

1. Legal Ad

Documents: [PB LEGAL AD 1-12-16.PDF](#)

2. Agenda

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3. Inclusionary Zoning

3.I. Inclusionary Zoning (Memo)

Documents: [PLANNING BOARD MEMO - IZ IMPLEMENTATION REGULATIONS 1.12.2016.PDF](#)

4. Thompson's Point

4.I. Report

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

4.II. Report Attachments

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4.III. Subdivision - Applicants Submittal (1 Of 5)

Documents: [THOMPSONS POINT SUBDIVISION \(APPLICANTS SUBMITTAL\) 1 OF 5.PDF](#)

4.IV. Subdivision - Applicants Submittal (2 Of 5)

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4.VII. Subdivision - Applicants Submittal (5 Of 5)

Documents: [THOMPSONS POINT SUBDIVISION \(APPLICANTS SUBMITTAL\) 5 OF 5.PDF](#)

4.VIII. Subdivision - Plans (1 Of 6)

Documents: [THOMPSONS POINT SUBDIVISION \(PLANS\) 1 OF 6.PDF](#)

4.IX. Subdivision - Plans (2 Of 6)

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4.XI. Subdivision - Plans (4 Of 6)

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4.XII. Subdivision - Plans (5 Of 6)

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4.XIII. Subdivision - Plans (6 Of 6)

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4.XIV. Site Plan - Applicants Submittal

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

4.XV. Site Plan - Plans (1 Of 4)

Documents: [THOMPSONS POINT SITE PLAN \(PLANS\) 1 OF 4.PDF](#)

4.XVI. Site Plan - Plans (2 Of 4)

Documents: [THOMPSONS POINT SITE PLAN \(PLANS\) 2 OF 4.PDF](#)

4.XVII. Site Plan - Plans (3 Of 4)

Documents: [THOMPSONS POINT SITE PLAN \(PLANS\) 3 OF 4.PDF](#)

4.XVIII. Site Plan - Plans (4 Of 4)

Documents: [THOMPSONS POINT SITE PLAN \(PLANS\) 4 OF 4.PDF](#)

4.XIX. Supplemental Material - Review Comments

Documents: [SUPPLEMENTAL MATERIAL - REVIEW COMMENTS.PDF](#)

4.XX. Supplemental Material - Documents

Documents: [SUPPLEMENTAL MATERIAL - DOCUMENTS.PDF](#)

4.XXI. Supplemental Material - Plans

Documents: [SUPPLEMENTAL MATERIAL - PLANS.PDF](#)

5. 74 West Commercial St.

5.I. Report

Documents: [WEST COMMERCIAL ST. - 74 \(REPORT\).PDF](#)

5.II. Staff Attachments

Documents: [WEST COMMERCIAL ST. - 74 \(STAFF ATTACHMENTS\).PDF](#)

5.III. Recent Applicant Submission

Documents: [WEST COMMERCIAL ST. - 74 \(RECENT APPLICANT SUBMISSION\).PDF](#)

5.IV. Applicants Submission Dated 9-4-15

Documents: [WEST COMMERCIAL ST. - 74 \(APPLICANTS SUBMISSION DATED 9-4-15\).PDF](#)

5.V. Plans (1 Of 3)

Documents: [WEST COMMERCIAL ST. - 74 \(PLANS\) \(1 OF 3\).PDF](#)

5.VI. Plans (2 Of 3)

Documents: [WEST COMMERCIAL ST. - 74 \(PLANS\) \(2 OF 3\).PDF](#)

5.VII. Plans (3 Of 3)

Documents: [WEST COMMERCIAL ST. - 74 \(PLANS\) \(3 OF 3\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, January 12, 2016, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

Workshop – 4:30 p.m.

- i. Proposed Implementation Details for Section 14-487, Ensuring Workforce Housing; City of Portland, Applicant. (4:30 – 6:00 p.m. estimated time) The Planning Board will review draft regulations pursuant to Section 14-25(b) for the City's Inclusionary Zoning Ordinance (Section 14-487). On October 19, 2015, the City Council approved amendments to Division 30 of the City's Zoning Ordinance to adopt an inclusionary zoning measure for new residential development projects in Portland. These draft regulations will fulfil the requirements of Section 14-487 (f) to complete implementing regulations including specific methodology for income verification, and guidelines for meeting the requirement that off-site units be 'in the same neighborhood.

Public Hearing – 7:00 p.m.

Old Business

- i. Level III Subdivision Amendment and Level III Site Plan; Thompson's Point; Forefront Partners, I, LP, Applicant. (7:00 p.m. – 8:00 p.m. estimated time) The Board tabled this item on 11/24/2015 to January 12, 2015. The Board will hold a public hearing on a proposal submitted by Parallax Partners (dba Forefront Partners, I, LP) for two Level III development review applications: 1) amendment to the approved 2013 subdivision plan and 2) the renovation of the existing Brick South Building at 1 Thompson's Point. The amended subdivision plan is for 19 lots and is proposed to be consistent with the Master Development Plan for the site, which was approved in March, 2014. The proposed site plan is for the renovation of Brick South for a flexible 2,500 person event/assembly space with site improvements for parking, utilities, and stormwater management. The site is located within the B-5 and RPZ zones.

New Business

- i. Level III Site Plan and Conditional Use; 74 West Commercial Street; Canal Landing, LLC., Applicant. (8:00 p.m. estimated time) The Board will hold a public hearing to consider the expansion of Canal Landing which will include a boat maintenance facility along with ancillary marine related development. The proposal includes 30,250 sq. ft. of new building space with a maximum height of 45 feet and stabilization of approximately 8 acres of the 17 acre site for a boat yard. The conditional use application is for the establishment of marine products, wholesaling and retailing uses on the site.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD

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

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PUBLIC HEARING – 7:00 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON DECEMBER 15, 2015:**
Evening Public Hearing: All members were present.
4. **REPORT OF DECISIONS AT THE MEETING HELD ON DECEMBER 15, 2015:**
 - i. Level III Subdivision and Site Plan; 22-28 Tate Street; Tate Street Partnership, LLC., Applicant. Dundon moved and Hall seconded a motion to waive the required aisle width to 22 feet. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the standard parking spaces to allow four 8' 9¾" x 18' and four 8' 6" x 18'. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the minimum sidewalk width to allow 4 ft. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the street tree requirement and allow a \$1400 contribution for 7 trees. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the subdivision plan with three conditions of approval. Vote: 6-0. Eaton moved and Morrisette seconded a motion to amend the motion of site plan approval to add a condition to carry the cornice around the building per the design review. Vote: 1-5 (Boepple, Dundon, Hall, Morrisette, and Soley). Dundon moved and Hall seconded a motion to approve the site plan with two conditions of approval. Vote: 6-0.

- ii. Level III Subdivision and Site Plan; 117 Preble Street; Schlotterbeck Block, LLC., Applicant. Dundon moved and Hall seconded a motion to waive the required aisle width to 20 feet. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the percentage of compact spaces to allow 38%. Vote: 6-0. Dundon moved and Hall seconded a motion to waive the street tree requirement and allow a financial contribution of \$7,000 for 35 street trees. Vote: 6-0. Dundon moved and Hall seconded a motion that found the dumpster screened from view and waives the B-7 design standard that requires dumpsters to be more than 20 feet from a street. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the subdivision plan with three conditions of approval. Vote: 6-0. Dundon moved and Hall seconded a motion to approve the site plan with six conditions of approval. Vote: 6-0.
- iii. Rescind C-36 and Zoning Map Amendments; Morrill's Corner; City of Portland, Applicant. Dundon moved and Hall seconded a motion to recommend to City Council the repeal of the Morrill's Corner conditional rezoning agreement (C-36). Vote: 6-0. Dundon moved and Morrisette seconded a motion to recommend zoning map amendments to revert to the underlying zones of R-5, B-2 and IL. Vote: 6-0.

5. OLD BUSINESS

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6. NEW BUSINESS

- i. Level III Site Plan and Conditional Use; 74 West Commercial Street; Canal Landing, LLC., Applicant. (8:00 p.m. estimated time) The Board will hold a public hearing to consider the expansion of Canal Landing which will include a boat maintenance facility along with ancillary marine related development. The proposal includes 30,250 sq. ft. of new building space with a maximum height of 45 feet and stabilization of approximately 8 acres of the 17 acre site for a boat yard. The conditional use application is for the establishment of marine products, wholesaling and retailing uses on the site.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD



Memorandum
Planning and Urban Development Department
Planning Division

To: Elizabeth Boepple, Chair and Members of the Portland Planning Board

From: Jeff Levine, Director, Department of Planning and Urban Development
Tyler Norod, Housing Planner

Date: January 7, 2016

Re: Proposed Implementation Details for Section 14-487, Ensuring Workforce Housing; City of Portland, Applicant

Meeting Date: January 12, 2016

I. INTRODUCTION

For the Planning Board's consideration, the Department of Planning and Urban Development has prepared a set of five (5) documents delineating potential inclusionary zoning implementation regulations as outlined in Section 14-487(f) of Division 30. The proposed implementation regulations available for further review in Attachment A, are as follows:

- Inclusionary Zoning Implementation Regulations Background & Definitions
- Inclusionary Zoning Implementation Regulations for Developers of Homeownership Housing
- Inclusionary Zoning Implementation Regulations for Developers of Rental Housing
- Regulations for Owners & Tenants of Workforce Rental Units
- Regulations for Owners of Workforce Homeownership Units

Section 14-487 (f) of Division 30 states that implementation regulations to further specify the details of inclusionary zoning shall be developed including, but not limited to the following:

1. Specific methodology for income verification;
2. Situations where less than permanent affordability might be considered; and
3. Guidelines for meeting the requirement that off-site units be “in the same neighborhood”.

The final version of the regulations will be available on the City’s website and by request. The intent is to provide greater clarity as to the expectations and procedures for workforce housing created through Portland’s inclusionary zoning ordinance. The five documents contain some overlapping information but were divided to help filter necessary information to the relevant parties.

II. PUBLIC COMMENT

The legal ad for the amendments appeared in the Portland Press Herald on January 5 and 6, 2016. No public written public comments were received in response to the January legal ad by the time this memo had been submitted.

III. BACKGROUND

On April 22, 2015, the Housing & Community Development Committee (HCDC) recommended to the Planning Board several zoning revisions including the inclusionary zoning ordinance as part of an “Encourage & Ensure” housing package.

On May 19, 2015 the Planning Board held a workshop to consider the “Encourage & Ensure” housing package. On September 15, 2015, the Planning Board held a hearing to take action on these items. The Board voted 6-1 against recommending approval of the inclusionary zoning provision to the City Council.

The City Council held a first reading of the “Encourage & Ensure” housing package on October 5, 2015. On October 19, 2015, the City Council voted 7-2 to approve revisions to Division 30 of Portland’s zoning ordinance to mandate inclusionary zoning for all residential development projects of ten (10) or more units. The revisions went into effect on November 19, 2015. Portland’s inclusionary zoning ordinance will require affected projects to provide 10% of the units proposed as affordable to eligible workforce households. Rental workforce units will be reserved for households earning up to 100% of area median income (AMI), while workforce home ownership units will be reserved for households earning up to 120% of AMI. The inclusionary zoning language included provisions for a density bonus of 25%, a fee-in lieu option

instead of providing on-site units, and other criteria to help ensure the creation of workforce housing in all new projects that meet the established thresholds.

IV. PROPOSED REGULATIONS

The proposed inclusionary zoning implementation regulations are in response to Section 14-487(f) of Division 30 which state, “[r]egulations to further specify the details of this section shall be developed, including but not limited to:

1. Specific methodology for income verification;
2. Situations where less than permanent affordability might be considered; and
3. Guidelines for meeting the requirement that off-site units be “in the same neighborhood.”

The attached implementation documents address the three components listed above along with additional information to help clarify other crucial elements of the inclusionary zoning ordinance. Other topics addressed include how to determine maximum allowable rent or sale prices, the tenant recertification process, minimum household sizes, right of first refusal for the City in case of foreclosure, marketing selection process, and other relevant provisions. The goal is to establish clear, consistent regulations for implementing inclusionary zoning to benefit developers, tenants, owners, and the City alike. The approved implementation regulations will be used to guide the creation of an Affordable Housing Agreement (AHA) template for all qualifying projects. The AHA will codify the affordability restrictions and be filed with the Cumberland County Registry of Deeds as a covenant to the property’s deed.

V. CONSISTENCY WITH COMPREHENSIVE PLAN

The Comprehensive Plan, adopted in November 2002, updated in 2005, provides a policy framework for managing growth in the City, and clearly advocates an “adequate and diverse supply of housing for all” as one of its six (6) primary housing policy goals. In order to do so, the plan suggests “promot[ing] through city policies a mix of housing types...of appropriate size, scale, and type within neighborhoods.” The proposed implementation regulations allow the inclusionary zoning provision within Division 30 to better accomplish the City’s goals particularly as they relate to the creation of housing that is affordable to a diverse range of households. In this, the implementation regulations comport with the city’s Comprehensive Plan.

VIII ATTACHMENTS

Attachement A: Proposed Implementation Regulation Documents

- A1 – Inclusionary Zoning Implementation Regulations Background & Definitions
- A2 – Inclusionary Zoning Implementation Regulations for Developers of Homeownership Housing
- A3 – Inclusionary Zoning Implementation Regulations for Developers of Rental Housing
- A4 – Regulations for Owners & Tenants of Workforce Rental Units
- A5 – Regulations for Owners of Workforce Homeownership Units

Attachment A

Inclusionary Zoning Implementation Regulation Documents

A1 – Inclusionary Zoning Implementation Regulations

Background & Definitions



Inclusionary Zoning Implementation Regulations Background & Definitions

In accordance with Section 14-487 - Ensuring Workforce Housing

Background

Based on the city's Comprehensive Plan and the housing study completed in 2015, it is in the public interest to promote an adequate supply of housing that is affordable to a range of households at different income levels. The purpose of the inclusionary zoning policy in Portland is to ensure that housing developments over a certain size provide a portion of workforce housing units and, by doing so, promote the health, safety, and welfare of Portland citizens.

This policy shall apply to development projects that create ten (10) or more new dwelling units for rent or for sale through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. This policy shall not apply to projects that have submitted complete Master Development Plan, Level III Site Plan, or comparable applications to move forward prior to November 18, 2015. Notwithstanding any language to the contrary in Chapter 14, all developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements of Section, 14-487 of Portland's zoning ordinance.

Definitions

Unless otherwise expressly provided herein, the following terms shall have the respective meanings set forth below for all purposes of the associated inclusionary zoning guidelines:

Affordable: Affordable means that the percentage of income a household is charged in rent and other housing expenses, or must pay in monthly mortgage payments (including insurance, HOA fees, and taxes), does not exceed 30% of a household's gross income, or other amount established in city regulations that does not vary significantly from this amount.

Affordable Housing Agreement: Means an agreement detailing the affordable housing conditions associated with the approval of a project in accordance with Division 30 of the City's Code. The Affordable Housing Agreement (AHA) will be recorded at the Registry of Deeds or in the Land Court in the chain of title for the project. If an off-site property is used to satisfy any of the Owner's requirements in the AHA, the Owner must make a marginal reference in the chain of title of the title for that property that triggered the requirement to create these income restricted units.

Applicant: A Household that is applying, recertifying, or offering to purchase a Workforce Unit.



City: The City of Portland or its agent.

Development Fees:

- (a) The following fees, as described in this chapter: site plan review and inspection fees; subdivision review and inspection fees; and administrative fees;
- (b) Construction and permit fees as described in chapter 6. "Development fees" does not include any fees charged for reviews conducted by a party other than the city; and
- (c) Development Fees does not include the "fee-in lieu" option for providing cash in place of on-site workforce units.

Developer: Means the owner of the project.

Dwelling Unit: Has the same meaning as defined in Section 14-47 of the Code.

Eligible Household: Means a household (1) which qualifies, at the time of the mortgage or rental application, with regard to household income as per the U.S. Department of Housing and Urban Development's (HUD) Metropolitan Statistical Area (MSA) for Portland, or for a subsequent metric as approved by the City of Portland; and (2) the members of which do not, at the time of the mortgage or rental application, own residential real estate. Eligible Households may consist of a single individual of at least 18 years of age or a family. However, households headed by students or other individuals whose principal sources of financial support are from family members and/or are listed as dependents by others are not eligible; (4) Heads of household must be U.S. citizens or permanent resident aliens.

Gifted – Cash and/or other assets made available by another party for your use, with no obligation – expressed or implied – either in form of cash or future services, to repay this sum at any time.

Project: means a real estate development project:

- (a) That is permissible under the provisions of this chapter in the zone in which it is proposed;
- (b) That creates new dwelling units, among which is at least one affordable housing unit for rent or sale, through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. Affordable housing units for sale or rent may not differ in exterior design from other units within an eligible project.

Household: Meaning one or more persons who will live regularly in the unit as their principal residence. If a household is comprised of more than one person, they shall be related by blood, marriage, domestic partnership, or by operation of law. This may include qualified unrelated



applicants who apply together for a lease or mortgage. Legal custody is required for households including one or more minor children.

Market Rent: Rent which already is being charged to the general public for similar units in a project.

Owner: Means all legal and equitable owners of a building or project during the term of the permit and any heir, successor, or assign of any person holding an ownership interest in the project or building.

Recertification: The updating of documentation related to household income and size to determine continued household eligibility for a Workforce Rental Unit.

Workforce Rental Unit: Means a dwelling unit which is affordable to a household earning up to 100% of HUD AMI. Annual rent increases for that unit are limited by deed restriction, lease agreement, or other legally binding agreement to the percentage increase in the HUD Greater Portland Metropolitan Statistical Area median income figures for a household of that size.

Workforce Homeownership Unit: Means a dwelling unit for which the purchase price is affordable to a household earning up to 120% of HUD AMI. The resale price is limited by deed restriction or other legally binding agreement for all future sales of the unit, or a lesser term as permitted in regulations, to the percentage increase in the HUD Greater Portland Metropolitan Statistical Area median income figures for a household of that size.

Workforce Unit: A designated unit that is affordable to Eligible Households earning up to 100% - 120% AMI depending on the units use as a rental property or home ownership.

A2 – Inclusionary Zoning Implementation Regulations for Developers of Homeownership Housing



Inclusionary Zoning Implementation Guidelines for Developers of Homeownership Housing

Applicability/Conditional Use Requirement

Division 30, Section 14-487 of the City's Zoning Ordinance requires that development projects creating ten (10) or more new dwelling units for rent or for sale through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements set aside a portion of the project as Workforce Housing. This provision does not apply to projects that have submitted complete Master Development Plan, Level III Site Plan, or comparable applications to move forward prior to November 18, 2015.

All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487.

Workforce Housing Minimum

At least ten percent (10%) of the units in the project shall meet the definition of Workforce Housing Unit for sale or for rent. The number of units required is rounded down to a whole number if the Workforce Units are provided on- or off-site. If a Developer prefers to pay a fee-in lieu of each Workforce Unit, as outlined in greater detail below, then the Workforce obligation will be calculated on a fractional value to one tenth. For example, a project creating 26 units of housing would be required to provide two (2) units of on-site as Workforce Units. If the Developer instead prefers to pay the fee-in lieu of providing Workforce Units the Developer would be required to pay 2.6 times the current rate as established by the City.

Household Income Limits

In accordance with Division 30 of the City's Zoning Ordinance, the sale of Workforce Units will be restricted to households at or below 120% of the area median income (AMI). The City will reference Area Median Income figures published annually by HUD for the Portland Metropolitan Statistical Area (MSA) or other income limits as deemed reasonable by the City. The City will make available on its website a list of income limits by household size. If at a time in the future HUD no longer provides these annual figures, the City will identify another similar method of determining income guidelines for affordability.

Eligible Households for Workforce Homeownership Units

At the time of sale, a buyer must be a member(s) of an Eligible Household as defined within the Background and Definition section of the City's Inclusionary Zoning Guidelines. The Household must occupy the Workforce Homeownership Unit (Workforce Unit) as its principal residence. To purchase



a Workforce Unit an Eligible Household must be permanent residents of the United States. The Intent is to limit the risk of a loss of the Unit's affordability restrictions due to foreclosure of a household no longer able to reside in the United States. Household size/composition upon the unit's sale should be appropriate to the size of the unit as outlined in the chart below. For the qualification of households by unit size, the head of the household and spouse/partner are assumed to share a bedroom. Two children whose ages are not excessively disparate, may share a bedroom. Legal custody is required for households including one or more minor children. There will be no fewer than one, nor more than two persons per bedroom.

The City will consider households eligible based on their adjusted gross income. The City will use a process similar to what HUD recommends for the HOME program to determine adjusted gross income or another method as deemed reasonable by the City. The Owner or their representative will collect and compile all of the relevant paperwork needed to assess a household's eligibility. Verification will require sufficient proof of household size and income in the form of mortgage pre-approval letters, official tax statements, W-2 forms, pay stubs, credit reports, bank statements, birth certificates, and any other reasonable documents requested by the City to aid in their efforts to verify whether or not a household is eligible. The City shall have the final approval of whether or not a household meets the income or size requirements of each Workforce Unit prior to closing. The City reserves the right to request proof of income for the last three years from an applicant. The City may request additional information if needed.

The chart below indicates the minimum household size for each unit type based on bedroom count.

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Minimum Household Size By Bedroom	1	2	3	4

Workforce Units will also be subject to maximum household sizes based on bedroom counts. The following chart outlines the maximum persons allowable per bedroom assuming the occupants meet all other requirements related to qualifications for determining a household such as age of children sharing bedrooms.

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Maximum Household Size By Bedroom	2	4	6	8

Eligible Households may not qualify if any member of the household owns other residential real estate at the time of application or sale.



The City reserves the right to perform an asset test to help determine a household's income. This may include making certain assumptions about the average returns that would be reasonable to expect from certain investments.

Closing costs and a down payment of up to 20% of the sale price may be gifted to an Eligible Household as outlined in the Workforce Housing Background and Definitions Guidelines.

Maximum Allowable Sale Price

The calculation of the maximum allowable sales price will be determined by the City. The price will in part be based on the minimum number of bedrooms in each Workforce Unit for sale as outlined in the chart below:

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Max Sale Price Basis -Household Size	1	2	3	4

For example, the maximum allowable sale price of a two bedroom Workforce Unit will be based on what is affordable to a two (2) person household. A larger household of four (4) persons meeting the income qualifications for their household size would still be able to purchase this unit but the maximum allowable sale price will be calculated based on a two (2) person household. It is important to be clear that this is to calculate the maximum allowable sale price of a Workforce Unit and that units may be sold at lower prices depending on the market, location, and condition of a unit.

The maximum allowable sale price at the initial sale of a Workforce Unit and for any subsequent sales will be based on the following calculation:

- 1) Begin by calculating 30% of the gross monthly income for a household earning 120% AMI as appropriate for the minimum household size for each Workforce Unit by bedroom type.
 - o $(\text{Household's } 120\% \text{ AMI} \times 0.30) / 12 = \text{monthly income available for housing expenses.}$
- 2) Housing expenses available for studios will be calculated at 85% of the income available for a one person household using the following formula:
 - o $((\text{Household's } 120\% \text{ AMI} \times 0.30) \times 0.85) / 12 = \text{monthly income available for housing expenses of a studio unit.}$
- 3) That portion of monthly income may be attributed to mortgage payments less other housing related expenses such as real estate taxes, condominium/HOA fees, and insurance.
- 4) The sale price will then be based off a 30 year fixed rate mortgage with a 5% down payment.
 - o It will be allowable for qualified buyers to offer a larger down payment but a down payment larger than 5% will not increase the maximum allowable sale price of a



Workforce Unit.

- 5) Interest rates for the calculation will be the average national mortgage rate over the past six months as determined by the Freddie Mac Primary Mortgage Market Survey or another source as determined reasonable by the City. The interest rate for the calculation will be determined at the time the unit is marketed.

Purchase price limits establish maximum allowable sale prices. An Eligible Household's financial situation will determine the mortgage amount that can be borrowed. This amount may be more or less than the maximum allowable sales price of a particular Workforce Unit. However, at no time shall a Workforce Unit be sold for greater than the maximum allowable sale price as determined by the City.

Condominium/HOA Fees

If the Developer is setting up a new condominium trust or homeownership association (HOA), then the Developer shall present to the City a draft condominium/HOA budget and related governing documents. The City may request quotes and/or justification for costs, including replacement reserves, insurance, water and sewer, utilities, management fees, and other services. The City will have final approval of the initial condominium/HOA fee to ensure that a reasonable front-end calculation of cost in setting initial fees for a Project.

The condominium/HOA fee will be shared proportionately between units based on the City's tax assessment for the value of the units. If assessed values are not available at the time of initial sale of the units than initial sale prices will be used to determine the appropriate share of costs. Workforce Units' tax assessments by the City will take into consideration the Unit's restrictions and assess the Unit's value accordingly. Voting rights within the association will be no more or less than one vote per unit and will not be based on the value of paid fees or other metric as allowable by state law. Condominium/HOA fees for Workforce Units may not increase more than 10% in a single year or 25% in any three year period without a supermajority vote gaining 100% support of the association.

The City shall have a right of first refusal if a Workforce Unit is forced to sell due to increased fees or has become delinquent in its payments and is in risk of foreclosure or any other legal threats to the Unit's affordability restrictions.

Right of First Refusal

The City of Portland shall have the right of first refusal to purchase any Workforce Unit that is in jeopardy of losing its affordability restrictions due to foreclosure, delinquency of condominium fee payments, or any other cause outside of the agreed upon term of restriction. The intent is to ensure affordability of the unit for Eligible Households.



Phasing

Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, Workforce Units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.

Integration of Units

Workforce Units are encouraged to be integrated with the rest of the development, should use a common entrance, and should provide no indications from common areas that these units are Workforce Housing Units.

Size and Bedroom Count

Workforce Units need not be the same size as other units in the development but the number of bedrooms in such units, either on- or off-site, shall be ten percent (10%) of the total number of bedrooms in the development. For the purposes of this section, every 400 square feet in a market rate unit will count as a bedroom if the actual number of bedrooms in the unit is lower.

Interior Standards

The design, quality, and materials of Workforce Units interiors need not be the same as market rate units. However, the Workforce Units may not be strategically designed to avoid offering basic amenities similar to what are included in the market rate units such as the following:

Kitchen

- Refrigerator
- Stove or separate cook top and oven
- Sink Disposal
- Cabinets
- Range Hood
- Microwave (if provided in market rate units)
- Washer Dryer (if provided in market rate units)
- Countertop: Minimum Counter Space not including sink and stove
 - Studio – 4 linear feet
 - 1BR – 6 linear feet
 - 2BR – 8 linear feet
 - 3BR – 10 linear feet

Bathroom

- Sink
- Shower
- Toilet
- Shower Curtain Rod or Shower Door
- Medicine Cabinet with Mirror or other storage space with a separate mirror

**Flooring**

All living space and storage areas shall have a finished floor. The Workforce Units should have the same or comparable floor finishes to the market rate units. However, in order to promote respiratory health, living and dining areas and at least one bedroom should have a surface other than carpet.

Closets

All units shall have adequate storage

All bedrooms shall have at least one closet including at least one closet for a studio

All closets shall have a shelf and pole

Public Funding Sources

Projects that propose greater levels of affordability than what is required in Division 30 in terms of income levels, term of affordability, or number of units may be eligible for some financial resources through the City at the City's discretion.

Tax Increment Financing Eligibility

If at least thirty-three percent (33%) of the units in a development are Workforce Units, the development is eligible to request subsidy funding through an Affordable Housing Tax Increment Financing (TIF) deal, subject to City Council approval.

Affordable Housing Agreement

The buyer of each Workforce Unit will be required to sign and record in the Cumberland County Registry of Deeds an Affordable Housing Agreement (AHA) with the City and to include the affordability restrictions as a covenant to the project's deed. In order to guarantee affordability, this recorded covenant will limit increases in sales price according to the calculation defined by the City and the Eligible Household requirements as they relate to increases in median income. It will limit the incomes of subsequent buyers to the same income limits initially applied. It will also provide a right of first refusal and other purchase rights to the City or its designee (e.g. another Eligible Household, or a nonprofit corporation).

At the time of sale, the Workforce Unit must be the Eligible Household's primary residence. The Unit may not be rented out for short or long term periods to other households.

Minimum Term of Affordability

The term of affordability for the required 10% Workforce Units provided shall be defined as follows:



Percentage of Workforce Units Provided	Minimum Term of Affordability
10%	Longest term permitted under federal, state, and local laws and ordinances.
25%	30 Years
50%	20 Years
100%	10 Years

Reduction of Fees & Priority Review

Notwithstanding any other provision of Chapter 14 or Chapter 6 of the City's Zoning Ordinance to the contrary, development fees shall be reduced by the City for an eligible project in the manner described in the chart below:

Percentage of new units that are low-income or Workforce Units	Percentage discount of development fees
5% up to but not including 10%	5% reduction
10% up to but not including 15%	10% reduction
15% up to but not including 20%	15% reduction
20% up to but not including 25%	20% reduction
25% or more	25% reduction

Household Preference

Preference for Workforce Units shall be given, to the extent permitted under law to Eligible Households, in the following order:

- 1) First time homebuyer
- 2) Current residents of the City who have lived in Portland as their primary residence for the past two years
- 3) Previous residents of the City who were displaced within the last 12 months prior to the Workforce Unit becoming available
- 4) Persons who graduated from Portland Public High Schools
- 5) Persons employed full time by the City
- 6) All others

The applicant for a Workforce Unit will be responsible for documenting their preference status under any of the above noted categories. Documentation may include voter registration, utility bills, confirmed leases, bank statements, tax returns, insurance statements, and other reasonable documents as requested by the City or Owner to demonstrate preference status. Households wishing to be considered as a preferred applicant must also have a pre-approval letter from a lending institution demonstrating their ability to qualify for any necessary loan.

Household preference does not preclude Owners from selling to non-preference applicants assuming applicants meet the necessary eligibility requirements and there are more Workforce Units available



than preference applicants. Other preference categories may be added to specific projects or to the City's standards at a later date as appropriate.

Marketing / Selection Process

Unless otherwise agreed to with the City, the following system will be followed. At least 30 days prior to initial marketing, the Owner shall provide written notice to the City of the expected start of marketing process and occupancy dates of the designated Workforce Units. The Owner will place an advertisement, approved by the City, in one or more newspapers designated by the City. Interested parties will be given sufficient time to request and return a preliminary application. The Owner will inform the City of any interest from Eligible Households that it receives. From the beginning of the marketing process the City will have the opportunity to list the property on its website for a minimum of 30 days to solicit interest from potential Eligible Households. The City will forward any inquiries to the Owner or their designated representative. The Owner should also reach out to local groups and non-profits who may have connections to interested Eligible Households.

In each instance that an Owner intends to effect a sale, transfer or disposition of the Property to a third party, prior to listing the property for sale or entering into a purchase and sale agreement, or otherwise taking any steps to consummate the sale of the property, an owner shall first give the City written notice of such intent (the "Notice of Intent") addressed to the City's Housing and Community Development Office. The City shall make the final determination whether or not a potential buyer is qualified, selection preference guidelines have been followed, and the maximum allowable sales price as determined in accordance with the calculation parameters determined by the City.

The Owner shall collect all necessary supporting documents for the City's final approval. The City will, at a minimum, monitor the process and review buyer qualifications, but may work collaboratively with Developers and Owners on marketing, selection, qualification, and orientation. All determinations regarding eligibility and sale price are subject to review and final approval by the City.

First Time Homebuyers

Eligible Households will be considered first time homebuyers if the following criteria are met:



1. None of the parties within the household have had an ownership interest in their home within the last three years;
2. A single parent who has owned a residence while married but no longer holds a financial interest in the home; or

Eligibility for First Time Homebuyer status will be limited to a one time only occurrence per household.

First time homebuyer must provide documentation showing that all relevant applicants within a household have completed a homebuyer education course prior to a Purchase and Sale agreement being signed and before the City may approve the household as being eligible to purchase the Workforce Unit. Exemptions may be made for households who can sufficiently demonstrate expertise in real estate. An example of sufficient expertise would be if a member of the Eligible Household currently works in a residential real estate related field such as a Real Estate Broker. Any exemption made must be approved by the City.

Enforcement

The Owner will be required to record the AHA and conditions contained therein and shall file a copy of the recorded Agreement which copy shows the usual recording date, with the Cumberland County Registry of Deeds. In the case of off-site Workforce Units, the Owner shall record the AHA in the chain of title for both properties. No occupancy permit shall be issued until complete certified copies of the AHA with any attachment thereto with the recording date(s) noted thereon, are filed with the County and suitable evidence provided to the City.

Without limitation on any other rights of the City, in the event there is a violation of any conditions contained within the AHA, the City may take any one or combination of the following steps to ensure compliance and these enforcement provisions shall be expressly authorized by and contained within the AHA:

- Revocation or the Project's approval, Building Permit, or Certificate of Occupancy;
- Modification of the AHA;
- Injunctive relief to enforce the terms of the AHA;
- Any and all legal expenses incurred by the City or aggrieved tenant(s); and
- A cash payment, as provided for in Division 30 related to fee-in lieu payments, pro-rated to the number of required affordable units, made to the City if the Owner is unable to provide Workforce Units for occupancy as described in the AHA.
- Payment of money damages to the City in an amount at least equal to and as much as double the difference in value of the maximum allowable sale price and the actual sale price.

The Owner may request a certificate from the City stating that the Owner is in compliance with the terms and conditions of the AHA, or stating non-compliance and the actions necessary to come into compliance. The City will execute and deliver such certificate within thirty (30) business days or receipt of a written request for such a certificate.



Cash Payment In Lieu of Affordable Units

All projects including ten (10) or more residential units created through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements must comply with Section 14-487 of the Code. The projects will be required to provide 10% of the total number of units as Workforce housing as defined in Section 14-485 of the Code. Developers of such units are encouraged to provide Workforce Units on-site. However, in accordance with subsection 14-487(e)4, developers may choose to make a cash contribution to Portland's Housing Trust Fund.

The payment is the same for rental and homeownership projects. The fee for Workforce Units not provided shall be \$100,000 per unit, adjusted annually in the same manner as the fee under Division 29 for Housing Replacement. For projects that are building more than one building in phases, the fee-in lieu payment shall be paid proportionally to the project's phasing. The fee is calculated up to one tenth of a fractional unit. For example, if a project is proposing 25 units and wants to pay the fee for all units it would be required to pay for 2.5 units or \$250,000 at today's rates.

All money shall be due prior to the issuance of a Certificate of Occupancy or another payment method approved by the City.

Off-Site Units

A Developer may choose to satisfy the Workforce Unit requirements by providing these units off-site through the construction of new units, the restriction of existing market rate units, or the conversion of non-residential uses. In addition to the foregoing, all off-site units shall be consistent with the following provisions:

1. Be located within the same Census Block Group as the parcel from which the Project triggering the creation of Workforce Units is located or within 1,500 feet of the Project;
2. Be comparable or larger in size and bedroom count to the average units being created within the associated Project.
3. Be similar in quality to the units being created within the project and if needed, as determined by the City, shall be rehabbed to be similar in quality to a newly constructed unit.

The Developer shall determine the intent for full or partial off-site placement of Workforce Units prior to a project's approval by the City. The City shall not accept off-site units to be sufficient that are run down or show signs of substantial wear and deterioration. This includes heating systems, appliances, plumbing, roofing, siding, flooring, or other typical elements of a unit or building that are nearing the end of their expected life cycle and may soon need replacement or maintenance.

The total required number of Workforce Units off-site will be based on the total number of market rate units created within a project. Similar to the calculation for providing on-site Workforce Units the requirement will round down to the nearest whole number. For example, a project with 26



market rate units choosing to provide all Workforce Units off-site will be required to provide two (2) off-site units.

Financing

Workforce Units shall not have a mortgage on a unit that contains the following:

1. A pre-pay penalty or a balloon payment
2. A reverse mortgage
3. An adjustable rate mortgage (ARM)
4. A co-signer
5. An interest only loan
6. The loan to value ratio exceeds 95% of the maximum allowable purchase price

Appeals

A Developer or Owner may appeal to the City Manager if they believe that City misinterpreted Division 30 or any subsequent agreements restricting the Workforce Units. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.

Non-Eligibility/Disqualification

No employee, agent, stockholder, officer, director, servant, or family member of the Owner or its Management Company, or its employees, agents, or servants thereof, related either by blood, marriage, or operation of law may qualify for a Workforce Unit or receive any benefit related in any way to the administration or compliance with the AHA conditions contained therein.

Employees of the Planning Department will not be eligible for a Workforce Unit in the City.

Waiver

The City reserves the right to waive or amend portions of these regulations on a case by case basis where an Owner is able to sufficiently demonstrate that the need for a waiver is due to the unique circumstances of the property (e.g. in order to make Workforce Units similar in design or size to market rate units) or due to unique physical constraints of the property. The applicant shall bear the burden of presenting substantial evidence to support the grant of a waiver from any portion of these regulations.

Waivers shall not be granted that will have the effect of removing or reducing the minimum of 10% of the total units proposed as Workforce Units available, altering the income limits on eligible households, increasing the maximum allowable sale price or rental rate, or decreasing any fee owed outside of what is stipulated in the above regulations.



Waivers shall be determined by the City's Planning Department. Owners may appeal the Planning Department's decision regarding waivers to the City Manager. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.

A3 – Inclusionary Zoning Implementation Regulations for Developers of Rental Housing



Inclusionary Zoning Implementation Guidelines for Developers of Rental Housing

Applicability/Conditional Use Requirement

Division 30, Section 14-487 of the City's Zoning Ordinance requires that development projects creating ten (10) or more new dwelling units for rent or for sale through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements set aside a portion of the project as Workforce Housing. This provision does not apply to projects that have submitted complete Master Development Plan, Level III Site Plan, or comparable applications to move forward prior to November 18, 2015.

All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487.

Workforce Housing Minimum

At least ten percent (10%) of the units in the project shall meet the definition of Workforce Housing Unit for sale or for rent. The number of units required is rounded down to a whole number if the Workforce Units are provided on- or off-site. If a Developer prefers to pay a fee-in lieu of each Workforce Unit, as outlined in greater detail below, then the Workforce obligation will be calculated on a fractional value to one tenth. For example, a project creating 26 units of housing would be required to provide two (2) units of on-site as Workforce Units. If the Developer instead prefers to pay the fee-in lieu of providing Workforce Units the Developer would be required to pay 2.6 times the current rate as established by the City.

Household Income Limits

In accordance with Division 30 of the City's Zoning Ordinance, the rental of Workforce Units will be restricted to households at or below 100% of the area median income (AMI). The City will reference Area Median Income figures published annually by HUD for the Portland Metropolitan Statistical Area (MSA) or other income limits as deemed reasonable by the City. The City will make available on its website a list of income limits by household size. If at a time in the future HUD no longer provides these annual figures, the City will identify another similar method of determining income guidelines for affordability.

Eligibility of Households for Workforce Rental Units

At the time the lease is finalized, a tenant must be a member(s) of an Eligible Household as defined within the Background & Definition section of the City's Inclusionary Zoning Guidelines. The Household must occupy the Workforce Rental Unit (Workforce Unit) as its primary residence.



Household size/composition upon the unit's rental should be appropriate to the size of the unit as outlined in the charts below. For the qualification of households by unit size, the head of the household and spouse/partner are assumed to share a bedroom. Two children whose ages are not excessively disparate, may share a bedroom. Legal custody is required for households including one or more minor children. A household that consists of a pregnant woman will be treated as a two people for income and household size determinations. On average there will be no fewer than one, nor more than two persons per bedroom.

The City will consider households eligible based on their adjusted gross income. The City will use a process similar to what HUD recommends for the HOME program to determine adjusted gross income or another method as deemed reasonable by the City. The Owner or their representative will collect and compile all of the relevant paperwork needed to assess a household's eligibility. Verification will require sufficient proof of household size and income in the form of official tax statements, W-2 forms, pay stubs, credit reports, bank statements, birth certificates, and any other reasonable documents requested by the City or Owner to aid in their efforts to verify whether or not a household is eligible. The City may request additional information as needed. The City shall have the final approval of whether or not a household meets the income or size requirements of each Workforce Unit prior to the signing of the lease.

The chart below indicates the minimum household size for each unit type based on bedroom count.

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Minimum Household Size By Bedroom	1	2	3	4

Workforce Units will also be subject to maximum household sizes based on bedroom counts. The following chart outlines the maximum persons allowable per bedroom assuming the occupants meet all other requirements related to qualifications for determining a household such as age of children sharing bedrooms.

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Maximum Household Size By Bedroom	2	4	6	8

Eligible Households may not qualify if at the time of application any member of the household owns residential real estate.

The City reserves the right to perform an asset test to help determine a household's income. This may include making certain assumptions about the average returns that would be reasonable to expect from certain investments.



If Owners find it difficult to rent a Workforce Unit to an Eligible Household who meets the established minimum size requirements they may ask for approval in writing from the City to rent the unit in this singular instance to an Eligible Household smaller than the minimum household size described herein. Reasonable marketing efforts to find Eligible Households of a qualified size should be taken for at least 30 days prior to the City granting a household minimum size waiver. The waiver is only for a single applicant and that household's recertifications. Rent shall be calculated based on this smaller household size. Once the Workforce Unit is vacant minimum household sizes shall apply to future tenants. The City shall determine if the efforts of the owner to rent the unit to an appropriately sized household have been reasonable. Under no circumstances will households be allowed to exceed the maximum household size.

Primary Residence

At the time of occupancy, the Workforce Unit must be the Eligible Household's primary residence. The Unit may not be rented out for short or long term periods to other households.

A household must notify the City if it is absent from the Workforce Unit for 30 days in any 45-day period. If the Household is absent from the Unit for a period exceeding 60 days in one consecutive 365 day period for reasons other than health or emergency then the Household's eligibility will be terminated and their lease shall not be renewed.

Where absences in excess of the above limitation are caused by a health or other emergency, the City may require verification of the health or other emergency. Households must comply with such requests for verification of health or emergency reasons or their lease will not be renewed. For the purposes of this section, Incarceration does not constitute a health or other emergency justifying prolonged absence from the home.

Determination of Affordable Monthly Rent

In accordance with Division 30, rental of Workforce Units will be restricted to households with income at or below 100% of the Area Median Income (AMI). When determining income eligibility, the City will reference income limits and/or in the AMI figures published annually by HUD for the Portland Metropolitan Statistical Area. The City will make available on its website a list of income limits by household size. If at a time in the future HUD no longer provides these annual figures, the City will identify another similar method of determining income guidelines for affordability.

To maintain consistency of Workforce Units within the City, rents will be based on the minimum household size per bedroom rather than the income level of a particular applicant. For example, the minimum household size for a two-bedroom Workforce Unit is two (2) persons. The income of a two (2) person household will be used to calculate the maximum allowable monthly rent but a family of four (4) would still be eligible to live in the unit assuming they meet the income restrictions for a four (4) person household. To calculate the maximum allowable rent of a Workforce Unit the City will take 30% gross income per month of the minimum household size allowed per bedroom less utilities. By



factoring utilities, the formula accounts the maximum amount an Eligible Household could afford to devote to housing related expenses. The formula to calculate maximum allowable Workforce Rents is as follows:

$0.30 \times (\text{annual income based on minimum household size} / 12) \text{ less utilities} = \text{Workforce Rent}$

To determine the maximum allowable rent for studio Workforce Units the City will calculate 85% of the allowable housing related expenses for an Eligible Household using the following formula:

$0.30 \times ((\text{annual income based on minimum household size} / 12) \times 0.85) \text{ less utilities} = \text{Workforce Studio Rent}$

Owners may choose to include some or all utilities within the total rent. Utilities that effect rent calculations include electricity, heat, hot water, cooking energy, sewer, water, and trash collection. For all utilities listed that are not included by the Owner in the rent the City shall make reasonable assumptions based on a Unit's bedroom count as to the monthly cost of each utility. To determine what is reasonable the City may utilize the figures estimated by HUD and distributed through the Portland Housing Authority annually for similar utility allowances based on a unit's bedroom count. The City shall reserve the right to determine a different metric should these figures from HUD at any point be unavailable or a better metric be determined.

The Owner may request first, last, and security deposit from applicants. These three expenses shall not exceed the value of one month of rent and together shall not exceed three months of rent.

Households may choose to pay for on-site parking but shall not be required to pay separately for this amenity. If the Owner requires a parking spot(s) be leased with the Workforce Unit and charges a separate fee than parking may be counted similarly to the utilities above and shall be subtracted from housing related expenses for calculating the maximum allowable rent.

Owners may not rent to household's utilizing other rental subsidies such as vouchers without the City's approval and never shall the total rent paid be in excess of the allowable Workforce Unit rent for a determined bedroom size.

Phasing

Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, Workforce Units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.

Integration of Units

Workforce Units are encouraged to be integrated with the rest of the development, should use a common entrance, and should provide no indications from common areas that these units are Workforce Housing Units.



Size and Bedroom Count

Workforce Units need not be the same size as other units in the development but the number of bedrooms in such units, either on- or off-site, shall be ten percent (10%) of the total number of bedrooms in the development. For the purposes of this section, every 400 square feet in a market rate unit will count as a bedroom if the actual number of bedrooms in the unit is lower.

Interior Standards

The design, quality, and materials of Workforce Units interiors need not be the same as market rate units. However, the Workforce Units may not be strategically designed to avoid offering basic amenities similar to what are included in the market rate units such as the following:

Kitchen

- Refrigerator
- Stove or separate cook top and oven
- Sink Disposal
- Cabinets
- Range Hood
- Microwave (if provided in market rate units)
- Washer Dryer (if provided in market rate units)
- Countertop: Minimum Counter Space not including sink and stove
 - Studio – 4 linear feet
 - 1BR – 6 linear feet
 - 2BR – 8 linear feet
 - 3BR – 10 linear feet

Bathroom

- Sink
- Shower
- Toilet
- Shower Curtain Rod or Shower Door
- Medicine Cabinet with Mirror or other storage space with a separate mirror

Flooring

All living space and storage areas shall have a finished floor. The Workforce Units should have the same or comparable floor finishes to the market rate units. However, in order to promote respiratory health, living and dining areas and at least one bedroom should have a surface other than carpet.

Closets

- All units shall have adequate storage
- All bedrooms shall have at least one closet including at least one closet for a studio
- All closets shall have a shelf and pole



Public Funding Sources

Projects that propose greater levels of affordability than what is required in Division 30 in terms of income levels, term of affordability, or number of units may be eligible for some financial resources through the City at the City's discretion.

Tax Increment Financing Eligibility

If at least thirty-three percent (33%) of the units in a development are Workforce Units, the development is eligible to request subsidy funding through an Affordable Housing Tax Increment Financing (TIF) deal, subject to City Council approval.

Affordable Housing Agreement

The Owner will be required to sign and record in the Cumberland County Registry of Deeds an Affordable Housing Agreement (AHA) with the City and to include the affordability restrictions as a covenant in the project's deed(s). In order to guarantee affordability, this recorded covenant will limit increases in rent according to the calculation defined by the City and the Eligible Household requirements as they relate to increases in median income. It will limit the incomes of subsequent tenants to the same income limits initially applied.

Minimum Term of Affordability

The term of affordability for the required 10% Workforce Units provided shall be defined as follows:

Percentage of Workforce Units Provided	Minimum Term of Affordability
10%	Longest term permitted under federal, state, and local laws and ordinances.
25%	30 Years
50%	20 Years
100%	10 Years

Dwelling units created or redeveloped by non-profit educational institutions for use as housing exclusively for enrolled students of educational institutions shall not be subject to the set aside requirement of Division 30. If the units are no longer used exclusively by enrolled students the building will be required to meet the workforce housing standards set forth in Division 30.

Reduction of Fees & Priority Review

Notwithstanding any other provision of Chapter 14 or Chapter 6 of the City's Zoning Ordinance to the contrary, development fees shall be reduced by the City for an eligible project in the manner described in the chart below:



Percentage of new units that are low-income or Workforce Units	Percentage discount of development fees
5% up to but not including 10%	5% reduction
10% up to but not including 15%	10% reduction
15% up to but not including 20%	15% reduction
20% up to but not including 25%	20% reduction
25% or more	25% reduction

Household Preference

Household preference for Workforce Units shall be given, to the extent permitted under law to Eligible Households, in the following order:

- 1) Current residents of the City who have lived in Portland as their primary residence for the past two years
- 2) Previous residents of the City who were displaced within the last 12 months prior to the Workforce Unit becoming available
- 3) Persons who graduated from Portland public high schools
- 4) Persons employed full time by the City
- 5) All others

The applicant for housing will be responsible for documenting their preferred status under any of the above noted categories. Documentation may include confirmed leases, bank statements, utility bills, voter registration, tax returns, insurance statements, and other reasonable documents as requested by the City or Owner to demonstrate preferred status. The City or Owner may request more than one form of documentation.

Household preference does not preclude Owners from renting to non-preferred applicants assuming applicants meet the necessary eligibility requirements and there are more Workforce Units available than eligible preferred applicants. Other preference categories may be added to specific projects or to the City's standards at a later date as appropriate.

Marketing / Selection Process

In each instance that an Owner intends to rent a Workforce Unit, prior to listing the property for rent or renewing a lease, an owner shall first give the City written notice of such intent (the "Notice of Intent") addressed to the City's Housing and Community Development Office. The City shall make the final determination whether or not a potential household is qualified as well as the maximum allowable rental price as determined in accordance with the calculation parameters determined by the City.

Unless otherwise agreed to with the City, the following system will be followed. The Owner will place an advertisement, approved by the City, in one or more newspapers designated by the City. Interested parties will be given sufficient time to request and return a preliminary application. The



City shall have the opportunity to list the property on its website for a minimum of 60 days for initial occupancy and 30 days for subsequent rentals during the marketing process to solicit interest from potential Eligible Households. The City will forward any inquiries to the Owner or their designated representative.

The Owner shall collect all necessary supporting documents for the City's final approval. The City will, at a minimum, monitor the process and review buyer qualifications, but may work collaboratively with Owners on marketing, selection, qualification, and orientation. All determinations regarding eligibility and rental amount are subject to review and final approval by the City.

Maintenance of a Waiting List

The Owner is encouraged to maintain a waiting list of Eligible Households by preferred status who have filed an application or a letter and who meet the qualifications defined herein. Such applications should include the following in order to classify the applicant: the ages, genders, and relationships of household members, gross household income, and information related to preferred status and household eligibility. It is understood that it is the responsibility of the applicant to update information, which will affect their income, household eligibility, or preferred status, and that it is not the responsibility of the Owner to verify actual status until a unit becomes available. Final approval of Eligible Households, Workforce Units, and maximum allowable rent will be decided by the City.

Leases

All leases will be a year in length with the rent consistent throughout the term of the lease. The maximum rent allowable will be determined at initial application and during any recertification process prior to the renewal of a lease. Tenant leases for Workforce Units shall include the method for updating rents set forth in these guidelines and as a condition of continued eligibility, obligate the household to report all information required by these guidelines, including providing copies of applications, recertifications, and supporting documentation used by administrators of rental subsidies and the City. The lease shall also include the method and implications of the recertification process for Workforce Units as outlined in these guidelines. Eligible Households renting workforce units will be recertified annually with final approval from the City before renewing a lease.

Tenant leases shall include the method for updating of rents set forth in these guidelines and, as a condition to continued eligibility, obligate the household to report all information required by the guidelines, including providing copies of applications, recertifications, and supporting documentation used by administrators of rental subsidies. The Owner shall enforce the lease, if necessary to the point of terminating Eligible Household status, requiring market rents, and initiating and prosecuting eviction proceedings against renters of workforce units who do not report as required or whose eligibility lapses.



“Floating” Workforce Units

Prior to the Project’s approval, the Owner and City shall agree to the distribution, size, and bedroom type of the Workforce Units in order to include these details in the Affordable Housing Agreement (AHA). Owners are encouraged to distribute workforce units equally throughout the project. Designated Workforce Units within any development may be “floating” i.e. changed by substitution, that is, the designation of a unit as affordable does not necessarily stay with the same unit over the life of the development. The Project shall maintain the required number of bedrooms and Workforce Units as outlined in the AHA and may only switch which unit is reserved as a Workforce Unit with City approval following certain recertification situations as described in greater detail below.

Recertification of Workforce Units

Prior to the renewal of a Workforce Unit’s lease the tenant shall recertify that their household meets the eligibility and household size requirements for the unit. The same process and documentation will occur as with the initial lease up of the Unit. Unless the Owner can substantiate claims that the tenant has violated terms of the lease or is refusing to adequately comply with the recertification process no other households may be considered to lease the Workforce Unit unless the current tenant chooses not to renew their lease. The Owner or their representative shall collect and compile the necessary recertification documentation. The City shall have the right of final approval. The Owner or their representative shall maintain records of the recertification process as described in greater detail in the Administration & Record Keeping section below.

Loss of Household Eligibility

A unit shall lose its designation as a Workforce Unit when it no longer houses an Eligible Household. This will occur upon two consecutive recertifications wherein a once Eligible Household’s income is greater than the allowed AMI and is no longer considered eligible. The recertification of all applicants may be subject to final approval from the City. In this scenario, an Owner may, with 90 days’ notice, charge Market Rent. The tenant is then eligible for continued occupancy in the particular unit for one additional year following the date of the most recent recertification. After any adjustment in accordance with the above, the next available appropriate unit should be rented to an Eligible Household, so as to restore and maintain the unit size, type, and mix originally intended. The City shall have final approval that any substitute unit is appropriate for satisfying the requirements intended for Workforce Units within the Project as defined within the AHA.

If no suitable alternative unit becomes available to rent as a Workforce Unit within a year of the former Eligible Household now paying Market Rent than the Owner shall not renew the former Eligible Household’s lease and shall return the unit to its use as a Workforce Unit for Eligible Households. The Owner shall cooperate with the City and with any documentation that it deems necessary to approve the substitute Workforce Unit or Eligible Household.

In the case where the tenant has been accepted as a market rate tenant, the Owner shall pay to the City’s Housing Trust the cash value of the difference between the maximum allowable Workforce rent



and the market rent until such time as another unit has been approved by the City as an acceptable substitute Workforce Unit and occupied by an Eligible Household. Occupancy during this transition period by an over-income household will not constitute default under the conditions set forth in the AHA.

Household Failure to Participate in Recertification

A household is considered to have failed to participate in the recertification process after not sufficiently responding to three written requests by the Owner or City within a 60 day period. Tenants may not be asked to participate in a recertification process more than one time per 365 day period. The City shall have final approval in regards to whether sufficient evidence has been provided to substantiate a household's failure to participate in the recertification process.

Eviction

Assuming the lease meets all federal, state, and local requirements, nothing in these guidelines are meant to restrict the right of the Owner to evict any tenant who fails to participate in the recertification process or breaches the lease with the Owner in any way. In no case shall the Owner be required to support an overall higher level of subsidy than intended by the initial distribution as outlined in the AHA. Any and all costs associated with said enforcement or eviction shall be born by the Owner.

Enforcement

The Owner will be required to record the AHA and conditions contained therein and shall file a copy of the recorded Agreement which copy shows the usual recording date, with the Cumberland County Registry of Deeds. In the case of off-site Workforce housing, the Owner shall record the AHA in the chain of title for both properties. No occupancy permit shall be issued until complete certified copies of the AHA with any attachment thereto and with the recording date(s) noted thereon, are filed with the County and suitable evidence provided to the City.

Without limitation on any other rights of the City, in the event there is a violation of any conditions contained within the AHA, the City may take any one or combination of the following steps to ensure compliance and these enforcement provisions shall be expressly authorized by and contained within the AHA:

- Revocation or the Project's approval, Building Permit, or Certificate of Occupancy;
- Modification of the AHA;
- Injunctive relief to enforce the terms of the AHA;
- Payment of money damages to the City in an amount at least equal to and as much as double the required rent and the rent being charged for the period of non-compliance;
- Any and all legal expenses incurred by the City or aggrieved tenant(s); and



- A cash payment, as provided for in Division 30 related to fee-in lieu payments, pro-rated to the number of required affordable units, made to the City if the Owner is unable to provide Workforce Units for occupancy as described in the AHA.

The Owner may request a certificate from the City stating that the Owner is in compliance with the terms and conditions of the AHA, or stating non-compliance and the actions necessary to come into compliance. The City will execute and deliver such certificate within thirty (30) business days or receipt of a written request for such a certificate. Certificates of compliance shall not be required for the leasing of any Workforce Units.

Administration & Record Keeping

The Eligible Household's application, recertification forms and documentation, and any third party verifications must be maintained by the Owner throughout the Eligible Household's occupancy and for a period of at least seven (7) years thereafter. These records must be available to the City within ten (10) business days if requested. Applications and waiting lists shall also be kept on file for a period of at least seven (7) years or some other period of time if deemed reasonable by the City.

The Owner will file an annual report to the City within 60 days of the end of each calendar year providing information related to Workforce Unit vacancies, waitlists, household turnover, household size, household income, market rate rents, recertifications, and any other relevant information.

Cash Payment In Lieu of Affordable Units

All projects including ten (10) or more residential units created through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements must comply with Section 14-487 of the Code. The projects will be required to provide 10% of the total number of units as Workforce housing as defined in Section 14-485 of the Code. Developers of such units are encouraged to provide Workforce Units on-site. However, in accordance with subsection 14-487(e)4, developers may choose to make a cash contribution to Portland's Housing Trust Fund.

The payment is the same for rental and homeownership projects. The fee for Workforce Units not provided shall be \$100,000 per unit, adjusted annually in the same manner as the fee under Division 29 for Housing Replacement. For projects that are building more than one building in phases, the fee-in lieu payment shall be paid proportionally to the project's phasing. The fee is calculated up to one tenth of a fractional unit. For example, if a project is proposing 25 units and wants to pay the fee for all units it would be required to pay for 2.5 units or \$250,000 at today's rates.

All money shall be due prior to the issuance of a Certificate of Occupancy or another payment method approved by the City.



Off-Site Units

A Developer may choose to satisfy the Workforce Unit requirements by providing these units off-site through the construction of new units, the restriction of existing market rate units, or the conversion of non-residential uses. In addition to the foregoing, all off-site units shall be consistent with the following provisions:

1. Be located within the same Census Block Group as the parcel from which the Project triggering the creation of Workforce Units is located or within 1,500 feet of the Project;
2. Be comparable or larger in size and bedroom count to the average units being created within the associated Project.
3. Be similar in quality to the units being created within the project and if needed, as determined by the City, shall be rehabbed to be similar in quality to a newly constructed unit.

The Developer shall determine the intent for full or partial off-site placement of Workforce Units prior to a project's approval by the City. The City shall not accept off-site units to be sufficient that are run down or show signs of substantial wear and deterioration. This includes heating systems, appliances, plumbing, roofing, siding, flooring, or other typical elements of a unit or building that are nearing the end of their expected life cycle and may soon need replacement or maintenance.

The total required number of Workforce Units off-site will be based on the total number of market rate units created within a project. Similar to the calculation for providing on-site Workforce Units the requirement will round down to the nearest whole number. For example, a project with 26 market rate units choosing to provide all Workforce Units off-site will be required to provide two (2) off-site units.

Appeals

A Developer or Owner or Tenant may appeal to the City Manager if they believe that City misinterpreted Division 30 or any subsequent agreements restricting the Workforce Units. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.

**Non-Eligibility/Disqualification**

No employee, agent, stockholder, officer, director, servant, or family member of the Owner or its Management Company, or its employees, agents, or servants thereof, related either by blood, marriage, or operation of law may qualify for a Workforce Unit or receive any benefit related in any way to the administration or compliance with the AHA conditions contained therein.

Employees of the Planning Department will not be eligible for a Workforce Unit in the City.

Waiver

The City reserves the right to waive or amend portions of these regulations on a case by case basis where an Owner is able to sufficiently demonstrate that the need for a waiver is due to the unique circumstances of the property (e.g. in order to make Workforce Units similar in design or size to market rate units) or due to unique physical constraints of the property. The applicant shall bear the burden of presenting substantial evidence to support the grant of a waiver from any portion of these regulations.

Waivers shall not be granted that will have the effect of removing or reducing the minimum of 10% of the total units proposed as Workforce Units available, altering the income limits on eligible households, increasing the maximum allowable sale price or rental rate, or decreasing any fee owed outside of what is stipulated in the above regulations.

Waivers shall be determined by the City's Planning Department. Owners may appeal the Planning Department's decision regarding waivers to the City Manager. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.

A4 –Regulations for Owners & Tenants of Workforce Rental Units



Regulations for Owners & Tenants of Workforce Rental Units

Household Income Limits

In accordance with Division 30 of the City's Zoning Ordinance, the rental of Workforce Units will be restricted to households at or below 100% of the area median income (AMI). The City will reference Area Median Income figures published annually by HUD for the Portland Metropolitan Statistical Area (MSA) or other income limits as deemed reasonable by the City. The City will make available on its website a list of income limits by household size. If at a time in the future HUD no longer provides these annual figures, the City will identify another similar method of determining income guidelines for affordability.

Eligibility of Households for Workforce Rental Units

At the time the lease is finalized, a tenant must be a member(s) of an Eligible Household as defined within the Background & Definition section of the City's Inclusionary Zoning Guidelines. The Household must occupy the Workforce Rental Unit (Workforce Unit) as its primary residence. Household size/composition upon the unit's rental should be appropriate to the size of the unit as outlined in the charts below. For the qualification of households by unit size, the head of the household and spouse/partner are assumed to share a bedroom. Two children whose ages are not excessively disparate, may share a bedroom. Legal custody is required for households including one or more minor children. A household that consists of a pregnant woman will be treated as a two people for income and household size determinations. On average there will be no fewer than one, nor more than two persons per bedroom.

The City will consider households eligible based on their adjusted gross income. The City will use a process similar to what HUD recommends for the HOME program to determine adjusted gross income or another method as deemed reasonable by the City. The Owner or their representative will collect and compile all of the relevant paperwork needed to assess a household's eligibility. Verification will require sufficient proof of household size and income in the form of official tax statements, W-2 forms, pay stubs, credit reports, bank statements, birth certificates, and any other reasonable documents requested by the City or Owner to aid in their efforts to verify whether or not a household is eligible. The City may request additional information as needed. The City shall have the final approval of whether or not a household meets the income or size requirements of each Workforce Unit prior to the signing of the lease.

The chart below indicates the minimum household size for each unit type based on bedroom count.



	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Minimum Household Size By Bedroom	1	2	3	4

Workforce Units will also be subject to maximum household sizes based on bedroom counts. The following chart outlines the maximum persons allowable per bedroom assuming the occupants meet all other requirements related to qualifications for determining a household such as age of children sharing bedrooms.

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Maximum Household Size By Bedroom	2	4	6	8

Eligible Households may not qualify if at the time of application any member of the household owns residential real estate.

The City reserves the right to perform an asset test to help determine a household's income. This may include making certain assumptions about the average returns that would be reasonable to expect from certain investments.

If Owners find it difficult to rent a Workforce Unit to an Eligible Household who meets the established minimum size requirements they may ask for approval in writing from the City to rent the unit in this singular instance to an Eligible Household smaller than the minimum household size described herein. Reasonable marketing efforts to find Eligible Households of a qualified size should be taken for at least 30 days prior to the City granting a household minimum size waiver. The waiver is only for a single applicant and that household's recertifications. Rent shall be calculated based on this smaller household size. Once the Workforce Unit is vacant minimum household sizes shall apply to future tenants. The City shall determine if the efforts of the owner to rent the unit to an appropriately sized household have been reasonable. Under no circumstances will households be allowed to exceed the maximum household size.

Primary Residence

At the time of occupancy, the Workforce Unit must be the Eligible Household's primary residence. The Unit may not be rented out for short or long term periods to other households.



A household must notify the City if it is absent from the Workforce Unit for 30 days in any 45-day period. If the Household is absent from the Unit for a period exceeding 60 days in one consecutive 365 day period for reasons other than health or emergency than the Household's eligibility will be terminated and their lease shall not be renewed.

Where absences in excess of the above limitation are caused by a health or other emergency, the City may require verification of the health or other emergency. Households must comply with such requests for verification of health or emergency reasons or their lease will not be renewed. For the purposes of this section, Incarceration does not constitute a health or other emergency justifying prolonged absence from the home.

Determination of Affordable Monthly Rent

In accordance with Division 30, rental of Workforce Units will be restricted to households with income at or below 100% of the Area Median Income (AMI). When determining income eligibility, the City will reference income limits and/or in the AMI figures published annually by HUD for the Portland Metropolitan Statistical Area. The City will make available on its website a list of income limits by household size. If at a time in the future HUD no longer provides these annual figures, the City will identify another similar method of determining income guidelines for affordability.

To maintain consistency of Workforce Units within the City, rents will be based on the minimum household size per bedroom rather than the income level of a particular applicant. For example, the minimum household size for a two-bedroom Workforce Unit is two (2) persons. The income of a two (2) person household will be used to calculate the maximum allowable monthly rent but a family of four (4) would still be eligible to live in the unit assuming they meet the income restrictions for a four (4) person household. To calculate the maximum allowable rent of a Workforce Unit the City will take 30% gross income per month of the minimum household size allowed per bedroom less utilities. By factoring utilities, the formula accounts the maximum amount an Eligible Household could afford to devote to housing related expenses. The formula to calculate maximum allowable Workforce Rents is as follows:

$0.30 \times (\text{annual income based on minimum household size} / 12) \text{ less utilities} = \text{Workforce Rent}$

To determine the maximum allowable rent for studio Workforce Units the City will calculate 85% of the allowable housing related expenses for an Eligible Household using the following formula:

$0.30 \times ((\text{annual income based on minimum household size} / 12) \times 0.85) \text{ less utilities} = \text{Workforce Studio Rent}$



Owners may choose to include some or all utilities within the total rent. Utilities that effect rent calculations include electricity, heat, hot water, cooking energy, sewer, water, and trash collection. For all utilities listed that are not included by the Owner in the rent the City shall make reasonable assumptions based on a Unit's bedroom count as to the monthly cost of each utility. To determine what is reasonable the City may utilize the figures estimated by HUD and distributed through the Portland Housing Authority annually for similar utility allowances based on a unit's bedroom count. The City shall reserve the right to determine a different metric should these figures from HUD at any point be unavailable or a better metric be determined.

The Owner may request first, last, and security deposit from applicants. These three expenses shall not exceed the value of one month of rent and together shall not exceed three months of rent.

Households may choose to pay for on-site parking but shall not be required to pay separately for this amenity. If the Owner requires a parking spot(s) be leased with the Workforce Unit and charges a separate fee than parking may be counted similarly to the utilities above and shall be subtracted from housing related expenses for calculating the maximum allowable rent.

Owners may not rent to household's utilizing other rental subsidies such as vouchers without the City's approval and never shall the total rent paid be in excess of the allowable Workforce Unit rent for a determined bedroom size.

Affordable Housing Agreement

The Owner will be required to sign and record in the Cumberland County Registry of Deeds an Affordable Housing Agreement (AHA) with the City and to include the affordability restrictions as a covenant in the project's deed(s). In order to guarantee affordability, this recorded covenant will limit increases in rent according to the calculation defined by the City and the Eligible Household requirements as they relate to increases in median income. It will limit the incomes of subsequent tenants to the same income limits initially applied.

Household Preference

Household preference for Workforce Units shall be given, to the extent permitted under law to Eligible Households, in the following order:

- 1) Current residents of the City who have lived in Portland as their primary residence for the past two years
- 2) Previous residents of the City who were displaced within the last 12 months prior to the Workforce Unit becoming available
- 3) Persons who graduated from Portland public high schools
- 4) Persons employed full time by the City



5) All others

The applicant for housing will be responsible for documenting their preferred status under any of the above noted categories. Documentation may include confirmed leases, bank statements, utility bills, voter registration, tax returns, insurance statements, and other reasonable documents as requested by the City or Owner to demonstrate preferred status. The City or Owner may request more than one form of documentation.

Household preference does not preclude Owners from renting to non-preferred applicants assuming applicants meet the necessary eligibility requirements and there are more Workforce Units available than eligible preferred applicants. Other preference categories may be added to specific projects or to the City's standards at a later date as appropriate.

Marketing / Selection Process

In each instance that an Owner intends to rent a Workforce Unit, prior to listing the property for rent or renewing a lease, an owner shall first give the City written notice of such intent (the "Notice of Intent") addressed to the City's Housing and Community Development Office. The City shall make the final determination whether or not a potential household is qualified as well as the maximum allowable rental price as determined in accordance with the calculation parameters determined by the City.

Unless otherwise agreed to with the City, the following system will be followed. The Owner will place an advertisement, approved by the City, in one or more newspapers designated by the City. Interested parties will be given sufficient time to request and return a preliminary application. The City shall have the opportunity to list the property on its website for a minimum of 30 days during the marketing process to solicit interest from potential Eligible Households. The City will forward any inquiries to the Owner or their designated representative.

The Owner shall collect all necessary supporting documents for the City's final approval. The City will, at a minimum, monitor the process and review buyer qualifications, but may work collaboratively with Owners on marketing, selection, qualification, and orientation. All determinations regarding eligibility and rental amount are subject to review and final approval by the City.

Maintenance of a Waiting List

The Owner is encouraged to maintain a waiting list of Eligible Households by preferred status who have filed an application or a letter and who meet the qualifications defined herein. Such applications should include the following in order to classify the applicant: the ages, genders, and relationships of household members, gross household income, and information related to



preferred status and household eligibility. It is understood that it is the responsibility of the applicant to update information, which will affect their income, household eligibility, or preferred status, and that it is not the responsibility of the Owner to verify actual status until a unit becomes available. Final approval of Eligible Households, Workforce Units, and maximum allowable rent will be decided by the City.

Leases

All leases will be a year in length with the rent consistent throughout the term of the lease. The maximum rent allowable will be determined at initial application and during any recertification process prior to the renewal of a lease. Tenant leases for Workforce Units shall include the method for updating rents set forth in these guidelines and as a condition of continued eligibility, obligate the household to report all information required by these guidelines, including providing copies of applications, recertifications, and supporting documentation used by administrators of rental subsidies and the City. The lease shall also include the method and implications of the recertification process for Workforce Units as outlined in these guidelines. Eligible Households renting workforce units will be recertified annually with final approval from the City before renewing a lease.

Tenant leases shall include the method for updating of rents set forth in these guidelines and, as a condition to continued eligibility, obligate the household to report all information required by the guidelines, including providing copies of applications, recertifications, and supporting documentation used by administrators of rental subsidies. The Owner shall enforce the lease, if necessary to the point of terminating Eligible Household status, requiring market rents, and initiating and prosecuting eviction proceedings against renters of workforce units who do not report as required or whose eligibility lapses.

“Floating” Workforce Units

Prior to the Project’s approval, the Owner and City shall agree to the distribution, size, and bedroom type of the Workforce Units in order to include these details in the Affordable Housing Agreement (AHA). Owners are encouraged to distribute workforce units equally throughout the project. Designated Workforce Units within any development may be “floating” i.e. changed by substitution, that is, the designation of a unit as affordable does not necessarily stay with the same unit over the life of the development. The Project shall maintain the required number of bedrooms and Workforce Units as outlined in the AHA and may only switch which unit is reserved as a Workforce Unit with City approval following certain recertification situations as described in greater detail below.



Recertification of Workforce Units

Prior to the renewal of a Workforce Unit's lease the tenant shall recertify that their household meets the eligibility and household size requirements for the unit. The same process and documentation will occur as with the initial lease up of the Unit. Unless the Owner can substantiate claims that the tenant has violated terms of the lease or is refusing to adequately comply with the recertification process no other households may be considered to lease the Workforce Unit unless the current tenant chooses not to renew their lease. The Owner or their representative shall collect and compile the necessary recertification documentation. The City shall have the right of final approval. The Owner or their representative shall maintain records of the recertification process as described in greater detail in the Administration & Record Keeping section below.

Loss of Household Eligibility

A unit shall lose its designation as a Workforce Unit when it no longer houses an Eligible Household. This will occur upon two consecutive recertifications wherein a once Eligible Household's income is greater than the allowed AMI and is no longer considered eligible. The recertification of all applicants may be subject to final approval from the City. In this scenario, an Owner may, with 90 days' notice, charge Market Rent. The tenant is then eligible for continued occupancy in the particular unit for one additional year following the date of the most recent recertification. After any adjustment in accordance with the above, the next available appropriate unit should be rented to an Eligible Household, so as to restore and maintain the unit size, type, and mix originally intended. The City shall have final approval that any substitute unit is appropriate for satisfying the requirements intended for Workforce Units within the Project as defined within the AHA.

If no suitable alternative unit becomes available to rent as a Workforce Unit within a year of the former Eligible Household now paying Market Rent than the Owner shall not renew the former Eligible Household's lease and shall return the unit to its use as a Workforce Unit for Eligible Households. The Owner shall cooperate with the City and provide any documentation that it deems necessary to approve the substitute Workforce Unit or Eligible Household.

In the case where the tenant has been accepted as a market rate tenant, the Owner shall pay to the City's Housing Trust the cash value of the difference between the maximum allowable Workforce rent and the market rent until such time as another unit has been approved by the City as an acceptable substitute Workforce Unit and occupied by an Eligible Household. Occupancy during this transition period by an over-income household will not constitute default under the conditions set forth in the AHA.

**Household Failure to Participate in Recertification**

A household is considered to have failed to participate in the recertification process after not sufficiently responding to three written requests by the Owner or City within a 60 day period. Tenants may not be asked to participate in a recertification process more than one time per 365 day period. The City shall have final approval in regards to whether sufficient evidence has been provided to substantiate a household's failure to participate in the recertification process.

Eviction

Assuming the lease meets all federal, state, and local requirements, nothing in these guidelines are meant to restrict the right of the Owner to evict any tenant who fails to participate in the recertification process or breaches the lease with the Owner in any way. In no case shall the Owner be required to support an overall higher level of subsidy than intended by the initial distribution as outlined in the AHA. Any and all costs associated with said enforcement or eviction shall be born by the Owner.

Non-Eligibility/Disqualification

No employee, agent, stockholder, officer, director, servant, or family member of the Owner or its Management Company, or its employees, agents, or servants thereof, related either by blood, marriage, or operation of law may qualify for a Workforce Unit or receive any benefit related in any way to the administration or compliance with the AHA conditions contained therein.

Employees of the Planning Department will not be eligible for a Workforce Unit in the City.

Enforcement

The Owner will be required to record the AHA and conditions contained therein and shall file a copy of the recorded Agreement which copy shows the usual recording date, with the Cumberland County Registry of Deeds. In the case of off-site Workforce housing, the Owner shall record the AHA in the chain of title for both properties. No occupancy permit shall be issued until complete certified copies of the AHA with any attachment thereto and with the recording date(s) noted thereon, are filed with the County and suitable evidence provided to the City.

Without limitation on any other rights of the City, in the event there is a violation of any conditions contained within the AHA, the City may take any one or combination of the following steps to ensure compliance and these enforcement provisions shall be expressly authorized by and contained within the AHA:



- Revocation or the Project's approval, Building Permit, or Certificate of Occupancy;
- Modification of the AHA;
- Injunctive relief to enforce the terms of the AHA;
- Payment of money damages to the City in an amount at least equal to and as much as double the required rent and the rent being charged for the period of non-compliance;
- Any and all legal expenses incurred by the City or aggrieved tenant(s); and
- A cash payment, as provided for in Division 30 related to fee-in lieu payments, pro-rated to the number of required affordable units, made to the City if the Owner is unable to provide Workforce Units for occupancy as described in the AHA.

The Owner may request a certificate from the City stating that the Owner is in compliance with the terms and conditions of the AHA, or stating non-compliance and the actions necessary to come into compliance. The City will execute and deliver such certificate within thirty (30) business days or receipt of a written request for such a certificate. Certificates of compliance shall not be required for the leasing of any Workforce Units.

Administration & Record Keeping

The Eligible Household's application, recertification forms and documentation, and any third party verifications must be maintained by the Owner throughout the Eligible Household's occupancy and for a period of at least seven (7) years thereafter. These records must be available to the City within ten (10) business days if requested. Applications and waiting lists shall also be kept on file for a period of at least seven (7) years or some other period of time if deemed reasonable by the City.

The Owner will file an annual report to the City within 60 days of the end of each calendar year providing information related to Workforce Unit vacancies, waitlists, household turnover, household size, household income, market rate rents, recertifications, and any other relevant information.

Appeals

A Developer or Owner or Tenant may appeal to the City Manager if they believe that City misinterpreted Division 30 or any subsequent agreements restricting the Workforce Units. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.

Waiver

The City reserves the right to waive or amend portions of these regulations on a case by case basis where an Owner is able to sufficiently demonstrate that the need for a waiver is due to



the unique circumstances of the property (e.g. in order to make Workforce Units similar in design or size to market rate units) or due to unique physical constraints of the property. The applicant shall bear the burden of presenting substantial evidence to support the grant of a waiver from any portion of these regulations.

Waivers shall not be granted that will have the effect of removing or reducing the minimum of 10% of the total units proposed as Workforce Units available, altering the income limits on eligible households, increasing the maximum allowable sale price or rental rate, or decreasing any fee owed outside of what is stipulated in the above regulations.

Waivers shall be determined by the City's Planning Department. Owners may appeal the Planning Department's decision regarding waivers to the City Manager. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.

A5 –Regulations for Owners of Workforce Homeownership Units



Regulations for Owners of Workforce Homeownership Units

Household Income Limits

In accordance with Division 30 of the City's Zoning Ordinance, the maximum allowable sale prices for Workforce Units will be restricted to households at or below 120% of the area median income (AMI). The City will reference Area Median Income figures published annually by HUD for the Portland Metropolitan Statistical Area (MSA) or other income limits as deemed reasonable by the City. The City will make available on its website a list of income limits by household size. If at a time in the future HUD no longer provides these annual figures, the City will identify another similar method of determining income guidelines for affordability.

Eligible Households for Workforce Homeownership Units

At the time of sale, a buyer must be a member(s) of an Eligible Household as defined within the Background and Definition section of the City's Inclusionary Zoning Guidelines. The Household must occupy the Workforce Homeownership Unit (Workforce Unit) as its principal residence. To purchase a Workforce Unit an Eligible Household must be comprised of permanent residents of the United States. The Intent is to limit the risk of a loss of the Unit's affordability restrictions due to foreclosure of a household no longer able to reside in the United States. Household size/composition upon the unit's sale should be appropriate to the size of the unit as outlined in the chart below. For the qualification of households by unit size, the head of the household and spouse/partner are assumed to share a bedroom. Two children whose ages are not excessively disparate, may share a bedroom. Legal custody is required for households including one or more minor children. There will be no fewer than one, nor more than two persons per bedroom.

The City will consider households eligible based on their adjusted gross income. The City will use a process similar to what HUD recommends for the HOME program to determine adjusted gross income or another method as deemed reasonable by the City. The Owner or their representative will collect and compile all of the relevant paperwork needed to assess a household's eligibility. Verification will require sufficient proof of household size and income in the form of mortgage pre-approval letters, official tax statements, W-2 forms, pay stubs, credit reports, bank statements, birth certificates, and any other reasonable documents requested by the City to aid in their efforts to verify whether or not a household is eligible. The City shall have the final approval of whether or not a household meets the income or size requirements of each Workforce Unit prior to closing. The City reserves the right to request proof of income for the last three years from an applicant. The City may request additional information if needed.



The chart below indicates the minimum household size for each unit type based on bedroom count.

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Minimum Household Size By Bedroom	1	2	3	4

Workforce Units will also be subject to maximum household sizes based on bedroom counts. The following chart outlines the maximum persons allowable per bedroom assuming the occupants meet all other requirements related to qualifications for determining a household such as age of children sharing bedrooms.

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Maximum Household Size By Bedroom	2	4	6	8

Eligible Households may not qualify if any member of the household owns other residential real estate at the time of application or sale.

The City reserves the right to perform an asset test to help determine a household's income. This may include making certain assumptions about the average returns that would be reasonable to expect from certain investments.

Closing costs and a down payment of up to 20% of the sale price may be gifted to an Eligible Household as outlined in the Workforce Housing Background and Definitions Guidelines.

Maximum Allowable Sale Price

The calculation of the maximum allowable sales price will be determined by the City. The price will in part be based on the minimum number of bedrooms in each Workforce Unit for sale as outlined in the chart below:

	Studio/One-Bed	Two-Bed	Three-Bed	Four-Bed
Max Sale Price Basis -Household Size	1	2	3	4



For example, the maximum allowable sale price of a two bedroom Workforce Unit will be based on what is affordable to a two (2) person household. A larger household of four (4) persons meeting the income qualifications for their household size would still be able to purchase this unit but the maximum allowable sale price will be calculated based on a two (2) person household. It is important to be clear that this is to calculate the maximum allowable sale price of a Workforce Unit and that units may be sold at lower prices depending on the market, location, and condition of a unit.

The maximum allowable sale price at the initial sale of a Workforce Unit and for any subsequent sales will be based on the following calculation:

- 1) Begin by calculating 30% of the gross monthly income for a household earning 120% AMI as appropriate for the minimum household size for each Workforce Unit by bedroom type.
 - o $(\text{Household's } 120\% \text{ AMI} \times 0.30) / 12 = \text{monthly income available for housing expenses.}$
- 2) Housing expenses available for studios will be calculated at 85% of the income available for a one person household using the following formula:
 - o $((\text{Household's } 120\% \text{ AMI} \times 0.30) \times 0.85) / 12 = \text{monthly income available for housing expenses of a studio unit.}$
- 3) That portion of monthly income may be attributed to mortgage payments less other housing related expenses such as real estate taxes, condominium/HOA fees, and insurance.
- 4) The sale price will then be based off a 30 year fixed rate mortgage with a 5% down payment.
 - o It will be allowable for qualified buyers to offer a larger down payment but a down payment larger than 5% will not increase the maximum allowable sale price of a Workforce Unit.
- 5) Interest rates for the calculation will be the average national mortgage rate over the past six months as determined by the Freddie Mac Primary Mortgage Market Survey or another source as determined reasonable by the City. The interest rate for the calculation will be determined at the time the unit is marketed.

Purchase price limits establish maximum allowable sale prices. An Eligible Household's financial situation will determine the mortgage amount that can be borrowed. This amount may be more or less than the maximum allowable sales price of a particular Workforce Unit. However, at no time shall a Workforce Unit be sold for greater than the maximum allowable sale price as determined by the City.

**Condominium/HOA Fees**

If the Developer is setting up a new condominium trust or homeownership association (HOA), then the Developer shall present to the City a draft condominium/HOA budget and related governing documents. The City may request quotes and/or justification for costs, including replacement reserves, insurance, water and sewer, utilities, management fees, and other services. The City will have final approval of the initial condominium/HOA fee to ensure that a reasonable front-end calculation of cost in setting initial fees for a Project.

The condominium/HOA fee will be shared proportionately between units based on the City's tax assessment for the value of the units. If assessed values are not available at the time of initial sale of the units than initial sale prices will be used to determine the appropriate share of costs. Workforce Units' tax assessments by the City will take into consideration the Unit's restrictions and assess the Unit's value accordingly. Voting rights within the association will be no more or less than one vote per unit and will not be based on the value of paid fees or other metric as allowable by state law. Condominium/HOA fees for Workforce Units may not increase more than 10% in a single year or 25% in any three year period without a supermajority vote gaining 100% support of the association.

The City shall have a right of first refusal if a Workforce Unit is forced to sell due to increased fees or has become delinquent in its payments and is in risk of foreclosure or any other legal threats to the Unit's affordability restrictions.

Alterations to a Workforce Unit's Floorplan

The basic floor plan of a Workforce Unit may not be altered without the written approval of the City. Workforce Units shall not decrease in size or total number of bedrooms.

Right of First Refusal

The City of Portland shall have the right of first refusal to purchase any Workforce Unit that is in jeopardy of losing its affordability restrictions due to foreclosure, delinquency of condominium fee payments, or any other cause outside of the agreed upon term of restriction. The intent is to ensure affordability of the unit for Eligible Households.

Resale of Workforce Units

Once an Owner decides that they would like to sell a Workforce Unit they will need to notify the City in writing. The City will then confirm the Unit's maximum allowable sales price. The City shall have the opportunity to list the property on its website for a minimum of 30 days



during the marketing process to solicit interest from potential Eligible Households. The City will forward any inquiries to the Owner or their representative.

If multiple offers are received during the marketing process the preferred households identified by the City will be given preference to purchase the Workforce Unit. The Owner and/or their agent shall keep records of all interested parties, the parties' eligibility, preference status, offers received, and any subsequent negotiations. The Owner and/or agent will provide these records to the City as requested.

In the event that the Owner is unable to find a ready, willing, and able Eligible Household for the property after reasonable efforts have been made to market the property for at least 180 days, then the Owner may notify the City in writing that it wants to market the unit to non-eligible households. The City will be given the option to purchase the Property after the 180 day period on the terms set forth below:

- 1) The Owner must establish, to the City's reasonable satisfaction that the Owner made good faith efforts to market the Property for the entire 180 day period for sale to Eligible Households at a price not in excess of the maximum allowable sales price but did not receive any reasonable offers from Eligible Households. The City shall determine if reasonable efforts have been made within ten (10) working days after the last day of the 180 day period and once the City has received to its satisfaction all relative information from the Owner related to its marketing efforts and interaction with interested parties.
- 2) Upon a determination by the City of such marketing efforts, the City has thirty (60) days to decide if it will exercise its option to purchase the Property for the maximum allowable sales price.
- 3) If the City decides to exercise its option to purchase, it shall provide a notice of exercise of the option (the "Notice to Exercise") to the Owner. Failure to provide a Notice to Exercise within thirty (60) days of the determination that good faith efforts have been made to market the Property to Eligible Households shall cause the City's option to purchase to expire.
- 4) The City shall consummate its purchase of the Property within sixty (90) days of the date of service of the Notice to Exercise (the "City Closing Period"). The Owner shall cooperate fully with the City in the City's efforts to acquire the Property and shall take all reasonable steps necessary to clear any title defects. If the City fails to close on the Property within the City Closing Period for a reason other than liens voluntarily placed on the Property by the Owner, then the Owner shall immediately be free to sell the Property to a non-Eligible Household.

If the City decides not to exercise its option to purchase (including as a result of a failure to give a Notice of Exercise), the Owner shall be free to sell the Property to a non-Eligible Household at any such agreed sale price **provided however**, that to the extent the agree sale price exceeds the maximum allowable sale price, as determined by the City, then any amount between the



actual sale price and the maximum allowable sale price (the "Excess") shall be paid to the City at the time of the closing on the sale of the Property, and such Excess is to be paid into the City's Housing Trust. Upon payment of the Excess, if any, the Owner and the Owner's heirs, successors and assigns, shall thereafter be free to sell the Property free of the terms and conditions of the AHA, which shall be deemed terminated.

If the Owner is able and willing to sell their Workforce Unit to a non-Eligible Household the Owner may not sell the Unit to an employee, agent, stockholder, officer, director, servant, or family member of the Owner or its Management Company, or its employees, agents, or servants thereof, related either by blood, marriage, or operation of law.

At the request of the Owner, and provided there has been full compliance by the Owner with the terms of the AHA, the City shall execute a written statement in recordable form acknowledging such compliance, including compliance with a sale of the Property which results in the release of the Owner and the Property from the terms of the AHA.

Household Preference

Preference for Workforce Units shall be given, to the extent permitted under law to Eligible Households, in the following order:

- 1) First time homebuyer
- 2) Current residents of the City who have lived in Portland as their primary residence for the past two years
- 3) Previous residents of the City who were displaced within the last 12 months prior to the Workforce Unit becoming available
- 4) Persons who graduated from Portland Public High Schools
- 5) Persons employed full time by the City
- 6) All others

The applicant for a Workforce Unit will be responsible for documenting their preference status under any of the above noted categories. Documentation may include voter registration, utility bills, confirmed leases, bank statements, tax returns, insurance statements, and other reasonable documents as requested by the City or Owner to demonstrate preference status. Households wishing to be considered as a preferred applicant must also have a pre-approval letter from a lending institution demonstrating their ability to qualify for any necessary loan.

Household preference does not preclude Owners from selling to non-preference applicants assuming applicants meet the necessary eligibility requirements and there are more Workforce Units available than preference applicants. Other preference categories may be added to specific projects or to the City's standards at a later date as appropriate.

**Marketing / Selection Process**

Unless otherwise agreed to with the City, the following system will be followed. At least 30 days prior to initial marketing, the Owner shall provide written notice to the City of the expected start of marketing process and occupancy dates of the designated Workforce Units. The Owner will place an advertisement, approved by the City, in one or more newspapers designated by the City. Interested parties will be given sufficient time to request and return a preliminary application. The Owner will inform the City of any interest from Eligible Households that it receives. From the beginning of the marketing process the City will have the opportunity to list the property on its website for a minimum of 30 days to solicit interest from potential Eligible Households. The City will forward any inquiries to the Owner or their designated representative. The Owner should also reach out to local groups and non-profits who may have connections to interested Eligible Households.

In each instance that an Owner intends to effect a sale, transfer or disposition of the Property to a third party, then prior to listing the property for sale or entering into a purchase and sale agreement, or otherwise taking any steps to consummate the sale of the property, an owner shall first give the City written notice of such intent (the "Notice of Intent") addressed to the City's Housing and Community Development Office. The City shall make the final determination whether or not a potential buyer is qualified, selection preference guidelines have been followed, and the maximum allowable sales price as determined in accordance with the calculation parameters determined by the City.

The Owner shall collect all necessary supporting documents for the City's final approval. The City will, at a minimum, monitor the process and review buyer qualifications, but may work collaboratively with Developers and Owners on marketing, selection, qualification, and orientation. The City will provide final approval of whether or not a household meets the eligibility requirements.

First Time Homebuyers

Eligible Households will be considered first time homebuyers if the following criteria are met:



1. None of the parties within the household have had an ownership interest in their home within the last three years;
2. A single parent who has owned a residence while married but no longer holds a financial interest in the home; or

Eligibility for First Time Homebuyer status will be limited to a one time only occurrence per household.

First time homebuyer must provide documentation showing that all relevant applicants within a household have completed a homebuyer education course prior to a Purchase and Sale agreement being signed and before the City may approve the household as being eligible to purchase the Workforce Unit. Exemptions may be made for households who can sufficiently demonstrate expertise in real estate. An example of sufficient expertise would be if a member of the Eligible Household currently works in a residential real estate related field such as a Real Estate Broker. Any exemption made must be approved by the City.

Affordable Housing Agreement

The buyer of each Workforce Unit will be required to sign and record in the Cumberland County Registry of Deeds an Affordable Housing Agreement (AHA) with the City and to include the affordability restrictions as a covenant to the project's deed. In order to guarantee affordability, this recorded covenant will limit increases in sales price according to the calculation defined by the City and the Eligible Household requirements as they relate to increases in median income. It will limit the incomes of subsequent buyers to the same income limits initially applied. It will also provide a right of first refusal and other purchase rights to the City or its designee (e.g. another Eligible Household, or a nonprofit corporation).

At the time of sale, the Workforce Unit must be the Eligible Household's primary residence. The Unit may not be rented out for short or long term periods to other households.

Non-Eligibility/Disqualification

No employee, agent, stockholder, officer, director, servant, or family member of the Owner or its Management Company, or its employees, agents, or servants thereof, related either by blood, marriage, or operation of law may qualify for a Workforce Unit or receive any benefit related in any way to the administration or compliance with the AHA conditions contained therein.

Employees of the Planning Department will not be eligible for a Workforce Unit in the City.

**Financing**

Workforce Units shall not have a mortgage on a unit that contains the following:

1. A pre-pay penalty or a balloon payment
2. A reverse mortgage
3. An adjustable rate mortgage (ARM)
4. A co-signer
5. An interest only loan
6. The loan to value ratio exceeds 95% of the maximum allowable purchase price

Refinancing

The Owner must get the City's approval to refinance the first mortgage or get an additional mortgage for a Workforce Unit. Refinancing must follow the same limitations outlined above for Financing. Owners may not refinance their unit for a value greater than 95% of the maximum allowable sale price at the time of refinancing as determined by the City. Under no conditions will the long term affordability or City's right of first refusal be compromised as a result of refinancing.

Transfer to Owner's Heirs

If the Owner should die still owning the Workforce Unit, then upon receipt of notice from the personal representative of the decedent's estate given within ninety (90) days of the death of such Owner (or the last surviving co-owner if the Property was owned in joint tenancy), the City shall, except for good cause shown, consent to a transfer of the Property to one or more of the following:

1. The spouse of the deceased Owner (in cases where the spouse was not a joint tenant with the Owner); or
2. The child or children of the deceased Owner; or
3. Member(s) of the deceased Owner's household who have resided in the Property for at least three years prior to the Owner's death.

Any subsequent transfer by a transferee under 1, 2, or 3, above, shall be subject to the terms of this Agreement.

Enforcement

The Owner will be required to record the AHA and conditions contained therein and shall file a copy of the recorded Agreement which copy shows the usual recording date, with the Cumberland County Registry of Deeds. In the case of off-site Workforce Units, the Owner shall



record the AHA in the chain of title for both properties. No occupancy permit shall be issued until complete certified copies of the AHA with any attachment thereto with the recording date(s) noted thereon, are filed with the County and suitable evidence provided to the City.

Without limitation on any other rights of the City, in the event there is a violation of any conditions contained within the AHA, the City may take any one or combination of the following steps to ensure compliance and these enforcement provisions shall be expressly authorized by and contained within the AHA:

- Revocation or the Project's approval, Building Permit, or Certificate of Occupancy;
- Modification of the AHA;
- Injunctive relief to enforce the terms of the AHA;
- Any and all legal expenses incurred by the City or aggrieved tenant(s); and
- A cash payment, as provided for in Division 30 related to fee-in lieu payments, pro-rated to the number of required affordable units, made to the City if the Owner is unable to provide Workforce Units for occupancy as described in the AHA.
- Payment of money damages to the City in an amount at least equal to and as much as double the difference in value of the maximum allowable sale price and the actual sale price.

The Owner may request a certificate from the City stating that the Owner is in compliance with the terms and conditions of the AHA, or stating non-compliance and the actions necessary to come into compliance. The City will execute and deliver such certificate within thirty (30) business days or receipt of a written request for such a certificate.

Appeals

A Developer or Owner may appeal to the City Manager if they believe that City misinterpreted Division 30 or any subsequent agreements restricting the Workforce Units. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.

Waiver

The City reserves the right to waive or amend portions of these regulations on a case by case basis where an Owner is able to sufficiently demonstrate that the need for a waiver is due to the unique circumstances of the property (e.g. in order to make Workforce Units similar in design or size to market rate units) or due to unique physical constraints of the property. The applicant shall bear the burden of presenting substantial evidence to support the grant of a waiver from any portion of these regulations.



Waivers shall not be granted that will have the effect of removing or reducing the minimum of 10% of the total units proposed as Workforce Units available, altering the income limits on eligible households, increasing the maximum allowable sale price or rental rate, or decreasing any fee owed outside of what is stipulated in the above regulations.

Waivers shall be determined by the City's Planning Department. Owners may appeal the Planning Department's decision regarding waivers to the City Manager. All such appeals shall be made in writing and include a description of the City action which is being appealed and the grounds for the appeal.



PLANNING BOARD REPORT PORTLAND, MAINE

The Forefront at Thompson's Point
Level III Site Plan and Subdivision Review
2015-133 (Subdivision) & 2015-159 (Level III Site Plan)
Chris Thompson, Forefront Partners I LP

Submitted to: Portland Planning Board Date: January 8, 2016 Public Hearing Date: January 12, 2016	Prepared by: Christine Grimando, Senior Planner CBL: 201 A005001 Project #: 2015-133 (Subdivision) & 2015-159 (Level III Site Plan)
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I. INTRODUCTION

Forefront Partners I LP has requested a Level III site plan and subdivision review for a 19 lot subdivision, and a Level III site plan for the renovation of an existing building (Brick South) for use as a flexible 2,500 person event/assembly space with associated parking, utilities and stormwater management within the 34,000 square foot building. The application includes a summary of the proposed modifications to the approved master development plan and incorporation of another existing building (Brick North), and its associated site improvements. A time line of the multiple prior approvals for this site is below as background information.

The total development area consists of over 30 acres. The site's approved master development plan is for a mixed-use development including an event center, hotel, sports medicine facility, parking structure, educational facility, residential units, restaurants, and office uses. The current Site Plan and Subdivision application includes a 19 lot subdivision, and a Level III site plan for assembly/event space and related infrastructure. This application represents the first to be submitted to the Planning Board towards fulfillment of the master development plan, approved in March 2014. The application also folds in a prior approval for Brick North— this was approved, and amended under the 2012 subdivision approval that preceded the 2014 plan for this property. It is included in this application as a means to facilitate superseding the pre-Master Development Plan approvals, and begin to fulfill build-out of the site under one, consolidated program. A previous Planning Board workshop was held for this application on October 13, 2015.



