. No condition of approval has been proposed.

XIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed eight-unit condominium development at 22 Tate Street.

XIV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on November 24, 2015 for application 2015-182 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board **finds/does not find**, based upon the consulting transportation engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.14*) which requires that aisle width for right-angle parking be 24 feet per *Figure I-27*, that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the *Technical Manual* standard (*Section 1.14*) to allow a 22' foot wide aisle in the parking area;
2. The Planning Board **finds/does not find**, based upon the consulting transportation engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.14*) which requires that a standard parking space be 9' x 18', that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the *Technical Manual* standard (*Section 1.14*) to allow four 8' 9¾" x 18' and four 8' 6" x 18' parking spaces;

3. The Planning Board **finds/does not find**, based on the review of the Department of Public Works, that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.8*) requiring that sidewalks be a minimum of 5' in width, that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waivers/does not waive** the *Technical Manual* standard (*Section 1.8*) to allow a 4' sidewalk along the project frontage on Tate Street;
4. The Planning Board **finds/does not find** that the applicant has demonstrated that site constraints prevent the planting of all required street trees in the right-of-way. The Planning Board **waives/does not waive** the site plan standard (*Section 14-526 (b) (iii)*) requiring one street tree per unit for multi-family development and concludes that the applicant shall contribute \$1,400 for seven street trees to Portland's tree fund.

B. 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 2015-182 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 conditions 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;
2. Prior to Certificate of Occupancy, the applicant shall finalize condominium documents for review and approval by Corporation Counsel; and
3. The applicant shall provide a public pedestrian access easement for areas of sidewalk not within the city's right-of-way for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority.

C. 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 2015-182 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. The applicant shall submit a construction management plan for review and approval by the Department of Public Works, and
2. Final confirmation that plans comply with all applicable state and federal accessibility regulations shall be provided for review and approval by the Planning Authority.

XV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Department of Public Works review (memo from David Margolis-Pineo, 11/18/15)
2. Civil engineer review (memo from David Senus, 11/13/15)
3. Traffic engineer review (memo from Thomas Errico, 11/18/15)
4. Fire Prevention Bureau review (memo from Keith Gautreau, 10/28/15)
5. Historic preservation memo (from Deb Andrews, 12/10/15 and 11/23/15)
6. Design review (memo from Caitlin Cameron, 11/13/15)

APPLICANT'S SUBMITTALS

- A. Cover Letter (from Tom Greer, 10/9/15)
- B. Level III Site Plan Application
- C. Project Information and Photos
- D. Evidence of Right, Title, & Interest
- E. Location Map
- F. Evidence of Financial Capacity
- G. Evidence of Technical Capacity
- H. Tax Map, Flood Map, and Soils Map
- I. Utility Capacity Letters
- J. Stormwater Management Report
- K. Neighborhood Meeting Summary
- L. Accessibility Narrative
- M. Cover Letter (from Tom Greer, 11/19/15)

PLANS

- Plan 1. Boundary Survey
- Plan 2. Subdivision Plat
- Plan 3. Site Plan
- Plan 4. Existing Conditions, Demolition Plan, and Grading & Utilities Plan
- Plan 5. Erosion Control & Landscape Plan
- Plan 6. Details
- Plan 7. Details
- Plan 8. Details
- Plan 9. Photometric Plan
- Plan 10. First Floor Plan
- Plan 11. Second Floor Plan
- Plan 12. Third Floor Plan
- Plan 13. 11/16/15 Street View
- Plan 14. 11/16/15 East and West Elevations
- Plan 15. 11/16/15 North and South Elevations
- Plan 16. 11/16/15 Rendering
- Plan 17. Final East & West Elevations (12/4/15)
- Plan 18. Final North & South Elevations (12/4/15)
- Plan 19. Final Rendering (12/4/15)

PUBLIC COMMENT

- PC-1. Rechsteiner email (11/5/15)
- PC-2. Tousignant email (11/5/15)
- PC-3. Morrison email (11/6/15)
- PC-4. Terenzoni email (11/17/15)
- PC-5. Jacob email (11/18/15)
- PC-6. Greater Portland Landmarks letter (11/18/15)
- PC-7. Kowtko email (11/22/15)
- PC-8. McWilliams email (11/22/15)
- PC-9. Anonymous letter (11/22/15)
- PC-10. Tousignant email (12/9/15)
- PC-11. Ryan/CHOM email (12/10/15)
- PC-12. Olin email (12/10/15)

From: David Margolis-Pineo
To: Helen Donaldson
CC: Tom Errico
Date: 11/18/2015 4:29 PM
Subject: Revised comments for 22 Tate - see comment #7

November 6, 2015
November 18, 2015

Memo To: Nell Donaldson
Barbara Barhydt
From: David Margolis-Pineo
Re: 22 Tate Street – West Port Lofts Condominiums – Eight Unit Building

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

1. The proposed driveway cut as measured along the property line is 24'. Maximum allowed is 20'. Please reduce cut to 20'.
Proposed drive cut is now shown at 20'.
2. Since the proposed sidewalk will be encroaching on the applicant's property, an access easement to the City will be required.
Pedestrian Access Easement mentioned on Recording Plat but please see Comment 2 by William Clark below.
3. Survey plan requires a Professional Surveyor stamp.
This issue has not been resolved.
4. No response necessary but, some text versus shading or line work may not scan well at the Registry of Deeds.
5. It is desirable to have a three foot sump in the proposed catchbasin/field inlet. No dimension is show from bottom of sump to the 6" pipe invert out. Please indicate.
Detail 6 on Sheet C2.2 shows a one foot sump in the applicant's precast field drain structure. The City of Portland Technical Manual requires three foot sumps to all structures discharging to the City's collection system. Please revise detail to show a three foot sump.
6. The proposed 6" pipe connection to the existing City catchbasin shall be core drill and not saw cut. Please change detail Pipe Connection Method 3 on Sheet C-2.2 to reflect this condition.
The detail has been changed and is now acceptable.
7. The City standard width for street sidewalks is five feet. The applicant proposes a four foot wide sidewalk. Since the Tate St. right of way width is nonconforming to City standards and since the applicant has agreed to install a portion of the sidewalk on their property with a pedestrian access easement to the City, this department supports waiving the five foot sidewalk width requirement.

The following are survey comments which were sent by William Clark of this office.

1. The Subdivision Plan needs to be stamped by a Professional Land Surveyor. This is a State of Maine requirement. Stamping of the plan by a non-licensed person is considered practicing surveying without a license subject to review and civil penalties by the State of Maine Board of Professional Land Surveyors.
This issue has not been resolved.
2. Bearings and distances for the Proposed Pedestrian Access Easement to the City of Portland need to be added to the plan which will be used for the deed to the City of Portland.
This issue has not been resolved.
3. Survey reference number 8 was not added referencing the ALTA/ACSM Land Title Survey by Owen Haskell, Inc. dated 9/16/2015.
This issue has not been resolved.

This Department has no further questions at this time.

From: David Senus <dsenus@woodardcurran.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
CC: "David Margolis-Pineo - Portland, City of (DMP@portlandmaine.gov)" <DMP@portlandmaine.gov>
Date: 11/13/2015 4:58 PM
Subject: RE: revised plans - 22 Tate Street

Hi Nell.

The only open comment that we would have is confirmation of capacity to serve letters for water/wastewater, otherwise I'm okay with this submittal.

Thanks

Dave

David Senus, PE (Maine), Project Manager
Woodard & Curran, Inc.
41 Hutchins Drive
Portland, ME 04102
Phone: (207) 558-3704
Cell: (207) 210-7035
Fax: (207) 774-6635

Woodard & Curran
www.woodardcurran.com<<http://www.woodardcurran.com>>
Commitment & Integrity Drive Results

From: Tom Errico <thomas.errico@tylin.com>
To: Helen Donaldson <HCD@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: 11/18/2015 3:07 PM
Subject: 22 Tate Street - Final Traffic Comments

Nell - I have reviewed the final plans for the project and I find them to be acceptable from a traffic perspective with the following comments.

· The parking lot aisle width does not meet City standards (the project proposes 22 feet versus the standard of 24 feet). Given project constraints, low traffic generation from the site and low traffic volumes on Tate Street, I support a waiver from the City's technical standards.

· The parking stalls do not meet City standards (the project proposes 8'-9 ¾" x 18' versus the standard of 9' x 18'). Given project constraints, low traffic generation from the site and low traffic volumes on Tate Street, I support a waiver from the City's technical standards.

· The applicant is proposing a 3-foot walkway between the sidewalk and the side entrance. According to ADA regulations, 3-feet is the minimum width allowed and thus the walkway meets ADA minimum standards.

If you have any questions, please contact me.

Best regards,

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

"One Vision, One Company"

Please consider the environment before printing.

MEMORANDUM

To: FILE
From: Nell Donaldson
Subject: Application ID: 2015-182
Date: 10/29/2015

Comments Submitted by: Keith Gautreau/Fire on 10/28/2015**Premises Identification**

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

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

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

Address numbers must be a minimum of 4 inches high.

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

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

Whenever possible, should be illuminated.

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

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

Comments Submitted by: Keith Gautreau/Fire on 10/28/2015

Tate is a very narrow street with no room for expansion without removing sidewalks so access will be tight.

Memorandum
Department of Planning and Development
Historic Preservation Office



To: Chair Boepple and Members of the Planning Board

Cc: Nell Donaldson, Planner
Stuart O'Brien, Planning Division Director
Caitlin Cameron, Urban Designer

From: Deborah Andrews, Historic Preservation Program Manager

Date: December 10, 2015

Re: HP Comments regarding Final Design Proposal for 22 Tate Street Development

It is my understanding that a public hearing has been scheduled for December 15, 2015 on developer Peter Bass' proposal to construct a multifamily structure at 22 Tate Street. As you are aware, the proposed development is located within 100 feet of the Danforth Street boundary of the West End Historic District. Given the development's proximity to the historic district, the Planning Board must find that the proposed development is "generally compatible with the major character-defining elements of the portion of the district in the immediate vicinity of the development." (See Sec. 14-526.5 of the site plan ordinance.) To assist the planning Board in making its determination, the site plan standard directs historic preservation staff to provide a written analysis of the proposed development's historic context. On November 23, 2015, I prepared a memo (see ATTACHMENT 1) describing the major character-defining elements and established building patterns that characterize the context. This memo was used as a reference in early discussions with the developer and project architect.

As Ms. Donaldson describes in her report, Planning and HP staff had raised a number of concerns about the applicant's preliminary design proposal for the project, finding that it did not relate sufficiently to the prevailing development patterns of its immediate or general context. The building's butterfly roof form and material palette were of particular concern. These concerns were echoed by property owners in the vicinity of the project.

In response to the identified concerns, Mr. Bass and project architect David Lloyd prepared a series of modified design proposals for staff's consideration and comment. The proposal submitted for final Planning Board approval is the result of a very productive dialogue between the development team and staff and, in my view, achieves an appropriate balance between the

applicant's desire for a clearly contemporary and cost effective development and the ordinance's requirement that it relate to its surrounding context.

ATTACHMENT:

1. November 23, 2015 context analysis

Memorandum
Department of Planning and Development
Historic Preservation Office



To: Nell Donaldson, Planner

Cc: Stuart O'Brien, Planning Division Director
Caitlin Cameron, Urban Designer

From: Deborah Andrews, Historic Preservation Program Manager

Date: November 23, 2015

Re: Proposed 22 Tate Street Development – Analysis of Compatibility
with Adjacent Portion of West End Historic District

Introduction

It has been determined that the northern property line of the parcel proposed for development at 22 Tate Street is located 90.9 feet from the boundary of the West End Historic District. (See map--**Attachment 1**.) Because the proposed multifamily structure is located within 100 feet of a historic district, the Planning Board must find that the proposed structure is "generally compatible with the major character-defining elements of the portion of the district in the immediate vicinity of the proposed development." (See full text of review standard in Sec.14-526.5.b of the site plan ordinance--**Attachment 2**.) The site plan provision directs historic preservation staff to provide a written analysis of the proposed development's immediate context to assist the Planning Board in its deliberations. The following memo will identify the major character-defining elements and established building patterns that characterize the context.

Description of West End Historic District in the Vicinity Proposed Development

The portion of the West End Historic District proximate to the proposed development is Danforth Street between Brackett Street and Tyng Street. The district boundary is drawn along the rear property line of the buildings on the south side of Danforth Street. As the enclosed photos illustrate (see **Attachment 3**), many of the buildings along this section of Danforth are architecturally distinguished structures in well-preserved condition. Notable buildings include the 1807 Hopkins-Milliken House at the corner of Danforth and Brackett, the Federal style Danforth Inn of 1823 and several large-scale, well-detailed duplexes from the 1850's (see 167-169, 171-173 and 174-176 Danforth.) Although these larger scale structures visually dominate

the block, this section of Danforth also features a number of smaller gable-end-to-the-street single family homes built during the mid-19th century.

Although the area exhibits a variety of architectural styles (Federal, Greek Revival and Italianate) as well as several residential building types (single family, duplexes and larger multi-family structures on lower Brackett), there are a number of shared building characteristics that serve to unify the neighborhood. These include common roof forms, a common material palette, general form or massing of buildings, proportions of windows, regularity of fenestration and attention to architectural detail.

Roof forms in this section of the West End area are typically flat (or very shallow-pitched, which gives the appearance from the street as being flat) or gabled. Flat roofs appear typically on double houses or multi-family structures. Gable roofs appear typically on single family houses and are most often oriented with the gable end to the street.

With respect to building form or massing, most buildings in this area share a general simplicity of form, relying on architectural details to provide visual interest. The presence of projecting entrance canopies, cornices (some bracketed), bays and window/door trim details provide architectural interest and variety.

Predominant exterior materials within this portion of the district are brick (usually with granite trim) and clapboard. Both of these building materials are noteworthy for their relatively fine scale.

Regardless of architectural style, windows in virtually every building exhibit vertical proportions. Spacing of windows is typically very regular.

Description of Immediate Tate Street Context

As noted above, under the “100-foot rule” provision, HP staff is charged with describing the major character-defining elements and established building patterns that characterize that portion of the historic district in close proximity to the proposed development. A brief analysis of the proposed development’s *immediate* surrounding Tate Street context might be instructive, however. (See **Attachment 4** for photos of existing development on Tate Street.)

There is no question that the character of development changes considerably as one turns off Danforth onto Tate Street. Unlike Danforth Street, Tate Street’s building stock is more modest and vernacular in character, much like neighboring Tyng Street and the southern end of Brackett Street, reflecting the fact that the blocks were home to Irish working class families.

Demolition of several buildings at the north end of Tate Street (closest to Danforth and the West End Historic District) has resulted in a discontinuous street wall. Also, the construction of two Habitat for Humanity-built multifamily structures on the east side of the street has altered what was once a more cohesive streetscape. Notwithstanding the somewhat fragmented nature of the street as a whole, the lower end of the Tate Street is much more architecturally cohesive. An

analysis of shared building characteristics may provide visual cues for the proposed infill structure.

As the attached photos illustrate, most of the single family homes at the lower end of the street are oriented with their gable end to the street. As well, most of the buildings share the same exterior material palette: wood clapboard or shingles. Although it is unlikely that the gabled roof form is possible to achieve in a larger, multi-family building, it *is* possible to employ an exterior material palette common to the area as a means of achieving compatibility. As for roof form, it should be noted that flat roofs are found throughout this general area of the West End, particularly on multi-family buildings. In fact, there are two multifamily buildings with flat roofs on Brackett Street, just behind the subject lot and within view of Tate Street. The building at the top of Tate Street (174-176 Danforth) also features a flat roof. Employing this roof form would also likely prove helpful in achieving a level of compatibility with the surrounding context.

Attachments

1. Map of West End Historic District
2. Applicable site plan standard
3. Photos of Danforth Street buildings within historic district
4. Photos of existing development on Tate Street

Att. 1



(development in Eastern Waterfront)

- b. Development adjacent to designated landmarks, historic districts or historic landscape districts: when any part of a proposed development is within one hundred (100) feet of any designated landmark, historic district or historic landscape district, such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development. Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation reports. For the purposes of this provision, "compatible" design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time. To aid the planning board in its deliberations, historic preservation staff shall provide a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context.
- c. Preservation and/or Documentation of Archaeological Resources. Where a state or local archaeological resource is known to exist or is discovered on the site, the developer shall inform the City and State and shall protect and/or document such resources.
 - (i) Protection shall include leaving archaeological resources untouched beneath a new development through adaptation of foundation design or architectural layout.
 - (ii) Where the applicant can demonstrate that complete protection is not feasible, the applicant shall excavate and document archeological resources. Such measures

ATT. 3

DANFORTH ST.,
HISTORIC DISTRICT







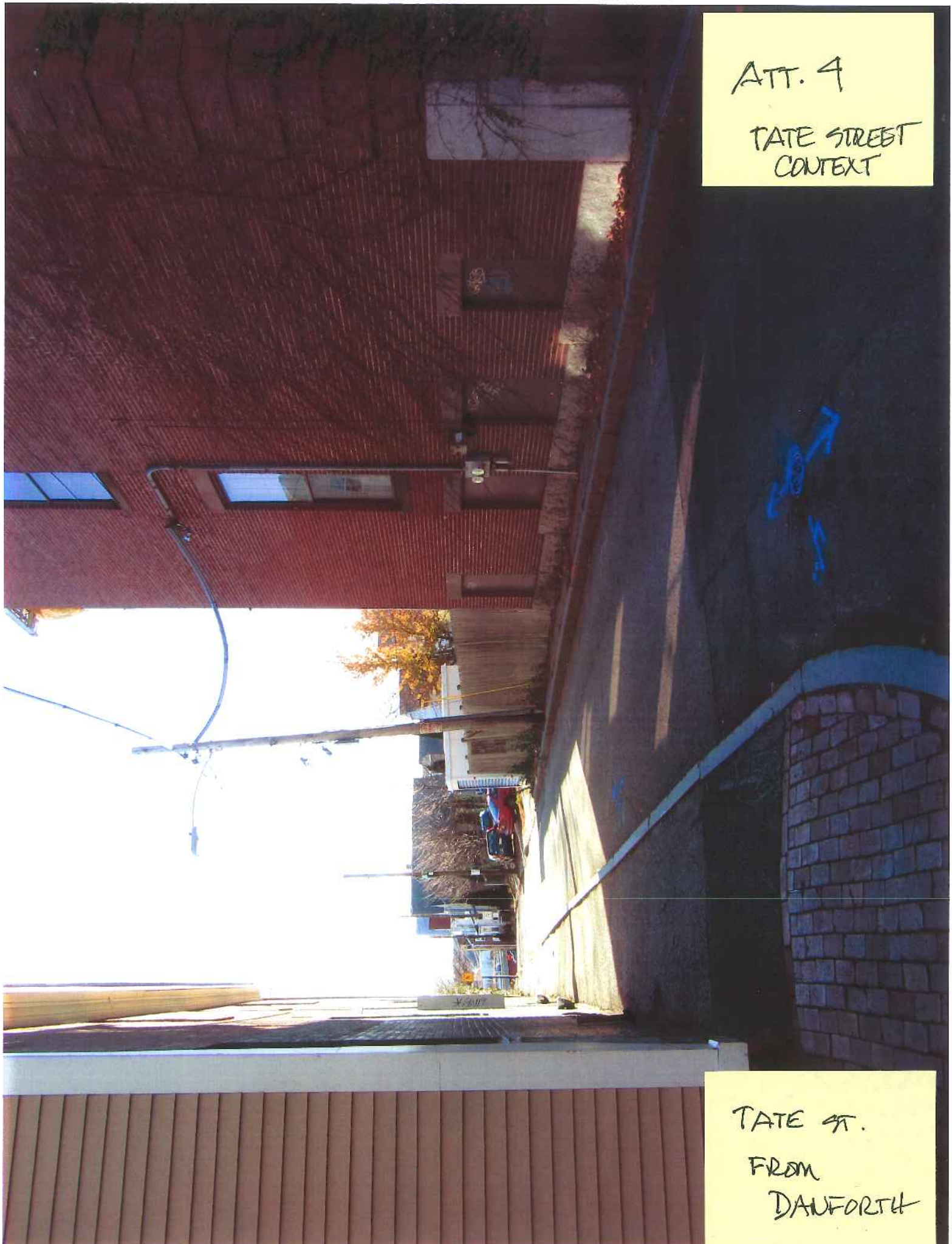






ATT. 4

TATE STREET
CONTEXT



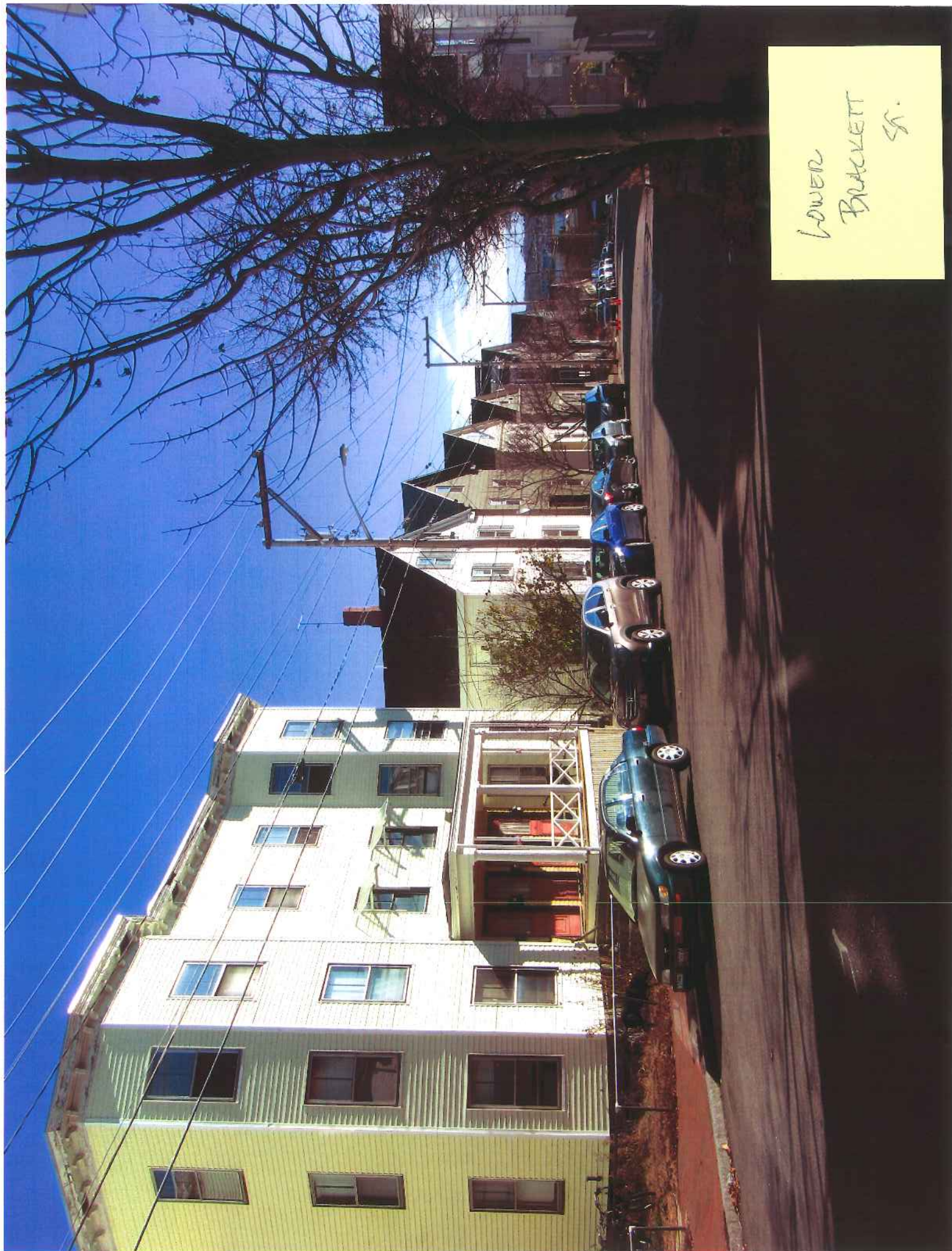
TATE ST.

FROM
DANFORTH









Lower
Brackett
St.



REAR OF
BRACKETT ST.
Bldgs, AS VIEWED
FROM TATE

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 22 Tate Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Tuesday, December 8, 2015

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a multi-family dwelling at 22 Tate Street. The elevation designs were significantly revised and the design review comments reflect the drawings dated December 4, 2015. The review was performed by Caitlin Cameron, Urban Designer, Nell Donaldson, Planner, and Shukria Wiar, Planner, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual).

Design Review Criteria:

The project was reviewed with the Alternative Design Review which has the following criteria:

- A. Proposed design is consistent with all of the Principle Statements
- B. The majority of the Standards within each Principle are met
- C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two-block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
- D. The design plan is prepared by an architect registered in the State of Maine.

Findings of the Design Review:

The proposed design passes all of the criteria of the Alternate Design Review – please refer to comments below.

Design Review Comments (*red text denotes principles or standards that are not met*):

Principle A Overall Context –Met – see below.

- *A-1 Scale and Form:* The scale the project is larger than most buildings on this small street, but the height is three stories and does not overshadow the neighboring 2.5 or 3 story residential buildings. The form is defined by two rectangular masses In keeping with typical multifamily buildings in the neighborhood, the roof lines are now flat with expressed cornice lines. The building overall takes its cues from the surrounding forms but combines them in a contemporary way.
- *A-2 Composition of Principal Facades:* The composition of the Tate Street façade is generally well balanced and helps to relate the building to the context by breaking it

into two masses, mitigating the scale of the building and creating proportions similar to building types found in the neighborhood.

- *A-3 Relationship to the Street:* The building placement is consistent with the spacing of the residential fabric on Tate Street. The ground floor is raised consistent with residential development patterns. The street wall is maintained through the use of screens along the parking areas of the project – under the building and at the surface parking.

Principle B Massing – Met – The roof lines and building forms are a contemporary version of the traditional building character of the neighborhood; all other aspects of the building reflect the principle and the majority of the Standards are met by the proposed design.

- *B-1 Massing:* The proposed mass is wider on the street than the typical building context but the composition of the façade and the roof form mitigate the larger physical volume.
- *B-2 Roof Forms:* The proposed roof form is flat – most multi-family buildings in the context have a flat roof with an overhang. In this case the roof line is split with the massing which is not found in the historic context.
- *B-3 Main Roofs and Subsidiary Roofs:* Met – there is a clear main roof form.
- *B-4 Roof Pitch:* The roofs are flat which is found in the context.
- *B-5 Façade Articulation:* The project employs a canopy at the entry and a balcony. The secondary mass is further articulated with a 6” reveal proud of the main building mass.
- *B-6 Garages:* Not applicable.

Principle C Orientation to the Street – Met – The project appropriately reflects the private/public relationship of residential buildings in this neighborhood.

- *C-1 Entrances:* The main entry is well-emphasized with the canopy, and material articulation.
- *C-2 Visual Privacy:* Visual privacy is adequately addressed; all ground floor windows appear to be higher than 48” above adjoining sidewalk grade and the ground floor is raised.
- *C-3 Transition Spaces:* The project uses a canopy and a vestibule for transition space.
-

Principle D Proportion and Scale – Met – The proportion and scale of the building overall are harmonious and human-scaled.

- *D-1 Windows:* The majority of windows are rectangular. Some windows do not have a vertical proportion but generally have a proportional relationship the overall massing which is wide to the street.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building.
- *D-3 Porches:* Not applicable

Principle E Balance – Met – The building façade composition creates a sense of balance with good use of overall and local symmetry and articulation of façade materials.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.

- *E-3 Symmetricality:* Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – Met – Based on the information given, it appears the project employs visually interesting and well composed facades. **A revision to the main cornice line is suggested.**

- *F-1 Articulation:* The trim and window details and cornices create shadow lines. The clapboard material and panel seams will also provide texture and visual interest.
- *F-2 Window Types:* Technically, three window types are used but are of the same “family” and have consistent detailing.
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good.
- *F-4 Delineation between Floors:* The windows and panel seams do an adequate job of delineating the floors.
- *F-5 Porches, etc.:* The stoop and canopy are well integrated into the overall design.
- *F-6 Main Entries:* The main entry is emphasized with prominent placement facing the street and the use of a canopy.
- *F-7 Articulation Elements:* The rake of the roof meets the 6” requirement on the side – **the reviewers suggest that the cornice should also overhang on the front façade, not just the side;** trim is provided at some windows; seams in the panels trim the windows and add texture to the facade; the secondary mass is offset 6” at the principal façade.

Principle G Materials – Met – The material choices are well-placed with reference to traditional building materials.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The main mass uses clapboard in reference to this context. Although the panels are not a scale of building material commonly found in the neighborhood, its use could be considered secondary and compatible with the residential context. Masonry is used at the ground floor and foundation – though a more contemporary shape and finish than brick, is in the same scale and placement found in the context.
- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature. The material placement helps break down the façade composition to appear less wide along the street and relate to proportions typically found on residential streets.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Technically, three window types are used but are of the same “family” and have consistent detailing.
- *G-5 Patios and Plazas:* Not applicable.

File: 15133

October 9, 2015

Att. A

Ms. Barbara Barhydt, Planning Department
City of Portland
389 Congress Street, 4th Floor
Portland, ME 04101

RE: WEST PORT LOFTS CONDOMINIUM, 22 TATE STREET
SITE PLAN / SUBDIVISION PLAN APPLICATION

Dear Barbara,

Please find the attached application for West Port Lofts, an 8 unit residential project located at 22 Tate Street. This project is designed by David Lloyd AIA, Archetype.

Enclosed are plans showing the existing conditions and the removal of the existing house on the site. This lot has a gravel parking area and some vegetation around the perimeter. We will be repaving it with new plantings designed by Tony Muench, RLA, and a white stockade fence along the back of the site and along the right hand side of the lot.

The site is designed with an infiltration system to minimize our impacts on the sewer system. Hopefully this satisfies DPW.

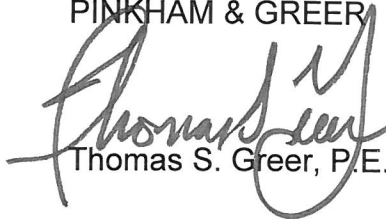
We will be holding a Neighborhood Meeting shortly in compliance with the City Standards.

Hopefully you find our application complete and ready for processing.

Please let me know if you have any questions. Thank you very much for your help in getting us through the approval process.

Sincerely,

PINKHAM & GREER



Thomas S. Greer, P.E.

Enclosures

cc: David Lloyd, Peter Bass, File

TSG/rjs

22-28 Tate Street

The construction of an 8 unit residential building with 8 parking spaces.

_ (date)

Applicant – must be owner, Lessee or Buyer Name: Peter Bass Business Name, if applicable: Tate Street Partnership, LLC Address: 17 Chestnut Street City/State : Portland, ME Zip Code: 04101	Applicant Contact Information Work # 207.772.6005 Home# Cell # Fax# e-mail: pbass@maine.rr.com
Owner – (if different from Applicant) Name: Same as Above Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Thomas S. Greer Name: Pinkham & Greer, Civil Engineers Address: 28 Vannah Avenue City/State : Portland, ME Zip Code: 04103	Agent/Representative Contact information Work # 207.781.5242 Cell # e-mail: tgreer@pinkhamandgreer.com
Billing Information Peter Bass Name: Tate Street Partnership, LLC Address: 17 Chestnut Street City/State : Portland, ME Zip Code: 04101	Billing Information Work # 207.772.6005 Cell # Fax# e-mail: pbass@maine.rr.com

Engineer Pinkham & Greer, Civil Engineers Name: Thomas S. Greer Address: 28 Vannah Avenue City/State : Portland, ME Zip Code: 04103	Engineer Contact Information Work # 207.781.5242 Cell # Fax# 207.781.4245 e-mail: tgreer@pinkhamandgreer.com
Surveyor Name: Owen Haskell, Inc. Address: 390 US Route One #10 City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Work # 207.774.0424 Cell # Fax# 207.774.0511 e-mail:
Architect Archetype Architects Name: David Lloyd Address: 48 Union Wharf City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207.772.6022 Cell # Fax# 207.772.4056 e-mail: lloyd@archetypepepa.com
Attorney Barbara Vestal Name: Chester & Vestal, P.A. Address: 107 Congress Street City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work # 207.772.7426 Cell # Fax# 207.761.5822 e-mail: vestal@chesterandvestal.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 <u>8</u> x \$25/lot = <u>\$200.00</u> ☐ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots <u> </u> x \$200/lot = <u> </u> ☐ Other <u> </u> ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ Historic Preservation
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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 II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 10/9/15
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PROJECT DATA

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

Total Area of Site	sq. ft. 6,176	
Proposed Total Disturbed Area of the Site	sq. ft. 6,176	
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
Impervious Surface Area		
Impervious Area (Total Existing)	3,445	sq. ft.
Impervious Area (Total Proposed)	4,318	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	692	sq. ft.
Building Footprint (Total Proposed)	1,606	sq. ft.
Building Floor Area (Total Existing)	1,390	sq. ft.
Building Floor Area (Total Proposed)	6,408	sq. ft.
Zoning		
Existing	R-6	
Proposed, if applicable		
Land Use		
Existing	Residential Building and Parking Lot	
Proposed	8 Residential Units w/ parking	
Residential, If applicable		
# of Residential Units (Total Existing)	1	
# of Residential Units (Total Proposed)	8	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	0	
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)	1	
# of One-Bedroom Units (Total Proposed)	5	
# of Two-Bedroom Units (Total Proposed)	2	
# of Three-Bedroom Units (Total Proposed)	0	
Parking Spaces		
# of Parking Spaces (Total Existing)	6 +/-	
# of Parking Spaces (Total Proposed)	8	
# of Handicapped Spaces (Total Proposed)	1	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	Interior (3)	
Estimated Cost of Project		

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

FINAL PLAN - Level 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
n/a		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
n/a		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
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
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;
n/a			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;
X			A traffic control plan as detailed in Section 1 of the Technical Manual;
n/a			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
n/a			Location and proposed alteration to any watercourse;
n/a			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
n/a			Proposed buffers and preservation measures for wetlands;
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;
n/a			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 Interior		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;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
X		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

TATE STREET PARTNERSHIP, LLC
17 Chestnut Street
Portland, ME 04101

(207) 772-6005

October 6, 2015

To Whom It May Concern

This letter is to inform you that Thomas S. Greer and his associates of Pinkham & Greer Civil Engineers in Portland are hereby authorized to represent Tate Street Partnership, LLC throughout the approval process of the West Port Lofts Condominium, 22-28 Tate Street in Portland, Maine.

This includes representing me with the City of Portland and any other State or local agencies who may become involved in the process.

Should you have any questions or concerns, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Bass', with a long horizontal flourish extending to the right.

Peter Bass
Tate Street Partnership, LLC

West Port Lofts Condominium
22-28 Tate Street
File: 15133

Zoning Assessment

This project is in the R-6 Zone. As a residential property, it is a permitted use. The density allowed is one unit per 725 sq. ft of lot plus a 25% density bonus for units. This would be 8 units

The building is approximately 32.9 feet in height, below the 45 feet allowed. Setbacks become 10 feet on each side. Side setbacks are approximately 10 feet or slightly greater. This project fits the R-6 Zone.

ZONE INFORMATION		
ZONE: R-6, RESIDENTIAL		
PERMITTED USE: MULTI-FAMILY DWELLING		
SPACE STANDARDS	REQUIRED	PROVIDED
MINIMUM LOT SIZE	2,000 SQ. FT.	6,176 SQ. FT.
MINIMUM AREA PER DWELLING UNIT	725 SQ. FT.	772 SQ. FT.
MINIMUM STREET FRONTAGE	20 FEET	107.26 FEET
MINIMUM FRONT YARD	2.5 FEET	5 FEET
MINIMUM REAR YARD	10 FEET	10.3 FEET
MINIMUM SIDE YARD	5 FEET	5.6 & 63.6 FEET
MAXIMUM LOT COVERAGE	60%	38%
MINIMUM LOT WIDTH	20 FEET	107 FEET
MAXIMUM BUILDING HEIGHT	45 FEET	32.9 FEET
OPEN SPACE RATIO	20%	29%
OFF STREET PARKING	5	8

Easements

There are no easements with this project.

Waivers

This site has an increase of less than 1,000 sq. ft. of impervious surface. If required, we request a waiver for the stormwater technical standards. Existing impervious is 3,445 sq. ft. The proposed impervious is 4,318 sq. ft.

We request a waiver for the size of the parking spaces and drive aisle. We have used 8'-6" x 18' and 8'-9 ¾" x 18' spaces with a 22' drive aisle.

West Port Lofts Condominium
22-28 Tate Street
File: 15133

Significant Natural Features

This site is currently a parking lot and a single family residence. There are no significant natural features or cultural features on site, consistent with the City's Master Plan.

Master Plan Compliance

This project provides the housing noted in the City's Master Plan. The zoning and land use are consistent with the neighborhood.

Traffic

This 8 unit apartment will generate less traffic than a standard apartment building. Standard apartments generate 6.63 trips per day during the week with 0.56 peak am hour trips and .067 peak pm hour trips. Total trips are listed below:

Total Daily Trips	6.63x8	53
Peak AM Trips	0.56x8	5
Peak PM Trips	0.67x8	5

This amount of trips is very small considering the urban location of the project. The use of bikes and access to the bus service in the area are expected to further reduce the trips for this project.

Trip generation rates are from the ITE Manual Trip Generation.

Solid Waste

Solid waste will be in the storage room and will be picked up by a private hauler.

Neighborhood Meeting

Neighborhood meeting is yet to be held.



Existing House and Lot



Existing House



Looking Up Tate Street



Looking Down Tate Street



Neighbors Wall



Neighbors Wall



Existing Catch Basin



Existing Catch Basin



Back of Property



Google earth



PURCHASE AND SALE AGREEMENT

This agreement is made on the Effective Date as set forth below by and between 22-28 Tate Street, LLC, a Maine limited liability company with a business address of 3 Carroll Street, Portland, Maine 04102, by and through its Manager, Todd M. Alexander (hereinafter "Seller"), and Tate Street Partnership, LLC, a Maine limited liability company with a business address of 17 Chestnut Street, Portland, Maine 04101 or assigns, by and through its members, Random Orbit, Inc., David Lakari & Associates, LLC, and West Port Development, LLC (hereinafter "Buyer").

1. **Property:** Subject to the terms and conditions hereinafter set forth, Seller hereby agrees to sell and Buyer hereby agrees to buy the following real estate: Three certain lots or parcels of land located at 22-28 Tate Street, City of Portland, County of Cumberland, State of Maine, described as follows: (i) a building of approximately 1208 SF situated on approximately 1972 SF of land on a lot known as 22 Tate Street and being more fully described in the Cumberland County Registry of Deeds in Book 32116 Page 278; (ii) a vacant lot of approximately 1632 SF known as 24 Tate Street and being more fully described in said Registry as lot 2 in Book 31780, Page 162; and (iii) a vacant lot of approximately 2400 SF known as 28 Tate Street and being more fully described in said Registry as lot 1 in Book 31780, Page 162; together with any fixtures and other items of real property situated thereon (collectively "the Property").

2. **Closing:** Subject to the contingencies set forth in Paragraph 4, the closing shall take place no earlier than March 10, 2016 and no later than one (1) year from the effective date hereof, unless Buyer and Seller agree in writing to extend the date of closing, or unless the closing date is extended pursuant to the provisions of Paragraph 12.

3. **Purchase Price:** Buyer hereby agrees to pay the sum of TWO HUNDRED AND NINETY THOUSAND DOLLARS (\$290,000) for the Property payable as follows: a deposit of ONE HUNDRED DOLLARS (\$100.00) (deposit) at the time of the execution of this agreement, and the balance in cash or equivalent at closing. All earnest money deposits made pursuant to this paragraph 3 and paragraph 12 shall be held in escrow by Seller and such deposits are refundable as provided in Paragraphs 4 and 5 below or as otherwise provided in this Agreement, and shall be credited against the purchase price at closing. Buyer or its nominee shall pay the remaining balance of TWO HUNDRED EIGHTY-NINE THOUSAND NINE HUNDRED DOLLARS (\$289,900) subject to any adjustments, additional deposits and prorations hereinafter described, at closing as set forth below.

4. **Contingencies:** Buyer's obligations under this agreement and those of its nominee are contingent upon:

- a. Buyer, at its option, conducting a feasibility study and an engineering study the results of which are satisfactory to the Buyer. If the transaction does not close, Buyer will supply copies of any engineering reports to Seller.

- b. Seller providing Buyer with copies of any survey plan made for Seller which depict all of or any portion of the Property within 10 days of the Effective Date of this Agreement.
- c. Buyer receiving a commitment for financing for Property acquisition and for project construction from a lending institution at market rates and upon commercially reasonable terms acceptable to Buyer, and Buyer actually receiving the specified financing on the day of closing.
- d. Buyer, at its option, obtaining such environmental reports as it deems necessary, the results of which are satisfactory to Buyer.
- e. Buyer obtaining from the City of Portland such site plan and subdivision approvals and other approvals as it deems necessary, in its sole determination, to construct a multi-unit residential development acceptable to it.

Should any of the reports, documents or state of facts revealed by any of the documents or information produced in a-e above, not be satisfactory to Buyer, Buyer may, at its sole option, terminate this Agreement by written notice to Seller at or before closing. In the event of termination as aforesaid, Buyer shall sign a contract release, the deposit will be promptly refunded to Buyer and the parties shall be released from all further obligations under this Agreement. In the event that Buyer terminates this Agreement, Buyer shall release to Seller any and all third party due diligence related to the Property, including but not limited to appraisals, architectural drawings and renderings, construction cost estimates, environmental studies and test results, engineering reports, market studies and surveys. If Buyer fails to notify Seller of its dissatisfaction with any of the contingencies contained in this section prior to actual closing on the purchase, then the contingencies will be deemed waived by Buyer.

5. **Deed-Title:** The Property shall be conveyed to Buyer by Quit Claim Deed with Covenant from Seller. Seller shall convey good and marketable title to the Property to Buyer in accordance with the Standards of Title adopted by the Maine Bar Association, free and clear of all encumbrances, except easements, covenants and restrictions of record which in Buyer's opinion do not materially and adversely affect Buyer's use of the Property for multi-family residential purposes, applicable building codes and land use laws and ordinances. Should Buyer notify Seller prior to closing date that record title to the Properties is unmarketable for any reason other than as set forth above, Seller shall have a reasonable time, not to exceed 30 days from time Seller is notified of the defect unless otherwise agreed to by both parties, to remedy the title, after which time, if such defect is not corrected so that title is marketable, Buyer may at Buyer's option: (1) withdraw said earnest money and be relieved of all obligations under this Agreement, or (2) give Seller written notice that Buyer will accept the deed with the title defect and without reduction in the purchase price, in which case the closing date shall be within ten (10) days of Seller's receipt of such written notice or as provided in Paragraph 2, whichever is later. Seller hereby agrees to make a good faith effort during such period to cure any title defect arising during Seller's period of ownership.

6. **Real Estate and Transfer Taxes and Other Closing Costs:** Any and all rents, real estate taxes, assessments and/or sewer user fees shall be prorated at closing. Metered

utilities will be paid through the date of closing by Seller. All Maine transfer taxes shall be paid by both parties according to Maine law. Seller shall be responsible for the cost of property deed preparation. Buyer is responsible for the cost of any title searches and closing services.

7. **Risk of Loss:** The risk of loss or damage to the Property by fire or otherwise until closing is assumed by the Seller. In the event of fire or other insured casualty, Buyer shall have the option of terminating the Agreement by written notice to Seller and receiving a return of its deposit, or accepting the insurance proceeds payable by reason of such damage or destruction and closing this transaction notwithstanding the same.

8. **Possession:** Seller shall deliver complete possession of the Property to Buyer immediately at closing, free of all leases, tenants and occupants, in substantially the same condition as at present, reasonable wear and tear only excepted. Buyer shall have the right to view the Property within 24 hours prior to closing for the purpose of determining that the Property is then in substantially the same condition as on the date of this Agreement.

9. **Purchase of Property and Improvements "AS IS":** As a material part of the consideration for this Agreement, Buyer represents to Seller that Buyer knows, has examined, and has investigated (or, prior to the closing, shall know, shall have examined, and shall have investigated) to Buyer's satisfaction, the environmental condition, physical nature and condition of the Property, improvements on the Property, and fixtures and appurtenances annexed to the Property, and the personal property, if any, agreed to be transferred to Buyer. Buyer agrees to take the Property "AS IS," with all latent and patent defects and no warranty by Seller that the Property is fit for a particular purpose. Buyer takes the Property with the agreement that there are no express or implied warranties or representations by Seller as to matters of zoning, land use, acreage, tax consequences, physical or environmental condition, valuation, governmental approvals, governmental regulations or any other matter or thing relating to or affecting the Property. Provisions in this Section 9 shall survive Closing.

10. **Representations and Warranties of Seller:** Seller represents and warrants to Buyer that the following are true as of the date of this Agreement and will be true as of the closing:

- a. Seller has taken all action to authorize and consummate the transaction contemplated hereby.
- b. Seller will not disturb the Property or take any action after the date of this Agreement that would diminish the value of the Property.
- c. Seller has no knowledge of claims, liens or potential lienors known to Seller but not previously disclosed.
- d. To the best of Seller's knowledge, there are no actions or proceedings now pending in any state or federal court to which Seller is a party which would affect the Property, title to the Property or Seller's ability to close on the sale of the Property to Buyer.

10. **Access to the Property:** Buyer and its agents shall be permitted reasonable access to the Property for the purpose of conducting tests, surveys and inspections. Any entry onto the Property by Buyer or its authorized representatives, pursuant to the provisions hereof, shall be at the risk of Buyer. Buyer shall not permit any mechanic's liens to be filed against all or any part of the Property. Buyer shall indemnify, and hold Seller harmless from and against all claims, costs, damages and liabilities, including without limitation, attorneys' fees, expenses and court costs resulting from or arising out of Buyer's entry on the Property or due diligence activities at the Property. Buyer will promptly restore the Property substantially to its condition before any damages that may have been caused by Buyer or its agents or representatives in the conduct of the due diligence review. Notwithstanding anything set forth herein to the contrary, the indemnification and restoration obligations of Buyer in this Section shall survive Closing or the earlier termination, for any reason, of this Agreement.

11. **Time:** Time is an essential part of this Agreement.

12. **Extension on Time to Close.** Buyer, at its sole option, may extend the time to close by an additional six (6) months beyond the closing date provided in Paragraph 2 upon written notice to Seller. Buyer may also extend the time to close for two additional periods of three (3) months each after the first six month extension by mutual agreement with Seller pursuant to written agreement.

13. **Real Estate Broker:** All parties to this Agreement represent that no real estate broker has been involved in this transaction and no real estate broker is due any commission on this transaction.

14. **Default:** If Buyer fails to close for any reason other than as provided in Paragraphs 4 or 5, under other circumstances which constitute an event of default, then Seller may employ all legal and equitable remedies, including without limitation, specific performance, and Seller may be awarded its attorneys' fees.. In the event of a default by Seller, Buyer shall receive back its earnest money deposit and may employ all legal and equitable remedies, including without limitation, specific performance, and Buyer may be awarded its attorneys' fees.

15. **Mergers:** This Agreement represents the entire contract between Buyer and Seller. No oral agreement or other representations have been made by Seller or its agents to induce Buyer to sign this Agreement.

16. **Miscellaneous:** This Agreement is to be construed under laws of the State of Maine. This Agreement may be canceled, modified or amended only in writing executed by the parties hereto or their legal representatives. This Agreement shall be binding upon and inure to the benefit of Buyer and Seller, their heirs, personal representative, successors and assigns. Buyer shall have the right to assign this contract, without recourse. This Agreement may be simultaneously executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original, but all of which together shall constitute one and the same instrument.

17. **Offer/Effective Date:** This offer shall be valid until August 31, 2015 at 5:00 p.m. and in the event of Seller non-acceptance, the deposit shall be promptly refunded to Buyer. The contract shall become effective on the date (the "Effective Date") when it is signed by both Seller and Buyer.

IN WITNESS WHEREOF, Seller and Buyer, by and through all of its members, have signed this Agreement in duplicate originals on the date written next to their names below:

WITNESS

SELLER: 22-28 TATE STREET, LLC

By: Todd M. Alexander 8.15.15
Todd M. Alexander, Its Manager **Date**

WITNESS

BUYER: TATE STREET PARTNERSHIP, LLC

RANDOM ORBIT, INC.

By: Peter L. Bass 8/19/15
Peter L. Bass, Its President **Date**

DAVID LAKARI & ASSOCIATES, LLC

By: David Lakari
David Lakari, its Managing Member **Date**

West Port Development, LLC

By: Todd M. Alexander 8.15.15
Todd M. Alexander, Its Sole Member **Date**

Effective Date: 8/19/15

QUITCLAIM DEED WITH COVENANT

Limited Liability Company Grantor

KNOW ALL BY THESE PRESENTS, That, **Hill Street Apartments, LLC**, a limited liability company organized and existing under the laws of the State of Maine, and having a place of business at 212 St. John Street, Portland, Maine 04102, for consideration paid, grants to:

22-28 Tate Street, LLC

a limited liability company organized and existing under the laws of the State of Maine, and having a place of business at: 3 Carroll Street, Portland, Maine 04102, with **quitclaim covenants**, the land in Portland, County of Cumberland, and State of Maine, described as follows:

A certain lot or parcel of land, together with any buildings and improvements thereon, situated in the City of Portland, County of Cumberland, and State of Maine as set forth in Exhibit A attached hereto and made a part hereof.

In Witness Whereof, the said **Hill Street Apartments, LLC** has caused this instrument to be executed by Tim Ly, its Manager, thereunto duly authorized this 4th day of March, 2015.

Signed, Sealed and Delivered
in the presence of

Hill Street Apartments, LLC

BY:

Tim Ly, Its Manager

State of Maine
County of Cumberland

March 4, 2015

Then personally appeared the above named Tim Ly, Manager of said Hill Street Apartments, LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said Hill Street Apartments, LLC.

Before me,

~~Attorney at Law~~ Notary Public

Printed Name:

Rockwell Buchanan

MAINE REAL ESTATE TAX PAID

EXHIBIT A
22 Tate Street, Portland, Maine

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

Beginning at the easterly corner of land formerly owned by Thomas Lynch; thence southeasterly by said Tate Street thirty-four (34) feet, more or less, to land formerly owned by Thomas Starbird and from these two (2) bounds extending southwesterly keeping the above width, fifty-nine (59) feet, more or less, to the line of land formerly owned by William Lindsey and now or formerly owned by Joseph A. Lindsey, being one of the parcels described in a deed from Joseph P. Lindsey and Martha A. H. Lindsey to Martha A. Storer, which deed is dated May 31, 1876, and recorded in Cumberland County Registry of Deeds in Book 431, Page 115.

The depth of said lot is about sixty (60) feet and is one-half (1/2) of the distance between Brackett Street and Tate Street.

Being the same premises conveyed to Hill Street Apartments, LLC by quitclaim deed from U.S. Bank National Association of near or even date to be recorded prior to this deed.

Received
Recorded Register of Deeds
Mar 05, 2015 10:21:05A
Cumberland County
Nancy A. Lane

WARRANTY DEED
Limited Liability Company Grantee

Know All by these Presents,

That I, Todd M. Alexander, of Portland, Maine, for consideration paid, grant to:

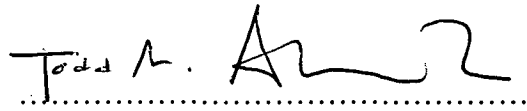
22-28 Tate Street, LLC

a limited liability company organized and existing under the laws of the State of Maine, whose mailing address is: 3 Carroll Street, Portland, Maine 04102, with warranty covenants, the land in Westbrook, County of Cumberland, and State of Maine, described as follows:

A certain lot or parcel of land, together with any buildings and improvements thereon, situated in the City of Portland, County of Cumberland, and State of Maine as set forth in Exhibit A attached hereto and made a part hereof.

Witness my hand and seal this 4th day of March, 2015

Signed, Sealed and Delivered
in presence of

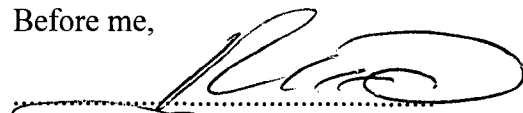

Todd M. Alexander

State of Maine, County of Cumberland ss.

March 4, 2015

Then personally appeared the above named Todd M. Alexander and acknowledged the foregoing instrument to be his free act.

Before me,



~~Attorney at Law~~ Notary Public

Printed Name Rachel L. Bouchard

EXHIBIT A

Parcel 1

A certain lot or parcel of land, with any buildings thereon, situated on the southwesterly side of Tate Street, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows, to wit:

Beginning on the line of said Tate Street at the easterly corner of land now or formerly of William Wood and Rufus Wood; thence running southwesterly by said land a distance of sixty (60) feet, more or less, to a stake half-way from Tate Street to Brackett Street; thence southeasterly on the center line between said streets, a distance of forty (40) feet; thence northeasterly, parallel with the line of said Wood land a distance of sixty (60) feet, more or less, to said Tate Street; thence northwesterly in the line of said Tate Street a distance of forty (40) feet to the first bound.

The subject premises were described in previous deeds as "Land South West Side Tate Street, Nos. 26-28, Portland, Maine, City Assessor's Plan 44, Block E, Lot 19, Area 2,400 square feet being the same land which the City of Portland acquired by tax deed dated February 28, 1938 and February 29, 1944. And being the same premises conveyed by Quitclaim Deed dated May 10, 1951, by the City of Portland to Shirley D. Coney and recorded in the Cumberland County Registry of Deeds on March 31, 1953 in Book 2118, Page 265."

Parcel 2

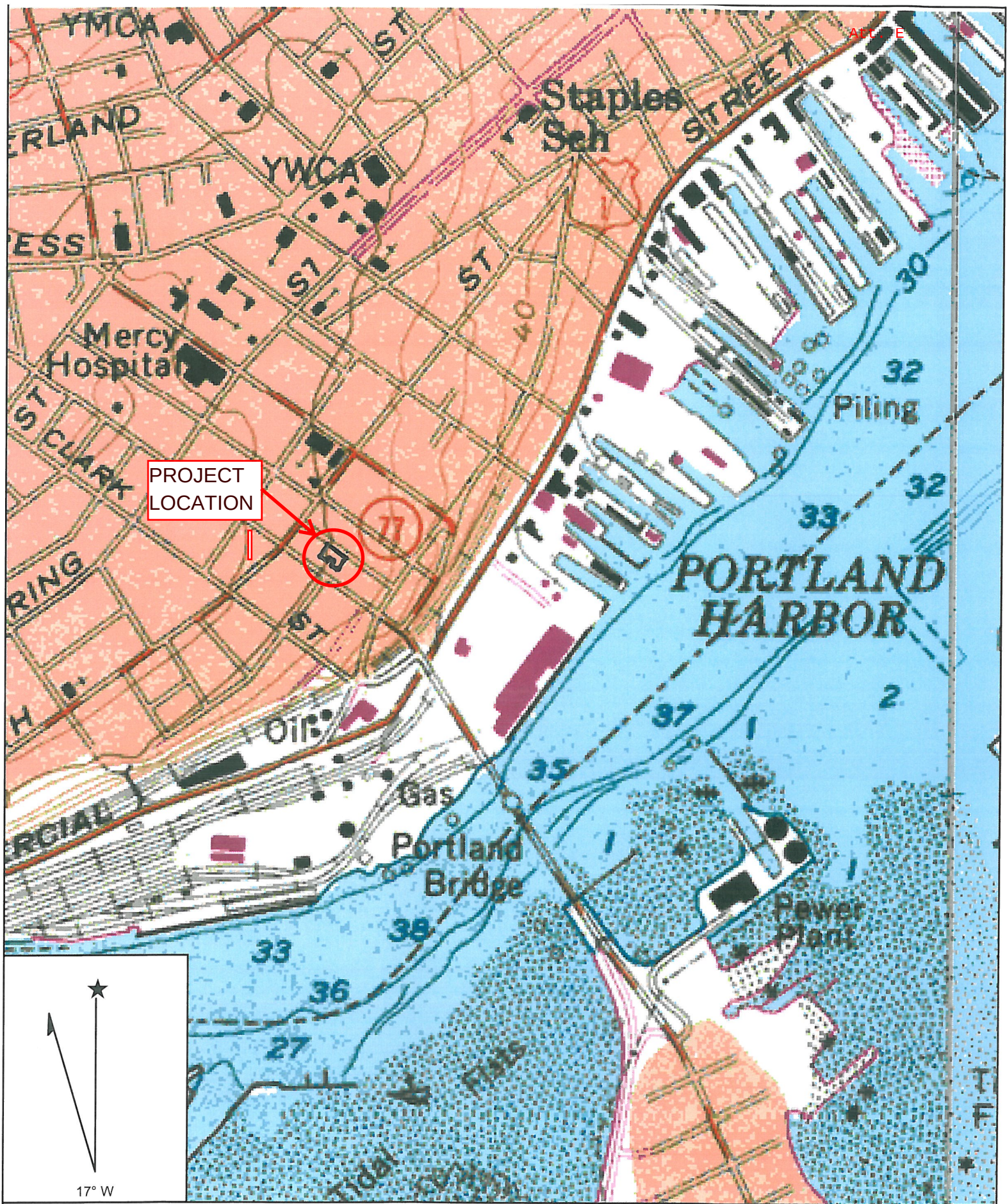
A certain lot or parcel of land, with any buildings thereon, situated on Tate Street, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at the northerly corner of land now or formerly of John Webb and running by the line of land now or formerly of John O. Keef, northeasterly a distance of fifty (50) feet, more or less, to said Tate Street; thence southeasterly on the line of said Tate Street, a distance of thirty-three (33) feet to a stake; thence southwesterly by the line of land now or formerly of Thomas Starbird a distance of fifty (50) feet, more or less, to a stake; thence northwesterly by the back line of said Webb's land, a distance of thirty (30) feet, more or less, to the point of beginning.

Being the same premises conveyed to the Grantor by warranty deed from Orris Properties, LLC dated September 11, 2014 and recorded in the Cumberland County Registry of Deeds in Book 31780, Page 162.

The above described premises are conveyed subject to Mortgage from the Grantor to Orris Properties, LLC dated September 9, 2014 and recorded in the Cumberland County Registry of Deeds in Book 31780, Page 164. Further reference is made to Assignment and Assumption Agreement between Todd M. Alexander and 22-28 Tate Street, LLC in favor of Orris Properties, LLC dated February 12, 2015 to be recorded herewith.

Received
Recorded Register of Deeds
Mar 05, 2015 10:23:06A
Cumberland County
Nancy A. Lane



Name: PORTLAND WEST
Date: 10/1/2015
Scale: 1 inch equals 667 feet

Location: 043° 38' 52.68" N 070° 15' 33.10" W
Caption: 15133-22-28 Tate Street



October 6, 2015

Planning Board
City of Portland
Portland, Maine

Re: Tate Street Partnership, LLC
17 Chestnut Street
Portland, Maine 04102

Development of 22 Tate Street Portland, Maine – West Port Lofts

To Whom It May Concern:

I am writing on behalf of Tate Street Partnership, LLC and Principals Peter Bass, David Lakari and Todd Alexander. Gorham Savings Bank has made a preliminary review of the proposed project and find that the Partnership has demonstrated both the management capabilities and the financial resources necessary to see a project like this through to a successful completion. This letter is not to be construed as a loan commitment

If you should need further information or clarification, please contact me at 222-1492.

Regards,

A handwritten signature in blue ink, appearing to read "KS", with a long horizontal flourish extending to the right.

Karl Suchecki
Sr. Vice President



F I R M

Pinkham & Greer Civil Engineers provides civil engineering services to private and public sector clients. The principals in the firm, Thomas S. Greer PE and Stephen E. Stearns PE have experience with a wide variety of projects. We provided direct attention to each project and client.

Our experience includes projects for school districts, architects, private developers, commercial, and industrial clients. We work as part of a multi disciplinary team at the direction of our client.

Most projects involve some type of permitting. We are very experienced in packaging applications for Towns, the Department of Environmental Protection, and the Army Corp of Engineers. We utilize our network of consultants to meet all the technical requirements of the standards. This includes surveyors, wetland scientists, architects, and Geophysical consultants.

We work to make our clients successful and thereby making our firms successful. Our repeat client list is testimony to our efforts.



THOMAS S. GREER, P.E.
Principal

Mr. Greer has over 38 years of experience in consulting engineering. This includes construction inspection, civil engineering design, and project management, as well as company management as a Principal of Pinkham & Greer; each experience building on the previous to form a well-rounded background in civil engineering and business management.

Mr. Greer's principal responsibilities within the company include management of civil engineering projects such as site designs and permit applications, and the financial management of the firm. Civil engineering projects include subdivision and land planning, stormwater management plans, site designs for commercial and institutional clients, and utility design for sewer and water projects.

The responsibility of corporate management adds to Mr. Greer's direct, hands-on experience when addressing each client's individual business concerns; developing solutions sensitive to the issues important to the client, such as financing, in addition to the technical engineering issues.

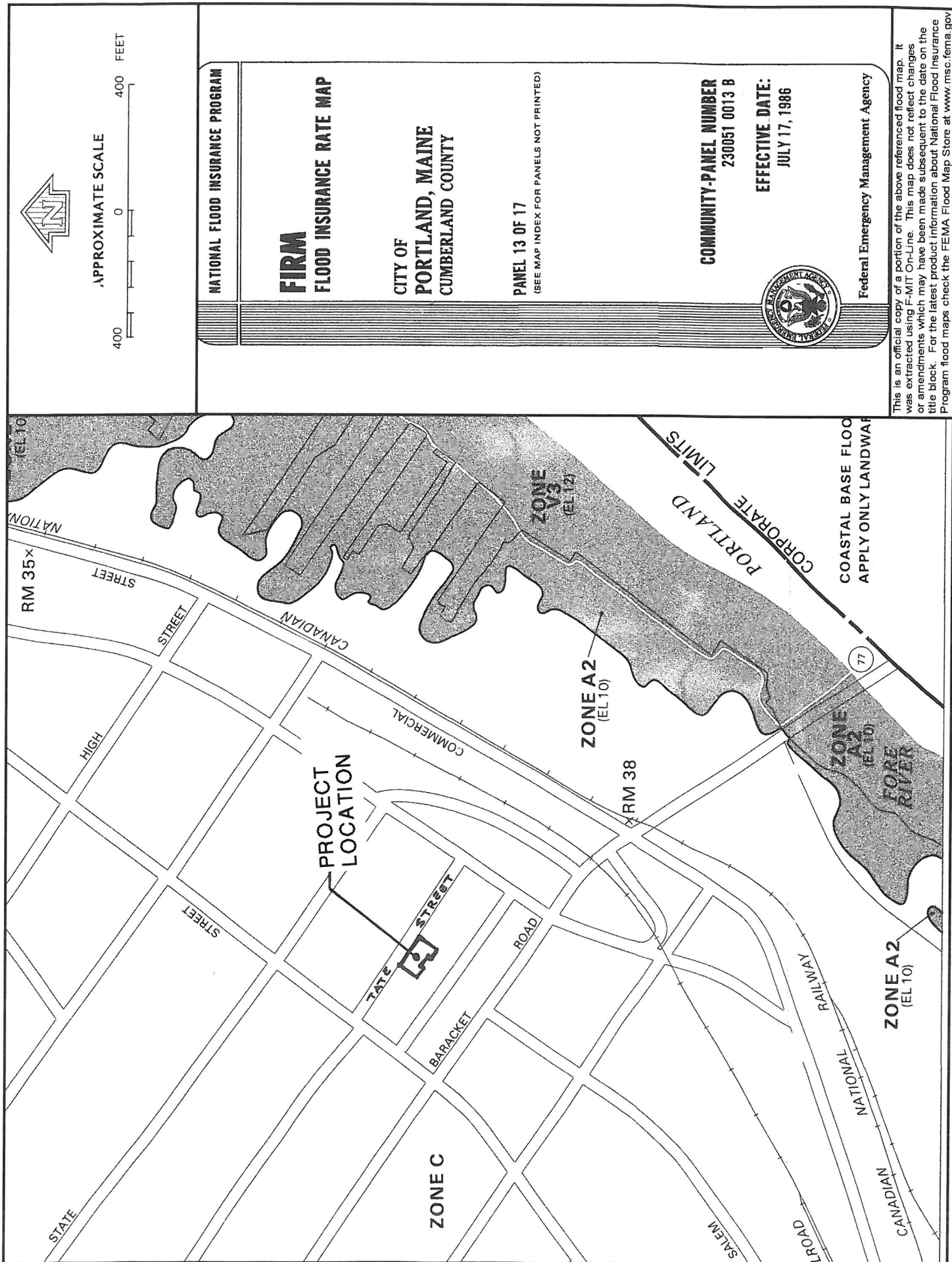
Mr. Greer has chaired the American Society of Civil Engineering subcommittee reviewing the stormwater management manual prepared by the Maine Department of Environmental Protection and was a member of the Technical Advisory Committee in developing the DEP Stormwater Management Program. He has also assisted the DEP with training programs for Non Point Source Stormwater through the Non Point Source Technical Advisory Committee.

EDUCATION

University of Maine, Orono, Maine
Bachelor of Science, Civil Engineering, 1976

REGISTRATION AND LICENSES

Professional Engineer licensed in Maine, Massachusetts, Connecticut, and New Hampshire





From: David Margolis-Pineo
To: Barbara Barhydt; Helen Donaldson; Peter Bass; Tom Greer
CC: Benjamin Pearson; Jean Fraser; Jeff Levine; John Emerson; Nancy Gallinaro; Shukria Wiar
Date: 11/6/2015 2:20 PM
Subject: 22 Tate St Wastewater Capacity Application Approval
Attachments: David Margolis-Pineo.vcf

November 6, 2015

Peter Bass
 Tate Street Partners, LLC (pbass@maine.rr.com)
 3 Canal Plaza
 Portland, ME 04101

RE: Capacity to Handle Wastewater Flows From 22 Tate St – Multi-family

Dear Mr. Bass:

The Department of Public Services, which includes the Water Resource Division, has reviewed and determined that the downstream sewers from 22 Tate Street has the capacity to convey during dry weather the estimated 1,080 gallons per day of wastewater which will be generated from the proposed Multi-Family building.

The applicant is proposing to capture and infiltrate the first 2,600 gallons of roof runoff during a rain event. The resulting impact to the combined sewer after construction will be an overall reduction in flow volumes to the system during storm events than currently exist. Thank you

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 Eight Unit Apartment Building:

Five - One Bedroom Units @ 120 gpd/Unit = 600 gpd
 Two - Two Bedroom Units @ 180 gpd/Unit = 360 gpd
 One - Efficiency Unit (assume one bedroom) @ 120 gpd

Total = 1,080 gpd

-

CC: Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland
 Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of Portland
 Nell Donaldson, Department of Planning and Urban Development, City of Portland
 Shukria Wiar, Planner, Department of Planning and Urban Development, City of Portland
 Jean Fraser, Planner, Department of Planning and Urban Development, City of Portland
 Nancy Gallinaro, Water Resources Manager
 Benjamin N. Pearson, E.I., Industrial Pretreatment Coordinator, City of Portland
 John Emerson, Wastewater Coordinator, City of Portland
 Tom Greer – Pinkham-Greer Engineers

David Margolis-Pineo
 Deputy City Engineer
 Department of Public Services
 55 Portland St.
 Portland, ME 04101
 Office 207-874-8850
 Fax 207-874-8852
 Cell 207-400-6695
 dmp@portlandmaine.gov



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

November 13, 2015

Pinkham & Greer
28 Vannah Avenue
Portland, ME 04103

Attn: Thomas Greer
Re: 22 Tate Street - Portland
Ability to Serve with PWD Water

Dear Mr. Greer:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on September 30, 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:

- Two new 2-inch diameter water services may be installed from the water main in Tate Street as shown on the Grading & Utilities Plan dated 9/29/2015. Please remove the valve shown at the connection to the water main on both services. Each service will have a 2-inch curb stop valve located at the property line.
- The existing 3/4-inch service must be terminated by shutting the corporation valve and cutting the pipe from the main.
- Preliminary flow capacity testing in the area indicates that a maximum of approximately 250 GPM would be expected at this location. Site specific evaluation may be necessary.
- Please submit revised design plans to MEANS for review of the water service line configuration. We will work with you to ensure that the design meets our current standards.

Existing Site Service

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



Water System Characteristics

According to District records, there is an 4-inch diameter cast iron water main on the south side of Tate Street and a public fire hydrant located 450 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 88 psi on 4/9/2015.

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

You have indicated that this project will require water service to provide private fire protection to the site. As noted above, site specific evaluation may be necessary to determine the ability of the water main to provide the needed flow. 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

CODE NO.

P22-100AF

DISTRICT

Portland

REG. NO.

2868

No.

22 Tate

ST.

NAME

~~Catherine Bowman~~

NAME

Mary Plumes MERRILL SCOTT

NAME

Glennia Emerson Sandra Scott

SERVICE RECORD

RENEWAL RECORDS

KIND OF PIPE

KIND OF PIPE

Cop.Cop.

SIZE OF PIPE

SIZE OF PIPE

3/43/4

MAIN TO STOP

MAIN TO STOP

II

STOP TO ST. LINE

STOP TO ST. LINE

4

ST. LINE TO BUILDING

ST. LINE TO BUILDING

4

TOTAL LENGTH

TOTAL LENGTH

DATE

DATE

6/2/337/18/1947

REMARKS

REMARKS

SERVICE SHUT AT CORP.

CLEAN OUT AND REPAIR RECORD

DATE _____

REMARKS

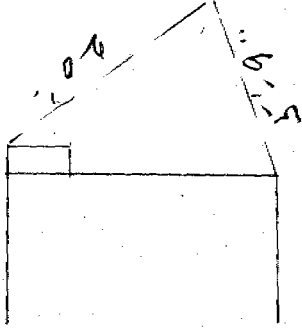
12-3/6/1/boxed out cvrb box

Installed new cover

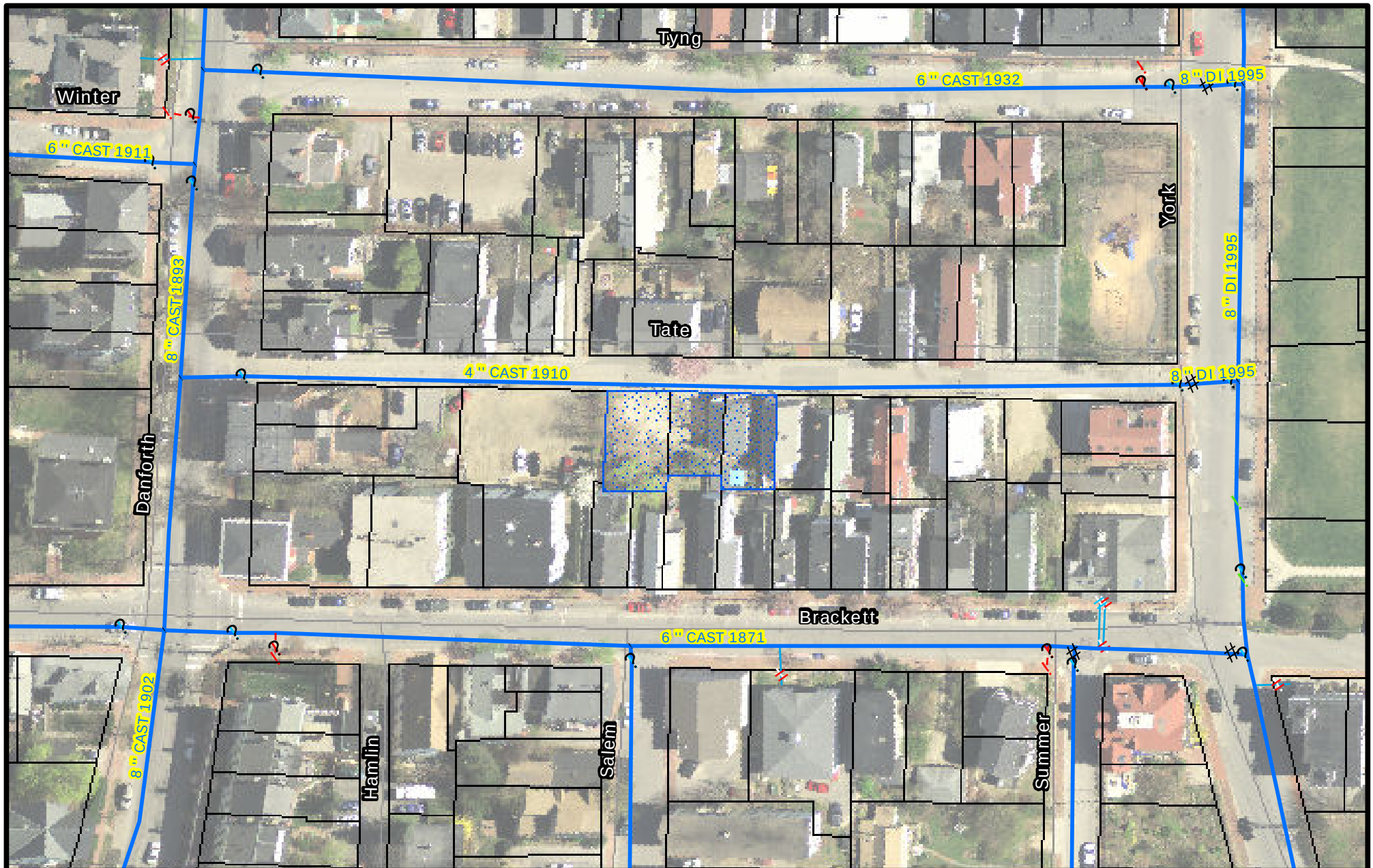
793/62/29258

6-24-82 Penkese S/B + Rd

84101-0065485



PORTLAND WATER DISTRICT



22 Tate Street

Portland



PORTLAND WATER DISTRICT
225 Douglass Street
Portland, ME 04104

Scale 0 20 40 80 120 160 Feet 1 inch = 80 feet

Legend

- | | | | |
|----------------|--------------------|--------------------|-----------|
| ! Air Valve | ● Connection | = Combined Service | ! Manhole |
| 5 Blow Off | ! Attribute Change | = Domestic Service | (CSO |
| R By Pass | # Reducer | = Fire Service | → Gravity |
| ? Distribution | ! Hydrant | ! Private Hydrants | → Force |
| ? Transmission | ? Hydrant Control | ! Meter Pits | |



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

Drawn By: GJH

Prepared For: Pinkham & Greer

Scale: As Noted

Date: 11/13/2015

STORMWATER MANAGEMENT REPORT
WEST PORT LOFTS CONDOMINIUM
22-28 TATE STREET
PORTLAND, MAINE
October 9, 2015

The site is a very small urban site that is currently developed. It is 6,176 square feet in size with an impervious cover of 3,445 square feet. The redevelopment of the site will add an 8 unit building and 8 parking spaces with an impervious cover of 4,318 square feet.

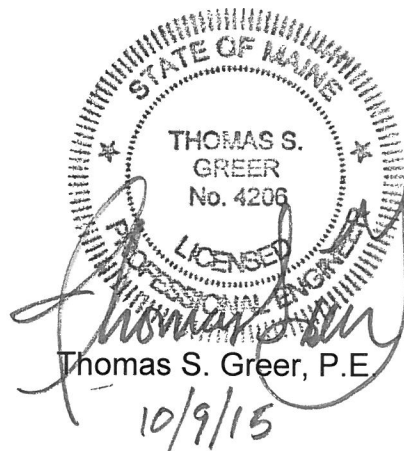
The new sewer discharge will be 1,000 gallons per day of domestic wastewater. To ensure sewer capacity, the site's design includes an infiltration box of stones. It is placed within the existing foundation of the home that is on site. The foundation and cellar will be completely removed and replaced with sand and the stone box.

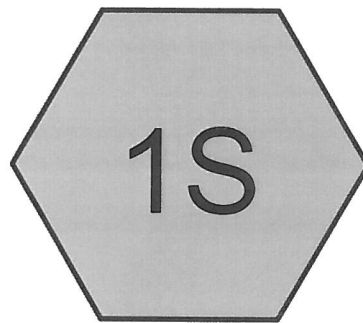
The volume of the stone box's void space is in excess of the 1,000 gallons per day of wastewater generated. There will be no net impact on the sewer system during rain events.

The roof drain will be piped to the stone box and the flow will be distributed over the box via 6" perforated pipe. The box will exfiltrate water into the soil until the elevation of the overflow pipe is reached. The overflow pipe and field inlet function to take excess water away and to vent the infiltration box.

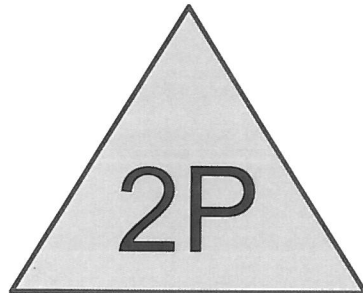
This system will also reduce the peak flows leaving the site.

Attached are Hydrocad calculations for the roof drain going to the infiltration system.





ROOF RUNOFF



INFILTRATION BOX



Drainage Diagram for TATE STREET TSG 15133

Prepared by Hewlett-Packard Company, Printed 10/8/2015
HydroCAD® 9.10 s/n 01454 © 2010 HydroCAD Software Solutions LLC

TATE STREET TSG 15133

Prepared by Hewlett-Packard Company

HydroCAD® 9.10 s/n 01454 © 2010 HydroCAD Software Solutions LLC

Type III 24-hr 2 YEAR Rainfall=3.00"

Printed 10/8/2015

Page 2

Summary for Subcatchment 1S: ROOF RUNOFF

Runoff = 0.29 cfs @ 12.06 hrs, Volume= 0.021 af, Depth> 2.59"

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

Area (sf)	CN	Description
* 4,200	98	ROOF
4,200		100.00% Impervious Area

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

Summary for Pond 2P: INFILTRATION BOX

Inflow Area = 0.096 ac, 100.00% Impervious, Inflow Depth > 2.59" for 2 YEAR event
 Inflow = 0.29 cfs @ 12.06 hrs, Volume= 0.021 af
 Outflow = 0.24 cfs @ 12.11 hrs, Volume= 0.021 af, Atten= 17%, Lag= 3.0 min
 Discarded = 0.20 cfs @ 12.00 hrs, Volume= 0.020 af
 Primary = 0.04 cfs @ 12.11 hrs, Volume= 0.001 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 89.12' @ 12.11 hrs Surf.Area= 180 sf Storage= 22 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
 Center-of-Mass det. time= 0.5 min (738.2 - 737.7)

Volume	Invert	Avail.Storage	Storage Description
#1	89.00'	540 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
89.00	180	0	0
91.00	180	360	360
92.00	180	180	540

Device	Routing	Invert	Outlet Devices
#1	Discarded	89.00'	0.20 cfs Exfiltration at all elevations
#2	Primary	89.00'	6.0" Vert. Orifice/Grate C= 0.600

Discarded OutFlow Max=0.20 cfs @ 12.00 hrs HW=89.03' (Free Discharge)
 ↑ **1=Exfiltration** (Exfiltration Controls 0.20 cfs)

Primary OutFlow Max=0.04 cfs @ 12.11 hrs HW=89.12' (Free Discharge)
 ↑ **2=Orifice/Grate** (Orifice Controls 0.04 cfs @ 1.17 fps)

Summary for Subcatchment 1S: ROOF RUNOFF

Runoff = 0.46 cfs @ 12.06 hrs, Volume= 0.033 af, Depth> 4.15"

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

Area (sf)	CN	Description
* 4,200	98	ROOF
4,200		100.00% Impervious Area

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

Summary for Pond 2P: INFILTRATION BOX

Inflow Area = 0.096 ac, 100.00% Impervious, Inflow Depth > 4.15" for 10 YEAR event
 Inflow = 0.46 cfs @ 12.06 hrs, Volume= 0.033 af
 Outflow = 0.41 cfs @ 12.10 hrs, Volume= 0.033 af, Atten= 12%, Lag= 2.7 min
 Discarded = 0.20 cfs @ 11.95 hrs, Volume= 0.030 af
 Primary = 0.21 cfs @ 12.10 hrs, Volume= 0.003 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 89.28' @ 12.10 hrs Surf.Area= 180 sf Storage= 51 cf

Plug-Flow detention time= 0.8 min calculated for 0.033 af (100% of inflow)
 Center-of-Mass det. time= 0.7 min (734.7 - 734.0)

Volume	Invert	Avail.Storage	Storage Description
#1	89.00'	540 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
89.00	180	0	0
91.00	180	360	360
92.00	180	180	540

Device	Routing	Invert	Outlet Devices
#1	Discarded	89.00'	0.20 cfs Exfiltration at all elevations
#2	Primary	89.00'	6.0" Vert. Orifice/Grate C= 0.600

Discarded OutFlow Max=0.20 cfs @ 11.95 hrs HW=89.04' (Free Discharge)
 ↗ **1=Exfiltration** (Exfiltration Controls 0.20 cfs)

Primary OutFlow Max=0.21 cfs @ 12.10 hrs HW=89.28' (Free Discharge)
 ↗ **2=Orifice/Grate** (Orifice Controls 0.21 cfs @ 1.81 fps)

Summary for Subcatchment 1S: ROOF RUNOFF

Runoff = 0.55 cfs @ 12.06 hrs, Volume= 0.039 af, Depth> 4.87"

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

	Area (sf)	CN	Description
*	4,200	98	ROOF
	4,200		100.00% Impervious Area

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

Summary for Pond 2P: INFILTRATION BOX

Inflow Area = 0.096 ac, 100.00% Impervious, Inflow Depth > 4.87" for 25 YEAR event
 Inflow = 0.55 cfs @ 12.06 hrs, Volume= 0.039 af
 Outflow = 0.49 cfs @ 12.10 hrs, Volume= 0.039 af, Atten= 10%, Lag= 2.5 min
 Discarded = 0.20 cfs @ 11.90 hrs, Volume= 0.035 af
 Primary = 0.29 cfs @ 12.10 hrs, Volume= 0.005 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 89.34' @ 12.10 hrs Surf.Area= 180 sf Storage= 62 cf

Plug-Flow detention time= 0.9 min calculated for 0.039 af (100% of inflow)
 Center-of-Mass det. time= 0.8 min (733.9 - 733.1)

Volume	Invert	Avail.Storage	Storage Description
#1	89.00'	540 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
89.00	180	0	0
91.00	180	360	360
92.00	180	180	540

Device	Routing	Invert	Outlet Devices
#1	Discarded	89.00'	0.20 cfs Exfiltration at all elevations
#2	Primary	89.00'	6.0" Vert. Orifice/Grate C= 0.600

Discarded OutFlow Max=0.20 cfs @ 11.90 hrs HW=89.04' (Free Discharge)
 ↗ **1=Exfiltration** (Exfiltration Controls 0.20 cfs)

Primary OutFlow Max=0.29 cfs @ 12.10 hrs HW=89.34' (Free Discharge)
 ↗ **2=Orifice/Grate** (Orifice Controls 0.29 cfs @ 2.00 fps)

**West Port Lofts Condominium
22 Tate Street**

SUMMARY OF PUBLIC INFORMATIONAL MEETING

The meeting ran from 6:00 pm to 7:20 pm on November 4th at 68 High Street (Elm Terrace Apartments). Todd Alexander and Peter Bass, project owners, presented the concept of the project. It is an 8 unit condominium project with 8 parking spaces. The units will be for sale. They are looking at the middle of the market for sale price. They are considered work force housing for the west end.

There was a discussion about the use of solar panels to provide some energy for the project, more to reduce the carbon footprint of the building than cost savings. It was explained that the building is designed to be energy efficient with conventional building materials and insulation.

There was a discussion about using permeable pavement for the parking area. The use of the infiltration system for roof runoff was used to minimize the impact of the stormwater runoff to the combined sewer.

Neighbors at the top of Tate Street asked about the building height as it may block their views of the bay. David Lloyd explained it is about 35'. The design process has reduced it from 4 stories to 3 stories. All of the project meets the current zoning for the property. No zone changes or variances are required.

There was a discussion about the width of Tate Street and snow plowing. There have been issues in the past getting the City to keep the full width, 16', of Tate Street open. It was noted that the owners will likely hire a professional company to remove snow, so the sidewalk will be maintained. With 8 more residents on the street there may be more voices heard at city for service.

There were comments that more screening of the cars would be nice, creating more of a building wall along Tate Street.

There was a discussion about the width of the driveway entrance, 24 feet seemed wide. It was noted that the narrow width of Tate Street contributed to the need for the width and cars needed some room to get in and out of the lot.

There was considerable discussion about keeping this project in the affordable range for workers on the west end. This is not a subsidized project, it is a market rate project.

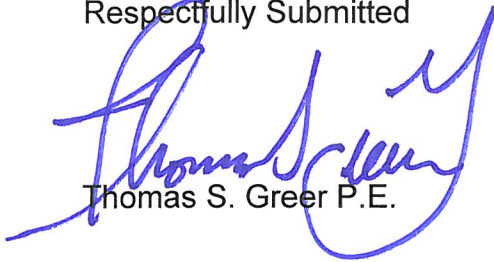
There was discussion about the building design. David Lloyd explained it is a contemporary design with a butterfly roof. The materials will be ground block at the bottom with vertical metal siding and horizontal panels or clapboard siding.

Final color have not been selected. Window trim will be simple with a door fronting on Tate Street.

There was some discussion about stormwater runoff and the use of the infiltration system to control flows to the combined sewer.

In general the project was well received by the 16 people attending. The more people in the neighborhood was considered a good thing.

Respectfully Submitted

A handwritten signature in blue ink, appearing to read "Thomas S. Greer", is written over the typed name. The signature is stylized with a large initial 'T' and a long, sweeping underline.

Thomas S. Greer P.E.

Neighborhood Meeting Certification

I, Thomas S. Greer hereby certify that a neighborhood meeting was held on November 4, 2015 at 68 High Street, Elm Terrace Apartments, in Portland at 6:00PM concerning 22 Tate Street (West Port Lofts Condominium).

I also certify that on October 23, 2015, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change and the residents on the "interested parties" list.

Signed,



11/3/15 (date)

Attached to this certification are:

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

NEIGHBORHOOD MEETING ATTENDEE LIST
22 Tate Street (West Port Lofts Condominium)
November 4, 2015

Name & Address	Name & Address
Thomas S. Greer Pinkham & Greer Civil Engineers 28 Vannah Avenue Portland, ME 04103	IAN JACOB 59 STATE ST #52 PORTLAND
Bonnie Mattozzi 9 TATE ST. #2 PORTLAND, ME 04102	Catherine Alexander 3 Carroll St Portland, ME 04102
Jewel Rechsteiner 31 TATE STREET	STERNY SMAN 15 SUMMER ST. PORTLAND 04102
Steve Morrison 158 Danforth	
Thomas & Teresa Cole 42 State St	
VICTORIA POUHAETI & KEVIN DOWLING 176 DANFORTH ST.	
BRIAN + JENNIFER KOWALLO 23 Tate St.	
Dale McWilliam 20 Tate St	
Peter Tousignant 30 Winter St	
Lewis Richards 19 TATE ST	

Next Page

NEIGHBORHOOD MEETING ATTENDEE LIST
22 Tate Street (West Port Lofts Condominium)
November 4, 2015

[illegible]

Neighborhood Meeting

October 22, 2015

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for an 8 unit residential housing building with 8 parking spaces located at 22 Tate Street.

Meeting Location: 68 High Street, Elm Terrace Apartments, Corner of High
and Danforth streets (enter from High Street, main entrance)

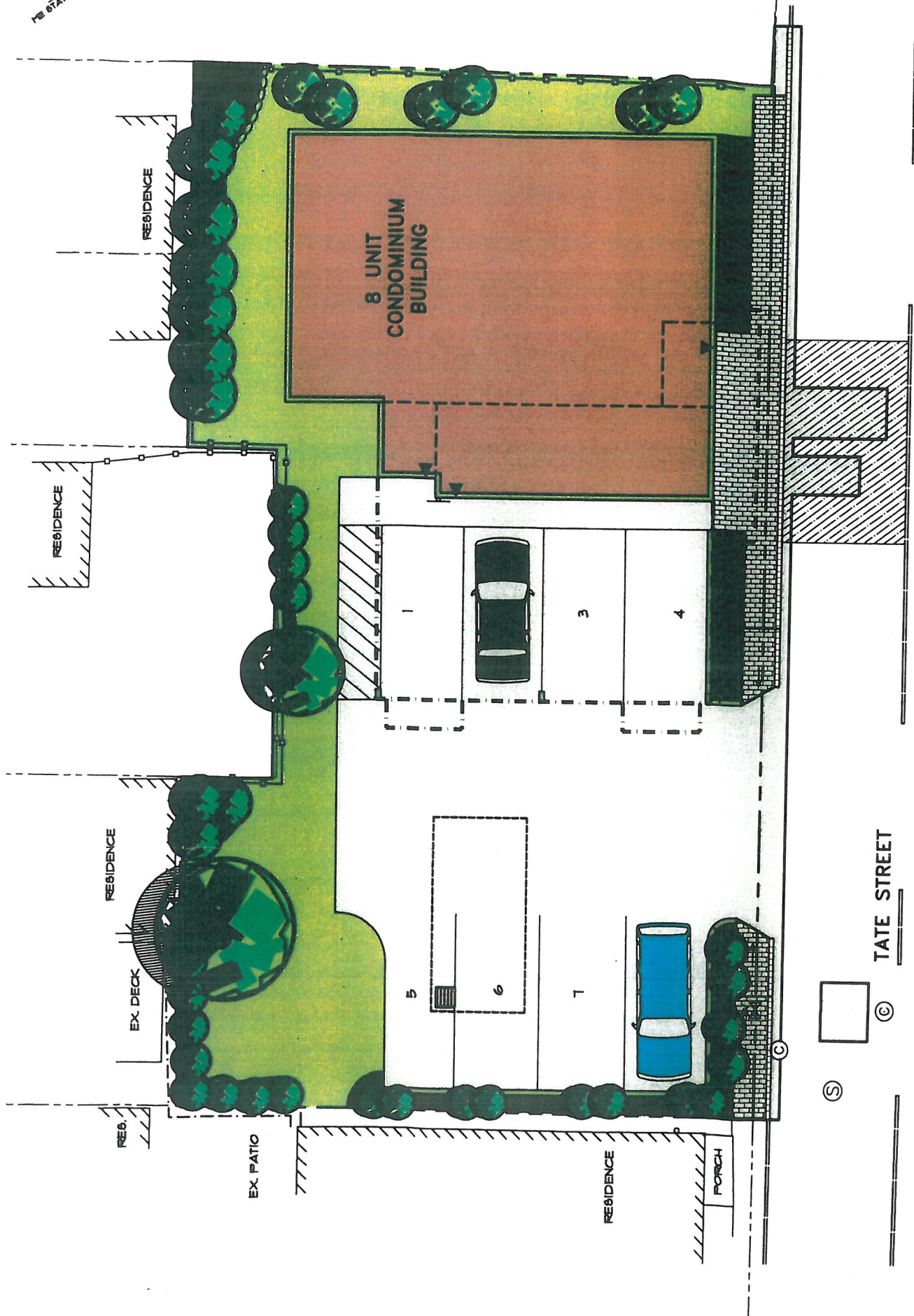
Meeting Date: November 4, 2015 (Wednesday)

Meeting Time: 6:00pm

The purpose of this meeting is to introduce the project to our neighbors as part of the City approval process.

If you have any questions, please call Thomas S. Greer, P.E., Pinkham & Greer, Civil Engineers at 207-781-5242 or email him at tgreer@pinkhamandgreer.com.

1/2" STATE PLANE



⑤

⑥

TATE STREET

From: David Lloyd <lloyd@archetypepa.com>
To: <HCD@portlandmaine.gov>
CC: Peter Bass <pbass@maine.rr.com>, "Todd M. Alexander" <TAlexander@renewalhousing.com>, Tom Greer <TGreer@pinkhamandgreer.com>
Date: 11/13/2015 3:37 PM
Subject: 15133-West Port Lofts Condominium (Tate Street)

Nell

Following is out code analysis for accessibility :

WEST PORT LOFTS CONDOMINIUM

The building has 8 units and therefore Fair Housing applies and the Maine Human Rights Act applies (4582-C, 1.c. (1) & (2)).

Both Fair Housing and Maine Human Rights Act stipulate that in a new apartment building of 4 or more units, the units must all comply with the provisions of Fair Housing and ANSI 117.1 Type B units. If there is no elevator than Fair Housing and the Maine Human Rights Act stipulate that *only the ground floor units* need to comply.

There is to be one dwelling unit on the ground floor. Under the terms of Fair Housing and Maine Human Rights Act this unit has to be on an accessible route and the unit must comply with the spatial provisions of Fair Housing and ANSI 117.1 Type B units. The site is steep and having the floor at an elevation to allow an accessible route directly onto the ground floor would result in most of the floor being below grade with resultant waterproofing problems and the potential for damp problems.

To overcome this and still have an accessible route available if needed we propose the building of a second entrance to the ground floor unit that is 'lift ready'. It will be available to be fitted with an accessible lift if called for. This entrance will be sized and built to accommodate a lift providing direct access from the accessible parking space in parking lot up to the ground floor unit, bypassing the entrance to the upper floor units and providing an accessible route to comply with Fair Housing and Maine Human Rights Act.

Respectfully submitted

David Lloyd

Architect
Archetype, P.A.
48 Union Wharf

Portland, ME 04101

Tele: (207) 772-6022

Fax: (207) 772-4056

Cell: (207) 831-8627

lloyd@archetypepa.com

<http://www.archetype-architects.com>

File: 15133

November 19, 2015

Ms. Nell Donaldson, Planning Department
City of Portland
389 Congress Street, 4th Floor
Portland, ME 04101

RE: RESPONSE TO CITY COMMENTS
WEST PORT LOFTS CONDOMINIUM, 22 TATE STREET

Dear Nell,

1. *The proposed driveway cut as measured along the property line is 24'. Maximum allowed is 20'. Please reduce cut to 20'. Proposed drive cut is now shown at 20'.*

Driveway cut reduced to 18'.

2. *Since the proposed sidewalk will be encroaching on the applicant's property, an access easement to the City will be required. Pedestrian Access Easement mentioned on Recording Plat but please see Comment 2 by William Clark below.*

Easement shown.

3. *Survey plan requires a Professional Surveyor stamp. This issue has not been resolved.*

Final drawings will be stamped.

4. *No response necessary but, some text versus shading or line work may not scan well at the Registry of Deeds.*

No comment

5. *It is desirable to have a three foot sump in the proposed catchbasin/tield inlet. No dimension is show from bottom of sump to the 6" pipe invert out. Please indicate. Detail 6 on Sheet C2.2 shows a one foot sump in the applicant's precast field drain structure. The City of Portland Technical Manual requires three foot sumps to all structures discharging to the City's collection system. Please revise detail to show a three foot sump.*

The basin does not require a sump. It is located at the high spot. It provides venting for the system and access. It does not function as a catch basin.

6. *The proposed 6" pipe connection to the existing City catchbasin shall be core drill and not saw cut. Please change detail Pipe Connection Method 3 on Sheet C-2.2 to reflect this condition. The detail has been changed and is now acceptable.*

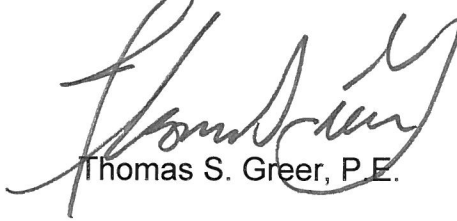
Noted on Sheet C1.3, Standard City Note in Section 7, C2.2 revised.

7. *The City standard width for street sidewalks is five feet. The applicant proposes a four foot wide sidewalk. Since the Tate St. right of way width is nonconforming to City standards and since the applicant has agreed to install a portion of the sidewalk on their property with a pedestrian access easement to the City, this department supports waiving the five foot sidewalk width requirement.*

The sidewalk is 4'. It is as wide as possible given the homes locations on Tate Street.

Sincerely,

PINKHAM & GREER

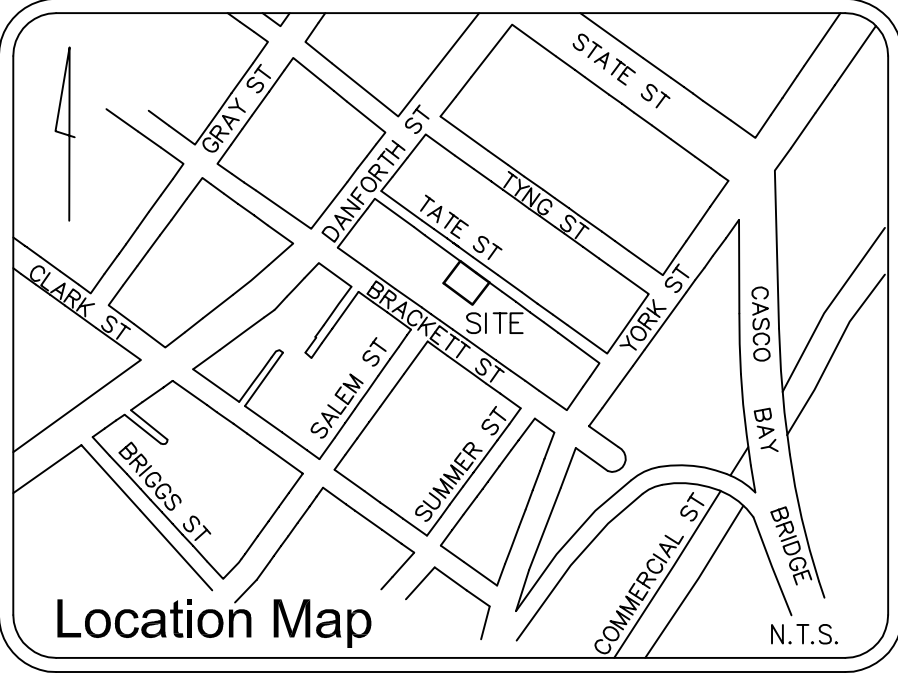


Thomas S. Greer, P.E.

Enclosures

cc: David Margolis-Pineo, David Lloyd, Peter Bass, File

TSG/rjs



Plan References:

1. SURVEY FOR ELIAS THOMAS ON APRIL 1913 BY E.C. JORDAN & CO.
2. PLAN OF BRACKETT STREET SHEET NO. 1 OF 3, E.C. JORDAN & CO. FILE # 294.
3. PLAN OF DANFORTH STREET BY E.C. JORDAN & CO.
4. "BOUNDARY AND TOPOGRAPHIC SURVEY ON YORK AND BRACKETT ST. PORTLAND, MAINE MADE FOR DANA FISHER LLC" BY OWEN HASKELL INC. DATED SEPTEMBER 15, 2008.
5. "BOUNDARY AND TOPOGRAPHIC SURVEY ON YORK STREET, PORTLAND, MAINE MADE FOR TOM LANDRY" APRIL 8, 2013 REV. 1 07-01-13 BY OWEN HASKELL, INC.
6. "MINOR SITE PLAN OF 24-28 TATE STREET PARKING LOT FOR B.S. INGRAHAM, INC. JAN. 14, 1993 SEBAGO TECHNICS"
7. PLAN OF LOTS ON DANFORTH, BRACKETT, PINE, DOW, JEFFERSON, STATE, WATER, SPRUCE & GRAY STREETS 1829 RECORDED IN DEED BOOK 126, PAGE 525.

Notes:

1. OWNER OF RECORD: 22-28 TATE STREET, LLC
3 CARROLL STREET, PORTLAND, MAINE
TM 44 BLOCK E LOTS 15, 17, 19
C.C.R.D. BOOK 32116 PAGE 278 AND 280
2. BEARINGS ARE BASED ON MAINE STATE PLANE WEST ZONE, NAD 83, PER PLAN REFERENCE 4. CITY CONTROL POINTS USED: T124-27-1287 AND T124-27-1284.
3. ELEVATIONS ARE BASED CITY DATUM. CITY BENCHMARK: FLANGE BOLT ON HYDRANT OVER LARGE SPOUT NORTHERLY CORNER OF WINTER AND DANFORTH STREET ELEVATION= 100.11' CITY FIELD BOOK S249 PAGE 69.
4. THIS PROPERTY CAN BE TRACED BACK TO AN 1845 DEED (191/209) FOR LOTS 4 AND 5 ON THE 1829 PLAN REFERENCE 6. THAT PLAN ONLY HAS DIMENSIONS ON THE BRACKETT STREET. THE SUM OF THE DIMENSIONS ON THE PLAN, 568 FEET, DOES NOT MATCH THE FIELD DIMENSION FROM DANFORTH TO YORK STREETS OF 571.01 FEET. THE DIMENSION ALONG TATE STREET DOES NOT MATCH EITHER. THE LOCATION OF THE LINES OF LOTS 4 AND 5 WERE ESTABLISHED BY PRORATING THE DIMENSIONS ALONG BRACKETT AND TATE STREETS. TAX LOTS 15, 17, 16 AND 20 HAVE ORIGINAL DESCRIPTIONS CALL FOR THE REAR LINES TO BE HALF WAY BETWEEN BRACKETT AND TATE STREETS. TAX LOT 18, CREATED FROM A BIGGER LOT LEAVING TAX LOT 17 AS THE REMAINDER, HAS THE REAR LINE DEFINED AS 70 FEET FROM BRACKETT STREET.
5. SURVEY COMPLETED WITHOUT A CURRENT TITLE COMMITMENT.