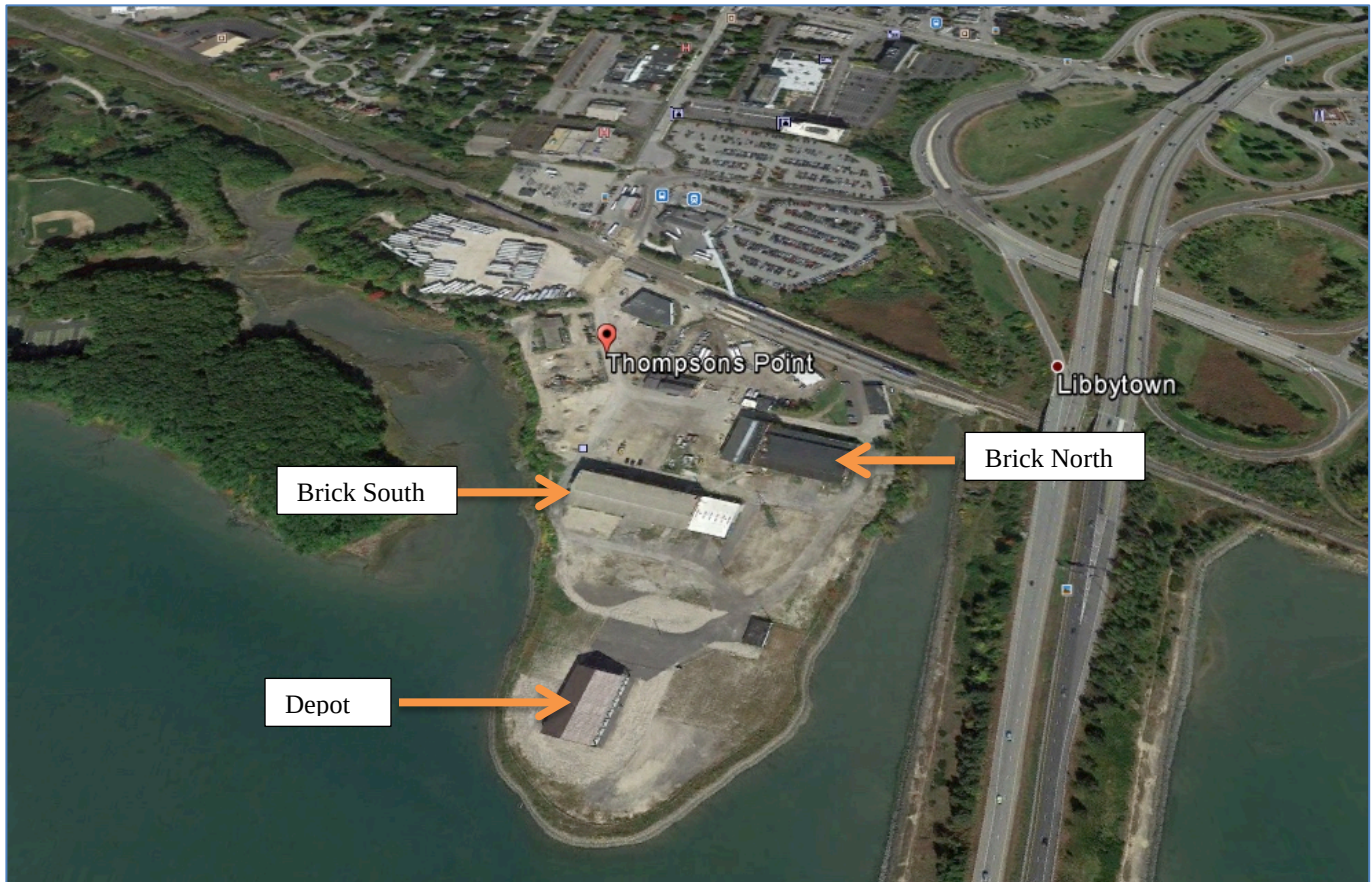
1, Brick South

This development is being referred to the Planning Board for compliance with the site plan and subdivision standards. A total of 288 notices were sent to property owners within 500 feet of the site and a legal ad ran in the Portland Press Herald on December 28 and December 29, 2015.

A Neighborhood Meeting was held on Friday, October 9th. A notice dated September 29, 2015 was sent to property owners within 500 feet of the property. Notes from that meeting are included in Attachment O. Questions and comments from the Neighborhood Meeting regarded questions about bike parking, redevelopment aesthetics, and support for the current appearance of the site and recent uses.

Applicant: Chris Thompson, Forefront Partners I LP

Consultants: Bo Kennedy, P.E., Fay, Spofford & Thorndike; Lawrence E. Bartlett, P.E., Bartlett Design; Charles D. Marchese, Surveyor, Sebago Technics



2, Thompson's Point in 2014

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
1.3; 1.7.2.1; 1.7.2.9; 1.10.8; I-2	Requirement for turnaround on dead-end streets; Requirement for perpendicular driveway connection to street; Requirement for vehicular circulation to be contained off-site and not use adjacent street system; Requirement for a minimum aggregate base course thickness of 3 inches for collector roads; Requirement for continuous sidewalks on both sides of the collector road; Requirement for a minimum roadway width of 40 feet for collector roads; Requirement for a minimum esplanade width of 5 feet for collector roads
Review	Applicable Standards
Site Plan	Section 14-526
Subdivision	Section 14-497

III. PROJECT DATA

Existing Zoning	B-5
Existing Use	Industrial
Proposed Use	Event/Assembly

Proposed Development Program	App. 2,500 SF mixed use assembly/event space		
Parcel Size	32.67 acres		
	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	34,600 SF	34,600 SF	N/A
Building Floor Area	34,600 SF	34,600 SF	N/A
Impervious Surface Area	725,710 SF	687,813 SF	-37,897 sf site-wide total, +2.2 ac. this development phase
Parking Spaces (on site)	Unknown	118 (8 handicapped spaces)	118 delineated
Bicycle Parking Spaces	0	16	16
Estimated Cost of Project	\$3,000,000		

IV. BACKGROUND & EXISTING CONDITIONS

Thompson's Point consists of 30+ acres immediately adjacent to the Portland Transportation Center, on a peninsula of land that extends into the Fore River. It has been a continuously occupied industrial site, and in recent years has begun its transition to a mixed-use destination, hosting events at the southern tip of the peninsula and securing new tenants to support the redevelopment of the property. Bound by railroad tracks to the north, surrounded by the Fore River on three sides, it is currently occupied by existing buildings, and a mixture of long term and temporary uses. The site also includes an extension of the Fore River trail. In recognition of its unusual potential to be a new destination in the City, and its proximity to existing public transit, it was made a Tax Increment Financing District, towards further transit improvements. Zoned B-5 (urban commercial mixed-use zone), it is immediately adjacent to residential, industrial, business and resource protection zones. Its size, proximity to both the natural resource of the Fore River and the transit resources of the Portland Transportation Center, and its location at the intersection of a variety of urban contexts make this a unique development site in Portland.

Applications Timeline

In June 2012 this site was approved for 600,000 sf of office, hotel, restaurant and event center uses. The original site plan and subdivision approval was amended in June 2013, to reflect an altered development program, as well as retention of modified existing brick buildings on the site.

In late 2013, a Level III site plan application was submitted for a portion of the site, specifically a segment of road, infrastructure, and site work supporting the re-use of Brick North (Phase 1A). This site plan was submitted under the still valid 2013 approval. Approved in January 2014, it was intended to allow development to proceed while the development program for the overall site was being considered in a newly envisioned master development program, submitted for planning board review on an overlapping time frame with the 1A application. In December of 2014 the 1A application was amended to bring the proposal into greater alignment with the master development plan, including road layout.

In January and February 2014 a master development plan application was reviewed by the Planning Board, and approved in March of that year. A master development plan is a tool that establishes a cohesive development program on larger parcels (one+ acre), allowing for multiple phases over an extended time frame of six years. An approval of a master development plan then requires subsequent site plan and subdivision applications with specific construction proposals towards fulfillment of the overarching master development plan approval.

In June 2014 the applicant received a Level II approval for site work at the southern end of the Thompson's Point peninsula, in the area of the open air "Depot" structure (formerly the Barnstormers building), to allow for seasonal events. This application was amended in February 2015 to allow for additional site work and an extension of the seasonal event approval.

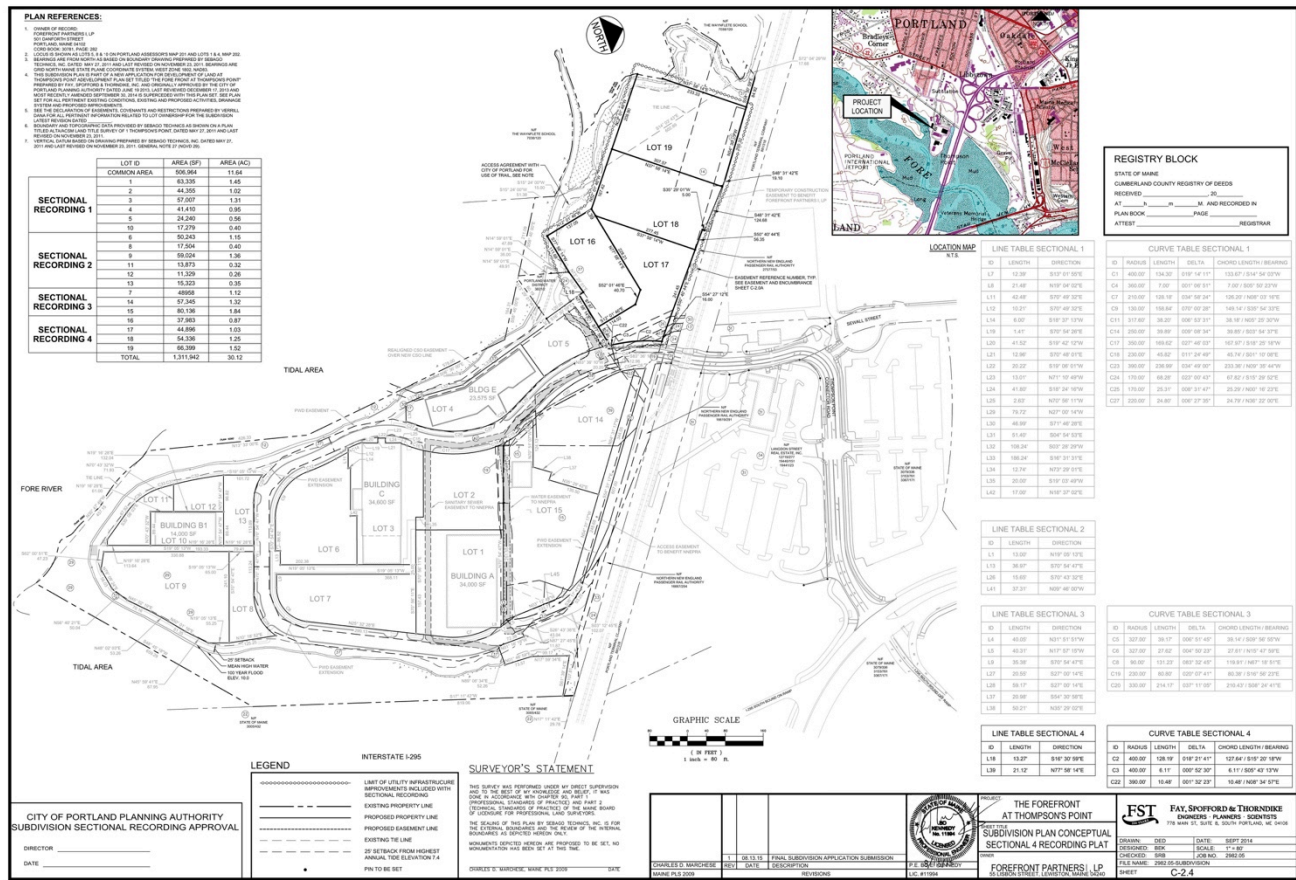
This application was originally scheduled for November 24th, and was postponed until January 12th. New information received since November is summarized in sections XVIII and XIV below.

[illegible]

4, Sectional Recording 2

5, Sectional Recording 3

Sectional 4: This is anticipated to be the last recording of the full subdivision plan, and includes lots 16-19 in the northwestern "Panhandle" portion of the site. It's intended for use as office space and residential units.



- ZONING SPACE AND BULK SUMMARY**

ZONE	B-6 URBAN COMMERCIAL BUSINESS ZONE	PROVIDES
MINIMUM LOT SIZE	NONE	SEE SUBDIVISION PLAN C-1.2
MINIMUM FOOTPRINT	NONE	100 SF
1,000 SQUARE FEET	NONE	
FRONT SETBACK	NONE	N/A
1,000 SQUARE FEET	NONE	N/A
REAR SETBACK	NONE	N/A
MINIMUM BUILDING HEIGHT	100 FT	100 FT

PARKING SUMMARY

AREA	STANDARD	COMPACT	ACCESSIBLE	TOTAL
PARKING	200	0	0	200
Garage	0	0	0	0
Transfer	0	0	0	0
TOTAL	200	0	0	200

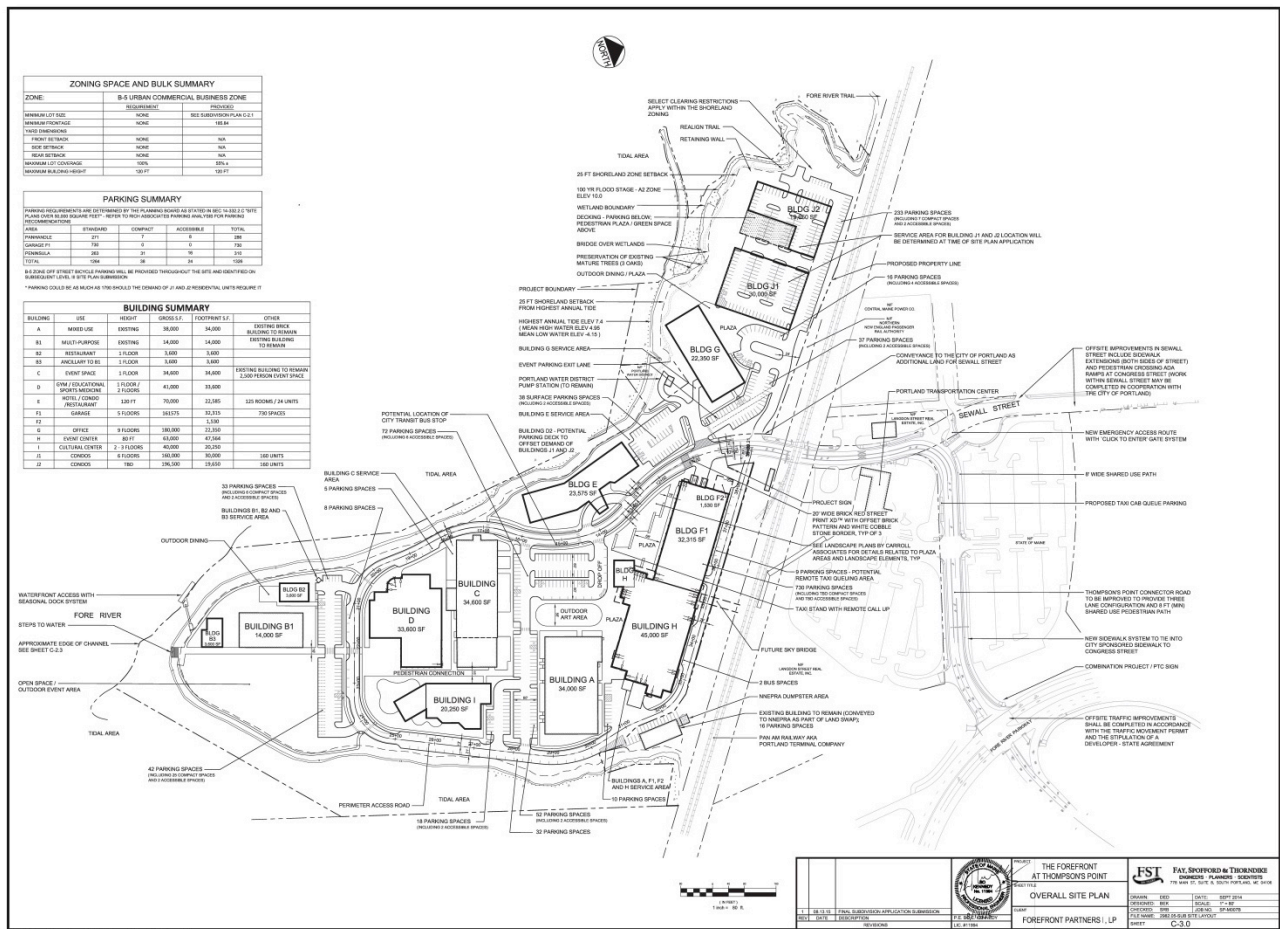
BUILDING SUMMARY

BUILDING	PHASE	USE	AREA (SQ. FT.)	FOOTPRINT (S.F.)	OTHER
A	1A	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
B	1B	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
C	1C	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
D	1D	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
E	1E	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
F	1F	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
G	1G	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
H	1H	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
I	1I	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
J	1J	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
K	1K	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
L	1L	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
M	1M	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
N	1N	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
O	1O	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
P	1P	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
Q	1Q	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
R	1R	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
S	1S	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
T	1T	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
U	1U	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
V	1V	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
W	1W	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
X	1X	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
Y	1Y	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING
Z	1Z	MIXED USE	40,000	14,000	EXISTING BLDG. ADDITION TO EXISTING

PLAN 1000 - SITE PLAN

THE FOREPART AT THOMPSON'S POINT
 1700 MAIN ST., SUITE 100, SEASIDE, CA 92082
 (619) 441-1111
 WWW.FOREPART.COM

7, Approved master development plan layout



8, Current proposed site layout

The modifications to the revised site layout are consistent with the overall master development plan approval – it is generally consistent with the approved layout of buildings, circulation infrastructure, open spaces, and uses, cumulative lot coverage, parking and circulation. The area west of Brick North (Lot 2/Building A) shows a modified interior circulation and parking area, the circular drive and art space being modified in shape and parking configuration. The overall proposed site circulation remains closely aligned to the originally approved master development plan.

The revised master development plan use program follows:

TABLE 1 MASTER PLAN PROGRAM		
Building Master Plan		Master Plan - August 2015 Gross Size
Building A:	Mixed Use: Cellar Door Winery (5,840 SF) Circus Program (6,799 SF; 400 People) Big Room Studios (3,461 SF) Café (1377 SF) Brewery (10,068 SF) Distillery (5,284 SF) Color Me Mine (2,136 SF) Common (741 SF)	34,800 SF +/-
Building B1:	Multi-Purpose (Assume Live Theater)	4,800 Seats
Building B2:	Ancillary to B1 and Seasonal Dock	3,600 SF
Building B3:	Restaurant	3,600 SF
Building C:	Event/Assembly Space (2,500 People)	34,600 SF
Building D:	Educational/Gym/Sports Medicine	41,600 SF
Building E:	Hotel & Restaurant Condominiums	125 Rooms 24 Units
Buildings F1/F2:	Parking Garage <i>*(see next page)</i>	730 Spaces
Building G:	Office	180,000 SF
Building H:	Event Center	63,000 SF
Building I:	Cultural Center	40,000 SF
Building J1:	Condominiums (Assumed)	160,000 SF/160 Units
Building J2:	Condominiums (Assumed)	196,500 SF/160 Units
Total Non-Garage		814,300 SF

** Depending on the timing of garage construction which will follow the relocation of Suburban Propane and the commencement of the phase two buildings, it is conceivable that by the time the garage is ready to begin construction we may actually elect to add floors taking advantage of the 120' height limit to increase structured parking capacity. It may also be desirable to build the garage structure to provide for the possibility of adding floors in the future after the initial 730 spaces are built. We are continuing to assess these options now, but would suggest that the Master Plan retains the ability to plan for a dynamic future outcome without compromising the needs of the first phase of development.*

2014 master development plan square foot calculations are as follows, and show slightly higher square feet totals across the proposed use categories.

PROJECT DATA JUSTIFICATION BUILDING AREA TABLE			
Building	Height	Floor Area	Footprint
Building A: Office, Café, Retail	Existing	34,000	34,000
Building B1: Multi-Purpose (Live Theater)	Existing	14,000	14,000
Building B2: Restaurant	1 Floor	3,600	3,600
Building B3: Restaurant	1 Floor	6,000	6,000
Building C: Educational	1-2 Floors	41,000	33,750
Building D: Gym & Medical Office	1 Floor	11,000	11,000
Building E1: Hotel & Condominiums	120 ft	70,000	23,350
Building E2: Restaurant	1 Floor	6,000	6,000
Building F1: Parking Garage	5 Floors	161,575	32,315
Building F2: Parking Garage		1,530	1,530
Building G: Office	9 Floors	180,000	22,350
Building H: Event Center	80 ft	63,000	47,564
Building I: Cultural Center	1-2 Floors	25,000	18,080
Building J1: Office	6 Floors	160,000	30,000
Building J2: Condominiums	Assume 10 Floors (TBD)	196,500	19,650
TOTAL		973,205	303,189

The Level III site plan application encompasses the renovation of the existing Brick South (Building C/Lot 3), includes Brick North (Building A/Lot 1), currently under renovation under a prior approval, and includes a significant portion of roadway, as well as stormwater infrastructure, parking, circulation, landscaping, and utilities associated with both of these buildings. The street design for the Level III application differs from the full subdivision road design in several ways – full sidewalk on the eastern side is not proposed until a later phase, and eventual crosswalk placement, for instance. That these items be completed in a later phase of site development is noted as a condition of approval.





10, Renovated Brick South

VI. PUBLIC COMMENT

No comments have been received to date.

VII. RIGHT, TITLE, & INTEREST

The applicant has provided evidence of Right, Title & Interest in Attachment J of the subdivision application. Included is a trail easement, a quitclaim deed with covenant for the property, a letter from Suburban Propane, Inc. and the Northern New England Passenger Rail Authority indicating that purchase and sale agreements have been signed for those adjacent parcels and that the applicant is authorized to seek entitlements for the redevelopment of the parcels.

VIII. FINANCIAL & TECHNICAL CAPACITY

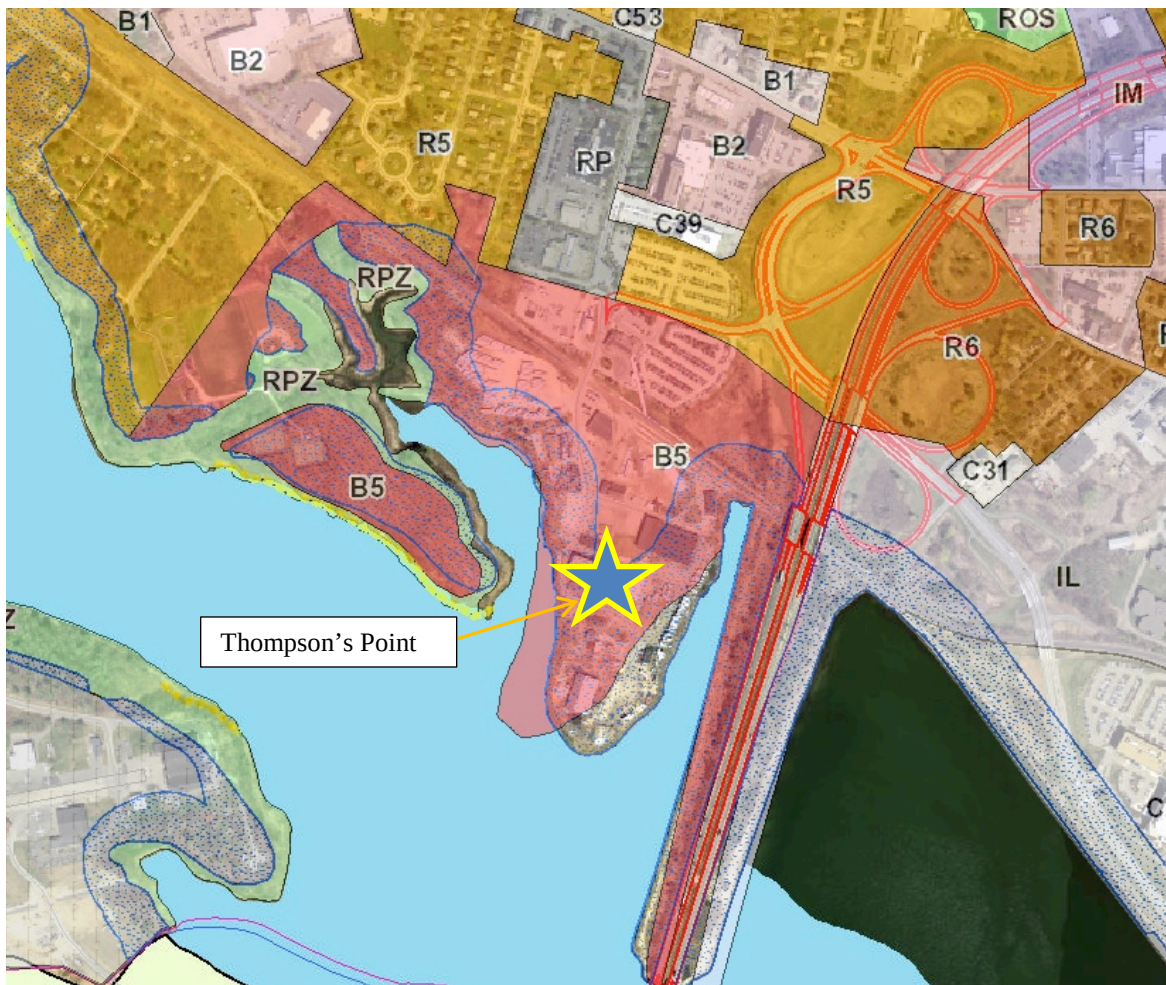
The October workshop comments included a request for updated indication of financial capacity. On file is a letter from TD Bank from 2011 attesting to the Thompson's Point Development Company's ability to complete the project and "see that it operates effectively over the long term". The applicant has supplied a letter dated October 13, 2015, from Androscoggin Bank attesting to Forefront Partners I, LP's financial capacity.

IX. ZONING ANALYSIS

Thompson's Point lies in the B-5 zone, and is also subject to shoreland and floodplain regulations under the city's land use code. The application complies with floodplain and shoreland requirements. The buildings included in the current Level III application are not in the floodplain. Shoreland setbacks are a required minimum 25' for structures from the annual mean high tide line. There are areas on the site layout plan where the road hugs the 25' line, on the allowable side of that boundary; the proposed activity meets shoreland requirements.

The project meets the requirements of the B-5 zone use and dimensional standards. The B-5 zone allows for a wide range of commercial and mixed uses, and encourages urban patterns of development. There are no lot coverage limits or applicable setbacks in the B-5, and there is a height limit of 120 feet.

There are also B-5 standards in the City's Design Manual, concerned with shared infrastructure, the location of buildings to the street, and location of parking lots, none of which is applicable to a lot of this size, particular geography, or internal circulation pattern.



11, Thompson's Point Zoning Context

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

The overall subdivision plan and the four sectional recording plats have been reviewed by the Department of Public Services for conformance with 14-496, and the applicant has already incorporated initial comments. The final versions of the plats, post-approval, will need to be reviewed by the Department of Public Services and Corporation Counsel before they can be finalized, signed by the Planning Board, and recorded.

With a subdivision of this size, with 19 lots, proposed to be developed in phases, and not all with frontage on the proposed road (not required in the B-5 zone), language is needed to secure ingress and egress and access to the proposed infrastructure. The Declaration of Easements, Covenants and Restrictions (Attachment L) includes provisions for this, that Corporation Counsel has suggested some changes to in the final, recorded version:

7.2. Ingress, Egress and Regress. Each Lot Owner, and the clients, customers, guests, employees, tenants, subtenants, invitees, agents, contractors and licensees of Lot Owners shall have an easement, subject to any rules and regulations established by the Board of Directors, in common with all other Lot Owners to use the entrances, exits, corridors and other Common Area roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets. ~~The Board of Directors shall not and cannot establish any rules and regulations depriving any Lot Owner of reasonable ingress, egress and regress to and from its Lot, the Property and Common Areas and the adjoining public streets. Notwithstanding the foregoing~~ The Lot Owners' use of the entrances, exits, corridors and roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets, and to parking spaces and areas located on the Property shall be subject to the Event Management Plan generally described in Schedule D attached hereto and the Transportation Demand

Management Program generally described in Schedule E attached hereto, which Event Management Plan and Transportation Demand Management Program shall be incorporated into the Rules and Regulations as adopted by, and amended from time to time, by the Board of Directors. Notwithstanding the foregoing, the Board of Directors shall not and cannot establish any rules and regulations depriving any Lot Owner of reasonable ingress, egress and regress to and from its Lot, the Property and Common Areas and the adjoining public streets.

Similar language will be required on the final recording plat, to be reviewed and approved by Corporation Counsel before final signatures and recording of the plat.

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

The proposed amendments have been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance.

1. Water, Air Pollution

The site plan, grading and utility plans are designed to adequately address stormwater quality and to minimize pollution from the site. No detrimental water or air quality impacts are anticipated. Stormwater review comments are included in the Site Plan Review section, below.

2 & 3. Adequacy of Water Supply

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

4. Soil Erosion

The erosion and sedimentation control plans (Plans 21, 56, 65, 66) have been reviewed and found to adequately meet the standards of avoiding soil erosion impacts.

5. Impacts on Existing or Proposed Highways and Public Roads

This project is subject to a MDOT Traffic Movement Permit, issued in 2012 (Attachment H). Efforts have been made over the course of this project's multiple reviews to coordinate this project with the surrounding neighborhood and the transportation system it abuts, and to safely plan for anticipated road impacts. To that end the project developed events management and transportation demand management (TDM) plans that were reviewed in the course of the master development plan approval. Tom Errico, the City's consulting Transportation engineer, reviews all modifications and submissions in relation to conformity with that program and related city standards. Mr. Errico's preliminary comments are included below, as well as his updated assessments of where the issues he previously raised stand in bold. Additional comments on transportation and parking follow under XII, Site Plan Review, below.

- In general I find the overall Subdivision Plan layout to be acceptable with specific site issues addressed during the site plan review process. The applicant should be specific about what triggers the full construction of the circulatory roadway or how it is being phased. Additionally, it is unclear where the public right-of-way terminates for the phasing of the circulation road given that EDA funding is extending the public roadway system.*

Status: The applicant has provided information responding to this comment and DPW has been coordinating directly with the applicant on the roadway design and maintenance elements. I have no further comment.

Previous staff comments indicated the need for more information regarding phasing of the subdivision. Additional annotation on infrastructure required for each subdivision section has been added to revised plan sheets, as well as color utility plan sheets submitted for the November 24th public hearing, as well

Mr. Errico offers the following additional comments regarding trip generation and traffic management, requesting more detailed trip estimates for the Level III site plan application.

- *I have reviewed the updated traffic generation estimate conducted by the applicant and request that the applicant provide back-up information for the noted AM and PM peak hour trip estimate. Additionally, the applicant should provide supporting documentation for each specific use. An example is the Brewery where 8 entering and exiting vehicles were assumed in a peak hour, when occupancy of a tasting room may be indicative of greater trip activity during the PM peak hour. The applicant does note that the project is anticipated to exceed the trip threshold established by the current Traffic Movement Permit (TMP) during the AM peak hour while the PM peak hour is projected to be under the threshold. In an attempt to understand specific project phasing traffic impacts, the applicant should also provide the trip estimate for the Level III Site Plan application.*

Status: *Given that the full-build out of the project has been permitted under the TMP, I concur that the current application is well below the trip threshold established by the TMP. I would note that I do not endorse the trip generation methods contained in the application (e.g. Brewery Trip activity) and will require future site plan review phases to quantify actual trip activity for buildings already occupied (to ensure the trip threshold is not exceeded).*

- *The applicant has provided a general approach to managing event traffic volumes as part of the Master Plan. I would note that a detailed traffic management plan was developed in conjunction with the original application and that plan should continue to be used (if the applicant suggests deviating from the Plan, those details should be provided). I would note that the Traffic Management Plan is a live plan and will be reviewed and adjusted over time as conditions in the area are monitored.*

Status: *I have no further comment.*

Mr. Errico found the Master Plan materials sufficient, but has specific Level III Site Plan comments in XII., below.

6. Sanitary Sewer/Stormwater Disposal

A wastewater capacity letter from the Portland Water District, dated March 14, 2014 (Attachment H), indicated a capacity to serve. *The application's stormwater management plan has been reviewed by the City's consulting engineer, David Senus, who had the following comment (in addition to one Site Plan-specific comment addressed below in XII):*

The Applicant has presented revisions to the previously approved stormwater management plan to include technologies now considered acceptable by MaineDEP as of January 2015, specifically Filterterra units without an isolator row and Jellyfish Filter Units. The approach presented by the Applicant provides an acceptable means of meeting the General Standards as outlined in MaineDEP Chapter 500 and by the City of Portland Technical Manual Section 5 for both the Subdivision Application and the Brick South Level III Site Plan Application.

7. Solid Waste

The applicant has proposed trash enclosures in association with the site plan application, to be privately managed, as well as provided evidence of sewer capacity from the Portland Water District, and full utility plans to address waste disposal. In addition, in response to previous Public Works comments, updated sewer flow estimates have been submitted in the November 10, 2015 cover letter accompanying the new submission materials (Attachment N).

8. Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the department of inland fisheries and wildlife or by the city, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline.

The new subdivision application is not anticipated to affect original assessments related to historic sites, significant wildlife habitat, or irreplaceable natural areas. The property has been extensively evaluated on each of these measures over the course of prior reviews. The site is largely developed with pavement, gravel lots, and existing

buildings. The project has provided an extensive landscaping plan that the City's Arborist, Jeff Tarling, has approved:

I have reviewed the proposed landscape plans and find them acceptable as shown. To date we have refined the landscape goals and plans a number of times to a point where the current plan meets the objective of a site on the Fore River.

The City Arborist submitted additional comments specifically regarding the area proposed as public ROW. Though the overall landscape plan has been approved, he notes that the esplanade in this area needs to be a minimum of 4 feet if trees are to be planted there. The esplanade width is 4 feet. He also recommends smaller trees than shown on the plan (see Attachment 7 for full comments). His planting suggestions are noted in the approval conditions.

In regard to historic sites, Brick North and Brick South were found eligible for National Register but are not included in the City of Portland Historic Preservation program. However, they will be retained and repurposed as part of this proposal.

Significant Wildlife/Natural Areas: The applicant has retained a Natural Resources Protection Act (NRPA) permit from the Department of Environmental Protection (Attachment G), that protects feeding and roosting areas for migratory shore birds along the westerly shore. The need to protect this habitat resulted in prior changes to the trail alignment and to the landscaping plan, both reflected in the current application.

Shoreline Access: The shoreline of the Thompson's Point peninsula is currently ringed with an unimproved trail, which is part of the Portland Trails network. The trail is now proposed to transition from a rustic unimproved path to a perimeter paved walkway along the primary access drive. A seasonal dock providing access to the Fore River with a kayak/small boat launch ramp has been previously approved. Terms and access to the water is included in the subdivisions Declaration of Easements, Covenants and Restrictions (Attachment L) and have been referenced on the revised plan set.

9. Is in conformance with the land development plan or its successor

The B-5 zone itself is in compliance with the Comprehensive Plan, and this project that complies to the B-5 zone it is also consistent. The application is also generally consistent with long range planning goals in the areas of transportation and economic development, such as the following goals of the Comprehensive Plan, Volume 1:

- Encourage sustainable development patterns and opportunities within the city by promoting efficient land use, conservation of natural resources, and easy access to public transportation, services, and public amenities (p21);
- Create local multi-modal centers for the city's commuters and mass transit passengers, building on the presence of existing centers of activity, connected with each other and with regional transportation centers (p. 24);
- Create a variety of job opportunities for the full spectrum of the labor pool which are appropriate to our current and potential skills, provide good pay and benefits, are rewarding/satisfying (p. 37); and
- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation (p. 44)

10. Financial and Technical Capacity

See VIII above.

11. Wetland/Water Body Impacts

With the exception of necessary stormwater discharges, all structures and paved surfaces will be set 25 feet back from high water at the shoreline, as consistent with Shoreland Zoning regulations. There is a full stormwater management plan that has been reviewed and approved for the site as a whole, with comments on revisions and specific proposals for the Level III stormwater plan addressed in the Site Plan Standards, below. The site is currently almost entirely impervious, with no stormwater treatment – proposed stormwater management techniques

post-redevelopment will benefit water quality leaving the site.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

The perimeter of the peninsula is located with the flood plain. Buildings in the current site plan application are not in the flood plain.

XII. SITE PLAN REVIEW

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

Transportation Standards

1. Impact on Surrounding Street Systems

The applicant has obtained a traffic movement permit to address impacts on the surrounding street systems. The project has provided off-site improvements through an EDA Grant Program towards this end. The project also has an approved Transportation Demand Management Plan (TDM) for managing and reducing traffic trips and parking demand.

2. Access and Circulation

a. Site Access and Circulation.

Thompson's Point's relatively isolated peninsula geography has provided access challenges for this site, off-set by its access to multiple forms of transit served at the Portland Transportation Center. There has been extensive coordination on the part of the applicant and the City of Portland to establish a safe and efficient system for all users. Served by Thompson's Point Connector Road, the approved master plan provides for vehicle, transit, bicycle and pedestrian access. As individual project phases are brought forward for review, each will have to be evaluated for compliance with the approved master development plan, and for the appropriateness of each stand-alone phase. Mr. Errico's review speaks to this issue, finding the current application generally acceptable, but needing some further refinement both at the level of subdivision phasing and Level III site plan detail:

The applicant has provided the TDM Plan that was developed in 2011 and approved as part of the original approval. In concept I find the TDM Plan to be acceptable but want to emphasize the importance of the measures included in the Plan and how the traffic study and parking analyses assume some level of TDM success. Accordingly, the applicant should provide an update of the TDM Plan for the Level III Site Plan application to reflect the proposed implementation schedule (including what specific strategies are being implemented, implementation dates, and specific monitoring activities).

Status: *The applicant should identify if there are any TDM strategies that can be implemented as part of the Level III Site Plan buildings in conjunction with a typical non-event day.*

I find the Level III Site plan to be acceptable, although further review is required. I would note that the applicant should provide details on construction activities and how current parking and traffic will be managed.

Status: *I have reviewed the construction management plan and site plans and find them to be acceptable. I would note that specific traffic control plans will be required for the project and that information will be reviewed in conjunction with the pre-construction meeting. Given that the site only impacts Thompson's Point traffic and pedestrians activity (not the general public), I'm confident safe conditions can be detailed.*

Since the workshop the applicant was asked to speak to accessibility and safe access for all users on the site (as referenced in Sec. 14-526.a.2) in greater detail than the preliminary application materials had provided. New application materials (Attachment N, which addresses issues raised in regard to Site Plan and Subdivision applications) include additional information summarizing ADA compliance:

The previously submitted Site Layout Plan C-3.0 shows the site vehicular and pedestrian circulation. All sidewalks represented on the plan have been designed to meet the 2010 ADA Standards for Accessible Design. An accessible route has been provided from the public street to all main entrances as well as from designated parking stalls to the main entrances. The plan proposes a total of 118 parking spaces of which 8 have been designed to meet the ADA standards. The design provides for ADA stalls in each separate parking facility and as a result the total number of provided ADA stalls exceeds both the required number of ADA spaces if computed holistically (5 required) or the required number of spaces when tallied up per parking area (7 required).

b. Loading and Servicing

Formal loading docks have not been proposed for the Level III site plan, but a service area has been designated on the southerly side of the Brick South Building, and large doors have been retained to allow for movement of event support equipment, delivery vehicles, etc.

c. Sidewalks

Sidewalks are proposed to both Brick North and Brick South (Plan 52). Overall site circulation (Plan 15) includes sidewalks, crosswalks and trail connections throughout the site.

3. Public Transit Access

The development is served by the existing transit service at Portland Transportation Center. The Level III site plan does not include additional transit facilities, though the project at full build-out will include a bus stop and shelter.

4. Parking

a. Location and number of parking spaces

The overall site layout contains an adequate number of parking spaces, meeting the City's dimensional requirements. Mr. Errico's traffic and parking review provided the following commentary on the parking analysis that accompanied the site plan application, requesting more detail regarding demand/supply allocation for the overall site, and for the Level III site plan application:

According to the parking analysis conducted by Gorrill-Palmer, a parking demand of 1790 parking spaces is estimated. The applicant should provide specific detail on parking demand/supply allocation for the entire Master Plan and for the Level III Site Plan application plan.

Status: From an overall parking generation perspective, I find the applicant estimate to be reasonable with the understanding that updated analyses will be needed as future project phases are implemented. The applicant has not provided information as it relates to the parking demand/supply adequacy for the Level III Site Plan application. My general sense is that sufficient parking will be provided for typical day-to-day activity at the Level III buildings following occupancy. The applicant should provide documentation that a sufficient parking supply will be provided.

The applicant has sufficiently answered site-wide parking supply questions, but should directly address the sufficiency of the parking proposed for the uses and space included in this Level III site plan application by the November 24th public hearing.

- b. *Location and number of bicycle parking*
Fifteen parking spaces are required at this stage, with sixteen provided on the western face of Brick North.
- c. *Motorcycle and scooter parking*
There is no required amount of motorcycle or scooter parking, only that the project provide access for these vehicles, which the site plan does through the provision of conventional parking spaces.
- d. *Snow Storage*
On-site snow storage will be accommodated along the perimeter of the site.
- e. *TDM*
As noted, the applicant has an approved Transportation Demand Management. Comments on the TDM in relation to this Level III application are in 2.a, above.

Environmental Quality Standards

1. *Preservation of Significant Natural Features*
Preservation of significant natural features is being met through maintaining a 25' buffer from the annual mean high tide, as required by shoreland regulations, as well as adhering to the MaineDEP NRPA permit regarding protection of the western shore.
2. *Landscaping and Landscape Preservation*
The existing tree population is concentrated in the northwest corner of the site, and received some protection within the shoreland zone. The current Level III application does not have bearing on this portion of the property. The City Arborist has given extensive feedback on the proposed landscape plan (Plans 42, 43, 78), and is satisfied with the landscaping for this application (Attachment 3).
3. *Water Quality/Storm Water Management/Erosion Control*
The applicant has submitted a stormwater management and erosion control plan for the overall site, and for the specific needs of the Level III site plan. It has previously met City of Portland standards as outlined in Section 5 of the Technical Manual, as well as the standards required by the MaineDEP Site Location and Development Permit. David Senus, the consulting Civil Engineer, commented in his peer review of the revisions, and the specific proposal for the Level III application that the revisions presented are acceptable, with the following additional comments:
 - *The Applicant has presented revisions to the previously approved stormwater management plan to include technologies now considered acceptable by MaineDEP as of January 2015, specifically Filterra units without an isolator row and Jellyfish Filter Units. The approach presented by the Applicant provides an acceptable means of meeting the General Standards as outlined in MaineDEP Chapter 500 and by the City of Portland Technical Manual Section 5 for both the Subdivision Application and the Brick South Level III Site Plan Application.*
 - *Consistent with the previous approval for the Brick North Level III Site Plan Application, Woodard & Curran recommends including a condition of approval for the Brick South Level III Site Plan Application requiring that future phases of work in the vicinity of the outfall associated with "Stormwater Management Zone F" (as depicted on sheet C-4.1 of the Subdivision Application) incorporate water quality treatment measures that provide adequate treatment capacity for runoff from the untreated parking lot south of the Brick North Building*

in accordance with the General Standards. This condition does not need to be contingent upon future phases of work occurring on the site; if no future work occurs on the site, the Applicant will not be held to completing this measure.

Public Infrastructure and Community Safety Standards

a. Consistency with Related Master Plans

The only area currently needing clarification in regard to consistency with City standards as they relate to public infrastructure is an extension of the public portion of the access road that is being supported by EDA funding. The applicant has indicated that this section will be public roadway with the applicant providing maintenance – the pertinent road segment, ownership status, and maintenance agreements should be indicated on the final plan set.

b. Public Safety and Fire Prevention

The proposal has been reviewed for public safety and fire prevention, and has been found to allow for emergency response vehicles to move around all areas of the site. It provides for new and existing fire hydrants. A Fire Safety Compliance Plan (Plan 69) and Attachment E, a review of fire protection provisions for the site, have been submitted towards meeting the public safety requirements for the site.

c. Availability and Capacity of Public Utilities

The applicant has provided letters indicating the capacity to serve for water, sewer, gas, and power. All utility work has been reviewed with conformance with the city's Technical Manual, including all stormwater management standards. Trash will be stored in dumpsters, eventually to be served by a contracted waste management company.

Site Design Standards

1. Massing, Ventilation, and Wind Impact

These standards are concerned primarily with bulk, location, or height of buildings incurring health, safety, unsafe wind conditions, and direct impact of buildings on abutters. As the proposed buildings do not have direct abutters, these standards are not applicable to this site.

2. Shadows

As in the massing standards in 1, above, these standards are concerned with impacts on direct abutters, and are not applicable.

3. Snow and Ice Loading

This standard is concerned with snow and ice loading as it impacts neighboring properties and public ways, and is not applicable.

4. View Corridors

This standard is in regard to impacts on public view corridors, and is not applicable.

5. Historic Resources

The property is not in an historic district, and contains no designated landmarks. It has, however, received state review regarding the historic integrity of the brick existing buildings, and correspondence regarding this is included in Attachment G.

There are no known archeological resources on site.

6. Exterior Lighting

Lighting and photometric information has been submitted in Plans 37 and 76.

7. Noise and Vibration

The proposal does not anticipate exceeding current noise levels for the permanent uses on the site, or overall permitted noise levels.

8. Signage and Wayfinding

Signage and wayfinding is proposed to be submitted under a separate application, and is not included in this submission.

9. Zoning-Related Design Standards

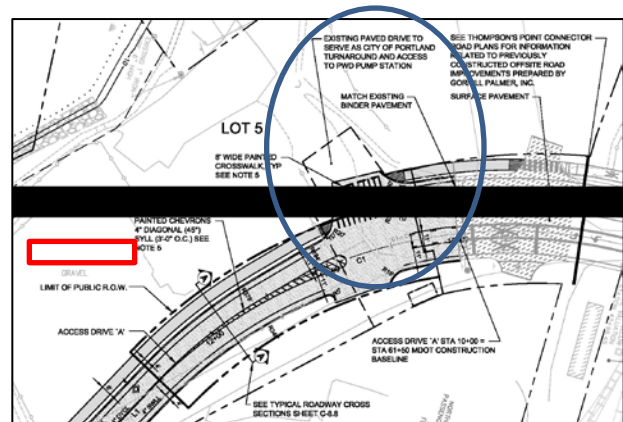
Zoning-related design standards encourage dense, mixed-use development, and attractive pedestrian environments. The Design Manual standards for the B-5 zone encourages shared circulation, parking and transportation infrastructure wherever possible, and several standards for building orientation towards public streets, not applicable to this site.

XIII. EDA ROAD EXTENSION

A portion of the roadway system, approximately 400 feet, will be funded by an EDA grant. The previous subdivision review for this site included 150 linear feet of roadway on the Thompson's Point side of the new railroad crossing. Recently the EDA-funded portion of the roadway was extended another 250 feet. The terms of the EDA contract require that such rights of way be publicly owned. The revised submission materials show the limits of this extension in Plan 83 and Plan 87. DPW, through discussions with the applicant, have concurred the proposed road design specifications are acceptable. An itemized list of how these specifications diverge from the City's Technical Manual has been included as Attachment Q. The road layout, sidewalk design, site circulation, and stormwater management specifications are unchanged. The City and the applicant have agreed there will be ongoing general maintenance expectations for the applicant, including snow plowing, sanding, salting, and street sweeping.

Variations from the Technical Manual are bundled into one general waiver. An explanation of each item follows. All section references are to the City of Portland Technical Manual.

- 1.3. Requirement for turnaround on dead-end streets. This is in reference to the City street terminating without a turnaround at the end – the street itself continues, and does not physically dead-end. Since the applicant will be assuming general maintenance responsibilities beyond where the existing City turnaround currently sits on the plan, it is not being requested for this to be moved to the end of the area delineated as the Limit of Public ROW (see Figure 12).
- 1.7.2.1. This is a requirement for a perpendicular driveway connection to street. Tom Errico, consulting traffic engineer, reviewed this with the following comment: *The applicant is requesting a waiver as it relates to the angle of the Parking Garage Entrance. Given the direction of most traffic movements, the proposed design would be expected to operate adequately and therefore I support a waiver.*
- 1.7.2.9. A requirement for vehicular circulation to be contained off-site and not use the adjacent street system. The designation of a portion of the development's road as a public right of way results in some of the anticipated deliveries using a public rather than a private street, triggering this standard. Mr. Errico's comments: *The applicant is requesting a waiver for use of the public street for delivery truck maneuvers. Given that few large truck deliveries are anticipated for the proposed office building, I support a waiver.*
- 1.10.8. A requirement for a minimum aggregate base course thickness of 3 inches for collector roads. The application meets MaineDOT material standards which do not meet City standards, but exceed City's materials standard.



12, Turnaround, ROW limits

- Figure I-2. A requirement for continuous sidewalks on both sides of the collector road. There is a sidewalk planned for full length of the western side of the road, and a facing sidewalk that begins partway in to the first lot on the eastern side (suburban propane/Lots 14 & 15/location of Building F1/H on the overall site plan). The Level III site plan does not include the eastern sidewalk. Mr. Errico's comments: *The current Level III Site Plan for the Brick North/South phase does not include a sidewalk on the east side of Thompson's Point Road Extension. I support a waiver for building this sidewalk under this phase with the condition that the applicant will be responsible for construction of a sidewalk (and any necessary improvements to the Thompson's Point Road Extension) during the construction of Building H/F1, as depicted on the overall site plan.*
- Figure I-2. A requirement for a minimum roadway width of 40 feet for collector roads. The road design shows a range of 30-39 feet. Mr. Errico notes in his comments that he is comfortable with the proposed roadway cross-section.
- Figure I-2. Requirement for a minimum esplanade width of 5 feet for collector roads. Plan depicts a 4 foot esplanade.

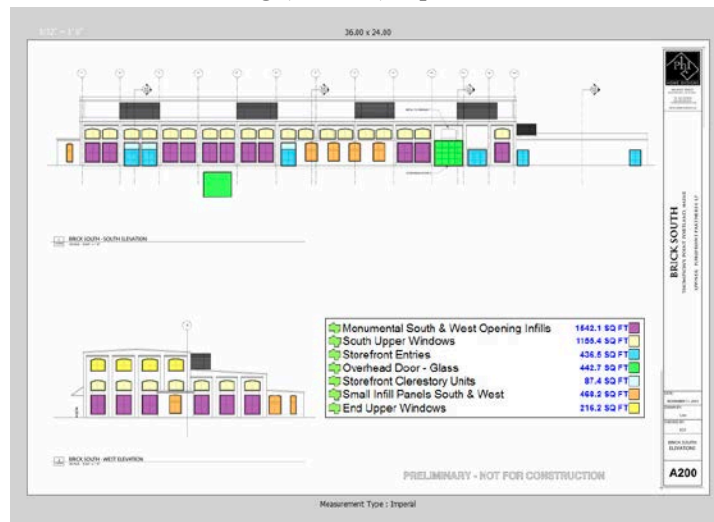
XIV. SUPPLEMENTAL MATERIALS

On January 6th supplemental materials were submitted that included the following changes: the Level III site plan has been revised to include an 8'x20' Concrete Pad for the storage of CO2 tanks and chiller equipment on the North Side of Brick North to serve the brewery tenant in the Brick North building (Plan 87); updated Brick South Building elevations showing window openings with faux glass infill intended to replicate glass windows but eliminate the need for most event users having to cover the windows with large shades (Plan 88 & 89). There are no transparency standards in the B-5 zone that would prohibit this change. The concrete pad is a minor change, but one that will require Inspections review, and any associated life safety review before construction.

XV. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the planning board approve the proposed

subdivision and site plan for The Forefront at Thompson's Point.



13, Brick South Elevation, Plan 88

XVI. 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 January 12, 2016 for applications 2015-133 and 2015-159 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 Department of Public Works and City Engineer review (*Attachments 5 & 6*), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standards (*Sections 1.3; 1.7.2.1; 1.7.2.9; 1.10.8; I-2*), that substantial justice and the public interest are secured with the variation from these standards, and that the variation is consistent with the intent of the

ordinance. The planning board **waives/does not waive** the Technical Manual standards (*Sections 1.3; 1.7.2.1; 1.7.2.9; 1.10.8; I-2*), applicable to the extension of the public ROW.

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 January 12, 2016 for application 2015-133 relevant to the subdivision regulations; and the testimony presented at the planning board hearing, the planning board finds that the plan **is/is not** in conformance with the subdivision standards of the land use code, subject to the following condition of approval, which must be met prior to the signing of the plat:

1. The applicant shall finalize the subdivision plat for review and approval by Corporation Counsel, the Department of Public Services, and the Planning Authority. The subdivision plats shall note all conditions of public access, all relevant easements including any for city vehicle for access and turning, language regarding rights of lot ingress/egress/regress, and any applicable road maintenance limits and agreements;
2. Prior to the issuance of certificates of occupancy, the applicant shall provide a revised Declaration of Easements, Covenants and Restrictions document for review and approval by Corporation Counsel;
3. Street Lighting: The proposed street lights on the 1st segment of the public portion of the Sewell Street extension are to be privately owned, metered and maintained by the Forefront at Thompson's Point. The City shall grant a license for such a purpose at the time of street acceptance.

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 January 12, 2016 for application 2015-159 relevant to the site plan regulations; and the testimony presented at the planning board hearing, the planning board finds that the plan **is/is not** in conformance with the site plan standards of the land use code, subject to the following conditions of approval that must be met prior to the issuance of a building permit, unless otherwise stated:

1. Future phases of work in the vicinity of the outfall associated with "Stormwater Management Zone F" (as depicted on sheet C-4.1 of the Subdivision Application) shall incorporate water quality treatment measures that provide adequate treatment capacity for runoff from the untreated parking lot south of the Brick North Building in accordance with the General Standards. If no future work occurs on the site, the Applicant will not be held to completing this measure;
2. The applicant shall provide a full construction management plan for review and approval by the Public Works Department.
4. Sidewalks and Road Improvements: At the time a Site Plan application is submitted for Buildings F1/H (or alternate Level III proposal for Lots 14 & 15 as depicted on Sheet C-2.0, *Subdivision Plan*), the portion of roadway included in Sheet C-3.0, *Site Layout Plan*, including the easterly sidewalk and all remaining road improvements, shall include provisions for conformity with the road design depicted on Sheet C-3.0, *Overall Site Plan*.

5. Final landscape plan shall incorporate 2" caliper trees in 4 foot-wide esplanade.
6. The 8'x20' Concrete Pad for the storage of CO2 tanks and chiller equipment on the North Side of Brick North, as shown on Sheet C-3.0, Site Layout Plan, will be subject to review by the Inspections Division, and any associated life safety reviews, before construction.

XVII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Civil Engineer review (10/5/2015)
2. Traffic Engineer reviews (10/8/2015 & 11/19/2015)
3. City Arborist review (10/8/2015)
4. Corporation Counsel (11/19/2015)

APPLICANT'S SUBMITTALS

Subdivision Application:

- A. Supporting Narrative (August 13, 2015)
- B. AutoTurn
- C. Traffic Study Information
- D. SWM Report
- E. Life Safety Plan
- F. Photometric
- G. Permits
- H. Utility Capacity
- I. Conformity to Applicable Design Standards
- J. Title Right
- K. Financial Capacity
- L. Declaration
- M. Cover Letter
- N. Narrative (November 10, 2015)
- O. Neighborhood Meeting Materials

PLANS

- Plan 1. Cover Sheet
- Plan 2. General Notes and Legend
- Plan 3. Subdivision Plan (revised)
- Plan 4. Subdivision Sectional 1 (revised)
- Plan 5. Subdivision Sectional 2 (revised)
- Plan 6. Subdivision Sectional 3 (revised)
- Plan 7. Subdivision Sectional 4 (revised)
- Plan 8. Land Title Survey 1
- Plan 9. Land Title Survey 2
- Plan 10. Land Title Survey 3
- Plan 11. Land Title Survey 4
- Plan 12. Existing Conditions Plan
- Plan 13. Environmental Remediation 1
- Plan 14. Environmental Remediation 2
- Plan 15. Overall Site Plan
- Plan 16. Site Plan East
- Plan 17. Site Plan West

- Plan 18. Overall Grading and Drainage
- Plan 19. Overall Stormwater Management
- Plan 20. Water Quality Design Summary
- Plan 21. Overall Erosion and Sedimentation Control
- Plan 22. Overall Utility Plan
- Plan 23. Utility Plan East
- Plan 24. Utility Plan West
- Plan 25. Pavement Sections and Sidewalk Detail
- Plan 26. Curbing and Sidewalk Details
- Plan 27. Parking and Traffic Control Details
- Plan 28. Stormwater Details
- Plan 29. Stormwater and Sanitary Sewer Details
- Plan 30. Erosion and Sedimentation Control Details 1
- Plan 31. Erosion and Sedimentation Control Details 2
- Plan 32. Water and Gas Service Details
- Plan 33. Typical Roadway Cross Sections 1
- Plan 34. Typical Roadway Cross Sections 2
- Plan 35. Access Drive Profile
- Plan 36. Sanitary Sewer Profiles
- Plan 37. Photometrics Plan
- Plan 38. Electrical Master Plan 1
- Plan 39. Electrical Master Plan 2
- Plan 40. Electrical Master Plan 3
- Plan 41. Electrical Master Plan Details
- Plan 42. Landscape East
- Plan 43. Landscape West
- Plan 44. Conceptual Utility 1
- Plan 45. Conceptual Utility 2
- Plan 46. Conceptual Utility 3
- Plan 47. Easements and Encumbrances

Site Plan Application:

P. Cover Letter and Application Narrative (August 13, 2015)

PLANS

- Plan 48. Brick South Floor Plan
- Plan 49. Brick South Elevations 1
- Plan 50. Brick South Elevations 2
- Plan 51. Cover Sheet
- Plan 52. Subdivision Plat Sectional Recording 1
- Plan 53. General Notes and Legend
- Plan 54. Existing Conditions Plan
- Plan 55. Demolition and Removals Plan
- Plan 56. Site Layout Plan
- Plan 57. Utility Plan (revised)
- Plan 58. Grading Plan
- Plan 59. Stormwater Management Plan
- Plan 60. Erosion Control & Construction Management Plan (revised)
- Plan 61. Stormwater Details 1
- Plan 62. Stormwater Details 2
- Plan 63. Stormwater Details 3

- Plan 64. Pavement Sections and Sidewalk Details
- Plan 65. Curbing and Sidewalk Details
- Plan 66. Parking and Traffic Control Details
- Plan 67. Stormwater Details
- Plan 68. Stormwater and Sanitary Sewer Details
- Plan 69. Erosion and Sediment Control Details 1
- Plan 70. Erosion and Sediment Control Details 2
- Plan 71. Water and Gas Service Details
- Plan 72. Typical Roadway Cross Sections
- Plan 73. Fire Safety Compliance Plan
- Plan 74. Sanitary Sewer Profiles
- Plan 75. Water Profiles
- Plan 76. Storm Drain Profiles Zone D
- Plan 77. Storm Drain Profiles Zone D and F
- Plan 78. Site Sections
- Plan 79. Access Drive Profiles
- Plan 80. Photometric Lighting Plan
- Plan 81. Site Lighting Plan
- Plan 82. Landscape Plan

Supplemental Materials for January Public Hearing:

Review Comments

- 5. DPW Review (Jan 8)
- 6. Traffic Engineer Review (Jan 7)
- 7. Arborist Review (Jan 6)

Documents

- Q. December 23, 2015 Cover letter Re: Road Technical Specifications
- R. January 6, 2016 Cover letter Re: Minor Revisions

Plans

- Plan 83. Overall Site Plan
- Plan 84. Site Plan East
- Plan 85. Typical Roadway Cross Sections I
- Plan 86. Typical Roadway Cross Sections II
- Plan 87. Site Layout Plan Level III
- Plan 88. Brick South Elevations I
- Plan 89. Brick South Elevations II



MEMORANDUM

TO: Christine Grimando, Senior Planner
FROM: David Senus, P.E.
DATE: October 5, 2015
RE: The Forefront at Thompson's Point Subdivision Application & Brick South (Building C) Level III Site Plan Application

Woodard & Curran has reviewed the Amended Subdivision Application and Level III Site Plan Application for Brick South (Building C) for the *Forefront at Thompson's Point* located at Thompson's Point, a peninsula of land that extends into the tidal Fore River west of I-295 and south of Congress Street in Portland, Maine.

Documents Reviewed by Woodard & Curran

- Amended Subdivision Application and attachments dated August 13, 2015, prepared by FST Engineers, on behalf of Forefront Partners I. LP.
- Brick South (Building C) Level III Site Plan Application and attachments dated September 2, 2015, prepared by FST Engineers, on behalf of Forefront Partners I. LP.

Comments

1. The Applicant has presented revisions to the previously approved stormwater management plan to include technologies now considered acceptable by MaineDEP as of January 2015, specifically Filterra units without an isolator row and Jellyfish Filter Units. The approach presented by the Applicant provides an acceptable means of meeting the General Standards as outlined in MaineDEP Chapter 500 and by the City of Portland Technical Manual Section 5 for both the Subdivision Application and the Brick South Level III Site Plan Application.
2. Consistent with the previous approval for the Brick North Level III Site Plan Application, Woodard & Curran recommends including a condition of approval for the Brick South Level III Site Plan Application requiring that future phases of work in the vicinity of the outfall associated with "Stormwater Management Zone F" (as depicted on sheet C-4.1 of the Subdivision Application) incorporate water quality treatment measures that provide adequate treatment capacity for runoff from the untreated parking lot south of the Brick North Building in accordance with the General Standards. This condition does not need to be contingent upon future phases of work occurring on the site; if no future work occurs on the site, the Applicant will not be held to completing this measure.

From: Tom Errico <thomas.errico@tylin.com>
To: Christine Grimando <CDG@portlandmaine.gov>
CC: Katherine Earley <KAS@portlandmaine.gov>, David Margolis-Pineo <DMP@portlandmaine.gov>, Michael Farmer <Mfarmer@portlandmaine.gov>, "JeffTarling" <JST@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>
Date: 10/8/2015 10:55 AM
Subject: Thompson's Point - Preliminary Comments

Christine – The following presents my preliminary traffic comments for the project.

· In general I find the overall Subdivision Plan layout to be acceptable with specific site issues addressed during the site plan review process. The applicant should be specific about what triggers the full construction of the circulatory roadway or how it is being phased. Additionally, it is unclear where the public right-of-way terminates for the phasing of the circulation road given that EDA funding is extending the public roadway system.

· I have reviewed the updated traffic generation estimate conducted by the applicant and request that the applicant provide back-up information for the noted AM and PM peak hour trip estimate. Additionally, the applicant should provide supporting documentation for each specific use. An example is the Brewery where 8 entering and exiting vehicles were assumed in a peak hour, when occupancy of a tasting room may be indicative of greater trip activity during the PM peak hour. The applicant does note that the project is anticipated to exceed the trip threshold established by the current Traffic Movement Permit (TMP) during the AM peak hour while the PM peak hour is projected to be under the threshold. In an attempt to understanding specific project phasing traffic impacts, the applicant should also provide the trip estimate for the Level III Site Plan application.

· According to the parking analysis conducted by Gorrill- Palmer, a parking demand of 1790 parking spaces is estimated. The applicant should provide specific detail on parking demand/supply allocation for the entire Master Plan and for the Level III Site Plan application plan.

· The applicant has provided the TDM Plan that was developed in 2011 and approved as part of the original approval. In concept I find the TDM Plan to be acceptable but want to emphasize the importance of the measures included in the Plan and how the traffic study and parking analyses assume some level of TDM success. Accordingly, the applicant should provide an update of the TDM Plan for the Level III Site Plan application to reflect the proposed implementation schedule (including what specific strategies are being implemented, implementation dates, and specific monitoring activities).

· The applicant has provided a general approach to managing event traffic volumes as part of the Master Plan. I would note that a detailed traffic management plan was developed in conjunction with the original application and that plan should continue to be used (if the applicant suggests deviating from the Plan, those details should be provided). I would note that the Traffic Management Plan is a live plan and will be reviewed and adjusted over time as conditions in the area are monitored.

· I find the Level III Site plan to be acceptable, although further review is required. I would note that the applicant should provide details on construction activities and how current parking and traffic will be managed.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International
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Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: Tom Errico <thomas.errico@tylin.com>
To: Christine Grimando <CDG@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>
Date: 11/19/2015 8:57 AM
Subject: Thompson's Point - Final Traffic Comments

Christine – The following presents my final traffic comments for the project as a status update of my November comments.

· In general I find the overall Subdivision Plan layout to be acceptable with specific site issues addressed during the site plan review process. The applicant should be specific about what triggers the full construction of the circulatory roadway or how it is being phased. Additionally, it is unclear where the public right-of-way terminates for the phasing of the circulation road given that EDA funding is extending the public roadway system.

Status: The applicant has provided information responding to this comment and DPW has been coordinating directly with the applicant on the roadway design and maintenance elements. I have no further comment.

· I have reviewed the updated traffic generation estimate conducted by the applicant and request that the applicant provide back-up information for the noted AM and PM peak hour trip estimate. Additionally, the applicant should provide supporting documentation for each specific use. An example is the Brewery where 8 entering and exiting vehicles were assumed in a peak hour, when occupancy of a tasting room may be indicative of greater trip activity during the PM peak hour. The applicant does note that the project is anticipated to exceed the trip threshold established by the current Traffic Movement Permit (TMP) during the AM peak hour while the PM peak hour is projected to be under the threshold. In an attempt to understanding specific project phasing traffic impacts, the applicant should also provide the trip estimate for the Level III Site Plan application.

Status: Given that the full-build out of the project has been permitted under the TMP, I concur that the current application is well below the trip threshold established by the TMP. I would note that I do not endorse the trip generation methods contained in the application (e.g. Brewery Trip activity) and will require future site plan review phases to quantify actual trip activity for buildings already occupied (to ensure the trip threshold is not exceeded).

· According to the parking analysis conducted by Gorrill - Palmer, a parking demand of 1790 parking spaces is estimated. The applicant should provide specific detail on parking demand/supply allocation for the entire Master Plan and for the Level III Site Plan application plan.

Status: From an overall parking generation perspective, I find the applicant estimate to be reasonable with the understanding that updated analyses will be needed as future project phases are implemented. The applicant has not provided information as it relates to the parking demand/supply adequacy for the Level III Site Plan application. My general sense is that sufficient parking will be provided for typical day-to-day activity at the Level III buildings following occupancy. The applicant should provide documentation that a sufficient parking supply will be provided.

· The applicant has provided the TDM Plan that was developed in 2011 and approved as part of the original approval. In concept I find the TDM Plan to be acceptable but want to emphasize the importance of the measures included in the Plan and how the traffic study and parking analyses assume some level of TDM success. Accordingly, the applicant should provide an update of the TDM Plan for the Level III Site Plan application to reflect the proposed implementation schedule (including what specific strategies are being implemented, implementation dates, and specific monitoring activities).

Status: The applicant should identify if there are any TDM strategies that can be implemented as part of the Level III Site Plan buildings in conjunction with a typical non-event day.

· The applicant has provided a general approach to managing event traffic volumes as part of the Master Plan. I would note that a detailed traffic management plan was developed in conjunction with the original application and that plan should continue to be used (if the applicant suggests deviating from the Plan, those details should be provided). I would note that the Traffic Management Plan is a live plan and will be reviewed and adjusted over time as conditions in the area are monitored.

Status: I have no further comment.

· I find the Level III Site plan to be acceptable, although further review is required. I would note that the applicant should provide details on construction activities and how current parking and traffic will be managed.

Status: I have reviewed the construction management plan and site plans and find them to be acceptable. I would note that specific traffic control plans will be required for the project and that information will be reviewed in conjunction with the pre-construction meeting. Given that the site only impacts Thompson's Point traffic and pedestrians activity (not the general public), I'm confident safe conditions can be detailed.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International
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Twitter | Facebook | LinkedIn | YouTube

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From: Jeff Tarling
To: Christine Grimando
Date: 10/8/2015 7:45 AM
Subject: Re: landscape

Hi Christine -

I have reviewed the proposed landscape plans and find them acceptable as shown. To date we have refined the landscape goals and plans a number of times to a point where the current plan meets the objective of a site on the Fore River.

Thanks

Jeff

>>> Christine Grimando 10/7/2015 10:05 PM >>>
Jeff,

Landscape plans for current Thompson's Point applications, attached. Please let me know if you have comments as soon as you can.

Thanks.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608

From: Jennifer Thompson
To: Christine Grimando
Date: 11/19/2015 12:34 PM
Subject: Re: Thompson's Point

Hi Christine - conceptually, I think this certainly tries to accomplish what you're looking for. But, whether intentionally or unintentionally, I think some of the language has the potential to undermine the objective. Here is a suggested change. Let me know what you think.

7.2. Ingress, Egress and Regress. Each Lot Owner, and the clients, customers, guests, employees, tenants, subtenants, invitees, agents, contractors and licensees of Lot Owners shall have an easement, subject to any rules and regulations established by the Board of Directors, in common with all other Lot Owners to use the entrances, exits, corridors and other Common Area roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets. The Board of Directors shall not and cannot establish any rules and regulations depriving any Lot Owner of reasonable ingress, egress and regress to and from its Lot, the Property and Common Areas and the adjoining public streets. Notwithstanding the foregoing The Lot Owners' use of the entrances, exits, corridors and roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets, and to parking spaces and areas located on the Property shall be subject to the Event Management Plan generally described in Schedule D attached hereto and the Transportation Demand Management Program generally described in Schedule E attached hereto, which Event Management Plan and Transportation Demand Management Program shall be incorporated into the Rules and Regulations as adopted by, and amended from time to time, by the Board of Directors. Notwithstanding the foregoing, the Board of Directors shall not and cannot establish any rules and regulations depriving any Lot Owner of reasonable ingress, egress and regress to and from its Lot, the Property and Common Areas and the adjoining public streets.

>>> Christine Grimando 11/18/2015 2:36 PM >>>
Hi Jen,

Following up on the issue I raised at this morning's development review meeting, I've attached some files. One is a sectional recording to illustrate the issue of some lots not fronting on the access road. Under zoning they don't have required frontage, but I do want to make sure there is a guarantee of ingress/egress for all lots explicit in the approval. The submitted Declaration of Easements, Covenants and Restrictions makes provisions for this (specifically 4.3.2 and 7.2). Jean Fraser mentioned that the most recent instances of a similar issue arising was for 605 Stevens Ave., this past August, if that helps.

There's an overall subdivision plan, and four sectional recordings, which Corporation Counsel will need to review - I've not sent these to you since the plans are still in flux, but if you want to see all of these in anticipation of the final approval, or if they help answer this particular question about access for all lots, I can send all the relevant plan sheets as attachments. The application is in e-plan under PEZ.2015-133.

I'm glad to discuss these in person, but thought I'd get you these documents first. I'm stepping out for lunch but should be back within a half hour.

Thank you.

Christine

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ATTACHMENT A

Subdivision Plan Submission Supporting Narrative

ATTACHMENT A

SUBDIVISION PLAN SUBMISSION SUPPORTING NARRATIVE

In accordance with Section 14-527 (f) and (g) and the General Written Submission Checklist, we offer the following narrative describing the information supporting the current Subdivision Plan submission.

Section 14-527 (f)

1. Existing structures are shown on Sheet C-2.9 – Overall Existing Conditions Plan and all proposed buildings are shown on Sheets C-3.1 and C-3.2 – Site Layout Plans.
2. Existing abutting structures are shown on Sheet C-2.9 – Overall Existing Conditions Plan.
3. The offsite improvements project construction is nearly complete. The offsite improvements project was constructed to support the full volume of traffic approved as part of the site MaineDOT Traffic Movement Permit. As a stakeholder, the City has a copy of these plans on file.
4. The proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines are shown on Sheets C-3.1 and C-3.2 – Site Layout Plans. The Site Layout Plans depict material types and refer to details with specific sectional buildup of material thicknesses.
5. Cross sectional drawings of the access roadway are provided on Sheets C-7.8 and C-7.9.
6. Loading areas are shown on the Site Layout Plans – C-3.1 and C-3.2. Figures 1 thru 6 are enclosed in Attachment B and show turning movements for service and loading areas using AutoTURN® turning template computer software.
7. The existing site does not have established public transit infrastructure; however, the proposed Subdivision Plan anticipates a future public Metro Bus stop, taxi stand, skywalk bridge to Amtrak train platform, and pedestrian trail link.
8. The location of bicycle parking spaces for the Phase 1A Brick North Site Plan is shown on the Level III site plans dated 2014.09.10. As the applicant submits subsequent Level III Site Plans, additional bicycle parking stalls will be added in accordance with the city's technical standards.
9. Snow storage management will employ three strategies:
 - On-site snow storage around the perimeter of the site.
 - Snow removal and offsite storage.
 - Mechanical snow removal (i.e. melting bins).
 - The City of Portland has been designated a turnaround area easement for the purpose of snow removal on Thompson's Point Connector Road
10. A Traffic Control Plan was approved as part of the original Site Plan submission in 2012 and subsequently updated for the amendment in 2013. The approved Traffic Control Plan is still applicable and enclosed in Attachment C.
11. Landscaping buffers and preservation measures are shown on the enclosed Landscaping Plans L-1.0 and L-1.1. The proposed Landscaping measures meet the City of Portland Technical Standards for streets and the buffering requirements of the MaineDEP Natural Resources Protection Act Permit. It

is noted that subsequent site plans will include the required landscaping for internal parking lots once a more detailed site plan can be produced.

12. Watercourse alterations are not proposed for this project.
13. Wetland boundaries are shown on the enclosed ALTA/ACSM Land Title Survey plans prepared by Sebago Technics Land Surveyors.
14. The site is largely a historical development property that contains limited natural features other than those conditions related to the Fore River mud flats and tidal area. These low-lying areas at the perimeter of the site do contain river related wetland and floodplain. No part of the proposed development areas will be within these wetlands or floodplain, except for several drainage discharges that will outfall into the river, as is currently occurring today.
15. Existing soil conditions are included with a Geotechnical Technical Data Report which is on file with the City and available upon request. All test pit and boring locations are shown on the enclosed Sheet C-2.9 – Overall Existing Conditions Plan.
16. Landscaping buffers and preservation measures are shown on the enclosed Landscaping Plans L-1.0 and L-1.1. The proposed Landscaping measures meet the city of Portland Technical standards for streets and the buffering requirements of the MaineDEP Natural Resources Protection Act permit. It is noted that subsequent site plans will include the required landscaping for internal parking lots once a more detailed site plan can be produced.
17. A Stormwater Management Supplemental Report is included in Attachment D. The enclosed Sheet C-4.0 – Overall Grading and Drainage Plan and C-4.1 – Overall Stormwater Management Plan show the site's compliance with Section 5 of the Technical Manual.
18. The Grading Plan is enclosed as Sheet C-4.0.
19. The Stormwater Management Plan contemplates structural separation between groundwater and stormwater runoff through the use of an impermeable liner. The project is serviced by a public wastewater system. The project will not pose a risk of groundwater contamination.
20. The existing sanitary sewer system is shown on the Existing Conditions Plan – C-2.9 and the proposed sanitary sewer system is shown on Sheets C-6.0, C-6.1 and C-6.2.
21. Sheet C-6.0- Overall Utility Plan shows all existing hydrants which will remain in service and proposed hydrants. A Life Safety Plan prepared by Mark Cummings, Fire Risk Management is enclosed in Attachment E.
22. All proposed utilities are shown on Sheets C-6.0, C-6.1 and C-6.
23. The site has on-site public infrastructure which is shown on Sheet C-2.9 – Existing Conditions Plan.
24. Solid waste receptacles are shown on the site layout plans.
25. The Overall Site Plan Sheet C-3.0 shows the location, ground floor area, and use of all proposed buildings. Building floor plans and elevations are not available at this time. Detailed building information will be provided with subsequent Level III Site Plan Applications.
26. A shadow analysis is not applicable for this application.

27. The development is not located in a historic district, historic landscape district or City designated landmark; however, the project is seeking Federal Grant money and consequently a Section 106 review was prepared and accepted by the Maine Historic Preservation Office.

The originally approved site plan received approval to demolish all existing structures on the site. Since that time, the applicant has decided to keep and renovate the two existing brick buildings, and the Depot Structure.

28. The location and dimensions of all proposed HVAC equipment is not available at this time. This information will be submitted under subsequent site plan applications.
29. Exterior lighting for all common areas are shown on the enclosed Landscaping plans. Additionally, exterior lighting information, including specification sheets, photometric light levels, etc. is enclosed in Attachment F.
30. Standard street signs location and sizes are shown on the enclosed Site Plans. Internal directional, wayfinding, and building signage will be submitted under subsequent Site Plan Applications.
31. Existing and proposed easements, land ownership, and public rights of way are shown on the enclosed Subdivision Plans C-2.0 thru C-2.4 and Site Easements and Encumbrance Plan C-2.5.

Section 14-527 (g)

1. A detailed Construction Management Plan (CMP) will be submitted under subsequent Level III Site Plan Applications. The mixed-use development construction will be phased and may include multiple activities occurring concurrently. In general, the CMP will be prepared and supplied by the general contractor prior to the start of each phase of construction. The CMP will include how the contractor will communicate with the City of Portland, the owner, and abutting land owners including temporary access and utility interruptions which may affect daily their daily operations. The CMP will include Key issues such as:
- i. Public safety
 - ii. Communication with abutters
 - iii. Traffic management
 - iv. Parking for work force
 - v. Coordination of material deliveries
 - vi. Laydown and material storage areas including job trailers
 - vii. Crane pads and erection sequences
 - viii. Utility location including managing temporary utilities during construction
 - ix. Waste management
 - x. Office trailer areas
 - xi. Designated areas for stockpile materials
 - xii. Snow removal and potential for onsite storage

The CMP will change and evolve throughout the project as sequencing of phases becomes available and contractors are brought onboard to complete various phases of work.

2. A Traffic Study was prepared for the originally approved Site Plan Application and most recently amended as part of the approved Master Development Plan. Traffic Study information is enclosed in Attachment C.
3. The development is designed to maintain a 25' foot buffer from the annual mean high tide to all building structures. Grading and stormwater quality improvements are proposed inside of this setback. The project will avoid impacts to the wetland of special significance around the perimeter of

the site with the exception of a small permitted wetland alteration for a stabilized stormwater discharge (<500 SF of impact). The development will improve water quality of stormwater runoff entering the Fore River by meeting the City Stormwater standards described in chapter 32 of the technical manual. Portions of the site have been designated as Piping Plover Bird migration habitat by the Maine department of Inland Fish and Wildlife during the MaineDEP NRPA Permit review. The development subsequently received an individual NRPA Permit in 2012 and amended in 2014 for a change to the seasonal dock design. The development also received an Army corps of Engineers Wetland fill permit. The proposed Subdivision Plan complies with the standards and conditions of these permits. Copies of all State and Federal Permits are enclosed in Attachment G.

4. Narrative describing the proposed site hydrology is included in the Supplemental Stormwater Report enclosed in Attachment D.
5. Stormwater runoff calculations are provided in Attachment D as part of the Supplemental Stormwater Report.
6. The project was found to be consistent with the City Master Plans as part of the March 2014 Master Development Plan approval.
7. Applicable evidence of Utility Capacity to Serve documentation is included in Attachment H.
8. Estimated types and quantities of solid waste generation will be submitted under subsequent Level III Site Plan application as specific tenants are identified. In general, solid waste will be handled through a property management services company. Construction waste will be managed to meet LEED Silver level requirements including percentage volume of recycled materials.
9. A code summary referencing NFPA 1 and all fire department technical standards was prepared by Mark Cummings, Fire Risk Management services during the Master Development Plan Review. This review is still applicable to the current site plan and is enclosed in Attachment E for ease of reference.
10. An assessment of Conformity with Applicable Design Standards is enclosed in Attachment I.
11. Proposed HVAC equipment will be provided under submitted under subsequent Level III Site Plan Application as specific tenants are identified.

General Written Submissions Checklist

As acknowledged on the Subdivision Plan Submission's General Written Submissions Checklist, we note the following items not previously covered in this supporting narrative:

Item: Evidence of Right, Title and Interest

Copies of the Transfer Deed to Forefront Partners, I LP and agreements with Suburban Propane accompany this submission in Attachment J.

Item: Evidence of State and/or Federal Approvals; if applicable

The Applicant has previously provided copies of the State and Federal permits issued for the project including the Traffic Movement Permit, U.S. ACOE Permit, and MaineDEP NRPA Permit.

Item: Written Assessment of Proposed Project's Compliance with Applicable Zoning Requirements

A Written Summary is contained in Attachment I to this submission.

Item: Evidence of Financial and Technical Capacity

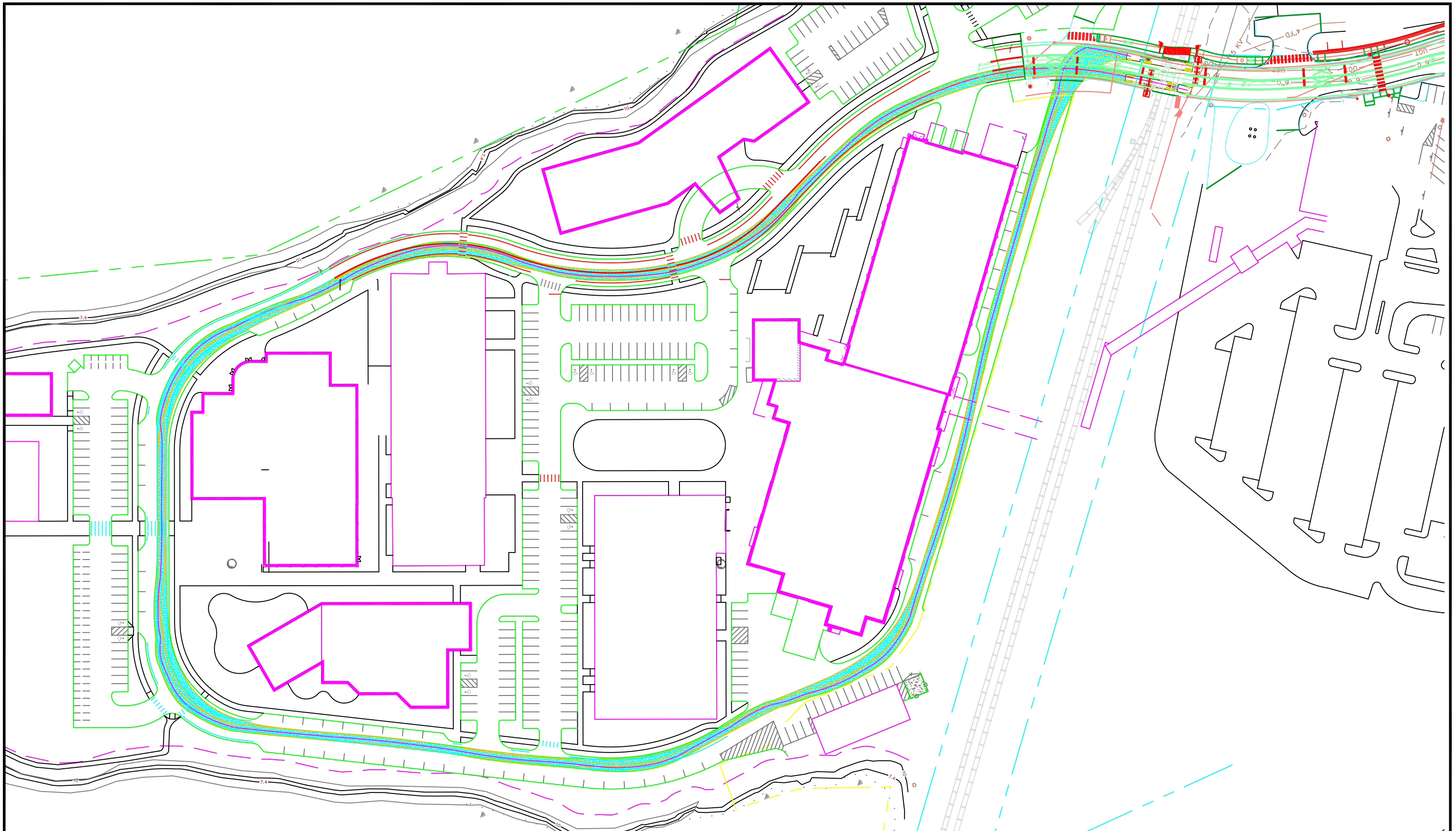
The Applicant has previously provided information pertaining to financial and technical capacity. A copy of the letter from TD Bank accompanies this submission in Attachment K.

Item: Summary of Proposed Easements, Covenants and Public Rights-of-Way

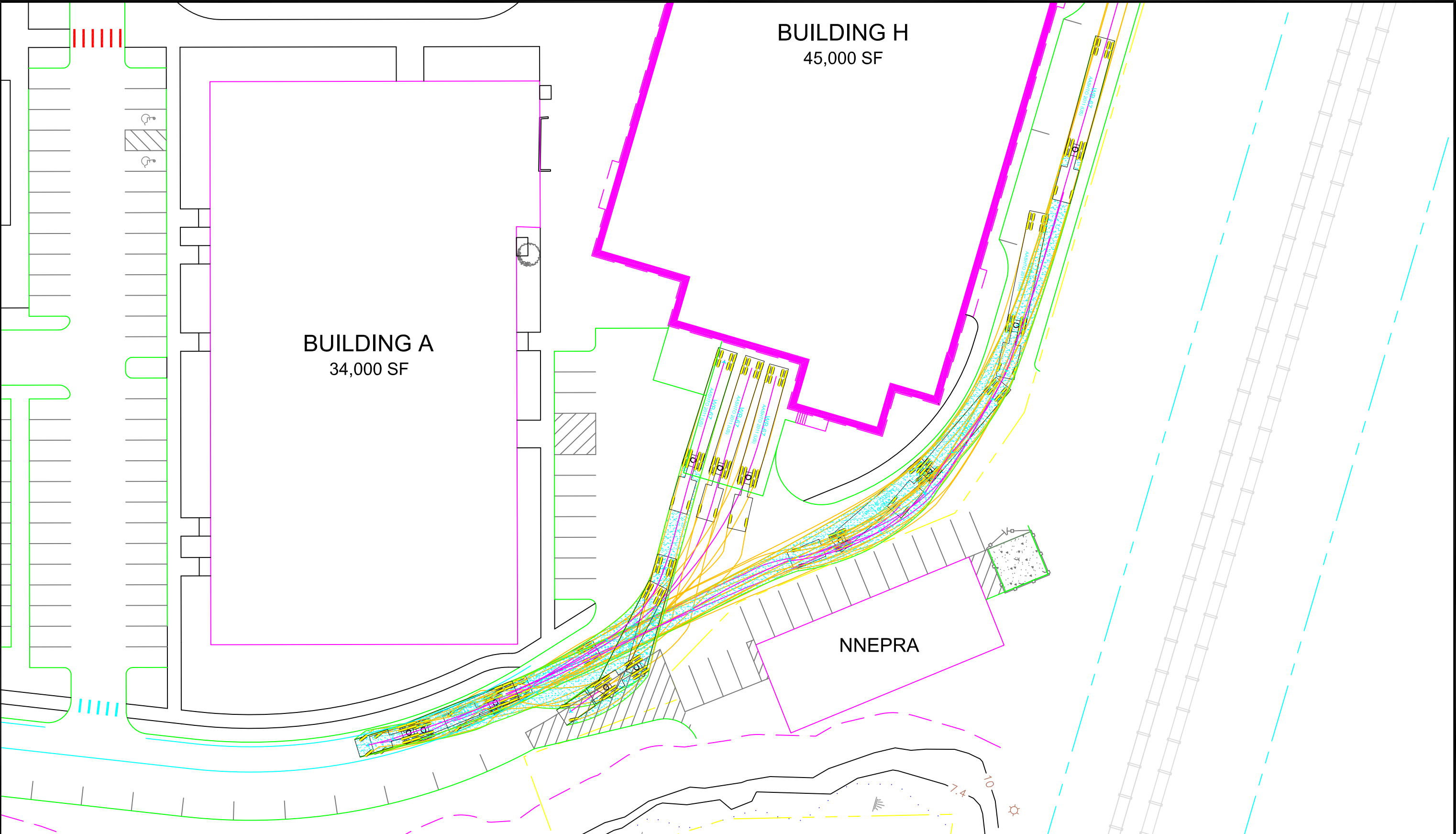
The Applicant has provided a copy of the Declaration of Easements, Covenants and Restrictions which is included in Attachment L.

ATTACHMENT B

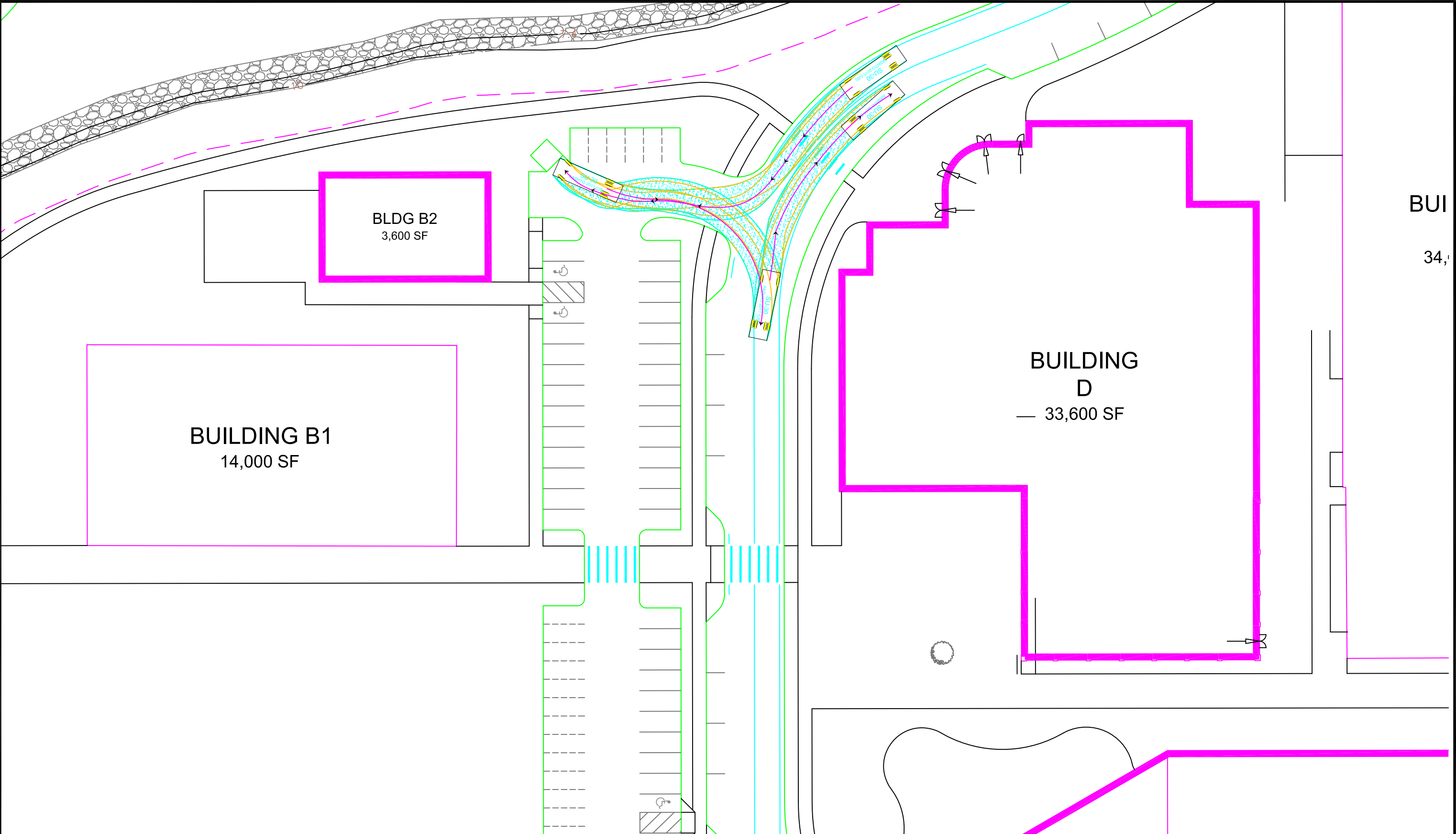
AutoTURN® Figures



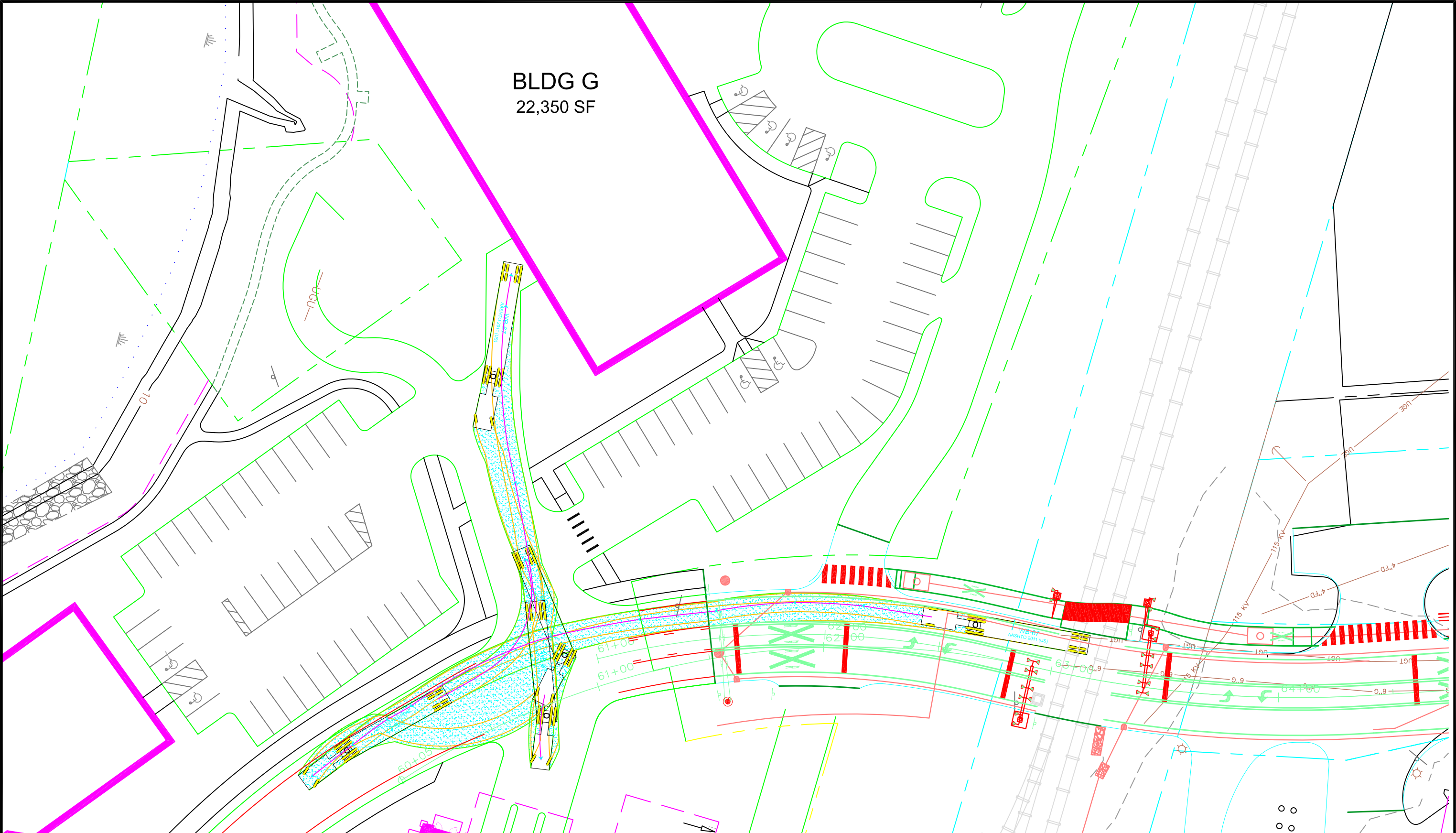
 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	WB-67 OVERALL ACCESS ROUTE AUTO TURN SIMULATION	FIGURE 1
	DESIGNED:	JRP	SCALE:	1"=100'			
	CHECKED:	BEK	JOB NO.	2982.05			
	FILE NAME:	2982.05-SUB AUTOTURN					



FST 100 YEARS FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	WB-67 BUILDING H LOADING DOCK AUTO TURN SIMULATION	FIGURE
	DESIGNED:	JRP	SCALE:	1"=100'			2
	CHECKED:	BEK	JOB NO.	2982.05			
	FILE NAME:	2982.05-SUB AUTOTURN					



 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	SU-30 BUILDING B AUTO TURN SIMULATION	FIGURE 3
	DESIGNED:	JRP	SCALE:	1"=40'			
	CHECKED:	BEK	JOB NO.	2982.05			
	FILE NAME:	2982.05-SUB AUTOTURN					



 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN:	JRP	DATE:	SEPTEMBER 2014	THE FOREFRONT AT THOMPSON'S POINT	WB-67 BUILDING G LOADING DOCK AUTOTURN SIMULATION	FIGURE
	DESIGNED:	JRP	SCALE:	1"=40'			4
	CHECKED:	BEK	JOB NO.	2982.05			
	FILE NAME:	2982.05-SUB AUTOTURN					

ATTACHMENT C

Traffic Study Information

The Forefront at Thompson's Point | Transportation Demand Management (TDM) Plan

September 13, 2011



Project Description

The Forefront at Thompson's Point is a unique project proposed for the City of Portland. It consists of a transit-oriented mixed-use development whose program elements range from Class A office space, a 125-room hotel, an event center that will be the new home of the Portland Red Claws NBA D-League team, a concert hall, a restaurant, a sports medicine facility, a parking garage, and various public amenities such as pedestrian/bike trails and access to the Fore River. The Forefront will pursue a minimum of LEED-Silver certification, and is intended to be a gateway development that will bring life to an under-utilized part of the City—a place as well as a project.

As part of its approvals for this project, the City of Portland will require the creation and issuance of a Transportation Demand Management (TDM) Plan; given the pivotal role that efficient public access to and from the Forefront will play in its commercial success, a thoughtful approach to TDM is crucial. What follows is a Transportation Demand Management Plan that addresses and the City's sustainability goals by outlining and committing to a series of measures that encourage and promote bicycling, walking, carpooling, and use of public transit.

Given both the scope of this mixed-use project, and the necessity of having buy-in from our prospective tenants, the proposal that follows contemplates a two-tiered approach to the TDM, consisting of:

- (a) **Macro TDM**: an overall approach to TDM for the Forefront, consisting of TDM goals, the proposed methodologies for undertaking them, including steps for implementation, approaches to staffing, modes of monitoring and assessing successes and areas for improvement, and proposed frameworks for more tenant-specific plans, and:
- (b) **Micro TDM(s)**: tenant-specific plans, the “DNA” of which is articulated in the Macro TDM but which are to be more fully elaborated in dialogue with the Forefront’s respective tenants (namely, office users, hotel operator, restaurant operator, sports medicine facility operators, event center operator, concert hall operator, parking garage operator), each of whom will have different constituencies with varying travel patterns and habits, and who will thus require different approaches which must nevertheless be well orchestrated. Although it is not practicable to outline these plans in substantive detail until more formal agreements with tenants are in place, it is important to stress that tenants are expected to be active participants in the overall TDM goals and measures elaborated here, and to take active roles in defining their own mechanisms for participating in these goals; this expectation will be outlined in lease arrangements with tenants.

In its utilization of this tiered approach (“macro” and “micro”), the proposed framework effectively functions as a project-wide Transportation Management Association, linking the various operating businesses in a set of shared strategies, and ultimately coordinated by the TDM Coordinator, of which more below.

The Forefront will be a major employer as well as a major draw for visitors, from Portland and beyond. Thus its approach to TDM represents a significant opportunity to reduce the number of Single Occupant Vehicles (SOVs).

Proximity to Transit

The Forefront is a unique project in the City of Portland, and for that matter, the state of Maine. Thompson’s Point lies adjacent to the Portland Transportation Center, which hosts the following transit services:

- ***Downeaster (AMTRAK)***: This intercity passenger rail service provides connections from Portland to Saco, Old Orchard Beach, and other southerly stops including Boston’s North Station. The service will connect northerly to Freeport and Brunswick, providing a direct link to the Maine Eastern Railroad, which provides seasonal service as far as Rockland in 2012. The service currently runs five round trips to and from North Station, with an additional trip anticipated following the opening of the extension to Brunswick.
- ***Concord Coach (Formerly Concord Trailways)***: This intercity bus service provides non-stop service to South Station in Boston, and northerly both to Augusta and Bangor, Maine, as well as the mid coast region. During the day, buses arrive and depart about once per hour. This service allows for connections to various intercity buses, Amtrak and MBTA commuter rail services at South Station, as well as direct connections to all terminals at Boston’s Logan International Airport. In addition, the Bangor bus allows for a connection to the Cyr Bus service, providing a once-daily connection to several destinations in Aroostook County.
- ***Metro Route #5, Maine Mall***: Portland METRO provides twice an hour service to the Portland Transportation Center with other major stops including the Maine Mall and

UNUM. It also allows for access to the Portland International Jetport and the Elm Street METRO facility. A limited service combining Routes 1 and 5 is provided on Sundays.

Given its adjacency to these amenities, the Forefront is uniquely suited to take advantage of non-motorized vehicle trips, especially transit trips.

Further, the Forefront has the opportunity to pursue water shuttle and water taxi service from the site to downtown Portland and other locations in Casco Bay. The Forefront will partner with Portland Trails to upgrade the existing public trail around the Thompson's Point peninsula; working collaboratively with the City, the PTC, Portland Trails, MDOT and others this trail may be able to be better linked with the larger trails network. The use of bicycles and other non-motorized modes of conveyance by employees and visitors is something the Forefront will encourage (of which more below).

Purpose of Plan

The City of Portland requires the creation of a Transportation Demand Management Plan for all projects in excess of 50,000 square feet, or with 100 or more employees or students. The Forefront at Thompson's Point meets both of these criteria. However, in the case of this project, the TDM Plan serves a series of important needs. Given the designation of the Forefront as a Transit Oriented Development (TOD), a TDM plan is key to maximizing the synergies between the project and the transit modes (existing and not yet existing) adjacent to it. "Transit Oriented Development," as the Federal Transit Administration defines it, is "compact, mixed-use development within walking distance of public transportation," and TOD is "a key element of livable and sustainable communities." As the TFA notes, there is a well-documented symbiotic relationship between economic development and transit, and a convergence of public and private interests around TOD, which "increases transit ridership and reduces automobile congestion, providing value for both the public and private sectors."

To this end, the objectives of the Forefront's TDM plan are:

- Make maximum use of existing transit infrastructure adjacent to the project
- Propose partnerships with the City, MDOT and others aimed at increasing transit opportunities and, in the words of MDOT, contribute to providing "a safe, efficient and reliable transportation system that supports economic opportunity and quality of life."
- Reduce peak hour trip impacts to, and the effects of traffic congestion upon, adjacent roadway infrastructure
- Reduce the amount of needed parking on-site, and thus the amount of land that could have a higher and better use than surface parking
- Encourage healthy activities such as biking, kayaking, and walking among Forefront employees and visitors

It is important to note that this Plan should not be viewed as a series of fixed strategies. Rather it is a living document intended to be reviewed and updated on a regular basis as the Forefront works with its tenants to address changes in local transportation patterns, preferences, and prices; by means of effective coordination, goal-setting, and goal-monitoring measures the Forefront will endeavor to reach the goals articulated in this Plan in a way that is not financially or operationally burdensome to the tenants who ultimately must support the Plan. Ultimately, the goal will be to make significant reductions in peak hour single-occupancy vehicle (SOV)

activity on the local street network as well as the need for on-site parking in a way that is financially and operationally sustainable for all concerned.

Employee Transportation Coordinator (TDM Coordinator)

The Forefront at Thompson's Point will employ a TDM Coordinator, charged with coordinating the TDM plan. The TDM coordinator will liaise with the chief operating officers of each of the Forefront's tenant organizations in order to create an effective overall approach to the following goals:

- Coordinate and promote rideshare opportunities
- Coordinate and promote the use of the following alternatives to SOV travel:
 - AMTRAK
 - Concord Coach and other bus lines as may be applicable
 - METRO
 - U Car Share
 - Car rental companies
- Monitoring parking usage in conjunction with parking facility management
- **Overseeing event scheduling** 
- Encouraging the greater use of bicycling, walking, and bus-based transit
- Overseeing ongoing monitoring and updating of the plan
- Convening a committee, ideally comprised of decision-makers representing each of the tenants/users at the Forefront, who will assist the coordinator in TDM planning and assessment
- Filing annual reports with the City

Given the centrality of the event center to the overall success and vitality of the project; given that the majority of traffic demand will be attributable to this and the adjacent concert hall; and given that the success of the event center depends upon efficient management of traffic and parking use by all the various uses (including parking use by visitors to the Portland Transportation Center), it is anticipated that the TDM Coordinator for the project will be a staff member of the event center's operating company.

The TDM Coordinator will work with tenants at the MICRO TDM level to explore how to create effective partnerships and incentive packages with AMTRAK, Concord Coach, and METRO; the Coordinator will liaise with tenants and help them identify strategies such as incentives (free or subsidized bus passes for employees, gift coupons or periodic prize drawings to foster use of alternative modes) and how to establish subsidies and payroll deductions for employee transit passes where this is appropriate for a tenant.

Surveys - Employees

Six months after initial occupancy of the Forefront facilities, and annually thereafter, Forefront employees will be surveyed regarding their transportation choices such as automobile/bicycle/

motorcycle-scooter ownership, parking demand, and the frequency of trips using bicycling, walking, U Car Share, carpool/vanpool, and the bus. The survey will follow the format of the “TDM2go Employee Survey”, a copy of which is attached hereto, but may be expanded from time to time by the TDM Coordinator. The surveys will be conducted to determine:

- Mode of travel to and from work (car/carpool/biking/walking/bus)
- Preferences or concerns with model of travel
- The flexibility and receptivity of employees to utilizing various travel modes to access Thompson’s Point (and, crucially, to ascertain whether individual employees make use of multiple modes during the course of a given year, or a given season)

Various questions will be created in the survey to determine which measures to encourage increased use of transit, for example, either via costs for parking or stronger subsidies of METRO passes, etc. The TDM Coordinator may seek to partner with the academic and/or the public sector, and public funding, to increase the efficacy of these surveys and mine the information contained therein.

Surveys - Visitors

For visitors to the Forefront, surveys will also be included. These will be provided in the following manner:

- Conference packet for convention employees
- With ticket receipt for concert goers
- Inside game pamphlet for Red Claws fans

The surveys will be conducted to determine:

- Mode of travel to and from a conference, concert or game (car/carpool/biking/walking/bus)
- Preferences or concerns with model of travel
- The flexibility and receptivity of visitors to utilizing various travel modes to access Thompson’s Point.

Surveys will need to be simple and convenient; they could be filled out at a Red Claws game, or completed with a link on-line (such as Survey Monkey) to do it afterward. Hotel guests may represent an important source of survey information. Various questions will be created in the survey to determine measures to encourage increased use of transit, for example, either via costs for parking or greater promotion of transit uses. The TDM Coordinator will work with the tenants at the MICRO TDM level to determine what kinds of incentives could elicit consistent and engaged participation in these surveys.

Car Pooling and Sharing

Through various promotional strategies (flyers, email blasts, web updates, social media, and occasional gatherings) the Forefront TDM Coordinator will make visitors, workers and guests aware of and encourage use of these services,

U Car Share/Rental Cars

Portland is one of 20 cities in the United States served by U Car Share. In Portland, the service currently provides a total of four vehicles. These vehicles are available on an hourly or daily basis. It is recommended that the Forefront negotiate the use of two additional vehicles with U Car Share for visitors to use on an as-needed basis, as well as traditional rental cars. This will allow for the use of a car for certain trips, which can aid in a traveler to or from the Forefront to choose transit for a mode. Information will be provided to hotel guests, office workers, and convention attendees. Following the first survey, additions to U Car Share may be made if employees desire their use in significant numbers; U-Car share may be an attractive option for local residents who are employed by one of the various tenants at the Forefront.

- Primary User: Visitors, Employees (if found desirable)
- Responsibility: Forefront, U Car Share, Rental agencies

Carpooling/Vanpooling

The TDM coordinator, working in conjunction with the GO MAINE Commuter Services Program, will work with the employers located at the Forefront to locate employees with similar schedules and home addresses to create a carpooling or GO MAINE vanpooling plan. Working with the employers, the TDM coordinator will serve as a resource in devising incentives for those employees who participate. A reasonable portion of the preferred parking spaces to be established shall be dedicated to U-Car Share/carpool/vanpool parking in order to incentivize these alternatives, and shall be designated as such by means of signage.

- Primary User: Employees
- Responsibility: Forefront

Education for Visitors

As discussed, the Forefront's TDM coordinator will provide transit route maps, schedules, and ticket information in packets for visitors. There will also be a travel kiosk in the event center offering interactive Google-based travel planning with various vehicular modes; in addition, maps, routes, and ticket information will be posted clearly in the entry areas at the event center and the office buildings. The TDM coordinator will be available, in person and/or virtually, to assist visitors and employees who have questions about travel tips and ideas.

- Primary User: Visitors
- Responsibility: Forefront

Submission of Monitoring Information/Updated TDM Plan

Based upon the results of the monitoring, the Forefront will update the TDM Plan and submit a draft plan to the City's TDM Manager for review and comments.

The primary goal would be to reduce employee and visitor SOV trips to 80 percent of the total trips, at a minimum, within the first five years of the project.

The secondary goal for the initial year will be to reduce the parking demand five percent from the calculated demand, with additional annual reductions of five percent, until parking demand is reduced by a minimum of twenty percent (e.g. 290 vehicles out of an original 1,450). This aggregate targeted reduction shall also include individual targets for the following alternative modes: increase use of transit by employees and visitors by 5% annually; increase carpooling and vanpooling by employees and event attendees by 5% annually; increase bicycle and pedestrian trips by employees and visitors by 5-7% annually; until the overall goal of a 20% reduction is reached. The goal will be to achieve this overall 20% reduction by the end of the fifth operating year. At this point, it would be appropriate to reassess the ways in which the TDM plan should be recast in order to set additional goals for the sixth operating year and beyond. Each monitoring period will be accompanied by a parking count of the Forefront's facilities, in accordance with the methodology discussed in the parking count section.

In our amended Traffic Impact Study, with an addendum dated 30 August 2011, we have noted this reduction goal of 20%, which we feel is an ambitious albeit achievable goal.

An important responsibility for the TDM Coordinator will discuss future options as they become available with the City of Portland and GO MAINE, an organization charged with finding transportation options for the state.

Transit TIF Opportunities for Single Occupancy Reduction

The City of Portland designated the Thompson's Point Transit-Oriented Development and Tax Increment Financing District and adopted a development program therefor pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, by action of the Portland City Council on June 20, 2011; the City submitted the resultant Credit Enhancement Agreement to the Department of Economic and Community Development for its review and ultimate approval, creating the Thompson's Point Transit-Oriented Development and Tax Increment Financing District and Development Program. The City designated the Thompson's Point Transit-Oriented Development and Tax Increment Financing District, adopted the related Development Program, and entered into the related Credit Enhancement Agreement in order to induce the Developer to redevelop Thompson's Point into a gateway destination in a manner that includes a substantial investment in infrastructure, including a large above-ground parking structure, transportation improvements, creation of an at-grade public rail crossing, extensions of public roads, utility investments and expanded walking and biking trails, and to support the Developer's investment into the Project by enabling the City to contribute toward the capital cost of the Project in the amounts contemplated by the Development Program and the Credit Enhancement Agreement; and the City Council voted unanimously to capture one hundred percent of the net new tax revenue generated by the Forefront and to dedicate its share of said revenue to funding alternative transportation.

The City may wish to consider utilizing its portion of net new tax revenue generated by the Forefront, and captured by means of the Transit TIF, to fund the following initiative:

Funding of METRO Route 5E

Forefront will explore with METRO and the City of Portland the feasibility of an additional bus service running mainly on the Route 5 route. Potentially called Route 5E, this bus would serve as

an express service and would run seven days a week. It would stop at the Portland Jetport, Portland Transportation Center, the Forefront, the Greyhound Terminal at the intersection of St. John and Congress Street (inbound only), and the Metro Pulse Center on Elm Street. It would be clearly marked as an express bus to major transit hubs. The provision of a single bus would allow for hourly service, and would be in addition to the existing Route 5. Those visitors arriving at the Portland Jetport will be given passes for two rides on the 5E service (or the 5). The Forefront will work with METRO to explore the potential for a stop at the Forefront for the 5 line.

- Primary User: Visitors
- Responsibility: City of Portland (Transit TIF)

Additional Transit Opportunities

The Forefront will generate substantial tax revenue that will be used by the City for transit funding. The City has requested that the Forefront play an integral role in working with the City to define and establish “Transit TIF”-funded programs.

Program Elements

The following components are to be incorporated into the Forefront’s development program:

Bicycle Parking

In addition to the standard bicycle racks provided outside of the buildings at the Forefront (anticipated to include 88 bicycle spaces in racks distributed around the site per site plan requirements), the developer will endeavor to incorporate secure storage for up to 150 bicycles inside the facilities for tenants who wish to have them. These spaces are envisioned to be wall-mounted lockable racks within controlled-access rooms. This configuration will provide for bicycle security, convenience, and protection from the weather. Similarly to carpoolers, bicyclists will be given stickers for their bicycles that would have matching numbers with a specific bicycle locker, which would come with a locker-specific bicycle lock. The space would either be in the office component or the convention facility component, depending upon the work location of the employees.

- Primary User: Employees
- Responsibility: Forefront

Scooter/Motorcycle Parking

50 spaces are recommended for this use, with the potential for more in the future. Those using scooters or motorcycles will also obtain a ticket to be matched with a specific space in the Forefront garage. These spaces may be subject to random compliance checks.

- Primary User: Employees
- Responsibility: Forefront

Bus Shelter

The Forefront is willing to locate a bus shelter on site, for those coming on and off the 5E bus (discussed above), which will further encourage use of buses by visitors and employees alike.

- Primary User: Visitors, Employees
- Responsibility: Forefront

Peninsula Shuttle

On days with conventions, should attendee demand warrant it, the Forefront may operate a van-based shuttle that will take visitors to major points of interest on the Portland Peninsula, including Congress Square, Monument Square, and Commercial Street. This shuttle will run regularly as may be warranted by demand, and shall be free of charge for conference attendees. Following an initial survey, if it is determined that employees at the Forefront would strongly desire to have access to a shuttle, a reduced service during lunch hours may also be provided.

- Primary User: Visitors, Employees (if found desirable)
- Responsibility: Forefront

Parking Demand and Supply

As discussed in the parking calculations, based on shared parking calculations, and without accounting for access to transit, the Forefront will typically incur a peak weekday parking demand of approximately 1,450 spaces, and up to 1,900 spaces during special concert events. Proposed for the facility will be a 700-space parking garage and surface parking, potentially for a total of 1,450 spaces.

The Forefront proposes to provide:

- 1,400 automobile parking spaces (a portion, to be determined, will be dedicated for the preferred use of hybrid/electric vehicles)
- 150 bicycle parking spaces (with secure facilities, contingent upon tenant interest)
- 50 motorcycle/scooter parking spaces

Parking for Special Events

The concert hall / event center can support seating for 4,500 to 4,800 people. In the event of a full concert, the demand may exceed supply by approximately 450 spaces, or possibly less depending upon the success of the TDM measures. Indeed, to the degree that the TDM measures do succeed, it may be determined that the existing surface and structured parking spaces are adequate to support the demand created by these concerts. However, these events will be in the evening. Significant parking exists in lots for Norway Savings Bank, Rheumatology Associates, and others off of Sewall Street and the drive connecting Sewall Street to Massachusetts Avenue and Congress Street, as well as along the Fore River Parkway and other locations in proximity to Thompson's Point which may be suitable. It is understood that the existence of leases, or other satisfactory arrangements that reliably provide for off-site parking during these larger concerts, shall be a requirement of site plan approval.

It is recommended that the Forefront explore agreements for utilizing these lots for overflow during events, providing that it does not open doors to concerts until after 6:00, when the employee and customer demand at adjacent facilities has greatly diminished. Forefront can employ individuals to control traffic and collect parking fees for use of these lots based on a revenue-sharing agreement. In addition, the peninsula shuttle will be repurposed for these evening events to travel through these lots and to the concert hall.

The Forefront has developed an Event Management Plan, submitted together with this TDM Plan, which more fully discusses the proposed approach to handling traffic flow in and out of the site during mid-sized events (upwards of 2,500 attendees).

Monitoring

Parking Counts

As part of its TDM Plan monitoring program, the Forefront TDM Coordinator will oversee assessment of the use of its various operational components, starting one month after the opening of the event center and annually thereafter. As one critical component of the TDM program will be to reduce parking demand, the first part of each monitoring effort will include an hourly parking count of the facility from 11:00 AM to 11:00 PM on a weekday and a Saturday (this will require evening events, preferably concerts, as this will generate the greatest parking demand).

Timetable for Action Items

Action Item	Timeframe for Implementation
Finalize TDM Funding Package based upon City of Portland's priorities for funding from its share of Transit TIF revenues generated by the Forefront	Fall 2011
Provide update to City regarding progress on TDM plan implementation and status of TMA ("macro TDM")	Fall 2012
Appoint/Confirm TDM Coordinator	6 months prior to opening of the Forefront Event Center, anticipated to be spring 2013
Assemble "Micro TDM" plans with tenants and create TDM Packets; share complete TDM plan, including Micro-TDM targets and proposed monitoring, with City	Summer 2013
TDM Plan Implementation / On-site Parking Monitoring	Anticipated for Spring 2014, assuming final occupancy Summer/Fall 2013
Assess success of first six months of TDM Program and Report to City on initial effectiveness	Fall 2014

Submit Year Two TDM Program with needed modifications (and annually thereafter)	Spring 2015
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Event Management Plan for The Forefront at Thompson's Point Portland, Maine January 13, 2014

The traffic management plan for special events is an important component of making this project work. For the purposes of implementation, we propose that a “special event” be considered any event, or combination of events, that equals or exceeds 2500 people. An “event”, as it is intended in the context of this Event Management Plan, would not include those typical modes of gathering and circulation related to the customary visitation and enjoyment of the site and its various commercial uses and public amenities. For example, a gathering of visitors in an outdoor dining area would not be considered an “event”, but a gathering of visitors in the outdoor seating area adjacent to the Mixed-Use “Depot” Building for the purposes of attending a musical performance would be considered an “event”. “Events” generally relate to those occurrences that are planned as part of the programming associated with the Event Center (including, from time to time, its adjacent plaza) and Mixed-Use “Depot” Building (and its outdoor seating area). To accomplish the special event implementation, the applicant is approaching this from different aspects. The first aspect is timing of the special events. If the event is on a weekday, the special events are anticipated to start later (7 or 8 PM) in the evening after the PM rush hour of the adjacent street traffic. When the special weekday events conclude, it will be later in the evening and traffic on the adjacent roadway network is anticipated to be minimal compared to during a typical commuter hour. If the event is on a Saturday or Sunday, the commuter traffic will not be on the roads.

The second angle to the special event approach is to provide accommodations for large numbers of vehicles to enter or exit the site. To accomplish this, the applicant proposes the following:

- I. Signing – This includes not only signing for drivers on which lanes are for what purpose, but also to direct drivers to points of interest; such as event parking. Additional signs should also be erected to identify to the drivers destined for the bus and train facilities where they should be going such that they do not get intertwined in the traffic destined for the events. These signs can be both permanent and temporary and may be positioned both onsite and offsite.
- II. Reversible Lane – This would be an additional lane in the center of Thompsons Point Road that would be used for incoming traffic at the beginning of an event and then reversed and used as an exit lane when the event(s) conclude. This layout is depicted on Sheets C-9.1, C-9.2 and C-9.3 of the Site Plan submission drawings.
- III. Traffic Control Devices – This would include devices such as traffic cones to regulate access to the lower lots on the site during special events. The use of cones would be useful in directing drivers to where you want them to be as well as restricting them from areas where access is prohibited. These would be especially useful to assist in the functionality of the reversible lane used to enter and exit the Forefront at Thompsons Point.
- IV. Police Officers – The use of a police officer is recommended at the signalized intersection of Thompsons Point / Fore River Parkway. A uniformed police officer is the only person allowed to direct traffic at a signalized intersection. We anticipate at least one police officer (for events between 2500 and 3500, which is the upper limit of the attendance for a Red Claws basketball game) and potentially two (for events such as larger concerts with attendance upwards of 4,800) stationed at or near the intersection during special events.

- V. Traffic Control Personnel (TCP) – These personnel do not need to be police and are allowed to assist traffic on-site. This would include persons at each of the entrances / exits for both the train and bus to assist both customers and the buses themselves in entering and exiting. There would also be TCP at the crosswalk to Sewall Street assisting pedestrians with crossing. In addition, TCP will be positioned on either side of the RR crossing to ensure that vehicles do not stop on the RR tracks. We anticipate a minimum of 5 or 6 TCP per special event.
- VI. Monitoring – Special events will be monitored for the first year by a dedicated observer. That observer will report after each event what works, what is not working, and provide recommendations for improvement. This monitoring should also include meeting with representatives of the bus and train station to receive their input. **Special Event monitoring shall also be coordinated with and/or by the Transportation Demand Management Coordinator to insure that the development's TDM opportunities are well integrated with respect to special events.**
- VII. Parking garage – The parking garage is designed with three lanes on the west end, with the center of the three lanes being reversible and two reversible lanes on the north side. It is anticipated that that during normal business hours, only two lanes (one in and one out) at each end of the garage will be needed. However, the third lane is available to process traffic should it become necessary.

During an event, when the Event Management Plan is in place the parking garage is anticipated to be operated with all five lanes used. At the beginning of an event two enter lanes and a single exit lane will be available at the west end (total of 3 entering lanes and 2 exit lanes). The gates will be up and attendants will be accepting money on a fixed fee basis to process the traffic quicker. For certain events, visitors will have pre-purchased event tickets that include event parking, so they would simply need to show their ticket to gain entrance to the garage. During special events, each lane would process 300 vehicles per hour with a non-gated, pay on entry flat-fee, with attendants taking money at the entry and directing vehicles to the parking spaces. This would theoretically fill the garage in 37 minutes for a special event, which relates to a 'good' Level-of-Service of "B".

In addition, attendants will be positioned within the garage to assist directing incoming cars such that parking levels are filled one at a time with no empty spaces. This will improve efficiency and get the most capacity from the garage. These attendants will also be able to convey when the garage is near capacity so that they can make the proper call and appropriate signs can be put up both onsite and offsite identifying the garage is full. The parking garage has also been designed as a double helix such that entering and exiting vehicles can turn either way exiting their parking space to go up or down. This means that you do not have to go up to the top level of the garage in order to come down to the lower levels.

When an event concludes, there will be two exit lanes at each end (for a total of four exit lanes) such that vehicles will be able to flow freely from the garage without stopping at a gate, thus considerably reducing the amount of time it takes to exit the vehicles from the garage.

**TRAFFIC AND PARKING MEMORANDA WILL BE
PROVIDED UNDER SEPARATE COVER**

ATTACHMENT D

Stormwater Management Report & Supplemental Information

**SUPPLEMENTAL STORMWATER MANAGEMENT REPORT
IN SUPPORT OF SUBDIVISION PLAN APPLICATION
(GENERAL STANDARDS)**

**THE FOREFRONT AT THOMPSON'S POINT
PORTLAND, ME**

PREPARED FOR:

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AUGUST 2015



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- Appendix B – MaineDEP Correspondence to Contech Regarding Filterra® Tree Box Units
- Appendix C – Filterra® Sizing Changes Confirmation Letter from the MaineDEP
- Appendix D – MaineDEP Correspondence to Contech Regarding Jellyfish® Unit Approval
- Appendix E – Jellyfish® Unit Computations
- Appendix F – Rational Method 25 Year Storm Frequency Peak Flow Computations & Schematic

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT

1.0 INTRODUCTION

FST was retained by Forefront Partners I, LP for preparation of a City of Portland Subdivision Application for the proposed mixed-use development of Thompson's Point in Portland, Maine. The proposed Subdivision Plan dated March 25, 2015 is consistent with the March 2014 approved Master Plan; however, includes a few modifications to the overall site plan and consequently the stormwater management system.

Over the course of this project, FST has prepared multiple Stormwater Management Reports in support of the Forefront at Thompson's Point project. These reports are summarized in the table below.

TABLE 1 SUMMARY OF STORMWATER MANAGEMENT REPORTS				
Title	Application Description	Date	Last Revision Date	Approved Date
Stormwater Management Report (General Standards)	Level III Site Plan/Subdivision	March 2012	April 2012	June 2012
Inspection and Maintenance Manual For Stormwater Management and Related Stormwater Facilities	Level III Site Plan/Subdivision	March 2012	April 2012	June 2012
Supplemental Stormwater Management Report (General Standards)	Amended Level III Site Plan/Subdivision	May, 10 2013	May, 10 2013	June 2013
Master Stormwater Management Strategy Schematic	Master Development Plan	October, 2013	January 23, 2014	March 2014
Supplemental Stormwater Management Report for Phase 1A Brick North Level III Site Plan Application (General Standards)	Amended Level III Site Plan/ Phase 1A Sectional Subdivision Plat	June 30, 2014	June 30, 2014	Dec. 4, 2014
Supplemental Stormwater Management Report In Support of Amended Subdivision Plan (General Standards)	Amended Subdivision	August 11, 2015	August 11, 2015	Pending

The development will still include an event center with outside concert space, hotel, restaurant, office, sports medicine facility, surface parking, and a multiple story parking structure. The most significant change from the May 2013 report is the inclusion of approximately 3.3 acres of land currently occupied by Suburban Propane and Northern New England Rail Authority (NNEPRA). The acquisition of this land provides greater flexibility to the site development and has added an element of open green space which reduces the overall amount of impervious area on the site from both the existing conditions and the previously permitted development. Additionally, the acquisition of this land will provide an opportunity to retain and renovate four existing buildings previously scheduled to be razed.

This supplemental report is intended to describe the changes from the May 2013 Site Plan approval and March 2014 approved Master Plan as well as show that the project is still in compliance with the Portland Stormwater Management Standards adopted July 19, 2010 and General Stormwater Standards of MaineDEP (revised January 2015). Since the original permit approval in 2012, the name of stormwater zones and treatment strategies have changed. This supplemental report will describe the treatment of each stormwater discharge zone and show that the project is still in compliance with the stormwater standards as mentioned above. The intent of the Stormwater Management design, Erosion & Sediment Control, and Inspection and Maintenance Manual have remained the same as approved in June 2012. The overall development area has increased to 23.24 acres of which 21.40 acres are redeveloped area. The development will have a total of 16.29 acres of impervious surfaces of which 14.45 acres are redeveloped impervious area. Revisions to the site plan and how it relates to each Stormwater Management Discharge Zone is outlined below and tabulated in the spreadsheet included in Appendix A.

2.0 STORMWATER MANAGEMENT REVISIONS

Existing Building Mitigation Credit

As discussed in the April 2012 Stormwater Management Report, the current conditions (which existed prior to 2005) consist of a nearly all impervious developed project area with a mixed land cover of gravel, pavement, and buildings. As part of the new Forefront site redevelopment shown on the project drawings dated August 2015, four of the existing buildings that were previously scheduled to be razed are now part of a building renovation plan.

This is a major shift from the previously approved stormwater management approach since the change affects the water quality treatment percentage compliance computations two-fold. First, the existing impervious surfaces remaining in place (that existed prior to 1975) which will not be redeveloped, do not need to be included in the total redeveloped area or redeveloped impervious area, thus reducing the total area requiring treatment. The stormwater management strategy presented herein has assumed that 95% of all redeveloped impervious area will need to be treated with a BMP included in the MaineDEP Technical Stormwater Manual. Secondly, MaineDEP Chapter 500 permits a prorated credit to be applied to existing impervious areas which are treated to meet the water quality treatment standards.

All four of the existing buildings to remain will be tributary to a treatment system as shown on Sheet C-4.1 Overall Stormwater Management Plan. Because of uncertainties with the Suburban Propane Brick Building (Portion of Building H) Redevelopment Plan, only three of the four buildings have been used as credits in the stormwater management treatment computations. The small Suburban Propane Building has been considered redeveloped impervious area in the attached computations. The proposed treatment systems have been sized to treat the full area of existing rooftop.

According to Section 6 of the MaineDEP Chapter 500 Stormwater Rules, projects may claim onsite treatment credits for the treatment of existing impervious surfaces. The rule allows credit for 60% of existing rooftops that become tributary to treatment. The following table is a breakdown of the rooftop credit applied to this project:

TABLE 2 EXISTING BUILDING ROOF TOP MITIGATION CREDIT					
Existing Building Name	Zone(s)	Treatment Approach	Mitigation Credit	Area (sf)	Total Credit (sf)
Depot Building (Building B1)	A/B	Grassed Soil Filter	0.6	11,051	6,631
Brick North (Building A)	F	Gravel Drip Edge	0.6	33,340	20,004
Brick South (Building C1)	C/F	Jellyfish® Filter	0.6	32,849	19,709
Total Credit of Building Treatment Area (SF)					46,344

See the attached water quality treatment summary table for computations incorporating the credits noted above. MaineDEP stipulates that credits can be counted towards total treated impervious area and the building area is not required to be included in the total new developed area.

Filtterra Sizing Criteria

As of January 21, 2015, StormTech™ isolator rows are no longer required to accompany Filtterra® Tree Box units as stated in a letter sent from the MaineDEP to Contech and included in Appendix B. Along with removing the isolator row, MaineDEP also redefined the maximum allowable tributary for each filter. The following table summarizes the new sizing criteria:

TABLE 3 FILTERRA® SIZING CRITERIA	
Filtterra® Model Number	Area in Acres
4x6 or 6x4	Up to 0.17
4x8 or 8x4	0.18-0.22
6x6	0.23-0.25
6x8 or 8x6	0.26-0.33
6x10 or 10x6	0.34-0.42
6x12 or 12x6	0.43-0.50
7x13 or 13x7	0.51-0.63

There are two Filtterra® box units that were previously approved during the Brick North Stand Alone (Phase 1A) Level III Site Plan Application (PEZ 2014-120) that was approved on December 4, 2014. The Filtterra tree box units designed for sub-catchments D-18 and D-19 were sized using the previous MaineDEP BMP Filtterra® sizing standards. At the time of approval, FST had received a letter from the MaineDEP to Filtterra® Bioretention Systems on June 27, 2014 that Filtterra® units would no longer require StormTech™ isolator rows. See Filtterra® sizing changes confirmation letter from the MaineDEP included in Appendix C.

Jellyfish® Filter Units

As of January 21, 2015 MaineDEP has approved the use of a Jellyfish® filter unit as an acceptable BMP for stormwater treatment. Jellyfish® units are designed to treat zones that were previously treated by StormTreat™ units. MaineDEP approves the use of the Jellyfish units when sized, installed, and maintained in accordance with the following provisions:

- Each treatment cartridge is approved for a maximum flow rate of 80 GPM for each 54-inch long membrane cartridge and 40 GPM for each drawdown cartridge.
- Upstream water quality volume equal to 1.0 inch of runoff from impervious surfaces and 0.4 inch of runoff from landscaped areas to be stored and hydraulically isolated from any other storage on site. Water quality volume must also be drained in 24-48 hours.
- All systems must provide means to maintain the system
- System must be inspected every 6 months
- Review and approval by the manufacturer for the proposed use and sizing of the jellyfish to ensure conformance with the manufacturer's design specifications

See Appendix D for MaineDEP Jellyfish® unit approval Letter.

Jellyfish® units sizing for this project have been designed by the manufacturer's engineers and checked thoroughly by FST. See Jellyfish® unit details on Sheet 7.3. Also, see Appendix E for attached Jellyfish® unit computations.

Zone A – Treatment Approach: Grassed Under Drained Soil Filter

Zone A is comprised of a portion of the existing depot building (Building B1), Buildings B2 and B3, grass/landscaped open space and impervious walkways. The proposed developed area will be constructed in a previously developed area with a compacted gravel impervious surface. A portion of Zone A that will be redeveloped as primarily grass area for concert viewing will go untreated. The treated portion of Zone A includes buildings B2, B3 and part of the retrofitted depot building. The treatment approach for Zone A is the utilization of a grassed under drained soil filter:

Underdrained soil filters are required to treat 1" of the total impervious area and .4" of total pervious area tributary to the system.

For the area tributary to the treatment filter in this zone, the required water quality volume is calculated to be:

$$\begin{aligned}\text{Total Pervious Area} &= 15,892 \text{ SF} \\ \text{Total Impervious Area} &= 15,178 \text{ SF} \\ \text{Water Quality Volume} &= (15,892 \times 0.4/12) + (15,178 \times 1/12) = 1,795 \text{ CF}\end{aligned}$$

According to MaineDEP Best Management Practices Under Drained Soil Filters must have a minimum surface area of 5% of total impervious area + 2% of total pervious area.

$$\text{Total Required Surface Filter Surface Area for Zone A} = 15,892 \times .02 + 15,178 \times .05 = 1,077 \text{ SF}$$

MaineDEP rules state that soil filters shall have a maximum ponding depth of 1.5'. Based on this, the required surface for the filter must be at least the:

Water Quality Volume/Maximum Ponding Depth = 1,795 (CF)/1.5' = 1,196 SF

The total provided filter area for Zone A is 1,500 SF.

The Underdrain Soil Filter criterion has been met.

Therefore, water quality goals for Water Quality Zone A meet the General Stormwater Standards of the November 2005 Chapter 500 Rules of MeDEP (Rev January 2015).

Zones B, C, D, E and F – Treatment Approach: Jellyfish® Treatment Units

The Jellyfish® treatment units have been designed to treat Zones B, C, D, and F. For Zones B, D and F the Jellyfish® system is the primary method of treatment however; they have been supplemented with treatment measures such as Tree Box Filters, Stone Drip Edge with gravel filter and rain gardens, as discussed later in this report, to treat smaller isolated portions of the sub catchments.

Jellyfish® units are manholes that utilize membrane filtration treatment cartridges. Flow enters the Jellyfish® from an upstream storage chamber and flows down into a settling tank portion of the unit. Once the settling tank is filled, flow from the bottom of the tank is forced up through hi-flow cartridges and routes to the outlet. A baffle wall is located between the inlet and outlet compartments to ensure that un-treated flow is not mixed with treated flow. When the hi-flow treatment cartridge has filled, a drain down cartridges is activated treating the remaining water quality volume. Horizontal orifices are located on top of the cartridges to control the outflow of the system. Each Jellyfish® unit is designed to discharge the water quality volume within 24 – 48 hours.

To meet Chapter 500, the Water Quality Volume provided with-in a Jellyfish® system must be equal to or greater than the following:

$1\frac{1}{12} \times \text{impervious area} + 0.4\frac{1}{12} \times \text{landscaped area} = \text{Water Quality Volume (cubic feet)}$

Computations of the water quality volume for Zones B, C, D, E and F are included in Appendix A.

The water quality volume is provided in a subsurface arched chambers storage system.

Jellyfish® units are designed based on a mass sediment loading calculation. Each treatment high flow cartridge has a capacity of 125 pounds and each low-flow (drain down) cartridge has a capacity of 63 pounds. The mass loading for each zone was determined by Maine DEP sediment loading standards, assuming a 50% sediment removal from a designed pre-treatment StormTech™ Isolator row.

The following table breaks down the required Jellyfish® units for each zone.

TABLE 4 JELLYFISH® SIZING TABLE			
Zone	Manhole Size	High Flow Cartridges	Low Flow Cartridges
B	4	2	1
C	4	2	1
D	6	5	1
D1	4	2	1
E	4	2	1
F	6	4	1

Discharge from larger storm events are controlled over a broad crested weir housed in a precast concrete outlet control structure set above the water quality volume. The overflow piping network is sized to handle runoff from a 25-year storm event. A rain event exceeding the storm drainage network would flood the catch basin inlet, into the parking lot and over the curb line to the river.

Pretreatment for flow entering from all inlet pipes to the storage area will be provided via the installation of a StormTech® Isolator row(s).

Therefore, water quality goals for the Jellyfish® Proprietary Systems meet the General Stormwater Standards of the November 2005 Chapter 500 Rules of MaineDEP (rev. January 2015).

Zones B and D – Treatment Approach: Tree Box or Box Less Filterra's®

The Filterra® system has been designed to treat subcatchments in zone's B, D and H.

As described before, two tree box filters were sized and previously approved with the Phase 1A Level III Site Plan. To meet Chapter 500, the previous tree box filter sizing was required to be sized based on the tributary area as stated in the following table:

TABLE 5	
Filterra® Model Number	Area in Acres
4x6 or 6x4	0.32
4x8 or 8x4	0.42
6x6	0.47
6x8 or 8x6	0.64
6x10 or 10x6	0.79
6x12 or 12x6	0.95
7x13 or 13x7	1.20

TABLE 6 PREVIOUSLY APPROVED FILTERRA SIZING		
Filtterra® ID Number	Tributary Area (ac)	Filtterra® Model Number Selected
D-18	0.30	4X6
D-19	0.19	4X6

As of January 2015 Filtterra® systems must be designed based on the following tributary area to meet Chapter 500 Standards:

TABLE 7	
Filtterra® Model Number	Area in Acres
4x6 or 6x4	Up to 0.17
4x8 or 8x4	0.18-0.22
6x6	0.23-0.25
6x8 or 8x6	0.26-0.33
6x10 or 10x6	0.34-0.42
6x12 or 12x6	0.43-0.50
7x13 or 13x7	0.51-0.63

The following table summarizes the remaining designed tree-box filters that must be designed in accordance with MaineDEP's new requirements:

TABLE 8		
Filtterra® ID Number	Tributary Area (ac)	Filtterra® Model Number Selected
H-202	0.39	6x10
B-402	0.20	2-4X6
B-403	0.69	2-6X10
D-603	0.24	2-4X6
D-604	0.08	4X6
D-605	0.37	1-4X6, 1-4X8
D-20	0.24	2-4X6
D-21	.50	2-6x6
D-18	0.30	4X6
D-19	0.19	4X6

Zone D – Treatment Approach: Rain Garden (Bio Retention Cell)

Rain Gardens are required to treat 1" of the total impervious area and .4" of total pervious area tributary to the system.

For this zone, the required water quality volume is calculated to be:

Total Pervious Area = 10,428 SF

Total Impervious Area = 10,264 SF

Water quality volume = $(10,428 \times 0.4/12) + (10,264 \times 1/12) = 1,203$ CF

According to MaineDEP Best Management Practices, Bio Retention Cells must have a minimum surface area of 7% of total impervious area + 3% of total pervious area.

Total Required Surface Filter Surface Area for Zone D = $10,428 \times .03 + 10,264 \times .07 = 1,031$ SF

The Total provided filter area for Zone D is 1,500 SF.

The Rain Garden criterion has been met.

Therefore, water quality goals for the Rain Garden Bio Retention Cells meet the General Stormwater Standards of the November 2005 Chapter 500 Rules of MaineDEP (rev. October 2010).

Zone F Treatment Approach – Gravel Drip Edge

Building A (Brick North) will remain and undergo renovation for mixed-uses such as office, studio and other. The Brick North and Brick South Buildings were constructed prior to 1975 and therefore not subject to the MaineDEP Chapter 500 treatment regulations. However, as stipulated in Section 6 of the Chapter 500 Stormwater Manual the applicant is proposing the use of mitigation credit at a rate of 60% of the total rooftop area treated to offset an untreated parking lot elsewhere on the site.

The applicant has elected to install a stone drip edge with gravel filter to treat the runoff from the existing roof. The roof is pitched down the center, splitting the building on its east-west axis; therefore, the drip edge treatment is proposed on the north and south sides of the building as shown on the Phase 1A Brick North Design drawings. The stone reservoir is 6 feet wide by 2.48 feet thick as shown in the attached computations. The stone reservoir has been sized to store the water quality volume computed to be 1" of runoff from the rooftop area.

Zone H Treatment Approach – Underdrained Subsurface Sand Filter

The underdrained subsurface sand filter has been designed to treat Zone H.

To meet Chapter 500, Channel Protection Volume provided must be equal to or greater than the following:

1" x impervious area plus 0.4" x landscaped area

Tributary Impervious Area = 3.45 AC

Tributary Pervious Area = 0.40 AC

1" x 3.45 ac =	12,511 CF
0.4" x 0.40 =	574 CF
Total	13,085 CF

Based on the revisions made to Chapter 7 of the MaineDEP Best Stormwater Practices in April 2007, the surface area of the water quality filter must be no less than the sum of 5% of the impervious area and 2% of the landscaped area draining to the filter.

Surface Area Required:

5% of impervious area	= 0.05 x 3.45 AC	= 7,514 SF
2% of landscaped area	= 0.02 x 0.40 AC.	= 349 SF
Total		= 7,863 SF

Surface Area Provided:

7,930 SF

This criterion has been met.

The discharge must pass through a soil filter; the maximum outlet pipe shall be 8”.

3.0 CONCLUSION

The stormwater management strategy for the Subdivision Plan presented herein provides treatment for 18.09 acres of 21.40 acres of total redeveloped area, thus treating 84.5 % of redeveloped area.

The development will have a total of 16.29 acres of impervious surfaces of which 14.45 acres are redeveloped impervious area. The proposed strategy treats 12.87 acres of redeveloped impervious area plus 1.83 acres of existing buildings. After applying the treatment credit adjustment for treating existing impervious area, the overall stormwater treatment strategy will treat 96.40% of redeveloped impervious area created by the project. The Stormwater Management Plan created for the subdivision application herein meets or exceeds the City of Portland Stormwater Management Requirements. See Appendix A for full water quality calculations.

The storm drainage piping is sized for a 25 year storm event. The Rational Method was used to compute peak flows and sizing of the storm drain pipe size. Computations are included in Appendix F.

4.0 APPENDICES

Appendix A – Tabulated Summary of Stormwater Management Water Quality Treatment

Appendix B – MaineDEP Correspondence to Contech Regarding Filterra® Tree Box Units

Appendix C – Filterra® Sizing Changes Confirmation Letter from the MaineDEP

Appendix D – MaineDEP Correspondence to Contech Regarding Jellyfish® Unit Approval

Appendix E – Jellyfish® Unit Computations

Appendix F – Rational Method 25 Year Storm Frequency Peak Flow Computations & Schematic

APPENDIX A

TABULATED SUMMARY OF STORMWATER MANAGEMENT CHANGES

Summary of Water Quality Treatment																
Storm Water Management Zone	Inlet Subcatchment	Total Developed Area (sf)	Total Impervious Area (sf)	Total Pervious Area (sf)	Total New Developed Area (Acres)	Required Water Quality Volume (cf) ²	Existing Roof Mitigation Credit (sf) ⁹	Treatment Approach	Required Water Quality Filter Surface Area (sf) (When applicable) ¹⁰	Required Surface Area Volume controlled by Maximum Pond Depth	Tree Box Filter Size or Provided Filter Size	1 Yr 24-hr Storm Event Peak Flow Rate (cfs) ³	Stormtech Isolator Row Chambers Required (EA) ⁴	Stormtreat Units Required (EA) or StormFilters (EA) (Where Applicable) ^{5,11}	Stormtreat Units/Storm Filter Units Provided (EA)	Provided Water Quality Volume (cf) ^{4, 7}
Zone A																
	301	23,093.00	10,798.00	12,295.00	0.53	1,310	0	UD Grass Filter	786	873	900	-	-	-	-	1,350
	Sub-Total Zone A New Treated Area	23,093.00	10,798.00	12,295.00	0.53	1309.67	0.00	-	785.80	873.11	-	-	-	-	-	
	Existing Depot Building*	7,720.00	7,720.00	0.00	0.18	643	4,632	UD Grass Filter	386	429	600	-	-	-	-	900
	Sub-Total Zone A Existing Treated Roof Area	7,720.00	7,720.00	0.00	0.18	643.33	4632.00	-	386.00	428.89	-	-	-	-	-	
	302	27,818.00	5,591.00	22,227.00	0.64	-	-	Untreated	-	-	-	-	-	-	-	-
	Zone A New Untreated Area-Perimeter Grades	14,729.00	0.00	14,729.00	0.34	-	-	Untreated	-	-	-	-	-	-	-	-
	Sub-Total Zone A Untreated Areas	42,547.00	5,591.00	36,956.00	0.98	-	-	-	-	-	-	-	-	-	-	-
	Zone A Total Area Discharge	73,360.00	24,109.00	49,251.00	1.68	1953.00	4632.00		1171.80	1302.00	-	-	0	0.00	-	2,250
Zone B																
	401	46,664.00	17,081.00	29,583.00	1.07	2,410	0	Boxless Filtera	-	-	13'x7'	1.17	-	-	-	-
	402	7,588.00	6,241.00	1,347.00	0.17	565	0	Boxless Filtera	-	-	4'x6'	0.42	-	-	-	-
	403	26,630.00	9,865.00	16,765.00	0.61	1,381	0	Boxless Filtera	-	-	6'x8	0.73	-	-	-	-
	Sub-Total Zone B New Treated Area	80,882.00	33,187.00	47,695.00	1.86	4355.42	0.00	-	-	-	-	-	-	-	-	-
	Existing Depot Building* (trib to 401)	3,400.00	3,400.00	0.00	0.08	283	2,040	Boxless Filterra	-	-	see 401	0.21	-	-	-	-
	Sub-Total Zone B Existing Treated Roof Area	3,400.00	3,400.00	0.00	0.08	283.33	2040.00	-	-	-	-	0.21	-	-	-	-
	Zone B New Untreated Area-Perimeter Grades	9,443.00	0.00	9,443.00	0.22	-	0	Untreated	-	-	-	-	-	-	-	-
	Zone B Total Area Discharge	93,725.00	36,587.00	57,138.00	2.15	4638.75	2040.00	-	-	-	-	-	-	-	-	-
Zone C																
	501	11,805.00	11,805.00	0.00	0.27	984	0	Stormtreat	-	-	-	0.72	3.60	0.85	5	5,738
	502	7,523.00	7,523.00	0.00	0.17	627	0	Stormtreat	-	-	-	0.46	2.30	0.54		
	503	31,390.00	31,390.00	0.00	0.72	2,616	0	Stormtreat	-	-	-	1.92	9.58	2.26		
	Sub-Total Zone C New Treated Area	50,718.00	50,718.00	0.00	1.16	4226.50	0.00	-	-	-	-	-	15.49	3.66		
	South Side Brick South (C1)*	18,141.00	18,141.00	0.00	0.42	1,512	10,885	Storm Treat	-	-	-	1.11	5.54	1.31		
	Sub-Total Zone C Existing Treated Roof Area*	18,141.00	18,141.00	0.00	0.42	1511.75	10884.60	-	-	-	-	N/A	5.54	1.31		
	Zone C New Untreated Area-Perimeter Grades	0.00	0.00	0.00	0.00	0		Untreated	-	-	-	0.00	0.00	0.00		
	Zone C Total Treated Area Discharge	68,859.00	68,859.00	0.00	1.58	5738.25	10884.60		-	-	-	-	21.02	4.97	5	5,738
Zone D	601	21,057.00	11,803.00	9,254.00	0.48	1,292	0	Filterra	48	48	6'x8'	0.81	4.04	-	-	-
	602	13,308.00	7,527.00	5,781.00	0.31	820	0	Boxless Filtera	24	24	4'x6'	0.55	2.73	-	-	-
	603	3,244.00	1,359.00	1,885.00	0.07	176	0	Filterra	24	24	4'x6'	N/A	N/A	-	-	-
	604	5,691.00	3,131.00	2,560.00	0.13	346	0	Filterra	24	24	4'x6	N/A	N/A	-	-	-
	D-21	9,052.00	8,280.00	772.00	0.21	716	0	Filterra	60	60	6'x8'	0.52	2.61	-	-	-
	D-20	16,178.00	12,517.00	3,661.00	0.37	1,165	0	Filterra				0.81	4.05	-	-	-
	D-18	9,604.00	5,763.00	3,841.00	0.22	608	0	Filterra	24	24	4'x6'	0.43	2.16	-	-	-
	D-19	8,103.00	6,430.00	1,673.00	0.19	592	0	Filterra	24	24	4'x6	0.43	2.17	-	-	-
	D-11	18,614.00	13,989.00	4,625.00	0.43	1,320	0	StormTreat	-	-	-	0.90	4.52	1.14	-	-
	D-16	14,498.00	12,267.00	2,231.00	0.33	1,097	0	StormTreat	-	-	-	0.78	3.90	0.95	-	-
	D-12	11,149.00	4,926.00	6,223.00	0.26	618	0	Filterra	24	24	4'x6	0.41	0.00	0.00	-	-
	D-13	8,299.00	2,563.00	5,736.00	0.19	405	0	StormTreat	-	-	-	0.29	1.47	0.35	-	-
	606	77,903.00	77,903.00	0.00	1.79	6,492	0	Stormtreat	N/A	-	-	4.76	23.79	5.62	-	-
	607	11,831.00	11,831.00	0.00	0.27	986	0	Stormtreat	N/A	-	-	0.72	3.61	0.85	-	-
	608	20,692.00	10,264.00	10,428.00	0.48	1,203	0	Rain Garden	1,031	-	1,500	-	N/A	N/A	-	-
	Sub-Total Zone D New Treated Area	249,223.00	190,553.00	58,670.00	5.72	17835.08	0.00	-	1283.32	-	-	-	55.06	8.92	9	10,300
	Zone D New Untreated Area - Perimeter Grades	7,580.00	0.00	7,580.00	0.17	-	-	None	-	-	-	-	-	-	-	-
	605	7,186.00	4,988.00	2,198.00	0.16	-	-	None	-	-	-	-	-	-	-	-
	609	8,000.00	5,752.00	2,248.00	0.18	-	-	None	-	-	-	-	-	-	-	-
	Sub-Total Zone D Untreated Area	22,766.00	10,740.00	12,026.00	0.52	-	-	-	-	-	-	-	-	-	-	-
	Zone D Total Treated Area Discharge	271,989.00	201,293.00	70,696.00	6.24	17835.08	0.00	-	-	-	-	-	55.06	8.92	9	-

Zone E	801	47,912.00	33,272.00	14,640.00	1.10	3,261	-	Storm Filter	-	-	-	-	-	11.00	11	-
	802	13,445.00	13,445.00	0.00	0.31	1,120	-	Storm Filter	-	-	-	-	-	3.09	4	-
	Sub-Total Zone E New Treated Area	61,357.00	46,717.00	14,640.00	1.41	4381.08	-	-	-	-	-	-	-	14.09	15	-
	Zone E New Untreated Area-Perimeter Grades	7,123.00	0.00	7,123.00	0.16	-	-	None	-	-	-	-	-	-	-	-
	Zone E Total Area Discharge	68,480.00	46,717.00	21,763.00	1.57	4,381	0	-	-	-	-	-	-	14.09	15	-
Zone F	701	19,005.00	9,599.00	9,406.00	0.44	1,113	0	Storm Treats	-	-	-	0.69	3.43	0.96	6	6240
	702	7,244.00	7,244.00	0.00	0.17	604	0	Storm Treats	-	-	-	0.44	2.21	0.52		
	CB F-8	3,323.00	2,515.00	808.00	0.08	237	0	Storm Treats	-	-	-	0.20	1.01	0.20		
	CB F-7	17,327.00	13,385.00	3,942.00	0.40	1,247	0	Storm Treats	-	-	-	0.86	4.31	1.08		
	CB F-3	3,548.00	186.00	3,362.00	0.08	128	0	Storm Treats	-	-	-	0.20	1.00	0.11		
	CB F-4	1,039.00	256.00	783.00	0.02	47	0	Storm Treats	-	-	-	0.17	0.83	0.04		
	CB F-5	4,131.00	256.00	3,875.00	0.09	151	0	Storm Treats	-	-	-	0.20	1.02	0.13		
	CB F-6	2,102.00	348.00	1,754.00	0.05	87	0	Storm Treats	-	-	-	0.19	0.94	0.08		
	703	9,136.00	6,623.00	2,513.00	0.21	636	0	Storm Treats	-	-	-	0.46	2.30	0.55		
	704	6,653.00	2,910.00	3,743.00	0.15	367	0	Storm Treats	-	-	-	0.29	1.45	0.32		
	705	19,473.00	19,473.00	0.00	0.45	1,623	0	Storm Treats	-	-	-	1.19	5.95	1.40		
	Sub-Total Zone F New Treated Area	92,981.00	62,795.00	30,186.00		6239.12	0.00	-	-	-	-	-	24.45	5.40	6	6240
	Brick South North Side*	16,323.00	16,323.00	0.00	0.37	1,360	9,794	Storm Treats	-	-	-	1.00	4.98	1.18	1	1360
	Brick North (Treated)*	34,000.00	34,000.00	0.00	0.78	2,833	20,400	Gravel Drip Strip	-	-	-	-	0.00	-	-	2,920
	Sub-Total Zone F Existing Treated Roof Area	50,323.00	50,323.00	0.00	1.16	4193.58	30193.80	-	-	-	-	-	4.98	1.18	1	4,280.00
Zone G	Zone F New Untreated Area - Perimeter Grades	8,725.00	0.00	8,725.00	0.20		0	None	-	-	-	-	NA	NA		
	Zone F Total Area Discharge	152,029.00	113,118.00	38,911.00	1.36	10,433	30,194	-	-	-	-	-	29.43	6.58	7	10,520
	Sub-Total Zone G New Treated Area	0.00	0.00	0.00	0.00	0.00	0.00	-	-	-	-	0.00	0.00	0.00	-	-
Zone G	901	2,025.00	2,025.00	0.00	0.05	-	0	Untreated	-	-	-	-	-	-	-	-
	902	3,222.00	3,222.00	0.00	0.07	-	0	Untreated	-	-	-	-	-	-	-	-
	903	9,906.00	9,906.00	0.00	0.23	-	0	Untreated	-	-	-	-	-	-	-	-
	904	6,904.00	5,865.00	1,039.00	0.16	-	0	Untreated	-	-	-	-	-	-	-	-
	905	42,624.00	34,000.00	8,624.00	0.98	-	0	Untreated	-	-	-	-	-	-	-	-
	Sub-Total Zone G New Untreated Area	64,681.00	55,018.00	9,663.00	1.48	-	0	-	-	-	-	-	-		-	-
	Zone G Total Area Discharge	64,681.00	55,018.00	9,663.00	1.48	-	0.00	-	-	-	-	-	-	-	-	-
	Sub-Total Zone G New Treated Area	0.00	0.00	0.00	0.00	0.00	0.00	-	-	-	-	0.00	0.00	0.00	-	-
Zone H (Panhandle)	200	94,355.00	81,191.00	13,164.00	2.17	7,205	0	Subsurface Sand Filter	4,323	-	4,400	4.99	24.9	-	-	
	201	72,966.00	68,924.00	4,042.00	1.68	5,878	0	Subsurface Sand Filter	3,527	-	3,530	4.22	21.1	-	-	
	202	16,863.00	16,013.00	850.00	0.39	1,363	0	Boxless Filtera	32	-	4'x8'	-	-	-	-	
	Sub-Total Zone H New Treated Area	184,184.00	166,128.00	18,056.00	4.23	14445.87	0.00	-	7881.87	-	-	-	46.0	-	-	
	Zone H New Untreated Area - Perimeter Grades	36,487.00	2,174.00	34,313.00	0.84	1,325	0	Untreated	-	-	-	-	N/A	-	-	
	Zone H Total Area Discharge	220,671.00	168,302.00	52,369.00	5.07	14445.87	0.00	-	-	-	-	-	46.0	-	-	

Developed Area Breakdown	
A.) Total New Developed Area Treated (SF)	742,438.00
B.) Total New Developed Area untreated (SF)	191,772.00
C.) Total New Developed Area (SF) = A+B	934,210.00
D.) Existing Developed Roof Area Treated (SF)	79,584.00
E.) Adjusted Existing Developed Area Treated (SF)	47,750.4
F.) Total Net Developed Area Treated (SF) = A+E	790,188.40
Impervious Area Breakdown	
G.) Total New Impervious Area Treated (SF)	560,896.00
H.) Total New Impervious Area untreated (SF)	73,523.00
I.) Total New Impervious Area (SF) = G+H	634,419.00
J.) Existing Impervious Roof Area Treated (SF)	79,584.00
K.) Adjusted Existing Impervious Area Treated (SF)	47,750.40
L.) Total Net Impervious Area Treated (SF) = G+K	608,646.40

Treatment Breakdown	Required	Provided
% of Net Developed Area Treated = F/C	80.00%	84.58%
% of Net Impervious Area Treated = L/I	95.00%	95.94%

1. All areas are based on the FST sub division drawings dated September 2014
2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Existing buildings to remain are not required to be treated.
3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.
4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All Isolator rows have been computed per section 7.3.3 Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.
5. The required number of Stormtreat treatment units have been computed based on Section 7.4 of the Maine DEP Volume III BMP's Technical Design Manual. The number of units is computed to be the water quality volume divided by 1155 cubic feet and always rounded up.
6. The owner reserves the right to use an alternate tree box filter device provided it has been approved by the Maine DEP Chapter 500 delegated review authority of the City of Portland.
7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual
8. The Stone Drip Edge was based on section 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The Width of stone is derived from a required WQV based off 1" of runoff and a desired stone resevoir depth. See sizing computations on separate sheet.
9. According to Chapter 500 Maine DEP stormwater rules; the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6.
10. The required surface area for filter treatment system has been sized based on Sections, 7.1, 7.2 and 7.3 of the Maine DEP Volume III BMP's Technical Design Manual. Surface area for Grassed Underdrain Soil Filters and sub-surface sand filters can be computer by taking .05 of the impervious area + .02 of the pervious area, while Bio Retention Cells (Rain Garden can be computer by taking .07 of the impervious area + .03 of the pervious area.
11. The MEDEP will now accept a Filterra tree box filter as a stand alone treatment unit and does not require an Isolator Row for eligble projects. This project meets the eligibility criteria noted in a letter dated June 27th, 2014 from the MEDEP

APPENDIX B

**MAINEDEP CORRESPONDENCE TO
CONTECH REGARDING FILTERRA® TREE BOX UNITS**



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

January 21, 2015

Stormwater Regulatory Manager
Filterra Bioretention Systems
Contech Engineered Solutions
11352 Virginia Precast Road
Ashland, VA 23005
ATTN: Chris French

Dear Mr. French:

The Filterra Bioretention System (FBS) was permitted for use by the Department of Environmental Protection (Department) on November 12, 2009, as part of a stormwater treatment train that included the use a StormTech Isolator Row following the structure as an approved alternative to the General Standards (Section 4.B.) of the Stormwater Management Rules (Chapter 500), and as described in Chapter 7.5 of Volume III of the Maine Stormwater Management BMP Manual.

Based on the testing data provided, the currently approved FBS provides sufficient treatment without the use of the StormTech Isolator Row. And pending establishment of an appropriate rainfall intensity rate that would allow for the full treatment of 90% of an average annual runoff volume, this letter is to inform you that the Department will review and approve, on a case-by-case basis, the interim use of the FBS when sized, installed and maintained in accordance with the following provisions:

1. The structure may be a standard concrete box or a soft shell system that is filled with the Filterra engineered filter media, provided it is sized to meet the requirements of the General Standards (Section 4.B.) and is installed, operated and maintained in accordance with the manufacturer's specifications.
2. The FBS must be sized in accordance with the manufacturer's standard New England testing results and revised sizing guidelines outlined in the following table to treat 90% of the annual runoff volume:

Filterra Model Number	Area in Acres
4'x6' or 6'x4'	Up to 0.17
4'x8' or 8'x4'	0.18 - 0.22
6'x6'	0.23 - 0.25
6'x8' or 8'x6'	0.26 - 0.33
6'x10' or 10'x6'	0.34 – 0.42
6'x12' or 12'x6'	0.43 – 0.50
7'x13' or 13'x7'	0.51 – 0.63

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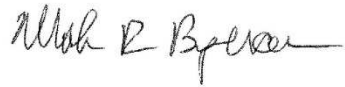
3. When designed with the standard curb inlet design, the FBS must be configured “off-line” with the surface elevation at the FBS unit being up gradient of an overflow inlet. When designed with the grated inlet design, the FBS must incorporate an internal bypass and will not require an overflow inlet. The applicant must demonstrate that the proposed design meets all the manufacturer's specifications prior to submission for Department approval. Review and approval of the proposed design by the manufacturer will be sufficient to demonstrate conformance with the manufacturer's specifications.
4. The treated flow and bypass flow must be combined and directed to a detention system/structure that will store the water quality/channel protection volume (WQv) consisting of the first 1.0 inch of runoff from impervious areas and 0.4 inch of runoff from lawns and landscaped areas. An external outlet control structure must control the flow out of the system and the WQv must be detained for a minimum of 24 hours and a maximum of 48 hours.
5. When a boxed structure is proposed, the FBS must be delivered to the site with the engineered filter media and plumbing fully installed. The concrete box must be sealed to prevent debris and sediment from entering the system during construction. The activation of the FBS and opening of the protective mesh cover, installation of plant(s) and mulch layers as necessary, can be performed only by the supplier (Americast or its authorized dealer). The activation process must not commence until the project site is fully stabilized and cleaned (i.e., full landscaping, grass cover, final paving and street sweeping completed), minimizing the risk of construction materials contaminating the FBS system.
6. When a soft shell structure is proposed, the FBS(s) must be built on site and must include all the components of a boxed structure. The FBS must be designed per the manufacturer's specifications and must be installed on-site by the manufacturer's representative.
7. A five-year binding inspection and maintenance contract must be provided prior to review and approval by the Department, and must be renewed before contract expiration. The first year's maintenance must be provided by the manufacturer to ensure that the system is operating according to the established specifications. Said contract will be with a professional with knowledge of erosion and stormwater control, including a detailed working knowledge of the proposed Best Management Practices.
8. The overall stormwater management design must meet all Department criteria and sizing specifications and shall be reviewed and approved by the Department prior to use.
9. This approval is conditional to on-the-ground experience confirming that the FBS's pollutant removal efficiency and sizing are appropriate. The “permit shield” provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if pollutant removals do not satisfy the General Standard Best Management Practices.

We look forward to working with you as these stormwater management structures are installed on new projects. And, we hope that this stormwater BMP will be included in our manual in the near future.

Letter to Chris French
January 21, 2015
Page 3 of 3

Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark Bergeron". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mark Bergeron, P.E.
Director, Division of Land Resource Regulation
Bureau of Land & Water Quality

C: Don Witherill, Maine DEP

APPENDIX C

**FILTERRA® SIZING CHANGES
CONFIRMATION LETTER FROM THE MaineDEP**

June 27, 2014

Chris French
Stormwater Regulatory Manager
Filterra Bioretention Systems
11352 Virginia Precast Road
Ashland, VA 23005

Dear Mr. French,

The Filterra structure was permitted for use by DEP in 2009 as part of a stormwater treatment train that included the use a StormTech Isolator Row following the structure as an approved alternative to the General Standard BMPs described in the Chapter 500 Stormwater Management Rules and as describe in Chapter 7. 5 found in Volume III of the Maine Stormwater Management BMP Manual.

Based on additional testing data, we are pleased to inform you that the Department of Environmental Protection will authorize, on a case-by-case basis, the request from applicants to use the currently approved Filterra structure independently of the StormTech Isolator Row. The structure may be a standard concrete box or a soft shell system that is filled with the Filterra engineered filter media, provided it is sized to meet the requirements of the General Standards (Section 4.B.) and is installed, operational and maintained in accordance with the criteria listed below. Chapter 7.5 will be revised accordingly in the near future to incorporate these changes.

1. The Filterra Bioretention System must be sized in accordance with the manufacturer's standard New England testing results and sizing guidelines outlined in the following table to treat 90% of the annual runoff volume.

Filterra Model Number	Area in Acres
4x6 or 6x4	0.32
4x8 or 8x4	0.42
6x6	0.47
6x8 or 8x6	0.64
6x10 or 10x6	0.79
6x12 or 12x6	0.95
7x13 or 13x7	1.20

2. When designed with the standard curb inlet design, the Filterra must be configured "off-line" with the surface elevation at the Filterra unit being up gradient of an overflow inlet. In the grated inlet design, the Filterra will incorporate an internal bypass and does not require an overflow inlet. The applicant must demonstrate that the design meets all the manufacturer's specifications and shall be reviewed by the manufacturer prior to submission for DEP approval. Review and

approval of the design by the manufacturer will be sufficient to demonstrate conformance with the manufacturer's specifications.

3. The treated and bypass flow will be combined and directed to a detention system/structure that will store at least the sum of 1.0 inch of runoff from the impervious areas and 0.4 inches from the landscaped areas that drain to the system unless attenuation of the channel protection volume is not required (i.e. direct discharge to a lake, tidal waters, or a major river). An external outlet control structure must control the flow out of the system and should be sized for the entire channel protection volume to drain in no less than 24 hours or more than 48 hours.
4. In a boxed structure, the Filterra Bioretention System(s) must be delivered to the site with the engineered filter media and plumbing fully installed. The concrete box must be sealed to prevent debris and sediment from entering the system during construction. The activation of the unit and opening of the protective mesh cover, installation of plant(s) and mulch layers as necessary can be performed ONLY by the Supplier (Americast or its authorized dealer). The activation process cannot commence until the project site is fully stabilized and cleaned (full landscaping, grass cover, final paving and street sweeping completed), minimizing the risk of construction materials contaminating the Filterra system.
5. In a soft shell structure, the system must be built from the ground up and must include all the components of a boxed structure. The structure will be designed per the manufacturer's specifications and will be installed on-site by the manufacturer's representative.
6. The first year's maintenance must be provided by the manufacturer to ensure that the system is operating per the established specifications. In addition, the owner will provide an executed 5-year inspection and maintenance contract prior to final DEP approval. Said contract will be with a professional with knowledge of erosion and stormwater control, including a detailed working knowledge of the proposed BMP's.

Thank you for your work in proposing, evaluating and altering this BMP as the system was found to meet Maine treatment expectations with your additional testing. We look forward to working with you as we continue developing the design and installation specifications of the box-less Filterra biofilter, and hope that this design will provide an effective alternative to the General Standard BMPs.

Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

Donald T. Witherill, Director
Division of Watershed Management
Bureau of Land & Water Quality

APPENDIX D

**MAINEDEP CORRESPONDENCE TO
CONTECH REGARDING JELLYFISH® UNIT APPROVAL**



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

January 21, 2015

CONTECH Engineered Solutions LLC
71 US Route 1, Suite F
Scarborough, ME 04074
ATTN: Derek Berg

Dear Mr. Berg:

This letter is to inform you that the Department of Environmental Protection (Department) will review and approve, on a case-by-case basis, applicants' requests to use the Jellyfish Filter, manhole or vault housing, a cartridge deck supporting membrane filtration cartridges, as a low flow rate filter meeting the requirements of the General Standards (Section 4.B.) of the Stormwater Management Rules (Chapter 500) when sized, installed and maintained in accordance with the following provisions:

1. The Jellyfish Filter must be sized in accordance with the tested hydraulic loading rate, and is approved for a maximum rate of 80 gallons per minute (gpm) for each 54-inch long membrane filter cartridge (1.48 gpm per inch of cartridge length). The structure must include at least one draindown cartridge, which is approved for a hydraulic loading rate of 40 gpm per 54" cartridge (0.74 gpm per inch of cartridge length).
2. Upstream storage must be provided for the water quality/channel protection volume (WQv) consisting of the first 1.0 inch of runoff from impervious areas and 0.4 inch of runoff from lawns and landscaped areas. The WQv should be hydraulically isolated from any additional storage provided onsite by weirs or other means so that only the WQv is routed through the Jellyfish Filter. Additionally, the WQv must be detained for a minimum of 24 hours and a maximum of 48 hours (emptying time). Storage can typically be provided in an underground facility such as corrugated metal pipe, polypropylene chambers, concrete vaults or similar means.
3. All storage systems must include sufficient maintenance access for the removal of accumulated sediment and debris. It is desirable that a pretreatment structure be located upstream of the WQv storage to facilitate capture of coarse solids and trash.
4. The Jellyfish Filter must be delivered to the site and installed under the supervision of the manufacturer's representative.
5. The system must be inspected at least once every six months, and the filters maintained yearly per the manufacturer's guidelines to maintain the established efficiency for pollutant removal. A five-year binding inspection and maintenance contract must be provided prior to review and approval by the Department, and must be renewed before contract expiration.
6. The overall stormwater management design must meet all Department criteria and sizing specifications and shall be reviewed and approved by the Department prior to use.
7. Review and approval by the manufacturer for the proposed use and sizing of the Jellyfish Filter at each specific project is required to ensure conformance with the manufacturer's design specifications.

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8. This approval is conditional to on-the-ground experience confirming that the Jellyfish Filter's pollutant removal efficiency and sizing are appropriate. The "permit shield" provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if pollutant removals do not satisfy the General Standard Best Management Practices.

We look forward to working with you as these stormwater management structures are installed on new projects. And, we hope that this stormwater BMP will be included in our manual in the near future.

Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark R. Bergeron". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mark Bergeron, P.E.
Director, Division of Land Resource Regulation
Bureau of Land & Water Quality

C: Don Witherill, Maine DEP

APPENDIX E

JELLYFISH® UNIT COMPUTATIONS



Determining Jellyfish Size for Mass Based Loading

CONTECH Engineered Solutions Engineer:

CJA

Date Prepared:

3/11/2015

Site Information

Project Name	Thompsons Point Zone C
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	1.46 ac
Post Development Impervious Area, Ai	1.23 ac
Pervious Area, Ap	0.23 ac
% Impervious	84%
Runoff Coefficient, Rc	0.81
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	183522 ft ³
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	801.51 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	400.75 lbs
Mass load to filters after pretreatment, Mpass1	400.75 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	280.53
Water Quality Flow	0.075 cfs

Method to Use

MASS LOADING

Summary		
Mass	Nearest Jellyfish Mass Capacity	313.00 lbs
	Required Size	JF4-2-1



Determining Jellyfish Size for Mass Based Loading

CONTECH Engineered Solutions Engineer:

CJA

Date Prepared:

3/11/2015

Site Information

Project Name	Thompsons Point Zone D
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	3.27 ac
Post Development Impervious Area, Ai	2.83 ac
Pervious Area, Ap	0.43 ac
% Impervious	87%
Runoff Coefficient, Rc	0.83
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	417577 ft ³
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	1823.71 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	911.85 lbs
Mass load to filters after pretreatment, Mpass1	911.85 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	638.30
Water Quality Flow	0.168 cfs

Method to Use

MASS LOADING

Summary		
Mass	Nearest Jellyfish Mass Capacity	688.00 lbs
	Required Size	JF6-5-1



Determining Jellyfish Size for Mass Based Loading

CONTECH Engineered Solutions Engineer:

CJA

Date Prepared:

3/11/2015

Site Information

Project Name	Thompsons Point Zone E
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	0.99 ac
Post Development Impervious Area, Ai	0.91 ac
Pervious Area, Ap	0.07 ac
% Impervious	93%
Runoff Coefficient, Rc	0.88
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	130744 ft ³
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	571.01 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	285.50 lbs
Mass load to filters after pretreatment, Mpass1	285.50 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	199.85
Water Quality Flow	0.062 cfs

Method to Use

MASS LOADING

Summary		
Mass	Nearest Jellyfish Mass Capacity	313.00 lbs
	Required Size	JF4-2-1



Determining Jellyfish Size for Mass Based Loading

CONTECH Engineered Solutions Engineer:

CJA

Date Prepared:

3/11/2015

Site Information

Project Name	Thompsons Point Zone F
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	2.51 ac
Post Development Impervious Area, Ai	1.82 ac
Pervious Area, Ap	0.69 ac
% Impervious	72%
Runoff Coefficient, Rc	0.70
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	290687 ft ³
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	1269.54 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	634.77 lbs
Mass load to filters after pretreatment, Mpass1	634.77 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	444.34
Water Quality Flow	0.105 cfs

Method to Use

MASS LOADING

Summary		
Mass	Nearest Jellyfish Mass Capacity	563.00 lbs
	Required Size	JF6-4-1



Determining Jellyfish Size for Mass Based Loading

CONTECH Engineered Solutions Engineer:

CJA

Date Prepared:

3/25/2015

Site Information

Project Name	Thompsons Point Zone D2
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	0.60 ac
Post Development Impervious Area, Ai	0.42 ac
Pervious Area, Ap	0.18 ac
% Impervious	70%
Runoff Coefficient, Rc	0.68
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	68063 ft ³
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	297.26 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	148.63 lbs
Mass load to filters after pretreatment, Mpass1	148.63 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	104.04
Water Quality Flow	0.025 cfs

Method to Use

FLOW BASED

Summary		
Mass	Nearest Jellyfish Mass Capacity	188.00 lbs
	Required Size	JF4-1-1



Determining Jellyfish Size for Mass Based Loading

CONTECH Engineered Solutions Engineer:

CJA

Date Prepared:

3/25/2015

Site Information

Project Name	Thompsons Point Zone B
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	1.12 ac
Post Development Impervious Area, Ai	0.48 ac
Pervious Area, Ap	0.64 ac
% Impervious	42%
Runoff Coefficient, Rc	0.43
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	101664 ft ³
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	444.00 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	222.00 lbs
Mass load to filters after pretreatment, Mpass1	222.00 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	155.40
Water Quality Flow	0.037 cfs

Method to Use

FLOW BASED

Summary		
Mass	Nearest Jellyfish Mass Capacity	188.00 lbs
	Required Size	JF4-1-1

APPENDIX F

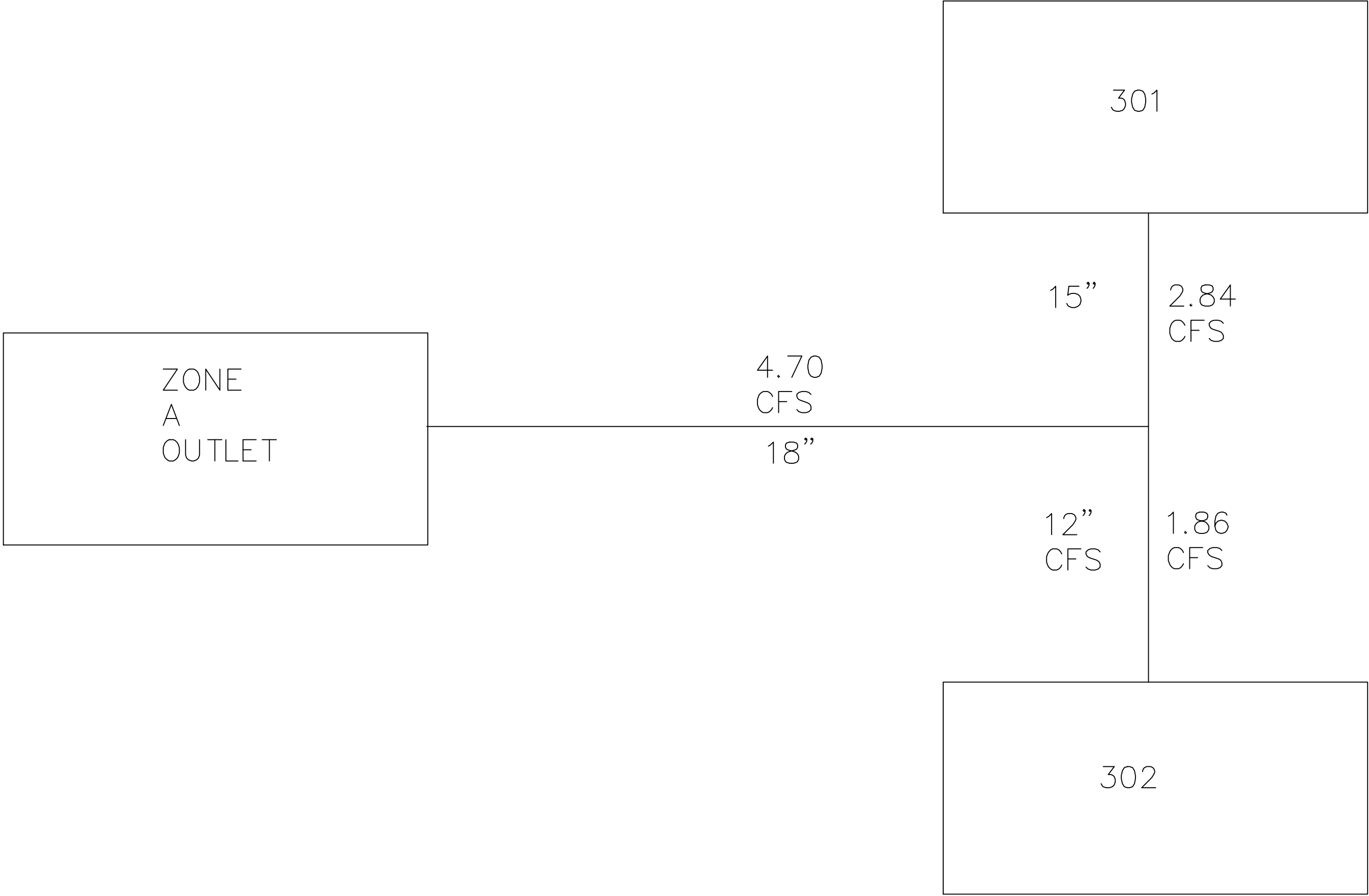
RATIONAL METHOD 25 YEAR STORM FREQUENCY PEAK FLOW COMPUTATIONS & STORMWATER PIPING SIZING FLOW SCHEMATIC

THE FOREFRONT AT THOMPSON'S POINT
RATIONAL METHOD 25 YEAR FLOW CALCULATIONS

Storm Water Management Zone	Area Trib To Discharge	Total Developed Area (sf)	Total Impervious Area (sf)	Total Pervious Area (sf)	Total Area (acres)	Weighted C	25 Year Flow (CFS)
Zone A	301	23,093.00	10,798.00	12,295.00	0.53	0.55	1.82
	302	27,818.00	5,591.00	22,227.00	0.64	0.35	1.40
	Existing Depot Building*	10,860.00	10,860.00	0.00	0.25	0.95	1.48
	Totals	61,771.00	27,249.00	34,522.00	1.42	1.85	4.70
Zone B	401	46,664.00	17,081.00	29,583.00	1.07	0.47	3.18
	402	7,588.00	6,241.00	1,347.00	0.17	0.82	0.89
	403	26,630.00	9,865.00	16,765.00	0.61	0.48	1.83
	Existing Depot Building* (trib to 401)	3,400.00	3,400.00	0.00	0.08	0.95	0.46
	Totals	84,282.00	36,587.00	47,695.00	1.93	2.72	6.36
Zone C	501	11,805.00	11,805.00	0.00	0.27	0.95	1.61
	502	7,523.00	7,523.00	0.00	0.17	0.95	1.03
	503	31,390.00	31,390.00	0.00	0.72	0.95	4.28
	South Side Brick South (C1)*	18,141.00	18,141.00	0.00	0.42	0.95	2.47
	Totals	68,859.00	68,859.00	0.00	1.58	3.80	9.39
Zone D	601	21,057.00	11,803.00	9,254.00	0.48	0.62	1.87
	602	13,308.00	7,527.00	5,781.00	0.31	0.62	1.19
	603	3,244.00	1,359.00	1,885.00	0.07	0.51	0.24
	604	5,691.00	3,131.00	2,560.00	0.13	0.61	0.50
	605	7,186.00	4,988.00	2,198.00	0.16	0.72	0.74
	D-21	9,052.00	8,280.00	772.00	0.21	0.89	1.15
	D-20	16,178.00	12,517.00	3,661.00	0.37	0.78	1.81
	D-18	9,604.00	5,763.00	3,841.00	0.22	0.65	0.90
	D-19	8,103.00	6,430.00	1,673.00	0.19	0.80	0.92
	D-11	18,614.00	13,989.00	4,625.00	0.43	0.76	2.04
	D-16	14,498.00	12,267.00	2,231.00	0.33	0.83	1.74
	D-12	11,149.00	4,926.00	6,223.00	0.26	0.53	0.85
	D-13	8,299.00	2,563.00	5,736.00	0.19	0.43	0.51
	606	77,903.00	77,903.00	0.00	1.79	0.95	10.62
	607	11,831.00	11,831.00	0.00	0.27	0.95	1.61
	608	20,692.00	10,264.00	10,428.00	0.48	0.57	1.70
	609	8,000.00	5,752.00	2,248.00	0.18	0.74	0.85
	Totals	256,409.00	195,541.00	60,868.00	5.89	11.24	29.25
Zone E	801	47,912.00	33,272.00	14,640.00	1.10	0.72	4.96
	802	13,445.00	13,445.00	0.00	0.31	0.95	1.83
	Totals	61,357.00	46,717.00	14,640.00	1.41	1.67	6.79
Zone F	701	19,005.00	9,599.00	9,406.00	0.44	0.58	1.58
	702	7,244.00	7,244.00	0.00	0.17	0.95	0.99
	CB F-8	3,323.00	2,515.00	808.00	0.08	0.77	0.37
	CB F-7	17,327.00	13,385.00	3,942.00	0.40	0.78	1.94
	CB F-3	3,548.00	186.00	3,362.00	0.08	0.24	0.12
	CB F-4	1,039.00	256.00	783.00	0.02	0.38	0.06
	CB F-5	4,131.00	256.00	3,875.00	0.09	0.25	0.15
	CB F-6	2,102.00	348.00	1,754.00	0.05	0.32	0.10
	703	9,136.00	6,623.00	2,513.00	0.21	0.74	0.97
	704	6,653.00	2,910.00	3,743.00	0.15	0.53	0.50
	705	19,473.00	19,473.00	0.00	0.45	0.95	2.65
	Brick South North Side*	16,323.00	16,323.00	0.00	0.37	0.95	2.22
	Brick North (Treated)*	34,000.00	34,000.00	0.00	0.78	0.95	4.63
	Totals	143,304.00	113,118.00	30,186.00	3.29	8.39	16.28
Zone G	901	2,025.00	2,025.00	0.00	0.05	0.95	0.28
	902	3,222.00	3,222.00	0.00	0.07	0.95	0.44
	903	9,906.00	9,906.00	0.00	0.23	0.95	1.35
	904	6,904.00	5,865.00	1,039.00	0.16	0.84	0.83
	905	42,624.00	34,000.00	8,624.00	0.98	0.80	4.88
	Totals	64,681.00	55,018.00	9,663.00	1.48	4.49	7.78
Zone H	200	94,355.00	81,191.00	13,164.00	2.17	0.85	11.44
	201	72,966.00	68,924.00	4,042.00	1.68	0.91	9.51
	202	16,863.00	16,013.00	850.00	0.39	0.91	2.21
	Totals	184,184.00	166,128.00	18,056.00	4.23	2.67	23.16

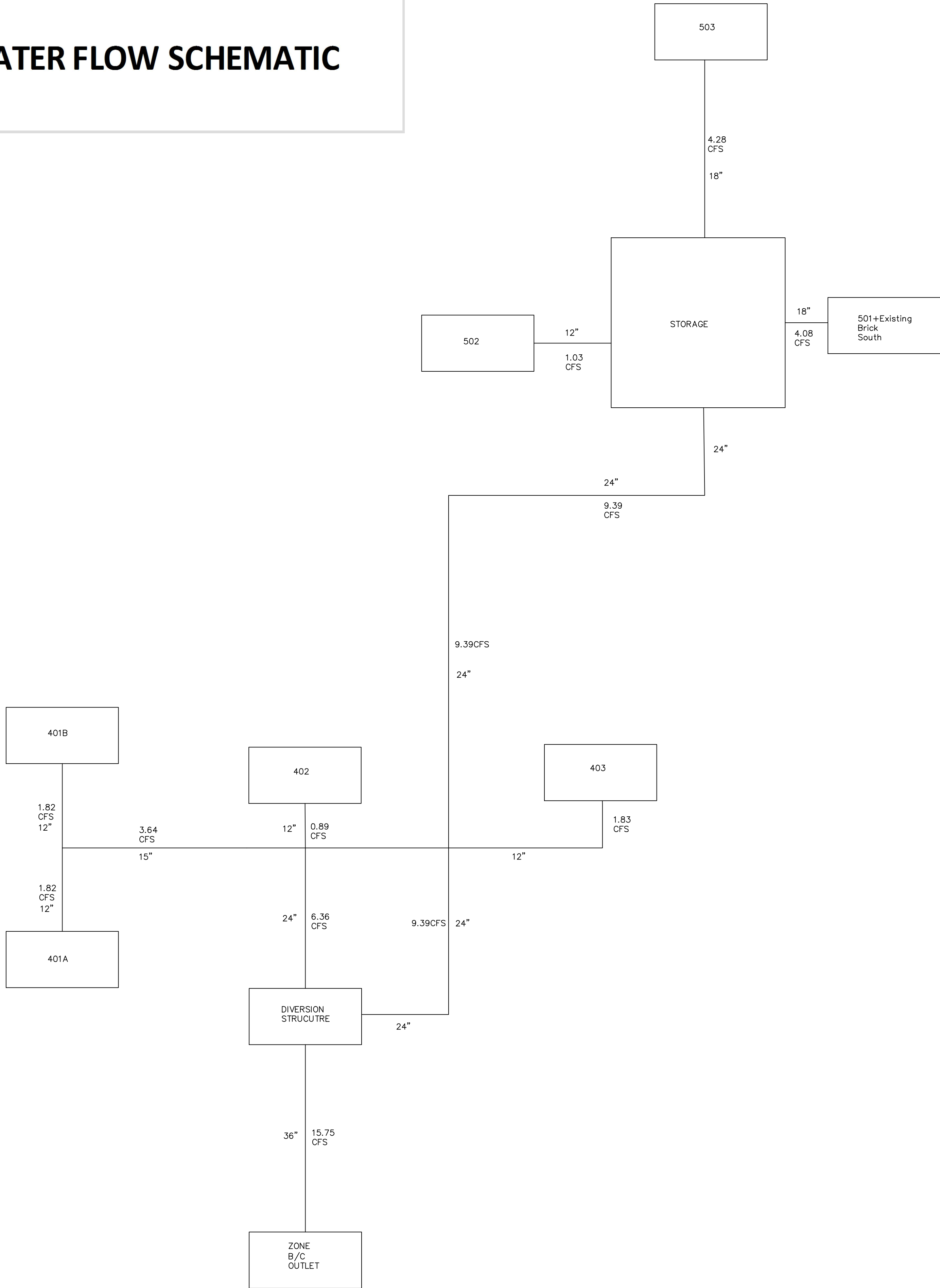
Assumptions	
Pervious C	0.2
Impervious C	0.95
I-25 Year Storm	6.25 In/Hr
RATIONAL FLOW = I*C*A	
Notes:	
1. Rainfall intensity based on Cumberland County IDF curve using a TC of 5 min.	

ZONE A STORM WATER FLOW SCHEMATIC



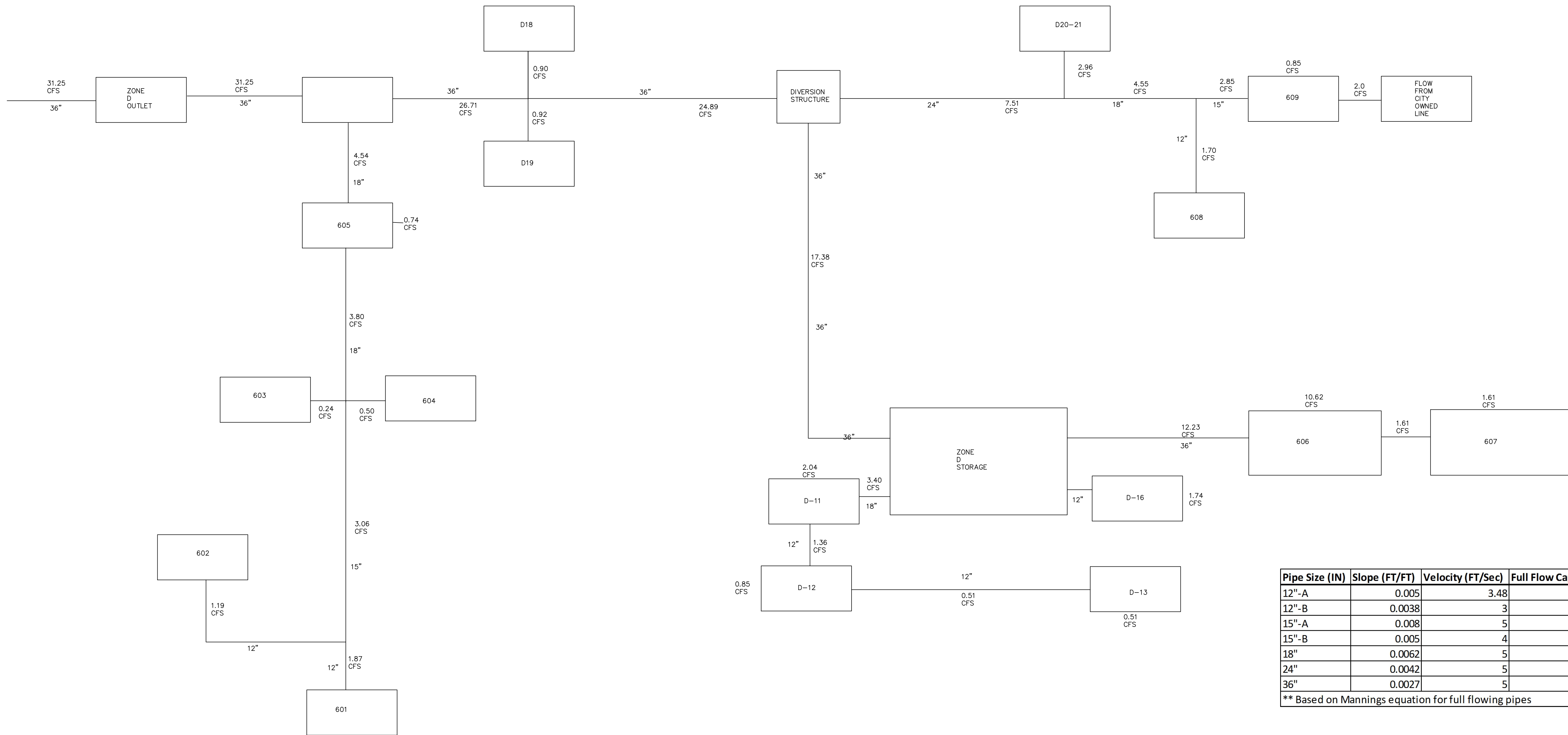
Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zone A Sized based on min. slope			

ZONE B/C STORM WATER FLOW SCHEMATIC



Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones B/C Sized based on min. slope			

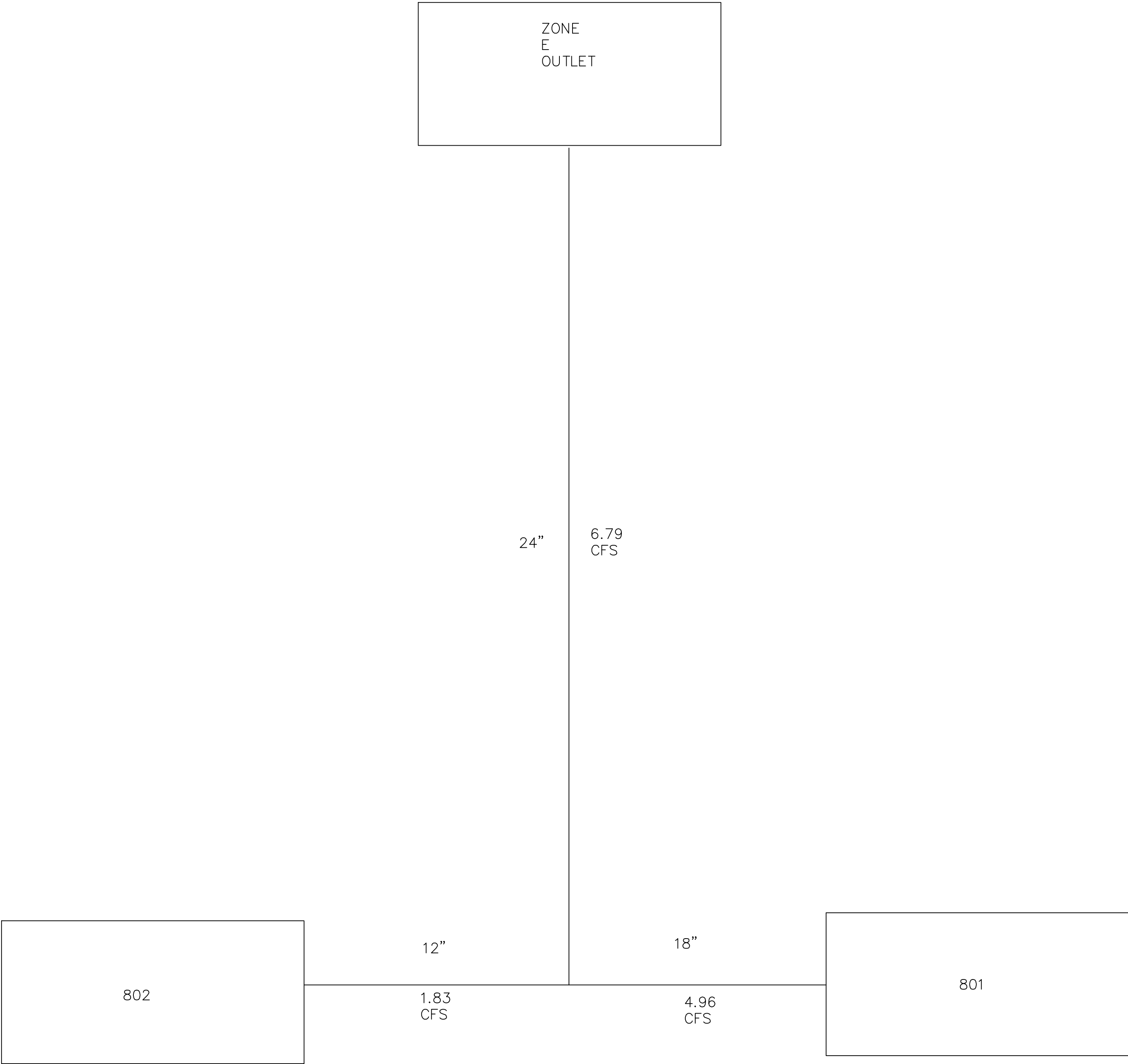
ZONE D STORM WATER FLOW SCHEMATIC



Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-A	0.005	3.48	2.73
12"-B	0.0038	3	2.38
15"-A	0.008	5	6.26
15"-B	0.005	4	4.95
18"	0.0062	5	8.96
24"	0.0042	5	15.93
36"	0.0027	5	37.54

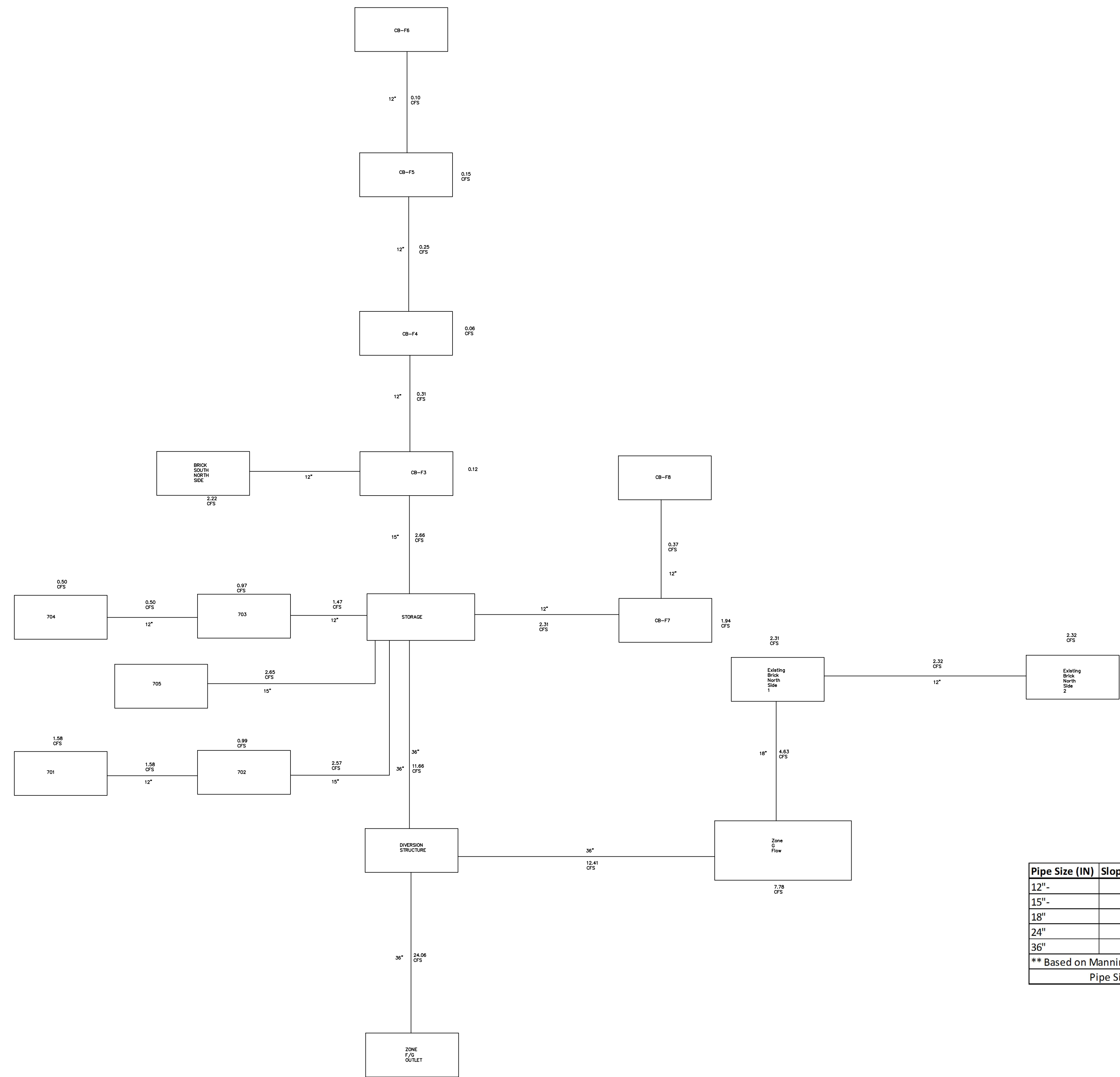
** Based on Mannings equation for full flowing pipes

ZONE E STORM WATER FLOW SCHEMATIC



Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-	0.0038	3	2.38
15"-	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones E Sized based on min. slope			

ZONE F/G STORM WATER FLOW SCHEMATIC



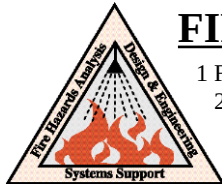
Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"	0.0038	3	2.38
15"	0.0028	3	3.7
18"	0.0022	3	5.33
24"	0.0015	3	9.49
36"	0.0009	3	21.67
** Based on Mannings equation for full flowing pipes			
Pipe Sizes in Zones F/G Sized based on min. slope			

Summary of Storm Water Discharges					
Discharge ID	Approximate Drainage Area (Ac)	Full Build Out 25 Yr Peak Flow (CFS)	Outlet Pipe Size (In)	Description	*Minimum Required Riprap D ₅₀ (IN)
Zone A	1.42	4.7	18	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12
Zone B/C	3.51	15.75	36	RCP Flared End W/ Bar Rack, Riprap Slope	12
Zone D	5.89	31.25	36	RCP Flared End W/ Bar Rack, Riprap Slope	12
Zone E	1.41	6.79	24	RCP Flared End, Riprap Slope Apron	12
Zone F/G	4.77	24.06	36	RCP Flared End W/ Bar Rack, Riprap Slope	12
Zone H	4.23	23.16	48	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12

* D₅₀ is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D₅₀. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D₅₀ stone size.