Zoning Information:

NONE PROVIDED BY TITLE INSURER

Flood Zone Note:

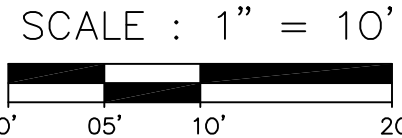
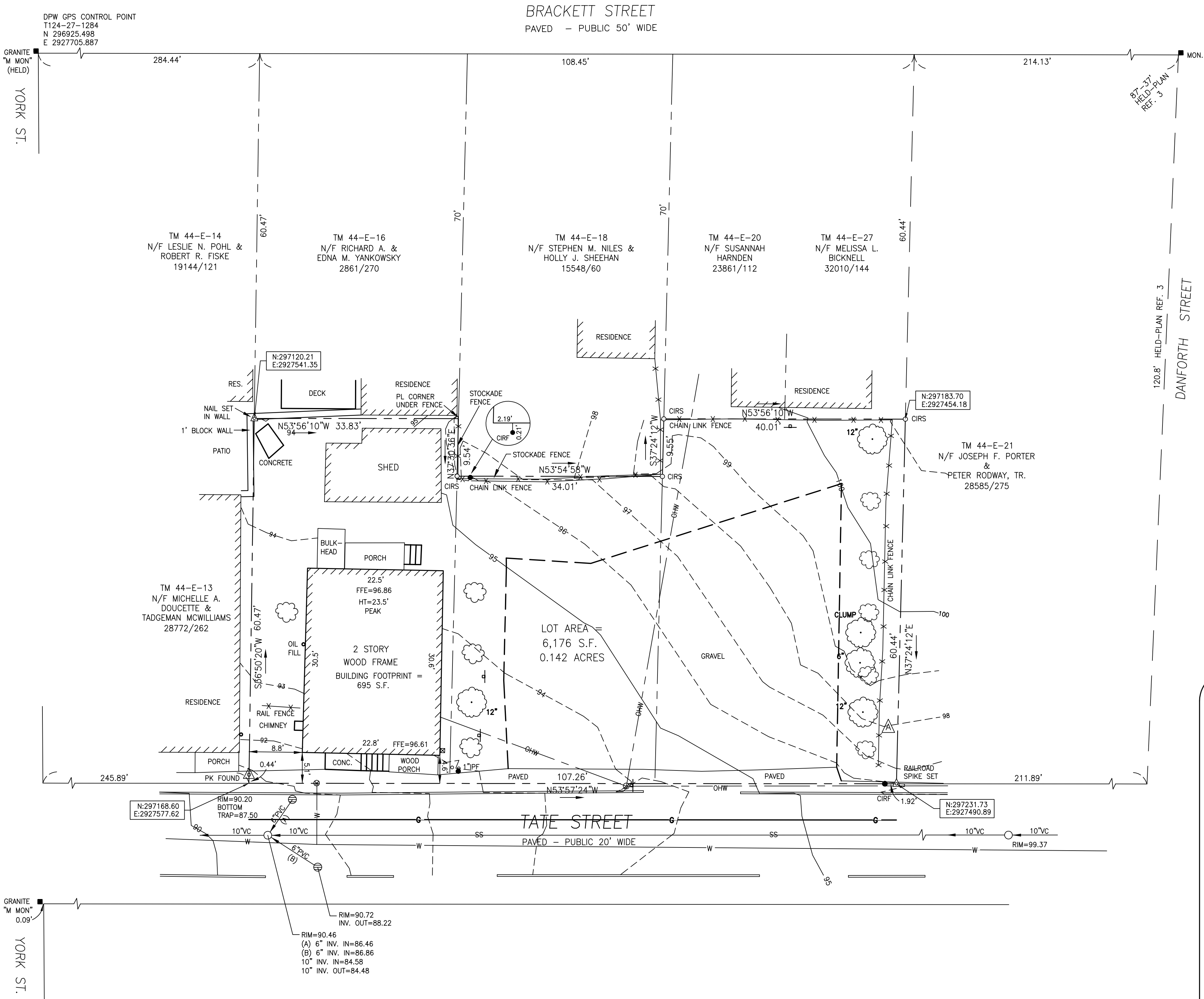
BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0013B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Possible Encroachments:

USE UP TO FENCE

Legend:

○ CAPPED IRON ROD SET	— CURB
■ MONUMENT FOUND	— FENCE
● IRON PIPE OR ROD FOUND	— OHW OVERHEAD WIRES
⊗ WATER VALVE	— W WATER LINE
⊗ UTILITY POLE	— SS SANITARY SEWER
○ MANHOLE	— SD STORM DRAIN
⊗ CATCH BASIN	— 1' CONTOUR
⊗ SIGN	— N/F NOW OR FORMERLY
⊗ ELECTRIC METER	— 000/000 DEED BOOK/PAGE
⊗ SHRUB	① SCHEDULE B EXCEPTION
⊗ DECIDUOUS TREE	⚠ POSSIBLE ENCROACHMENT
⊗ CONIFEROUS TREE	



ALTA/ACSM Land Title Survey

22-28 Tate Street
Portland, Cumberland County, Maine
made for
Renewal Housing Associates, LLC
3 Canal Plaza, Portland, Maine

Surveyor's Certification

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7(A), 7(B)(1), 8, 11(A) AND 13 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 3, 2015.

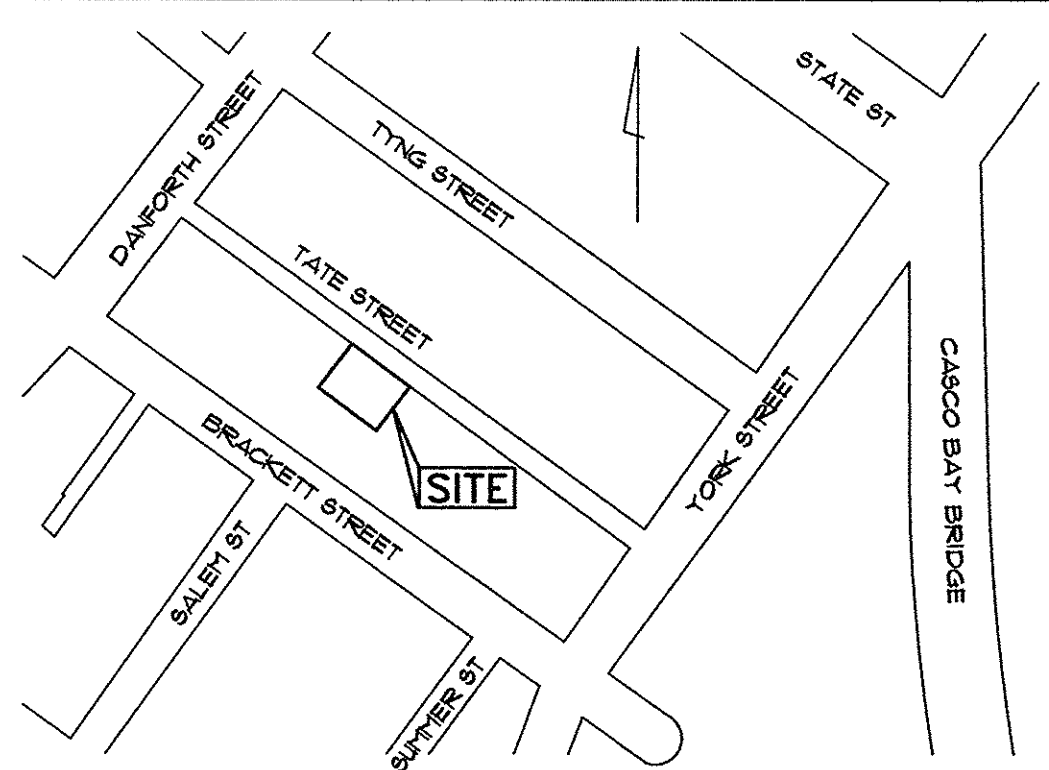
JOHN C. SCHWANDA
PROFESSIONAL LAND SURVEYOR NO. 1252
IN THE STATE OF MAINE

DATE OF PLAN: SEPT. 16, 2015
REVISION DATE:

OHI JOB NO. 2015-095 P



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10
FALMOUTH, MAINE 04105
Tel. (207) 774-0424 www.owenhaskell.com



LOCATION PLAN

SCALE: 1"=200'

LEGEND

EXISTING	PROPOSED

SURVEY PLAN REFERENCES

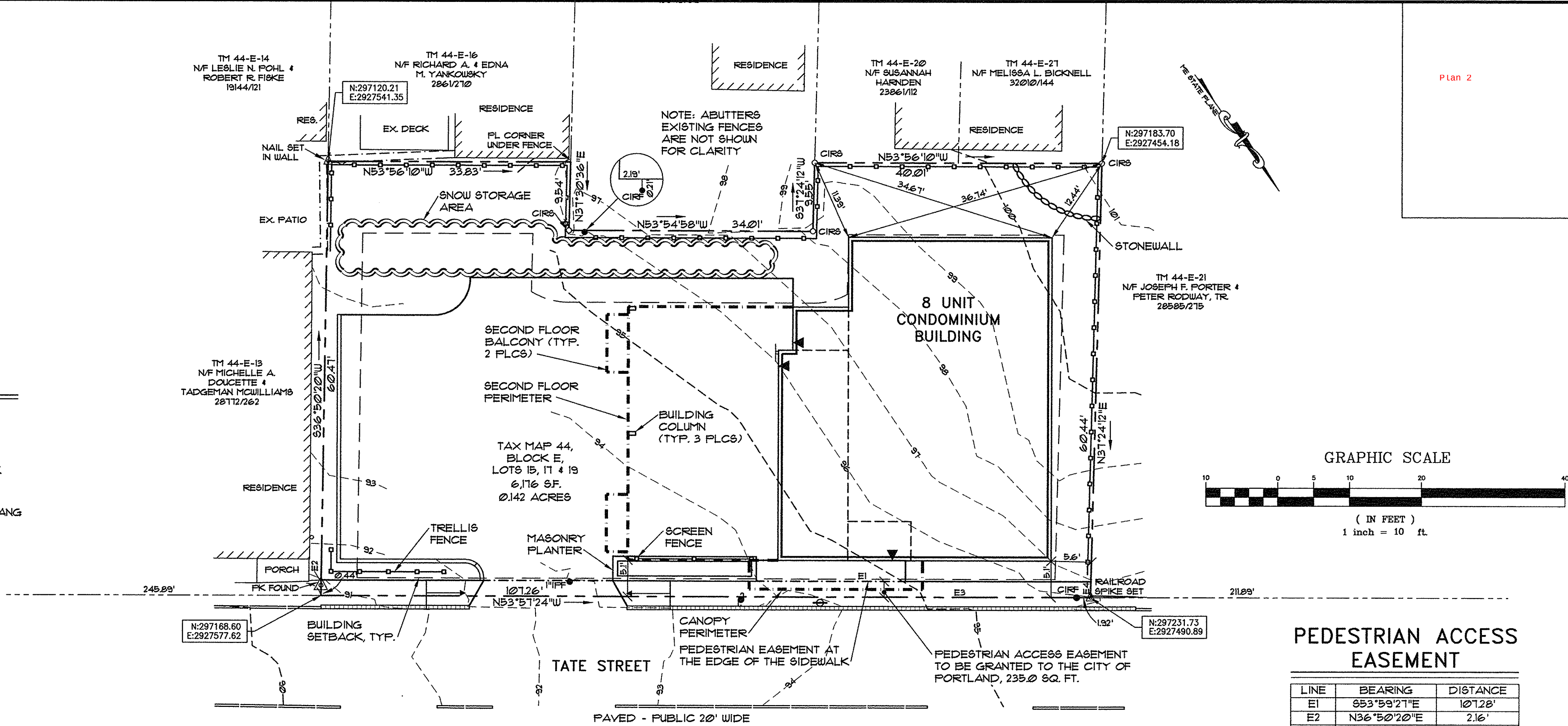
- SURVEY FOR ELIAS THOMAS ON APRIL 1913 BY E.C. JORDAN & CO.
- PLAN OF BRACKETT STREET SHEET NO. 1 OF 3, E.C. JORDAN & CO. FILE # 234.
- PLAN OF DANFORTH STREET BY E.C. JORDAN & CO.
- "BOUNDARY AND TOPOGRAPHIC SURVEY ON YORK AND BRACKETT ST. PORTLAND, MAINE MADE FOR DANA FISHER LLC" BY OWEN HASKELL, INC. DATED SEPTEMBER 15, 2008.
- "BOUNDARY AND TOPOGRAPHIC SURVEY ON YORK STREET, PORTLAND, MAINE MADE FOR TOM LANDRY" APRIL 8, 2013 REV. 1 01-01-13 BY OWEN HASKELL, INC.
- "MINOR SITE PLAN OF 24-28 TATE STREET PARKING LOT FOR B.S. INGRAHAM, INC. JAN. 14, 1933 SEBAGO TECHNICS"
- PLAN OF LOTS ON DANFORTH, BRACKETT, PINE, DOW, JEFFERSON, STATE, WATER, SPRUCE & GRAY STREETS 1829 RECORDED IN DEED BOOK 126, PAGE 925.
- "ALTA/ACSM LAND TITLE SURVEY 22-28 TATE STREET PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR RENEWAL HOUSING ASSOCIATES, LLC 3 CANAL PLAZA, PORTLAND, MAINE" BY OWEN HASKELL, INC. DATE OF PLAN: SEPT. 16, 2015

SNOW CLEARANCE NOTES

- SNOW MAY BE STORED WITHIN THE TEMPORARY SNOW STORAGE AREAS ONLY.
- ANY SNOW THAT CAN NOT BE STORED ON SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFFSITE WITHIN 24 TO 48 HOURS FOLLOWING A SNOW STORM.
- SNOW TRANSPORTED OFFSITE SHALL BE BROUGHT TO A MAINE DEP APPROVED "SNOW DUMP" OR MEET THE EXEMPTION REQUIREMENTS SPECIFIED WITHIN CHAPTER 513 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW.
- THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING ETC. RESULTING FROM THEIR ACTIVITIES.
- THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT.
- THE CONDOMINIUM ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

WAIVER REQUESTS

- WAIVE THE PARKING SPACE SIZE AND DRIVE AISLE WIDTH: 8'-6"x18' AND 8'-9 3/4"x18' SPACES, 22' WIDE DRIVE AISLE.
- WAIVE THE FIVE FOOT SIDEWALK WIDTH REQUIREMENT



SUBDIVISION PLAN

SCALE: 1"=10'

SUBDIVISION CONDITIONS OF APPROVAL

1.

GENERAL NOTES

- OWNER: 22 28 TATE STREET, LLC, 3 CARROLL STREET, PORTLAND, MAINE, 04102. CUMBERLAND COUNTY REGISTRY OF DEEDS BK. 3216, PG. 218 & 280, DATED MARCH 5, 2015.
- DEVELOPER: TATE STREET PARTNERSHIP, LLC, 3 CHESTNUT STREET, PORTLAND, MAINE 04101.
- ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
- ARCHITECT: ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
- TOPOGRAPHIC AND BOUNDARY INFORMATION: OWEN HASKELL, INC. 390 US ROUTE ONE, FALMOUTH, MAINE, 04105.
- SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND CLASSIFIED AS HINCKLEY (HIB), GENERALLY SANDY LOAM, 3-8% SLOPES, HYDROLOGICAL GROUP "A".
- ZONE: R-6, RESIDENTIAL, PROPOSED USE: MULTIFAMILY DWELLING
- TAX MAP REFERENCE: MAP 44 / BLOCK E / LOTS 15, 17, & 19.
- TOTAL PARCEL = 0.142 acres
- UNITS TO BE SERVICED BY PUBLIC WATER AND SEWER, FROM TATE STREET. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C13, GRADING AND UTILITIES PLAN.
- POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM TATE STREET. THESE SERVICES ARE SHOWN ON SHEET C13, GRADING AND UTILITIES PLAN.
- EXISTING UTILITIES, INCLUDING SIZE AND VERTICAL AND HORIZONTAL LOCATIONS, ARE SHOWN ON SHEET C12, GRADING AND UTILITIES PLAN.
- ALL WORK WITHIN THE RIGHT OF WAY IS TO MEET CITY OF PORTLAND STANDARDS.
- PROPOSED PARKING SPACES: 8 SPACES.
- THE SUBJECT PARCEL SHOWN AS 22-28 TATE STREET IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
- DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR 22-28 TATE STREET SITE PLAN.
- FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0013 B, EFFECTIVE DATE JULY 11, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
- SNOW REMOVAL REQUIREMENTS ARE AS NOTED ON SHEET C11 UNDER SNOW CLEARANCE NOTES.
- NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION.
- ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION.
- IMPERVIOUS AREA EXISTING 3,445 SQ. FT. PROPOSED 4,318 SQ. FT.
- PARKING SPACE 1 IS A DEDICATED SPACE TO UNIT 1. IT IS ADA COMPLIANT. THE SIGN TO SAY "UNIT 1 PARKING ONLY"

ZONE INFORMATION

ZONE: R-6, RESIDENTIAL
PERMITTED USE: MULTI-FAMILY DWELLING

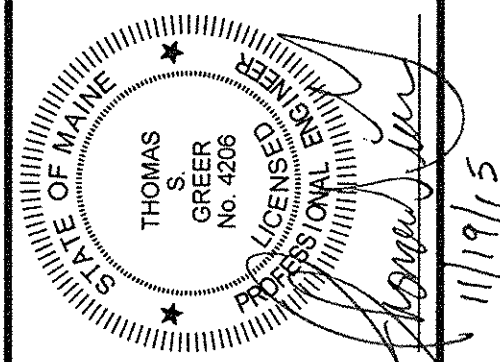
SPACE STANDARDS	REQUIRED	PROVIDED
MINIMUM LOT SIZE	2,000 SQ. FT.	6,176 SQ. FT.
MINIMUM AREA PER DWELLING UNIT	725 SQ. FT.	772 SQ. FT.
MINIMUM STREET FRONTAGE	20 FEET	107.26 FEET
MINIMUM FRONT YARD SETBACK	25 FEET	5.08 FEET
MINIMUM REAR YARD SETBACK	10 FEET	10.34 FEET
MINIMUM SIDE YARD SETBACK	5 FEET	5.61 & 42.69 FEET
MAXIMUM LOT COVERAGE	60%	38%
MINIMUM LOT WIDTH	20 FEET	107 FEET
MAXIMUM BUILDING HEIGHT	45 FEET	32.9 FEET
LANDSCAPED OPEN SPACE	20%	23%
OFF STREET PARKING	5	8
BIKE RACKS	-	INDOOR RACK FOR 3 OUTDOOR RACK FOR 2

SUBDIVISION PLAT, APPROVED BY THE
CITY OF PORTLAND PLANNING BOARD

DATE

PINKHAM & GREER
CIVIL ENGINEERS

28 VANNAH AVE. PORTLAND, ME. 04103
TEL: 207.781.5242 FAX: 207.781.4245



LINE	BEARING	DISTANCE
E1	85°3'59'21"E	107.26'
E2	N36°50'20"E	2.16'
E3	N53°51'24"W	107.26'
E4	S31°24'12"W	2.22'

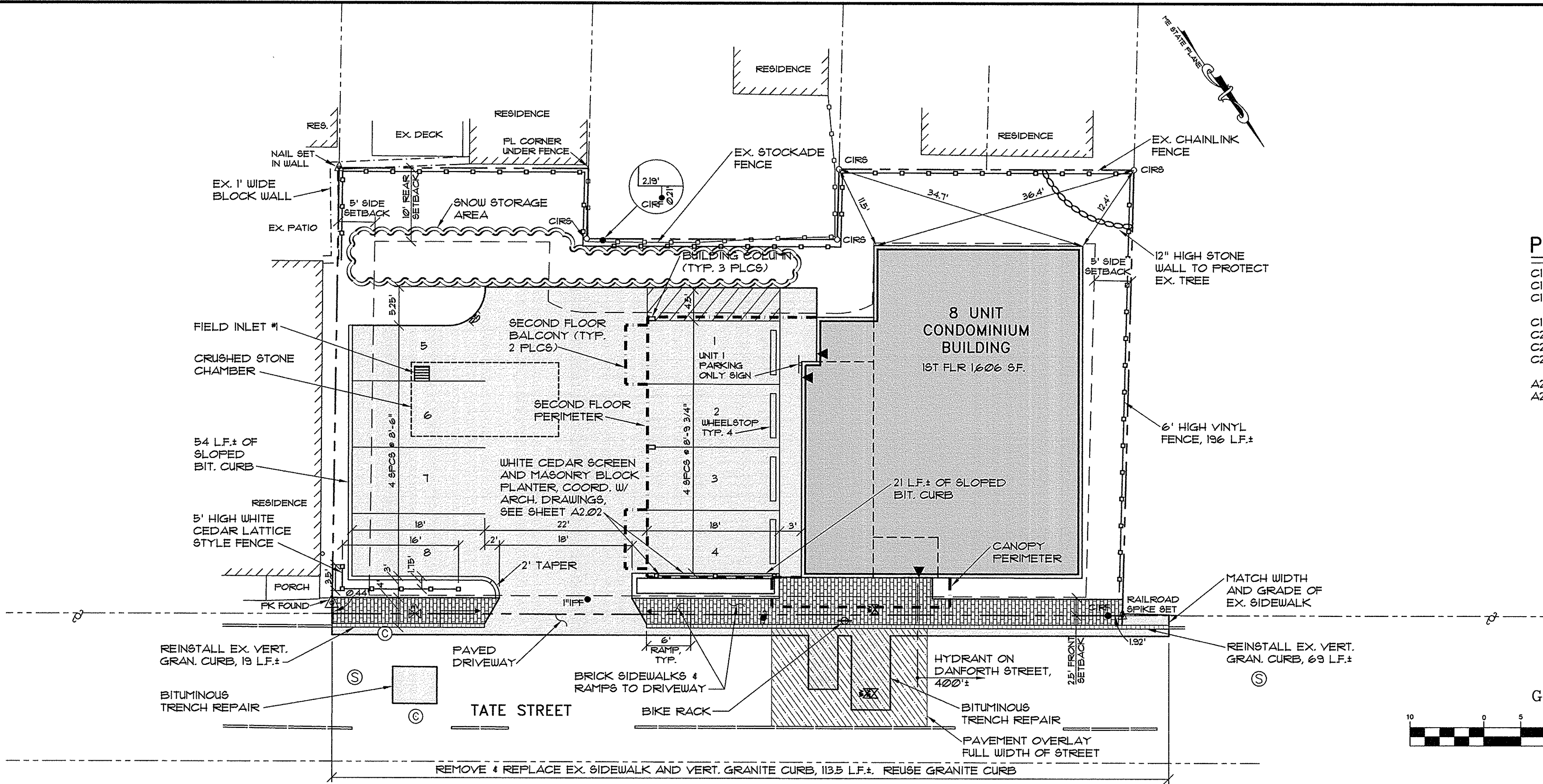
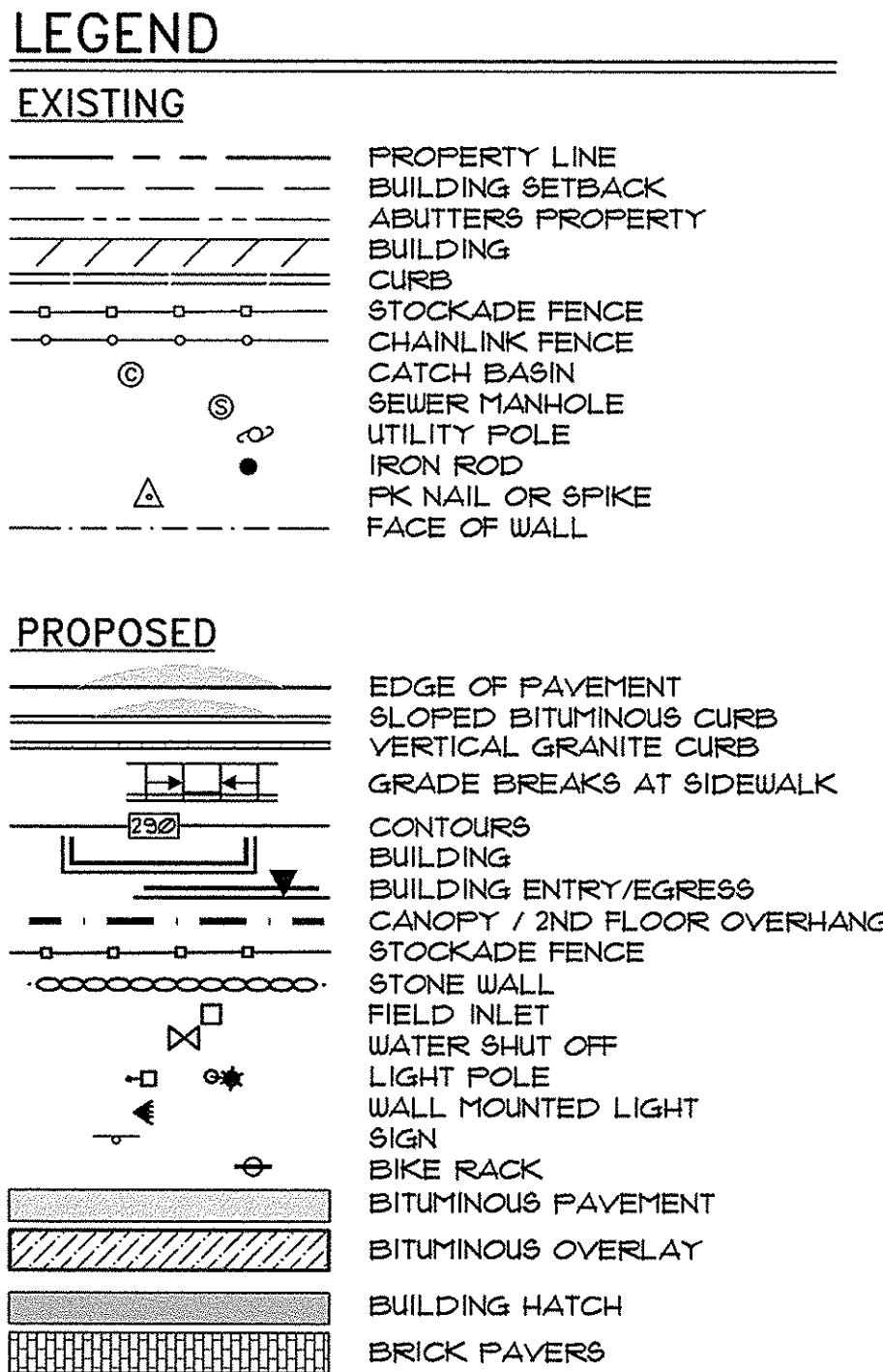
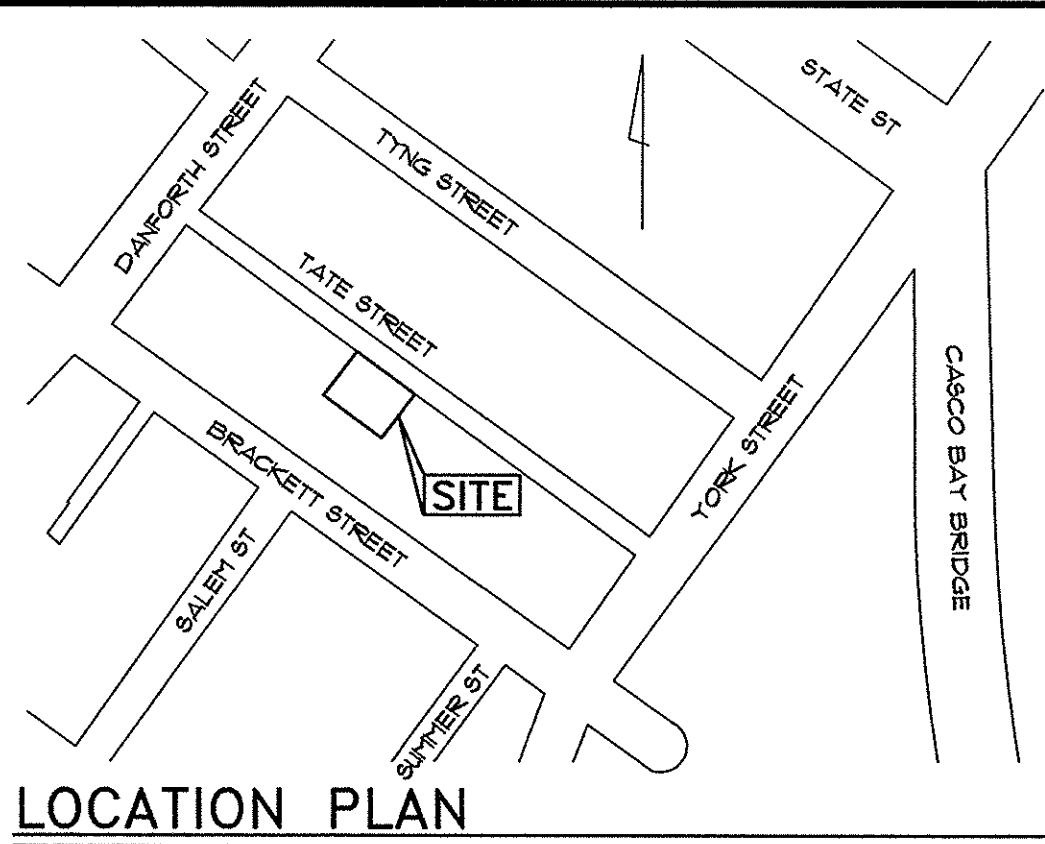
REVD	PER STAFF COMMENTS	DATE
1	11/9/15	REV.

DEVELOPER: TATE STREET PARTNERSHIP, LLC 17 CHESTNUT STREET, PORTLAND	DRN BY: JDC/JS DESIGN BY: TSG CHK BY: TSG
SCALE: AS SHOWN DATE: OCTOBER 8, 2015 PROJECT: 15133	

WEST PORT LOFTS CONDOMINIUM
22-28 TATE STREET
PORTLAND, MAINE

C1.1

MAP/LOT 44/E/15, 17, 19



EXISTING

PROPERTY LINE

BUILDING SETBACK

AUTOBROS PROPERTY

CONTOURS

BUILDING

EDGE OF GRAVEL

EDGE OF PAVEMENT

CURB

GAS LINE

SANITARY SEWER

OVERHEAD UTILITY

WATER LINE

CATCH BASIN

SEWER MANHOLE

UTILITY POLE

SIGN

TREE

STOCKADE FENCE

CHAINLINK FENCE

HYDRANT

GATE VALVE

PROPOSED

EDGE OF PAVEMENT
SLOPED BITUMINOUS CURB
VERTICAL GRANITE CURB

GRADE BREAKS AT SIDEWALK

CONTOURS

BUILDING

BUILDING ENTRY/EGRESS

SANITARY SEWER

STORMDRAIN

UGW

W

C.O.

CLEANOUT

STOCKADE FENCE

UTILITY POLE

WATER SHUT OFF

BACKFLOW PREVENTOR

FIELD INLET

SPOT GRADE

STONE WALL

BITUMINOUS PAVEMENT

BITUMINOUS OVERLAY

BUILDING HATCH

BRICK PAVES

230

3

W

C.O.

CLEANOUT

STOCKADE FENCE

UTILITY POLE

WATER SHUT OFF

BACKFLOW PREVENTOR

FIELD INLET

SPOT GRADE

STONE WALL

BITUMINOUS PAVEMENT

BITUMINOUS OVERLAY

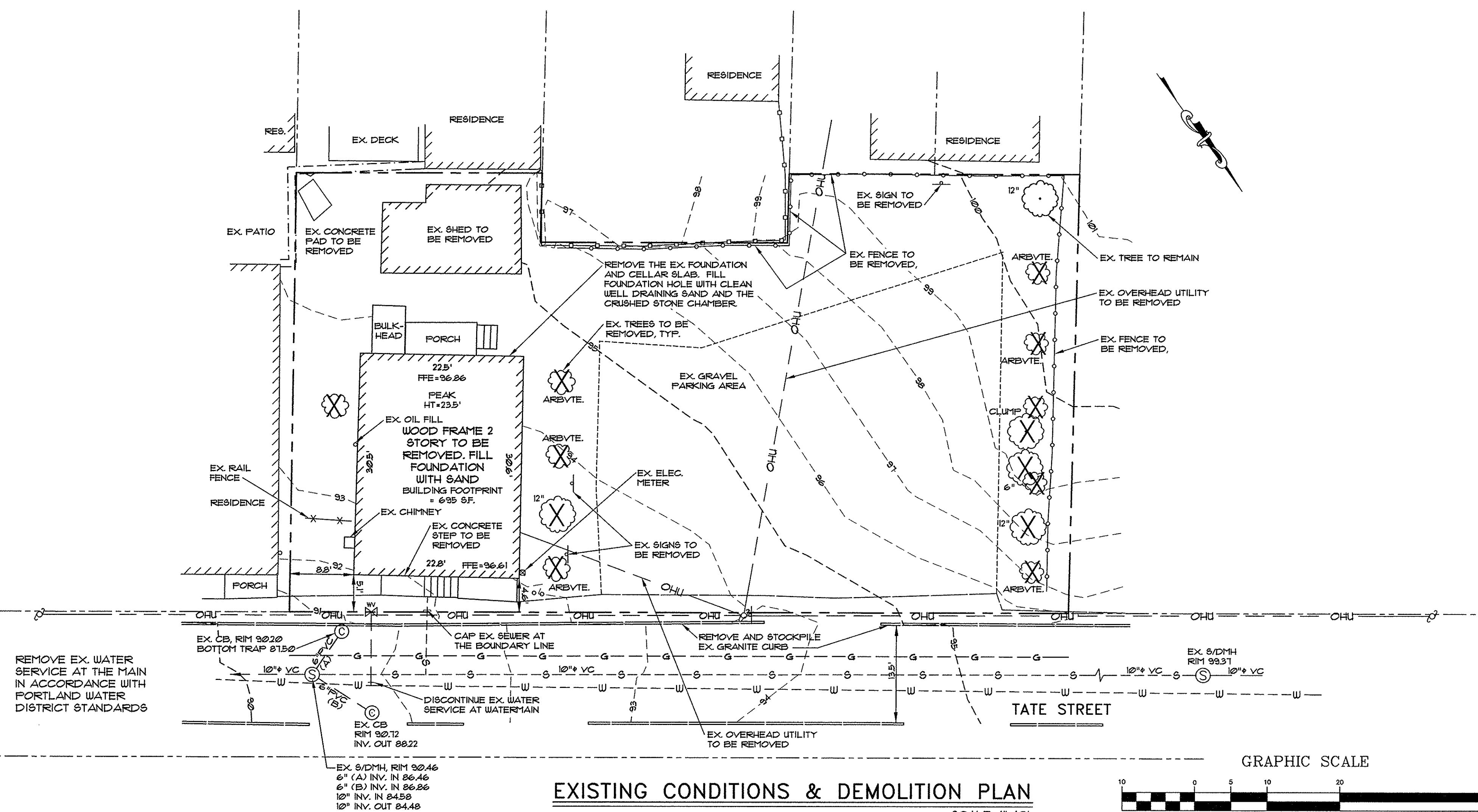
BUILDING HATCH

BRICK PAVES

x 29/15

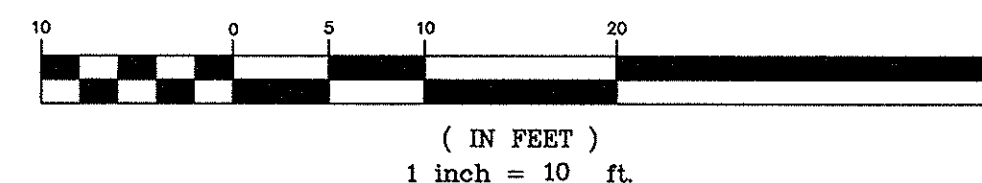


SCALE: 1"=10'



EXISTING CONDITIONS & DEMOLITION PLAN

SCALE: 1"=10'

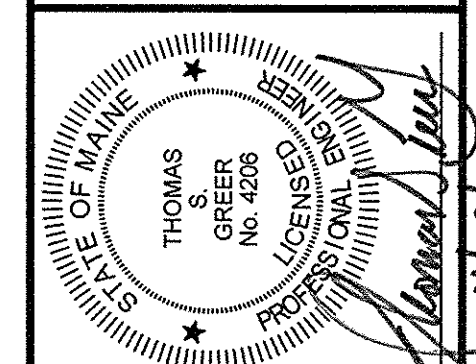


(IN FEET)
1 inch = 10

Plan :

PINKHAM & GREER
CIVIL ENGINEERS

28 VANNAH AVE. PORTLAND, ME. 04103
TEL: 203 781 5212 FAX: 203 781 1215

[illegible]

DEVELOPER:
TATE STREET PARTNERSHIP, LLC
17 CHESTNUT STREET, PORTLAND

SCALE:	AS SHOWN	DRN BY:	JDC/RJS
DATE:	OCTOBER 9, 2015	DESG BY:	TSG
PROJECT:	15133	CHK BY:	

WEST PORT LOFTS CONDOMINIUM
22-28 TATE STREET
PORTLAND, MAINE

EXISTING CONDITION & DEMOLITION PLAN, GRADING & UTILITIES PLAN

C1.3

MAP/LOT 44/E/15 17 19

PLANT LIST

A	SYMBOL
12	QUANTITY

SYMBOL	COMMON NAME/BOTANICAL NAME	SIZE	QUANTITY	ROOT	NOTES
A	MISS KIM LILAC / S. PATULA "miss kim"	3' TALL	12	CONT	3 TRUNK
B	AMELANCHIER X GRANDIFLORI / SERVICEBERRY cumulus (robin hill pink)	2 1/2" cal.	1	B4B	3 TRUNK
C	SHASTA VIBURNUM / V. FLICATUM VAR. TOMENTOSUM "shasta"	4'-5" TALL	6	B4B	3 CANES
D	COMMON LILAC / S. VULGARIS (purple blossom)	4'-5' TALL	3	B4B	3 CANES
E	SARGENT JUNIPER / J. CHINENSIS "sargentii"		12	#3	
F	FLOWERING CRAB / MALUS "spring snow"	1 3/4" cal.	1	B4B	
G	MOHICAN VIBURNUM / V. LANTANA "mohican"	3'-4' TALL	6	POTTED	
H	HYDRANGEA / ANOMALA PETIOLARIS		9	POTTED	
J	SWITCH GRASS / PINACUM VERIGATUM "shenandoah"		6	#2	
K	HOSTA / HOSTA FORTUNEI		10	POTTED	
L	DAYLILY VAR. / HEMEROCALLIS		20	POTTED	BLOOM IN JUL - SEP

LANDSCAPE NOTES

GENERAL:

- SAVE EXISTING TREES AS SHOWN. DO NOT CUT OR CLEAR ANY VEGETATION BEYOND THE IMPACT LIMIT LINE.
- ALL PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
- ALL PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN ON PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO PLANTING AND WILL NOTIFY OWNER'S REPRESENTATIVE IN THE EVENT OF CONFLICTS.
- PLANT LOCATIONS ARE TO BE SCALED FROM THE LANDSCAPE PLAN UNLESS NOTED OTHERWISE.
- NO PLANT MATERIAL SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- FINAL QUANTITY FOR EACH PLANT TYPE IS NOTED IN THE PLANT LIST. THIS NUMBER SHALL TAKE PRECEDENCE IN THE CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE LIST AND ON THE PLAN.
- ANY PROPOSED SUBSTITUTIONS MUST BE APPROVED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
- ALL DISTURBED AREAS TO BE LOAMED AND SEEDED.

MAINTENANCE:

- LAWNS: SHALL BE WATERED, FERTILIZED AND MOWN ON A REGULAR BASIS ACCORDING TO SEASON AND RAINFALL, TO PRODUCE A STRONG TURF OF 80% MIN. COVERAGE WITHIN THE FIRST YEAR, FREE FROM SIZABLE THIN OR BARE SPOTS. REGRADING AND RESEEDING WILL BE PERFORMED ON BARE SPOTS UNTIL COVERAGE IS COMPLETE.
- TREES & SHRUBS: THE ESTABLISHMENT PERIOD SHALL BE TWO CALENDAR YEARS FROM THE DATE OF FINAL ACCEPTANCE. DURING THE ESTABLISHMENT PERIOD THE OWNER OR OWNER'S CONTRACTOR SHALL WATER, CULTIVATE AND PRUNE AS REQUIRED TO MAINTAIN A HEALTHY GROWING CONDITION.
- AT THE END OF THE ESTABLISHMENT PERIOD AND UPON SUBSEQUENT ANNUAL INSPECTIONS, PLANTS WHICH HAVE DIED OR FAILED TO THRIVE SHALL BE REPLACED WITH EQUIVALENT SIZE AND SPECIES. AFTER THE CONTRACTOR'S GUARANTEE PERIOD HAS ENDED, IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN AND REPLACE PLANTINGS.
- TREES, SHRUBS AND LAWNS WHICH ARE NOT IRRIGATED WITH AN AUTOMATIC SPRINKLER OR DRIP SYSTEM SHALL BE THOROUGHLY WATERED ON A REGULAR BASIS DURING PERIODS OF BELOW AVERAGE RAINFALL. SOIL SHOULD BE SAMPLED AT A DEPTH OF 12" AND IF DRY, WATER TO DEPTH OF 24".
- MULCH IS TO BE MAINTAINED AT A DEPTH TO COMPLETELY COVER THE SOIL AND TO PRESERVE MOISTURE AND MINIMIZE WEEDS.
- TREES, SHRUBS AND LAWNS SHALL BE FERTILIZED ANNUALLY AND TREATED WITH INSECTICIDES AND/OR FUNGICIDES AS REQUIRED FOR CONTINUED HEALTHY GROWTH.
- SUCKERS, WEEDS, AND DEAD WOOD SHALL BE REMOVED ON A SEASONAL BASIS, AND SHRUBS SHALL BE PRUNED TWICE A YEAR ACCORDING TO THE REQUIREMENTS OF EACH SPECIES (I.E. SOME SPECIES SHOULD NOT BE PRUNED AT ALL). SHRUBS SHALL NOT BE PRUNED INTO INDIVIDUALS BUT ALLOWED TO GROW INTO A MASS.
- WHERE TREES ARE LOCATED NEAR SIDEWALKS OR PARKING LOTS, THE CANOPY SHALL BE LIMBED UP TO PROMOTE SAFE CLEARANCE TO 8' ABOVE GRADE.
- LAWN AREAS SHALL BE MOWN AS OFTEN AS NECESSARY TO KEEP LAWNS TO A 2 1/2 - 3" HEIGHT, AND AERATED ON A SEASONAL BASIS.
- BEDS AND LAWN EDGES SHALL BE REGULARLY TRIMMED AND EDGED.
- PERENNIAL AND ANNUAL BEDS SHALL BE DESIGNED, PLANTED AND MAINTAINED FOR SEASONAL COLOR AND INTEREST. ANNUALS MAY BE INCORPORATED TO A MAXIMUM LIMIT OF 25% OF THE BED AREA OF MAINTAINED BEDS FROM MAY 15 THROUGH NOVEMBER 15. PERENNIAL BEDS SHALL BE WATERED AS REQUIRED FOR HEALTHY PLANT GROWTH, AND WEEDED AND DEADHEADED ON A MONTHLY BASIS.

SUGGESTED SEQUENCE OF CONSTRUCTION TO CONTROL EROSION:

THIS SEQUENCE OF CONSTRUCTION IS A GENERAL GUIDE TO THE CONTRACTOR. ACTUAL CONSTRUCTION PRACTICES WILL DICTATE VARIATIONS IN THE ORDER OF MAJOR EVENTS.

- INSTALL ALL CATCH BASIN PROTECTION.
- INSTALL SILTATION BASINS. (PRIOR TO ANY STRIPPING OF TOPSOIL OR OTHER EARTHWORK)
- CLEAR AND GRUB WORK AREAS. TEMPORARILY SEED AREAS NOT TO BE WORKED ON WITHIN 14 DAYS.
- STRIP AND STOCKPILE ON-SITE TOPSOIL. SEED STOCKPILES WITH TEMPORARY SEED MIX.
- BEGIN EARTHWORK FOR PARKING AREA AND BUILDING FOUNDATION.
- INSTALL AND PROTECT STORM DRAINAGE SYSTEM.
- BEGIN BUILDING CONSTRUCTION.
- ROUGH GRADE PARKING AREA.
- FINE GRADE PAVEMENT AREAS AND ROUGH GRADE REMAINDER OF SITE.
- RESEED OR TEMPORARILY SEED ANY AREA WHICH WILL BE LEFT UNDISTURBED FOR MORE THAN 14 DAYS.
- COMPLETE FINE GRADING AND PAVING OF WALKS AND PARKING AREA.
- FINE GRADE, LOAM SEED AND FERTILIZE REMAINDER OF SITE.
- REMOVE TEMPORARY SOIL EROSION MEASURES.

LEGEND

EXISTING

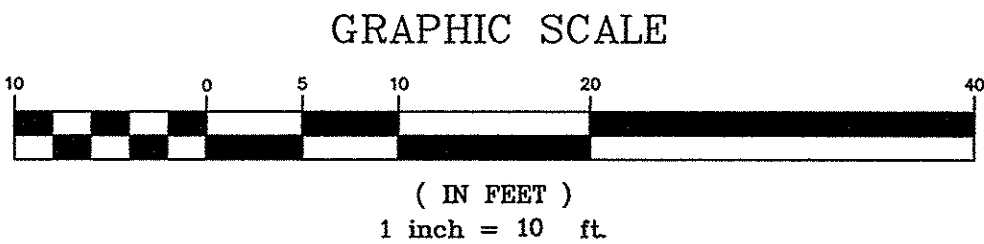
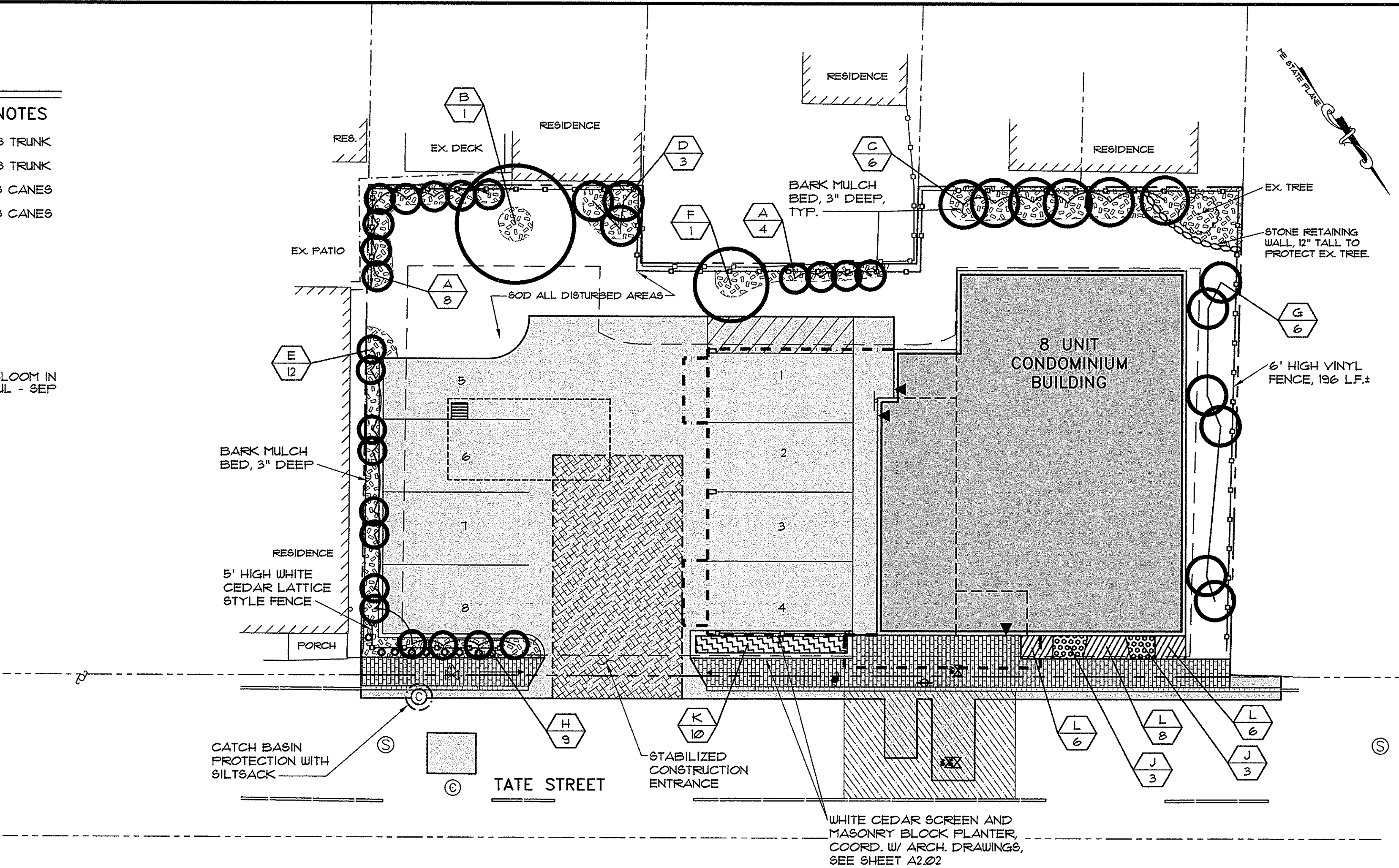
- PROPERTY LINE
- BUILDING SETBACK
- ADJUTER'S PROPERTY
- CONTOURS
- BUILDING CURB
- CATCH BASIN
- SEWER MANHOLE
- UTILITY POLE
- TREE
- STOCKADE FENCE
- CHAINLINK FENCE
- FACE OF WALL

PROPOSED

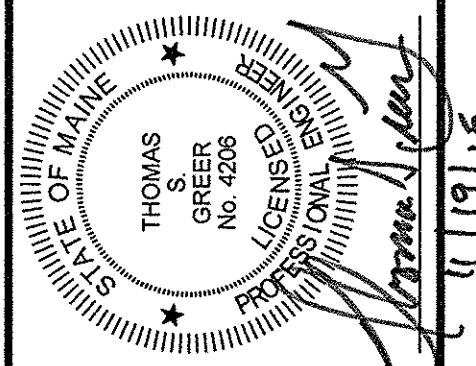
- EDGE OF PAVEMENT
- SLOPED BITUMINOUS CURB
- VERTICAL GRANITE CURB
- GRADE BREAKS AT SIDEWALK
- BUILDING
- BUILDING ENTRY/EGRESS
- CANOPY / 2ND FLOOR OVERHANG
- STOCKADE FENCE
- STONE WALL
- FIELD INLET
- BITUMINOUS PAVEMENT
- BITUMINOUS OVERLAY
- BUILDING HATCH
- BRICK PAVERS

EROSION CONTROL

- CATCH BASIN PROTECTION WITH HAYBALES
- STABILIZED ENTRANCE



PINKHAM & GREER
CIVIL ENGINEERS



DEVELOPER:
TATE STREET PARTNERSHIP, LLC
17 CHESTNUT STREET, PORTLAND

WEST PORT LOFTS CONDOMINIUM
22-28 TATE STREET
PORTLAND, MAINE

C1.4

MAP/LOT 44 / E / 15, 17, 19

EROSION CONTROL &
LANDSCAPE PLAN

SCALE: AS SHOWN
DATE: OCTOBER 9, 2015
PROJECT: 15133

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REV. 2
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REV. 3
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EROSION CONTROL NOTES

GENERAL:

THE DRAWINGS DEPICT THE REQUIRED SOIL EROSION CONTROL MEASURES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION SITE IN SUCH A MANNER THAT:

1. SOIL EROSION IS KEPT TO A MINIMUM.
2. NO SEDIMENT LEAVES THE CONSTRUCTION SITE PROPER.
3. ALL POSSIBLE MEASURES ARE EMPLOYED TO PREVENT SEDIMENT FROM ENTERING DRAINAGE COURSES AND WETLANDS EVEN BEYOND THE DETAILS SHOWN ON THIS PLAN IF NECESSARY.

1. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
2. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATERBODIES, OR WETLAND AS A RESULT OF THIS PROJECT.
3. LOAM AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER DISTURBANCE, BUT NO LONGER THAN 1 DAYS. LOAM AND SEED ANY DISTURBED AREA WITHIN 15' OF WETLANDS OR WATERBODIES WITHIN 48 HOURS OR PRIOR TO AND STORM EVENT. USE WINTER SEED RATES AND SPECIFICATIONS IF APPROPRIATE.
4. INSPECT SOIL EROSION MEASURES WEEKLY AND AFTER SIGNIFICANT STORM EVENTS. MAKE ALL NECESSARY REPAIRS TO FACILITIES AS SOON AS POSSIBLE, BUT NO LONGER THAN 2 DAYS. CLEAN AND RESET SILT FENCES AND STONE CHECK DAMS WHICH ACCUMULATE SEDIMENT AND DEBRIS.
5. PROTECT AND STABILIZE ALL AREAS NOT SCHEDULED FOR EROSION PREVENTION OR STABILIZATION BUT THAT SHOW SIGNS OF EROSION. NOTIFY OWNER OF ANY SIGNIFICANT EROSION PROBLEM.
6. APPLY MULCH TO BARE SOILS WITHIN 1 DAYS OF INITIAL DISTURBANCE OF SOILS, WITHIN 48 HOURS IF WITHIN 15' OF WETLAND OR WATERBODY, PRIOR TO ANY RAIN EVENT, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN ONE DAY.
7. TEMPORARILY SEED WITHIN 1 DAYS ANY AREA WHICH WILL BE LEFT DISTURBED AND UNWORKED FOR MORE THAN 14 DAYS WITH THE TEMPORARY SEED MIX LISTED BELOW. IF AREA IS WITHIN 15' OF A WETLAND OR WATERBODY, SEED WITHIN 48 HOURS. PERMANENTLY SEED ANY AREA WHICH CAN BE LOAMED AS SOON AS POSSIBLE WITH THE PERMANENT SEED MIX LISTED BELOW. DO NOT USE PERMANENT SEED MIX AFTER SEPTEMBER 15.
8. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. DURING THE GROWING SEASON (APRIL 15 - SEPT. 30) USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
 - THE BASE OF GRASSSED WATERWAYS
 - SLOPES STEEPER THAN 15%
 - WITHIN 100 FT. OF STREAMS AND WETLANDSBETWEEN OCT. 1 AND APRIL 14 USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
 - SIDE SLOPES OF GRASSSED WATERWAYS
 - SLOPES STEEPER THAN 8%
9. INSTALL EROSION CONTROL MESH IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. MESH TO BE EQUAL TO NORTH AMERICAN GREEN PRODUCT C125BN.
10. FOLLOW SILT FENCE MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS FOR INSTALLATION OF SILT FENCE. SECURE ENTIRE BOTTOM OF FENCE EITHER BY BURYING BOTTOM OF FENCE IN A TRENCH OR BERMING WITH SOIL OR CHIPPED GRUBBINGS. REFER TO SILT FENCE DETAILS.
11. PLACE AND GRADE LOAM IN A REASONABLY UNIFORM MANNER. WORK LIME AND FERTILIZER INTO THE SOIL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING TOOTH HARROW OR OTHER SUITABLE EQUIPMENT. CONTINUE TILLAGE UNTIL A REASONABLY UNIFORM SEED BED IS PREPARED. REMOVE FROM SURFACE ALL STONES LARGER THAN 2" AND ALL OTHER UNSUITABLE MATERIAL. LIME AND FERTILIZER SHOULD BE MIXED INTO SOIL PRIOR TO ROLLING EXCEPT IF MIXTURES IN HYDROSEED MIXTURES. PERMANENT STABILIZATION OF REVEGETATED AREAS IS CONSIDERED AS 90% CATCH.
12. ALL CULVERT OR PIPE OUTFALL PROTECTION MUST BE INSTALLED WITHIN 48 HOURS OF INSTALLING NEW PIPE OR CULVERT.
13. DITCHES AND CHANNELS DESIGNATED TO BE LINED WITH RIPRAP AND/OR EROSION CONTROL MESH MUST BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR CHANNEL.
14. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED BY INSTALLING AND MAINTAINING SILT SACKS DURING CONSTRUCTION.
15. WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE OR EROSION CONTROL MIX LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

TOPSOIL:

1. SUITABLE TOPSOIL SALVAGED FROM SITE OR SCREENED, LOOSE AND FRIABLE SANDY LOAM OR LOAM AS DEFINED BY THE USDA SOIL CONSERVATION SERVICE CLASSIFICATION SYSTEM, FREE FROM ADMIXTURE OF SUBSOIL, REFUSE, LARGE STONES, CLODS, ROOTS, WEEDS, RHIZOMES OR OTHER UNDESIREABLE FOREIGN MATTER AS DETERMINED BY THE INSPECTING AUTHORITY. CONTRACTOR SHALL SUBMIT REPORTS OF LOAM TEST RESULTS PERFORMED BY AN INDEPENDENT TESTING LABORATORY FOR TOPSOIL FROM DIFFERENT SOURCES PRIOR TO PLACING. THE COST OF TESTING SHALL BE INCIDENTAL TO THE COST OF TOPSOIL. TOPSOIL SHALL MEET THE FOLLOWING SPECIFICATIONS:
2. MATERIAL
 - SAND - 0.08 IN. TO 0.002 IN. DIAMETER (% BY VOLUME)..... 45 - 75
 - SILT - 0.002 IN. TO 0.00008 IN. DIAMETER (% BY VOLUME)..... 20 - 40
 - CLAY - LESS THAN 0.00008 IN. DIAMETER (% BY VOLUME).... 5 - 15
 - ORGANICS (SHALL MEET THE REQUIREMENTS OF MDOT STANDARD SPECIFICATION T1103 PEAT HUMUS) (% BY VOLUME) . 10 - 20
 - NUTRIENTS:
 - CALCIUM (CA) (% SATURATION)..... 60 - 80
 - MAGNESIUM (MG) (% SATURATION)..... 10 - 25
 - POTASSIUM (K) (% SATURATION)..... 21 - 30
 - PHOSPHORUS (P) (POUNDS/ACRE)..... 10 - 40
 - PH..... 6.0 - 6.5
 - PERMEABILITY (INCHES PER HOUR)..... 3 - 10
 - MAXIMUM STONE SIZE (INCHES)..... 3/4

SEEDING:

USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30.
USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES AND RATES BETWEEN 10/1 AND 5/14, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15.

PERMANENT SEED:

MDOT T1103(a) METHOD NUMBER 3

TEMPORARY SEED:

OATS	80.00 LBS/ACRE	4/01 - 5/14
ANNUAL RYEGRASS	40.00 LBS/ACRE	
SUDANGRASS	40.00 LBS/ACRE	5/15 - 8/14
ANNUAL RYEGRASS	80.00 LBS/ACRE	5/15 - 9/14
WINTER RYE	112.00 LBS/ACRE	9/15 - 9/30
WINTER RYE (W/ MULCH COVER)	112.00 LBS/ACRE	10/01 - 3/31

LIME AND FERTILIZER:

APPLY GROUND LIMESTONE (EQUIVALENT TO 50% CALCIUM PLUS MAGNESIUM OXIDE) AT A RATE OF 3 TONS PER ACRE (138 POUNDS PER 1000 SQUARE FEET). APPLY FERTILIZER (10-20-20) AT A RATE OF 800 POUNDS PER ACRE (18.4 POUNDS PER 1000 SQUARE FEET).

MULCH:

STRAW OR HAY (ANCHORED)	10 - 30 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185 - 275 LBS	WINDY AREAS
SHREDDED OR CHOPPED	185 - 275 LBS	
JUTE MESH	AS REQUIRED	MODERATE TO HIGH
		VELOCITY AREAS &
		STEEP SLOPES
EXCelsior MAT	AS REQUIRED	

MULCH ANCHORING

PEG AND TWINE	LIQUID ASPHALT
MULCH NETTING	WOOD CELLULOSE FIBER
ASPHALT EMULSION	CHEMICAL TACK

STABILIZING SITE FOR THE WINTER:

1. STANDARD CONDITIONS REQUIRING THE TIMELY STABILIZATION OF DITCHES AND CHANNELS - THE CONTRACTOR WILL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 1. THE CONTRACTOR WILL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 15. IF THE CONTRACTOR FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER:
 - a. INSTALL A SOD LINING IN THE DITCH - THE CONTRACTOR WILL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.
 - b. INSTALL A STONE LINING IN THE DITCH - THE CONTRACTOR WILL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 1. THE CONTRACTOR WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR WILL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.

- a. INSTALL A SOD LINING IN THE DITCH - THE CONTRACTOR WILL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.
- b. INSTALL A STONE LINING IN THE DITCH - THE CONTRACTOR WILL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 1. THE CONTRACTOR WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR WILL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.

2. STANDARD CONDITIONS REQUIRING THE TIMELY STABILIZATION OF DISTURBED SLOPES - THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 1. THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. ANY AREA HAVING A GRADE GREATER THAN 15% (10H:1V) IS A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- a. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 15% OF THE DISTURBED SLOPE BEFORE NOVEMBER 1, THEN THE CONTRACTOR WILL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM C OF THIS CONDITION OR WITH STONE RIPRAP AS DESCRIBED IN ITEM D OF THIS CONDITION.

- b. STABILIZE THE SLOPE WITH SOD - THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).

- c. STABILIZE THE SLOPE WITH WOODWASTE COMPOST - THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOODWASTE COMPOST ON THE SLOPE BY NOVEMBER 1. PRIOR TO PLACING THE WOODWASTE COMPOST, THE CONTRACTOR WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE CONTRACTOR WILL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER DEEPS ON THE SLOPE FACE.

- d. STABILIZE THE SLOPE WITH STONE RIPRAP - THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 1. THE CONTRACTOR WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR DRAINAGE AND SOIL SEPARATION.

3. STANDARD CONDITIONS REQUIRING THE TIMELY STABILIZATION OF DISTURBED SOILS - BY SEPTEMBER 15 THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- a. STABILIZING THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 15% OF THE DISTURBED SOIL BEFORE NOVEMBER 1, THEN THE CONTRACTOR WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM C OF THIS STANDARD CONDITION.

- b. STABILIZE THE SOIL WITH SOD - THE CONTRACTOR WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.

- c. STABILIZE THE SOIL WITH MULCH - BY NOVEMBER 1 THE CONTRACTOR WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE CONTRACTOR WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE CONTRACTOR WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

WINTER CONSTRUCTION:

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 15% MATURE VEGETATION COVER OR RIP RAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT; VEGETATION; MULCHING; EROSION CONTROL MATS, RIP RAP OR GRAVEL BASE ON A ROAD. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS/1000 SF. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER-WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1000 SF. (3 TONS/ACRE) OR WITH A FOUR INCH LAYER OF EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND WILL BE REESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

2. SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF EROSION CONTROL MIX SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

3. MULCHING
ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LBS/1000 SF. OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 15 LBS/1000 SF. OR 15 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN MULCHED WITH STRAW OR HAY AT A RATE OF 150 LBS/1000 SF. (3 TONS/ACRE) AND ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

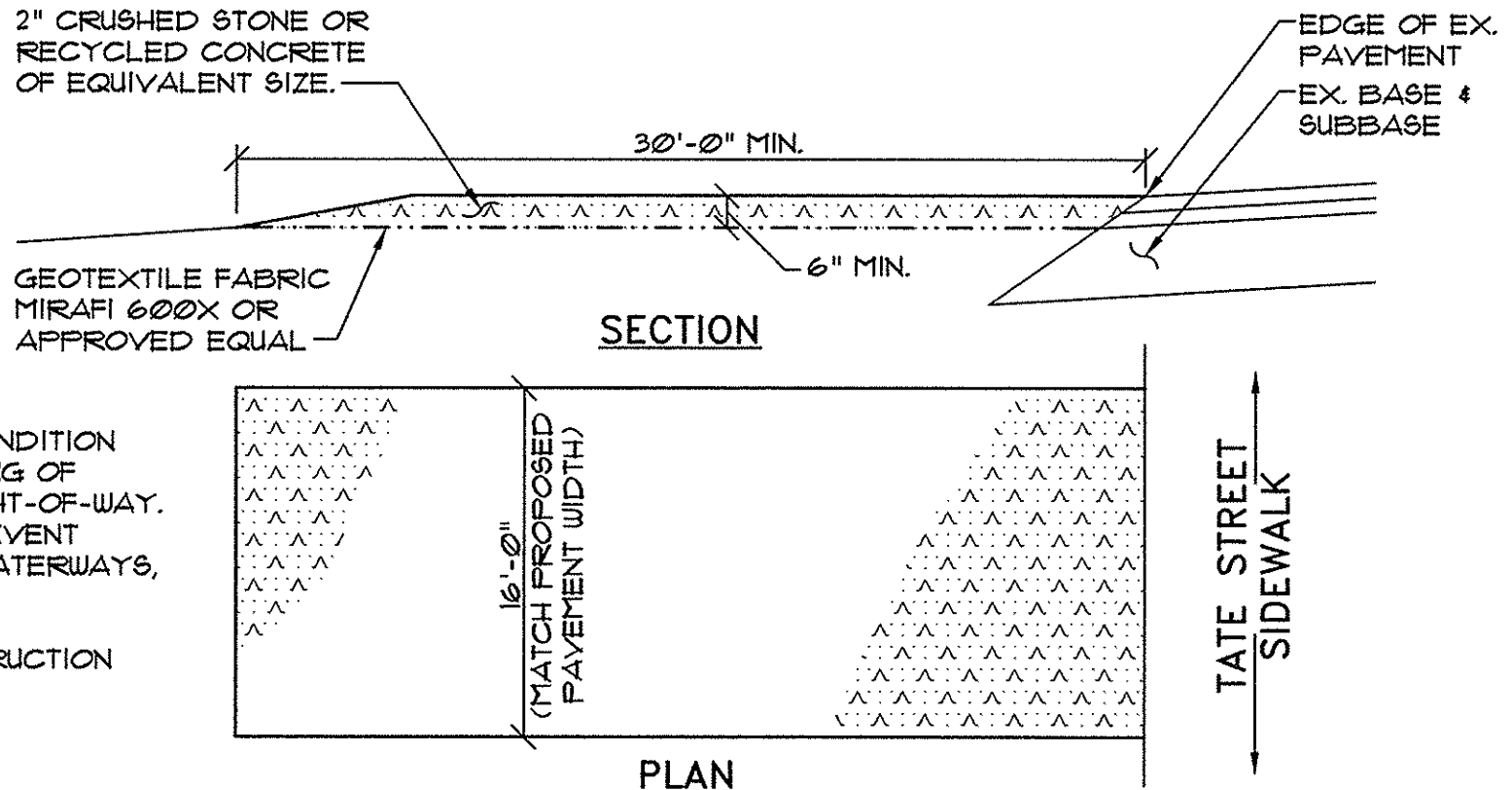
BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL TACK, OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORK DAY.

4. MULCHING ON SLOPES AND DITCHES
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1000 SF. ON ALL SLOPES GREATER THAN 8%. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPE GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED AS A SUBSTITUTE FOR EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

5. SEEDING
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. AFTER NOVEMBER 1 IF THE EXPOSED AREA HAS BEEN LOAMED AND FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND BE SEEDED AT AN APPLICATION RATE OF 5 LBS/1000 SF. ALL AREAS SEEDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 15 % CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL AREAS DISTURBED IN THE WINTER SHALL BE VEGETATED IN THE SPRING.

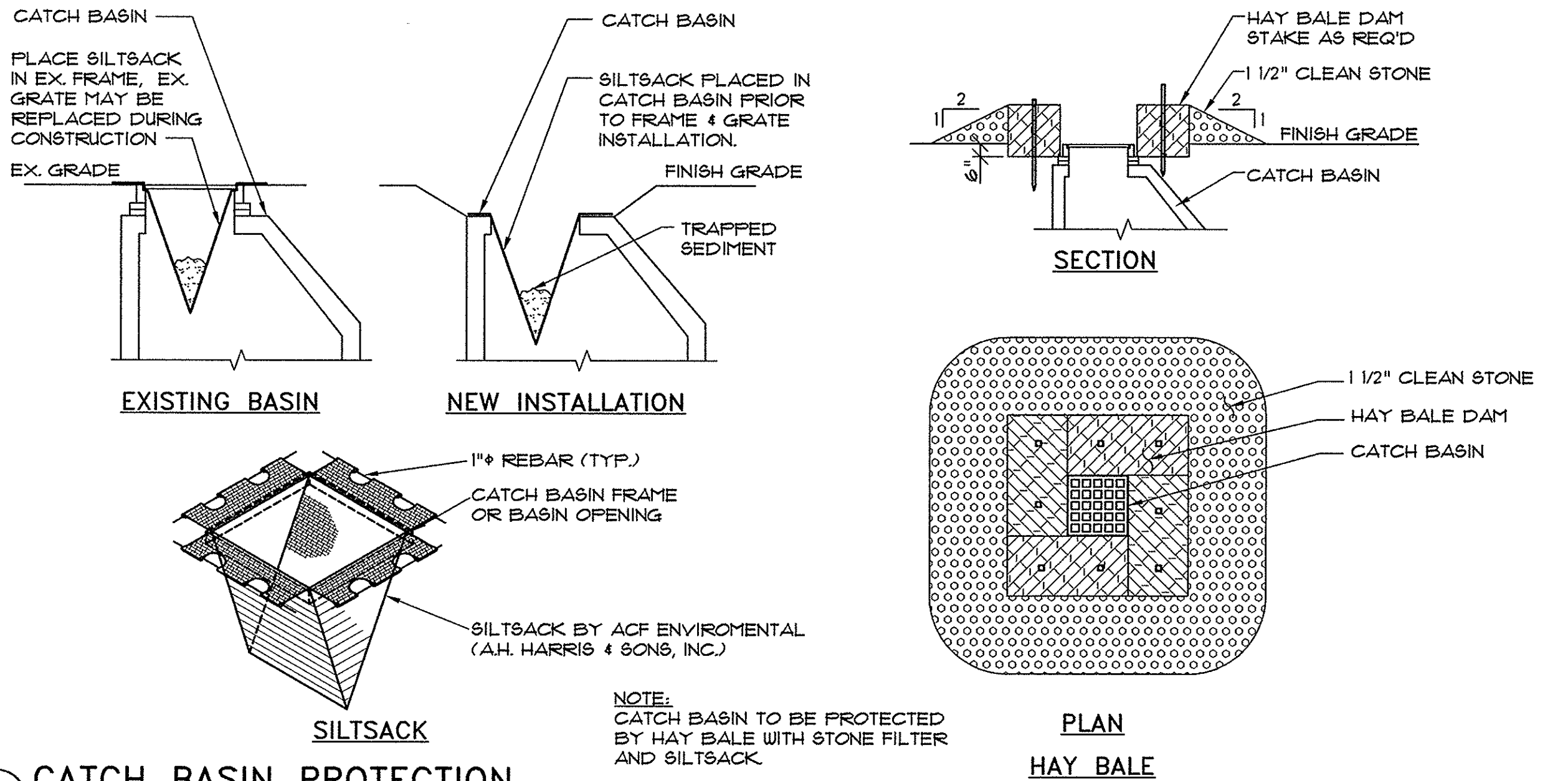
6. TRENCH DEWATERING AND TEMPORARY STREAM DIVERSION
WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE OR EROSION CONTROL MIX LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

7. INSPECTION AND MONITORING
MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL, IN THE SPRING, INSPECT AND REPAIR ANY DAMAGED AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 85 TO 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.



1 STABILIZED CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE



2 CATCH BASIN PROTECTION

NOT TO SCALE

PINKHAM & GREER
CIVIL ENGINEERS

28 WANKAM AVE. PORTLAND, ME 04103
TEL: 207.761.5242 FAX: 207.761.4245

THOMAS
GREER
NO. 4206
LICENSED
PROFESSIONAL
ENGINEER
MAINE

1/19/15

REVD	PER	DATE	DESCRIPTION
1	11/01/15	REV.	

DEVELOPER:
TATE STREET PARTNERSHIP, LLC
17 CHESTNUT STREET, PORTLAND

SCALE: AS SHOWN
DATE: OCTOBER 9, 2015
PROJECT: 15133

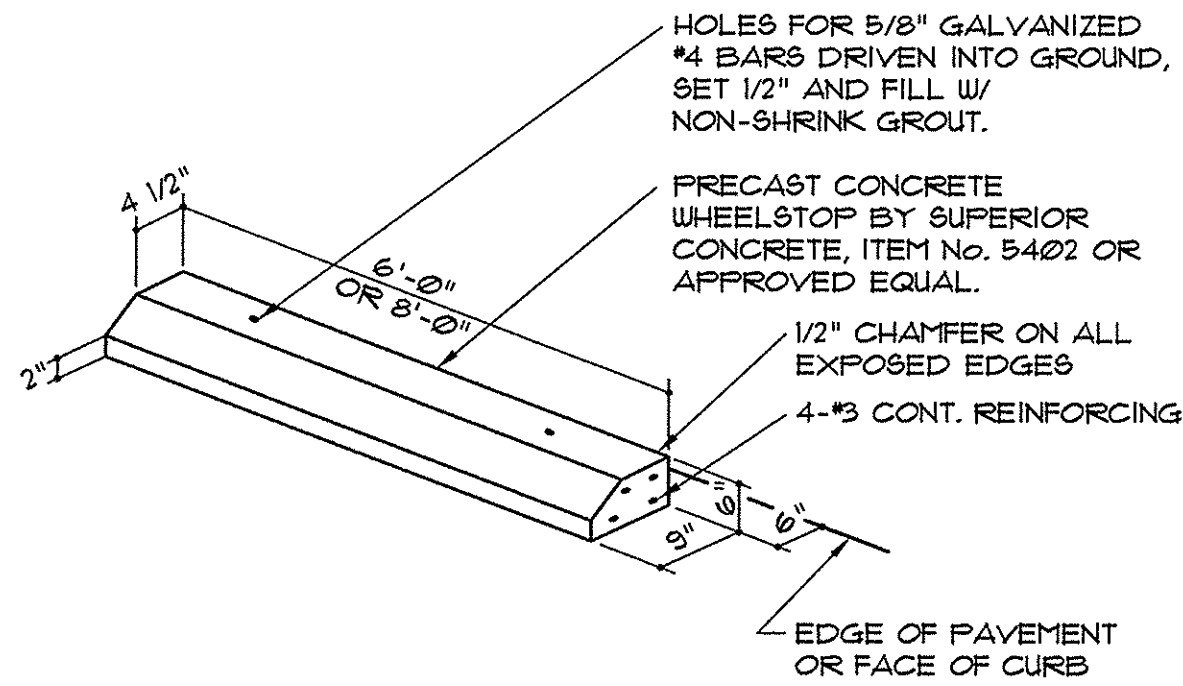
DRN BY: RJS/JDC
DES BY: TSG
CHK BY: 15133

WEST PORT LOFTS CONDOMINIUM
22-28 TATE STREET
PORTLAND, MAINE

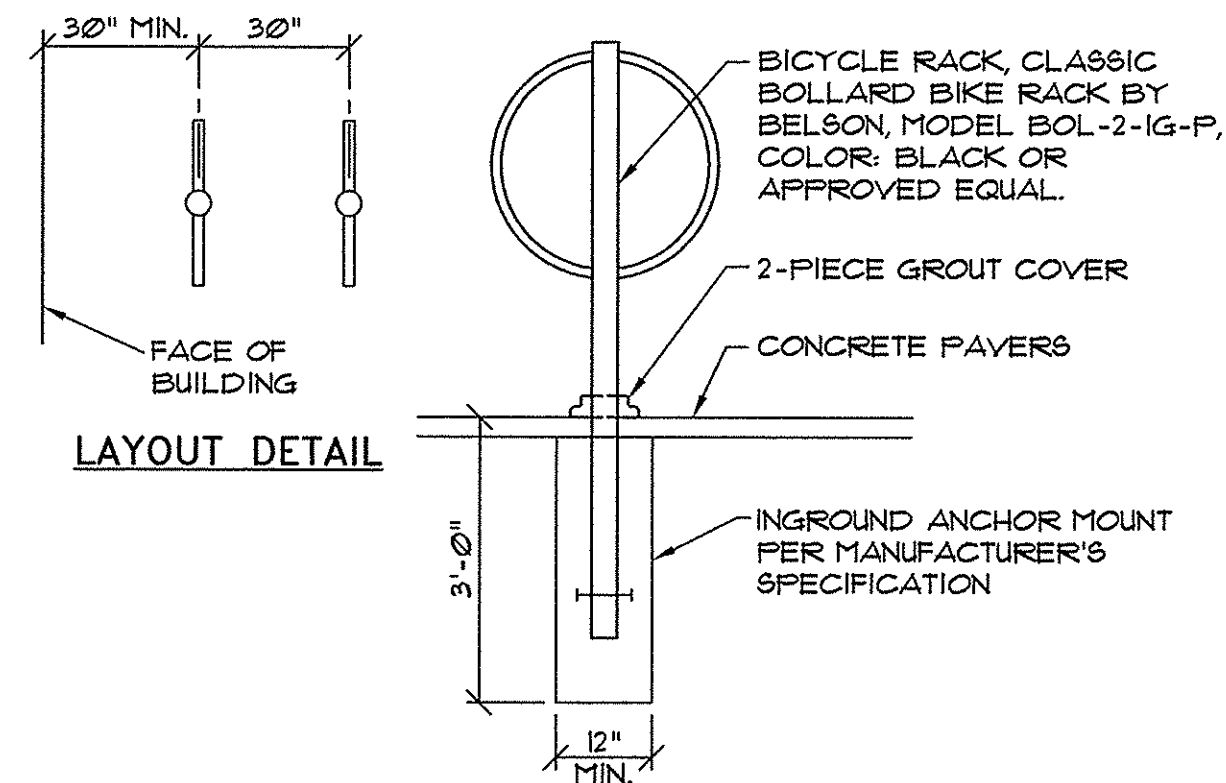
DETAILS

C2.1

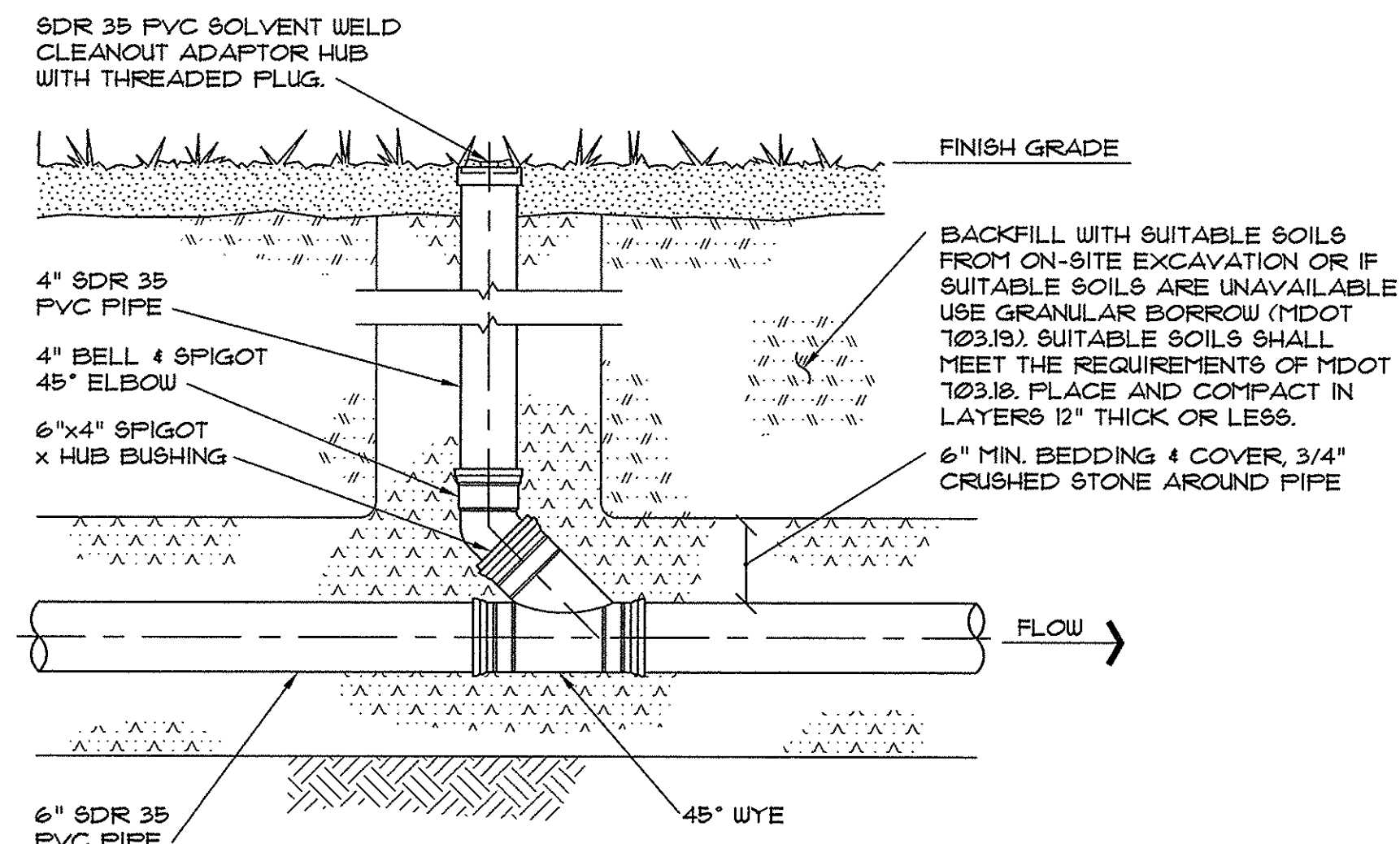
MAPLOT 44E 15, 17, & 19



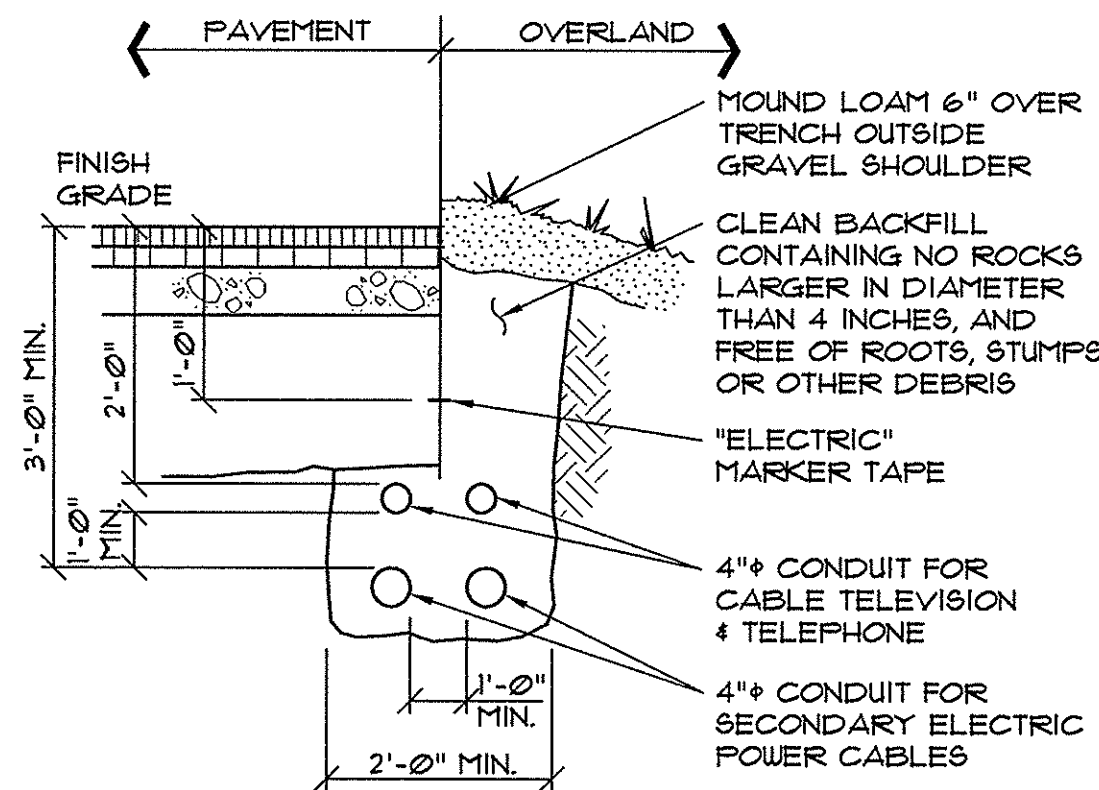
9 CONCRETE WHEELSTOP DETAIL
NOT TO SCALE



10 BIKE RACK DETAIL
NOT TO SCALE

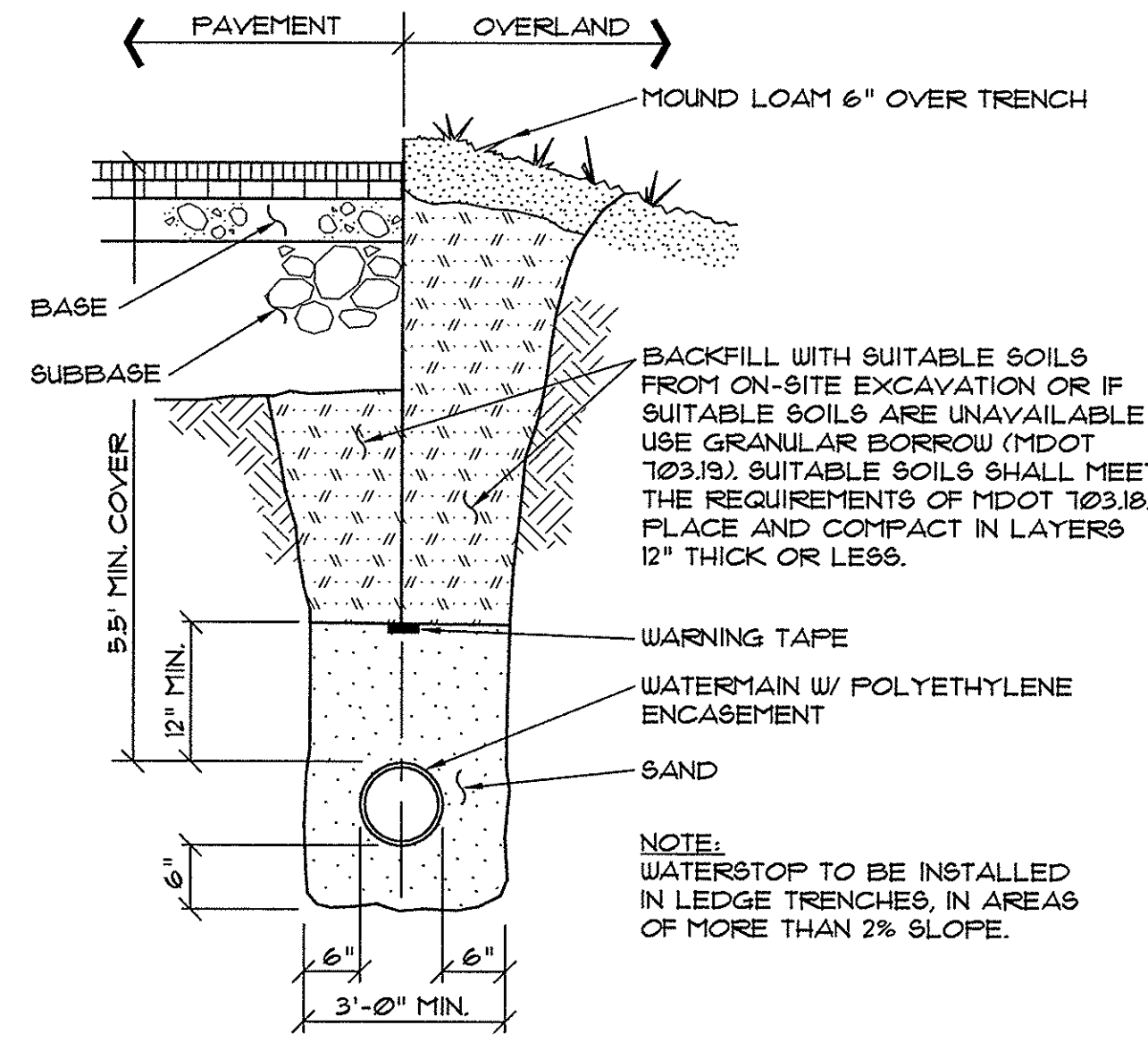


8 TYPICAL CLEANOUT DETAIL
NOT TO SCALE

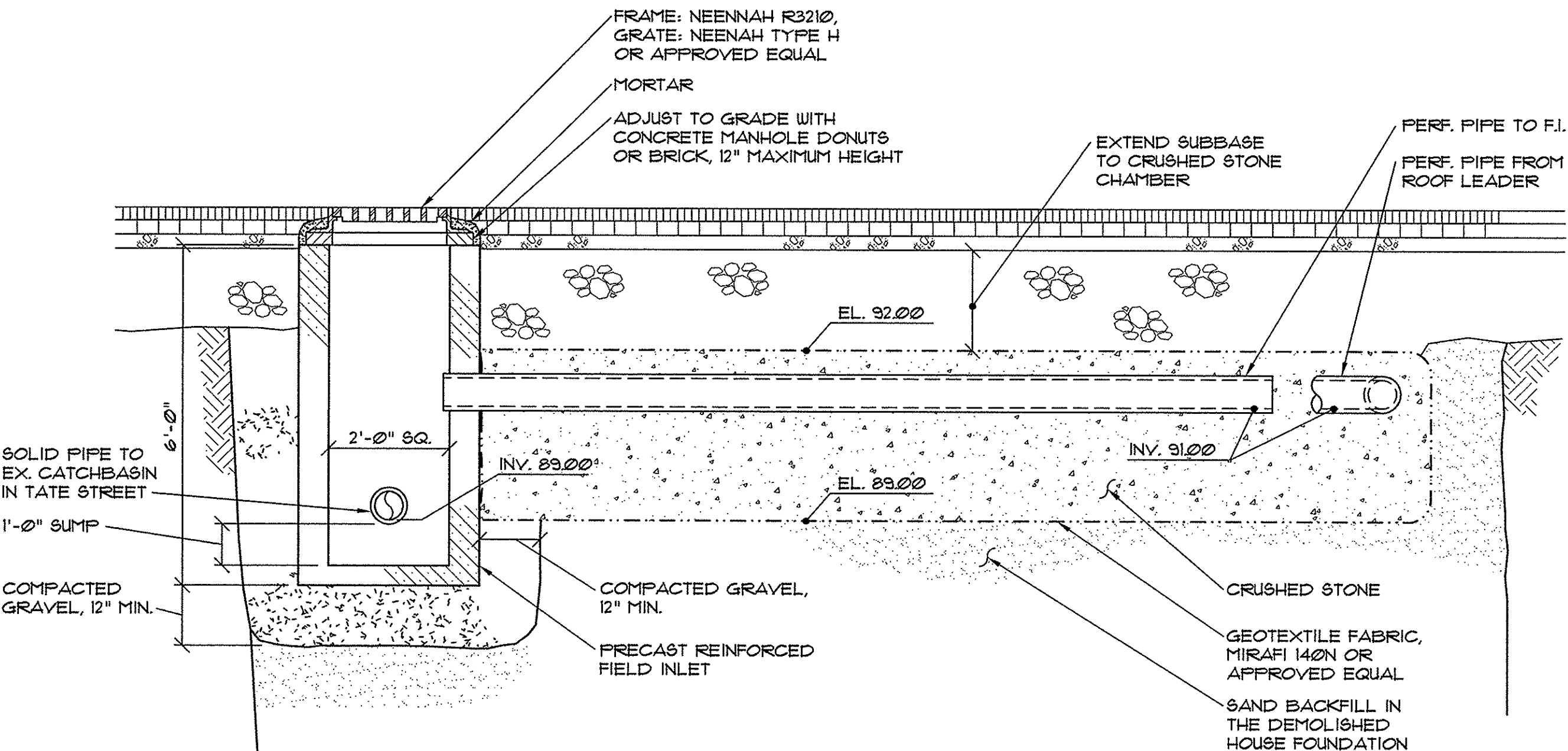


NOTES:
1. INSTALLATION SHALL NOT ALLOW INTER-TWING OF CABLES.
2. DIRECT BURY CABLES EXCEPT UNDER PAVED AREAS. PROVIDE SCH. 40 PVC CONDUIT UNDER PAVED AREAS, EXTEND CONDUIT 5'-0" BEYOND EDGE OF PAVEMENT.

5 CABLE TRENCH SECTION
NOT TO SCALE



4 TYPICAL WATER MAIN SECTION ON-SITE
NOT TO SCALE



6 FIELD INLET & CRUSHED STONE CHAMBER SECTION
NOT TO SCALE

UNDERGROUND UTILITIES WARNING TAPE

IDENTIFICATION TAPE TO BE INSTALLED ABOVE ALL NEW UNDERGROUND UTILITIES AND ABOVE ANY EXISTING UTILITIES THAT MAY BE EXPOSED BY THIS CONSTRUCTION.

DETECTABLE UNDERGROUND MARKING TAPE TO BE PERMANENT, BRIGHT-COLORED, CONTINUOUS-PRINTED ALUMINUM TAPE, INTENDED FOR DIRECT-BURIAL SERVICE NOT LESS THAN 3" WIDE x 5 MILS THICK. PROVIDE TAPE WITH BLACK PRINTING IDENTIFYING THE UTILITY. DETECTABLE WARNING TAPE REQUIRED OVER ALL WATER, SEWER, DRAINAGE, OR GAS UTILITIES. TAPE TO BE TERRA TAPE BY REEF INDUSTRIES, INC., www.reefindustries.com, OR EQUAL.

APUA UNIFORM COLOR CODE:

WHITE	PROPOSED EXCAVATION
PINK	TEMPORARY SURVEY MARKINGS
RED	ELECTRIC POWER LINES, CABLES, CONDUIT AND LIGHTING CABLES
YELLOW	GAS, OIL, STEAM, PETROLEUM OR GASEOUS MATERIALS
ORANGE	COMMUNICATION, ALARM OR SIGNAL LINES, CABLES OR CONDUIT
BLUE	POTABLE WATER
PURPLE	RECLAIMED WATER, IRRIGATION AND SLURRY LINES
GREEN	SEWERS AND DRAIN LINES

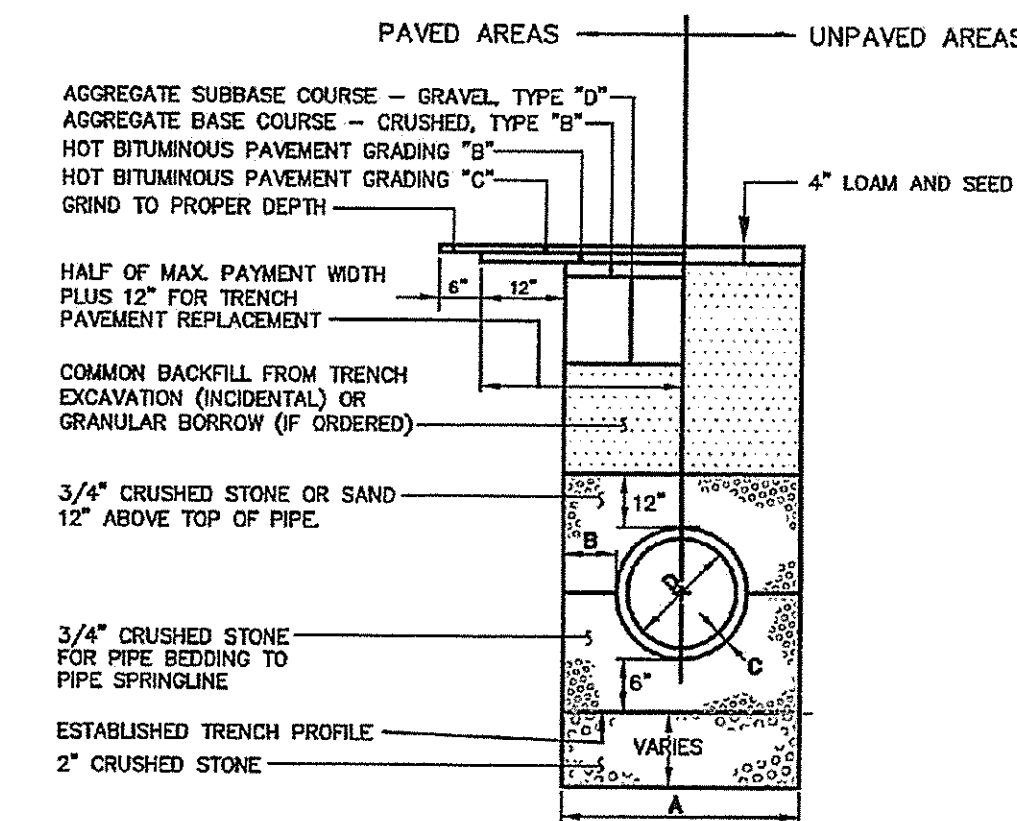
1 UNDERGROUND UTILITIES WARNING TAPE

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

- ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
- MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
- PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
- 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.
- ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/RAIN MANHOLE COVERS SHALL HAVE "RAIN" CAST INTO THE COVER.
- ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVED EQUAL.
- SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
- ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
- CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
- CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
- EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
- ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP. SEE FIGURE II-09.

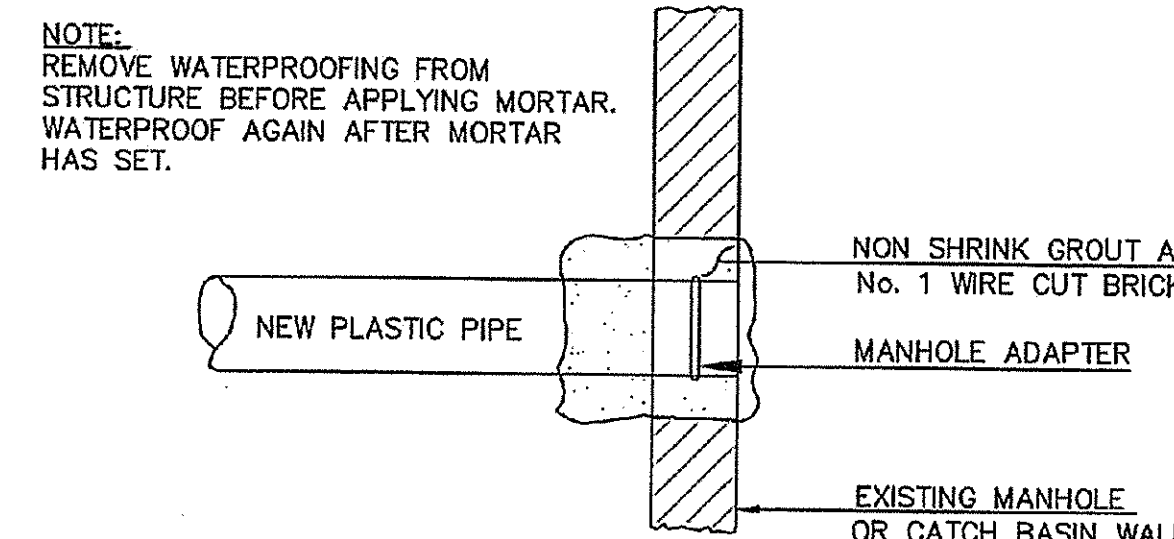
2 GENERAL NOTES FOR MANHOLES AND CATCH BASINS (II-4)

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.

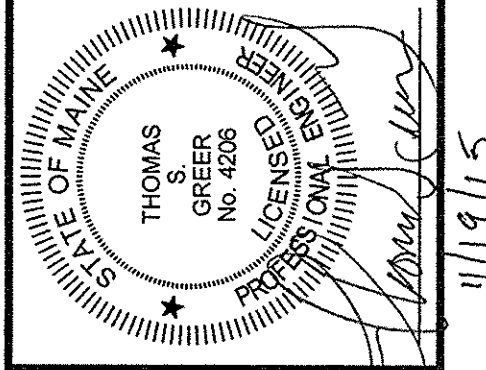


3 TYPICAL PIPE TRENCH INSTALLATION (11-12)

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION.