ATTACHMENT E

Life Safety Plan



FIRE RISK MANAGEMENT, INC

1 Front St., Bath, ME 04530
207/442-7200 [221-1295 (fax)]
www.fireriskmgt.com

Date: 29 January, 2014

Memo Report

From: W. Mark Cummings, P.E.

To: Mr. Steve Bushey, Fay, Spofford, & Thorndike

CC:

Subject: Updated Fire Protection Review of Site Plans, ICW The Forefront at Thompson's Point

As requested, Fire Risk Management, Inc. (FRM) reviewed the information you provided with regards to the updated site plans for the new development at Thompson's Point in Portland, ME. The focus for this review was to further evaluate the fire protection features of the general layout for the proposed development to ensure that all State and Municipal codes, regulations, and ordinances are adequately addressed.

The primary codes and regulations used as reference for this review included;

1. The City of Portland Code of Ordinances; primarily Chapter 10, *Fire Prevention and Protection*, (Rev. 1-20-11),
2. City of Portland Technical Manual, Section 3 – Public Safety, (Rev. 6/17/11),
3. City of Portland Fire Department Rules and Regulations, and
4. National Fire Protection Association (NFPA) 1, the Fire Code® (2012 ed.).

For this review, the primary areas of interest are to ensure that an adequate water supply is available; including location and spacing of the new fire hydrants along the proposed private fire service main and that proper access to the various structures by firefighting equipment and personnel is available. The primary documentation reviewed in support of this evaluation included;

1. The Forefront at Thompson's Point Master Fire Protection Plan; Dwg C-6.00,
2. The Forefront at Thompson's Point Master Plan; Dwg C3.00, and
3. The Forefront at Thompson's Point Master Plan Application submittal package.

Although no updated fire water supply system data have been requested from the Portland Water District (PWD), the data provided for the previous review of this development indicated that the water supply to the site for the new development should be more than adequate to support the requirements outlined by NFPA 1, Ch. 18. Based on the most recent building construction data provided, it is understood that the new buildings being constructed will generally consist of Type IB or IIA construction and will comply with the requirements of the Maine Uniform Building and Energy Code (MUBEC), which mostly follows the requirements outlined in the International Building Code (IBC). The existing buildings that are identified to remain will generally meet a Type IIIB construction classification, as defined by the IBC. Equally, it was discussed that the construction plans call for all new buildings to be fully protected with automatic fire sprinkler systems and most, if not all, existing structures are likely to be retrofitted with a fire sprinkler system as part of their renovations. Some discussion indicated that since building B1 was planned to be an "open air" structure, this facility might not be provided with a fire sprinkler system. Given the type of occupancy classifications, along with the size and construction classifications for all buildings that are proposed for this development, the overall fire flow (firefighting water supply) requirements for each of the buildings, as defined by the requirements in NFPA 1, have been estimated. It is estimated that the "worst-case" demand will likely be that for both the Garage (building F1) and the Office building (building J1). Based strictly on the fire flow areas for these structures, along with a likely requirement that they will consist of Type I or II construction, a minimum fire flow demand of 4250 gpm

for four (4) hours would be required for each. However, given that these structures are planned to be fully sprinklered, this flow value can be reduced by 75%; to less than 1100 gpm. If building B1 is not to be provided with a fire sprinkler system, this building would then represent the worst case demand for the water supply system; 2500 gpm for two (2) hours. The hydrant flow test data previously provided by the PWD indicated that the 12" supply main serving this site can support more than 6000 gpm at the minimum of 20 psig residual pressure, which is used as that needed to be defined as "fire flow." No restriction was listed with regards to the duration for which this flow could be provided. As such, the existing water supply system for the City of Portland should have no problem acting as the primary source of fire water supply for this new development.

Based on the total fire flow demand, NFPA 1 (Annex E) would allow for a minimum spacing of either 450 ft or 500 ft between each hydrant, as measured along the fire department access road(s)¹. Ultimately, this will depend on whether or not all buildings are provided with sprinkler systems. If, for example, building B1 is not provided with a fire sprinkler system and the requisite fire flow demand is 2500 gpm, the hydrant spacing should be no more than 450 ft along the various access roads; otherwise, the 1100 gpm demand would allow for a 500 ft spacing. Although the current Master Fire Protection Plan was developed using a maximum spacing of 500 ft between hydrants, most are already shown on the plan as not being greater than 450 ft apart and where those that may be slightly more than this distance, the final hydrant locations can easily be adjusted, if/as necessary, to meet this requirement without the need for additional hydrants. Equally, for any hydrant that is considered to be located along a "dead-end" street/access roadway/etc., the distance from any point measured along that street/roadway to a hydrant should not exceed 200 ft. Using these requirements and the information provided on the Master Plan drawings, it appears that the proposed hydrant locations that are adjacent to buildings J1 and J2 (northwest corner of the development) may need to be adjusted slightly to fully comply with this requirement. However, since this can easily be accomplished within the design of the final site plan, it would not be recommended that changes to this current layout occur until the overall site plan is finalized; including building sizes and locations and a definite determination of whether any buildings will not receive a fire sprinkler system.

The Portland Fire Department Rules and Regulations include additional requirements regarding the placement of hydrants. This includes a requirement that the Fire Department Connection(s) (FDCs) for each building must be within 100 ft of a hydrant. Additionally, NFPA 24 (along with the City) has a requirement that no hydrant should be located within 40 ft of a structure. Since the level of detail for the individual buildings provided at this point in the design process is such that it is not known where the FDCs will be located for each building, it cannot be determined as part of this review whether or not this requirement will be met. However, in other recent projects, the City has agreed to "waive" the requirement for a hydrant to be within 100 ft of the FDC; primarily since the genesis of this requirement isn't fully understood and this is not a "typical" requirement for most other municipal Fire Departments. It is understood that the hydrant that is currently depicted as being located adjacent to building H is within 40 ft of this structure. However, as discussed in a number of teleconferences between FST and FRM, it is recommended that this current location be retained. It is understood that the proximity of the access road along these buildings is so close to the property line that a hydrant cannot be installed on the other side of the access road. However, installation of the hydrant at this location has a greater advantage in meeting the overall water supply requirements for the site than the disadvantage of its close proximity to building H. Its removal would then result in the inability to meet the maximum spacing between hydrants. Given that if a fire is within building H, other hydrants are readily available to support firefighting operations, it is considered that the plan to install this hydrant in this location represents the best option for providing the overall site with adequate fire protection. Where it may be in the best interests of the overall firefighting plan for a building/site, the codes do allow for the Authority Having Jurisdiction (AHJ) to accept hydrant locations within the 40-foot limit.

NFPA 1 also requires that any portion of a building, or the exterior walls of the building, can be no more than 450 ft from an access road when the facility is fully protected by an automatic sprinkler system; it cannot be more than 150 ft if not sprinklered. Based on a review of the site plan, it appears that this requirement will easily be met. In addition to this requirement, NFPA 1 also requires that at least one exterior door for each building is within 50 ft. of an access

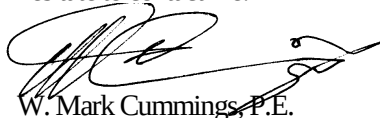
¹ Although FRM used the most recent edition of NFPA 1 for this review, no changes occurred from the previous edition that would alter the calculations/requirements used for this review.

roadway. The drawings provided for this review did not provide a level of detail for the individual buildings that would include locations for all available exterior doorways; albeit based on the locations of the roadways, driveways, and parking lots depicted on the Master Plan, it appears that this requirement too will easily met. However, it will still be necessary to ensure that during the design process for the individual buildings, that this requirement is accommodated.

Chapter 10 of the Portland City Ordinances has a requirement that, where available, the fire department vehicles should have access to at least two (2) sides of each building. Based on the current site plan provided, it will be possible for all buildings to be accessed from at least two sides. Both NFPA 1 and the City's regulations also include requirements for any "dead-end" access road greater than 150 ft to provide a means for fire department apparatus to turn-around. The only portion of the site access roads where this restriction applies is that section that provides access to building J2. The current Master Plan includes a general turn-around area on the west side of building J2. It will be necessary to verify that the final design for this turn-around will be compliant with the City's requirements. The City of Portland's Technical Manual includes a figure that generally depicts the recommended layout for this turn-around (Figure I-5).

Although this development is provided with only a single access point, the design of this roadway will far exceed the minimum requirements outlined by the City's Ordinances (20 ft minimum width where ladder truck may be needed). Unfortunately, the topography and the presence of a railway that isolate Thompson's Point from the remainder of the land mass restrict the ability to provide a second access point to this site. However, given the current plans for the access roadway design, having a single access is not considered to provide any significant increase in risk.

Should there be any questions regarding this assessment and the recommendations contained herein, please do not hesitate to contact me.

A handwritten signature in black ink, appearing to read 'W. Mark Cummings', with a stylized flourish at the end.

W. Mark Cummings, P.E.
Principal Engineer

ATTACHMENT F

Photometric Cut Sheets & Specifications



Consistent with LEED® goals
& Green Globes™ criteria
for light pollution reduction

Autobahn Series ATBS

Roadway & Security Lighting

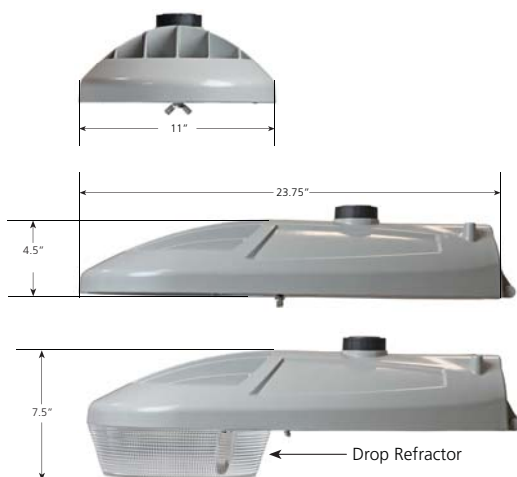
PRODUCT OVERVIEW



Applications:

Residential streets
Parking lots
General security lighting

DIMENSIONS



Effective Projected Area (EPA) The EPA for the ATBS is 0.6 sq. ft.,
Approx. Wt. = 12 lbs. (5 kg)

Features:

OPTICAL

Same Light: Performance is comparable to 50W – 150W HPS and up to 175W Mercury Vapor roadway and security lighting luminaires.

White Light: Correlated color temperature - standard 4000K, 70 CRI minimum or optional 5000K, 70 CRI minimum.

IP66 rated borosilicate glass optics ensure longevity and minimize dirt depreciation. Unique IP66 rated LED light engines provide 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available distributions are Type II, III, and V roadway distributions. When used with the optional acrylic refractor the unit provides approximately 10% uplight and increased vertical foot-candles

ELECTRICAL

Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an expected 40-60% over comparable HID luminaires.

Robust Surge Protection: Three different surge protection options provide a minimum of IEEE/ANSI C62.41 Category C (10kV/5kA) protection.

MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. The 2 – bolt clamping mechanism provides 3G vibration rating per ANSI C136.

The Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 5 pin and 7 pin receptacles optionally available.

Premium solid state locking-style photocontrol – PCSS (10 year rated life)
Extreme long life solid state locking-style photocontrol – PCL1 (20 year rated life)

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

WARRANTY & STANDARDS

5 year limited warranty. Full warranty terms located at http://www.acuity-brands.com/Libraries/Terms_and_Conds/ABL_LED_Commerical_Outdoor.sflb.ashx

Rated for -40°C to 40°C ambient

CSA Certified to U.S. and Canadian standards

Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

Note: Specifications subject to change without notice. Actual performance may differ as a result of end-user environment and application.



Autobahn Series ATBS

Roadway & Security Lighting

ORDERING INFORMATION

Example: ATBS A MVOLT R2

Series	Performance Packages	Voltage	Optics
ATBS Autobahn LED Roadway & Security	A 1,800 lumens B 2,400 lumens E 4,000 lumens F 4,600 lumens G 5,600 lumens H 6,300 lumens	MVOLT Multi-volt, 120-277V	R2 Roadway Type II R3 Roadway Type III R5 Roadway Type V D2 Type II, Drop Refractor included D3 Type III, Drop Refractor included D5 Type V, Drop Refractor included
Options			
<u>Color Temperature (CCT)</u> (Blank) 4000K CCT, 70 CRI Min. (standard) 5K 5000K CCT, 70 CRI Min.	<u>Controls</u> (Blank) 3 Pin NEMA Photocontrol Receptacle NR¹ No Photocontrol Receptacle DM 0V-10V Dimmable Driver P5 5 Pin Photocontrol Receptacle (dimmable driver included) P7 7 Pin Photocontrol Receptacle (dimmable driver included) PCSS¹ DTL DSS Photocontrol PCL1¹ DTL DLL Photocontrol 120-277V AO Field Adjustable Output SH Shorting Cap	<u>Accessories</u> ATBSREF Drop Refractor for field installation ATBSHSS House Side Shield for field installation ATBSLTS Light Trespass Shield for field installation	
<u>Paint</u> Blank Gray (Standard) BK Black WH White BZ Bronze	<u>Install Packages</u> PKGS DTL DSS Photocontrol PKGL DTL DLL Photocontrol Packages ship with selected photocontrol, 24", 1 1/4" diameter arm, 5' of prewire and mounting hardware		
<u>Surge Protection</u> Blank Acuity SPD-10kV/5kA with inductive filter (Standard) MP MOV Pack IL SPD with Indicator Light			
<u>Misc.</u> HSS House Side Shield NL NEMA Label XL Not CSA Certified			

Notes

1. Not available with Install Packages.

Note: Specifications subject to change without notice. Actual performance may differ as a result of end-user environment and application.

Autobahn Series ATBS

Roadway & Security Lighting

PERFORMANCE PACKAGE

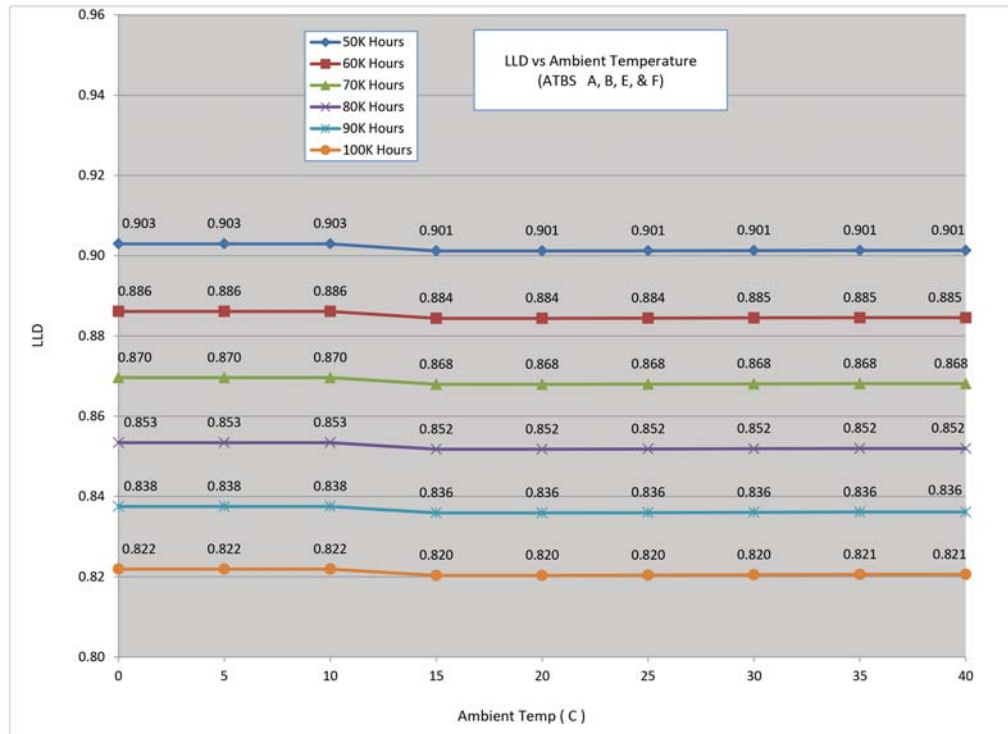
Performance Package	Distribution	Lumens	LPW	Input Watts
A	R2	1,761	98	18
	R3	1,755	98	
	R5	1,838	102	
	D2	1,685	94	
	D3	1,658	92	
	D5	1,767	98	
B	R2	2,302	96	24
	R3	2,309	96	
	R5	2,411	100	
	D2	2,203	92	
	D3	2,182	91	
	D5	2,318	97	
E	R2	3,962	102	39
	R3	3,979	102	
	R5	4,246	109	
	D2	3,791	97	
	D3	3,760	96	
	D5	4,089	105	
F	R2	4,563	93	49
	R3	4,477	91	
	R5	4,795	98	
	D2	4,366	89	
	D3	4,231	86	
	D5	4,612	94	
G	R2	5,629	88	64
	R3	5,416	85	
	R5	5,837	91	
	D2	5,386	84	
	D3	5,118	80	
	D5	5,590	87	
H	R2	6,249	87	72
	R3	6,321	88	
	R5	6,739	94	
	D2	5,979	83	
	D3	5,973	83	
	D5	6,436	89	

Note: Information shown above is based on nominal system data. Individual fixture performance may vary. Specifications subject to change without notice.

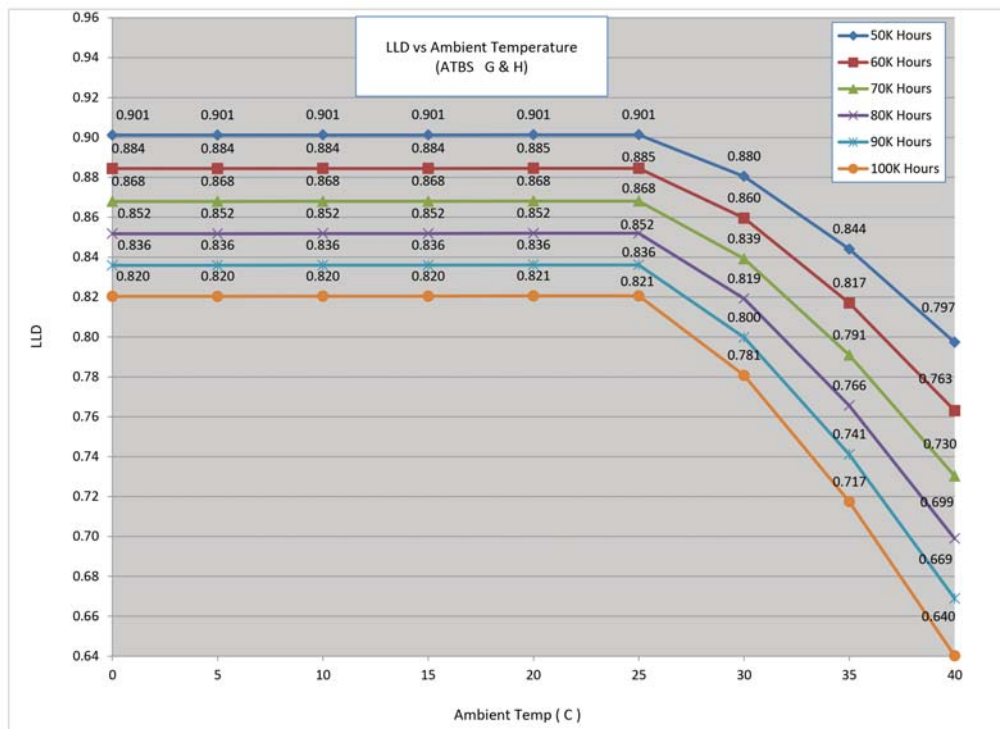
Autobahn Series ATBS

Roadway & Security Lighting

PERFORMANCE PACKAGE



* LLD vs. temperature charts are based on LM-80 chip data and in-situ thermal test testing per IES TM-21



* LLD vs. temperature charts are based on LM-80 chip data and in-situ thermal test testing per IES TM-21

ATTACHMENT G

State and Federal Permits



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

Forefront Partners I, LP
55 Lisbon Street, Suite 2400
Lewiston, Maine 04240

CORPS PERMIT # NAE-2012-00992
CORPS PGP ID# 12-154
STATE ID# L-25672-2G-A-N

DESCRIPTION OF WORK:

To construct and maintain an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. The work also includes placing fill in approximately 420 SF of intertidal area in conjunction with the construction of a 25' x 20' granite block stairway and in 386 SF of intertidal area to construct a riprap plunge pool for a storm drainage outfall for a total of 806 SF (0.018 acres) off Thompson's Point at Portland, Maine as shown on the attached plans entitled "Forefront Partners I, LP, Commercial Redevelopment, City of Portland, Thompson's Point, Maine" in 4 sheets dated April 2012. **SEE ATTACHED CONDITIONS:**

LAT/LONG COORDINATES : 43.64897 N 70.29191 W USGS QUAD: ME-Portland West

I. CORPS DETERMINATION:

Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. **Your work is therefore authorized by the U.S. Army Corps of Engineers under the enclosed Federal Permit, the Maine General Permit (GP).** Accordingly, we do not plan to take any further action on this project.

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. **This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.**

II. STATE ACTIONS: PENDING [], ISSUED [], DENIED [] DATE _____

APPLICATION TYPE: PBR: _____ TIER 1: _____ TIER 2: _____ TIER 3: X LURC: _____ DMR LEASE: _____ NA: _____

III. FEDERAL ACTIONS:

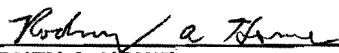
JOINT PROCESSING MEETING: 5-17-12 LEVEL OF REVIEW: CATEGORY 1: _____ CATEGORY 2: X

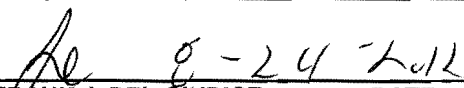
AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10 X, 404 _____, 10/404 _____, 103 _____

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO, USF&WS NO, NMFS NO

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at <http://per2.nwp.usace.army.mil/survey.html>


RODNEY A. HOWE
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE


FRANK J. DEL GIUDICE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION



**US Army Corps
of Engineers** ®
New England District

**PLEASE NOTE THE FOLLOWING GENERAL CONDITIONS FOR
DEPARTMENT OF THE ARMY
GENERAL PERMIT
NO. NAE-2012-00992**

1. The following condition applies to the construction of the granite block stairway and the rip rapped stormwater plunge pool. Please note appendix A, II. Navigable Waters of the United States, Category 1, (a) Fill, 2. Work conducted in the intertidal zone must be conducted in-the dry during low water, or between Nov. 8 – Apr. 9.
 2. The following condition applies to the construction of the ramp and float system. Please note appendix A, II. Navigable Waters of the United States Category 2 and (f) Structures and Floats Category 2 of the attached Programmatic General Permit.
-

APPLICATION FOR A NATURAL RESOURCES PROTECTION ACT PERMIT

→ PLEASE TYPE OR PRINT IN BLACK INK ONLY

1. Name of Applicant:		Forefront Partners I, LP		5. Name of Agent:		DeLuca-Hoffman Associates, Inc.							
2. Applicant's Mailing Address:		55 Lisbon Street, Suite 2400 Lewiston, ME 04240		6. Agent's Mailing Address:		778 Main Street, Suite 8 South Portland, ME 04106							
3. Applicant's Daytime Phone #:		(207) 347-1614		7. Agent's Daytime Phone #:		(207) 775-1121							
4. Applicant's Email Address (Required from either applicant or agent):			parallaxpartners@gmail.com			8. Agent's Email Address: sbushy@delucahoffman.com							
9. Location of Activity: (Nearest Road, Street, Rt.#)		1 Thompson's Point		10. Town:		Portland							
11. County:		Cumberland											
12. Type of Resource: (Check all that apply)		☐ River, stream or brook ☐ Great Pond ☐ Coastal Wetland ☐ Freshwater Wetland ☐ Wetland Special Significance ☒ Significant Wildlife Habitat ☐ Fragile Mountain		13. Name of Resource:		adjacent tidal flats of the Fore River							
				14. Amount of Impact: (Sq.Ft.)		Fill: N/A Dredging/Veg Removal/Other:							
15. Type of Wetland: (Check all that apply)		☐ Forested ☐ Scrub Shrub ☐ Emergent ☐ Wet Meadow ☐ Peatland ☐ Open Water ☐ Other coastal wetland		FOR FRESHWATER WETLANDS <table border="0"> <tr> <td style="text-align: center;">Tier 1</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">Tier 3</td> </tr> <tr> <td> ☐ 0 - 4,999 sq ft. ☐ 5,000-9,999 sq ft ☐ 10,000-14,999 sq ft </td> <td> ☐ 15,000 - 43,560 sq. ft. </td> <td> ☐ > 43,560 sq. ft. or ☐ smaller than 43,560 sq. ft., not eligible for Tier 1 </td> </tr> </table>				Tier 1	Tier 2	Tier 3	☐ 0 - 4,999 sq ft. ☐ 5,000-9,999 sq ft ☐ 10,000-14,999 sq ft	☐ 15,000 - 43,560 sq. ft.	☐ > 43,560 sq. ft. or ☐ smaller than 43,560 sq. ft., not eligible for Tier 1
Tier 1	Tier 2	Tier 3											
☐ 0 - 4,999 sq ft. ☐ 5,000-9,999 sq ft ☐ 10,000-14,999 sq ft	☐ 15,000 - 43,560 sq. ft.	☐ > 43,560 sq. ft. or ☐ smaller than 43,560 sq. ft., not eligible for Tier 1											
16. Brief Activity Description:		The applicant proposes a transit oriented development over the previously developed Thompson's Point site in Portland. See Attachment 1 for additional information.											
17. Size of Lot or Parcel & UTM Locations:		☐ _____ square feet, or ☒ 27.56 acres		UTM Northing: 4,833,933 UTM Easting: 395,870									
18. Title, Right or Interest:		☐ own ☐ lease ☒ purchase option ☐ written agreement											
19. Deed Reference Numbers:		Book#: 6579/6676 Page: 30/287		20. Map and Lot Numbers:		Map #: 201/202 Lot #: A-5, A-8, A-10/A-1, A-4							
21. DEP Staff Previously Contacted:		Marybeth Richardson		22. Part of a larger project:		☐ Yes ☒ No							
23. Resubmission of Application?:		☐ Yes → ☒ No		If yes, previous application #		Previous project manager:							
24. Written Notice of Violation?:		☐ Yes → ☒ No		If yes, name of DEP enforcement staff involved:		25. Previous Wetland Alteration:							
						☐ Yes ☒ No							
26. Detailed Directions to the Project Site:		Take Exit 5 off I-295 South and proceed onto Thompson's Point Connector Road, cross railroad tracks into site.											
27. TIER 1		TIER 2/3 AND INDIVIDUAL PERMITS											
☐ Title, right or interest documentation ☐ Topographic Map ☐ Narrative Project Description ☐ Plan or Drawing (8 1/2" x 11") ☐ Photos of Area ☐ Statement of Avoidance & Minimization ☐ Statement/Copy of cover letter to MHP		☒ Title, right or interest documentation ☒ Topographic Map ☒ Copy of Public Notice/Public Information Meeting Documentation ☒ Wetlands Delineation Report (Attachment 1) that contains the information listed under Site Conditions ☒ Alternatives Analysis (Attachment 2) including description of how wetland impacts were Avoided/Minimized		☒ Erosion Control/Construction Plan ☐ Functional Assessment (Attachment 3), if required ☐ Compensation Plan (Attachment 4), if required ☐ Appendix A and others, if required ☒ Statement/Copy of cover letter to MHP ☐ Description of Previously Mined Peatland, if required									
28. FEES Amount Enclosed:													

CERTIFICATIONS AND SIGNATURES LOCATED ON PAGE 2

IMPORTANT: IF THE SIGNATURE BELOW IS NOT THE APPLICANT'S SIGNATURE, ATTACH LETTER OF AGENT AUTHORIZATION SIGNED BY THE APPLICANT.

By signing below the applicant (or authorized agent), certifies that he or she has read and understood the following :

DEP SIGNATORY REQUIREMENT

PRIVACY ACT STATEMENT

Authority: 33 USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed nor a permit be issued.

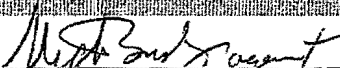
CORPS SIGNATORY REQUIREMENT

USC Section 1004 provides that: Whoever in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry shall be fined not more than \$10,000 or imprisoned not more than five years or both. I authorize the Corps to enter the property that is subject to this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein.

DEP SIGNATORY REQUIREMENT

I certify under penalty of law that I have personally examined the information submitted in this document and all attachments hereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment.

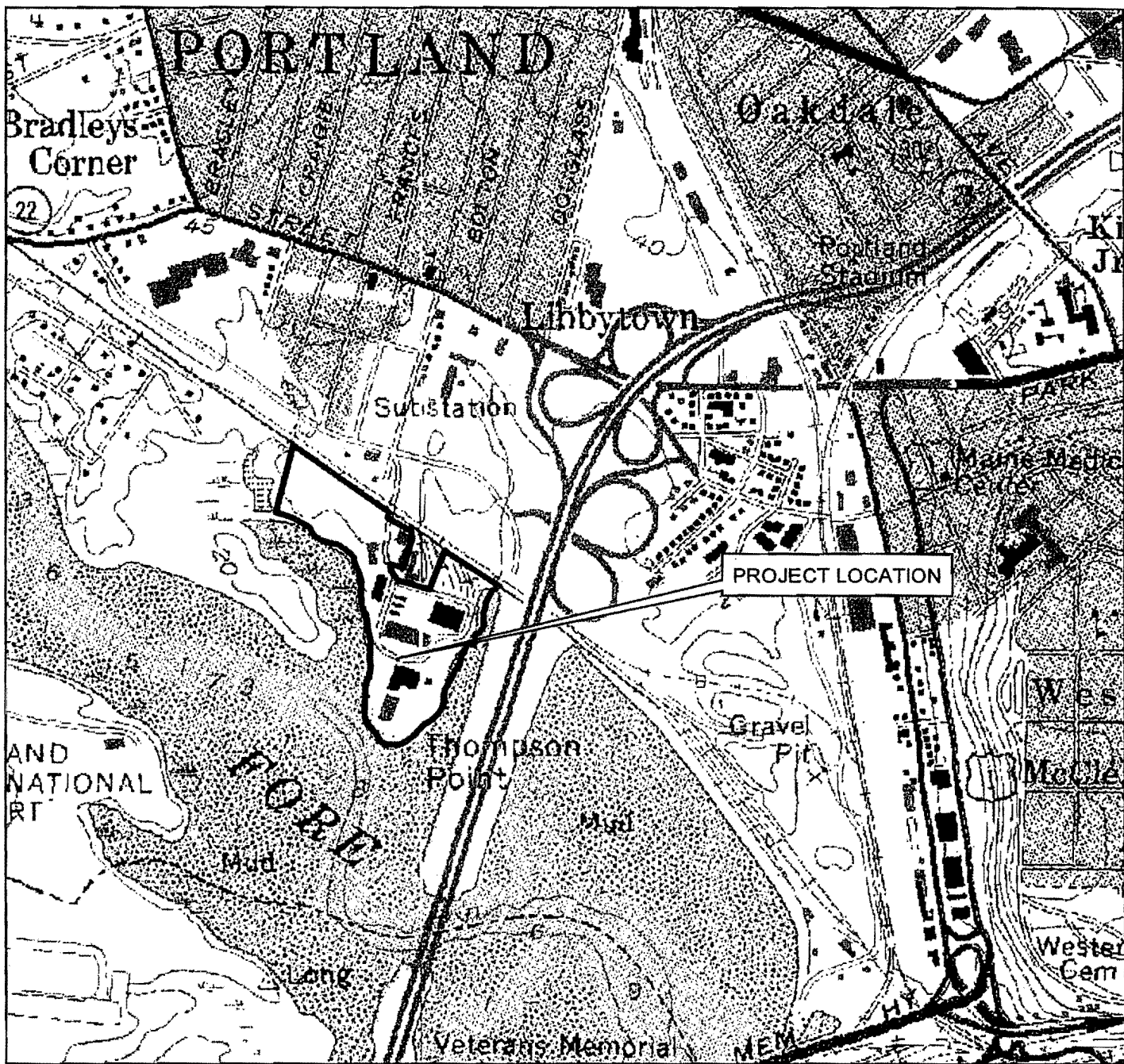
Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by emailing the decision to the address located on the front page of this application (see #4 for the applicant and #8 for the agent).


SIGNATURE OF AGENT/APPLICANT

Date: 4/26/12

NOTE: Any changes in activity plans must be submitted to the DEP and the Corps in writing and must be approved by both agencies prior to implementation. Failure to do so may result in enforcement action and/or the removal of the unapproved changes to the activity.

(pink)



USGS LOCATION MAP THOMPSON'S POINT PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS - MAPS

DeLuca-Hoffman Associates, Inc.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207-775-1121
www.delucahoffman.com

DRAWN: DED
CHECKED: SRB
DATE: SEPTEMBER 2010
FILENAME: 2982-USGS
SCALE: 1 inch = 1,000 feet

FIGURE

2

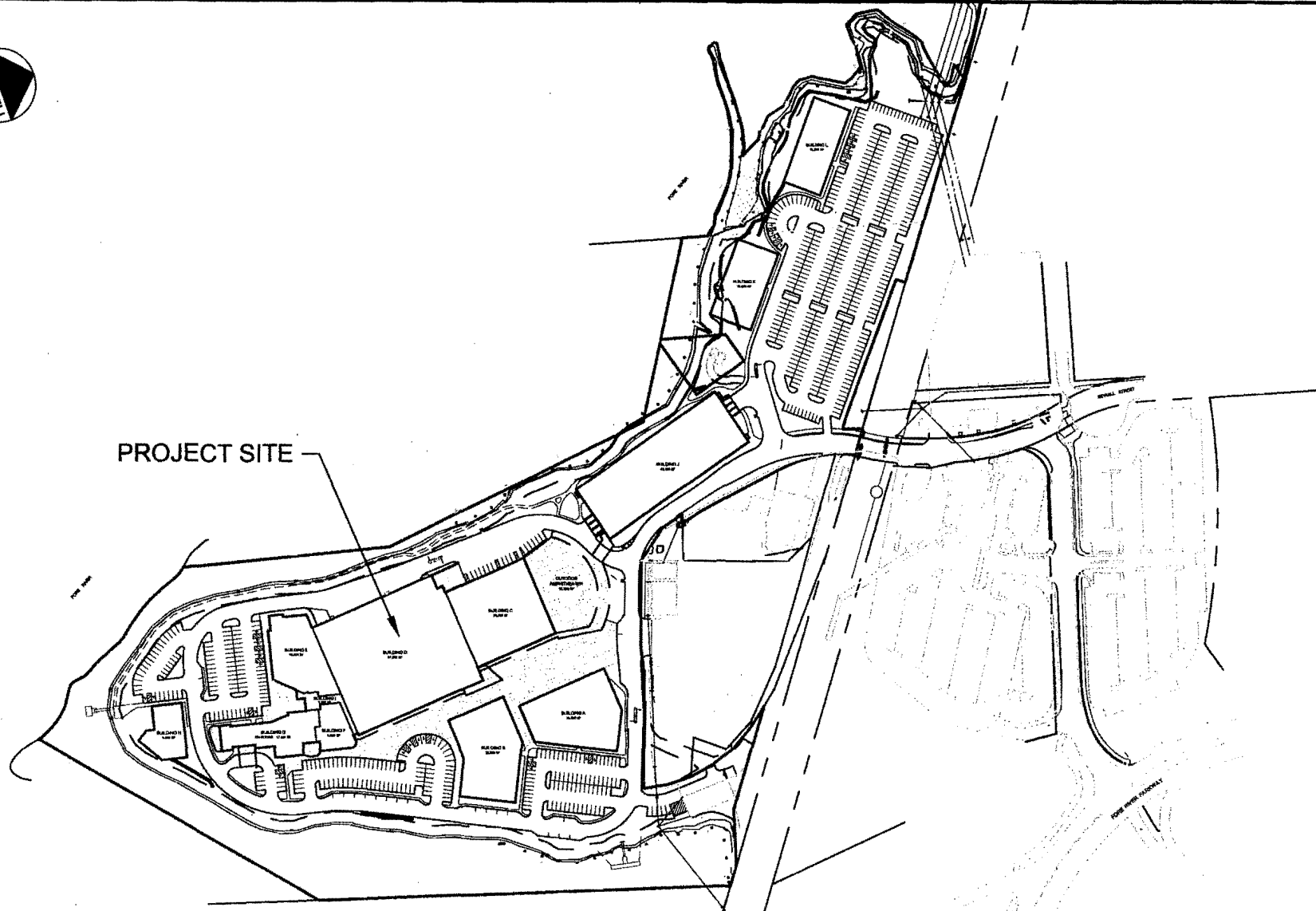


FIGURE: 1	BOOK: 6579 6875	PAGE: 30 287	LOCATION: CITY OF PORTLAND THOMPSON'S POINT	PROPOSED ACTIVITY: COMMERCIAL REDEVELOPMENT	PROJECT APPLICANT: FOREFRONT PARTNERS I, LP	
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 300' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
			DATE: APR 2012			

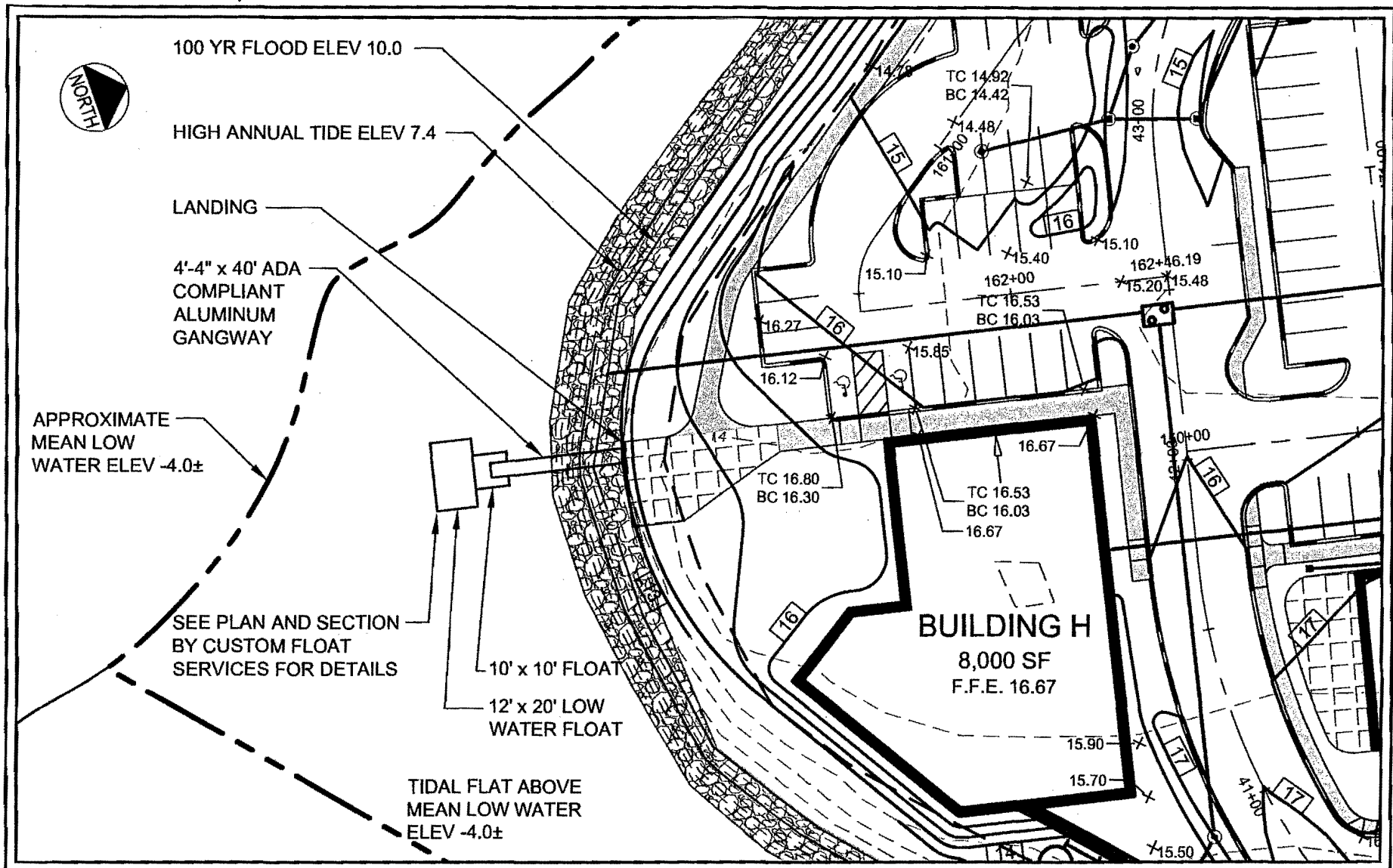
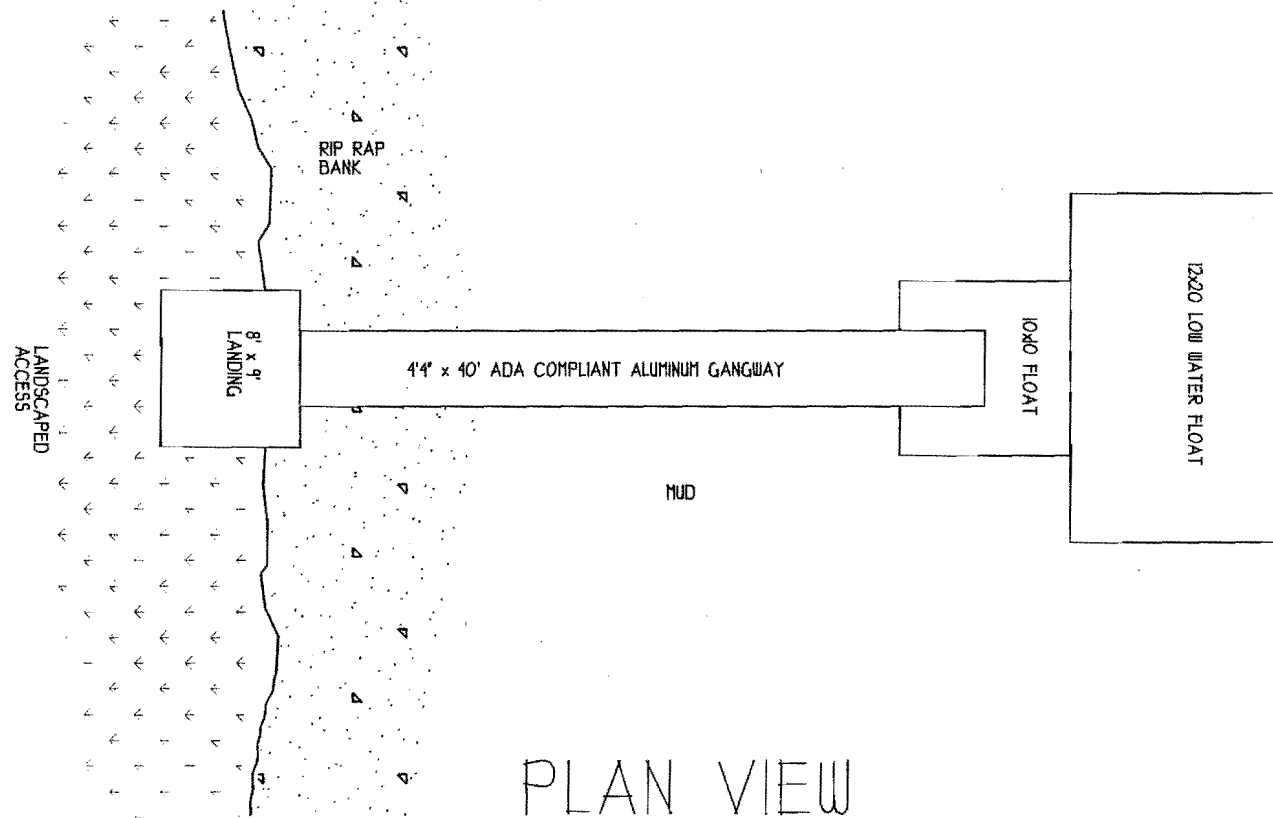
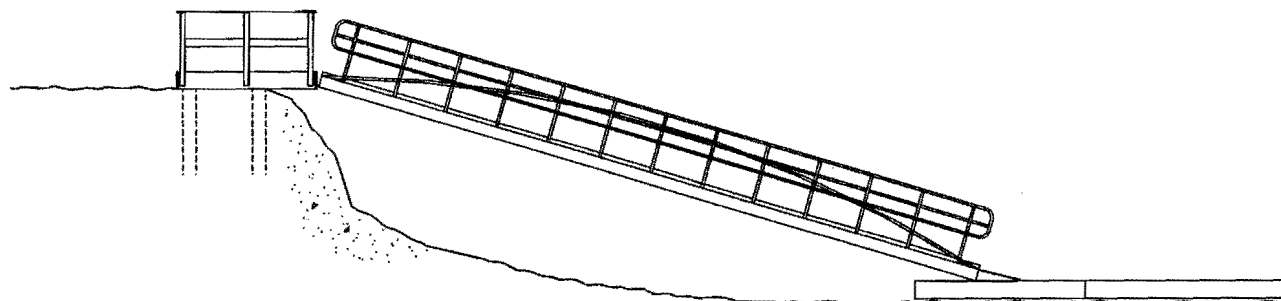


FIGURE: 2	BOOK: 6579 6875	PAGE: 30 287	LOCATION: CITY OF PORTLAND THOMPSON'S POINT	PROPOSED ACTIVITY: COMMERCIAL REDEVELOPMENT	PROJECT APPLICANT: FOREFRONT PARTNERS I, LP
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 40' DATUM: - DATE: APR 2012 DELUCA-HOFFMAN ASSOCIATES, INC.



PLAN VIEW



SIDE ELEVATION

FIGURE:
5

THE FOREFRONT AT THOMPSON'S POINT PLAN #1		REV
FOR: CHRIS THOMPSON / JON JENNINGS	DATE: 11/21/11	
DRAWN BY: MPD	SCALE: NOT TO SCALE	
DESIGNED BY:  Custom Float Services The Ocean Ship Charters, Inc.		

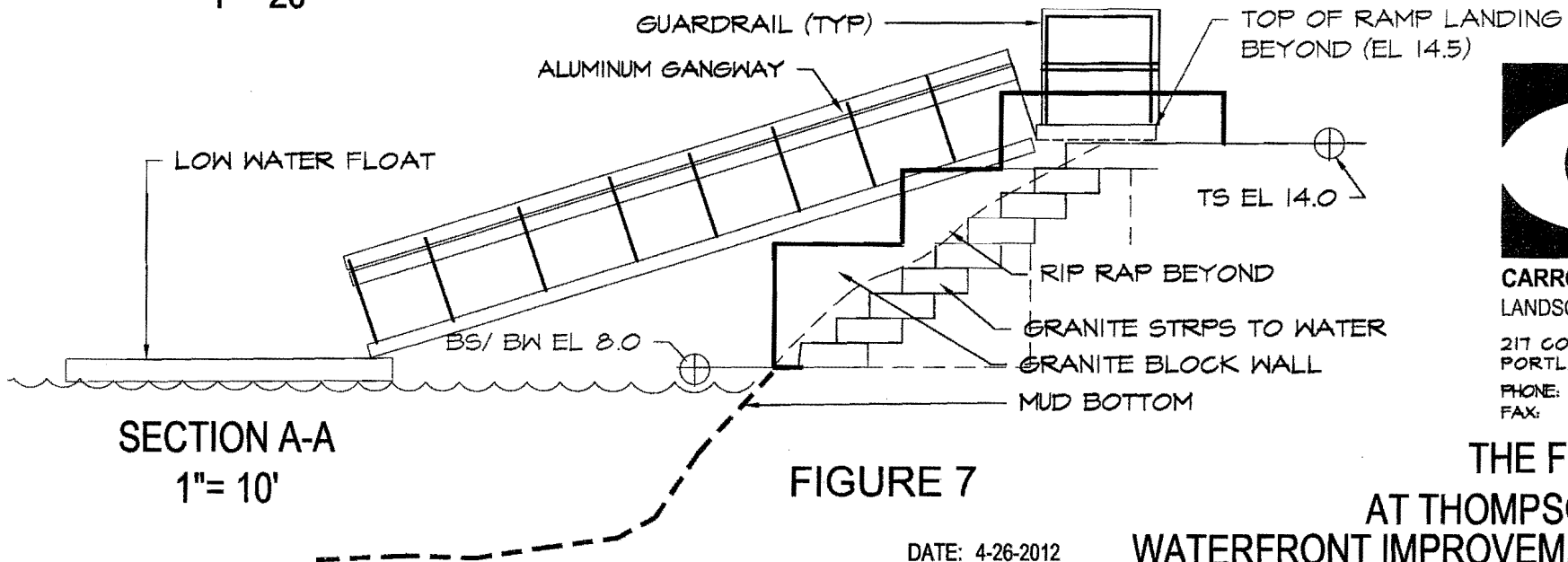
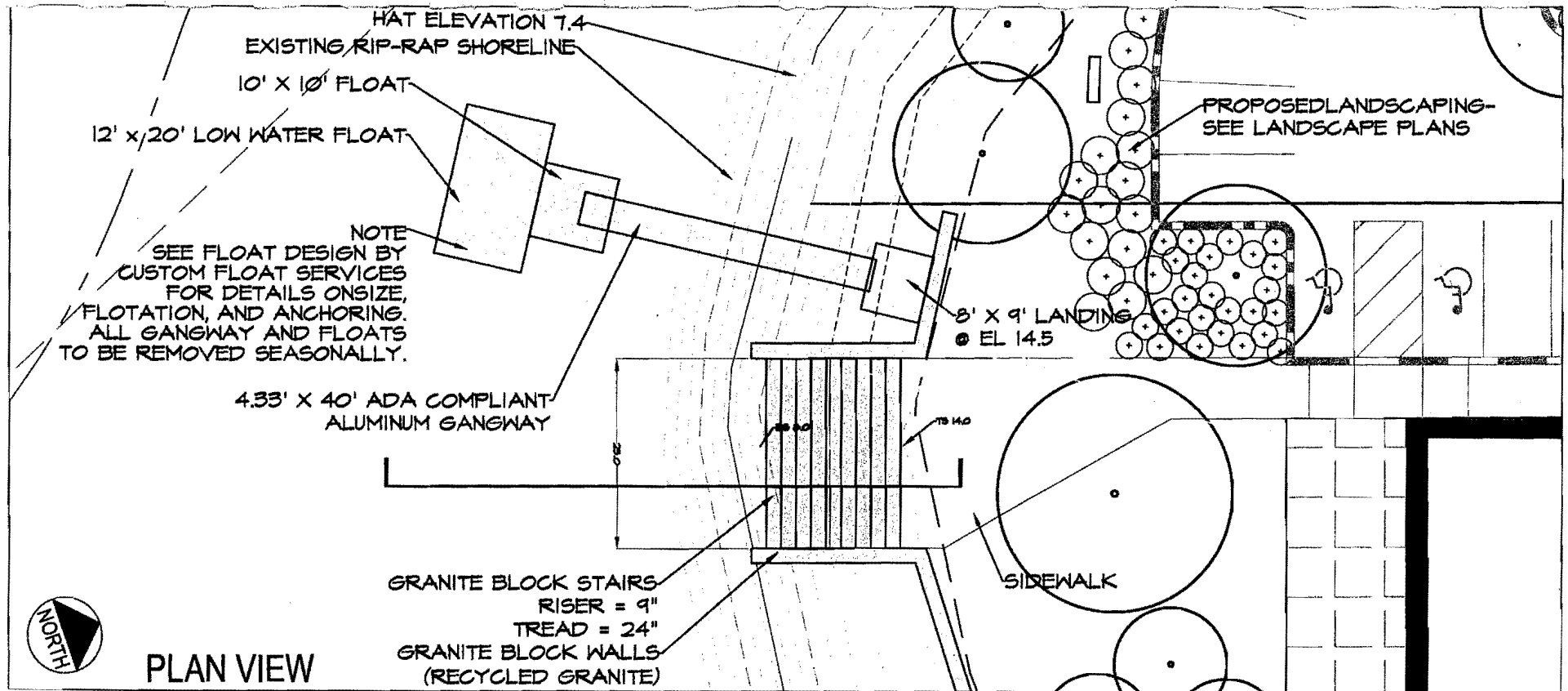


FIGURE 7

DATE: 4-26-2012



CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET
PORTLAND, MAINE 04101

PHONE: (207) 712-1552
FAX: (207) 712-0112

**THE FOREFRONT
AT THOMPSON'S POINT
WATERFRONT IMPROVEMENTS PLAN**

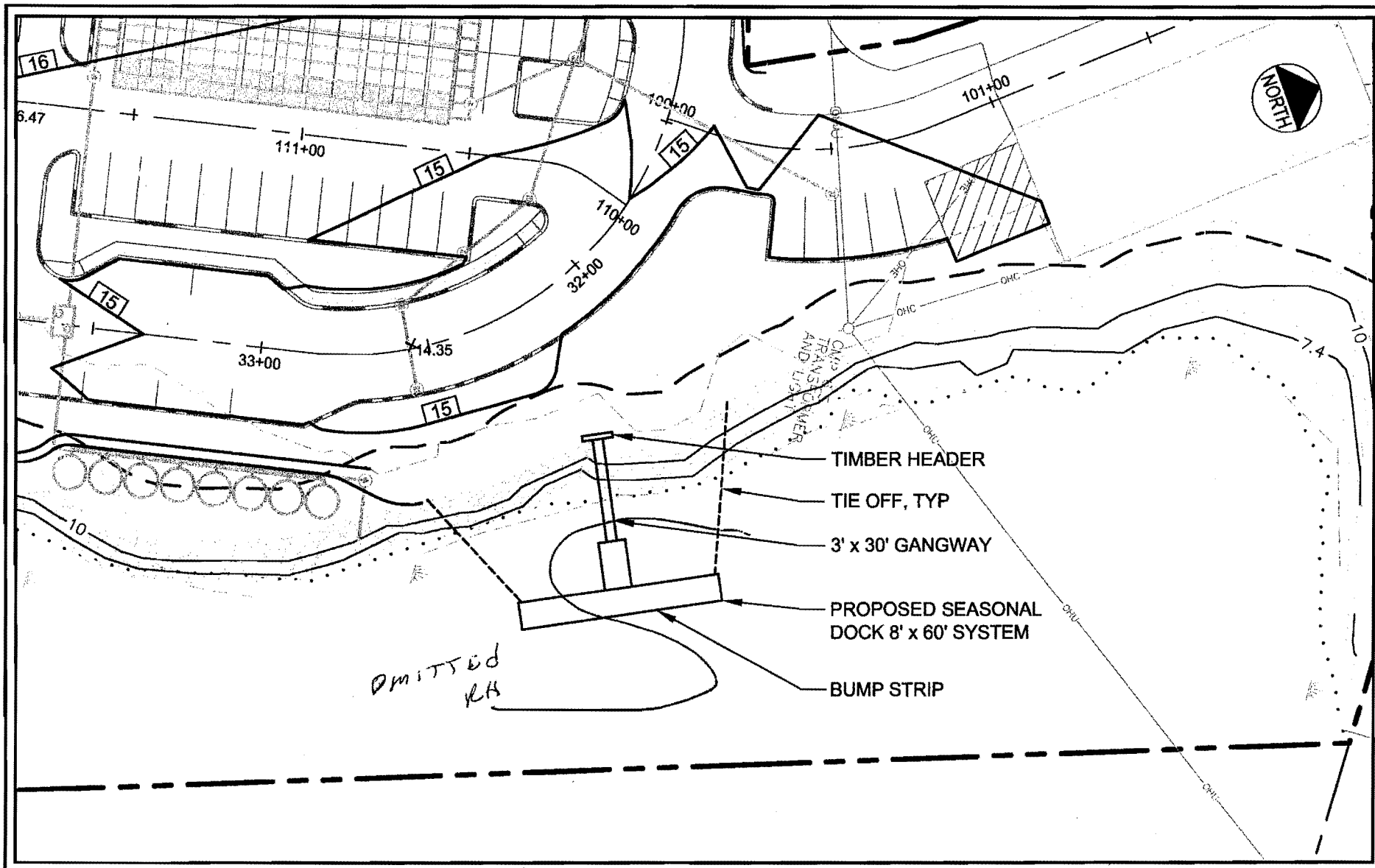
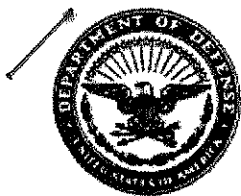


FIGURE: 3	BOOK: 6579 6875 PAGE: 30 287	LOCATION: CITY OF PORTLAND THOMPSON'S POINT	PROPOSED ACTIVITY: COMMERCIAL REDEVELOPMENT	PROJECT APPLICANT: FOREFRONT PARTNERS I, LP
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC	WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 40' DATUM: - DATE: APR 2012 DELUCA-HOFFMAN ASSOCIATES, INC.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

Forefront Partners I, LP
55 Lisbon Street, Suite 2400
Lewiston, Maine 04240

CORPS PERMIT #: NAE-2012-00992 amendment
CORPS PGP ID# 12-154
STATE ID# L-25672-2G-A-N

DESCRIPTION OF WORK:

Department of the Army permit NAE-2012-00992 authorized you to construct and maintain an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. As requested your permit is hereby amended to shift the pier location slightly west and construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an 12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland, Maine as shown on the attached plans entitled "the Forefront at Thompson's Point Seasonal Dock System by FST" in 3 sheets

LAT/LONG COORDINATES : 43.64897 N 70.29191 W USGS QUAD: ME-Portland West

I. CORPS DETERMINATION:

Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. Your work is therefore authorized by the U.S. Army Corps of Engineers under the enclosed Federal Permit, the Maine General Permit (GP). Accordingly, we do not plan to take any further action on this project.

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.

II. STATE ACTIONS: PENDING [], ISSUED [], DENIED [] DATE _____

APPLICATION TYPE: PBR: _____ TIER 1: _____ TIER 2: _____ TIER 3: X LURC: _____ DMR LEASE: _____ NA: _____

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 5-17-12 LEVEL OF REVIEW: CATEGORY 1: _____ CATEGORY 2: X

AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10 X , 404 _____ 10/404 _____, 103 _____

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO , USF&WS NO , NMFS NO

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at <http://per2.nwp.usace.army.mil/survey.html>

Rodney A. Howe
RODNEY A. HOWE
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

FRANK J. DEL GIUDICE 4-16-2014
FRANK J. DEL GIUDICE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

Date April 10, 2014

MEMORANDUM FOR FILE

SUBJECT: Forefront Partners I,LP NAE-2012-00992 amendment

1. PRELIMINARY JURISDICTIONAL DETERMINATION:

- ☒ The State of Maine has performed a **preliminary jurisdictional determination** with which the Corps concurs. (OR)
Our preliminary determination of jurisdiction is that the aquatic resources within the review area are waters of the United States due to the presence of: (Check all that apply)
☒ TNWs, including territorial seas
☐ Wetlands adjacent to TNWs
☐ Relatively permanent waters (RPWs) that flow directly or indirectly into TNWs
☐ Non-RPWs that flow directly or indirectly into TNWs
☐ Wetlands directly abutting RPWs that flow directly or indirectly into TNWs
☐ Wetlands adjacent to but not directly abutting RPWs that flow directly or indirectly into TNWs
☐ Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs
☐ Impoundments of jurisdictional waters
☐ Isolated (interstate or intrastate) waters, including isolated wetlands

2. SECTION 106 COORDINATION

Coordination with the State Historic Preservation Officer Yes/ N/A (circle one). Determination & date:
No effect by 10 day default; 8/10/12 No effect; May effect; No Adverse effect

Coordination with the Tribal Historic Preservation Officer(s) Yes/ N/A (circle one).
Determination & date: 5/27/12 No effect by default; No effect; May effect; No Adverse effect

3. ENDANGERED SPECIES CONSULTATION: USFWS/NMFS (circle one or both).

Determination & date: 6/7/12 No effect; Not likely to adversely effect

4. ESSENTIAL FISH HABITAT (EFH): EFH PRESENT Y / N (circle one).

IF YES: Based on the terms and conditions of the PGP, which are intended to ensure that authorized projects cause no more than minimal environmental impacts, the Corps of Engineers has preliminary determined that this project will not cause more than minimal adverse effects to **EFH** identified under the Magnuson-Stevens Fisheries Conservation and Management Act.

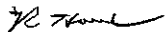
Determination & date: No recommendations received; No effect; 6/7/12 May Adversely effect.

EFH recommendations: Normal TOYR construction window and Cat 2 Standards for installation.

IMPACTS: 0.0 Short-term; Long-term; 0.0 Cumulative. (Brief description)

Environmental impacts are minimal both individually and cumulatively Y / N (circle one).

The original permit authorized an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. This amendment authorizes the permittee to shift the pier location slightly west and construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an 12' x 24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland. The structure meets Corps guidelines for structures placed in navigable waters and there are no FNP's in the vicinity. Impacts to navigation in the immediate vicinity are considered minimal. The federal resource agencies have reviewed the original project and recommended normal TOYR restriction for construction. They determined the project is eligible for a Cat 2 GP as proposed. The permit is conditioned accordingly.


Rodney Howe
Senior Project Manager
Maine Project Office



**US Army Corps
of Engineers®**
New England District

WORK-START NOTIFICATION FORM
(Minimum Notice: Two weeks before work begins)

* MAIL TO: U.S. Army Corps of Engineers, New England District *
*
* Policy Analysis/Technical Support Branch *
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *

Corps of Engineers Permit No. NAE-2012-00992 was issued Forefront Partners I, LP. The permit authorized the permittee to construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an 12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland, Maine. The people (e.g., contractor) listed below will do the work, and they understand the permit's conditions and limitations.

PLEASE PRINT OR TYPE

Name of Person/Firm: _____

Business Address: _____

Telephone Numbers: () _____ () _____

Proposed Work Dates: Start _____ Finish _____

Permittee's Signature: _____ **Date:** _____

Printed Name: _____ **Title:** _____

FOR USE BY THE CORPS OF ENGINEERS

PM: Howe **Submittals Required:** _____

Inspection Recommendation: _____



**US Army Corps
of Engineers®**
New England District

(Minimum Notice: Permittee must sign and return notification
within one month of the completion of work.)

COMPLIANCE CERTIFICATION FORM

Corps of Engineers Permit No: NAE-2012-00992

Name of Permittee: Forefront Partners I, LP

Permit Issuance Date: _____

Please sign this certification and return it to the following address upon completion of the activity and any mitigation required by the permit. You must submit this after the mitigation is complete, but not the mitigation monitoring, which requires separate submittals.

* MAIL TO: U.S. Army Corps of Engineers, New England District *
* Policy Analysis/Technical Support Branch, ATTN: PAS*
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *

Please note that your permitted activity is subject to a compliance inspection by an U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit was completed in accordance with the terms and conditions of the above referenced permit, and any required mitigation was completed in accordance with the permit conditions.

Signature of Permittee

Date

Printed Name

Date of Work Completion

() ()

Telephone Number Telephone Number

BOARD OF HARBOR COMMISSIONERS

PORT OF PORTLAND, MAINE

Application for a Marine Construction Permit

DECISION

Date of public hearing:
August 14, 2014

Name and address of applicant:
Thompson's Point Development Company
501 Danforth Street
Portland, ME 04102

Location of project for which permit is requested:
Thompsons Point
Fore River

Description of project:
Construction of a seasonal dock system

For the Record:

Names and addresses of witnesses (proponents, opponents and others):
Bo Kennedy, FST

Exhibits admitted (e.g. renderings, reports, etc.):
Marine Construction permit application packet prepared by FST

Summary of testimony presented:
Applicant outlined the proposed project and answered questions from the board.

Findings of Fact and Conclusions of Law:

- 1) Waiver of 25ft rule as defined in Rule 16.2(b):

The Board of Harbor Commissioners may grant a waiver of the 25 foot rule if it finds that it would be unfair, inappropriate or unnecessary to apply the rule in a particular situation.

Granted ____ Not Granted ____

Reason: N/A

RECEIVED

AUG 20 '14

F.S.&T.

Factors to be considered by the Board:

- a. Whether the particular marine structure or obstruction under consideration, even if allowed to be constructed or placed within 25 feet of a sideline, will permit a channel that will adequately allow the passage of vessels;
- b. Whether existing marine structures or obstructions make it impossible for a channel wide enough to allow the passage of vessels to exist, regardless of the placement or construction of the marine structure under consideration;
- c. The intended use of the marine structure or obstruction;
- d. Whether granting a waiver would significantly reduce an abutting property owner's use of that abutting property, including but not limited to the owner's ability in the future to attach a marine structure to that abutting property;
- e. Any boundary lines between properties that extend into the harbor as described in deeds, maps or plans; and
- f. Any other factor the Board believes is relevant to whether a waiver should be granted in a particular case.

2) The marine structure or obstruction will not substantially or unreasonably interfere with navigation, including its impact on convenient channels for the passage of vessels.

Satisfied x

Not Satisfied

Reason:

3) The marine structure or obstruction will not injure the rights of others.

Satisfied x

Not Satisfied

Reason:

4) The marine structure or obstruction will not threaten public safety.

Satisfied x

Not Satisfied

Reason:

Conclusion: (check one)

 x Option 1: The Board finds that the standards described above have been satisfied and therefore GRANTS the permit.

 Option 2: The Board finds that while the standards described above have been satisfied, certain additional conditions must be imposed to minimize adverse effects on navigation and/or public safety, and therefore GRANTS the permit SUBJECT TO THE FOLLOWING CONDITIONS:

 Option 3: The Board finds that the standards described have NOT all been satisfied and therefore DENIES the permit.

Dated:

8-18-14



Jeff C. Liick
Harbor Master
Port of Portland
By Direction

**BOARD OF HARBOR COMMISSIONERS
PORT OF PORTLAND**

PERMIT-A

TO BE POSTED IN A CONSPICUOUS PLACE AT THE CONSTRUCTION SITE

To: Thompsons Point Development Company
501 Danforth Street
Portland, ME 04102

The Board of Harbor Commissioners for the Port of Portland has carefully considered your application, dated the 22th day of July, 2014 for a permit authorizing:

Construction of a seasonal float system

Having given public notice of this pending application, as required by law, and therein designated the 8th day of May 2014, at 5:00 o'clock in the afternoon prevailing time as the time when they would meet at Portland City Hall, to examine this issue and hear all interested parties, and having met at the time and place mentioned and examined the location of this proposed construction project and having heard all interested parties, the Board of Harbor Commissioners for the Port of Portland hereby issues this permit which authorizes you to proceed under all applicable local and federal regulations hereinafter stated, and to maintain within the limits mentioned in the permit application.

In addition, the construction project described above must be surrounded by a containment boom unless the Board of Harbor Commissioners for the Port of Portland has waived this requirement in writing, either as part of the above-listed conditions, or in a separate statement.

This permit is limited authorization, which contains a stated set of conditions with which the permit holder must comply. If a contractor performs the work for you, both you and the contractor are responsible for assuring that the work is done in conformance with the conditions and limitations of this authorization. Please be sure that the person who will be performing the work has read and understands these conditions.

Performing any work not specifically authorized by this permit, or that fails to comply with its conditions, may subject you to the enforcement provisions of Harbor Commission regulations. If any change in plans or construction methods is found necessary, please contact the Harbor Commission immediately to discuss modifications to your authorization. Any change must be approved by the Harbor Commission before it is undertaken.

Nothing in this permit shall be construed to justify or authorize any invasion to the private rights of others. Moreover, nothing in this permit shall limit or modify the authority of the Board of Harbor Commissioners for the Harbor of Portland with its applicable statute. Attested copies will be submitted to the U. S. Army Corps of Engineers, the Department of Environmental protection, the City of Portland, and the City of South Portland.

In Witness Whereof, of the Board of Harbor Commissioners for the Port of Portland hereunto affix their corporate seal on this 14th day of August, 2014. The work authorized to this permit must be completed on or before the 14th day of August 2015.



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-ANE-904-OE

Issued Date: 12/21/2010

Steve Bushey
DeLuca-Hoffman Associates
778 Main Street
South Portland, ME 04106

**** FEASIBILITY REPORT ****

The Federal Aviation Administration has conducted a limited aeronautical review concerning the feasibility of a structure described as follows:

Structure:	Feasibility Study (commercial buildings)
Location:	Portland, ME
Latitude:	43-39-03.79N NAD 83
Longitude:	70-17-28.48W
Heights:	150 feet above ground level (AGL) 175 feet above mean sea level (AMSL)

The results of this review can be found on the attached page(s).

NOTE: THE RESULTS OF OUR LIMITED REVIEW IS NOT AN OFFICIAL DETERMINATION OF FINDINGS BUT ONLY A REPORT BASED ON THE GENERAL OR ESTIMATED INFORMATION SUPPLIED FOR THE STRUCTURE. ANY FUTURE, OFFICIAL AERONAUTICAL STUDY MAY REVEAL DIFFERENT RESULTS.

If we can be of further assistance, please contact our office at (847) 294-7575. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-ANE-904-OE.

Signature Control No: 131185695-134672885

(FSB)

Vivian Vilaro
Specialist

Attachment(s)
Additional Information

Additional information for ASN 2010-ANE-904-OE

Feasibility Study for Aeronautical Study No. 2010-ANE-904-OE

This informal feasibility report is based on the data submitted by the sponsor. This is not a formal determination but only a report based on the information furnished to this office. Please keep in mind that there is always a possibility that the final outcome of a formal aeronautical study might prove to be different from the results of this informal feasibility study.

1. The proposed site would be located approximately 3279 feet (0.53 nautical miles) northeast of the Runway 29 threshold of the Portland International J Airport (PWM) in Portland, ME.
2. Based on Part 77, notice to the FAA would be required and the structure does not exceed the obstruction standards. This information is based on airport information currently on file with the FAA.
3. This informal feasibility report does not supercede or override any state, county or local laws or ordinances.
4. Based on the unofficial nature of this study, the FAA shall not be held responsible for any type of commitment entered into by the sponsor based solely on this informal feasibility report.
5. If the location or overall AMSL height changes, the results of this feasibility study are will not apply.
6. Please refer to the ASN noted above on any future correspondence concerning this feasibility report or if you do file formal notice with the FAA concerning the structure.



PAUL R. LEPAGE
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

March 29, 2013

RECEIVED APR - 2 2013

Greg A. Mitchell, Director
Economic Development Department
City of Portland
389 Congress Street
Portland, Maine 04101

Project: MHPC #0812-11; Forefront at Thompson's Point, proposed commercial development;
Maine Historic Building Record documentation
Location: Portland, ME

Dear Mr. Mitchell:

The Commission is in receipt of the final Maine Historic Building Record narrative history and description from Sutherland Conservation & Consulting for the subject project. This narrative meets the requirements of the Schedule of Documentation for the former Maine Central Railroad Machine Shop and Car Repair Shop/Planing Mill at Thompson's Point, Portland, Maine.

Under separate cover from Todd Caverly, we have received the photographic documentation for the Thompson's Point facility. The photographic documentation meets the requirements of the Schedule of Documentation.

The submittals described above satisfy Stipulation A of the Memorandum of Agreement between the Economic Development Administration, the Maine State Historic Preservation Officer, the City of Portland, and Forefront Partners I, LP.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

Kirk F. Mohney
Deputy State Historic Preservation Officer

cc: Amy Cole Ives, Sutherland Conservation & Consulting
Todd Caverly

NOTICE OF INTENT TO COMPLY WITH MAINE CONSTRUCTION GENERAL PERMIT

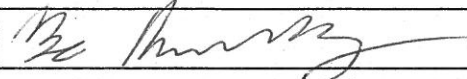
PLEASE TYPE OR PRINT IN **BLACK INK ONLY**

Name of Applicant (Owner):	Forefront Partners I, LP Attn: Chris Thompson	Applicant Mailing Address:	501 Danforth Street		
Town/City:	Portland	State:	Maine	Zip Code:	04102
Daytime phone: (with area code)	207-747-5288	Email if available:	parallaxpartners@gmail.com		Name of Agent: Bo Kennedy, P.E. - FST bkennedy@fstinc.com
Project Location: (Town/City):	Portland	UTM Northing: (if known)	4,833,933	UTM Easting: (if known)	395,870
Map #:	201/202	Lot #:	A-5, A-8, A-10/ A-1, A-4	Size of disturbed area proposed:	5.0 ac.
Creating a common plan of development or sale?		Yes ☒	No	Part of a larger project? Yes ☒ No	
Name of waterbody(ies) to which the disturbed area drains, or name municipality if drains to an MS4:			Fore River		
Does site drain to an Impaired Waterbody (C)? If so, give name:		No			
Detailed directions to site, including address if available:		1 Thompson's Point Road - Portland, Maine			
Description of project and its purpose:					
The construction is associated with an overall plan to develop Thompson's Point with a mixed use development.					
The development is subject to a Site Location of Development Permit as approved by the City of Portland through the delegated review authority.					

I am filing notice of my intent to carry out work which meets the requirements of the Construction General Permit (effective 3/10/03). I have a copy of the Construction General Permit. I have read and will comply with all of the standards. I have attached all the required submittals. *Notification forms cannot be accepted without the necessary attachments.*

- ☒ ALL: A check (non-refundable) made payable to: "Treasurer, State of Maine." **See DEP fee schedule for correct fee.** You must know # of acres being permitted to determine the fee.
- ☒ ALL: A U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked. (previously submitted)
- ☒ ALL: Drawing of the proposed activity (site plan). (previously submitted)
- ☒ ALL: An ESC plan. (Interim Plan enclosed)
- ☒ IF this form is not being signed by the landowner or lessee of the property, attach documentation showing authorization to sign.
- ☐ IF any construction activity will occur in essential habitat, attach written approval from the Dept. of Inland Fisheries & Wildlife.

I authorize staff of the Departments of Environmental Protection to access the project site for the purpose of determining compliance with the general permit. I also understand that **this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.**

Signature of Applicant:		Date:	6/18/14
-------------------------	---	-------	---------

Keep the bottom copy as a record of permit. Send the form with attachments via certified mail to the Maine Dept. of Environmental Protection at the appropriate regional office. The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Check with DEP Staff to determine the expiration date on this permit. **Work carried out in violation of any standard is subject to enforcement action.**

OFFICE USE ONLY	Ck.#	1190	6/18/2014	Staff	MR	Staff	
NOI #	FP	130.00	Date	Acc. Date	6-23-14	Def. Date	After Photos

GLS ✓



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

LEGAL SERVICES Tel: (207) 624-3020 Fax: (207) 624-3021
MDOT TTY TEL: 888-516-9364

April 3, 2012

Danielle P. West-Chuhta
Associate Corporation Counsel
389 Congress Street
Portland, ME 04101-3509

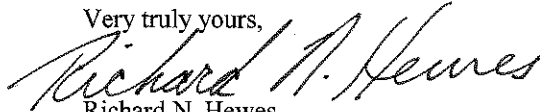
Re: Railroad Decision #364

Dear Ms. West-Chuhta:

I enclose Railroad Decision # 364, dated April 3, 2012, signed by David Bernhardt, P.E., Commissioner of the Maine Department of Transportation. Decision # 364 relates to the City of Portland's petition to establish a public highway crossing over railroad tracks at Sewall Street in Portland, Maine.

If you have any questions regarding the above, please contact me.

Very truly yours,


Richard N. Hewes
Attorney for MaineDOT

RNH/jas
Enclosure

cc: Nathan Moulton, Manager, Rail Transportation, MaineDOT w/enc.
David Fink, President, Pan Am Railways w/enc.
Central Maine Power Co., Land Management Dept. w/enc.
Cumberland County Commissioners w/enc.
Langdon Street Real Estate w/enc.
Mercy Hospital w/enc.
Northern New England Rail Authority w/enc.
Portland Water District w/enc.
Thompson's Point Inc. w/enc.
The Waynflete School w/enc.
Kat Beaudoin w/enc.
Robert Bremm, Ritter Project Management w/enc.
Tony Donovan, Fishman Realty Group w/enc.
James Howard, Esq. w/enc.

H:\\$Legal-shared\Hewes\Railroad Decisions\RR Hearing #364 - Portland\ Ltr to Interested Parties 4 4 12 Decision.doc



PRINTED ON RECYCLED PAPER

MAINE DEPARTMENT OF TRANSPORTATION

RAIL DECISION - RR # 364

REGARDING:

Petition pursuant to 23 M.R.S.A. § 7202 by the City of Portland to Establish a Public Highway Crossing Over Railroad Tracks at Sewall Street in Portland, Maine.

ABSTRACT:

On September 7, 2011, the City of Portland petitioned the Maine Department of Transportation to establish a public grade crossing for highway traffic on Sewall Street in Portland, Maine at Railroad Mile Post 1.92 on the Mountain Division Branch Line. Portland Terminal Company has owned a private railroad crossing at that location for decades. Rail traffic is operated by Springfield Terminal Railway Company. The owner of the rails and the operator of rail traffic are owned by Pan Am Railways. This decision, RR # 364, establishes a public grade crossing on Sewall Street after the conditions outlined herein are satisfied.

Hearing was held February 27, 2012

Location of hearing: Portland City Hall

The petition is granted

Date of Decision: April 3, 2012

Commissioner: David Bernhardt, P.E.

Hearing Officer: Richard N. Hewes, Esq.

I. PROCEDURAL BACKGROUND

On September 7, 2011, pursuant to 23 M.R.S.A. § 7202, the City of Portland ("City") petitioned the Maine Department of Transportation ("Department") to establish a public highway crossing ("Crossing") over railroad tracks in Portland at Sewall Street. The tracks are owned by Portland Terminal Company, train traffic is operated by Springfield Terminal Railway Company and Pan Am Railways owns Portland Terminal Company and Springfield Terminal Railway Company (these three entities are separately and collectively referred to as the "Railroad"). Tracks currently cross over a private way immediately to the south of the terminus of Sewall Street at Mile Post 1.92 on the Mountain Division Branch Line. The City requests that a public crossing be established where the private crossing now exists.

Hearing on the aforementioned petition was ordered to be held at the City Hall in Portland at 6:00 o'clock in the evening on November 22, 2011. Asserting membership in a class that could be substantially and directly affected by Railroad Decision #364, Pan Am applied for intervenor status. At the November 22, 2011 hearing, Pan Am's motion for intervenor status was granted without objection. The City asked for a continuance. Representatives of the railroad were present and did not object. The City and Pan Am had not yet finalized an agreement on fundamental aspects of the Crossing, but felt they could reach agreement on those issues through further communications. The hearing was continued and rescheduled for January 12, 2012. The January hearing was cancelled because of a snow storm. The matter was rescheduled and a public hearing was held February 27, 2012 at Portland City Hall.

II. NOTICE

Exhibit 18 is a copy of the January 18, 2012 cover letter with attached notice of the February 27, 2012 hearing that was sent to the following interested parties, including abutters and stakeholders:

City of Portland
Nathan Moulton, Manager, Rail Transportation, MaineDOT.
George Thayer, Springfield Terminal Railway Company/Maine Central Railroad
David Fink, President, Pan Am Railways
Central Maine Power Co.
Cumberland County Commissioners
Langdon Street Real Estate
Mercy Hospital
Northern New England Rail Authority
Portland Terminal Co.
Portland Water District
Thompson's Point Inc.
The Waynflete School
Kat Beaudoin, Integrated Planning Solutions
Robert Bremm, Ritter Project Management
Tony Donovan, Maine Rail Transit Coalition

James Howard, Esq.

Exhibits 19 and 20 are pages from the February 7 and 13, 2012 editions of the Portland Press Herald, a newspaper that has general circulation in the area affected by the City's petition. These pages contain notices which state that the hearing would be held February 27, 2012 at 6:00 p. m. in the Portland City Hall. Notice was proved to have been given in the manner prescribed by 23 MRSA § 7202 and 5 MRSA § 8053. Hearing on the aforementioned petition was held at the time and place stated in the notice. The hearing officer viewed the crossings on the day of the hearing and his observations are part of the evidence.

III. EVIDENCE

A. Exhibits.

Exhibit

1. September 7, 2011 hearing request from Danielle P. West-Chuhta, Esq., Counsel for the City of Portland.
2. Sign-up sheet for November 22, 2011 hearing.
3. Maine Sunday Telegram's Classified Section's Tear Sheet of Notice of Hearing published October 30, 2011 which indicated the hearing would be held at the Portland Transportation Center on November 22, 2011 at 6:00 p.m.
4. Notice of Hearing which indicated that the hearing would be held at the Portland Transportation Center on November 22, 2011 at 6:00 p.m.
5. Copy of Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated October 27, 2011 enclosing the Notice of Hearing which indicated that the hearing would be held at the Portland Transportation Center.
6. Notice of Hearing indicating a new location for the hearing being held on November 22, 2011 to be the Portland City Hall.
7. Copy of Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated November 3, 2011 enclosing the Notice of Hearing indicating the new location for the hearing to be held on November 22, 2011 to be the Portland City Hall.
8. Undeliverable return envelope with hearing notice mailed to Northern New England Rail Authority.
9. Email to Patricia Quinn at NNEPRA dated November 15, 2011, enclosing a copy of the Notice of Hearing with the new location of Portland City Hall incorporated.
10. Portland Press Herald Newspaper Classified Section Tear Sheet with Notice of

Hearing published November 4, 2011 with the new location of Portland City Hall incorporated.

11. Maine Sunday Telegram Classified Section Tear Sheet with Notice of Hearing published November 6, 2011 with the new location of Portland City Hall incorporated.
12. Pan Am Railways Application for Intervenor Status.
13. Email from Danielle West-Chuhta, Esq. waiving the City of Portland's objections to the Application for Intervenor Status.
14. November 22, 2010 hearing transcript.
15. Portland Press Herald Newspaper's Classified Section's Tear Sheet of Notice of Hearing published December 22, 2011.
16. Portland Press Herald Newspaper's Classified Section's Tear Sheet of Notice of Hearing published December 29, 2011.
17. Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated December 12, 2011 with Notice of the January 12, 2012 Hearing.
18. Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated January 18, 2012 with Notice of the February 27, 2012 Hearing.
19. Portland Press Herald Newspaper Tear Sheet (p. D 6) published February 7, 2012 with Advertised Notice of February 27, 2012 Hearing.
20. Portland Press Herald Newspaper Tear Sheet (p. D 3) published February 13, 2012 with Advertised Notice of February 27, 2012 Hearing.
21. Sign-in Sheet for Attendees of the February 27, 2012 Public Hearing.
22. September 7, 2012 petition for hearing with margin notations.
23. Subdivision plat of the area of the proposed Sewall Street crossing.
24. Written testimony by Gregory Mitchell, City of Portland.
25. Public Hearing Submission by City of Portland with photos, plans and descriptions of proposed crossing and Thompson's Point development.
26. Email (two pages) confirming that Pan Am Railways and the developer of Forefront at Thompson's Point reached agreement relative to the Crossing.

A. Public Comments.

Danielle P. West-Chuhta, Esquire, Associate Corporation Counsel for the City, spoke in support of the petition to establish the Crossing. Ms. West offered Exhibit 22, the request for hearing, and Exhibit 23, a plat map showing the area surrounding the Crossing and the planned extension of Sewall Street. The Crossing is located at Mile Post 1.92 on the Mountain Division Branch Line. Trains travel at 10 miles per hour through the Crossing area. The Crossing will be at grade and the purpose of the Crossing will be to create a way for highway traffic to travel to and from Thompson's Point, which will be developed in the near future.

The terminus of Sewall Street, a town way, is at the northern boundary of the railroad corridor. A private way, also known as Sewall Street, continues through the Crossing and runs into Thompson's Point. The tracks currently run through that private way. The City plans to extend Sewall Street about 130 feet to the south of the existing crossing. When this piece of road is accepted as a public way, the tracks will be located within a public street. The City requests that a public crossing be established where the private crossing now exists.

Gregory Mitchell, Acting Director of the City's Department of Planning and Urban Development said that the Crossing is part of a larger plan to develop Thompson's Point, a peninsula to the south of the Crossing that extends into the Fore River. The planned development will be a world class destination that will provide access to cultural functions, athletic events and other entertainment activities. Officials from the Portland Fire Department have reviewed plans for the proposed Crossing and approve of the design.

Christopher Thompson, a representative of Forefront Partners I, LP, the company that plans to develop Thompson's Point, said that Thompson's Point will be converted into a 27 acre complex called the Forefront at Thompson's Point. The development will have an event center, a concert hall and amphitheater, a sports medicine facility, a hotel, a restaurant, office buildings and a parking garage. The event center will offer 3500 basketball fans the chance to view Portland's local professional team. Vendors and entrepreneurs will be able to display their wares at trade shows in a 44,000 foot facility. Music enthusiasts will have the opportunity to enjoy concerts at a 4500 seat auditorium and office space will be available as well. The Forefront at Thompson's Point will serve to connect walking trails to the Portland Transportation Center. Given the large number of people expected to use this facility, the existing crossing must be upgraded to facilitate the flow of public highway traffic to and from Thompson's Point.

Stephen Bushey, an engineer who works for Deluca Hoffman Associates, spoke in favor of the Crossing. He offered Exhibit 25, a brochure entitled Public Hearing Submission by City of Portland. Exhibit 25 contains photos, plans and descriptions of the Crossing area, including the planned development. Surface parking will be available for 712 vehicles and the parking garage will have space for 732 cars.

The Crossing will be constructed sometime between 2012 and 2014 at a cost of about \$500,000 - \$600,000. The two sets of tracks currently in place, a main line and a siding, will be in the proposed Crossing. The Crossing will be about 36 feet wide and will have three lanes for automobiles. Incoming and outgoing traffic will each have a dedicated lane. The middle lane

will be reversible to accommodate incoming or outgoing automobiles when traffic is heavy. A path on the west side of the inbound automobile lane will be available for pedestrians.

Flashing warning lights will be attached to a cantilevered structure over the Crossing to warn highway travelers about passing rail traffic. Pedestrian access will be controlled by automatic gates. Gates will not be installed over automobile lanes. The reversible middle lane will be used for heavy traffic during peak hours. Traffic control workers will direct traffic as needed. According to Exhibit 26, the developer has concluded an agreement with the Railroad that obligates the developer to reimburse the cost of improving the Crossing.

To access the planned development, highway traffic must enter the Thompson's Point Access Road from the Fore River Parkway. Once on the access road, travelers will move in an easterly direction until they turn onto Sewall Street at a 90 degree angle and travel south toward the Crossing. Southbound motorists travel down a slight decline that begins about 50 feet north of the Crossing. The tracks cross Sewall Street in an east-west direction at the bottom of that dip in the road. Sewall Street runs in a north-south direction and intersects the tracks at a ninety degree angle. The approach for motorists leaving Thompson's Point is level.

Automobile traffic is expected to pass through the proposed crossing during peak hours at the rate of 955 total trips. The highway speed limit at the crossing will be 25 miles per hour. After southbound motorists turn onto Sewall Street, they will have sight distance of about 500 feet to the Crossing. Highway traffic approaching from Thompson's Point can view the Crossing from a distance of 300 feet.

Two to four freight trains per week move through the Crossing. No passenger train traffic uses the Crossing at this time. Track speed is ten miles per hour. Randall Pike, P. E., a member of the firm that will design the Crossing, said that eastbound trains will have sight distance on their approach to the Crossing of several thousand feet and westbound trains will have sight distance of about 1000 feet to the Crossing.

The surrounding area is generally industrial. A parking lot and passenger loading area in the rear of the Portland Transportation Center are on the northeast quadrant of the Crossing. A power transmission facility and two story metal building are on the northwest quadrant. An Amtrak office resembling a mobile home is on the southeast quadrant. A fenced parking lot that holds dozens of trailers is on the southwest quadrant. An Amtrak passenger station is located about 600 feet to the east of the Crossing.

Nathan Moulton, Manager of Rail Transportation for the Department, said that the Department supports the proposed Crossing. Exhibit 26 states that the Department will be provided with plans of the Crossing for review and approval. Signage, pavement markings, gates, lights and other safety installations must be approved by the Department and will conform to the Manual on Uniform Traffic Control Devices.

Robert Burns, a lawyer for the Railroad, confirmed that the Railroad and the developer were close to reaching an agreement for the development of the Crossing. James Howard, a lawyer for the developer of Thompson's Point, said that the parties were close to finalizing

financial concerns and that safety and design issues were resolved. Robert Haines, a Portland resident, spoke in favor of the Crossing, but expressed doubt that the access road would accommodate inevitable congestion during big events. Dory Waxman, a former City Councilor and a resident of Portland, spoke in favor of the Crossing and stressed that traffic during big events would be manageable because designers would anticipate traffic congestion problems.

IV. FINDINGS AND CONCLUSIONS

Based on exhibits, hearing testimony and site visits, the following findings are made:

1. Parties. The City of Portland petitioned the Maine Department of Transportation to issue an order establishing a public crossing. Portland Terminal Company owns the railroad in the proposed crossing area and Springfield Terminal Railway Company operates rail traffic. Pan Am Railways owns these two entities.
2. Location of Proposed Crossing. The proposed Crossing will be located at Mile Post 1.92 on the Mountain Division Branch Line, the site of a private crossing.
3. Status of Existing Crossing. The existing crossing is private. The terminus of Sewall Street, a town way, ends on the northern edge of the rail corridor. A private way, also named Sewall Street, runs in a southerly direction over the tracks to Thompson's Point. The City plans to extend Sewall Street an additional 130 feet south of the existing crossing. When this road is accepted as a public way, the tracks will be located within a public street.
4. Crossing Geometry. Two sets of tracks, a mainline and a siding, run through Sewall Street to form a double-track crossing. The rails run in an east-west direction and intersect Sewall Street at a 90 degree angle. Sewall Street runs in a north-south direction.
5. Sight Distance. Eastbound trains will have sight distance on the approach to the Crossing of several thousand feet and westbound trains will have sight distance of about 1000 feet. Southbound motorists will approach on a decline and will have a clear view of the Crossing for about 500 feet. Motorists traveling north on Sewall Street from Thompson's Point will have sight distance of about 300 feet.
6. Railroad Traffic. Four trains pass through the Crossing each week. Timetable speed over the rails is 10 miles per hour.
7. Highway Traffic. Automobile traffic is expected to pass through the Crossing during peak hours at the rate of 955 total trips. The speed limit for automobiles will be 25 miles per hour. The highway in the Crossing will be 36 feet wide with three lanes for automobile traffic. One lane will be dedicated for incoming highway traffic and one lane will be dedicated to outgoing vehicles. The middle lane will be reversible to accommodate either incoming or outgoing vehicles when traffic is heavy. A paved path will facilitate the flow of pedestrian traffic.

8. Purpose. The Crossing will allow public highway traffic to pass through the railroad corridor and flow into the planned development at Thompson's Point.
9. Area Land Use. A parking lot and passenger loading area for the Portland Transportation Center are on the northeast quadrant of the Crossing. A power transmission facility and a two story metal building occupy the northwest quadrant. An Amtrak office resembling a mobile home is on the southeast quadrant. A parking lot that holds dozens of trailers is on the southwest quadrant. An Amtrak passenger station is located about 600 feet to the east of the crossing.
10. Construction and maintenance. The Crossing is expected to be constructed between 2012 and 2014. The estimated cost is \$500,000 to \$600,000.
11. Design. The Railroad and Forefront Partners I, LP have reached agreement on the design of the Crossing. The Department will be provided with the plans for review and approval to ensure that the design meets safety requirements. Officials from the Portland Fire Department approve of the proposed Crossing.

V. ORDER

Based upon the evidence and the applicable law, it is hereby ORDERED that the City of Portland's Application to Establish a public highway crossing along the planned extension of Sewall Street at Mile Post 1.92 on the Mountain Division Branch Line is granted upon the fulfillment of the following conditions:

1. The City shall lay out and accept a public way across the Mountain Division Branch Line at Railroad Mile 1.92 in Portland.
2. The following actions shall be taken and safety measures installed:
 - a) All safety measures including signalization, gates, bells, signage, lights and pavement shall be properly designed and constructed in accordance with the Department's Standard Specifications and Standard Details in effect at the time the Department approves the Crossing.
 - b) All safety measures that are required or recommended by the Manual on Uniform Traffic Control Devices (MUTCD) in effect when the Department approves the Crossing shall be properly located and installed.
 - c) Final design plans for traffic lanes at or near the Crossing shall be submitted to the Department for approval at least 30 days before construction of the Crossing commences. Construction shall not begin until the Department approves the plans.

- d) The Railroad and the City shall coordinate the planning, construction and testing of all signals and other safety devices to ensure that they are properly synchronized and in good working order before the Crossing is opened for use.
- e) All pedestrian access transitions at the Crossing shall be designed and installed in compliance with the Americans with Disabilities Act (ADA).
- f) Street lighting shall be installed at the crossing. Said lighting shall comply with all federal, state and local requirements.
- g) The City shall be responsible for the cost of constructing the Crossing. The Railroad shall be responsible for operating and maintaining the Crossing.
- h) If the Crossing has not been approved by the Department for public use by January 1, 2017, then the authority to establish the Crossing under this order shall expire unless the City or the Railroad petitions the Department before January 1, 2017 to modify this Decision for an extension of the deadline.

MAINE DEPARTMENT OF TRANSPORTATION



David Bernhardt, P. E.
Commissioner

VI. APPEAL RIGHTS

Pursuant to 23 M.R.S.A. § 7202, this decision shall be final and binding on all parties unless an appeal from this decision is taken. Any party wishing to appeal must, within 14 days from the date of the filing of this decision, file in the office of the Maine Department of Transportation its reasons for appeal and shall cause to be served on any other interested parties, a copy of the reasons for appeal certified by the department. The department must be made a party to the appeal.

Pursuant to the requirements of 5 M.R.S.A. § 11001 et seq. appellate procedures also apply to an appeal of this decision. Pursuant to 5 M.R.S.A. § 11002, a petition for review of this decision shall be filed within 30 days after receipt of notice of this decision if the appeal is taken by a party to the proceeding for this decision. Any other person aggrieved shall have 40 days from the date the decision was rendered to petition for review. If the review sought is from the Department's failure or refusal to act, the petition for review shall be filed within 6 months of the expiration of the time within which the action should reasonably have occurred.

Pursuant to 5 M.R.S.A. § 11002 (2), the petition shall specify the persons seeking review, the manner in which they are aggrieved and the final agency action which they wish reviewed. It shall also contain a concise statement as to the nature of the action or inaction to be reviewed, the grounds upon which relief is sought and a demand for relief which may be in the alternative. Copies of the petition for review shall be served by Certified Mail, Return Receipt Requested, upon the Maine Department of Transportation, all parties to the proceedings, and the Department of the Maine Attorney General.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

Applicant: Thompson's Point Development Company Inc.
Project Location: Thompson's Point Rd, Portland, ME
Portland Tax Map 201 Lot(s) 8, 9 and 10 and Map 202 Lots 2, 4 and 5
Project: Mixed use Development
Identification #: Reg. 01-00155-A-N
Permit Category: 200 Plus PCE
Traffic Engineer: Thomas Gorrill
Gorrill-Palmer Consulting Engineers
PO Box 1237
15 Shaker Rd.
Gray, ME 04039

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the Department's Regulations, the Maine Department of Transportation (MaineDOT) has considered the application of Thompson's Point Development Company Inc with supportive data, agency review and other related materials on file.

PROJECT DESCRIPTION

The applicant proposes to construct a 97,697 sf event center/convention hall/exhibit hall; 32,000 sf concert hall plus outdoor venue for up to 4,800 attendees; 378,000 sf of office space; 4,000 sf of medical office space; 20,000 sf gym and rehabilitation center; 125 room hotel; 6,000 sf of restaurant space (high-turnover sit down). The site is forecast to generate 734 AM and 1,091 PM weekday peak hour trip ends.