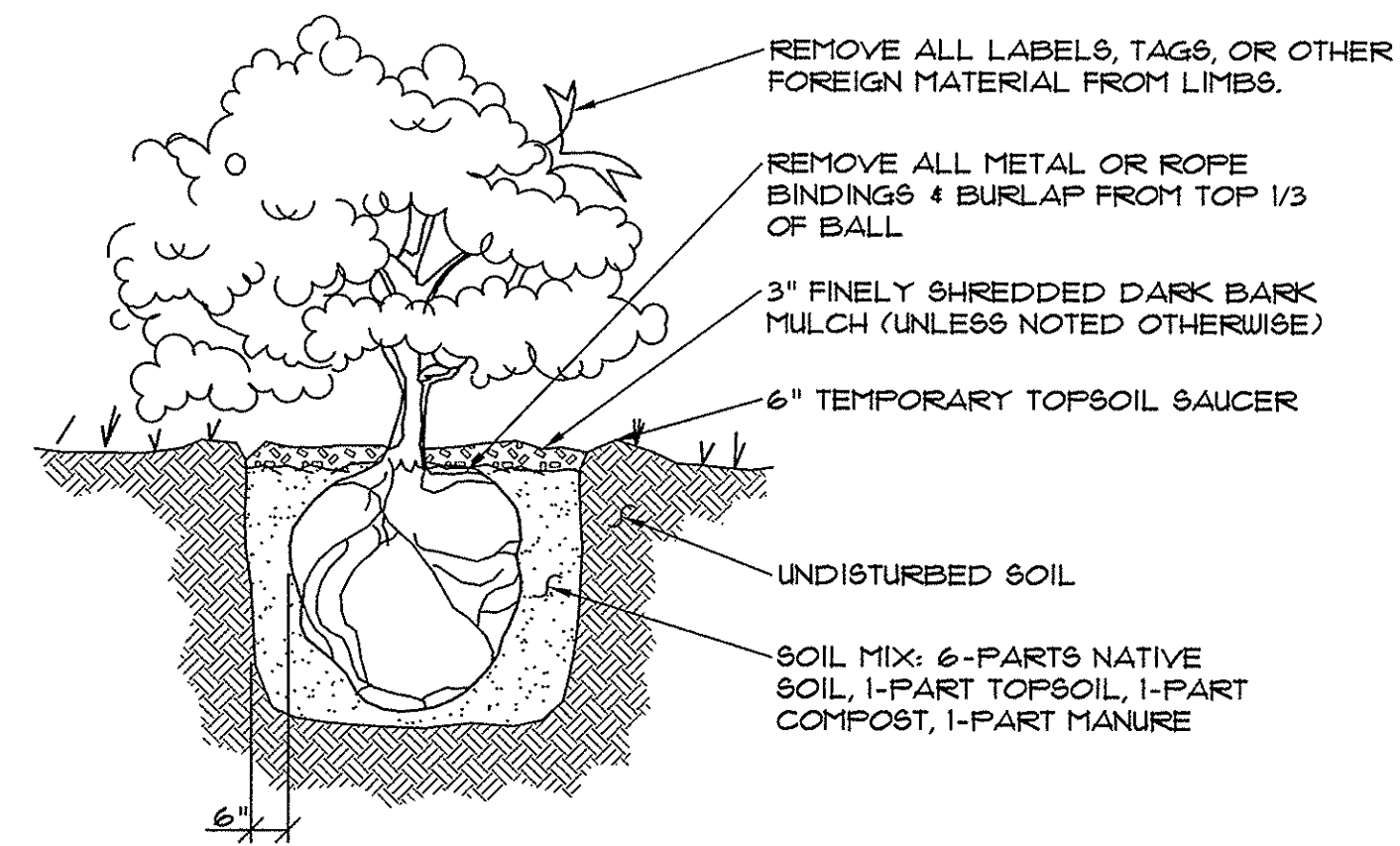
7 PIPE CONNECTION METHOD 3 (II-14)
NOT TO SCALE



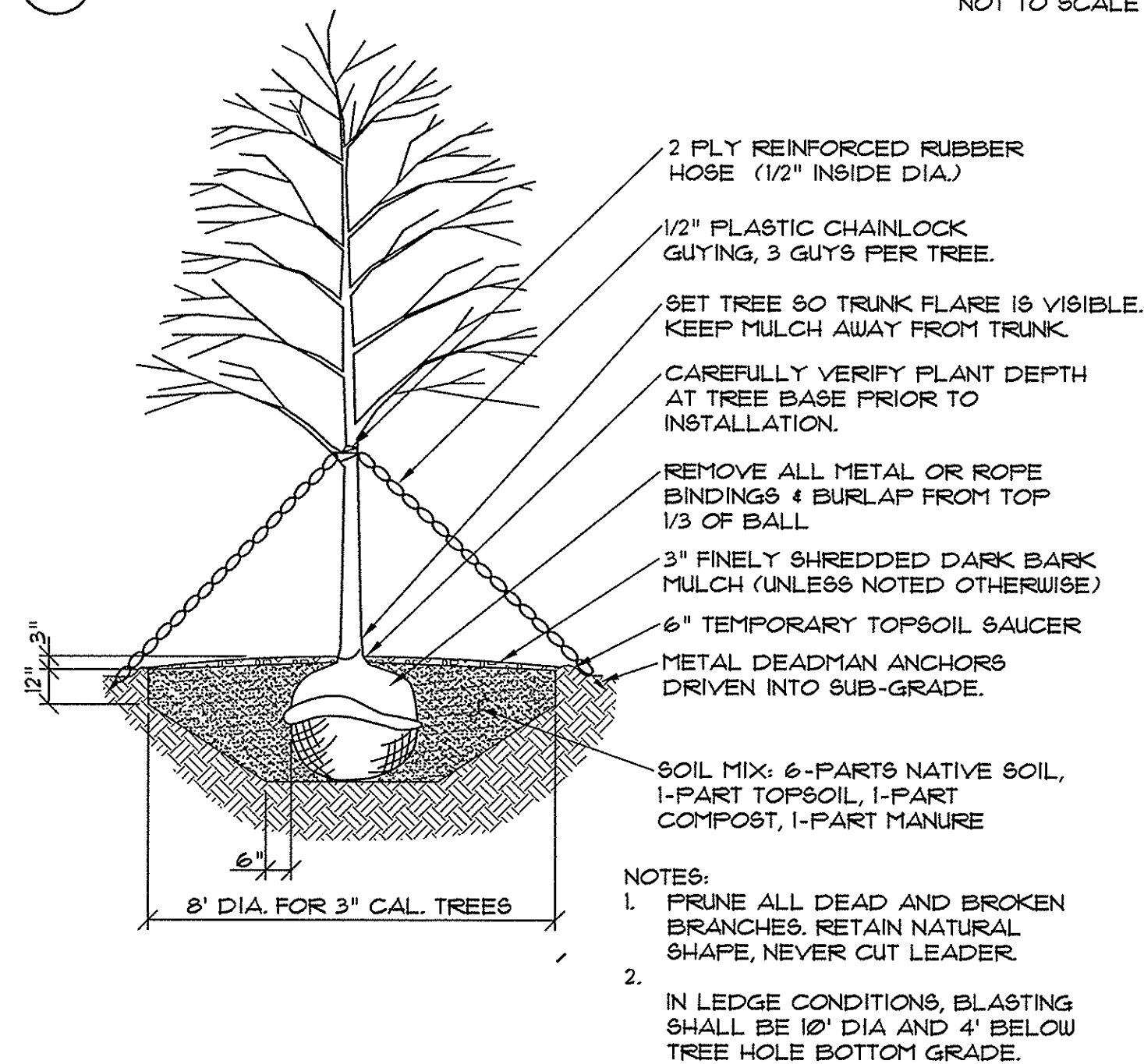
REV	DATE	DESCRIPTION
1	11/19/15	REV'D PER STAFF COMMENTS
2	11/19/15	REV'D PER STAFF REVIEW

DEVELOPER: TATE STREET PARTNERSHIP, LLC 17 CHESTNUT STREET, PORTLAND	DRN BY: RJS/JDC DESIGN BY: TSG CHECK BY: JSC
SCALE: AS SHOWN DATE: OCTOBER 9, 2015 PROJECT: 15133	

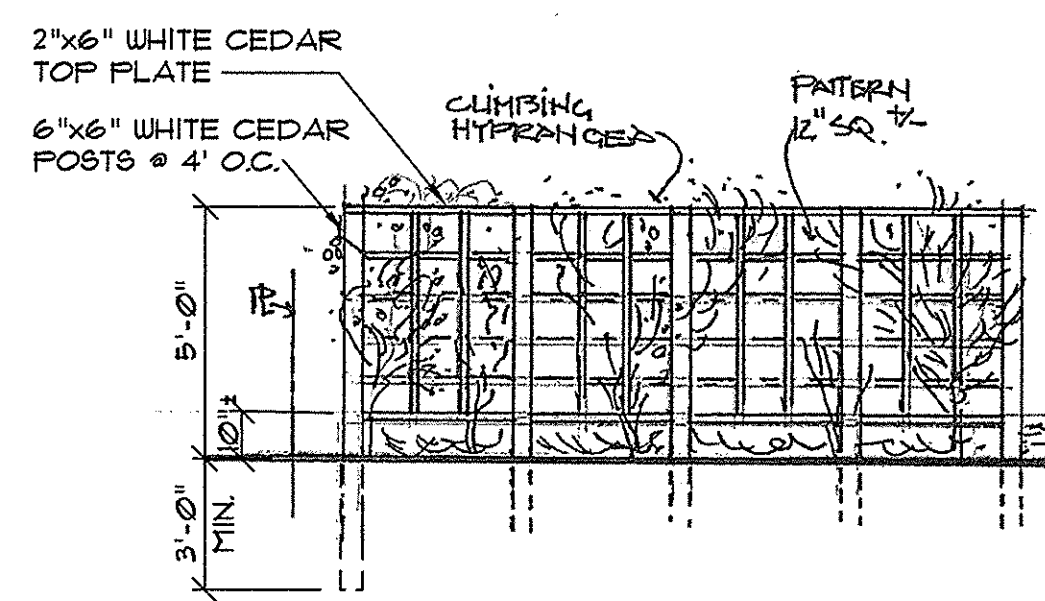
WEST PORT LOFTS CONDOMINIUM 22-28 TATE STREET PORTLAND, MAINE	DETAILS
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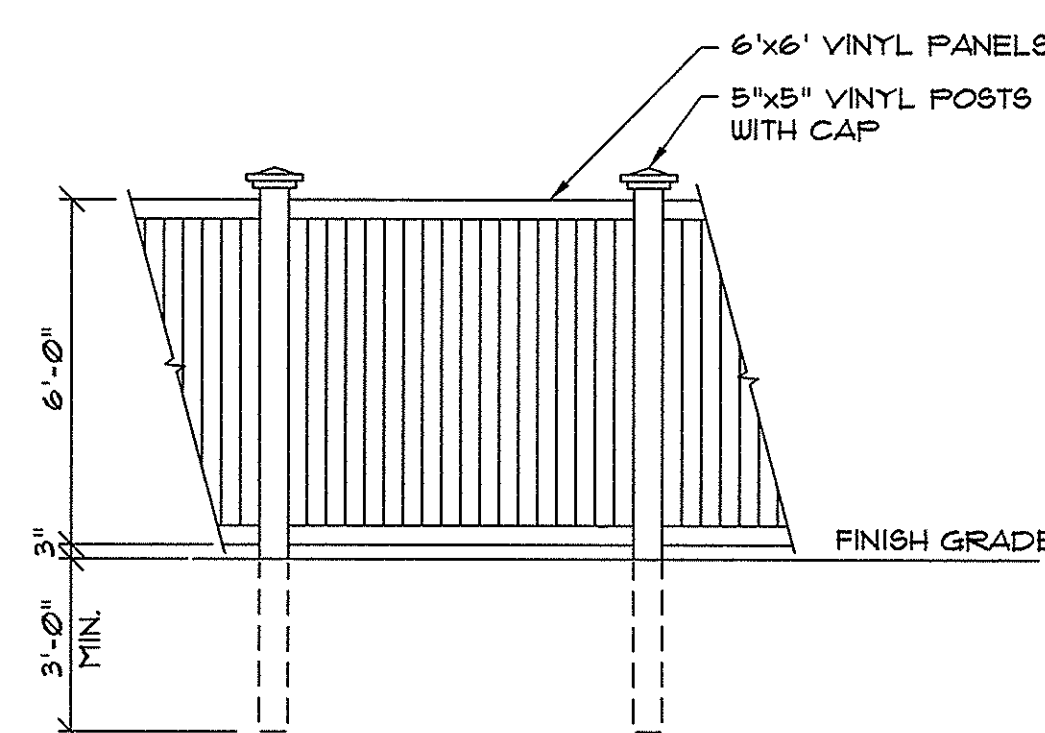
8 SHRUB PLANTING DETAIL
NOT TO SCALE



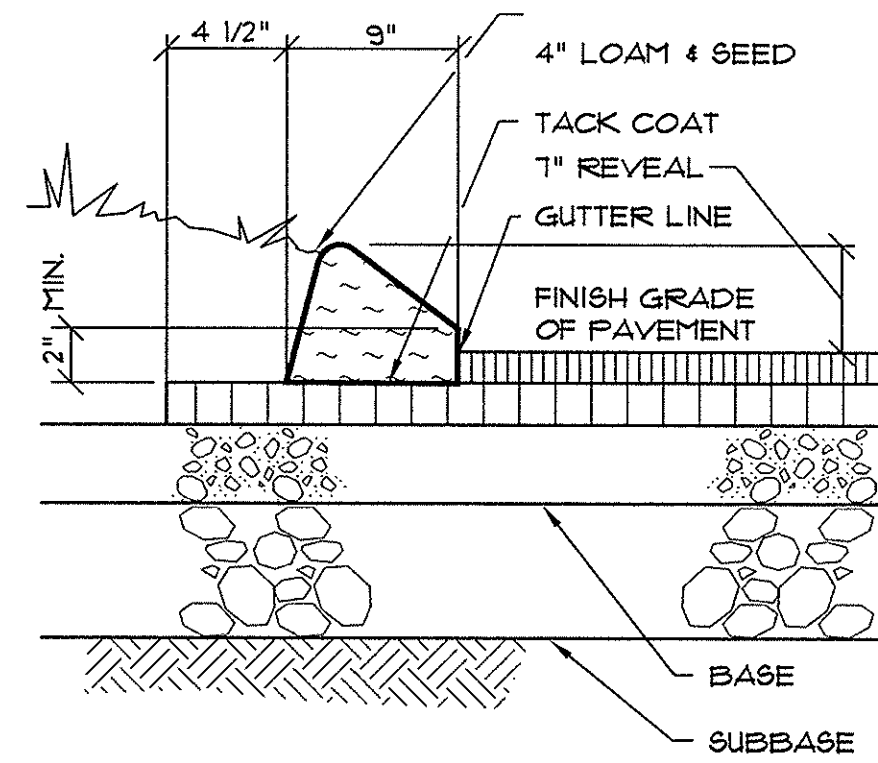
9 DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



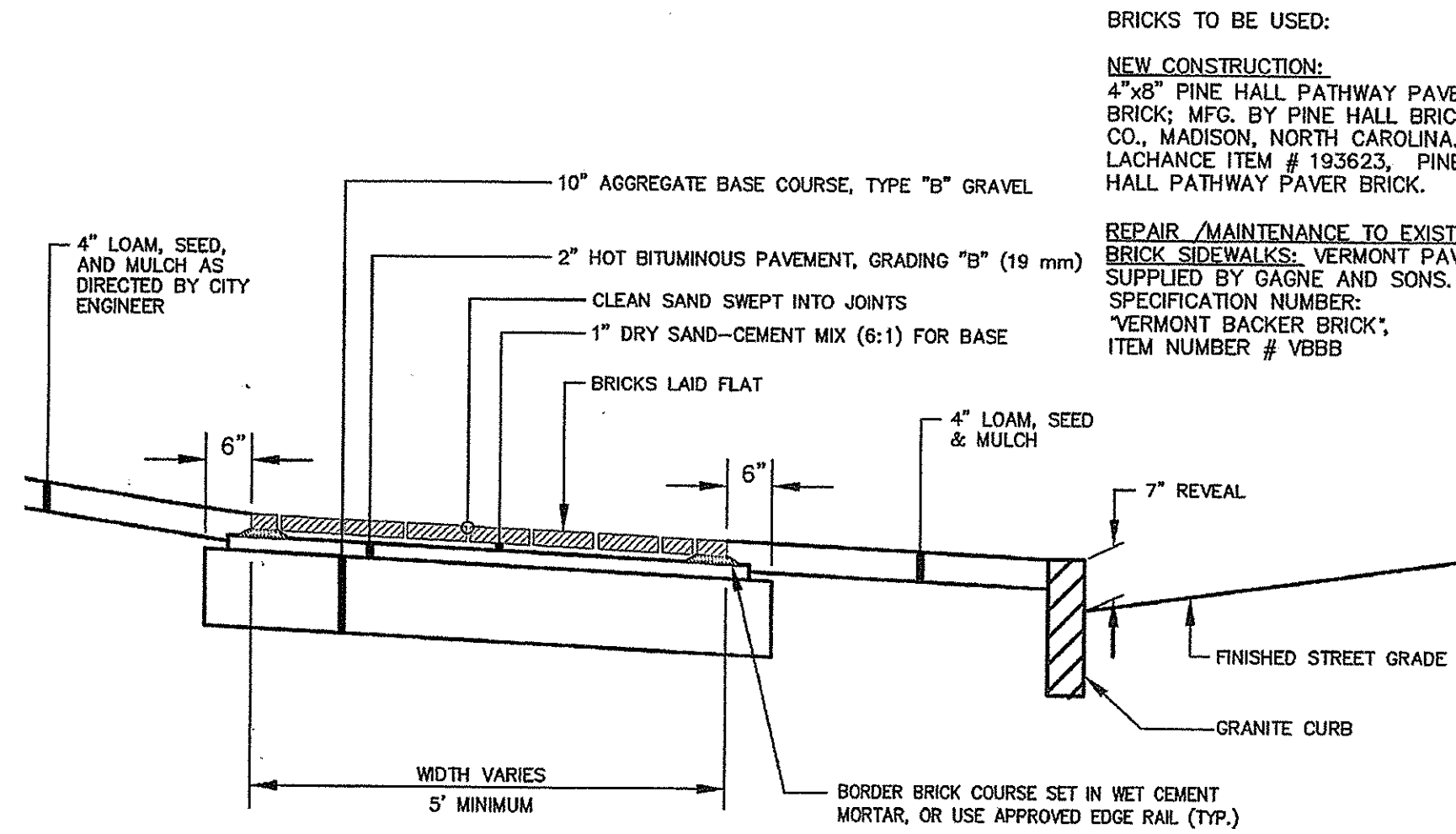
10 WHITE CEDAR TRELLIS FENCE DETAIL
NOT TO SCALE



11 VINYL PERIMETER FENCE DETAIL
NOT TO SCALE

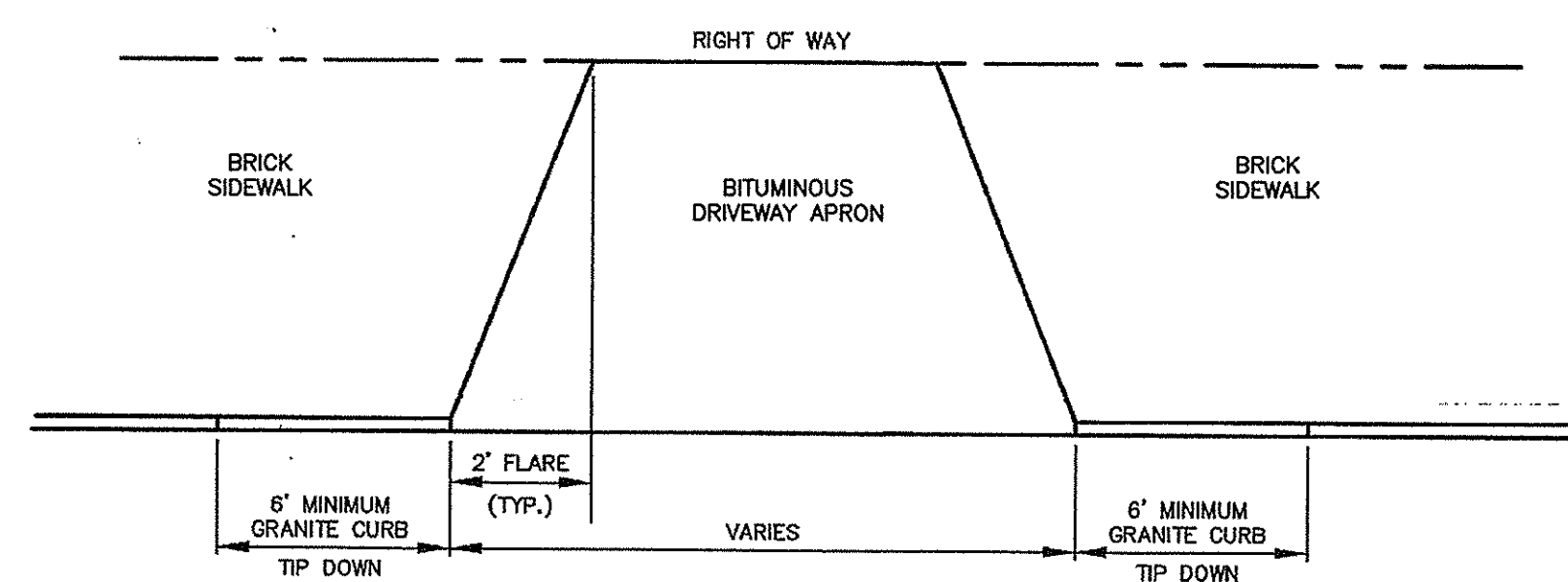


4 BITUMINOUS CURB SECTION ON-SITE
NOT TO SCALE

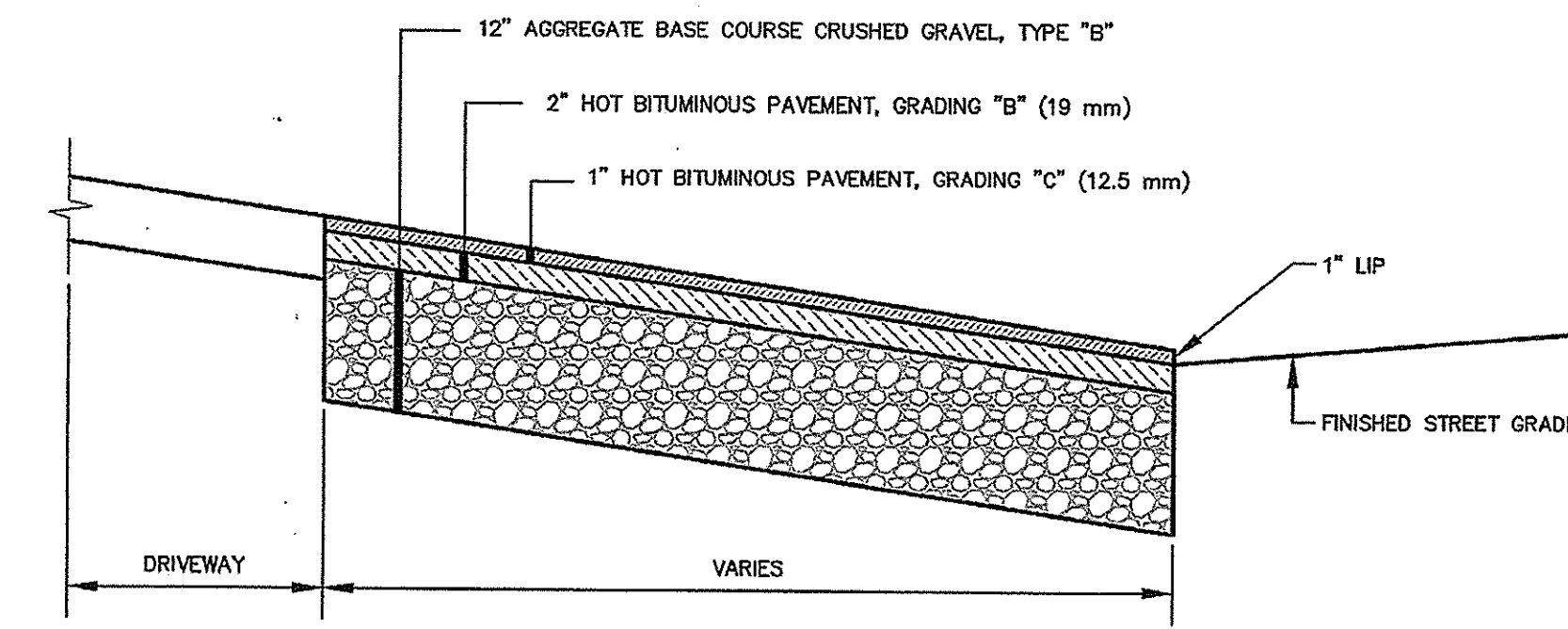


5 BRICK SIDEWALK WITH BITUMINOUS BASE (1-10)
NOT TO SCALE

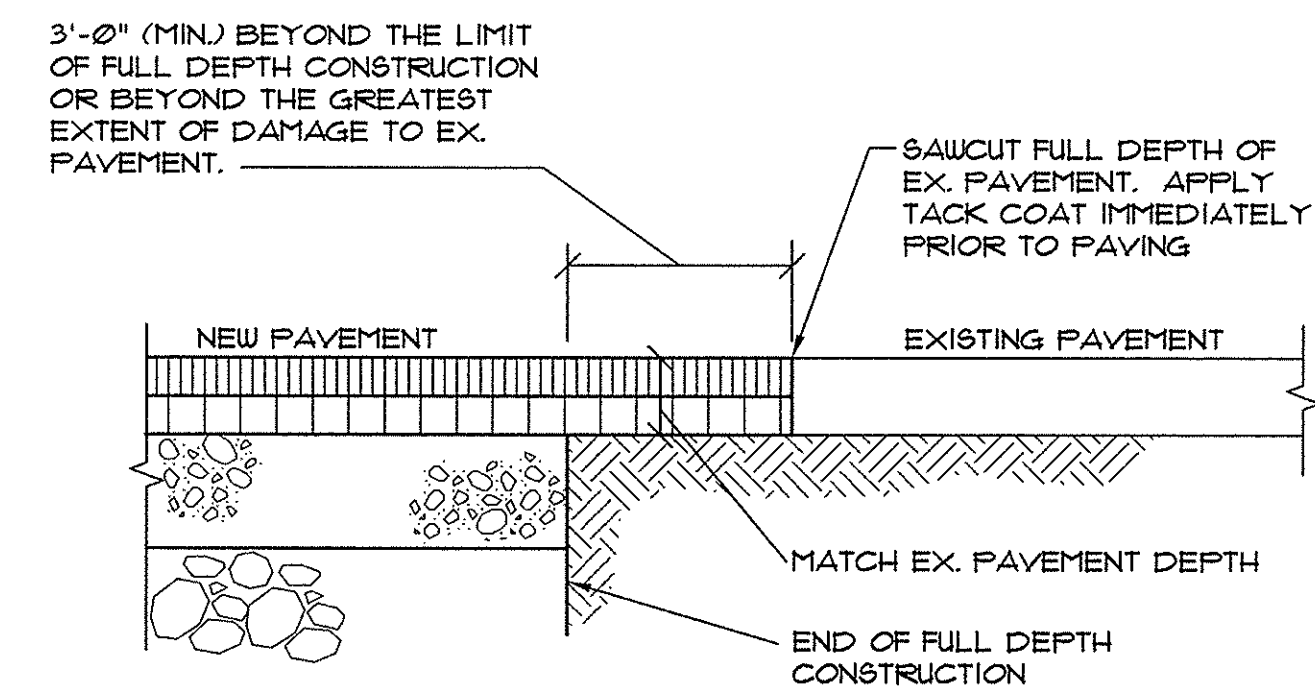
NOTE:
MATCH GRADE OF EXISTING DRIVEWAY
AT R. O. W. LINE, EXCEPT WHEN
DIRECTED OTHERWISE BY CITY ENGINEER.



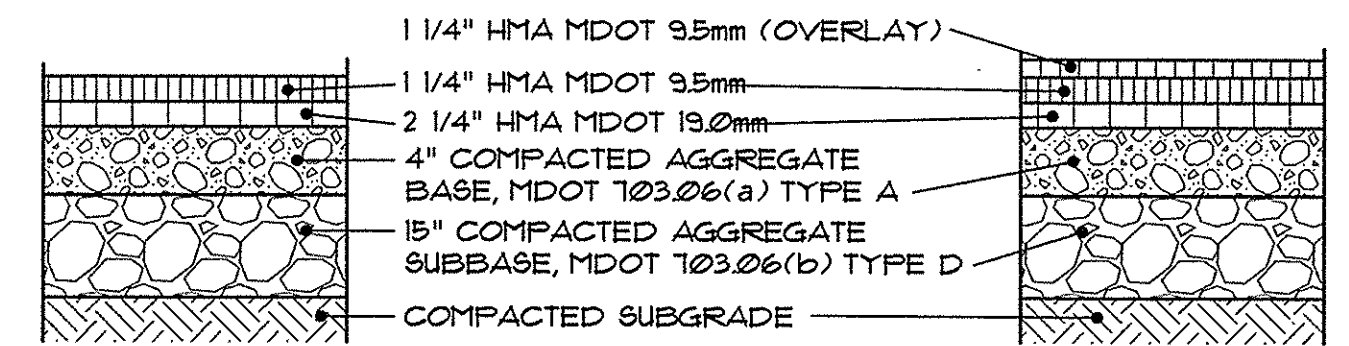
6 DRIVEWAY APRON LAYOUT (1-9)
NOT TO SCALE



7 BITUMINOUS DRIVEWAY APRON (1-13)
NOT TO SCALE

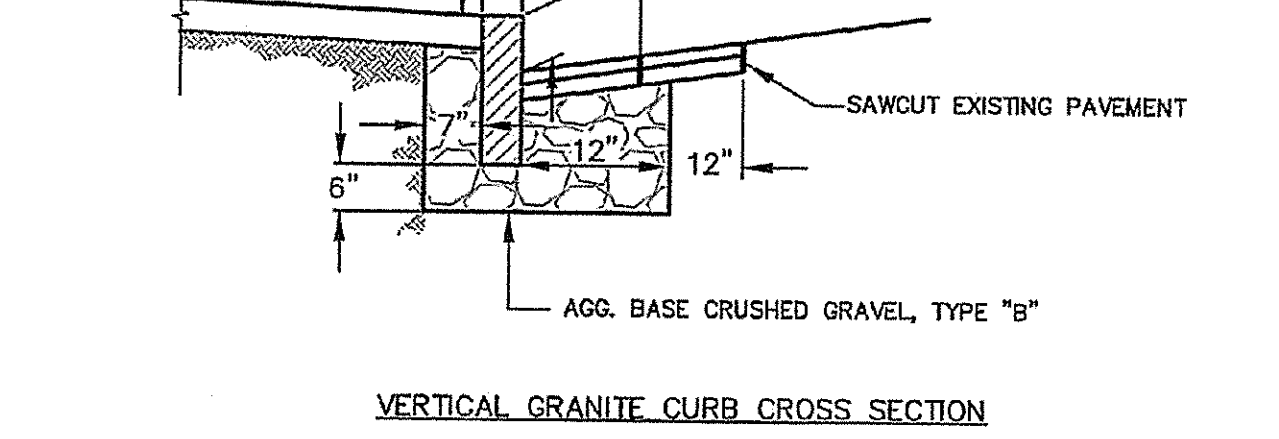
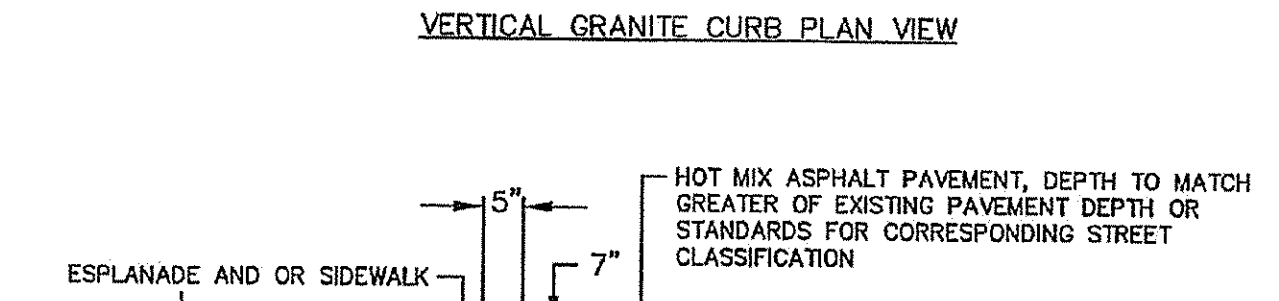
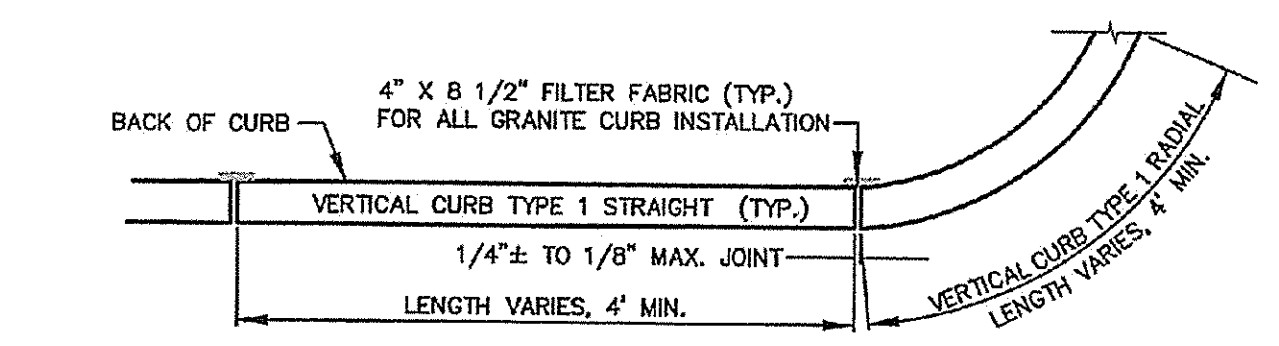
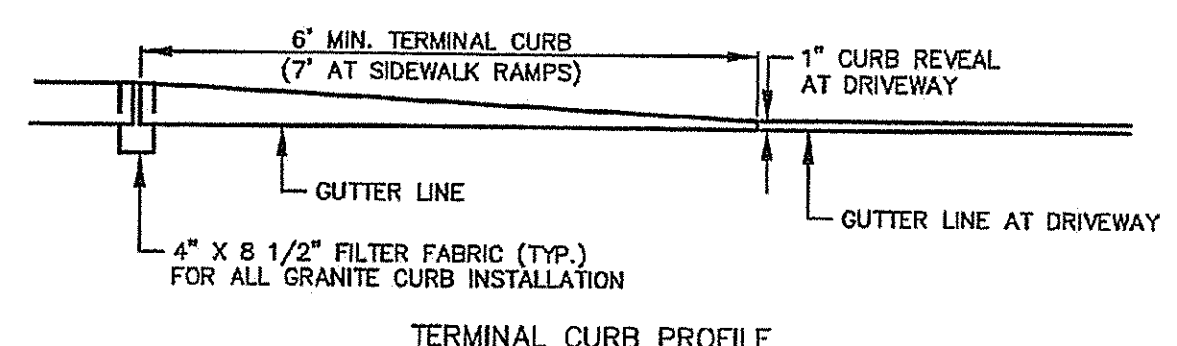


1 PAVEMENT CUTTING & MATCHING SECTION
NOT TO SCALE



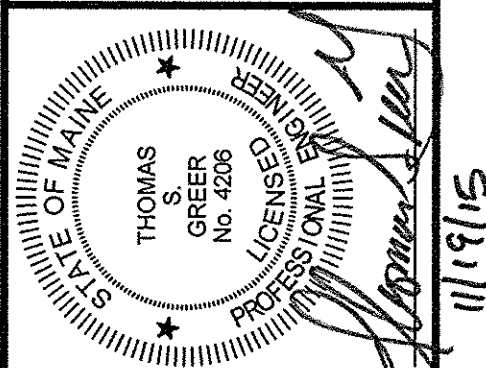
2 BITUMINOUS PAVEMENT SECTIONS
NOT TO SCALE

NOTES:
1. HMA = HOT MIX ASPHALT.
MDOT = MAINE DEPARTMENT OF TRANSPORTATION.
2. ALL COURSE THICKNESS AFTER FINAL COMPACTION.



3 VERTICAL GRANITE CURB INSTALLATION
IN EXISTING STREET (1-17)
NOT TO SCALE

PINKHAM & GREER
CIVIL ENGINEERS
28 WANNAMAKER AVENUE, PORTLAND, ME 04103
TEL: 207.761.5242 FAX: 207.761.4245

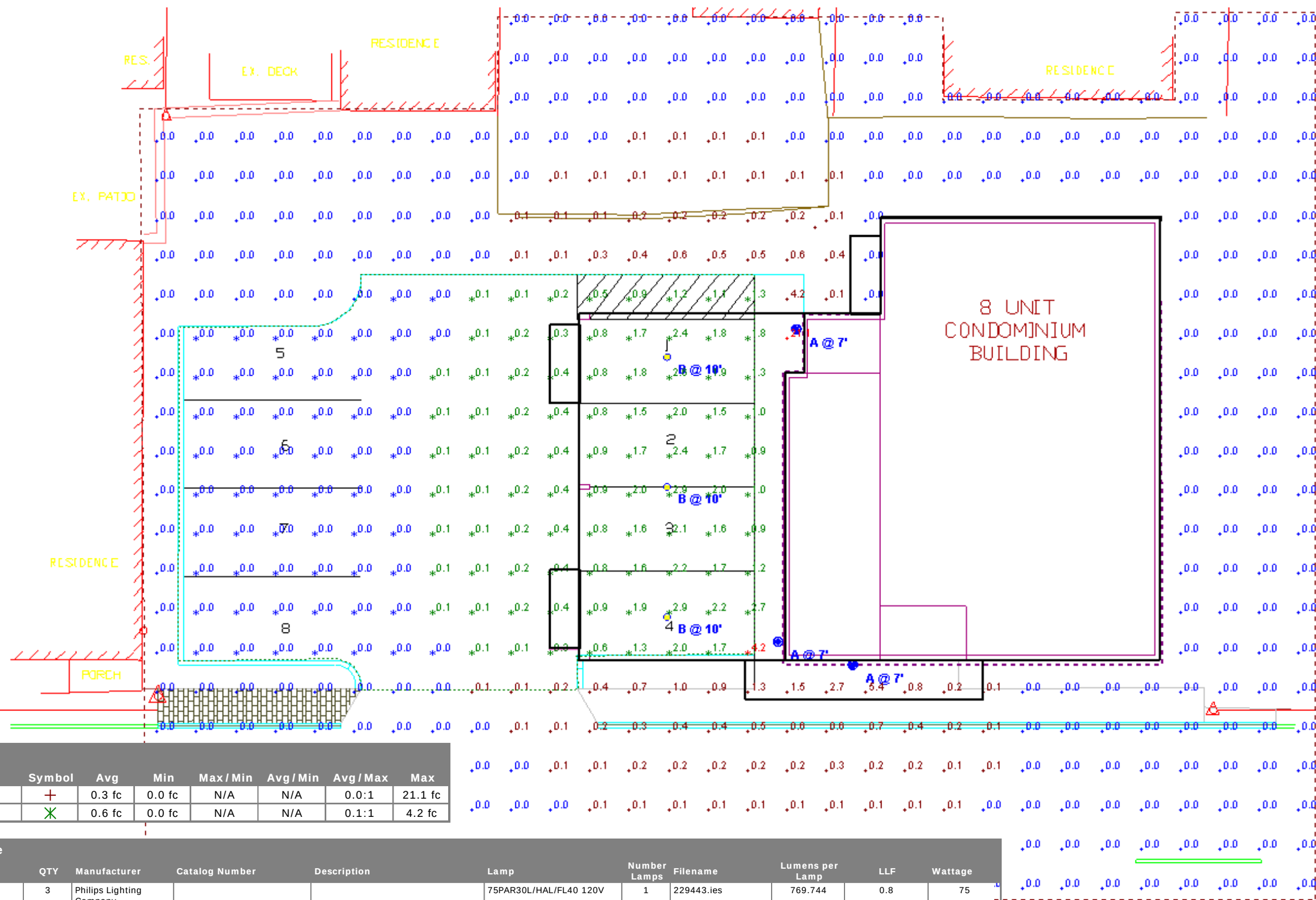


REV.	DATE	DESCRIPTION
1	11/19/15	REV'D PER STAFF REVIEW

DEVELOPER: TATE STREET PARTNERSHIP, LLC
17 CHESTNUT STREET, PORTLAND
SCALE: AS SHOWN
DATE: OCTOBER 9, 2015
PROJECT: 15133
DRN BY: RJS/JDC
DESIGN BY: TSG
CHK BY:

WEST PORT LOFTS CONDOMINIUM
22-28 TATE STREET
PORTLAND, MAINE
DETAILS

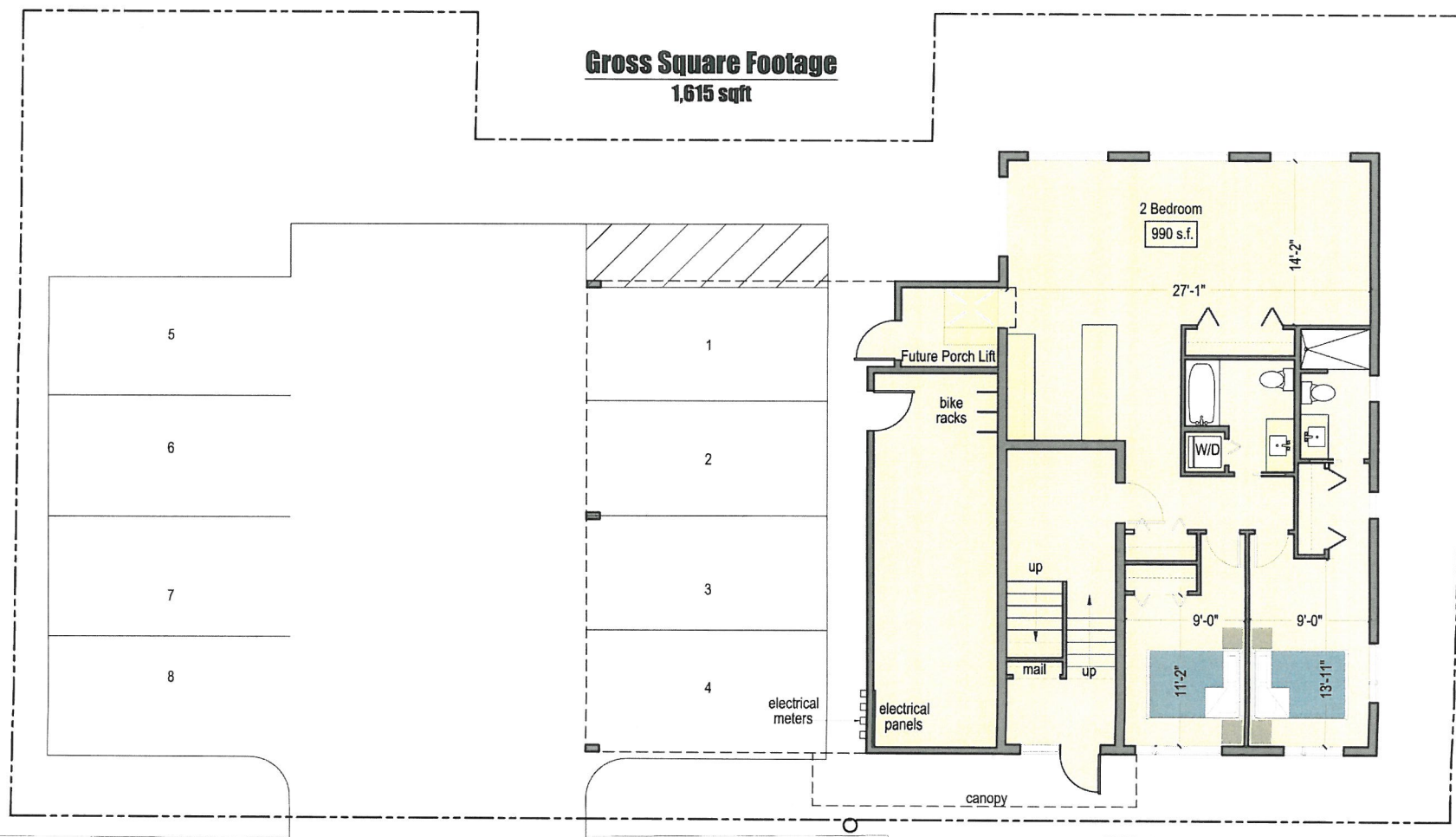
C2.3



Statistics							
Description	Symbol	Avg	Min	Max / Min	Avg / Min	Avg / Max	Max
Overall Site	+	0.3 fc	0.0 fc	N/A	N/A	0.0:1	21.1 fc
Stat Zone # 1	X	0.6 fc	0.0 fc	N/A	N/A	0.1:1	4.2 fc

Luminaire Schedule											
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage
	A	3	Philips Lighting Company			75PAR30L/HAL/FL40 120V	1	229443.ies	769.744	0.8	75
	B	3	HUBBELL OUTDOOR	BRLU-0X	CAST BROWN PAINTED METAL HOUSING, FLAT DIFFUSE METAL CIRCUIT BOARD MOUNTING PLATE, ONE CIRCUIT BOARD WITH 6 LEDS, FROSTED LINEAR PRISMATIC GLASS DROP LENS WITH CONCENTRIC CIRCULAR BOTTOM	SIX WHITE LIGHT EMITTING DIODES (LEDs) EACH WITH CLEAR HEMISPHERICAL INTEGRAL LENS, VERTICAL BASE-UP POSITION. VOLTAGE (120VAC, 60Hz) TO THE LED DRIVER.	6	BRLU-0X.ies	153.8734	1	15

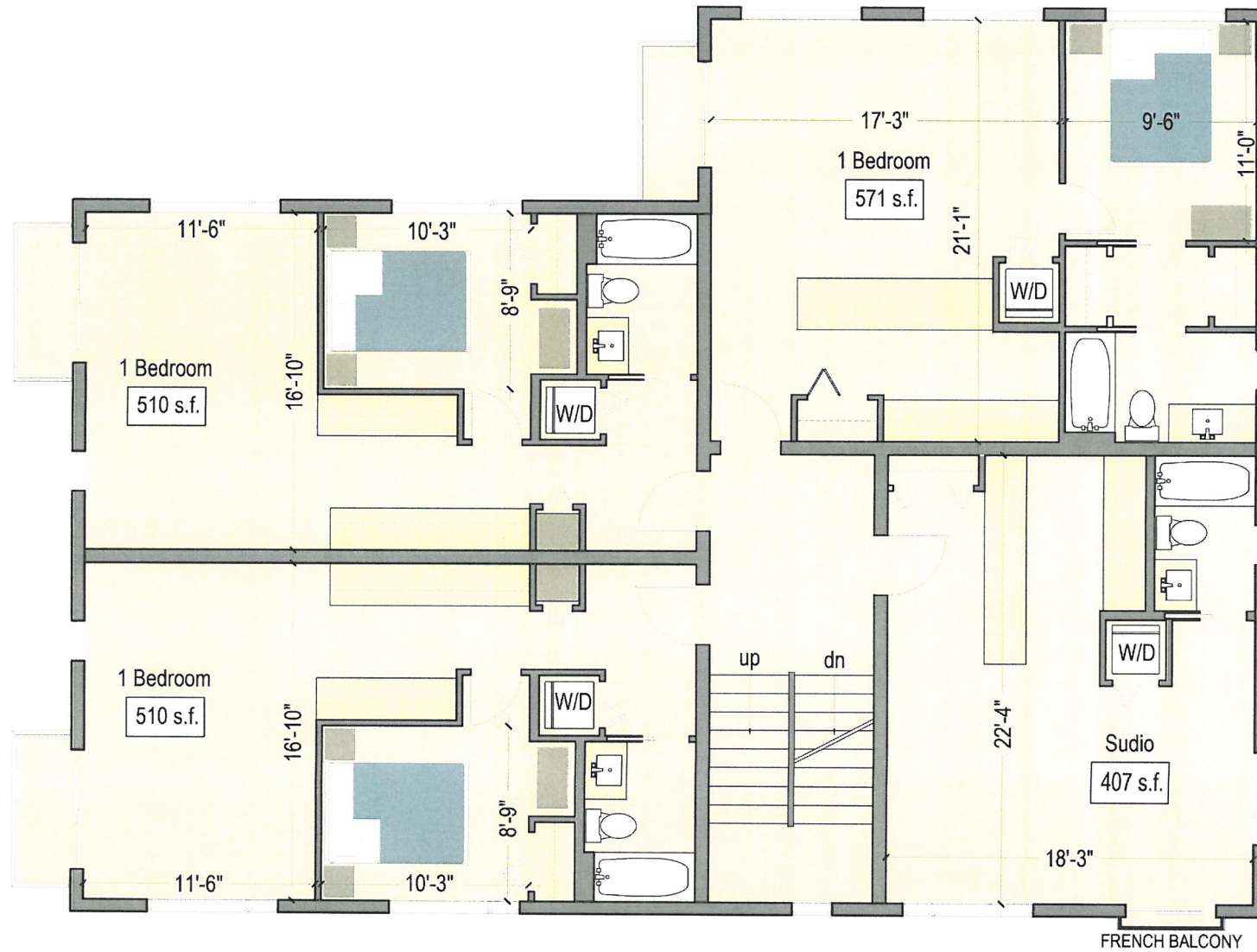




First Floor Plan

West Port Lofts Condominium

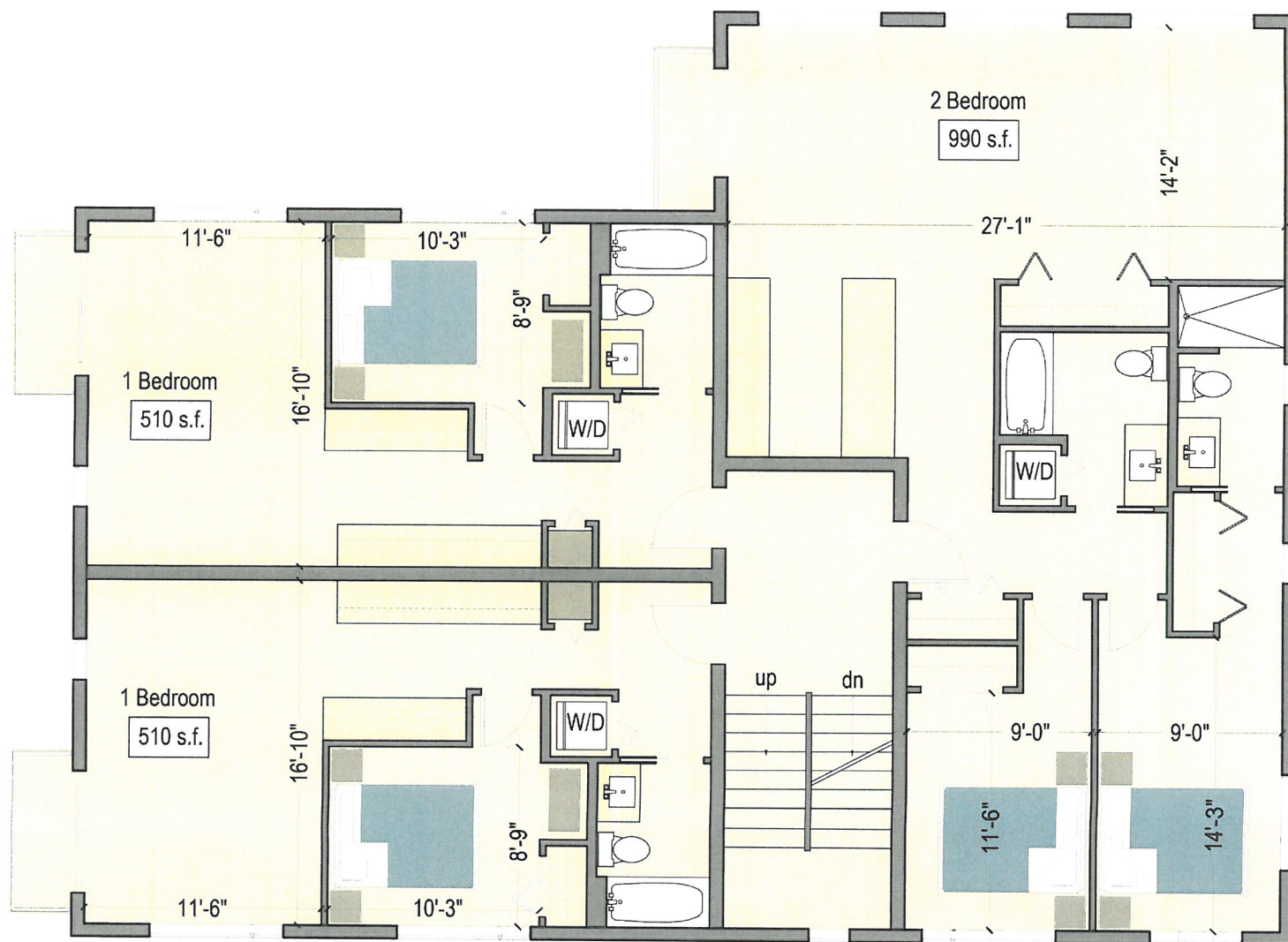
October 2015



Second Floor Plan

West Port Lofts Condominium

October 2015



Third Floor Plan

West Port Lofts Condominium

October 2015



Street View

West Port Lofts Condominium

GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION : 4 CORNER AVERAGE GRADE
NW 96.1' + NE 94.9' + SW 99.0' + SE 96.8 = 386.8 / 4 = 96' - 8"

2. BUILDING HEIGHT : THE VERTICAL MEASUREMENT FROM AVERAGE
GRADE TO THE MIDPOINT OF THE SLOPED ROOF = 32'-9"

Plan 14

Prepared For:
Tate Street
Partnership, LLC

Consultant:

Architect
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
West Port Lofts
Condominium
22 Tate Street
Portland, Maine

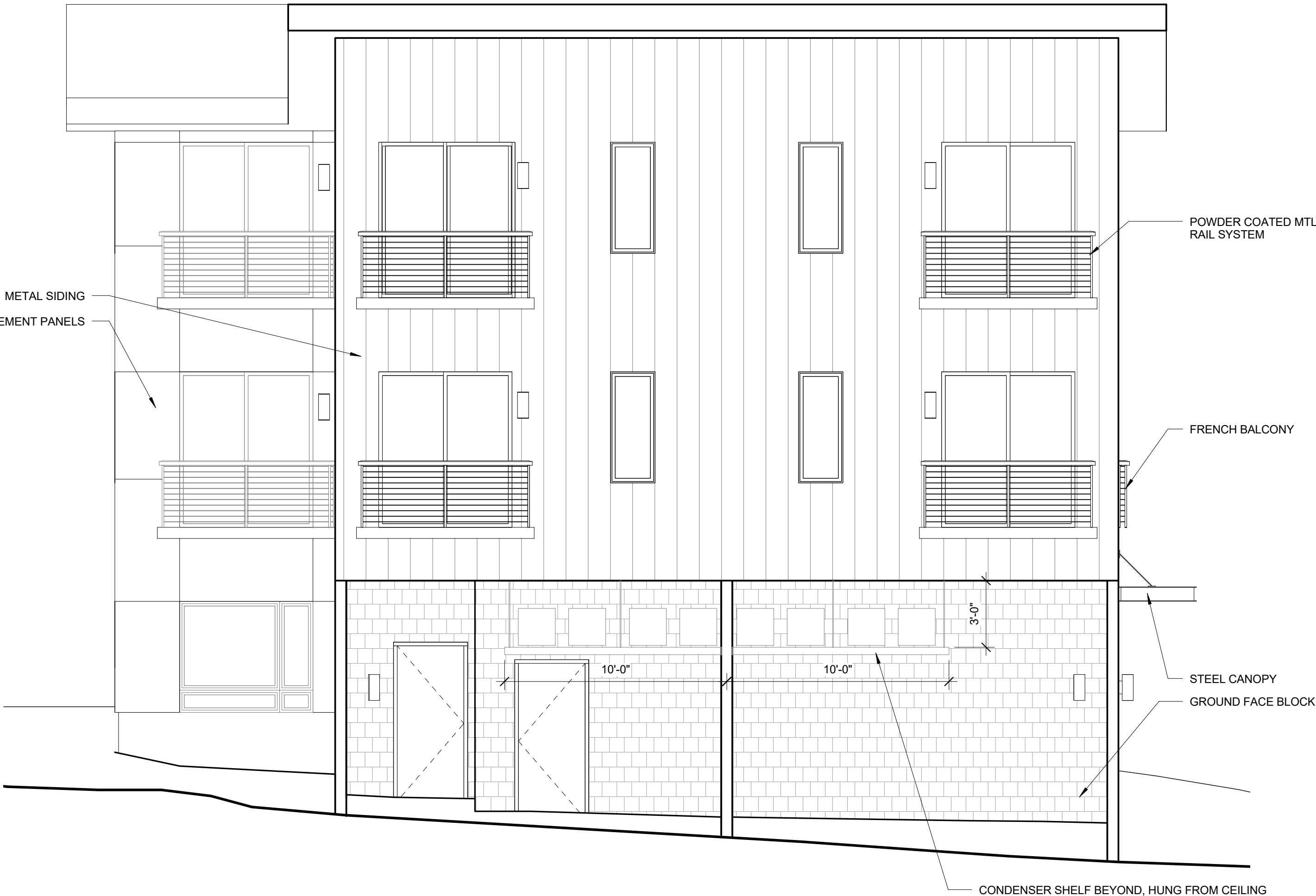
Revisions:

Date:
Nov. 16, 2015

Scale:
1/4" = 1'-0"

Building Elevations

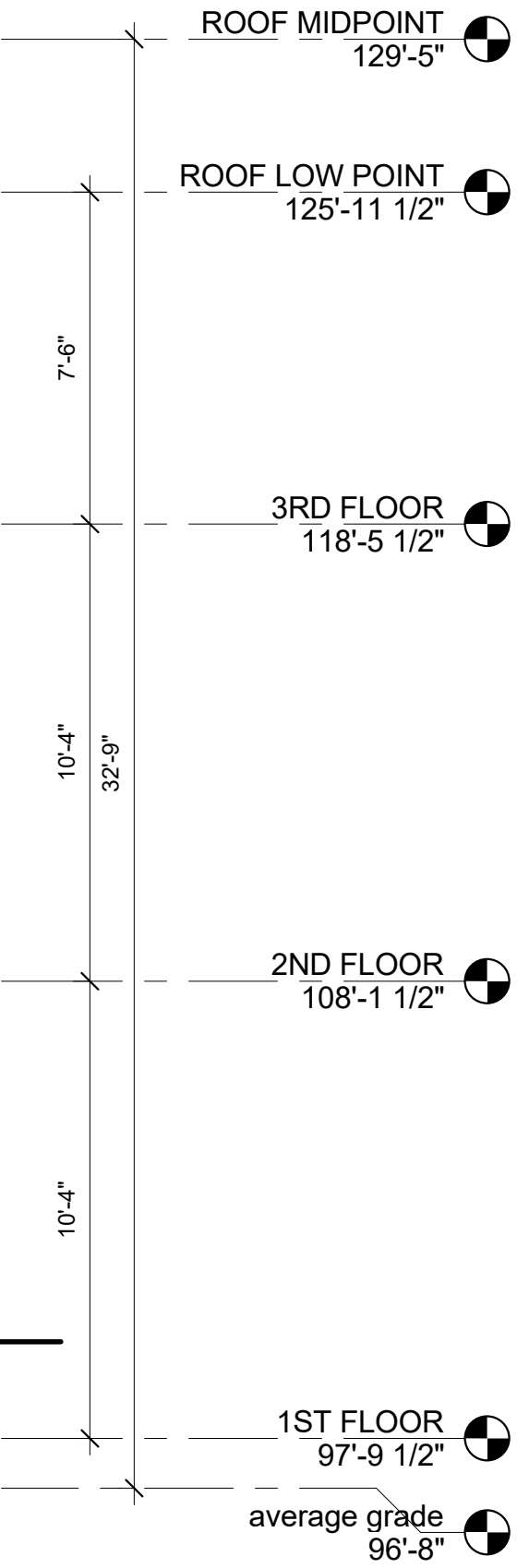
A2.01

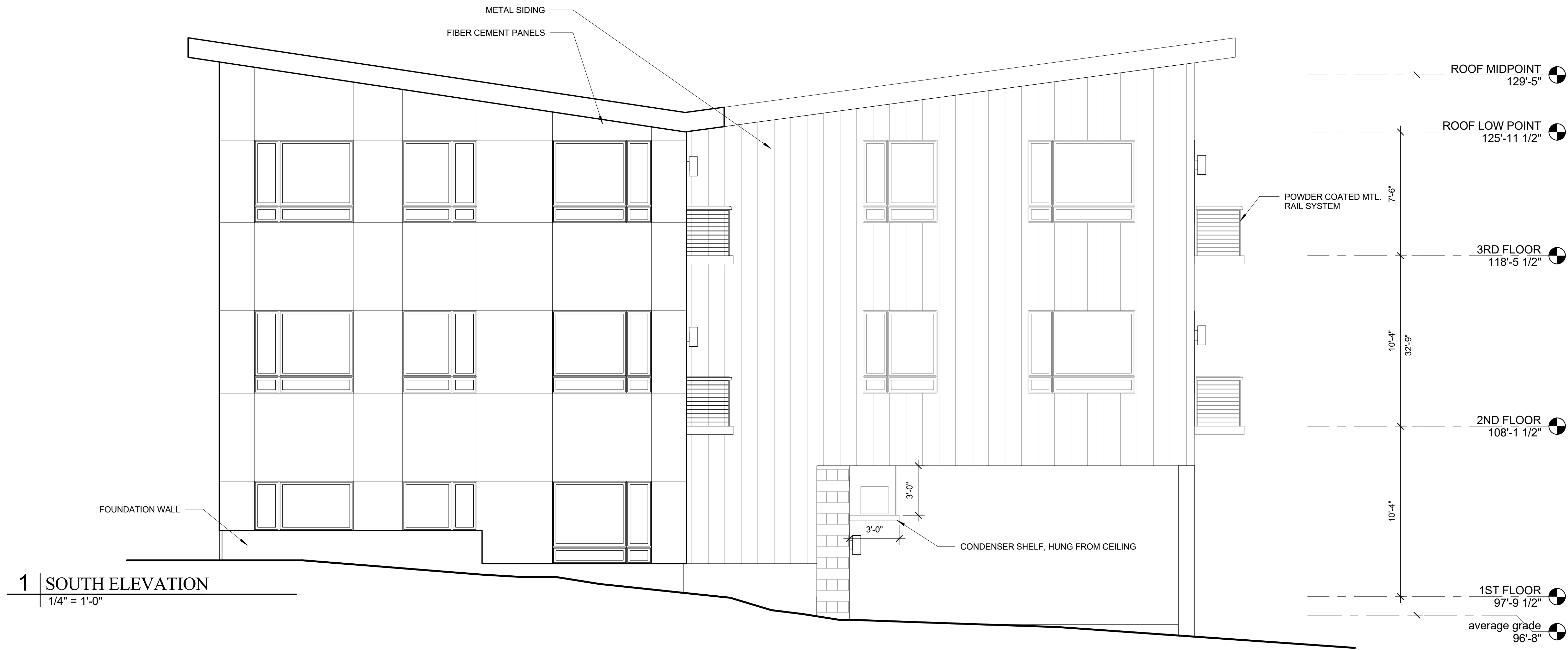


1 EAST ELEVATION
1/4" = 1'-0"



2 WEST ELEVATION
1/4" = 1'-0"





1 | SOUTH ELEVATION
1/4" = 1'-0"

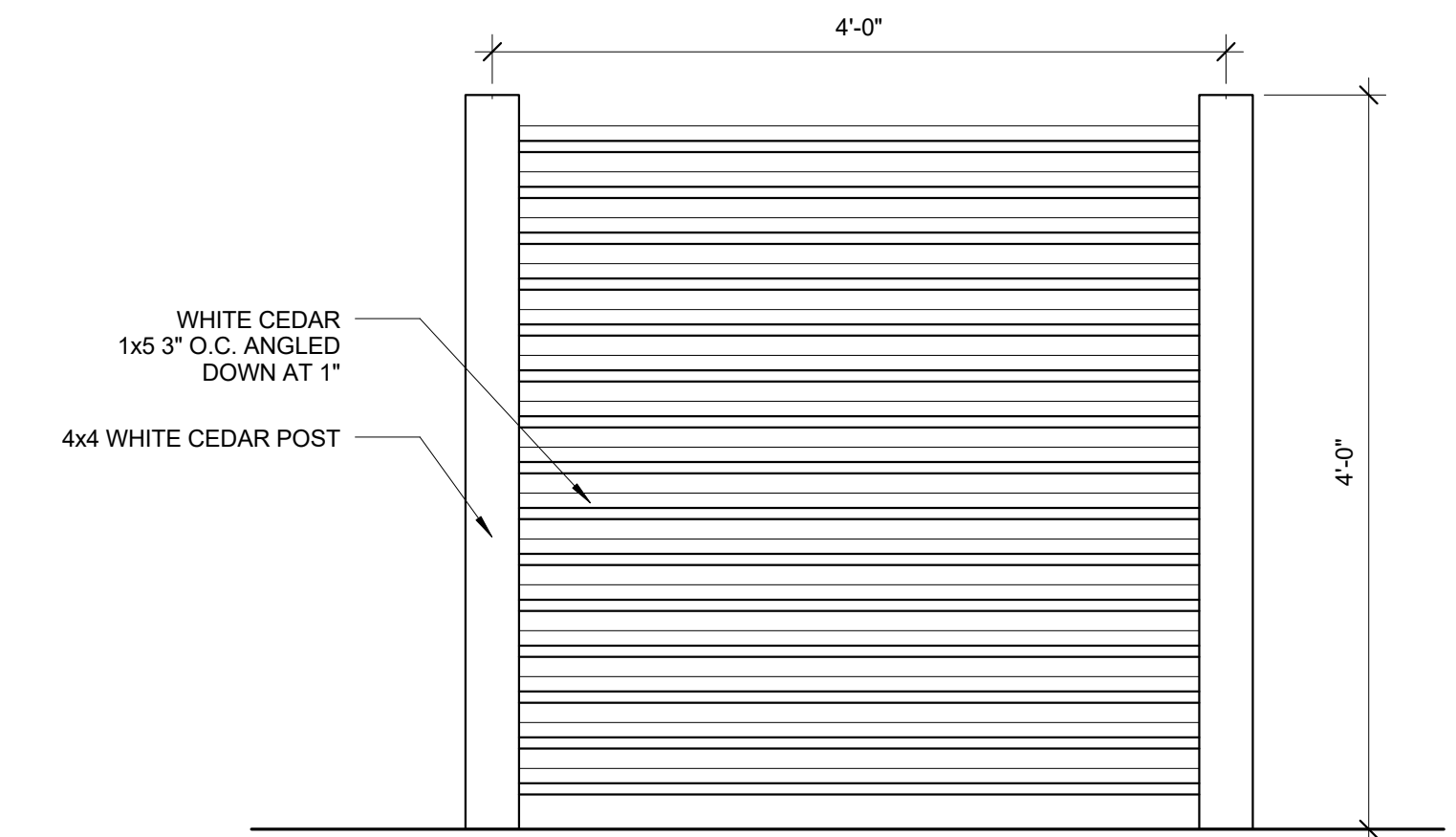


2 | NORTH ELEVATION
1/4" = 1'-0"

GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION : 4 CORNER AVERAGE GRADE
NW 96.1' + NE 94.9' + SW 99.0' + SE 96.8 = 386.8 / 4 = 96' - 8"

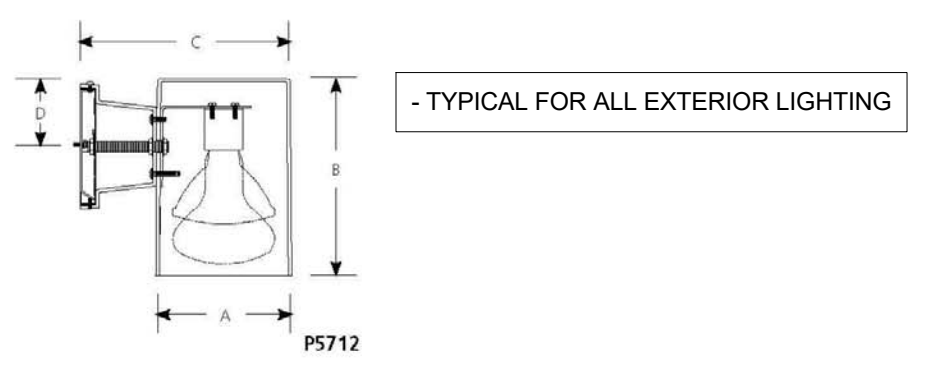
2. BUILDING HEIGHT : THE VERTICAL MEASUREMENT FROM AVERAGE
GRADE TO THE MIDPOINT OF THE SLOPED ROOF = 32'-9"



3 | FENCE DETAIL
1" = 1'-0"



Incandescent	Non-Metallic Cylinders		Outdoor	
	Type		Type	
	White	Black	P5712	P5713
Catalog No.	Finish	Lamping	Dimensions (inches)	
P5712	-30	-31	1-75w PAR30, 65w BR30	4-7/8 7-1/4 7-3/4 2-1/2



- Specifications:**
- General**
- Polycarbonate construction
 - Interior or exterior use
 - Non corrosive hardware supplied
 - P5712 - Down lighting. Shields PAR lamps to minimize glare and provide compliance with turtle laws (check local codes)
 - P5713 - up/down lighting. P8799 top cover lens recommended when unit is used outdoors
- Mounting**
- Wall mounted
 - Covers any outlet box
 - Mounting bracket is 4-1/2" square
 - Outlet box mounting bracket is supplied. Permits attachment of unit to wall with one almost invisible set screw
- Electrical**
- Medium based ceramic socket with nickel plated brass screw shell
- Accessories**
- P8799-30 or -31 top lens cover for P5713 fixture
 - P8712-30 or -31 sea turtle accessory for use with P5712 only
- Labeling**
- UL CUL wet location listing for P5712 and P5713 with P8799 cover
 - UL CUL listing for P5713 for indoor use with no cover
- Progress Lighting
701 Millennium Blvd.
Greenville, South Carolina
29607
www.progresslighting.com
- Rev. 11/14

4 | LIGHTING SPEC. - TYP. FOR ALL EXTERIOR LIGHTING
1/2" = 1'-0"

Plan 15

Prepared For:
Tate Street
Partnership, LLC

Consultant:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHYPEPA.COM

Architect:
West Port Lofts
Condominium
22 Tate Street
Portland, Maine

Project:

Revisions:

Date:
Nov. 16, 2015

Scale:
As indicated

Building Elevations

A2.02



GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION : 4 CORNER AVERAGE GRADE
NW 96.1' + NE 94.9' + SW 99.0' + SE 96.8 = 386.8 / 4 = 96' - 8"

2. BUILDING HEIGHT : THE VERTICAL MEASUREMENT FROM AVERAGE
GRADE TO THE MIDPOINT OF THE SLOPED ROOF = 32'-9"

Plan 17

Prepared For:
Tate Street
Partnership, LLC

Consultant:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207)772,4022 ARCHETYPE@ARCHETYPEPA.COM

Architect:
West Port Lofts
Condominium
22 Tate Street
Portland, Maine

Project:
Revisions:

Date:
Dec. 4, 2015

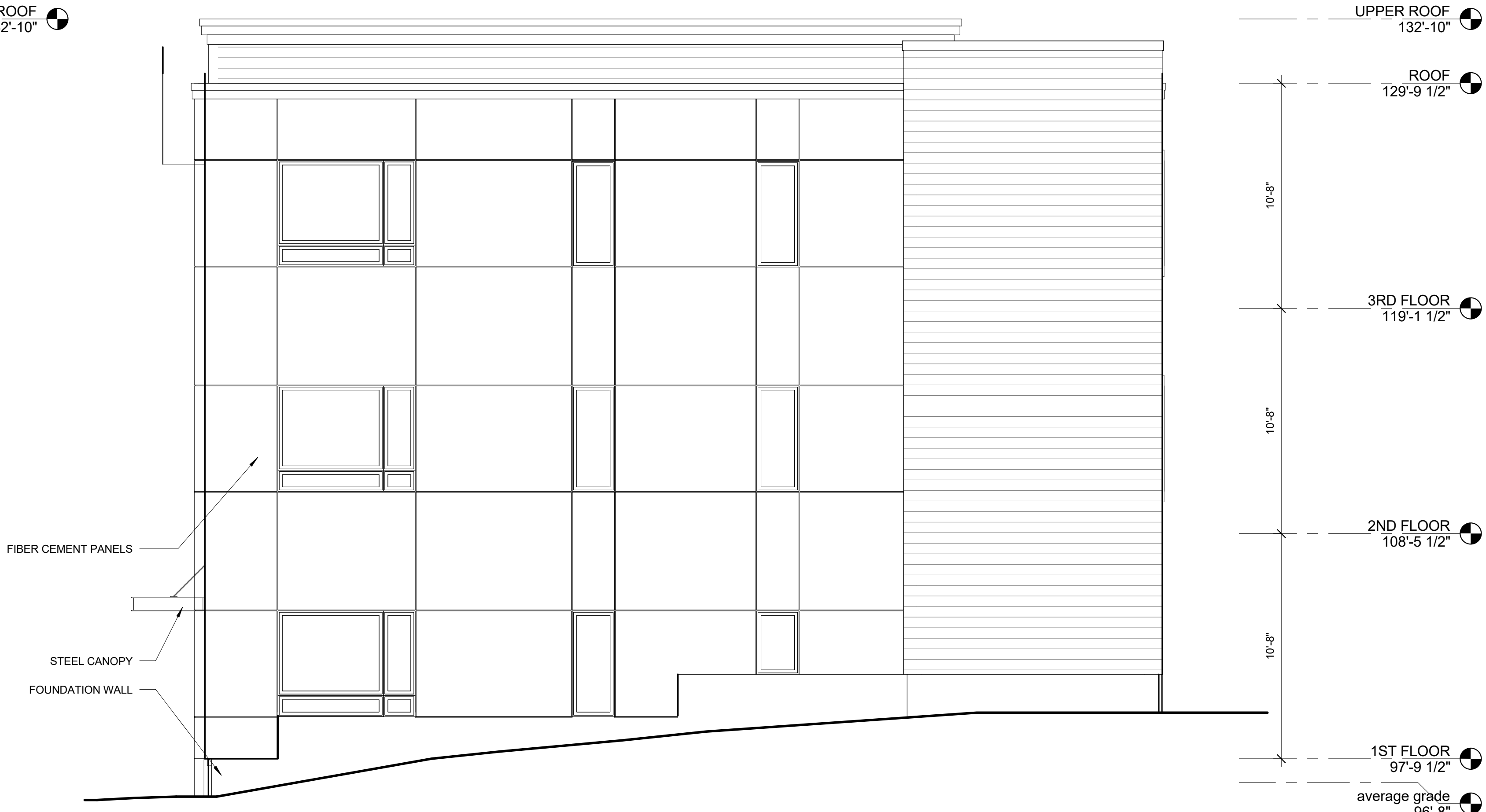
Scale:
1/4" = 1'-0"

Building Elevations

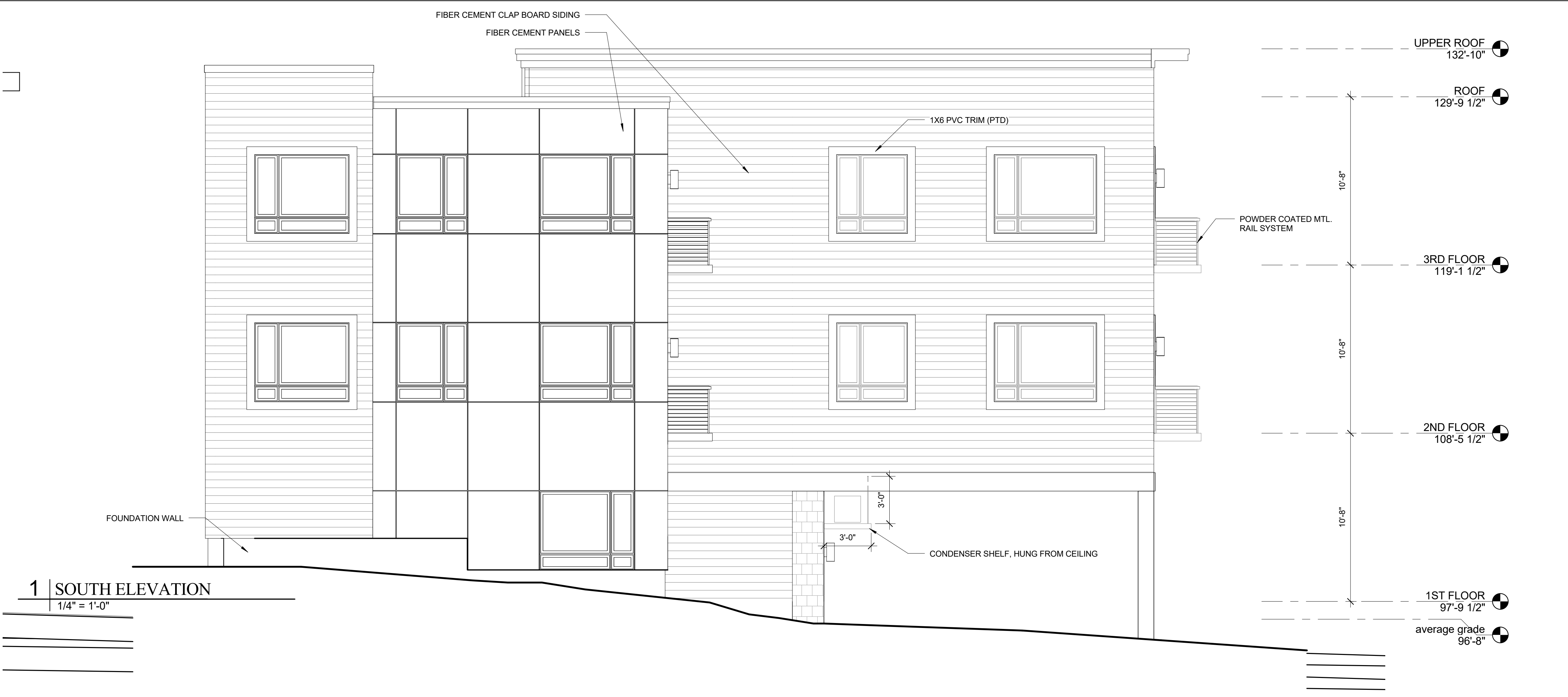
A2.01



1 | EAST ELEVATION
1/4" = 1'-0"



2 | WEST ELEVATION
1/4" = 1'-0"



1 | SOUTH ELEVATION
1/4" = 1'-0"



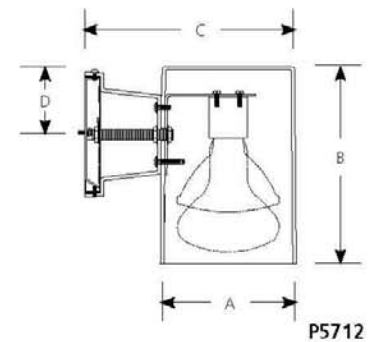
2 | NORTH ELEVATION
1/4" = 1'-0"

GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION : 4 CORNER AVERAGE GRADE
NW 96.1' + NE 94.9' + SW 99.0' + SE 96.8 = 386.8 / 4 = 96' - 8"
2. BUILDING HEIGHT : THE VERTICAL MEASUREMENT FROM AVERAGE
GRADE TO THE MIDPOINT OF THE SLOPED ROOF = 32'-9"



Incandescent	Non-Metallic Cylinders				Outdoor			
					Type			
					.30	.31		
					P5712	☐	☐	
					P5713	☐	☐	
	Finish				Dimensions (Inches)			
Catalog No.	White	Black	Lamping		A	B	C	D
P5712	-30	-31	1-75w PAR30, 65w BR30		4-7/8	7-1/4	7-3/4	2-1/2



- TYPICAL FOR ALL EXTERIOR LIGHTING

Specifications:

- General**
- Polycarbonate construction
 - Interior or exterior use
 - Non corrosive hardware supplied
 - P5712 - Down lighting. Shields PAR lamps to minimize glare and provide compliance with turtle laws (check local codes)
 - P5713 - up/down lighting. P8799 top cover lens recommended when unit is used outdoors
- Mounting**
- Wall mounted
 - Covers any outlet box
 - Mounting bracket is 4-1/2" square
 - Outlet box mounting bracket is supplied. Permits attachment of unit to wall with one almost invisible set screw
- Electrical**
- Medium based ceramic socket with nickel plated brass screw shell
- Accessories**
- P8799-30 or -31 top lens cover for P5713 fixture
 - P8712-30 or -31 sea turtle accessory for use with P5712 only
- Labeling**
- UL-CUL wet location listing for P5712 and P5713 with P8799 cover
 - UL-CUL listing for P5713 for indoor use with no cover

Progress Lighting
701 Millennium Blvd.
Greenville, South Carolina
29607
www.progresslighting.com

Rev. 11/14

4 | LIGHTING SPEC. - TYP. FOR ALL EXTERIOR LIGHTING
1/2" = 1'-0"

Plan 18

Prepared For:
Tate Street
Partnership, LLC

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-0022 ARCHETYPE@ARCHETYPEA.COM

Project:
West Port Lofts
Condominium
22 Tate Street
Portland, Maine

Revisions:

Scale:
As indicated

Date:
Dec. 4, 2015

Building Elevations

A2.02



From: Jewel Rechsteiner <jrechsteiner@icloud.com>
To: "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>
Date: 11/5/2015 3:58 PM
Subject: Tate street

Helen Nell Donaldson,
Portland City Planning

This letter is in regards to the development project of 22-28 Tate street. As a resident and almost-homeowner of 31-33 Tate street, I am thrilled that this project is being proposed. We have two foreclosures and two very ugly parking lots on our street, and this project will remove one of each. I attended the public meeting last night and am happy with the conscientious approach that is being taken for materials and the neighborhood.

The project managers will be putting in a wide brick side walk, which I am very excited about. And I hope the city will finish off the rest of the Tate St. sidewalks with brick, like it has done for all the other streets in my area.

Is there a contact you could give me to petition for the bricks being put in on my street?

Jewel
806 470 6343

From: Peter Tousignant <petetousignant@gmail.com>
To: <hcd@portlandmaine.gov>
Date: 11/5/2015 9:43 AM
Subject: Supportive Comments for 22-28 Tate Street

To:
Helen "Nell" Donaldson
City of Portland Planning Division
389 Congress St
Portland, ME 04101
via email hcd@portlandmaine.gov

Nell,

My name is Peter Tousignant. I live at 30 Winter Street in Portland. I attended last night's neighborhood meeting for the proposed development at 22-28 Tate Street. The developer provided me with your contact information, so that I could submit my comments for the public record.

In short, I am extremely supportive of the project as proposed. The developers appear to have thought through every aspect of the project with an eye toward enhancing neighborhood vitality, minimizing environmental impact, and providing desperately needed modern housing stock in the west end. I strongly urge planning staff to recommend approval of this conforming project as proposed.

Thank you so much.

-Peter Tousignant
30 Winter St, Apt 1
Portland, ME 04102
207-229-3557
petetousignant@gmail.com

From: Steve Morrison <steve@morrisonrealtors.com>
To: Neil Donaldson <hcd@portlandmaine.gov>
Date: 11/6/2015 3:44 PM
Subject: Comments 22-28 Tate Street Project

Neil,

I got your contact info from the developers on this project and I have a few comments:

- * This is a beginning of a much needed improvement of the housing stock on this street.
- * It creates units of more affordable single family housing options that this city desperately needs.
- * There was a comment by a member of the public about narrowing the driveway opening to less than the proposed 24 feet. Please do not do that. Engineers have calculated this and given the narrow street I do not want people trying to negotiate their entrance and exit from the lot by having a bottle neck situation.
- * This is a great rejuvenation of Tate Street!

I once owned 35-37 Tate and wish I never sold it, so I know the street intimately. I own property on Tyng, Danforth, York, and Spring. I know this area. I own a Real Estate Brokerage located at 158 Danforth, I am in full support of this project. I have been up here almost 18 years and seen a slow progression of change and this is a good step forward in that march.

Thank You for your time.
Sincerely

Steve Morrison - Owner/Broker
steve@morrisonrealtors.com<mailto:steve@morrisonrealtors.com>

Morrison Real Estate
158 Danforth Street
Portland, ME 04102

C 207-671-2523
O 207-879-0303 x101
F 207-780-1137

From: bob terenzoni <htdsystems@yahoo.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
Date: 11/17/2015 5:04 PM
Subject: Re: 22-28 Tate Street

Thank you for getting back to me about the error on the plans. I would assume that some of the units will have more than one car as well as guests from time to time. I think all things considered my vote would still be that an 8 unit building is too large for small street like Tate with no on street parking. I think 5 units would be substantial for that area but not overwhelming.
 Bob Terenzoni 16 Tate Street

From: Helen Donaldson <HCD@portlandmaine.gov>
 To: bob terenzoni <htdsystems@yahoo.com>
 Sent: Tuesday, November 17, 2015 8:21 AM
 Subject: Re: 22-28 Tate Street

Bob, Thanks for your input on the project. I apologize that the notices contained an error as to the number of parking spaces proposed on the plans. The plans show 8 parking spaces for 8 units, or a 1-to-1 ratio. Please don't hesitate to let me know if you have continued concerns about the project. I am happy to provide them to the planning board at the hearing next week. Best, Nell

Nell Donaldson
 City of Portland Planning Division
 389 Congress Street
 Portland, Maine
 04101874-8723hcd@portlandmaine.gov>>> bob terenzoni <htdsystems@yahoo.com> 11/17/2015 7:01 AM >>>

Dear Mr. Donaldson,

My name is Bob Terenzoni I am a new owner of a 2 family home currently under construction on 16 Tate Street. My plan is to have my daughter live in one of the apartments upon sign off for the CO. I live in Ma. and will not be able to attend the 11/24/15 meeting but I would like to state my opinion to you as a City planner involved with the hearing. I am all for the improvement of the 22-28 building lots and I am happy to see that a group has an interest in doing so, however I do feel that an 8 unit building with 5 parking spots is not a good plan for a small street like Tate with no on street parking. Several homes on Tate currently do not have adequate parking and use York as an over flow, I feel with an 8 unit building there the parking situation would become a big problem. I am not opposed to a 5 unit structure with 6 or 7 parking spots, I think that would fit the neighborhood much better.

Bob Terenzoni 781-844-6367

--

From: Ian Jacob <iancasperjacob@gmail.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
Date: 11/18/2015 10:17 AM
Subject: Re: Meeting to discuss 22 Tate St.

Nell,

I should have clarified that my comments are just thoughts to be considered and should by no means be understood as any kind of directives.

Ian

On Wed, Nov 18, 2015 at 10:05 AM, Ian Jacob <iancasperjacob@gmail.com> wrote:

> Nell,
 >
 > Here are my comments about 22 Tate St:
 >
 > - The impervious material choice of the surface parking area- open and
 > covered- needs to be reconsidered. There are other options and given that
 > the run off from the lot would go into the street, down the storm drain,
 > and ultimately into the Fore River and Casco Bay, pervious materials need
 > to be recommended.
 > - Screening, such as fencing or evergreen plantings (arborvitae or
 > similar) should be installed/planted along the open surface parking at Tate
 > St. so as to bring back a sense of a street wall and to screen parked cars.
 > - The curb cut, while having been reduced from 24' to 20', needs to be
 > further reduced. To reason that it needs to be this wide in order to avoid
 > a seldom occurring traffic situation is not justification.
 > - The cantilevered balconies should be deeper. Balconies with a depth
 > of 3' or less are useless and mostly appealing for marketing purposes
 > rather than user utility.
 > - There is a lack of harmony between the butterfly roof, street
 > elevation fenestration, and material choices. While the butterfly roof is
 > eye-catching in renderings, I doubt once built and given the narrowness of
 > Tate St, it will be such a defining part of the building. The distance
 > required to visually take-in the roof is not there.

> If you have any questions or would like me to clarify any of these points,
 > please let me know.

> Thank you,
 > Ian Jacob

> On Mon, Nov 16, 2015 at 12:48 PM, Ian Jacob <iancasperjacob@gmail.com>
 > wrote:

>> Nell,
 >>
 >> I won't be able to make that meeting as I will be out of town. I plan to
 >> send you some comments later this week to be included in the packet. Thank
 >> you for the update.

>> Ian

>> On Mon, Nov 16, 2015 at 12:37 PM, Helen Donaldson <HCD@portlandmaine.gov>
 >> wrote:

>>> Ian,

>>> Following up on our conversation last week, I just wanted to let you
 >>> know that it looks like the project at 22 Tate will go before the planning
 >>> board for a hearing next Tuesday, the 24th. That said, if you have
 >>> comments you'd like to add to the record, please let me know.

>>> Information on the hearing will be available here closer to the meeting
 >>> date:

>>> <http://www.portlandmaine.gov/211/Planning-Board>

>>>
>>> Best,
>>> Nell
>>>
>>>
>>> _____
>>> Nell Donaldson
>>> City of Portland Planning Division
>>> 389 Congress Street
>>> Portland, Maine 04101
>>> 874-8723
>>> hcd@portlandmaine.gov
>>> >>> Ian Jacob <iancasperjacob@gmail.com> 11/12/2015 9:52 AM >>>
>>> Hi Nell,
>>>
>>> I am wondering if you have time today-maybe this morning- to meet and
>>> discuss the development on 22 Tate St. If this morning doesn't work, please
>>> let me know a time that works for you.
>>>
>>> Thank you,
>>>
>>> --
>>> Ian
>>>
>>> iancasperjacob@gmail.com
>>> 207-409-2030
>>>
>>> --
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>> --
>> Ian
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>> iancasperjacob@gmail.com
>> 207-409-2030
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> Ian
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> iancasperjacob@gmail.com
> 207-409-2030
>

--
Ian

iancasperjacob@gmail.com
207-409-2030



Statement for Planning Board Workshop

Level III Subdivision and Site Plan; 22-28 Tate Street

24 November 2015

Greater Portland Landmarks is concerned about the Planning Board's process for site plan review of 22-28 Tate Street, a project within one hundred feet of a historic district boundary. Section 14-526 of the City's Site Plan Standards states that the planning board shall not approve a site plan application unless the development proposal meets the following criteria:

(d) Site Design Standards

(5) Historic Resources

(b) "Development adjacent to designated landmarks, historic districts or historic landscape districts: when any part of a proposed development is within one hundred feet of any designated landmarks, historic district or historic landscape district, such development shall be generally compatible with the major character defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development."

We would like to know why the Level III site plan request for the new construction at 22-28 Tate Street will not be reviewed by the Historic Preservation Board for general compatibility as stated above. According to the City's GIS maps, the district boundary is 90.9 feet from the property line of the parcel at 22-28 Tate Street. Projects within the R-6 are subject to site plan review and approval, so why would the Historic Resources section of the Site Design Standards not apply in this case?

The R-6 zone's purpose as stated in the Land Use code is to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula. Landmarks supports this goal and also encourages creative designs for new construction within and adjacent to the City's historic districts that are contextually appropriate. We would appreciate a clarification of how the City is interpreting the '100-foot rule' in this review application.

Thank you,

Julie Larry
Director of Advocacy

From: Brian Kowtko <briankowtko@gmail.com>
To: <hcd@portlandmaine.gov>
CC: <sgo@portlandmaine.gov>, Jennifer Kowtko <jenniferkowtko@gmail.com>
Date: 11/22/2015 10:39 PM
Subject: 22 Tate St Condominium Project

Dear Nell, Tuck, Deb and all:

I'd like to thank you all for meeting with the residents of Tate St to hear our concerns over the proposed condo project at 22 Tate St. I'm glad that the immediate neighbors were able voice our opinions and provide some feedback on the misleading neighborhood meeting. To recap those concerns on behalf of my wife, Jennifer, and I at 23 Tate St for the record:

- It is our concern that the size and site placement of the proposed construction is obtrusive and out of step with the surrounding neighborhood. A 37' building may have a place elsewhere in the neighborhood on a wider street, but because Tate St is so narrow and the project is scheduled to sit so close to the curb, the vertical impact of the building from the street level will have a negative impact on street appeal, available sunlight, and on the curb appeal of the neighboring houses.
- It is our concern that an 8 unit condo complex on Tate St could create added stress on public utilities and safety operations, specifically snow removal and storm water runoff and their impact on the expedited passage of ambulances, fire trucks and other public safety vehicles. At present, the storm water system on Tate St struggles to keep up with high volume rain and snow melt events. These events frequently result in frozen road shoulders, blocked storm drains and flooded cellars in the immediate vicinity of the project. It is our concern that the added impervious area of such a large roof structure and the high volume of runoff created at the center of the butterfly roof could exacerbate these problems or cause serious damage to neighboring properties in the event of a failure of the proposed underground drainage tank.
- The design and construction materials proposed are wildly out of sync with the common single family, owner occupied, brick and clapboard constructions of this historically working class neighborhood. While I agree that there is certainly room for project designers to create beautiful modern structures that will help define new neighborhoods in Portland, I don't believe that using those structures as a catalyst to redefine the existing working class, family neighborhoods on the peninsula is a sound basis for future development. There are many examples of beautiful condo design in the area that reflect both a modern elegance and the history of their neighborhoods, most notably the units at 28 Tyng St.
- Finally, as a working class family of modest income and a small business owner in the West End, I would welcome the addition of reasonably priced units for other working class families on the peninsula. I am concerned that this project is neither. It seems these units will be intended to house as many upper middle class professionals in as small a space as possible and the proposed price point seems out of touch with the salaries of the teachers, tech developers, cooks and servers I work with daily; those who have worked hard to build Portland into the destination it has become over the past decade. It is my fear that this style of development will only serve to expand the inequity gap on the peninsula and drive more of these workers to leave the area for more affordable housing elsewhere. Worse, that a mismanaged and undersold condo association could result in more absentee owned, expensive short term rentals of the units.

Thank you for taking the time to note our concerns. We will look forward to your review of the proposal.

Sincerely,
 Brian and Jennifer Kowtko
 23 Tate St.

From: Tadge McWilliams <tadge.mcwilliams@gmail.com>
To: <hcd@portlandmaine.gov>
CC: <sgo@portlandmaine.gov>, Michelle <michelle.mcwilliams@mail.com>
Date: 11/22/2015 4:59 PM
Subject: 22 Tate Street Condominium Project

Dear Nell,

I would like to thank everyone from the planning board who attended the meeting on Thursday night for taking the time to hear the concerns of the immediate residents. I am writing on behalf of my wife and myself to express our opinion about the new condominium development proposed for 22 Tate Street in the west end of Portland. We currently live at 20 Tate Street.

Since we moved to Tate Street five years ago, we have been welcomed into an enormously caring and generous community. The neighborhood that runs along the hill between Danforth and York Street is, for many reasons, unique unto itself. The collection of houses, residents and sense of community are unlike any other corner of Portland. The houses are, for the most part, 1-4 family homes that were built during the nineteenth and early twentieth centuries. Being predominantly two stories in height and sided in clapboards or cedar shake, these homes represent a traditional blue collar, New England community. They are neither overstated nor modern. The residents of these streets personify all of the hard work and tradition of these homes. The traditional white trim and elegant colonial doorways are offset by the grit of coal shoots built into brick foundations. This is the Tate Street neighborhood.

With regards to the proposed architectural design of the 22 State Street condominium, we find it to be aggressive, offensive, and in complete disregard of the neighborhood's character. The size, shape and proposed building materials do not share any commonality with the adjacent buildings. The butterfly roofline is, in this case, nothing more than a misplaced architectural statement, lost from the much needed rural locale. Its only commonality is that with the old gas station on Congress Street, now occupied by Tandem Coffee. The canter levered covered parking design only adds to this disconnection. In Portland, the building's profile says industrial, not residential. The proposed mix of sidings and lack of window treatments follow suite to create a building that would better fit a west coast college campus. There are many new condominiums that have achieved a wonderful balance of contemporary design and tradition in Portland, 28 Tyng Street is a good example of that. This would not be one of those.

At the initial public meeting with the developers, the attending residents were told that the proposed drainage/runoff plan surpassed all requirements. Now, while we are not engineers, we have concerns about the adequacy of this plan. Our property is located directly downhill from the proposed condominium and parking lot. So, suffice it to say, any oversight in the drainage plan will culminate in our basement. At present, most Tate Street residents get some degree of dampness in our basements during heavy storms as is. Throughout the course of last year, the proposed building lots saw 20 foot snow drifts, the nearest storm drain froze solid for much of the winter and spring rains created four inch rushing rivers down the length of Tate Street. Whether you choose to blame global warming or not, the last couple of years have seen increasingly extreme weather. The proposed roof and parking lot will inherently increase the size and degree of the impermeable drainage area. A parking lot drain that ultimately ties into the Fore River creates environmental concerns as well. Furthermore, given the size of Tate Street, the degree to which the proposed condominium's drainage and snow storage are satisfactorily planned out will have a direct effect on the efficiency of public services to access the entire street (i.e. public snow removal, firetrucks and ambulances). We urge the planning board to consider these aspects carefully so as to require a drainage system that would responsibly handle a combination of

extreme conditions.

Fundamentally, we would like to see the 22 Tate Street lots developed. A new building has the potential to add many things to our community that an empty lot cannot. That said, we ask that the planning board to take to heart our concerns, those of our neighbors, and any recommendations from the Historic Preservation Office in your approval process. The goal to create middle-income housing in the West End is a great one. The ultimate success or failure of the project will be determined in if it can rejuvenate the neighborhood while acknowledging and respecting the existing architecture and community that it ultimately hopes to grow.

Sincerely,

Tadge & Michelle McWilliams

20 Tate Street, Portland ME

November 22, 2015

Dear Planning Board,

We wanted to write to you in regard of the proposed condo building to be located at 22-28 Tate Street in Portland. We are in total support of the project, the design and materials of the structure, the landscaping and size. As long time owners and residents on Tate Street we have seen the positive changes in the adjacent areas in recent years and welcome this new addition to our street. Long time residents of Tate Street still have memories of the drama and the pain of a convicted child molester (arrested in the early 2000's) that resided at that address, caused the neighborhood. Removing that house and rebuilding a new structure with a modern flair will act also as a healthy cleansing. We also noticed that many people that do NOT reside on Tate Street have been "opposing" this new development . We find this quite disturbing. Tate Street has seemed at times abandoned to itself for years by the people of the West End and government officials and it is unfair and inappropriate to have people that do NOT reside on this street opposing something that will surely improve it and make our street also safer.

Thank you.

From: Peter Tousignant <petetousignant@gmail.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
Date: 12/9/2015 2:27 PM
Subject: Re: Supportive Comments for 22-28 Tate Street

To:

Helen "Nell" Donaldson

City of Portland Planning Division

389 Congress St

Portland, ME 04101

via email hcd@portlandmaine.gov

Nell,

You may remember that I previously provided supportive comments for the public record regarding the proposed development at 22-28 Tate Street in Portland. I will not be able to attend the Planning Board meeting on Tuesday, December 15th, so I would like the following additional comments to be added to the public record in advance of the upcoming Planning Board meeting.

As a resident of the West End I have a keen interest in supporting efforts to enhance the quality of housing and infrastructure throughout the neighborhood. I know one of the developers personally and have been tracking this particular project closely. I am hopeful that the Planning Board will see the conforming nature of the project and understand the benefits it will bring to the neighborhood. Following are a few key points fueling my support of the project:

- 1) Portland is in desperate need of more housing stock. In particular, the City faces a critical shortage of newer housing that features modern designs, layouts, and amenities. The proposed Tate Street project addresses these needs.
- 2) Currently much of Tate Street is occupied by empty lots and vacant homes. The proposed project will enhance the visual streetscape and overall vibrancy of Tate Street by adding a new building and bringing additional residents and activity to the street.
- 3) The developers are clearly following all of the zoning rules. In fact, they have gone above and beyond in their efforts to assuage potential concerns from neighbors. For example, the developers could have proposed building up to 10 units in a four-story structure, but they chose to build eight units and three stories so the building would be more in keeping with the scale of the street.

I also want to use this opportunity to voice my concern that an otherwise conforming project has been forced to undergo a redesign to accommodate historic preservation interests – and, in doing so, may set a precedent that deters other housing investments in my neighborhood. This project is not located in the West End Historic District and should not be subject to receiving historic preservation approval, informal or otherwise. Within a few blocks of Tate Street, there are two excellent examples of residential developments (2 Taylor Street and Harborview Terrace on York Street) where the Planning Board has approved the construction of very modern buildings that are within 100' of the West End Historic District. The original design for 22-28 Tate Street, as presented at the neighborhood meeting, was similar to those projects in terms of its architectural features, building materials, and overall design. The fact that an earlier Planning Board hearing for the project was postponed and the developer was asked to consider a redesign is extremely troubling to me as a Portland resident living in an area of the City that is in desperate need of reinvestment.

I strongly urge the City planning staff and the Planning Board to approve the project and allow it to move forward in the most expedient way possible.

Thank you so much.