Findings

Based on a review of the files and related information, MaineDOT approves the Traffic Movement Permit Application of Thompson's Point Development Company Inc. subject to the following conditions:

MITIGATION

On-Site Mitigation

All Site Entrances

All entrances shall have overhead illumination provided, if not existing, to illuminate the intersections per MaineDOT standards at a minimum. Overhead lighting shall have an average of



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Portland Thompson's Point Mixed use development

Reg. 01-00155-A-N

Page 2 of 4

0.6 to 1.0 foot candles, with the maximum to minimum lighting ratio of not more than 10:1 and an average to minimum light level of not more than 4:1.

Thompson's Point Road

Thompson's Point Road shall be widened to accommodate an 8 foot shared bike/pedestrian path, a 3 foot wide grass esplanade, a 3 foot shoulder with granite curb, an 11 foot wide outbound lane, and 11 foot wide flush concrete median, an 11 foot wide inbound lane and a 3 foot shoulder with granite curb. This section will be constructed from the site driveway to the Fore River Parkway. The 250 feet of flush median closest to Fore River Parkway shall be designated as an exclusive left turn lane outbound. The shared bike/pedestrian path shall have a crossing built at the Sewall Street cul de sac and the path extended to the existing sidewalk on Sewall Street. Another pedestrian crossing shall be installed where the current pedestrian crossing is at the bus/train station. Both crossings shall have solar powered/radio interconnected pedestrian activated rectangular rapid flashing beacon lights installed.

Thompson's Point Development

No sporting events or concerts shall begin between 4 pm and 7pm Monday through Friday.

During large sporting and concert events, the applicant shall ensure that there are flaggers and uniformed police officers present to ensure that there will be two inbound lanes prior to the event and two exit lanes after the event. Flaggers/uniformed police officers shall be stationed to ensure that pedestrians are able to cross at either of the two crosswalks, at the Transportation Center Entrance to let busses in or out and also at the transportation center parking lot entrances to ensure that transportation center patrons leaving the parking lots are merged into the out-bound flow. Uniformed police officers shall be present after an event to direct traffic at the Thompson's Point Road/Fore River Parkway intersection. Retro-reflective traffic cones shall be used by the development to create the reversible lane. Flaggers will direct vehicles into the proper lanes.

Off-Site Mitigation

Fore River Parkway/Thompson's Point Road/I-295 Exit 5A off-ramp

The Southbound off ramp at Exit 5 A shall be reconstructed to have a separate 13 foot wide left turn lane and 13 foot wide through lane. The widths include the

required curb offset. The left lane shall extend back 200 feet. Install Queue detector at the ramp gore area to act as pre-emption for the signal should the queue spill back that far.

Modify traffic signal timing and phasing accordingly.

Fore River Parkway/Congress St/I-295 Exit 5 B off-ramp

Portland Thompson's Point Mixed use development

Reg. 01-00155-A-N

Page 3 of 4

Widen the southbound off-ramp to accommodate a 5 foot wide right shoulder, two 12 foot wide right turn lanes and a 2 foot curb offset for a distance of 125 feet with an appropriate taper. Install Queue detector at the ramp gore area to act as pre-emption for the signal should the queue spill back that far.

Re-stripe Congress Street Westbound to accommodate a longer westbound left turn lane, extend back to the end of the island (to the slip lane from Park Ave to Congress St).

Modify traffic signal timing and phasing accordingly.

Congress St/Stevens Ave

Restripe Steven's Avenue to an exclusive left and a shared left/thru/right and modify traffic signal timing and phasing accordingly.

The developer shall pay an impact fee in the amount of \$15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Congress St/Westbrook St

The developer shall pay an impact fee in the amount of \$15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Congress/Frost St

The developer shall pay an impact fee in the amount of \$15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Transportation Demand Management

In lieu of additional mitigation, Transportation Demand Management shall be used to offset the traffic impacts on the roadway network. The City has implemented a Transportation Oriented Development Tax Increment Financing District for the Thompson's Point Development. This development would benefit from some increased transit connections to the airport and Old Port, funding for handicap accessible taxis or for increase in parking at the Transportation Center.

Overall

A. Provide all necessary auxiliary signs, striping and pavement markings to implement the improvements described herein according to State of Maine and/or National standards.

Portland Thompson's Point Mixed use development

Reg. 01-00155-A-N

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B. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State's "Installations and Obstructions" law. No signage or plantings shall be allowed within the "clear zone" if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: "On-Premise Signs".

C. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect / inaccurate, the applicant shall request in writing from MaineDOT a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.

D. Because the proposed project affects the state highway and drainage systems and requires improvement to that system, the applicant must obtain approval of the design plans and coordinate work through MaineDOT's State Traffic Engineer, who can be reached at (207)-624-3620 in Augusta.

By:



Stephen Landry, P.E.

Assistant State Traffic Engineer

Date: 6/13/12



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

March 6, 2013

Christopher Thompson
Forefront Partners I, LP
55 Lisbon Street, Suite 2400
Lewiston, Maine 04240

Re: The Forefront at Thompson's Point, Portland:
Voluntary Response Action Program- No Action Assurance Letter

Dear Mr. Thompson:

The Maine Department of Environmental Protection (Department) has received and reviewed an application submitted in June 2012, by your environmental consultant Credere Associates, LLC (Credere) to the Department's Voluntary Response Action Program (VRAP) for the Thompson's Point property located at 1 Thompson's Point in Portland, Maine. The following reports were compiled for this site as part of the Greater Portland Council of Government's (GPCOG) Brownfields Program and were reviewed along with this application: A Phase One Environmental Site Assessment (ESA) for the Thompson's Point property prepared by Credere, dated December 5, 2011, a Phase II ESA for Thompson's Point, prepared by Credere dated July 11, 2012, as well as a Voluntary Response Action Program Work Plan, Revision 2 dated February 27, 2013 (Work Plan). Additional documentation submitted to MDEP previously for review included two Phase I ESAs prepared by Gemini Geotechnical Associates (GGA) dated February 6, 1991 and May 16, 2006, a December 15, 1998 Test Pit Investigation report prepared by GGA, and a February 26, 1999 No Further Action Assurance Letter issued by MEDEP VRAP to a previous applicant. The current application was submitted to the Department with the request that the site participate in the VRAP and that Forefront Partners I, LP (Forefront Partners), as the applicant to the VRAP, receive the protections provided by the VRAP Law.

The Thompson's Point Property (the site) is composed of five City of Portland tax map lots (Map 201 Lots A-5, A-8, and A-10, and Map 202 Lots A-1 and A-4) totaling approximately 27.5 acres located on a peninsula along the Fore River in Portland. Land use in the area is currently primarily commercial. The site has been used historically for the following activities: a train car maintenance yard, automobile repair facilities, utility distributors (natural gas and propane), building supply retailers, metal working, concrete block manufacturing, bomb shell casing manufacturing (ordnance plant), textile manufacturing, various construction contractor offices, paperboard production, trailer storage, trucking facilities, and warehousing. The Credere Phase ESA identified the past commercial/industrial use of the property as an environmental concern and identified eight specific Recognized Environmental Concerns for further Phase II

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RAY BLDG., HOSPITAL ST.

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(207) 941-4570 FAX: (207) 941-4584

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312 CANCO ROAD
PORTLAND, MAINE 04103
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PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04679-2094
(207) 764-0477 FAX: (207) 760-3143

investigation. The Phase II investigation concluded that there is soil and groundwater contaminated with petroleum and hazardous substances, and that other universal and special wastes are located on the site, including building materials.

Based on the information presented in the above listed reports, the Department agrees with the following recommended actions as proposed in the Work Plan:

1. Known and/or potentially contaminated soils that are disturbed during redevelopment of the site will be managed according to the Work Plan and associated December 12, 2012 Soil Management Plan (SMP). Contaminated soils that are within 12 inches of the developed ground surface or removed and replaced onsite will be covered with a marker layer and a minimum of 12 inches of clean fill, and/or 6 inches of clean sand and gravel over the contaminated soil and at least 3 inches of asphalt/concrete or brick. If excess contaminated soil is generated that cannot be re-used onsite, the material will be disposed offsite at an appropriate facility as special waste.
2. Known and/or potentially contaminated groundwater that is encountered during site redevelopment work will be managed in accordance with the Work Plan and associated December 12, 2012, Groundwater Management Plan.
3. Universal, special, and hazardous waste will be properly managed and removed from the site and disposed at an appropriate facility.
4. PCB containing building materials will be characterized and managed in an appropriate manner and in accordance with the applicable provisions of the Toxic Substances Control Act 40 CFR 761 et seq. Plans for such characterization and management shall be submitted concurrently to USEPA Region 1 and the Department for review and approval.
5. Asbestos abatement and/or management activities in onsite buildings will be conducted in accordance with all applicable State and Federal rules and regulations.
6. Lead based paint abatement/management issues shall be conducted as discussed in the Work Plan and in accordance with all applicable state and federal regulations.
7. A soil screening program will be conducted after the demolition of the site buildings and removal of the concrete slabs as discussed in the Work Plan. Activities that will be completed based on the results of the screening program are discussed in the Work Plan.
8. A deed restriction will be recorded at the Cumberland County Registry of Deeds that:
 - 1) Prohibits excavation/disturbance of soils onsite without notification of the Department, and references the existence of an Environmental Management Plan that will be developed for the site and submitted for approval by the Department prior to deed restriction recording.
 - 2) Prohibits withdrawal of groundwater without notification of the Department, and references the existence of an Environmental Management Plan that will be developed for the site and submitted for approval by the Department prior to deed restriction recording.

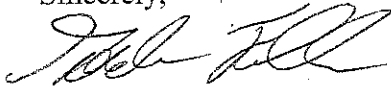
These restrictions will be placed as Declaration of Environmental Covenants consistent with this letter and in a manner that is acceptable to the Department.

Provided that the actions described above are completed to the satisfaction of the Department, Forefront Partners I, LP and its successors and/or assigns, as well as those persons identified in 38 M.R.S.A. § 343-E(6), will be granted the liability protection provided by 38 M.R.S.A. § 343-E(1) for the property located at 1 Thompson's Point, in Portland, Maine identified as Map 201 Lots A-5, A-8, and A-10, and Map 202 Lots A-1 and A-4. The Department will take no action against Forefront Partners I, LP, its successors and assigns, and all those persons identified in 38 M.R.S.A. § 343-E(6).

Once the proposed and recommended remedial measures at the property have been implemented to the satisfaction of the Department, a report demonstrating the successful completion of the tasks must be forwarded to the VRAP. A report may be submitted when all of the remedial activities have been completed for the entire property or in stages as portions of the property are remediated and ready for redevelopment. Upon determining successful conclusion of the remedial tasks, the Department will issue a Commissioner's Certificate(s) of Completion to Forefront Partners I, LP for those portions of the property where remedial activities have been completed.

If you have any questions, please call me at 207-287-4853.

Sincerely,



Gordon Fuller
Voluntary Response Action Program
Division of Remediation

cc: Nick Hodgkins--MEDEP
Jedd Steinglass, Credere
David L. Galgay, Jr—Verrill Dana LLP.



STATE OF MAINE
Department of Environmental Protection

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

July 2012

Forefront Partners I, LP
55 Lisbon St., Suite 2400
Lewiston, ME 04240
ATTN: Chris Thompson

RE: Natural Resources Protection Act Application, Portland
DEP #L-25672-2G-A-N / #L-25672-FS-B-N

Dear Mr. Thompson:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 592-1692 or at Marybeth.richardson@maine.gov.

Sincerely,

Marybeth Richardson, Project Manager
Division of Land Resource Regulation
Bureau of Land and Water Quality

pc: File

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PRESQUE ISLE, MAINE 04769-2094
(207) 764-0477 FAX: (207) 764-3143

WEB SITE: WWW.MAINE.GOV/DEP



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION
AUGUSTA, ME 04333

DEPARTMENT ORDER

IN THE MATTER OF

FOREFRONT PARTNERS I, LP	) NATURAL RESOURCES
PROTECTION	
Portland, Cumberland County	) COASTAL WETLAND ALTERATION
THE FOREFRONT AT THOMPSON'S POINT	) SIGNIFICANT WILDLIFE HABITAT
L-25672-2G-A-N (approval)	) WATER QUALITY CERTIFICATION
L-25672-FS-B-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of FOREFRONT PARTNERS I, LP with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: Thompson's Point is an approximately 27.5-acre peninsula of land extending into the Fore River that has a 150-year history of industrial development. In the early part of the twentieth century the site was used primarily as a railroad maintenance facility. It was later used by the federal government for war-related activities such as munitions production. Subsequent uses included the operation of a concrete products manufacturing facility and other commercial activities, and the staging and stockpiling of construction materials.

B. Summary: The applicant proposes to demolish existing structures and redevelop almost the entire project site with a number of buildings, including an events center and concert hall, outdoor amphitheater, hotel, sports medicine and athletic performance lab, parking structure, office building, surface parking, trails, public space, and small boat/kayak access. Activities contemplated by the applicant that require Natural Resources Protection Act review are those that will occur within 75 feet of the highest annual tide (HAT) line, including clean up and removal of existing debris, stockpiles, and solid waste; building demolition; clearing and grubbing in advance of new topsoil for soil stabilization, landscaping, and trails; access drive and parking area construction; new buildings; installation or replacement of stormwater outfalls; installation of utilities; installation of a seasonal dock at the south end of the peninsula; a small hand carry boat/kayak launch; and a public access ramp. Within 25 feet of the HAT line, the only proposed activities will be grading for new landscaping and drainage work.

The proposed project will result in approximately 386 square feet of freshwater wetland fill within the northwesterly "panhandle" of the site associated with a drainage outfall and grading. Under current conditions, the shoreline is riprapped around the majority of the project site. In areas not containing riprap currently, the shoreline is naturally vegetated. No significant disturbance is proposed within these areas. A total of ten drainage outfalls

are proposed and the total extent of riprap enhancement associated with the drainage work is approximately 100 linear feet.

The proposed project is shown on a set of plans, the first of which is titled "The Forefront at Thompson's Point," prepared by DeLuca-Hoffman Associates, Inc. and dated August 2011, with a latest revision date on any sheet of July 12, 2012. The project site is located on Thompson's Point, off Congress Street, in the City of Portland.

The proposed project is subject to review under the Site Location of Development Act. Pursuant to M.R.S.A. Section 489-A, the City of Portland has delegated review authority and is conducting that review.

C. Current Use of the Site: A portion of the project site is utilized as storage for refrigerated dairy trailers. Various other commercial tenants lease space throughout the remaining site. There are currently nine structures and at least several additional foundations located on the site. The majority of the approximately 4,100 linear feet of shoreline at the site has been armored with riprap. Approximately five acres of the site lie below the HAT line.

2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project site including an aerial photograph of the project site. Department staff visited the project site in July of 2011.

The proposed project is located adjacent to the Fore River, which is a scenic resource visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities. The project site is currently almost completely developed with paved areas, gravel areas, and a number of buildings and foundations. Some of the buildings are functional and contain commercial space and others are in various stages of disrepair. The developed areas extend to the top of the slope down to the river, which is armored with riprap. Existing wooded areas are limited to the far northwest corner of the site.

Overall, the existing site is heavily developed with little visual appeal. Current uses include construction staging, a wood salvage operation, and semi-trailer box storage. Most of the existing structures appear to be marginally maintained and are in average to poor condition. The proposed project is expected to increase the visual appeal of the site by introducing new buildings and implementing an integrated landscape enhancement plan.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the visual impact rating, and the site visit, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

The applicant submitted an erosion control report and supporting plans for the proposed project, dated March 2012. Based on its review of this information, the Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

The Department of Marine Resources (DMR) stated that the proposed project should not cause any significant adverse impact to marine resources, navigation or recreation.

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the proposed project and stated that the mudflats and riparian areas below the HAT line are valuable shorebird feeding area on the west side of the peninsula and roosting area on the east side of the peninsula. MDIFW commented that the proposed project includes activities within the associated upland buffer areas that may have the potential to adversely affect shorebirds using the mudflats in the area. As a result of two site visits and multiple revisions to the delineation of the roosting area and the feeding area buffers based on onsite conditions, neither buffer extends onto the project site more than 50 feet from mean high water.

In response to MDIFW's concerns, the applicant revised the layout of the project to avoid and minimize potential impacts within the buffer areas, and worked with MDIFW to develop a landscape plan (revision dated July 12, 2012) that provides adequate vegetative screening of the mapped shorebird feeding area between the shoreline and proposed pedestrian trail, and limits vegetation within the shorebird roosting area buffer to lower profile shrubs that are expected to maintain visibility for the shorebirds and minimize the threat of increased raptor predation. The applicant has agreed to install interpretive signage at the proposed south end boat launch. The signage will identify the presence and significance of shorebird habitat and will be designed with MDIFW's input. Additionally, the applicant has agreed to install a raised viewing platform overlooking the salt marsh and mudflat communities in the northwest portion of the site.

In a review memorandum dated July 13, 2012, MDIFW commented: "Given the steps that the applicant has taken to maintain and enhance mapped Significant Wildlife Habitats at this site we do not feel that project completion will result in any significant adverse impact to the resource."

Based on MDIFW's review, the Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

The applicant may use lumber treated with chromated copper arsenate (CCA) to construct the floats. To protect water quality, any CCA treated lumber must be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction. Provided any CCA treated lumber is cured as described above, the Department finds that the proposed project will not violate any state water quality law, including those governing the classification of the State's waters.

The Department does not anticipate that the proposed project will violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to alter 386 square feet of an emergent freshwater wetland in the northwestern portion of the site to regrade an area and install a stormwater outfall pipe. Other proposed impacts below the HAT line include less than 100 square feet of alteration associated with the installation of multiple drainage outfalls, most of which will replace existing outfalls. Additionally, approximately 513 square feet of coastal wetland will be altered, through shading, as a result of the seasonal installation of floats at the south end of the peninsula.

The Department's Wetlands and Waterbodies Protection Rules, Chapter 310, require that the applicant meet the following standards:

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. Each application for a coastal wetland alteration permit must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist. The applicant submitted an alternatives analysis for the proposed project completed by DeLuca-Hoffman Associates, Inc. Because the proposed project is a transit-oriented development, the applicant selected the project site due to its proximity to the highway, passenger rail service, and bus service, all within a short distance to the Portland Jetport. There are currently no other sites in Portland that can offer the amount of land availability and the location required for this type of project, which will offer a range of activities integrating office, hospitality, and cultural uses with a focus on sustainability. The proposed layout includes approximately 386 square feet of wetland fill within the northwesterly "panhandle" of the site associated with a drainage outfall and grading. This alteration was determined to be unavoidable.

B. Minimal Alteration. The amount of wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. The site is currently almost completely developed and the proposed project offers opportunities to improve the scenic character of the area as well as the water quality of runoff from the site. The applicant incorporated a number of measures into the project design and layout to minimize potential impacts to shorebird roosting and feeding areas as described in Finding 4.

C. Compensation. In accordance with Chapter 310 Section 5(C)(6)(b), compensation is not required to achieve the goal of no net loss of coastal wetland functions and values since the project will not result in over 500 square feet of fill in the resource, which is the threshold over which compensation is generally required. Further, the proposed project will not have an adverse impact on marine resources or wildlife habitat as determined by DMR and MDIFW. For these reasons, the Department determined that compensation is not required.

The Department finds that the applicant has avoided and minimized wetland impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

- A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.
- B. The proposed activity will not cause unreasonable erosion of soil or sediment.
- C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.
- D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.
- E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.
- F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters provided any CCA treated lumber used for the project is cured on dry land as described in Finding 5.
- G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.
- H. The proposed activity is not on or adjacent to a sand dune.
- I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of FOREFRONT PARTNERS I, L.P. to alter coastal wetlands and adjacent areas as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

1. Standard Conditions of Approval, a copy attached.
2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.
3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.
4. Any CCA treated lumber shall be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 27th DAY OF July, 2012.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Michael Kuhn for
Patricia W. Aho, Commissioner



PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

MR/L25672AN&BN/ATS#74653&74756



Natural Resource Protection Act (NRPA) Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

- A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.
- B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.
- D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.
- E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.
- G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.
- H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

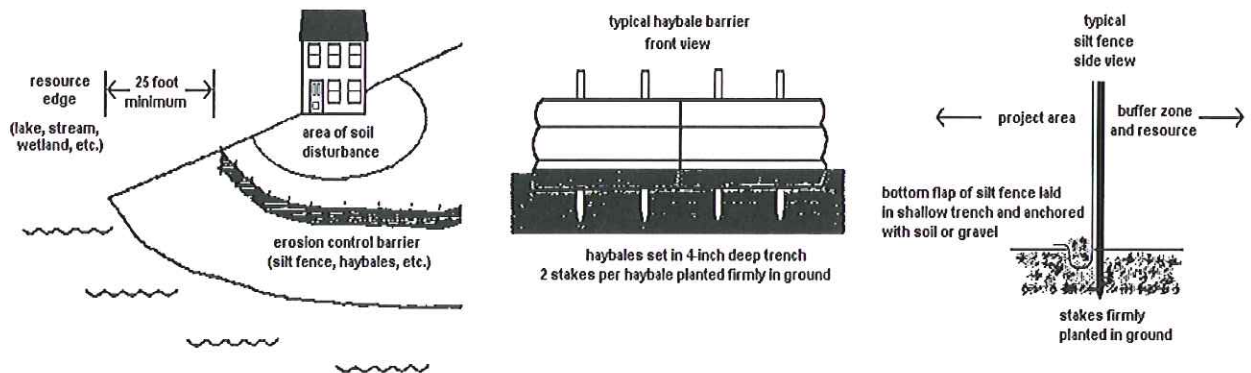


STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
 17 STATE HOUSE STATION, AUGUSTA, MAINE 04333

Erosion Control for Homeowners

Before Construction

1. If you have hired a contractor, make sure you discuss your permit with them. Talk about what measures they plan to take to control erosion. Everybody involved should understand what the resource is, and where it is located. Most people can identify the edge of a lake or river. However, the edges of wetlands are often not so obvious. Your contractor may be the person actually pushing dirt around, but you are both responsible for complying with the permit.
2. Call around to find where erosion control materials are available. Chances are your contractor has these materials already on hand. You probably will need silt fence, hay bales, wooden stakes, grass seed (or conservation mix), and perhaps filter fabric. Places to check for these items include farm & feed supply stores, garden & lawn suppliers, and landscaping companies. It is not always easy to find hay or straw during late winter and early spring. It also may be more expensive during those times of year. Plan ahead -- buy a supply early and keep it under a tarp.
3. Before any soil is disturbed, make sure an erosion control barrier has been installed. The barrier can be either a silt fence, a row of staked hay bales, or both. Use the drawings below as a guide for correct installation and placement. The barrier should be placed as close as possible to the soil-disturbance activity.
4. If a contractor is installing the erosion control barrier, double check it as a precaution. Erosion control barriers should be installed "on the contour", meaning at the same level or elevation across the land slope, whenever possible. This keeps stormwater from flowing to the lowest point along the barrier where it can build up and overflow or destroy the barrier.



During Construction

1. Use lots of hay or straw mulch on disturbed soil. The idea behind mulch is to prevent rain from striking the soil directly. It is the force of raindrops hitting the bare ground that makes the soil begin to move downslope with the runoff water, and cause erosion. More than 90% of erosion is prevented by keeping the soil covered.
2. Inspect your erosion control barriers frequently. This is especially important after a rainfall. If there is muddy water leaving the project site, then your erosion controls are not working as intended. You or your contractor then need to figure out what can be done to prevent more soil from getting past the barrier.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

After Construction

1. After your project is finished, seed the area. Note that all ground covers are not equal. For example, a mix of creeping red fescue and Kentucky bluegrass is a good choice for lawns and other high-maintenance areas. But this same seed mix is a poor selection for stabilizing a road shoulder or a cut bank that you don't intend to mow. Your contractor may have experience with different seed mixes, or you might contact a seed supplier for advice.
2. Do not spread grass seed after September 15. There is the likelihood that germinating seedlings could be killed by a frost before they have a chance to become established. Instead, mulch the area with a thick layer of hay or straw. In the spring, rake off the mulch and then seed the area. Don't forget to mulch again to hold in moisture and prevent the seed from washing away or being eaten by birds or other animals.
3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

Why Control Erosion?

To Protect Water Quality

When soil erodes into protected resources such as streams, rivers, wetlands, and lakes, it has many bad effects. Eroding soil particles carry phosphorus to the water. An excess of phosphorus can lead to explosions of algae growth in lakes and ponds called blooms. The water will look green and can have green slime in it. If you are near a lake or pond, this is not pleasant for swimming, and when the soil settles out on the bottom, it smothers fish eggs and small animals eaten by fish. There many other effects as well, which are all bad.

To Protect the Soil

It has taken thousands of years for our soil to develop. Its usefulness is evident all around us, from sustaining forests and growing our garden vegetables, to even treating our septic wastewater! We cannot afford to waste this valuable resource.

To Save Money (\$\$)

Replacing topsoil or gravel washed off your property can be expensive. You end up paying twice because State and local governments wind up spending your tax dollars to dig out ditches and storm drains that have become choked with sediment from soil erosion.



DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012

Contact: (207) 287-2811

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status.* The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

Comments - Environmental Project Review	
Maine Department of Inland Fisheries and Wildlife	
Wildlife Division Comments – Region A	
Applicant's Name: Forefront Partners I, LP (Forefront at Thompson's Point)	
Project: L-25672-2G-A-N	Regulatory Agency: MDEP
Project Type: NRPA	Project Manager: Richardson
Comments Due Date:	Date Comments Sent: 7/13/12
Project Location	
Town: Portland	County: Cumberland
Waterbody: Fore River	
Wildlife Biologist(s): Camuso, Tudor, Walker	

After review of the application and consideration of the proposal's probable effect on the environment, and on our agency's programs and responsibilities, we provide the following comments:

I. Project Description/Resource Affected: Forefront Partners I, LP proposes to develop the 22.5 +/- acre Thompson's Point as a mixed use commercial and entertainment development to include an events center and concert hall, outdoor amphitheater, hotel, sports medicine facility, office complex, parking garage and surface parking for 780 vehicles. Additionally, the proposed development includes public amenities such as trails and a water access site. A seasonal rowing facility has also been suggested in the northeast corner of the site. It is our understanding that this last element has been removed from the current proposal and will potentially be reconsidered at a future date.

MDIF&W has mapped two Significant Wildlife Habitats in this portion of the Fore River, both of which include upland buffers that extend into the proposed development area. The mapped habitats include a Significant Shorebird Feeding Area along the western side of the peninsula and a Significant Shorebird Roosting Area along the eastern shoreline. Shorebirds that frequent Maine during the spring on their way to breeding grounds in the open tundra of northern Canada, and again in mid to late summer on their return trip south are dependent on open mudflats for feeding and, at times of high tide, require specific shoreline conditions that provide secure areas for roosting. Upland buffers associated both habitat types are critical in minimizing disturbance to migratory shorebirds by proximate human activities. Additionally, the vegetated condition of buffers associated with roosting habitat is an important factor in determining viability of the roost. Shorebirds will abandon roosts where tall woody vegetation that provides cover for raptors becomes established. Several of the shorebird species that frequent Maine during their migrations have shown long-term populations declines. These declines are, in part, due to significant losses of both migratory feeding and roosting stop over habitats.

II. Comments/Recommended Considerations or Conditions:

Wildlife Considerations:

MDIFW originally mapped Shorebird Significant Wildlife Habitats and associated buffers in 2006. At that time, shorebird roosting areas were digitized with a 250-foot associated upland

buffer based on scientific literature that documented human disturbance effects. Similarly, feeding areas were digitized with a 100-foot buffer intended to minimize unnecessary disturbance to shorebird activity on the mudflats. Where roosts occur proximate to developed areas, development was clipped out of the original buffers by GIS staff to account for existing disturbances. In the case of Thompson's Point, the originally mapped roost habitat buffer varied from 25-foot offset from mean high water to 150-foot offset from mean high water based on best available aerial photos at the time. As a result of two recent site walks and multiple revisions of the delineation of the roost area and the feeding area buffers based on on-the-ground conditions, neither buffer now extends into the site more than 50-feet from mean high water.

The applicant has adjusted the initially submitted project site plan to avoid and minimize impacts within these revised buffers and has worked closely with our Department to develop a landscape plan that at once creates adequate vegetative screening of the mapped shorebird feeding area between the shoreline and proposed pedestrian trail, and limits vegetation within the shorebird roost area buffer to shrubs that will likely not exceed 4-feet in height and thereby maintain visibility for the shorebirds and minimize the threat of increased predator activity. Additionally, the applicant has agreed to install interpretive signage at the proposed south end boat launch. The signage will identify the presence of shorebird habitat and explain the significance of these habitats. Our Department will assist the applicant in designing the signage to be installed. The applicant has also agreed to install a raised viewing platform overlooking the saltmarsh and mudflat communities in the northwestern portion of the site. This structure will serve as both an attractive amenity for the project and help to build local awareness of and appreciation for local bird life.

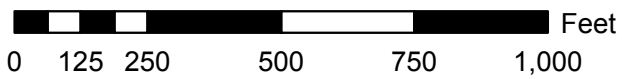
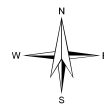
Given the steps that the applicant has taken to maintain and enhance mapped Significant Wildlife Habitats at this site we do not feel that project completion will result in any significant adverse impact to the resource.

Should the rowing club be constructed during a subsequent phase of development, we do feel that the structure extending into the roost and resulting presence of shells passing along the frontage of the roost will eliminate existing habitat values. With the proposed placement of the facility, it is unlikely that any mitigation for the loss of the roost could take place on-site. We would therefore recommend mitigation for the loss of this Significant Wildlife Habitat feature in the form of a contribution to the Maine Natural Resource Conservation Program for future shorebird roost protection and monitoring. The total square footage of the revised roosting habitat is 63,764sf. Should the rowing club locate in this area, the Department feels that a contribution to the MNRCP fund of \$90,544 ($63,764 \times 0.71 \times 2$ per MDEP guidance) would be appropriate.



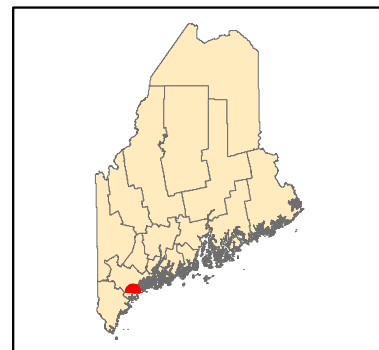
Maine Department of
Inland Fisheries and Wildlife

Draft II Revised Thompson's Point Shorebird Habitats



Projection: UTM, NAD83, Zone 19N

Date: 6/22/2012





STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

June 2014

Forefront Partners I, LP
55 Lisbon St., Suite 2400
Lewiston, ME 04240

RE: Natural Resources Protection Act Application, Portland
DEP #L-25672-4P-F-N/L-25672-FS-G-N

Dear Applicant:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 592-1692 or at Marybeth.richardson@maine.gov.

Sincerely,

Marybeth Richardson
Division of Land Resource Regulation
Bureau of Land and Water Quality

pc: File

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

FOREFRONT PARTNERS I, LP
Portland, Cumberland County
PIER SYSTEM
L-25672-4P-F-N (approval)
L-25672-FS-G-N (approval)

) NATURAL RESOURCES PROTECTION ACT
) COASTAL WETLAND ALTERATION
) SIGNIFICANT WILDLIFE HABITAT
) WATER QUALITY CERTIFICATION
) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of FOREFRONT PARTNERS I, LP with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

I. PROJECT DESCRIPTION:

A. History of Project: Thompson's Point is an approximately 27.5-acre peninsula of land extending into the Fore River that has a 150-year history of industrial development. In the early part of the twentieth century the site was used primarily as a railroad maintenance facility. It was later used by the federal government for war-related activities such as munitions production. Subsequent uses included the operation of a concrete products manufacturing facility and other commercial activities, and the staging and stockpiling of construction materials.

In Department Order #L-25672-2G-A-N/L-25672-FS-B-N, dated July 27, 2012, the Department approved a number of activities on the site that will occur within 75 feet of the highest annual tide (HAT) line, including: clean up and removal of existing debris, stockpiles, and solid waste; building demolition; clearing and grubbing in advance of new topsoil for soil stabilization, landscaping, and trails; access drive and parking area construction; new buildings; installation or replacement of stormwater outfalls; installation of utilities; installation of a pier system at the south end of the peninsula; and a public access ramp.

B. Summary: The applicant proposes to shift the location of the pier system to the west from its previously-approved location at the southerly tip of the Thompson's Point peninsula to align better with the proposed master plan pedestrian access. The proposed pier system will include a longer float than the previously-approved pier system that will be large enough to accommodate crew boats, or rowing shells, and will be positioned so that water access will be available during all-tide conditions. The system will consist of a permanent six-foot wide by 16-foot long timber pier located at the top of the bank, which will serve as the top/landing approach to a four-foot wide by 50-foot long seasonal gangway and a seasonal, 10-foot wide by 60-foot long float.

The proposed pier system is shown on two plans, the first titled "The Forefront at Thompson's Point Seasonal Dock System," prepared by Fay, Spofford & Thorndike and dated March 13, 2014, and the second titled "Layout Concept for Portland Rowing," prepared by Custom Float Services, Inc. and dated March 6, 2014.

C. Current Use of the Site: A realigned combined sewer overflow has been constructed along the westerly side of the peninsula. A walking trail along the "panhandle" area of the site has also been constructed. The majority of the approximately 4,100 linear feet of shoreline at the site was previously armored with riprap. Approximately five acres of the site lie below the HAT line. There are several buildings on the site that will be demolished.

2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project site including aerial photographs. Department staff visited the project site in July 2011.

The proposed project is located adjacent to the Fore River, which is a scenic resource visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities. The project site is currently almost completely developed with paved areas, gravel areas, and a number of buildings and foundations. Some of the buildings are functional and contain commercial space and others are in various stages of disrepair. The developed areas extend to the top of the slope down to the river, which is armored with riprap. Existing wooded areas are limited to the far northwest corner of the site.

Overall, the existing site is heavily developed with little visual appeal. Current uses include construction staging, a wood salvage operation, and semi-trailer box storage. Most of the existing structures appear to be marginally maintained and are in average to poor condition. The proposed project is not expected to significantly change the visual impact of the redeveloped site as approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the visual impact rating, and the site visit, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

Construction of the proposed project is expected to take several weeks. The float systems will be prefabricated and the permanent pier section will be constructed onsite and set into place. The permanent pier section will be supported on concrete foundations. Construction will be accomplished by excavating small holes that will be backfilled with concrete. The seasonal floats will be anchored with moorings. These activities are not anticipated to cause any significant source of sedimentation.

The Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

The Department of Marine Resources (DMR) reviewed the project approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N and stated that it should not cause any significant adverse impact to marine resources.

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the project approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N and stated that the mudflats and riparian areas below the HAT line are a valuable shorebird feeding area on the west side of the peninsula and a roosting area on the east side of the peninsula. MDIFW commented that the proposed project includes activities within the associated upland buffer areas that may have the potential to adversely affect shorebirds using the mudflats in the area. As a result of two site visits and multiple revisions to the delineation of the roosting area and the feeding area buffers based on onsite conditions, neither buffer extends onto the project site more than 50 feet from mean high water.

During the Department's review of the original application in 2012, MDIFW expressed concerns about the initial design of the project because it proposed rowing floats at the northeasterly corner of the site, directly adjacent to the shorebird roosting area and its associated upland buffer. This float system was subsequently deleted from the plan, and the plan that was approved by the Department included a small hand carry boat/kayak launch float at the southern tip of the site as described in Finding 1. MDIFW did not express concerns about this seasonal structure and stated that the project when complete would not result in any significant adverse impact to the habitat.

The applicant now proposes to relocate the pier and float structure from the southernmost tip of Thompson's Point to a point on the shoreline approximately 108 feet west of the previously approved pier system, further from the shorebird roosting area, but still within

the shorebird feeding area. MDIFW reviewed the proposed project and stated in a review memorandum dated June 25, 2014, that the pier system has been relocated to an area that will be less disruptive to wildlife than the original location. MDIFW recommended that the applicant reiterate its commitment to installing interpretive signage in the vicinity of the pier structure and a viewing platform overlooking the salt marsh and mudflat communities in the northwest portion of the site. The applicant confirmed that it intends to comply with the previous permit conditions that required the installation of a viewing platform and educational placards.

The Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

The applicant proposes to use lumber treated with chromated copper arsenate (CCA) to construct the pier system. To protect water quality, all CCA-treated lumber must be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

Provided that CCA-treated lumber is cured as described above, the Department finds that the proposed project will not violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to indirectly alter a total of 1,028 square feet of coastal wetland as a result of shading from the proposed pier system. The permanent pier section's supports will be located above the HAT line; therefore, no direct wetland impacts are proposed. The pier system as originally approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N included 513 square feet of indirect wetland alteration due to shading.

The Wetland Protection Rules interpret and elaborate on the Natural Resources Protection Act (NRPA) criteria for obtaining a permit. The rules guide the Department in its determination of whether a project's impacts would be unreasonable. A proposed project would generally be found to be unreasonable if it would cause a loss in wetland area, functions and values and there is a practicable alternative to the project that would be less damaging to the environment. Each application for a NRPA permit that involves a coastal wetland alteration must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist.

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. The applicant submitted an alternatives analysis for the proposed project completed by Fay, Spofford & Thorndike and dated May 27, 2014 and June 12, 2014. When the project was first proposed in 2012,

the site in question was contemplated as water access for small personal kayaks, canoes and a water shuttle/taxi. The applicant stated that the purpose of the revised configuration, location, and increase in float size is to allow water access for local rowing organizations. The applicant proposes to increase the size of the floats in order to launch eight oar crew boats, or shells, which are approximately 60 feet long, out into the bay. The increased pier length is needed to walk the shell down the gangway and launch it into the water. The pier system is not intended for boats to be anchored or moored for extended periods. Because of the nature of the project purpose, some increase in impact to the coastal wetland is unavoidable.

B. Minimal Alteration. The amount of coastal wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. A permanent pier has been added to the system, but will be located above the HAT line. The gangway will be 10 feet longer than originally proposed, and the float size has been expanded to accommodate a local rowing club as described above. The proposed 60-foot long float is the minimum size necessary to safely launch rowing shells.

C. Compensation. In accordance with Chapter 310 Section 5(C)(6)(b), compensation is not required to achieve the goal of no net loss of coastal wetland functions and values since the project will not result in over 500 square feet of fill in the resource, which is the threshold over which compensation is generally required. Further, the proposed project will not have an adverse impact on marine resources or wildlife habitat as determined by DMR and MDIFW. For these reasons, the Department determined that compensation is not required.

The Department finds that the applicant has avoided and minimized wetland impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

- A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.
- B. The proposed activity will not cause unreasonable erosion of soil or sediment.

- C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.
- D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.
- E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.
- F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters provided that CCA-treated lumber is cured as described in Finding 5.
- G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.
- H. The proposed activity is not on or adjacent to a sand dune.
- I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of FOREFRONT PARTNERS I, LP to relocate and enlarge a previously approved pier system at Thompson's Point as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

- 1. Standard Conditions of Approval, a copy attached.
- 2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.
- 3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

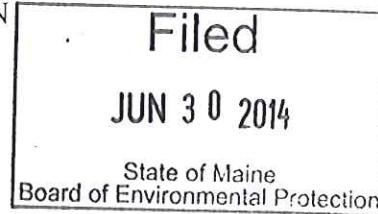
4. All CCA-treated lumber shall be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 30th DAY OF June, 2014.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Michael Kuhn
For: Patricia W. Aho, Commissioner



PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

MR/L25672FNGN/ATS#77793, 77794



Natural Resources Protection Act (NRPA) Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

- A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.
- B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.
- D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.
- E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.
- G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.
- H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

Revised (12/2011/DEP LW0428)

DEPLW0386 A2012



DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012

Contact: (207) 287-2811

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status.* The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

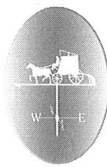
An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

March 14, 2014

Fay, Spofford & Thorndike
778 Main Street
South Portland, ME 04106

Attn: Bo Kennedy, P.E.
Re: The Forefront at Thompsons Point, Portland
Ability to Serve Project with PWD Water and Wastewater

Dear Mr. Kennedy:

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

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

Existing Site Water Service

According to District records, the project site does currently have existing water service. A 12-inch diameter ductile iron water service line, located as shown on the attached water service card, provides water service to this site. Additionally, the Portland Water District has a 2-inch diameter copper water service line that feeds the existing Thompson's Point Pump Station. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these service lines.

Water System Characteristics

According to District records, there is a 12-inch ductile iron water main within the site and a public fire hydrant located across from the existing pump station.

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

Hydrant Location: Sewall Street ROW
Hydrant Number: POD-HYD01670
Last Tested: 9/13/2011
Static Pressure: 99 psi
Residual Pressure: Not Measured
Flow: 1,519 GPM



Public Fire Protection

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

Domestic Water Needs

The ability to serve request dated January 24, 2014 indicates that a projected design flow of 136,105 gallons per day with a peak flow of 567 gallons per minute. The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

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

Existing Site Sewer Service

The project site is currently served with public sewer. Private piping connects into the public sewer manhole located approximately 50 feet easterly of the existing Thompson's Point pump station.

Proposed Site Sewer Service

According to your Ability to Serve request letter, the site will generate up to 136,105 GPD with a peak flow anticipated at 567 GPM to the existing Thompson's Point Pump Station. We have reviewed the impacts of this additional flow to the pump station and have determined that the station can handle the added flow. The existing pump station is a duplex station with 1,000 GPM pumps. It should be noted that the increase in flow from the project will require more frequent pump cycling times due to the effective wet well volume that currently exists at the site. While this does not currently constitute a need for additional wet well volume at this time, it should be noted in the event that the site's estimates are low or significantly change in the future.

Conditions of Service

As this project moves through the design stage, we will continue to work with the development team on a number of specific items that should be addressed prior to construction. These items include:

1. As site users are established, we will require updated water and wastewater flow estimates and an understanding of any potential wastewater pretreatment needs. The development team has indicated that there will not be discharge of any non-typical sewage that could contribute to pump clogging, but this will have to be monitored in the future if site uses change.
2. Access to the Thompson's Point pump station appears restricted and does not appear to allow for adequate space for our vehicles to turn around. We will require that the final design include a turnaround within the pump station site for PWD vehicle use.
3. PWD maintains telemetry systems at the existing pump station. The addition of high buildings as proposed could cause interference with these signals. We would like to work with the developer on antenna siting if this turns out to be necessary due to the development at this site.
4. Based on an anticipated high level of foot traffic near the pump station site, further review of the site security is required. Fencing of this site is recommended for the protection of the facilities and the pedestrians. The developer may also wish to work with PWD on the general aesthetics of the pump station facility to better match the character of the final site.
5. The proximity of the 30" CSO Outfall in relation to the foundation for Building E1 should be reviewed. More information on separation from the building and the process for any maintenance should be outlined.
6. The agreed upon contribution amount of \$10,000 to be placed in escrow, as outlined in the City of Portland Site Plan approval, will be adequate for VFD and communication upgrades.

We would like to continue to work with the development team on the noted items above as the project progresses through design and construction phases. To date the District has only received a master utility plan for review. We recommend that complete design plans be submitted and we reserve the right for further comments.

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

Sincerely,
Portland Water District



Rico Spugnardi, P.E.
Senior Project Engineer



4/5/2012

Stephen Bushey, PE
Deluca-Hoffman Associates, Inc
778 Main Street
South Portland, Maine
Sent via email

RE: Ability to Serve Letter for Thompson's Point Upgrade

Dear Mr. Bushey:

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

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete this CMP spreadsheet using load information
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received. Attached is what a typical easement will look like.
- Job scheduled for completion after the electrical inspection has been received.

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

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

www.cmpco.com



An equal opportunity employer



Please complete the attached forms (specific instructions are on each form) and email them back to me at your earliest convenience.

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

[CMP Handbook of Standard Requirements](http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

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

If you have any questions, please contact me.

Attachments:

Excel Load Sheet
Easement Worksheet
Standard CMP Easement

Regards,

Jamie

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

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

www.cmpco.com



An equal opportunity employer

From: [Carpenter, Scott](#)
To: [Sandi Keef](#)
Cc: [Bo Kennedy](#)
Subject: RE: The Forefront at Thompson's Point - Ability to Serve Project
Date: Thursday, February 13, 2014 1:54:00 PM

To whom it may concern;

We, Unitil Natural Gas have been in contact with the owner of the Thompson Point project and have conceptionally come to terms with an agreement to service this project as the result of our meetings.

As a side note, we did some work last fall (2013) that included upgrading and extending our existing gas main to a 4" main on Sewall St., down the street in the direction of the Thompson's Point project and ran a service to the Eyecare Medical building at 53 Sewall St. We look forward to working with everyone on this exciting project as it comes together!

If you need something else, please don't hesitate to contact us.

Kindest Regards,
Scott

Scott Carpenter
New Business Development



ME Gas Operations
1075 Forest Ave
Portland, ME 04103-3586
Phone: (207) 541-2543
Fax: (207) 541-2593

From: Sandi Keef [mailto:SKeef@fstinc.com]
Sent: Friday, January 24, 2014 2:49 PM
To: Carpenter, Scott
Cc: Bo Kennedy
Subject: The Forefront at Thompson's Point - Ability to Serve Project

Please find the attached request for a formal Ability to Serve Capacity Letter for the Thompson's Point project. Please contact our office with any questions.

Thank you,

Sandi Keef | *Technical Assistant*

FAY, SPOFFORD & THORNDIKE formerly DeLuca Hoffman Associates

778 Main Street, Suite 8 | South Portland, ME 04106

Main Tel: (207) 775-1121 | Fax: (207) 879-0896

skeef@fstinc.com | www.fstinc.com

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Please consider the environment before printing this email.

ATTACHMENT J

Title, Right & Interest

TRAIL EASEMENT

THIS TRAIL EASEMENT is made as of the 21st day of October, 2013 (the "Effective date"), by and between **FOREFRONT PARTNERS I, LP**, a Maine limited partnership organized and existing under the laws of the State of Maine and having a mailing address of P.O. Box 660, Lewiston, Maine 04243-0660 (hereinafter referred to as "Grantor"), and **CITY OF PORTLAND, MAINE**, with a principal address of 389 Congress Street, Room 208, Portland, Maine 04101 (hereinafter referred to as "Grantee").

WITNESSETH

WHEREAS, Grantor is the owner of property located on Thompson Point, on or near Thompson Point Road and Sewell Street, Portland, Maine, and more specifically described in deed from Thompson's Point Incorporated to Grantor dated June 19, 2013 and recorded on June 27, 2013 in the Cumberland County Registry of Deeds in Book 30781, Page 282 (hereinafter referred to as the "Premises"); and

WHEREAS, Grantor has agreed to grant to Grantee, or other qualified holder, a trail easement over a portion of the Premises as more particularly described herein; and

WHEREAS, Grantee intends to enter into a use and maintenance agreement ("Use Agreement") with Portland Trails, a nonprofit corporation organized and existing under the laws of the State of Maine, with a principal office at 305 Commercial Street, Portland, Maine 04101, the form of which Use Agreement shall be reviewed and approved by Grantor in its reasonable discretion;

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants herein contained, the parties hereto agree as follows:

1. Grant of Trail Easement. Grantor hereby grants to Grantee a non-exclusive easement for the purpose of constructing, maintaining, repairing, using and replacing an unpaved foot path or walking trail within that portion of the Premises described below in Section 2 hereof (the "Trail Easement"), together with improvements delineating such foot path or walking trail, footbridges and directional signs, for use by the general public, subject to the conditions and limitations set forth herein. The Use Agreement shall provide for the designation of responsibility for maintenance and repair to Trail Easement. Grantor or Grantor's agents and designees shall have

the right to enter upon the Trail Easement at all times.

2. Location. The Trail Easement shall be a strip of land approximately ten (10') feet wide, located along the boundary of a portion of the Premises extending from the existing trail connection on the property of the abutting property to the northwest which is owned by Waynflete School, along the northwestern edge of the Premises to the edge of the property owned by Portland Water District, and thence along the westerly edge of the Premises to the southerly point, which shall be the terminus of the Trail Easement area, all as generally depicted in Exhibit A attached hereto and incorporated by reference. The traveled way of the trail within the Trail Easement area shall be no more than ten (10) feet in width and the improvements associated therewith may reasonably extend beyond the traveled way for purposes of drainage, construction and maintenance. The design of the trail and all improvements associated therewith shall be subject to the prior review and approval of Grantor for compliance with this Trail Easement, which approval shall not be unreasonably withheld. Provided, however, and notwithstanding anything to the contrary contained herein, Grantor reserves the right to relocate all or any portions of the trail and associated improvements provided that all costs and expenses associated with such relocation shall be borne by Grantor so long as such new location reasonably provides connections with the trail destinations. Notwithstanding the foregoing, it is understood and agreed by and between the parties that Grantor shall permit the State of Maine, by and through its Department of Transportation and/or its contractor, to enter the Trail Easement area for the purpose of constructing the recreational trail contemplated by this Trail Easement.
3. Approvals. Subject to Section 2 above, Grantor and Grantee shall work together to obtain any necessary federal, State or local permits and approvals required in connection with the construction of the trail, the cost an expense of which is included in the "Municipal/Developer/State Agreement: Proposed Public Infrastructure Improvements to Thompson's Point."
4. Use; Maintenance. The Trail Easement area shall be used solely for passive recreational uses during daylight hours limited to pedestrian and non-motorized bicycle traffic and shall exclude any and all motorized/mechanized wheeled/track recreational vehicles of any kind. Wheelchairs or other similar non-recreational vehicles shall be permitted. Grantee shall endeavor, by means of the Use Agreement, to designate Portland Trails to keep and maintain the Premises neat, clean, orderly and safe.
5. Signs. Grantee hereby agrees to cause, by means of the Use Agreement, Portland Trails to install and maintain at its sole cost and expense signs for the Trail. The

signs will indicate that public access is limited to the trail. The signs will request that users of the trail respect abutters' privacy by staying within the Trail. The signs will be subject to the review and approval of Grantee and Grantor.

6. Duration. This Trail Easement shall terminate and be of no further force and effect in the event that it shall pass from Grantee to any third party by grant, operation of law or otherwise without the prior written consent of Grantor, its successors or assigns except to a successor non-profit entity with a similar mission to that of Portland Trails. Further, the initial term of this Trail Easement shall be for a period of twenty (20) years commencing on the effective date and ending on the twentieth (20th) anniversary of the effective date (hereinafter referred to as "Initial Term"). On the fifth (5th) year of the Initial Term, and every five (5) years thereafter of the Initial Term and any subsequent extension thereof, Grantor and Grantee will negotiate to extend for a period of twenty (20) years ("Subsequent Term"). The Subsequent Term will begin in the year in which the Subsequent Term is agreed to by the parties hereto (e.g., the fifth, tenth, fifteenth year, etc.) and end on the anniversary date of the effective date, twenty years thereafter. Grantee shall surrender the Premises to Grantor on the expiration of this Trail Easement or any extensions thereto in as good condition as when received, ordinary wear and tear and damage by the elements excepted. Within thirty (30) days of the expiration of this Trail Easement, Grantor, in its sole discretion, may remove, or permit the use by means of a Use Agreement any of the improvements it has made to the Trail Easement area.
7. Indemnification. Grantee agrees when entering into the Use Agreement with Portland Trails to endeavor to cause Portland Trails to indemnify and hold harmless Grantor and Grantee, and their respective successors and assigns, from and against any loss, claim, damage, liability, expense or damage (including reasonable attorney fees) resulting from the exercise of rights granted under the Use Agreement. Grantee agrees to provide by means of the Use Agreement to cause the provision of, insurance coverage for construction, maintenance, repair, use and replacement of the trail and associated improvements, which insurance shall name Grantor and Grantee as an additional insured. This indemnification and hold harmless agreement shall survive any termination of this Trail Easement but shall apply solely to loss, claim, damage, liability, expense or damage arising out of acts or omissions occurring prior to the termination of this Trail Easement.
8. Governing Law. This Trail Easement shall be governed by the laws of the State of Maine. This Trail Easement is intended to be a trail easement as defined under 33 M.R.S.A. § 1581, et seq., Grantor, by its delivery of this Trail Easement, and Grantee, by its acceptance hereof, acknowledge and agree that this Trail Easement is being granted to Grantee without charge for the purpose of recreational activities by

the general public pursuant to and in accordance with 14 M.R.S.A. § 159-A and that Grantor shall have the benefit of the terms and provisions hereof.

9. Amendment. No amendment to this Trail Easement shall be effective unless it is in writing and signed by both parties and duly recorded in the Cumberland County Registry of Deeds.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed by their officers, thereunto duly authorized, as of the date first set forth above.

FOREFRONT PARTNERS I, LP
By: Forefront GP LLC, its General Partner

Margaret Gilbert
Witness

By: Christopher M. Thompson
Christopher M. Thompson
Its President

Judith H. Rosen
Witness

CITY OF PORTLAND
By: Mark Rees
Mark Rees
Its City Manager

APPROVED AS TO FORM:

STATE OF MAINE
CORPORATION COUNSEL'S OFFICE
County of Cumberland, ss.

October 11, 2013

Then personally appeared the above-named Christopher M. Thompson, President of Forefront GP LLC, the General Partner of Forefront Partners I, LP, and acknowledged the foregoing instrument to be his free act and deed, in his said capacity and the free act and deed of Forefront Partners I, LP.

Before me,

Jude A. Cluff-Graham
Attorney at Law/Notary Public
Printed Name of Attorney/Notary

JUDE A. CLUFF-GRAHAM
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES OCTOBER 27, 2013

STATE OF MAINE

County of Cumberland, ss.

October 21, 2013

Then personally appeared the above-named Mark Rees, City Manager of the City of Portland, and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said Portland Trails.

Before me,

JUDITH H. ROSEN
Notary Public, Maine
My Commission Expires June 17, 2018

Judith H. Rosen
Attorney at Law/Notary Public

Judith H. Rosen
Printed Name of Attorney/Notary

CONSENT OF MORTGAGEE

ANDROSCOGGIN SAVINGS BANK, a Maine banking corporation ("Lender"), holder of a certain Mortgage Deed, Security Agreement and Financing Statement from FOREFRONT PARTNERS I, LP, a Maine limited partnership (the "Borrower"), dated as of June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 292; a Collateral Assignment of Leases and Rentals dated as of June 27, 2013 and recorded in said Registry of Deeds in Book 30781, Page 312; a Mortgage Deed, Security Agreement and Financing Statement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 166; a Collateral Assignment of Leases and Rentals dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 185; and an Equal Priority Agreement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 194 (collectively the "Loan Documents"), each with respect to certain property located at or near Thompson's Point in Portland, Cumberland County, Maine, as more particularly described therein (the "Mortgaged Property"), hereby consents to, and subordinates the liens of the Loan Documents to the interests of the Grantee in the foregoing Trail Easement, dated of near or even date, by and between the City of Portland and the Borrower. The Lender hereby agreeing that its lien under the Loan Documents shall be subject to the provisions of the said Trail Easement, and agreeing that in the event of the foreclosure of the Loan Documents, or other sale of the Mortgaged Property under judicial or non-judicial proceedings, the same shall be sold subject to the terms of said Trail Easement, PROVIDED, HOWEVER, that this consent shall not be construed to impose on the Lender, its successors and assigns, any of the obligations or liabilities of the Grantor under the Trail Easement.

Dated as of October 12, 2013

ANDROSCOGGIN SAVINGS BANK

By:


Christopher P. DeMerchant
Its Vice President

David M. Eldridge

STATE OF MAINE
County of Cumberland

DAVID M. ELDRIDGE

Personally appeared the above-named ~~Christopher P. DeMerchant~~ in his capacity as Vice President of Androscoggin Savings Bank and acknowledged the foregoing to be his free act and deed and the free act and deed of Androscoggin Savings Bank.

Before me,

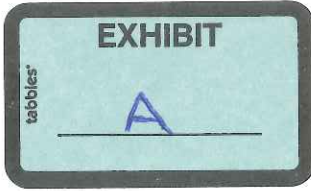


Notary Public / Attorney at Law

Print Name: _____

My Commission Expires: _____

CHARLES A. SCHWAB
Notary Public, Maine
My Commission Expires September 28, 2017



ZONE TEXT AMENDMENT MASTER PLAN				THE FOREFRONT AT THOMPSON'S POINT		FAY SPOFFORD & THORNDIKE, INC. ARCHITECTS - LANDSCAPE ARCHITECTS 770 BAY ST., SUITE 5000 - PORTLAND, ME 04109	
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QUITCLAIM DEED With Covenant

THOMPSON'S POINT INCORPORATED (a/k/a Thompson's Point Inc.), a Maine corporation, for consideration paid, the receipt whereof is hereby acknowledged, does hereby **GRANT** to FOREFRONT PARTNERS I, LP, a Maine limited partnership, of Lewiston, State of Maine, and having a mailing address of: P.O. Box 660, Lewiston, Maine 04243-0660, **WITH QUITCLAIM COVENANT**, the following described real estate located in Portland, Maine:

PARCEL ONE:

A. Lot One

A certain tract or parcel of uplands and flats, with the buildings thereon, known as Thompson's Point and situated in the City of Portland, in the County of Cumberland and State of Maine, and more particularly bounded and described as follows:

Beginning at a stake in the division line between land now or formerly owned by P.H. and J.M. Brown Company and land formerly owned by the Portland and Ogdensburg Railway (now owned by Maine Central Railroad), which said division line extends in a direct course from Congress Street to the location of said Railway (hereinafter called "said location"), and crosses said location to and into the flats adjoining the above described land and which above described point of beginning is in the southwesterly side line of said location and is twenty-eight (28) feet southwesterly from and measured at right angles to the center line of the east bound main track of said Railway; thence South fifteen degrees twenty-four minutes (15 deg. 24') West on said division line four hundred ninety-eight (498) feet to a stake in the flats; thence South fifty-eight degrees forty-six minutes (58 deg. 46') East three hundred eighty-three and four tenths (383.4) feet to a stake in the flats; thence South six degrees thirty-six minutes (6 deg. 36') East five hundred and seventy-eight (578) feet to a stake in the flats; thence South thirteen degrees thirty-three minutes (13 deg. 33') West four hundred (400) feet, more or less, to the channel of a creek running into Fore River, so-called; thence in a general southeasterly direction by said channel of said creek five hundred (500) feet, more or less, to the point of intersection of said channel of said creek with a line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to the prolongation southwesterly of the northwesterly side line of Frederick Street; thence northeasterly on said line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to said prolongation southwesterly of said northwesterly side line of Frederick Street fifteen hundred (1,500) feet, more or less, to a point in the southwesterly side line of said location distant forty-nine and five tenths (49.5) feet, more or less, southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence northwesterly by the southwesterly side line of said location eighty-five (85) feet, more or less, to a point; thence northeasterly at right angles by said location twenty-one and five tenths (21.5) feet to the southwesterly sideline of

MAINE REAL ESTATE TAX PAID

said location and a point twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence North fifty-four degrees thirty-six minutes (54 deg. 36') West by the southwesterly side line of said location and on a line parallel to and twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway seventeen hundred seventy-five (1,775) feet, more or less, to the point of beginning.

Together with a right of way in common with others over the way as now traveled from the intersection of Sewall and Hooper Streets southerly to the above described premises.

Together with a right of way 15 feet in width over land reserved by Suburban U.D.I. Co. of Maine as described below adjacent to and northerly of the southerly bounds of the reserved parcel described below. The southerly bounds are described as N 54° 1-1/2' W, 222.55 feet; N 60° 57-1/2' W, 60.12 feet; and N 53° 54-1/2' W, 175.19 feet.

Together with a right to use as presently located over the land reserved by Suburban U.D.I. Co. of Maine all sewers, water mains, and utility lines useful for the conduct of business, including the right to enter the land reserved by Suburban U.D.I. Co. of Maine when necessary for the maintenance and repair of said sewers, water mains, and utility lines.

B. Lot Two

A certain lot or parcel of land situated in the City of Portland, County of Cumberland State of Maine being that certain parcel of land conveyed by Suburban Propane Gas Corporation to Mecaw Industries by deed dated October 22, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 239, more particularly bounded and described as follows:

Beginning at an iron pipe that is distant S 35° 31' W forty one and eighty-two hundredths (41.82) feet from the point of beginning of a parcel of land that is excepted and reserved from the conveyance in a quit claim deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in Cumberland County Registry of Deeds in Book 2146, Page 304. Thence, from said point of beginning and by a private road leading from Sewall Street, on the same course of S 35° 31' W thirty six and fifty-nine hundredths (36.59) feet to a spike at land now or formerly of Mecaw Industries; Thence by said land now or formerly of Mecaw Industries S 37° 32' E two hundred twenty five and eighteen (225.18) feet to an iron; Thence through said excepted parcel N 7° 58' W seventy and ninety-four (70.94) feet to an iron; Thence continuing through said excepted parcel N 37° 32' W one hundred seventy four and fourteen hundredths (174.14) feet to the point of beginning. Said above described courses are magnetic and of the date of 1953.

EXCEPTING from Parcel One above a certain lot or parcel of land and any buildings thereon as reserved in a deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson

and E. Martin Anderson dated August 18, 1953 and recorded in the Cumberland County Registry of Deeds in Book 2146, Page 304, and further bounded and described as follows:

Beginning at a stake on the southerly side line of the right of way of the Mountain Division of the Maine Central Railroad (formerly the Portland and Ogdensburg Railway), said stake being 15 feet easterly from the center line of a private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said stake being approximately opposite Station 42+96.45, of said railroad; thence by said railroad right of way S 37° 32' E, 206.10 feet to a stake in the line of a fence; thence by said fence and on a course of S 32° 21' E, 282.06 feet to the end post of said fence; thence S 32° 50' E, 18.69 feet to a stake; thence S 22° 35' E, 50.00 feet to a stake; thence S 20° 06' E, 50.00 feet to a stake; thence S 13° 06' E, 50.00 feet to a stake; thence S 02° 18' E, 50.00 feet to a stake; thence S 07° 40' W, 50.00 feet to a stake; thence S 17° 43-1/2' W, 50.00 feet to a stake; thence S 27° 11-1/2' W, 50.00 feet to a spike in the center line of a 30 foot right of way hereinafter described, said spike being distant N 54° 01-1/2' W, 3.92 feet from the westerly gauge of a railway spur line; thence by the center line of said aforementioned 30 foot right of way, N 54° 01-1/2' W, 227.55 feet to a spike marking an angle in said right of way, said last mentioned course passing 15 feet northerly of and parallel to the northerly side line of a projection of a building on land conveyed by Suburban U.D.I. Co. of Maine to said Andersons; thence by the center line of said aforementioned 30 foot right of way, N 60° 57-1/2' W, 60.12 feet to a spike marking an angle therein; thence by the center line of said aforementioned 30 foot right of way, N 53° 54-1/2' W, 175.19 feet to a spike, said last mentioned course passing 22 feet southerly of and parallel to the brick line of a three story office building known as Building 7-G on land reserved to Suburban U.D.I. Co. of Maine; thence parallel to and 5 feet from a building on land reserved to Suburban U.D.I. Co. of Maine, N 36° 16-1/2' E, 300.52 feet to a stake; thence N 37° 32' W, 225.18 feet to a stake distant 15 feet from the center line of said private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said last mentioned course being parallel to and 75 feet from the first described course; thence by said private road leading from Sewall Street, N 35° 31' E, 78.41 feet to the point of beginning. Said above described courses are magnetic and of the year 1953.

ALSO EXCEPTING from Parcel One above a small parcel of land conveyed by Mecaw Industries to Suburban Propane Gas Corporation by deed dated November 24, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 236.

ALSO EXCEPTING from Parcel One a small parcel of land conveyed by Mecaw Industries to Portland Water District by deed dated March 19, 1976 and recorded in the Cumberland County Registry of Deeds in Book 3821, Page 2.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by the State of Maine for highway purposes and described in a Notice of Taking dated July 26, 1967 and recorded in the Cumberland County Registry of Deeds in Book 3005, Page 432.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated August 20, 2001 and recorded in the Cumberland County Registry of Deeds in Book 16667, Page 204.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by Langdon Street Real Estate by its Notice dated November 10, 1997 and recorded in the Cumberland County Registry of Deeds in Book 13459, Page 202.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated February 2, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27577, Page 53.

PARCEL TWO:

A certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine and conveyed by The Dartmouth Company to Thompson's Point, Inc. by deed dated January 31, 1985 and recorded in the Cumberland County Registry of Deeds in Book 6676, Page 287, further bounded and described as follows:

Commencing at a point on a line of land being the southeasterly sideline of land now or formerly of The Dartmouth Company and further being the last described course (i.e., the 2,066-foot course) in the fourth described parcel in a deed from John Marshall Brown to P.H. and J.M. Brown Company, dated January 3, 1894, and recorded in the Cumberland County Registry of Deeds in Book 609, Page 364, said point being at the intersection of the aforesaid line with the line of land formerly of the Portland and Ogdensburg Railway, now of the Portland Terminal Company; thence northwesterly along the line of land of said Portland Terminal Company approximately three hundred (300) feet to a northerly corner of the land now or formerly of the Dartmouth Company; thence South 70° West by said The Dartmouth Company sideline approximately fifty (50) feet to the high water mark of an inlet on the Fore River; thence in a generally southerly direction along the high water mark and westerly, southerly and easterly around a finger of land extending into said inlet, in all cases along the high water mark, to the northwesterly sideline of the land of Thompson's Point Inc.; thence northeasterly along the northwesterly sideline of the land of the said Thompson's Point Inc. approximately four hundred fifteen (415) feet to the point of beginning.

The above-described premises are conveyed subject to and together with the benefit of all easements, restrictions, covenants, liens and other matters of record, to the extent the same are now in force and applicable, including, but not limited to: (1) Affidavit of E. Martin Anderson, Chairman and President of Mecaw Industries, dated October 1, 1984 and recorded in the Cumberland County Registry of Deeds in Book 6579, Page 24, (2) Easement Deed from Thompson's Point Inc. to Central Maine Power Company and New England Telephone and Telegraph dated April 5, 1990 and recorded in the Cumberland County Registry of Deeds in Book 9153, Page 246, (3) Notice regarding Bath, Jose and

Sewall Streets dated November 25, 1997 and recorded in the Cumberland County Registry of Deeds in Book 13459, Page 202 as it affects the private rights of the named lot owners in and to the indicated streets, (4) terms and conditions of a State of Maine Department of Environmental Protection "No Further Action Assurance Letter" dated February 26, 1999 and recorded in the Cumberland County Registry of Deeds in Book 14640, Page 294, (5) such state of facts as set forth on plan entitled "State of Maine Department of Transportation Right of Way Map, Portland Intermodal Transportation Center", dated March 2001 and recorded in the Cumberland County Registry of Deeds in Plan Book 207, Page 303, (6) such state of facts as set forth on plan entitled "Northern New England Passenger Rail Authority Proposed Land Taking Thompsons Point Associates" dated May 22, 2001, revised through August 13, 2001 and recorded in the Cumberland County Registry of Deeds in Plan Book 201, Page 330, (7) terms and conditions of a State of Maine Department of Environmental Protection Order dated February 9, 2004 and recorded in the Cumberland County Registry of Deeds in Book 20909, Page 4, (8) Trail Easement from Thompson's Point Inc. to Portland Trails, dated October 6, 2005 and recorded in the Cumberland County Registry of Deeds in Book 23265, Page 216, and (9) such state of facts as set forth on plan entitled "Project: Land Acquisition - Northern New England Passenger Rail Authority - Thompson's Point, ME", dated February 13, 2009, revised to December 29, 2009 by OEST Associates, Inc., Drawing No. C-101, Sheet 1 of 3.

For Thompson's Point Incorporated's title see deed dated October 1, 1984 from Mecaw Industries and recorded in the Cumberland County Registry of Deeds in Book 6579, Page 30, and deed dated January 31, 1985 from The Dartmouth Company and recorded in the Cumberland County Registry of Deeds in Book 6676, Page 287.

[Signature Page Follows]

IN WITNESS WHEREOF, the said THOMPSON'S POINT INCORPORATED has set its hand and seal on June 19, 2013.

WITNESS:

[Signature]

THOMPSON'S POINT INCORPORATED

By: [Signature]

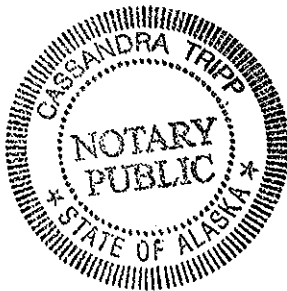
Name: Nicholas Van Wyck

Title: President

STATE OF Alaska
COUNTY OF 3rd Judicial District

June 19, 2013

Then personally appeared the above-named Nicholas Van Wyck, the President of Thompson's Point Incorporated, and acknowledged the foregoing instrument to be his free act and deed.



Before me,

[Signature]

Notary Public/Attorney-at-Law

Print name: Cassandra Tripp

my commission Expires 7-26-2016

Received
Recorded Register of Deeds
Jun 27, 2013 03:19:00P
Cumberland County
Pamela E. Lovley

[Deed]

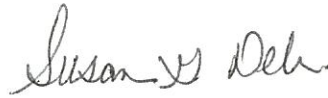
September 16, 2013

Jeff Levine, AICP
Director
Planning & Urban Development Department
City of Portland
389 Congress Street, 4th Floor
Portland, Maine 04101

Dear Mr. Levine,

The purpose of this letter is to confirm that Suburban Propane has executed a Purchase and Sale Agreement with Thompson's Point Development Company, Inc. and its assigns, for our parcel located at Thompson's Point, Portland, Maine; and to confirm that Thompson's Point Development Company, Inc. is authorized to seek entitlements for the redevelopment of this parcel.

Thank you and best regards,

A handwritten signature in dark ink, appearing to read "Susan G. Delia".

Susan G. Delia
Senior Real Estate Manager

75 West Commercial Street, Suite 104
Portland, Maine 04101-4631
207-780-1000 Tel
207-780-1001 Fax
www.AmtrakDowneaster.com

Martin I. Eisenstein
Chairman



**NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY**

September 16, 2013

Jeff Levine, AICP
Director
Planning & Urban Development Department
City of Portland
389 Congress Street, 4th Floor
Portland, Maine 04101

Dear Mr. Levine,

The purpose of this letter is to confirm that Northern New England Passenger Rail Authority has agreed in principle with Thompson's Point Development Company, Inc., and its assigns, to engage in a transaction in which Thompson's Point Development Company, Inc. would acquire the parcel at Thompson's Point, Portland, Maine, described as "Parcel B" in NNEPRA's notice of condemnation dated February 2, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27577, Page 53, excepting and reserving to NNEPRA a strip 50 feet (+/-) in width along the length of the northerly boundary of that parcel.

As far as NNEPRA is concerned, Thompson's Point Development Company, Inc. is authorized to seek entitlements for the redevelopment of the parcel it would acquire in the anticipated transaction.

Thank you.

Patricia Quinn
Executive Director

ATTACHMENT K

Financial Capacity Letter



Bank

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One Portland Square
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Portland, ME 04112-9540
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www.tdbank.com

May 17, 2011

Greg A. Mitchell, Director
Economic Development Division
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Thompson's Point Development Company, Inc.

Dear Mr. Mitchell,

TD Bank, N.A. is aware that Thompson's Point Development Company, Inc. has approached the City of Portland to request Tax Increment Financing to support their redevelopment efforts at Thompson's Point, and I am providing this letter in support.

We have done business with the development team and a number of the investors in this project. All have a proven track record and a commitment to the City of Portland and the State of Maine. We are confident in their ability to complete this project and see that it operates effectively over the long term.

We are in the midst of an active review of the project and wish to confirm our interest in the prospect of providing construction and permanent financing.

Please feel free to contact me with any questions.

Sincerely,

Kimberly J. Twitchell
Vice President
Senior Lender

ATTACHMENT L

Declaration of Easements, Covenants and Restrictions

Draft –June 23, 2015

**DECLARATION
OF
EASEMENTS, COVENANTS AND RESTRICTIONS
dated as of
_____, 2015**

**Declarant: FOREFRONT PARTNERS I, LP
501 Danforth Street
Portland, Maine 04102**

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**DECLARATION OF EASEMENTS,
COVENANTS AND RESTRICTIONS**

THE FOREFRONT AT THOMPSON POINT

WITNESS THIS DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS (hereinafter referred to as this "Declaration") made as of this ____ day of _____, 2015, by FOREFRONT PARTNERS I, LP, and its successors and assigns, a Maine limited partnership, of Lewiston, Maine, and having a mailing address of 501 Danforth Street, Portland, Maine 04102 (hereinafter referred to as the "Declarant").

RECITALS

A. Declarant is the owner of certain parcels of land and improvements thereon situated off Thompson's Point Road in the City of Portland, County of Cumberland and State of Maine, being more particularly described in that certain Quitclaim Deed with Covenant from Thompson's Point Incorporated (a/k/a Thompson's Point Inc.), a Maine corporation, to Declarant dated June 19, 2013 (the "Deed") and recorded on June 27, 2013 in the Cumberland County Registry of Deeds in Book 30781, Page 282 (the "Property").

B. Declarant has subdivided a portion of the Property into certain Lots of land for a commercial development of mixed uses, including, without limitation, work studios, retail businesses, offices, hotels, residential facilities, health clubs and facilities, restaurants and/or banquet facilities, sports facility, theaters (film and performing), public meeting places and/or convention facilities and/or parking garages and facilities to be known as "The Forefront at Thompson Point" (the "Subdivision").

C. The Subdivision is more particularly depicted on a plan entitled "Amended Subdivision Plan / The Forefront at Thompson's Point", prepared for the Declarant by Fay, Spofford & Thorndike Inc., dated September 2014 and approved for Subdivision and Site Plan Review by the City of Portland Planning Board on December 17, 2013 and last approved by the City's Planning Authority on December 12, 2014, and the said Subdivision Plan is recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page ____ (as amended from time to time, the "Plan").

D. The Declarant is the owner of all of the Lots (as hereinafter defined) depicted on the Plan, being Lots 1 through 19, inclusive (except for Lots 14 and 15 which are under contract), and the roadways that circumvent the Subdivision and the Common Areas (as hereinafter defined), excluding approximately one hundred thirty-nine and eighty-seven hundredths (139.87) feet of roadway (9,155^{+/-} square feet) at the entrance of the Subdivision and depicted on the Plan as "conveyance to MDOT as additional land for Sewall Street", which entrance roadway area is currently owned by the State of Maine Department of Transportation by virtue of a deed dated June 27, 2013 from Declarant, recorded in said Registry of Deeds in Book 30781, Page 288 (the

“Public Road”). Other than the Public Road, the roadways of the Subdivision are, and shall be, private roads.

E. The Declarant desires to provide for the improvement of the Property in accordance with a harmonious plan for the relative location of commercial structures, accessory structures, garages, rights-of-way, easements, roads, railroad crossing rights, common areas, roadways and walkways providing ingress and egress to the Subdivision and general land use, all to assure the owners of Lots, their successors and assigns, that the use, benefit and enjoyment of the individual Lots, Common Areas, facilities, easements and roads will not conflict with the harmonious plan of the proposed commercial development (the “Development”).

F. The various components and improvements of the Property have been operated as a single integrated parcel of land over the years, and in order to facilitate the separate operation of the Lots within the Property the Declarant desires to create a Development providing for the greatest possible degree of health, safety, environmental beauty and amenity for the Lot Owners and commercial tenants thereof, and to effect the foregoing purposes, desires to subject the Property to protective covenants, restrictions and common easements and to provide for the administration and enforcement of same, the maintenance and improvement of certain common facilities, and the establishment, collection and disbursement of assessments, all as set forth hereinafter, each and all of which are for the benefit of the Subdivision and of each Lot maintaining and improving certain rights-of-way and other common facilities, and otherwise carrying out the provisions and objectives of this Declaration.

NOW, THEREFORE, the Declarant hereby declares that the Property shall be held, occupied, improved, transferred, sold, leased and conveyed subject to the protective covenants and restrictions, the reservations and exceptions, the common rights and easements and the provisions hereinafter set forth, all of which are declared to be in furtherance of a uniform scheme for the development of the Property and that said protective covenants, reservations, common easements and provisions are intended to enhance and protect the value and desirability of the Property as a whole, to mutually benefit each of the Lots located thereon, to create mutual equitable servitudes upon each of the Lots in favor for each and all other Lots therein and to create reciprocal rights and privities of contract and estate between all persons and entities acquiring or owning any interest in any portion of the Property, including the Declarant, with such protective covenants, restrictions, and easements deemed to run with the land and be a burden and benefit to and enforceable by all such persons, including the Declarant and the Declarant’s grantees, successors, administrators and assigns, and by the Association (as hereinafter defined).

ARTICLE I DEFINED TERMS

1.1. Defined Terms. The following terms which are not otherwise defined in this Declaration shall have the following specific meanings in this Declaration:

1.1.1. “Allocated Interests” mean (a) the Common Area Interest, (b) the Common Expense Liability, and (c) the Votes in the Association, allocated to each Lot pursuant to this Declaration.

1.1.3. “Association” means the association of the Lot Owners organized as a nonprofit corporation under the Maine Nonprofit Corporation Act. Subsequent to the Declarant Control Period, if applicable, references herein to the Declarant shall mean the Association as successor in interest to the Declarant.

1.1.4. “Building” means any building erected on the Property within a Lot, as well as other improvements comprising a part of a Building or intended to be used for purposes incidental to the use of a Building.

1.1.5. “Bylaws” mean such governing regulations for the Association as are adopted pursuant to this Declaration for the regulation and management of the Property, including such amendments thereof as may be adopted from time to time.

1.1.6. “Common Areas” mean the outdoor plazas, sidewalks, roadways, public street entrances and exits, service roads, boat docks, landscaped areas, utility structures, and other areas located on the Property and identified as “Common Area” on the Plan, and other portions of the Property hereafter designated as Common Areas pursuant to this Declaration from time to time. In addition, “Common Areas” shall include all storm water facilities situated on the Property, whether or not included in the “Common Area” shown on the Plan, and all utility structures situated on the Property that are not owned and serviced by the utility company and serve multiple Lots or adjacent properties.

1.1.7. “Common Area Interest” means the percentage of undivided interest in the Common Areas appurtenant to each Lot.

1.1.8. “Common Expenses” mean and include, but are not limited to, (a) the cost of maintenance, management, operation, repair, renovation, restoration and replacement of the Common Areas and such parts of the Lots as to which pursuant to this Declaration it is the responsibility of the Association to maintain, repair and replace, (b) the cost of all insurance premiums on all policies of insurance required to be or which have been obtained by the Board of Directors pursuant to the provisions of this Declaration, (c) such amounts as the Board of Directors may deem necessary to provide for general operating reserve funds, reserve funds for replacements and contingencies, and such other reserve funds as may be required by the Bylaws or as the Board of Directors may periodically establish, (d) sums that the Board of Directors may deem necessary to compensate for any deficits in receipts over expenses for the previous fiscal year, (e) the charges and fees for energy, heat, water, electricity, gas and sewer services, including stormwater impact fees if applicable, furnished to the Development to the extent not separately metered to individual Lots and charged to individual Lot Owners, and (f) such other

costs and expenses that may be declared by this Declaration, the Bylaws or resolution or agreement by the Board of Directors, Lot Owners, or any of the foregoing, to be Common Expenses of the administration, operation, maintenance and repair of the Development and the Property and the rendering to Lot Owners of all related services.

1.1.9. “Common Expense Liability” means the allocation to each Lot of the respective liability for Common Expenses. The Common Expense Liability allocated to the Lot is a percentage equal to the Common Area Interest appurtenant to the respective Lot.

1.1.10 “Convertible Real Estate” shall mean the land designated as Lots 14 and 15 on the Plan abutting the Development and on the southwesterly side of the railroad tracks that may be acquired by the Declarant during the Declarant Control Period and added to the Development. Any Convertible Real Estate added to the Development shall thereafter be included in the term “Property”. Until such time as Lot 14 and/or Lot 15 are added to the Development, the provisions of this Declaration relating to Lots or Lot Owners shall not be applicable to such Convertible Real Estate.

1.1.11. “Declarant” shall mean the Declarant originally named herein and any successor to the Development Rights (as hereinafter defined), and, if applicable, subsequent to the Declarant Control Period (as hereinafter defined), the Association as successor in interest to the Declarant.

1.1.12. “Declarant Control Period” shall be the period prior to the transition election to Association control described in Section 9.2 hereof.

1.1.13. “Development Documents” mean this Declaration, the Plan, the Governmental Approvals, the Bylaws and any Rules and Regulations adopted pursuant thereto by the Board of Directors or a committee designated by the Board of Directors, and all amendments to each of the same.

1.1.14. “Development rights” means any right or combination of rights reserved by the Declarant in this Declaration to add real estate to the Development; to create Lots or Common Areas within the Development; to subdivide Lots or convert Lots into Common Areas; or to withdraw real estate from the Development.

1.1.15. “Eligible Mortgage Holder” means the holder of record of a recorded first Mortgage encumbering a Lot in the Development which has delivered written notice to the Association by prepaid United States Mail, return receipt requested, or by delivery in hand securing a receipt therefor, stating the name and address of the holder of a Mortgage, the name and address of the Owner of the Lot encumbered by such Mortgage, the identifying number of such Lot, and containing a statement that such Mortgage is a recorded first Mortgage.

1.1.16. “Governmental Approvals” means any authorization, consent, approval, license or exemption of, registration or filing with, or report to, any governmental or regulatory unit having jurisdiction over the Property to develop the Development.

1.1.17. “Lot” means a part of the Property designated for any type of separate ownership or occupancy, the boundaries of which are described in Article III. For purposes of determining Allocated Interests, the “size” of each Lot is the number of square feet therein determined by reference to the dimensions shown on the latest version of the Plan approved by the City of Portland and recorded in the Cumberland County Registry of Deeds.

1.1.18. “Majority Vote” or “Majority of Lot Owners” shall mean a vote by the Owners of those Lots to which are allocated more than fifty percent (50%) of the Votes in the Association that are cast in person or by proxy at any meeting of the Association at which a quorum (as defined in the Bylaws) is present in person or by proxy. Except as otherwise provided, any specified percentage of Lot Owners means a vote by the Owners of those Lots to which are allocated the same specified percentage of the Votes in the Association that are cast in person or by proxy at any meeting of the Association at which a quorum is present in person or by proxy, and for all voting purposes, each Lot Owner shall have a vote equal to the Votes in the Association allocated to its Lot. The approval by a specified percentage of Eligible Mortgage Holders is based upon one (1) vote for each Mortgage held.

1.1.19. “Mortgage” means a recorded mortgage encumbering a Lot in the Development held by a Mortgagee or an Eligible Mortgage Holder. “Mortgagee” means the holder of a Mortgage.

1.1.20. “Recorded” means that an instrument has been duly entered of record in the Registry of Deeds in and for Cumberland County, Maine.

1.2. Interpretation. In the event of any conflict or discrepancy between this Declaration, the Bylaws and the Plan, the provisions of this Declaration shall govern the Bylaws and the Plan.

ARTICLE II DESCRIPTION OF PROPERTY

2.1. Description of the Property. A legally sufficient description of the Property included in the Development is set forth in Schedule A attached hereto, and the location and dimensions of the Property included in the Development is depicted on the Plan, a reduction of a true copy of which is attached to this Declaration as Schedule B.

2.2. Location and Dimension of Each Lot. The location and dimension of each Lot is depicted on the Plan.

ARTICLE III
DESCRIPTION OF UNITS, ETC.

3.1. Maximum Number of Lots. The Declarant has created pursuant to the Plan, and the Subdivision approved, nineteen (19) Lots as identified on Schedule C. The Declarant reserves the right to add to the Development Lots 14 and 15 on the Convertible Real Estate.

3.2. Creation of Lots. Reference is made to Schedule C and the Plan for the identifying number of each Lot, including the locations and dimensions of the horizontal boundaries of each Lot, the Common Areas to which the Lot has direct access, the specific formula for determining the Common Expense liability for each Lot, and any other information necessary to identify the Lot.

3.3. Lot Boundaries. The boundaries of each Lot are shown on the Plan and are described as follows:

3.3.1. Vertical Boundaries: The Lots shall have no vertical boundaries.

3.3.2. Horizontal (Parametric) Boundaries: The horizontal boundaries of each Lot are as shown on the Plan.

3.3.3. Inclusions: Each Lot will include the spaces and improvements lying within the boundaries described in subparagraphs 3.3.2 above.

3.3.4. Exclusions: Except when specifically included by other provisions of this Paragraph 3.3, the following are excluded from each Lot: the spaces and improvements lying outside of the Lot boundaries described in subparagraphs 3.3.2 and 3.3.3 above.

3.4. Allocated Interests. The Allocated Interests allocated to each Lot are listed and allocated to the Lots in Schedule C. Each Common Area Interest and Common Expense Liability has been rounded to the nearest one thousandth of one percent (0.001%). The Common Area Interests and Common Expense Liabilities appurtenant to each respective Lot are each a percentage determined on the basis of "size" (as defined in Paragraph 1.1.17 above) by multiplying by one hundred (100) the quotient resulting from dividing the "size" of each respective Lot by the aggregate "size" of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to the Development. The Votes in the Association allocated to each respective Lot is a sum rounded to the nearest whole number determined by multiplying by one thousand (1,000) the quotient resulting from dividing the "size" of each said Lot by the aggregate "size" of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to the Development. The Allocated Interests stated for each Lot in Schedule C are subject to change in the circumstances stated in this Declaration, e.g., change in a Lot size, change in Common Areas, or addition of Convertible Real Estate. The

Table depicted in Schedule C shows the current Allocated Interests of each Lot as of the date of this Declaration. From time to time, so long as the formula for determination of Allocated Interest as set forth in Section 3.4 and Schedule C does not change, the recalculation of Allocated Interest created by changes in Lot size, number of Lots or other changes shall be kept with the records of the Board of Directors and such updated record shall control in the determination of Allocated Interests. Nothing in this Section 3.4 shall affect the requirements for Amendments to this Declaration as set forth in Article XI hereof.

3.5. Structures. No Building (or auxiliary structure) shall be erected or placed within any Lot, or the exterior of any Building altered, until its design, siting within the Lot, utility siting, exterior siding, roofing and trim materials, all auxiliary structures and exterior colors are approved by the Declarant, which approval shall not be unreasonably withheld, delayed or conditioned if such erection, placement or alteration is otherwise consistent with the Site Plan for the Development approved by the City of Portland Planning Board.

3.6. Time of Construction. When the construction of a Building on a Lot is once begun by a Lot Owner, work thereon must be prosecuted diligently and the enclosed shell of such Building must be completed within two (2) years, unless otherwise consented to by the Association, which consent shall not be unreasonably withheld, delayed or conditioned; provided, however, in the event construction begins on a “pad” site, so-called, and not a Building, so that site work, foundations, utilities, etc. can be done, it shall not be deemed to trigger the two (2) year period so long as completion of the “pad” site is completed to a “pad ready” status within eight (8) months from commencement to the satisfaction of the Declarant or Board of Directors, as applicable.

3.7. Compliance with Ordinances. All construction activities, including the siting of a Building and erection of signs, shall be in accordance with all local, state and federal laws, codes, ordinances and regulations and subject to the existing Site Plan Review approvals, Subdivision approvals and this Declaration.

3.8. Maintenance of Lots. Each Lot Owner shall be solely responsible for the maintenance, replacement and repair of its Lot, excluding Common Areas, and shall keep its Lot free from rubbish and trash of any kind. Each Lot Owner shall keep trash, garbage and other waste in sanitary containers and any sand, gravel, salt or similar materials in appropriate locations within the boundaries of a Lot, and in accordance with all local, state and federal laws, codes, ordinances and regulations, and any Rules and Regulations established by the Association’s Board of Directors. Each Lot in the Development is situated on private property with street frontage on private roads, and the City of Portland shall not have any responsibility for trash removal or for road maintenance on the said private roads of the Development.

3.9. Nuisances. No Owner shall do or permit to be done any act in the Development or within a Lot which may be, or is, or may become a nuisance as defined by state or local ordinances or regulations.

ARTICLE IV

COMMON AREAS AND APPLICABLE PROVISIONS

4.1. Association Rights to Reserve Areas. “Reserved Common Areas” are those parts of the Common Area which the Declarant (or the Board of Directors as successor to the Declarant) may designate from time to time for use by less than all Lot Owners or by non-Lot Owners for specified periods of time. The Declarant (or the Board of Directors of the Association) shall have the power in its discretion from time to time to grant revocable licenses in designated Reserved Common Areas and to establish a reasonable charge for the use and maintenance thereof, but the designation of such Reserved Common Areas shall not affect the Allocated Interests of the Lot Owners.

4.2. Common Areas to Remain Undivided. The Common Area Interest of a Lot shall be inseparable from each Lot, and any conveyance, lease, devise or other disposition or mortgage or other encumbrance of any Lot shall extend to and include the Common Area Interest, whether or not expressly referred to in the instrument effecting such transfer. The Common Areas shall remain undivided and no action for partition or division of any part thereof shall be permitted, unless otherwise provided by law and permitted by this Declaration.

4.3. Use of Common Areas. Except as their use may otherwise be limited by this Declaration or the Bylaws or otherwise by the Declarant (or the Board of Directors, as applicable) pursuant to its powers, each Lot Owner, tenant and occupant of a Lot, and guests, customers, clients, agents and employees of such Lot Owner, tenant and occupant, may use the Common Areas in common with all other Lot Owners and tenants or occupants of other Lots, and their respective guests, customers, clients, agents and employees, in accordance with the purposes for which they are intended without hindering or encroaching upon the lawful rights of the other Lot Owners, subject to the following terms:

4.3.1. Except for such signs as may be posted by the Declarant for promotional or marketing purposes, no exterior or Building signs of any character shall be erected, posted or displayed upon, in, from or about any Lot or Common Areas without the prior written approval of the Board of Directors or a committee designated by the Board of Directors, which approval shall not be unreasonably withheld, delayed or conditioned. All signs must be in compliance with the City of Portland Ordinances, Regulations and Permits. Notwithstanding the foregoing, (i) any tenant identification sign to be installed on a Building or on a monument sign for a Lot shall not require the approval of the Board of Directors or the committee if such sign complies with the Portland Ordinances, Regulations and Permits, and (ii) Declarant’s right to post signs for promotional or marketing purposes shall be limited to (A) such Lots and those Common Areas that are unimproved, (B) those Lots on which the construction of a Building or other improvements have not yet been completed, and (C) those Lots whose Owner(s) have consented to the posting thereof.

4.3.2. No Lot Owner shall obstruct any of the Common Areas nor shall any Lot Owner place or cause or permit anything to be placed on or in any of the

Common Areas (except those areas designated for such storage by the Development Documents or the Board of Directors) without the approval of the Board of Directors, which approval shall not be unreasonably withheld, delayed or conditioned. Notwithstanding the foregoing, the approval of the Board of Directors shall not be required in connection with the installation of any outside fuel tanks, trash compactors, coolers, compressors, electrical transformers and other equipment which exclusively serves a Building so long as such installation does not eliminate any parking spaces or obstruct ingress and/or egress.

4.3.3. The Board of Directors, the Association, any Lot Owner and the Declarant shall not be considered a bailee of any personal property stored on the Common Areas (including property located in storage cubicles and vehicles parked on the Common Areas), whether or not exclusive possession of the particular area is given to a Lot Owner for storage or parking purposes, and shall not be responsible for the security of such personal property or for any loss or damage thereto, whether or not due to negligence, except to the extent covered by insurance in excess of any applicable deductible.

ARTICLE V EASEMENTS AND LICENSES

5.1. Recorded Easements and Licenses. The Property is on the date hereof subject to and benefited by those recorded easements and licenses and other matters of record, including those easements, notes, conditions and restrictions as are set forth herein and on the Plan, each as may be amended, modified, approved and recorded from time to time.

ARTICLE VI NOTICES TO LOT OWNERS BY ASSOCIATION

6.1. To Lot Owners. All notices, demands, bills and statements or other communications affecting the Development shall be given to Lot Owners by the Association in writing and shall be deemed to have been duly given if delivered personally securing a receipt therefor or sent by United States mail, postage prepaid, or if such notification is of a default or lien, sent by registered or certified United States mail, return receipt requested, postage prepaid, addressed to the Lot Owner at the address which the Lot Owner shall designate in writing and file with the Secretary of the Association, or if no such address is so designated, the address of the Lot of such Lot Owner who is the record owner thereof.

6.2. To the Association. All notices, demands, statements or other communications affecting the Development given by the Lot Owners to the Association shall be in writing and shall be deemed to have been duly given to the Association if delivered personally securing a receipt therefor, or sent by United States mail, postage prepaid, return receipt requested, addressed to the Association at the principal office of the managing agent, or if there shall be no managing agent, then to the Secretary of the Association at the address of the Lot of which the

Secretary is the record Lot Owner.

6.3. To Eligible Mortgage Holder. All notices, demands, statements or other communications affecting the Development given by the Association to any Eligible Mortgage Holder shall be in writing and shall be deemed to have been duly given by the Association if delivered personally securing a receipt therefor, or sent by United States mail, postage prepaid, addressed to the Eligible Mortgage Holder at the address identified pursuant to Article I by virtue of which it became an Eligible Mortgage Holder.

ARTICLE VII EASEMENTS

7.1. Utilities, Pipes and Conduits. Subject to the terms of Section 10.1.7 hereof, each Lot Owner shall have an easement in common with all other Lot Owners to use all pipes, wires, ducts, cables, conduits, public utility lines and other Common Areas serving its Lot and located in any of the other Lots or Common Areas. Each Lot shall be subject to an easement in favor of all other Lot Owners to use the pipes, ducts, cables, wires, conduits, public utility lines and other Common Areas serving such other Lots and located in such Lot. The Declarant (and the Association and its Board of Directors as successor to the Declarant) shall have the right to grant to third parties additional permits, licenses and easements over and through the Common Areas for utilities, roads and other purposes reasonably necessary or useful for the proper maintenance and operation of the Development.

7.2. Ingress, Egress and Regress. Each Lot Owner, and the clients, customers, guests, employees, tenants, subtenants, invitees, agents, contractors and licensees of Lot Owners shall have an easement, subject to any rules and regulations established by the Board of Directors, in common with all other Lot Owners to use the entrances, exits, corridors and other Common Area roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets. The Board of Directors shall not and cannot establish any rules and regulations depriving any Lot Owner of reasonable ingress, egress and regress to and from its Lot, the Property and Common Areas and the adjoining public streets. Notwithstanding the foregoing, use of the entrances, exits, corridors and roadways as a means of ingress, egress and regress to and from the Property and the adjoining public streets, and to parking spaces and areas located on the Property shall be subject to the Event Management Plan generally described in Schedule D attached hereto and the Transportation Demand Management Program generally described in Schedule E attached hereto, which Event Management Plan and Transportation Demand Management Program shall be incorporated into the Rules and Regulations as adopted by, and amended from time to time, by the Board of Directors.

7.3. Development Association and Board of Directors Access. The Declarant reserves in favor of itself, the Association and its Board of Directors, officers, agents and employees, and the managing agent and every other person authorized by the Board of Directors, the irrevocable right and easement to have access to each Lot as may be necessary for the inspection, maintenance, repair or replacement of any of the Common Areas therein or accessible therefrom or the making of any addition or improvements thereto; or to make repairs

to any Lot or the Common Areas if such repairs are reasonably necessary for public safety or to prevent damage to any other Lot or Lots or the Common Areas; or to abate any violation of law, orders, rules or regulations of the Association or of any governmental authorities having jurisdiction thereof. In case of an emergency, such right of entry shall be immediate whether or not the Lot Owner is present at the time.

7.4. Declarant's Easement for Marketing. Prior to the completion of the Development, the Declarant reserves the right with respect to its marketing of Lots to use the Common Areas for the ingress and egress of itself, its officers, employees, agents, contractors and subcontractors and for prospective owners or tenants of Lots, including the right of such prospective owners or tenants to park in parking spaces. The Declarant further reserves the right to maintain on the Property such advertising signs as may comply with applicable governmental regulations, which may be placed in any location on the Property and may be relocated or removed, all at the sole discretion of the Declarant. The Declarant shall have the right to erect on the Common Areas temporary offices for construction, management, and similar purposes, which may be relocated or removed, all at the sole discretion of the Declarant and which may be of such types and sizes as the Declarant may deem appropriate. Notwithstanding the foregoing, Declarant's rights set forth in this Section 7.4 shall be limited to those Common Areas that are part of any Lot under construction, to those Common Areas that are unimproved, to those Lots that are unimproved, to those Lots on which the construction of a Building or other improvements have not yet been completed, and to those Lots whose Owner(s) have consented to the activity thereon.

7.5. Declarant's Easement for Construction. The Declarant reserves the easement, right and privilege without delay or hindrance with respect to the construction of the Lots, Common Areas and other improvements of the Development, to go upon any and all of the Property for purposes of construction, reconstruction, maintenance, repair, renovation, replacement or correction of the Lots or Common Areas. This easement shall include, without limitation, the right of vehicular and pedestrian ingress and egress, the right to park motor vehicles and to engage in construction and marketing activities of any nature whatsoever, including the movement and storage of building materials and equipment. This easement also expressly includes the right to cut and remove any trees, bushes or shrubbery, to grade and remove the soil, to undertake any work in the tidal area and the embankment areas in or near the shoreland setbacks, including the areas which may be under license or easement with others for the purposes of maintaining the public bicycle and pedestrian trails, or to take any other action reasonably necessary to achieve this purpose, following which the Declarant shall restore the affected property as closely to its original condition as practicable. The Declarant reserves the rights to sell the removed timber and soil and retain the proceeds thereof. Furthermore, the Declarant reserves an easement in the Lots and Common Areas for the purpose of discharging the Declarant's obligations and exercising the Development Rights and other special rights reserved pursuant to this Declaration or on the Plan. The easements, powers or rights reserved by the Declarant in Paragraphs 7.4, 7.5, 7.6, 7.8, 7.9 and 7.14 shall continue until the Declarant has conveyed to a third party grantees all Lots in the Development which the Declarant has reserved the Development Rights to create. These Paragraphs shall not be amended until that time without the written consent of the Declarant.

7.6. Declarant's Easement to Correct Drainage. The Declarant (and the Association as successor to the Declarant) reserves an easement on, over and under those portions of the Property for the purpose of maintaining, correcting, upgrading, and improving drainage of surface water in order to maintain reasonable standards of health, safety and appearance. The reservation of this right does not and shall not result in the imposition of an obligation.

7.7. Encroachments. Each Lot shall have an easement to the extent necessary for structural and subjacent support over the Common Areas, and the Common Areas shall be subject to an easement for structural and lateral support in favor of every other Lot. If any portion of the Common Areas hereafter encroaches upon any Lot, or if any Lot hereafter encroaches upon any other Lot or upon any portion of the Common Areas, as a result of settling or shifting of any Building or Buildings within a Lot or otherwise than as a result of the purposeful or negligent act or omission of the Lot Owner, or of the Association in the case of encroachments by the Common Areas, a valid easement appurtenant to the encroaching Building or Common Areas for the encroachment and for the maintenance of the same shall exist for so long as the encroachment shall exist. Subject to the express terms of any written lease controlling the occupancy of any Building, in the event that any Building or Buildings shall be partially destroyed as a result of fire or other casualty or as a result of a taking by the power of, or in the nature of, eminent domain or by an action or deed in lieu of condemnation, and then is rebuilt, encroachments of a portion or portions of the Common Areas upon any Lot or of any Lot upon any portion of the Common Areas, due to such rebuilding, shall be permitted, and valid easements appurtenant to the encroaching Lots, Common Areas for such encroachments and the maintenance thereof shall exist so long as that Building as so rebuilt shall stand.

7.8. Declarant's Right to Connect with Utilities. The Declarant further reserves an easement to connect with and make use of utility lines, wires, pipes and conduits located or to be located on the Property for construction purposes on the Property, provided that the Declarant shall be responsible for the cost of service so used, and to use the Common Areas for ingress and egress and construction activities and for the storage of construction materials and equipment used in the completion of the Lots and Common Areas.

7.9. Declarant's Right to Grant Easements. The Declarant shall have the right, until the Declarant has transferred all Lots in the Development which the Declarant has reserved the Development Rights to create, to grant and reserve easements and rights-of-way through, under, over and across the Property for construction purposes, and for the installation, maintenance and inspection of lines and appurtenances for public or private water, sewer, drainage, gas, electricity, telephone and other utilities. The Lots and Common Areas shall be and are hereby made subject to easements in favor of the Declarant, appropriate utility and service companies and governmental agencies or authorities for such utility and service lines and equipment as may be necessary or desirable to serve any portion of the Property. The easements created in this Paragraph shall include, without limitation, rights of the Declarant, or the providing utility or service company, or governmental agency or authority, to install, lay, maintain, repair, relocate and replace pipes and conduits, water mains and pipes, sewer and drain lines, telephone wires and equipment, television equipment and facilities (cable or otherwise) over, under, through,

along and on the Lots and Common Areas. The Declarant hereby covenants that in its exercise of the easements rights reserved in this Section 7.9, any such construction, crossing or work associated with the foregoing will be done so as to minimize any nuisance or interference with any occupied Lot or Common Area within the Development.

7.10. Common Areas Easement in Favor of Lot Owners. The Common Areas shall be and is hereby made subject to the following easements in favor of the Lots benefited:

7.10.1. For the installation, repair, maintenance, use, removal and/or replacement of pipes, ducts, heating and air conditioning systems, electrical, telephone and other communication wiring and cables and all other utility lines and conduits which are a part of or serve any Lot and which pass across or through a portion of the Common Areas.

7.10.2. For the installation, repair, maintenance, use, removal and/or replacement of lighting fixtures, electrical receptacles, panel boards and other electrical installations which are a part of or serve any Lot but which encroach into a part of a Common Area adjacent to such Lot; provided that the installation, repair, maintenance, use, removal or replacement of any such item does not unreasonably interfere with the common use of any part of the Common Areas.

7.10.3. For driving and removing nails, screws, bolts and other attachment devices into the surface of the concrete slab or subflooring below the Lot, to the extent such nails, screws, bolts and other attachment devices may encroach into a part of a Common Area adjacent to such Lot; provided that any such action will not unreasonably interfere with the common use of any part of the Common Areas.

7.11. Rental Operations by Declarant. The Declarant shall have the right to operate any real estate subject to Development Rights as a rental project. The Declarant may establish and maintain all offices, signs and other accoutrements normally used in the operation of such rental properties in the sole discretion of the Declarant. The Declarant may, in its sole discretion, lease portions of any real estate subject to Development Rights so long as the Declarant pays the expenses attributable to such rental operations and such operations shall be for the benefit of the Declarant, and neither the Association nor any Lot Owner (other than the Declarant) shall have any right or interest in the profits or losses thereof.

7.12. Alteration of Common Areas by Declarant. The Declarant reserves the right to modify, alter, relocate, remove or improve defective, obsolete or nonfunctional portions of the Common Areas, including, without limitation, any equipment, fixtures and appurtenances when, in the Declarant's judgment, it is necessary or desirable to do so.

7.13. Easements or Licenses for Walking Trails. The Declarant or the Association, as applicable, promptly following the substantial completion of the construction of the Development and subject to the terms of the applicable Governmental Approvals, shall enter into negotiations for the purpose of providing a license or easement as determined in the sole

discretion of the Declarant or the Association, as applicable, with Portland Trails, or any successor to Portland Trails or similar entity whether now existing or hereafter created, to provide to the public a non-exclusive walking trail or foot path across Common Areas to and near the waterfront on the Property at specifically designated locations, which locations may be changed, modified or relocated from time to time by the Declarant or the Association, as applicable, with such walking trail or foot path also providing access to a launch site for access into the Fore River for small kayaks and canoes. Notwithstanding the foregoing, (i) the Declarant or the Association, as applicable, at all times hereby reserves the right to restrict public access to the Property and/or portions of the Property, and (ii) nothing in this Section 7.13 or elsewhere in this Declaration shall be deemed or interpreted to create or establish a license or easement for walking trails, foot paths or access to the Fore River, and any such access as contemplated by this Section 7.13 shall not be effective unless and until a separate, written license or easement agreement, upon such terms and conditions agreed to by the parties has been signed and delivered by the Declarant or the Association, as applicable. Prior to the issuance of any Certificates of Occupancy in the Development and subject to the terms of the applicable Governmental Approvals, the Declarant shall execute and deliver, in recordable form, a separate instrument granting the walking trail and water access rights described in this Section 7.13. See that certain Trail Easement by and between the Declarant and the City dated September 2, 2014 and recorded in the Cumberland County Registry of Deeds in Book 31762, Page 29.

7.14. City of Portland Easement for Public Vehicles Declarant hereby grants to the City of Portland a right of way easement for City of Portland owned vehicles for ingress and egress over and across the Common Areas paved roads and driveways of the Property for the specific purpose of a safe and reasonable “turn-around” to return to the Public Road and for access by the City’s emergency vehicles. Prior to the issuance of any Certificates of Occupancy in the Development and subject to the terms of the applicable Governmental Approvals, the Declarant shall execute and deliver to the City, in recordable form, a separate instrument granting the easements described in this Section 7.14.

ARTICLE VIII

ASSESSMENTS FOR COMMON EXPENSES AND MAINTENANCE OF PROPERTY

8.1. Allocation and Payment of Assessments of Common Expenses. The total amount of Common Expenses shall be assessed against the Lots in the following proportions:

8.1.1. The Common Expenses shall be assessed against all the Lots in proportion to the relative Common Expense Liabilities of all the Lots, as the Common Expense Liabilities may be changed as provided in Paragraph 3.4 and Schedule C.

8.1.2. [Omitted]

8.1.3. Assessments to pay a judgment against the Association shall be made as a Common Expense against the Lots included in the Development at the time the judgment was entered.

8.1.4. Water servicing the Lots shall be supplied by the Portland Water District to the Development and the water district will own and be responsible for the water line up to the meter. Upon substantial completion of a Building, said Building will be separately metered, if permitted by the water district, or otherwise sub-metered; and for each Lot that is not separately metered for water, the Board of Directors shall pay or cause to be paid as an assessment against the Lot Owners so served, the charges for water services consumed together with all related water charges associated with the Lot's water use promptly after the bills from the water district are rendered. Such assessment against a Lot Owner so served by a sub-meter shall not be included in the Common Expenses. Likewise, water supplied to the Common Areas shall be supplied by the water district serving the area to the Common Areas through one or more separate meters or sub-meters, and the Board of Directors shall pay or cause to be paid as a Common Expense assessable to all the Lot Owners the charges for water services consumed on the Common Areas, together with all related water charges arising therefrom promptly after the bills therefor are rendered. The Board of Directors shall assess such charges for water consumed in the Lots against the various Lots in proportion to usage, it being presumed that the proportionate usage of water in each Lot is based on the number and efficiency of water fixtures in the Lot. Sewer services shall be supplied by the sewer district serving the area to the Lots and the Common Areas on the same basis as the water services shall be supplied. The sewer charges, and related utility fees and charges, including but not limited to stormwater utility fees that may be assessed by the municipality or water district, shall be paid and assessed as Common Expenses on the same basis as the water charges are paid and assessed as Common Expenses.

8.1.5. Gas, electricity and telecommunication services shall be supplied by such utility company serving the area directly to each Lot through a separate meter, and each Lot Owner shall be required to pay the bills for gas, electricity and telecommunication services consumed or used in its Lot promptly after the bills therefor are rendered. The electricity serving the Common Areas shall be separately metered, and the Board of Directors shall pay or cause to be paid promptly after the bills therefor have been rendered all bills for the electricity consumed in the Common Areas as a Common Expense.

8.1.6. Except as otherwise provided in subparagraphs 8.1.4 and 8.1.5, the costs of utilities serving the Development not individually metered to a Lot shall be assessed solely against the Lots benefited in proportion to the relative Common Expense Liabilities of such Lots as between themselves as the Board of Directors shall periodically compute.

8.1.7. The cost of insurance coverage obtained and maintained by the Association as provided in Article XIV shall be assessed as a Common Expense

except to the extent that the Board of Directors may periodically determine that the costs of insurance shall be assessed against Lots in proportion to risk.

8.2. Payment of and Lien for Assessments; Budget; Limitation on Expenditures; Taxes; Etc.

8.2.1. Each Lot Owner shall pay to the Association or its authorized representative (1) on the first day of each month one-twelfth ($1/12^{\text{th}}$) (or such other fraction that the Board of Directors may determine in writing) of the Common Expenses and revised Common Expenses assessed on an annual basis against its Lot (or on such other date or at a greater or lesser frequency as the Board of Directors may determine in writing); and (2) on the first day of the next month which begins more than ten (10) days after delivery to the Lot Owner of notice of special assessment or levy, all special assessments, any other sum duly levied against the Lot pursuant to this Declaration, the Bylaws or the Act, including expenses assessed against Lot Owners for maintenance, repair or replacement; and (3) all interest thereon and charges for late payment thereof and legal fees and other costs of collection thereof, and fines, penalties and fees as provided by this Declaration, the Bylaws or the Act.

If for any reason the Association shall revise the annual budget of the Association whereby the Common Expenses or any component thereof may be increased (or decreased), then commencing on the first day of the first month subsequent to the adoption of such revised budget, each Lot Owner shall pay to the Association or its authorized representative such revised annual Common Expenses assessed against its Lot.

8.2.2. The following shall constitute the personal liability of the Owner of the Lot so assessed and also shall, until fully paid, constitute a lien against the Lot in favor of the Association (1) the total annual assessment levied against each Lot for Common Expenses; (2) revised Common Expenses, including any special assessment; (3) any other sums duly levied against the Lot pursuant to this Declaration, the Bylaws or the Act, including special assessments assessed against Lots for maintenance, repair or replacement pursuant to Paragraph 8.5; and (4) all interest thereon and charges for late payment thereof, legal fees and other costs of collection thereof, and fines, penalties and fees as provided in this Declaration or the Bylaws. Such lien shall, with respect to annual assessments and revised annual assessments, be effective on the first day of each fiscal year of the Association as to the full amount of the annual assessment or revised annual assessment, and, as to special assessments and other sums duly levied, including assessments against a Lot Owner for maintenance, repair or replacement pursuant to Paragraph 8.5, interest, charges for late payment, legal fees, costs of collection, fines, penalties and fees as described in subparagraph 8.2.1, on the first day of the next month which begins more than ten (10) days after delivery to the Lot Owner of notice of such special assessment or levy. Such lien is prior to all other liens and encumbrances

on a Lot except (a) liens and encumbrances recorded before the recordation of this Declaration, (b) a first Mortgage recorded before or after the date on which the assessment sought to be enforced becomes delinquent, and (c) liens for real estate taxes and other governmental assessments or charges against the Lots; provided, however, that such lien is not subject to the provisions of 14 M.R.S.A. §§ 4651 and 18-A M.R.S.A. §§ 2-201, et seq., as they or their equivalents may be amended or modified from time to time.

8.2.3. In the event of a default by a Lot Owner in paying any sum assessed against its Lot which continues for a period in excess of thirty (30) days, interest shall be imposed on the principal amount unpaid from the date when due until paid at a rate of interest to be established annually by the Board of Directors which shall not exceed the lower of the maximum interest rate allowed by law which may be charged by the Association at such time or eighteen percent (18%) per annum. If the Board of Directors shall fail to set such rate, it shall be deemed to have been set at the rate of eighteen percent (18%) per annum. The Association shall have the right to establish and impose charges for late payment of assessments. In any case where an assessment against a Lot Owner is payable in installments, upon a default by such Lot Owner in the timely payment of any two consecutive installments, the maturity of the remaining total of the unpaid installments of such assessments may be accelerated at the option of the Board of Directors, and the entire balance of the assessment may be declared due and payable in full by the service of notice to such effect upon the defaulting Lot Owner by the Board of Directors or its representative.

8.2.4. The lien for assessments described in subparagraph 8.2.2 may be enforced and foreclosed by the Association in like manner as a mortgage on real estate or by any other means presently or hereafter provided by law or in equity. A suit to recover a money judgment for unpaid assessments, interest, penalties and costs of collection may be maintained against the Lot Owner personally without foreclosing or waiving the lien securing such assessments, and a foreclosure may be maintained notwithstanding the pendency of any suit to recover a money judgment. During the pendency of any such suit, the Lot Owner shall be required to pay a reasonable rental for the Lot for any period prior to sale pursuant to any judgment or order of any Court having jurisdiction over such sale.

8.2.5. No Lot Owner may exempt itself from Common Expense Liability with respect to the payment of assessments for Common Expenses by waiver of the enjoyment of the right to use any of the Common Areas or by abandonment of its Lot or otherwise. The obligation to pay assessments for Common Expenses is absolute and unconditional and shall not be subject to set-offs or counterclaims.

8.2.6. Within thirty (30) days after adoption by the Board of Directors of any proposed budget for the Development, the Board of Directors shall provide a summary of that budget in reasonably itemized form to each Lot Owner. The

Board of Directors shall set a date for a meeting of the Lot Owners and Eligible Mortgage Holders to consider ratification of such proposed budget not less than fourteen (14) days nor more than thirty (30) days after mailing of said summary of budget or notice. Unless at that meeting a majority in voting interest of all the Lot Owners rejects the proposed budget, that budget is ratified irrespective of whether a quorum is present at said meeting. In the event such proposed budget shall be rejected at the meeting, the budget last ratified with respect to the period covered by the proposed budget shall be continued as the budget for the Development until such time as the Lot Owners ratify a subsequent budget proposed by the Board of Directors upon the same conditions as are provided with respect to the original proposed budget.

The failure of the Board of Directors to conform to the schedules above stated shall not invalidate any budget adopted by the Board of Directors and ratified by the Lot Owners.

8.2.7. If the Board of Directors votes to levy a Common Expense assessment not included in the current budget in an amount greater than fifteen percent (15%) of the current annual operating budget, the Board of Directors shall submit such Common Expense to the Lot Owners and Eligible Mortgage Holder for ratification in the same manner as a budget under subparagraph 8.2.6 of this Declaration.

8.2.8. The failure or delay of the Board of Directors to prepare or adopt a budget for any fiscal year shall not constitute a waiver or release in any manner of a Lot Owner's obligation to pay its allocable share of the Common Expenses as herein provided whenever the same shall be determined and, in the absence of any annual budget or adjusted budget, each Lot Owner shall continue to pay each monthly installment at the monthly rate established for the previous fiscal year until the new annual or adjusted budget shall have been adopted.

8.2.9. Any provision or limitation on expenditures contained in the Development Documents to the contrary notwithstanding, the Board of Directors or the manager may, on behalf of the Association and the Owners without prior notice or consent, expend any amount, or incur a contractual obligation in any amount, required to deal with emergency conditions which may involve a danger to life or property or may threaten the safety of the Development or the owners or occupants of Lots or may threaten the suspension of any necessary service to the Development or may involve the immediate damage to or destruction of the Common Areas.

8.3. Reduction of Expenses and Surplus Funds. Subject to the following sentence, all receipts from payments, fees or charges for the use, rental, operation or allocation as a Reserved Common Area located within any and all Common Areas shall be applied first to reduce the Common Expense relating to the use of that Common Area giving rise to such Common

Expense, and any excess thereof shall be applied to Common Expenses generally; and all receipts from any special assessments shall be applied first to reduce the expense relating to the service afforded to the Lot benefited, and any excess shall then be applied to Common Expenses generally. Any amounts accumulated from assessments for Common Expenses, income from interest on reserves, and income from the operation of the Common Areas to which such Common Expenses pertain in excess of the amount required for actual Common Expenses and provision for Common Expenses and any payment of reserves shall be credited to each Lot Owner in proportion to their respective Common Expense Liabilities to reduce until exhausted the next monthly installments due from Lot Owners.

8.4. Real Estate Subject to Development Rights, if Any. Any income or proceeds from any real estate subject to Development Rights inures and is payable to the Declarant.

8.5. Maintenance of Common Areas. The Association shall be responsible for the maintenance, management, operation, repair, renovation, restoration and replacement, including snow and ice removal, as needed, of (i) the Common Area sidewalks, roadways and public street entrances (unless, in the reasonable opinion of the Board of Directors, such expense was necessitated by the negligence or misuse of a Lot Owner or the persons or entities responsible for any special events, as such term is used in the Event Management Plan, on the Development) and (ii) all of the other Common Areas, the cost of which shall be charged to the Lot Owners as a Common Expense to the extent permitted under this Declaration. The maintenance, management, operation, repair, renovation, restoration and replacement of Common Areas to the extent required for the functioning of or for connecting utilities to the Property and the Lots shall be furnished by the Association as part of the Common Expenses to the extent permitted under this Declaration or, if fewer than all of the Lots are benefited, as a special assessment against such benefitted Lots.

8.6. Maintenance of Lot. Unless otherwise set forth in this Declaration, each Lot Owner shall keep and maintain its Lot (other than the Common Areas located thereon) and its Building, equipment, appliances and appurtenances in good order, condition and repair and in a clean and sanitary condition, whether such maintenance and repair shall be structural or nonstructural, ordinary or extraordinary, and shall do all redecorating, painting and varnishing which may at any time be necessary to maintain the good appearance and condition of its Lot. No Lot Owner shall sweep or throw, or permit to be swept or thrown, from its Lot any dirt, debris or other substance. In addition, each Lot Owner shall be responsible for all damage to any other Lots or to the Common Areas resulting from its failure or negligence to make any of the repairs required by this Article. Each Lot Owner shall perform its responsibility in such manner as shall not unreasonably disturb or interfere with the other Lot Owners. Each Lot Owner shall promptly report to the Board of Directors or the managing agent any defect or need for repairs for which the Association is responsible.

8.7. Liability of Owner. Each Lot Owner shall be liable, and the Association shall have a lien against its Lot for, the expense of maintenance, repair or replacement of any damage to the Common Areas or of another Lot caused by such Lot Owner's act, neglect or carelessness or by that of any member of such Lot Owner's guests, employees, agents or lessees or their

respective guests, employees or agents, which the Association shall have the right to cure, correct, maintain, repair or replace. Such liability shall include any increase in fire insurance rates occasioned by use, misuse, occupancy, or abandonment of any Lot or its appurtenances. Nothing herein contained, however, shall be construed so as to modify any waiver by insurance companies of rights of subrogation against such Lot Owner.

ARTICLE IX
ASSOCIATION OF LOT OWNERS; VOTING; DECLARANT CONTROL

9.1. The Association, Powers. The membership of the Association at all times shall consist exclusively of all Lot Owners, or following any termination of the Development, of all former Lot Owners entitled to distributions of proceeds, or their heirs, successors or assigns, but shall not include persons having an interest in a Lot solely as security for an obligation. Each Lot Owner shall automatically become and be a member of the Association as long as it continues as a Lot Owner, and upon the termination of the interest of the Lot Owner in the Development, its membership and any interest in the common funds of the Association shall thereupon automatically terminate and transfer and inure to the next Lot Owner or Owners succeeding it in interest.

9.2. Board of Directors Powers, Declarant Control Period. The Board of Directors may act on behalf of the Association, shall have all of the powers necessary for the administration of the affairs of the Association and may do all such acts and things as are not by this Declaration or the Bylaws required to be exercised and done by the Association. The affairs of the Association shall be governed by a Board of Directors composed of no less than three (3) and no more than seven (7) natural persons. Prior to the transition election to Association control provided for by subparagraph 9.2.1, the Board of Directors shall be composed of three (3) natural persons appointed by the Declarant. The Declarant shall have the right during the Declarant Control Period (as described below) to appoint, remove and replace from time to time any and all members of the Board of Directors and officers of the Association, without the necessity of obtaining resignations. The appointees of the Declarant need not be Lot Owners. After the transition election, at least a majority of the members of the Board of Directors shall be Lot Owners, or in the case of a Lot Owner which is a corporation, partnership, limited liability company, trust or estate, a designated agent thereof. The transition from Declarant-appointed members of the Board of Directors to Lot Owners other than the Declarant shall occur as follows:

9.2.1. No later than the earlier of (a) sixty (60) days after the transfer of seventy-five percent (75%) of the Lots to grantees or (b) fifteen (15) years following transfer of the first Lot to a grantee, or at such earlier date as the Declarant in its sole discretion shall specify, the transition meeting of the Association and transition election shall be held at which all of the members of the Board of Directors and the officers of the Association shall all resign, and the Lot Owners, including the Declarant if the Declarant owns one or more Lots, shall thereupon elect successor members of the Board of Directors to act in the place and stead of those resigning.

9.2.2. The Declarant may voluntarily surrender the right to appoint and remove officers and members of the Board of Directors before termination of the Declarant Control Period, but in that event it may require, for the duration of the Declarant Control Period, that specified actions of the Association or Board of Directors, as described in a recorded instrument executed by the Declarant, be approved by the Declarant before such actions can become effective. In determining whether the Declarant Control Period has terminated, the percentage of the Lots conveyed or transferred is presumed to be that percentage which would have been conveyed if all the Lots were included in the Development that the Declarant has created or reserved in this Declaration the Development Rights to create.

9.3. Voting. The Votes in the Association allocated to a Lot can only be cast as a unit and cannot be split. If a Lot is owned of record by one person, that Lot Owner's right to vote shall be established by the record title to the Lot. If ownership of a Lot is in more than one person, the person who shall be entitled to cast the Votes allocated to that Lot shall be the person named in a certificate executed by all of the Owners of such Lot and filed with the Secretary of the Association. If ownership of a Lot is in a corporation, partnership, limited liability company, trust or estate, the officer or employee of that corporation, partner of that partnership, manager or member of that limited liability company, trustee of that trust, or agent of that estate, entitled to cast for the corporation, partnership, limited liability company, trust or estate the Votes allocated to such Lot shall be designated in a certificate for that purpose executed by the president or a vice president of that corporation, and attested to by the secretary or clerk of that corporation, executed by all the partners of that partnership, by all of the members of that limited liability company, or executed by all the beneficiaries of that trust, or executed by either all the devisees of that estate or by order of the probate court and filed with the Secretary of the Association. Such certificates of multiple owners, corporations, partnerships, limited liability companies, trusts or estates shall be valid until revoked by a subsequent certificate similarly executed and filed with the Secretary of the Association. Wherever the vote, approval or disapproval of a Lot Owner is required by this Declaration, such vote, approval or disapproval shall be made only by the person who would be entitled pursuant to such certificate to cast at any meeting of the Association the Vote allocated to such Lot. If the person named or designated in said certificate for a particular Lot shall be absent from a meeting of the Association, no person may cast the Vote allocated to that Lot at the meeting, although the presence at the meeting of a non-named or non-designated co-Owner or member, officer or employee of such Owner shall be counted in determining whether a quorum is present. If a multiple Owner of a Lot (that is not a partnership, limited liability company, trust, estate or corporation) has failed to file said certificate with the Secretary of the Association and only one of the multiple Owners is present at a meeting of the Association, he or she shall be entitled to cast at the meeting all the Votes allocated to that Lot without establishing the concurrence of the absent Owner just as though that person were the sole Owner of the Lot. If a multiple Owner of a Lot (that is not a partnership, trust, limited liability company, estate or corporation) has failed to file said certificate with the Secretary and if more than one Owner of that Lot is present at the meeting, the Votes allocated to that Lot may be cast only in accordance with the agreement of a majority of the multiple Owners

present at the meeting. Such majority agreement shall be conclusively presumed if any one of those multiple Owners shall cast the Vote allocated to the Lot without protest being promptly made to the person presiding over the meeting by any other Owners of that Lot.

ARTICLE X
RESTRICTIONS ON USE, OCCUPANCY AND ALIENATION OF LOTS

10.1. Use and Occupancy Restrictions on Lots. Each Lot shall be occupied and used subject to the following restrictions:

10.1.1. No Lot shall be used or occupied for other than professional, business or commercial purposes or for residential purposes, and in compliance with all applicable land use laws, ordinances and regulations, it being expressly understood that the use of a Lot by a hotel shall not, regardless of any guest's length of stay, constitute a residential use. Nothing in this Declaration or the Bylaws shall be construed to prohibit the Declarant from exercising any easements and Special Declarant Rights reserved by the Declarant pursuant to Article VII for purposes permitted by this Declaration, including promotional, marketing or display purposes, from using any appropriate portion of the Common Areas for exercising these reserved rights, settlement of sales of Lots and for customer service purposes, or from leasing Lots owned by the Declarant as permitted in this Declaration, and in each case subject to any limitations set forth elsewhere in this Declaration.

10.1.2. Nothing shall be done or kept in any Lot or in the Common Areas which will increase the rate of insurance for the Property or any part thereof applicable without the prior written consent of the Board of Directors. No Lot Owner shall permit anything to be done or kept in its Lot or in the Common Areas which will result in the cancellation of insurance on the Property or any part thereof or which would be in violation of any law, regulation or administrative ruling. No waste will be committed on the Common Areas.

10.1.3. No Lot shall be used so as to create a nuisance or an unreasonable interference with the peaceful possession and occupation or proper use of any other Lot or the Common Areas; provided, however, it shall not be deemed a nuisance so long as a Lot is being used in compliance with the Rules and Regulations of the Development, if any, and as permitted under the terms of its lease.

10.1.4. No owner or occupant of any Lot shall carry on, or permit to be carried on, any practice which unreasonably interferes with the quiet enjoyment and proper use of another Lot or the Common Areas by the Owner or occupant of any other Lot, or which creates or results in a hazard or nuisance on the Property.

10.1.5. The maintenance, keeping, boarding and/or raising of animals, laboratory animals, livestock, poultry or reptiles of any kind, regardless of number, shall be and is prohibited within any Lot or upon the Common Areas.

10.1.6. Trash, garbage, recycling, and other waste shall be kept only in sanitary containers and shall be disposed of in such manner as may be prescribed from time to time in the Rules and Regulations established by the Board of Directors. No articles of personal property belonging to any Lot Owner shall be stored in any portion of the Common Areas except in a storage area specifically designated by the Board of Directors or the managing agent, if any.

10.1.7. No Lot Owner shall make any alterations, repairs or modifications to or connections with the common lines and appurtenances for water, sewer, drainage, gas, electricity, telephone and other utilities serving the Property without the prior written consent of the Board of Directors or a committee designated by the Board of Directors, as appropriate, which consent shall not be unreasonably withheld, delayed or conditioned.

10.2. Voluntary Resale of Lots. No Lot Owner, including the Declarant, shall be liable for the payment of any part of the Common Expenses assessed against its Lot subsequent to the date of recordation of a conveyance in fee of such Lot by the Owner. In a voluntary transfer of a Lot, the grantee of the Lot shall be jointly and severally liable with the grantor for all unpaid assessments and special assessments for Common Expenses made by the Board of Directors against the latter up to the time of the recordation of the grantor's transfer, without prejudice to the grantee's right to recover from the grantor the amounts paid by the grantee therefor.

10.3. Title. Every Lot Owner shall promptly cause to be duly recorded the deed, lease, assignment or other conveyance to it of its Lot or other evidence of its title thereto and file such evidence of its title with the Board of Directors through the Secretary or Manager.

ARTICLE XI AMENDMENTS

Except in the case of amendments to this Declaration that may be executed and recorded by the Declarant pursuant to the provisions of this Declaration granting the Declarant the right to unilaterally amend the same, and except in cases of amendments to this Declaration that may be unilaterally executed and recorded by the Association and subject to the other provisions of this Declaration, this Declaration and the Plan may be amended as follows:

11.1. Before Any Conveyance. Prior to the conveyance of any Lot by the Declarant to a Lot Owner other than as security for an obligation, the Declarant shall have the right to amend and re-amend this Declaration in any manner that the Declarant may deem appropriate.

11.2. After First Conveyance. After the first conveyance of a Lot by the Declarant as contemplated in the preceding Paragraph, the terms of the following subparagraphs shall apply to the amendment of this Declaration:

11.2.1. Notice. Notice of the subject matter of a proposed amendment shall be included in the notice of any meeting of the Board of Directors or the Association in which a proposed amendment is considered, and shall be served upon all Lot Owners and upon all Eligible Mortgage Holders.

11.2.2. Resolution. An amendment may be proposed by either the Board of Directors or by Lot Owners holding in the aggregate no less than twenty percent (20%) of the votes in the Association. No resolution of the Board of Directors adopting a proposed amendment or the proposed amendment itself shall be effective unless it has been adopted by the affirmative vote, written consent, or any combination thereof, of at least sixty-seven percent (67%) in voting interest of the Lot Owners and then executed and recorded as provided in subparagraph 11.2.6.

11.2.3. Agreement. In the alternative, an amendment may be made by an agreement signed by the record Owners of Lots to which are allocated one hundred percent (100%) of the Votes in the Association in the manner required for the execution of a deed and acknowledged by at least one of them, and such amendment shall be effective when certified and recorded as provided in subparagraph 11.2.6.

11.2.4. Proviso. During the Declarant Control Period, no amendment of this Declaration shall make any change which would in any way affect any of the rights, privileges, powers and options of the Declarant, its successors or assigns, unless the Declarant, or its successors or assigns, shall join in the execution of such amendment.

11.2.5. Exception to Consent. Subject to such applicable provisions otherwise set forth in this Declaration, the Declarant may amend this Declaration and the Plan without Board of Director or Association approval so long as such amendment is for the sole purpose of moving the boundary lines of a Lot, provided the Declarant has obtained the written approval of the Lot Owners affected by such boundary line change and such amendment does not increase the Allocated Interests of the other Lots.

11.2.6. Execution and Recording. A copy of each amendment shall be attached to or included with a certificate, certifying that the amendment was duly adopted, which certificate shall be executed and acknowledged by such officer or officers of the Association and/or member or members of the Board of Directors designated for that purpose by the Bylaws. The amendment shall be effective when such certificate and copy of the amendment are recorded.

11.2.7. Notice and Challenge. No action to challenge the validity of an amendment to this Declaration adopted by the Association pursuant to this Article may be brought more than one (1) year after such amendment is recorded. After each amendment to this Declaration adopted pursuant to this Article has been recorded, notice thereof shall be sent to all Lot Owners and to all Eligible Mortgage Holders at the address last furnished to the Board of Directors, but failure to send such notices shall not affect the validity of such amendment.

ARTICLE XII TERMINATION OF DEVELOPMENT

12.1. Termination. The Development shall not be terminated except by agreement of Owners of Lots to which at least sixty-seven percent (67%) of the Votes in the Association are allocated. Termination shall not bar the subsequent re-creation of the Development or another project with respect to the Property.

ARTICLE XIII INSURANCE

13.1. Policies. Commencing no later than the time of the first conveyance of a Lot other than as security for an obligation to a person other than the Declarant, the Board of Directors on behalf of the Association shall obtain, or cause to be obtained, and shall maintain, the policies of insurance described in Paragraphs 13.3 and 13.4 to the extent such policies shall be reasonably available from reputable insurance companies. To the extent that said insurance described in Paragraphs 13.3 and 13.4 is not reasonably available as described in the preceding sentence, the Board of Directors on behalf of the Association shall give written notice of that fact to the Lot Owners and the Eligible Mortgage Holders of Mortgages of their Lots by hand delivery securing a receipt therefor, or by prepaid United States mail, return receipt requested. To the extent that any of the insurance described in Paragraphs 13.3 and 13.4 shall become in the future no longer available, the Association shall obtain in substitution therefor such comparable insurance as shall then be available. The Board of Directors of the Association is hereby irrevocably appointed as attorney-in-fact for each Lot Owner and for each Mortgagee and Eligible Mortgage Holder and for each owner of any other interest in the Property for the purpose of purchasing and maintaining the insurance described in Paragraphs 13.3 and 13.4, the collection and appropriate disposition of the proceeds thereof, the negotiation of losses and execution of releases of liability, the execution of all documents and the performance of all other acts necessary to accomplish such purposes.

13.2. Property Insurance. Each Lot Owner shall keep the Building and other improvements upon the Lot insured against loss or damage by fire and any of the casualties included from time to time in the special form all-risk, extended coverage or supplementary contract endorsements, and with such coverages and endorsements as Lot Owner's mortgagee may require, in an amount equal to the full replacement value thereof, exclusive of excavation costs, foundations and footings, without deduction for depreciation.

13.3. Liability Insurance. The Board of Directors shall obtain and maintain as a Common Expense commercial general public liability insurance (including medical payments insurance) and property damage insurance in such limits as the Board may from time to time determine, insuring each Board of Directors member, the managing agent, each Lot Owner (and if requested by the Lot Owner, one or more of the Lot Owner's lessees) and the Declarant against any liability to the public or to the Lot Owners (and their invitees, agents and employees) covering all occurrences commonly insured against for death, bodily injury or property damage arising out of, or incident to, the maintenance, ownership or use of the Common Areas and/or relating to any legal liability resulting from suits or actions related to employment contracts to which the Association is a party. Such insurance shall be issued on a comprehensive liability basis and shall contain (a) a cross liability endorsement under which the rights of a named insured under the policy shall not be prejudiced with respect to its action against another named insured; (b) hired and non-owned vehicle coverage; (c) a "severability of interest" endorsement which shall preclude the insurer from denying liability to a Lot Owner because of negligent acts of the Association or of another Lot Owner or a tenant of a Lot Owner; and (d) a broad form liability extension endorsement including "personal injury," contractual liability, host liquor liability and other coverage commonly included in such broad form. In further clarification of the foregoing, the Board of Directors shall maintain and keep in full force and effect a Commercial General Liability Insurance policy that includes coverage for all of the Development, including the rail operations at the railway crossing, and named peril/time element pollution liability coverage with a limit of not less than \$15,000,000 per occurrence. The policy(ies) shall name Pan Am Railways and its parent, subsidiaries, directors, officers, agents, employees, and its successors and assigns as additional insureds. Such coverage shall be primary and not contributory with any other insurance maintained by Pan Am Railways. The policy will be endorsed to waive subrogation against Pan Am Railways. The Board of Directors shall provide to Pan Am Railways certificates of insurance showing evidence of all of the coverage and endorsements required above on an annual basis. The certificates shall state that the insurers agree to provide Pan Am Railways with not less than thirty (30) days' prior written notice of any cancellation. All policies must be written with insurance companies with A.M. Best Ratings of not less than "A". Certificates must be delivered to Pan Am Railways at 1700 Iron Horse Park, North Billerica, MA 01862, attention Law Department."

13.4. Other Insurance. The Board of Directors shall obtain and maintain as a Common Expense:

13.4.1. To the extent available at reasonable cost, "directors' and officers'" liability insurance to satisfy indemnification obligations of the Association provided in Paragraph 16.2.

13.4.2. Workers' compensation insurance if and to the extent necessary to meet the requirements of law.

13.4.3. Such other insurance as the Board of Directors may determine or as may be requested from time to time by a majority in voting interest of the Lot Owners.

13.5. Memoranda, Cancellation, Additional Required Provisions. All insurers that shall issue an insurance policy or policies under this Article shall issue certificates or memoranda of insurance to the Association, and, upon request, to any Lot Owner, lessee of a Lot Owner, or Mortgagee. All such insurers issuing the policy may not cancel (including cancellation for non-payment of premium), substantially modify or refuse to renew such policy or policies until twenty (20) days after notice of the proposed cancellation or non-renewal has been mailed to the Association, the managing agent, each Lot Owner and each Mortgagee to whom a certificate or memorandum of insurance has been issued at their respective last known addresses. All policies under Paragraphs 13.2 and 13.3 shall in addition contain the following provisions or features:

13.5.1. The insurer waives any right to claim by way of subrogation against the Declarant, the Association, the Board of Directors, the managing agent or the Lot Owners, and their respective agents, employees, tenants and guests.

13.5.2. The Declarant, so long as the Declarant shall own a Lot, shall be protected by all such policies as a Lot Owner.

13.5.3. Each Lot Owner is an insured person under the policy with respect to liability arising out of its ownership of an undivided interest in the Common Areas or membership in the Association.

13.5.4. No act or omission by any Lot Owner, unless acting within the scope of its authority on behalf of the Association, will void the policy or be a condition to recovery under the policy.

13.5.5. If, at the time of a loss under the policy, there is other insurance in the name of a Lot Owner covering the same risk covered by the policy, the Association's policy provides primary insurance.

ARTICLE XIV CREATION OF ADDITIONAL LOTS, COMMON AREAS ON CONVERTIBLE REAL ESTATE

14.1. Reservation. Declarant reserves the Development Rights and options until the fifteenth (15th) anniversary date of the recording of this Declaration to add Convertible Real Estate to the Development and to create and construct from time to time additional Common Areas, on any or all portions of the Convertible Real Estate and this Declaration without the consent of any Lot Owner or Mortgagee. Convertible Real Estate and additional Common Areas created on the Convertible Real Estate shall be deemed included in the Development immediately upon the recording of an Amendment to this Declaration so stating. The

Development Right to add Convertible Real Estate or create and construct additional Common Areas within the Convertible Real Estate may be terminated prior to such anniversary date only upon the recording by the Declarant of an appropriate amendment to this Declaration. The Declarant reserves the rights to add Convertible Real Estate and to create and construct Common Areas on any or all portions of the Convertible Real Estate at any time, at different times, in any order, without limitation and without any requirement that any other Development Right reserved by the Declarant be exercised at any time. The Declarant reserves the rights to designate Common Areas on the Convertible Real Estate.

14.2. Assurances. The Declarant makes no assurances as to the boundaries of the portions of the Convertible Real Estate on which the Declarant will create and construct additional Common Areas, the order in which the Declarant will create and construct Common Areas on those portions of the Convertible Real Estate, and whether Declarant will create and construct Common Areas on any portion of the Convertible Real Estate. The Declarant makes no assurances as to whether it will create any Common Areas on any portion or portions of the Convertible Real Estate if the Declarant exercises any other Development Right or Rights reserved in this Declaration. The Declarant makes no assurances as to what improvements may be constructed on the Convertible Real Estate, but the improvements on the Convertible Real Estate originally included in the Development will be reasonably compatible with existing improvements in the Development in terms of quality of construction and principal materials, provided that Declarant may substitute construction materials of equal or better quality. The Declarant makes no assurances as to the location of any improvements that may be made on the Convertible Real Estate.

14.3. Alteration of Lots by Declarant. During the construction of the Development, to the fullest extent permitted by law and applicable zoning, land use and environmental ordinances, regulations and statutes, but subject to limitations provided in Paragraph 11.2 and in Paragraph 14.2, the Declarant reserves the right without the vote or consent of the Board of Directors, any Lot Owner or any Mortgagee, to change the size, number, arrangement and location of Lots and any other improvements. Any single such change or all such changes in the aggregate shall not be substantial. Notwithstanding the foregoing, for those changes that consists of changing the size or boundary lines of Lot(s), the Declarant shall obtain the written consent of the Lot Owners of the Lots being changed, which consent shall not be unreasonably withheld, delayed or conditioned.

ARTICLE XV APPLICABILITY; COMPLIANCE AND DEFAULT; EMINENT DOMAIN

15.1. Applicability. This Declaration shall be applicable to the Property. All present and future Owners and tenants, their guests, licensees, servants, agents, employees and any other person or persons that shall be permitted to use a Lot or the Common Areas shall be subject to this Declaration, the Bylaws and to the Rules and Regulations as may be issued by the Board of Directors from time to time to govern the conduct of its members and the use and occupancy of the Property. Ownership, rental or occupancy of any of the Lots in the Development (other than possession by a Mortgagee prior to either of the completion of foreclosure or the acceptance

of a deed to the Lot subject to the Mortgage held by such Mortgagee) or the acceptance of a deed or conveyance (other than as security) or the entering into of a lease or occupancy of any Lot shall signify that the provisions of this Declaration and the Bylaws, the Rules and Regulations of the Development and the decisions of the Board of Directors are accepted and ratified by such Owner, tenant or occupant, and all of such provisions shall be deemed and taken to be covenants running with the land and shall bind any person having at any time any interest or estate in such Lot, as though such provisions were recited and stipulated at length in each and every deed, conveyance or lease thereof.

15.2. Compliance.

15.2.1. Each Lot Owner shall be governed by and shall comply strictly with the terms, covenants, conditions and restrictions of this Declaration, the Bylaws and the Rules and Regulations adopted pursuant thereto, and the same as they may be amended from time to time.

15.2.2. The Board of Directors shall have the power to adopt, amend and enforce compliance with, such reasonable Rules and Regulations relative to the operation, use and occupancy of the Lots and the Common Areas consistent with the provisions of this Declaration, including, but not limited to, the appointment of such committees and the enactment and enforcement of such enforcement procedures and penalties for violations as the Board of Directors shall deem appropriate. Any such Rules and Regulations shall be adopted or amended, from time to time, by means of appropriate resolutions duly approved by the Board of Directors in accordance with the Bylaws. A copy of such Rules and Regulations and copies of any amendment thereto shall be delivered or mailed to each Owner or occupant of a Lot promptly after the adoption thereof and shall become binding upon all Owners, their successors in title and assigns, and occupants.

15.2.3. Failure by a Lot Owner to comply with the terms of this Declaration, the Bylaws and the Rules and Regulations adopted pursuant thereto, as the same may be amended from time to time, shall entitle the Board of Directors to (a) sue for the recovery of damages, (b) sue for injunctive relief, and/or (c) to enter the Lot in which, or as to which, such violation or breach exists and summarily to abate and remove, at the expense of the defaulting Lot Owner, any structure, thing or condition that may exist therein contrary to the intent and meaning of the provisions hereof, and the Board of Directors shall not thereby be deemed guilty in any manner of trespass. Such relief shall not be exclusive of other remedies provided by law. In any proceeding arising because of an alleged failure of a Lot Owner to comply with the terms of the Development Documents and Rules and Regulations adopted pursuant thereto, as the same may be amended from time to time, the Board of Directors or such committee, if the prevailing party shall be entitled to recover the costs of the proceeding and reasonable attorneys' fees.

15.2.4. The failure of the Board of Directors to enforce any covenant, restriction or other provision of the Development Documents or the Rules and Regulations adopted pursuant thereto, shall not constitute a waiver of the right to do so thereafter.

15.3. Eminent Domain. If all or part of the Common Areas shall be taken or condemned by any authority having the power of eminent domain, the Association shall notify the Owners and the Eligible Mortgage Holders of the Lots affected and shall represent the Lot Owners in any condemnation proceedings or in negotiations, settlements and agreements with the condemning authority, and the award shall be paid to the Association for the restoration and repair of the remaining Common Areas to a usable condition and for the use and benefit of the Lot Owners and their Mortgagees as their interests may appear. The Association shall divide any portion of the award not used for any restoration or repair among the Lot Owners and their Mortgagees, as their interests may appear, in proportion to their Allocated Interests in the Common Areas prior to such taking or condemnation. Each Lot Owner appoints the Association as attorney-in-fact for the purposes described in this Paragraph. Notwithstanding anything to the contrary in this Paragraph 15.3, lien holders on any Lot or Common Area shall have a lien on any such awards in order of priority of their respective liens.

ARTICLE XVI LIMITATION OF LIABILITY

16.1. Limited Liability of the Board of Directors. The Board of Directors, and its members in their capacity as members, officers and employees:

16.1.1. Shall not be liable for the failure of any service to be obtained by the Board of Directors and paid for by the Association, or for injury or damage to persons or property caused by the elements or by another Lot Owner or person on the Property, or resulting from electricity, gas, water, rain, dust or sand which may leak or flow from the outside or from any part of the Buildings, or from any of its pipes, drains, conduits, appliances or equipment or from any other place unless in each such instance such injury or damage has been caused by the willful misconduct or gross negligence of the Association or the Board of Directors.

16.1.2. Shall not be liable to the Lot Owners as a result of the performance of the Board of Directors members' duties for any mistake of judgment, negligence or otherwise, except for the Board of Directors members' own willful misconduct or gross negligence.

16.1.3. Shall have no personal liability in contract to a Lot Owner or any other person or entity under any agreement, check, contract, deed, lease, mortgage, instrument or transaction entered into by them on behalf of the Board of Directors or the Association in the performance of the Board of Directors members' duties.

16.1.4. Shall not be liable to a Lot Owner, or such Lot Owner's tenants, employees, agents, customers or guests, for loss or damage caused by theft of or damage to personal property left by such Lot Owner or its tenants, employees, agents, customers or guests in a Lot, or in or on the Common Areas, except for the Board of Directors members' own willful misconduct or gross negligence.

16.1.5. Shall have no personal liability in tort to a Lot Owner or any other person or entity, direct or imputed, by virtue of acts performed by or for them, except for the Board of Directors members' own willful misconduct or gross negligence in the performance of their duties.

16.1.6. Shall have no personal liability arising out of the use, misuse or condition of the Buildings, or which might in any other way be assessed against or imputed to the Board of Directors members as a result of or by virtue of their performance of their duties, except for the Board of Directors members' own willful misconduct or gross negligence.

16.2. Indemnification. Each member of the Board of Directors, in its capacity as an Board of Directors member, officer or both, shall be indemnified by the Association against all expenses and liabilities, including attorneys' fees, reasonably incurred by or imposed upon its in connection with any proceeding in which he or she may become involved by reason of he or she being or having been a member and/or officer of the Board of Directors, or any settlement of any such proceeding, whether or not he or she is an Board of Directors member, officer or both at the time such expenses are incurred, except in such cases wherein such Board of Directors member and/or officer is adjudged guilty of willful misconduct or gross negligence in the performance of its duties; provided that, indemnification hereunder with respect to any criminal action or proceeding is permitted only if such Board of Directors member and/or officer had no reasonable cause to believe its conduct was unlawful. The indemnification by the Lot Owners set forth in this Paragraph shall be paid by the Association on behalf of the Lot Owners and shall constitute a Common Expense and shall be assessed and collectible as such. Such right of indemnification shall not be deemed exclusive of any other rights to which such Board of Directors member and/or officer may be entitled as a matter of law or agreement or by vote of the Lot Owners or otherwise.

16.3. Defense of Claims. Complaints brought against the Association, the Board of Directors or the officers, employees or agents thereof in their respective capacities as such, or the Development as a whole, shall be directed to the Board of Directors of the Association, which shall promptly give written notice thereof to the Lot Owners and the Eligible Mortgage Holders and the Mortgagees of Lots, and such complaints shall be defended by the Association. The Lot Owners shall have no right to participate in such defense other than through the Association.

ARTICLE XVII
INTENTIONALLY OMITTED

ARTICLE XVIII
TAXATION

18.1. Lots Not Yet Separately Assessed. In the event that for any year real estate taxes assessed by the City of Portland are not separately taxed and assessed to each separate Lot Owner but are taxed on the Property as a whole, then each Lot Owner shall pay its proportionate share thereof in accordance with its respective Common Expense Liabilities, or in the event some but not all of the Lots are separately taxed and assessed, then those Lots not separately taxed and assessed shall pay their proportionate share thereof as allocated by the Board of Directors through a special assessment.

18.2. Taxes on Lots and on Property Outside of Lots. Each Owner is obligated to pay when due all real estate taxes assessed against its Lot, as well as all other taxes and assessments which in the event of non-payment may give rise to a lien on the real estate. In the event that a certificate of lien is filed against a Lot containing Common Areas as a result of unpaid taxes or assessments, or if forfeiture of such Common Areas is otherwise threatened due to non-payment of any taxes or assessments, the Association may elect to pay such taxes on behalf of the Lot Owner and assess the Owner therefor, which assessment shall constitute a lien in favor of the Association in the manner described in Section 8.2.2 hereof. In the event that those portions of the Property located within the Common Areas, including the open space and the roadways that circumvent the Property, are separately assessed for real estate taxes by the City of Portland, then such taxes shall be paid by the Association and assessed as Common Expenses against each Lot in proportion to its Common Area Interest.

ARTICLE XIX
EXPENSES OF CONVERTIBLE REAL ESTATE, ETC.

19.1. Convertible Real Estate, Etc. To the extent that the Declarant (a) has not added Lots on the Convertible Real Estate to the Development, or (b) until such Development Rights have expired, the Declarant shall be solely responsible for the maintenance, repair, and restoration of, and for the payment of real estate taxes upon and the insurance premiums attributable to, each portion of the Convertible Real Estate upon which Lots have not been added to the Development. To the extent that it is not practical or possible to segregate the responsibilities of the Association and the responsibilities of the Declarant for payment of costs of maintenance, repair and restoration of, and the payment of real estate taxes upon and the insurance premiums attributable to, each portion of the Convertible Real Estate upon which Lots have not been added to the Development, any item of maintenance, repair or restoration paid by the Association upon the Convertible Real Estate, and any real estate taxes and insurance premiums paid by the Lot Owners upon the Convertible Real Estate, shall be partially reimbursed by the Declarant by paying the amount of each of such sums to the Association on the basis of (a) the aggregate area of the portions of the Convertible Real Estate upon which Lots have not been added to the Development relative to, (b) the aggregate area of (1) the Lots, and

(2) the portions of the Convertible Real Estate and the remainder of the Property upon which Lots have been added to the Development or in which the Declarant no longer retains said Development Rights. The Association shall not undertake any maintenance, repair or restoration of the Convertible Real Estate on which Lots have not been added to the Development except to the extent set forth in the preceding sentence. Upon the sale of Convertible Real Estate, prior to such Convertible Real Estate being added to the Development, to a person other than the Declarant, such real estate's status as Convertible Real Estate shall immediately terminate.

ARTICLE XX GENERAL PROVISIONS

20.1. No Obligation to Complete. Nothing contained in this Declaration or the Plan do, or shall be deemed to, impose upon the Declarant, or any successor Declarant, any liability or obligation to build, construct or provide any Buildings, amenities or other improvements to the Property.

20.2. Captions. The headings in this Declaration are for purposes of reference only and shall not limit or otherwise affect the meaning of this Declaration. Any tables of contents or indices are attached to this Declaration for purposes of reference and convenience only and shall neither limit nor otherwise affect the meaning hereof nor be deemed as part of this Declaration. References in this Declaration to Articles, Paragraphs, subparagraphs and Schedules without references to the document in which they are contained are references to this Declaration. Schedules are attached to and incorporated by reference into this Declaration and are an integral part of this Declaration. Any Exhibits are attached to this Declaration for purposes of identification only and shall not for any purposes or reasons be deemed as part of this Declaration.

20.3. Gender, Number, Etc. The use of the singular number in this Declaration shall be deemed to include the plural, the plural the singular, and the use of any one gender shall be deemed applicable to all gender.

20.4. Severability. The invalidity of any provisions of this Declaration shall not be deemed to impair or affect in any manner the validity, enforceability or effect of the remainder of this Declaration, and in such event, all of the other provisions of this Declaration shall continue in full force and effect as if such invalid provision had never been included herein.

[Signature Page Follows]

IN WITNESS WHEREOF, FOREFRONT PARTNERS I, LP, as the Declarant, has caused this Declaration to be executed and sealed in its company name by its Manager hereunto duly authorized as of the date and year first above written.

Signed, Sealed and Delivered
in presence of

FOREFRONT PARTNERS I, LP
By: Forefront GP, LLC, its General
Partner

By: _____
Christopher M. Thompson
Its Manager

“Declarant”

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

On _____, 2015, personally appeared before me the above-named Christopher M. Thompson as the duly authorized Manager of Forefront GP, LLC, the General Partner of said Forefront Partners I, LP and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Forefront Partners I, LP.

Before me,

Notary Public

MORTGAGEE CONSENT_

ANDROSCOGGIN SAVINGS BANK, a Maine banking corporation ("Lender"), holder of a certain Mortgage Deed, Security Agreement and Financing Statement from FOREFRONT PARTNERS I, LP, a Maine limited partnership (the "Borrower"), dated as of June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 292; a Collateral Assignment of Leases and Rentals dated as of June 27, 2013 and recorded in said Registry of Deeds in Book 30781, Page 312; a Mortgage Deed, Security Agreement and Financing Statement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 166; a Collateral Assignment of Leases and Rentals dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 185; and an Equal Priority Agreement dated as of August 30, 2013 and recorded in said Registry of Deeds in Book 31014, Page 194 (collectively the "Loan Documents"), each with respect to certain property located at or near Thompson's Point in Portland, Cumberland County, Maine, as more particularly described therein (the "Mortgaged Property") hereby consents to, and subordinates the liens of the Loan Documents to the foregoing Declaration of Easements, Covenants and Restrictions dated _____, 2014 (the "Declaration of ECR"). The undersigned mortgagee hereby agreeing that its lien under the Loan Documents shall be subject to the provisions of the said Declaration of ECR, and agreeing that in the event of the foreclosure of the Loan Documents, or other sale of the Mortgaged Property under judicial or non-judicial proceedings, the same shall be sold subject to the said Declaration of ECR.

Dated as of _____, 2014

ANDROSCOGGIN SAVINGS BANK

By: _____
Christopher P. DeMerchant
Its Vice President

STATE OF MAINE
County of Cumberland

_____, 2014

Personally appeared the above-named Christopher P. DeMerchant in his capacity as Vice President of Androscoggin Savings Bank and acknowledged the foregoing to be his free act and deed and the free act and deed of Androscoggin Savings Bank.

Before me,

Notary Public / Attorney at Law
Print Name: _____
My Commission Expires: _____

SCHEDULE A – Property Description

PARCEL ONE:

A. Lot One

A certain tract or parcel of uplands and flats, with the buildings thereon, known as Thompson's Point and situated in the City of Portland, in the County of Cumberland and State of Maine, and more particularly bounded and described as follows:

Beginning at a stake in the division line between land now or formerly owned by P.H. and J.M. Brown Company and land formerly owned by the Portland and Ogdensburg Railway (now owned by Maine Central Railroad), which said division line extends in a direct course from Congress Street to the location of said Railway (hereinafter called "said location"), and crosses said location to and into the flats adjoining the above described land and which above described point of beginning is in the southwesterly side line of said location and is twenty-eight (28) feet southwesterly from and measured at right angles to the center line of the east bound main track of said Railway; thence South fifteen degrees twenty-four minutes ($15^{\circ} 24'$) West on said division line four hundred ninety-eight (498) feet to a stake in the flats; thence South fifty-eight degrees forty-six minutes ($58^{\circ} 46'$) East three hundred eighty-three and four tenths (383.4) feet to a stake in the flats; thence South six degrees thirty-six minutes ($6^{\circ} 36'$) East five hundred and seventy-eight (578) feet to a stake in the flats; thence South thirteen degrees thirty-three minutes ($13^{\circ} 33'$) West four hundred (400) feet, more or less, to the channel of a creek running into Fore River, so-called; thence in a general southeasterly direction by said channel of said creek five hundred (500) feet, more or less, to the point of intersection of said channel of said creek with a line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to the prolongation southwesterly of the northwesterly side line of Frederick Street; thence northeasterly on said line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to said prolongation southwesterly of said northwesterly side line of Frederick Street fifteen hundred (1,500) feet, more or less, to a point in the southwesterly side line of said location distant forty-nine and five tenths (49.5) feet, more or less, southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence northwesterly by the southwesterly side line of said location eighty-five (85) feet, more or less, to a point; thence northeasterly at right angles by said location twenty-one and five tenths (21.5) feet to the southwesterly sideline of said location and a point twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence North fifty-four degrees thirty-six minutes ($54^{\circ} 36'$) West by the southwesterly side line of said location and on a line parallel to and twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway seventeen hundred seventy-five (1,775) feet, more or less, to the point of beginning.

Together with a right of way in common with others over the way as now traveled from the

intersection of Sewall and Hooper Streets southerly to the above described premises.

Together with a right of way fifteen (15) feet in width over land reserved by Suburban U.D.I. Co. of Maine as described below adjacent to and northerly of the southerly bounds of the reserved parcel described below. The southerly bounds are described as N 54° 1-1/2' W, two hundred twenty-two and fifty-five hundredths (222.55) feet; N 60° 57-1/2' W, sixty and twelve hundredths (60.12) feet; and N 53° 54-1/2' W, one hundred seventy-five and nineteen hundredths (175.19) feet.

Together with a right to use as presently located over the land reserved by Suburban U.D.I. Co. of Maine all sewers, water mains, and utility lines useful for the conduct of business, including the right to enter the land reserved by Suburban U.D.I. Co. of Maine when necessary for the maintenance and repair of said sewers, water mains, and utility lines.

Together with an easement for access and utilities as reserved in a deed from Forefront Partners I, LP to the State of Maine, acting by and through its Department of Transportation, dated June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 288.

B. Lot Two

A certain lot or parcel of land situated in the City of Portland, County of Cumberland State of Maine being that certain parcel of land conveyed by Suburban Propane Gas Corporation to Mecaw Industries by deed dated October 22, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 239, more particularly bounded and described as follows:

Beginning at an iron pipe that is distant S 35° 31' W forty one and eighty-two hundredths (41.82) feet from the point of beginning of a parcel of land that is excepted and reserved from the conveyance in a quit claim deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in Cumberland County Registry of Deeds in Book 2146, Page 304. Thence, from said point of beginning and by a private road leading from Sewall Street, on the same course of S 35° 31' W thirty six and fifty-nine hundredths (36.59) feet to a spike at land now or formerly of Mecaw Industries; Thence by said land now or formerly of Mecaw Industries S 37° 32' E two hundred twenty five and eighteen hundredths (225.18) feet to an iron; Thence through said excepted parcel N 7° 58' W seventy and ninety-four hundredths (70.94) feet to an iron; Thence continuing through said excepted parcel N 37° 32' W one hundred seventy four and fourteen hundredths (174.14) feet to the point of beginning. Said above described courses are magnetic and of the date of 1953.

EXCEPTING from Parcel One above a certain lot or parcel of land and any buildings thereon as reserved in a deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in the Cumberland County Registry of Deeds in Book 2146, Page 304, and further bounded and described as follows:

Beginning at a stake on the southerly side line of the right of way of the Mountain Division of the Maine Central Railroad (formerly the Portland and Ogdensburg Railway), said stake being fifteen (15) feet easterly from the center line of a private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said stake being approximately opposite Station 42+96.45, of said railroad; thence by said railroad right of way S 37° 32' E, two hundred six and one tenth (206.1) feet to a stake in the line of a fence; thence by said fence and on a course of S 32° 21' E, two hundred eighty-two and six hundredths (282.06) feet to the end post of said fence; thence S 32° 50' E, eighteen and sixty-nine hundredths (18.69) feet to a stake; thence S 22° 35' E, fifty (50) feet to a stake; thence S 20° 06' E, fifty (50) feet to a stake; thence S 13° 06' E, fifty (50) feet to a stake; thence S 02° 18' E, fifty (50) feet to a stake; thence S 07° 40' W, fifty (50) feet to a stake; thence S 17° 43-1/2' W, fifty (50) feet to a stake; thence S 27° 11-1/2' W, fifty (50) feet to a spike in the center line of a thirty (30) foot right of way hereinafter described, said spike being distant N 54° 01-1/2' W, three and ninety-two hundredths (3.92) feet from the westerly gauge of a railway spur line; thence by the center line of said aforementioned thirty (30) foot right of way, N 54° 01-1/2' W, two hundred twenty-seven and fifty-five hundredths (227.55) feet to a spike marking an angle in said right of way, said last mentioned course passing 15 feet northerly of and parallel to the northerly side line of a projection of a building on land conveyed by Suburban U.D.I. Co. of Maine to said Andersons; thence by the center line of said aforementioned thirty (30) foot right of way, N 60° 57-1/2' W, sixty and twelve hundredths (60.12) feet to a spike marking an angle therein; thence by the center line of said aforementioned thirty (30) foot right of way, N 53° 54-1/2' W, one hundred seventy-five and nineteen hundredths (175.19) feet to a spike, said last mentioned course passing twenty-two (22) feet southerly of and parallel to the brick line of a three story office building known as Building 7-G on land reserved to Suburban U.D.I. Co. of Maine; thence parallel to and five (5) feet from a building on land reserved to Suburban U.D.I. Co. of Maine, N 36° 16-1/2' E, three hundred and fifty-two hundredths (300.52) feet to a stake; thence N 37° 32' W, two hundred twenty-five and eighteen hundredths (225.18) feet to a stake distant fifteen (15) feet from the center line of said private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said last mentioned course being parallel to and seventy-five (75) feet from the first described course; thence by said private road leading from Sewall Street, N 35° 31' E, seventy-eight and forty-one hundredths (78.41) feet to the point of beginning. Said above described courses are magnetic and of the year 1953.

ALSO EXCEPTING from Parcel One above a small parcel of land conveyed by Mecaw Industries to Suburban Propane Gas Corporation by deed dated November 24, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 236.

ALSO EXCEPTING from Parcel One a small parcel of land conveyed by Mecaw Industries to Portland Water District by deed dated March 19, 1976 and recorded in the Cumberland County Registry of Deeds in Book 3821, Page 2.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by the State of Maine for highway purposes and described in a Notice of Taking dated July 26, 1967 and recorded in the Cumberland County Registry of Deeds in Book 3005, Page 432.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated August 20, 2001 and recorded in the Cumberland County Registry of Deeds in Book 16667, Page 204.

ALSO EXCEPTING from Parcel One above that portion of the premises taken by Langdon Street Real Estate by its Notice dated November 10, 1997 and recorded in the Cumberland County Registry of Deeds in Book 13459, Page 202.

ALSO EXCEPTING from Parcel One above that portion of the premises and rights and easements taken by the Northern New England Passenger Rail Authority by Notice of Condemnation dated February 2, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27577, Page 53.

ALSO EXCEPTING from Parcel One above that portion of the premises conveyed by Forefront Partners I, LP to the State of Maine acting by and through its Department of Transportation by deed dated June 27, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30781, Page 288.

PARCEL TWO:

A certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine and conveyed by The Dartmouth Company to Thompson's Point, Inc. by deed dated January 31, 1985 and recorded in the Cumberland County Registry of Deeds in Book 6676, Page 287, further bounded and described as follows:

Commencing at a point on a line of land being the southeasterly sideline of land now or formerly of The Dartmouth Company and further being the last described course (i.e., the 2,066-foot course) in the fourth described parcel in a deed from John Marshall Brown to P.H. and J.M. Brown Company, dated January 3, 1894, and recorded in the Cumberland County Registry of Deeds in Book 609, Page 364, said point being at the intersection of the aforesaid line with the line of land formerly of the Portland and Ogdensburg Railway, now of the Portland Terminal Company; thence northwesterly along the line of land of said Portland Terminal Company approximately three hundred (300) feet to a northerly corner of the land now or formerly of the Dartmouth Company; thence South 70° West by said The Dartmouth Company sideline approximately fifty (50) feet to the high water mark of an inlet on the Fore River; thence in a generally southerly direction along the high water mark and westerly, southerly and easterly around a finger of land extending into said inlet, in all cases along the high water mark, to the northwesterly sideline of the land of Thompson's Point Inc.; thence northeasterly along the northwesterly sideline of the land of the said Thompson's Point Inc. approximately four hundred fifteen (415) feet to the point of beginning.

The Property subject to this Declaration of ECR is also subject to the following easements:

1. A certain Drainage Easement from Forefront Partners I, LP to the State of Maine

acting by and through its Department of Transportation by instrument dated October 11, 2013 and recorded in the Cumberland County Registry of Deeds in Book 31099, Page 185.

2. A certain Construction and Maintenance Easement from Forefront Partners I, LP to Northern New England Passenger Rail Authority by instrument dated October 11, 2013 and recorded in the Cumberland County Registry of Deeds in Book 31099, Page 188.

3. A certain Trail Easement by and between Forefront Partners I, LP and the City of Portland, Maine dated September 2, 2014 and recorded in said Registry of Deeds in Book 31762, Page 29.

SCHEDULE B – Reduced Copy of Plan

SCHEDULE C - Common Area Interest and Common Expense Liability

Identifying Number	Lot Size in Sq. Feet – <u>see</u> § 1.1.17 hereof	Common Area Interest and Common Expense Liability	Votes in the Association
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
TOTALS			

Each Common Area Interest and Common Expense Liability has been rounded to the nearest one thousandth of one percent (0.001%) so that the sum of the Common Area Interests and Common Expense Liabilities allocated at any time to all the Lots may not equal one hundred percent (100%). The Common Area Interest and Common Expense Liability appurtenant to each respective Lot are each a percentage determined on the basis of “size” (as defined in Paragraph 1.1.17 above) by multiplying by one hundred (100) the quotient resulting from dividing the “size” of each respective Lot by the aggregate “size” of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to the Development. The “size” of each Lot is the number of square feet therein determined by reference to Section 1.1.17 of the Declaration and the latest version of the Plan recorded in the Cumberland County Registry of Deeds. The Votes in the Association allocated to each respective Lot is a sum rounded to the nearest whole number determined by multiplying by one thousand (1,000) the quotient resulting from dividing the “size” of each respective Lot by the aggregate “size” of all the Lots in the Development, excluding from such calculation Common Areas, and excluding Lots 14 and 15 until such time as they are added to

the Development. In the event of a discrepancy between the stated Allocated Interests and the result derived from the foregoing formulas, the stated Allocated Interests shall prevail. The Allocated Interests stated for each Lot in this Schedule C are subject to change in the circumstances stated in this Declaration, e.g., change a Lot size, change in Common Areas, or addition of Convertible Real Estate. This Schedule C shall be amended and restated by the Declarant or Association, as applicable, without the consent of the Lot Owners each time such a change occurs.

SCHEDULE D – Copy or Summary of Event Management Plan

SCHEDULE E – Copy or Summary of Transportation Demand Management Program



August 13, 2015

Ms. Christine Grimando, Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: The Forefront at Thompson's Point
Subdivision Plan Application**

Dear Christine:

On behalf of Forefront Partners I, LP, we are pleased to provide the accompanying package of submission materials related to the proposed Overall Subdivision Plan of The Forefront at Thompson's Point development. This submission package is intended to meet the City's Subdivision Submission requirements to the extent practicable as outlined in the Subdivision Application procedures as well as Article IV Section 14-496 (a) of the Code of Ordinances. These materials represent the revisions to the March 2014 approved Master Development Plan, additional engineering detail for common areas, and inclusion of the previously approved Phase 1A Brick North Site Plan.

MASTER PLAN

The project has undergone minor changes since the Master Development approval from March 2014. While the Master Plan remains very similar in layout, program, and parking, some of the program elements have shifted locations within previously defined building envelopes. Changes to the buildings are summarized as follows:

- At the heart of the layout adjustments, is Forefront's decision to retain and renovate the existing brick building referred to as Brick South in its entirety. Brick South shown as Building C on the enclosed plans will be used as assembly event space. The event space is meant to complement the proposed event center, the outdoor event area held at the Depot and the southern portion of the site, and is not intended to increase the overall size of events, or number of people at the site at one time. Brick South will be renovated to accommodate 2,500 people and support space such as a kitchen, meeting space, storage and bathrooms, and related ancillary services for the event space.
- The restaurant space (E2) has been incorporated into the hotel's ground floor. This allows space for additional surface parking next to the hotel.
- The educational building (Circus Conservatory) will be divided into their primary space in the new Building (D) and their current leased space in a portion of the Brick North Building (Building A). There is no change in total office space proposed for the overall site.
- The Cultural Center (Building I) has grown in gross square footage and building footprint; however, the program has remained the same.

Ms. Christine Grimando
 August 13, 2015
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The updated Master Plan Building Program is summarized in the table below:

TABLE 1 MASTER PLAN PROGRAM		
Building Master Plan		Master Plan - August 2015 Gross Size
Building A:	Mixed Use: Cellar Door Winery (5,840 SF) Circus Program (6,799 SF; 400 People) Big Room Studios (3,461 SF) Café (1377 SF) Brewery (10,068 SF) Distillery (5,284 SF) Color Me Mine (2,136 SF) Common (741 SF)	34,800 SF +/-
Building B1:	Multi-Purpose (Assume Live Theater)	4,800 Seats
Building B2:	Ancillary to B1 and Seasonal Dock	3,600 SF
Building B3:	Restaurant	3,600 SF
Building C:	Event/Assembly Space (2,500 People)	34,600 SF
Building D:	Educational/Gym/Sports Medicine	41,600 SF
Building E:	Hotel & Restaurant Condominiums	125 Rooms 24 Units
Buildings F1/F2:	Parking Garage <i>*(see next page)</i>	730 Spaces
Building G:	Office	180,000 SF
Building H:	Event Center	63,000 SF
Building I:	Cultural Center	40,000 SF
Building J1:	Condominiums (Assumed)	160,000 SF/160 Units
Building J2:	Condominiums (Assumed)	196,500 SF/160 Units
Total Non-Garage		814,300 SF

** Depending on the timing of garage construction which will follows the relocation of Suburban Propane and the commencement of the phase two buildings, it is conceivable that by the time the garage is ready to begin construction we may actually elect to add floors taking advantage of the 120' height limit to increase structured parking capacity. It may also be desirable to build the garage structure to provide for the possibility of adding floors in the future after the initial 730 spaces are built. We are continuing to assess these options now, but would suggest that the Master Plan retains the ability to plan for a dynamic future outcome without compromising the needs of the first phase of development.*

SUBDIVISION PLAN

The overall subdivision plan takes a holistic approach to how the Master Plan will be implemented and shows the subdivision of what are currently four lots (two lots owned by Forefront Partners, one lot owned by Suburban Propane, and one lot owned by Northern New England Rail Authority (NNEPRA)). The overall subdivision envisions 19 lots plus common area. The subdivision would occur over the course of four (4) or more sectional recordings.

Ms. Christine Grimando
August 13, 2015
Page 3

A description of the overall Subdivision Plan development sequence is as follows:

1. Sectional 1 Recording Plat: The initial development activity now includes the redevelopment of the existing Brick North building for mixed use. This former brick rail building is well suited for its reuse as commercial space housing multiple small tenants. This initial activity has begun as part of a Phase 1A sectional recording based on a subdivision approval in 2012 and amended in 2013. As part of this subdivision application, the first sectional subdivision plat would modify and replace the previously recorded lot configuration around Brick North to include Lots 1-5 plus Lot 10 as depicted on the enclosed plan Sheet C-2.1. Lot 10 would create a separate lot for the existing building referred to as "The Depot".
2. Sectional 2 Recording Plat: The applicant has resurrected the former Barnstormers building (actually part of the former Union Station rail depot) located at the south end of the point (Lot 10 – aka “The Depot”) for use as a multi-purpose space related to an outdoor event area located at the south end of the point. This outdoor event area is of equal capacity (approximately 5,000; though it can actually hold 7,300, of which more is described below) to the outdoor concert area that was adjacent to the Event Center in our June 2013 plan. We have relocated this function to the point to take advantage of the proximity to this unique structure. It is important to note that during the licensing process for the events that occurred this past summer, the Fire Department asked us to assess the maximum capacity of the Depot area from a public safety perspective. It was determined by Mark Cummings, P.E. that it was feasible to accommodate 7,300 people safely on the site, assuming that an adequate off-site parking plan and temporary pedestrian safety layout could be provided, in the context of a business licensing scenario.

This phase of the project also contemplates the addition of a restaurant and a new building which supports the seasonal dock and Depot structure.

Sectional Recording 2 would create Lots 8, 9, and 11 to support The Depot as well as Lot 6 (temporary parking/future building pad) and Lots 12 and 13 (Restaurant and Parking). These lots are depicted on the enclosed plan Sheet C-2.2.

3. Sectional 3 Recording Plat: The applicant has a Purchase and Sale agreement for the acquisition of the Suburban Propane property and a land swap agreement with NNEPRA. Upon closing on these two parcels, the applicant would consolidate the land and create Lots 14 and 15. This sectional plat would create the lots required for the parking garage (Lot 14) and the event center (Lot 15). Additional common space would complete a loop road around the peninsula portion of the project. Lot 7 is anticipated to be a cultural center building which supports the completion of the loop road around the perimeter of the peninsula.
4. Sectional 4 Recording Plat: This is anticipated to be the last recording of the full subdivision plan. Lots 16-19 would be used for the major office space component as well as the potential residential buildings planned for the Panhandle portion of the site.

As you are aware, the original Level III Site Plan and Subdivision approval documents included a substantial design effort that was found to address the City’s technical standards. Our plan documents included full design for geometric layout, grading, drainage, and related utility infrastructure. We also produced detailed landscape architecture design and details. Based on the original Subdivision, Site Plan and subsequent Master Plan approvals, the City has found that the development site can adequately

Ms. Christine Grimando
August 13, 2015
Page 4

support the development program proposed. The enclosed application provides the engineering details to show how the project continues to meet the City's Technical Standards as well as State and Federal regulatory permits.

FST anticipates a Level III Site Plan Application which covers the details of the Brick South is imminent and will be forthcoming in the short weeks ahead, as is a second Level III Site Plan which covers the details of the Restaurant on Lot 12. We understand that the Planning Board will be reviewing the additional information at the same time as this application, but wishes to provide this submission now in order to begin the review process.

On behalf of the Forefront at Thompson's Point development team, we look forward to your continued assistance on the project and we look forward to the next scheduled workshop meeting with the Planning Board. Please find one hard copy of the application materials including 11 x 17 and full size plans, along with a CD containing PDF files for all submission materials.

If you have any questions regarding these materials, please contact this office.

Sincerely,

FAY, SPOFFORD & THORNDIKE, LLC



Bo Kennedy, P.E.
Senior Engineer

BEK/cmd

Enc: Attachment A – Subdivision Plan Submission Supporting Narrative
Attachment B – AutoTurn® Figures
Attachment C – Traffic Study Information
Attachment D – Stormwater Management Report and Supplemental Information
Attachment E – Life Safety Plan
Attachment F – Photometric Cut Sheets & Specifications
Attachment G – State and Federal Permits
Attachment H – Utility Capacity Information
Attachment I – Conformity to Applicable Design Standards
Attachment J – Title, Right & Interest
Attachment K – Financial Capacity Letter
Attachment L – Declaration of Easements, Covenants and Restrictions

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners I, LP
Paul Ureneck, Boulos Company
Pat Carroll, Carroll Associates



Jeff Levine, AICP, Director
Planning & Urban Development Department

Electronic Signature and Fee Payment Confirmation

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:

- ☐ Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☒ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature:

Bo E. Kennedy, P.E.

I have provided digital copies and sent them on:

August 13, 2015

Date:

August 13, 2015

Date:

NOTE: All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.



Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

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

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

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

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

PROJECT NAME: The Forefront at Thompson's Point

PROPOSED DEVELOPMENT ADDRESS:

1 Thompson's Point

PROJECT DESCRIPTION:

This application supersedes the approved July 2013 overall subdivision plan for the Forefront

at Thompson's Point to be Consistent with the March 2014 approved Master Plan.

CHART/BLOCK/LOT: 201/ A / 5, 8, 10
202/ A / 1 & 4

PRELIMINARY PLAN _____ (date)

FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Chris Thompson Business Name, if applicable: Parallax Partners (dba Forefront Partners I, LP) Address: 501 Danforth Street City/State : Portland, ME Zip Code: 04102	Applicant Contact Information Work # 207-747-5288 Home# Cell # 207-347-1614 Fax# 207-747-5941 e-mail: parallaxpartners@gmail.com
Owner – (if different from Applicant) Name: Address: SAME AS APPLICANT City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Bo E. Kennedy, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Agent/Representative Contact information Work # 207-775-1121 Cell # 207-318-8364 e-mail: bkennedy@fstinc.com
Billing Information Name: Address: SAME AS APPLICANT City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:

Engineer Name: Bo E. Kennedy, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Engineer Contact Information Work # 207-775-1121 Cell # 207-318-8364 Fax# 207-879-0896 e-mail: bkennedy@fstinc.com
Surveyor Name: Owens McCullough Sebago Technics Address: P.O. Box 1339 City/State : Westbrook, ME Zip Code: 04098	Surveyor Contact Information Work # 207-856-0279 Cell # 207-232-1649 Fax# 207-856-2206 e-mail: omccullough@sebagotechnics.com
Architect Name: Bill Hopkins* Archetype, PA Address: 48 Wharf Street City/State : Portland, ME Zip Code: 04101 * Other members of Architect - To be determined	Architect Contact Information Work # 207-772-6022 Cell # 207-671-9194 Fax# 207-772-4056 e-mail: hopkins@archetype-architects.com
Attorney Name: David L. Galgay, Jr. Verrill Dana LLP Address: P.O. Box 586 - 1 Portland Square City/State : Portland, ME Zip Code: 04112-0586	Attorney Contact Information Work # 207-774-4000 Cell # 207-253-4514 Fax# 207-774-7499 e-mail: dgalgay@verrilldana.com

APPLICATION FEES:

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

Level III Development (check applicable reviews) ___ Less than 50,000 sq. ft. (\$500.00) ___ 50,000 - 100,000 sq. ft. (\$1,000) ___ 100,000 – 200,000 sq. ft. (\$2,000) ___ 200,000 – 300,000 sq. ft. (\$3,000) ___ over \$300,00 sq. ft. (\$5,000) ___ Parking lots over 11 spaces (\$1,000) ___ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ___ Planning Staff Review (\$250) X Planning Board Review (\$500) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) ___ Traffic Movement (\$1,000) ___ Stormwater Quality (\$250) X Subdivisions (\$500 + \$25/lot) # of Lots <u>19</u> x \$25/lot = <u>475</u> ___ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = _____ ___ Other _____ ___ Change of Use ___ Flood Plain ___ Shoreland ___ Design Review ___ Housing Replacement ___ Historic Preservation
--	--

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

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

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

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

APPLICANT SIGNATURE:

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

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

Signature of Applicant: 	Date: August 13, 2015
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PROJECT DATA

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

Total Area of Site	32.67	sq. ft.
Proposed Total Disturbed Area of the Site	23.26	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
Impervious Surface Area		
Impervious Area (Total Existing)	908,661	sq. ft.
Impervious Area (Total Proposed)	714,384	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	123,684	sq. ft.
Building Footprint (Total Proposed)	319,644	sq. ft.
Building Floor Area (Total Existing)	123,684	sq. ft.
Building Floor Area (Total Proposed) (Includes Garage)	975,875	sq. ft.
Zoning		
Existing	B-5	
Proposed, if applicable	B-5	
Land Use		
Existing	Industrial	
Proposed	Mixed Use/T.O.D	
Residential, If applicable		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	344	
# of Lots (Total Proposed)	20	
# of Affordable Housing Units (Total Proposed)	Unknown	
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)	TBD	
# of One-Bedroom Units (Total Proposed)	TBD	
# of Two-Bedroom Units (Total Proposed)	TBD	
# of Three-Bedroom Units (Total Proposed)	TBD	
Parking Spaces		
# of Parking Spaces (Total Existing)	Not Known	
# of Parking Spaces (Total Proposed)	1,342	
# of Handicapped Spaces (Total Proposed)	26	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	92	
Estimated Cost of Project	\$100 - \$110 million	

NOT APPLICABLE

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

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

*Provided under Site Plan Application.

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

- Continued on next page -

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



November 10, 2015

Ms. Christine Grimando
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: The Forefront at Thompson's Point
Brick South Level III & Subdivision Application
Review Comments Received October 22, 2015 and November 3, 2015**

Dear Christine:

We have received and reviewed peer review comments and offer our responses to these comments. For ease of reference we have repeated each comment in *italics* with our response following.

Comment 1:

Annotation regarding associated infrastructure for each subdivision section.

Response:

FST has added annotations on the conceptual sectional subdivision plans to identify the limits of proposed roadway and utility infrastructure. Additionally, FST has prepared conceptual sectional utility plans which have been produced in color in an effort to more clearly reflect the proposed common infrastructure associated with each section. It is noted that detailed information regarding the overall proposed roadway and utility infrastructure has been provide in the previously submitted plan views.

Comment 2:

Response to Tom Errico's review comments (TDM update, parking, trip generation)

- *In general, I find the overall Subdivision Plan layout to be acceptable with specific site issues addressed during the site plan review process. The applicant should be specific about what triggers the full construction of the circulatory roadway or how it is being phased. Additionally, it is unclear where the public right-of-way terminates for the phasing of the circulation road given that EDA funding is extending the public roadway system.*

Response:

The EDA funded portion of roadway extension will ultimately extend approximately 400 feet across the tracks. The initial construction of offsite improvements included 150 linear feet of roadway on the Thompson's Point side of the new railroad crossing. As a part of a recent contract modification, the roadway will be extended another 250 feet. The enclosed Subdivision Plans have been revised to show the limits of public roadway extension. The construction of the roadway extension will follow the same construction details and standards used in the first 150 feet of roadway. The land taking documents are being prepared by the MaineDOT. Recordable information will be added to the subdivision plans upon availability.

Ms. Christine Grimando
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The enclosed conceptual sectional subdivision plans show the progression of circulatory roadway construction; however, it is understood that the “loop road” as shown on the overall site plan will be constructed as warranted by the development.

- *I have reviewed the updated traffic generation estimate conducted by the applicant and request that the applicant provide back-up information for the noted AM and PM peak hour trip estimate. Additionally, the applicant should provide supporting documentation for each specific use. An example is the Brewery where 8 entering and exiting vehicles were assumed in a peak hour, when occupancy of a tasting room may be indicative of greater trip activity during the PM peak hour. The applicant does note that the project is anticipated to exceed the trip threshold established by the current Traffic Movement Permit (TMP) during the AM peak hour while the PM peak hour is projected to be under the threshold. In an attempt to understanding specific project phasing traffic impacts, the applicant should also provide the trip estimate for the Level III Site Plan application.*

Response:

The response to this comment was addressed in the applicant’s Memorandum dated October 13, 2015 and enclosed with this letter.

- *According to the parking analysis conducted by Gorrill-Palmer, a parking demand of 1790 parking spaces is estimated. The applicant should provide specific detail on parking demand/supply allocation for the entire Master Plan and for the Level III Site Plan application plan.*

Response:

The response to this comment was addressed in the applicant’s Memorandum dated October 13, 2015 and enclosed with this letter.

- *The applicant has provided the TDM Plan that was developed in 2011 and approved as part of the original approval. In concept, I find the TDM Plan to be acceptable but want to emphasize the importance of the measures included in the Plan and how the traffic study and parking analyses assume some level of TDM success. Accordingly, the applicant should provide an update of the TDM Plan for the Level III Site Plan application to reflect the proposed implementation schedule (including what specific strategies are being implemented, implementation dates, and specific monitoring activities).*

Response:

The enclosed “Addendum to Transportation Demand Management Plan” dated November 4, 2015 provides information specific to the Brick North and Brick South Level III Site Plan Application, event data and information, proposed survey to support the TDM, and an updated schedule to key TDM dates.

- *The applicant has provided a general approach to managing event traffic volumes as part of the Master Plan. I would note that a detailed traffic management plan was developed in conjunction with the original application and that plan should continue to be used (if the applicant suggests deviating from the Plan, those details should be provided). I would note that the Traffic Management Plan is a live plan and will be reviewed and adjusted over time as conditions in the area are monitored.*

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Page 3

Response:

Forefront is committed to using and adjusting the TDM and Event Management Plan (EMP) to successfully manage traffic and parking on the site. Many measures of these two plans have been implemented over the last two summers as part of the events which have been held on Thompson's Point. These measures and results are summarized in the enclosed "Addendum to Transportation Demand Management Plan" dated November 4, 2015.

- *I find the Level III Site plan to be acceptable, although further review is required. I would note that the applicant should provide details on construction activities and how current parking and traffic will be managed.*

Response:

The enclosed Erosion Control and Construction Management Plan C-6.0 highlights key areas which will be utilized during construction. The plan designates areas which will be used for construction, laydown areas, active parking and material stockpiles.

Comment 3:

Public Works Engineering Department requested a Sewer system capacity status update

Response:

FST anticipates the proposed uses as part of the Brick South and Brick North Level III Site Plan Application are consistent with those flows projected during the Approved Master Plan Phase. FST estimates that this phase of the development will generate approximately 17,941 gpd as shown in the table below. This projection of flow is substantially below the computed flow of 70,000 gpd as reported in the Master Plan. As proposed development is constructed, the sanitary sewer flows will be adjusted to reflect actual demand and reported with subsequent Site Plan Applications.

Brick North and Brick South Estimated Thompson's Point Wastewater Design Flows				
Brick North- Building A	Quantity	Unit	Flow per Unit	Total Design Flow (GPD)
<i>Circus Conservatory*</i>	6,799	SF		
	400	Seats	5 gpd/seat	2,000
<i>Big Room Studios</i>	3,461	SF		
	138	Seats	5 gpd/seat	692
<i>Café</i>	1,377	SF		
	14	100 SF	50 gpd/100 SF	688.50
<i>Brewery</i>	10,809	SF		
		Per Tennant Demand		1,000
<i>Distillery</i>	5,284	SF		
		Per Tennant Demand		1,000
<i>Color Me Mine</i>	2,136	SF		
	5	Employee	12 gal/Employee	60
		Brick North Subtotal		5,441

Ms. Christine Grimando
November 10, 2015
Page 4

Brick South - Building C	Quantity	Unit	Flow per Unit	Total Design Flow (GPD)
Event/Assembly Space	34,600	SF		
	2,500	Seats	5 gpd/seat	12,500
		Brick South Subtotal		12,500
		TOTAL FLOW		17,941

**Flow for Circus is based on the maximum person capacity when used for assembly space. This is more likely to be treated like a school facility at 5-10 gpd/student plus 12 gpd/teacher with approximately 120 students and 8 employees*

Comment 4:

Terms of access to water needs to be noted on plan. This information is in the Easements, Covenants & Restrictions document, but I don't think this was noted on the plan.

Response:

Access to the water and trails by members of the public continues to be an important component of the overall Subdivision and Site Plan. Notations have been added to the Overall Subdivision Plan documenting terms of access to both the waterfront at the tip of the peninsula as well as the trail system along the southerly edge of the panhandle. These notations refer to the language described in the Easements, Covenants & Restrictions document. The Overall Subdivision Plan is enclosed for the City's review.

Comment 5:

Bill Clark in DPS offered subdivision plat comments.

- *There are missing bearings and distances noted.*

Response:

The missing bearings and distances have been added as shown on the revised Subdivision Plans.

- *Need tie bearings and distances.*

Response:

The missing ties have been added as shown on the revised Subdivision Plans.

- *Need State Plane Coordinates at locations shown.*

Response:

The coordinates on State Plane Coordinate System have been added on the revised Subdivision Plans.

- *Sheets 2.1 through 2.4 I believe are 1" = 100' and not 1" = 80'.*

Ms. Christine Grimando
November 10, 2015
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Response:

Plans have been revised to reflect the correct plan scale.

- *Property corners to be set need to be larger than the line width as cannot see all corners to set.*

Response:

The property corners have been increased in size.

- *Various easements such as "Realigned CSO Easement Over New CSO Line" are not defined with bearings and distances. Is there an easement plan not at 1" = 100' which adequately shows the realignment?*

Response:

The realigned CSO Easements is described in the Easement and Encumbrance Plan Sheet C-2.0A.

- *Street to be Accepted by the City of Portland. It cannot be named as Sewall Street as Sewall Street is blocked off. Access will be from Thompsons Point Road to be named and accepted by the City Council. Sheet 2.0 shows a conveyance of street to MDOT for Sewall Street. I believe it should be Proposed Conveyance to City of Portland for Thompsons Point Road.*

Response:

The MaineDOT is preparing documents to support this work.

- *Turnaround Easement and area to be deeded to the City of Portland needs to be defined on a separate plan for street acceptance at a scale closer to 1" = 20'. 1" = 100' cannot adequately show all the detail. Turnaround easements are typically located before the end of the proposed street to be accepted and not along a private road. Will the proposed end of acceptance be located farther along Thompsons Point Road? If so, it needs to be shown on the plan.*

Response:

This turnaround location was previously approved by the City of Portland. The location of the turnaround will be positioned before the end of the right of way expansion.

- *There are areas where text overlaps line work and hatching. When scanned at the Registry of Deeds the text will not be legible. I have circled various examples.*

Response:

To the extent practicable, FST has fixed the overlapping text.

Bill Clark's comments were received on Nov. 3, 2015 and have been incorporated into the revised Subdivision and Conceptual Sectional Subdivision Plans.

Ms. Christine Grimando
November 10, 2015
Page 6

Comment 6:

Construction management plan – a prior one was referenced in the Level III application. Please re-submit this so it can be reviewed in light of the current proposal.

Response:

The enclosed Erosion Control and Construction Management Plan C-6.0 highlights key areas which will be utilized during construction. The plan designates areas which will be used for construction, laydown areas, active parking and material stockpiles.

Comment 7:

Lastly, I haven't found record of this in prior application materials, so please excuse this if it's redundant, but on the subject of access and circulation for the site, has ADA compliance been explicitly addressed yet? The transportation standards for 14-526 specify safe access for all users, and it would be helpful to have something on record in this regard.

Response:

The previously submitted Site Layout Plan C-3.0 shows the site vehicular and pedestrian circulation. All sidewalks represented on the plan have been designed to meet the 2010 ADA Standards for Accessible Design. An accessible route has been provided from the public street to all main entrances as well as from designated parking stalls to the main entrances. The plan proposes a total of 118 parking spaces of which 8 have been designed to meet the ADA standards. The design provides for ADA stalls in each separate parking facility and as a result the total number of provided ADA stalls exceeds both the required number of ADA spaces if computed holistically (5 required) or the required number of spaces when tallied up per parking area (7 required).

Comment 8:

Forefront requested Portland Water District review the need for a septic tank on the outlet to Brick South. The following response was provided to FST on Nov. 2, 2015:

"Per our discussion on Friday, the addition of a septic tank for Brick South is not a requirement or recommendation by the District. As noted in the Ability to Serve letter issued March 14, 2014, the District understands that the Development team does not currently anticipate discharge of any non-typical sewerage which could contribute to pump plugging. If such discharges are experienced in the future, they would be considered interferences requiring mitigation by the developer/owner.

Response:

The septic tank has been removed from the plan as shown on the enclosed Utility Plan C-4.0. FST understands that septic tanks will not be required in the future unless the discharge is anticipated to produce deleterious materials to the pump station which may cause damage.

Ms. Christine Grimando
November 10, 2015
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If you have any questions with the information submitted above, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE, LLC

A handwritten signature in black ink, appearing to read 'Bo Kennedy', is written over a faint, light gray circular stamp.

Bo Kennedy, P.E.
Senior Engineer

BEK/cmd

Enc: Attachment A – Memorandum dated October 13, 2015
Attachment B – Addendum to Transportation Demand Management Plan” dated November 4, 2015
Plan Sheets

c: Chris Thompson

r:\2982.05 amended site plan part ii\admin\permitting\subdivision application august 2015\lor\2982.05 sb-m029d 2015.11.09 grimando (lor).docx

ATTACHMENT A

Memorandum

From: Chris Thompson, Forefront Partners I, LP
Bo Kennedy, PE
Randy Dunton, PE

To: Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

Date: October 13, 2015

RE: The Forefront at Thompson's Point Subdivision and Level III Site Plan

Project #: 2015-133 & 2015-159; CBL: 201 A005001

Dear Christine,

Thank you for your memorandum. We were impressed by its clarity and ability to distill several years of project history into a cogent and succinct overview, and appreciate the time and energy it surely took to achieve that result.

In anticipation of tonight's workshop, we wanted to provide this memorandum responding to several comments and questions in Section XI (5), p. 14, in the hope that this additional clarification will be helpful to staff and members of the Planning Board.

With respect to the introductory paragraph regarding the existing Traffic Movement Permit (TMP), we thought it important to note that the offsite improvements that were made as part of the EDA grant process were based on an 18 month collaborative design process undertaken by the City, MDOT, NNEPRA, and the developer and its engineers. This resulted in the construction of approximately \$6M of improvements that had been designed to meet and exceed the City (Master Plan, including its Transportation Demand Management and Event Management plans) and State (TMP) requirements that were associated with our approved development program. These improvements were completed in December 2014.

Regarding Mr. Errico's first bulleted point, we agree that it is important, and incumbent upon us as the applicant, to provide clear information regarding the relationship of roadway (and stormwater and utility) construction with the four sectional recordings. Mr. Errico's suggestion that the majority of engineering detail should be found in the Level III site plans is consistent with our understanding of the review process. Pursuant to Mr. Errico's request, we will plan to include in tonight's presentation of the subdivision a high-level overview addressing the portion of roads and sidewalks that will be constructed with each of those sections, and an indication of how stormwater and utility

infrastructure will be handled. In terms of the public right-of-way, the EDA funding provided for the creation of approximately 400' of roadway. 150' of this has been built and was completed in December 2014. An additional 250' is being built this fall, and is to be completed before December 2015. Please see the attached plans from FST indicating the limit of existing roadway, as well as the roadway to be constructed via contract change order in the next few weeks. It is important to note that the Brick South Level III site plan will tie in to this public right-of-way and thus complete the upper portion of roadway and related pedestrian improvements for Lots 1, 2 and 3.

We are in full agreement with Ms. Grimando with respect to the third paragraph. We believe that staff's approach to the combined Brick North and Brick South site work is sound and will provide clarity for all parties. As noted above, we are prepared to present information regarding which portions of the overall site improvements are associated with each section.

With respect to Mr. Errico's second bulleted comments, we have provided that additional backup detail under separate cover. We also include the following comment from Randy Dunton (Gorrill Palmer):

We have attached the supporting AM and PM peak hour calculations and trip generation summary for each of the specific uses within the master plan. The comments specifically reference the Brewery trip generation and the potential for a tasting room. The trip generation calculations assume the wine tasting would take place in the Winery, which was calculated as Specialty Retail. The Brewery trip generation was calculated as manufacturing, which was identified as the most appropriate Land Use Code. There are two items of special note regarding the wine tasting and the overall PM trip generation. First, all tastings would be expected to occur occasionally and not on a regular basis, and would most likely occur during hours that are not concurrent with typical adjacent street peak hours. Secondly, the PM peak hour trip generation is forecast to be less than the permitted trip ends, which allows some flexibility without exceeding permitted trips. The trip generation for each use is summarized on the attached, so any combination of uses can be calculated.

Regarding Mr. Errico's final bulleted comment, we assume that by "traffic management plan" Mr. Errico intends "Transportation Demand Management Plan" (TDM). Our team and city staff invested substantial time and thought in generating the TDM plan, which we have always regarded as an exciting, creative, and dynamic part of our project. We are excited to have hit the point, with the Brick North / Brick South buildouts, where we exceed the 50,000SF threshold and can "officially" begin to implement the TDM plan. We have effectively been following it for the last year and a half in terms of our event management efforts, which have included a number of strategies to encourage alternatives to SOVs – from offering bike valet programs, courtesy shuttling for concerts and events, and the like. We remain enthusiastic about the TDM plan and we intend to move forward following its framework. We agree with Mr. Errico's characterization of the TDM plan as a "living document" (much like the Master Plan), and to this end we

feel it would be appropriate for us to submit an addendum to that plan following tonight's workshop that updates the original TDM plan to reflect the current mix of tenants, and that integrates the outcomes of the updated subdivision and Brick North / South Level III plans, and updates the Timetable at the end of the TDM plan's narrative.

We remain committed to be great partners with the City in continuing to make this complex and dynamic project a reality. We appreciate your help and support, which has been substantial, and we look forward to taking this important step forward – after which, these current Level IIIs and all subsequent portions of this project can operate under a single, clear rubric.

If you have any questions or if you would like to discuss prior to the workshop, please do not hesitate to contact me.

Thank you again.

With best regards,

A handwritten signature in blue ink, appearing to read "Chris Thompson".

Chris Thompson

Enclosures

1. ALL BARRIER FREE PARKING SPACES ARE TO RECEIVE BARRIER FREE SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. ALL CURBING MATERIALS WILL BE SELECTED BY THE OWNER. THE DIMENSIONS PROVIDED ON THE PLANS ARE TO FACE OF CURB. ALL CURBING TYPES ARE DETAILED IN THE PROJECT DETAIL SHEETS.
3. ALL MENTIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB, THE EDGE OF PAVEMENT OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD UTILITY PAVEMENT.
5. ALL PAVEMENT MARKINGS SHOWN SHALL BE TEMPORARY PAINT PLACED ON BINDER PAVEMENT.

THE PAVEMENT OF FINAL SURFACE PAVEMENT TO BE CONSISTENT WITH THE APPROVED MARCH 2014 MASTER PLAN.

	SLIP FORM CONCRETE CURB (VERTICAL, SLOPED OR CAPE COD BERM MOLD - SEE DETAILS)
	TYPE 1 VERTICAL GRANITE CURB
TD	TIP DOWN
TS	TRANSITION STONE (VERTICAL GRANITE TO SLIP FORM CONCRETE)

4" DYCL 4" WIDTH DOUBLE YELLOW CENTERLINE
4" SYLL 4" WIDTH SOLID YELLOW LANE LINE
4" SWLL 4" WIDTH SOLID WHITE LANE LINE
STOP 12" WIDTH SOLID WHITE STOP LINE

ALL PARKING STALLS TO BE 4" WIDTH SINGLE SOLID WHITE LINE EXCEPT AS SHOWN ON SITE LAYOUT PLAN.

ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION, COLOR, INSTALLATION AND REFLECTIVITY SET FORTH IN THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

	HEAVY DUTY PAVEMENT
	STANDARD DUTY PAVEMENT
	LIGHT DUTY PAVEMENT
	RECLAIM, FINE GRADE AND PAVE
	SPOT PAVEMENT REPAIR
	BITUMINOUS PAVEMENT SIDEWALK

R1-1 24"x24"	R7-3 12"x18"	R7-6: 12"x18" R7-8P: 12"x6"	W11-2: 24"x24" W16-9P: 12"x6"	W11-2: 24"x24" W16-7P: 12"x6"	R7-13M 12"x18"
A	B	C	D	E	F

BASELINE LINE TABLE		
ID	LENGTH	DIRECTION
L1	79.72	S27° 00' 14.12"E
L2	11.42	S09° 45' 59.99"E
L3	16.81	S61° 47' 25.34"E
L4	9.86	S59° 11' 41.40"E
L5	476.41	S70° 56' 10.77"E

BASELINE CURVE TABLE						
ID	RADIUS	ARC LENGTH	DELTA	TANGENT	PC STATION	PT STATION
C1	360.00	252.05	040° 07'	131.44	10+00	12+52.05
C2	200.00	110.10	031° 33'	56.48	13+31.77	14+41.87
C3	320.00	195.80	035° 04'	101.08	14+41.87	16+37.67
C4	190.00	106.38	032° 05'	54.13	16+37.67	17+44.06
C5	270.00	81.44	017° 17'	41.03	17+44.06	18+25.50
C6	50.00	45.40	052° 01'	24.40	18+36.92	18+82.31
C10	50.00	10.25	011° 44'	5.14	20+09.86	20+20.11

[illegible]

			PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE SITE LAYOUT PLAN			 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST., SUITE 6, SOUTH PORTLAND, ME 04106		
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION	CLIENT			DRAWN: DED DATE: APRIL 2015 DESIGNED: BEK SCALE: 1" = 40' CHECKED: SRB JOB NO. 2982.05		
REV	DATE	DESCRIPTION	FOREFRONT PARTNERS I, LP			FILE NAME: 2982.05-BS SITE LAYOUT SHEET C-3.0		
REVISIONS								

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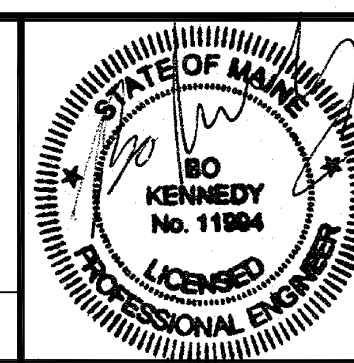
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C6	50.00	45.40	052° 01'	24.40	18+36.92	18+82.31
C10	50.00	10.25	011° 44'	5.14	20+09.86	20+20.11

[illegible]

PRELIMINARY - NOT
FOR CONSTRUCTION



SHEET TITLE	SITE LAYOUT PLAN
	CLIENT
	FOREFRONT PARTNERS LP



DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-BS SITE LAYOUT	
SHEET	C-3.0

MEMORANDUM
Forefront at Thompson's Point
Parking Summary

Date: August 31, 2015
Subject: Parking Summary
Forefront at Thompson's Point
Portland, Maine
To: City of Portland
From: Randy Dunton, Gorrill-Palmer (JN 2419)

Since the peak parking demand for each individual use does not occur concurrently, the overall peak parking demand for the site was reviewed. The following is a summary of the forecasted peak parking demand. The results reflect a combination of the City parking requirements, ITE Parking Generation Manual (4th Edition), and published data / engineering judgment. For the purpose of the overall peak parking demand, the site was reviewed for two time periods; 5 PM or prior and after 5 PM. On an average day, vehicles would be expected to park on-site. On a day when large groups of people are anticipated, some parking in nearby lots may also be needed, depending on the size of the special event.

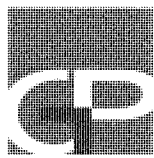
<u>Scenario</u>	<u>5 PM or prior</u>	<u>After 5 PM</u>
Average Day without Theater / Arena / Convention	771 ✓	442 ✓
Average Day With Live Theater after 5 PM	1535 ✓	1790
Average Day With Arena Activity after 5 PM	1398 ✓	1790
Average Day With Convention during the day	1401 ✓	754

Building Letter	Brick North												Total for Brick North		
	A		A		A		A (2)		A		A		A (1)		Specialty Retail
Specialty Retail (6)		Circus Conservatory		Office		Café		Manufacturing (5)		Manufacturing (5)		Manufacturing (5)		A	
Rate	200	1 / 200 sf	0.36	0.36 per student	1/400 sf		13.56/1000	1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf	200	1 / 200 sf
Monthly Adjustment		1													1
SQF or Unit	5840	5,840 sf	120	120 students (Shared with Building D)	3461	3,461 sf	2200	2,200 sf	10809	10,809 sf	5284	5,284 sf	2136	2,136 sf	
6:00AM	0.00	0	0.23	5	0.00	0	0.73	2	0.00	0	0.00	0	0.00	0	7
7:00AM	0.00	0	0.23	5	0.20	2	1.00	2	0.55	6	0.55	3	0.20	2	20
8:00AM	0.00	0	0.79	17	0.64	6	0.63	1	0.69	8	0.69	4	0.64	7	42
9:00AM	0.00	0	0.88	19	0.93	8	0.57	1	0.74	8	0.74	4	0.93	10	50
10:00AM	0.20	3	0.98	21	1.00	9	0.42	1	0.75	8	0.75	4	1.00	11	57
11:00AM	0.64	9	1.00	22	1.00	9	1.00	2	0.75	8	0.75	4	1.00	11	65
12:00PM	0.90	13	0.93	20	0.90	8	0.63	1	0.73	8	0.73	4	0.90	10	64
1:00PM	0.93	14	0.88	19	0.90	8	0.57	1	0.97	11	0.97	5	0.90	10	67
2:00PM	1.00	15	0.81	17	1.00	9	0.42	1	1.00	11	1.00	5	1.00	11	69
3:00PM	1.00	15	0.74	16	1.00	9	0.39	1	0.95	10	0.95	5	1.00	11	66
4:00PM	0.93	14	0.33	7	0.93	8	0.73	2	0.77	8	0.77	4	0.93	10	53
5:00PM	0.64	9	0.23	5	0.64	6	1.00	2	0.62	7	0.62	3	0.64	7	39
6:00PM	0.20	3	0.23	5	0.20	2	0.63	1	0.00	0	0.00	0	0.20	2	13
7:00PM	0.00	0	0.23	5	0.10	1	0.57	1	0.00	0	0.00	0	0.00	0	7
8:00PM	0.00	0	0.23	5	0.10	1	0.42	1	0.00	0	0.00	0	0.00	0	7
9:00PM	0.00	0	0.23	5	0.10	1	0.39	1	0.00	0	0.00	0	0.00	0	7
10:00PM	0.00	0	0.23	5	0.10	1	0.27	1	0.00	0	0.00	0	0.00	0	6

1. Specialty Retail = Color Me Mine
2. Modified Coffee / Donut Shop without Drive-Thru
3. Assumes Evening Event
4. Restaurant changes from 6.5/1,000 SF to 10/1,000SF at 4:00 PM
5. Factors based on ITE LUC 130 -Industrial Park
6. Factors adjusted to reflect a 11:00AM opening time

E					E		E		Total for "E" Buildings		Building G		Building H			Building I	
Hotel		Restaurant		Condo						G		H (option 1)		H (option 2)		Cultural Center	
										Office		Arena		Convention			
1	1 per 4 guests	6.5	6.5 / 10	1	1 per Unit	400	1/400 sf	3.50	3.5 persons per vehicle	100	1 per 100 sf	1.34	Based on Client Info				
	1		1		1				1		1		1				
125	125 Rooms	6	6,000 sf	24	24 Units	180	180,000 sf	4800	4800 seats	63000	63,000 sf	40.00	40,000 sf				
1.00	10	0.00	0	0.84	20	0.00	0	0.00	0	0.1	60	0.00	0				
1.00	10	0.10	2	0.62	15	0.20	90	0.01	7	0.3	189	0.48	26				
1.00	10	0.10	2	0.41	10	0.64	287	0.01	7	0.5	312	0.50	27				
0.75	7	0.20	5	0.34	8	0.93	419	0.01	7	1.0	630	0.44	24				
0.50	5	0.30	7	0.32	8	1.00	450	0.01	7	1.0	630	0.50	27				
0.40	4	0.90	21	0.31	7	1.00	450	0.01	14	1.0	630	0.52	28				
0.35	3	1.00	23	0.30	7	0.90	403	0.01	14	1.0	630	0.55	29				
0.35	3	0.90	21	0.31	7	0.90	403	0.01	14	1.0	630	0.63	34				
0.35	3	0.65	15	0.33	8	1.00	450	0.02	21	1.0	630	0.77	41				
0.40	4	0.35	8	0.37	9	1.00	450	0.03	41	1.0	630	0.96	51				
0.50	5	0.35	8	0.45	11	0.93	419	0.10	137	1.0	630	1.00	54				
0.60	6	0.60	14	0.61	15	0.64	287	0.55	754	1.0	630	0.89	48				
0.70	7	0.90	21	0.69	17	0.20	90	0.85	1166	0.5	312	0.69	37				
0.80	8	1.00	23	0.72	17	0.10	45	1.00	1371	0.3	189	0.43	23				
0.90	9	1.00	23	0.80	19	0.10	45	1.00	1371	0.3	189	0.00	0				
0.95	9	1.00	23	0.89	21	0.10	45	1.00	1371	0.1	60	0.00	0				
1.00	10	0.75	18	0.92	22	0.10	45	1.00	1371	0.1	60	0.00	0				

Building J									
J1		J2		Total for "J"					
Condo		Condo							
1	1 per Unit	1	1 per Unit						
	1		1						
160	160 Units	160	160 Units						
0.84	134	0.84	134	269	329	329	329	329	389
0.62	99	0.62	99	198	384	387	384	391	573
0.41	66	0.41	66	131	552	556	552	559	864
0.34	54	0.34	54	109	676	680	683	683	1306
0.32	51	0.32	51	102	715	719	722	722	1345
0.31	50	0.31	50	99	752	759	766	766	1382
0.30	48	0.30	48	96	713	720	727	727	1343
0.31	50	0.31	50	99	718	725	821	732	1348
0.33	53	0.33	53	106	771	782	908	791	1401
0.37	59	0.37	59	118	767	788	1110	808	1397
0.45	72	0.45	72	144	739	811	1219	876	1369
0.61	98	0.61	98	195	644	1037	1535	1398	1274
0.69	110	0.69	110	221	442	1049	1745	1608	754
0.72	115	0.72	115	230	383	1097	1754	1754	572
0.80	128	0.80	128	256	388	1102	1759	1759	577
0.89	142	0.89	142	285	419	1133	1790	1790	479
0.92	147	0.92	147	294	418	1132	1789	1789	478



**GORRILL
PALMER**

PO Box 1237, 15 Shaker Road
Gray, Maine 04039
207.657.6910

**The Forefront at Thompson's Point Trip
Generation for the Master Plan
August 31, 2015
Completed by Gorrill Palmer**

The following is a summary of forecast trip generation for the proposed Master Plan for the Forefront at Thompson's Point. The following corresponds to the "Revised Master Plan" provided by FST and Carroll Associates.

<u>Building</u>	<u>Description</u>	<u>Size</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
A	Winery	5,840 sf	4 ✓	16 ✓
	Circus Conservatory	6,799 sf	5 ✓	4 ✓
	Big Room Studios	3,461 sf	13 ✓	20 ✓
	Café	1,377 sf	16 ✓	15 ✓
	Brewery	10,809 sf	8 ✓	8 ✓
	Distillery	5,284 sf	4 ✓	4 ✓
	Color Me Mine	2,136 sf	2 ✓	6 ✓
B1	Multi-Purpose (Assume Live Theater)	4,800 Seats	---	96 ✓
B2	Restaurant	3,600 sf	41 ✓	39 ✓
B3	Ancillary	3,600 sf	---	---
C	Event/Assembly Space	2,500 Seats	---*	---*
D	Gym	9,000 sf	11 ✓	36 ✓
	Medical Office	2,000 sf	5 ✓	7 ✓
	Educational Space	30,600 sf	20	17
E	Hotel	125 Rooms	70 ✓	74 ✓
	Restaurant	6,000 sf	69 ✓	66 ✓
	Condos	24 Units	11 ✓	12 ✓
F1/F2	Parking Garage		---	---
G	Office	180,000 sf	300 ✓	280 ✓
H	Event Center (Incl. Arena and Convention)	4,800 seats	115 ✓	224 ✓
I	Cultural Center	40,000 sf	29 ✓	29 ✓
J1	Condos	160 Units	70 ✓	83 ✓
J2	Condos	160 Units	70 ✓	83 ✓
Subtotal			863	1119
Reduction (10%) for Bus / Train / Shared Use			(-86)	(-112)
Total Master Plan Trip Generation			777	1007
Permitted Trip Ends			734	1091
Difference Between Permitted and Master Plan			43	-84

*Maximum of 4,800 people on site for events. Highest trip generation would be an evening with an event in Building H, not Building C.

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland
 8/14/2015

Gorill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 5,840

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	259	4	50% 50%	130 129	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	4 ✓	N/A	60% 40%	2 2	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	16 ✓	5	45% 55%	7 9	---
AM Peak Hour of Generator	T = 6.84 (X)	40	4	50% 50%	20 20	---
PM Peak Hour of Generator	T = 5.02 (X)	29	3	55% 45%	16 13	---
Saturday	T = 42.04 (X)	246	3	50% 50%	123 123	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	39	3	50% 50%	20 19	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	287	4	50% 50%	144 143	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	35	5	45% 55%	16 19	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	144	4	50% 50%	72 72	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60% 40% 5 3
 50% 50% 19 19

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center



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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A }
30,600 SF in Building D } 37,399 SF Total

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**General Office Building
 Land Use Code (LUC) 710**

Square Feet 3,461

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	100	78	50%	50%	50	50	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	13 ✓	217	90%	10%	12	1	0.83
PM Peak Hour	$T = 1.12(X) + 78.81$	83	235	15%	85%	12	71	0.82
Saturday	$T = 2.14(X) + 18.47$	26	17	50%	50%	13	13	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	2	10	55%	45%	1	1	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01(X)$	38	78	50%	50%	19	19	---
AM Peak Hour	$T = 1.55(X)$	5	217	90%	10%	5	0	---
PM Peak Hour	$T = 1.49(X)$	5	235	15%	85%	1	4	---
Saturday	$T = 2.37(X)$	8	17	50%	50%	4	4	---
Saturday Peak Hour of Gen.	$T = 0.41(X)$	1	10	50%	50%	1	0	---

* Percentages rounded to nearest 5%

PM Peak Hour: $T = 1.49/1.55$ (AM Peak) 12 15% 85% | 2 10 0.82

PM Trips Based on Email From Chris T. dated
 Aug 28, 2015 stating 20 max.

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft²): 1,377

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	175	50%	50%	88	87	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	16 ✓	50%	50%	8	8	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	15 ✓	60%	40%	9	6	N/A
AM Peak of Generator	T = 13.53 (X)	21	19	50%	50%	10	9	N/A
PM Peak of Generator	T = 18.80 (X)	27	26	55%	45%	14	12	N/A
Saturday	T = 158.37 (X)	2	218	50%	50%	109	109	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	28	65%	35%	18	10	N/A

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 10,809

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	21	50%	50%	11	10	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-20	75%	25%	-15	-5	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-4	35%	65%	-1	-3	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-9	70%	30%	-6	-3	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	3	50%	50%	2	1	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	41	50%	50%	21	20	62
AM Peak Adjacent Street	T = 0.73 (X)	8 ✓	75%	25%	6	2	50
PM Peak Adjacent Street	T = 0.74 (X)	8 ✓	35%	65%	3	5	54
AM Peak Hour of Generator	T = 0.78 (X)	8	70%	30%	6	2	50
PM Peak Hour of Generator	T = 0.75 (X)	8	50%	50%	4	4	50
Saturday	T = 1.49 (X)	16	50%	50%	8	8	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	3	50%	50%	2	1	2

* Percentages rounded to nearest 5%

Gross Floor Area Includes 741 SF of "Common Space"
 We understand that events such as wine tasting
 are not frequent.

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 5,284

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	0	50%	50%	0	0	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-24	75%	25%	-18	-6	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-9	35%	65%	-3	-6	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-13	70%	30%	-9	-4	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	-1	50%	50%	-1	0	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	20	50%	50%	10	10	62
AM Peak Adjacent Street	T = 0.73 (X)	4 ✓	75%	25%	3	1	50
PM Peak Adjacent Street	T = 0.74 (X)	4 ✓	35%	65%	1	3	54
AM Peak Hour of Generator	T = 0.78 (X)	4	70%	30%	3	1	50
PM Peak Hour of Generator	T = 0.75 (X)	4	50%	50%	2	2	50
Saturday	T = 1.49 (X)	8	50%	50%	4	4	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	1	50%	50%	1	0	2

* Percentages rounded to nearest 5%

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland, Maine
 8/14/2015

Gorri-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 2,136

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	95	4	50% 50%	48 47	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	2 ✓	N/A	60% 40%	1 1	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	6 ✓	5	45% 55%	3 3	---
AM Peak Hour of Generator	T = 6.84 (X)	15	4	50% 50%	8 7	---
PM Peak Hour of Generator	T = 5.02 (X)	11	3	55% 45%	6 5	---
Saturday	T = 42.04 (X)	90	3	50% 50%	45 45	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	14	3	50% 50%	7 7	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	129	4	50% 50%	65 64	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	27	5	45% 55%	12 15	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	126	4	50% 50%	63 63	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60%	40%	2	1
50%	50%	8	7

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorriil-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Live Theater
Land Use Code (LUC) 441

Seats 4,800

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
PM Peak Hour	T = 0.02 (X)	96	1	50%	50%	48	48	---

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft²): 3,600

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	458	50%	50%	229	229	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	41 ✓	50%	50%	21	20	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	39 ✓	60%	40%	23	16	N/A
AM Peak of Generator	T = 13.53 (X)	21	49	50%	50%	25	24	N/A
PM Peak of Generator	T = 18.80 (X)	27	68	55%	45%	37	31	N/A
Saturday	T = 158.37 (X)	2	570	50%	50%	285	285	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	72	65%	35%	47	25	N/A

Trip Generation - Event / Assembly Space / Event Center

Source: Original approved study (Trip Gen Summary Memo 3.3-14)

2500 occupants = 100 AM trips
195 PM trips

Based on City and MaineDOT reviewed and approved rates used in the original approved study. They originate from a study from the Bayside Expo and Executive Conference Center in Boston, Massachusetts

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: 8/14/2015

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 15 Shaker Road
 Gray, Maine 04039

**Health/Fitness Club
 Land Use Code (LUC) 492**

Gross Floor Area (ft²): 9,000

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 32.93 (X)	296	1	50%	50%	148	148	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 1.21 (X)	11 ✓	3	40%	60%	4	7	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 4.05 (X)	36 ✓	3	50%	50%	18	18	---
AM Peak Hour of Generator	T = 1.41 (X)	13	3	40%	60%	5	8	---
PM Peak Hour of Generator	T = 4.06 (X)	37	3	50%	50%	19	18	---
Saturday	T = 20.87 (X)	188	3	50%	50%	94	94	---
Saturday Peak Hour of Gen.***	T = 2.60 (X)	23	3	50%	50%	12	11	---

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Medical/Dental Office Building
 Land Use Code (LUC) 720**

Gross Floor Area (ft²): 2,000

Fitted Curve:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 40.89 (X) - 214.97$	-133	50% 50%	-67 -66	10
AM Peak Adjacent Street	Not given	-	80% 20%	- -	21
PM Peak Adjacent Street	$\ln (T) = 0.93 \ln (X) + 1.47$	8	25% 75%	2 6	41
AM Peak of Generator	$T = 3.49 (X) + 5.25$	12	65% 35%	8 4	16
PM Peak of Generator	$T = 4.43 (X) + 0.48$	9	40% 60%	4 5	21
Saturday	Not given	-	50% 50%	- -	5
Saturday Peak of Generator	Not given	-	60% 40%	- -	3

* Percentages rounded to nearest 5%

Average Rate:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 36.13 (X)$	72	50% 50%	36 36	10
AM Peak Adjacent Street	$T = 2.48 (X)$	5 ✓	80% 20%	4 1	21
PM Peak Adjacent Street	$T = 3.72 (X)$	7 ✓	25% 75%	2 5	41
AM Peak of Generator	$T = 3.62 (X)$	7	65% 35%	5 2	16
PM Peak of Generator	$T = 4.45 (X)$	9	40% 60%	4 5	21
Saturday	$T = 8.96 (X)$	18	50% 50%	9 9	5
Saturday Peak of Generator	$T = 3.63 (X)$	7	60% 40%	4 3	3

* Percentages rounded to nearest 5%

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A } 37,399 SF Total
30,600 SF in Building D }

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Portland, Maine
 Project Location: TP
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Hotel **Land Use Code (LUC) 310**

Numer of Rooms: 125

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.95 (X) - 373.16$	746	50%	50%	373	373
AM Peak Adjacent Street	$\ln(T) = 1.24 \ln(X) - 2.00$	54	60%	40%	32	22
PM Peak Adjacent Street	---	---	55%	45%	---	---
AM Peak hour of Generator	$\ln(T) = 0.87 \ln(X) + 0.02$	68	55%	45%	37	31
PM Peak Hour of Generator	$\ln(T) = 1.00 \ln(X) - 0.58$	70	60%	40%	42	28
Saturday	$T = 9.62 (X) - 294.56$	908	50%	50%	454	454
Saturday Peak Hour of Gen.	$T = 0.69 (X) + 4.32$	91	55%	45%	50	41

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.17 (X)$	1021	50%	50%	511	510
AM Peak Adjacent Street	$T = 0.56 (X)$	70 ✓	60%	40%	42	28
PM Peak Adjacent Street	$T = 0.59 (X)$	74 ✓	55%	45%	41	33
AM Peak Hour of Generator	$T = 0.52 (X)$	65	55%	45%	36	29
PM Peak Hour of Generator	$T = 0.61 (X)$	76	60%	40%	46	30
Saturday	$T = 8.19 (X)$	1024	50%	50%	512	512
Saturday Peak Hour of Gen.	$T = 0.72 (X)$	90	55%	45%	50	40

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 28, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft²): 6,000

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	763	50%	50%	382	381	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	69 ✓	50%	50%	35	34	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	66 ✓	60%	40%	40	26	N/A
AM Peak of Generator	T = 13.53 (X)	21	81	50%	50%	41	40	N/A
PM Peak of Generator	T = 18.80 (X)	27	113	55%	45%	62	51	N/A
Saturday	T = 158.37 (X)	2	950	50%	50%	475	475	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	120	65%	35%	78	42	N/A

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 24

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	141	50% 50%	71 70	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	11 ✓	15% 85%	2 9	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	12 ✓	65% 35%	8 4	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	11	20% 80%	2 9	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	12	65% 35%	8 4	N/A
Saturday	T = 5.67 (X)	30	136	50% 50%	68 68	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	11	55% 45%	6 5	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	191	50% 50%	98 95	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	16	15% 85%	2 14	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	19	65% 35%	12 7	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	16	20% 80%	3 13	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	46	65% 35%	30 16	0.83
Saturday	T = 3.62 (X) + 427.93	30	515	50% 50%	258 257	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	50	55% 45%	28 22	0.84

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**General Office Building
 Land Use Code (LUC) 710**

Square Feet 180,000

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	2098	78	50%	50%	1049	1049	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	300 ✓	217	90%	10%	270	30	0.83
PM Peak Hour	$T = 1.12 (X) + 78.81$	280 ✓	235	15%	85%	42	238	0.82
Saturday	$T = 2.14 (X) + 18.47$	404	17	50%	50%	202	202	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	60	10	55%	45%	33	27	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01 (X)$	1982	78	50%	50%	991	991	---
AM Peak Hour	$T = 1.55 (X)$	279	217	90%	10%	251	28	---
PM Peak Hour	$T = 1.49 (X)$	268	235	15%	85%	40	228	---
Saturday	$T = 2.37 (X)$	427	17	50%	50%	214	213	---
Saturday Peak Hour of Gen.	$T = 0.41 (X)$	74	10	50%	50%	37	37	---

* Percentages rounded to nearest 5%

PM Peak Hour:	$T = 1.49/1.55$ (AM Peak)	288	15%	85%	43	245	0.82
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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Building H, Arena trip generation

4800 seats, 63,000 SF

2500 seats: 100 AM TRIPS
195 PM trips

$$4800 \text{ seats} = \frac{4800}{2500} \times 100 = 192 \text{ AM TRIPS}$$
$$\frac{4800}{2500} \times 195 = 374 \text{ PM TRIPS}$$

45,000 SF = 115 AM trips
224 PM trips

$$63,000 \text{ SF} = \frac{63000}{45000} \times 115 = 161 \text{ AM trips}$$
$$\frac{63000}{45000} \times 224 = 314 \text{ PM trips}$$

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Cultural Center
Based on Los Angeles Entertainment District Museum

Gross Floor Area 25,000

Time Period	Trip Rate per 1000 GFA	Trip Ends	Number of Studies	Directional Split IN OUT	Directional Distribution IN OUT	R ²
PM Peak Hour	T = 1.14(X)	29	1	50% 50%	15 14	---

Building size increased from 25,000sf to 40,000sf,
 but program size remained the same, so no
 additional increase in trip generation is expected.

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
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Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 160

Average Rate

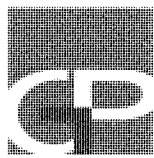
Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	938	50% 50%	469 469	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	70✓	15% 85%	11 59	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	83✓	65% 35%	54 29	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	70	20% 80%	14 56	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	83	65% 35%	54 29	N/A
Saturday	T = 5.67 (X)	30	907	50% 50%	454 453	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	75	55% 45%	41 34	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	957	50% 50%	479 478	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	75	15% 85%	11 64	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	88	65% 35%	57 31	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	76	20% 80%	15 61	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	93	65% 35%	60 33	0.83
Saturday	T = 3.62 (X) + 427.93	30	1007	50% 50%	504 503	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	89	55% 45%	49 40	0.84

* Percentages rounded to nearest 5%



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207.657.6910

**The Forefront at Thompson's Point Trip
Generation for the Master Plan
August 31, 2015
Completed by Gorrill Palmer**

The following is a summary of forecast trip generation for the proposed Master Plan for the Forefront at Thompson's Point. The following corresponds to the "Revised Master Plan" provided by FST and Carroll Associates.

<u>Building</u>	<u>Description</u>	<u>Size</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
A	Winery	5,840 sf	4 ✓	16 ✓
	Circus Conservatory	6,799 sf	5 ✓	4 ✓
	Big Room Studios	3,461 sf	13 ✓	20 ✓
	Café	1,377 sf	16 ✓	15 ✓
	Brewery	10,809 sf	8 ✓	8 ✓
	Distillery	5,284 sf	4 ✓	4 ✓
	Color Me Mine	2,136 sf	2 ✓	6 ✓
B1	Multi-Purpose (Assume Live Theater)	4,800 Seats	---	96 ✓
B2	Restaurant	3,600 sf	41 ✓	39 ✓
B3	Ancillary	3,600 sf	---	---
C	Event/Assembly Space	2,500 Seats	---*	---*
D	Gym	9,000 sf	11 ✓	36 ✓
	Medical Office	2,000 sf	5 ✓	7 ✓
	Educational Space	30,600 sf	20	17
E	Hotel	125 Rooms	70 ✓	74 ✓
	Restaurant	6,000 sf	69 ✓	66 ✓
	Condos	24 Units	11 ✓	12 ✓
F1/F2	Parking Garage		---	---
G	Office	180,000 sf	300 ✓	280 ✓
H	Event Center (Incl. Arena and Convention)	4,800 seats	115 ✓	224 ✓
I	Cultural Center	40,000 sf	29 ✓	29 ✓
J1	Condos	160 Units	70 ✓	83 ✓
J2	Condos	160 Units	70 ✓	83 ✓
Subtotal			863	1119
Reduction (10%) for Bus / Train / Shared Use			(-86)	(-112)
Total Master Plan Trip Generation			777	1007
Permitted Trip Ends			734	1091
Difference Between Permitted and Master Plan			43	-84

*Maximum of 4,800 people on site for events. Highest trip generation would be an evening with an event in Building H, not Building C.

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland
 8/14/2015

Gorill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 5,840

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	259	4	50% 50%	130 129	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	4 ✓	N/A	60% 40%	2 2	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	16 ✓	5	45% 55%	7 9	---
AM Peak Hour of Generator	T = 6.84 (X)	40	4	50% 50%	20 20	---
PM Peak Hour of Generator	T = 5.02 (X)	29	3	55% 45%	16 13	---
Saturday	T = 42.04 (X)	246	3	50% 50%	123 123	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	39	3	50% 50%	20 19	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	287	4	50% 50%	144 143	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	35	5	45% 55%	16 19	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	144	4	50% 50%	72 72	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60% 40% 5 3
 50% 50% 19 19

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center



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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A } 37,399 SF Total
30,600 SF in Building D }

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**General Office Building
 Land Use Code (LUC) 710**

Square Feet 3,461

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	100	78	50%	50%	50	50	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	13 ✓	217	90%	10%	12	1	0.83
PM Peak Hour	$T = 1.12(X) + 78.81$	83	235	15%	85%	12	71	0.82
Saturday	$T = 2.14(X) + 18.47$	26	17	50%	50%	13	13	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	2	10	55%	45%	1	1	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01(X)$	38	78	50%	50%	19	19	---
AM Peak Hour	$T = 1.55(X)$	5	217	90%	10%	5	0	---
PM Peak Hour	$T = 1.49(X)$	5	235	15%	85%	1	4	---
Saturday	$T = 2.37(X)$	8	17	50%	50%	4	4	---
Saturday Peak Hour of Gen.	$T = 0.41(X)$	1	10	50%	50%	1	0	---

* Percentages rounded to nearest 5%

PM Peak Hour: $T = 1.49/1.55$ (AM Peak) 12 15% 85% | 2 10 0.82

PM Trips Based on Email From Chris T. dated
 Aug 28, 2015 stating 20 max.

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft²): 1,377

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	175	50%	50%	88	87	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	16 ✓	50%	50%	8	8	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	15 ✓	60%	40%	9	6	N/A
AM Peak of Generator	T = 13.53 (X)	21	19	50%	50%	10	9	N/A
PM Peak of Generator	T = 18.80 (X)	27	26	55%	45%	14	12	N/A
Saturday	T = 158.37 (X)	2	218	50%	50%	109	109	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	28	65%	35%	18	10	N/A

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
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 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 10,809

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	21	50%	50%	11	10	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-20	75%	25%	-15	-5	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-4	35%	65%	-1	-3	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-9	70%	30%	-6	-3	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	3	50%	50%	2	1	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	41	50%	50%	21	20	62
AM Peak Adjacent Street	T = 0.73 (X)	8 ✓	75%	25%	6	2	50
PM Peak Adjacent Street	T = 0.74 (X)	8 ✓	35%	65%	3	5	54
AM Peak Hour of Generator	T = 0.78 (X)	8	70%	30%	6	2	50
PM Peak Hour of Generator	T = 0.75 (X)	8	50%	50%	4	4	50
Saturday	T = 1.49 (X)	16	50%	50%	8	8	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	3	50%	50%	2	1	2

* Percentages rounded to nearest 5%

Gross Floor Area Includes 741 SF of "Common Space"
 We understand that events such as wine tasting
 are not frequent.

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: 08/14/15

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Manufacturing
 Land Use Code (LUC) 140**

Gross Floor Area 5,284

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		Number of Studies
			IN	OUT	IN	OUT	
Weekday	T = 3.88 (X) - 20.70	0	50%	50%	0	0	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-24	75%	25%	-18	-6	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-9	35%	65%	-3	-6	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-13	70%	30%	-9	-4	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	-1	50%	50%	-1	0	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		
			IN	OUT	IN	OUT	
Weekday	T = 3.82 (X)	20	50%	50%	10	10	62
AM Peak Adjacent Street	T = 0.73 (X)	4 ✓	75%	25%	3	1	50
PM Peak Adjacent Street	T = 0.74 (X)	4 ✓	35%	65%	1	3	54
AM Peak Hour of Generator	T = 0.78 (X)	4	70%	30%	3	1	50
PM Peak Hour of Generator	T = 0.75 (X)	4	50%	50%	2	2	50
Saturday	T = 1.49 (X)	8	50%	50%	4	4	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	1	50%	50%	1	0	2

* Percentages rounded to nearest 5%

JN:
 Project Description:
 Project Location:
 Date:

2419
 Thompsons Point
 Portland, Maine
 8/14/2015

Gorri-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Specialty Retail Center
 Land Use Code (LUC) 814**

Gross Floor Area (ft²): 2,136

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 44.32 (X)	95	4	50% 50%	48 47	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	2 ✓	N/A	60% 40%	1 1	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	6 ✓	5	45% 55%	3 3	---
AM Peak Hour of Generator	T = 6.84 (X)	15	4	50% 50%	8 7	---
PM Peak Hour of Generator	T = 5.02 (X)	11	3	55% 45%	6 5	---
Saturday	T = 42.04 (X)	90	3	50% 50%	45 45	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	14	3	50% 50%	7 7	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 42.78 (X) + 37.66	129	4	50% 50%	65 64	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	27	5	45% 55%	12 15	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	126	4	50% 50%	63 63	0.90
PM Peak Hour of Generator	---	---	---	---	---	---
Saturday	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---

* Percentages rounded to nearest 5%

(---) Not Given

AM Peak of Adjacent Street 7-9 AM*** T = 0.275 (PM Peak Hour)
 Saturday Peak Hour** T = 1.325 (PM Peak Hour)

60%	40%	2	1
50%	50%	8	7

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

***AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorriil-Palmer Consulting Engineers, Inc.
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 15 Shaker Road
 Gray, Maine 04039

Live Theater
Land Use Code (LUC) 441

Seats 4,800

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
PM Peak Hour	T = 0.02 (X)	96	1	50%	50%	48	48	---

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft²): 3,600

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	458	50%	50%	229	229	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	41 ✓	50%	50%	21	20	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	39 ✓	60%	40%	23	16	N/A
AM Peak of Generator	T = 13.53 (X)	21	49	50%	50%	25	24	N/A
PM Peak of Generator	T = 18.80 (X)	27	68	55%	45%	37	31	N/A
Saturday	T = 158.37 (X)	2	570	50%	50%	285	285	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	72	65%	35%	47	25	N/A

Trip Generation - Event / Assembly Space / Event Center

Source: Original approved study (Trip Gen Summary Memo 3.3-14)

2500 occupants = 100 AM trips
195 PM trips

Based on City and MaineDOT reviewed and approved rates used in the original approved study. They originate from a study from the Bayside Expo and Executive Conference Center in Boston, Massachusetts

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: 8/14/2015

Gorril-Palmer Consulting Engineers, Inc.
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 15 Shaker Road
 Gray, Maine 04039

**Health/Fitness Club
 Land Use Code (LUC) 492**

Gross Floor Area (ft²): 9,000

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 32.93 (X)	296	1	50%	50%	148	148	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 1.21 (X)	11 ✓	3	40%	60%	4	7	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 4.05 (X)	36 ✓	3	50%	50%	18	18	---
AM Peak Hour of Generator	T = 1.41 (X)	13	3	40%	60%	5	8	---
PM Peak Hour of Generator	T = 4.06 (X)	37	3	50%	50%	19	18	---
Saturday	T = 20.87 (X)	188	3	50%	50%	94	94	---
Saturday Peak Hour of Gen.***	T = 2.60 (X)	23	3	50%	50%	12	11	---

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Medical/Dental Office Building
 Land Use Code (LUC) 720**

Gross Floor Area (ft²): 2,000

Fitted Curve:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 40.89 (X) - 214.97$	-133	50% 50%	-67 -66	10
AM Peak Adjacent Street	Not given	-	80% 20%	- -	21
PM Peak Adjacent Street	$\ln (T) = 0.93 \ln (X) + 1.47$	8	25% 75%	2 6	41
AM Peak of Generator	$T = 3.49 (X) + 5.25$	12	65% 35%	8 4	16
PM Peak of Generator	$T = 4.43 (X) + 0.48$	9	40% 60%	4 5	21
Saturday	Not given	-	50% 50%	- -	5
Saturday Peak of Generator	Not given	-	60% 40%	- -	3

* Percentages rounded to nearest 5%

Average Rate:

Time Period	ITE Trip Rate	Trip Ends	Directional Split* IN OUT	Directional Distribution IN OUT	Sample Size
Weekday	$T = 36.13 (X)$	72	50% 50%	36 36	10
AM Peak Adjacent Street	$T = 2.48 (X)$	5 ✓	80% 20%	4 1	21
PM Peak Adjacent Street	$T = 3.72 (X)$	7 ✓	25% 75%	2 5	41
AM Peak of Generator	$T = 3.62 (X)$	7	65% 35%	5 2	16
PM Peak of Generator	$T = 4.45 (X)$	9	40% 60%	4 5	21
Saturday	$T = 8.96 (X)$	18	50% 50%	9 9	5
Saturday Peak of Generator	$T = 3.63 (X)$	7	60% 40%	4 3	3

* Percentages rounded to nearest 5%

Education Space Trip Generation

Total (from 2/27/14 submittal): 25AM and 21 PM

6,799 SF in Building A }
30,600 SF in Building D } 37,399 SF Total

$$\frac{6,799}{37,399} \times 25 = 5 \text{ AM trips to building A}$$

$$\frac{6,799}{37,399} \times 21 = 4 \text{ PM trips to Building A}$$

$$\frac{30,600}{37,399} \times 25 = 20 \text{ AM trips to Building D}$$

$$\frac{30,600}{37,399} \times 21 = 17 \text{ PM trips to Building D}$$

JN: 2419
 Project Description: Portland, Maine
 Project Location: TP
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Hotel
 Land Use Code (LUC) 310**

Numer of Rooms: 125

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.95 (X) - 373.16$	746	50%	50%	373	373
AM Peak Adjacent Street	$\ln(T) = 1.24 \ln(X) - 2.00$	54	60%	40%	32	22
PM Peak Adjacent Street	---	---	55%	45%	---	---
AM Peak hour of Generator	$\ln(T) = 0.87 \ln(X) + 0.02$	68	55%	45%	37	31
PM Peak Hour of Generator	$\ln(T) = 1.00 \ln(X) - 0.58$	70	60%	40%	42	28
Saturday	$T = 9.62 (X) - 294.56$	908	50%	50%	454	454
Saturday Peak Hour of Gen.	$T = 0.69 (X) + 4.32$	91	55%	45%	50	41

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	$T = 8.17 (X)$	1021	50%	50%	511	510
AM Peak Adjacent Street	$T = 0.56 (X)$	70 ✓	60%	40%	42	28
PM Peak Adjacent Street	$T = 0.59 (X)$	74 ✓	55%	45%	41	33
AM Peak Hour of Generator	$T = 0.52 (X)$	65	55%	45%	36	29
PM Peak Hour of Generator	$T = 0.61 (X)$	76	60%	40%	46	30
Saturday	$T = 8.19 (X)$	1024	50%	50%	512	512
Saturday Peak Hour of Gen.	$T = 0.72 (X)$	90	55%	45%	50	40

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: TP
 Project Location: Portland, Maine
 Date: August 28, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft²): 6,000

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 127.15 (X)	14	763	50%	50%	382	381	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	69 ✓	50%	50%	35	34	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	66 ✓	60%	40%	40	26	N/A
AM Peak of Generator	T = 13.53 (X)	21	81	50%	50%	41	40	N/A
PM Peak of Generator	T = 18.80 (X)	27	113	55%	45%	62	51	N/A
Saturday	T = 158.37 (X)	2	950	50%	50%	475	475	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	120	65%	35%	78	42	N/A

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 24

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	141	50% 50%	71 70	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	11 ✓	15% 85%	2 9	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	12 ✓	65% 35%	8 4	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	11	20% 80%	2 9	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	12	65% 35%	8 4	N/A
Saturday	T = 5.67 (X)	30	136	50% 50%	68 68	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	11	55% 45%	6 5	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	191	50% 50%	98 95	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	16	15% 85%	2 14	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	19	65% 35%	12 7	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	16	20% 80%	3 13	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	46	65% 35%	30 16	0.83
Saturday	T = 3.62 (X) + 427.93	30	515	50% 50%	258 257	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	50	55% 45%	28 22	0.84

* Percentages rounded to nearest 5%

JN: 2419
 Project Description: Thompsons Point
 Project Location: Portland, Maine
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**General Office Building
 Land Use Code (LUC) 710**

Square Feet 180,000

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.77 \ln(X) + 3.65$	2098	78	50%	50%	1049	1049	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.55$	300 ✓	217	90%	10%	270	30	0.83
PM Peak Hour	$T = 1.12 (X) + 78.81$	280 ✓	235	15%	85%	42	238	0.82
Saturday	$T = 2.14 (X) + 18.47$	404	17	50%	50%	202	202	0.66
Peak Hour of Generator	$\ln(T) = 0.81 \ln(X) - 0.12$	60	10	55%	45%	33	27	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.01 (X)$	1982	78	50%	50%	991	991	---
AM Peak Hour	$T = 1.55 (X)$	279	217	90%	10%	251	28	---
PM Peak Hour	$T = 1.49 (X)$	268	235	15%	85%	40	228	---
Saturday	$T = 2.37 (X)$	427	17	50%	50%	214	213	---
Saturday Peak Hour of Gen.	$T = 0.41 (X)$	74	10	50%	50%	37	37	---

* Percentages rounded to nearest 5%

PM Peak Hour:	$T = 1.49/1.55$ (AM Peak)	288	15%	85%	43	245	0.82
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JOB 2419

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Building H, Arena trip generation

4800 seats, 63,000 SF

2500 seats: 100 AM TRIPS
195 PM trips

$$4800 \text{ seats} = \frac{4800}{2500} \times 100 = 192 \text{ AM TRIPS}$$
$$\frac{4800}{2500} \times 195 = 374 \text{ PM TRIPS}$$

45,000 SF = 115 AM trips
224 PM trips

$$63,000 \text{ SF} = \frac{63000}{45000} \times 115 = 161 \text{ AM trips}$$
$$\frac{63000}{45000} \times 224 = 314 \text{ PM trips}$$

JN: 2419
 Project Description: Thompson's Point
 Project Location: Portland
 Date: August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

Cultural Center
Based on Los Angeles Entertainment District Museum

Gross Floor Area 25,000

Time Period	Trip Rate per 1000 GFA	Trip Ends	Number of Studies	Directional Split IN OUT	Directional Distribution IN OUT	R ²
PM Peak Hour	T = 1.14(X)	29	1	50% 50%	15 14	---

Building size increased from 25,000sf to 40,000sf,
 but program size remained the same, so no
 additional increase in trip generation is expected.

JN:
Project Description:
Project Location:
Date:

2419
TP
Portland, Maine
August 14, 2015

Gorill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

**Residential Condominium/Townhouse
Land Use Code (LUC) 230**

Dwelling Units: 160

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 5.86 (X)	54	938	50% 50%	469 469	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	70✓	15% 85%	11 59	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	83✓	65% 35%	54 29	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	70	20% 80%	14 56	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	83	65% 35%	54 29	N/A
Saturday	T = 5.67 (X)	30	907	50% 50%	454 453	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	75	55% 45%	41 34	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	957	50% 50%	479 478	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	75	15% 85%	11 64	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	88	65% 35%	57 31	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	76	20% 80%	15 61	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	93	65% 35%	60 33	0.83
Saturday	T = 3.62 (X) + 427.93	30	1007	50% 50%	504 503	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	89	55% 45%	49 40	0.84

* Percentages rounded to nearest 5%

MEMORANDUM
Forefront at Thompson's Point
Parking Summary

Date: August 31, 2015
Subject: Parking Summary
Forefront at Thompson's Point
Portland, Maine
To: City of Portland
From: Randy Dunton, Gorrill-Palmer (JN 2419)

Since the peak parking demand for each individual use does not occur concurrently, the overall peak parking demand for the site was reviewed. The following is a summary of the forecasted peak parking demand. The results reflect a combination of the City parking requirements, ITE Parking Generation Manual (4th Edition), and published data / engineering judgment. For the purpose of the overall peak parking demand, the site was reviewed for two time periods; 5 PM or prior and after 5 PM. On an average day, vehicles would be expected to park on-site. On a day when large groups of people are anticipated, some parking in nearby lots may also be needed, depending on the size of the special event.

<u>Scenario</u>	<u>5 PM or prior</u>	<u>After 5 PM</u>
Average Day without Theater / Arena / Convention	771 ✓	442 ✓
Average Day With Live Theater after 5 PM	1535 ✓	1790
Average Day With Arena Activity after 5 PM	1398 ✓	1790
Average Day With Convention during the day	1401 ✓	754

Building Letter	Brick North												Total for Brick North			
	A		A		A		A (2)		A		A				A (1)	
	Specialty Retail (6)		Circus Conservatory		Office		Café		Manufacturing (5)		Manufacturing (5)				Specialty Retail	
Rate																
Monthly Adjustment	200	1 / 200 sf	0.36	0.36 per student	1/400 sf			13.56/1000	1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf	200	1 / 200 sf		
SQF or Unit	5840	5,840 sf	120	1				2,200 sf						1		
				120 students (Shared with Building D)	3461	3,461 sf										
6:00AM	0.00	0	0.23	5	0.00	0	0.73	2	0.00	0	0.00	0	0.00	0		
7:00AM	0.00	0	0.23	5	0.20	2	1.00	2	0.55	6	0.55	3	0.20	2		
8:00AM	0.00	0	0.79	17	0.64	6	0.63	1	0.69	8	0.69	4	0.64	7		
9:00AM	0.00	0	0.88	19	0.93	8	0.57	1	0.74	8	0.74	4	0.93	10		
10:00AM	0.20	3	0.98	21	1.00	9	0.42	1	0.75	8	0.75	4	1.00	11		
11:00AM	0.64	9	1.00	22	1.00	9	1.00	2	0.75	8	0.75	4	1.00	11		
12:00PM	0.90	13	0.93	20	0.90	8	0.63	1	0.73	8	0.73	4	0.90	10		
1:00PM	0.93	14	0.88	19	0.90	8	0.57	1	0.97	11	0.97	5	0.90	10		
2:00PM	1.00	15	0.81	17	1.00	9	0.42	1	1.00	11	1.00	5	1.00	11		
3:00PM	1.00	15	0.74	16	1.00	9	0.39	1	0.95	10	0.95	5	1.00	11		
4:00PM	0.93	14	0.33	7	0.93	8	0.73	2	0.77	8	0.77	4	0.93	10		
5:00PM	0.64	9	0.23	5	0.64	6	1.00	2	0.62	7	0.62	3	0.64	7		
6:00PM	0.20	3	0.23	5	0.20	2	0.63	1	0.00	0	0.00	0	0.20	2		
7:00PM	0.00	0	0.23	5	0.10	1	0.57	1	0.00	0	0.00	0	0.00	0		
8:00PM	0.00	0	0.23	5	0.10	1	0.42	1	0.00	0	0.00	0	0.00	0		
9:00PM	0.00	0	0.23	5	0.10	1	0.39	1	0.00	0	0.00	0	0.00	0		
10:00PM	0.00	0	0.23	5	0.10	1	0.27	1	0.00	0	0.00	0	0.00	0		

1. Specialty Retail = Color Me Mine

2. Modified Coffee / Donut Shop without Drive-Thru

3. Assumes Evening Event

4. Restaurant changes from 6.5/1,000 SF to 10/1,000SF at 4:00 PM

5. Factors based on ITE LUC 130 -Industrial Park

6. Factors adjusted to reflect a 11:00AM opening time

E				Total for "E" Buildings		Building G		Building H			Building I	
Hotel	E		Condo	E	Condo	Office		Arena		Convention	Cultural Center	
	Restaurant	6.5 / 10	1	1 per Unit	1	400	1/400 sf	3.50	3.5 persons per vehicle	100	1 per 100 sf	Based on Client Info
1	6.5	6.5 / 10	1	1 per Unit	1	400	1/400 sf	3.50	3.5 persons per vehicle	100	1 per 100 sf	Based on Client Info
1	1	1	1	1	1				1	1		1
125	6	6,000 sf	24	24 Units	24	180	180,000 sf	4800	4800 seats	63000	63,000 sf	40,000 sf
1.00	10	0.00	0	0.84	20	0.00	0	0.00	0	0.1	60	0.00
1.00	10	0.10	2	0.62	15	0.20	90	0.01	7	0.3	189	0.48
1.00	10	0.10	2	0.41	10	0.64	287	0.01	7	0.5	312	0.50
0.75	7	0.20	5	0.34	8	0.93	419	0.01	7	1.0	630	0.44
0.50	5	0.30	7	0.32	8	1.00	450	0.01	7	1.0	630	0.50
0.40	4	0.90	21	0.31	7	1.00	450	0.01	14	1.0	630	0.52
0.35	3	1.00	23	0.30	7	0.90	403	0.01	14	1.0	630	0.55
0.35	3	0.90	21	0.31	7	0.90	403	0.01	14	1.0	630	0.63
0.35	3	0.65	15	0.33	8	1.00	450	0.02	21	1.0	630	0.77
0.40	4	0.35	8	0.37	9	1.00	450	0.03	41	1.0	630	0.96
0.50	5	0.35	8	0.45	11	0.93	419	0.10	137	1.0	630	1.00
0.60	6	0.60	14	0.61	15	0.64	287	0.55	754	1.0	630	0.89
0.70	7	0.90	21	0.69	17	0.20	90	0.85	1166	0.5	312	0.69
0.80	8	1.00	23	0.72	17	0.10	45	1.00	1371	0.3	189	0.43
0.90	9	1.00	23	0.80	19	0.10	45	1.00	1371	0.3	189	0.00
0.95	9	1.00	23	0.89	21	0.10	45	1.00	1371	0.1	60	0.00
1.00	10	0.75	18	0.92	22	0.10	45	1.00	1371	0.1	60	0.00

Building J									
J1		J2		Total for "J"					
Condo		Condo							
1	1 per Unit	1	1 per Unit						
	1		1						
160	160 Units	160	160 Units	Total W/O Theater OR Concert OR Convention OR Brick South Event OR Arena (Average Work Day)	Avg Work Day W/ Brick South Event	Avg Work Day Theater (B1) [Does not include any other concurrent Events]	Avg Work Day W/ Arena Event	Avg Work Day W/ Convention	
0.84	134	0.84	134	329	329	329	329	389	
0.62	99	0.62	99	384	387	384	391	573	
0.41	66	0.41	66	552	556	552	559	864	
0.34	54	0.34	54	676	680	683	683	1306	
0.32	51	0.32	51	715	719	722	722	1345	
0.31	50	0.31	50	752	759	766	766	1382	
0.30	48	0.30	48	713	720	727	727	1343	
0.31	50	0.31	50	718	725	821	732	1348	
0.33	53	0.33	53	771	782	908	791	1401	
0.37	59	0.37	59	767	788	1110	808	1397	
0.45	72	0.45	72	739	811	1219	876	1369	
0.61	98	0.61	98	644	1037	1535	1398	1274	
0.69	110	0.69	110	442	1049	1745	1608	754	
0.72	115	0.72	115	383	1097	1754	1754	572	
0.80	128	0.80	128	388	1102	1759	1759	577	
0.89	142	0.89	142	419	1133	1790	1790	479	
0.92	147	0.92	147	418	1132	1789	1789	478	

ATTACHMENT B



Addendum to Transportation Demand Management Plan

November 4, 2015



The Transportation Demand Management Plan (TDM) for Thompson's Point was first approved in September, 2011 and subsequently re-approved in February, 2013 with Master Development Plan approval.

With the combination of the year round outdoor event area (including ice skating and related winter entertainment, as well as concerts, festivals, weddings, and outdoor summer events), and the Brick North and Brick South renovations, the Thompson's Point project has reached a stage of sufficient development (>50,000SF) to warrant this addendum whose purpose is both to provide an update on TDM measures that have been implemented over the past year and a half, and to outline measures that we intend to bring online concurrent with the completion of the mixed-use Brick North project and the Brick South event space.

The fundamental principles of the original TDM plan continue to guide our efforts. The original plan begins with a statement of our goals, and these are still integral to our planning and operational efforts.

...given the pivotal role that efficient public access to and from the Forefront will play in its commercial success, a thoughtful approach to TDM is crucial. What follows is a Transportation Demand Management Plan that addresses our and the City's sustainability goals by outlining and committing to a series of measures that encourage and promote bicycling, walking, carpooling, and use of public transit."

Because the original TDM plan covers the component parts of our approach in detail, we will refer the reader to that plan for substantive detail on the goals and strategies that continue to inform our efforts.

The TDM plan has always been conceived of as a two-tiered approach, blending "Macro TDM" and "Micro TDM(s)." This facilitates having both an overarching, forward-looking strategy to effectuate our TDM goals, as well as more focused, tenant-oriented measures that help carry out that broader set of goals and, conversely and crucially, help inform the broader strategies themselves.

As we all know from experience, broad strategic goals are one thing; their operational and tactical implementation are quite another, and it is often the case that “facts on the ground” need to be interpolated and integrated into the reframing of strategy (versus the all too frequent alternative: facts that don’t fit the strategic blueprint get ignored, leading to percolating problems that then become major operational problems). This was part of the rationale behind the “Macro-Micro” relationship as it was first presented. Though we had not yet (up until Brick North and the pending Brick South) triggered the 100-employee/50,000SF threshold, we have nevertheless been working with various TDM measures as described in our TDM plan, both for large event management and for our current Brick North tenants.

To this end, it may be most useful as a way of updating our TDM to begin by reflecting on historical results from both the series of large outdoor events we have had on site¹ and the activities of the several tenants we have currently.

Our recent large events have included two varieties: larger events that met or exceeded (or had the potential to exceed) the 2,500 attendee threshold that triggers our Event Management Plan; and smaller events, including private gatherings, corporate events, weddings, fundraisers, that were well below the 2,500 attendee threshold. We have provided historical data for the former, which are divided into two categories:

Concerts, staged and operated by the State Theatre as part of a long-term partnership;

Other events, including festivals

Additionally, we currently have three operating tenants on the site:

Circus Maine; Color Me Mine; and Big Room Studios (in the “West Wing” of Brick North); we propose to circulate surveys (see Exhibit G attached hereto) to our Brick North tenants over the winter, with the goal of creating a “Micro-TDM” plan for Brick North by Summer 2016.

Recent large events: 2014

Our first year of operation under the Master Plan was effectively 2014, which saw two large outdoor events in the summer: Sierra Nevada’s Beer Camp and Town Square Media’s Clash Bash & Bar-B-Que.

Sierra Nevada’s Beer Camp

¹ The year-round outdoor event area is consistent with all of our prior approvals, both the original approved site plan and the subsequent Master Development Plan. Though we have been operating by means of a series of seasonal and one-off event licenses in the absence of a clear licensing strategy, which we are working to develop in collaboration with the City, we have treated these events as though they were “permanent uses,” even if the underlying approvals treat them as temporary, and managed them accordingly.

Friday, August 1, 2014

Attendance: 2,892 paid plus 220 staff and comps

Working with professional parking management, we parked 367 cars on site, yielding an on-site parking ratio, including staff and comps, of 8.5 attendees per car.

We worked with Bicycle Coalition of Maine to test a “Bike Valet” model that allowed attendees to park their bicycles inside the Brick South building (with open garage doors on both north and south facades allowing a kind of open flowing “main entrance” into the event) and parked approximately 70 bicycles.

We also worked with professional parking management to operate a shuttle service from the Top of the Old Port parking lot on Congress Street near City Hall.

We provided information detailing the parking options for on-site parking, off-site shuttles, and bike valet on the event website and via a PDF “guest guide” provided to all ticket buyers. (See Exhibit A attached hereto). We saw a considerable volume of pedestrians walk to the venue.

Town Square Media’s Clash Bash & Bar-b-que

Saturday, August 14, 2014

Attendance: 1,497 plus 42 staff

Working with professional parking management, we parked 356 cars on site, yielding an on-site parking ratio, including staff, of 4.3 attendees per car.

This event saw few pedestrians and bicycles (perhaps 25-30 bicycles).

We also worked with professional parking management to operate a shuttle service from the Mercy Hospital parking lot on the Fore River Parkway. Both the shuttle and the off-site parking were free of charge, whereas parking on site was paid. We have not yet found evidence that offering free parking offsite versus paid parking on-site results in a substantial disincentive to drive and park at the event venue.

We provided information detailing the parking options for on-site and off-site parking on the Town Square Media event website, and encouraged the use of Amtrak/public transit (see Exhibit B attached hereto).

Recent large events: 2015

Townsquare Media Summer Bash

Saturday, July 11

Attendance: 400 plus 34 staff

Working with professional parking management, we parked 80 cars on site, yielding an on-site parking ratio, including staff, of 5.4 attendees per car.

This event saw few pedestrians and bicycles (under 5 bicycles).

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

Maine Brewer's Guild Summer Session Beer Festival

Saturday, July 25

Attendance: 1600 plus 44 staff

Working with professional parking management, we parked 256 cars on site, yielding an on-site parking ratio, including staff, of 7.25 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 30-35 bicycles).

To encourage the use of designated drivers, the Guild provided a special Designated Driver ticket at 1/3 of the General Admission price, which encouraged carpooling. The ticketing site also encouraged the use of Amtrak and Concord Coach lines, and coordinated in-town Portland pickups via public transit. (See Exhibit C attached hereto)

State Theatre Presents: Primus in concert

Monday, July 27

Attendance: 2,620 including staff

Working with professional parking management, we parked 404 cars on site, yielding an on-site parking ratio, including staff, of 6.5 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 40 bicycles).

Parking information, including location for free off-site parking at Mercy Hospital, was provided on the State Theatre website and promoted via the State Theatre's social platforms (see Exhibit D attached hereto). The Theatre also sent out an email to all ticketed patrons explaining parking and transit details (see Exhibit E attached hereto), and captured statistics on how many people opened and made use of that email (see Exhibit F attached hereto). These measures were pursued for every

State Theatre concert. As we move into our second season, with some operating history and a foundation of patron familiarity with the site and its booking systems, we intend to begin to implement the surveying systems discussed in the TDM plan.

State Theatre Presents: Grace Potter in concert

Saturday, August 1

Attendance: 3,636 including staff

Working with professional parking management, we parked 560 cars on site, yielding an on-site parking ratio, including staff, of 6.5 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 45 bicycles).

Notes: Parking information, including location of free off-site parking at Mercy Hospital, on State Theatre website and promoted via the State Theatre's social platforms.

While we only have two actual outdoor concerts from which to gather data and draw conclusions, it is interesting that both of them show a 6.5:1 ratio of attendees to on-site parked vehicles, and both utilized virtually identical strategies; the other outdoor events range from a low of 4.3 (Town Square) to a high of 8.5 (Beer Camp), and average out at 6.4:1. Obviously the nature of outdoor events (which occur in warmer months and, generally, on days without rain) tend to be more inviting for pedestrians; we noted a heavy volume of pedestrian traffic for the Sierra Nevada Beer Camp event, for example. As we move into the first winter season, we will track parking data associated with the use of the rink and its related activities. And as we move ahead with our planning for the second full season with the State Theatre, we are working on a simple survey option for ticketbuyers inviting them to comment on how they traveled to the concert (see Exhibit H attached hereto). We anticipate gathering results from these surveys over the course of Summer 2016, and can then consolidate them, review with our colleagues at the State Theatre, and craft a proposed "Micro-TDM" plan in the fall of 2016 that can be utilized for seasons 2017 and beyond.

Updated Timetable for Action Items

For purposes of comparison, we have included the original TDM plan's action items and proposed timeframes for implementation, which were first outlined back in 2011, together with a third column outlining our updated timeframes. It is important to note that the original TDM assumed almost simultaneous delivery of the entire building program; there was no concept of a phased delivery, which only came later when the Master Plan tool became available.

However, certain of the action items have been accomplished ahead of full buildout, and we can now predict with some certainty when the first (Brick North/South) Micro TDM plans can be generated, with subsequent action items unfolding from there.

We have also appointed a TDM coordinator, and she has developed a survey for our tenants, along with an introductory letter, that we propose to circulate to our Brick North tenants this winter (see Exhibit G attached hereto).

Action Item	Original Timeframe for Implementation per 2011 Site Plan version of TDM	Updated Timeframe
Finalize TDM Funding Package based upon City of Portland's priorities for funding from its share of Transit TIF revenues generated by Forefront	Fall 2011	TBD pending City review process
Provide update to City regarding progress on TDM plan implementation and status of TMA ("macro TDM")	Fall 2012	Completed (Fall 2015)
Appoint/Confirm TDM Coordinator	6 months prior to opening of the Forefront Event Center, anticipated to be spring 2013	Completed (Fall 2015)
Assemble "Micro TDM" plans with tenants and create TDM Packets; share complete TDM plan, including Micro-TDM targets and proposed monitoring, with City	Summer 2013	Summer 2016 <i>(coincides with opening of fully occupied Brick North building and renovated Brick South building)</i>
TDM Plan Implementation / On-site Parking Monitoring	Anticipated for Spring 2014, assuming final occupancy Summer/Fall 2013	Anticipated 2017 for Brick North/South and event area <i>(preliminary implementation and monitoring to date is detailed in this update above)</i>
Assess success of first six months of TDM Program and Report to City on initial effectiveness	Fall 2014	Completed (Fall 2015)

Submit Year Two TDM Program with needed modifications (and annually thereafter)	Spring 2015	December 2017 <i>(Permits one full year of operation for Brick North/South and 90 days to compile data and prepare update)</i>
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Exhibit A: Sierra Nevada Beer Camp PDF “Guest Guide”



Beer Camp Across America New England Edition

Thompson's Point

Portland, ME

Friday, August 1, 2014, 5-10 pm

YOUR TICKET INCLUDES

- A souvenir Beer Camp Across America tasting glass
- Unlimited samplings of your favorite regional brews
- The music spectacle MarchFourth Marching Band complete with stilt-walking acrobatics, enchanting dancers, and percussion that's more layered than your club sandwich. Check them out at <http://marchfourthmarchingband.com/>
- FREE Bike Valet, FREE shuttle from 385 Congress Street and drinking water-bring your water bottle!

WHAT DO I NEED TO KNOW / BRING?

Other than your lovely self, you will NEED to bring:

- **YOUR PRINTED TICKET**

Please bring a printed copy of your ticket to ensure a quick entry into the festival. **Tickets will be available for purchase the day of the event** if you would like to bring along a few extra Beer Campers! General attendee tickets will be available for \$70, and designated driver tickets will be available for \$40.

- **YOUR I.D. VERIFYING YOU ARE OF LEGAL DRINKING AGE**

It's like looking through the crates at the humane society: we'd like to, but we can't. Legally we have to make sure everyone inside the event is over 21. Bring your driver's license, passport or any other government issued photo I.D. and you'll be good to go!

What else?

- **There are a few things you need to leave behind...**

To ensure a safe and awesome event for everyone, bags will be checked upon entry for the following (in other words, please don't bring these so we can let you in right away!):

- **Firearms and weapons** – if you can't take it on a plane, you DEFINITELY shouldn't bring it to Beer Camp.
- **Outside food or beverages** – there will be plenty to eat and drink. We promise!

- **This event is for humans 21+ only.**

Sorry, no one under the age of 21 will be admitted; this includes your pooch and babies – even if you're carrying them around.

- **Have cash handy.**

We're working with vendors – primarily food trucks – to ensure there's a killer spread of local food to complement the beer lineup. Food is not included in your ticket, so be sure to bring some dough so you can sample away to your heart's content.

In addition to food, **we will also have some awesome Beer Camp Across America and Sierra Nevada gear on-site for purchase.** Our mobile gift shop accepts both cash and card, so start saving so you can take home some sweet swag!

- **Bring a water bottle.**

Yes, there will be lots of tasty beer to drink, but it will be good to stay hydrated with water too. We are doing our best to make this a zero-waste event, so remember to bring your reusable water bottle to fill up at the many water stations we will have at the festival.



- **Be prepared for the weather – Beer Camp Across America is happening RAIN OR SHINE!**
Mother Nature can be wily, so be prepared with your sunscreen, but also a sweater or some other kind of shell just in case she throws a little wind or rain our way.

For more info and tips for the festival, check out our [FAQ section](http://beercamp.sierranevada.com/faq/) of the Beer Camp Across America site at: <http://beercamp.sierranevada.com/faq/>.

GETTING HERE

FREE SHUTTLES

- Shuttle services will be provided by Maine Bus Rentals:
<http://mainebusrentals.com/transportation>.
- Shuttle pick-up and drop-off location: [385 Congress Street parking lot](#) (map of shuttle bus location can be found at the end of the guide).
- Shuttle schedule is as follows:
Shuttles start at 3:30 pm and stop at 11:30 pm.
- To find parking garages near shuttle location, visit www.google.com/maps and search for 385 Congress Street, Portland, Maine, and then, using the “search nearby” option, look up parking garages.

PARKING

- Thompson’s Point has an onsite parking lot for 700 cars. Follow signs to parking lot, which is the only parking location on site. Parking is \$10.
 - Map of all downtown Portland parking garages:
<https://maps.google.com/maps/ms?msid=209939093816258135294.0004abccede3a072a262d4&msa=0>
 - Alternate lots: Chestnut Street Garage, Public Market Street Garage & Mercy Hospital Fore River Campus (map of parking garages & shuttle bus pick-up/drop-off location can be found at the end of guide).
1. **Shuttle Bus Pick-up Location:** 385 Congress Street, Portland, ME; \$10 flat rate- car can be left overnight
 2. **Chestnut Street Parking Garage:** Corner of Chestnut Street and Oxford Street, Portland, ME
Lot phone number: (207) 450- 6129; \$10 flat rate- car can be left overnight
 3. **Public Market Garage:** 315 Cumberland Avenue, Portland, ME
Lot phone number: (207) 699- 2927; \$10 flat rate- car can be left overnight
 4. **Mercy Hospital (not pictured):** Fore River Campus: 195 Fore River Pkwy #160, Portland, ME (see map at end of guide). Free.

PUBLIC TRANSPORTATION

- **Public Transportation website:** <http://www.portlandmaine.com/getting-around/transportation/>
- **Casco Bay Ferry:** <http://www.cascobaylines.com/>
- **Concord Coach Lines:** Concord Coach Lines serves points in New Hampshire and Maine to Boston South Station and Boston’s Logan International Airport:
<http://www.concordcoachlines.com/>
- **The Downeaster:** The Downeaster operates daily round trips between Brunswick, ME, and Boston, MA: <http://www.amtrakdowneaster.com/>
- **Greyhound Bus:** <https://www.greyhound.com/default.aspx>
- **METRO Greater Portland Transit District bus:** METRO Greater Portland Transit District bus provides nine safe, efficient, and reliable routes throughout the greater Portland region. METRO Route #5 stops at the Portland Transportation Center (PTC) located adjacent to Thompson Point (map of drop-off location can be found at the end of the guide). Also visit: <http://gpmetrobus.net/>



FREE BIKE VALET



Bike-enthusiasts are in luck! The **Bike Coalition of Maine (BCM)** <http://www.bikemaine.org/> will be providing FREE bike valet services during the event where attendees can avoid traffic, parking issues, and additional carbon emissions. The bike valet service will be set up at the entrance of Thompson Point.

BIKE RACKS DOWNTOWN

- Maine has been named the second most bike-friendly state in the country and navigating Portland is easy and fun! There are plenty of places to park your bike downtown and take a shuttle to Beer Camp! Click [here](#) for a map of bike rack locations or visit: <https://maps.google.com/maps/ms?msid=209939093816258135294.000469bc0c189cf3f3622&msa=0&ll=43.655981,-70.257418&spn=0.010774,0.032938>

TAXIS

- **Airport Cab:** (207) 899-5335
- **ABC Taxi:** (207) 772-8685
- **Old Port Taxi:** (207) 772-8294
- **Jetport Taxi:** (207) 775-6990
- **Elite Taxi:** (207) 871-7274
- **Family Taxi:** (207) 615-9353
- **ASAP Taxi:** (207) 791-2727

FRIENDS

- Don't forget, we are also selling Designated Driver tickets for \$30 at: [https://sierranevada.ticketleap.com/bcaa-newengland/dates/Aug-01-2014 at 0500PM](https://sierranevada.ticketleap.com/bcaa-newengland/dates/Aug-01-2014%20at%200500PM)

DRIVING DIRECTIONS:

BY CAR:

1. From I-95 North (Boston, Massachusetts)

- From I-95 North, keep right on I-295 N, follow signs for S. Portland/Downtown Portland.
- Take exit 5 for ME-22 E and follow signs for Maine 22/ U.S. 1 Alternate.
- Keep right and merge onto Fore River Pkwy.
- Turn left onto Thompson's Point.

2. From Portland International Jetport: 1001 Westbrook Street, Portland, Maine

- Head northeast on Johnson Road toward City Line Drive.
- Continue straight onto Congress Street.
- Turn right onto Fore River Parkway.
- Take first right onto Thompsons Point.
- Arrive at Thompson's Point.

3. From Portland's Downtown District: 549 Congress Street, Portland, Maine

- Head southwest on Congress Street toward Forest Avenue.
- Take first right on Forest Ave.
- Slight right to merge onto I-295 S/ U.S. 1 S toward South Portland
- Take exit 5A toward ME- 22/ U.S. 1 Alternate/ Congress St.
- Keep left at fork and follow signs for Portland/Waterfront/Casco bay/Fore River.
- Continue straight onto Thompsons Point
- Arrive at Thompson's Point.

HELPFUL SITES

Beer Camp Across America
Portland, Maine city website
Public Transportation website
Portland Downtown District website
Downtown Portland parking garages

<http://beercamp.sierranevada.com/>
<http://www.portlandmaine.gov/>
<http://www.portlandmaine.com/getting-around/transportation/>
<http://www.portlandmaine.com/>
http://en.parkopedia.com/parking/portland_me/



STAYING AWHILE?

So you want to keep the party going? Or you came in from afar? Hey, thanks for making the trek! Don't forget, lots of tasty options will be available at the festival, but for before and after see what the locals and others have to say about some spots nearby:

HOTELS

Hilton Garden Inn Portland Downtown Waterfront (207) 780-0780

Holiday Inn By the Bay (207) 775-2311

Hyatt Place Portland-Old Port (207) 775-1000

Portland Harbor Hotel (207) 775-9090

Portland Regency Hotel (207) 774-4200

Westin Portland Harborview Hotel (207) 775-5411

Eco Friendly Hotel Options in Portland Maine:

Village Cove Inn, Kennebunkport (207) 967-3993

Nonantum Resort, Kennebunkport (207) 967-4050

Courtyard by Marriott Portland Airport, South Portland (207) 253-5005

The Kennebunk Inn, Kennebunk (207) 985-3351

Additional Hotel Options in Downtown Portland: <http://directory.portlandmaine.com/travel/hotels/2786/>

Campgrounds (within 15 miles of Thompson Point, Maine):

1. Wassamki Spring Camping Area: 56 Saco Street - Scarborough, ME 04074 (207) 839-4276
2. Wild Duck Campground: 39 Dunstan Landing Road- Scarborough, ME 04074 (207) 883-4432
3. Cascadia Park: 911 Portland Road- Saco, ME 04072 (207) 282-1666
4. Bayley's Camping Resort: 275 Pine Point Road- Scarborough, ME 04074 (207) 883-6043.

VISIT PORTLAND: <http://www.visitportland.com/>

HOTELS AND RESTAURANTS NEAR THOMPSON'S POINT:

<https://maps.google.com/maps?q=Hotels+and+Restaurants&sl=43.652485,-70.291988&sspn=0.010076,0.022724&near=Thompsons+Point,+Portland,+ME+04102&geocode=CQi9B97UNO-SJFYUVmgId7G3P-ymjrXua-ZuyTDFacSkRAuKP2A&hq=Hotels+and+Restaurants&t=m&z=9>

SIERRA NEVADA BEER LOCATOR: <http://www.sierranevada.com/beer-locator?brand=all&miles=10&Zip=04101>



BREWERS LIST

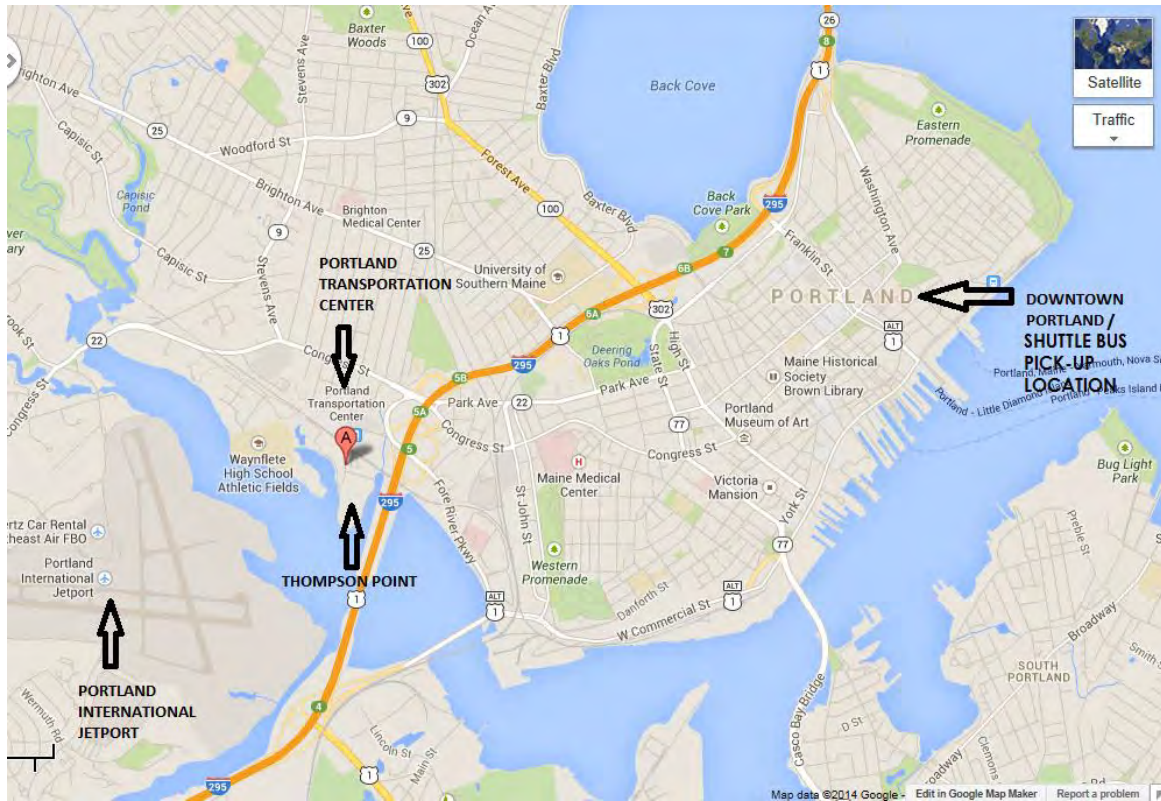
Smuttynose Brewing Co.
Tuckerman Brewing Co
Moonlight Meadery LLC
White Birch Brewing
Boothbay Craft Brewery
One Love Brewery @ 7th
Settlement
Sheepscot Valley Brewing Co.
Olde Burnside Brewing
Lost Nation Brewing
Narragansett Brewing Company
BAXTER BREWING COMPANY,
LLC
Northern Outdoors dba
Kennebec River Brewery
Relic Brewing Co
Geaghan Brothers Brewing
Company
Sackets Harbor Brewing
Company
Shipyard Brewing Co., LLC
Amherst Brewing Co.
Two Roads Brewing Company
Yonkers Brewing Co.
7th Settlement Brewery
Gneiss Brewing Company
Banded Horn Brewing
Company
Oxbow Brewing Co
FUNKY BOW BREWERY AND
BEER CO.
Foundation Brewing Company
Bigelow Brewing Company
Federal Jack's
Sea Dog Brewing Company
Gritty McDuff's Brewing Co
Rising Tide Brewing Company
Samuel Adams
Strong Brewing Co.
Harpoon Brewery
Sebago Brewing Co
Maine Mead Works
Moustache Brewing Co.
SoMe Brewing Company
Marshall Wharf Brewing Co

Barrage Brewing Company LLC
Long Trail Brewing Company
Otter Creek Brewing
Black Bear Brewery
BISSELL BROTHERS
Magic Hat Brewing Company
Throwback Brewery LLC
Penobscot Bay Brewery
Brooklyn Brewery
Newburgh Brewing Company
603 Brewery
Rushing Duck Brewing
Company
Willimantic Brewing Company
Watch City Brewing Company
Switchback Brewing Company
Pretty Things Beer & Ale Project
Geary Brewing Co.
Foolproof Brewing
Maine Beer Company
High and Mighty Beer CO
Atlantic Brewing Company
Lively Brewing
Rock Harbor Brewing Co.
Earth Eagle Brewings
Bunker Brewing Co
CH Evans Brewing Co
Cottrell Brewing
Monhegan Brewing Company
Thomas Hooker Brewing Co
Ipswich Ale Brewery
RiverWalk Brewing Company
Proclamation Ale Company
Woodstock Inn Brewery
Zero Gravity Craft Brewery
Back East Brewery
The Run of the Mill Public
House & Brewery
Battle Road Brewing Company
Martha's Exchange
The Liberal Cup
Moat Mountain Brewing Co.
Chatham Brewing, LLC
Stoneface Brewing Co
Andrew's Brewing Co.

Newburyport Brewing Company
Covered Bridge Craft Brewery,
LLC
Black Hog Brewing Co
Mayflower Brewing Company
In'finiti Fermentation &
Distillation
Tap Brewing Company
Somerville Brewing
Company/Slumbrew
ELM CITY BREWING
COMPANY
Southampton Publick House
Cambridge House Brew Pub
Shmaltz Brewery
Barreled Souls
Berkshire Brewing Company
Inc.
Flying Goose Brew Pub
Rockaway Brewing Company
Rare Form Brewing Company
Hop City Brewing Co.
The Traveler Beer Company
Clown Shoes Beer
Saint James Brewery
Wormtown Brewery
Crooked Ladder Brewing
Company
Cape Ann Brewing Company
Binghamton Brewing Co
Trinity Brewhouse
The Prodigal Brewery
Portsmouth Brewery
Peak Organic Brewing Co.
Hidden Cove Brewing Co.
Great Rhythm Brewing
Company
Austin Street Brewery
Aeronaut Brewing Co.
Pennesseewassee Brewing Co.,
LLC
Idle Hands Craft Ales
Shebeen Brewing Company

* Current at time of compiling, subject to change

MAP OF VENUE THOMPSON'S POINT



MAP OF SHUTTLE BUS PICKUP/DROP-OFF LOCATION



MAP OF METRO ROUTE #5- PORTLAND TRANSPORTATION CENTER (PTC)



Exhibit B: Town Square Media Clash Bash Website



HOME ON-AIR LISTEN PLAYLISTS EVENTS Q INSIDER SEIZE THE D

TRENDING: SPIRIT OF PORTLAND 2015 | MSTY HALLOWEEN CONTEST | PRO FOOTBALL PICK 'EM | LOCAL EXPERTS | Q

Directions To The Clash Bash & BBQ



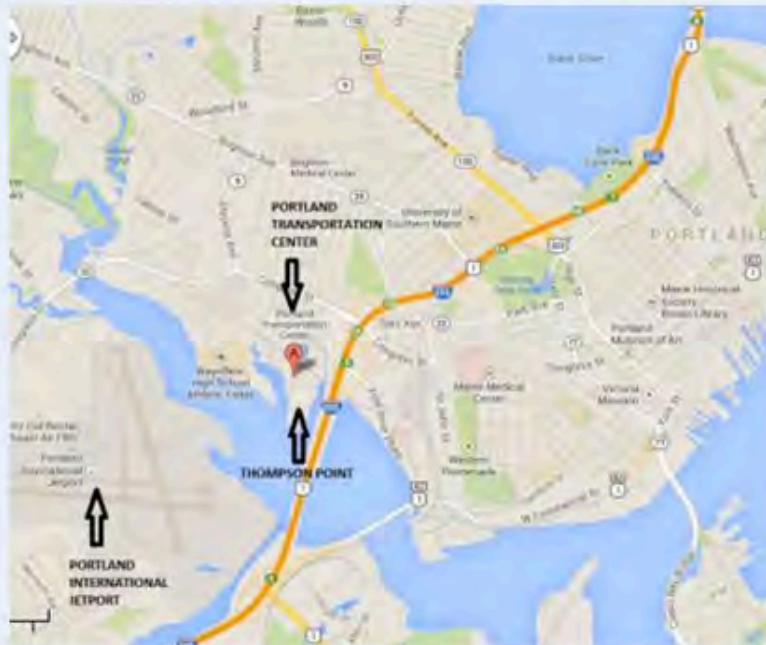
By **Jeff Parsons** August 1, 2014 1:08 PM



Share on Facebook



Share on Twitter



Thompson's Point is located directly behind the Portland Transportation Center off of outer Congress Street and easily accessible from 295.

Drive by car and park on site

Take the Amtrak Downesater www.amtrak.com

Call a Taxi

Elite Taxi: (207) 871-7274

Family Taxi: (207) 615-9353

ASAP Taxi: (207) 791-2727

NO MATTER WHAT, PLEASE BE SURE YOU HAVE A DESIGNATED DRIVER.

DRIVING DIRECTIONS

From Portland's Downtown District

a. Head southwest on Congress Street toward Forest Avenue

Exhibit C: Summer Session: Maine Brewers' Guild Website

Summer Session: Maine Brewers' Guild 2015 Beer Festival

Maine Brewers' Guild
Saturday, July 25, 2015 from 1:00 PM to 5:00 PM (EDT)
Portland, ME

Ticket Information

TICKET TYPE	SALES END	PRICE	FEE	QUANTITY
VIP Session (inc.'s general admission)	Ended	\$60.00	\$3.99	Sold Out
Designated Driver	Ended	\$20.00	\$1.99	N/A
Day Of Event General Admission more info	Ended	\$55.00	\$3.74	N/A

[Enter promotional code](#)

Share Summer Session: Maine Brewers' Guild 2015 Beer Festival

[Share](#) [Tweet](#) [Like](#) 1,066 people like this. [Sign Up](#) to see what your friends like

Event Details

**UPDATE: 11:13AM Saturday July 25th -
this event is SOLD OUT.**

No tickets will be available at the door.

We hope to see you next year

The Maine Brewers' Guild is slated to be the biggest brewfest in Maine and your best chance to try Maine's best beers. Summer Session is the only brewfest run by and in support of the Maine craft beer industry - we know what beer fans love, and we want to share our love of beer with you while creating the perfect festival environment. So come join us in the vast expanse of Thompson's Point waterfront venue in Portland - outdoors and under the sun for our **annual Maine Brewers' Guild festival - Summer Session 2015** on Saturday July 25th, from 1-5PM, with a VIP session starting at noon.

TICKETS: \$45/ general admission, \$60/ VIP (limited qty available), \$55/ Day of Event (general admission only).

All tickets include unlimited beer samples from all breweries, souvenir taster glass, access to beer school classes, live music. Food available for purchase from a huge variety of food trucks.

What makes our festival so awesome? We're glad you asked...

- **BEST BEER IN MAINE** - Maine's best brewers will be showcasing their wares from all across the state.
- **GUEST BREWERIES** - For the first time, we're doing an invitational format - our Maine brewers have invited their friends from out-of-state breweries so we'll have beers on tap that you've never tried, from breweries who don't normally sell their beer in Maine.
- **LIVE MUSIC** - we'll jam out to music from the Maine Marimba Ensemble and Down East Soul Coalition - but we'll keep it far enough away from the beer so you can still interact with the brewers and ask your questions.
- **PLENTY OF SPACE** to spread out - Thompson's Point is acres and acres of waterfront land. No crowded gymnasiums here.
- **LAWN CHAIRS WELCOME** - we want you to get comfortable, so bring your lawn chairs, picnic blankets, cornhole set, and make a day of it!
- **BEER SCHOOL CLASSES** - Learn from Maine's brewers in short, 10-15 minute 'classes' within the brewfest discussing all sorts of topics related to beer and brewing and giving you the chance to ask those burning questions and learn from the pros. No registration required. (list of classes is below)
- **The 1ST ANNUAL 'HOMEGROWN BEER' COMPETITION** - sponsored by Maine Malt House - over 15 brewers will be brewing a beer made with Maine grown grains malted in Maine Malt House's brand new facility in Mapleton, ME. All attendees will have the chance to try them all and vote on your favorite to see which brewery will take home the trophy! #DrinkLocal
- **FOOD TRUCKS** - They'll be there and ready to serve you, from the beginning to the end - so bring an appetite! Participating trucks include: Fishin' Ships, Hella Good Tacos, Love Kumpcakes, Pizza Pie on the Fly, The Sophisticated Sausage, Squeeze ME, The Roast, and PB&ME.
- **SUPPORTS YOUR LOCAL CRAFT BEER COMMUNITY** - Proceeds from our brewfest benefit the Maine Brewers' Guild in their work to promote and protect craft beer. (We're the people who changed the laws so brewers could pour their own beer at these festivals!) This is our biggest event of the year and the primary fundraiser for our nonprofit. Drink beer in support of beer!
- **TIME TO CATCH YOUR BREATH** - Although we'll have to stop serving beer at 5PM, you'll be welcome to hang out till around 6PM, grab a bite to eat from one of the food trucks, and take in the beauty of an evening on the water in Portland surrounded by thousands of your closest friends.
- **PUBLIC TRANSPORT** - We're working to figure out ways to get you to and from the festival safely. And if you're coming from Boston, the bus or trains heading into Portland will drop you right to the festival site. (The event is right behind the Amtrak and Concord Coach station). We'll also coordinate in-town Portland pick ups via public transport.

POURING AT THIS FESTIVAL:

Exhibit D: State Theatre Presents concert website

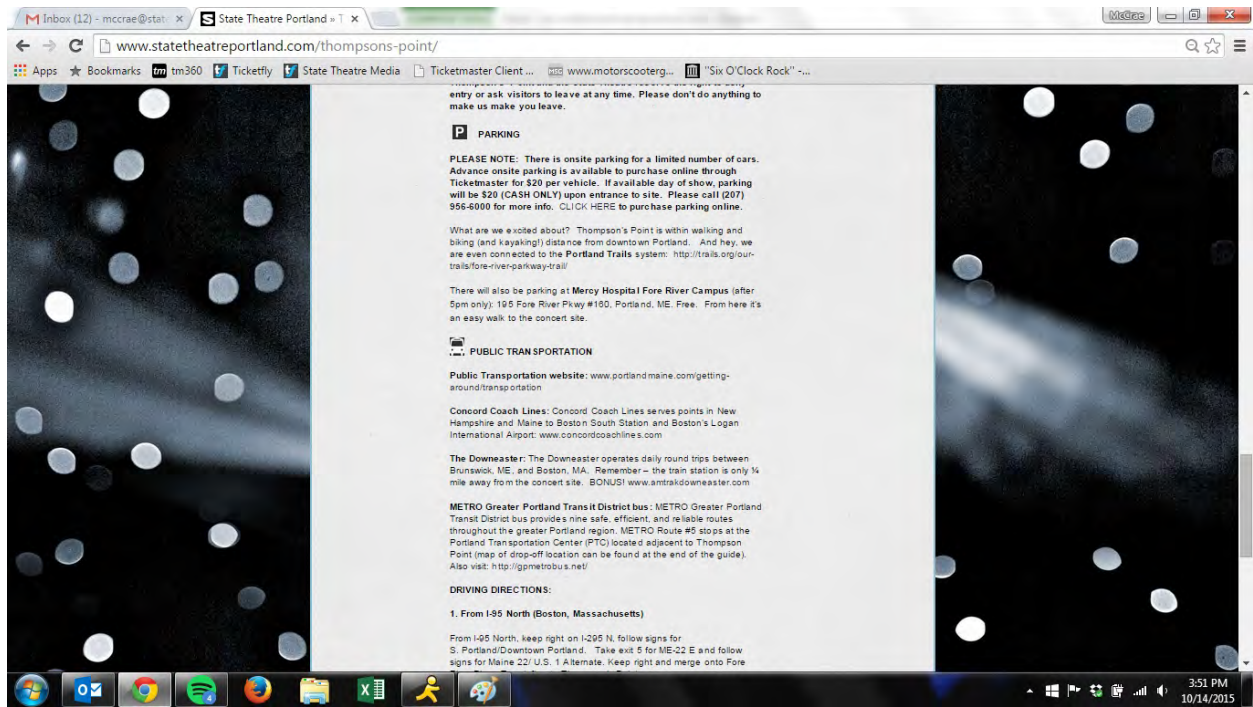
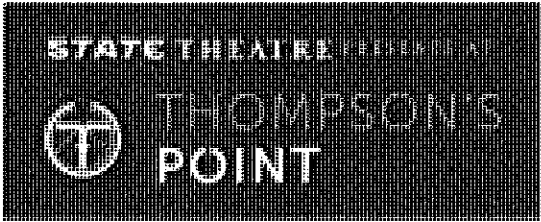


Exhibit E: State Theatre Presents parking and transit email to ticketholders

McCrae Hathaway

From: State Theatre <concerts@statetheatreportland.com>
Sent: Monday, June 22, 2015 11:48 AM
To: lauren@statetheatreportland.com
Cc: mccrae@statetheatreportland.com
Subject: Test Send - Info regarding Ingrid Michaelson at Thompson's Point

To view this email as a web page, go [here](#).



10 Thompson's Point, Portland, ME
June 19, 2015



We are so excited to celebrate our very first show at Thompson's Point outdoor venue with Ingrid and YOU. Here is some helpful info for you as you start making your plans for June 28.

The concert venue at Thompson's Point is located on the southern tip of "The Point"- the peninsula of land (and new lawn!) that juts out into the Fore River. When you arrive on TP, whether by car or by foot, follow the signs (and throngs of people) to the entrance gates.

Please note: All 2015 shows are General Admission events.

WHAT DO I NEED TO KNOW?

AGES

Thompson's Point is an ALL AGES venue. Children 2 and under are free.

REFUNDS

There are no refunds or exchanges on any tickets on any events unless an event is cancelled or postponed.

BOX OFFICE / CREDIT CARDS

While cash is king, we will accept credit cards at the box office – which will be located right next to the entrance gates. **CASH ONLY** at concessions. There will be ATMs on site.

PARKING

There is onsite parking for a limited number of cars. Advance onsite parking is available to purchase online for \$20 per vehicle. If available day of show, parking will be \$20 (**CASH ONLY**) upon entrance to site. Please call (207) 956-6000 for more info.

CLICK HERE to purchase parking online in advance.

RE-ENTRY

There will be no re-entry once your ticket has been scanned.

FOOD

There will be plenty of food available. We have hand-picked some of the best food trucks and vendors in Maine to fulfill any craving.

ALCOHOL

We are proud to serve draft beer selections from Shipyard Brewing Company and Sierra Nevada Brewing Co. as well as selections from Baxter Brewing, Deep Eddy Vodka, Cellar Door Winery and Downeast Cider (gluten free!) throughout the concert at our main concessions area under "The Depot". Please remember – if you are 21+ and plan on enjoying an alcoholic beverage, don't forget your government issued ID. **PLEASE NOTE: ALL BARS ARE CASH ONLY.**

ATM

We will be providing ATMs on site... just in case that first visit to the food truck wasn't enough, or you need to get that extra t-shirt for a friend.

SMOKING

There is a strict no-smoking policy at Thompson's Point.

ADA SEATING

ADA seating will be made available by request when you arrive at Thompson's Point.

Parking is available for guests with disabilities including a drop-off location near the entrance. Van accessible parking spaces are located near the entrance. These spaces are well-marked and are monitored by our staff. Please remember that all vehicles must display state-issued accessible parking tags or placards to park in these spaces.

The entrance to the venue is at street level. There are no steps or ramps to maneuver in and out of the entrances however there is a large portion of lawn between the entrance and the ADA seating section.

For more information on ADA seating at Thompson's Point, please call the State Theatre at 1-207-956-6000.

BE PREPARED FOR THE WEATHER – THE SHOW WILL GO ON RAIN OR SHINE

Thompson's Point is on the Fore River and it's still New England- it has the potential to be very hot or cool even in the summer. Prepare yourself. Wear a hat, breathable clothing, apply sunscreen. Hey – bring a raincoat! Be sure to check the weather before you travel to Thompson's Point. Plan ahead. Layers, people!

STAY HYDRATED!

Drink water. Lots of water. Dehydration causes unhappiness and we don't want that.

WHAT AND WHAT NOT TO BRING:

YOUR TICKET or ID FOR WILL CALL TICKETS

Please bring a printed copy of your ticket to ensure a quick entry into the show. If you are picking up your tickets at will call, please bring your ID to our will call window at the box office next to the entrance gates to pick up your tickets.

YOUR I.D.

If you have to pick up your ticket at will-call or plan on drinking any alcohol, bring your driver's license, passport or any other government issued photo I.D. and you'll be good to go!

THESE THINGS MIGHT ALSO HELP YOU AND ARE OK TO BRING:

SMALL beach or soft camp chairs

(NOTE: Out of respect for fellow concert-goers, chairs **must** be low profile, beach-style - *legs no higher than 4" off of the ground and chair backs no higher than 27" off the ground*)

Blankets or beach towels

Security reserves the right to redirect chair and blanket placement for the comfort and safety of patrons.

Hats (one hat per head probably a good formula), sunglasses, sunscreen, raincoat or poncho, a Color Me Badd CD, valid driver's license for will-call and/or to drink alcohol, a jacket, two thumbs up.

THERE ARE A FEW THINGS YOU NEED TO LEAVE BEHIND (and not limited to):

To ensure a safe and awesome event for everyone, bags will be checked upon entry for the following (in other words, please don't bring these so we can let you in right away): Pets, outside food & drink, glass bottles, cans or coolers, alcoholic beverages, illegal or illicit substances of any kind, weapons (including ninja stars), fireworks, umbrellas, professional photo/audio/video equipment, glow sticks or wands, laser pointers, a bad attitude.

Thompson's Point and the State Theatre reserve the right to deny entry or ask visitors to leave at any time. Please don't do anything to make us make you leave.



PARKING

PLEASE NOTE: There is onsite parking for a limited number of cars. Advance onsite parking is available to purchase online through Ticketmaster for \$20 per vehicle. If available day of show, parking will be \$20 (CASH ONLY) upon entrance to site. Please call (207) 956-6000 for more info. **CLICK HERE to purchase parking online.**

What are we excited about? Thompson's Point is within walking and biking (and kayaking!) distance from downtown Portland. And hey, we are even connected to the **Portland**

Trails system: <http://trails.org/our-trails/fore-river-parkway-trail/>

There will also be parking at **Mercy Hospital Fore River Campus** (after 5pm only): 195 Fore River Pkwy #160, Portland, ME. Free. From here it's an easy walk to the concert site.



PUBLIC TRANSPORTATION

Public Transportation website: www.portlandmaine.com/getting-around/transportation

Concord Coach Lines: Concord Coach Lines serves points in New Hampshire and Maine to Boston South Station and Boston's Logan International Airport: www.concordcoachlines.com

The Downeaster: The Downeaster operates daily round trips between Brunswick, ME, and Boston, MA. Remember – the train station is only ¼ mile away from the concert site. **BONUS!** www.amtrakdowneaster.com

METRO Greater Portland Transit District bus: METRO Greater Portland Transit District bus provides nine safe, efficient, and reliable routes throughout the greater Portland region. METRO Route #5 stops at the Portland Transportation Center (PTC) located adjacent to Thompson Point (map of drop-off location can be found at the end of the guide). Also visit: <http://gpmetrobus.net/>



Pedicab: Want someone else to pedal you up to the site? Call Maine Pedicab for a ride. Park in a garage downtown and get picked up in style. Don't forget they work for tips only so it's pay what you want! Call (207) 430-7011 to get to the festival in style.

DRIVING DIRECTIONS:

1. From I-95 North (Boston, Massachusetts)

From I-95 North, keep right on I-295 N, follow signs for S. Portland/Downtown Portland. Take exit 5 for ME-22 E and follow signs for Maine 22/ U.S. 1 Alternate. Keep right and merge onto Fore River Pkwy. Turn left onto Thompson's Point.

2. From Portland International Jetport: 1001 Westbrook Street, Portland, Maine

Head northeast on Johnson Road toward City Line Drive. Continue straight onto Congress Street. Turn right onto Fore River Parkway. Take first right onto Thompson's Point. Arrive at Thompson's Point.

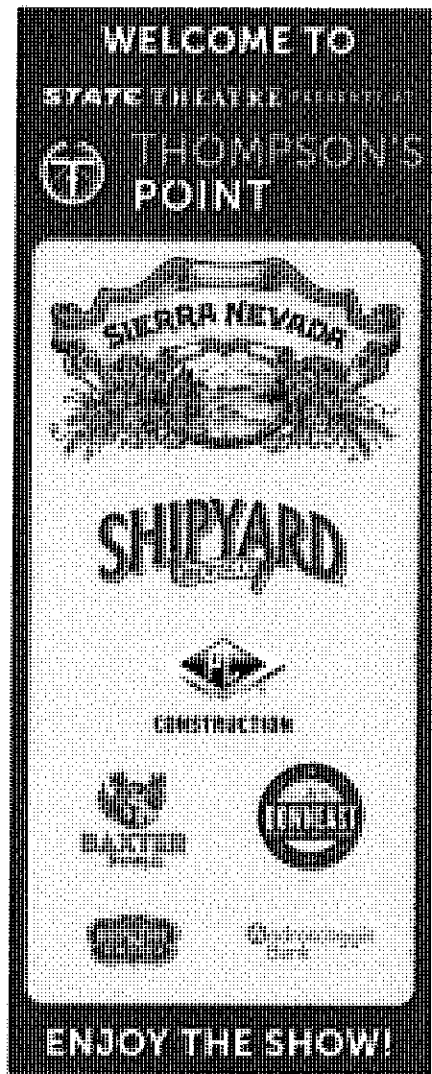
3. From Portland's Downtown District: 549 Congress Street, Portland, Maine

Head southwest on Congress Street toward Forest Avenue. Take first right on Forest Avenue. Slight right to merge onto I-295 S/ U.S. 1 S toward South Portland. Take exit 5A toward ME- 22/ U.S. 1 Alternate/ Congress Street. Keep left at fork and follow signs to Thompson's Point.