Sincerely,
-Peter Tousignant

On Thu, Nov 5, 2015 at 9:48 AM, Helen Donaldson <HCD@portlandmaine.gov> wrote:

> Peter,
>
> Thanks for your comment. I will make sure to add it to the record and
> include it in the planning board's materials for the project.
>
> If you have additional questions or comments, don't hesitate to let me
> know.
>
> Best,
>
> Nell
>
>
> _____
> Nell Donaldson
> City of Portland Planning Division
> 389 Congress Street
> Portland, Maine 04101
> 874-8723
> hcd@portlandmaine.gov
> >>> Peter Tousignant <petetousignant@gmail.com> 11/5/2015 9:43 AM >>>
> To:
> Helen "Nell" Donaldson
> City of Portland Planning Division
> 389 Congress St
> Portland, ME 04101
> via email hcd@portlandmaine.gov
>
> Nell,
>
> My name is Peter Tousignant. I live at 30 Winter Street in Portland. I
> attended last night's neighborhood meeting for the proposed development at
> 22-28 Tate Street. The developer provided me with your contact information,
> so that I could submit my comments for the public record.
> In short, I am extremely supportive of the project as proposed. The
> developers appear to have thought through every aspect of the project with
> an eye toward enhancing neighborhood vitality, minimizing environmental
> impact, and providing desperately needed modern housing stock in the west
> end. I strongly urge planning staff to recommend approval of this
> conforming project as proposed.
> Thank you so much.
>
> -Peter Tousignant
> 30 Winter St, Apt 1
> Portland, ME 04102
> 207-229-3557
> petetousignant@gmail.com
>
>
> --
>

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Peter Tousignant
207-229-3557

From: Cullen Ryan <cullen@chomhousing.org>
To: "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>
Date: 12/10/2015 9:51 AM
Subject: Tate Street Development

Nell Donaldson
 City of Portland Planning Division
 389 Congress Street
 Portland, Maine 04101
 874-8723
hcd@portlandmaine.gov<mailto:hcd@portlandmaine.gov>

Dear Nell:

I am writing as Executive Director of Community Housing of Maine (CHOM). CHOM develops, owns, and maintains high-quality affordable housing for working families and older Mainers. CHOM developed and owns Elm Terrace and Danforth on High, both located in downtown Portland in close proximity to the proposed Tate Street project. As a nearby property owner, CHOM strongly supports Renewal Housing's Tate Street project. The proposal, consisting of for-sale housing priced at levels that are affordable to households in the 100% to 120% AMI range, will fill a strong need in Portland for affordable homes targeting middle-income households.

As has been recently highlighted by Mayor Strimling, we are in the midst of a housing crisis in Portland. Increasing the housing stock in Portland is critical to it remaining a city in which people can afford to live. Portland needs more housing of all types, including options such as the Tate Street project. Moreover, the project will aid in enhancing and diversifying the neighborhood, prominently located in Portland's West End, helping it remain a sought-after location for families on the peninsula.

CHOM is pleased to heartily endorse the Tate Street project. Should you need additional information, please do not hesitate to contact me.

Thank you for your consideration. Cullen

Cullen Ryan, Executive Director
 Community Housing of Maine
 One City Center, 4th Floor
 Portland, Maine 04101
 207-879-0347
 207-879-0348 (fax)
 Website<<http://www.chomhousing.org/>> | Facebook<<http://www.facebook.com/chomhousing>> | Twitter<<http://www.twitter.com/chomhousing>>

Creating Homes and Inclusive Communities for more than 20 Years

From: Barak <zubakery@gmail.com>
To: "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>
Date: 12/10/2015 2:22 PM
Subject: 22-28 Tate Street

Hello Nell,

As the owner of the new single-family home at 2 Taylor Street, I wish to voice my support for the proposed project at 22-28 Tate street. It seems to fill precisely the market that most needs housing on the peninsula and does so in a conscientious and tasteful manner.

Furthermore, projects on the periphery of the historic district are ideally suited to support contemporary and efficient design and to spawn further reinvestment in adjacent neighborhoods.

I am happy to speak further per your request.

Thank you,

Barak Olins

2 Taylor Street

Sent from my iPhone

From: Elizabeth Parsons <ecparsons33@hotmail.com>
To: <hcd@portlandmaine.gov>
Date: 12/10/2015 4:02 PM
Subject: Nell Donaldson: Comment on Tate Street/West Port Lofts Project

Dear Ms. Donaldson:

Greetings from the West End.

The property for the project being reviewed by the Planning Board next week is a few blocks from my home. I often pass it when walking around the neighborhood. Although my knowledge of the project is limited to seeing a presentation about it at a neighborhood association meeting and a couple of conversations with Mr. Alexander, I want to offer some observations for the Board's consideration.

First, the project's modest size leaves room for green space on the property. This is not something we are seeing in a number of in-fill projects being planned and/or executed around the City. Moreover, Mr. Alexander and his team have been receptive to the idea of planting native species and considering pollinator corridors as they design the project's landscape. This is commendable. It suggests an interest in taking the larger ecological context into account, something that is not uniformly evident in current development projects around Portland.

Second, Mr. Alexander and his team have adopted a low-key, modest approach as they go about soliciting public comment. In my experience, this demeanor does not exist across the board with developers currently working in the City. The fact that the project's design has changed so extensively (and apparently voluntarily) from the first draft until now indicates a willingness on the developers' parts to listen and compromise. That, too, is commendable.

Given the City's desire to increase density by encouraging in-fill construction, it seems to me that the type of project proposed for Tate Street and the manner in which the work is being conducted offers a potential model for how to do these things well.

Sincerely,

Elizabeth Parsons

44 Winter Street



PLANNING BOARD REPORT PORTLAND, MAINE

Schlotterbeck and Foss Building
117 Preble Street
Level III Subdivision and Site Plan Review
2015-174
Schlotterbeck Building, LLC, Applicant

Submitted to: Portland Planning Board:
Public Hearing Date: December 15, 2015

Prepared by: Shukria Wiar
Date: December 10, 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 structure will be converted into a fifty-five (55) unit market-rate apartment building 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 forty-five (45) parking spaces as part of this development. The site is located in the B-7 zone and subject to the B-7 design standards.

The Planning Board held a workshop on this project on November 24, 2015. Overall the Board supported the project. The Board did have a few concerns with the layout of the site. They thought the project was too “suburban” in an urban location. They encouraged changes to make the site pedestrian friendly with more tenants’ amenities, specifically at the corner of Kennebec and Preble Streets. The Board also felt the amount of pavement on site could be decreased. The last issue was the landscaping and the Board felt that the planting could be improved.



The applicant has revised their site plan to meet these concerns. They have submitted a cover letter, dated December 10, 2015 that address the proposed changes. A summary of the changes are:

1. Pedestrian Accessibility:

- Connecting Preble Street and Elm Street with a 5’-wide walkway through the site. A section of the existing fence along Preble Street will be removed to accommodate the walkway.
- Concrete pavers will be used as the connecting walkway’s pavement material.
- Introduction of Granite pillars will function as pedestrian gateways to the walkway from Elm Street and Preble Street.
- Additional landscaping has been added along the walkway.
- Vertical granite curbing has been added at the Elm Street gateway.
- Curbing will provide separation between vehicular and pedestrian circulation.
- A concrete crosswalk has been added where the walkway crosses the drive aisle.

2. Scale of Parking:

- The revised site plan includes the addition of planting islands at both the center parking area and the parking lot along Kennebec Street.
 - Parking has been deleted from the front yard along Preble Street.
 - The revised site plan has 45 parking spaces of which 17 compact spaces.
3. Uplighting: This has been eliminated from the project.



Figure 2 – Rendering from Preble Street with the gate opening in the fence.

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).

Seventy-four (74) notices were sent to area residents within 500 feet of the site and the interested party list. A notice also appeared in the December 7th and 8th 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

<i>Review</i>	<i>Applicable Standards</i>
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
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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 (5 trees on Preble Street). The applicant is proposing to plant 15 street trees. The remaining street trees that applicant is requesting a waiver for 35 trees of financial contribution of \$7,000 to the City's Tree Fund. Jeff Tarling, City Arborist supports the waiver.	<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 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.
<i>Parking Lot and Parking Space Design (Technical Design Manual 1.14) -</i> The applicant is requesting a waiver in order to increase the amount of compact parking spaces. The applicant proposes 17 compact (8' x 15') parking spaces, which would comprise 38% of the total parking spaces. Tom Errico, Consulting Engineer, supports the waiver.	<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- The applicant is requesting to reduce the width of the parking lot travel aisles from 24 feet to 20 feet.</i> Mr. Errico supports the waiver.	<i>Technical Design Standard Section 1.14. Parking Lot and Parking Space Design- 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).</i>

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
Bedroom Mix	15 efficiencies 40 one-bedroom
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	45 spaces of which 17 are compact spaces
Bicycle Parking Spaces	24 spaces
Estimated Cost of Project	\$ 5,000,000

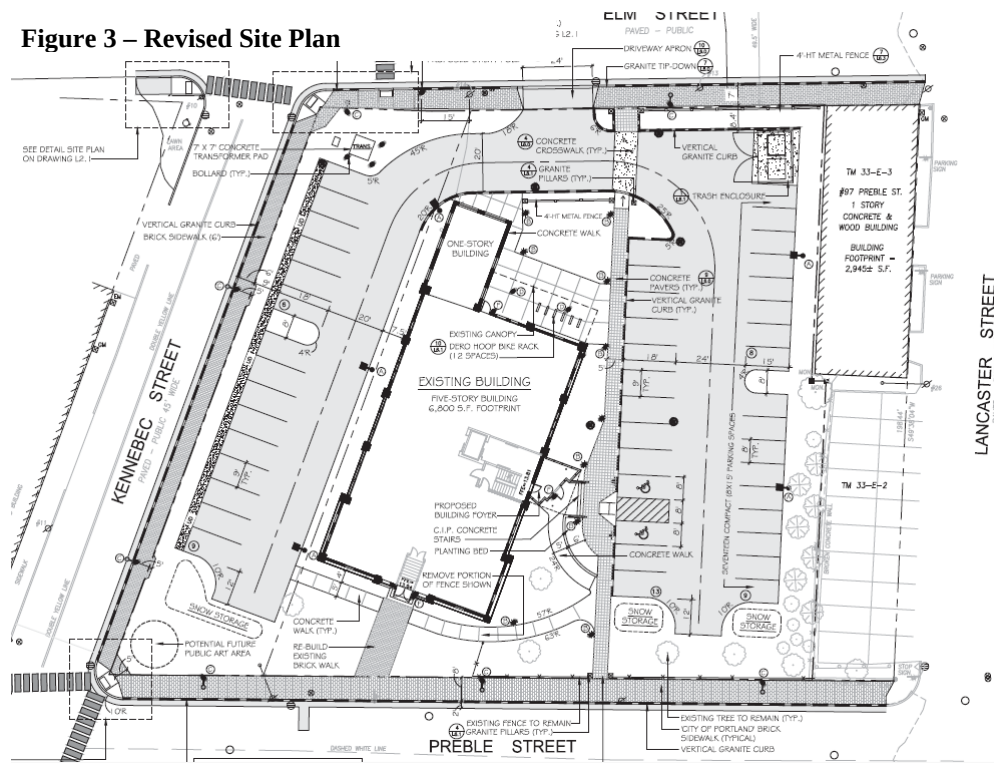
III. EXISTING CONDITIONS

The Schlotterbeck & Foss building was designed by John Calvin Stevens and built in 1925. It was the home of the Schlotterbeck & Foss Company until 2015 for the manufacturing of Schlotterbeck and Foss condiment 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.

Figure 3 – Revised Site Plan



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. Originally the applicant was proposing fifty-five (55) parking spaces. Based upon a revised parking demand analysis, the number is of parking spaces is forty-five (45). Twenty-four bicycle parking spaces proposed on the site. The parking areas are visible from the public

streets. The revised parking plan has eliminated the proposed care share for tenants. Please note the U-haul car share vehicles are available on Elm Street at the Public Library. Designated areas for snow storage are located adjacent to parking spaces.

Figure 4 – Rendering of Corner of Kennebec and Preble Streets



The corner of Kennebec and Preble Streets was discussed at the Planning Board workshop. The applicant has identified the corner of this corner as potential location for public art (see Street View rendering on the left). The applicant states

that the public art at the proposed location has the potential to function serve as a gateway to Bayside.

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 has submitted, see Attachment Y.

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

A. Surface Parking Lot

The applicant is proposing parking along the Kennebec and Elm Streets that is within the 35 foot parking setback requirement in the B7 zone. 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. Below is the summary of how the application is meeting the standards:

(26) Notwithstanding Sec. 14-295(a)(24) and (25) above, surface parking

that does not meet the 35- foot parking setback, provided that:

a. All or a portion of the 35 foot setback area had a gravel surface on September 29, 2015.

Staff Comments: According to the application, the gravel parking lot has existed as of March 9, 2005 and has been in continuous existence since then.

b. The total gravel surface area on the lot and any contiguous lots did not exceed 15,000 square feet on September 29, 2015.

Staff Comments: The surface parking lot proposed for this project does not exceed 15,000 sq. ft.

c. The parking spaces provide parking to a principle building on the same lot and or a principle building on a contiguous lot.

Staff Comments: The parking lot is to provide parking to a principle building existing on the same site.

d. One of the buildings described in paragraph c above meets the minimum height requirements of the Bayside Height Overlay Map and/or a building on the site has a floor area of 25,000 SF or greater.

Staff Comments: The building is an existing building that will be renovated with proposed floor area of 37,345 sq. ft.

e. The total number of spaces within 35 foot setback in combination with other spaces on the lot does not exceed the minimum parking spaces required in sec. 14-526 (a)(4)(a)(1).

Staff Comments: The applicant is proposing to have forty-five (45) parking spaces onsite. Sec. 14-526 (a)(4)(a)(1) gives the Planning Board the right to establish the parking requirement for the project.

f. The proposed parking spaces meets the landscape and buffer requirements of 14-299(F).

Staff Comments: The planting/landscaping plan shows that the parking lots are well landscaped with a landscaped island and is buffered from the street right-of-way.

g. Parking spaces within the 35 foot setback shall provide stormwater quality treatment if required by the City of Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Standards. If not required, an alternative low impact development treatment system approved by the Planning Board shall be provided.

Staff Comments: David Senus, Consultant Engineer, has reviewed the stormwater and plans against this standards and states the following:

The spaces proposed within the 35' setback are located in an area that is currently gravel. Because the overall project will result in a net reduction of impervious area, treatment under the Maine DEP Chapter 500 Stormwater Management Standards is not required. We would consider the "Stone Infiltration Trench" as depicted in the detail on L6.2 to suffice as an acceptable low impact development treatment system, as this detail includes a loam and sand filter layer. As such we find the project to be in compliance with the General Standards and the City's B-7 zone requirements for water quality treatment.

B. Performance Standards

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 at a ratio of .80 parking spaces per unit. The applicant is proposing forty-five (45) parking spaces for the residential units and the office spaces.

Under external effects, Section 14-299 Performance Standards (b), (f), (n) and (o) apply to this project. Below is how the project is meeting the standards:

Sec. 14-299. Performance standards: All uses in the B-7 mixed development district zone shall comply with the following standards. Standards 14-299(a), (f), (j), (m), (n) and (o) below shall be reviewed by the Planning Authority.

(b) **Noise:** (A List of standards is itemized)

Staff Comments: 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.

(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.

Staff Comments: The surface parking lots do not occupy any portions of the sidewalks. The lots are setback from the property lines.

2. Driveway entrances shall meet the City of Portland Technical Manual standards.

Staff Comments: The proposed entrance to the site meets City standards.

3. The parking area shall meet the landscape and buffer standards of the City of Portland Technical and Design Manuals.

Staff Comments: The planting/landscaping plan shows that the parking lots are well landscaped with a landscaped island and is buffered from the street right-of-way.

(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.

Staff Comments: The photometric plans show no light pollution onto neighboring properties. The majority of the proposed lighting fixtures meet the cut-off standards except for the bollards. The applicant stated in the cover letter that these will be full cutoffs and has submitted a catalogue cut of the fixture. The revised detail to the bollard shows a cover that limits the light to a 90° angle. The staff is recommending approval of the fixtures as proposed.

(o) *Building entrances:* All buildings shall have a minimum of one (1) public pedestrian entrance facing the street frontage of the lot. Such building entrances shall also be reviewed under the B-7 bayside design standards.

Staff Comments: The building has two main entrances for the public. One of the entrances is on Preble Street and one is to the side of the building off of Preble Street. The entrances are highly visible from the street right-of-way.

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 plat will need to note the number of proposed units and associated parking on site. The final plat will need to be revised to reflect any waivers and conditions of approval that relate to the subdivision plan. Any waivers granted must be recorded at the Registry of Deeds within 90 days of a Planning Board decision. Accordingly, review and approval of the final plat has been included as a condition of approval.

It should be noted that the plat depicts sidewalk areas on private property that will be contiguous with the right-of-way. It is assumed that these will be subject to public pedestrian easements and this agreement has been included as a condition of approval.

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 finds it acceptable; 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 with the following three conclusions:

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.

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. Department of Public Works has reviewed it and finds it acceptable.

c. Sidewalks and Ramps

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 handicapped ramps need to be fully ADA complaint and upgrades of the ramps at the Kennebec Street intersections with Elm Street and Preble Street are needed. Mr. Errico has reviewed proposal and states:

I have coordinated with Bruce Hyman on the ramp design and we generally find the layout of the ramps to be acceptable. I would note that the details for design of the ramps needs further review and possible adjustment and the applicant shall coordinate with DPW and Planning on revising the engineering design of the ramps. The ramp at the Preble Street/Alder Street corner is a unique geometric condition and additional review of the ramp location is required (a separate ramp on Preble Street may be required).

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

Off-Street/ Onsite Parking

The project will have forty-five (45) parking spaces of which seventeen will be compact spaces. 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 each 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.

Section 14-332.1 (k) – For residential development on the peninsula the parking requirement is one space per dwelling unit. This same section also states that:

The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, availability of transit, or housing which includes permanent restrictions on automobile usage, and which is permanently restricted from utilizing resident on-street parking stickers.

The applicant has submitted a parking demand study and states the project will require approximately 45 parking spaces, 40 for the residential units and 5 for the offices, or a ratio of 0.73. The applicant is requesting that the Board make a finding that the reduced number of spaces for the site is acceptable. With the proposed reduction of the parking requirement, the site plan has been revised to have parking stalls that meet dimensional standards and the number of the compact spaces has been reduced. The site plan now also shows two landscaped islands in the parking areas.

Following is the breakdown of the parking that is required by zoning versus the reduced ratio that the applicant is requesting:

	1:1 Ratio	.73 :1 Ratio (As requested by Applicant)
Parking spaces as required per zoning	Office Space - 5	Office Space - 5
	Residential Units - 55	Residential Units - 40
Total of Spaces Required	60	45

Mr. Errico has reviewed the parking demand analysis and concludes the following:

The applicant has provided a parking demand analysis that concludes that the project will be providing 5 parking spaces for the office use and 40 parking spaces for 55 apartment units or a 0.73 parking ratio per unit. Given project characteristics, site location, and use of the office parking spaces during non-business hours (shared parking), I find the parking supply to be acceptable.

On-Street Parking

As part of the development, the on-street parking schedule will change. On-street parking regulations will need to be reviewed and changes will require City Council approval. The applicant will need to provide supporting information and/or plans for inclusion in the City Council packet for the changes to the on-street parking regulations.

Compact Parking Spaces

Originally the application was calling for thirty-eight (38) compact spaces on the site, or at 76% of the total number of spaces. Mr. Errico expressed concerns about this high ratio of compact spaces. With the revised parking demand analysis, the applicant proposes seventeen (17) of the parking spaces to be compact spaces (8' x 15'), which is 38% of the total. The site plan has been revised so the row of parking along Kennebec Street has been converted to standard parking spaces (9' x 18') with an aisle width of 20 feet (standard requirement is 24 feet). 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 waivers for aisle width and compact spaces. Mr. Errico has reviewed the revised site plan and he supports the waivers, Attachment 1.

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, which the project is meeting.

Street Trees Requirement

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 five existing streets on site that will be kept as part of the landscaping plan, the applicant can get a credit for the amount. The applicant will be installing fifteen (15) street trees along all three streets. Therefore the applicant is seeking the waiver and will contribute to the City's Tree Fund for the thirty-five (35) trees.

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. Since there will be reduction in impervious area on site, the project is not required to include any specific stormwater management features for stormwater quality control. However, per the recently passed amendment to *Chapter 14. Land Use, Article III. Zoning, Sections 14-182, 14-295 and 14-296 Re: Commercial Kitchens and Small Gravel Lots*, "Parking spaces within the 35 foot setback shall provide stormwater quality treatment if required by the City of Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Standards. If not required, an alternative low impact development treatment system approved by the Planning Board shall be provided", the applicant is proposing "Stone Infiltration Trench" and the City accepts this as a low impact development treatment system. Mr. Senus recommends that "a barrier or visual indicator (i.e. – curb stop or post) at the edge of pavement or reinforcing layer on the filter should be included to avoid vehicle tires from sinking into the swale/filter if cars are driven beyond the edge of pavement".

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 is being provided for the area by the entrance and parking spaces. The applicant is also proposing street lighting on all three streets. The revised detail to the bollard shows a cover that limits the light to a 90° angle. The staff is recommending approval of the fixtures as proposed.

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). Refer to Paragraph VIII (C)3(b), above.

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). 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. Overall, the project is meeting design standards but some of the outstanding issues are:

- If the bike racks are not visible from the street the standard regarding directional signage must be met. Bike racks are not located within proximity of the office entry.
- Landscape screening should be of sufficient type and height to effectively screen surface parking year round. Trees are kept on Preble Street to screen parking and new trees are proposed on Kennebec.
- The trash storage location as shown does not meet the standard because of its proximity to the street – the site has three street frontages and so is challenged to find a location that can meet the letter of the standard. Some landscape screening and a fence are provided to mitigate this element.

Ms. Cameron's full comments are included as Attachment 4.

IX. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed Schlotterbeck Building redevelopment project at 117 Preble Street.

X. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on December 15, 2015 for application 2015-174 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the planning board hearing:

The Planning Board **finds/does not find**, based upon the consulting transportation engineer's review (*Attachment 1*), that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.14*) which requires that aisle width for right-angle parking be 24 feet per *Figure I-27* that the variation is consistent with the intent of the ordinance. The planning board **waives/does not waive** the *Technical Manual* standard (*Section 1.14*) to allow a 20 foot wide aisle in the parking area;

The Planning Board **finds/does not find**, based upon the consulting transportation engineer's review (*Attachment 1*), that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.14 and Figures I-27 to I-29*) limiting compact spaces to 20% of total parking supply that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the *Technical Manual* standard (*Section 1.14 and Figures I-27 to I-29*) to allow 38% compact spaces; and

The Planning Board **finds/does not find** that the applicant has demonstrated that site constraints prevent the planting of all required street trees in the right-of-way. The Planning Board **waives/does not waive** the site plan standard (*Section 14-526 (b) (iii)*) requiring one street tree per unit for multi-family development and concludes that the applicant shall contribute \$7,000 for 35 street trees to Portland's tree fund.

B. 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 December 15, 2015 for application 2015-174 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 conditions 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; and
2. The applicant shall provide a pedestrian access easement for the portions of sidewalk that do not lie within the right-of-way for adoption by the City Council.

C. 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 December 10, 2015 for application 2015-174 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. The applicant shall address the Urban Designer memorandum, dated 12.10.2015, specifically the following recommendations:
 - a. If the bike racks are not visible from the street the standard regarding directional signage must be met. Bike racks are not located within proximity of the office entry.
 - b. Landscape screening should be of sufficient type and height to effectively screen surface parking year round. Trees are kept on Preble Street to screen parking and new trees are proposed on Kennebec.
 - c. The trash storage location as shown does not meet the standard because of its proximity to the street – the site has three street frontages and so is challenged to find a location that can meet the letter of the standard. Some landscape screening and a fence are provided to mitigate this element.
2. A barrier or visual indicator (i.e. – curb stop or post) at the edge of pavement or reinforcing layer on the filter shall be included to avoid vehicle tires from sinking into the swale/filter if cars are driven beyond the edge of pavement.
3. The details for the design engineering of the ramps shall be further reviewed by City staff and any possible adjustment shall be coordinated with Department of Public Works and the

Planning Division. The applicant shall also provide a detail for Sidewalk Ramp Detectable Warning Panels in accordance with Figure I-7 of the City of Portland Technical Manual.

4. The applicant shall provide supporting information and/or plans for inclusion in the City Council packet for the changes to the on-street parking regulations, prior to the issuance of a certificate of occupancy.
5. The developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment and erosion control plan based on City standards and state guidelines. The owner/operator of the approved stormwater management system and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form with any changes to be approved by Corporation Counsel, shall be submitted, signed, and recorded prior to the issuance of a building permit with a copy to the Department of Public Services.
6. That all HVAC systems and external mechanical equipment shall meet the maximum allowable noise requirements of the zone; each unit shall submit documentation of dBA output to confirm compliance of both the unit and the building in respect of rated noise levels and cumulative noise levels, to the satisfaction of the Zoning Administrator prior to the issuance of a Building Permit for that unit.

ATTACHMENTS:

Staff Review Comments and Background Information

1. Traffic Engineering Review (Tom Errico, T Y Lin), dated 12.11.2015
2. Department of Public Works Review, David Margolis-Pineo, dated 12.09.2015
3. Civic Engineer Review, David Senus, dated 12.10.2015
4. Urban Designer Review, Caitlin Cameron, dated 12.10.2015
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

Submittal after Workshop

- W. Applicant Cover Letter 2015-10-12
- X. Cover Letter Response to Comments dated 12.01.2015
- Y. Meeting Certification 11-20-2015
- Z. B7 Review 2015-20-11 Ltrhd
- AA. Transportation Demand Management- Revised
- BB. Parking Memo 12-10-15

Plans

- Plan1 Cover Sheet
- Plan2 1 SBS survey 10-5-2015
- Plan3 1 of 1 Sub.
- Plan4 L1.0 Ex.Cond.
- Plan5 L1.1 Con.Man.
- Plan6 L2.0 Layout.re.12-10-2015
- Plan7 L2.1 Ramps
- Plan8 L3.0 Grading
- Plan9 L4.0 ESC
- Plan10 L5.0 Planting
- Plan11 L6.0 Details
- Plan12 L6.1 Details
- Plan13 L6.2 Details
- Plan14 L6.3 Details
- Plan15 L7.0.Photometrics 10-23-15
- Plan16 L7.1 Photometrics 10-23-15 STREET LTG OFF
- Plan17 A1.1
- Plan18 A1.2
- Plan19 A1.3
- Plan20 A1.4
- Plan21 A2.1
- Plan22 A2.2
- Plan23 A2.3
- Plan24 A2.4
- Plan25 Renderings

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>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>
Date: 12/11/2015 12:14 PM
Subject: 117 Preble Street - Schlotterbeck Block - Final Traffic Comments

Shukria - I have reviewed the application materials and offer my final comments as a status update of previous 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.
 Status: Based upon my review of crash data and on-going City efforts, no further action is requested of the applicant.

* 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.
 Status: The applicant has revised the site plan and I find conditions to be acceptable. I support waivers from City standards for parking aisle width (20 feet vs. 24 feet) and the percent of compact parking spaces (38% vs. 20%).

* 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.
 Status: I have coordinated with Bruce Hyman on the ramp design and we generally find the layout of the ramps to be acceptable. I would note that the details for design of the ramps needs further review and possible adjustment and the applicant shall coordinate with DPW and Planning on revising the engineering design of the ramps. The ramp at the Preble Street/Alder Street corner is a unique geometric condition and additional review of the ramp location is required (a separate ramp on Preble Street may be required).

* I continue to review the parking study and supply.
 Status: The applicant has provided a parking demand analysis that concludes that the project will be providing 5 parking spaces for the office use and 40 parking spaces for 55 apartment units or a 0.73 parking ratio per unit. Given project characteristics, site location, and use of the office parking spaces during non-business hours (shared parking), I find the parking supply to be acceptable.

* On-street parking regulations need to be reviewed and changes will require City Council approval.
 Status: The applicant shall provide supporting information/plans for inclusion in the City Council packet for the changes to the on-street parking regulations.

New Comments

* The applicant has provided an updated TDM Plan. I find the Plan to be acceptable with the added requirement that an annual survey be conducted and reported to the City and that the Plan note the vehicle trip/parking target specified in the the Parking Study.

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)
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 Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: David Margolis-Pineo
To: Shukria Wiar
Date: 12/9/2015 4:37 PM
Subject: Re: Fwd: 117 Preble

Yes

>>> Shukria Wiar 12/9/2015 3:34 PM >>>

Hi David:

Are you all set with the stormwater?

Thanks.

Shukria

>>> "Michael King" <mking@mitchellassociates.biz> 12/4/2015 1:43 PM >>>

Hi Shukria –

Attached is a PDF of the revised Stormwater Report for 117 Preble/Schlotterbeck Block. Hard copies of the revised report were delivered to the Planning Department this afternoon.

Thanks,

Mike

Michael W. King, PLA, LEED AP
Maine Licensed Landscape Architect
Mitchell & Associates
70 Center Street, Portland, ME 04101
phone: 207-774-4427

MEMORANDUM



TO: Shukria Wiar, Planner
FROM: David Senus, PE
DATE: December 10, 2015
RE: The Schlotterbeck Block, Response to Comments & Final Level III Site Plan Application

Woodard & Curran has reviewed the response to comments and final site plan application submittals 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

- Response to comments letters from Mitchell & Associates and Ransom Engineer dated December 1, 2015 on behalf of Schlotterbeck Block, LLC.
- Site Plans, Sheets L1.0, L1.1, L2.0, L2.1, L3.0, L4.0, L5.0, L6.0, L6.1, L6.2, L6.3, SW-1, SW-2 REV dated December 1, 2015, prepared by Mitchell & Associates & Ransom Engineering on behalf of Schlotterbeck Block, LLC.
- Stormwater Management Narrative and associated attachments dated December 1, 2015, prepared by Ransom Engineering 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 6,200 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control. However, per the recently passed *Amendment to Portland City Code Chapter 14. Land Use, Article III. Zoning. Sections 14-182, 14-295 and 14-296 Re: Commercial Kitchens and Small Gravel Lots*, "Parking spaces within the 35 foot setback shall provide stormwater quality treatment if required by the City of Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Standards. If not required, an alternative low impact development treatment system approved by the Planning Board shall be provided." The spaces proposed within the 35' setback are located in an area that is currently gravel. Because the overall project will result in a net reduction of impervious area, treatment under the Maine DEP Chapter 500 Stormwater Management Standards is not required. We would consider the "Stone Infiltration Trench" as depicted in the detail on L6.2 to suffice as an acceptable low impact development treatment system, as this detail includes a loam and sand filter layer. As such we find the project to be in compliance with the General Standards and the City's B-7 zone requirements for water quality treatment.
 - c) Flooding Standard: The project will result in a net decrease in impervious area of approximately 6,200 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 stormwater calculations that indicate that the post development runoff from the project site will not exceed the existing condition in the 2-, 10- or 25-year, 24 hour storm event. As such, the project has been determined to be compliant with the Flooding Standard.
- 2) The Stone Infiltration Trench detail on L6.2 indicates a 4" loam & seed surface with 6" of wrapped sand above a wrapped crushed stone underdrain layer. This detail is acceptable, as it provides an alternative



low impact development treatment measure (see Comment 1.b.); however, as previously noted, a barrier or visual indicator (i.e. – curb stop or post) at the edge of pavement or reinforcing layer on the filter should be included to avoid vehicle tires from sinking into the swale/filter if cars are driven beyond the edge of pavement.

- 3) 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.
- 4) 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: Wednesday, December 10, 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.

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

All development in Bayside shall be designed to create a strong urban identity and sense of place. . . .

A-1: Sense of Place – The reuse of an existing historic industrial building contributes to the sense of place by preserving the character of the neighborhood and the historic building fabric. Because the project does not include new construction, the landscaping and sidewalk environment are the aspects of the project that will contribute the most to the sense of place. The historic trees and fence will be kept on Preble Street and significant amount of new landscaping will be provided on Kennebec and Elm streets.

A-2: Edges and Transitions – n/a

A-3: Gateways – The current plan acknowledges the gateway nature of the site and reserves space at the corner of Kennebec and Preble for an element such as artwork to mark the corner approach. The building itself is also oriented to face towards this approach up Preble. The project also proposes to use accent lighting on architectural features to highlight the building.

A-4: Views and Landmarks – n/a

A-5: Pedestrian Environment – The approach up Preble Street and the prominence and experience of the front face of the building should be carefully considered. Surface parking is mitigated by the combination of fencing and landscaping. Because the project is an adaptive reuse of a historically significant, existing building, the applicant's 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).

A-6: Mix of Uses – The project is mixed use with a commercial office and residential uses.

A-7: Building Orientation – n/a

Principle B: Access and Circulation

Streets and sidewalks in Bayside shall be designed to encourage a pedestrian friendly, walkable environment. The goal is to create streets that are scaled and designed for pedestrian and bicycle use; are well landscaped; promote traffic calming; allow for mid-block permeability, and extend the pattern and scale of Portland's traditional street grid and blocks in accordance with the 1914 Atlas of the City of Portland.

B-1: Streets and Alleys – The streets surrounding this project are B streets. The sidewalks are narrow but are designed to include street lights, and ramps. Trees and landscaping are provided in the private space because the public right-of-way is too narrow to accommodate street trees or esplanades.

B-2: Street Connectivity – n/a

B-3: Mid-Block Permeability – The project includes a cut through pedestrian path between Preble and Elm streets to provide visibility and access to the building residential entrance as well as mid-block permeability for pedestrians.

B-4: Sidewalks and Crosswalks – Sidewalks meet the Technical Manual standards.

B-5: Green Streets – n/a

B-6: Multi-modality – The project provides amenity and access for all modes.

B-7: Continuity of Street Level Uses – n/a

B-8: Traffic-calming – No traffic calming measures are proposed in this case.

B-9: Streetscape Design – The streets surrounding this project are B streets. The sidewalks are narrow but are designed to include street lights, and ramps. Trees and landscaping are provided in the private space because the public right-of-way is too narrow to accommodate street trees or esplanades.

B-10: Encroachments – n/a

B-11: Lighting – B streets shall use the 19'3" size Bayside street light as specified in the Technical Manual.

Principle C: Parking, Loading and Service Areas

Parking, loading and service areas shall be designed and located so as to present an attractive façade to neighboring use, to minimize their visual presence in the neighborhood, and to minimize the impact along pedestrian oriented streets and residential areas.

C-1: Parking Structures – n/a

C-2: Parking Entrances – n/a

C-3: Active Uses – n/a

C-4: Back of Parking Structures - n/a

C-5: Decks and Ramps – n/a

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. Trees are kept on Preble Street to screen parking and new trees are proposed on Kennebec. Refer to comments from the City Arborist.
- Landscaped islands were added as per the standard. These improve the level of pervious surface and landscaping to mitigate the surface parking.

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.*

- If the bike racks are not visible from the street the standard regarding directional signage must be met.
- Bike racks are not located within proximity of the office entry.

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 – the site has three street frontages and so is challenged to find a location that can meet the letter of the standard. Some landscape screening is provided and the size of the transformer was reduced.

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 – the site has three street frontages and so is challenged to find a location that can meet the letter of the standard. Some landscape screening and a fence are provided to mitigate this element.

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.

D-1: Open Space Design – The corner of Preble and Kennebec remains open and accessible to accommodate a future gateway element such as art. The space is not designed to be a privately-owned public space.

D-2: Bayside Trail – n/a

D-3: Landscaping and Street Furniture – The project uses a combination of ornamental trees and landscaping to screen the parking and provide an enjoyable pedestrian environment. The placement and selection of landscaping was coordinated with the City Arborist.

D-4: Pedestrian Amenities – Pedestrian amenities are not proposed as part of this project.

D-5: Public Art and other special features – The current proposal reserves space at the corner of Kennebec and Preble for a special feature such as an artwork. No specific feature is identified at this time.

Principle E: Architectural Design

New development shall contribute positively to a new identity for the neighborhood as outlined in A New Vision for Bayside. New development shall create a mixed-use, pedestrian-friendly setting that contributes to the context of the surrounding urban fabric and provides a sensitive transition to adjacent residential neighborhoods. . . .

E-1: 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-2: Height – n/a

E-3: Massing – n/a

E-4: Articulation – n/a

E-5: Flexibility of Interior Layout – n/a

E-6: Entrances – Commercial office entrance is an existing front building entrance and retains the direct walkway from the street and a canopy. The new residential entrance is at the side of the building and will have a new glass vestibule. This entrance will be made more visible and accessible from the street by a walkway proposed to connect from both Preble and Elm Streets and signified with the use of granite posts.

E-7: Windows – Window placement is mostly existing. New or replaces windows should maintain a VT of .7 or greater.

E-8: Storefronts – n/a

E-9: Back Sides of Buildings – The building is existing but has three sides exposed to the street. The “back side” of the building will have screening of utilities and trash enclosure. There is also proposed a screen wall at the back entrance.

E-10: Rooftop Appurtenances – The new rooftop appurtenances were approved by the state historic review board. They are minimally visible from the street and should not interfere with views of landmarks.

E-11: Fences and Walls – Existing fence will remain on Preble Street with a new entrance marked with granite posts for the residential entrance access. This existing fence will be duplicated at the back of the property at the trash enclosure. The fence is metal with visual transparency (rather than a solid wall) and is accompanied by landscaping.

E-12: Materials – n/a

E-13: Transparency – VT of .7 or greater is required by the standard.

E-14: Illumination – Building illumination was revised to use only full cutoff fixtures.

E-15: Weather Protection – n/a

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.**

E-17: Historic Buildings – the project is an adaptive reuse of a historic building and the project intends to seek Historic Landmark designation at a future time. As such, the Historic Preservation Program Manager was a member of the review panel. The new entrance proposed is of distinctive and clearly contemporary design appropriate for an addition to a historic building. Other aspects of the design are under review through the Secretary of Interior standards.

E-18: Sustainable Design – n/a

E-19: Shadows – n/a

E-20: Wind – n/a

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

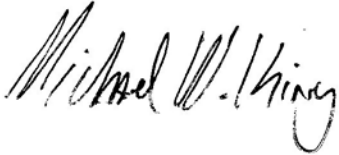
This submission includes the following information:

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, flowing style with a large, prominent "M" and "K".

Michael W. King
Maine Licensed Landscape Architect

Enclosures

cc: John Anton
Richard Goduti

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EXHIBIT	2	Right, Title or Interest
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EXHIBIT	6	Public Utilities
EXHIBIT	7	Technical Capability, Financial Capability and Letter of Authorization
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EXHIBIT	9	Waiver Request
EXHIBIT	10	Consistency with City's Master Plan and Conformity with Design Standards
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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
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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-Documents-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:

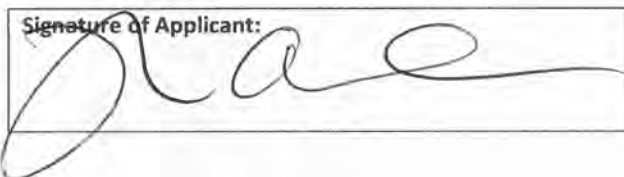
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence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

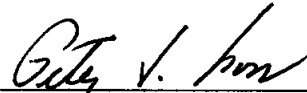
Please see attached warranty deeds for Map 33, Block E, Lots 1 and 5 and the purchase and sale agreement for 117 Preble Street.

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.

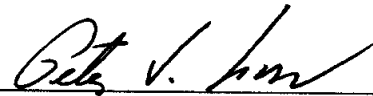
Received
Recorded Register of Deeds
Sep 24, 2008 02:47:22P
Cumberland County
Pamela E. Lovley

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

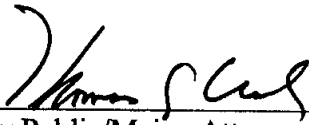
By: 
Peter T. Foss
Its President

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:

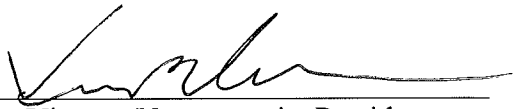
John Anton, authorized member

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

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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.

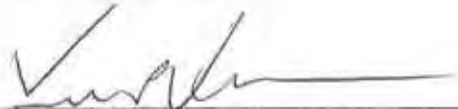
IN WITNESS WHEREOF, SELLER and BUYER have executed this Agreement as of the Effective Date.

WITNESS:



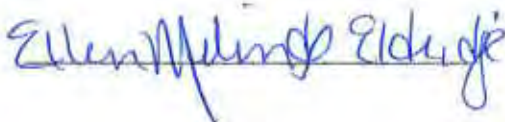
SELLER:

J.B. BROWN & SONS

By: 

Vincent P. Veroneau
Its President

BUYER:



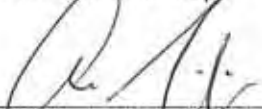


John Anton

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.

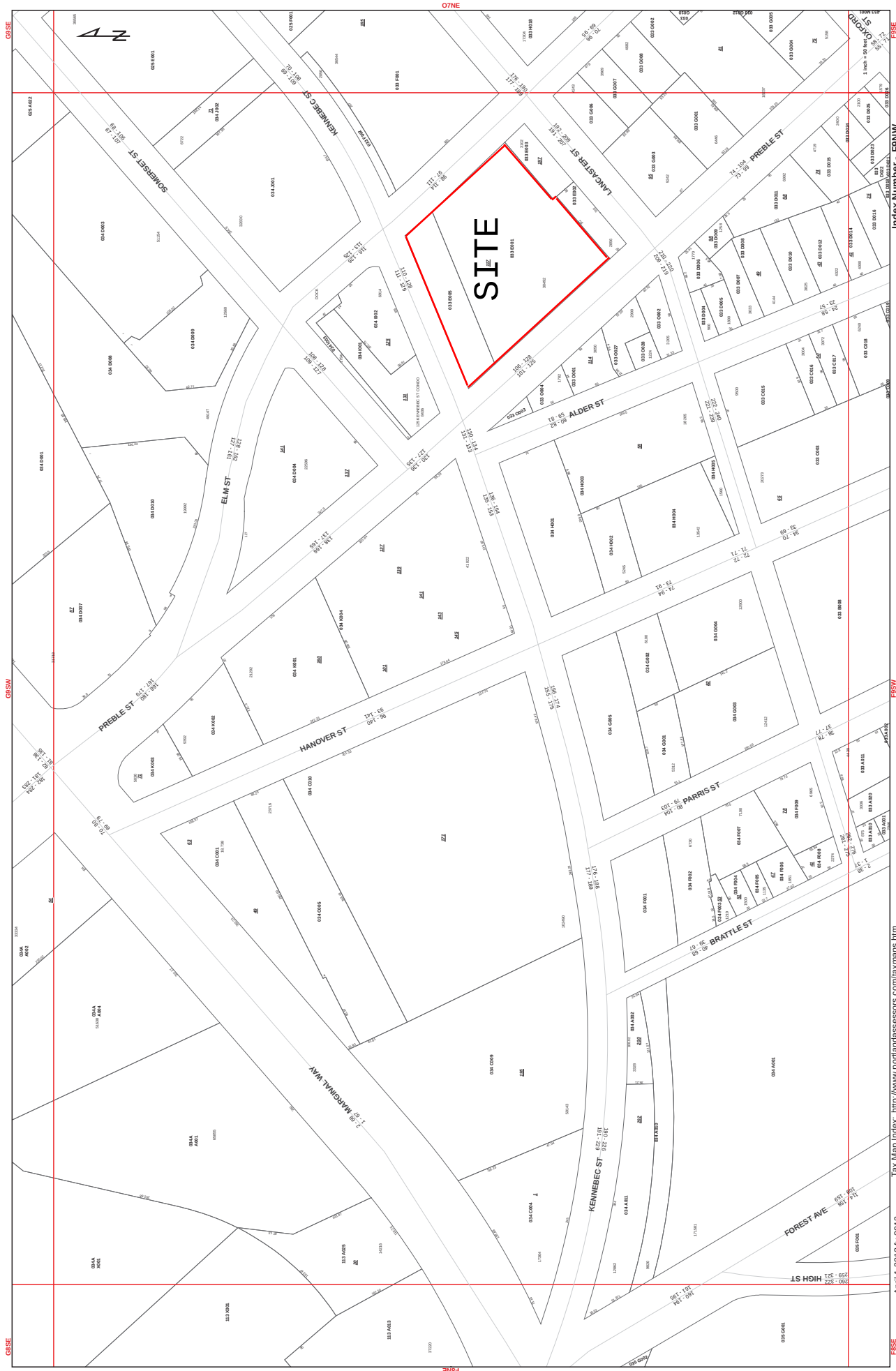


EXHIBIT 5
EXISTING SOIL CONDITIONS

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:

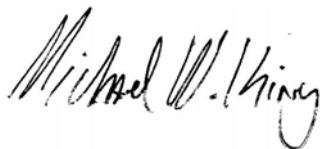
On behalf of Schlotterbeck Block LLC, we are requesting a letter indicating the Portland Water District's ability to provide water service to 117 Preble Street in Portland, Maine.

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

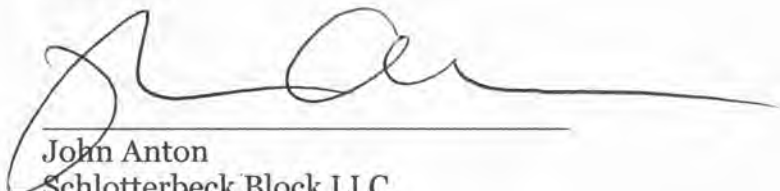
Letter of Authorization

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. Monitored 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: 19010	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0560597	Start Node: 19010 End Node: 19016	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560426	Start Node: 19015 End Node: 19016	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0560252	Start Node: 19015 End Node: 19011	Start 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	6.758	1.28	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	19011	194704 Int of KENNEBEC ST PREBLE ST	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	19016	3106835 Int of KENNEBEC ST PREBLE ST	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	19016	194714 Int of ELM ST LANCASTER ST	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	19015	3119283 Int of ELM ST KENNEBEC ST	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

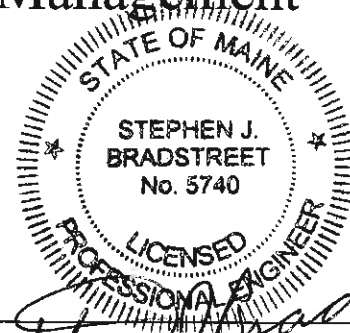
The Schlotterbeck & Foss Building plans to provide informational flyers in the front lobby and/or on their website which includes; promotion of the on-site bicycle racks, METRO stop schedules and stop locations within the area, contact information for local taxi services, available information for local 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	3PI Mailing Address:
Owner Phone #:		
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)

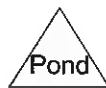
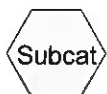
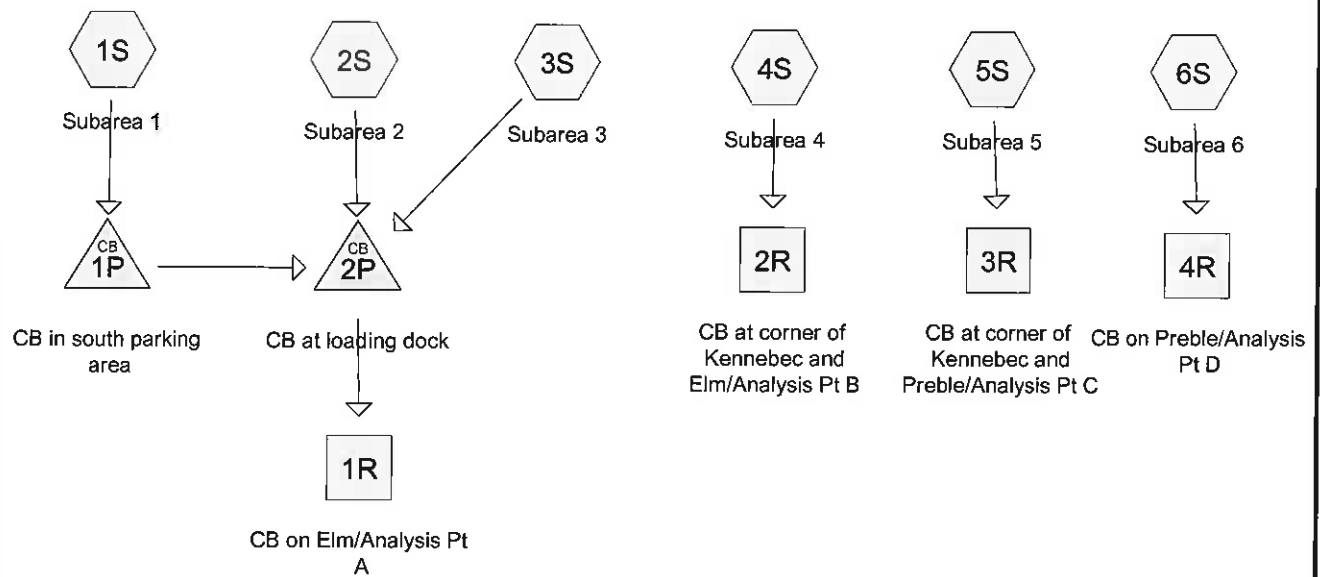
Review Notes

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

Prepared by Ransom Consulting

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

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

Printed 10/5/2015

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

Schlatterbeck & Foss Pre

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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"

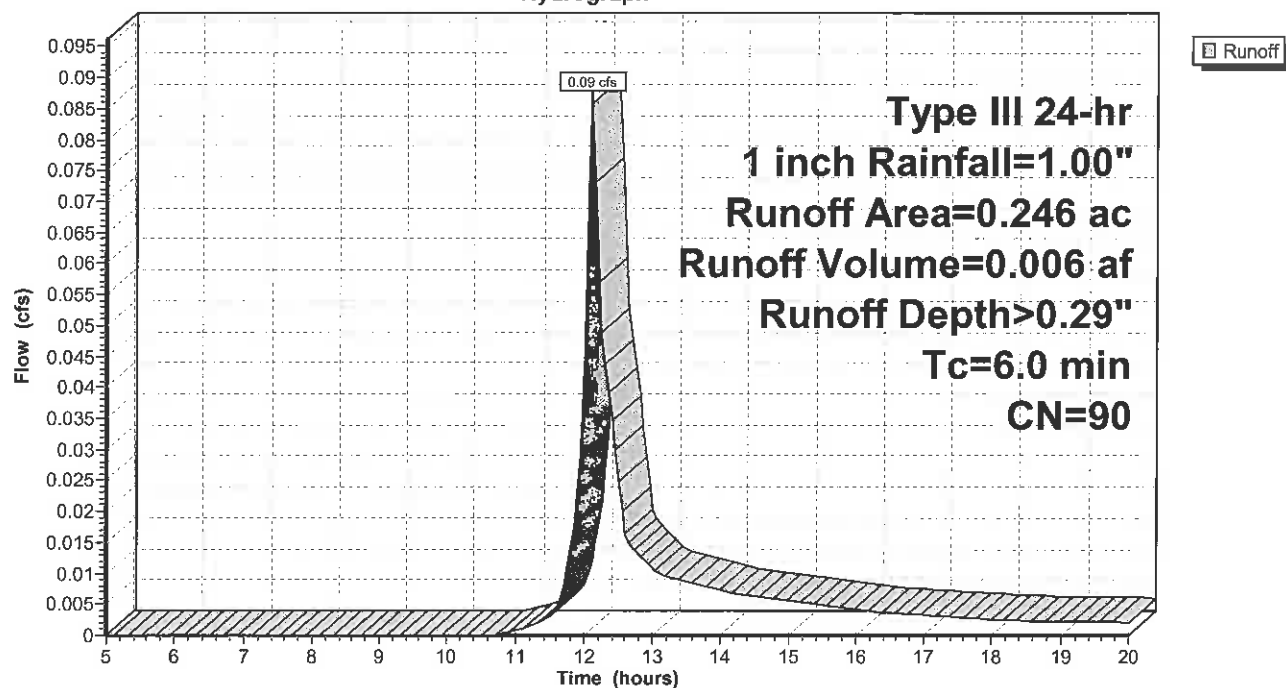
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

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"

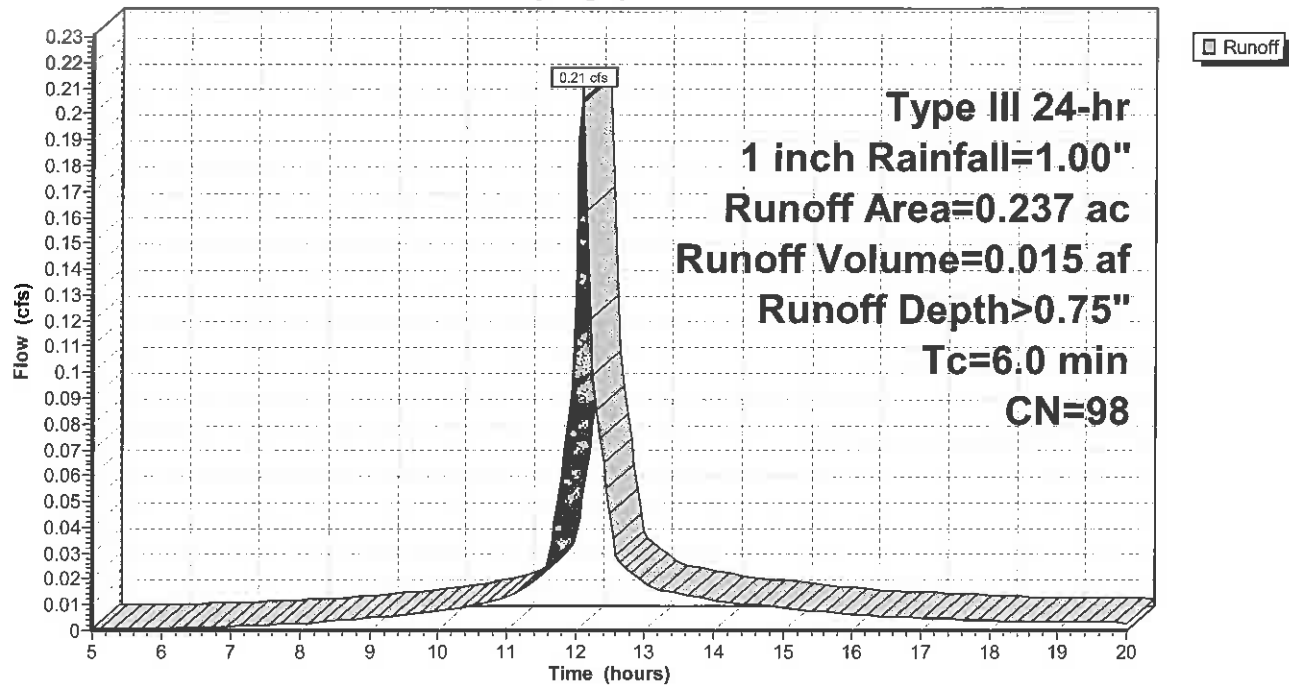
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Type III 24-hr 1 inch Rainfall=1.00"

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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Pre-Development

Type III 24-hr 1 inch Rainfall=1.00"

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Summary for Subcatchment 3S: Subarea 3

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

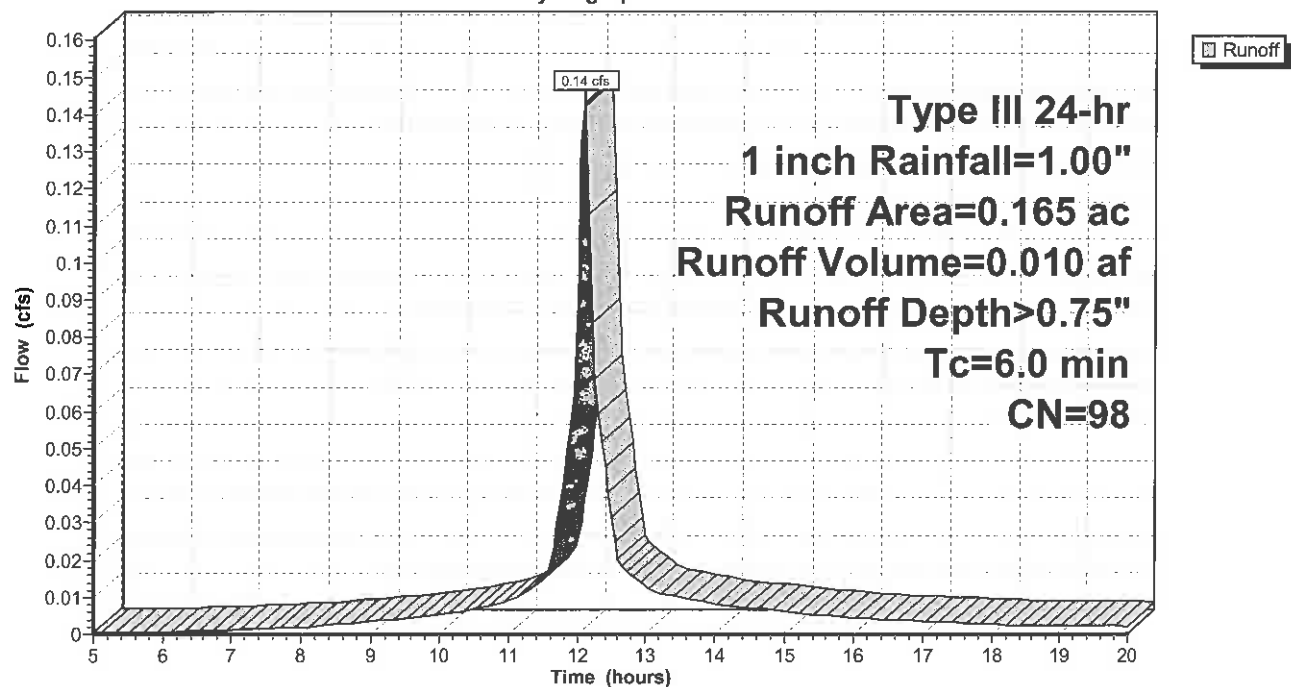
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

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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Pre-Development

Type III 24-hr 1 inch Rainfall=1.00"

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Page 6

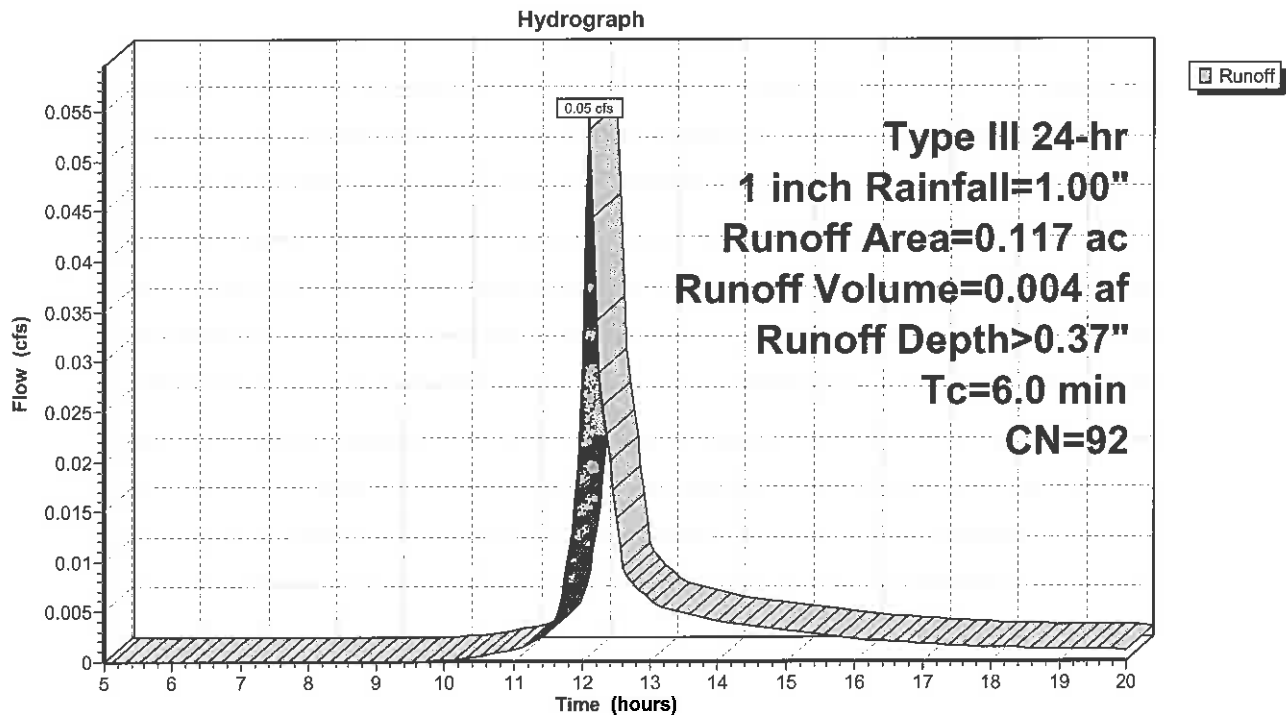
Summary for Subcatchment 4S: Subarea 4

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

Schlatterbeck & Foss Pre

Prepared by Ransom Consulting

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

Printed 10/5/2015

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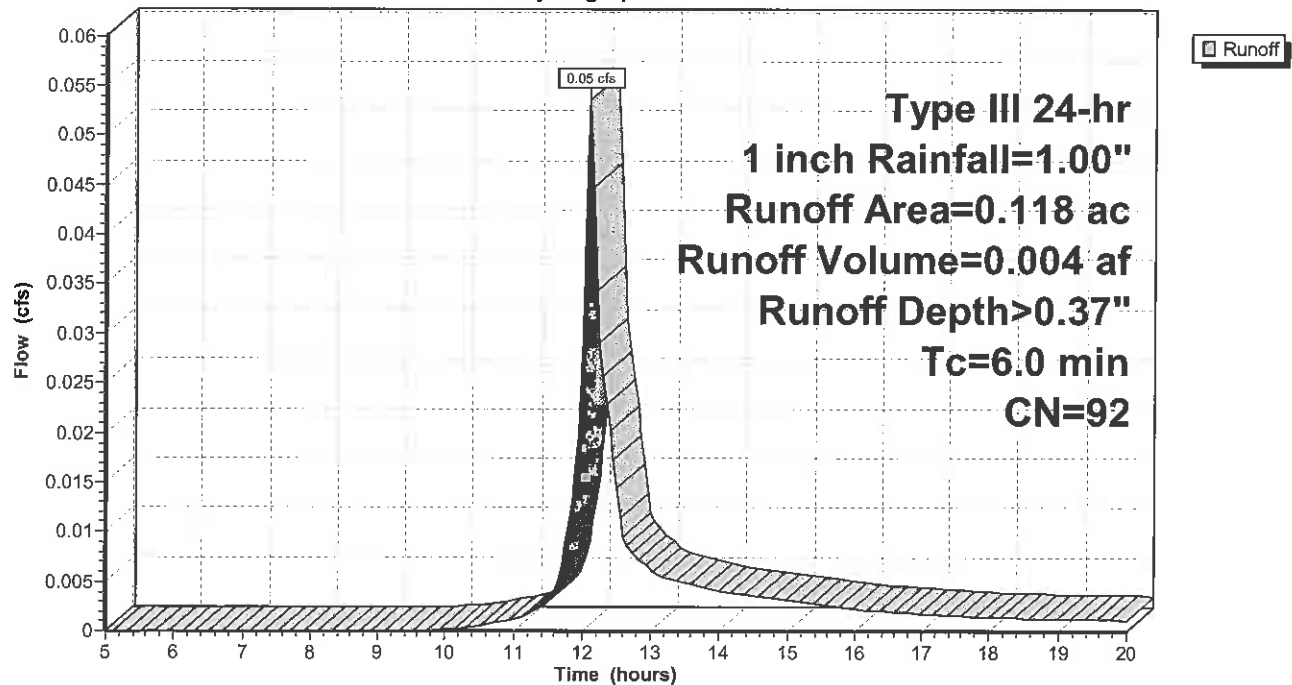
Summary for Subcatchment 5S: Subarea 5

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**

Schlotterbeck & Foss Pre

Prepared by Ransom Consulting

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Pre-Development

Type III 24-hr 1 inch Rainfall=1.00"

Printed 10/5/2015

Page 8

Summary for Subcatchment 6S: Subarea 6

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

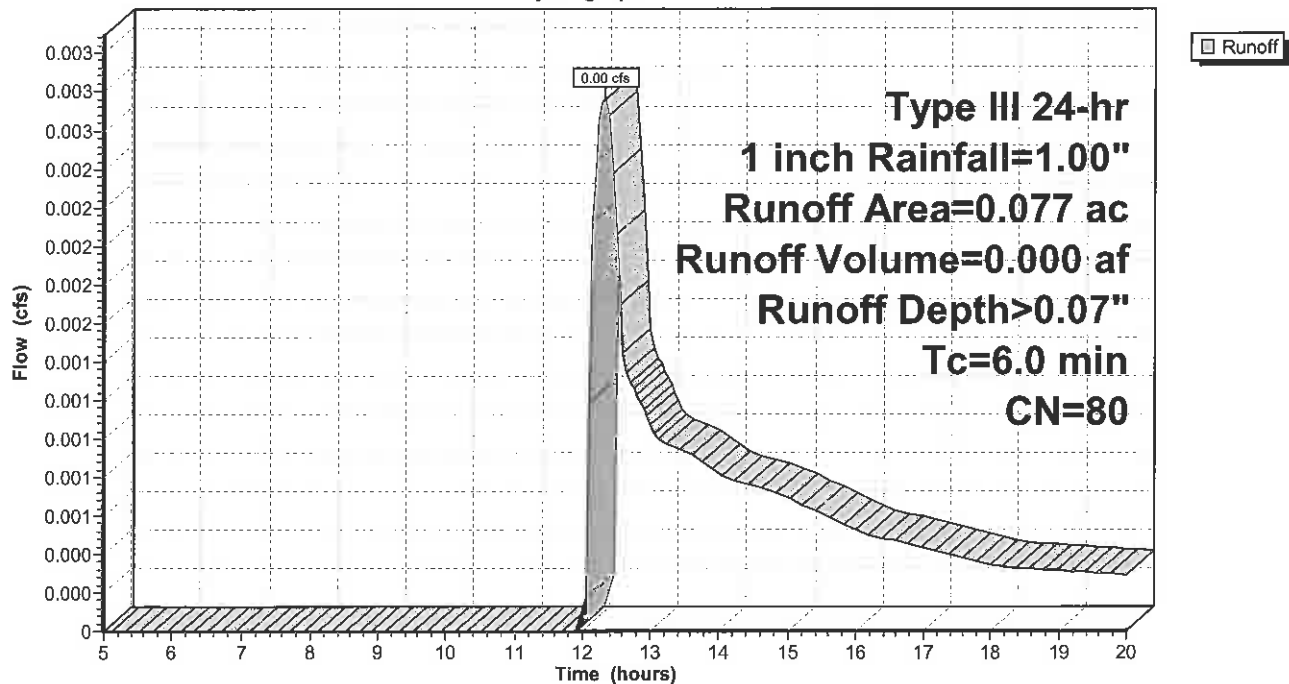
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

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

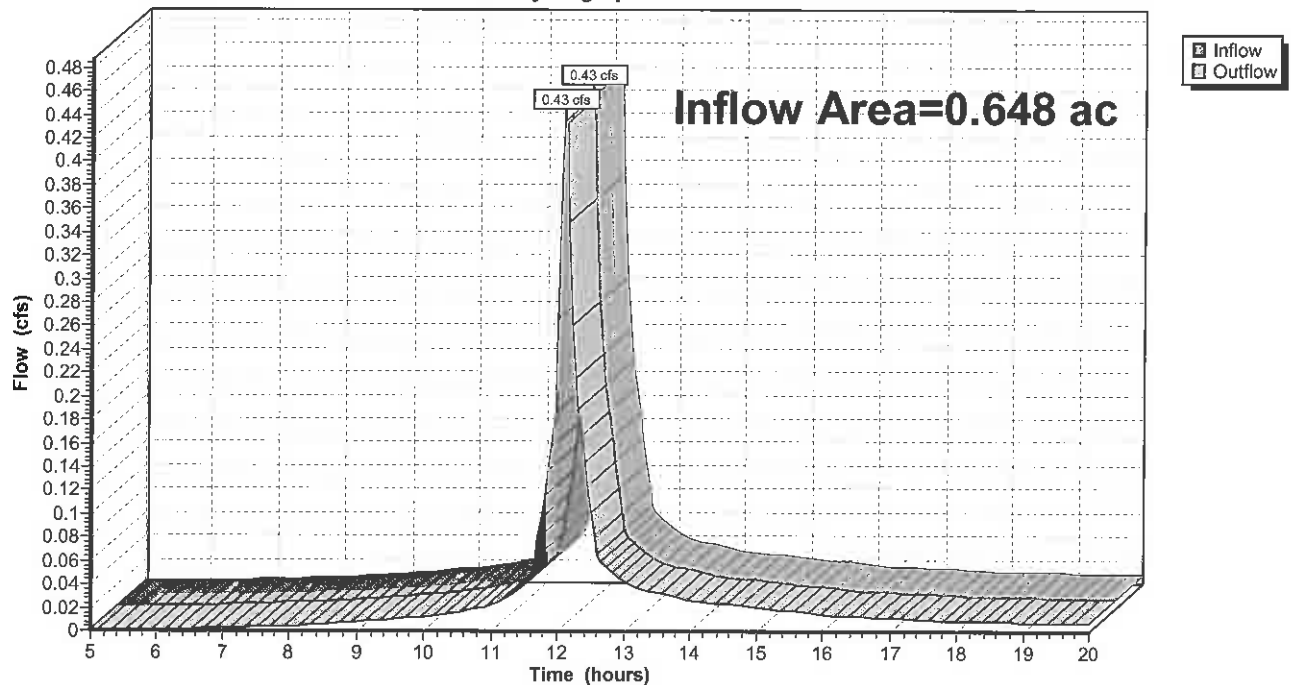
Inflow = 0.43 cfs @ 12.09 hrs, Volume= 0.031 af

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

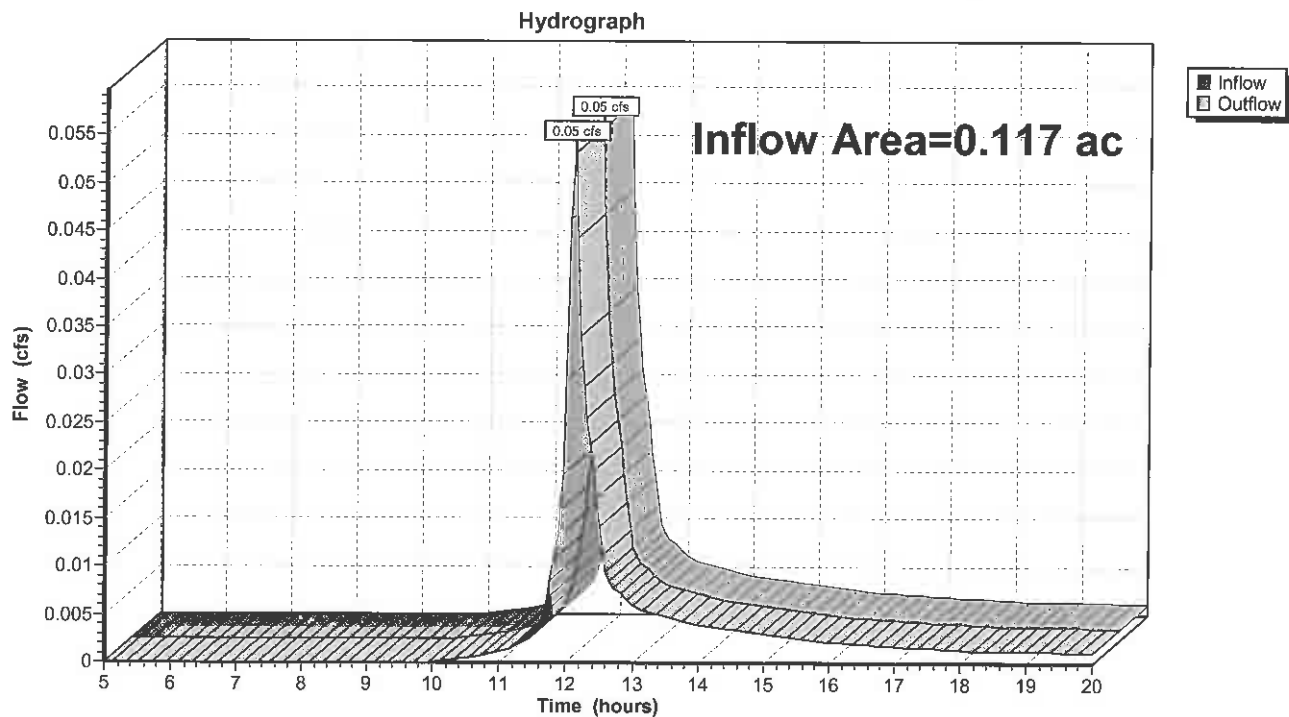


Summary for Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B

[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

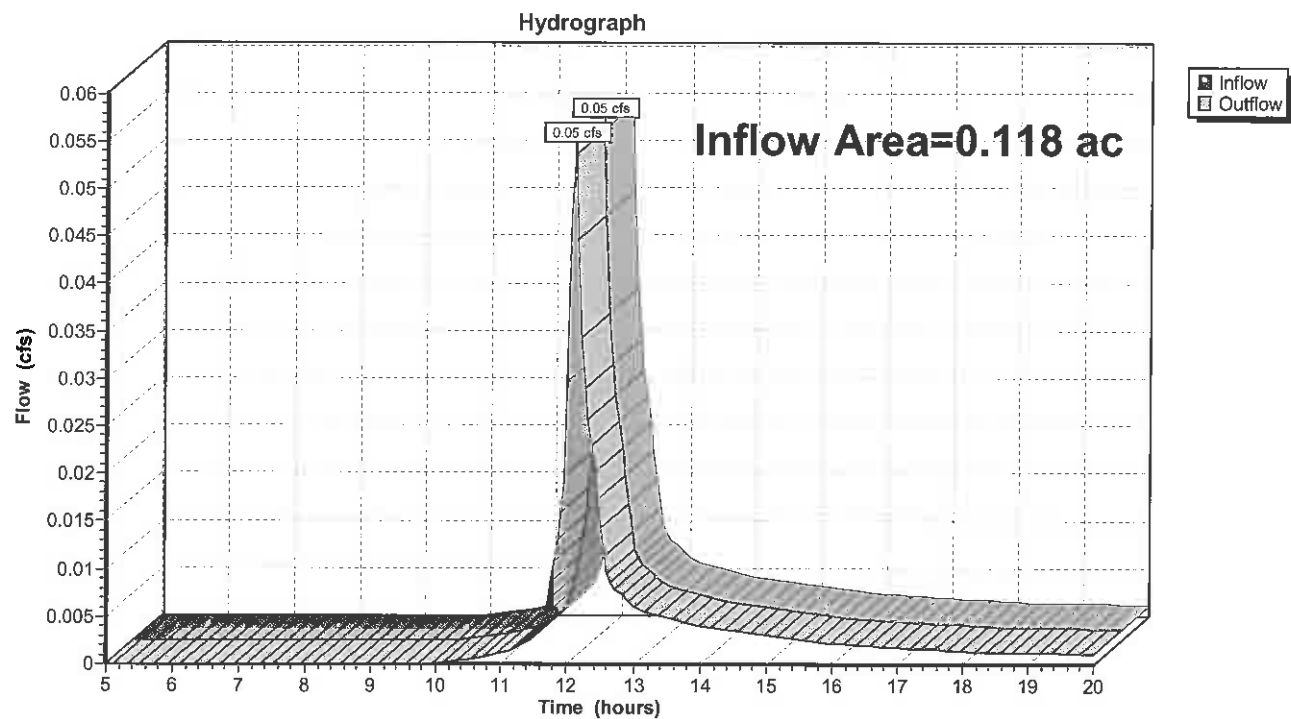
Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B

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

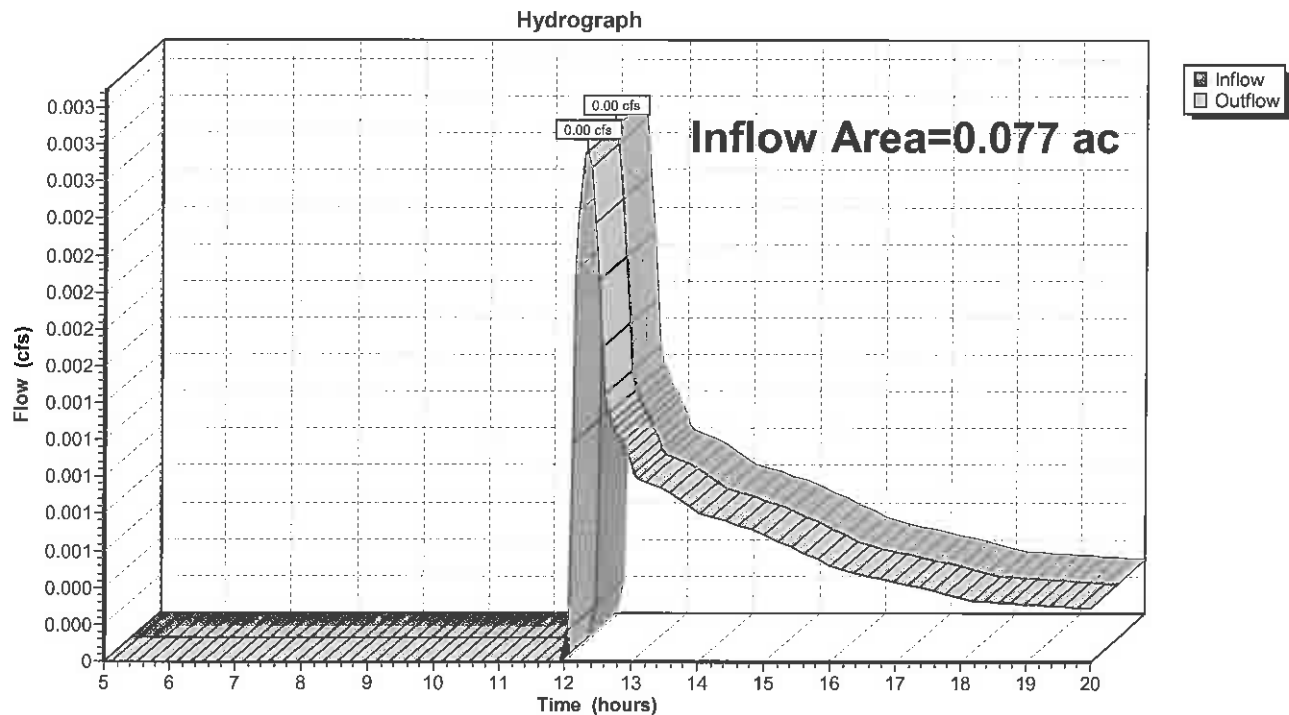
Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C

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

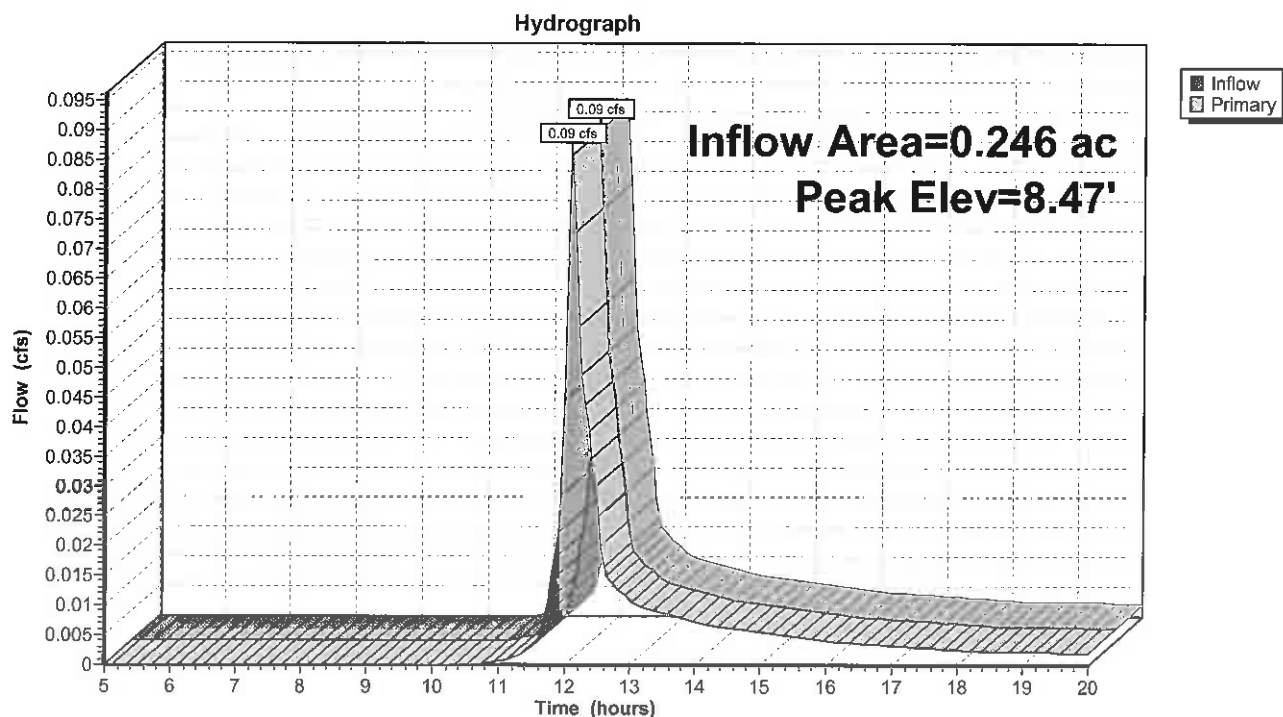
Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

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

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

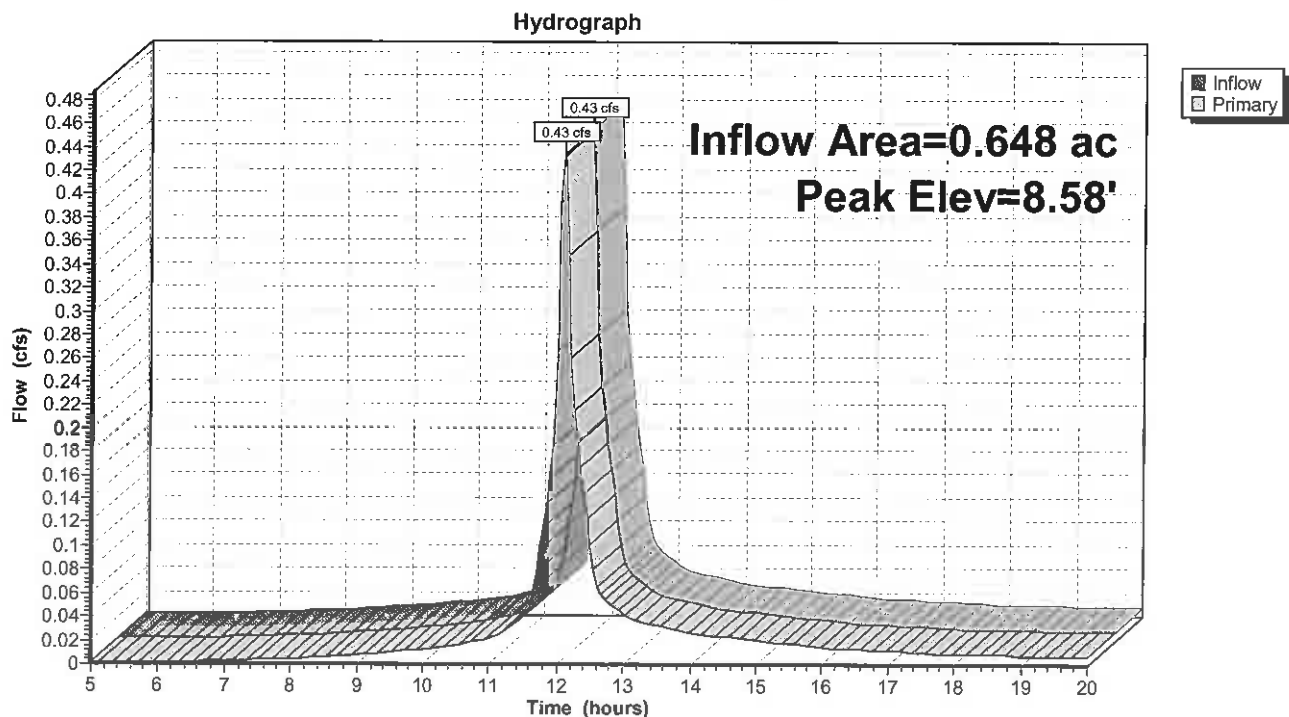
Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

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

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Type III 24-hr 1.6 inch Rainfall=1.60"

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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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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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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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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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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

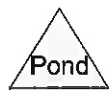
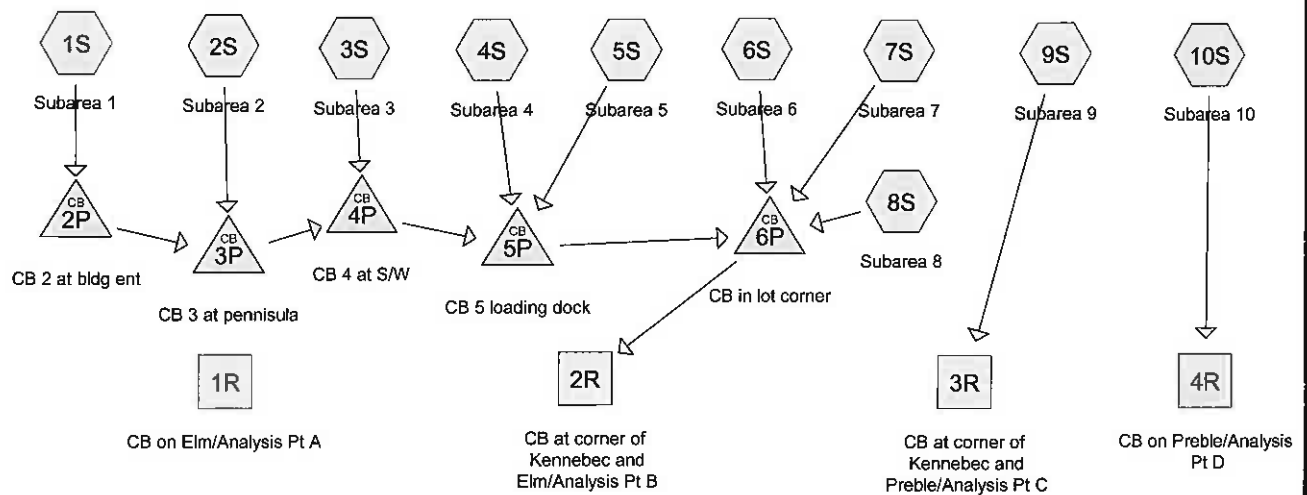
Subcatchment 1S: Subarea 1	Runoff Area=0.246 ac 54.88% Impervious Runoff Depth>5.22" Tc=6.0 min CN=90 Runoff=1.47 cfs 0.107 af
Subcatchment 2S: Subarea 2	Runoff Area=0.237 ac 100.00% Impervious Runoff Depth>5.97" Tc=6.0 min CN=98 Runoff=1.52 cfs 0.118 af
Subcatchment 3S: Subarea 3	Runoff Area=0.165 ac 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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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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Pond 4P: CB 4 at S/WPeak 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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Summary for Subcatchment 1S: Subarea 1

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

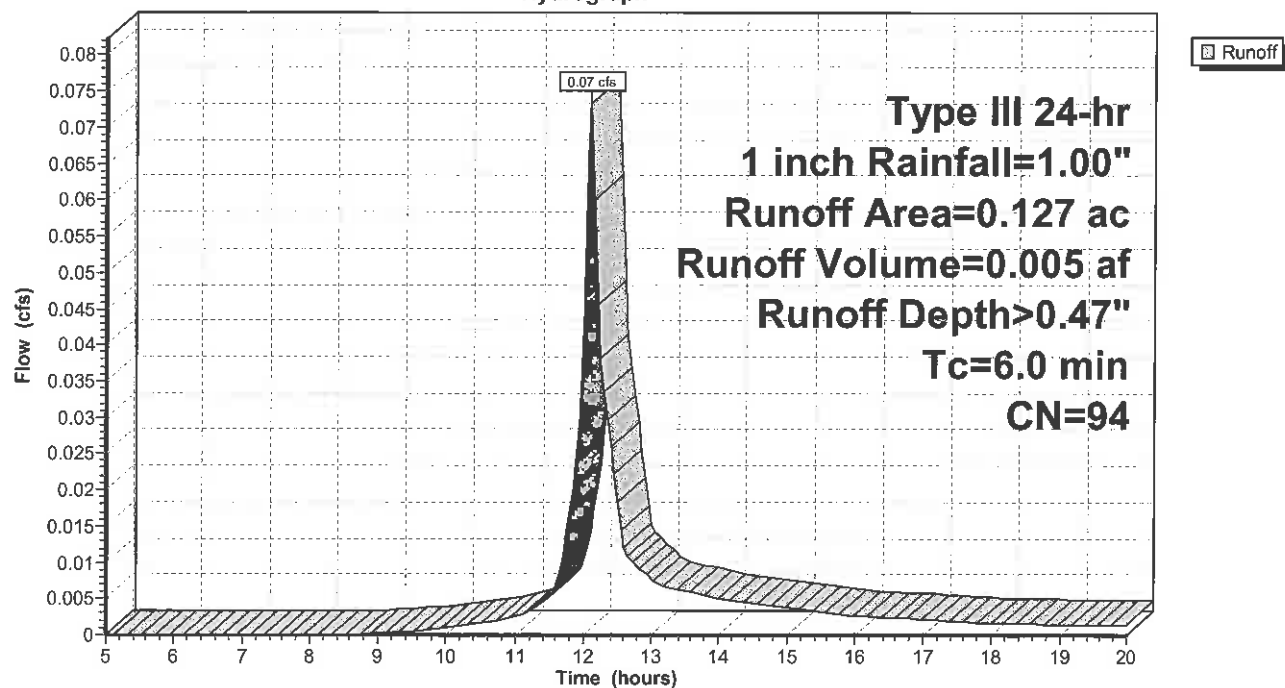
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

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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Summary for Subcatchment 2S: Subarea 2

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

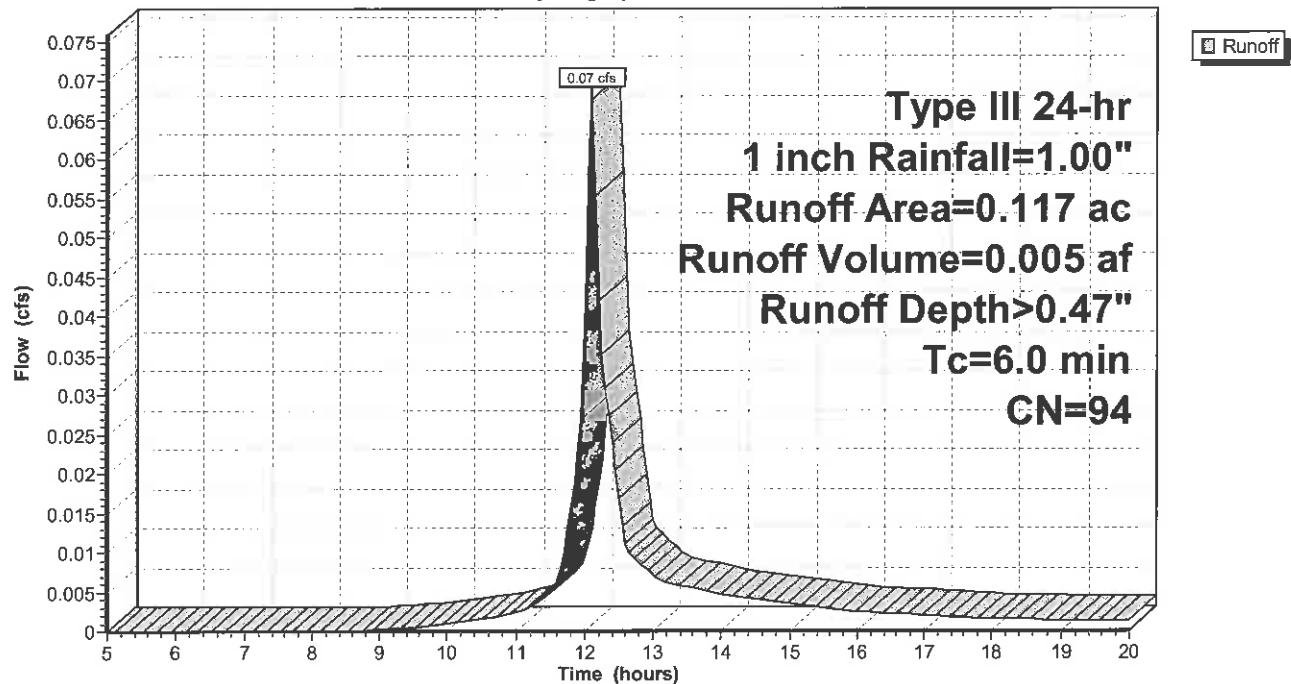
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

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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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

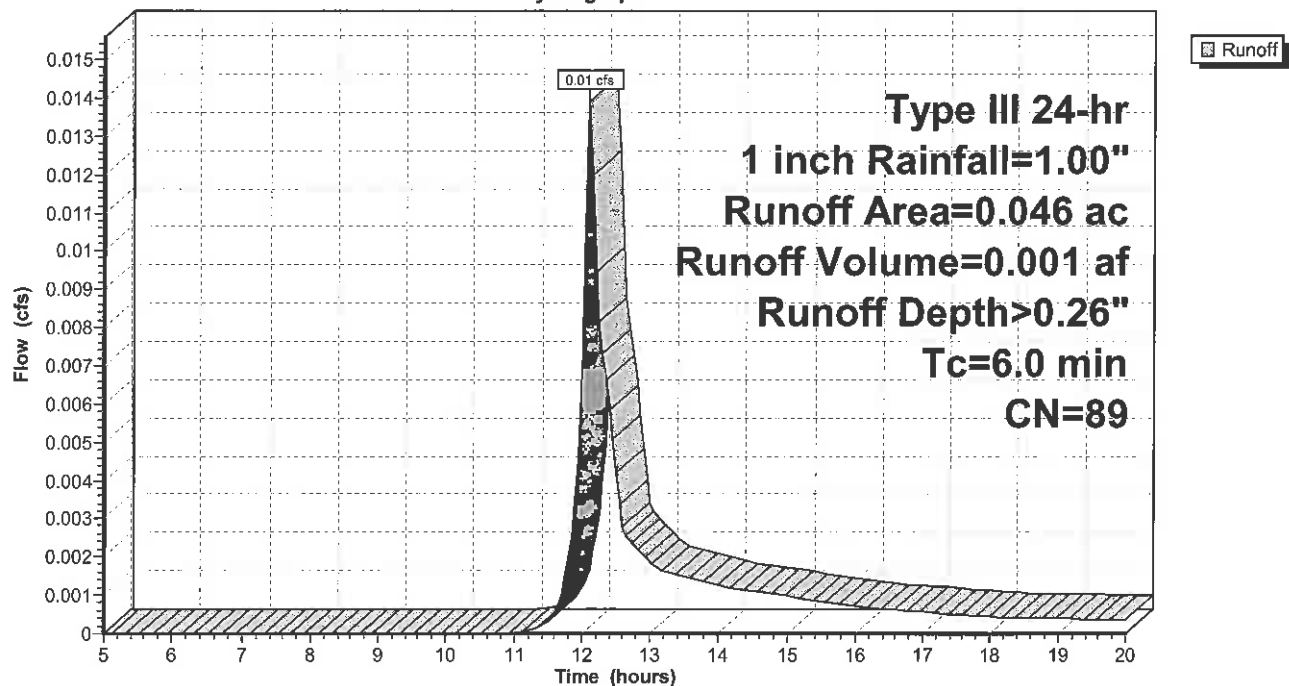
Type III 24-hr 1 inch Rainfall=1.00"

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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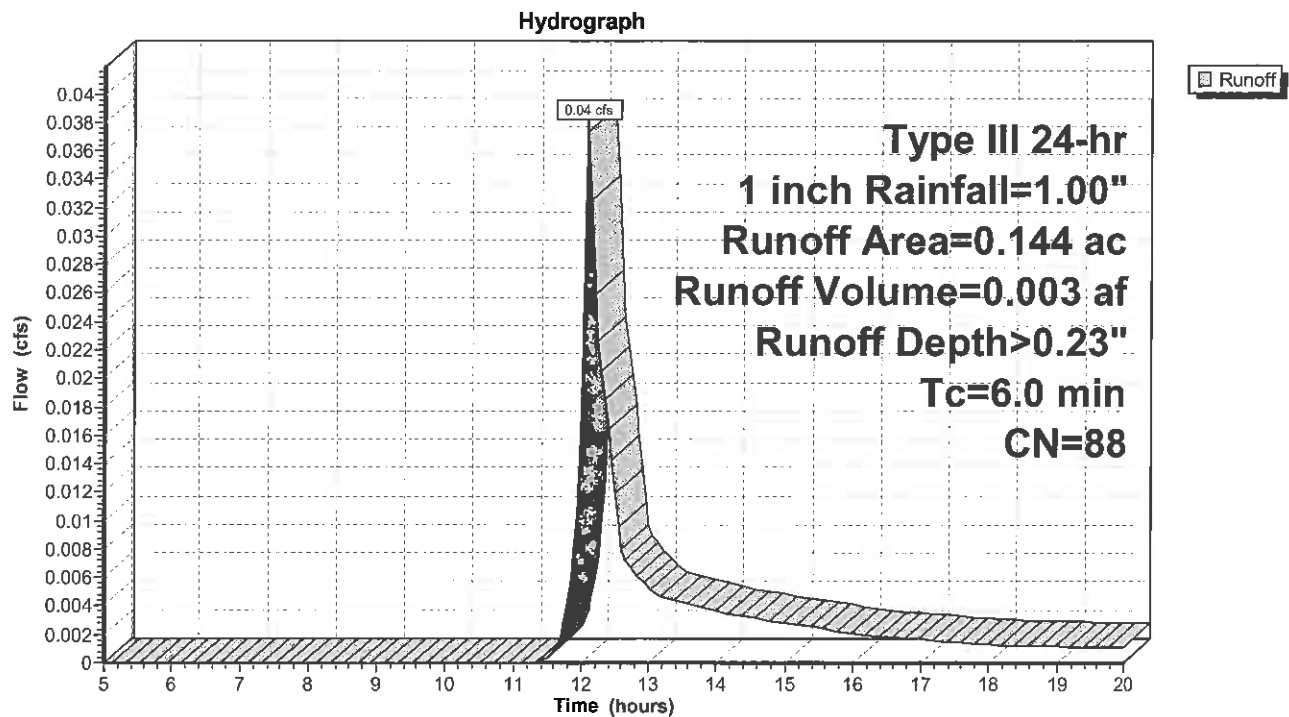
Summary for Subcatchment 4S: Subarea 4

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

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Summary for Subcatchment 5S: Subarea 5

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

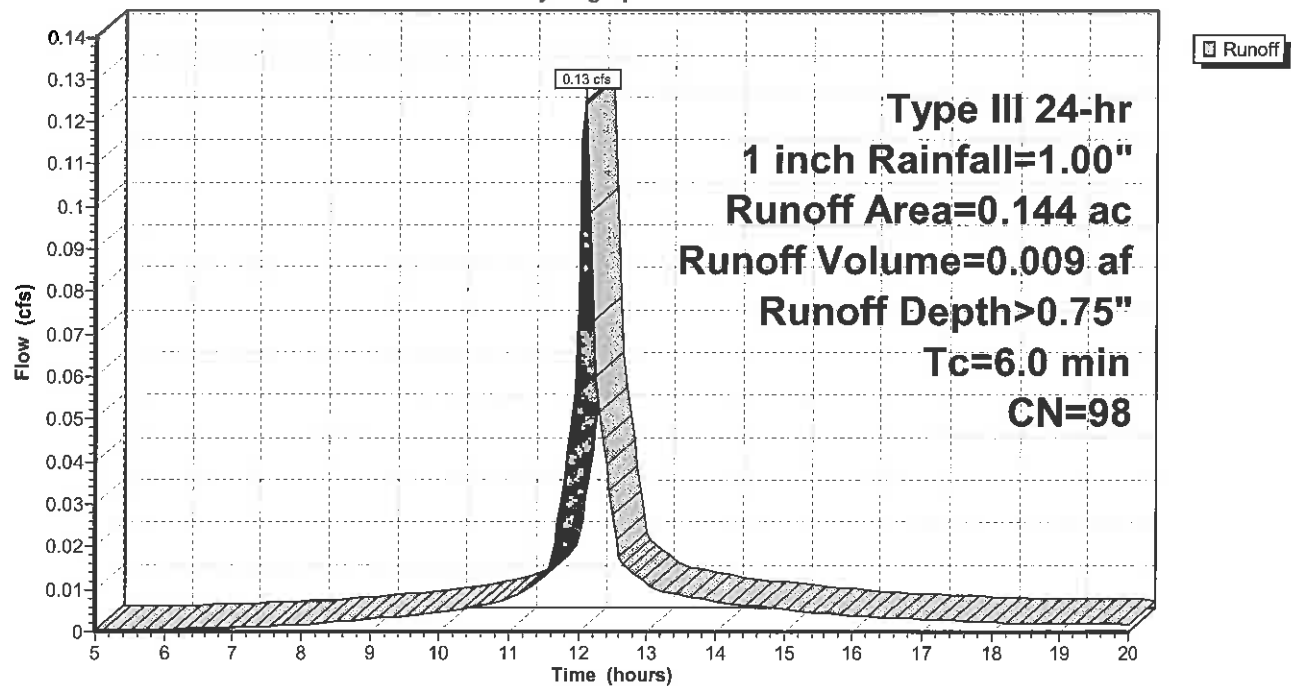
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

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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Summary for Subcatchment 6S: Subarea 6

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

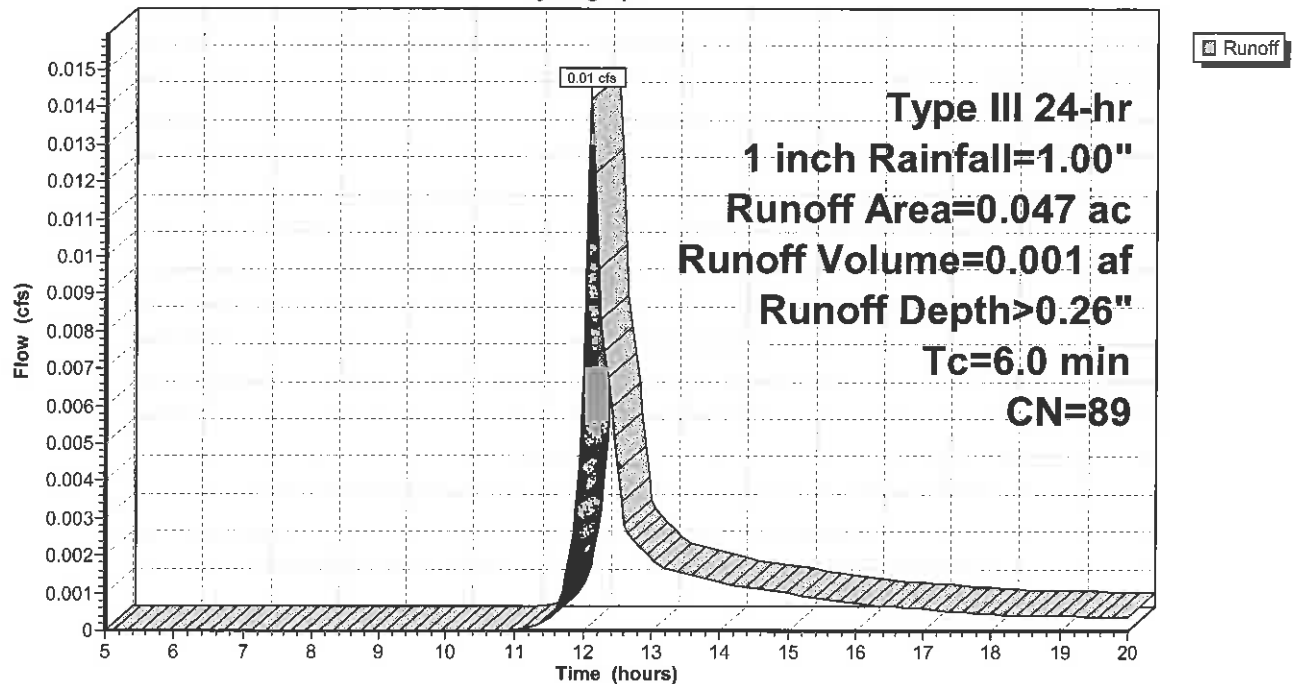
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 1 inch Rainfall=1.00"

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

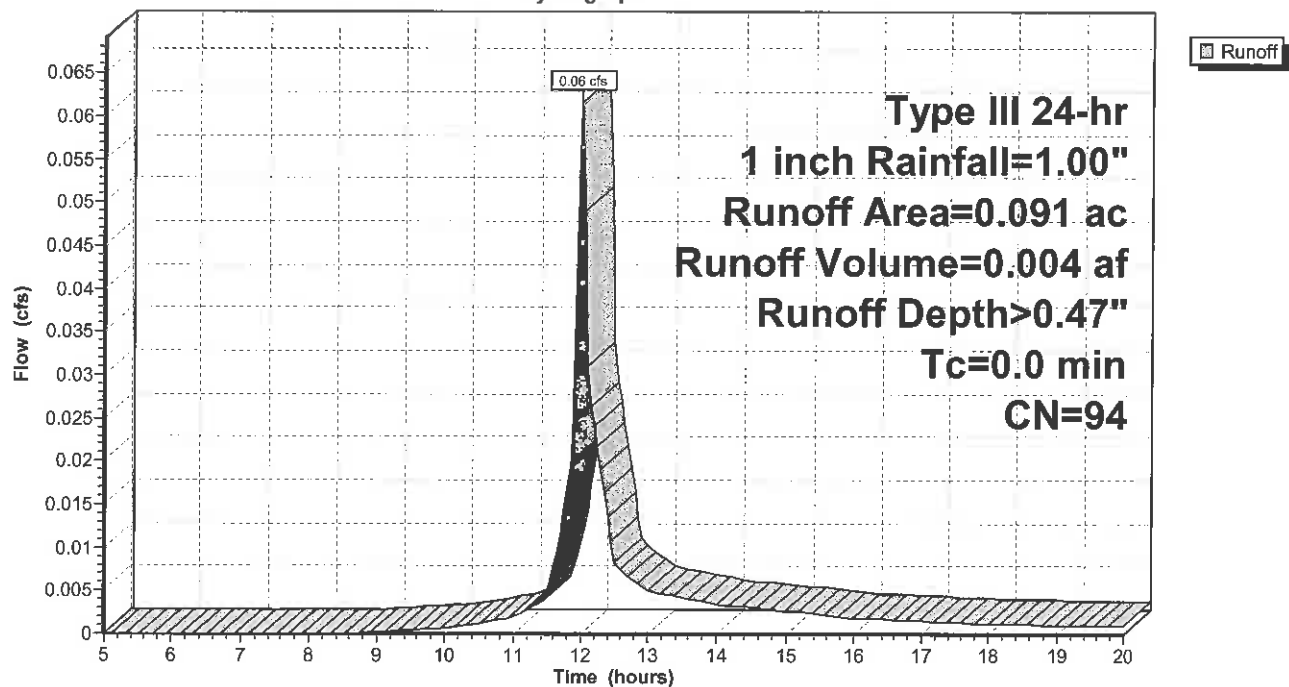
Runoff = 0.06 cfs @ 12.00 hrs, Volume= 0.004 af, Depth> 0.47"

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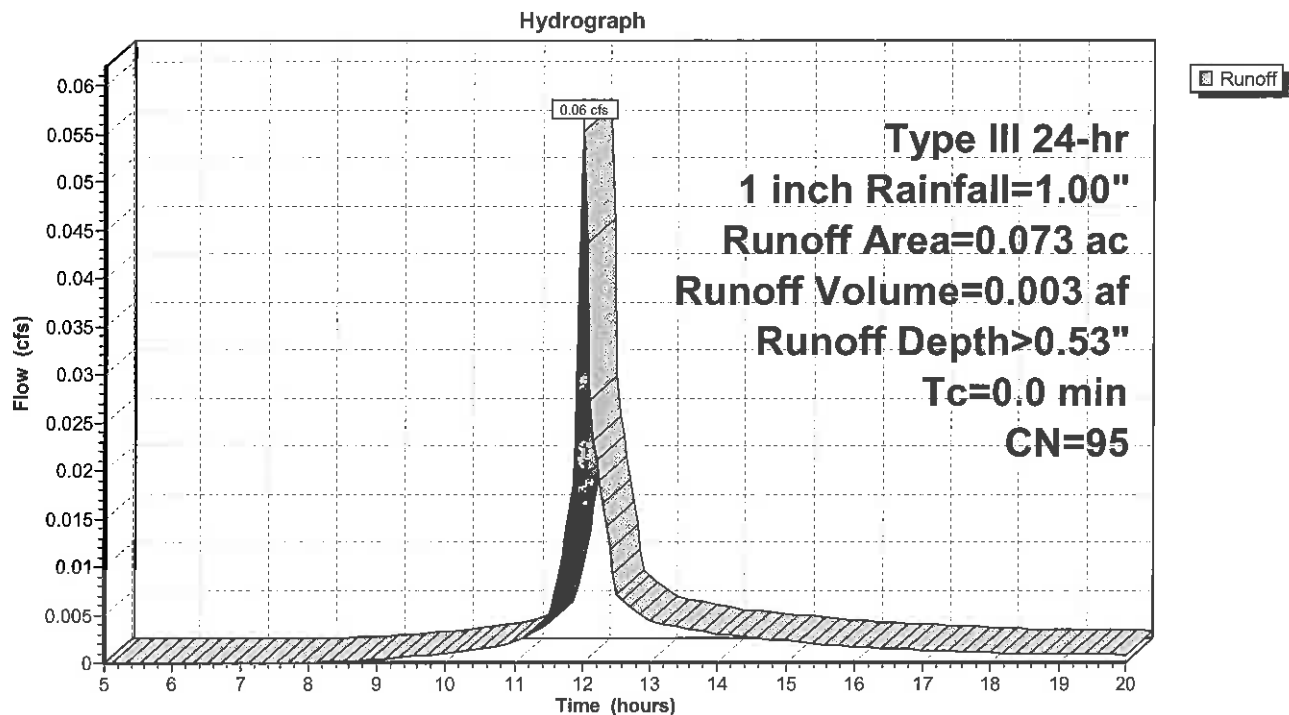
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Summary for Subcatchment 8S: Subarea 8[46] Hint: $T_c=0$ (Instant runoff peak depends on dt)

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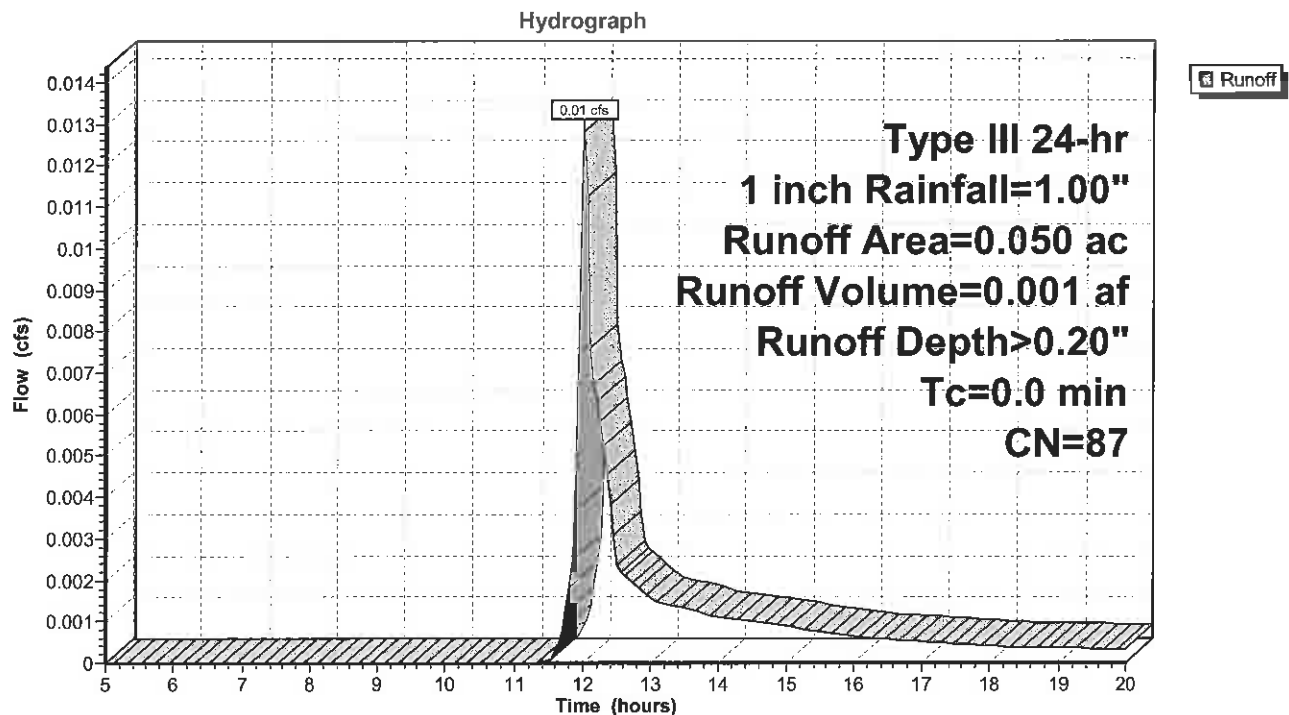
Summary for Subcatchment 9S: Subarea 9[46] Hint: $T_c=0$ (Instant runoff peak depends on dt)

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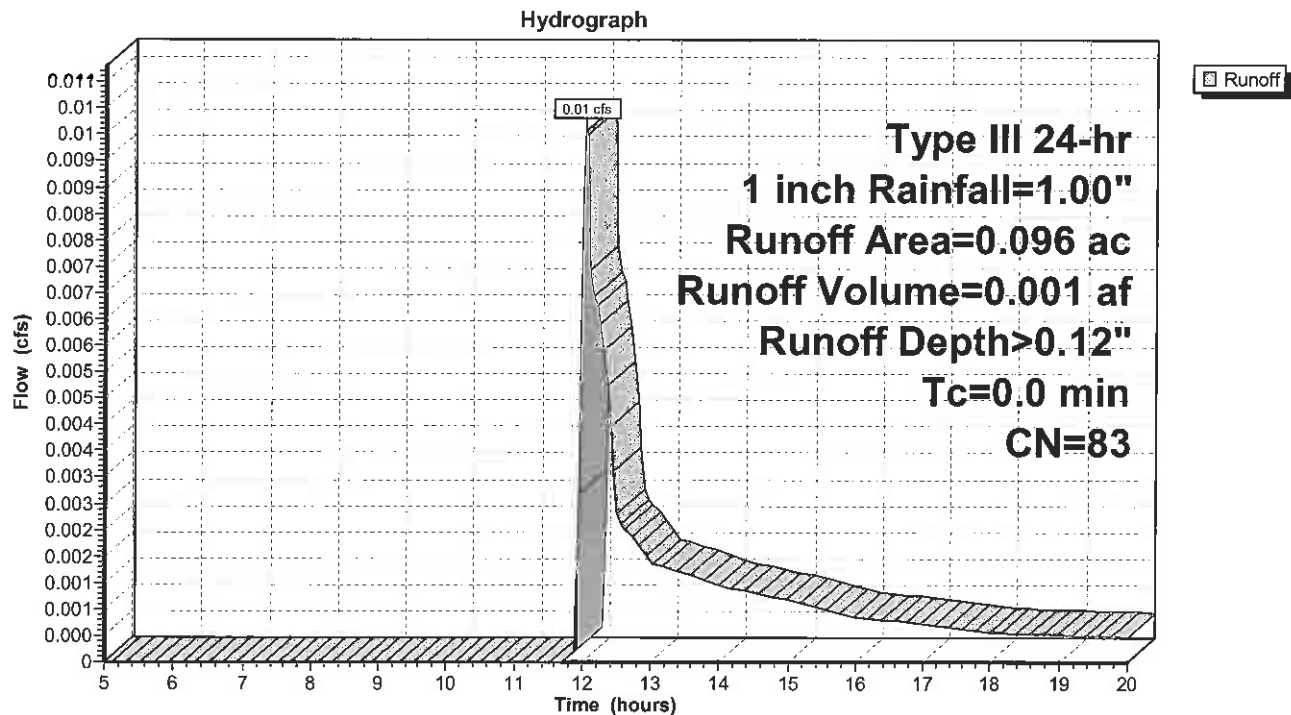
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Summary for Subcatchment 10S: Subarea 10[46] Hint: $T_c=0$ (Instant runoff peak depends on dt)

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

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

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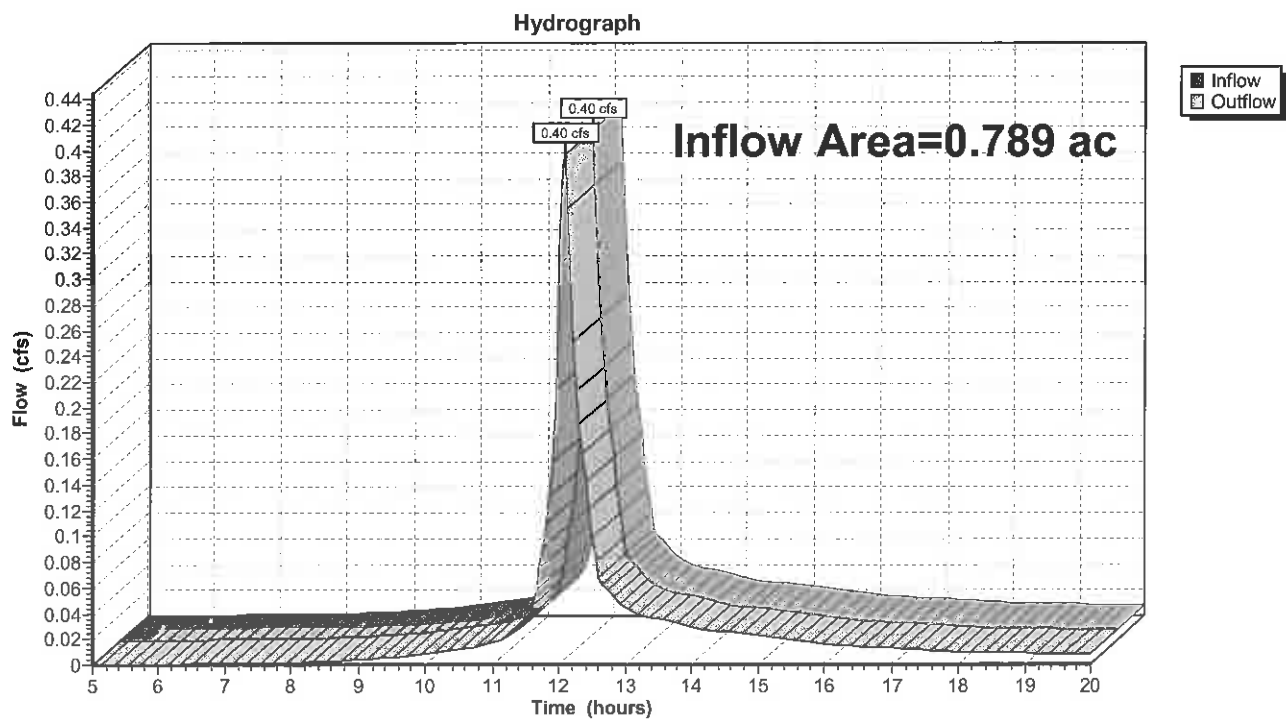
Summary for Reach 2R: CB at corner of Kennebec and Elm/Analysis Pt B

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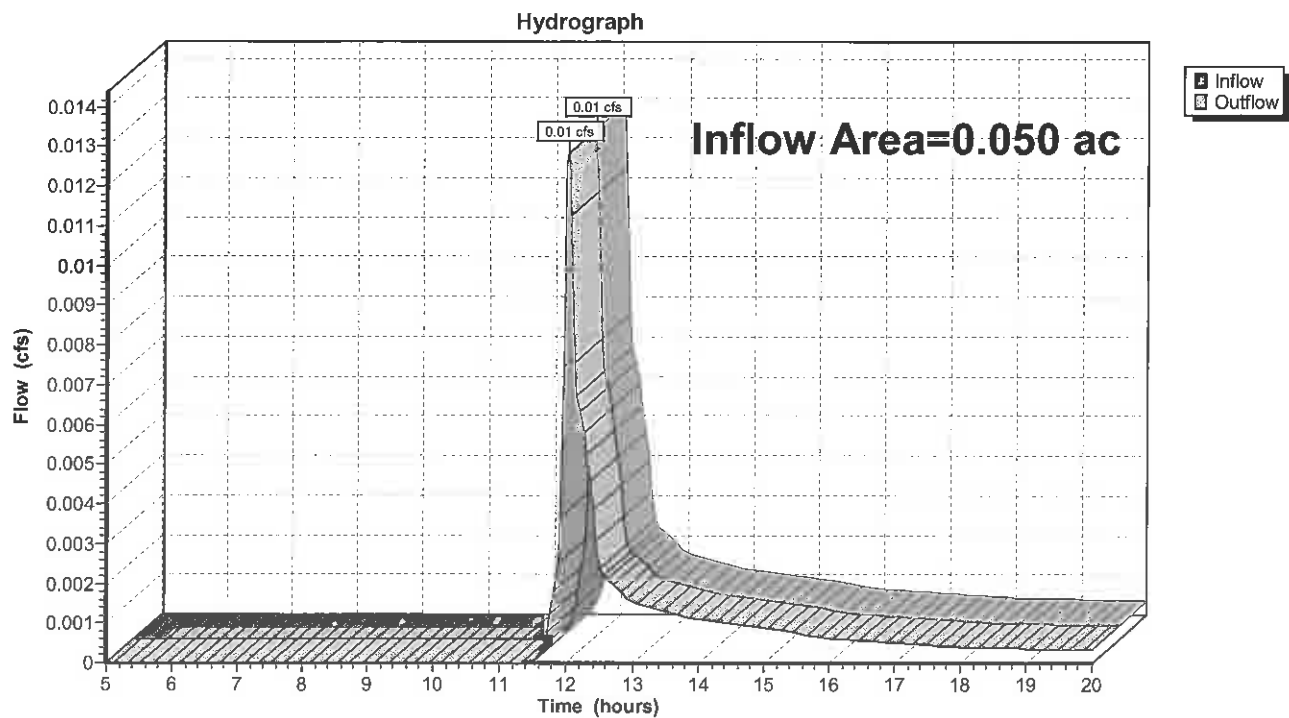
Summary for Reach 3R: CB at corner of Kennebec and Preble/Analysis Pt C

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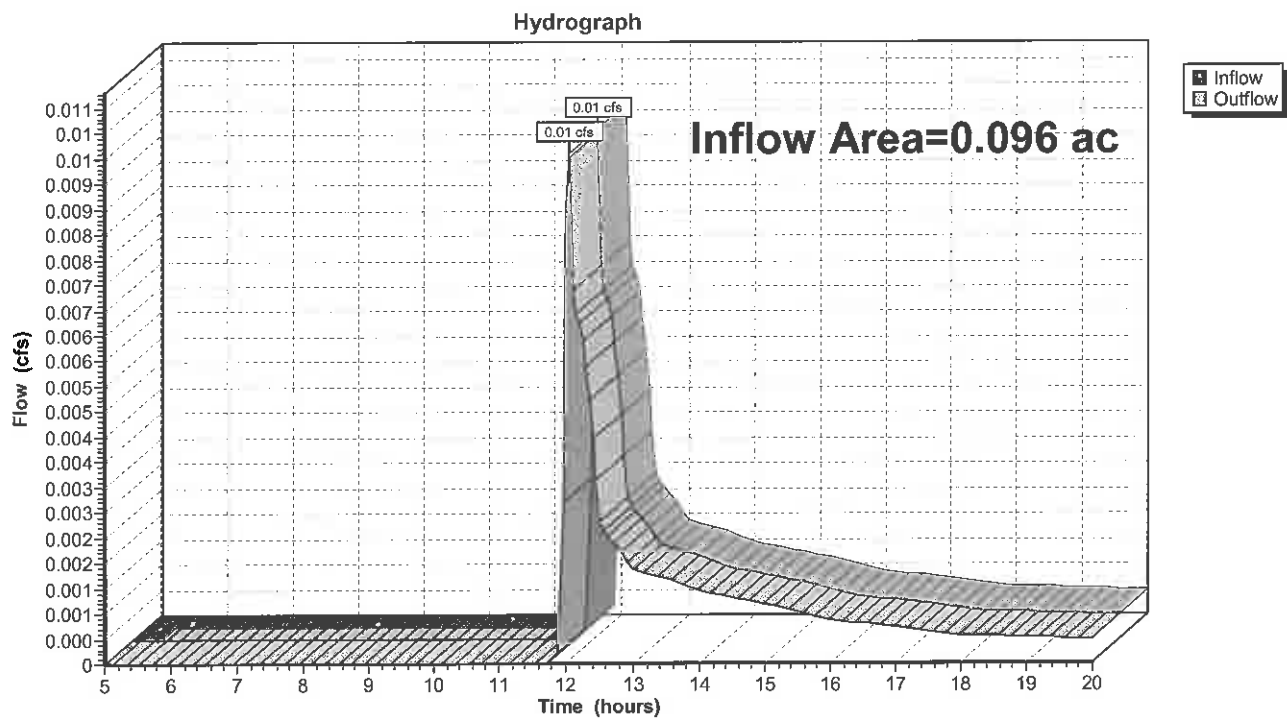
Summary for Reach 4R: CB on Preble/Analysis Pt D

[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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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

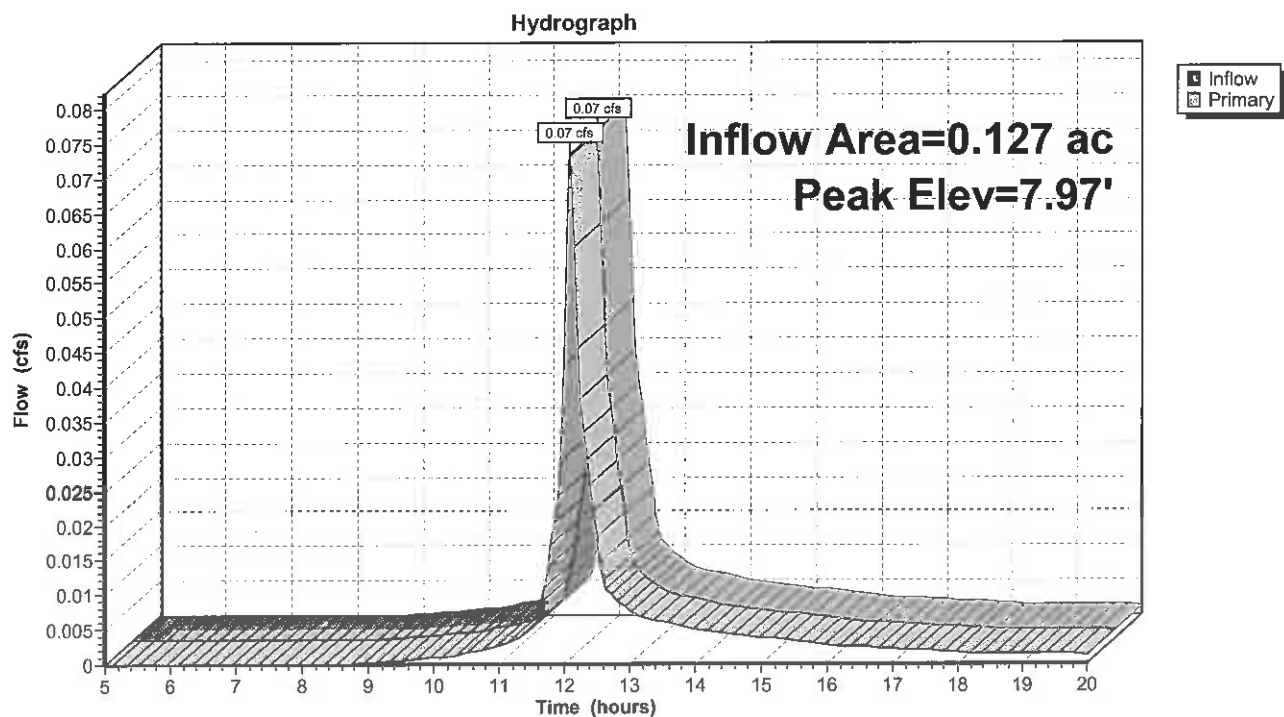
Peak Elev= 7.97' @ 12.09 hrs

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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Type III 24-hr 1 inch Rainfall=1.00"

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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

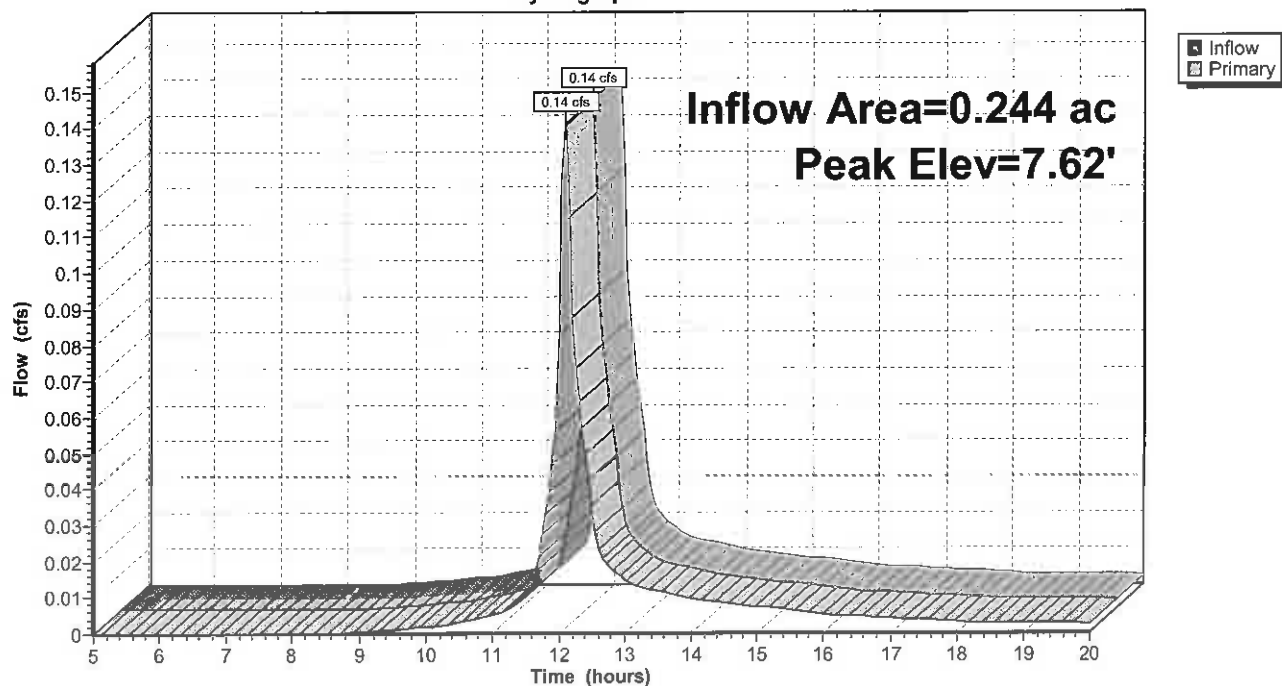
Device	Routing	Invert	Outlet Devices
#1	Primary	7.44'	12.0" Vert. Orifice/Grate C= 0.600

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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Type III 24-hr 1 inch Rainfall=1.00"

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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

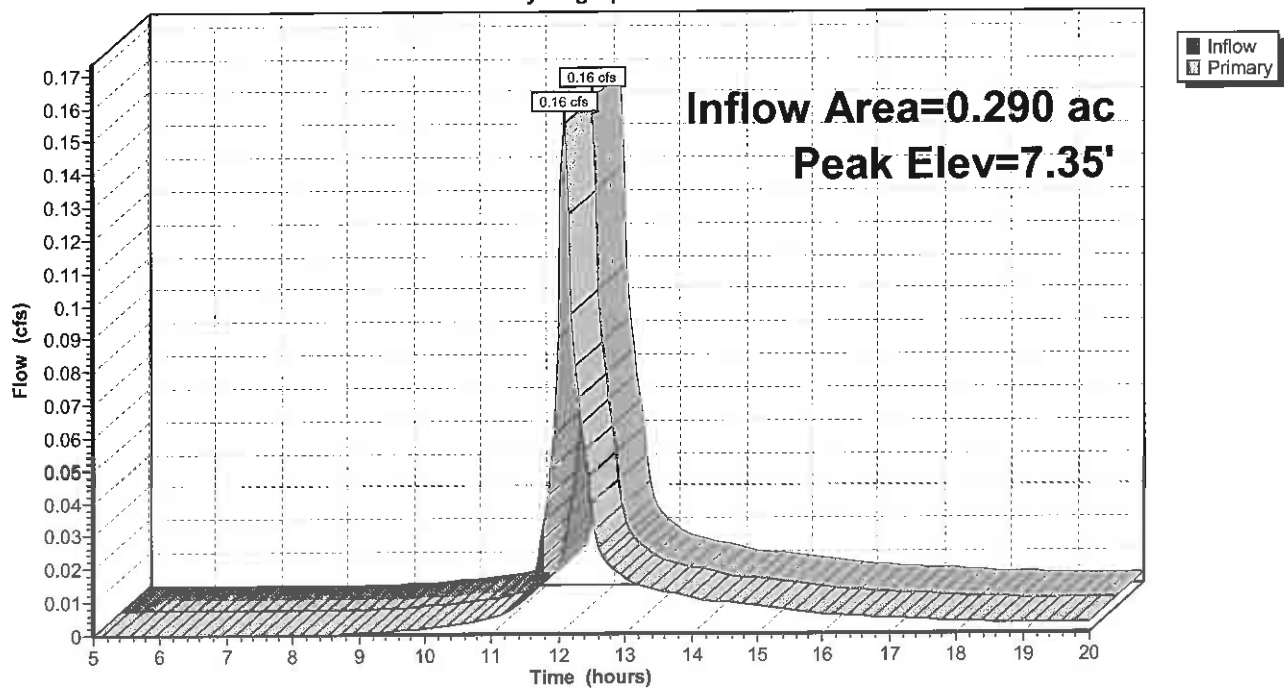
Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 7.35' @ 12.09 hrs

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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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

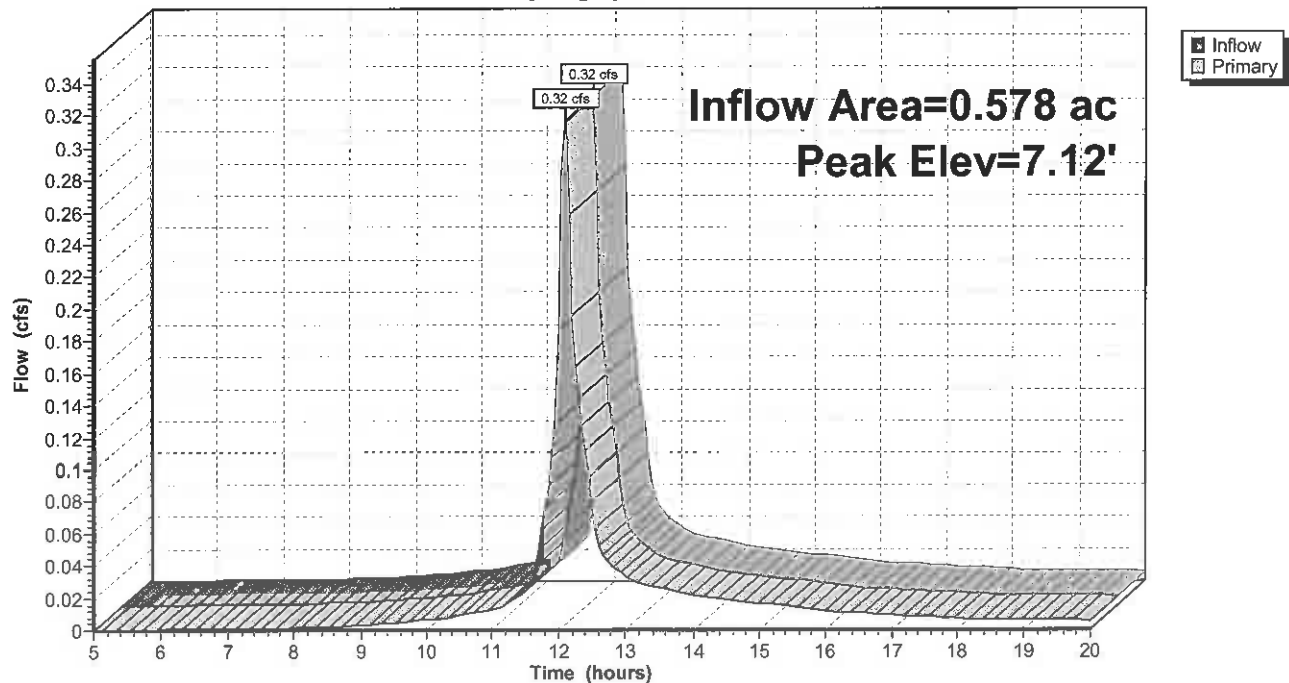
Device	Routing	Invert	Outlet Devices
#1	Primary	6.84'	12.0" Vert. Orifice/Grate C= 0.600

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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Summary for Pond 6P: CB in lot corner

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

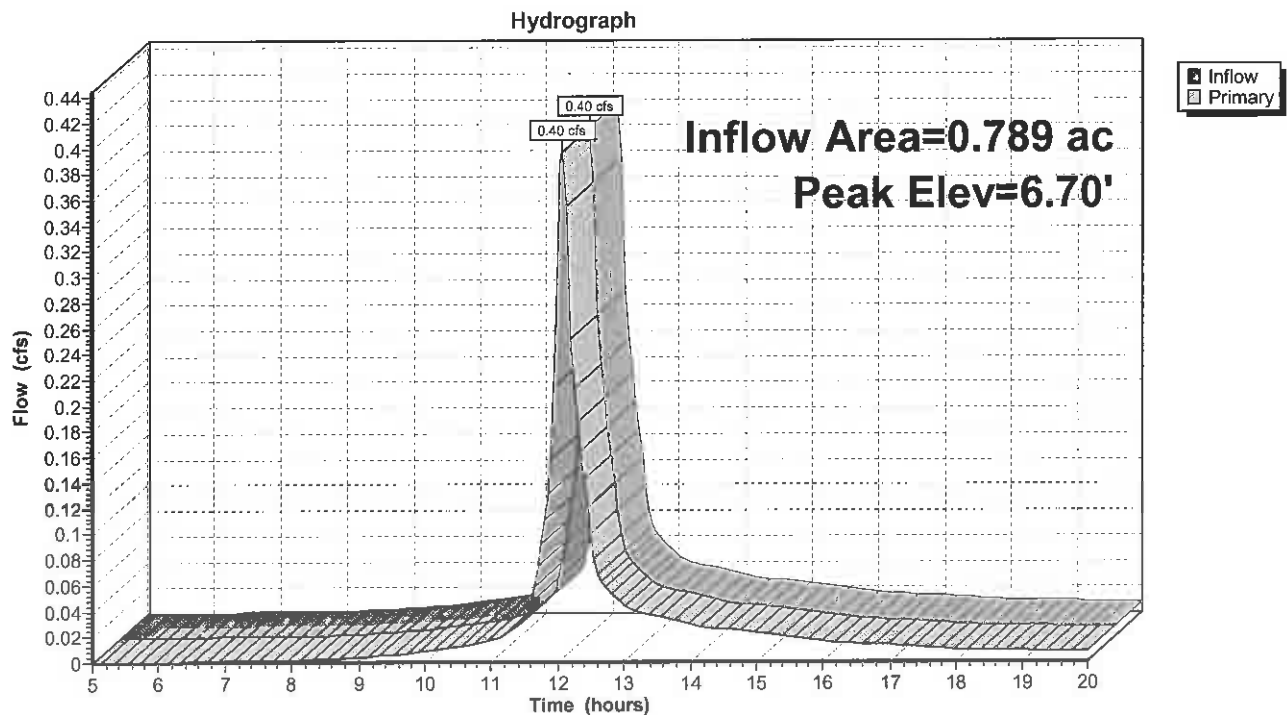
Inflow Area = 0.789 ac, 65.65% Impervious, Inflow Depth > 0.46" for 1 inch event
Inflow = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af
Outflow = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af, Atten= 0%, Lag= 0.0 min
Primary = 0.40 cfs @ 12.08 hrs, Volume= 0.030 af

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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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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Type III 24-hr 1.6 inch Rainfall=1.60"

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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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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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Pre-Development
Type III 24-hr 2 year Rainfall=3.00"

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Pond 4P: CB 4 at S/WPeak 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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Pre-Development
Type III 24-hr 10 year Rainfall=4.70"

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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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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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Pre-Development
Type III 24-hr 25 year Rainfall=5.50"

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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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Pond 4P: CB 4 at S/W

Peak 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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Pre-Development
Type III 24-hr 100 year Rainfall=6.70"

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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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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:

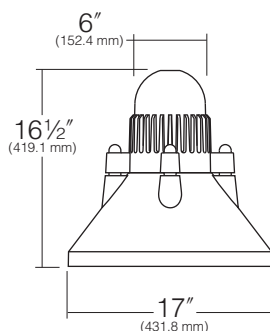
| | | |
Mtg Fixture Electrical Module Finish Options
| | | |
See page 2 See page 3-4 Pole & Arm*

*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.



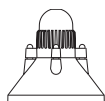
U.S. Patent D430,687

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.

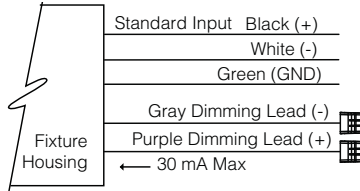
Type:

Job:

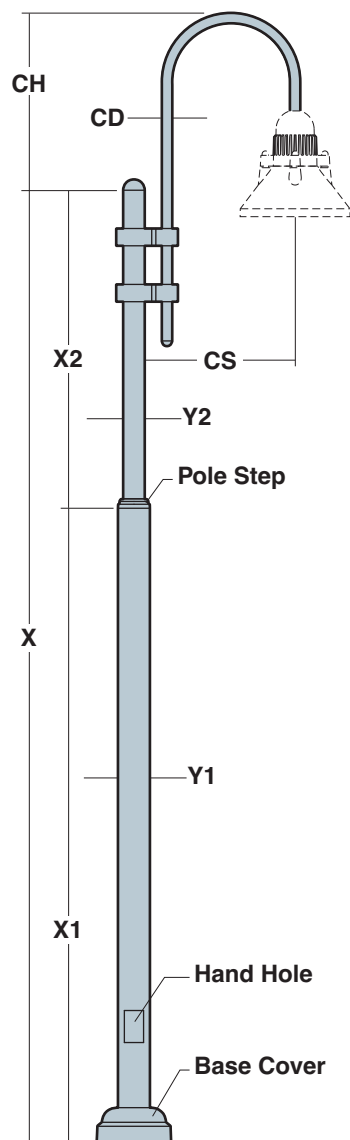
Page: 2 of 6



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 Color² 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)



2 Mounting Arrangements:

Pole Cat. No. and Mounting	Finish	Option
HSAS10-534188B /	DB /	DR
1-2	3	4

For RA17 Luminaires only

Pole Catalog Number						Wall Thickness	Bolt Circle Dia.	CH / Crook Height	CS / Crook Spacing	CD / Crook Dia.	Anchor Bolt Projection	Anchor Bolts	Base Cover Dia.	Conduit Opening Dia.	90	100	110	120	130	140	150
	X	X1	X2	Y1	Y2																
HSAS10-534188	10'	6.5'	3.5'	5'	3.4"	.188"	8½"	26"	25"	1⅝"	3.2"	¾"x15"+3"	12"	3"	25.7	23.5	19.1	15.8	13.2	11.2	9.5
HSAS12-534188	12'	8'	4'	5'	3.4"	.188"	8½"	26"	25"	1⅝"	3.2"	¾"x15"+3"	12"	3"	20.6	18.8	15.2	12.5	10.3	8.7	7.3
HSAS14-534188	14'	9.3'	4.7'	5'	3.4"	.188"	8½"	26"	25"	1⅝"	3.2"	¾"x15"+3"	12"	3"	16.9	15.3	12.3	10.0	8.2	6.8	5.7
HSAS16-534188	16'	10.5'	5.5'	5'	3.4"	.188"	8½"	26"	25"	1⅝"	3.2"	¾"x30"+4"	12"	3"	14.1	12.7	10.0	8.1	6.5	5.3	4.4
HSAS20-534188	19.5'	13'	6.4'	5'	3.4"	.188"	8½"	26"	25"	1⅝"	3.2"	¾"x30"+4"	12"	3"	9.6	8.6	6.6	5.1	4.0	3.1	2.4

For RA25 Luminaires only

Pole Catalog Number						Wall Thickness	Bolt Circle Dia.	CH / Crook Height	CS / Crook Spacing	CD / Crook Dia.	Anchor Bolt Projection	Anchor Bolts	Base Cover Dia.	Conduit Opening Dia.	90	100	110	120	130	140	150
	X	X1	X2	Y1	Y2																
HSAS20-64188	19.5'	13'	6.4'	6"	4"	188"	10½"	37"	36"	2⅜"	3.2"	¾"x30"+4"	14"	5"	15.2	13.9	11.0	8.7	7.1	5.9	4.9
HSAS25-64188	25'	16.7'	8.3'	6"	4"	188"	10½"	37"	36"	2⅜"	3.2"	¾"x30"+4"	14"	5"	9.5	8.6	6.5	4.9	3.7	2.9	2.3
HSAS25-64250	25'	16.7'	8.3'	6"	4"	250" ¹	10½"	37"	36"	2⅜"	3.2"	¾"x30"+4"	14"	5"	13.9	12.7	9.8	7.6	6.1	5.0	4.1
HSAS30-64250	30'	20'	10'	6"	4"	250" ¹	10½"	37"	36"	2⅜"	3.2"	¾"x30"+4"	14"	5"	9.3	8.4	6.2	4.5	3.4	2.6	2.0
HSAS30-64400	30'	20'	10'	6"	4"	400" ²	10½"	37"	36"	2⅜"	3.2"	¾"x30"+4"	14"	5"	14.7	13.3	10.1	7.9	6.2	5.0	4.1

NOTE: All allowable pole and fixture EPAs (Effective Projected Area, which is Fixture Area x Drag Factor) are derived from the AASHTO standard (American Association of State Highway and Transportation Officials). Responsibility lies with the specifier for correct pole selection based on local codes and standards for the job location (See page 28).

¹ Thickness at **Y1** section, **Y2** section is .188".

²Pole reinforced, to 40" above base, to .400", remaining **Y1** section is .250", **Y2** section is .188".

Arm assemblies are included.

Plan View:



Mounting Cat. No.:

EPA: RA17
RA25

A

0.8
1.5

B

1.6
3.0

Y

2.4
4.5

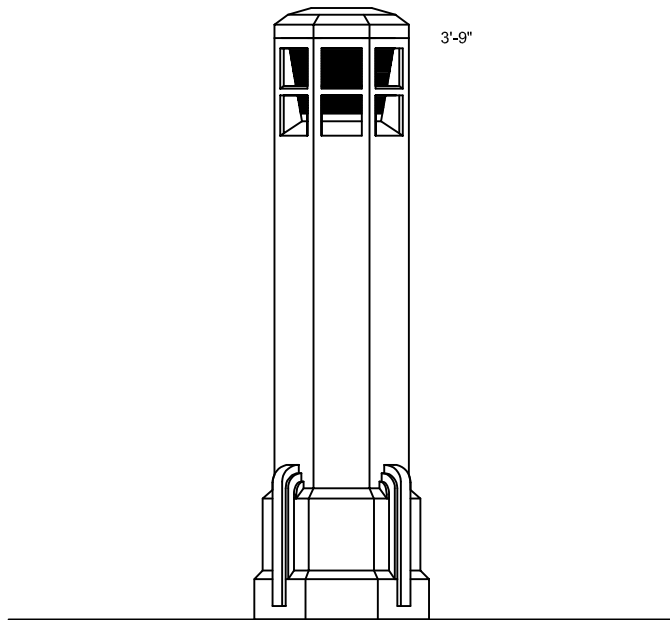
C

2.8
5.2

***NOTE: ALLOWABLE POLE EPA** for jobsite wind conditions must be equal to or greater than fixture mount EPA.

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

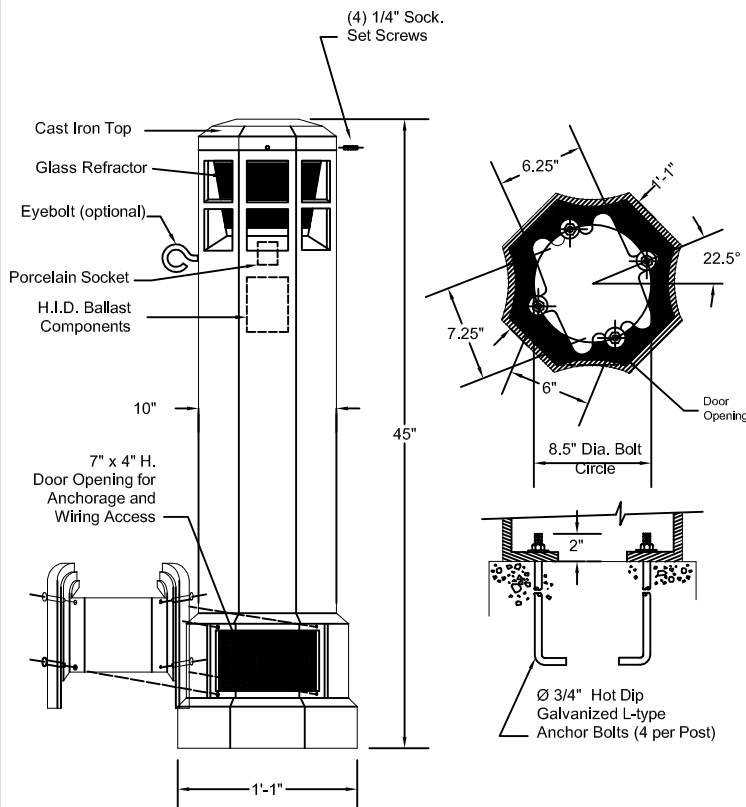
Optional Equipment

- ☐ **-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)

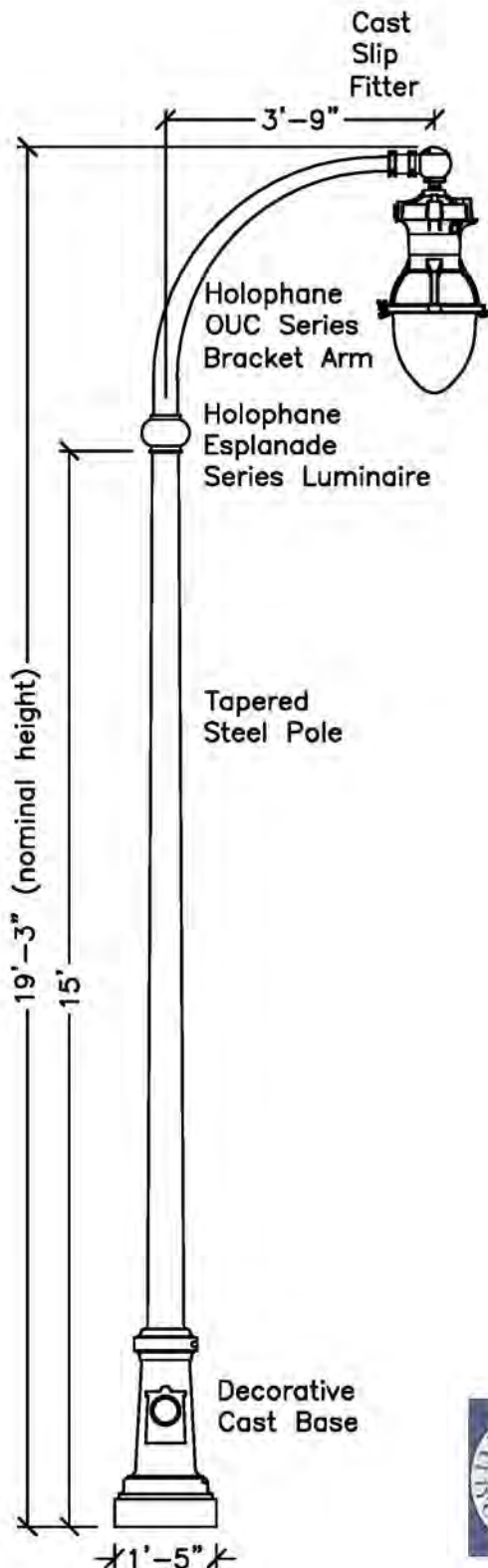
Light Source

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



HOLOPHANE® An Acuity Brands Company
LEADER IN LIGHTING SOLUTIONS 214 OAKWOOD AVENUE • NEWARK, OHIO 43055



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:

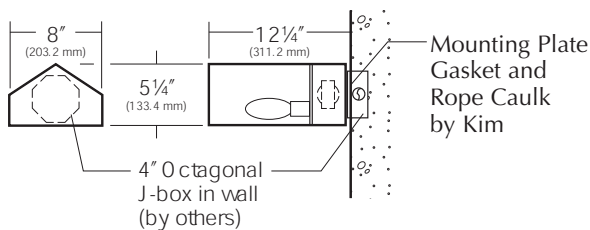
SW3 / / /
Fixture Electrical Module Finish Option
See page 2

Date:
Page: 1 of 2

Specifications

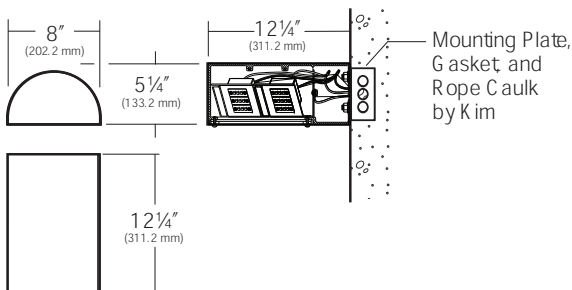
SW3 Model

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

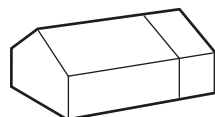
²Dark Sky Legislation Compliant

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE

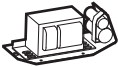
Type:

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.
--	--

Type:
Job:

Approvals:

Fixture Catalog number:

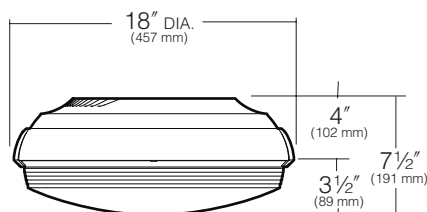
/	/	/	
Fixture	Current	Electrical Module	Optional Features
	See page 2	See page 2	See page 3-4

Date:
Page: 1 of 5

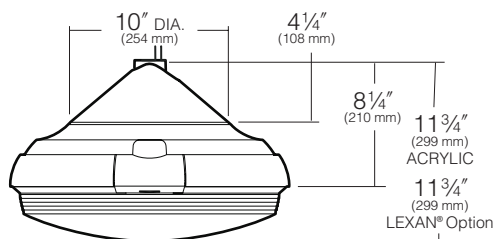
Specifications

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.

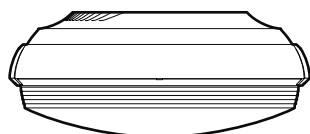
Warranty: Kim Lighting warrants PGL7 LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light 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

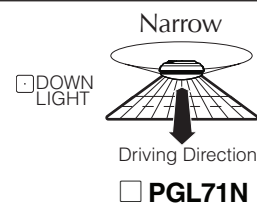
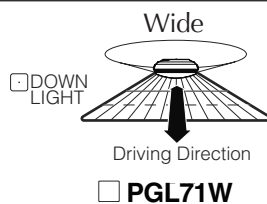
Cat. No. designates **PGL** fixture with Wide or Narrow optical distribution

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

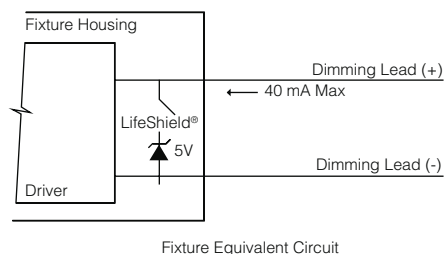
Cat. Nos. for Electrical Modules available:

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

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
See page 2		Options See pages 3-4

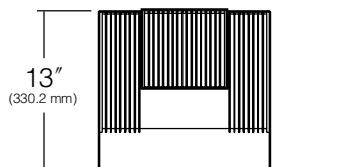
Approvals:

Date:
Page: 1 of 4

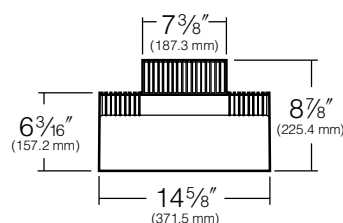
Specifications

WD14-LED

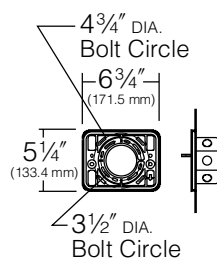
60 Light Emitting Diodes
Total Max System Watts = 65W
Maximum Weight = 26 lbs.



TOP

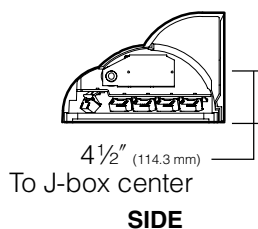


FRONT



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

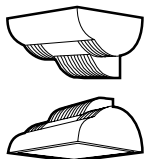
¹Suitable for wet locations.

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.

Type:

Job:

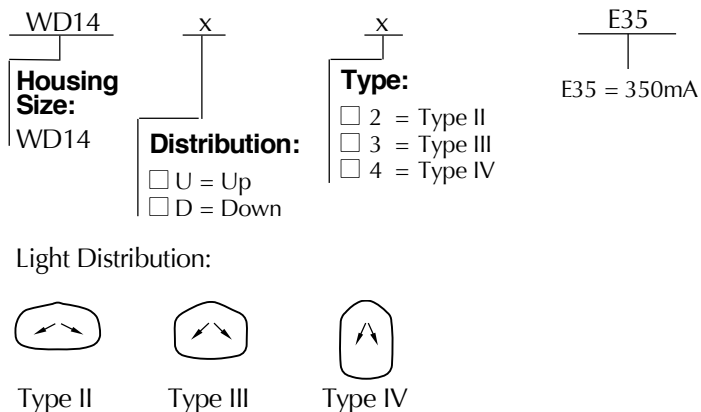
Page: 2 of 4



Standard Features

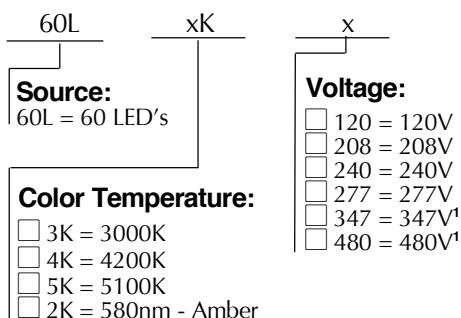
Fixture

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.

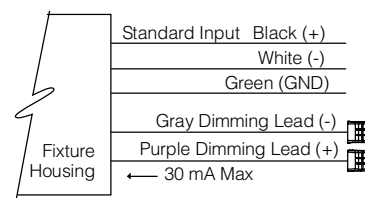


EXHIBIT 16
CONSTRUCTION MANAGEMENT PLAN

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**

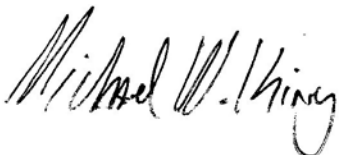
Dear Shukria and Board Members:

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

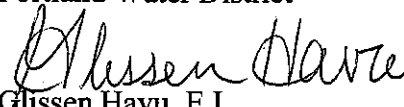
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing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

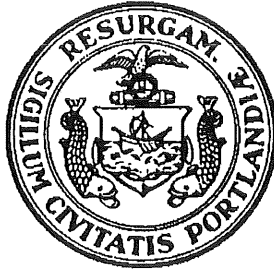
55 One Bedroom Units @ 120 gpd/Unit = 6,600 gpd

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@mitcheassociates.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:

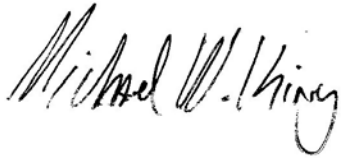
1. ADA Ramps: A detail site plan showing the ramps will be submitted as part of the revised drawings.
2. Lighting Trench and Meter: The revised plans will show the locations of trenches and the meter/panel. Steve Bradstreet has coordinated this information with Kevin Thomas of Public Works.
3. Fuel Tank: 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.

Michael W. King
Maine Licensed Landscape Architect

cc: John Anton
Rick Goduti



The Staples School
70 Center Street
Portland, Maine 04101
P: 207.774.4427
F: 207.874.2460
www.mitchellassociates.biz

December 10, 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:

Thank you for arranging the staff meeting yesterday to review the submission materials pertaining to the 117 Preble Street Site Plan and Subdivision application. Based upon the discussion at yesterday's meeting, we offer the following responses:

Kennebec Street Parking Lot:

Parking Stall Dimensions: Per staff recommendation, the parking spaces in the Kennebec Street lot have been revised. Attached sheet L2.0, revised December 10, 2015, shows these spaces as standard 9' x 18' spaces. With this revision the current parking summary is as follows:

Total Parking Spaces:	45
Compact Spaces:	17
Percentage of Compact Spaces:	38%



The applicant continues to request of waiver of Section 1.14 of the Technical Design Manual 1.14, which states “parking lots with greater than 10 spaces may be comprised of up to 20%.” The revised site plan currently proposes 38% compact spaces.

Revised Parking Demand Analysis and Transportation Demand Management (TDM) Plan

1. Parking Demand Analysis: Per Tom Errico’s comments, the Parking Demand Analysis has been revised (to be delivered separately).
2. TDM Plan: The revised Parking Demand Analysis generated a revised TDM Plan, (see attached). The applicant no longer proposes an on-site car-share program for this project.

Street View Renderings

Attached are three street view renderings illustrating the pedestrian-friendly site improvements.

As noted on sheet L2.0, the applicant has identified the corner of Preble & Kennebec Streets as a potential location for public art (see attached Street View III). We believe the public art at the proposed location has the potential to function serve as a gateway to Bayside. The applicant looks forward to the possibility of future collaborations with Bayside Neighborhood Association, Maine College of Art, Portland Public Art Committee or others regarding implementation of this public art project.

Should you or staff have any questions, please do not hesitate to contact me. In the meantime, we look forward to our Planning Board Public Hearing on December 15th. Thank you.

Sincerely,
Mitchell & Associates

Michael W. Kinney

Michael W. King
Maine Licensed Landscape Architect

Attachments	L2.0 – Layout and Lighting Plan, revision date Dec. 10, 2015 Parking Demand Analysis, revised December 10, 2015 (to be sent) TDM Plan, revised December 10, 2015 Street Views I – III, dated December 10, 2015
-------------	---

cc: John Anton, Schlotterbeck Block LLC
Rick Goduti, Goduti Thomas Architects

December 1, 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 and comments we received from Board members during the November 24th workshop. We offer the following responses:

Workshop Comments, November 24, 2015

1. Pedestrian Accessibility: The Board voiced concern about the lack of pedestrian access to the site. In response to this concern, the site plan has been revised resulting in a significantly more “pedestrian friendly” site. Several design features have been added to the plan; these include:
 - Connecting Preble Street and Elm Street with a 5’-wide walkway through the site. A section of the existing fence along Preble Street will be removed to accommodate the walkway;
 - Precast concrete pavers will be used as the connecting walkway’s pavement material. See attached product sheet. The selected color (“Smoke”) will complement the building’s color and contrast with the surrounding brick sidewalks, accentuating this pedestrian connection;



- Granite pillars will function as pedestrian gateways to the walkway from Elm Street and Preble Street. See Detail 4 on Sheet L6.1;
 - Additional landscaping has been added along the walkway; and
 - Vertical granite curbing has been added at the Elm Street gateway. This curbing will provide separation between vehicular and pedestrian circulation.
 - A concrete crosswalk has been added where the walkway crosses the drive aisle. The change of material will emphasize the pedestrian experience.
2. Scale of Parking: The Board voiced concern about scale of the parking lots. In response to this concern, the site plan has been revised as follows:
- The revised site plan includes the addition of planting islands at both the center parking area and the parking lot along Kennebec Street.
 - Parking has been deleted from the front yard along Preble Street.
 - The revised site plan has 46 parking spaces (including 33 compact spaces).
3. Uplighting: We are withdrawing our request for uplighting because we feel that is premature to discuss prior to local landmark designation. If and when the building is determined to be a local landmark, we will decide whether to submit an application to the Planning Authority for uplighting. The plans and elevations have been revised accordingly.
4. Sidewalk Widths: The sidewalks have been revised to provide the minimum 5'-width in all locations. See further discussion below.

Planning Department / Shukria Wiar, 11/6/2015 comments:

1. Sidewalk width: The attached revised plans show 8'-wide sidewalk along Preble Street, a 7'-wide sidewalk along Elm Street and a 6'-wide sidewalk along Kennebec Street.
- The esplanade along Preble Street has been removed.
 - We met with Jeff Tarling(City Arborist) and he recommended removing raised tree planters along Elm Street and Preble Street and adding the street trees on the applicant's property. The revised plans reflect this recommendation.
 - All sidewalks have a minimum width of 5-feet. Along Kennebec Street the sidewalk bumps out at locations of the street lights in order to provide the 5'-width. The revised Subdivision Plan identifies an easement to the City where these bump outs are outside the City's right-of-way

2. Transformer location: The transformer location as shown in the attached revised plans has been moved away from the sidewalk and toward the parking lot.
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 all light bases in the City ROW with the exception of the lightpole base near the intersection of Elm and Kennebec Streets. The revised Subdivision Plan identifies the easement for that area.
6. Parking Space/ aisle dimensions: The applicant reduced the number of compact spaces in the Kennebec Street parking lot and moved the parking lot and drive aisle two-feet closer to the existing building.
7. Bike Racks: Twelve (12) exterior bike spaces are shown on drawing Sheet L2.0 submitted on October 5, 2015. Per the recommendation of Bruce Hyman, we have revised the proposed bike rack product. See revised detail of the exterior bike rack is on detail 10, drawing Sheet L6.1; it is also attached to this letter. 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. Revised sheet L3.0 includes a note describing the tank removal.
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 flight fixture. The applicant proposes to the KIM VSB1 Vandal Resistant Bollard, which is a full cutoff fixture. A KIM lighting representative informed us the KIM VSB1 15L has the same illumination qualities as the Freeport bollard.
10. B7 Design Standards: See responses below.

Fire Department / Keith Gautreau, 10/28/2015 comments:

1. Construction Management Plan: The attached Construction Management Plan has been revised to include Mr. Gautreau's comments.
2. Premise Identification: The Preble Street building elevation (Sheet A2.1) has been 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 revised drawings have reduced the amount of compact spaces.
3. ADA Handicap Ramps: The revised plans show upgraded ADA ramps at the Kennebec Street intersections with Elm Street and Preble Street. We met Bruce Hyman and Kristine Keeney on-site to discuss the location of the proposed ramp upgrades and the plans reflect their recommendations. Also, "Sheet L2.1 – Detail Site Plans: Sidewalk Ramps" has been added to the plan set.

City Arborist / Jeff Tarling, 11/6/2015 comments:

1. Tree Sizes: The plant schedule on Sheet L5.0 has been revised to show upgraded tree sizes. Also per Jeff's recommendation, the existing Bradford Pear trees along Kennebec Street will be removed and replaced with maple trees. The Bradford pears are near the end of their life expectancy and are not a long-term planting solution.
2. Parking Lot Landscaping: The revised Planting Plan has been revised to show the preservation of existing trees and shrubs along the Lancaster Street side of the central parking lot.
3. Street tree standard: No response necessary.

4. Dumpster Enclosure: See aforementioned response.

Civil Engineering / David Senus, 11/6/2015 comments:

See attached response from Stephen Bradstreet, Ransom Consulting Inc., dated December 1, 2015.

The revised Stormwater Report will be submitted under separate cover by the end of this week (December 4th). Copies of the revised report will be sent to you, David Senus and David Margolis-Pineo.

Public Services / David Margolis-Pineo, 11/9/2015 comments:

1. ADA Ramps: “Sheet L2.1 – Detail Site Plans: Sidewalk Ramps” has been added to the plan set.
2. Lighting Trench and Meter: Sheet L3.0 has been revised to show the street light’s secondary electrical service and the meter pedestal.
3. Fuel Tank: As discussed above.
4. Fence Height: Sheets L2.0 and L6.3 have been revised to show the fence as 4-foot height.
5. Lancaster Street Manhole: Portland Public Works has scheduled a “scoping” of the existing storm drain line in Elm Street. The results of the scoping will show how we deal with this 6-inch pipe
6. CB#6: Revised sheet L3.0 – Grading, Drainage and Utilities Plan has been revised to show SD#6 as SDR-35.
7. Existing Transformer: Central Maine Power has informed the applicant that the existing pole-mounted transformer cannot be used for the project.
8. PE Stamp: Sheets L3.0 and L6.2 All have been stamped by Steve Bradstreet of Ransom Consulting, Inc.

B7 Zone Design Review Comments

Principle A: Urban Design

1. A-5 Pedestrian Environment: Surface parking should not obscure the street view. The design of Kennebec Street parking has been revised; the revised parking lot layout will not obscure street views from Preble Street.

Principle B: Access and Circulation

2. B-4: Sidewalks less than 5' width: As discussed above, all sidewalks have a minimum width of 5-feet on the revised site plan
3. B-9: Preble Street Esplanade: Revised plans have eliminated the esplanade along Preble Street.
4. B-11: Lighting: As discussed in Exhibit 15 of our October 6, 2015 application, the applicant intends to use the Medium (19'-3") Bayside street light fixture along Elm, Kennebec and Preble Streets.

Principle C: Parking, Loading and Service Areas

5. C-6 Surface Lots -- Landscape Screening: Additional coniferous shrubs (taxus shrubs and juniper shrubs) have been added to the site plan resulting in additional landscape screening.
6. C-6 Surface Lots – Screening from Preble Street: The existing mature crabapples trees along Preble Street will be preserved and will provide substantial screening for the east parking lot. These existing trees will dominate the streetscape because of their scale and mass.
7. C-7 Bike Racks: The proposed exterior bike rack will provide 12 bike parking spaces; it will be located beneath the canopy in the rear of the building. This is an ideal location for several reasons—the canopy will keep the bikes dry, canopy lights will provide illumination and the rear door provides direct access to the basement bike parking. Also, the bike racks will be visible from Elm Street.
8. C-8 Transformer Location: The transformer location as shown in the attached revised plans has been moved away from the sidewalk and toward the parking lot. Additional coniferous shrubs have been added around the transformer, providing year round screening.

9. C-8 Trash Storage: The trash storage area was sited to facilitate the circulation of trash disposal trucks. The location of the existing building and the resulting unusual lot geometry do not allow the trash storage area to be 20-feet from the sidewalk. Additional coniferous shrubs have been added around the trash storage area.

Principle D: Open Space

10. Landscaping: See aforementioned landscape screening comments.

Principle E: Architectural Design

1. E-7: Plans and Elevations: See attached revised building elevations and building plans; these revised drawings correctly show the new windows.
2. E-7: Louvers at the Preble Street Entrance: The proposed rehabilitation will create a mechanical room in the basement, centered on the west side of the building. To accommodate this use, the basement windows flanking the primary entrance will be removed for the installation of air intake louvers. The basement windows are partially obscured by plantings around the main entrance, limiting the visibility of these masonry openings. Additionally, the installation of louvers in both windows will retain the symmetry of the front façade, an important character defining feature.
3. E-10: Rooftop Appurtenances: As part of the project's Part 2 application to the National Park Service for Historic Tax Credits, a Sight-Line Study was conducted for rooftop appurtenances. As part of that study, mock-ups of the rooftop appurtenances were put on the roof and viewed from the street. Excerpts from the Part 2 application:

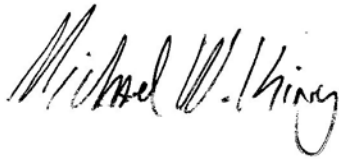
The existing deep parapet around each side of the five story building successfully shields the tallest features on the roof and the mockup was unable to be seen. The tallest component will be the new access stair, set 6'-3" from the east elevation and rising to approximately 7'-0" at the door, tapering off as the enclosure extends to the north, terminating 2'-10" from the north elevation.

Additional text and photos from the Sight-Line Study illustrating the lack of visibility from the street can be supplied upon further request.

4. E-14: Illumination: We are withdrawing our request for uplighting because we feel that is premature to discuss prior to local landmark designation. If and when the building is determined to be a local landmark, we will decide whether to submit an application to the Planning Authority for uplighting. The plans and elevations have been revised accordingly.
5. E-16: Signage: No response necessary.

Should you or staff have any questions, please do not hesitate to contact me. In the meantime, we look forward to our Planning Board meeting on December 15th. Thank you.

Sincerely,
Mitchell & Associates

A handwritten signature in black ink, reading "Michael W. King". The signature is fluid and cursive, with the first name "Michael" being the most prominent.

Michael W. King
Maine Licensed Landscape Architect

Attachments: Genest concrete paver product sheet
 Dero Bike Rack product sheet
 KIM bollard product Sheet
 Steve Bradstreet, Response Letter, dated December 1, 2015

cc: John Anton, Schlotterbeck Block, LLC
 Rick Goduti, Goduti Thomas Architects
 Steve Bradstreet, Ransom Consulting, Inc.

Tradeport Stone™

Genest Tradeport Stone with the Pierra-Tex finish offers a unique and striking look. The larger size stones add appeal and distinction to any landscape project.

Tradeport offers the durability and design versatility that today's architectural projects demand. It can be used in a wide range of projects of any size for commercial, municipal, residential or restoration.

Packaging

- 46.8 sq. ft. per pallet
- 1,760 lbs per pallet
- 5.2 sq. ft. per layer
- 9 layers per pallet

Three Stone Sizes

- 200mm x 200mm (7 7/8" x 7 7/8")
- 200mm x 300mm (7 7/8" x 11 13/16")
- 200mm x 400mm (7 7/8" x 15 3/4")

All Stones are 80mm (3 1/8") Thick



Smoke



Charcoal

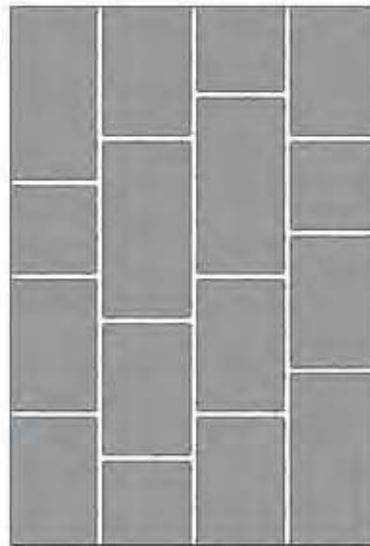
General specifications meet or exceed ASTM C-936
Compressive strength: 8,000 PSI minimum
Maximum water absorption: 5%
Equals or exceeds freeze-thaw resistance



Tradeport Stone™
Pierra-Tex Smoke

Laying Styles

Laying Styles are not a repeating pattern and do not reflect the number of stones in a pallet. In some cases you may have more or less stones in your design.



Running Bond



Ashlar Effect

 **Genest**
1-800-649-4773
GenestConcrete.com

HOOP RACK

Installation Instructions – In Ground Mount

TOOLS NEEDED

Level

Cement mixing tub

Shovel

Trowel

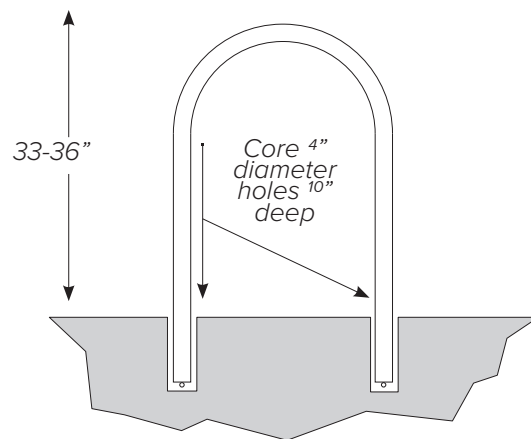
Hole coring machine with 4" bit

Access to water hose

Materials to build brace (see "Install Tip" at bottom of page)

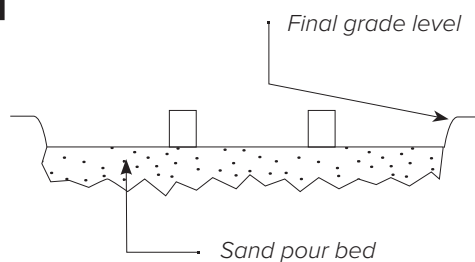
INSTALLING INTO EXISTING SIDEWALK

Core holes no less than 3" diameter (4" recommended) and 10" deep into sidewalk. Fill holes with Por-Rok or epoxy grout. Place Hoop Rack into holes, making sure the rack is level. 33"-36" of the Hoop Rack should remain above the surface. If the Hoop Rack is less than 33" high, it will not support the bike adequately. Make sure the rack is level and held in place until the grout has set.



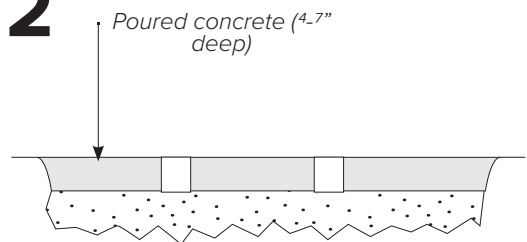
INSTALLING INTO A NEW SIDEWALK

1



Place corrosion resistant sleeve (min. 4" inside diameter) in sand pour bed in exact location where rack will be installed. Make sure top of sleeve is at same level as desired finished concrete surface. Fill sleeve with sand to keep it in place and prevent it from filling with concrete.

2



Pour concrete and allow to cure.



DERO
A PLAYCORE Company

www.dero.com | 1-888-337-6729

Low Level Luminaires

VRB1 / VRB2 / VRB3 / VRB4 / VSB1 / VSB2 Vandal Resistant Bollards

FEATURES

- VRB1, VRB3 and VSB1 horizontal louvers provide 360° of down-lighting with total lamp source cutoff above 90° horizontal
- VRB2 and VRB4 horizontal louvers provide 210° of cutoff down-lighting and vertical louvers provide 150° of non-cutoff accent lighting
- VSB2 horizontal louvers provide 270° of cutoff down-lighting and vertical louvers provide 90° of non-cutoff accent lighting
- Designed for lighting walkways, entrances, courtyards, and landscaped areas where fixtures are viewable from all directions
- Battery back-up option available



LOW LEVEL

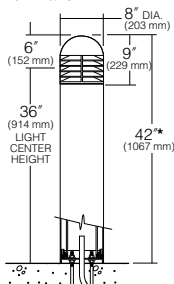
ORDERING INFORMATION (Example)

VRB1		10L2K		BL		EM																					
FIXTURE		ELECTRICAL MODULE		LUMINAIRE FINISH		OPTIONS																					
VRB1 Domed Round, 360° downlighting		LED		BL Black		EM Battery Back-up																					
VRB2 Domed Round, 210° downlighting, 150° accent lighting		<table><tr><th>Source</th><th></th><th>Color Temperature</th><th>Voltages</th></tr><tr><td>10L IES Type 1 LED</td><td></td><td>2K Amber</td><td>UV Universal Voltage (120 thru 277)</td></tr><tr><td>15L IES Type 3 LED</td><td></td><td>3K 3000K</td><td></td></tr><tr><td>20L IES Type 5 LED</td><td></td><td>4K 4200K</td><td></td></tr><tr><td></td><td></td><td>5K 5100K</td><td></td></tr></table>		Source		Color Temperature	Voltages	10L IES Type 1 LED		2K Amber	UV Universal Voltage (120 thru 277)	15L IES Type 3 LED		3K 3000K		20L IES Type 5 LED		4K 4200K				5K 5100K					
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		5K 5100K																									
VRB3 Flat Round, 360° downlighting				LG Light Gray																							
VRB4 Flat Round, 210° downlighting, 150° accent lighting				SG Stealth Gray																							
VSB1 Square, 360° downlighting				PS Platinum Silver																							
VSB2 Square, 210° downlighting, 150° accent lighting				WH White																							
				CC Custom Color*																							
				*Consult representative																							

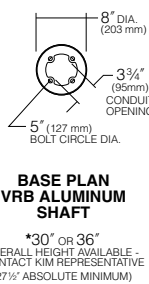
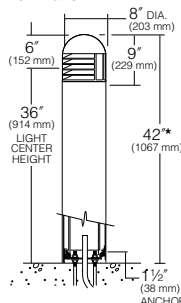
VANDAL RESISTANT BOLLARD

Maximum weight: 30 lb

VRB1 - Single Function Luminaire



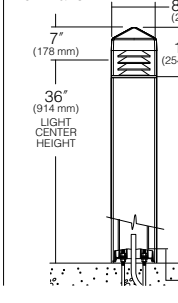
VRB2 - Dual Function Luminaire



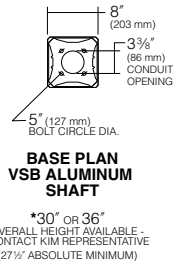
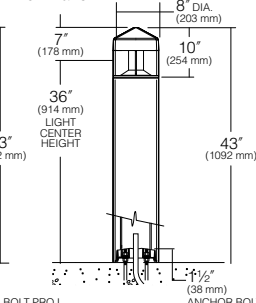
VANDAL RESISTANT SQUARE BOLLARD

Maximum weight: 35 lb

VSB1 - Single Function Luminaire



VSB2 - Dual Function Luminaire



Schlotterbeck and Foss Stormwater Management Response to David Senus' Comments on 11/6/15

Date: December 1, 2015
To: City of Portland
From: Stephen J. Bradstreet, P.E.
Location: Schlotterbeck and Foss, 117 Preble Street, Portland, Maine

Responses are formatted to correspond with the comments.

1.b.i The detail has been revised to show pavement adjacent to one side of the swale/infiltration trench.

1.b.ii The detail has been modified to show minimum depth requirement. The intent is that the swale captures all stormwater exiting the parking lot and directs it to Catch Basin 6 via the swale, stone and underdrain within the trench.

1.b.iii The swale is no longer considered a filter media but is solely stone to capture runoff. Since the trench is shallow and consists primarily of stone which typically meets 95% compaction without being physically compacted, vehicle tires should have no adverse impact on this area.

1.c Ransom fully understands the criteria for obtaining stormwater credits but had changed the design without revision to the narrative. Ransom is no longer seeking a stormwater credit on this site nor are we incorporating the system within the HydroCAD model.

1.c.i The calculations now show a decrease in impervious area. The revision reflects the imperviousness of the existing gravel parking, which in HydroCAD appears as a pervious area. Gravel parking lots are typically viewed as impervious area due to surface silts that plug the porosity of the gravel.

1.c.ii The pre and post development areas now match.

1.c.iii The most recent rainfall data is now reflected in the calculations.

1.c.iv The model has been revised to reflect a Tc of 6 minutes for all sub-catchments.

City of Portland

1.c.v See response to 1.b.iii above.

2 Ransom Consulting was responsible for the grading and drainage shown on Sheet L3.0 and the associated swale/trench detail shown on L6.2. Those are the only sheets that have been stamped by a professional engineer.

5 The existing underground tank will be removed per DEP directives. The existing drainage structures will be removed and the leading pipes plugged and left in place. The existing catch basin at the driveway entrance off Elm Street will have the inlet pipe from the site plugged.

6 The HDPE pipe has been removed as a material type and replaced with PVC.

I trust that the above discussion addresses the engineering comments on this project. If there are any additional comments, please contact me at 772-2891.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen J. Bradstreet", written in a cursive style.

RANSOM CONSULTING, INC.

Stephen J. Bradstreet, P.E.
Principal/Senior Project Manager

The Schlotterbeck Block
Neighborhood Meeting Certification

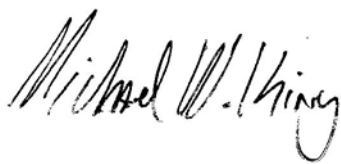
I, Michael King (Mitchell & Associates), hereby certify that a neighborhood meeting was held on October 29th at 409 Cumberland Avenue at 6:30 pm.

I also certify that on November 10, 2015 the project was presented during the Bayside Neighborhood Association (BNA) Board Meeting at 24 Stone Street, Portland, Maine at 6:00 pm.

I also certify that on October 16th invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,



Attached to this certification are:

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

SCHLOTTERBECK BLOCK LLC
77 Spruce Street
Portland, Maine 04101

October 16, 2015

Dear Neighbors and Interested Parties:

Please join us for a neighborhood meeting to discuss plans for the re-development of 117 Preble Street (The Schlotterbeck & Foss Building) into 55 apartment units and 1,750 s.f. of commercial office space.

Meeting Location: Community Room
409 Cumberland Avenue, Portland, Maine

Meeting Date: **Thursday, October 29, 2015**

Meeting Time: **6:30 p.m.**

The city code requires that property owners within 500 feet of the proposed development and residents on an “interested parties list” be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please call John Anton, Schlotterbeck Block LLC, 650-8979

Sincerely,

John Anton
Schlotterbeck Block LLC

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.

SCHLOTTERBECK BLOCK LLC
77 Spruce Street
Portland, Maine 04101

November 2, 2015

Dear Neighbors and Interested Parties:

Please join us for a neighborhood meeting to discuss plans for the re-development of 117 Preble Street (The Schlotterbeck & Foss Building) into 55 apartment units and 1,750 s.f. of commercial office space.

Meeting Location: Community Room
24 Stone Street, Portland, Maine

Meeting Date: **Tuesday, November 10, 2015**

Meeting Time: **6:00 p.m.**

The city code requires that property owners within 500 feet of the proposed development and residents on an “interested parties list” be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please call John Anton, Schlotterbeck Block LLC, 650-8979

Sincerely,

John Anton
Schlotterbeck Block LLC

Note:

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SCHLOTTERBECK BLOCK LLC

77 Spruce Street
Portland, Maine 04101

Schlotterbeck & Foss Building Redevelopment Project
117 Preble Street, Portland, Maine

Neighborhood and Interested Parties Meeting
409 Cumberland Avenue
October 29, 2015
6:30 p.m.

Please Sign In Below:

Name (printed): Robert C. Hains Signature: 

Address: 250 Helm Ave., Portland 04102

Name (printed): _____ Signature: _____

Address: _____

Name (printed): _____ Signature: _____

Address: _____

Name (printed): _____ Signature: _____

Address: _____

The Schlotterbeck Block

Neighborhood Meeting

Community Room, 409 Cumberland Avenue, October 29, 2015, 6:30 pm

Meeting Minutes

Attendees: John Anton (Schlotterbeck Block LLC), Michael King (Mitchell & Associates), Robert Hains (Holm Avenue)

Purpose of meeting: To discuss the proposed redevelopment of the Schlotterbeck & Foss Building at 117 Preble Street into 55 market rate apartments and 1,750 s.f. of commercial office space.

Site Redevelopment:

- Mr. Anton provided an overview of the proposed redevelopment of the Schlotterbeck & Foss building and the corresponding site improvements. The overview included the building's history, the use of historic tax credits and the preservation of the first-floor office area.
- The continued use of the existing gravel parking lot along Kennebec Street was discussed by Mr. Anton. It was explained how 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.

Stormwater:

- Mr. Hains asked about how stormwater will be managed. Mr. King explained how the post-redevelopment impervious area will be less than the existing amount of impervious area. As a result, stormwater quality and quantity treatment will not be required for this project. Mr. Anton discussed how the basement will be waterproofed using underdrains and pumps.

Parking:

- Mr. Anton and Mr. Hains discussed the parking at 117 Preble Street. It was explained how fifty spaces are proposed, which will meet the projected demand of the redeveloped building.

Parking Lot Screening:

- Mr. Hains asked how the parking lots will be screened. Mr. King discussed the location of parking lot screening areas as well as specific plant types that are proposed.

Project Schedule:

- Mr. Anton and Mr. King discussed the anticipated schedule (permitting and construction) of the project.

The meeting adjourned at approximately 7:10 pm.



The Schlotterbeck Block

Neighborhood Meeting

Bayside Neighborhood Association Board Meeting

Community Room, 24 Stone Street, November 10, 2015, 6:00 pm

Meeting Minutes

Attendees: John Anton (Schlotterbeck Block LLC), Michael King (Mitchell & Associates), Tom Watson (Port Properties), Steve Hirshon (Bayside Neighborhood Association), Colette Bouchard (BNA), Alex Landry (BNA), BNA Board Members

Purpose of meeting: To discuss the proposed redevelopment of the Schlotterbeck & Foss Building at 117 Preble Street into 55 market rate apartments and 1,750 s.f. of commercial office space.

Site Redevelopment:

- Mr. Anton provided an overview of the proposed redevelopment of the Schlotterbeck & Foss building and the corresponding site improvements. The overview included the building's history, the use of historic tax credits and the preservation of the first-floor office area.

Big Brother Big Sisters Tenancy:

- A BNA Board Member asked about the future of the Big Brothers Big Sisters (BBBS) offices. (The administrative offices of BBBS are located in the 2-story brick building at the corner of Elm Street and Lancaster Street.) Mr. Anton explained that the scope of the proposed project does not include the BBBS office building. If Schlotterbeck Block LLC does redevelop the Lancaster Street lot, it will occur in the future.

Alterations to the Building:

- A BNA Board Member inquired about the scope of building alterations. Mr. Anton explained the only significant building alteration will be the addition of an entrance vestibule, which will serve as the residents' main entrance. The vestibule is necessary to resolve interior building circulation issues.

Historic Tax Credits:

- Ms. Bouchard asked Mr. Anton to explain how historic tax credits are implemented. Mr. Anton provided examples discussing how historic tax credits are implanted.

Maine College of Art Housing:

- A BNA Board Member asked if the re-developed building will be used as MCA housing. Mr. Anton explained that Schlotterbeck Block LLC and MECA representatives met and discussed the possibility of using the redeveloped building as MECA student housing and art studios. However, project's construction schedule did not align with MECA's schedule.

TIF Funding

- Mr. Hirshon asked if this project would seek Tax Increment Financing (TIF) funding. Mr. Anton explained that the project will not be seeking TIF financing.

Building Tour

- Mr. Hirshon asked if the Board and members of the public could see the interior of the building. Mr. Anton said he would be happy to provide a tour of the building. He will need to coordinate the tour with JB Brown, the current owner of the building. Mr. Hirshon and Mr. Anton agreed to continue discussions about a future tour.

Our presentation to the Bayside Neighborhood Association concluded at approximately 6:50 pm.





The Staples School
70 Center Street
Portland, Maine 04101
P: 207.774.4427
F: 207.874.2460
www.mitchellassociates.biz

November 22, 2015

Ms. Shukria Wiar, Planner
and Planning Board Members
Planning and Urban Development
City of Portland
389 Congress Street
Portland, ME 04101

**RE: B7 Design Review Comments
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 the B7 Design Review staff review comments, dated November 16, 2015. We offer the following responses in the order presented in your memo:

Principle A: Urban Design

1. A-5 Pedestrian Environment: Surface parking should not obscure the street view.
The Kennebec Street parking lot has been designed in a manner that it will not obscure the street views of the building. The portion of the lot near Preble Street will be used as a drive aisle and hammerhead. Cars will not be parked in the drive aisle or hammerhead; the street views from Preble Street will not be obscured.



Principle B: Access and Circulation

1. B-4: Sidewalks less than 5' width: The plans will be revised and all sidewalks will be at least the minimal width of 5-feet. We have been meeting with city staff (Bruce Hyman and Jeff Tarling) in an effort to resolve this issue.
2. B-9: Preble Street Esplanade: Revised plans will eliminate the esplanade along Preble Street. The sidewalk will be 8'wide with the elimination of the esplanade.
3. B-11: Lighting: As discussed in Exhibit 15 of our October 6, 2015 application, the applicant intends to use the Medium (19'-3") Bayside street light fixture along Elm, Kennebec and Preble Streets.

Principle C: Parking, Loading and Service Areas

1. C-6 Surface Lots -- Landscape Screening: The parking lots screening plants (Hummingbird clethra, red-twigg dogwood, gro-lo sumac) were chosen for two reasons. First, these plants will withstand snow-loads that will occur along the perimeter of the parking lot. Secondly, we chose deciduous shrubs because we have safety concerns about installing evergreen shrubs at this site.
2. C-6 Surface Lots – Screening from Preble Street: The existing mature crabapples trees along Preble Street will be preserved and will provide substantial screening for the east parking lot. These existing trees will dominate the streetscape because of their scale and mass.
3. C-7 Bike Racks: The proposed exterior bike rack will provide 12 bike parking spaces; it will be located beneath the canopy in the rear of the building. This is an ideal location for several reasons—the canopy will keep the bikes dry, canopy lights will provide illumination and the rear door provides direct access to the basement bike parking. Also, the bike racks will be visible from Elm Street.
4. C-8 Transformer Location: The revised plans will move the transformer away from the street and provide additional screening.
5. C-8 Trash Storage: The trash storage area was sited to facilitate the circulation of trash disposal trucks. The location of the existing building and the resulting unusual lot geometry do not allow the trash storage area to be 20-feet from the sidewalk. We will provide additional landscaping to provide year-round screening.

Principle D: Open Space

1. Landscaping: See aforementioned landscape screening comments.

Principle E: Architectural Design

1. E-7: Plans and Elevations: The building elevations and building plans will be revised and will be consistent on the revised drawings.
2. E-7: Louvers at the Preble Street Entrance: The proposed rehabilitation will create a mechanical room in the basement, centered on the west side of the building. To accommodate this use, the basement windows flanking the primary entrance will be removed for the installation of air intake louvers. The basement windows are partially obscured by plantings around the main entrance, limiting the visibility of these masonry openings. Additionally, the installation of louvers in both windows will retain the symmetry of the front façade, an important character defining feature.
3. E-10: Rooftop Appurtenances: As part of the project's Part 2 application to the National Park Service for Historic Tax Credits, a Sight-Line Study was conducted for rooftop appurtenances. As part of that study, mock-ups of the rooftop appurtenances were put on the roof and viewed from the street. Excerpts from the Part 2 application:

The existing deep parapet around each side of the five story building successfully shields the tallest features on the roof and the mockup was unable to be seen. The tallest component will be the new access stair, set 6'-3" from the east elevation and rising to approximately 7'-0" at the door, tapering off as the enclosure extends to the north, terminating 2'-10" from the north elevation.

Additional text and photos from the Sight-Line Study illustrating the lack of visibility from the street can be supplied upon further request.

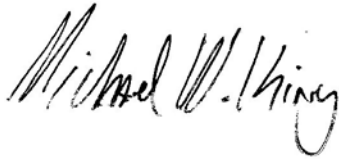
4. E-14: Illumination: We believe that, in this instance, B-7 Design Standard E-14 is in tension with Site Plan Standard zoning 14-526(c)6.b.(ii) which states that "[u]p-lighting ... is prohibited except for ... designated historic landmarks ..." For this building, downwash systems will not achieve the desired effect of highlighting the distinctive masonry designs between the fifth story floor and the

top of the parapet. We envision subtle uplighting akin to what is done at City Hall. We will work closely with staff on the color and intensity of the lighting to diminish light pollution impacts.

5. E-16: Signage: No response necessary.

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.

Michael W. King
Maine Licensed Landscape Architect

cc: John Anton
Rick Goduti



PO Box 1237, 15 Shaker Road
Gray, Maine 04039
207.657.6910

**Transportation Demand Management Plan
Schlotterbeck & Foss Building
City of Portland, Maine
December 10, 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 and local UHaulCarShare 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.

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, and contact information for the TDM coordinator.

Prepared by:
Randy Dunton, PE, PTOE
Senior Engineer



PO Box 1237, 15 Shaker Road
Gray, Maine 04039
207.657.6910

**Parking Demands
Schlotterbeck & Foss Building
Portland, Maine
December 10, 2015
JN 3027**

Introduction:

Gorrill Palmer (GP) has evaluated the potential parking demand for the proposed redevelopment of the Schlotterbeck & Foss Building located in Portland, Maine. 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 proposed facility is located on an existing lot with City streets along each of the borders. The facility itself is the redevelopment of an existing building and not new construction. As such, accommodating the needs for off-street parking and the other requirements of the site is a balancing act.

After discussions with City Staff, the on-site parking has been maximized while balancing the other needs of the project. Once the maximum on-site parking was determined, GP could then make a determination as to if that parking is sufficient, or if other avenues for parking accommodations needed to be pursued. The following is a summary of the parking evaluation.

Vehicular Parking Evaluation:

Based on maximizing the use of the site and balancing green space, drainage needs, snow storage, pedestrian accommodations, and on-site parking, the number of on-site spaces is a total of 45, with 17 of those compact spaces.

Based on the City ordinance, the proposed 1,750 square foot office space would require 1 space per 400 square feet, which results in a required 5 parking spaces. This leaves 40 parking spaces to accommodate the 55 apartments.

Using the 40 parking spaces for 55 apartments yields a parking ratio of 0.73. The general parking requirement for the City for a market rate apartment is 1 space per unit. Based on discussions with the applicant for the West End project (also Market Rate), which has been constructed and is occupied, their actual parking rate is approximately 0.79. Based on our previous experience, other apartment buildings in downtown range from approximately 0.50 to 1.0, with previous usage of 0.70. It should be noted that the proposed apartments are referred to as micro-apartments because they generally do not exceed 500 square feet in size. We anticipate this type of tenant is more likely to use other forms of transportation such as bicycle, walking, taxi, UShare, or METRO.

Based on this analysis, it is our opinion that the parking ratio of 0.73 is appropriate for the proposed apartments in a downtown location.



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:

In our opinion, 45 vehicular parking spaces and 24 bicycle parking spaces are adequate to accommodate the proposed project. However, this methodology needs to be reviewed and approved by the City.

Prepared by:
Randy Dunton, PE, PTOE
Senior Engineer

The Schlotterbeck Block

117 Preble Street, Portland, Maine

REVISED: December 1, 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: 207.874.2460
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
EMAIL: GTARICK@GMAIL.COM

CIVIL ENGINEER:

RANSOM CONSULTING ENGINEERS
400 COMMERCIAL STREET, NO.4
PORTLAND, MAINE 04101
PHONE: 207.772.2891
CONTACT: STEPHEN BRADSTREET, P.E.
E-MAIL: STEPHEN.BRADSTREET@RANSOMENV.COM

LAND SURVEYOR

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, SUITE 10
FALMOUTH, MAINE 04105
PHONE: 207.774.0424
CONTACT: JOHN SWAN, P.L.S.

TRAFFIC ENGINEER

GORRILL-PALMER
15 SHAKER ROAD
GORHAM, MAINE 04038
PHONE: 207.675.6910
CONTACT: RANDALL DUNTON, P.E.

UTILITIES:

ELECTRIC:

CENTRAL MAINE POWER
ELECTRICAL DISTRIBUTION ENGINEERING
162 CANCO ROAD
PORTLAND, MAINE 04103
PHONE: 207.842.2367
CONTACT: JAMIE COUGH
E-MAIL: JAMES.COUGH@CMP.CO.COM

WATER:

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104-3553
PHONE: 207.774.5961 x.3199
FAX: 207.761.8307
CONTACT: GLISSEN HAVU
E-MAIL: MEANS@PWD.ORG

SANITARY SEWER:

CITY OF PORTLAND
PUBLIC SERVICES DEPARTMENT
55 PORTLAND STREET
PORTLAND, MAINE 04101
PHONE: 207.874.8832
FAX: 207.874.8816
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
389 CONGRESS STREET
4TH FLOOR
PORTLAND, MAINE 04101
TEL: 207.874.8728
CONTACT: RICHARD KNOWLAND
E-MAIL: RWW@PORTLANDMAINE.GOV

STATUS:

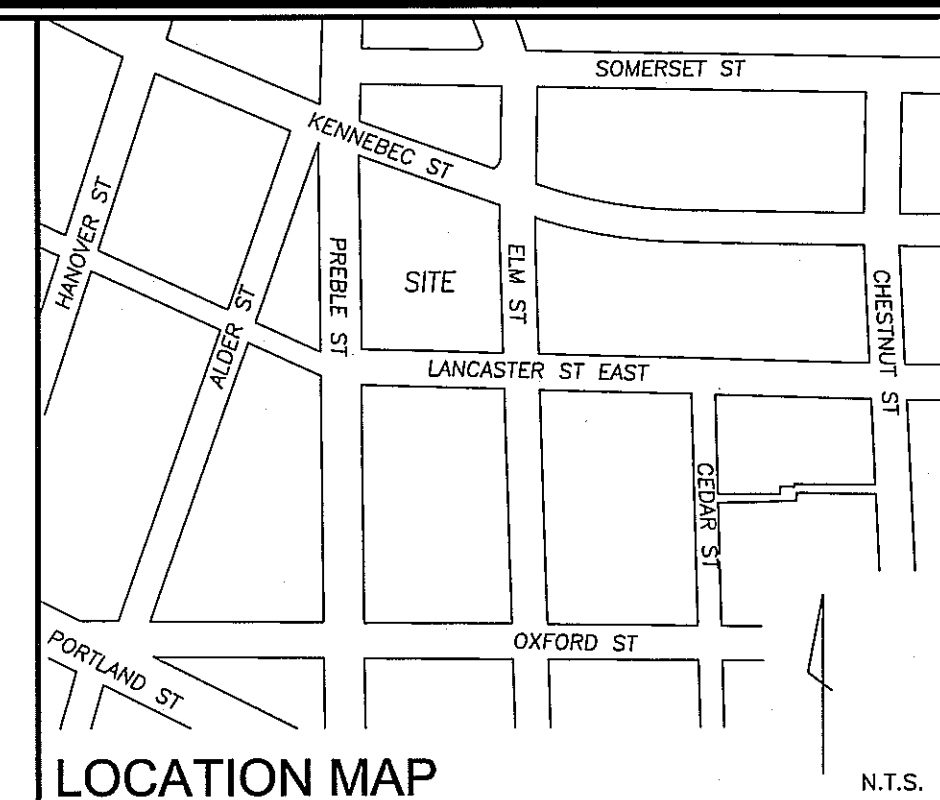
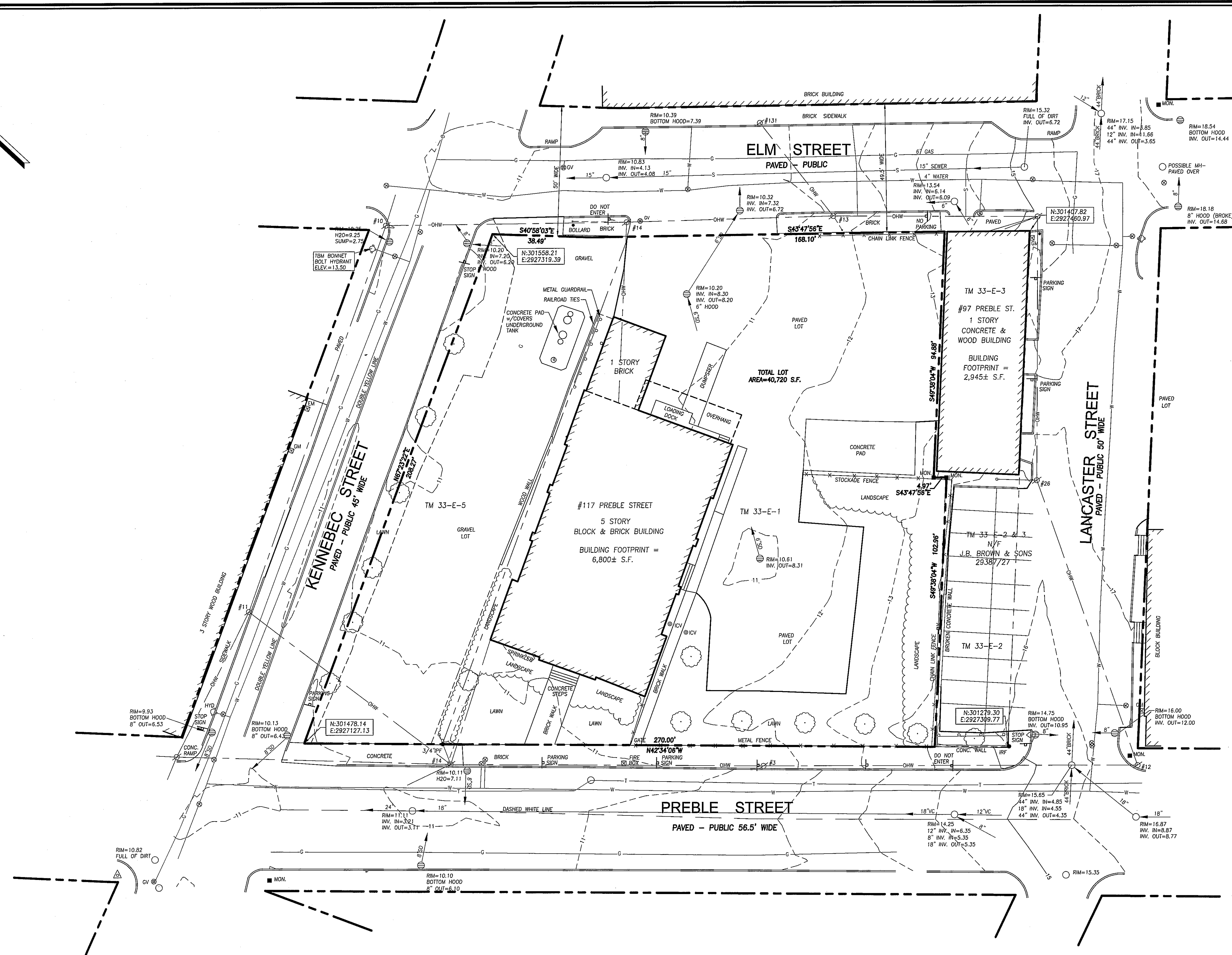
SUBMITTED: OCTOBER 5, 2015

SITE LOCATION MAP:



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
L2.1	DETAIL SITE PLANS: SIDEWALK RAMPS
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
L7.1	LIGHTING PHOTOMETRICS PLAN: WITHOUT STREET LIGHTS
SW-1	PRE-DEVELOPMENT STORMWATER DRAINAGE PLAN (TO BE SUBMITTED WITH STORMWATER REPORT)
SW-2	POST-DEVELOPMENT STORMWATER DRAINAGE PLAN (TO BE SUBMITTED WITH STORMWATER REPORT)
A1.1	FIRST FLOOR PLAN AND LOWER FLOOR PLAN
A1.2	2nd - 3th FLOOR PLANS
A1.3	4th - 5th FLOOR PLANS
A1.4	ROOF PLAN
A2.1	BUILDING ELEVATIONS
A2.2	BUILDING ELEVATIONS
A2.3	MASONRY REPAIRS ELEVATIONS
A2.4	MASONRY REPAIRS ELEVATIONS



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.
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- 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

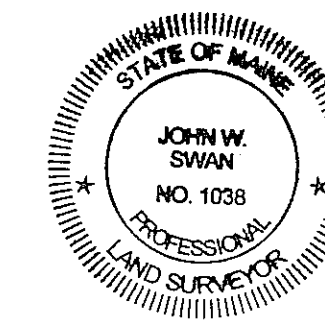
- OWNER OF RECORD: J.B. BROWN & SONS
TAX MAP 33-E-1 & 5
C.C.R.D. BOOK 26354 PAGE 312 & 314
- BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATE SYSTEM MAINE WEST NAD 83, BASED ON CITY POINT 55 N:301742.42 E: 2927203.68 AND POINT 59 N:301442.06 E:2927035.61 FROM PLAN REFERENCE 1.
- ELEVATIONS BASED ON 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

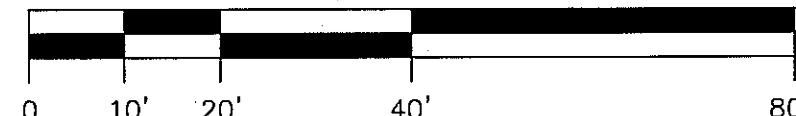
BOUNDARY & TOPOGRAPHIC SURVEY

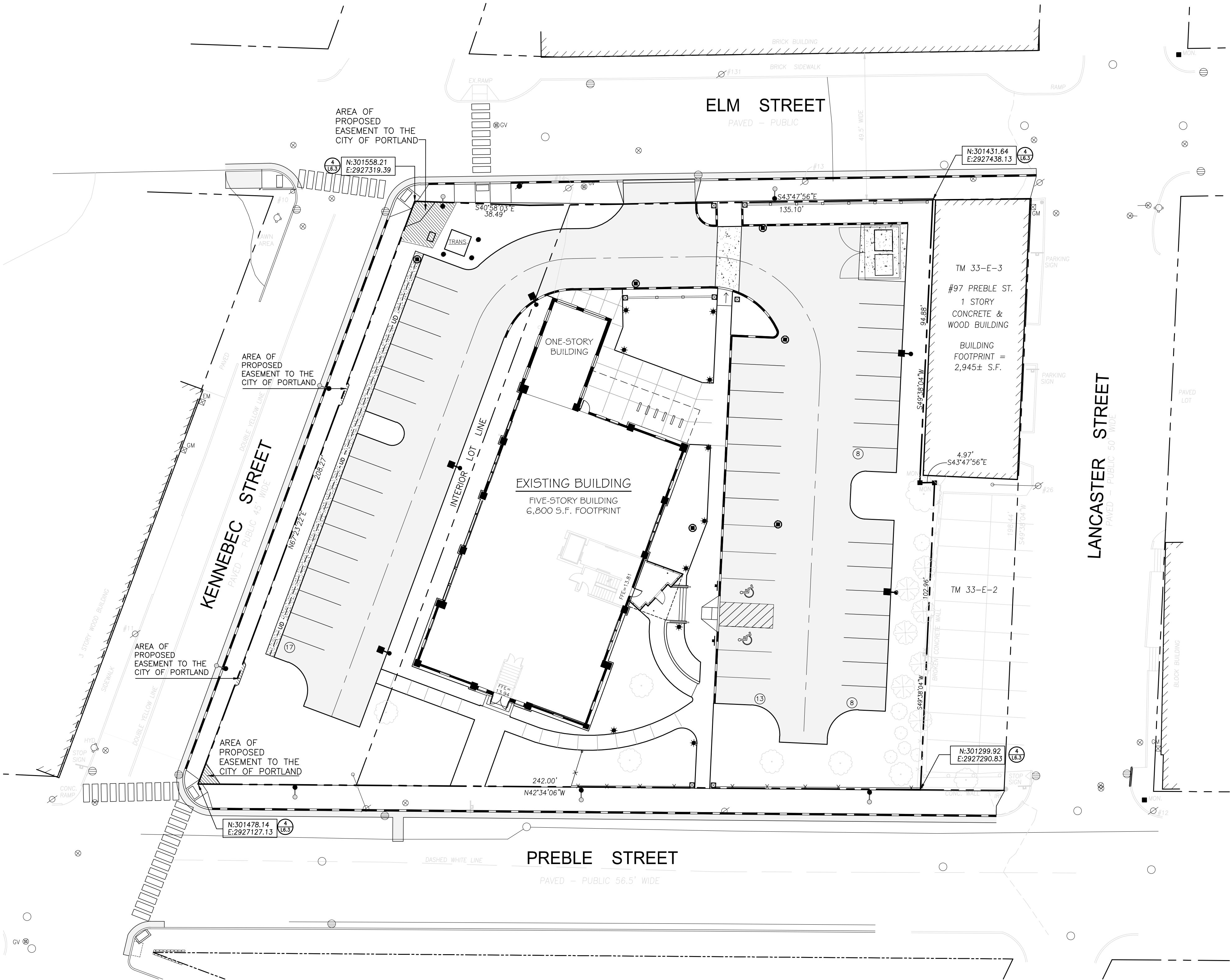
AT
117 PREBLE STREET, PORTLAND, MAINE
MADE FOR
MITCHELL & ASSOCIATES
70 CENTER STREET, PORTLAND, MAINE

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





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)(ii)(b) with the monetary contribution to the City's tree fund of \$200 per tree for ____ trees for a total of \$5,200. The Planning Board therefore voted _____ 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 _____ 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 _____ 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 Zoning Administrator prior to the issuance of a building permit.

SUBDIVISION PLAT CONDITIONS OF APPROVAL:

The Planning Board voted _____ 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: 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. 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 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).
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 ZONE
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.
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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.

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		
SUPPORM 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

Issued For:

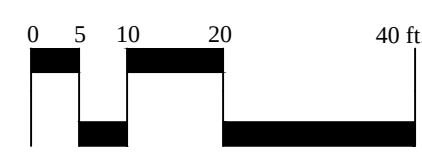
Revisions:

DEC. 1, 2015: REVISED PER STAFF
REVIEW COMMENTS

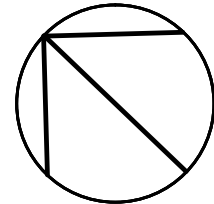
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Title:
SUBDIVISION PLAN

Scale: 1" = 20'



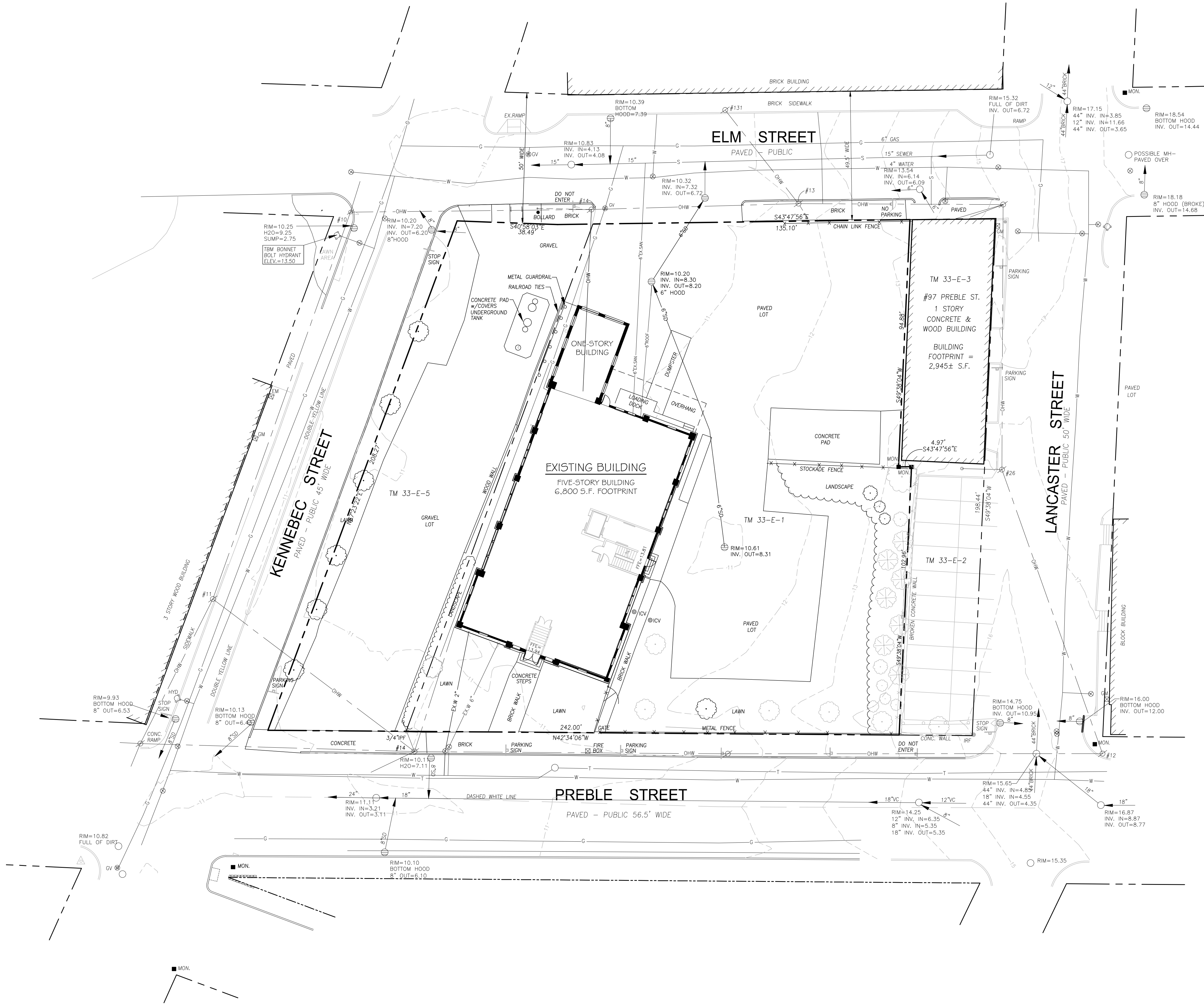
North:



Sheet No.:

1 of 1

U:\ProjectDrawings\3117 Preble Street\15-12-1 Base.dwg, plotting 12/12/2015 12:05 PM



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
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LEGEND

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IRON PIPE OR ROD FOUND	
MONUMENT FOUND	
UTILITY POLE	
MANHOLE	
ELECTRIC/GAS METER	
SIGN	
CATCH BASIN	
HYDRANT	
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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
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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

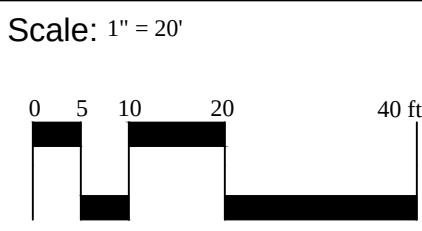
Date: OCTOBER 5, 2015

Issued For:

Revisions:
DEC. 1, 2015: REVISED PER STAFF
REVIEW COMMENTS

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Title:
EXISTING
CONDITION PLAN



North:

Sheet No.: L1.0

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 04101
Phone: 207-775-3184

The Schlotterbeck Block

Portland, Maine

117 Preble Street

Date:
OCTOBER 5, 2015

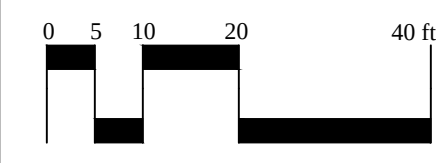
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Revisions:
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REVIEW COMMENTS

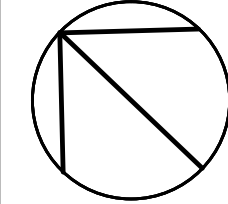
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Title:
CONSTRUCTION
MANAGEMENT PLAN

Scale: 1" = 20'



North:

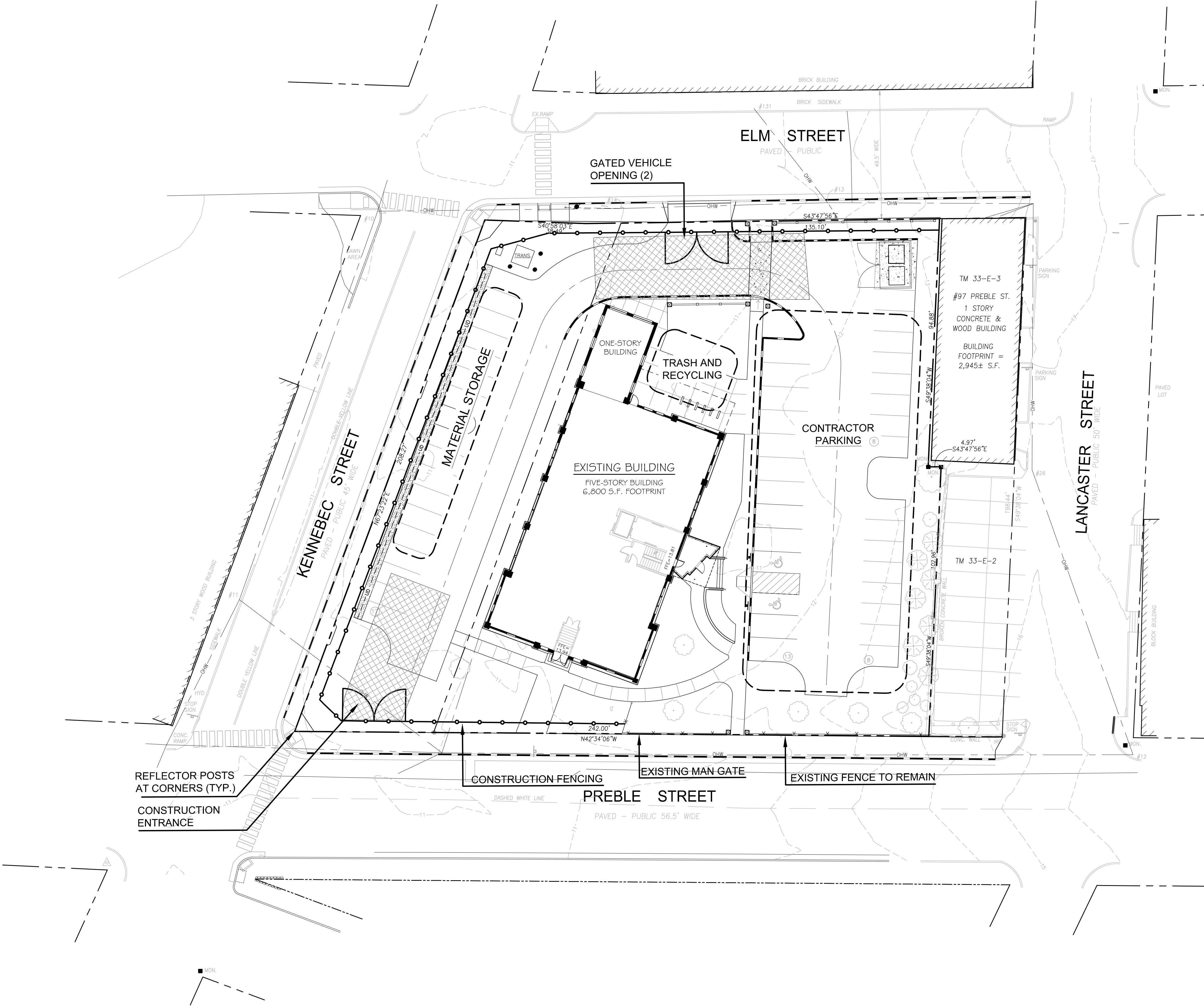
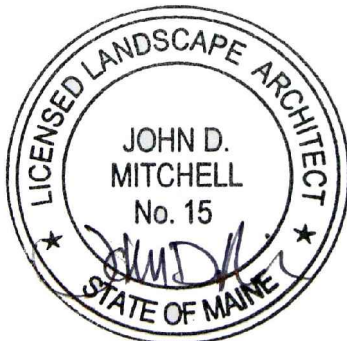


Sheet No.:

L1.1

1. CONSTRUCTION MANAGEMENT PLAN NOTES
2. 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.
3. THE CONTRACTOR ANTICIPATES MAINTAINING THE ACCESSIBILITY OF THE ELM STREET AND PREBLE STREET SIDE WALKS UNTIL SIDEWALK RE-CONSTRUCTION OF THESE SIDEWALKS OCCURS.
4. HOURS OF CONSTRUCTION: 6:30 AM -- 5:00 PM, MONDAY THROUGH FRIDAY.
5. SITE WILL HAVE SECURITY LIGHTING AT NIGHT.
6. STREETS MUST MAINTAIN A 20' WIDTH FOR FIRE DEPARTMENT ACCESS AT ALL TIMES.
7. FIRE HYDRANTS SHALL NOT BE BLOCKED OR ENCLOSED BY FENCING, A 3' FOOT CLEARANCE MUST BE KEPT AT ALL TIMES AROUND THE FIRE HYDRANT.
8. IF GATES ARE LOCKED, A PORTLAND FIRE DEPARTMENT KNOX PADLOCK MUST BE PURCHASED BY THE APPLICANT TO ALLOW ACCESS FOR THE FIRE DEPARTMENT.
9. THE CONSTRUCTION COMPANY'S EMERGENCY CONTACT INFORMATION SHALL BE POSTED ON THE PROPERTY IN CASE OF AN AFTER HOURS EMERGENCY.
10. ALL CONSTRUCTION SHALL COMPLY WITH 2009 NFPA 1 CHAPTER 16 SAFEGUARDS DURING BUILDING CONSTRUCTION, ALTERATION, AND DEMOLITION OPERATIONS.
11. ANY CUTTING AND WELDING DONE WILL REQUIRE A HOT WORK PERMIT FROM FIRE DEPARTMENT.

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		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		
BRICK PAVERS		
CONCRETE PAVERS		
GRANITE PILLAR		



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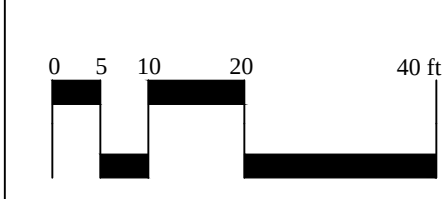
Revisions:

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DEC. 10, 2015: REVISED PER STAFF
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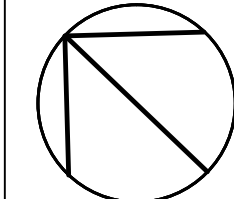
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Title:
LAYOUT AND
LIGHTING PLAN

Scale: 1" = 20'



North:



Sheet No.:

L2.0

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: 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. 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 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).
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 ZONE
10. SPACE AND BULK STANDARDS:

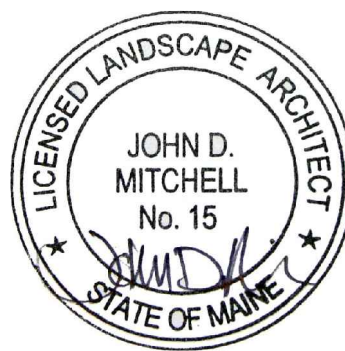
	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	NONE	40,720 S.F.
MINIMUM FRONTAGE:	NONE	242 FEET
FRONT SETBACK:	NONE REQUIRED	18 FEET
SIDE SETBACK:	NONE REQUIRED	5 FEET
REAR SETBACK:	NONE REQUIRED	31 FEET
MAX. STREET SETBACK:	10 FEET	18 FEET (EXISTING)
MAX. BUILDING LOT COVERAGE:	100 PERCENT	68 PERCENT
MAX. BUILDING HEIGHT:	105 FEET	N/A
MIN. BUILDING HEIGHT:	45 FEET	N/A
11. BICYCLE PARKING:

REQUIRED:	24 SPACES (22 RESIDENTIAL, 2 COMMERCIAL)
PROPOSED:	24 SPACES (12 EXTERIOR, 12 INTERIOR)
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.
13. PARKING SUMMARY:

PARKING REQUIRED PER PARKING ANALYSIS:	55 - 28 SPACES
PROPOSED PARKING:	45 SPACES
PROPOSED COMPACT (8' X 15'):	17 SPACES (38%)
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		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		
BRICK PAVERS		
CONCRETE PAVERS		
GRANITE PILLAR		



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	KIM	VSB1-15L-3K-UV-DB	KIM VANDAL RESISTANT BOLLARD	15L LED, FULL CUTOFF
● (C)	7	HOLOPHANE	ESL110 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
● (F)	3	KIM	SW3-18L3KUV	KIM SITE WALLFORMS LED -- BUILDING MOUNTED LIGHT (DOOR)	GOL - LED



NOTE: CONTRACTOR SHALL COORDINATE
WITH CITY OF PORTLAND AND OWNER'S
REPRESENTATIVE BEFORE
CONSTRUCTING CURB CUTS.



Date: OCTOBER 5, 2015

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Title: **DETAIL SITE PLANS:
SIDEWALK RAMPS**

Scale: AS SHOWN

North:

Sheet No.:

L2.1

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

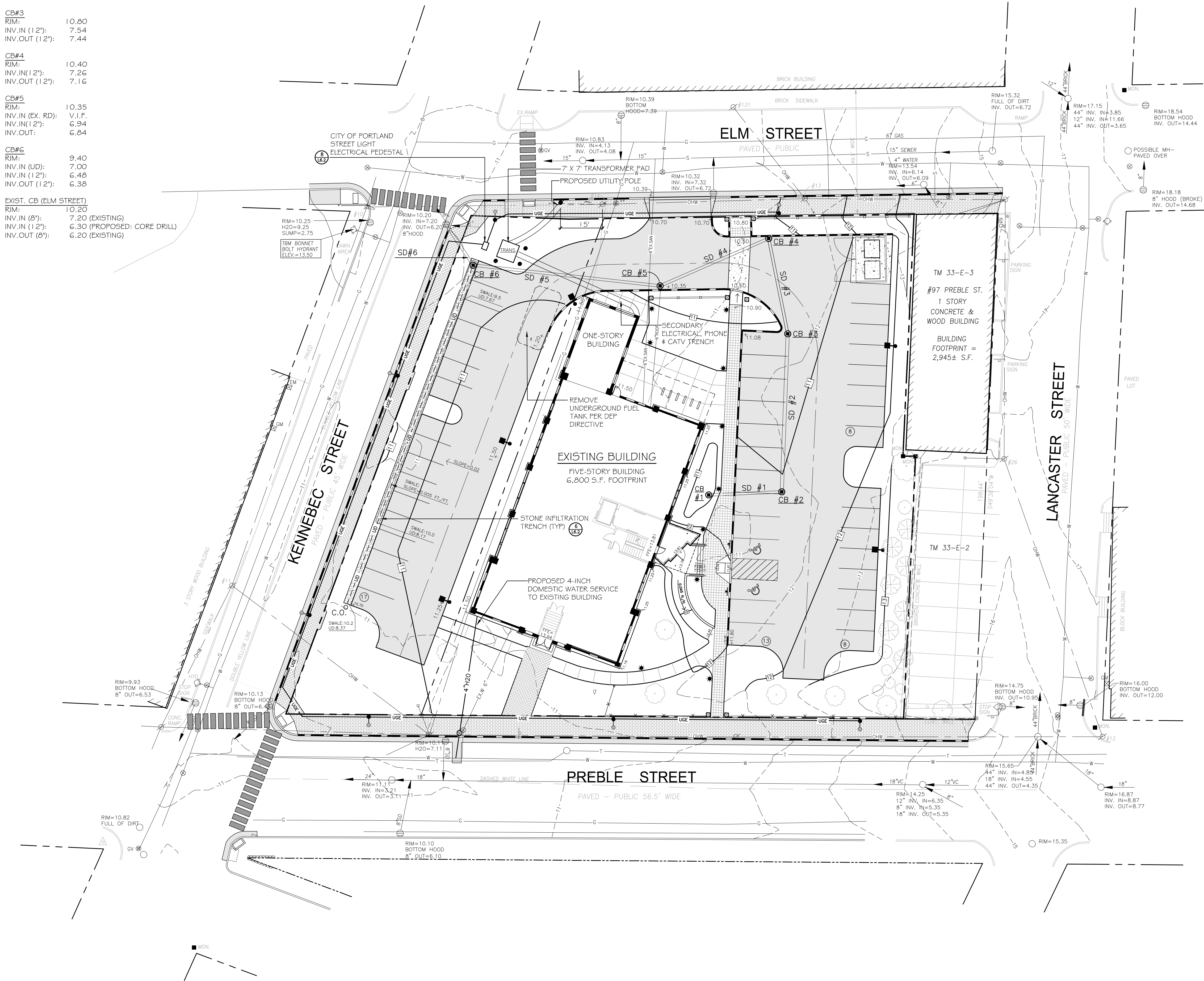
CB#5
RIM: 10.35
INV. IN (EX. RD): V.I.F.
INV. IN (12"): 6.94
INV. OUT: 6.84

CB#6
RIM: 9.40
INV. IN (UD): 7.00
INV. IN (12"): 6.48
INV. OUT (12"): 6.38

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	73 L.F.	0.005
SD#6	12" SDR-35	16 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.

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		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		
BRICK PAVERS		
CONCRETE PAVERS		
GRANITE PILLAR		
CLEANOUT		
STONE INFILTRATION TRENCH		
SECONDARY ELECTRIC (FOR CITY LIGHTS)		



Stephen J. Bradstreet

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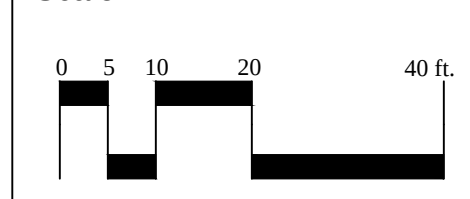
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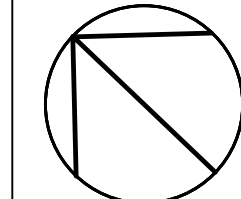
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Title:
**GRADING, DRAINAGE
AND UTILITIES PLAN**

Scale: 1" = 20'



North:



Sheet No.:

L3.0

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 FOSS 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 AFTER 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 LESTONE APPLIED AT 1.35#/1000 SF. FERTILIZER SHALL BE 10-10-10 CLASSIFICATION APPLIED AT 3.8#/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:

- SLOPES SHALL BE LESS THAN EIGHT PERCENT;
- 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 EACH VARIETY OF SEED. ALL SEED SUPPLIED SHALL BE PACKED IN APPROVED CONTAINERS BEARING THE MANUFACTURER'S NAME AND ANALYSIS OF CONTENTS. THE FOLLOWING MATERIALS AND APPLICATION RATES SHALL BE REQUIRED FOR PERMANENT SEEDING:

LAWN:	
KREEPING 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 LESTONE 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 FERTILIZED, 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

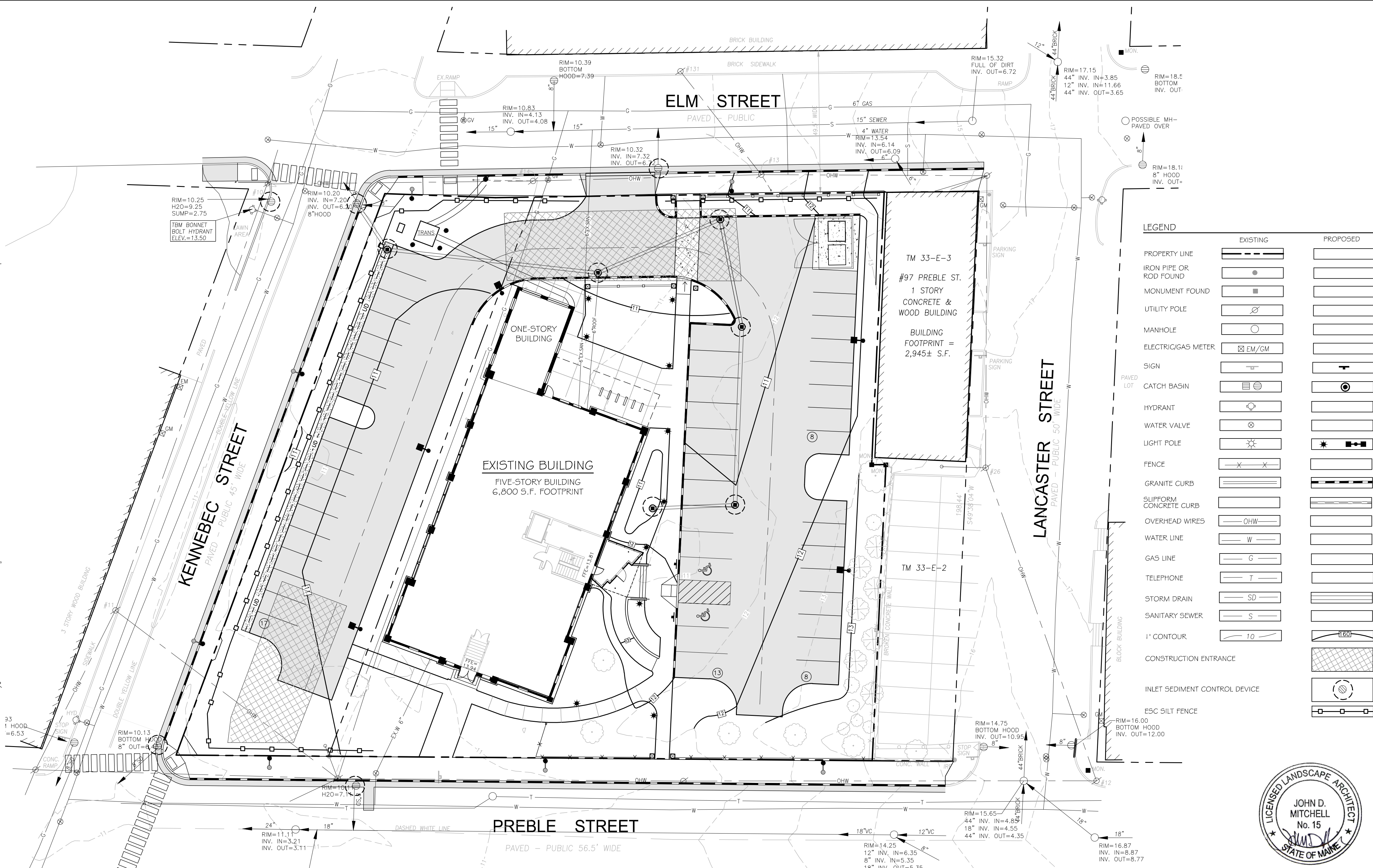
THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:

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

F. SITE INSPECTION & MAINTENANCE

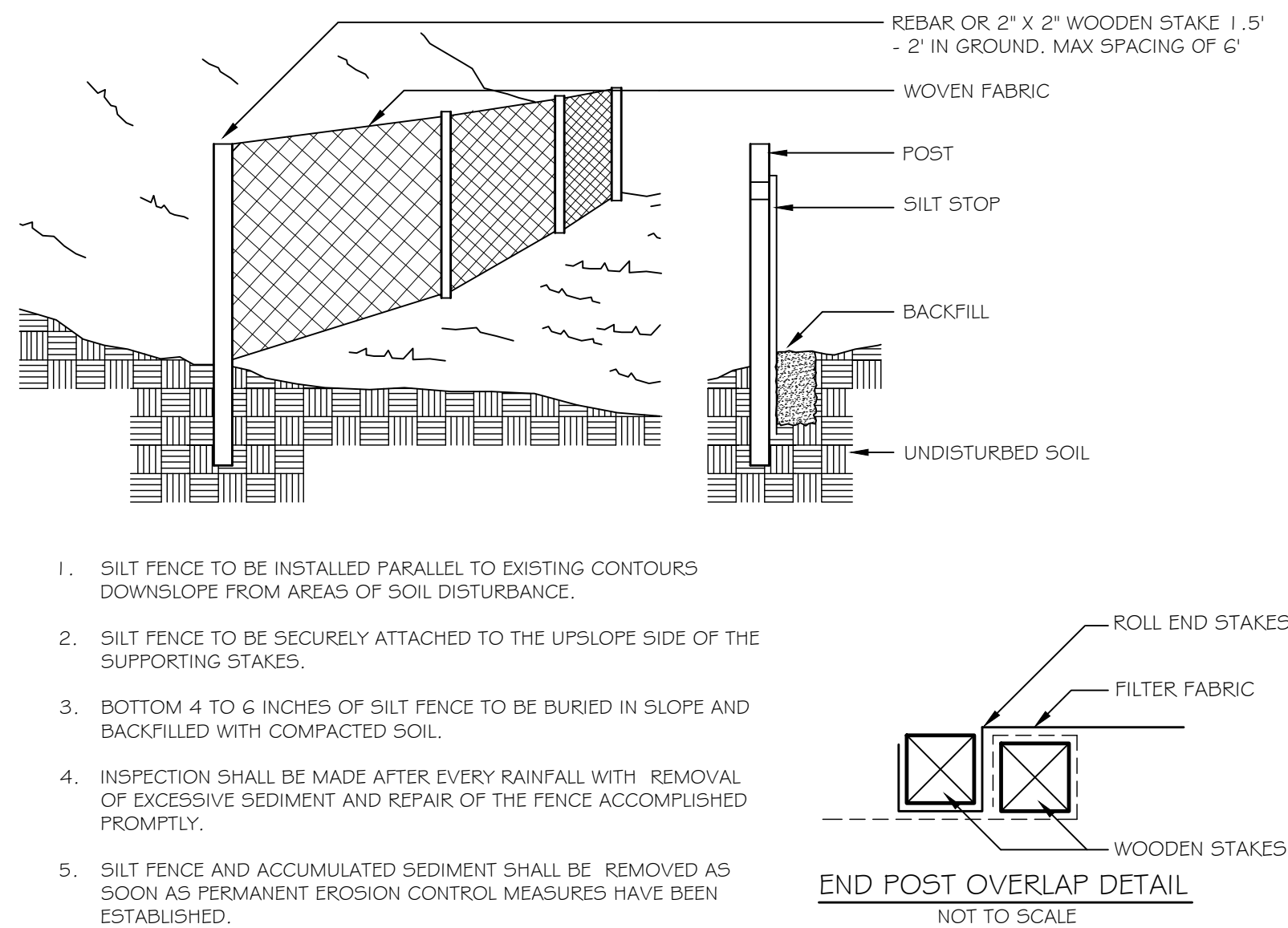
WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAINFALLS OF 0.5" OVER A CONSECUTIVE 24-HOUR PERIOD, SHALL BE CONDUCTED BY THE SITE CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETRIORATION. 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.

CONTINUING 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.



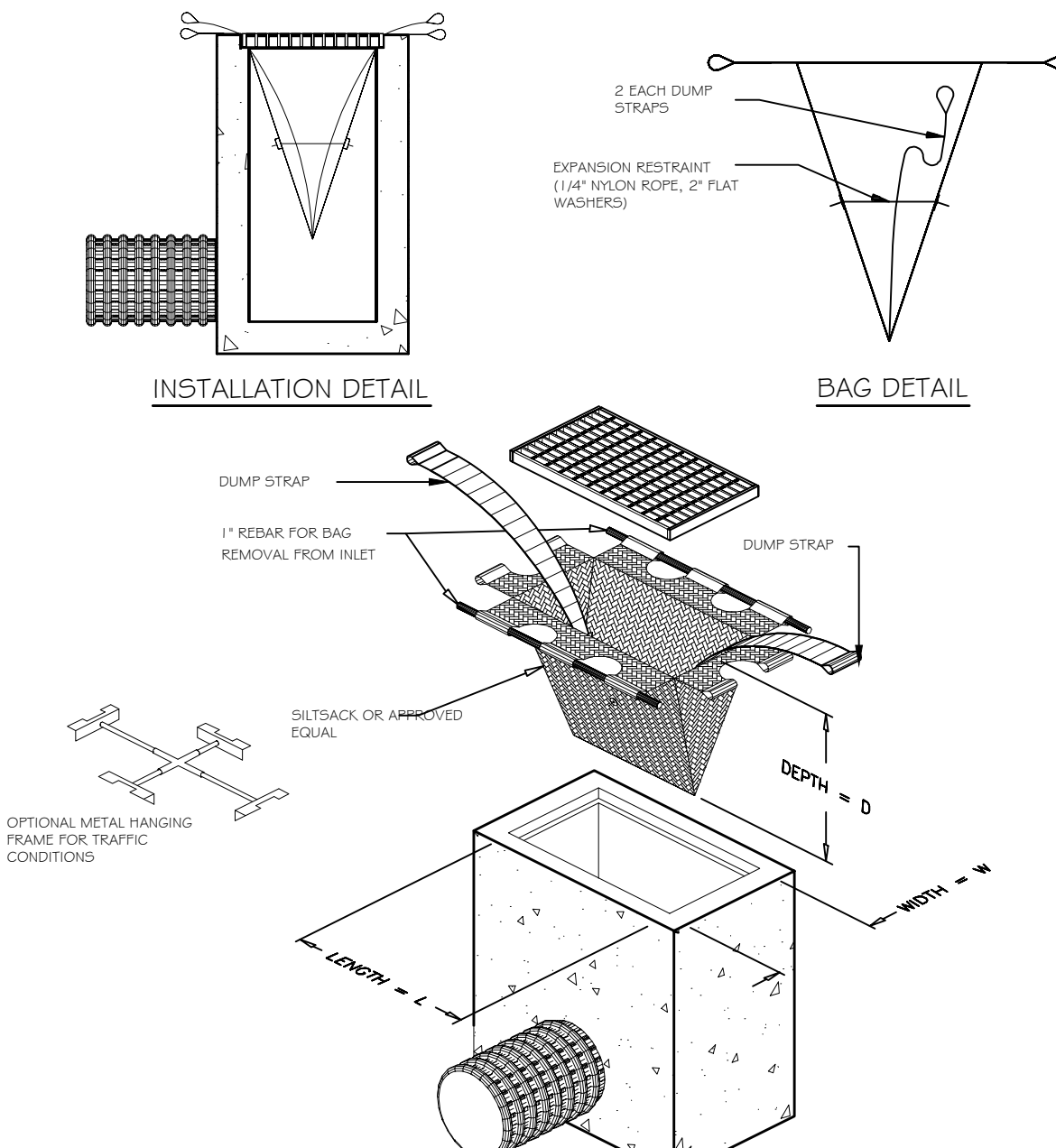
LEGEND

	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		
SUPPORM CONCRETE CURB		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		
CONSTRUCTION ENTRANCE		
INLET SEDIMENT CONTROL DEVICE		
ESC SILT FENCE		



1 SILT FENCE
NOT TO SCALE

2 STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



3 INLET SEDIMENT CONTROL DEVICE
NOT TO SCALE

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117 Preble Street

Date:
OCTOBER 5, 2015

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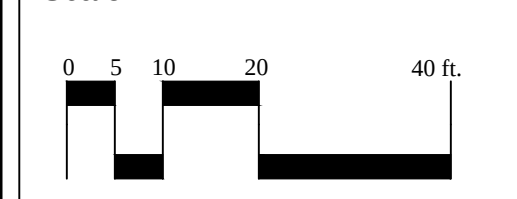
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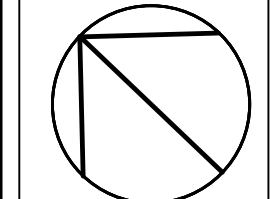
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Title:
EROSION AND SEDIMENT
CONTROL PLAN

Scale: 1" = 20'



North:



Sheet No.:

L4.0

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.

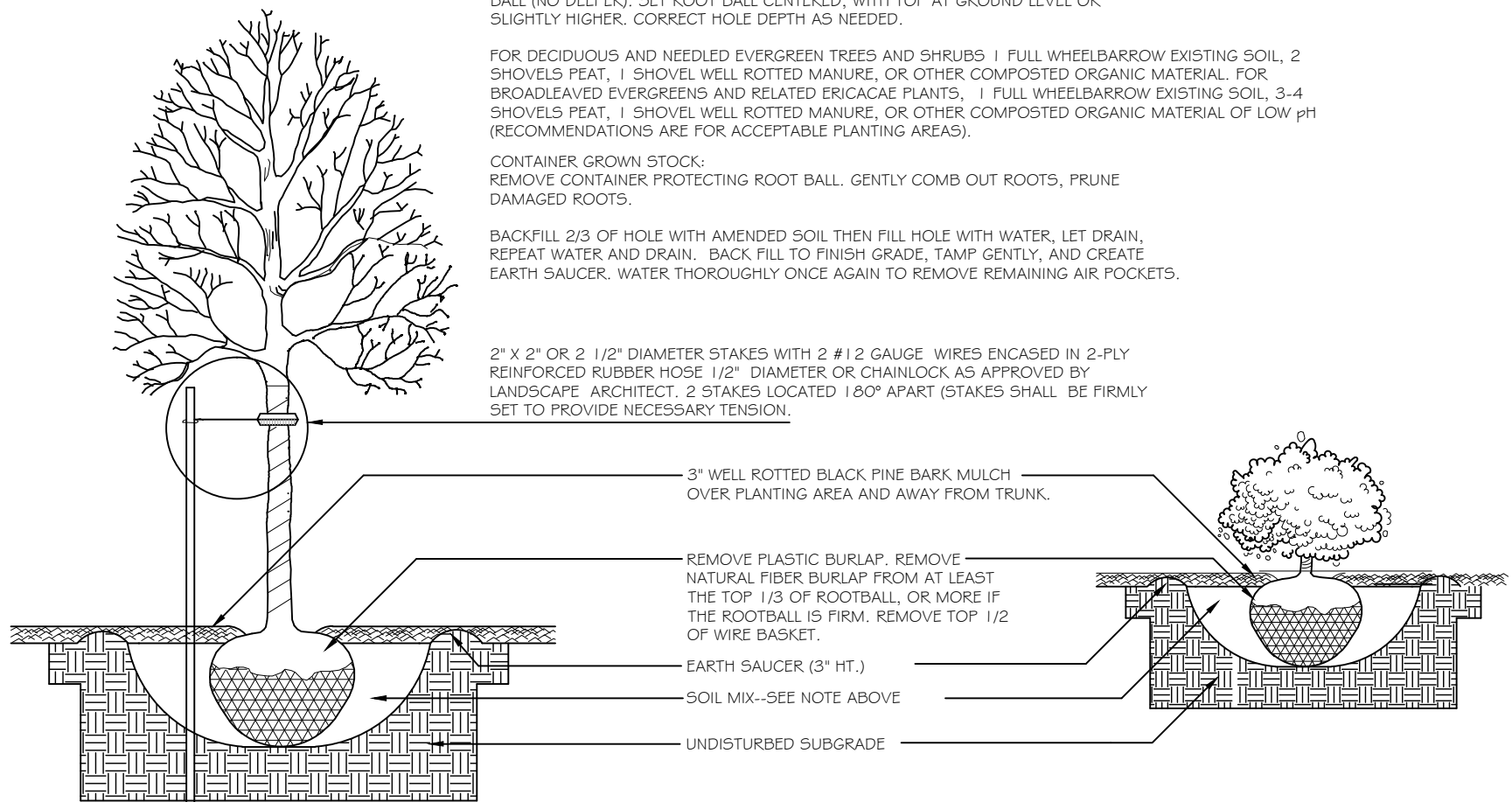
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR DECIDUOUS AND NEEDLED EVERGREEN TREES AND SHRUBS: 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL. FOR BROADLEAVED EVERGREENS AND RELATED EVERGREEN PLANTS: 1 FULL WHEELBARROW 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).

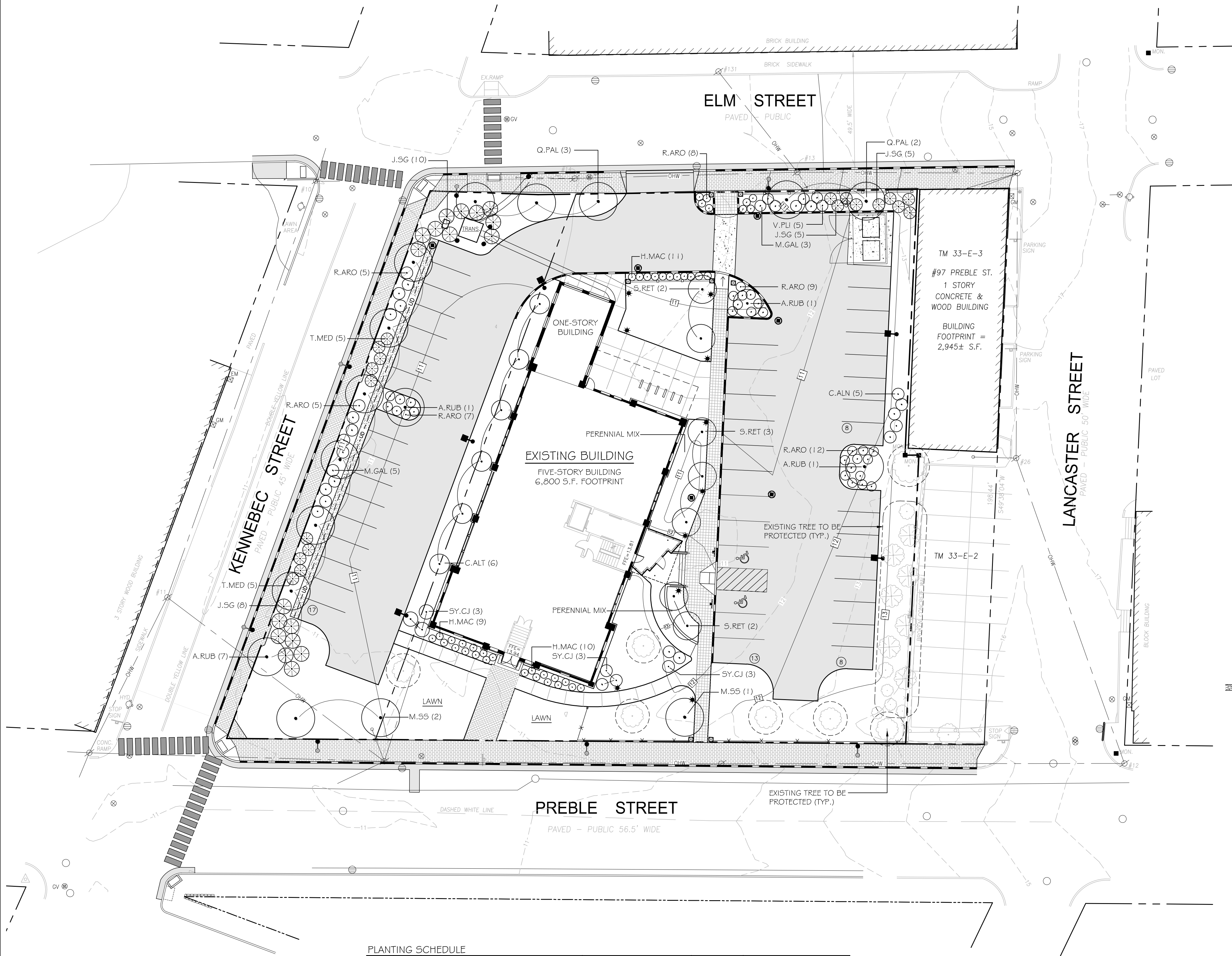


TREE AND SHRUB INSTALLATION

15/0 NOT TO SCALE

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		
OVERHEAD WIRES		
WATER LINE		
GAS LINE		
TELEPHONE		
STORM DRAIN		
SANITARY SEWER		
1' CONTOUR		
BRICK PAVERS		
CONCRETE PAVERS		
GRANITE PILLAR		



PLANTING SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
TREES					
A.RUB	10	ACER RUBRUM 'RED SUNSET'	RED MAPLE	2.5" CAL.	
M.SS	3	MAULUS 'SPRING SNOW'	SPRING SNOW CRABAPPLE	1.75" CAL.	
Q.PAL	5	QUERCUS PALUSTRIS 'GREEN PILLAR'	GREEN PILLAR PIN OAK	2" CAL.	
S.RET	7	SYRINGA RETICULATA	JAPANESE TREE LILAC	1.75" CAL.	
SHRUBS					
C.ALN	5	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	2 CAL.	
C.ALT	6	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	5 GAL.	CLUMP
M.GAL	8	MYRICA GALE	SWEETGALE	3 GAL.	
H.MAC	30	HYDRANGEA MACROPHYLLA	ANNABELLE HYDRANGEA	2 GAL.	
J.SG	28	JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	3 GAL.	
R.ARO	46	RHUS AROMATICA	GRO-LO SUMAC	2 GAL.	
V.PLI	5	VIBURNUM PLICATUM TOM. SHOSHONI	SHOSHONI VIBURNUM	2 GAL.	
SY.CJ	9	SYRINGA 'CHARLES JOLY'	'CHARLES JOLY' LILAC	3 GAL.	
T.MED	10	TAXUS X MEDIA 'TAUNTONII'	TAUNTON YEW	24"	

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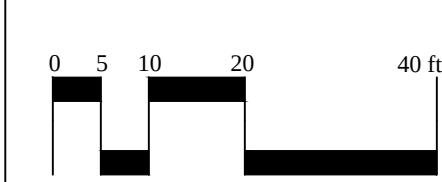
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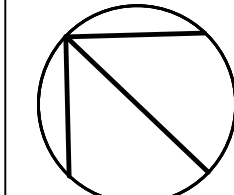
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PLANTING PLAN

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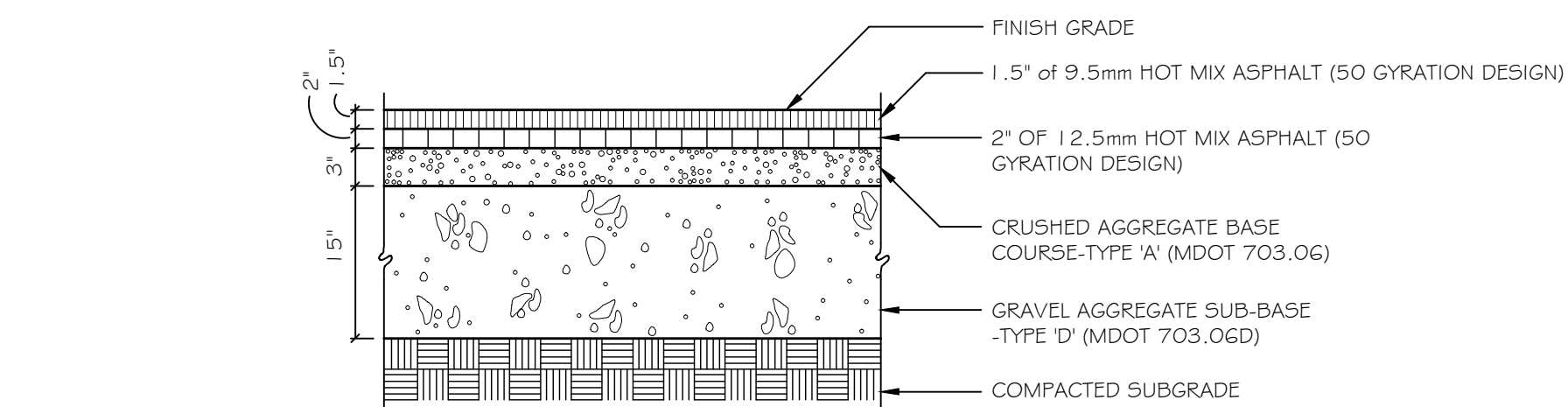


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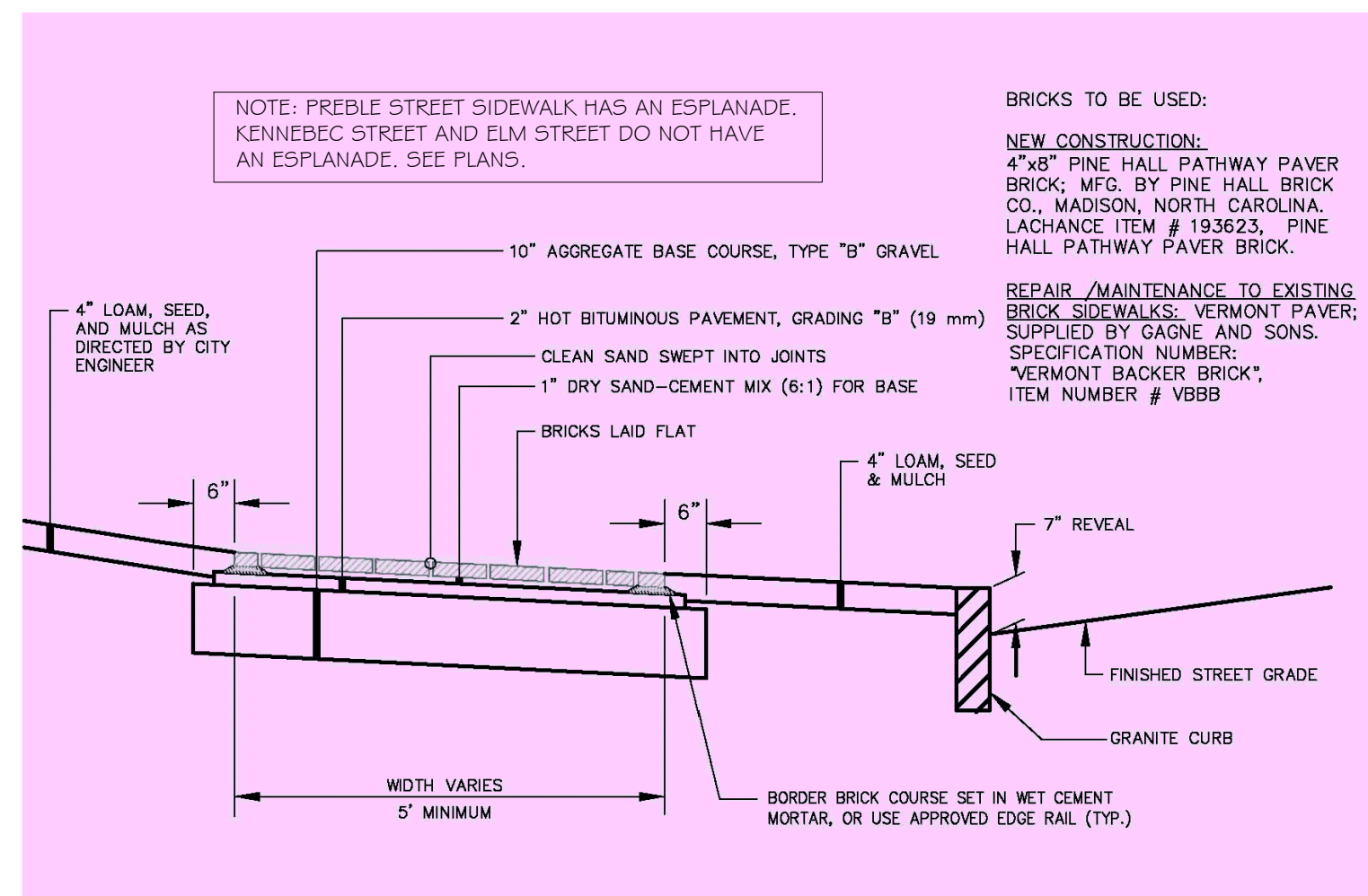
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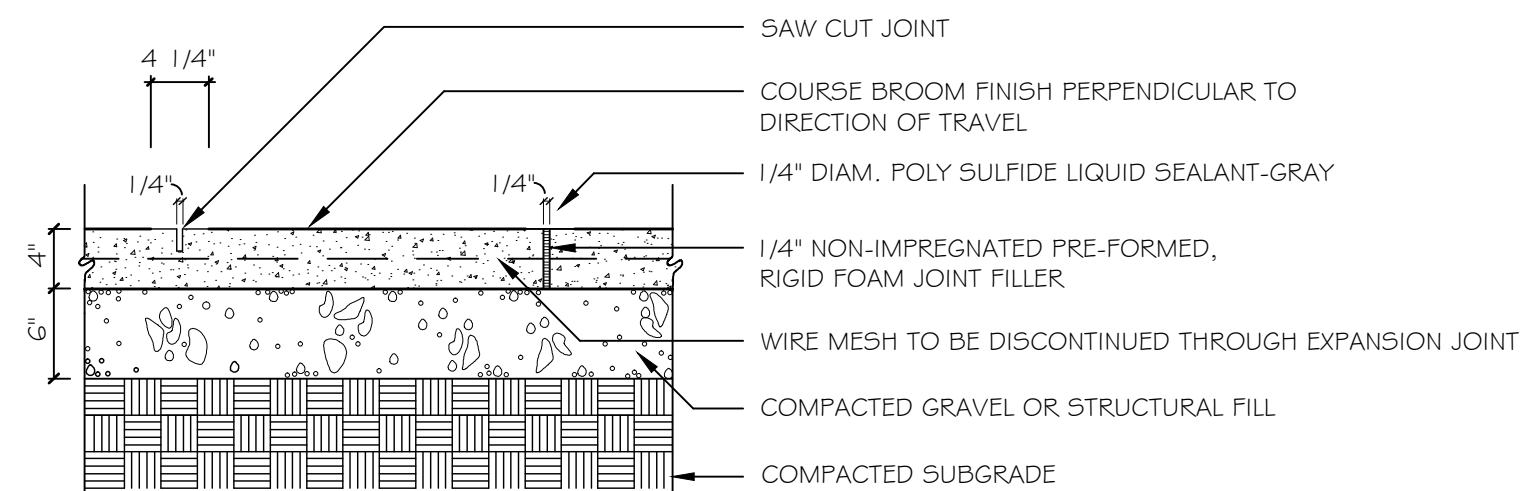
1 BITUMINOUS PAVEMENT- PARKING LOT

16.0 NOT TO SCALE



2 BRICK SIDEWALK WITH BITUMINOUS BASE AND GRANITE CURB

16.0 NOT TO SCALE



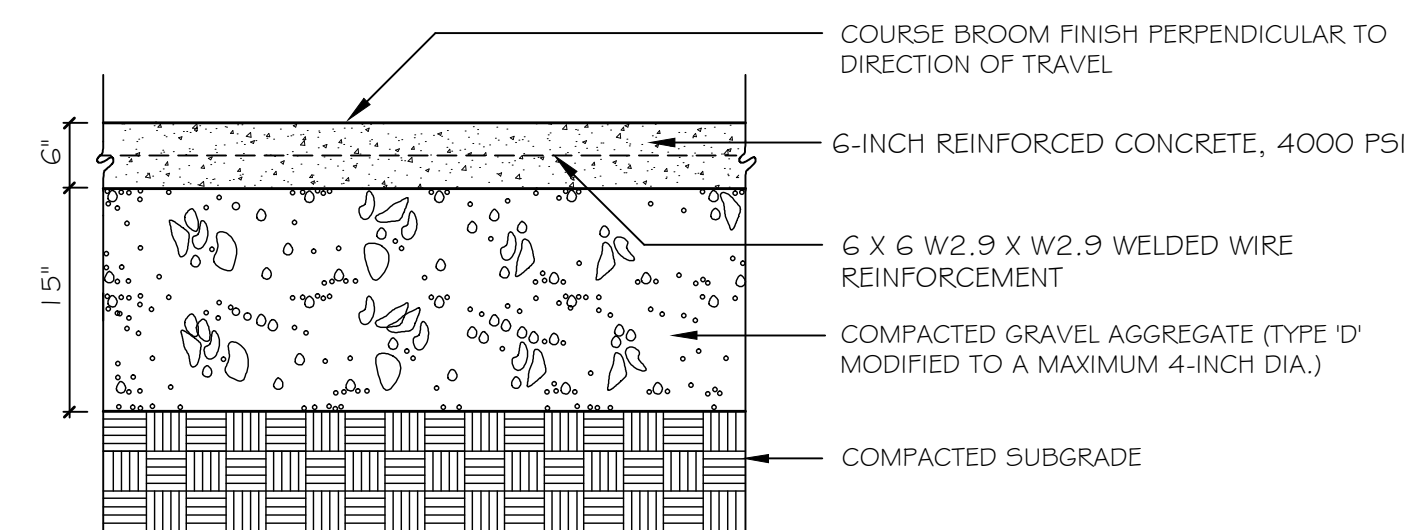
FINISH: SCREED AND BULL FLOAT, BROOM FINISH, PERPENDICULAR TO TRAVEL DIRECTION

JOINTS: HAND TROWEL TO 1/2 DEPTH AT 5' O.C. WITHIN 24 HOURS AT 25-FOOT INTERVALS OR APPROPRIATE CONNECTIONS.

SEALING: APPLY POLY SULFIDE LIQUID SEALANT, GRAY COLOR, INSTALL PER MANUFACTURER'S SPECIFICATIONS.

3 CONCRETE WALK

16.0 NOT TO SCALE



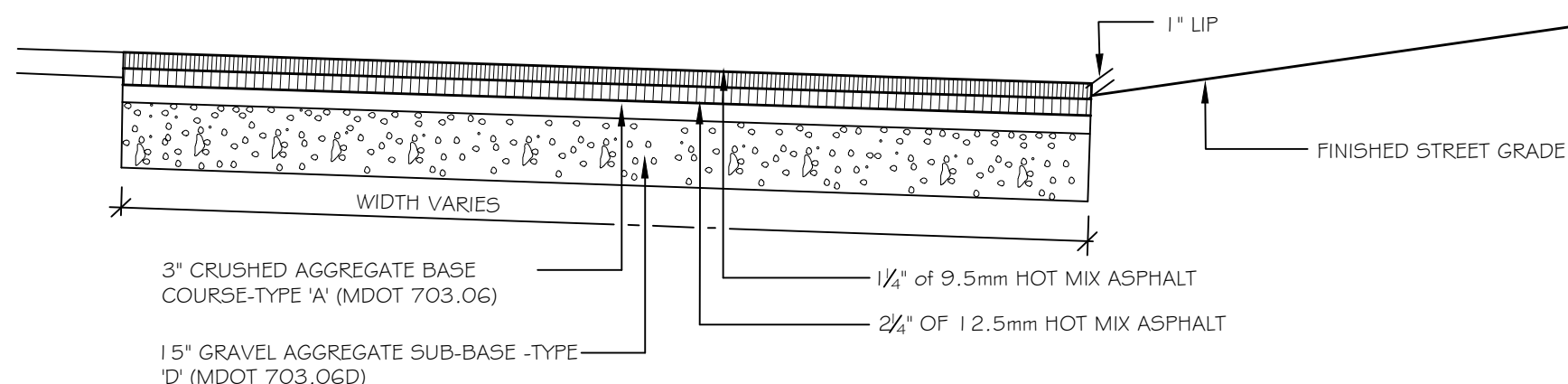
FINISH: SCREED AND BULL FLOAT, BROOM FINISH, PERPENDICULAR TO TRAVEL DIRECTION

JOINTS: HAND TROWEL TO 1/2 DEPTH AT 5' O.C. WITHIN 24 HOURS AT 25-FOOT INTERVALS OR APPROPRIATE CONNECTIONS.

SEALING: APPLY POLY SULFIDE LIQUID SEALANT, GRAY COLOR, INSTALL PER MANUFACTURER'S SPECIFICATIONS.

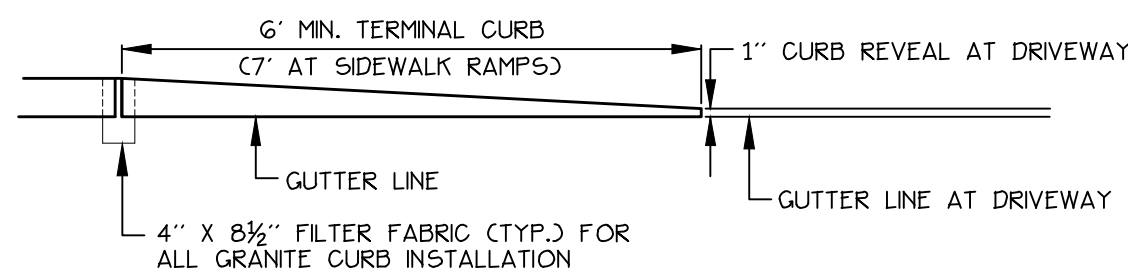
4 CONCRETE PAD: CROSSWALK AND DUMPSTER PAD

16.0 NOT TO SCALE

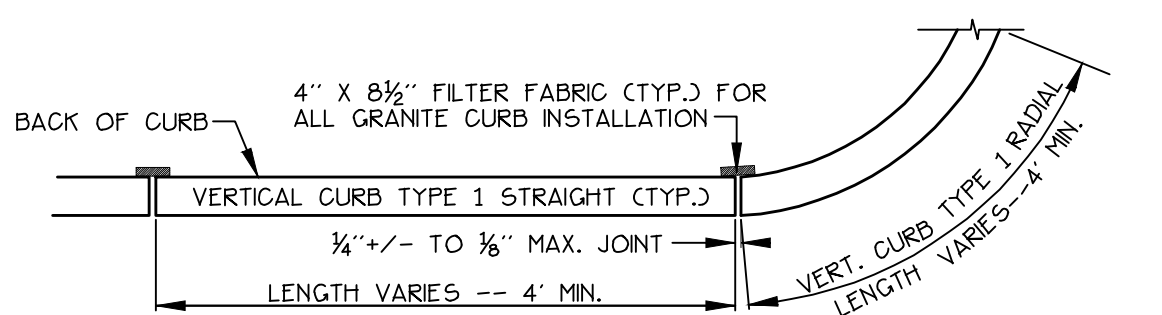


5 BITUMINOUS DRIVEWAY APRON

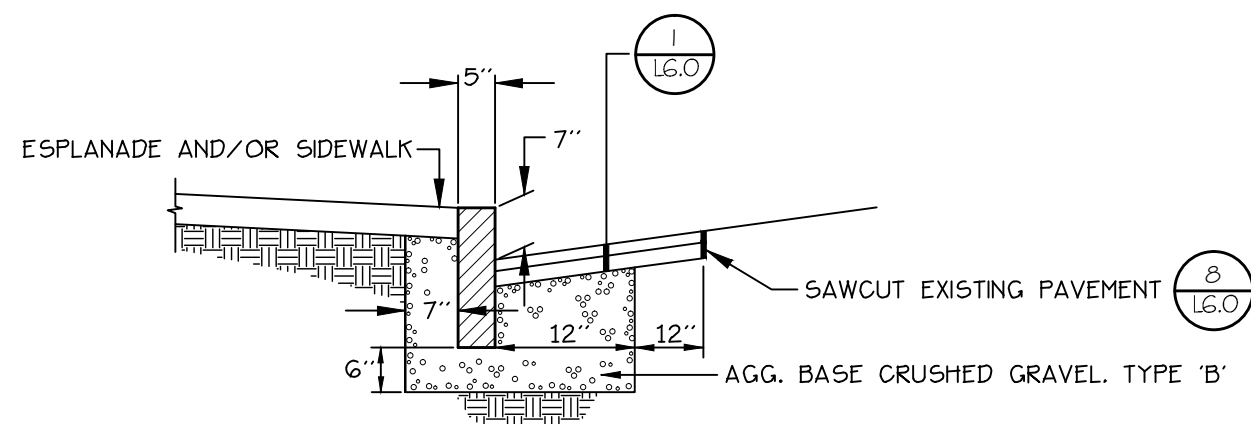
16.0 NOT TO SCALE



TERMINAL CURB PROFILE



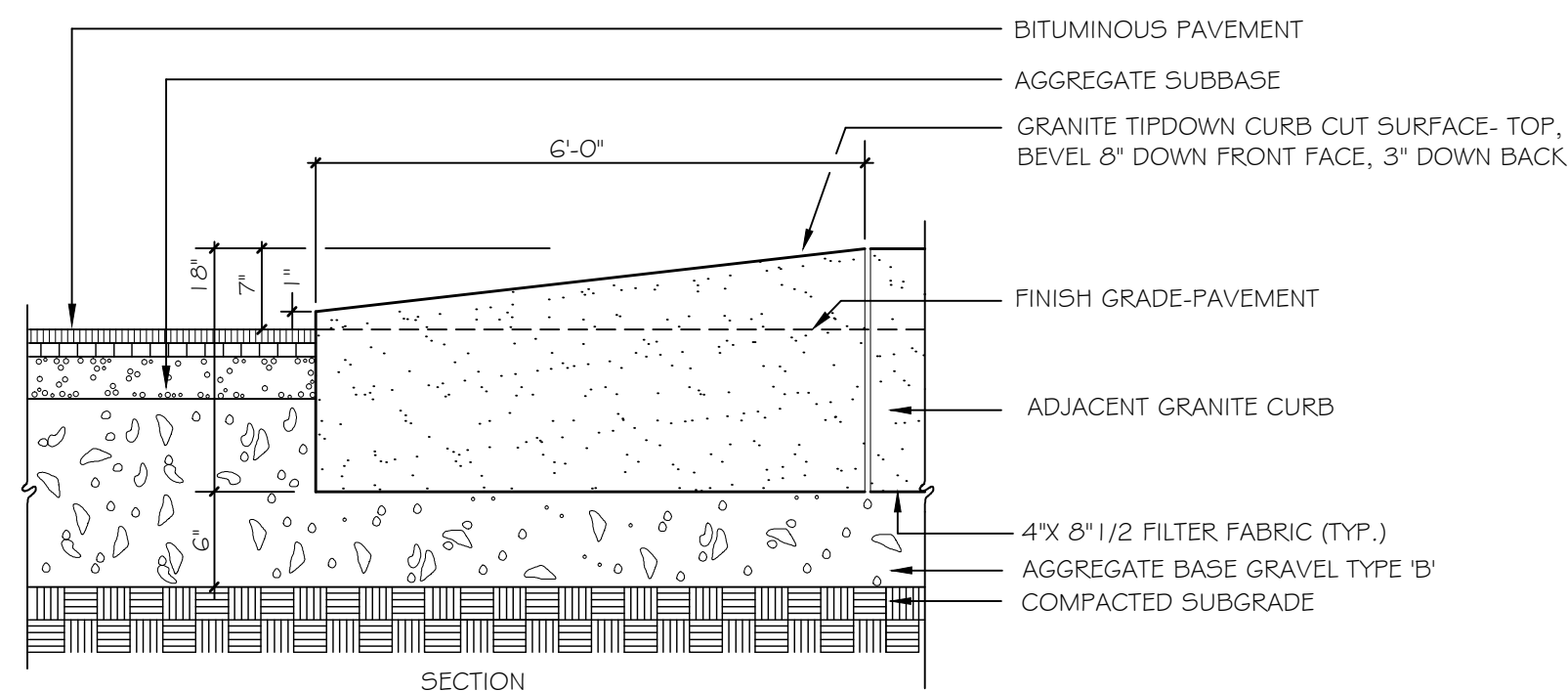
VERTICAL GRANITE CURB PLAN VIEW



VERTICAL GRANITE CURB CROSS SECTION

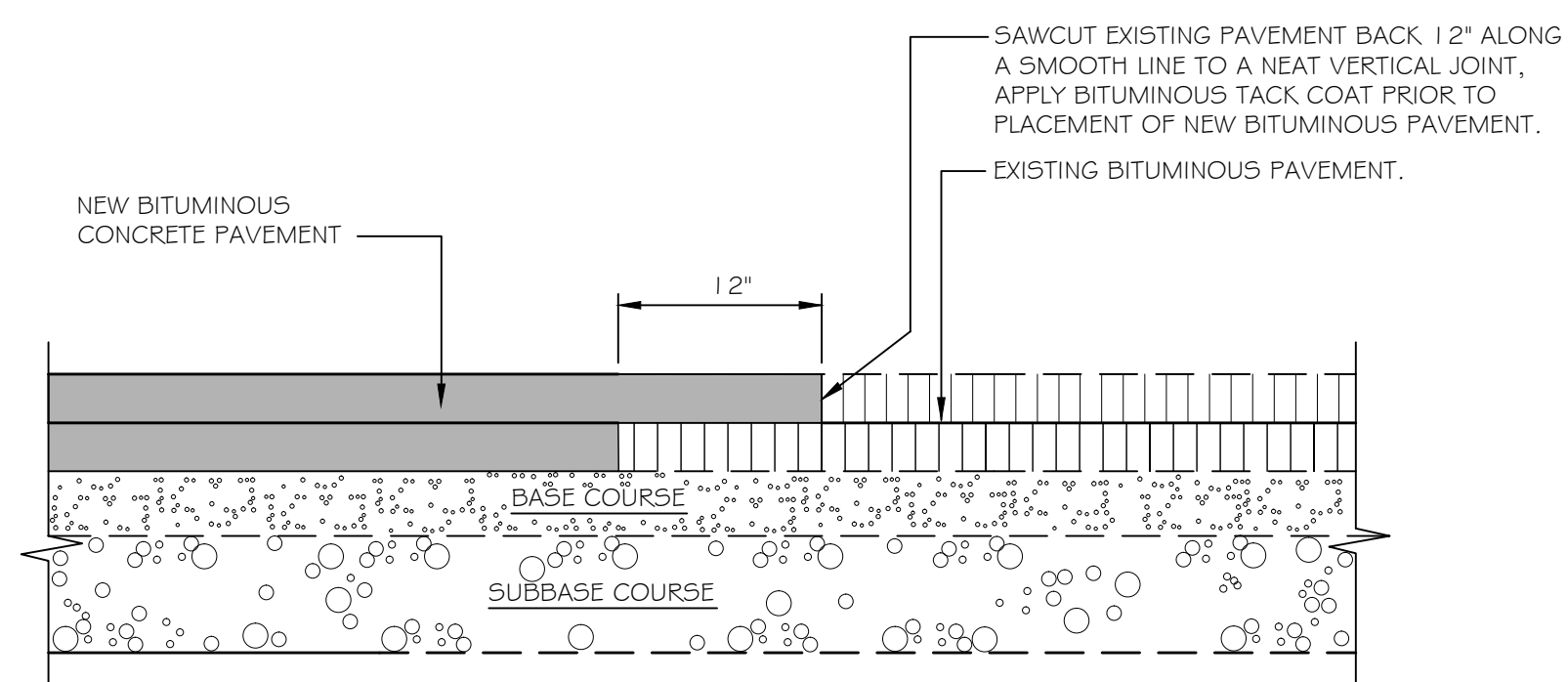
CITY OF PORTLAND STANDARD DETAIL: VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS

16.0 NOT TO SCALE



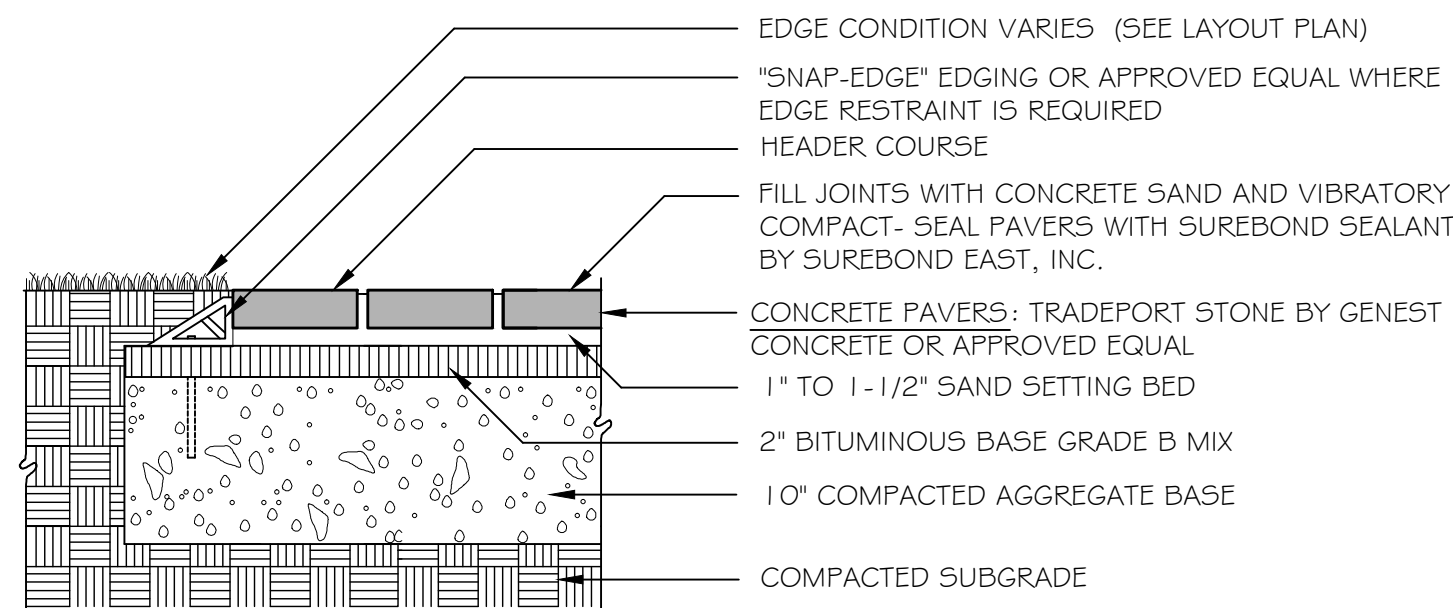
7 GRANITE TIP-DOWN CURB

16.0 NOT TO SCALE



8 PAVEMENT SAWCUT DETAIL

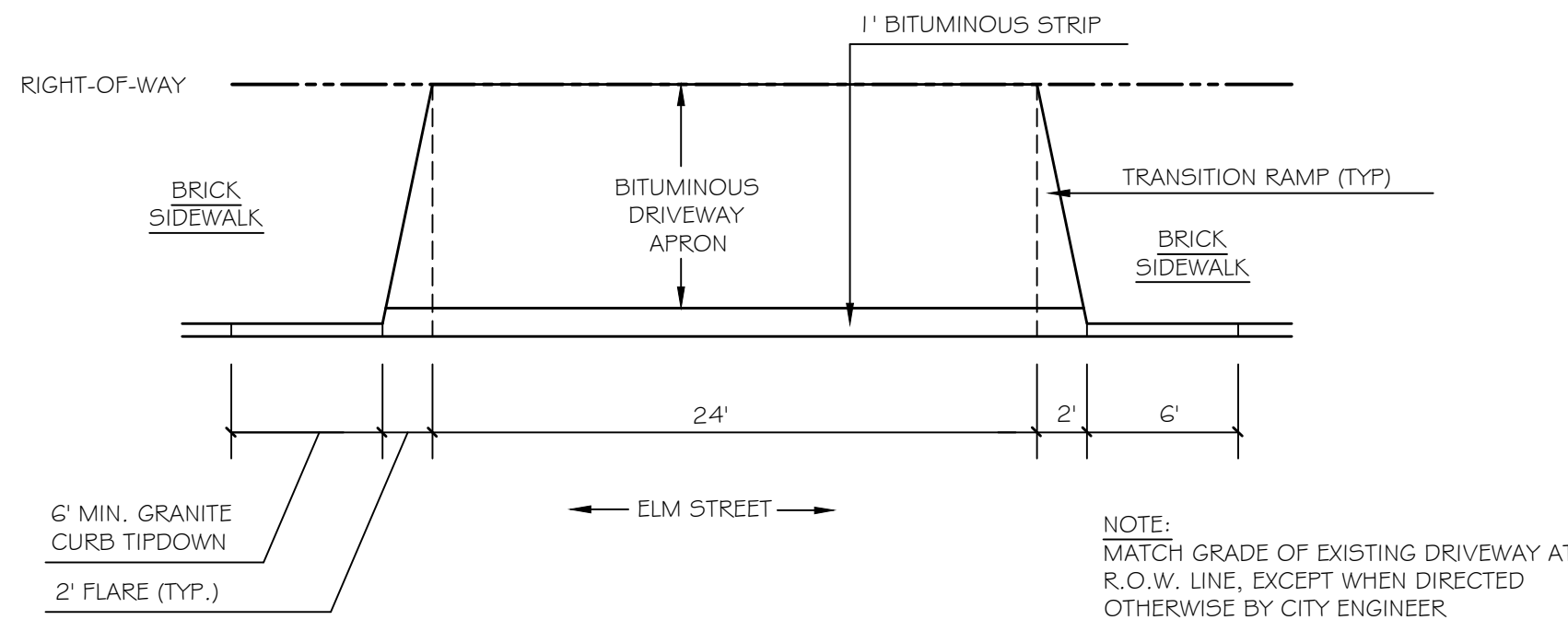
16.0 NOT TO SCALE



NOTE: CONCRETE PAVERS SHALL BE SEALED WITH SUREBOND 5B-1370 JOINT STABILIZING SEALER OR APPROVED EQUAL

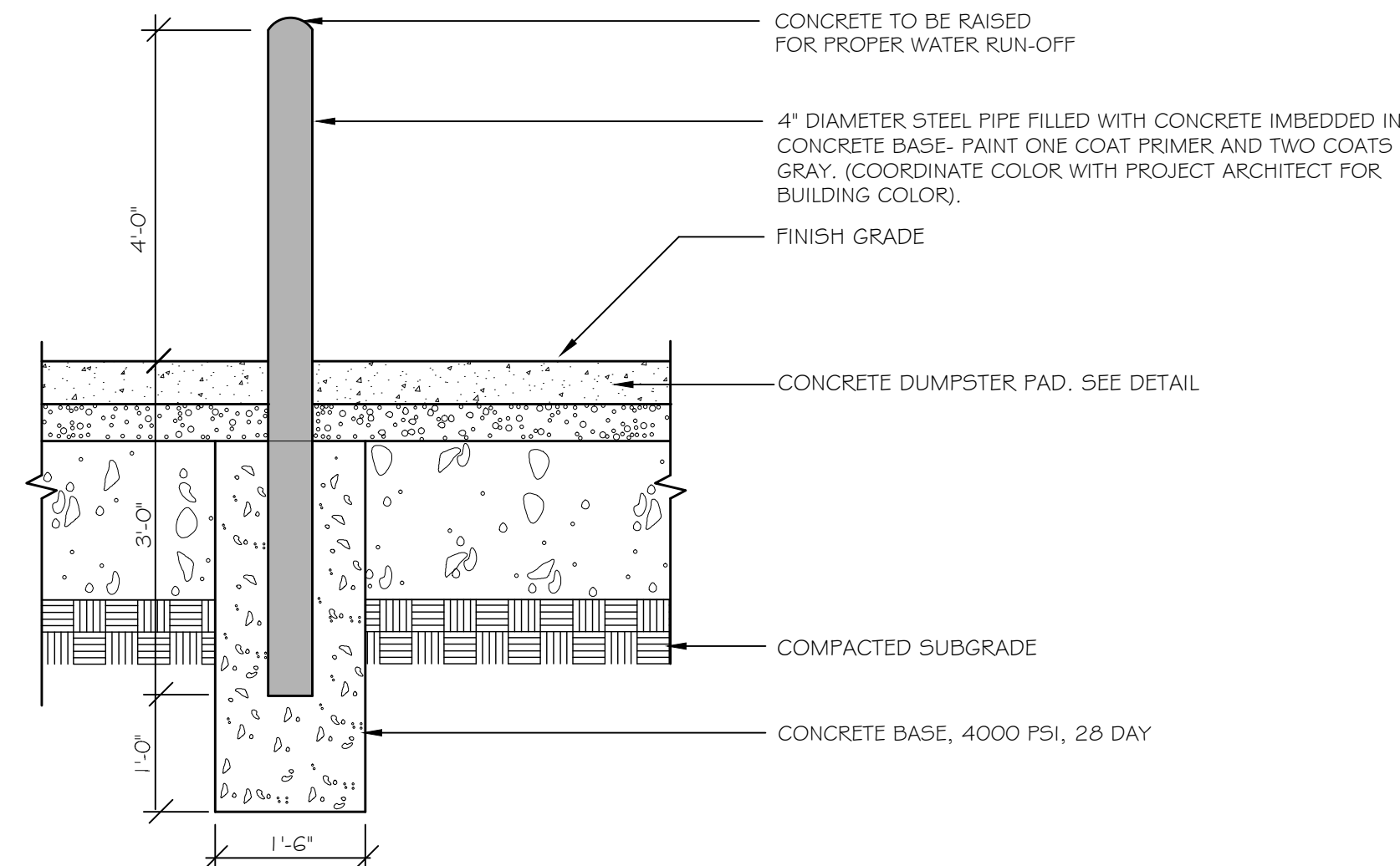
9 PRE-CAST CONCRETE MODULAR PAVERS

16.0 NOT TO SCALE



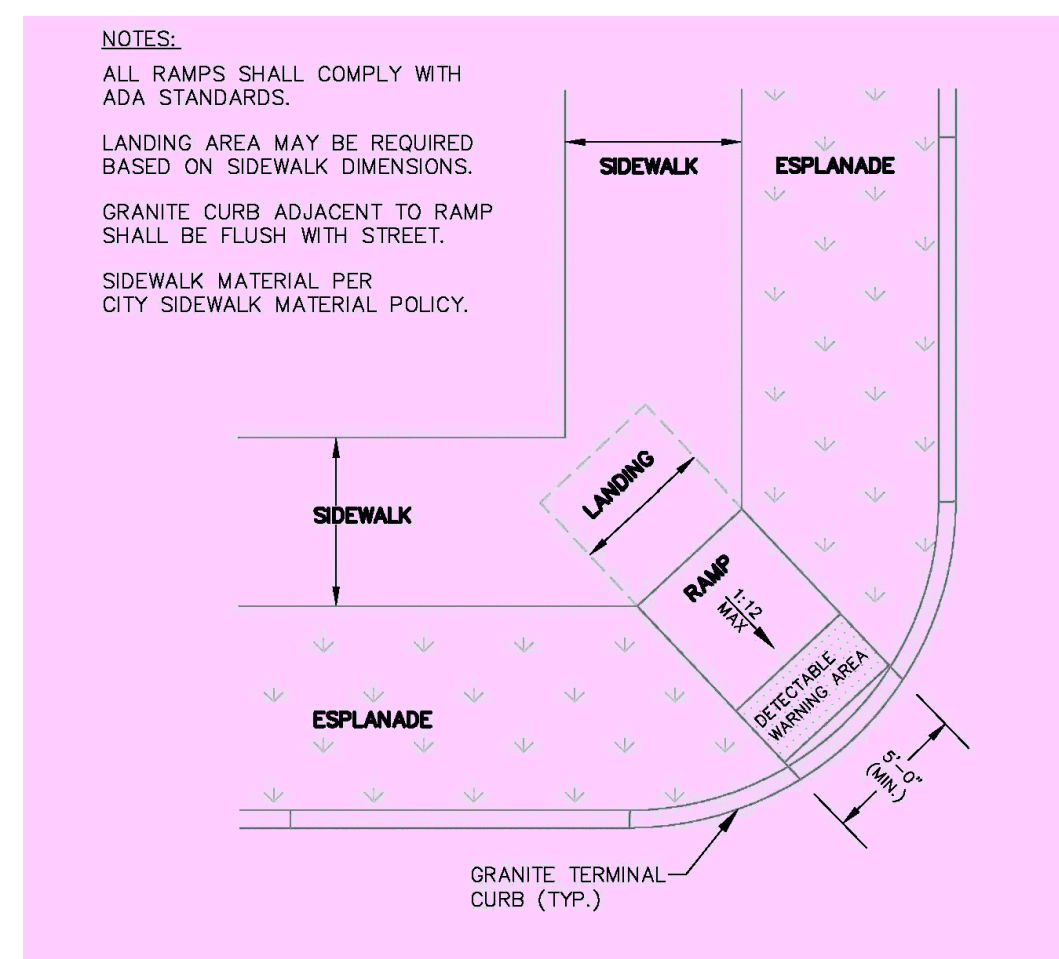
10 DRIVEWAY APRON LAYOUT

16.0 NOT TO SCALE



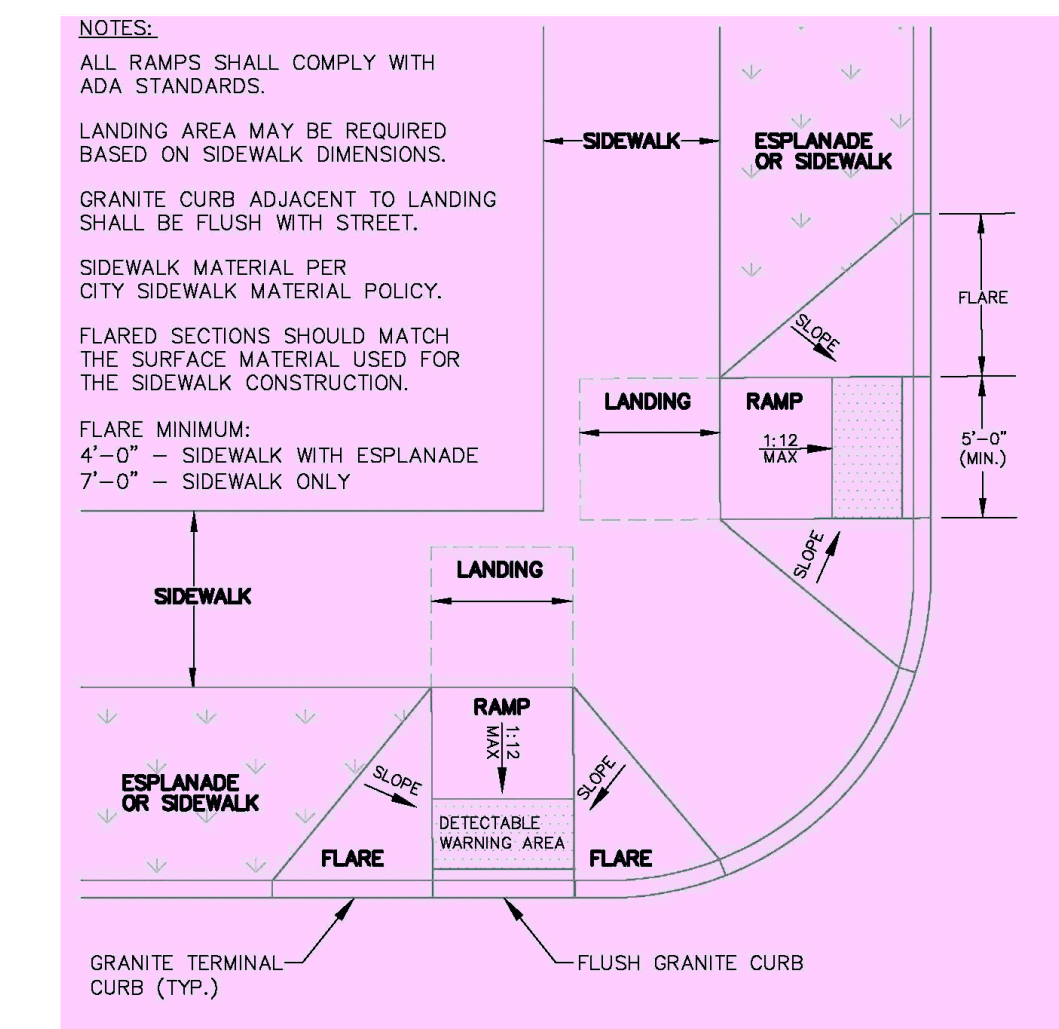
11 PIPE BOLLARD DETAIL

16.0 NOT TO SCALE



12 ADA RAMP AT PREBLE STREET/KENNEBEC STREET

16.0 NOT TO SCALE



13 ADA RAMP AT ELM STREET/KENNEBEC STREET

16.0 NOT TO SCALE

PERMITTING SET -- NOT FOR CONSTRUCTION

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OCTOBER 5, 2015

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SITE DETAILS

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Sheet No.:

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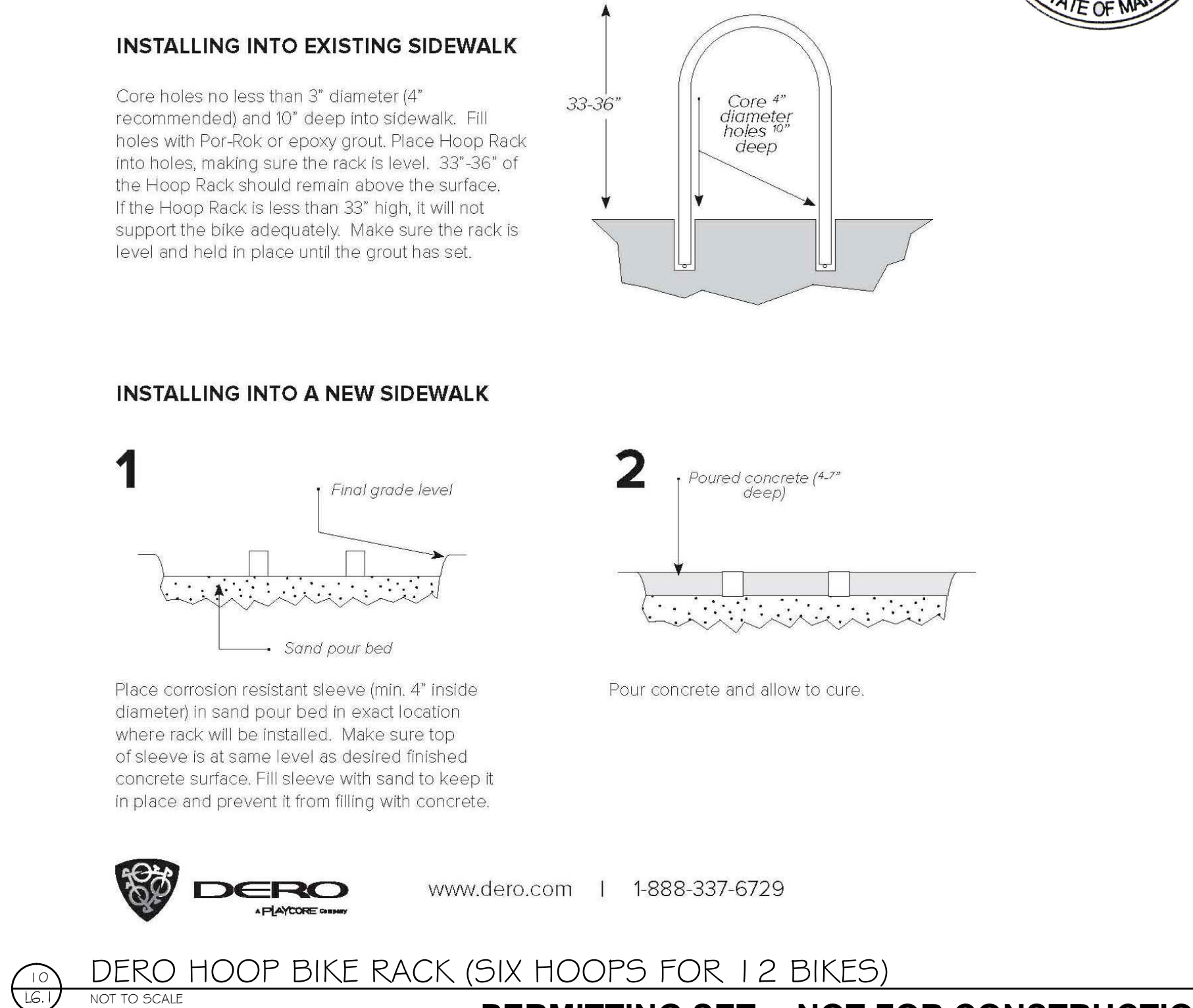
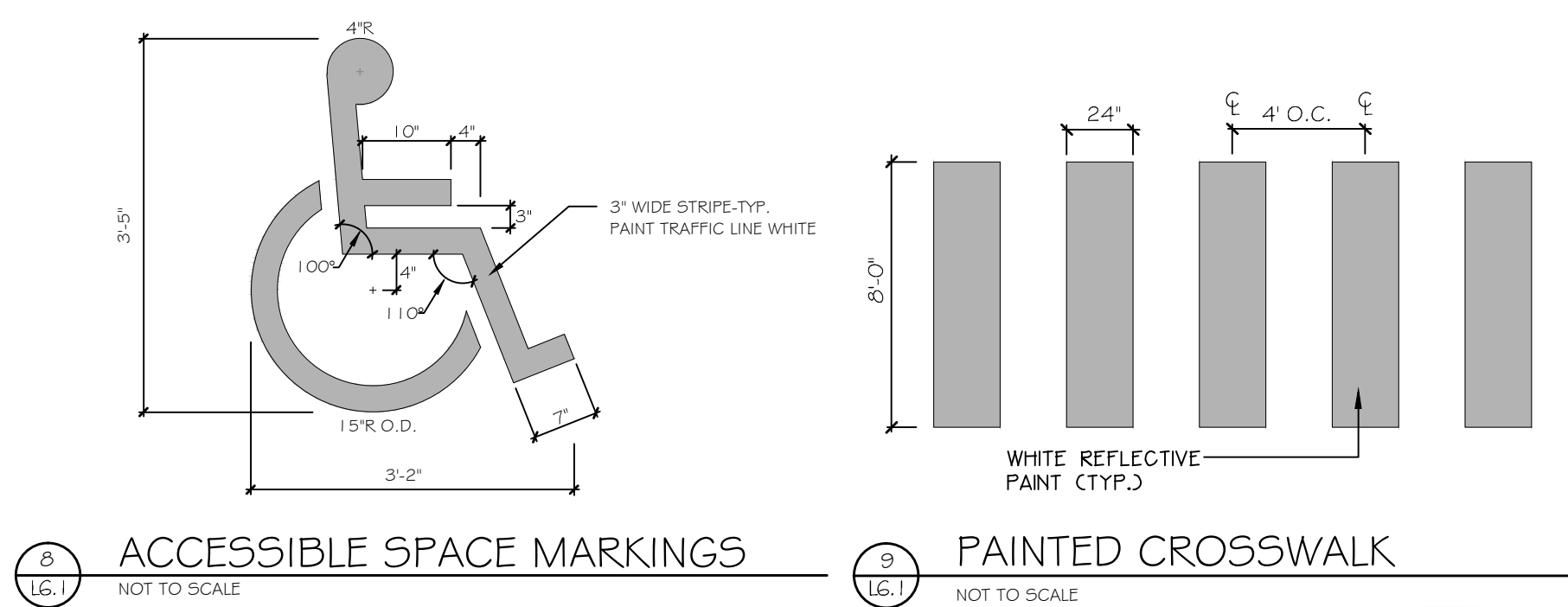
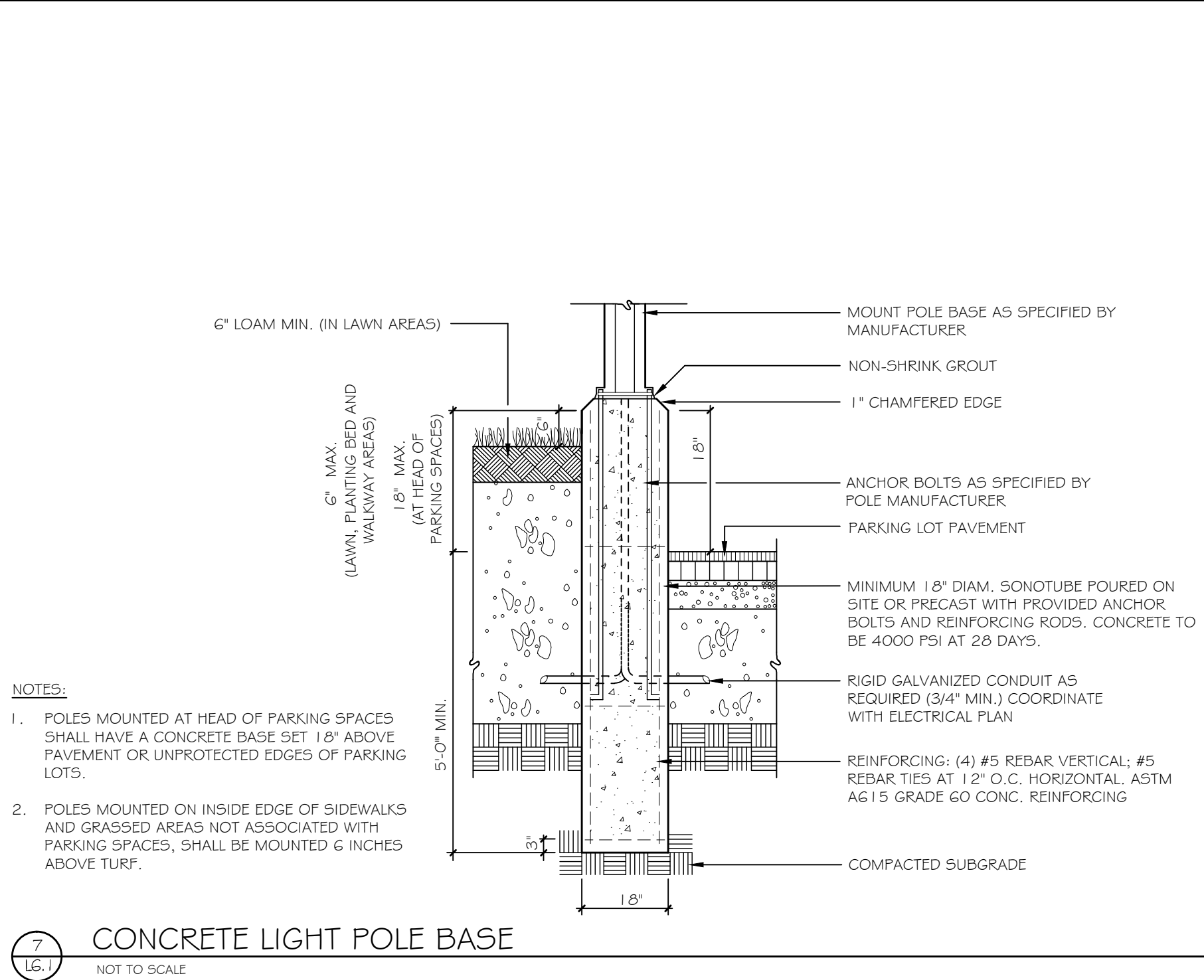
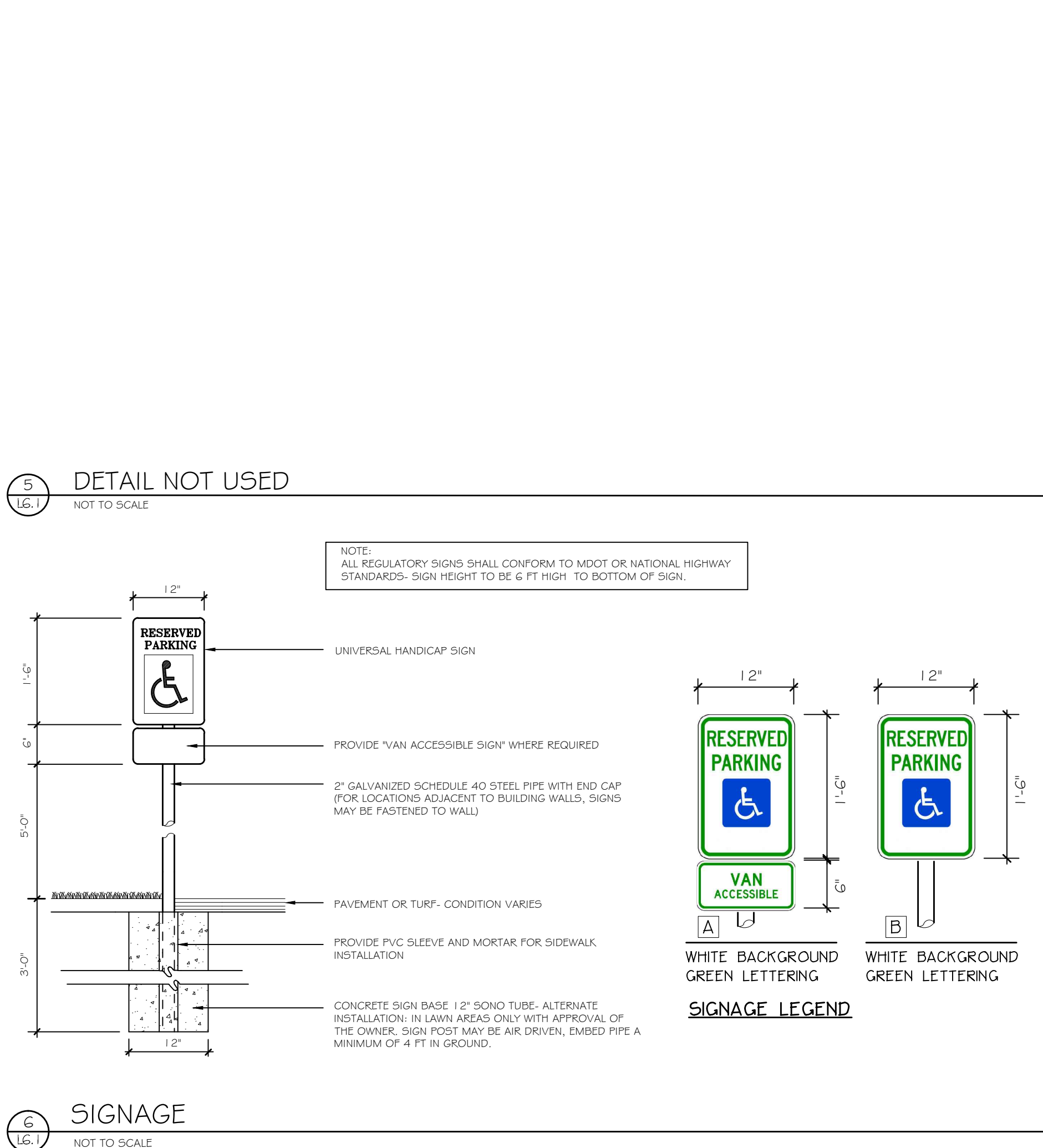
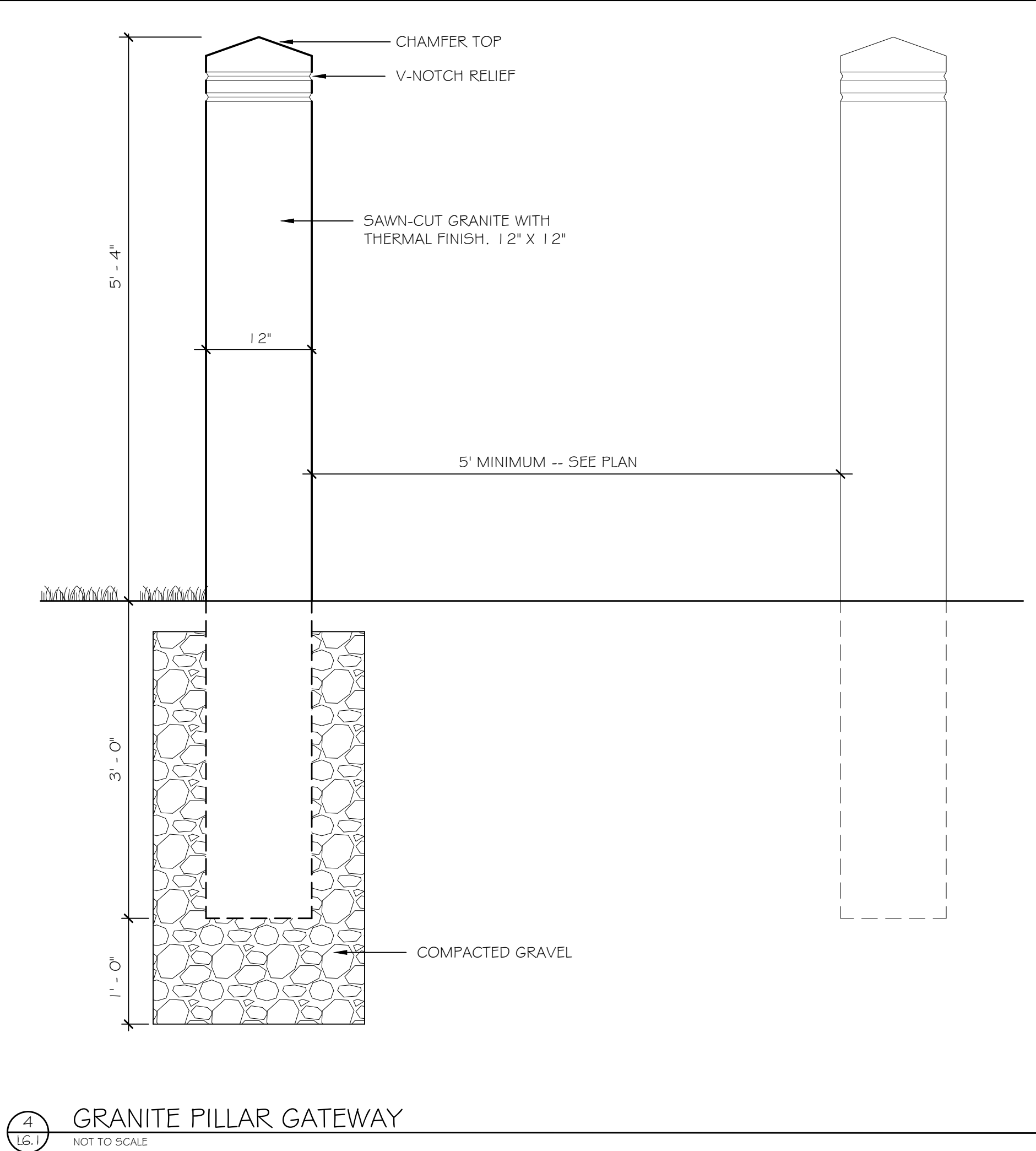
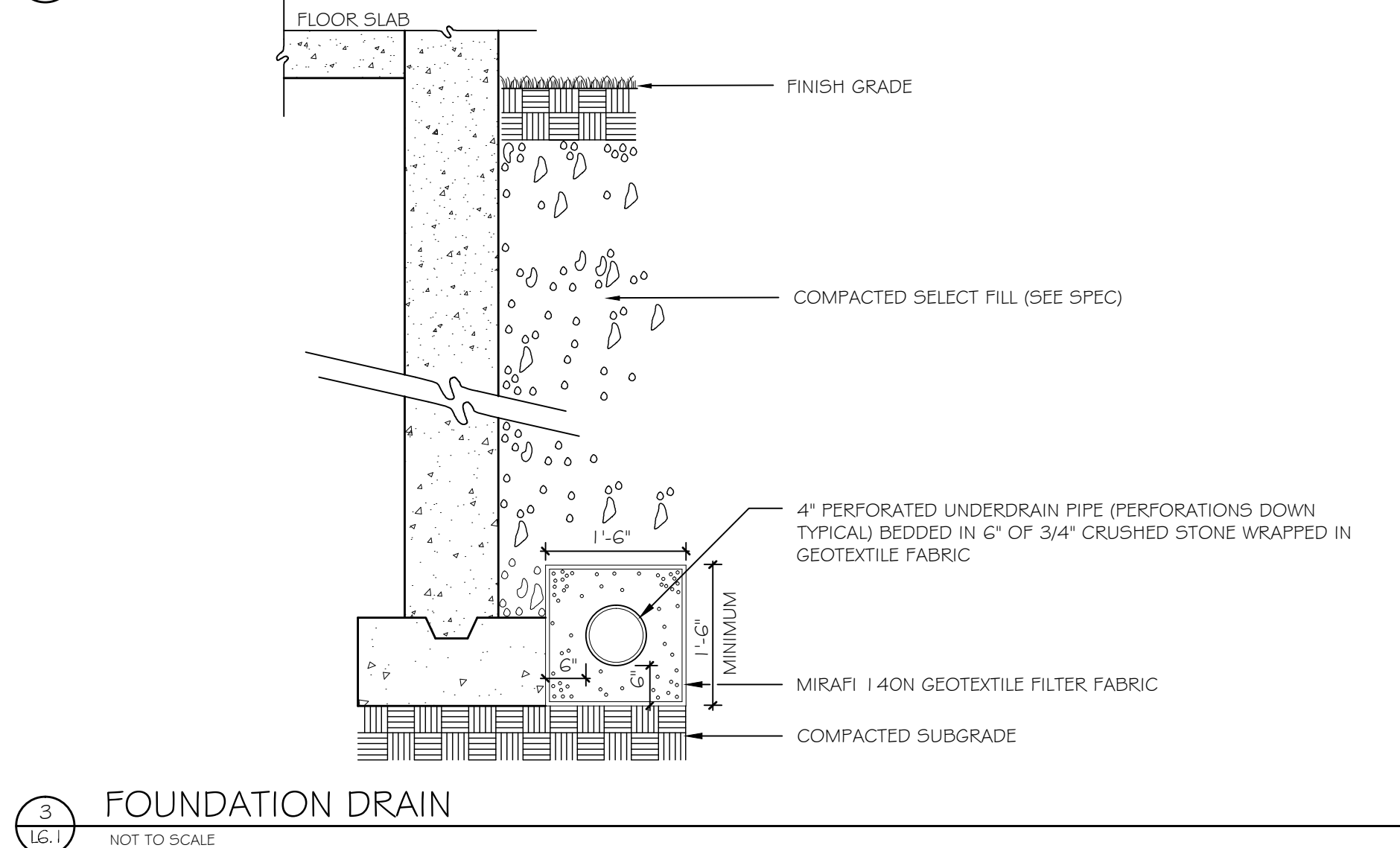
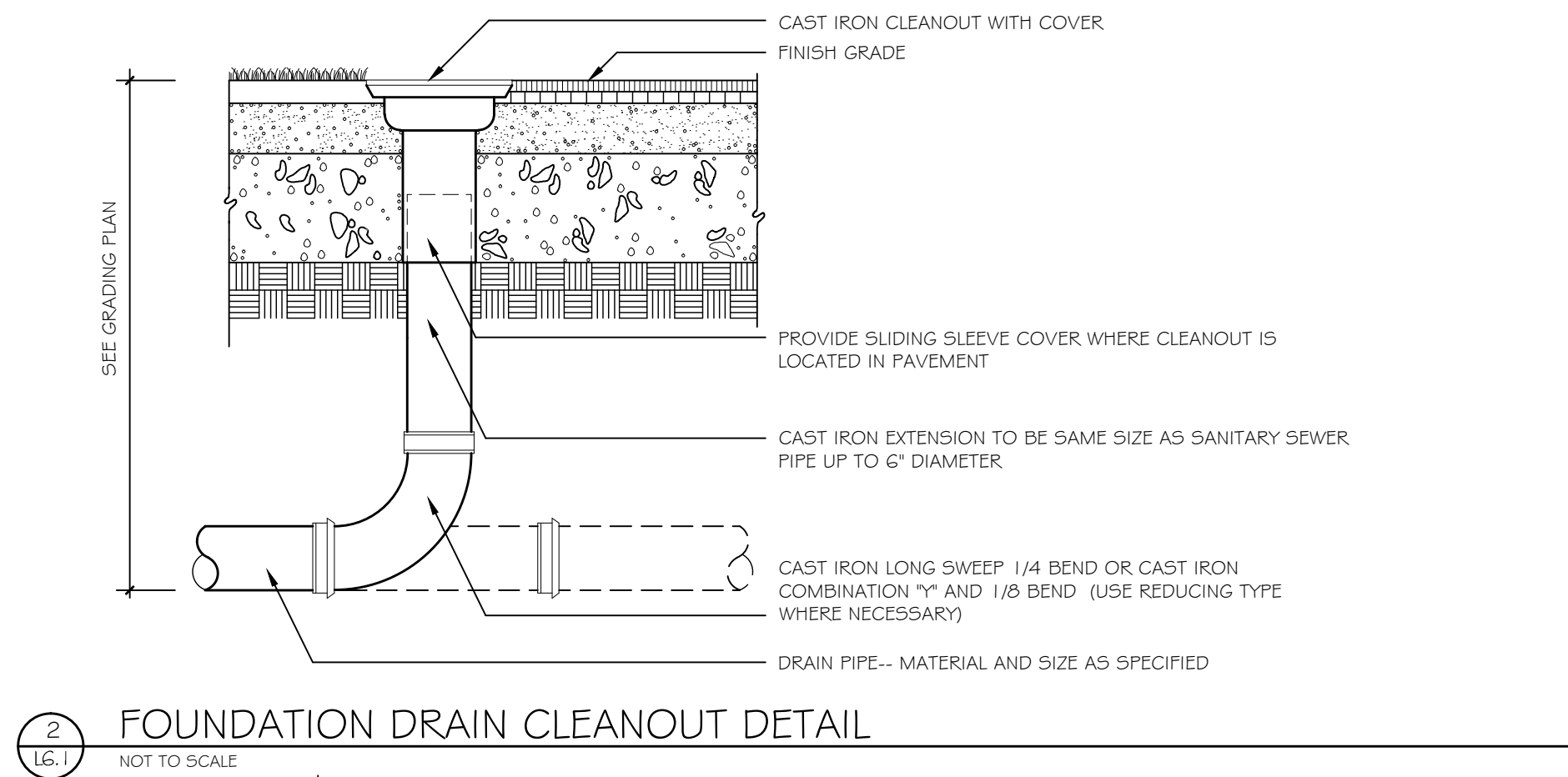
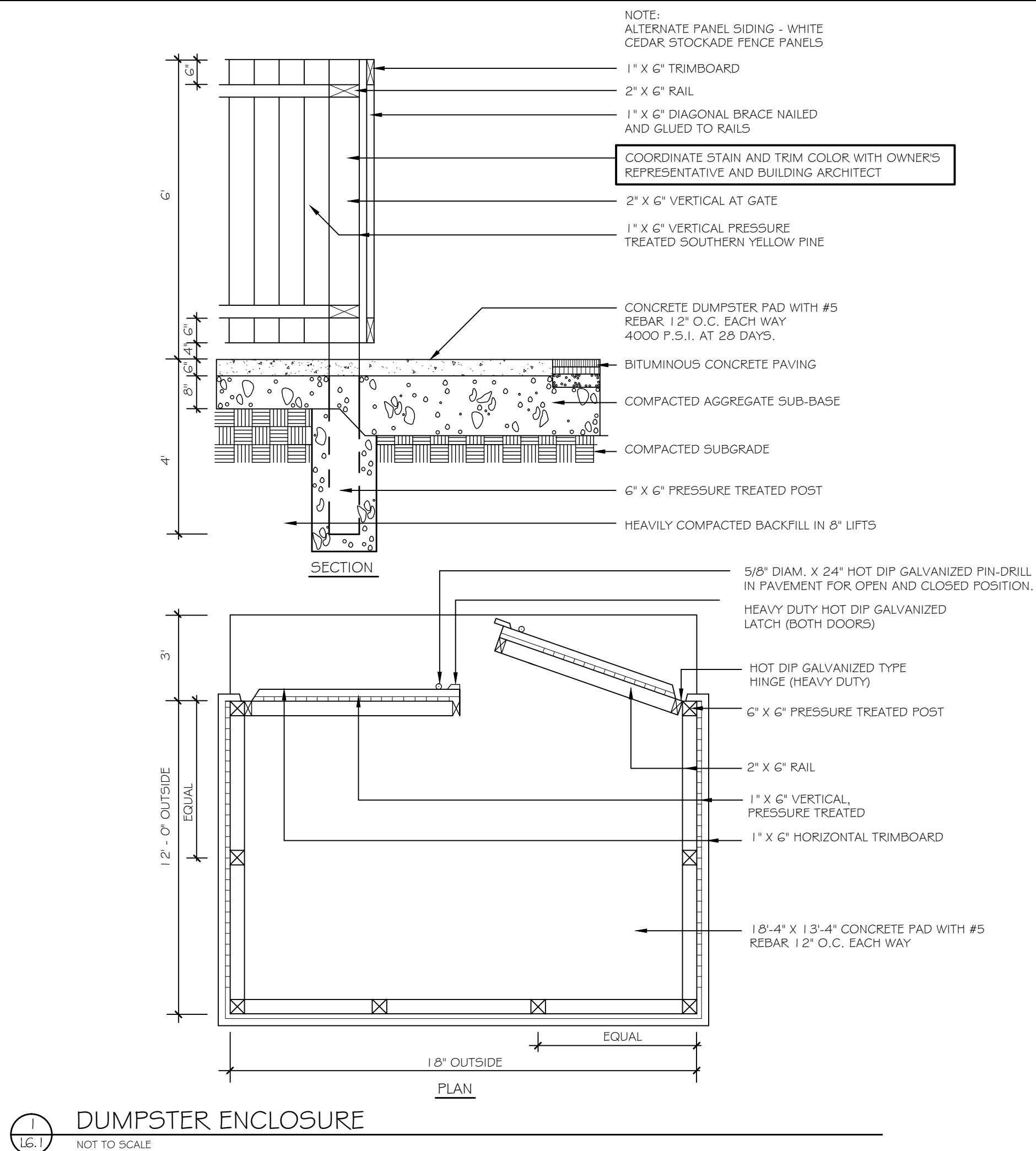
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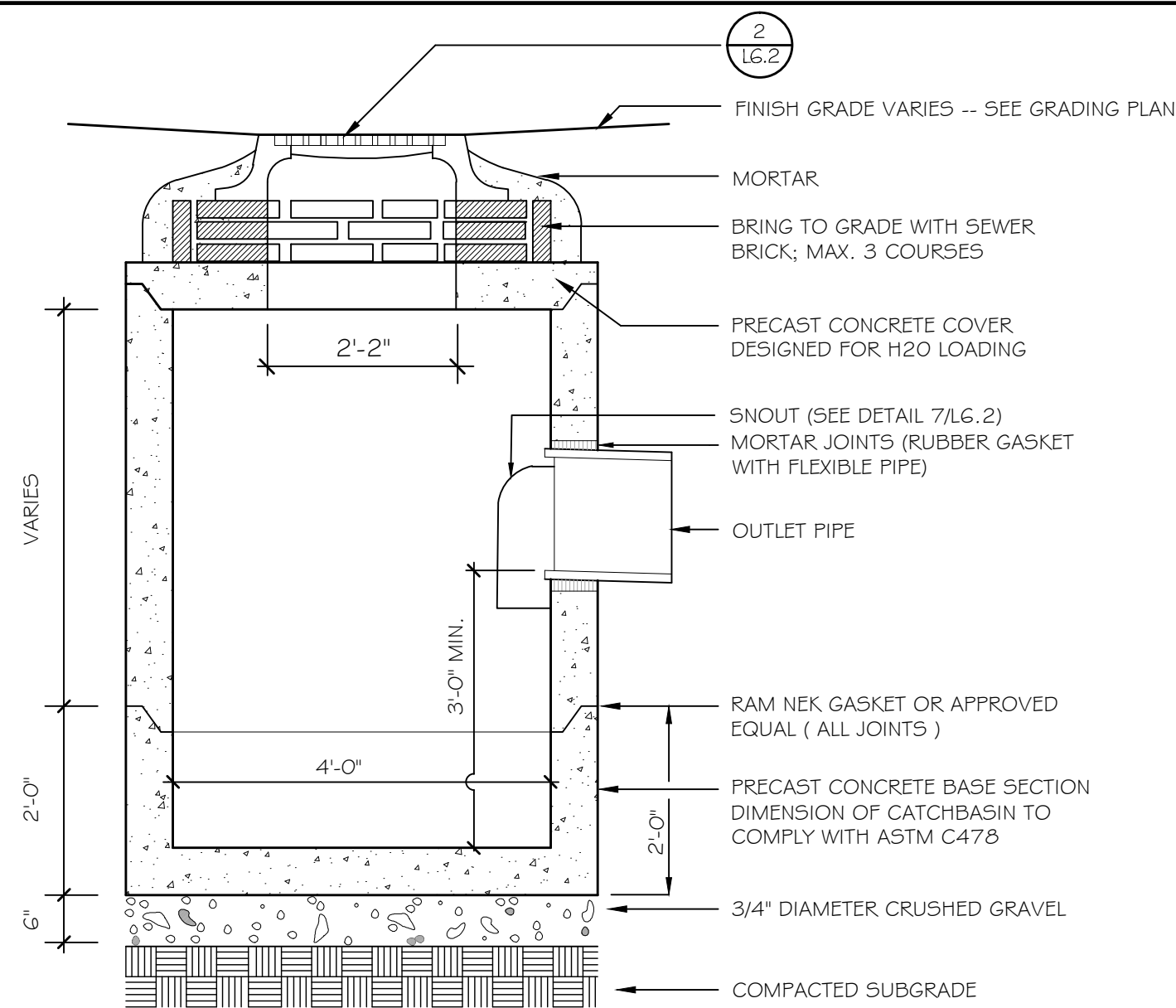
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Scale: AS SHOWN

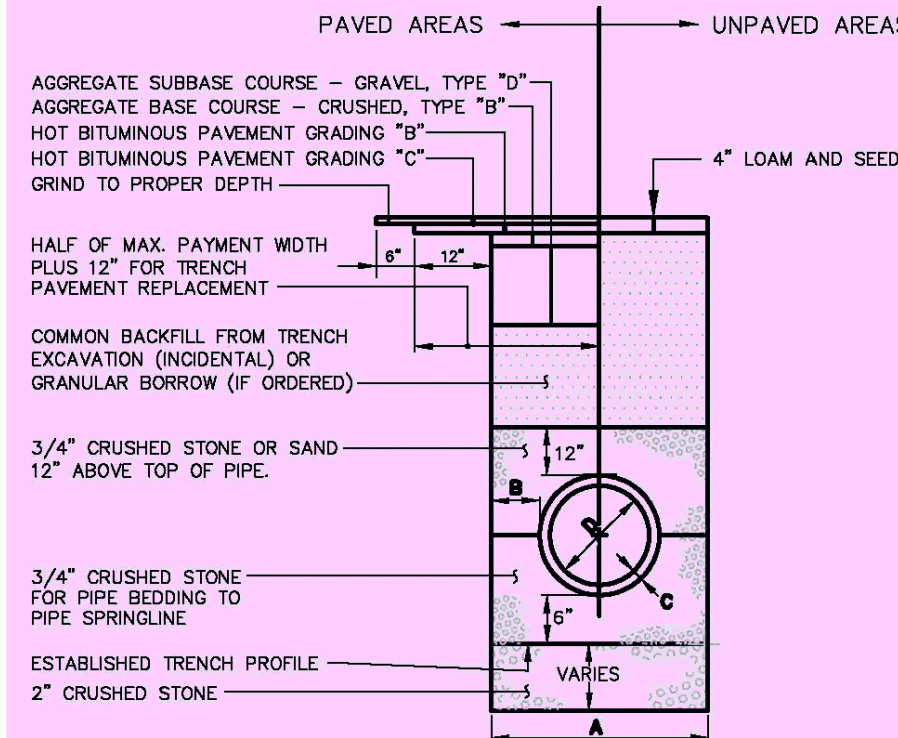
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NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.



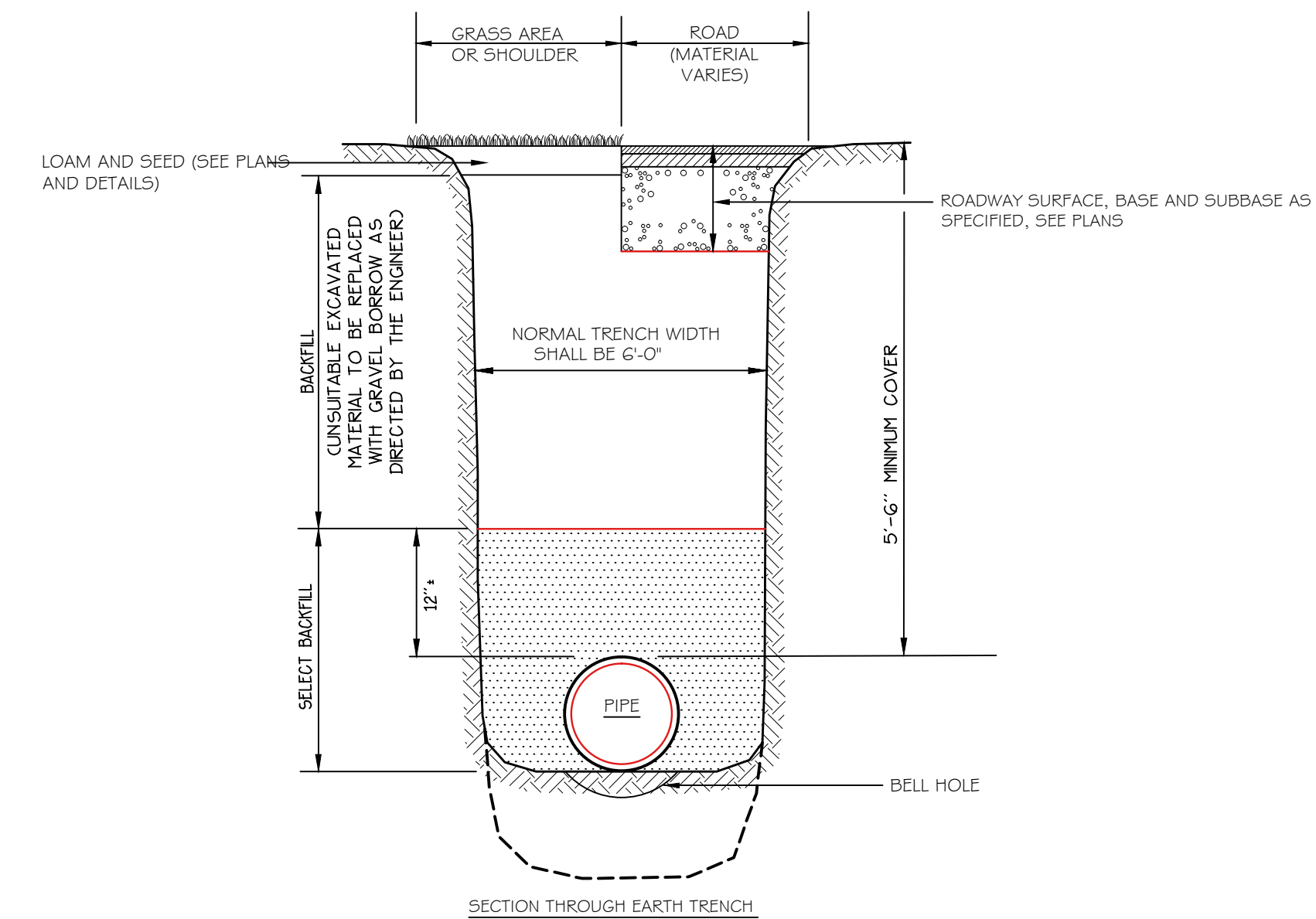
NOTES:

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



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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

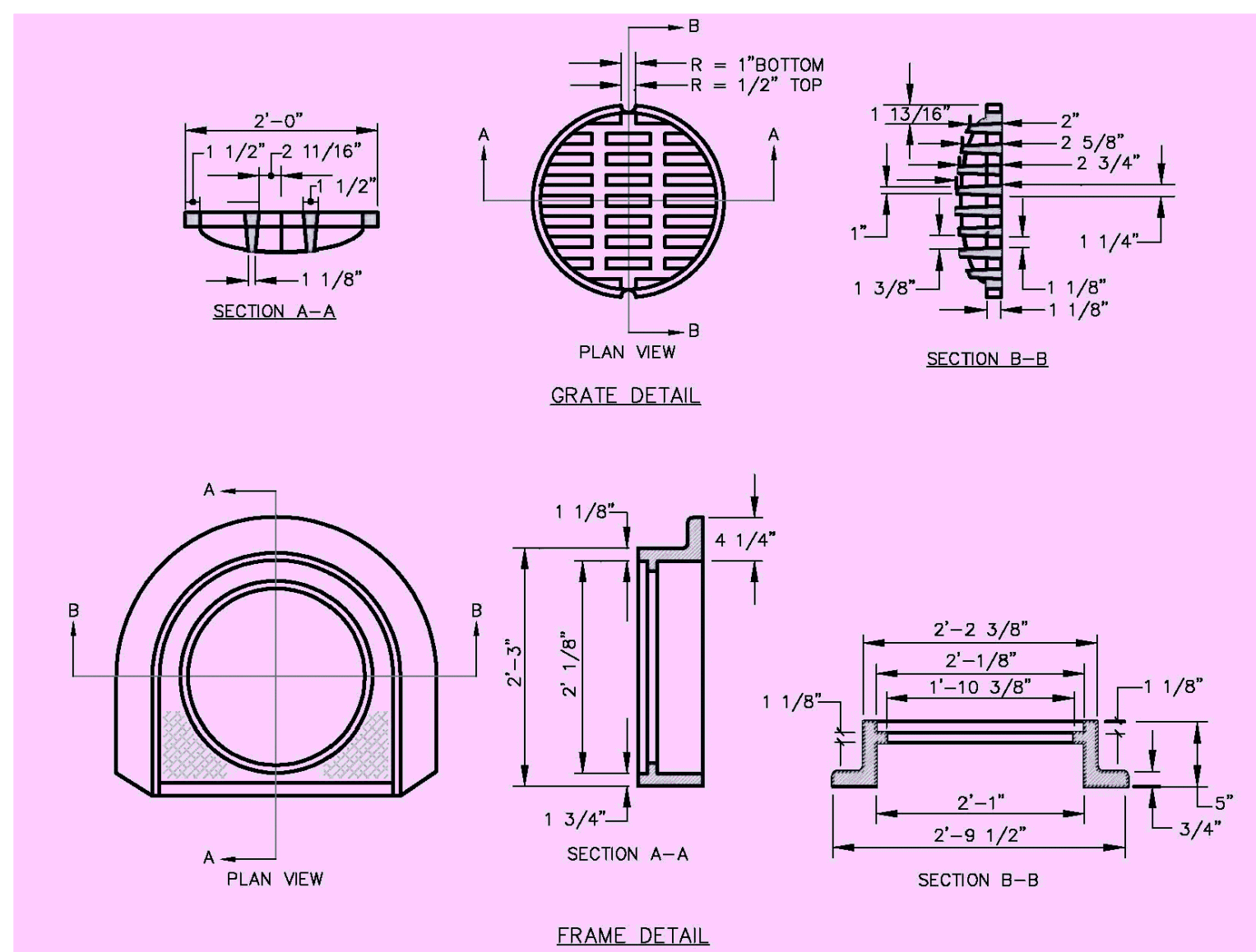
The Schlotterbeck Block

Portland, Maine

117 Preble Street

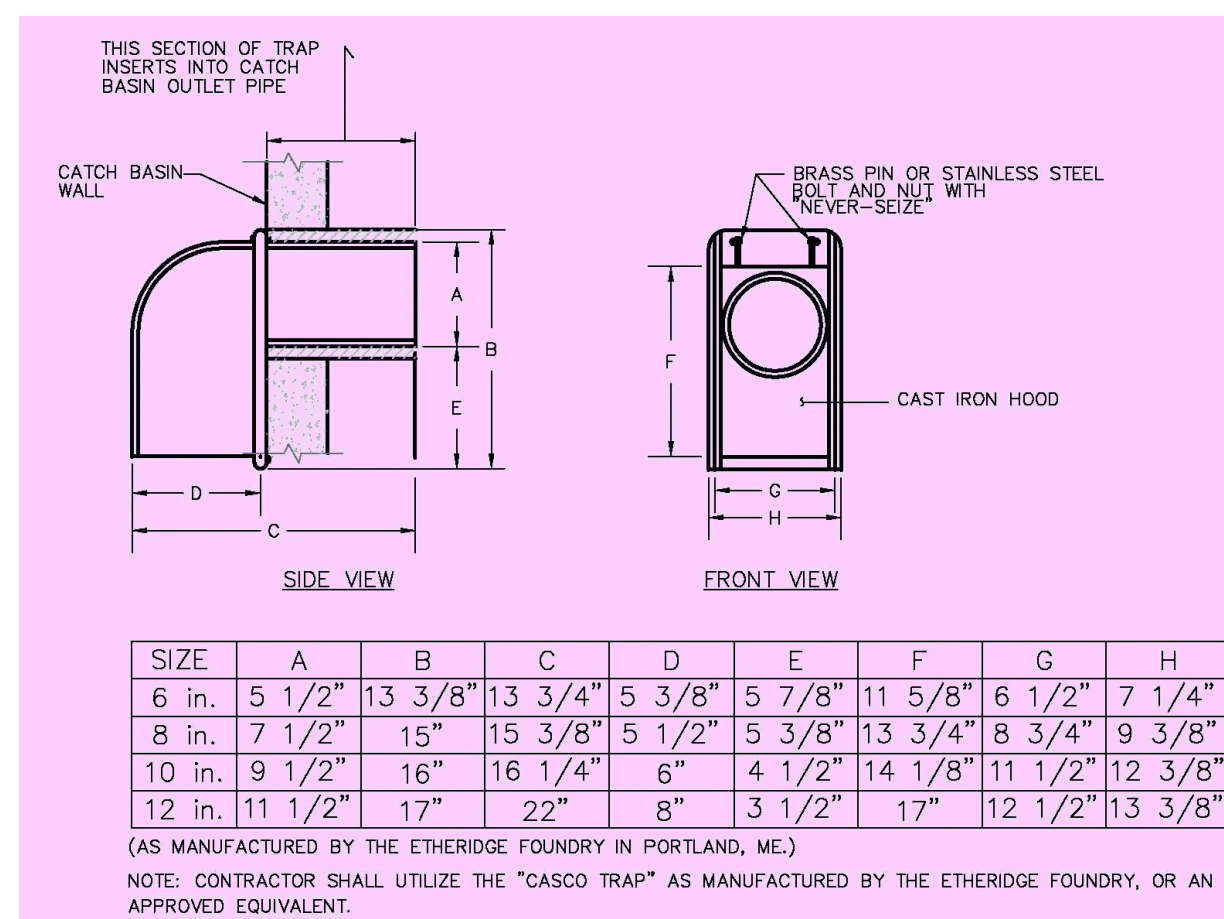
PRECAST CONCRETE CATCHBASIN

NOT TO SCALE



CAST IRON CATCH BASIN COVER AND FRAME

NOT TO SCALE



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"

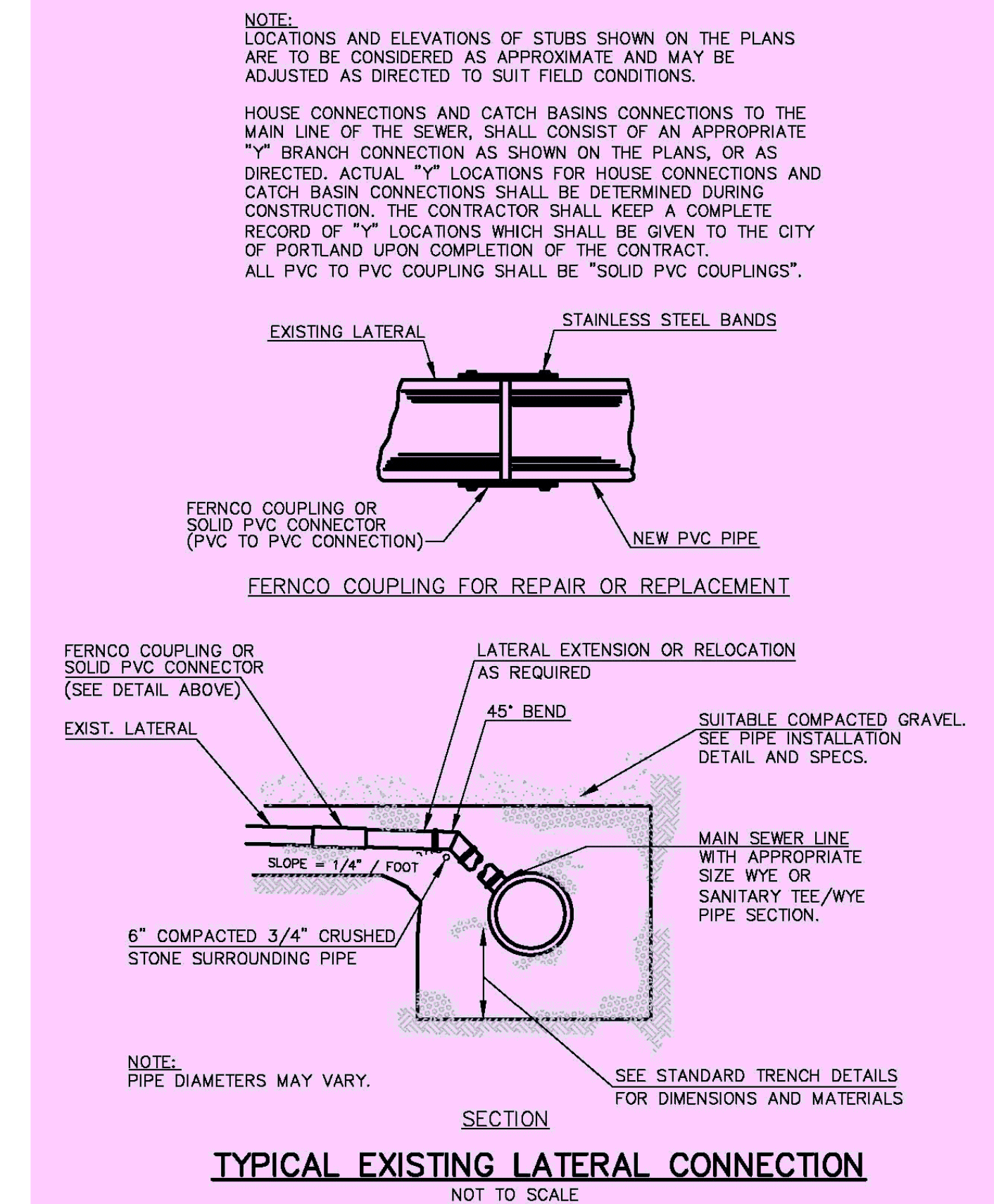
(AS MANUFACTURED BY THE ETHERIDGE FOUNDRY IN PORTLAND, ME.)
NOTE: CONTRACTOR SHALL UTILIZE THE "CASCO TRAP" AS MANUFACTURED BY THE ETHERIDGE FOUNDRY, OR AN APPROVED EQUIVALENT.

CASCO TRAP (ALL CATCHBASIN DRAINAGE STRUCTURES)

NOT TO SCALE

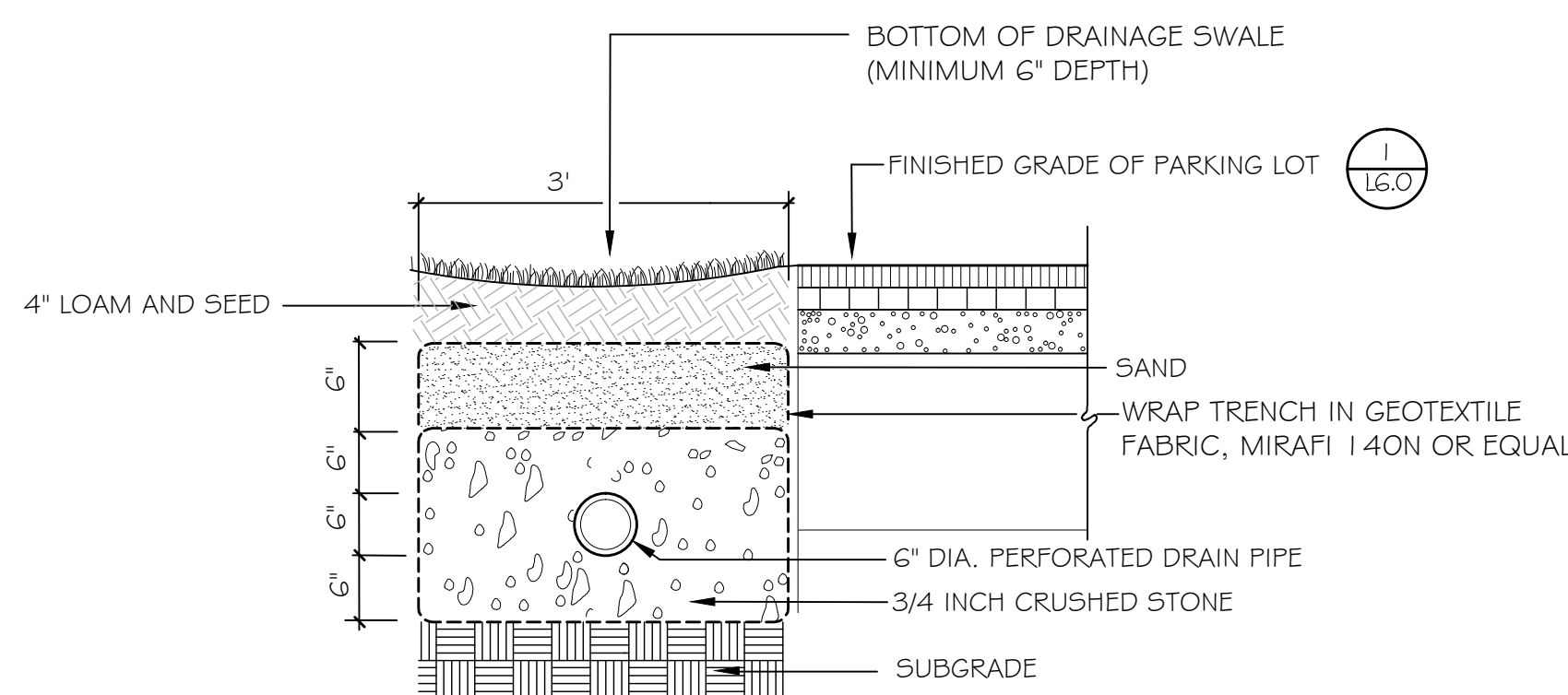
CITY OF PORTLAND TRENCH DETAIL

NOT TO SCALE



CITY OF PORTLAND LATERAL CONNECTION DETAIL

NOT TO SCALE

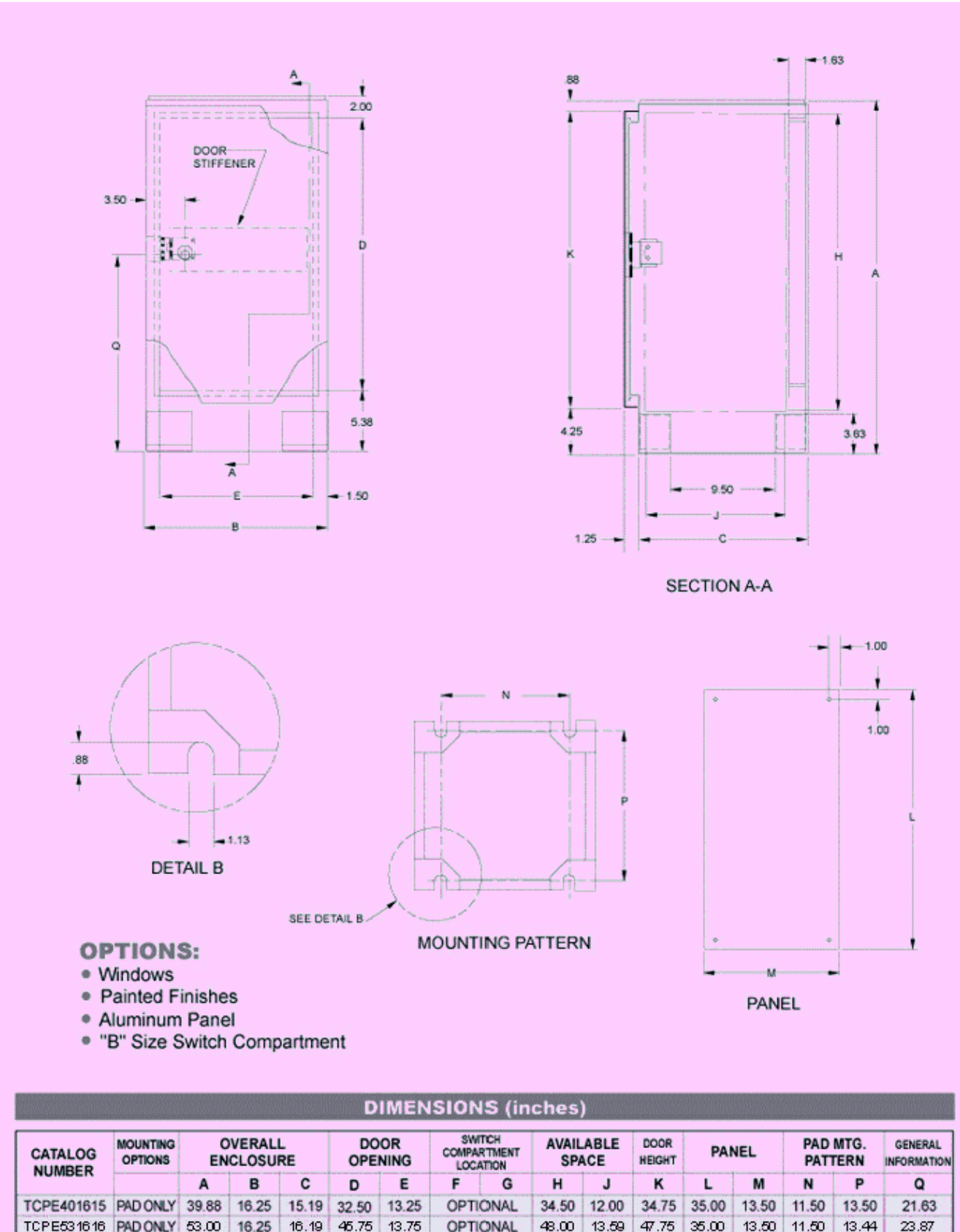


STONE INFILTRATION TRENCH

NOT TO SCALE

PORTLAND WATER DISTRICT PIPE TRENCH DETAIL

NOT TO SCALE



- OPTIONS:
- Windows
 - Painted Finishes
 - Aluminum Panel
 - "B" Size Switch Compartment

DIMENSIONS (inches)																		
CATALOG NUMBER	MOUNTING OPTIONS	OVERALL ENCLOSURE			DOOR OPENING		SWITCH COMPARTMENT LOCATION		AVAILABLE SPACE		DOOR HEIGHT		PANEL			PAD MTG. PATTERN		GENERAL INFORMATION
		A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q		
TCPE401615	PAD ONLY	39.88	16.25	15.19	32.50	13.25	OPTIONAL	34.50	12.00	34.75	35.00	13.50	11.50	13.50			21.63	
TCPE531010	PAD ONLY	53.00	16.25	10.19	46.75	13.75	OPTIONAL	48.00	13.50	47.75	35.00	13.00	11.50	13.44			23.87	

CITY OF PORTLAND STREET LIGHT PEDESTAL (TCPE401615)

NOT TO SCALE

Date:
OCTOBER 5, 2015

Issued For:

Revisions:
DEC. 1, 2015; REVISED PER STAFF REVIEW COMMENTS

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Title:
SITE DETAILS

Scale: AS SHOWN

North:

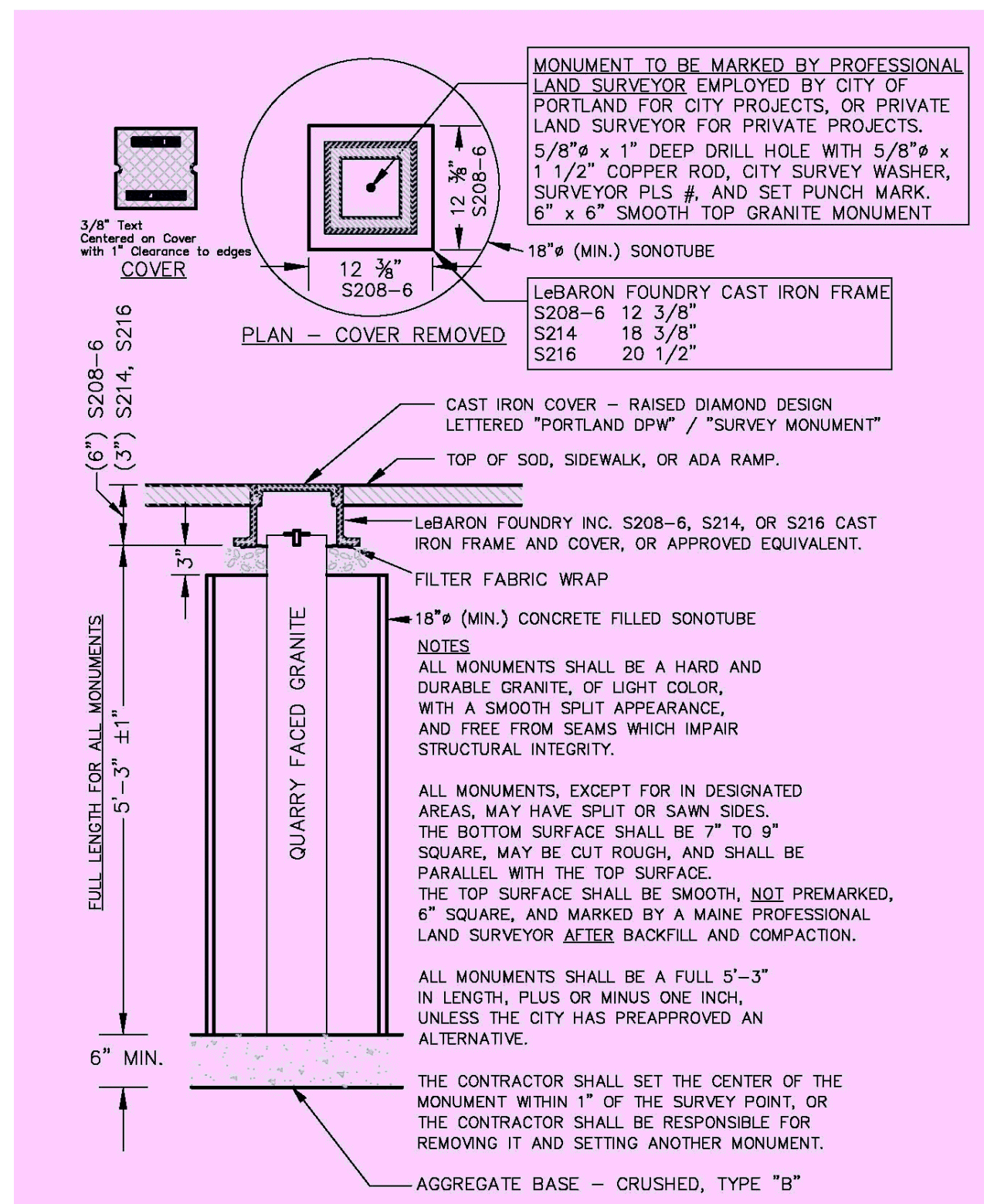
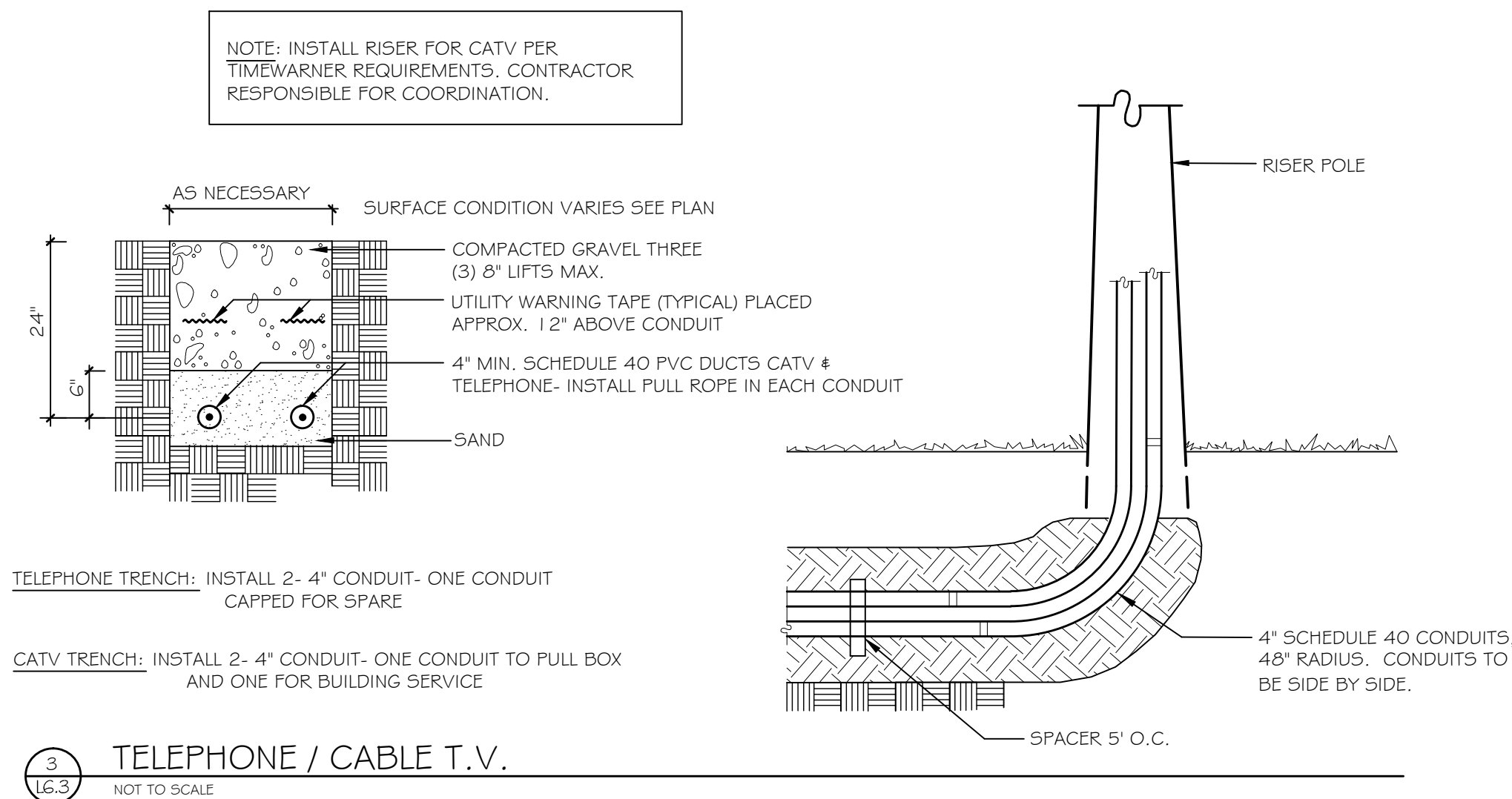
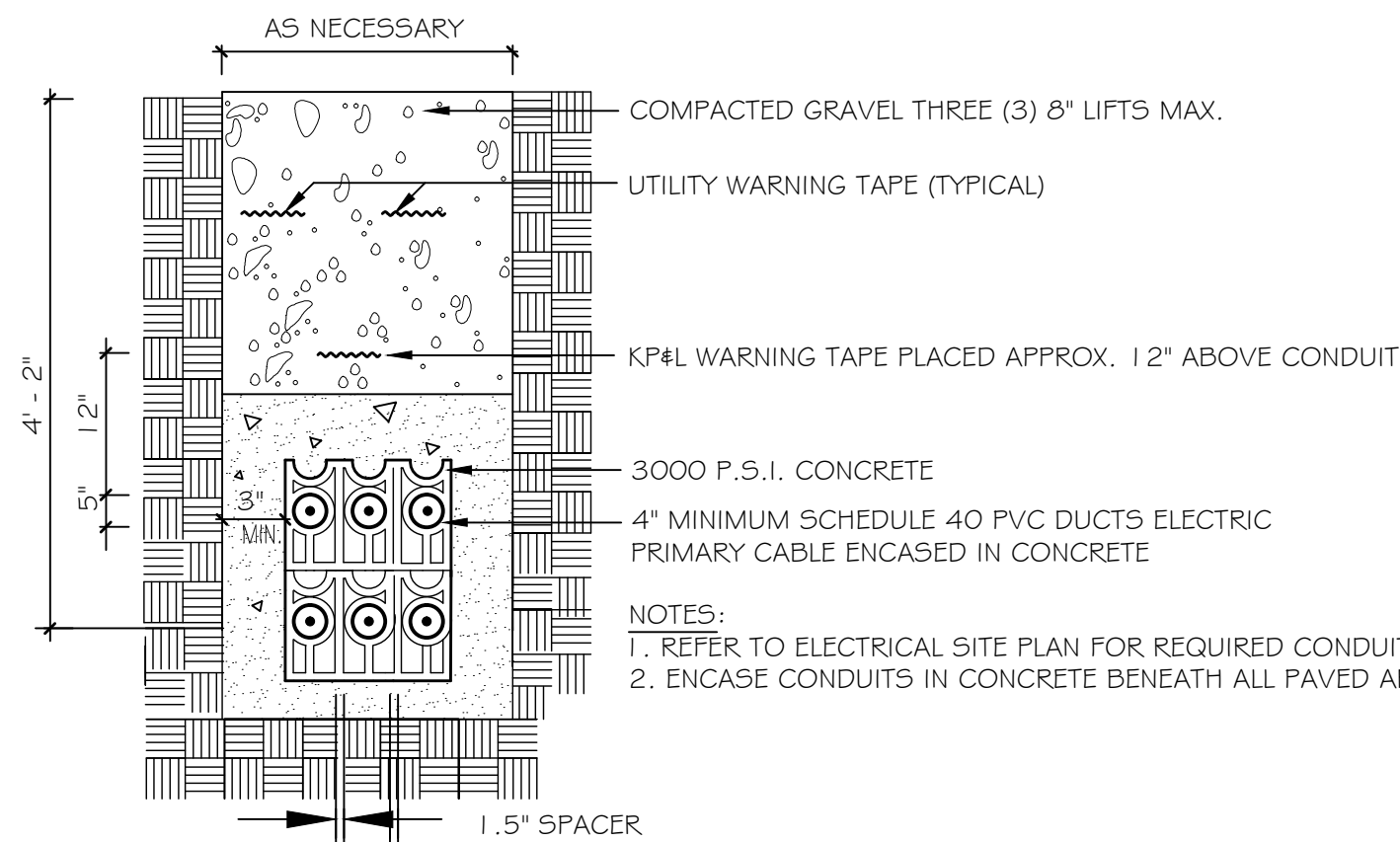
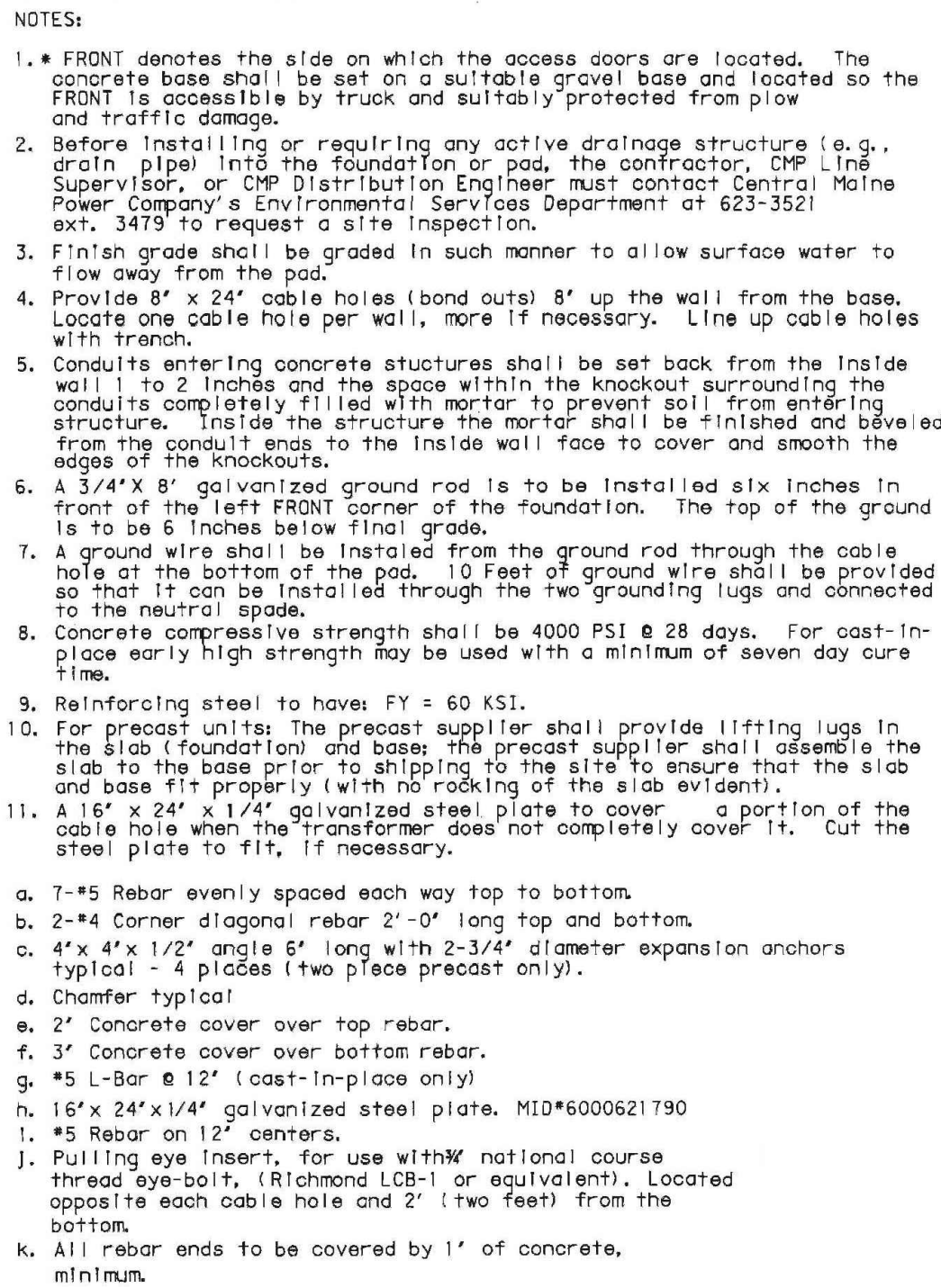
Sheet No.:

L6.2



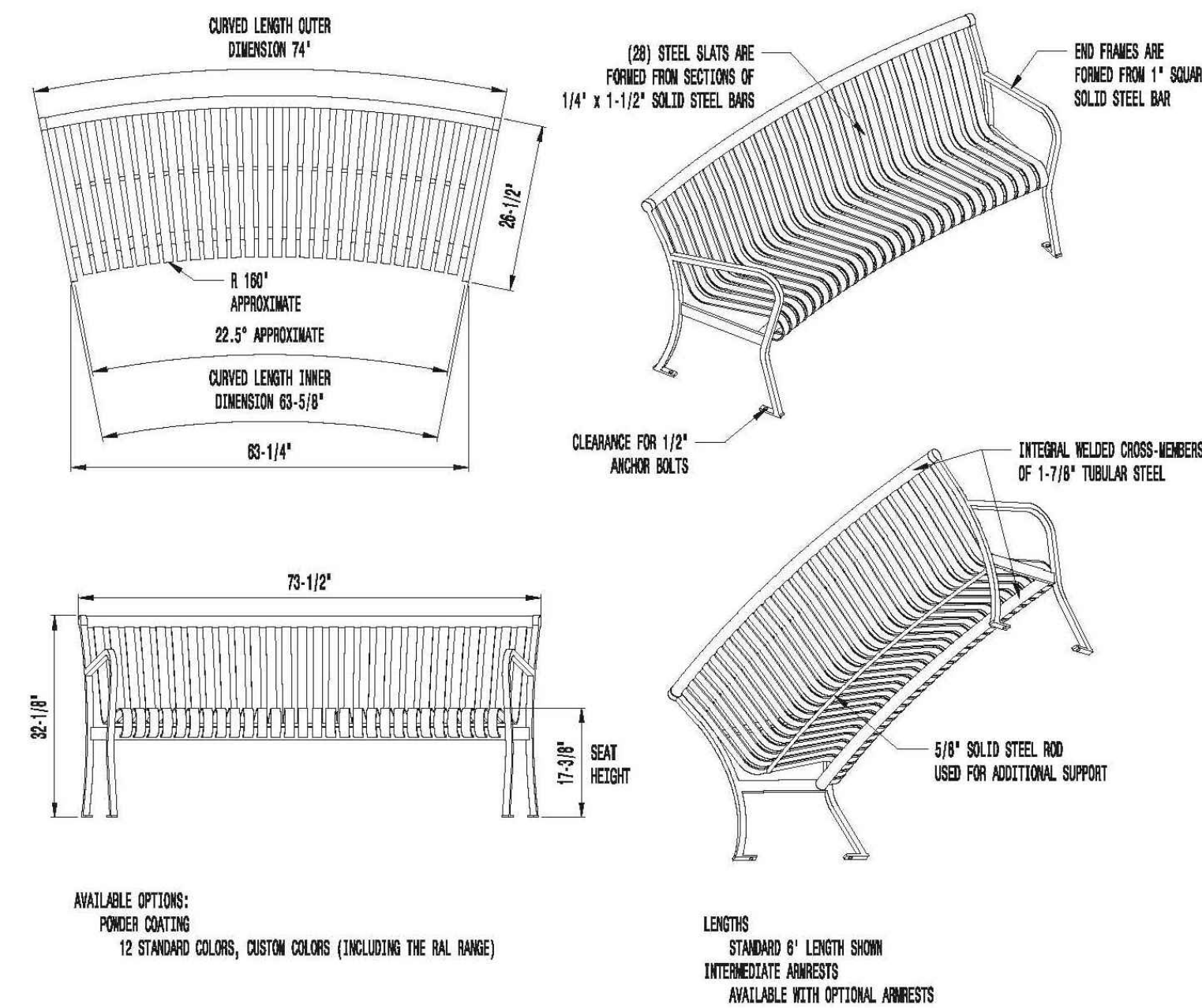
Stephen J. Bradstreet

PERMITTING SET -- NOT FOR CONSTRUCTION

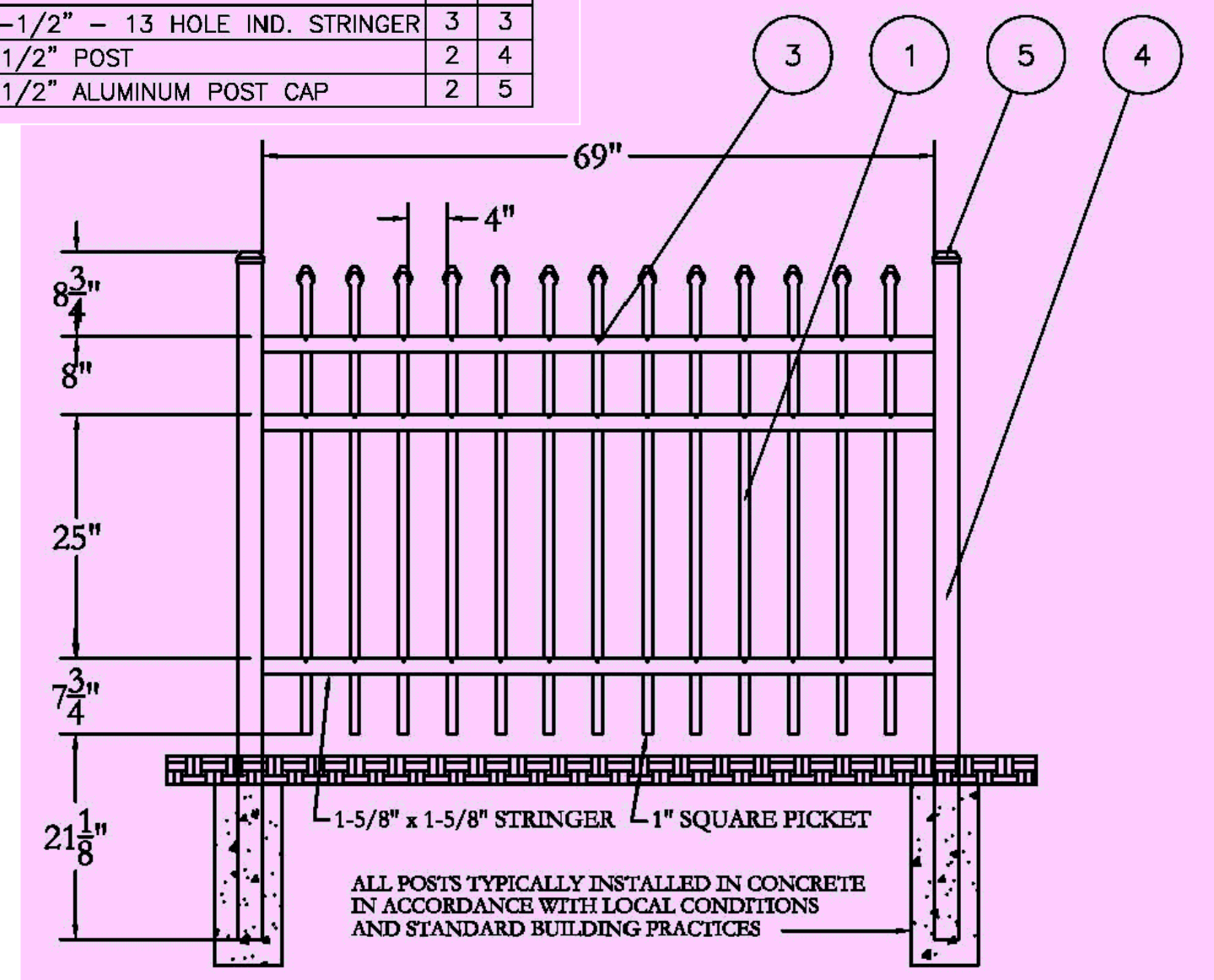


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TEL (301) 855-8300 - FAX (410) 257-7579
WEB SITE: [HTTP://WWW.VICTORSTANLEY.COM](http://www.victorstanley.com)

* ALL DIMENSIONS ARE IN INCHES *



FENCE PARTS		
Name	Qty	Item
101-48 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



Prepared For:
Owner and Applicant:
SCHLOTTERBECK BLOCK L.L.C.

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

Date: OCTOBER 5, 2015

Issued For:

Revisions:

DEC. 1, 2015: REVISED PER STAFF
REVIEW COMMENTS

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Title: SITE DETAILS

Scale: AS SHOWN

North:

Sheet No.:

L6.3



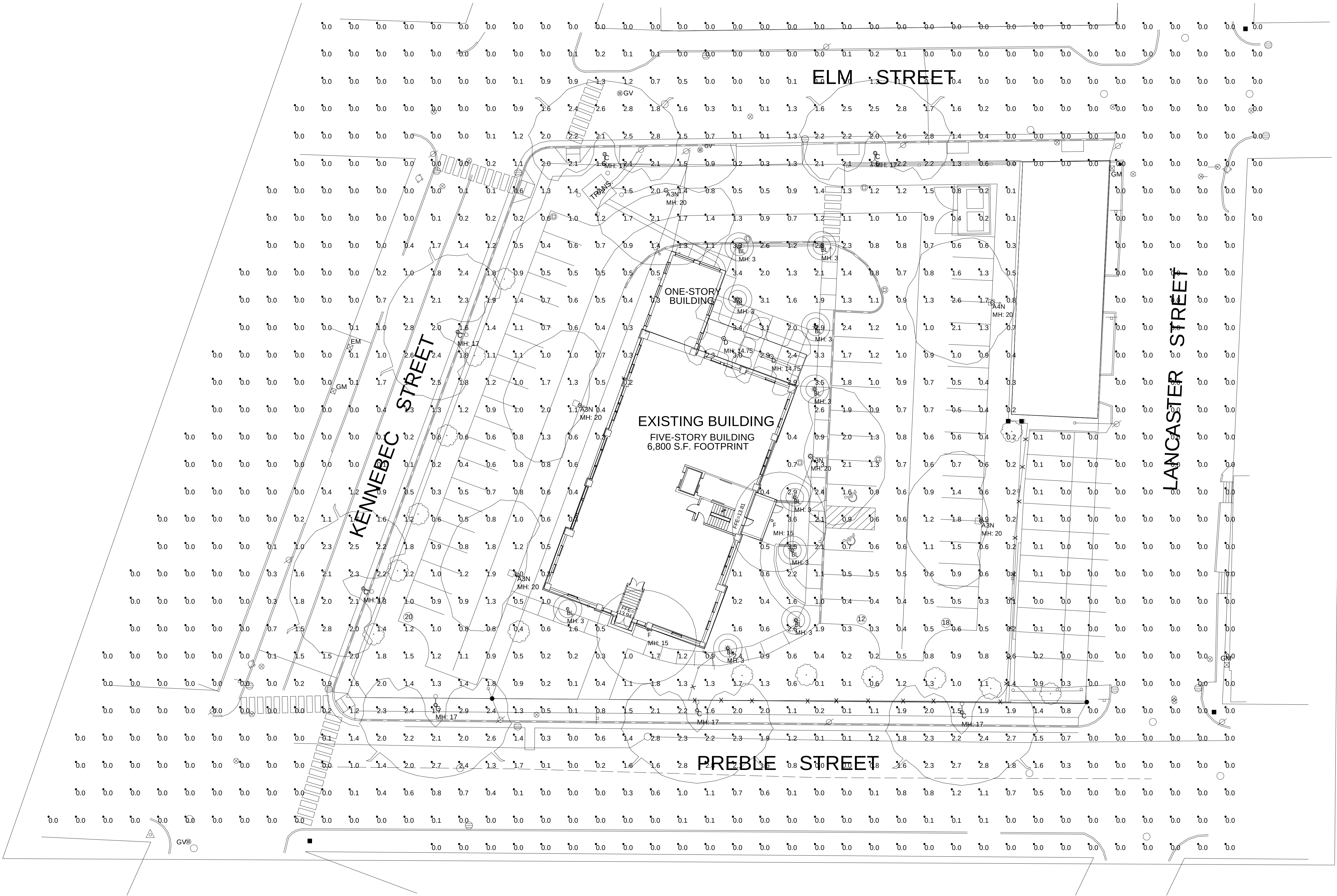
PERMITTING SET -- NOT FOR CONSTRUCTION

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 15



PLAN VIEW

L7.0 -- LIGHTING PHOTOMETRICS PLAN

THE SCHLOTTERBECK BLOCK
117 PREBLE STREET, PORTLAND MAINE
SITE LIGHTING LAYOUT

DATE: 10-23-15, AG

GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com

GENERATED FOR:
MITCHELL & ASSOC

SCALE: NOT TO SCALE
SITE 10-23-15, AG

L7.0-Photometrics

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SWANEY LIGHTING ASSOCIATES, INC.

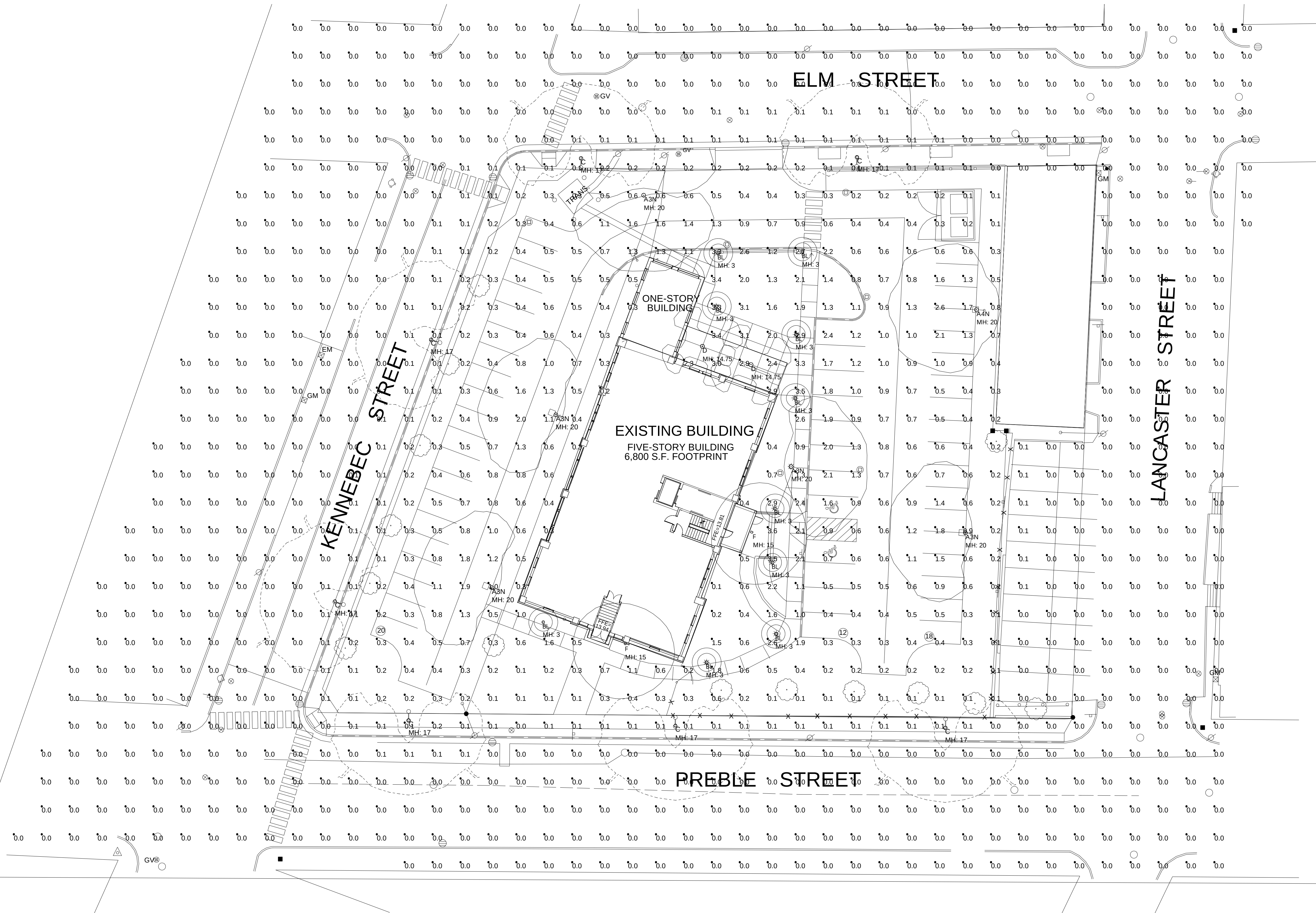
Calculation Summary							
Label	Avg	Max	Min	Avg/Min	Max/Min	PtSpcLr	PtSpcTb
BACK PARKING	0.73	1.9	0.3	2.43	6.33	10	10
ENTRY DRIVE	1.25	3.1	0.3	4.17	10.33	10	10
FRONT PARKING	0.93	2.6	0.3	3.10	8.67	10	10
FULL SITE	0.26	3.6	0.0	N.A.	N.A.	10	10

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 INDICED.
- 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 16



PLAN VIEW

L7.1 -- LIGHTING PHOTOMETRICS PLAN (WITHOUT STREET LIGHTS)

GENERATED FOR:

GENERATED FOR:
MITCHELL & ASSOC

TITLE

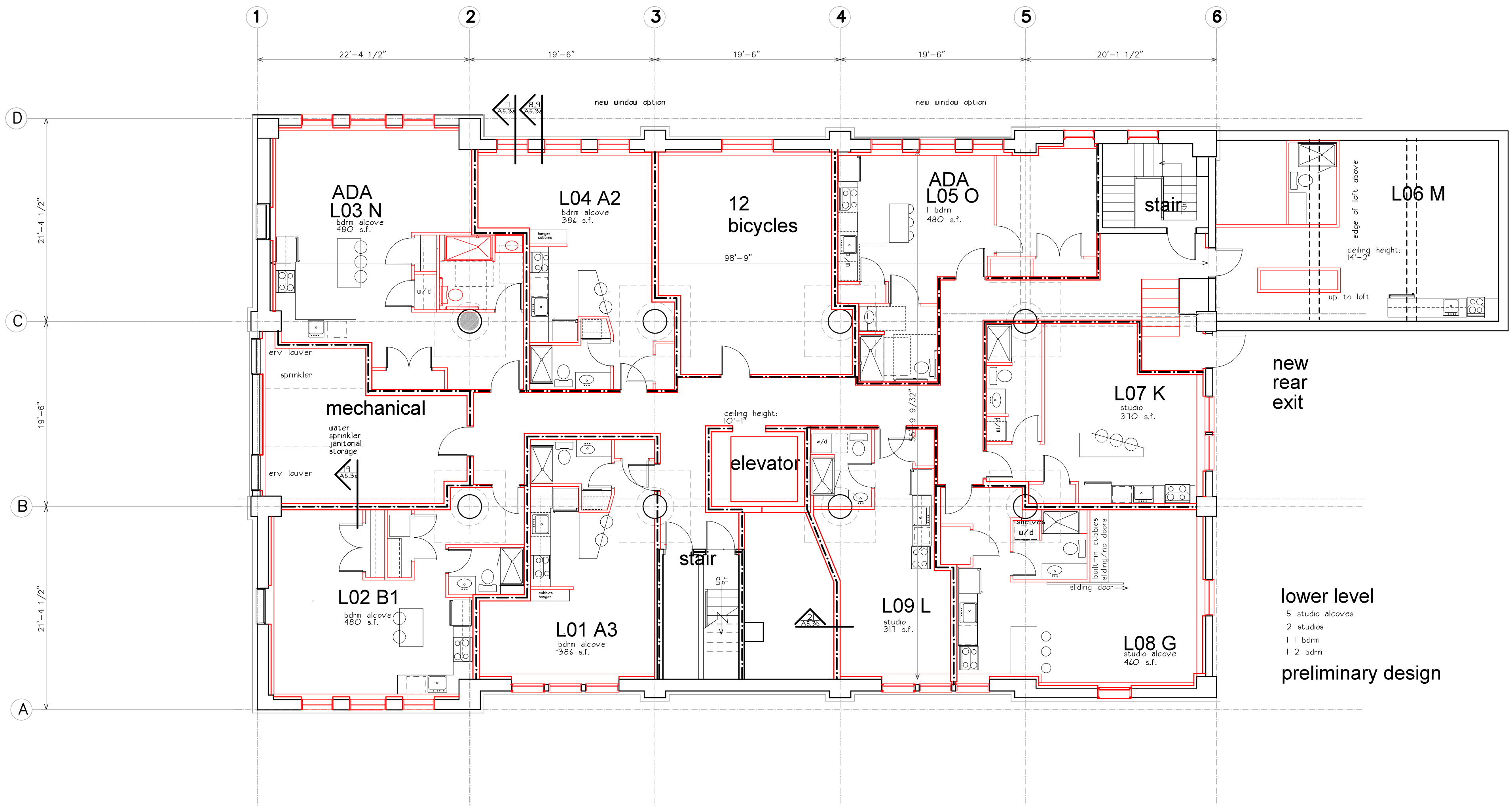
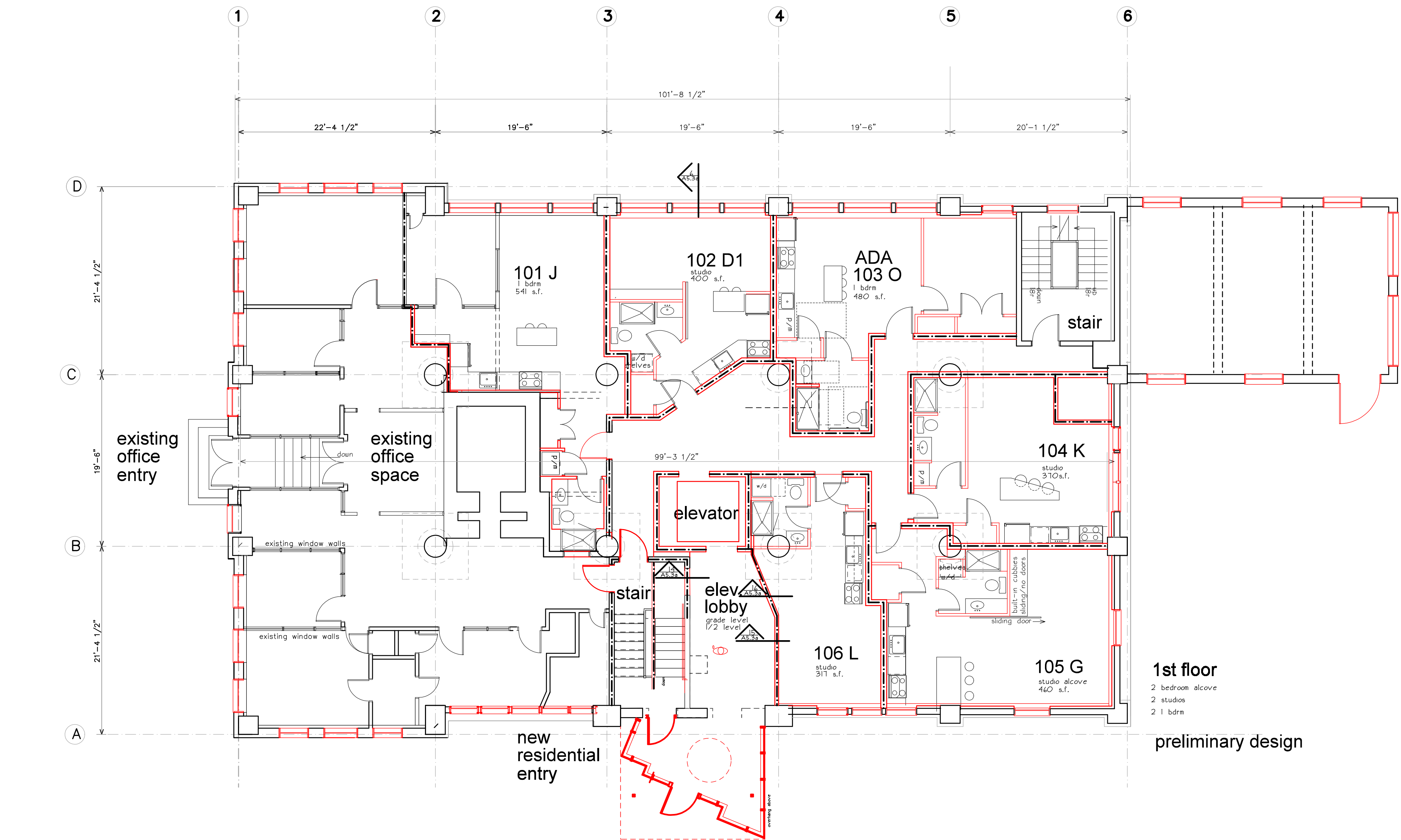
**THE SCHLOTTERBECK BLOCK
117 PREBLE STREET, PORTLAND MAINE
SITE LIGHTING LAYOUT**

L7.1-Photometrics

Date:10/23/2015

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project name

Schlatterbeck Block

117 Preble Street
Portland, Maine

Plan 17

Schlatterbeck Block LLC

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

scale
1/8"=1'-0"

drawn by
MS

project number
brewer

sheet number

☐ project name

Schlötterbeck Block

117 Preble Street
Portland, Maine

Plan 18

Schlotterbeck Block LLC

goduti/thomas architects

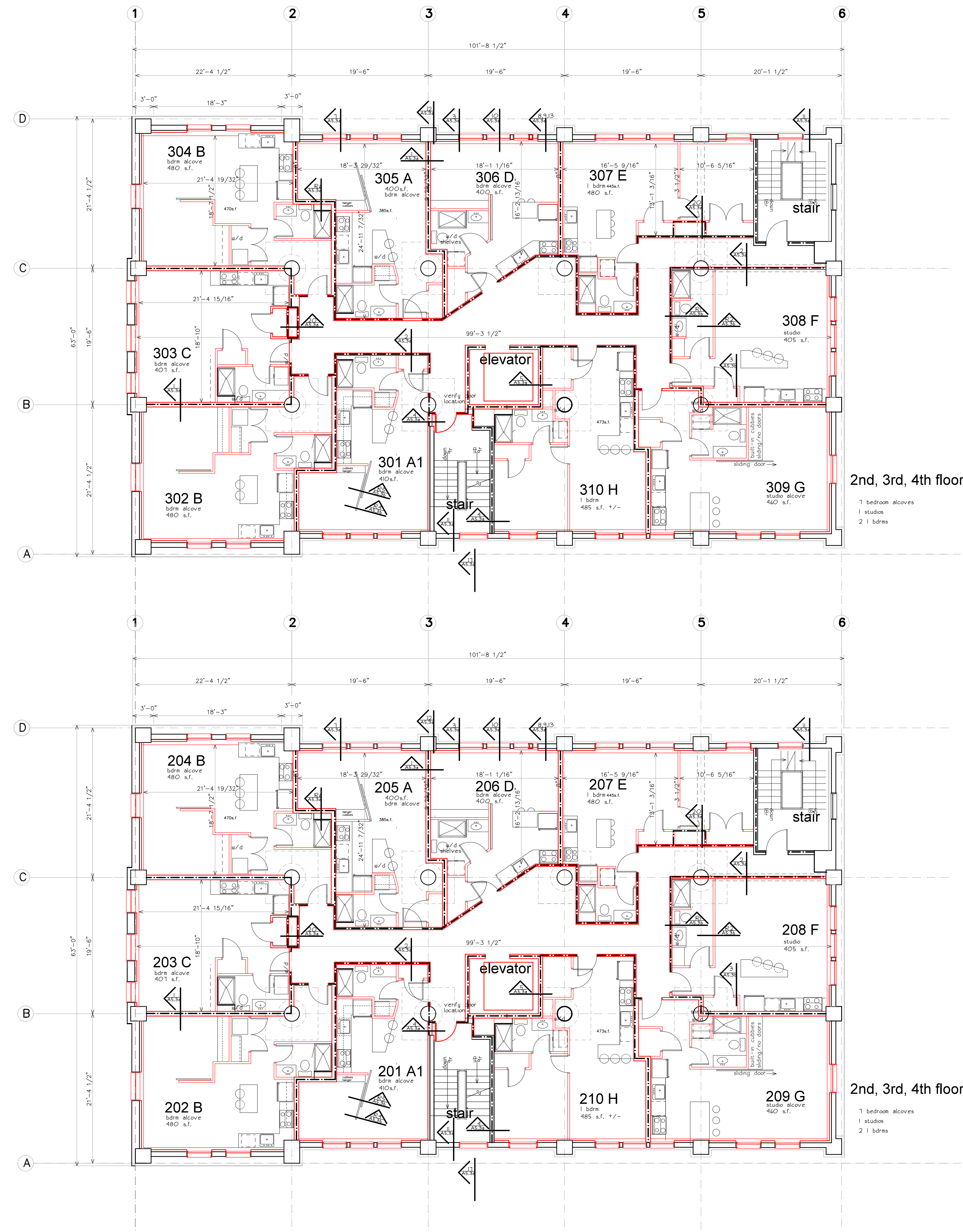
44 oak st.

portland, maine 04101

ph. 207-775-3184

fax 207-774-0846

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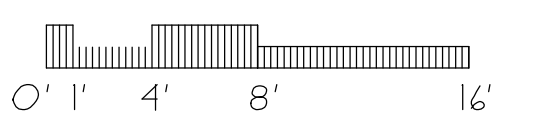


☐ revisions

☐ date
october 2015

sheet title

5th floor plan
2nd, 3rd, 4th floor plans

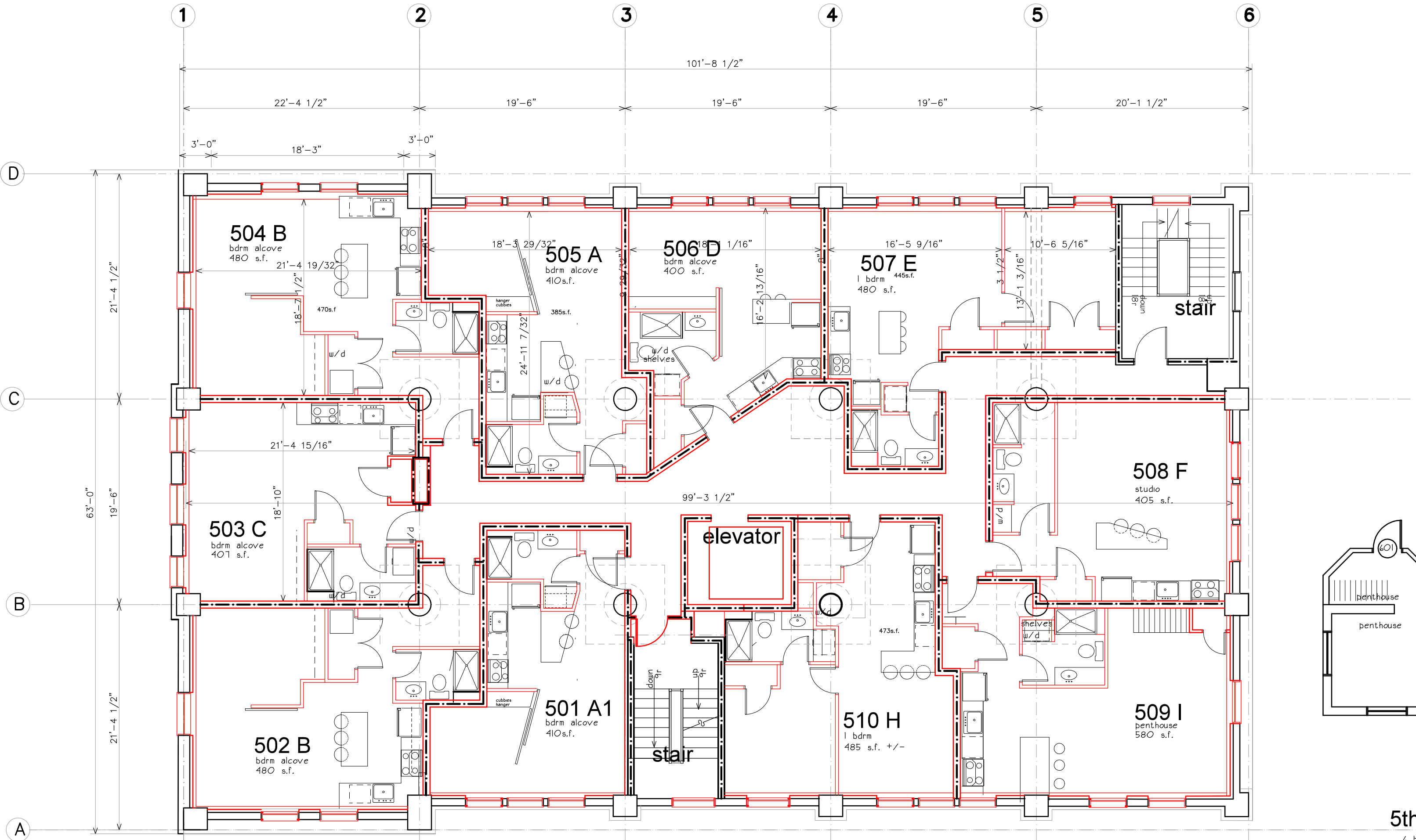


scale
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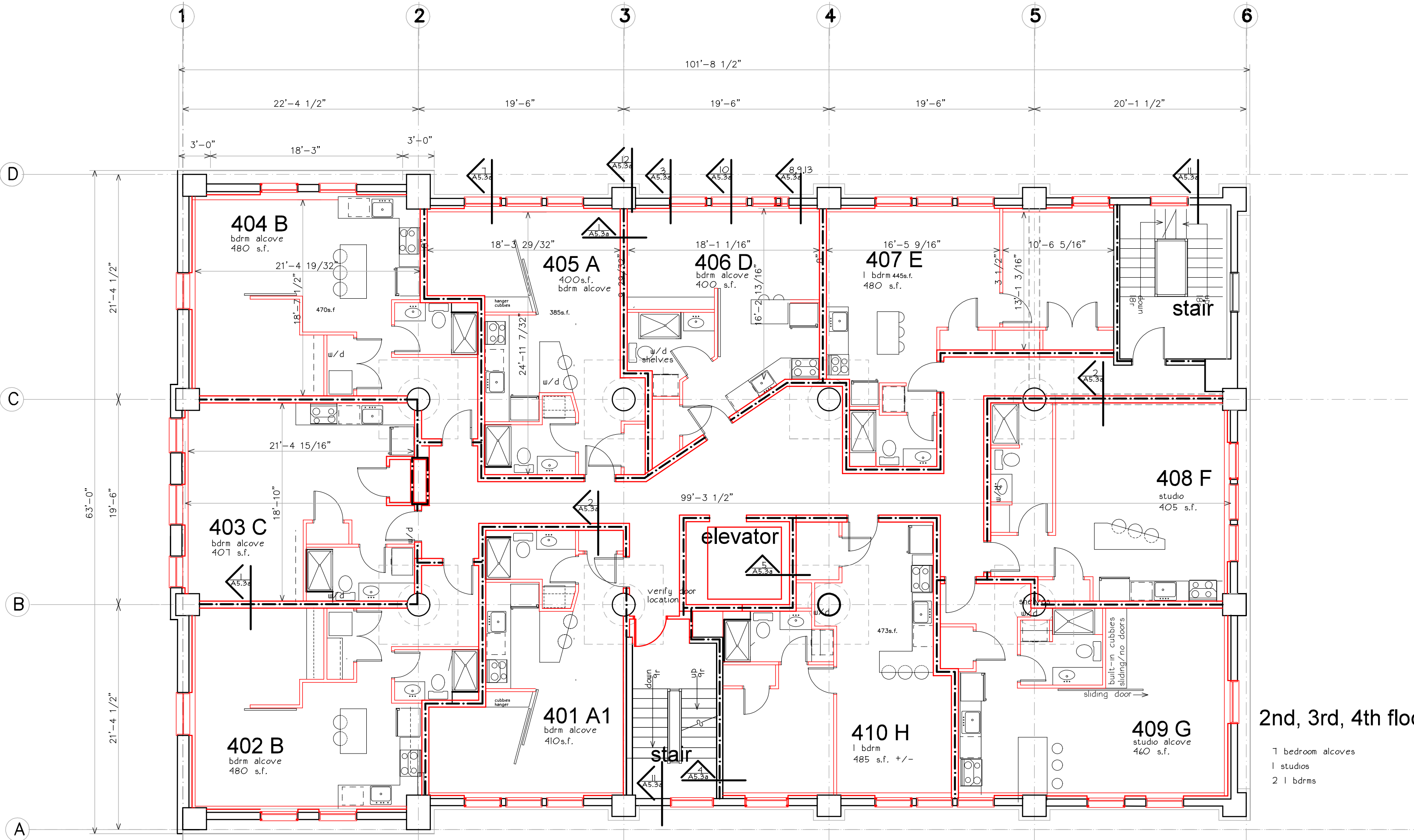
drawn by
MS

project number

sheet number



5th floor
6 bedroom alcoves
1 studios
2 1 bdrms
1 penthouse



2nd, 3rd, 4th floors

7 bedroom alcoves
1 studios
2 1 bdrms

project name

Schlatterbeck Block

117 Preble Street
Portland, Maine

Plan 19

Schlatterbeck Block LLC

goduti/thomas architects

44 oak st.

portland, maine 04101

ph. 207-775-3184

fax 207-774-0846

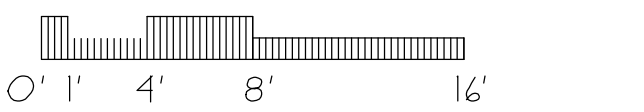
revisions

date

october 2015

sheet title

5th floor plan 2nd, 3rd, 4th floor plans



scale

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drawn by

MS

project number

brewer

sheet number

A1.3

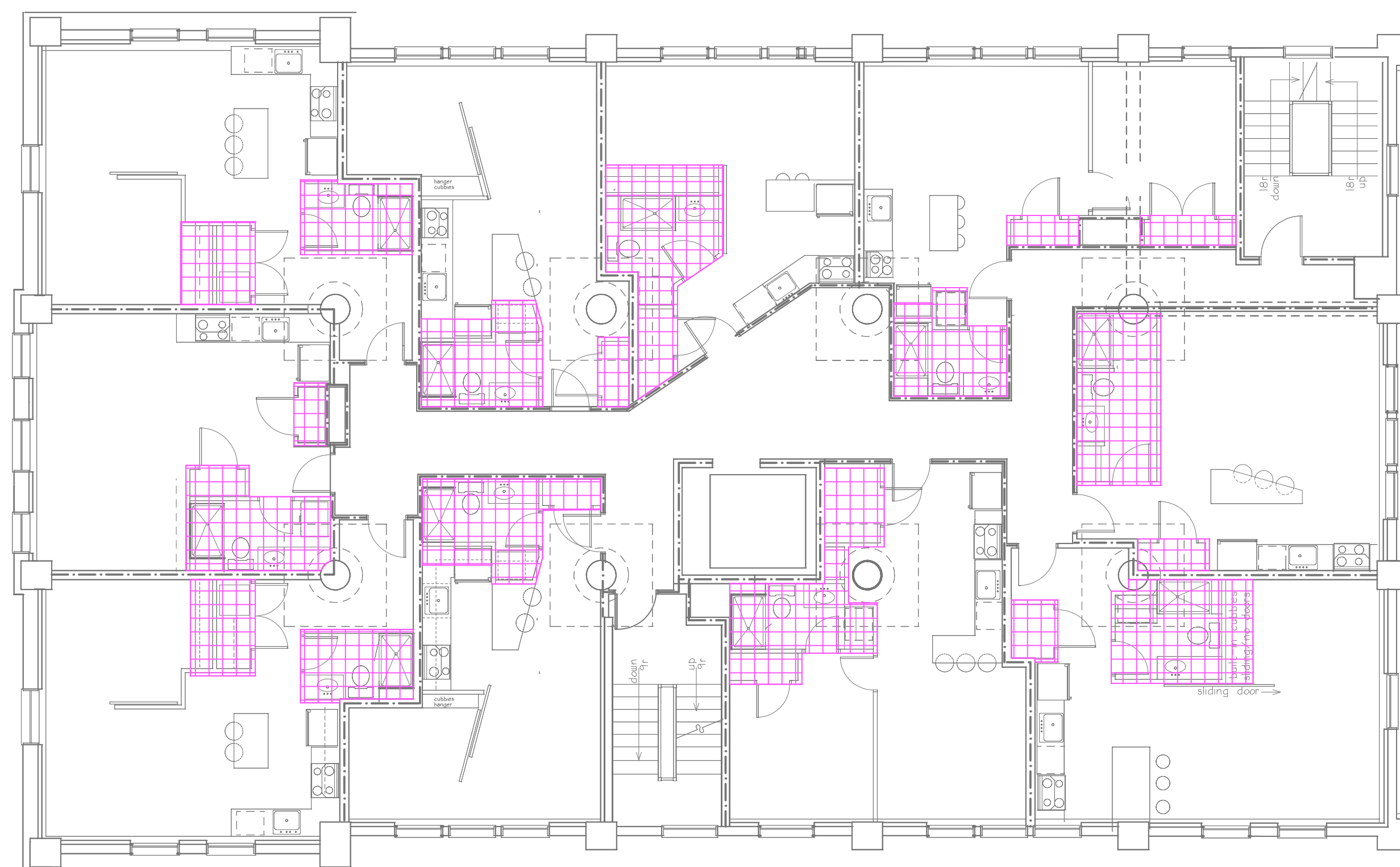
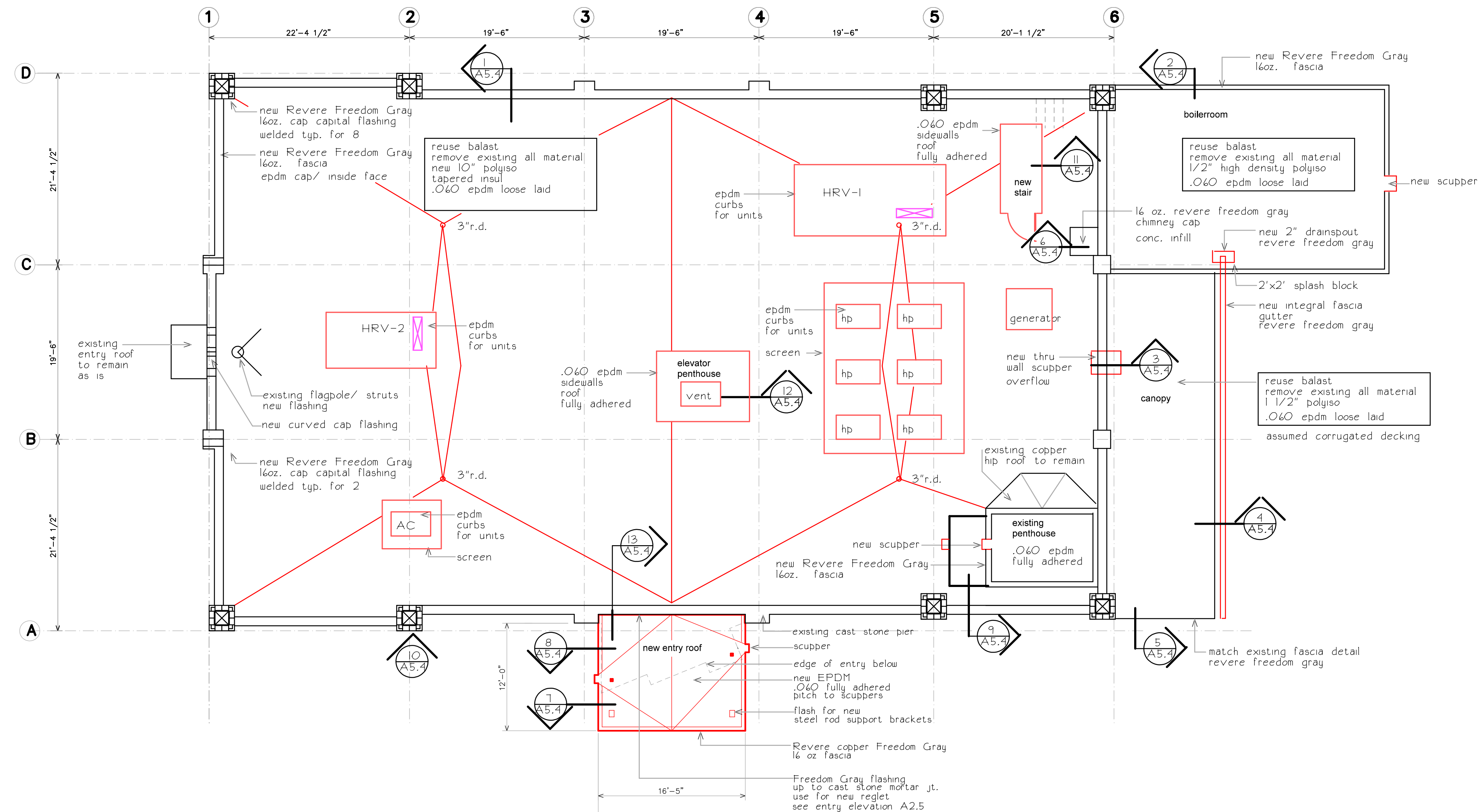
Schlotterbeck
Block

117 Preble Street
Portland, Maine

)Plan 26

Schlotterbeck Block LLC

☐	goduti/thomas architects
☐	44 oak st.
☐	portland, maine 04101
☐	ph. 207-775-3184
☐	fax 207-774-0846
☐	



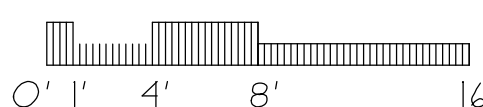
loft floor: 7'-9" above floor
7'-6" ceiling height below

existing ceiling height
exposed concrete
natural or painted as is
10'-10" high

exposed ductwork
supply / return duct
4"x 6" / 6"x8" sizes

☐	revisions
☐	date october 2015
☐	sheet title

roof plan



scale
1/8"=1'-0"
drawn by
RG
project number
brewer
sheet number



South elevation
Residential entry



Preble st. elevation
original entry elevation

☐ project name

Schlatterbeck Block

117 Preble Street
Portland, Maine

Plan 21

☐ Schlatterbeck Block LLC

☐ goduti/thomas architects

☐ 44 oak st.

☐ portland, maine 04101

☐ ph. 207-775-3184

☐ fax 207-774-0846

☐

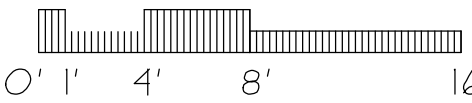
☐ revisions

☐ date

october 2015

☐ sheet title

elevations



scale

1/8"=1'-0"

drawn by

MS

project number

schlatterbeck

☐ sheet number



☐ project name

Schlotterbeck Block

117 Preble Street
Portland, Maine

Plan 22

Schlotterbeck Block LLC

☐ goduti/thomas architects

44 oak st.

portland, maine 04101

ph. 207-775-3184

fax 207-774-0846

☐

Kennebec St. elevation

Elm St. elevation

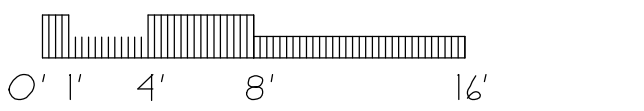
☐ revisions

☐ date

october 2015

☐ sheet title

elevations



scale

1/8"=1'-0"

drawn by

MS

project number

schlotterbeck

☐ sheet number



South elevation
Residential entry



Prebble st. elevation
original entry elevation

project name

Schlatterbeck Block

117 Preble Street
Portland, Maine

Plan 23

Schlatterbeck Block LLC

goduti/thomas architects

44 oak st.

portland, maine 04101

ph. 207-775-3184

fax 207-774-0846

hatch indicates area where masonry needs to be cut and repointed
see detail O sheet A5.O

hatch indicates area where masonry needs to be repaired and repointed
see detail O sheet A5.O

repair spalled cast stone

spalled cement coating repair

WINDOW STEEL LINTEL SCHEDULE

type A: original lintel has been replaced
no work necessary
type B: original lintel in place
repair, replace
type C: replace existing lintel
with new galvanized lintel
type B/C: either repair or replace
inspect with lift

NOTES:
1. wash all brick
product: Eco Chem, Restore One
2. remove all loose cement based waterproof coating
on existing cast stone
apply new coating layer over all existing cast stone
3. cut and point all brick to cast stone joints
and all cast stone to cast stone joints
4. % of misc. repointing incomplete (no lift)

revisions

date
october 2015

sheet title

masonry repair elevations

0' 1' 4' 8' 16'

scale

1/8"=1'-0"

drawn by

MS

project number

brewer

sheet number



Kennebec St. elevation



Elm St. elevation

☐

project name

Schlatterbeck
Block

117 Preble Street
Portland, Maine

Plan 24

Schlatterbeck Block LLC

☐

goduti/thomas architects

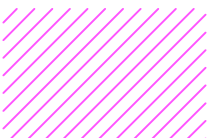
44 oak st.

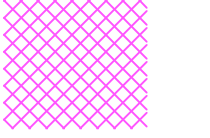
portland, maine 04101

ph. 207-775-3184

fax 207-774-0846

☐

 hatch indicates area where
masonry needs to be cut
and repointed
see detail O sheet A5.O

 hatch indicates area where
masonry needs to be repaired
and repointed
see detail O sheet A5.O

 repair spalled cast stone

 spalled cement coating repair

WINDOW STEEL LINTEL SCHEDULE

type A: original lintel has been replaced
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type C: replace existing lintel
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product: Eco Chem, Restore One
2. remove all loose cement based waterproof coating
on existing cast stone
apply new coating layer over all existing cast stone
3. cut and point all brick to cast stone joints
and all cast stone to cast stone joints

☐

revisions

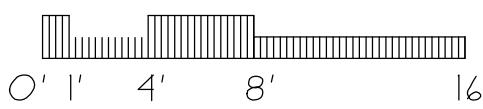
☐

date
october 2015

☐

sheet title

masonry repair
elevations



scale

1/8"=1'-0"

drawn by

MS

project number

brewer

☐

sheet number



Street View I: From Preble Street Looking Toward Building Side Entrance

December 10, 2015

Mitchell
& Associates



Street View II: From Preble Street Looking Through Pedestrian Walkway

December 10, 2015

Mitchell
& Associates



Street View III: From Intersection of Preble Street & Kennebec Street

December 10, 2015

Mitchell
& Associates



PLANNING BOARD REPORT PORTLAND, MAINE

Rescind Conditional Rezoning Agreement # C-36 & Revert to Underlying Zone Designations of I-L, B-2 and R-5
Morrill's Corner/33 Allen Avenue
Economic Development, City of Portland, Applicant

Submitted to: Portland Planning Board
Public Hearing Date: December 15, 2015

Prepared by: Barbara Barhydt, Development
Review Services Manager
Date: December 11, 2015

I. INTRODUCTION

Portland's Economic Development Department is seeking to rescind the Conditional Rezoning Agreement Number C-36 and revert to the previous underlying zones. The request is sought in order to remove a void conditional zone agreement that was adopted on November 29, 2004 for Morrill's Corner. Attachment 1 is the adopted C-36 conditional rezoning agreement.

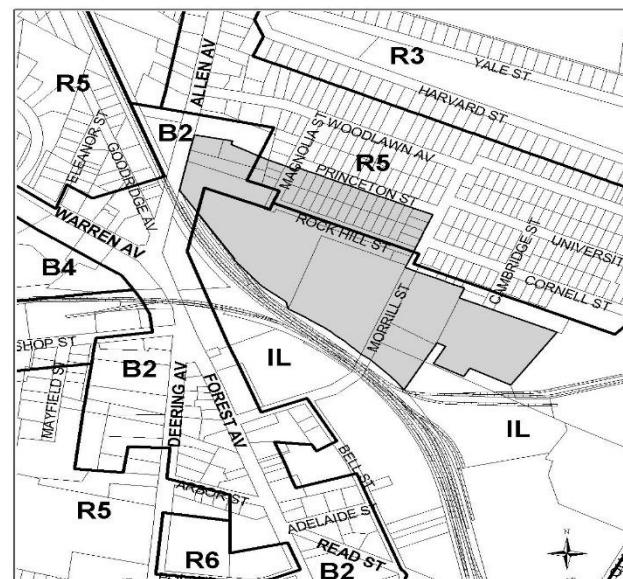
Notices were sent to property owners within 1,000 feet of the site. A total of 366 were sent and the notice appeared in the Portland Press Herald on Saturday, December 5 and Monday, December 7, 2015.

II. BACKGROUND

Packard Development LLC, was the applicant for the Conditional Rezoning Agreement for the property in the vicinity of Morrill's Corner and 33 Allen Avenue. The City Council unanimously adopted the conditional zone agreement on November 29, 2004. C-36 overlaid the existing zoning that included three zones, Light Industrial I-L, Community Business B-2, and Residential R-5. It encompassed the following parcels:

Tax Assessor's Maps:
Map 435, Block G, Lots 10-12, 21, 22, and 26.
Map 151A, Block A, Lots 12 and 13
Map 152, Block C, Lots 2 and 5; and
Map 435, Block D, Lots 15, 16, 17, and 18.

The map contained within the conditional rezoning agreement (shaded area) showing the underlying zones is inserted to the right.



**Proposed Rezoning for Morrill's Corner
from IL, B2 and R5 to Conditional B2**

50. C 06/09/050 Feet

Map prepared by the City of Portland's
Department of Planning & Development and the GIS Workgroup

June 2004

The proposal was for a mixed use development, which included a minimum of ten (10) apartments, between 18 to 24 townhouses, 24 additional residential units in Phase III, a community shopping center with a grocery store,

other retail uses, restaurants, offices up to 25,000 sf, and a boxing club/gym facility. The agreement included development standards that addressed landscaping, vehicular access, signs, traffic improvements, and open space improvements.

The conditional rezone agreement was challenged in court. The Superior Court issued a decision on November 22, 2005 and it was not appealed. On July 11, 2006, the Planning Board approved with waivers and conditions the subdivision and site plan application for Morrill's Corner, applicant Morrill's Corner, LLC. A copy of the approval letter is included as Attachment 2 and Findings of Fact were issued on August 3, 2006 (Attachment 3).

As part of that approval, one of the conditions of approval limited the size of the boxing facility to 14,000 sf. Morrills Corner, LLC filed an 80 B Appeal challenging the condition of the size limitation placed upon the boxing facility. The Court remanded the matter to the Board for further fact finding, ordering it to clarify its rationale for the limitation. The Board held a public hearing for the purpose of discussing and adopting findings of fact regarding the limitation, and then both parties agreed that the matter should be decided on the written descriptions. The Court's decision issued on March 27, 2008 is included as Attachment 4.

A two-year extension of the development approval was granted in 2007, which extend the approval to July 10, 2009. The applicant submitted final plans, paid into the Housing Replacement Fund, and obtained a building permit for site work only in July 2009. Site work was performed under the building permit in 2009, but no other building permits were issued for the construction of this development. The site plan ordinance in effect at the time included the following expiration provisions:

Sec. 14-525 (f) Expiration of approval. A site plan approved under this article shall expire twelve (12) months from the date of approval as excerpted below unless:

1. Significant construction has been undertaken and building is ongoing. Any lapse in construction for a period in excess of twelve (12) months shall result in an expiration of the site plan; or
2. [Planner note: provisions for extensions not listed here as applicant had used to fullest extent]

Thus the approval for the site plan has expired, since there has been a lapse in construction for a period in excess of 12 months. In addition, the subdivision plat for this proposal does not appear to have been recorded at the Registry of Deeds.

III. REQUEST TO RESCIND THE CONDITIONAL REZONE AGREEMENT.

The conditional rezoning agreement included city held property. The Economic Development Department is requesting that the C-36 agreement be rescinded, so the City can pursue a land exchange with JB Brown in this area and in the vicinity of Canco Road. The City Council approved the Land Exchange Agreement with JB Brown related to Parcel 151A-A-13 or 1 Cambridge Street located to the rear of the site adjacent to JB Brown property ownership. There are no plans for development of the property within the area of the conditional rezone agreement; however, the land exchange will permit the City to move the Public Works operational divisions to the Canco Road site and create certainty of the applicable zoning for the city property.

The C-36 agreement included a reversion clause if the applicant failed to record deeds transferring title ownership or long term leases as provided below:

*This conditional rezoning shall become null and void and the **PROPERTY** shall revert to the existing R-5, B-2 and I-L zones in the event that **PACKARD** fails to record deeds transferring title ownership or long-term leases from White Chapel, LLC; Paul G. and Jonathan White; the City of Portland, except as otherwise provided in Section 6.G of this Agreement; James E. Darling, Jr.; Madeline F. and Jack Adams; and Allen Avenue Plaza, LLC to **PACKARD** within one year from the date of the Council vote. This one-year period shall be extended up to an additional one year period if:*

- a. **PACKARD** has applied for all required approvals but has not received all required approvals within the one-year period;
- b. Any other event beyond the control of **PACKARD** has occurred which will delay the closing on some or all of the parcels and **PACKARD** has notified the **CITY** of such event and the projected time period for resolution of the event.

*If any required approval, including the approval of the conditional rezoning, has been appealed, then this conditional rezoning shall become null and void and shall revert if **PACKARD** fails to commence construction of Phase I within one (1) year from the final disposition of such appeal.*

Jennifer Thompson, Associate Corporation Counsel, confirmed that while some of the land was transferred, not all of the deeds and or long term leases were transferred (Attachment 5). Her analysis is as follows:

I've done a registry search in relation to the rescission of the CZA and can report the following: There are certainly no deeds or leases meeting the description in Paragraph 1 to Packard Development, LLC. However, there are deeds from Darling, Adams, Paul and Jonathan White and Allen Avenue Plaza, LLC to SS Morrills LLC. Although I find no deed or lease from White Chapel, LLC, I do find a deed from White Dove, LLC to SS Morrills, LLC for property that appears to be included in the CZA. My understanding is that SS Morrills, LLC is connected and likely a successor in interest to Packard Development and many of the deeds are given to SS Morrills, LLC c/o Packard Development so those likely satisfy the condition.

Importantly, however, I do not find a deed or lease to or from the City as required by the CZA. Therefore, it would appear that the condition has not been fully met.

In addition, Jen has advised Planning and Economic Development that the City should pursue rescinding the agreement and reverting to the underlying zone designations, in order to create a clear record of the zoning status. She notes that without this affirmative action of the City Council, then there may be questions about whether the CZA does or does not remain in effect (Attachment 6). She wrote:

Additionally, and as outlined below, as a legal matter, it is best that the City take affirmative action to enforce a condition in a CZA that has not been met by affirmatively rescinding the agreement.

According to Corbin on Contracts: "Frequently in a contract an express provision is included to the effect that if payments are not made exactly as agreed, if clear title is not made by a stated time, or if some other performance by one of the parties is not rendered, the contract shall be 'null and void.' This type of provision seldom means what it appears to say." Rather, "null and void" provisions simply render a contract voidable at the election of the party who was to receive the benefit of the condition. According to Corbin, although one party's failure to perform a condition can relieve the other party of its duty to perform, "[l]ike other conditions, this condition can be waived by the promisor whose duty is conditional. If payment is not on time, or if title is not perfect, or if other specified performance is defective, the purchaser can overlook defects and still require such performance as is possible." Corbin on Contracts Section 40.10.

Therefore, given the combination of the failure to develop the property under the terms of the CZA and the failure to meet all conditions set in the CZA, the City is seeking to affirmatively rescind C-36 and have the area revert to the original underlying zones as presented above.

IV. COMPLIANCE WITH THE COMPREHENSIVE PLAN

Portland's adopted Comprehensive Plan includes provisions that address housing, commercial and industrial development. Relevant provisions that support rescinding the agreement and reverting to the underlying zoning are excerpted below:

Volume I

Portland Industry and Commerce Plan – 1994

Strengthen and Diversify the Economic Base

- 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 – a living wage
 - Are rewarding/satisfying
- Create a strong industrial base which is beneficial to the community
- Strengthen and diversify the tax base

Improve the Quality of Life

- Recognize that jobs and prosperity improve the standard of living for residents
- Preserve, protect, and strengthen neighborhoods
 - Compatible development
 - Confidence/peace of mind regarding our industrial neighbors
 - Reduce tax burden on residential property owners.
- Make Portland attractive to new residents and businesses.

Revise Zoning

- Protect neighboring residential zones
- Adopt clear, predictable, and enforceable regulations
- Promote compatible development within industrial districts
- Create a process that provides a quick response on development permitting.

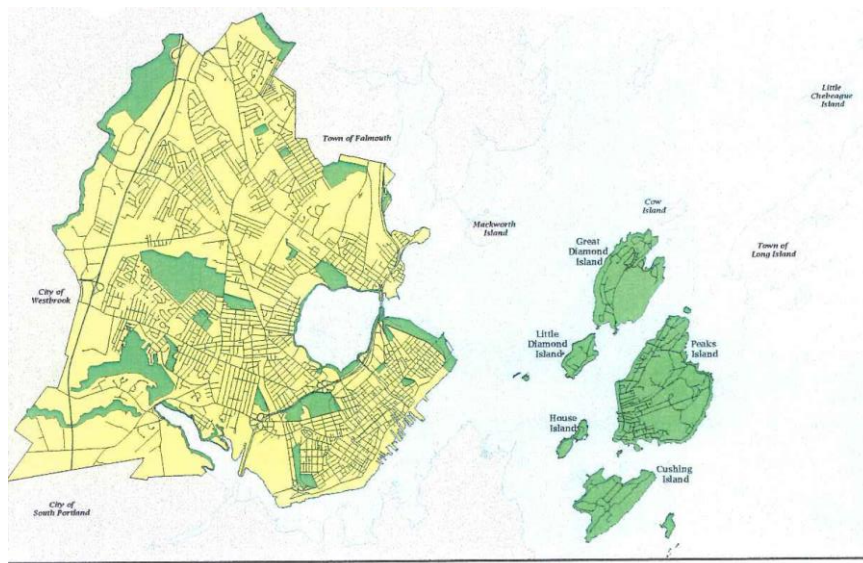
Housing: Sustaining Portland's Future

- 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.
- 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.

Volume II

Under Portland's Future Land Use Plan contained within Volume II, the state's growth management definitions for growth areas in 2005 is listed below including the designated growth areas (in yellow, which includes the Morrill's Corner area:

Growth Areas: The land use plan must designate as "growth area" those land areas within the municipality into which the municipality intends to direct the future growth and development planned to occur during the planning period. Use designation of growth areas is intended to ensure that planned growth and development is directed to areas most suitable for such growth and development and away from areas in which growth and development would be incompatible with the protection of rural resources. Land areas designated as "growth area" must be consistent with the following provisions.	
1.	Growth areas must be limited to land areas within which public facilities and services are efficiently provided or can be efficiently provided during the planning period.
2.	Growth areas must be limited to land areas that are physically suitable for development or redevelopment. (Growth areas may include land areas that are physically unsuitable for development or redevelopment if such areas such as a river, stream, floodplain, small natural hazard area, small lake, or small critical natural resource area run through or are located in the middle of a growth area.)
3.	Growth areas must include enough land area suitable for development or redevelopment to accommodate all growth and development planned to occur during the planning period, based on the plan's policies and implementation strategies.
4.	Growth areas must be limited to an amount of land area and a configuration that will encourage compact, efficient development patterns and discourage development sprawl and strip development along roads.



GROWTH & RURAL AREAS CITY of PORTLAND, MAINE

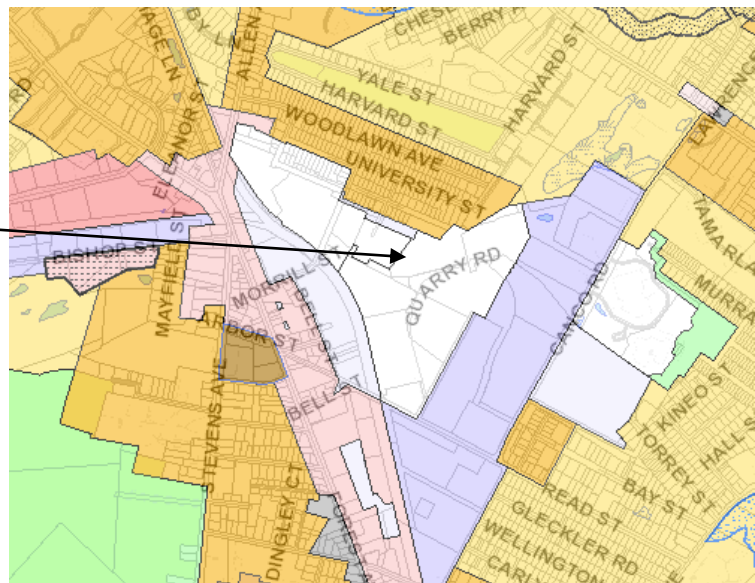
Growth Areas
 Rural Areas

V. PROPOSED MOTIONS

1. Motion to Repeal Conditional Rezoning Agreement #36, Conditional Rezoning for Property in the Vicinity of Morrill's Corner/Allen Avenue.

The Planning Board finds that the development plans have expired under the conditional zone agreement #C-36, and **recommends/does not recommend** to City Council the repeal of the conditional rezoning agreement # 36 for Property in the vicinity of Morrill's Corner/Allen Avenue and the rezoning of site to Conditional B-2 as shown on the Zoning Map of the City of Portland, dated December 2000 as amended and on file in the Department of Planning & Urban Development, and incorporated by reference into the Zoning Ordinance by Sec. 14-49 of the Portland City Code, as shown below.

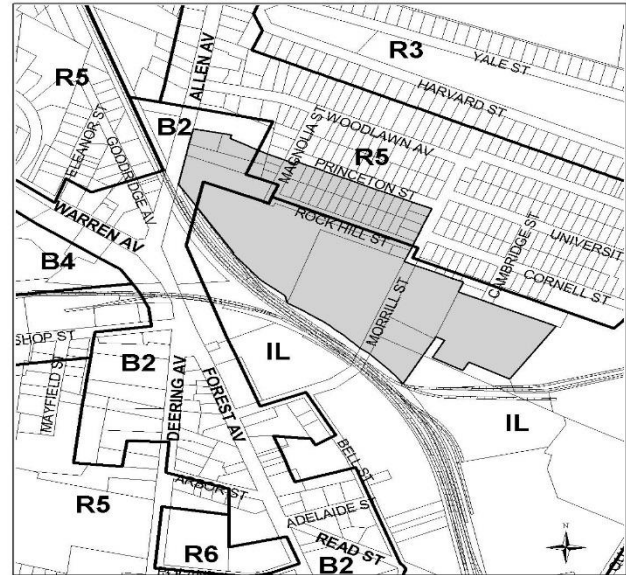
Conditional Zone Agreement – C-36



2. Map Amendment from Conditional Rezoning Agreement #36 to Revert to Former Underlying Residential R-5, Community Business B-2 and Light Industrial I-L Zones

The Planning Board finds that the proposed reversion of the zoning to the original underlying zones for the a property located at Morrill's Corner and 33 Allen Avenue **[is or is not]** consistent with the Comprehensive Plan for the City of Portland; and

Therefore, the Planning Board **[recommends or does not recommend]** to the City Council approval of the zoning map amendments to revert to the previous underlying zones of Residential R-5, Community Business B-2 and Light Industrial I-L as area shown on the map from the conditional agreement C-36 (map inset)



**Proposed Rezoning for Morrill's Corner
from IL, B2 and R5 to Conditional B2**

02 0 20 00010 Feet

Map prepared by the City of Portland's
Department of Planning & Development and the GIS Workgroup

June 2004

Attachments:

1. Conditional Rezoning for Property in the Vicinity of Morrill's Corner/Allen Avenue – C-36
2. Approval Letter, August 3, 2006
3. Approval Letter (Extension) 11-28-07
4. Plaintiff's Appeal Denied 080107
5. E-mail from Jennifer Thompson, dated December 11, 2015
6. E-mail from Jennifer Thompson, dated December 7, 2015

Order 98-04/05

Given first reading: 11/1/04 Postponed on 11/15/04

Public hearing, Amended & Passage 11/29/04 9-0

NATHAN H. SMITH (MAYOR)(3)

WILLIAM R. GORHAM (1)

KAREN A. GERAGHTY (2)

CHERYL A. LEEMAN (4)

JAMES I. COHEN (5)

CITY OF PORTLAND
IN THE CITY COUNCIL

PETER E. O'DONNELL (A/L)

JAMES F. CLOUTIER(A/L)

JILL C. DUSON (A/L)

NICHOLAS M. MAVODONES (A/L)

ORDER AUTHORIZING AMENDMENT TO CITY CODE
SEC. 14-49 (ZONING MAP AMENDMENT)
RE: CONDITIONAL REZONING FOR PROPERTY
IN THE VICINITY OF
MORRILL'S CORNER/ALLEN AVENUE

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

CONDITIONAL ZONE AGREEMENT
PACKARD DEVELOPMENT, LLC

AGREEMENT made this ____ day of _____, 2004 by **PACKARD DEVELOPMENT, LLC** a Delaware limited liability company with a mailing address of One Wells Avenue, Newton, Massachusetts 02159, and its successors and assigns (hereinafter "**PACKARD**").

W I T N E S S E T H

WHEREAS, **PACKARD** seeks to develop property located at and in the vicinity of 33 Allen Avenue in the City of Portland and identified on the City of Portland on the Assessor's maps at Map 435, Block G, Lots 10-12, 21, 22, and 26; Map 151A, Block A, Lots 12 and 13; Map 152, Block C, Lots 2 and 5; and Map 435, Block D, Lots 15, 16, 17 and 18 (hereinafter referred to as the "**PROPERTY**") (See **Exhibit A**); and

WHEREAS, **PACKARD** proposes to develop the **PROPERTY** as a mixed use development, including residential units, a community shopping center with a grocery store, other retail uses, restaurants, offices, and a boxing club/ gym facility; and

WHEREAS, the **PROPERTY** is currently located in three different zoning districts, R-5, B-2 and I-L; and

WHEREAS, the purpose of this contract rezoning is to provide for a mixed use development, including a community shopping center, residential units, offices and a boxing and fitness facility; and

WHEREAS, substantial public improvements will be required to support any redevelopment of the **PROPERTY**, including but not limited to traffic improvements in the Morrills Corner area; and

WHEREAS, **PACKARD** has developed a traffic improvement plan, which plan has been reviewed by the **CITY**; and

WHEREAS, the Planning Board of the City of Portland, pursuant to 30-A M.R.S.A. § 4352(8) and Portland City Code §§ 14-60 to 14-62, and after notice and hearing and due deliberation thereon, recommended the rezoning of the **PROPERTY**, subject, however, to certain conditions; and

WHEREAS, the **CITY** by and through its City Council has determined that said rezoning would be and is pursuant to and consistent with the **CITY'S** comprehensive land use plan and will establish uses that are consistent with the uses in the original zones and the surrounding areas; and

WHEREAS, the **CITY** has determined that the proposed development will be designed and operated so that it will prevent undue adverse environmental impacts, substantial diminution of the value or utility of neighboring structures, or significant hazards to the health or safety of neighboring residents by controlling noise levels, emissions, traffic, lighting, odors, and any other potential negative impacts of the proposal through the design and implementation of significant public traffic improvements, stormwater drainage improvements, landscaping and buffering; and

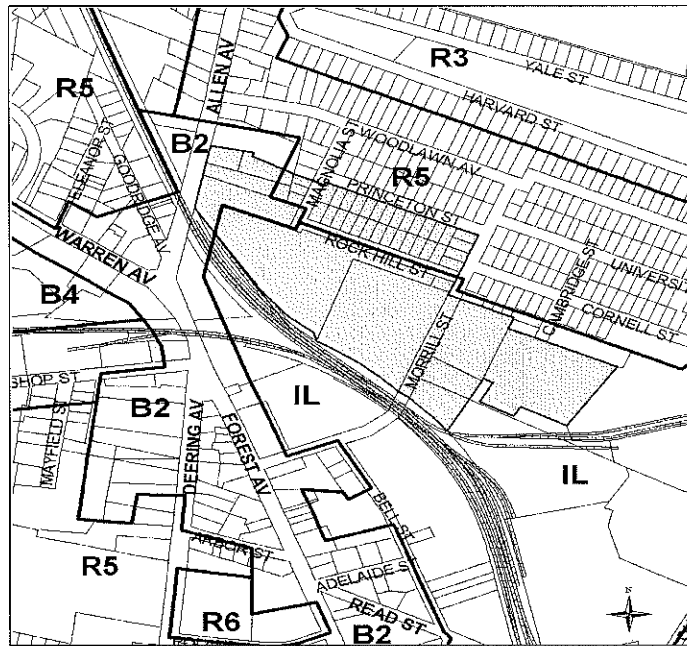
WHEREAS, the **CITY** has determined that because of the unusual nature and unique location of the proposed development and the need for significant public improvements it is necessary and appropriate to have imposed the following conditions and restrictions in order to ensure that the rezoning is consistent with the **CITY'S** comprehensive land use plan; and

WHEREAS, on _____, 2004, the **CITY** authorized amendment to its Zoning Map based upon the terms and conditions contained within this Agreement, which terms and conditions become part of the **CITY's** zoning requirements; and

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

1. Effective thirty days from the affirmative vote of the City Council on rezoning the **PROPERTY**, by Council Order No. _____, the City amends the Zoning Map of the City of Portland, dated December 2000, as amended and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning

Ordinance by § 14-49 of the Portland City Code, by adopting the map change amendment for the **PROPERTY** shown herein.



**Proposed Rezoning for Morrill's Corner
from IL, B2 and R5 to Conditional B2**

90.01.50.1001540 Page 1

Map prepared by the City of Portland's
Department of Planning & Development and the GIS Workgroup

June 2004

This conditional rezoning shall become null and void and the **PROPERTY** shall revert to the existing R-5, B-2 and I-L zones in the event that **PACKARD** fails to record deeds transferring title ownership or long-term leases from White Chapel, LLC; Paul G. and Jonathan White; the City of Portland, except as otherwise provided in Section 6.G of this Agreement; James E. Darling, Jr.; Madeline F. and Jack Adams; and Allen Avenue Plaza, LLC to **PACKARD** within one year from the date of the Council vote. This one-year period shall be extended up to an additional one year period if:

- a. **PACKARD** has applied for all required approvals but has not received all required approvals within the one-year period;
- b. Any other event beyond the control of **PACKARD** has occurred which will delay the closing on some or all of the parcels and **PACKARD** has notified the **CITY** of such event and the projected time period for resolution of the event.

If any required approval, including the approval of the conditional rezoning, has been appealed, then this conditional rezoning shall become null and void and shall revert if **PACKARD** fails to commence construction of Phase I within one (1) year from the final disposition of such appeal.

2. The following plans and documents are attached and incorporated into this Agreement:

Exhibit A: **PARCEL**

Exhibit B: Site plan and signage plan

Exhibit C: Minimum off site traffic improvements

Exhibit D: Architectural renderings

Exhibit E: Phasing plan

Exhibit F: Potential lot divisions/long term leases

3. The **PROPERTY** shall be developed substantially in accordance with the Site Plan shown on Exhibit B (including the layout of the buildings, pedestrian and vehicular circulation plan, open space, drainage, and landscaping) and the architectural renderings shown on Exhibit D, provided, however, that each Phase, whether classified as a major or minor development, shall be subject to site plan review by the Planning Board, and if applicable, subdivision review by the Planning Board. Any site plan review applications shall fully comply with the Site Plan attached as Exhibit B, and the architectural renderings shown on Exhibit D, and the application requirements contained in article V (site plan) of the Land Use Code. The Planning Board may permit minor deviations from the Site Plan, as long as the deviations are consistent with the purposes of this Agreement. The structure labeled "Existing Boxing/Proposed Expansion" in the northeasterly corner of Exhibit B shall be built with architecture similar to and compatible with that in Exhibit D for the other structures associated with this project.

4. The **CITY** shall not issue **PACKARD** any building permits for the project until **PACKARD** has 1) acquired the **PROPERTY** in accordance with the requirements of Section 1 of this Agreement and 2) has received all necessary federal, state and **CITY** permits.

5. *Permitted Uses.* **PACKARD** shall be authorized to establish and maintain the following uses on the **PROPERTY**:

- a. Retail establishments, restaurants, business services and personal services, all as defined by Portland City Code § 14-47. Drive through restaurants, gasoline sales and major and minor service stations shall not be permitted on the site.
- b. Professional and business offices occupying no more than 25,000 square feet.

- c. Day care facilities and adult day care facilities.
- d. Exercise and fitness centers, and health clubs, including but not limited to a boxing and fitness facility. Any boxing facility shall comply with the following restrictions:

1. Any event at a boxing club located on the **PROPERTY** with ticket sales or attendance numbers in excess of three hundred (300) hundred shall be limited to twelve (12) times per year; and
2. the days of the week such events may be held may be limited by the City, in its discretion, based on concerns of traffic conditions, other events around the City or any other reason deemed to negatively impact public health, welfare or safety; and
3. **PACKARD** shall notify the **CITY'S** parking division four (4) weeks in advance of such event.
4. **PACKARD** shall provide an annual parking management plan to handle the requirements for parking at said events.
5. **PACKARD** shall include in the annual parking management plan appropriate provisions for prohibiting parking on streets neighboring the property.

The initial plan shall be submitted for review as part of the site plan review for the boxing facility. The plan must include provisions for off site parking and shuttle bus transportation to the **PROPERTY**. Thereafter, the parking management plan shall be updated annually and shall be reviewed and approved on an annual basis by the City's Planning Authority and Parking Division, in its discretion. In any case, parking for daily use and for normal boxing club events shall be met on site.

- e. Dwellings, as specified herein:

1. There shall be no fewer than ten (10) apartments (which may be combined live/work spaces) located in the building delineated on the Site Plan as "Proposed Mixed Use: Office/Prof. Service/ Retail/ Residential and "Proposed Retail"). The same and their associated parking shall be built in Phase I of the project. These units may serve as the replacement units for housing units to be displaced by construction of Phase I of the development in accordance with the requirements of the City's Preservation and Replacement of Housing Units Ordinance, § 14-483 et seq. if approved by the City during site plan review. Replacement units shall be available for occupancy before a certificate of occupancy may be issued for the new construction on the original site.

2. There shall be no fewer than 18 or more than 24 townhouses located adjacent to Princeton Street and shown on Exhibit E as Phase II. The same and their associated parking shall be built in Phase

II of the project. No temporary or permanent certificate of occupancy shall be granted for the grocery store building until all municipal approvals have been obtained for the Phase II townhouse development and a building permit has been issued for the first townhouse units. Building permits for at least 18 townhouses shall be obtained within 2 years of the commencement of construction of Phase II. **PACKARD** shall post a performance guarantee in the amount of \$50,000.00 per dwelling unit for the 18 townhouses required under this condition (hereinafter referred to as the "Housing Guarantee"), in a form acceptable to the **CITY**. The Housing Guarantee shall be reduced in amount for every six (6) townhouses built and certificates of occupancy issued for such units. In the event that **PACKARD** fails to complete any or all of the 18 required townhouses, the **CITY** shall have the right to all funds remaining in the Housing Guarantee at the time of default. The **CITY** may utilize the funds in the Housing Guarantee for any housing project or housing-related purpose that it deems appropriate. Notwithstanding any contrary provision of this Agreement, **PACKARD's** completion of the 18 townhouse unit development or the **CITY'S** call of the Housing Guarantee for any or all of the 18 required units shall satisfy **PACKARD's** obligations under this subsection to provide 18 dwelling units in Phase II. The Housing Guarantee shall be separate from the performance guarantee required for site improvements on the townhouse site.

3. **PACKARD** may also construct up to 24 additional units in the area designated on Exhibit B as "Area Reserved for Potential Residential Development" (hereinafter referred to as Phase III) subject to prior subdivision and site plan review. Such development shall comply with the setback and height requirements established for the R-5 zoning district. Pending development of Phase III, the Area Reserved for Potential Residential Development shall be loamed and seeded as part of Phase I of the redevelopment of the site, as required by Section 6. Should **PACKARD** fail to develop or cause to be developed Phase III within seven (7) years after the date of issuance of the final certificate of occupancy for Phase I, **PACKARD** shall offer to sell and/or assign to the **CITY PACKARD'S** interest in the area labeled "Area Reserved for Potential Residential Development" for \$100, which offer must be accepted by the **CITY** within 60 days of its receipt. In the event that the **CITY** does not accept the offer within the 60 day period, **PACKARD** shall retain its interest in the Area Reserved for Potential Residential Development, subject to the limitations as set forth in this paragraph. Should the **CITY** accept **PACKARD'S** offer, its use of the property shall be limited to development of up to 24 units of housing, subject to subdivision and site plan review.

f. Accessory uses, including, but not limited to, public trails, parking facilities and structures, utility services, stormwater management systems, community meeting center, and site amenities. The uses listed in this subparagraph f shall be functionally related, physically oriented, and complementary to the principal uses of the site.

6. The uses on the **PROPERTY** will be within multiple buildings, which shall be constructed in phases as specifically set forth on Exhibit E. All sections of Phase I and Phase II are required to be developed. Phase II shall be constructed in accordance with the schedule requirements set forth in Paragraph 5 e.

The following improvements must be constructed during Phase I: no fewer than 10 housing units in compliance with Portland City Code § 14-483 et seq., minimum off-site traffic improvements as shown on Exhibit C, the trail network shown on Exhibit B and E (except for that area labeled “Proposed Pedestrian Way in Princeton Street Right of Way” which shall be constructed as part of Phase II), the construction of the multi-purpose field and the Area Reserved for Residential Development shall be loamed and seeded. No certificate of occupancy at this site will be issued for any purpose, unless and until such improvements are completed. Trails shall be constructed with bituminous surface or another surface approved by the City and complying with trail construction specifications of Portland Trails.

If the **PROPERTY** is constructed in Phases, in addition to the requirements contained in the Portland City Code, **PACKARD** nonetheless will be required at the outset to post a performance guarantee to cover all of the following improvements regardless of the Phase:

- Landscaping for approved portions of the plan and any temporary landscaping or screening determined necessary by the Planning Authority, in its discretion, to buffer the adjacent residential zone
- At minimum, the traffic improvements as shown on Exhibit C
- Trail amenities
- Stormwater system

7. *Development Standards.* All site plans in conformance with Exhibit B and Exhibit D (architectural renderings) may be approved by the Planning Board only if, in addition to the dimensional requirements of paragraph 9 and the applicable provisions of article IV (subdivisions) and article V (site plan), the development meets the following additional development standards:

a. *Landscaping:* Development proposals shall include a landscape program that is consistent with the landscaping plan shown on Exhibit B. All land areas not covered by structures, parking areas, bus facilities or circulation facilities shall be landscaped and maintained. In order to soften the visual impact of large expanses of pavement in parking lots, vegetation shall be planted or retained in islands or planting strips as shown on Exhibit B. Development proposals shall

include appropriate fencing and/or berming and planting treatment of a dense and continuous nature in order to buffer parking lot visibility from adjacent properties.

b. Vehicular access. Vehicular access to the Phase I portion of the site shall be from the signalized access as shown on Exhibit B and shall be coordinated with other minimum off-site traffic improvements as shown on Exhibit C. A gated emergency access shall be provided at the terminus of Morrill Street as shown on Exhibit B. Vehicular access to Phase II shall be as shown on Exhibit B, with the location of the access to the Area Reserved for Potential Residential Development to be established during site plan and subdivision review of such development.

c. Signs: Development proposals shall identify all proposed signage. Building signage shall be designed in proportion and character with the building facades. A pylon sign including tenant signage shall be located as depicted on Exhibit B. All signs shall be constructed of permanent materials and shall be coordinated with the building and landscaping design through the use of appropriate materials and finishes. Signage for the development shall meet the standards established in Section 14-369 for multi-tenant lots in the B-2 zoning district, except as otherwise approved pursuant to Section 14-526(a)(23).

d. Traffic improvements: **PACKARD** shall be responsible for the design and installation of, at minimum, the off-site traffic improvements shown on Exhibit C, which improvements shall be made at **PACKARD'S** sole expense, following review and approval by the **CITY**. Such traffic improvements may include, but not be limited to, roadway widening, signal modifications, installation of a new traffic signal, provisions for bicycle facilities, bus stops, esplanades with street trees, railroad preemption upgrades and pedestrian facilities (e.g. sidewalks, crosswalks). In addition, within twelve (12) months after issuance of the final certificate of occupancy for Phase I, **PACKARD** shall undertake a post-development traffic study of the unsignalized intersections identified within the scope of the MDOT traffic movement permit. In the event that this study demonstrates that the impact from traffic attributable to the development is materially different than what was approved as part of the project's MDOT traffic movement permit, the **CITY** may require **PACKARD** to fund mitigation measures to address those impacts, to the extent that such mitigation is technically and economically feasible. As well, the applicant shall be obligated to mitigate impacts created by the development, to the extent technically and economically feasible, which result in a degradation of traffic service at said intersections.

e. Open space improvements: In addition to the trail and other open space amenities delineated on Exhibit B, **PACKARD** shall be responsible for improving the parcel currently owned by the **CITY** and located in the vicinity of Cambridge Street (Tax Map 151A-A-13). **PACKARD** shall be responsible for the remediation of the site and

for grading a level surface, installation of loam and seed or sod, installation of associated parking, creation of appropriate drainage, and installation of irrigation equipment appropriate to create a multi-purpose field. **PACKARD** shall also be responsible for providing those funds necessary to purchase the playground and similar equipment necessary to improve the multi purpose field to similar condition to the multi-purpose field similar to the **CITY'S** Fox Street multipurpose field as it exists as of June 8, 2004. **PACKARD** shall work with the **CITY'S** Department of Parks and Recreation in determining the design and construction standards for the multipurpose field. In the event that ownership of this parcel will remain with the **CITY** or will be reconveyed to the **CITY** after the completion of improvements **PACKARD** shall be granted or shall retain an easement for its stormwater facilities, which shall be located and incorporated on this site in a manner as to allow the construction and use of the multi-purpose field. The open space in this area shall remain accessible to the users of the **PROPERTY**, as well as the general public, by use of the walking trails and any other available access.

PACKARD shall deed to the **CITY** a public recreational easement on and over the "Recreation/Open Space" area, the "Proposed Walking Trail," the sidewalk traversing the site, as well as the "Proposed Pedestrian Way in Princeton Street Right of Way" as delineated on Exhibit B. **PACKARD** shall be responsible for installing the "Proposed Walking Trail" as part of Phase I, as shown on Exhibit B and E, of the development. **PACKARD** shall grant a public recreational easement to the **CITY** for the trail or other recreational improvements. **PACKARD** shall also be responsible for construction of the multi-purpose field as set forth above in Phase I unless, after **PACKARD** has expended all reasonable efforts, permitting by the Maine DEP is held up or delayed for any reason beyond the control of **PACKARD**. In such case, **PACKARD** shall have an additional one (1) year from the issuance of required DEP permits in which to install the multipurpose field.

8. *Phasing:* **PACKARD** shall be authorized to develop the **PROPERTY** in multiple phases. These phases shall occur in accordance with the phasing plan attached hereto as Exhibit E. As specified in paragraphs 4 and 5, all sections of Phase I and Phase II are required to be developed. The Area Reserved for Future Residential Development shall be loamed and seeded or constructed for parking/green space as otherwise approved during site plan review.

9. *CSO contribution:* **PACKARD** shall be required to contribute up to \$100,000.00 to the **CITY'S** Fall Brook Combined Sewer Overflow project, as determined by Public Works Authority.

10. *Dimensional Requirements.* The dimensional standards established in Section 14-185 for the B-2 zoning district, as further modified by this Agreement or by Exhibit B, shall apply to the **PROPERTY** as a whole, and not additionally to individual lots (if any) within the **PROPERTY**. For purposes of front yard setbacks, the front yard for each office or retail building developed on the **PROPERTY** shall have as the front yard the area between the building and Allen Avenue. The potential lot divisions for residential development and areas to be subject to long-term ground leases are delineated

on Exhibit F. These locations may be changed as part of the subdivision review process. Amendments to these locations, once approved, may occur after Planning Board review and approval of the proposed amendments.

11. **PACKARD**, and its successors and assigns shall maintain the **PROPERTY** and the perimeter of the **PROPERTY** in order to ensure litter and other garbage is not spread/ blown to adjacent properties/neighborhood. **PACKARD** shall provide to the **CITY** a Maintenance Agreement which, in the event **PACKARD** or its successor fails to maintain the **PROPERTY**, would give the **CITY** the right to enter the property for purposes of cleaning up litter and debris, and charge **PACKARD** for its costs. The Property Maintenance Agreement shall include a retrieval program for shopping carts that have been removed from the **PROPERTY**.

The provisions of this Agreement, including the permitted uses listed in paragraph 2, are intended to replace the uses and requirements of the existing R-5 and I-L zones and to limit and supplement the requirements of the existing B-2 zone as set forth in this Agreement, except that the conditional uses included within Portland City Code § 14-483 are specifically excluded.

The above stated restrictions, provisions, and conditions, including all Exhibits to this Agreement, are an essential part of the rezoning, shall run with the **PROPERTY**, shall bind and benefit **PACKARD**, any entity affiliated with **PACKARD** that takes title to the **PROPERTY**, their successors and assigns, and any party in possession or occupancy of said **PROPERTY** or any part thereof, and shall inure to the benefit of and be enforceable by the **CITY**, by and through its duly authorized representatives. **PACKARD** shall record a copy of this Agreement in the Cumberland County Registry of Deeds, along with a reference to the Book and Page locations of the deeds for the **PROPERTY**.

If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such determination shall not affect the validity of the remaining portions hereof.

Except as expressly modified herein, the development, use, and occupancy of the subject premises shall be governed by and comply with the provisions of the Land Use Code of the City of Portland and any applicable amendments thereto or replacement thereof.

In the case of any issue related to the **PROPERTY** which is governed by this section, neither **PACKARD** nor its successors or assigns may seek relief which might otherwise be available to them from Portland's Board of Appeals by means of a variance, practical difficulty variance, interpretation appeal, miscellaneous appeal or any other relief which the Board would have jurisdiction to grant. Nothing herein, however, shall bar the issuance of stop work orders.

This conditional rezoning agreement shall be enforced pursuant to the land use enforcement provisions of state law (including 30-A M.R.S.A. § 4452) and City Ordinance. Following any determination of a zoning violation by the Court or the Zoning Administrator, the City Council, after recommendation of the Planning Board, may amend, modify or rescind its conditional rezoning of the site.

WITNESS:

PACKARD DEVELOPMENT, LLC

By _____

Its: _____

COMMONWEALTH OF MASSACHUSETTS

MIDDLESEX, ss.

_____, 2004

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

Before me,

Notary Public/Attorney at Law

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rezone\Packard112304
CDCClean version to Council.DOC

CITY OF PORTLAND, MAINE

PLANNING BOARD

Kevin Beal, Chair
Michael Patterson, Vice Chair
John Anton
Lee Lowry III
Shalom Odokara
David Silk
Janice E. Tevanian

August 3, 2006

Paul Cincotta
Packard Development
One Wells Avenue
Newton, MA 02459

RE: Morrill's Crossing, LLC

Dear Mr. Cincotta:

On July 11, 2006, the Portland Planning Board

- A. Voted 6-0 (Lowry recused) that the proposal is substantially in accordance with the conditional rezoning agreement, with the following condition of approval:
 - i. That the Boxing Club, in order to be in compliance with the Conditional Rezoning, must be redesigned not to exceed 14,000 sq. ft., in total, and that amended plans and architectural drawings shall be submitted for Planning Authority review and approval.
- B. Voted 5-1 (Odokara opposed; Lowry recused) on a motion to waive sidewalk on one side of Morrill Street (east side) as the Board was satisfied that the Applicant has met criteria 3 and 6 of the City's sidewalk waiver provision of the Land Use Code §14-506(b).;
- C. Voted 1-5 (Odokara, Silk, Tevanian, Patterson and Beal opposed; Lowry recused) on a motion to grant a waiver of Morrill Street from 28 to 24 feet, thus the waiver was denied;
- D. Voted 1-5 (Odokara, Silk, Tevanian, Patterson and Anton opposed; Lowry recused) on a motion to waive requirement for a hammerhead turnaround, thus the waiver was denied;
- E. Voted 6-0 (Lowry recused) to grant a waiver of the lighting uniformity standard;
- F. Voted 4-2 (Anton and Tevanian opposed; Lowry recused) on a motion to approve the subdivision, subject to the following conditions of approval:
 - i. that the fence along the entry drive be continuous and not include a gap around the Metro bus shelter.
 - ii. That no activities be allowed after dark on the multi-purpose recreation field.

- iii. That the Applicant make any additional improvements to the buffering and landscaping as determined by the Planning Authority and Landscape Architect consultant one year after the issuance of a Certificate of Occupancy for the Project.

G. Voted 4-2 (Anton and Tevanian opposed; Lowry recused) on a motion to approve the site plan subject to ten (10) conditions of approval; and

- i. The Applicant shall conduct a post-occupancy safety study confirming the safety benefits of their off-site mitigation plan. If crash rates and patterns indicate existing problems either persist or have been exacerbated by the Project, the Applicant shall identify and implement other reasonable and appropriate improvement strategies to be approved by the City Traffic Engineer.
- ii. The Applicant shall provide a pavement marking plan for the southbound Forest Avenue left-turn lane for review and approval by the City Traffic Engineer.
- iii. The left-turn queue into the site at the Allen Avenue Driveway shall be extended to a length that will allow access without blockage from the through lane queue. The revised plan shall be submitted for review and approval by the City Traffic Engineer.
- iv. The Applicant shall conduct a post-occupancy Traffic Operations Study confirming the proposed off-site mitigation plan addresses impacts associated with the Project. If significant queuing is documented following Project opening, the Applicant shall identify and implement other reasonable and appropriate improvement strategies, to be approved by the City Traffic Engineer.
- v. Prior to the issuance of a building permit, the Applicant shall contribute \$25,000 to the Riverton Safety Project.
- vi. The Planning Board waives the requirement for a sidewalk on both sides of Morrill Street as it is satisfied the Applicant has met criteria 3 and 6 of the City's sidewalk waiver provision of the Land Use Code §14-506(b).
- vii. That a public vehicle access easement from the Morrill Street circle over the Applicant's Townhouse Driveway and through to the Allen Avenue Mixed Use Driveway to Allen Avenue be provided for review and approval by Corporation Counsel.
- viii. That the Applicant satisfy all other conditions contained within Tom Errico's 6/6/06 and 7/6/06 memos (included herein.).
- ix. That the Applicant provide to the City, prior to the release of the Performance Guarantee, a vehicular and utility easement over the existing, undeveloped portion of Morrill's Street (from University Street to the Railroad tracks).
- x. That the Applicant revise the plans in accordance with the City's Technical Standards to reflect Morrill's Street width at 28 feet and the location of a hammerhead Turnaround off Morrill Street at the rear of the Site.

H. Voted 4-2 (Anton and Tevanian opposed; Lowry recused) to approve the Traffic Movement Permit.

The approval is based on the submitted site plan and the findings related to site plan and subdivision review standards as contained in Planning Report 36-06, which is attached.

Findings of Fact were also adopted by the Planning Board on July 25, 2006 which are included herein.

Please note the following provisions and requirements for all site plan approvals:

1. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.
2. An additional performance guarantee will not be required for this work.
3. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
4. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
5. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Sarah Hopkins at 874-8720.

Sincerely,

Kevin Beal, Chair
Portland Planning Board

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Services Manager
Jay Reynolds, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Inspections Division
Michael Bobinsky, Public Works Director
Traffic Division
Eric Labelle, City Engineer
Jeff Tarling, City Arborist
Penny Littell, Associate Corporation Counsel
Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

Portland Planning Board

Findings of Fact and Decision **Morrill's Crossing LLC at 33 Allen Avenue**

The Portland Planning Board (the "Planning Board" or "Board") hereby issues the following findings of fact and decision regarding the application of Morrill's Corner LLC (the "Applicant") for Site Plan and Subdivision Approval and for a Traffic Movement Permit in the vicinity of 33 Allen Avenue, Portland, Maine (the "Site").

Following six (6) workshops on this Project, the Planning Board held a public hearing on the application on July 11, 2006. At the conclusion of the public hearing, and after deliberations, the Planning Board voted (4 to 2, Anton and Tevanian) in public session to approve, with conditions, the Applicant's Site Plan, Subdivision and the Traffic Movement Permit requests.

I. FINDINGS OF FACT

A. REVIEW PROCESS

1. Following the receipt of a Conditional Rezoning of property in the vicinity of 33 Allen Avenue, the Applicant submitted an application for Site Plan, Subdivision and Traffic Movement Permit approval (the "Project"). The application was received by the City on July 1, 2005. Notices were sent to 232 area residents. A notice also appeared in the *Portland Press Herald*. A neighborhood meeting was held on December 15, 2005.

2. The Planning Board reviewed the Project according to the Land Use Code of the City of Portland (the "Code"), Chapter 14, Articles IV and V, as well as the standards applicable for a Traffic Movement Permit. It also reviewed the Decision and Order of Justice Robert Crowley, in the case of Morrill's Neighborhood Association et al v. City of Portland, et al

B. SUBDIVISION REVIEW

This Project is a mixed use development which includes twenty three (23) apartments and twenty (20) townhouses. It is therefore subject to subdivision review.

On the basis of plans and materials submitted by the Applicant, and on the basis of the information contained within Planning Report #37-06 (which we hereby incorporate into our findings of fact), as well as testimony (both written and oral) received from professional consultants, City staff, and the public at the July 11, 2006 public hearing relevant to standards for subdivision approval as set forth in Section 14-497 of the Land Use Code, the Portland Planning Board finds the following:

1. **Water and Air Pollution.** The Planning Board finds development of the Site will not cause water or air pollution. The site is mostly flat, slopes away from Allen Avenue (elevation 109) to Milliken Brook at the eastern end of the site (elevation 80), and consists of a mixture of silty and sandy loams. Soils, floodplain and off-site drainage information, included in the Applicant's Stormwater Management report dated June 2005, revised May 2006, is credible. The stormwater system has been designed to collect runoff from the proposed retail and residential development to a closed drainage system. Runoff will be collected in deep sump catchbasins and directed to subsurface filter systems, prior to being routed to the closed pipe system. The runoff is directed to a wet pond located east of the recreational field. The pond is designed with a discharge to the Milliken Brook. Downstream impacts will be mitigated by the City's upgrade of Fall Brook. The developer will contribute \$100,000.00 toward this effort. The Planning Board requires the developer to copy the City on any correspondence with the DEP concerning Site Location of Approval.

Based on the method of stormwater treatment proposed (which includes underground filtration systems to treatment the impervious surface, the creation of a detention pond at the rear of the site, and the financial contribution of \$100,000.00 to the City for use in improving the downstream receiving waters) and with the conditions recommended by Engineers Steve Bushey and Eric Labelle in memos to the Planning Board dated 6/5/06 and 6/6/06, respectively, the Planning Board finds the Project will not result in undue water or air pollution.

2. **Water.** Water for domestic use and fire suppression will be provided by water lines from Allen Avenue. The Applicant provided the Board with a letter from Portland Water District stating that sufficient capacity exists to serve the proposed development. The Planning Board finds that the Project has sufficient water available and will not cause an unreasonable burden on the existing water supply.

3. **Soil Erosion.** A sedimentation and erosion control plan was submitted meeting both the State of Maine's Chapter 500 requirements and the City's standards and guidelines. The Planning Board accepts the comments of the City's Development Review Coordinator, Stephen Bushey, P.E., and finds that the Project will not result in unreasonable soil erosion or a reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result.

4. **Traffic.** The Planning Board was very concerned about the Applicant's ability to meet the traffic standards of the City Code and the Traffic Movement Permit requirements. In order to address those concerns, the Applicant submitted a Traffic Impact and Access Study, prepared by Vanasse Hangen Brustlin (VHB) Engineers. VHB detailed the results of its traffic study and explained why, with the multitude of improvements proposed to be installed by the Applicant (including but not limited to physical roadway improvements, traffic signal installation, traffic control measures and follow-up monitoring), the Project meets the City of Portland's traffic standards as well as those applicable for a Traffic Movement Permit.

Thomas Errico, Consulting Traffic Engineer for the City, reviewed all the traffic reports submitted in this case since the fall of 2003. He met with the Applicant and VHB

on numerous occasions, and made requests for more information (additional counts, queuing analysis, as well as accident data, parking counts, and trip generation data) necessary to satisfy his analysis of the traffic in the vicinity of the Site. Mr. Errico also reviewed two letters containing comments by Creighton Manning Engineering LLP, a traffic engineering firm hired by Hannaford Bros. Co. to review, analyze and offer comments on the VHB Traffic Impact and Access Study. The Board heard from Mr. Errico, on the issue of traffic, at numerous workshops and at the public hearing. The Board accepts the findings of Mr. Errico (summarized in his memo dated 7/6/06) as credible and determines the Project meets the traffic requirements for subdivision ¹with the following conditions:

- xi. The Applicant shall conduct a post-occupancy safety study confirming the safety benefits of their off-site mitigation plan. If crash rates and patterns indicate existing problems either persist or have been exacerbated by the Project, the Applicant shall identify and implement other reasonable and appropriate improvement strategies to be approved by the City Traffic Engineer.
- xii. The Applicant shall provide a pavement marking plan for the southbound Forest Avenue left-turn lane for review and approval by the City Traffic Engineer.
- xiii. The left-turn queue into the site at the Allen Avenue Driveway shall be extended to a length that will allow access without blockage from the through lane queue. The revised plan shall be submitted for review and approval by the City Traffic Engineer.
- xiv. The Applicant shall conduct a post-occupancy Traffic Operations Study confirming the proposed off-site mitigation plan addresses impacts associated with the Project. If significant queuing is documented following Project opening, the Applicant shall identify and implement other reasonable and appropriate improvement strategies, to be approved by the City Traffic Engineer.
- xv. Prior to the issuance of a building permit, the Applicant shall contribute \$25,000 to the Riverton Safety Project.
- xvi. The Planning Board waives the requirement for a sidewalk on both sides of Morrill Street as it is satisfied the Applicant has met criteria 3 and 6 of the City's sidewalk waiver provision of the Land Use Code §14-506(b).
- xvii. That a public vehicle access easement from the Morrill Street circle over the Applicant's Townhouse Driveway and through to the Allen Avenue Mixed Use Driveway to Allen Avenue be provided for review and approval by Corporation Counsel.
- xviii. That the Applicant satisfy all other conditions contained within Tom Errico's 6/6/06 and 7/6/06 memos.
- xix. That the Applicant provide to the City, prior to the release of the Performance Guarantee, a vehicular and utility easement over the existing, undeveloped portion of Morrill's Street (from University Street to the Railroad tracks).

¹ For the same reasons, the Board also finds that the Project meets the requirements for the issuance of a Traffic Movement Permit. 23 MRSA §704-A and its accompanying Rules.

- xx. That the Applicant revise the plans in accordance with the City's Technical Standards to reflect Morrill's Street width at 28 feet and the location of a hammerhead Turnaround off Morrill Street at the rear of the Site.
5. **Parking.** The Project provides 666 parking spaces (inclusive of 39 parking spaces for the apartment complex) and is expected to have a parking demand of 632 parking spaces during the peak December period. The Applicant will be implementing a Parking Management Plan during the peak season that will require retail employees to use the parking spaces located in the rear of the site.
The Planning Board determines that the 666 parking spaces, with a depth of eighteen (18) feet as opposed to nineteen (19) feet (as supported by the Public Works Department) is sufficient to avoid any unreasonable highway public road congestion or unsafe conditions with respect to use of the highway or public roads existing or proposed.
6. **Sanitary Sewer/Solid Waste Disposal.** The Applicant provided a letter from the City of Portland stating that sufficient sanitary sewer capacity exists to serve the proposed development. In addition, solid waste for the development will be collected privately. The Board finds that the Project will provide for adequate sanitary waste/sewage disposal and will not cause an unreasonable burden on municipal services.
7. **Stormwater.** See **B. Subdivision Review ¶ (1)**, above.
8. **Scenic Beauty, Historic Sites and Habitat Areas.** The proposed development is located on an underutilized, blighted property that many in the public described as "derelict." It presently contains remnants of buildings, large expanses of impervious surface (consisting of decrepit pavement and packed dirt) and abandoned shells of buildings. There is no significant wildlife habitat on this site identified either by the Department of Inland Fisheries and Wildlife or by the City, nor rare and irreplaceable natural areas. Also there is no proximity to the shoreline. The Planning Board finds that the Project will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline.
9. **Comprehensive Plan.** Both the Portland City Council and the Superior Court of Maine have reviewed the Conditional Rezoning Agreement, which incorporates the general requirements of the proposed site plan, including its mixed use and traffic improvements, among other things. The Planning Board, therefore, defers to and adopts the Superior Court and the City Council decisions finding that the Project consistent with the City's Comprehensive Plan.
10. **Financial and Technical Capability.** The Applicant submitted a satisfactory letter of financial capability from Citizen's Bank and Stop and Shop, and provided a list of the professional consulting team (with their professional license numbers) working on the Project. The Planning Board finds that

the Applicant has adequate financial and technical capacity to meet the requirements of the subdivision standards.

11. **Water Bodies.** The Project is not located within the watershed of any pond or lake or within 250 feet of any wetland, great pond or river and this standard does not apply.
12. **Groundwater.** The Project will be served by public water and sewer, thus it will not adversely affect the quality or quantity of ground water.
13. **Flood Hazard/Shoreland.** The Project site is not located within a flood-prone area or a flood plain zone or a shoreland zone.
14. **Wetlands/Abutting Rivers, Streams or Brook.** Wetlands have been appropriately identified by VHB on the plans, as has the location of adjacent Milliken Brook.

C. SITE PLAN REVIEW

As a development of over 10,000 square feet, this Project is subject to Site Plan review. Due to the buildings' square footage exceeding 50,000 sq ft, the Planning Board sets the parking requirement.

On the basis of plans and materials submitted by the Applicant, and on the basis of the information contained within Planning Report #37-06 (which we hereby incorporate into our findings of fact), as well as testimony (both written and oral) received by professional consultants, City staff, and the public at the July 10, 2006 public hearing relevant to standards for Site Plan approval as set forth in Section 14-521 of the Land Use Code, the Portland Planning Board finds the following:

1. **Loading, Parking, Traffic and Circulation:** See **B. Subdivision Review.** ¶ 4 (Traffic) and 5 (Parking), above. The developer has also adequately accounted for pedestrian and vehicular loading into and through the Site to safely move people, including pedestrians wishing to take the Metro Bus System. In addition, the Project offers a pedestrian trail link through the site to the open space at the rear of the site.
Loading at the retail stores is located at the rear of the buildings. The largest building, the proposed grocery store, allows for adequate loading space. The Planning Board finds that the developer has met the standards contained in §14-526(1).
2. **Bulk, Location, Height of Proposed Buildings, Diminution of Value, Health, Safety, Air:** The proposed development will include residential units, a supermarket, restaurant, miscellaneous retail, a boxing club and a recreation field. The Applicant submitted elevations of the buildings, as well as the architecture for the main structures. The height of the proposed buildings are below the maximum height allowed for the zone. The townhouses, in particular, were designed at the height and location in order to

buffer the residential neighbors to the north from impacts of the retail development. At the public hearing, Andy Hyland, Architect for the Applicant, presented the design of the buildings, which contain significant architectural detailing. The Planning Board finds that the bulk, location and height of the buildings within the Project, and the proposed uses thereof, will not create a diminution in value of property and will not cause health or safety problems as to existing uses in the neighborhood, with the following condition:

- i. that the townhouses be required to provide rear porch low wattage lights that will be turned on and off at dusk and dawn by a centrally controlled switch and not left to the discretion of individual unit owners.

3. **Sewers, Stormdrains, Water** See findings **B. Subdivision Review.** ¶ 1,2 and 6, above.

4. **Landscaping and Existing Vegetation.** The landscaping associated with the development was reviewed by peer reviewer Pat Carroll of Carroll and Associates. It utilizes a combination of tools, including stockade fencing, preservation of existing vegetation, and a planting plan to buffer the development and neighboring properties. The most sensitive areas are treated with a mixture of fencing and landscaping which creates a good buffer. While significant vegetation is lacking on the site due to its prior uses, the developer is preserving critical wetland vegetation along the stream at the east end of the property. We agree with the conclusion of independent reviewer Carroll and find that the Project's landscaping provides adequate buffering between the Project and neighboring properties so as to adequately protect each from any detrimental features of the other and minimizes, to the extent feasible, any disturbance or destruction of significant existing vegetation with the following conditions of approval:

- iv. that the fence along the entry drive be continuous and not include a gap around the Metro bus shelter.
- v. That no activities be allowed after dark on the multi-purpose recreation field.
- vi. That the Applicant make any additional improvements to the buffering and landscaping as determined by the Planning Authority and Landscape Architect consultant one year after the issuance of a Certificate of Occupancy for the Project.

5. **Soils and Drainage.** The Project does not create any significant soil and drainage problems, whether on or off site, and adequately provides for control of erosion and sedimentation during construction and afterward. See findings **B. Subdivision Review.** ¶ 1 and 3.

6. **Exterior Lighting.** While the entrance drive to the Project is to be lit with 250 watt fixtures (which exceed the City's Technical Standards) the photometric plan, the absence of spill over from the proposed lighting, and the recommendation of Pat Carroll to waive the Technical Standard in this regard, convince the Board that a waiver of the lighting wattage standard is justified for the main entrance driveway. In addition, the Board requires a single light and electrical service be installed in the recreation field parking lot for safety purposes, such lighting to be reviewed and approved by the

Planning Authority. With the above conditions of approval in place, the Planning Board finds the Project's provision for exterior lighting will not be hazardous to motorists traveling on adjacent public streets, is adequate for the safety of occupants or users of the Project site, and such lighting will not cause significant glare or direct spillover onto adjacent properties and complies with the applicable specifications of the City of Portland Technical and Design Standards and Guidelines.

6. **Fire/Safety Hazards/Emergency Site Access.** Primary fire access is from Allen Avenue and two secondary emergency access points: one on Allen and a crash gate on Morrill Street. There is a primary access to the rear apartments from Morrill Street. This latter access also provides a mountable curb for emergency access to the rear of the supermarket and boxing club. Public Works has confirmed that in the case of emergency, the Radcliffe Glen emergency gate can be opened, thereby providing emergency vehicular access from the site and neighborhood via Morrill and University Streets to Washington Avenue. The Planning Board finds that the Project will not create fire or other safety hazards and provides adequate access to the site and to the Project building for emergency vehicles.
7. **Noise.** The Applicant submitted a Noise Impact Study which was reviewed by the City's peer reviewer, R. Scott Bodwell, of Resource Systems Engineering. Mr. Bodwell analyzed the revised Sound Level Impact Assessment Report prepared by Epsilon Associates Inc. on behalf of the Applicant. Mr. Bodwell appeared at the public hearing and testified the City's noise standards could be met by the Project with the sound mitigation techniques to be employed by the Applicant. Mr. Bodwell offered conditions of approval (contained in his 7/19/06 letter -Planning Board Report 37-06 Exhibit 1h). We adopt Mr. Bodwell's findings and recommendations including that a noise study be conducted one year after occupancy of the grocery store. In addition, the following condition of approval is imposed:

- i. that deliveries for any retail or restaurant establishment will only be accepted between 7:00am and 10:00pm and that the store hours for the supermarket shall not exceed 6:00 am to 11:00 pm..

8. **City Infrastructure and Utilities.** Both the traffic and stormwater management plans have been designed to be consistent with the planned and existing off-premises infrastructure surrounding the site. The traffic improvements have been designed in concert with previous work done by the MDOT and the City in Morrill's Corner. The City has participated in the design of the traffic and stormwater improvements, including

the provision for bike shoulders and improved crosswalks and sidewalks as proposed by the development. Likewise, the design of the stormwater plan has been reviewed by Public Works and our reviewing engineer for compliance with our standards and consistency with the City's goals and policies related to Milliken Brook and the Fall Brook watershed. The Planning Board finds the Project consistent with planned and existing off-premises infrastructure.

9. **Exterior Design.** The Planning Board finds that the exterior design of the Project complements and enhances the nearest residential neighborhood and the design of the exterior facades provides positive visual interest by incorporating appropriate architectural elements. Upstairs apartments are integrated into the design of the Allen Avenue retail building with brick facades, cement board clapboards and trim. The three apartment buildings at the end of Morrill Street are designed to be compatible with the surrounding residential neighborhood. The upstairs apartments, Townhouses, and Morrill Street apartments have all been designed with ample fenestration.

The residential portions of the proposed development are designed to build upon a relationship of buildings to public streets. Given that the entire 20-acre parcel has minimal frontage along Allen Avenue, the development has been designed with a hierarchy of proposed roadways, albeit private, within the site. The Allen Avenue retail building is built alongside the entry drive with sidewalks and other streetscape amenities. The Townhouses are built along Princeton Street with entrances and pathways adjacent to the right-of-way. Lastly, the 12 apartments to the rear have been redesigned with access from Morrill Street at the request of planning staff so that the apartments could be connected to the adjacent residential neighborhood.

The Project respects the existing relationship of buildings to public streets and is integrated with the existing city fabric and streetscape. The exterior design of the portion of the Project Building within the first thirty-five (35) feet of height enhances the character, attractiveness, comfort, security and usability of the street level pedestrian environment. The Project building design provides ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and provides sufficient storage areas.

10. **Historic Districts.** The Project is not within one hundred (100) feet of any landmark, historic district or historic landscape district.

11. **Impact on Natural Resources.** See findings **B. Subdivision Review.** ¶8 .

D. TRAFFIC MOVEMENT PERMIT

The Planning Board has been satisfied that the Project meets the requirements of a Traffic Movement Permit for all of the reasons listed in findings **B. Subdivision Review.** ¶ 4.

VI. CONDITIONAL REZONING

The Morrill's Crossing development is subject to the terms and restrictions set forth in the rezoning document enacted by the Portland City Council. The Rezoning grants to the Planning Board the authority to make findings of fact regarding the Project's adherence to the site plan attached to, and incorporated in, the Rezoning. The Planning Board has reviewed the Rezoning and finds that the Project is substantially in accordance with the Rezoning with the following condition of approval:

i. that the Boxing Club, in order to be in compliance with the Conditional Rezoning, must be redesigned not to exceed 14,000 sq. ft., in total, and that amended plans and architectural drawings shall be submitted for Planning Authority review and approval.

II. FINAL DECISION

Based on the foregoing findings of fact and conditions of approval, the Portland Planning Board approves the application of Morrill's Corner LLC for Site Plan, Subdivision and Traffic Movement Approval of the mixed use development in the vicinity of Morrill's Corner, Portland, Maine ("Project") with a vote of (4 to 2, Anton and Tevanian opposed) on July 11, 2006.

Dated: July 25, 2006

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PORTLAND MAINE

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Planning and Development Department

Lee D. Urban, Director

Planning Division

Alexander Jaegerman, Director

November 28, 2007

Natalie Burns
Jensen Baird Gardner and Henry
10 Free Street, P.O. Box 4510
Portland, ME 04112-4510

RE: Morrill's Crossing Development
CBL: 152-D-2
Application ID: #2005-0147

Dear Ms. Burns:

Thank you for meeting with us on November 26, 2007 and for your past correspondence seeking a two year extension for the Morrill's Crossing Development located at 33 Allen Avenue.

In my capacity as Planning Division Director for the City of Portland, I am granting your request to extend your approval to July 10, 2009. If you have any questions, please contact me at 874-8724.

Sincerely

Alexander Jaegerman
Planning Division Director

Electronic Distribution:

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Philip DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jeanie Bourke, Inspections Division
Lisa Danforth, Administrative Assistant
Michael Bobinsky, Public Works Director
Kathi Earley, Public Works
Bill Clark, Public works
Jim Carmody, Transportation Manager
Michael Farmer, Public Works
Jeff Tarling, City Arborist
Captain Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

AUG 03 REC'D

STATE OF MAINE
CUMBERLAND, ss.

RECEIVED

SUPERIOR COURT
CIVIL ACTION
DOCKET NO: AP06-042 ✓

MORRILLS CORNER, LLC

AUG 1 2007
SUPERIOR COURT
Cumberland, ss, Clerk's Office
PlaintiffORDER ON PLAINTIFF'S
RULE 80B APPEAL

v.

CITY OF PORTLAND

Defendant

This matter comes before the Court on Morrills Corner, LLC's 80B appeal of administrative action taken by the City of Portland. For the reasons stated below, the appeal is DENIED.

BACKGROUND

Plaintiff Morrills Corner, LLC ("Morrills Corner") is a Delaware limited liability company that was formed for the purpose of handling a development project in Portland, Maine. To initiate the project, Packard Development, LLC, Morrills Corner's predecessor in interest, entered into a Conditional Zoning Agreement ("CZA") with Defendant City of Portland ("the City") in 2004, which was revised in May 2005.¹ The CZA was intended to govern development of twenty acres of land in the vicinity of 33 Allen Avenue in Portland, to be called Morrill's Crossing.

According to the CZA, the project must comply with and be subject to the City's Land Use Code. The project consists of a redevelopment of apartments

¹ The May 2005 version is recorded in the Cumberland County Registry of Deeds at Deed Book 23341, Page 114.

and townhouses and adds more residential units, a grocery store, walking trails, a playing field, and a boxing / health club facility. The CZA incorporated several exhibits, including Exhibit B, a site plan drawing, and Exhibit D, architectural renderings of the proposed development. Also, Paragraph 13 of the CZA states that the agreement is subject to restrictions imposed by the City Council.

As required by the CZA, Morrills Corner submitted an application for site plan and subdivision approval in July 2005. These applications were supported by traffic and parking studies, and notice of the project was provided to residents in the neighborhood. A neighborhood meeting was held on December 15, 2005 to discuss the project. The Community Development Committee ("CDC"), a subset of the City Council, also participated in numerous workshops and evaluations of the project. The developer also represented to the CDC that the boxing facility would not exceed 15,000 square feet. The full City Council extensively discussed the project and analyzed the site plan that was incorporated into the CZA.

In October 2005, the City's zoning administrator, Marge Schmuckal, issued an opinion that the site plan complied with zoning regulations. The dimensions on Exhibit B initially had been listed as 4,000 square feet for the existing boxing facility, with an expansion of approximately 10,000 square feet. No mention of the number of stories was made on Exhibit B, although the number of stories was listed for other buildings on the plan.

The administrator issued a revised opinion in January 2006, again stating that the project complied with zoning regulations, including setbacks, permitted uses, and the height limit. But, she also stated that consistency with the CZA remained at issue and would have to be reviewed by the Planning Board.

Specifically, she noted that CZA paragraph 3 requires that the development occur "substantially in accordance with the Site Plan shown on Exhibit B." The CZA provides that it may allow minor deviations and that each phase of development remains subject to site plan review.

In February 2006, Morrills Corner submitted a revised site plan, reducing the footprint to 14,000 square feet and showing a single-story building. By June 2006, however, another revised plan was submitted, depicting a three-story, 42,484 square foot building due to the terms of Morrills Corner's lease. The new plan listed a ground floor area of 15,090 square feet, a second floor area of 11,922 square feet, and a third floor area of 15,462 square feet.

The Planning Board ("the Board") held a public hearing on July 11, 2006, after which it determined, by a vote of 6-0, that the application complied with the CZA. The Board also granted subdivision and site plan approval, subject to a condition that the boxing facility would not exceed 14,000 total square feet. It also stated that it would have to review and approve an amended plan incorporating the reduction in size. The Board issued findings and conclusions to that effect on August 3, 2006. As the condition of approval would become final and binding absent an appeal, Morrills Corner filed this 80B appeal, solely contesting the condition limiting the boxing facility to 14,000 square feet.

After hearing, this Court remanded the matter to the Board for further fact finding, ordering it to clarify its rationale for the limitation. On July 10, 2007, the Board called a public hearing for the purpose of discussing and adopting findings of fact regarding the limitation. After the Board adopted findings as requested by the Court, the City and Morrills Corner agreed that the matter should be decided on the parties' written submissions.

DISCUSSION

1. Standard of Review.

Review of board findings is "for an abuse of discretion, error of law, or findings unsupported by substantial evidence in the record." *O'Toole v. City of Portland*, 2004 ME 130, ¶ 8, 865 A.2d 555, 558. This Court is "limited to determining whether the record contains evidence to justify the Board's determination." *Lewis v. Maine Coast Artists*, 2001 ME 75, ¶ 14, 770 A.2d 644, 650. The Court will uphold the decision of the Planning Board unless the record evidence compels a contrary conclusion. *Gensheimer v. Town of Phippsburg*, 2005 ME 22, ¶¶ 16-18, 868 A.2d 161, 166. The party appealing the zoning board's decision bears the burden of persuasion. *Twigg v. Town of Kennebunk*, 662 A.2d 914, 916 (Me. 1996).

2. Did the City Err By Adding a Condition to Morrills Corner's Approval?

The issue presented by this appeal is whether the Board's approval of the project, subject to a condition limiting the size of the boxing facility, was supported by substantial evidence in the record.

The Portland Land Use Ordinance ("LUO") states that when any site plan approval is conditional, the Board will issue a written decision that clearly explains its rationale. LUO § 14-256(c). Accordingly, at its July 2007 hearing, the Board officially adopted findings, explaining that its limitation of the square footage to 14,000 was based on the site plan attached to the CZA as Exhibit B. On the site plan, the square footage for the boxing facility is listed as approximately 14,000 (4,000 existing and 10,000 proposed). Nothing on the plan indicated that the building would be more than one story.

Morrills Corner had argued that the Board's prior decision did not explain whether the condition was solely based on the size restrictions in the CZA, or whether there were other reasons for it, such as non-compliance with the LUO. After remand, the Board clarified that the initial square footage was 14,000, and the subsequent increase to over 42,000 was inconsistent with the site plan. It further explained that the CZA requires the development to be built "substantially in accordance with the site plan." CZA ¶ 3. Because the site plan listed the boxing facility at 14,000 square feet, the Board's position is that any expansion would have to be pursued in the City Council via a proposed amendment to the CZA.

Morrills Corner correctly notes that "minor deviations" from the site plan are allowed. In its July 2007 findings, however, the Board explicitly states that, in its view, the proposed increase to over 42,000 square feet constituted a "substantial deviation" from the site plan because it would amount to an increase of approximately 400% in the facility's size. July 2007 Findings of Fact, ¶ 2. Additionally, the new findings stated that the proposal for a substantially larger boxing facility "represented a substantial change in proportion and relation of the boxing facility to the other buildings on the site plan." July 2007 Findings of Fact, ¶ 3.

The Board has clarified that it based the condition on its interpretation of the CZA, which requires alterations to be substantially in accordance with the site plan. It explicitly determined that the proposed alterations to the square footage and height of the boxing facility were not substantially in accordance with the site plan. Given this Court's deferential review of the Board's factual findings, the Court finds that the record and the July 2007 findings support the

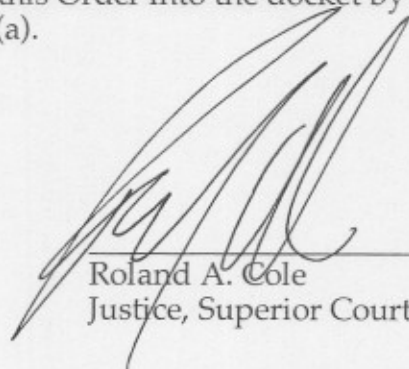
Board's conclusion that the condition was warranted. This project has undergone careful scrutiny at the municipal level and this Court will not disturb the Board's imposition of a condition to its approval in light of the substantial evidence supporting it.

The entry is:

Plaintiff's 80B appeal is DENIED. The decision of the Portland Planning Board to conditionally approve the project with the square footage limitation is AFFIRMED.

The clerk shall incorporate this Order into the docket by reference pursuant to M.R. Civ. P. 79(a).

DATE: August 1, 2007



Roland A. Cole
Justice, Superior Court

From: Jennifer Thompson
To: Barbara Barhydt
Date: Friday, December 11, 2015 10:52 AM

Hi Barbara -

I've done a registry search in relation to the rescission of the CZA and can report the following:

There are certainly no deeds or leases meeting the description in Paragraph 1 to Packard Development, LLC. However, there are deeds from Darling, Adams, Paul and Jonathan White and Allen Avenue Plaza, LLC to SS Morrills LLC. Although I find no deed or lease from White Chapel, LLC, I do find a deed from White Dove, LLC to SS Morrills, LLC for property that appears to be included in the CZA. My understanding is that SS Morrills, LLC is connected and likely a successor in interest to Packard Development and many of the deeds are given to SS Morrills, LLC c/o Packard Development so those likely satisfy the condition.

Importantly, however, I do not find a deed or lease to or from the City as required by the CZA. Therefore, it would appear that the condition has not been fully met.

From: Jennifer Thompson
To: Barbara Barhydt
Date: Monday, December 07, 2015 4:09 PM
Subject: rescinding CZAs

Hi Barbara - here is the reasoning behind rescinding CZAs. In summary, doing so creates a clear record of the status of things, avoids confusion in the future, and makes sure all parties understand where things stand. In the future, if the Council does not affirmatively vote to rescind, there may be questions about whether the CZA does or does not remain in effect.

Additionally, and as outlined below, as a legal matter, it is best that the City take affirmative action to enforce a condition in a CZA that has not been met by affirmatively rescinding the agreement.

According to Corbin on Contracts: "Frequently in a contract an express provision is included to the effect that if payments are not made exactly as agreed, if clear title is not made by a stated time, or if some other performance by one of the parties is not rendered, the contract shall be 'null and void.' This type of provision seldom means what it appears to say." Rather, "null and void" provisions simply render a contract voidable at the election of the party who was to receive the benefit of the condition. According to Corbin, although one party's failure to perform a condition can relieve the other party of its duty to perform, "[l]ike other conditions, this condition can be waived by the promisor whose duty is conditional. If payment is not on time, or if title is not perfect, or if other specified performance is defective, the purchaser can overlook defects and still require such performance as is possible." Corbin on Contracts Section 40.10.

I hope this helps. Let me know if you have any questions.

Jen

From: Deb Keenan <debkeen2@cs.com>
To: <BAB@portlandmaine.gov>
Date: Friday, December 11, 2015 2:14 PM
Subject: Morrill's Corner

Dear Planning Board Members,

Like many of the rezonings in this City, this one created MANY conflicts between the city, the developers and the neighbors. After a nearly 4 year process that consumed our lives, The Planning Board itself OPPOSED the rezoning and voted against it (in a rare and exceptional event), because we made a compelling argument against it. Despite that, rare and exceptional Planning Board opposition, the majority of CITY council supported it and we sued them. It was a conflict that made the Fore Street rezoning conflict look like they were playing patty cakes!!!

I encourage you to read some of the public comment from the time of the rezoning so you can better understand the issues. I will try to summarize them here.

Your job as Planning Board members is neither to facilitate NOR to oppose development. You are not the economic development department. Although at times it has been called the Planning and ECONOMIC Development office and joined together as one department with ONE common boss, the two concepts "Planning" and "economic development" are different. It's easy to understand how your role might be "confused" and muddled. The two functions (planning and economic development) have also often been separated from each other, into distinct and separate functions and offices with separate "bosses" to help prevent that confusion and conflict. Then, as now, there might be many political forces at work, which in a variety of ways are telling you "we want to encourage development"; "we want to facilitate and accommodate business" etc. While that may be your function in your day job, that is not your job and role...as Planning Board Members.

Your job as Planning Board Members is very simple, although I know it is not simple to do: TO respect the comprehensive plan and the ZONING that result from it.

The comprehensive plan is our long term vision for OUR city and how WE want it developed in the future to preserve what WE VALUE. It is our HOPES and DREAMS for the perfect City as we envision it, while respecting all of our long standing and core VALUES. The different components of our comprehensive plan focus on different issues and were created by groups of people who focused on those specific issues for several years, (such as housing, transportation, green spaces etc.). They were long discussed and well thought out. They were not knee jerk or developer driven and they were intended to be respected not disregarded and manipulated or misinterpreted. They are the bones for future development in our City.

The ZONING emanates from the various comprehensive plans. They are the meat placed on the bones. They are the details that make the comprehensive plan and the VISION for our CITY, clear, REAL, understandable and knowable in a concrete way applicable to development. They are the rules that determine what can be built where... why and how. They are our values and protect our values.

Zoning determines what can be built where,.... how, and why .. in order TO avoid the conflict of incompatible uses. ZONING provides certainty for all..It protects everyone's property rights equally. It provides a place for all the various uses and functions that a CITY wants and needs to function well. OUR zoning works well when it is respected!!!!. When it is respected, we have peace in the land and peace in our souls.... we have peace in our neighborhoods and peace with our neighbors. Zoning isn't a secret, it is a KNOWN. Any developer or potential land owner can see clearly in black and white what uses are allowed where and what is not. IF they do due diligence, no one is blindsided or deceived. Good developers do due diligence.

A request for a rezoning throws all that peace in the soul on its earIt is an intrusion and invasion and an attack into the certainty of the neighborhood and of what we VALUE as a CITY. A rezoning request is an active and frontal assault on our values, the known, and the certainty of the neighborhood. Whether it is the lifting of height restrictions, the placement of a BIG box, or the conversion of public park for commercial use, the affect is the same a disrespect for our well established values as a CITY, a disregard for the rules, and a violation of the certainty and the property rights of others.

A re-zoning request (no matter what form it takes), by its very nature, creates conflict, with the expected response of so called NIMBYISM or more correctly NIABY (not in anyone's back yard). EVERY neighborhood has been invaded BY inappropriate rezoning request and empathizes with each other, as each new rezoning request attempts to invade and topple their peace, serenity and certainty.

Most developers respect the zoning because they respect, and want to get along with, their neighbors. They quietly and with little fan fare do their jobs. They never come before you, because they are following the rules. Rezoning requests are rare and are NOT the norm. It takes a certain amount of hubris to request a rezoning. A rezoning request is very risky as developers know that from the start. They have every right to request one; but you have no obligation to deliver it to them. No one opposes minor revision to a zone that has NO impact for others. We are a reasonable people.

We do object to rezoning requests that attack our values, our sense of peace, safety, and security. Our homes are the greatest investment of our

lifetimes and are as important as any developer's investment . If we have chosen to make Portland our home, we expect to live in our homes unintruded for our lifetimes. We have followed the rules and expect other to do likewise.

We don't go looking for trouble ,trouble finds us, with the zoning requests . WE protect our neighborhood like we would protect our child from danger. WE actively and with great thought and commitment chose our residential neighborhoods, just like you did. I looked at 16 homes before choosing one. Some of us look for a neighborhood to provide quiet low traffic streets with pocket parks and empty fields to have our "quiet place". We chose kid and pet friendly neighborhoods because of what we value... we still want kids to have fields to play in and trees to climb and wetland to explore and learn ... to still see the circle of life from pollywog to frog and migratory birds. Simply put, the needs of residential neighborhoods conflict with the needs of large scale retail or noisy smelly industrial development. The contract zone for this parcel should NEVER have been approved.

The previous UNDERLYING zone was specifically created to be a transitional zone from residential to HIGHER level and less compatible industrial development.. The IL zone was a new zone created to consider it's proximity to a residential neighborhood and to RESPECT the unique needs and uses in a residential zone and to protect it from noxious intrusion from higher level industry. If you have a chance this weekend ,I encourage you to visit the area and specifically the residential neighborhood next door. One of the great things about Portland is all the hidden neighborhoods.

Basically I support this reversion to the original zone and I would actually like to celebrate it. I would like to enjoy it at face value. BUT experience and skepticism tells me to be cautiousI would like to trust that this is a simple reversion but frankly I don't.

I have concerns that this is going straight to a pubic hearing rather than having a "stop" at a workshop first so the public can be better informed before commenting and so they can provide informed comments rather than knee jerk ones. The process and the reversion itself is highly unusual.

The purpose of workshops is to ensure the public can be informed BEFORE commenting and so the planning board members can be informed before deciding. It gives the chance for thought, consideration, and processing before commenting and deciding. Workshops before public hearings provide the opportunity for INFORMED pubic comment and public participation and informed decision making. It is HIGHLY unusual and perhaps even illegal for this to go straight to public hearing.

The reason council agendas have 1st and second readings is to inform and alert the public that a decision is about to occur..... and because we in a democracy value, welcome and encourage public participation in important decision making.The planning board workshop fulfills a similar role. Important decision must not be rushed.

I find it interesting that several former Planning Board member who vigorously supported this rezoning request , use our same argument, now ... as much smaller and less invasive rezonings, invade their own neighborhoods peace and tranquility ! It seems like poetic justice.

Debra Keenan