CLICK HERE to enter driving directions on Google Maps.

For any other questions, please call (207) 956-6000 or email us at info@statetheatreportland.com

See you at the show!



BOX OFFICE

Buy tickets online at www.statetheatreportland.com, by phone at 1-800-745-3000 or in person at the State Theatre box office, Fridays 10am-2pm. The Thompson's Point box office is open one hour before doors night of show.



This email was sent to lauren@statetheatreportland.com by State Theatre, 609 Congress Street, Portland, Maine 04101. You are receiving this email advertisement because your email address was used for a ticket purchase or you signed up via our website.

[Update your profile & modify subscriptions](#) | [Unsubscribe](#) | [Contact Us](#)

Exhibit F: State Theatre Presents email capture statistics

Name
TP Info

From
State Theatre
concerts@statetheatreportland.com

Subject
Info regarding Ingrid Michaelson at Thompson's Point

Segment
Ingrid Buyers

Overview	63.1 % (495) Opens	12.9 % (101) Clicks	0.4 % (3) Bounces	0.1 % (1) Unsubscribes
----------	------------------------------	-------------------------------	-----------------------------	----------------------------------

Delivery	99.6 % Delivery Rate	785 Sent	782 Delivered
----------	--------------------------------	--------------------	-------------------------

Opens	63.1 % Total Opens	495 Unique Opens	287 Did Not Open
-------	------------------------------	----------------------------	----------------------------

Clicks	12.9 % Net Click Through Rate	149 Total	101 Unique
--------	---	---------------------	----------------------

	Links	Clicks	Click Through Rate
1	parking http://www.ticketmaster.com/thompsons-po...	44 	5.6%
2	ingrid http://www.statetheatreportland.com/even...	26 	3.3%
3	http://www.ticketmaster.com/Thomps http://www.ticketmaster.com/Thompsons-Po...	15 	1.9%
4	maps https://www.google.com/maps/dir/43.6497...	12 	1.5%
5	http://www.statetheatreportland.com http://www.statetheatreportland.com?cam...	9 	1.1%
6	View as a Web Page http://view.tmclient.ticketmaster.com/7j...	7 	0.9%
7	http://www.statetheatreportland.com	5 	

Exhibit G: Transportation Demand Management Surveys



Transportation Demand Management Survey

Date:

From: Sue Santerre, Thompson's Point Development Company

To: [Tenant]

On behalf of our team, I would like to welcome you to Thompson's Point! We are excited to have you join us in this dynamic mixed-use project. As a transit-oriented development, we are eager to do what we can to encourage the use of alternative forms of transportation. While use of Single Occupant Vehicles (SOVs) continues to be necessary for many of our tenants, visitors, and guests, we are nevertheless interested to work together as a community of businesses to find other ways of getting people to and from the Point. My role is to help further these goals. Our team will help coordinate and promote rideshare opportunities; use of AMTRAK and Concord Coach lines; METRO bus; and U Car Share/Uber; monitoring parking usage in conjunction with parking management; monitoring parking usage in conjunction with parking facility management; coordinating event scheduling; encouraging greater use of bicycling, walking, and bus-based transit; and convening meetings of decision-makers representing the tenants/users at Thompson's Point, who will assist the coordinator in facilitating these overall goals.

To help me better understand your company's needs, I would be grateful if you would distribute the enclosed survey to your employees and ask them to fill it out and return it to me at: sue@thompsonspointmaine.com at their earliest opportunity. If you have any questions or would like to set up a time to discuss, please do not hesitate to contact me.

Yours sincerely,

Sue Santerre

Transportation Demand Management Coordinator

Question	Yes	No	Response
Do you drive to work?			
If so, do you drive alone?			
If not, how many ride with you?			
If you ride alone, would you consider carpooling?			
Have you used Uber?			
Have you used Uber to get to/from work?			
If not, would you consider it?			
Do you take METRO to work?			
If so, how often?			
If not, why not?			
If not, what would make you consider taking METRO?			
How long is your commute to work?			
Do you ride a bicycle or walk to work?			
If so, how often?			
If not, why not?			
If not, would you consider riding a bicycle or walking to work if you had facilities (shower, bike racks, etc.) to make this a better experience?			
Are there any other comments you would like to offer as we consider how to facilitate better access to alternative transportation for Thompson's Point?			



Concert Transportation Demand Management Survey

Question	Yes	No	Response
Did you drive to the concert?			
If so, did you drive alone?			
If not, how did you get to the concert?			
Would you consider carpooling?			
Have you used Uber?			
Would you use Uber to travel to a concert with others?			
Have you taken the METRO bus?			
Would you take the METRO bus to a concert at Thompson's Point?			
If not, why not, and what could get you to consider taking METRO?			
Where did you travel from, and how long did it take you to get to the concert?			
If you drove, would you ever consider riding a bicycle or walking to a concert?			
Are there any other comments you would like to offer as we consider how to facilitate better access to alternative transportation to concerts at Thompson's Point?			



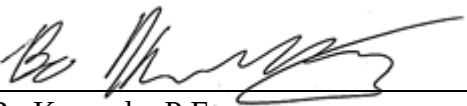
Neighborhood Meeting Certification

I, Bo Kennedy, P.E. of Fay, Spofford & Thorndike, hereby certify that a Neighborhood Meeting was held on October 9, 2015 at the project site Circus Maine, Brick North Building, 4 Thompson's Point, Portland, Maine at 12:00 PM.

I also certify that on September 29, 2015 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1,000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,


Bo Kennedy, P.E.

October 9, 2015

Date

Attached to this certification are:

1. Meeting invitation
2. Sign-in sheet
3. Meeting minutes

R:\2982.05 Amended Site Plan Part II\Admin\Permitting\Brick South Level III-Site Plan\Neighborhood Meeting\2982.05 Neighborhood Meeting Certification Form 09-29-15.doc

September 29, 2015



Dear Neighbor:

Please join us for a **Neighborhood Meeting** to discuss our request for the **Subdivision Plan and Level III Site Plan** approval for the property located at Thompson's Point in Portland, Maine. The Forefront at Thompson's Point development is a mixed use development parcel south of the Pan Am Railway. The overall development is proposed to include an event center, office space, hotel/residential units, educational building, parking garage, sports medicine, cultural center, open space concert/venue area and restaurants. The current Level III Site Plan Application is specifically for the redevelopment of an existing brick building for event use.

Meeting Location: **Circus Maine**
 Brick North Building, 4 Thompson's Point, Portland, ME

Meeting Date: **Friday, October 9, 2015**

Meeting Time: **12:00 p.m.**

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please feel free to contact me at 207-775-1121.

Sincerely,

FAY, SPOFFORD & THORNDIKE, LLC

A handwritten signature in black ink, appearing to read "Bo Kennedy".

Bo Kennedy, P.E.
Senior Engineer

BEK/smk

R:\2982.05 Amended Site Plan Part II\Admin\Permitting\Brick South Level III-Site Plan\Neighborhood Meeting\Neighborhood Mtg Ltr.docx

***Note:** Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street, Portland, ME 04101 or by email to: bab@portlandmaine.gov*

Neighborhood Meeting Sign-In Sheet
The Forefront at Thompson's Point
Circus Maine, Brick North Building
4 Thompson's Point, Portland, Maine

Date: Friday, October 9, 2015

Time: 12:00 pm

Location: Circus Maine, Brick North Building, 4 Thompson's Point, Portland, ME

[illegible]

Thompson's Point Public Hearing

MINUTES

OCTOBER 9, 2015

BRICK NORTH BUILDING CIRCUS SPACE

MEETING CALLED BY	Forefront Partners I, LP
TYPE OF MEETING	Neighborhood Meeting for Subdivision/Level III Site Plan
FACILITATOR	Chris Thompson
NOTE TAKER	Sue Santerre
ATTENDEES	See attached sign in sheet

TOPIC	Update on Master Plan, Presentation of Subdivision, and Brick South Site Plan
Thompson's Point Master Plan, Subdivision Plan, and Brick South Level III site plans were displayed on large format presentation boards for public to see. Chris Thompson introduced the project and Bo Kennedy, PE with FST was on hand to address questions and comments. Chris Thompson provided an overview of the project, including the Brick North project, which is currently in construction with a projected completion date of May 2016; and the relocation of Suburban Propane to Riverside Street, engineering work for which is underway now. Kennedy presented the subdivision and its phases, showing the sequential sections for recording, describing roadway and utility work associated with each. Thompson presented plans for the Brick South building, an existing rail building to be renovated (targeting LEED Silver certification) for a multi-use event space, with a projected start date of January 1, 2016 and finish date of June 15, 2016.	
PUBLIC COMMENTS AND CONCERNS	
<i>Question 1:</i> Brick North and South plans look good with the fruit tree grove and outdoor space. Are there bike racks for people who bike to these buildings? <i>Response by Chris Thompson:</i> There will be bike racks located at different places around the point and both of these buildings have them programmed.	
<i>Question 2:</i> The area looks good – better than it did before and we are excited to see the rest of the plans. It is great that you are doing outdoor events, and ice skating, and building event space which we need instead of an office park.	
<i>Question 3:</i> I like the aesthetics and that you are keeping these brick buildings and bringing them back to life. Will there be awnings or porticos, something else? <i>Response by Chris Thompson:</i> Yes, both buildings have covered entries planned. Brick South has a larger capacity and has a broad covered entry here. Brick North's west wing, the entryway we used to come in to this space, does not have one shown on the plan but we are proposing to add one.	
<i>Question 4:</i> Where can we get information on a day to day basis regarding the project? <i>Response by Chris Thompson:</i> We have a website, www.thompsonspointmaine.com where you	

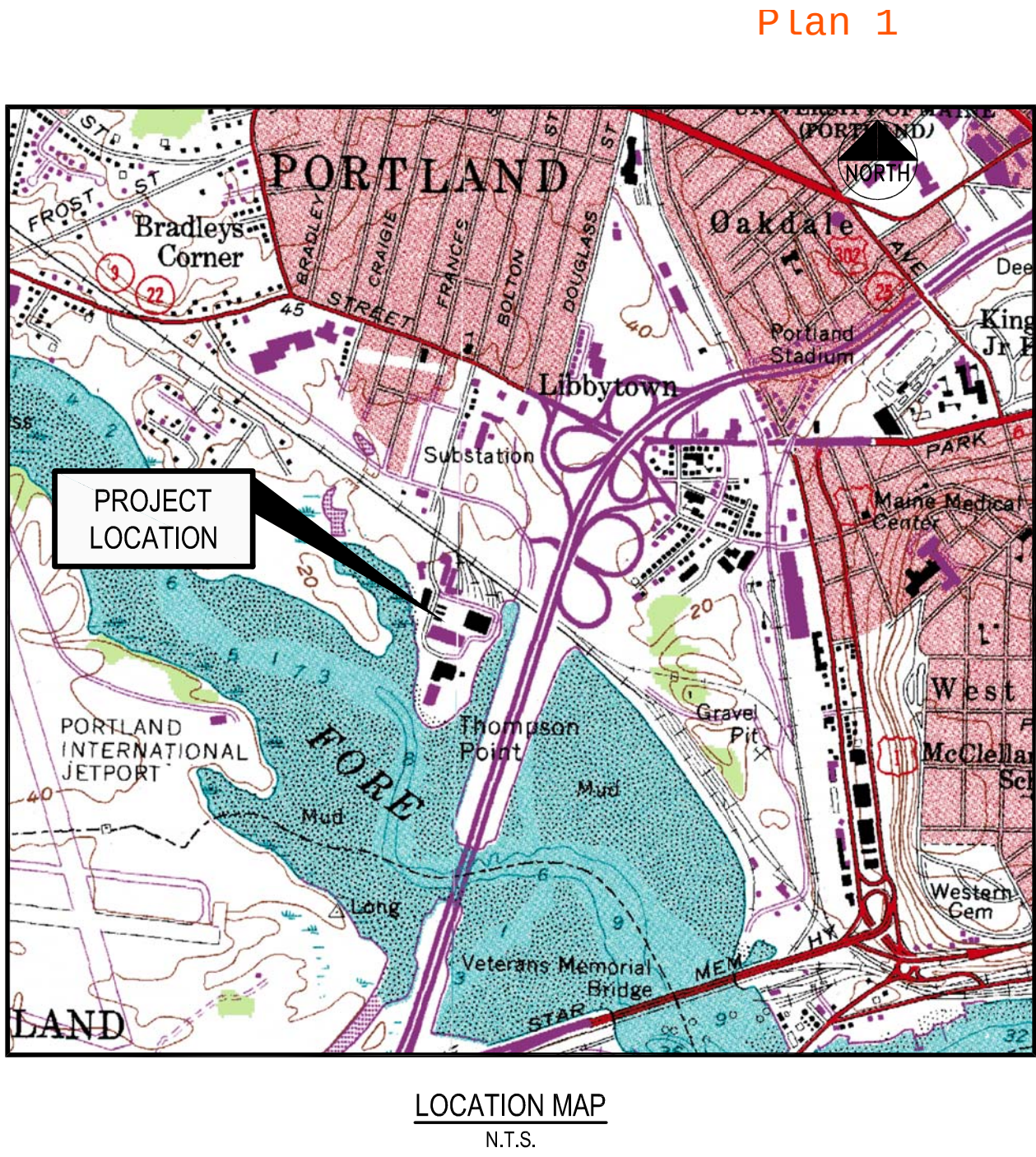
can go to get information and to see upcoming events.

TOPIC

Conclusion

Chris Thompson: We thank you for coming and for your participation. Safe travels home and stay dry.

DEVELOPMENT PLANS
FOR
THE FOREFRONT AT
THOMPSON'S POINT
FINAL SUBDIVISION APPLICATION
SUBMISSION TO CITY OF PORTLAND
PORTLAND, MAINE
AUGUST 13TH, 2015



PROJECT PARCEL SITE		
ZONING: B-5 URBAN COMMERCIAL MIXED USE ZONE		
PORTLAND TAX ASSESSOR'S MAP & LOT NUMBERS:		
MAP	BLOCK	LOTS
201	A	5, 8, 10
202	A	1, 4

APPLICANT / OWNER:
FORE FRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
ATTN: CHRIS THOMPSON, PhD
207.784.0335
PARALLAXPARTNERS@GMAIL.COM

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E-	ELECTRICAL PLANS
1 OF 1	PHOTOMETRIC PLAN

UTILITIES

WATER
ATTN: RICO SPUGNARDI
PORTLAND WATER DISTRICT
22 DOUGLAS STREET
P.O. BOX 3533
PORTLAND, MAINE 04104
207.761.8310

SEWER
ATTN: DAVID-MARGOLIS-PINEO, P.E.
CITY OF PORTLAND
PUBLIC SERVICES ENGINEERING DEPT.
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8840

POWER
ATTN: JAMIE COUGH
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.791.1023

TELEPHONE
ATTN: JOHN CAPRIO
FAIRPOINT COMMUNICATIONS
ONE DAVIS FARM ROAD
PORTLAND, MAINE 04103
207.797.1842

CABLE
ATTN: ANDY TROTTER
TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
877.546.0962

FIBER COMMUNICATIONS
ATTN: MICHAEL ELLINGWOOD
OXFORD NETWORKS
491 LISBON STREET
LEWISTON, MAINE 04240
207.333.3471
mellingwood@oxfordnetworks.com

NATURAL GAS
ATTN: SCOTT CARPENTER
UNITIL / FORMERLY NORTHERN UTILITIES
1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.541.2543
email: carpenters@unitil.com

CALL BEFORE YOU DIG:
1.888.DIGSAFE (1.888.344.7233)
DIG SAFE MAINE

PERMITS / APPROVALS (APPLICABLE TO FULL DEVELOPMENT)

LOCAL	GOVERNING BODY	STATUS
SITE PLAN, SHORELAND ZONING AND SUBDIVISION REVIEW	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	ORIGINAL APPROVED JUNE 5, 2012 AMENDED APPROVAL JUNE 19, 2013 AMENDED SUBDIVISION PLAT TBD
BUILDING AND DEMOLITION PERMITS	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8703	DEPOT BUILDING PERMIT ISSUED JUNE 18, 2014 BRICK NORTH BUILDING PERMIT ISSUED AUGUST 2014 VARIOUS DEMOLITION AND LAND DISTURBANCE PERMITS (2015) ON FILE WITH CITY TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR FOR THIS PROJECT
MASTER DEVELOPMENT PLAN	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	APPROVED MARCH 2014
STATE	GOVERNING BODY	STATUS
SITE LOCATION OF DEVELOPMENT	CITY OF PORTLAND PLANNING AUTHORITY DELEGATED AUTHORITY CITY HALL, 389 CONGRESS STREET 207.874.8722 CONTACT: CHRISTINE GRIMANDO	APPROVED JUNE 5, 2012 UNDER CITY'S DELEGATED AUTHORITY
NATURAL RESOURCES PROTECTION ACT (NRPA) / MAINE CONSTRUCTION GENERAL PERMIT	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.822.6300 CONTACT: MARY BETH RICHARDSON	APPROVED JULY 2012 ORDER #L-25672-2G-A-N / L-25672-FS-B-N AMENDMENT APPROVED JUNE 30, 2014
MAINE DOT TRAFFIC MOVEMENT PERMIT	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333 207.624.3620 CONTACT: STEVE LANDRY	APPROVED JUNE 13, 2012 REG. 01-00155-A-N
MAINE VOLUNTARY RESPONSE ACTION PLAN (VRAP)	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.623.8367 CONTACT: NICK HODGKINS	NO ACTION ASSURANCE LETTER ISSUED MARCH 6, 2013
PUBLIC RAIL CROSSING PETITION	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333	DECISION #364 - APRIL 3, 2012
FEDERAL	GOVERNING BODY	STATUS
U.S. ARMY CORPS OF ENGINEERS SECTION 404 PERMIT	U.S. ARMY CORPS OF ENGINEERS RR2 BOX 1855 MANCHESTER, MAINE 04351 207.623.8367 CONTACT: JAY CLEMENT	APPROVED AUGUST 24, 2012 CORP PERMIT #NAE-2012-00992 AMENDED APRIL 16, 2014

CONSULTANT LIST

CIVIL ENGINEER: Fay, Spofford & Thorndike 778 MAIN STREET, SUITE 8 SOUTH PORTLAND, MAINE 04106 207.775.1121 ATTN: BO KENNEDY www.fstinc.com	GEOTECHNICAL ENGINEER: Haley and Aldrich, Inc. 75 WASHINGTON AVENUE, SUITE 203 PORTLAND, MAINE 04101 207.482.4600 ATTN: WAYNE CHADBOURNE www.haleyaldrich.com
ARCHITECT: Archetype Architects 48 UNION STREET PORTLAND, MAINE 04101 207.772.6022 ATTN: BILL HOPKINS www.archetype-architects.com	ENVIRONMENTAL ENGINEER: Credere Associates, LLC 776 MAIN STREET WESTBROOK, MAINE 04092 207.828.1272 ATTN: RIP PATTEN www.credereinc.com
Phi Home Designs 446 WEST STREET ROCKPORT, MAINE 04856 207.230.6034 ATTN: ERIK DURBAS	TRAFFIC ENGINEER: Gorrill-Palmer Consulting Engineers, Inc. P.O. BOX 1237 15 SHAKER ROAD GRAY, MAINE 04039 207.657.6910 ATTN: RANDY DUNTON www.gorrillpalmer.com
LANDSCAPE ARCHITECT: Carroll Associates 217 COMMERCIAL STREET, SUITE 200 PORTLAND, MAINE 04101 207.772.1552 ATTN: PAT CARROLL	SURVEYOR: Sebago Technics, Inc. 1 CHABOT STREET WESTBROOK, MAINE 04092 207.856.0277 www.sebagotechnics.com
ELECTRICAL / LIGHTING CONSULTANT: Bartlett Design 942 WASHINGTON STREET BATH, MAINE 04530 207.522.9789 ATTN: LARRY BARTLETT	LEED: Thornton Tomasetti 386 FORE STREET, SUITE 401 PORTLAND, MAINE 04101 207.245.6060 www.thorntontomasetti.com
LEGAL COUNSEL: Verrill Dana ONE PORTLAND SQUARE P.O. BOX 586 PORTLAND, MAINE 04112 207.774.4000 ATTN: DAVID GALGAY www.verrilldana.com	

PLAN REFERENCES:

TITLE	DATE APPROVED BY CITY
1. THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	JUNE 5, 2012
2. THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT	JUNE 19, 2013
3. BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	DECEMBER 17, 2013
4. THE FOREFRONT AT THOMPSON'S POINT MASTER PLAN	MARCH 11, 2014
5. THE DEPOT BUILDING LEVEL II SITE PLAN	JUNE 10, 2014
6. BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT (PHASE 1A)	DECEMBER 4, 2014
7. THE FOREFRONT AT THOMPSON'S POINT FINAL SUBDIVISION PLAN	TBD

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK, UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

				PROJECT: THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE: COVER SHEET	FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106 DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BN COV SHEET: C-1.0 DATE: SEPT 2014 SCALE: N.T.S. JOB NO. SP-M007B
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. BO KENNEDY LIC. #11994	CLIENT: FOREFRONT PARTNERS I, LP	
REV	DATE	DESCRIPTION	REVISIONS		

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MAINE DEPARTMENT OF TRANSPORTATION, THE U.S DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.
6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE. THE ELECTRONIC FILE SHALL BE IN AUTOCAD DRAWING FILE FORMAT AND INCLUDE ALL FINAL SURFACE TREATMENT LIMITS, TOPOGRAPHY, SUBSURFACE UTILITIES AND DRAINAGE APPURTENANCES, MAINS, BENDS, CLEANOUTS, SERVICE LEADS, ETC.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THOMPSON'S POINT AND ALL ADJACENT PROPERTIES INCLUDING THE RAILROAD R.O.W. AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO EMERGENCY SITE ACCESS CONDITIONS.
11. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMANCE OF WORK IN ACCORDANCE WITH ALL AREMA SAFETY STANDARDS AND SHALL COOPERATE FULLY WITH REPRESENTATIVES OF PAN AM RAILWAYS AND THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY (NNEPRA), MDOT, AND THE CITY OF PORTLAND AS MAY BE REQUIRED.

SITE LAYOUT NOTES

1. ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT. SEE DRAWINGS C-3.1 & C-3.2 FOR SURFACE TREATMENT PLAN FOR PAVEMENT TYPE.
5. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
6. STRIPE PARKING AREAS, DRIVES AND ROADWAY AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, CROSSWALKS, HANDICAP SYMBOLS, PAINTED ISLANDS AND FIRE LANES. (ALL MARKINGS EXCEPT MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT). ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F". MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT.
7. SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.
8. STOP BARS SHALL BE 12" WIDE.
9. PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
2. PROVIDE TURF REINFORCEMENT IN AREAS INDICATED ON THE PLANS.
3. AS "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.
4. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.
5. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.
6. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
7. ALL DISTURBED AREAS NOT TO BE PAVED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
8. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS	95%

AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.

9. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
10. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.
11. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.
12. NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE DIVISION SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.
5. COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE. SUBURBAN PROPANE AND NNEPRA TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.

LANDSCAPE NOTES

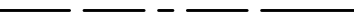
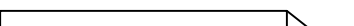
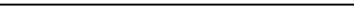
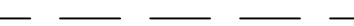
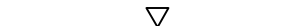
(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT BETWEEN THIS SECTION AND THE LANDSCAPE DRAWINGS, THE LANDSCAPING DRAWINGS SHALL GOVERN)

1. ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.
2. PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.
3. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM AND SEED.
4. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TIP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 4" LOAM AND SEED.
5. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.
6. PARKING AREA PLANTED ISLANDS TO HAVE A MINIMUM OF 4" TOPSOIL. REMOVE ALL CONSTRUCTION DEBRIS BEFORE TOPSOILING. TOPSOIL SHALL BE PLACED TO TOP OF CURB.
7. ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.
8. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.
9. THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
10. NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.
12. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.
13. ALL PLANTING LOCATED AT THE ENTRANCE TO THE PROJECT OR AT INTERSECTIONS WITHIN THE SITE WILL BE MAINTAINED AND WILL NOT EXCEED 3 FEET IN HEIGHT WITHIN A TRIANGLE FORMED 25' INTO THE DRIVEWAY AND 25' ALONG THE TRAVEL WAY.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.
3. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.
4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
5. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
6. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.
7. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.
8. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.
9. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
10. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
11. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.
12. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.
13. INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 3:1.
14. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003".

LEGEND

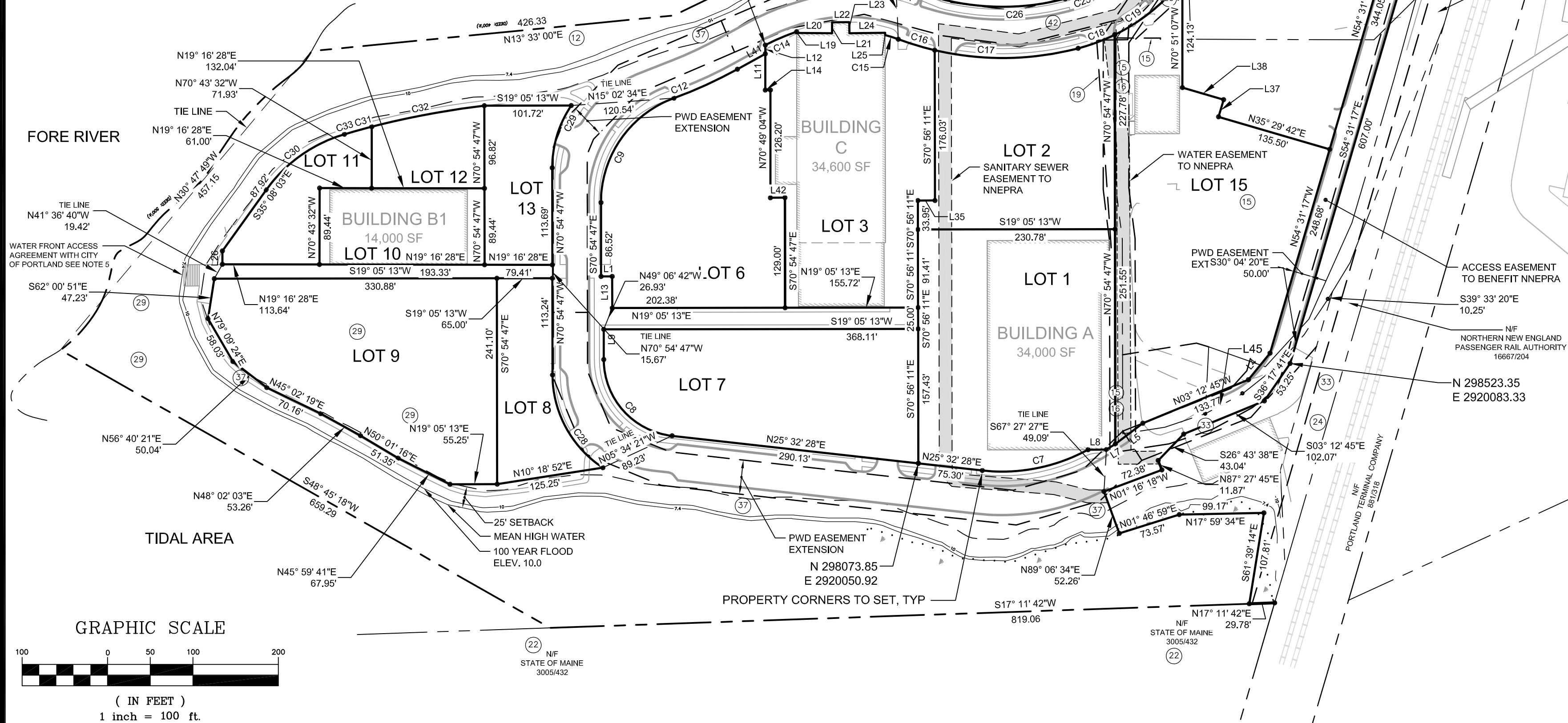
EXISTING	PROPOSED
 BOUNDARY LINE/R.O.W.	 BARRIER FREE SYMBOL
 ABUTTER LINE/R.O.W.	 SIGN
 DEED LINE/ROW	 SIGN LABEL
 TIE LINE	 GUIDERAIL - METAL
 EASEMENT	 GUIDERAIL - TIMBER
 FLOODPLAIN	 FENCE - CHAINLINK
 CENTERLINE	 FENCE - WOOD
 IRON PIPE/ROD	 BUILDING / BUILDING ACCESS
 BENCHMARK	 PROPERTY LINE
 BUILDING	 RETAINING WALL
 WETLANDS	 PEDESTRIAN CROSSWALK
 EDGE WETLAND	 TRAFFIC ARROWS
 ROCK OUTCROP	 BOLLARD
 SIGN	 VERTICAL GRANITE CURB
 EDGE PAVEMENT	 SLOPED GRANITE CURB
 GRAVEL ROAD	 CATCH BASIN
 EDGE WATER	 CONTOUR LABEL
 CONTOURS	 DRAIN MANHOLE
 SPOT GRADE	 RIPRAP INLET APRON
 CHAIN LINK FENCE	 RIPRAP OUTLET APRON
 DECIDUOUS TREE	 SLOPE DESIGNATION
 CONIFEROUS TREE	 SPOT GRADE
 GUARDRAIL	 SPOT GRADE AT CURB (TC = TOP / BC = BOTTOM)
 WATER GATE VALVE	 WATER MARK
 HYDRANT	 UNDERDRAIN
 SEWER MH	 STORM DRAIN
 CATCH BASIN	 TREE LINE OR LIMIT OF CLEARING
 DRAINAGE MH	 CURB STOP
 UNIDENTIFIED MH	 HYDRANT
 OVERHEAD UTILITY	 LIGHT POLE WITH FIXTURE(S)
 ELECTRIC METER BOX	 WALL MOUNT LIGHT
 LIGHT POLE	 SANITARY SEWER MANHOLE
 UTILITY POLE	 TEST PIT
 GUY	 TRANSFORMER PAD
 RIPRAP	 UTILITY POLE
 BOULDER	 VALVE
 SCHEDULE B - SECTION 2 EXCEPTIONS	 SANITARY SEWER
	 WATER MAIN
	 GAS MAIN
	 UNDERGROUND ELECTRIC
	 OVERHEAD ELECTRIC
	 PEDESTRIAN FLASHER

PRELIMINARY - NOT FOR CONSTRUCTION

1. OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CCRD BOOK: 30781, PAGE: 282
2. LOTUS IS SHOWN AS LOTS 5, 6, 7, 10 AND ON PORTLAND ASSESSORS MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS AND DISTANCES AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHINCS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSON POINT. THE DEVELOPMENT PLAN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY P. F. SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19, 2013. LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR THE PERTINENT DEVELOPMENTS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DAVIS PERFORMED FOR INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED.
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINCS AS SHOWN ON A PLAN TITLED "ALTA/CSM LAND TITLE SURVEY OF 1 THOMPSONS POINT, DATED MAY 27, 2011 AND LAST REVIEWED NOVEMBER 23, 2011."
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHINCS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 207 (NGVD 29).
8. THE FOREFRONT DEVELOPMENT ASSUMES ROAD AND UTILITY MAINTENANCE RESPONSIBILITIES WITH THE CITY OF PORTLAND AND TURN AROUND AS DESCRIBED IN AGREEMENTS WITH THE CITY OF PORTLAND AND RECORDED IN THE CCRD.

	LOT ID	AREA (SF)	AREA (AC)
SECTIONAL RECORDING 1	COMMON AREA	507,368	11.65
	1	63,335	1.45
	2	44,355	1.02
	3	57,007	1.31
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
SECTIONAL RECORDING 2	6	50,243	1.15
	8	17,504	0.40
	9	59,024	1.36
	11	13,873	0.32
	12	11,329	0.26
	13	15,323	0.35
SECTIONAL RECORDING 3	7	48958	1.12
	14	57,345	1.32
	15	80,136	1.84
SECTIONAL RECORDING 4	16	37,983	0.87
	17	44,896	1.03
	18	54,336	1.25
	19	66,399	1.52
	TOTAL	1,312,346	30.13

ALL PHASES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROVED DEVELOPMENT PLAN AND CONDITIONS OF THIS SUBDIVISION APPROVAL.



_____ DATE _____

CHAIRPERSON _____

EXISTING PROPERTY LINE

PROPOSED PROPERTY LINE

PROPOSED EASEMENT LINE

EXISTING TIE LINE

25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4

PIN TO BE SET

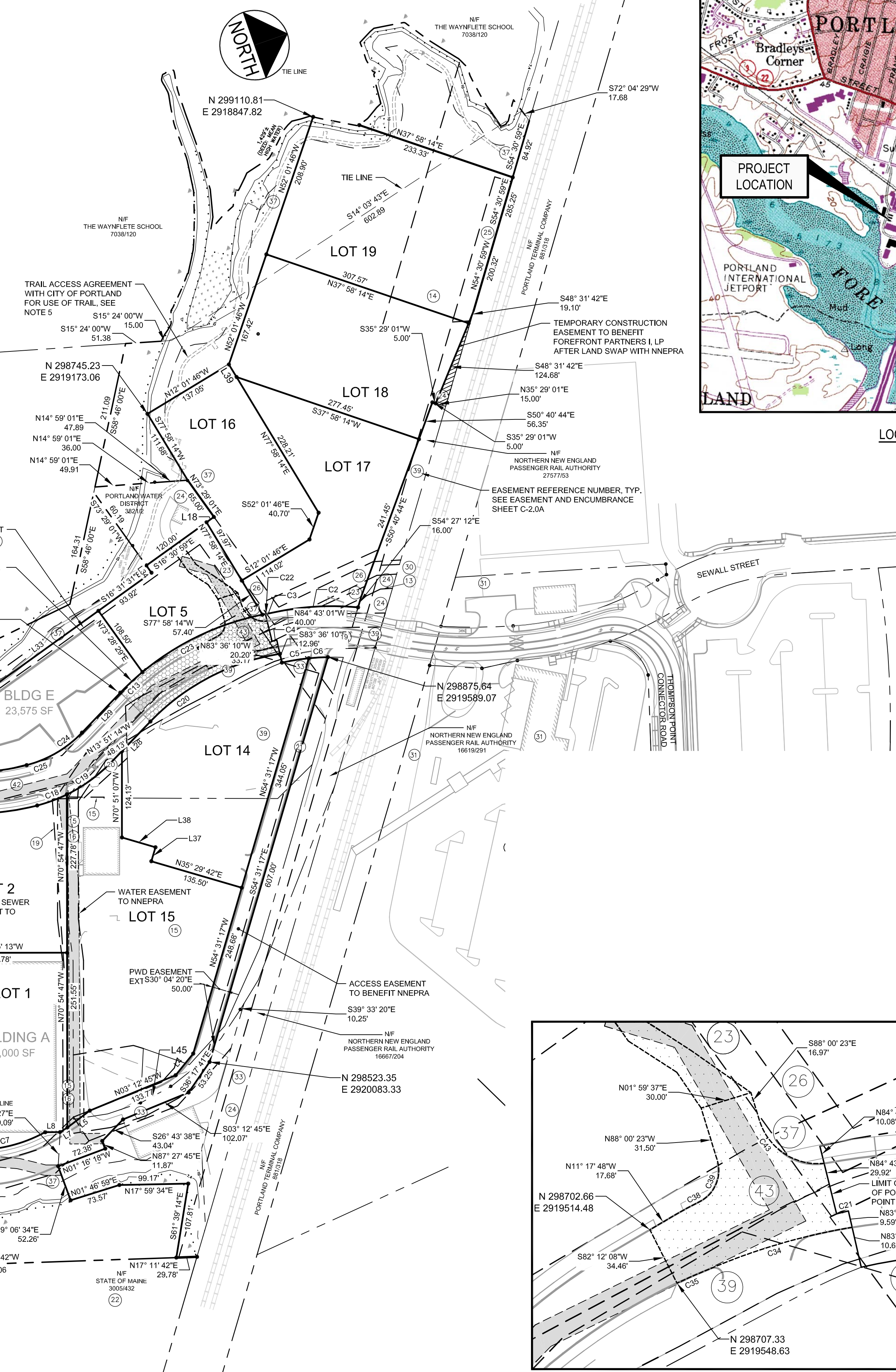
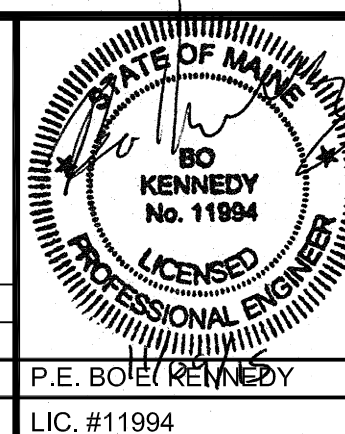
THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

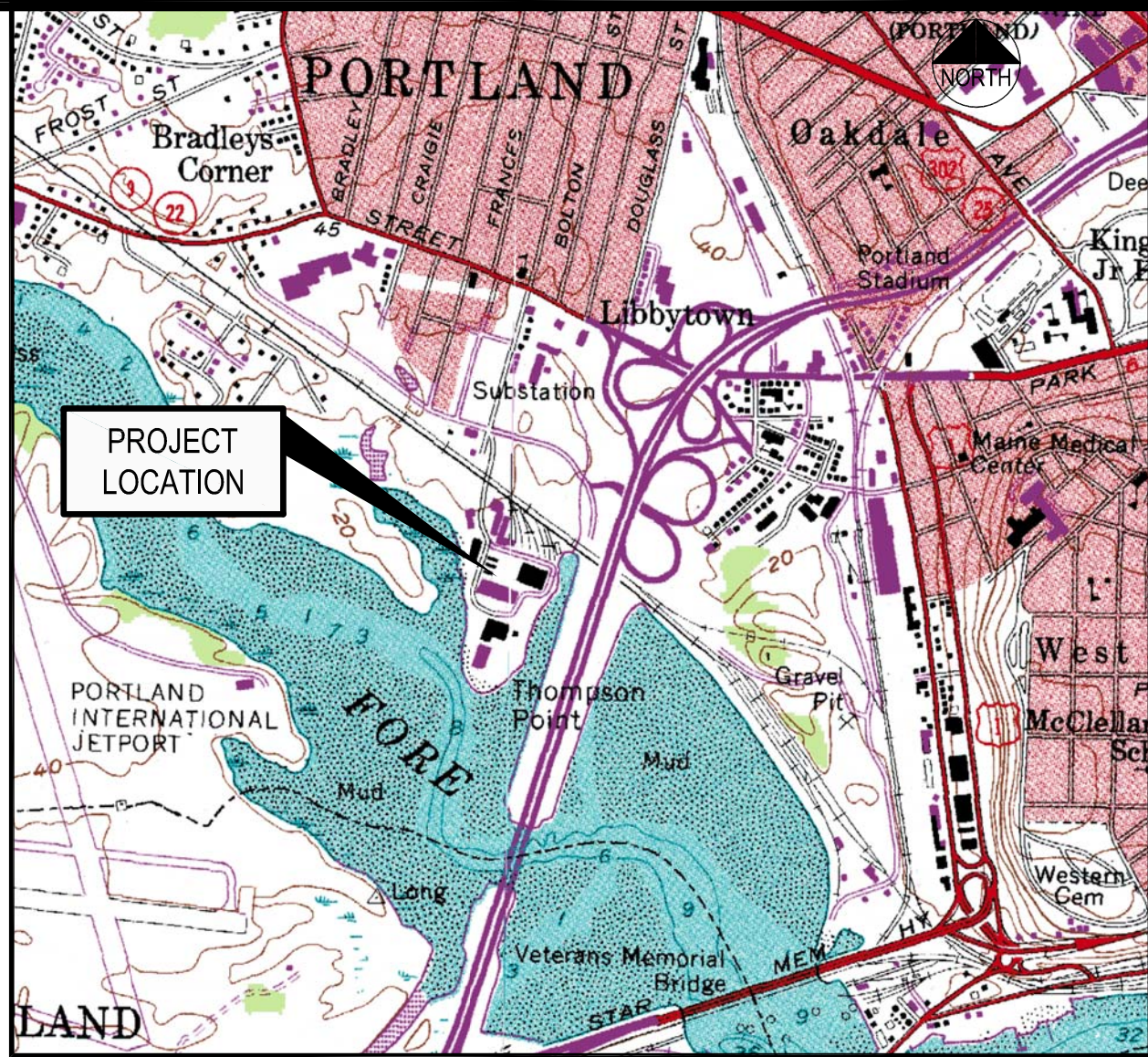

$$1^{\circ} = 40'$$


FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

LINE TABLE			CURVE TABLE				
ID	LENGTH	DIRECTION	ID	RADIUS	LENGTH	DELTA	CHORD LENGTH BEARING
L1	13.00	N19° 05' 13"E	C2	400.0	128.8	018° 21' 41"	127.65 / S15° 20' 18"W
L4	40.05	N31° 51' 55"W	C3	400.0	6.11	000° 52' 30"	6.11 / S00° 45' 13"W
L5	45.31	N37° 15' 15"W	C4	360.0	7.00	001° 06' 51"	7.00 / S00° 52' 23"W
L7	12.38	N19° 01' 05"E	C5	360.0	7.00	001° 06' 51"	7.00 / S00° 52' 23"W
L8	21.46	N19° 04' 02"E	C5	327.0	39.17	006° 51' 43"	39.14 / S09° 56' 55"W
L9	35.38	S70° 54' 02"E	C5	327.0	39.17	006° 51' 43"	39.14 / S09° 56' 55"W
L11	42.48	S70° 49' 32"E	C6	327.0	27.62	004° 50' 23"	27.61 / N15° 47' 59"E
L12	10.21	S70° 49' 32"E	C6	327.0	27.62	004° 50' 23"	27.61 / N15° 47' 59"E
L13	36.97	S70° 54' 47"E	C7	210.0	128.18	018° 21' 58"	126.20 / N08° 03' 19"E
L14	60.00	S18° 37' 13"W	C7	210.0	128.18	018° 21' 58"	126.20 / N08° 03' 19"E
L18	13.27	S16° 30' 59"E	C8	90.0	131.23	083° 32' 45"	119.91 / N07° 18' 51"E
L19	14.11	S70° 54' 30"E	C9	130.0	158.84	070° 00' 28"	148.14 / S35° 54' 33"E
L20	41.52	S17° 42' 12"W	C9	130.0	158.84	070° 00' 28"	148.14 / S35° 54' 33"E
L21	12.96	S70° 48' 01"E	C10	529.0	81.82	008° 51' 41"	81.73 / N05° 20' 09"W
L22	22.52	S19° 06' 01"W	C14	250.0	39.89	009° 08' 34"	39.85 / S03° 54' 37"E
L23	13.01	N71° 10' 49"W	C14	250.0	39.89	009° 08' 34"	39.85 / S03° 54' 37"E
L24	41.80	N71° 14' 16"W	C15	160.0	16.18	005° 47' 18"	16.16 / S03° 41' 59"W
L25	26.63	N70° 56' 11"W	C15	160.0	16.18	005° 47' 18"	16.16 / S03° 41' 59"W
L26	16.65	S70° 43' 32"E	C18	350.0	44.54	007° 17' 27"	44.51 / S35° 57' 03"W
L27	20.55	S27° 00' 14"E	C18	350.0	44.54	007° 17' 27"	44.51 / S35° 57' 03"W
L28	59.17	S27° 00' 14"E	C17	350.0	166.62	027° 46' 03"	167.97 / S18° 25' 15"W
L29	79.72	N27° 00' 14"W	C17	350.0	166.62	027° 46' 03"	167.97 / S18° 25' 15"W
L30	46.99	S17° 46' 28"E	C18	230.0	45.82	011° 24' 49"	45.74 / S01° 10' 08"E
L31	51.40	S04° 54' 53"E	C18	230.0	45.82	011° 24' 49"	45.74 / S01° 10' 08"E
L32	108.24	S03° 28' 29"W	C19	230.0	80.80	020° 07' 41"	80.38 / S16° 56' 23"E
L33	186.24	S16° 31' 31"E	C19	230.0	80.80	020° 07' 41"	80.38 / S16° 56' 23"E
L34	12.74	N73° 29' 01"E	C20	330.0	214.17	037° 11' 05"	210.43 / S08° 24' 41"E
L35	20.00	S13° 03' 49"W	C20	330.0	214.17	037° 11' 05"	210.43 / S08° 24' 41"E
L37	20.98	S54° 30' 03"E	C22	360.0	10.48	001° 32' 23"	10.48 / N00° 34' 57"E
L38	50.21	N35° 29' 02"E	C23	360.0	236.99	034° 49' 00"	233.36 / N09° 35' 44"W
L39	21.12	N77° 58' 14"E	C23	360.0	236.99	034° 49' 00"	233.36 / N09° 35' 44"W
L41	37.31	N09° 46' 09"W	C24	170.0	68.28	023° 00' 43"	67.82 / S15° 29' 52"E
L42	17.00	N18° 37' 02"E	C24	170.0	68.28	023° 00' 43"	67.82 / S15° 29' 52"E
L45	50.00	S09° 18' 20"E	C25	170.0	25.31	008° 31' 47"	25.29 / N00° 16' 23"E
			C25	170.0	25.31	008° 31' 47"	25.29 / N00° 16' 23"E
			C28	290.0	177.45	035° 03' 61"	174.69 / N22° 04' 02"E
			C28	290.0	177.45	035° 03' 61"	174.69 / N22° 04' 02"E
			C27	220.0	24.80	006° 27' 35"	24.79 / N36° 22' 00"E
			C27	220.0	24.80	006° 27' 35"	24.79 / N36° 22' 00"E
			C28	130.0	128.84	056° 47' 07"	123.63 / S80° 41' 40"W
			C28	130.0	127.7	034° 04' 14"	76.17 / N53° 52' 40"W
			C30	171.77	114.54	038° 12' 24"	124.43 / S16° 17' 48"W
			C31	1008.00	26.95	001° 31' 55"	26.95 / S03° 59' 04"W
			C32	1008.00	134.15	007° 37' 31"	134.05 / S08° 34' 21"W
			C33	869.70	6.25	000° 24' 42"	6.25 / S03° 03' 29"W

CURVE TABLE CONVEYANCE TO MDOT				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
C39	20.00'	28.33'	081° 09' 08"	26.02' / N47° 25' 49"W
C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"E

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20_____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR



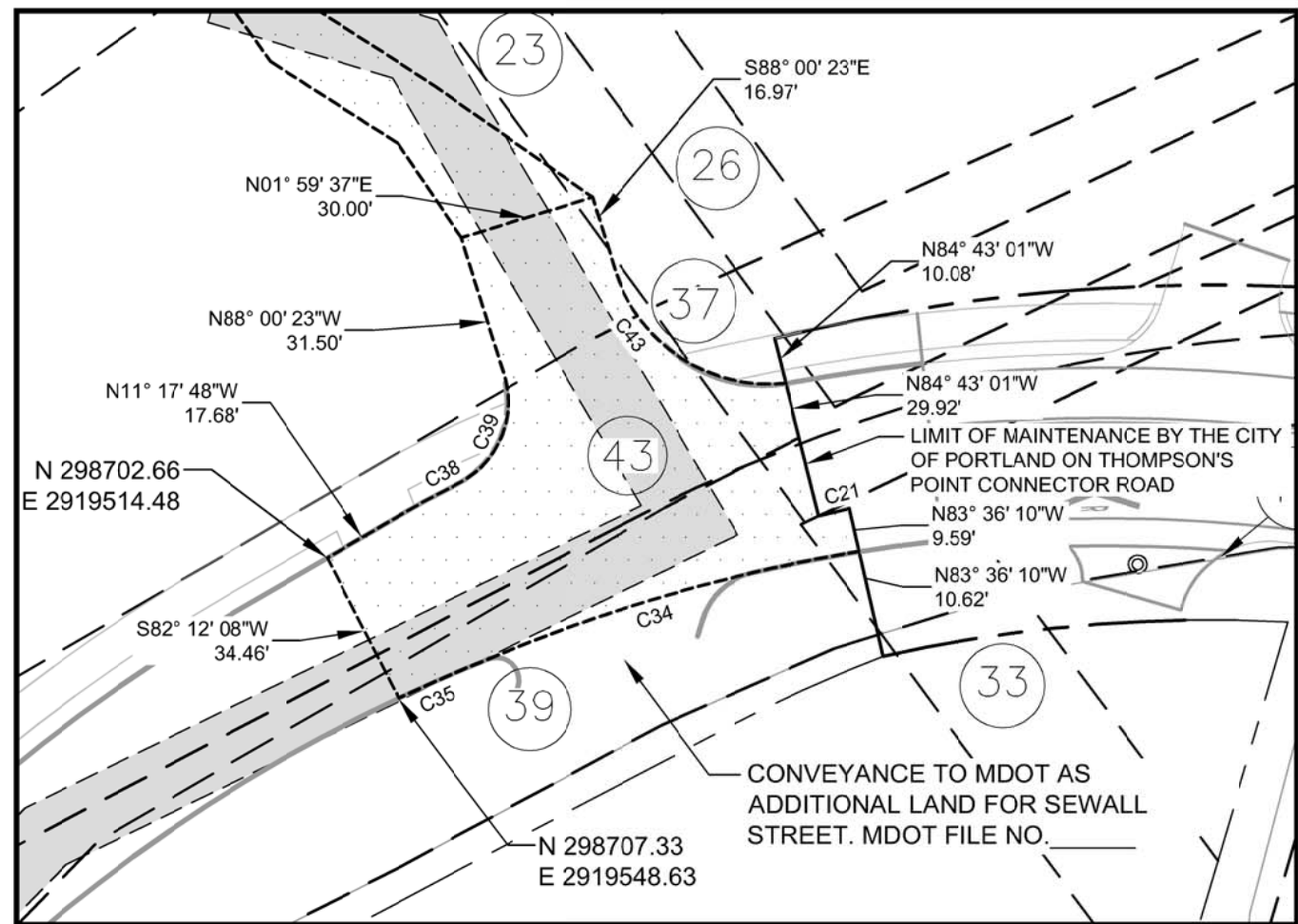
LOCATION MAP
N.T.S.

LINE TABLE			CURVE TABLE				
ID	LENGTH	DIRECTION	ID	RADIUS	LENGTH	DELTA	CHORD LENGTH BEARING
L1	13.00	N19° 05' 13"E	C2	400.0	128.8	018° 21' 41"	127.65 / S15° 20' 18"E
L4	40.05	N31° 51' 55"E	C3	400.0	6.11	000° 50' 30"	6.11 / S00° 45' 13"E
L5	40.05	N31° 51' 55"E	C4	360.0	7.00	001° 06' 51"	7.00 / S00° 52' 23"E
L7	12.39	N19° 01° 05"E	C5	360.0	7.00	001° 06' 51"	7.00 / S00° 52' 23"E
L8	21.46	N19° 04' 02"E	C5	327.0	39.17	006° 51' 43"	39.14 / S09° 56' 55"W
L9	35.38	S70° 54' 02"E	C5	327.0	39.17	006° 51' 43"	39.14 / S09° 56' 55"W
L11	42.48	S70° 49' 32"E	C6	327.0	27.62	004° 50' 23"	27.61 / N15° 47' 59"E
L12	10.21	S70° 49' 32"E	C6	327.0	27.62	004° 50' 23"	27.61 / N15° 47' 59"E
L13	36.97	S70° 54' 47"E	C7	210.0	128.18	018° 21' 58"	126.20 / N08° 03' 19"E
L14	60.00	S18° 37' 13"W	C7	210.0	128.18	018° 21' 58"	126.20 / N08° 03' 19"E
L18	13.27	S16° 30' 59"E	C8	90.0	131.23	083° 32' 45"	119.91 / N07° 18' 51"E
L19	14.11	S70° 54' 30"E	C9	130.0	158.84	070° 00' 28"	149.14 / S35° 54' 33"E
L20	41.52	S17° 42' 12"W	C9	130.0	158.84	070° 00' 28"	149.14 / S35° 54' 33"E
L21	12.96	S70° 48' 01"E	C10	529.0	81.82	008° 51' 41"	81.73 / N05° 20' 09"E
L22	22.52	S19° 06' 01"W	C14	250.0	39.89	009° 08' 34"	39.85 / S03° 54' 37"E
L23	13.01	N71° 10' 49"W	C14	250.0	39.89	009° 08' 34"	39.85 / S03° 54' 37"E
L24	41.80	N71° 10' 49"W	C15	160.0	16.18	005° 47' 18"	16.16 / S03° 41' 59"E
L25	26.63	N70° 56' 11"E	C15	160.0	16.18	005° 47' 18"	16.16 / S30° 41' 59"W
L26	16.65	S70° 43' 32"E	C18	350.0	44.54	007° 17' 27"	44.51 / S35° 57' 03"W
L27	20.55	S27° 00' 14"E	C18	350.0	44.54	007° 17' 27"	44.51 / S35° 57' 03"W
L28	59.17	S27° 00' 14"E	C17	350.0	166.62	027° 46' 03"	167.97 / S18° 25' 15"E
L29	79.72	N27° 00' 14"W	C17	350.0	166.62	027° 46' 03"	167.97 / S18° 25' 15"E
L30	46.99	S17° 46' 28"E	C18	230.0	45.82	011° 24' 49"	45.74 / S01° 10' 08"E
L31	51.40	S04° 54' 53"E	C18	230.0	45.82	011° 24' 49"	45.74 / S01° 10' 08"E
L32	108.24	S03° 28' 29"W	C19	230.0	80.80	020° 07' 41"	80.38 / S16° 56' 23"E
L33	186.24	S16° 31' 31"E	C19	230.0	80.80	020° 07' 41"	80.38 / S16° 56' 23"E
L34	12.74	N73° 29' 01"E	C20	330.0	214.17	037° 11' 05"	210.43 / S08° 24' 41"E
L35	20.00	S13° 03' 49"W	C20	330.0	214.17	037° 11' 05"	210.43 / S08° 24' 41"E
L37	20.96	S54° 30' 03"E	C22	360.0	10.48	001° 32' 23"	10.48 / N00° 34' 57"E
L38	50.21	N35° 29' 02"E	C23	360.0	236.99	034° 49' 00"	233.36 / N09° 35' 44"W
L39	21.12	N77° 58' 14"E	C23	360.0	236.99	034° 49' 00"	233.36 / N09° 35' 44"W
L41	37.31	N09° 46' 00"W	C24	170.0	68.28	023° 00' 43"	67.82 / S15° 29' 52"E
L42	17.00	N18° 37' 02"E	C24	170.0	68.28	023° 00' 43"	67.82 / S15° 29' 52"E
L45	50.00	S09° 18' 20"E	C25	170.0	25.31	008° 31' 47"	25.29 / N00° 16' 23"E
			C25	170.0	25.31	008° 31' 47"	25.29 / N00° 16' 23"E
			C28	290.0	177.45	035° 03' 61"	174.69 / N22° 04' 02"E
			C28	290.0	177.45	035° 03' 61"	174.69 / N22° 04' 02"E
			C27	220.0	24.80	006° 27' 35"	24.79 / N36° 22' 00"E
			C27	220.0	24.80	006° 27' 35"	24.79 / N36° 22' 00"E
			C28	130.0	128.84	056° 47' 07"	123.63 / S80° 41' 40"W
			C28	130.0	127.7	034° 04' 14"	76.17 / N53° 52' 40"W
			C30	171.77	114.54	038° 12' 24"	124.43 / S16° 17' 48"W
			C31	1008.0	26.95	001° 31' 55"	26.95 / S03° 59' 04"W
			C32	1008.0	134.15	007° 37' 31"	134.05 / S08° 34' 21"W
			C33	869.70	6.25	000° 24' 42"	6.25 / S03° 03' 29"E

1. OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CCRD BOOK: 30781, PAGE: 282
2. LOT IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 2011 AND LOTS 1 & 4, MAP 2002.
3. BEARING FROM THE POINT OF BEGINNING AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHINCS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
4. THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THE POINT OF BEGINNING. THE SUBDIVISION PLAN SET TITLED "THE FORE FRONT AT THOMPSONS POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND THE "RECENTLY AMENDED SUBMITTALS", 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DAVIS LLP, FURTHER INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION. LATEST REVISION DATED.
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINCS AS SHOWN ON A PLAN TITLED "ALTA/CSDM LAND TITLE SURVEY OF 1 THOMPSONS POINT", DATED MAY 27, 2011 AND LAST REVIEWED NOVEMBER 23, 2011.
7. VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHINCS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 207 (NGVD 29).
8. THE FOREFRONT DEVELOPMENT ASSUMES THE CITY OF PORTLAND TURN AROUND AS DESCRIBED IN AGREEMENTS WITH THE CITY OF PORTLAND AND RECORDED IN THE CCRD.

SECTIONAL RECORDING 1

1. THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING OF PHASE 1A" APPROVED ON DECEMBER 17, 2013 AND RECORDED AUGUST 4, PLAN BOOK 214, PAGE 266.



CURVE TABLE SECTIONAL 1				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	68.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CURVE TABLE CONVEYANCE TO MDOT				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
C39	20.00'	28.33'	081° 09' 08"	26.02' / N47° 25' 49"W
C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"E

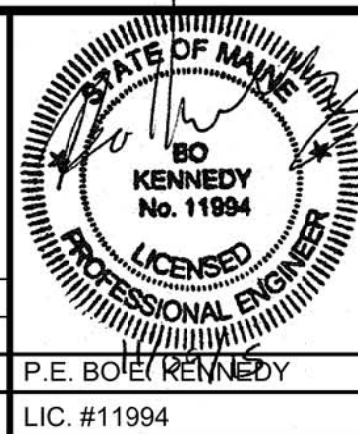
THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

	2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
	1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
CHARLES D. MARCHESE	REV	DATE	DESCRIPTION
MAINE PLS 2009	REVISIONS		



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	SUBDIVISION PLAN CONCEPTUAL SECTIONAL 1 RECORDING PLAT
OWNER	FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240



FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: AS NOTED
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-SUBDIVISION	
SHEET C-2.1	

PLAN REFERENCES:

- OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30781, PAGE: 282
- LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
- BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHINICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
- THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSON'S POINT ADEVELOPMENT PLAN SET TITLED "THE FORE FRONT AT THOMPSON'S POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
- SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
- VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHINICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).
- THE FOREFRONT DEVELOPMENT ASSUMES ROAD AND UTILITY MAINTENANCE RESPONSIBILITIES WITHIN ROW BEYOND THE CITY OF PORTLAND TURN AROUND AS DESCRIBED IN AGREEMENTS WITH THE CITY OF PORTLAND AND RECORDED IN THE CORD.

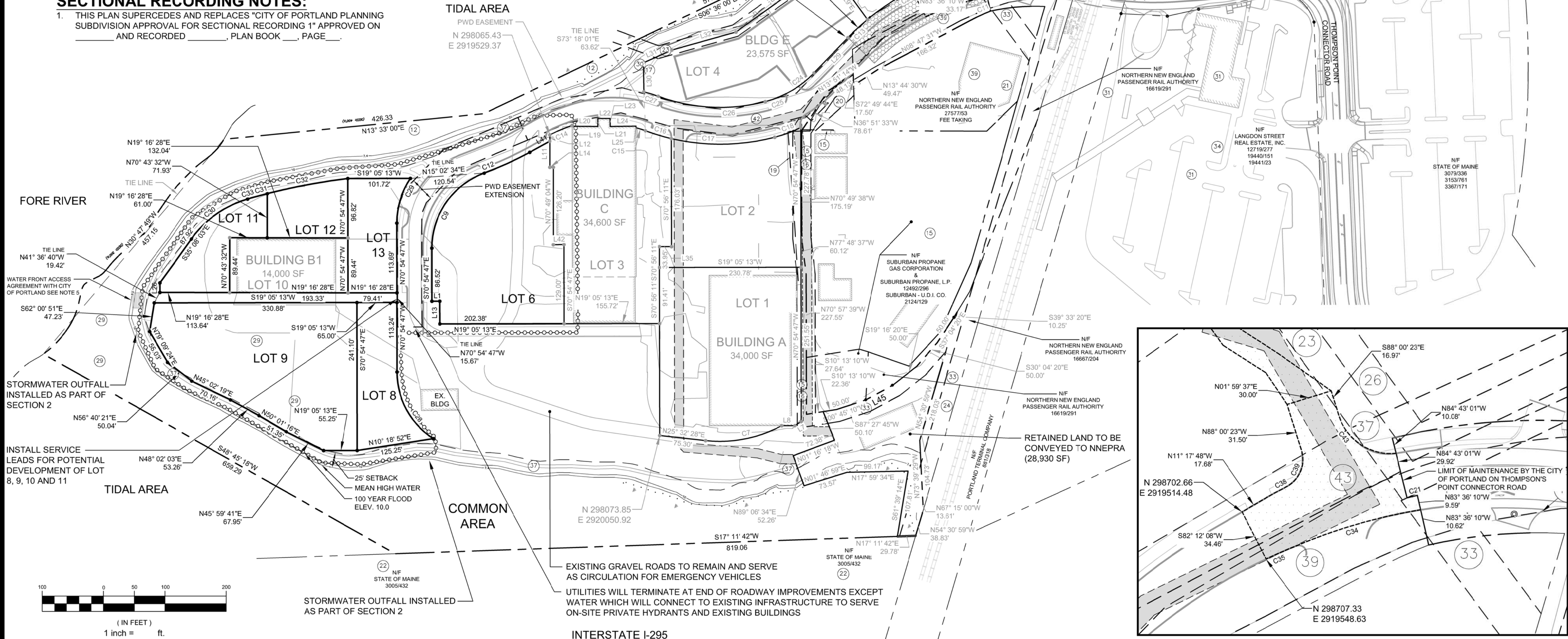
SECTIONAL
RECORDING 1

LOT ID	AREA (SF)	AREA (AC)
COMMON AREA	744,500	17.09
RETAINED LAND TO BE CONVEYED TO NNEPRA	30,002	0.69
1	63,335	1.45
2	44,355	1.02
3	57,007	1.31
4	41,410	0.95
5	24,240	0.56
10	17,279	0.40
6	50,243	1.15
8	17,504	0.40
9	59,024	1.36
11	13,873	0.32
12	11,329	0.26
13	15,323	0.35
TOTAL	1,189,425	27.31

SECTIONAL
RECORDING 2

SECTIONAL RECORDING NOTES:

- THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING 1" APPROVED ON _____ AND RECORDED _____, PLAN BOOK _____, PAGE _____.



LEGEND

- LIMIT OF UTILITY INFRASTRUCTURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHINICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

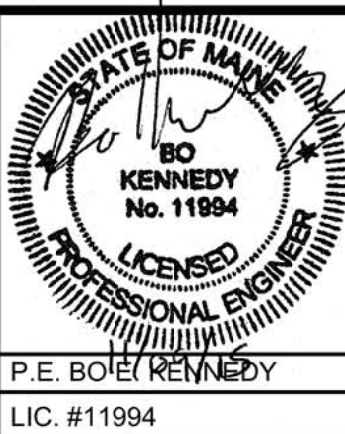
CHARLES D. MARCHESE, MAINE PLS 2009 _____ DATE _____

CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

REV	DATE	DESCRIPTION
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
CHARLES D. MARCHESE	MAINE PLS 2009	REVISIONS



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	SUBDIVISION PLAN CONCEPTUAL SECTIONAL 2 RECORDING PLAT
OWNER	FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240

FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: AS NOTED
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-SUBDIVISION	
SHEET	C-2.2

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

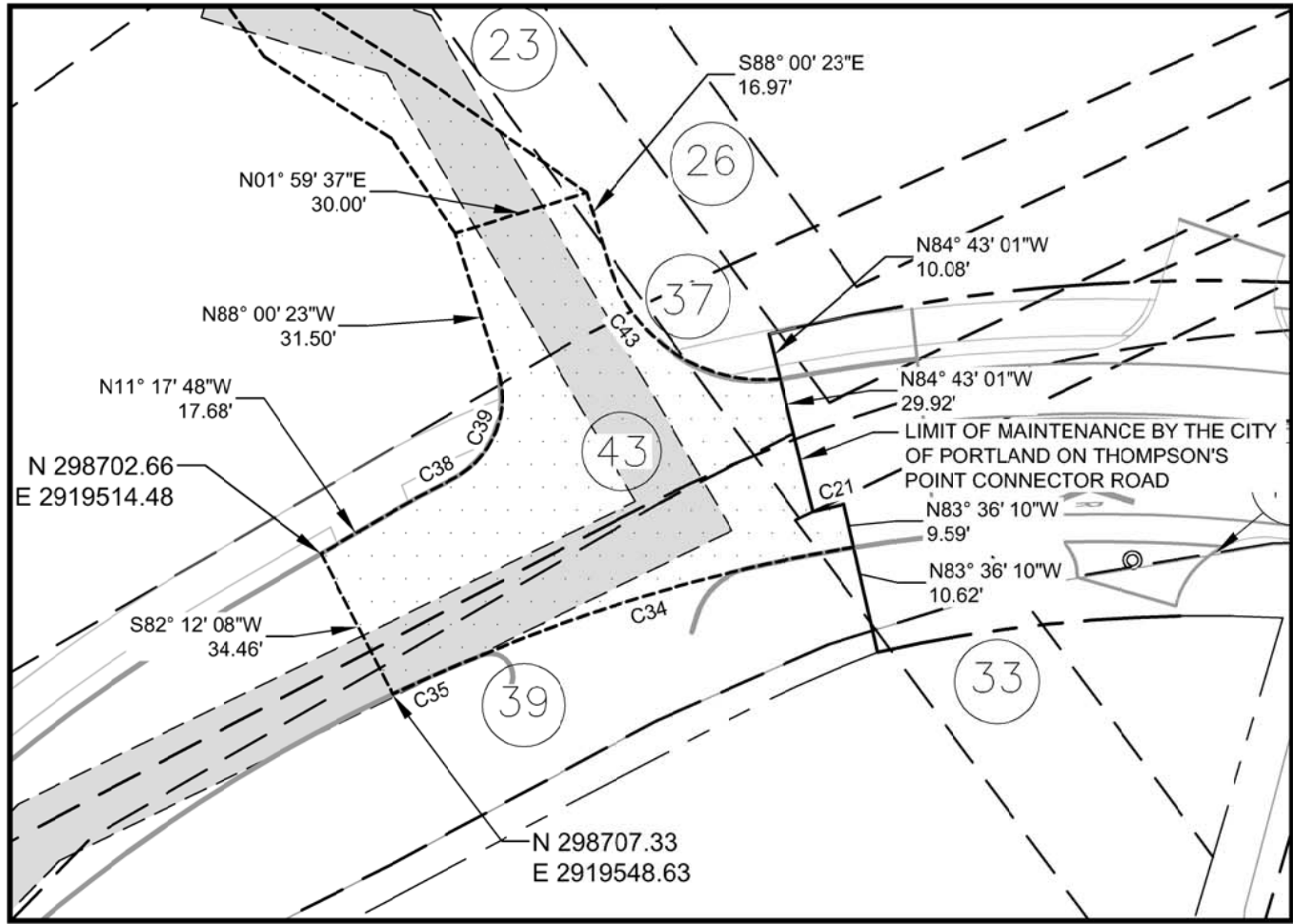
LOCATION MAP
N.T.S.

ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	68.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
C39	20.00'	28.33'	081° 09' 08"	26.02' / N47° 25' 49"W
C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"E

ID	LENGTH	DIRECTION
L1	13.00'	N19° 05' 13"E
L13	36.97'	S70° 54' 47"E
L26	15.65'	S70° 43' 32"E
L41	37.31'	N09° 46' 00"W



CITY OF PORTLAND TURNAROUND EASEMENT
1" = 40'

PLAN REFERENCES:

- OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30781, PAGE: 282
- LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
- BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHINICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
- THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSON'S POINT ADEVELOPMENT PLAN SET TITLED "THE FORE FRONT AT THOMPSON'S POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
- SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
- VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHINICS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).
- THE FOREFRONT DEVELOPMENT ASSUMES ROAD AND UTILITY MAINTENANCE RESPONSIBILITIES WITHIN ROW BEYOND THE CITY OF PORTLAND TURN AROUND AS DESCRIBED IN AGREEMENTS WITH THE CITY OF PORTLAND AND RECORDED IN THE CORD.

SECTIONAL
RECORDING 1

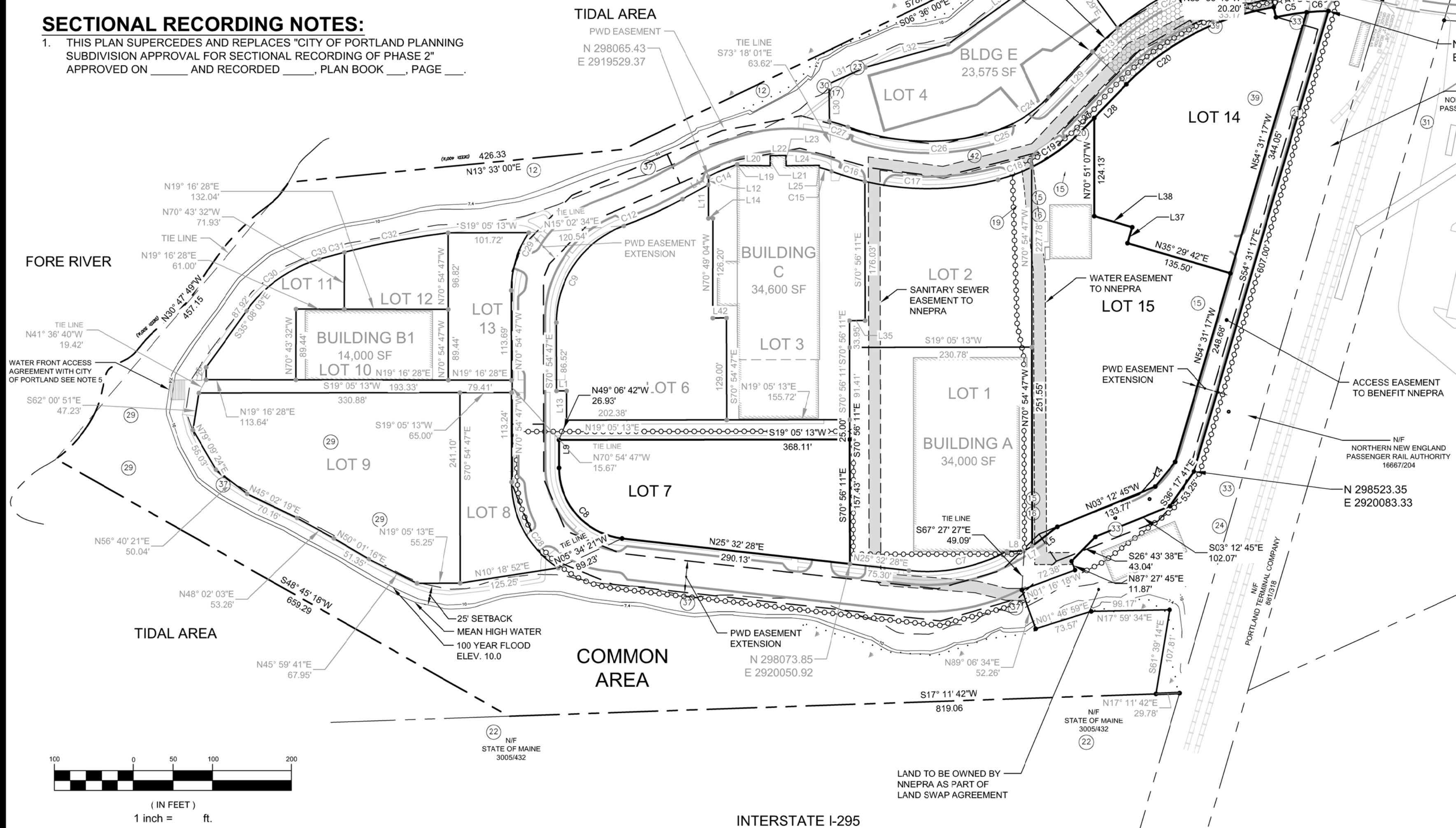
LOT ID	AREA (SF)	AREA (AC)
COMMON AREA	710,983	16.32
1	63,335	1.45
2	44,355	1.02
3	57,007	1.31
4	41,410	0.95
5	24,240	0.56
10	17,279	0.40
6	50,243	1.15
8	17,504	0.40
9	59,024	1.36
11	13,873	0.32
12	11,329	0.26
13	15,323	0.35
7	48,958	1.12
14	57,345	1.32
15	80,136	1.84
TOTAL	1,312,346	30.13

SECTIONAL
RECORDING 2

SECTIONAL
RECORDING 3

SECTIONAL RECORDING NOTES:

- THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING OF PHASE 2" APPROVED ON _____ AND RECORDED _____, PLAN BOOK _____, PAGE _____.



LEGEND

- LIMIT OF UTILITY INFRASTRUCTURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHINICS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

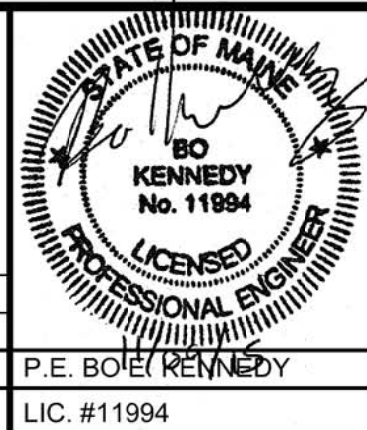
CHARLES D. MARCHESE, MAINE PLS 2009 _____ DATE _____

CITY OF PORTLAND TURNAROUND EASEMENT

1" = 40'

REV	DATE	DESCRIPTION
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION

REV	DATE	DESCRIPTION
2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	SUBDIVISION PLAN CONCEPTUAL SECTIONAL 3 RECORDING PLAT
OWNER	FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240

DESIGNED: BEK	DATE: SEPT 2014
CHECKED: SRB	SCALE: AS NOTED
FILE NAME: 2982.05-SUBDIVISION	JOB NO. 2982.05
SHEET	C-2.3

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

LINE TABLE SECTIONAL 1

ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
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L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
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L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

LINE TABLE SECTIONAL 2

ID	LENGTH	DIRECTION
L1	13.00'	N19° 05' 13"E
L13	36.97'	S70° 54' 47"E
L26	15.65'	S70° 43' 32"E
L41	37.31'	N09° 46' 00"W

LINE TABLE SECTIONAL 3

ID	LENGTH	DIRECTION
L4	40.05'	N31° 51' 51"W
L5	40.31'	N17° 57' 15"W
L9	35.38'	S70° 54' 47"E
L27	20.55'	S27° 00' 14"E
L28	59.17'	S27° 00' 14"E
L37	20.98'	S54° 30' 58"E
L38	50.21'	N35° 29' 02"E

CURVE TABLE SECTIONAL 1

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
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C24	170.00'	68.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CURVE TABLE CONVEYANCE TO MDOT

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
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C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
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C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"E

CURVE TABLE SECTIONAL 3

ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C5	327.00'	39.17'	006° 51' 45"	39.14' / S09° 56' 55"W
C6	327.00'	27.62'	004° 50' 23"	27.61' / N15° 47' 59"E
C8	90.00'	131.23'	083° 32' 45"	119.91' / N67° 18' 51"E
C19	230.00'	80.80'	020° 07' 41"	80.38' / S16° 56' 23"E
C20	330.00'	214.17'	037° 11' 05"	210.43' / S08° 24' 41"E

CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

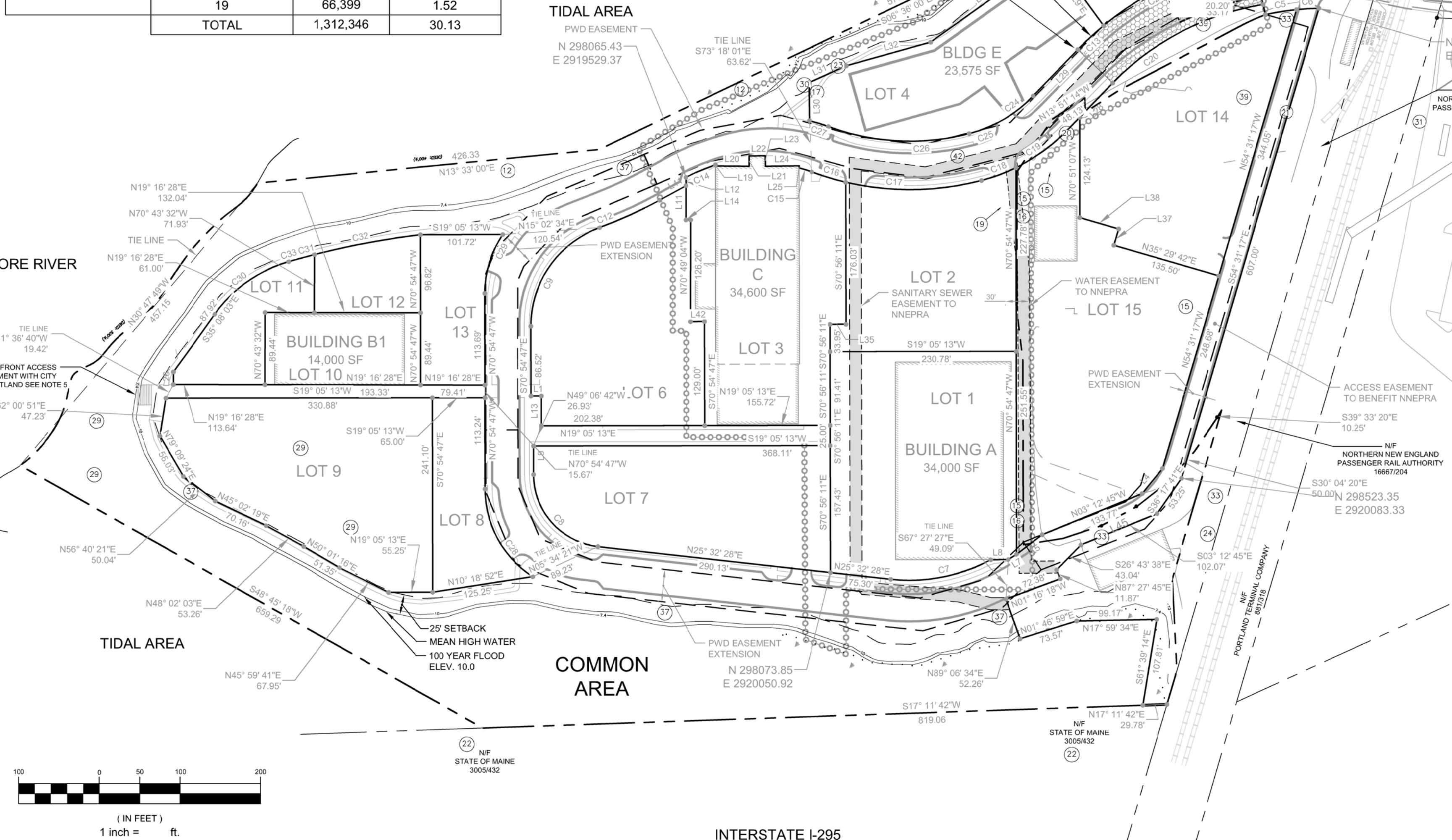
DIRECTOR _____

DATE _____

PLAN REFERENCES:

1. OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30781, PAGE: 282
2. LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
3. BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHINCS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
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5. SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
6. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHINCS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
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SECTIONAL RECORDING 1	LOT ID	AREA (SF)	AREA (AC)
	COMMON AREA	507,368	11.65
	1	63,335	1.45
	2	44,355	1.02
	3	57,007	1.31
	4	41,410	0.95
	5	24,240	0.56
	10	17,279	0.40
	6	50,243	1.15
	8	17,504	0.40
	9	59,024	1.36
	11	13,873	0.32
	12	11,329	0.26
	13	15,323	0.35
	7	48958	1.12
	14	57,345	1.32
	15	80,136	1.84
	16	37,983	0.87
	17	44,896	1.03
	18	54,336	1.25
	19	66,399	1.52
	TOTAL	1,312,346	30.13



CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

LEGEND

- LIMIT OF UTILITY INFRASTRUCTURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

INTERSTATE I-295

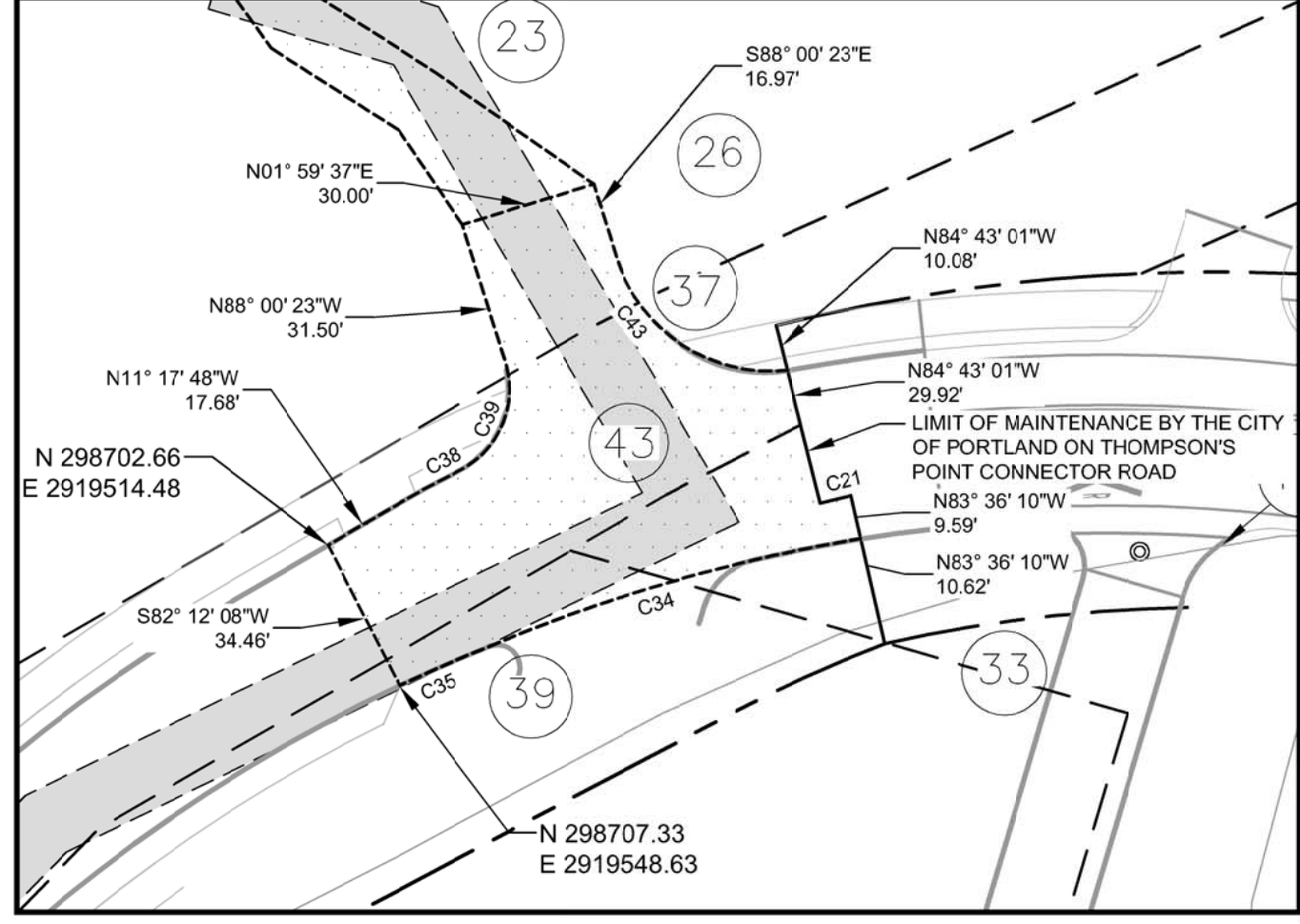
SURVEYOR'S STATEMENT

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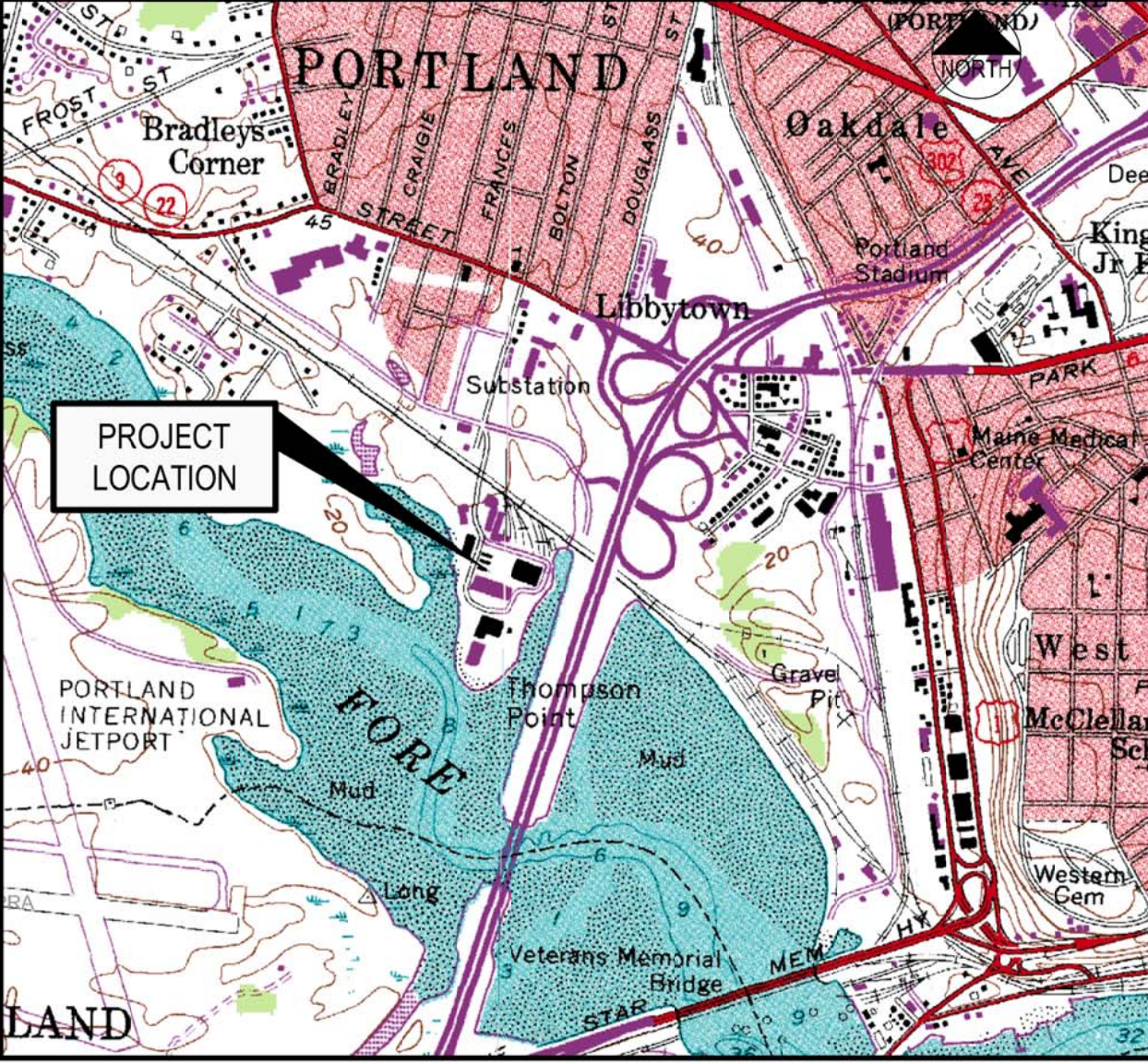
THE SEALING OF THIS PLAN BY SEBAGO TECHINCS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 _____ DATE _____



CITY OF PORTLAND TURNAROUND EASEMENT
1" = 40'



LOCATION MAP
N.T.S.

LINE TABLE SECTIONAL 1		
ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	42.48'	S70° 49' 32"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

LINE TABLE SECTIONAL 2		
ID	LENGTH	DIRECTION
L1	13.00'	N19° 05' 13"E
L13	36.97'	S70° 54' 47"E
L26	15.65'	S70° 43' 32"E
L41	37.31'	N09° 46' 00"W

LINE TABLE SECTIONAL 3		
ID	LENGTH	DIRECTION
L4	40.05'	N31° 51' 51"W
L5	40.31'	N17° 57' 15"W
L9	35.38'	S70° 54' 47"E
L27	20.55'	S27° 00' 14"E
L28	59.17'	S27° 00' 14"E
L37	20.98'	S54° 30' 58"E
L38	50.21'	N35° 29' 02"E

LINE TABLE SECTIONAL 4		
ID	LENGTH	DIRECTION
L18	13.27'	S16° 30' 59"E
L39	21.12'	N77° 58' 14"E

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS

RECEIVED _____ 20____

AT _____ h _____ m _____ M. AND RECORDED IN _____

PLAN BOOK _____ PAGE _____

ATTEST _____ REGISTRAR

CURVE TABLE SECTIONAL 1				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	36.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	68.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CURVE TABLE CONVEYANCE TO MDOT				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C21	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C34	358.46'	86.21'	013° 46' 45"	86.00' / S02° 50' 42"W
C35	345.00'	19.98'	003° 19' 05"	19.98' / S04° 25' 11"E
C38	194.00'	15.04'	004° 26' 33"	15.04' / N09° 04' 31"W
C39	20.00'	28.33'	081° 09' 08"	26.02' / N47° 25' 49"W
C43	35.00'	48.22'	078° 55' 47"	44.49' / N52° 31' 43"E

CURVE TABLE SECTIONAL 3				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C5	327.00'	39.17'	006° 51' 45"	39.14' / S09° 56' 55"W
C6	327.00'	27.62'	004° 50' 23"	27.61' / N15° 47' 59"E
C8	90.00'	131.23'	083° 32' 45"	119.91' / N67° 18' 51"E
C19	230.00'	80.80'	020° 07' 41"	80.38' / S16° 56' 23"E
C20	330.00'	214.17'	037° 11' 05"	210.43' / S08° 24' 41"E

CURVE TABLE SECTIONAL 4				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C2	400.00'	128.19'	018° 21' 41"	127.64' / S15° 20' 18"W
C3	400.00'	6.11'	000° 52' 30"	6.11' / S05° 43' 13"W
C22	390.00'	10.48'	001° 32' 23"	10.48' / N08° 34' 57"E

CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____

DATE _____

THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
SUBDIVISION PLAN CONCEPTUAL
SECTIONAL 4 RECORDING PLAT

OWNER
FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

CHARLES D. MARCHESE
MAINE PLS 2009

REV _____ DATE _____ DESCRIPTION _____

REVISIONS

STATE OF MAINE
BO KENNEDY
No. 11994
LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT

SHEET TITLE
SUBDIVISION PLAN CONCEPTUAL
SECTIONAL 4 RECORDING PLAT

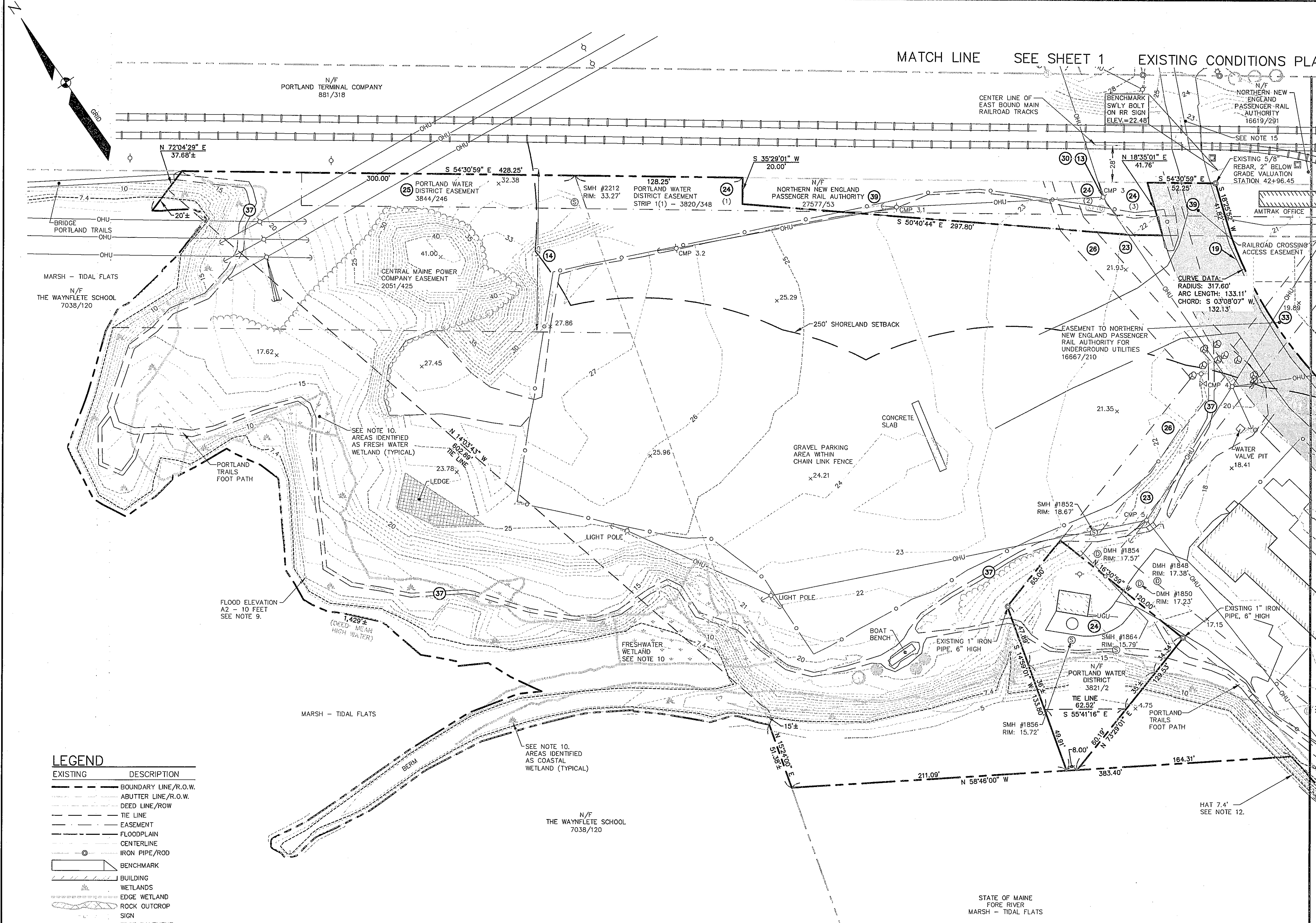
OWNER
FOREFRONT PARTNERS I, LP
55 LISBON STREET, LEWISTON, MAINE 04240

DESIGNED: BEK
CHECKED: SRB
FILE NAME: 2982.05-SUBDIVISION
SHEET C-2.4

DATE: SEPT 2014
SCALE: AS NOTED
JOB NO. 2982.05

FAY, SPOFFORD & THORNDIKE
ENGINEERS - PLANNERS - SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: BEK
FILE NAME: 2982.05-SUBDIVISION
SHEET C-2.4



LEGEND	
EXISTING	DESCRIPTION
	BOUNDARY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/ROW
	TIE LINE
	EASEMENT
	FLOODPLAIN
	CENTERLINE
	IRON PIPE/ROAD
	BENCHMARK
	BUILDING
	WETLANDS
	EDGE WETLAND
	ROCK OUTCROP
	SIGN
	EDGE PAVEMENT
	GRAVEL ROAD
	EDGE WATER
	CONTOURS
	SPOT GRADE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	GUARDRAIL
	WATER GATE VALVE
	HYDRANT
	SEWER MH
	CATCH BASIN
	DRAINAGE MH
	UNIDENTIFIED MH
	OVERHEAD UTILITY
	ELECTRIC METER BOX
	LIGHT POLE
	UTILITY POLE
	GUY
	RIPRAP
	BOULDER
	SCHEDULE B - SECTION 2 EXCEPTIONS

GENERAL NOTES CONTINUED

11. THE CALCULATED MEAN HIGH WATER AND MEAN LOW WATER ELEVATIONS FOR THIS SITE ARE BASED ON TIDE STATION ID NO. 8418150, PORTLAND, CASCO BAY, MAINE BASED ON THE TIDAL EPOCH 1983-2011 AND COMPUTED FROM BENCH MARK, "TIDAL 31 STA 84". MEAN HIGH WATER ELEVATION FOR THE LOCUS SITE IS 4.95 FEET, MEAN LOW WATER ELEVATION IS -4.18 FEET BASED ON NGVD 29.

12. THE HIGHEST ANNUAL TIDE ELEVATION FOR THE LOCUS SITE IS 7.4 FEET NGVD 29 AS PUBLISHED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION IN AUGUST 2011 FOR THE FORE RIVER IN PORTLAND MAINE.

13. SEBAGO TECHINCS, INC. IS NOT AWARE OF ANY PROPOSED CHANGES IN RIGHT-OF-WAY LINES IN THE LOCUS WQINITY. NO EVIDENCE OF RECENT CONSTRUCTION AND/OR REPAIRS WAS OBSERVED.

14. SEBAGO TECHINCS, INC. DID NOT OBSERVE ANY EVIDENCE OF THE USE OF THIS SITE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

15. UNRECORDED RIGHTS THAT MAY EXIST FOR USE AS A PRIVATE CROSSING AT THE END OF SEWALL STREET AS IS CURRENTLY USED BY PROPERTIES LOCATED ON THE SOUTHERLY SIDE OF THE RAILROAD TRACKS. REFERENCE IS MADE TO CORD BOOK 6579, PAGE 30, "TOGETHER WITH A RIGHT OF WAY IN COMMON WITH OTHERS OVER THE WAY AS NOW TRAVELLED FROM THE INTERSECTION OF SEWALL AND HOOPER STREETS SOUTHERLY TO THE ABOVE DESCRIBED PREMISES."

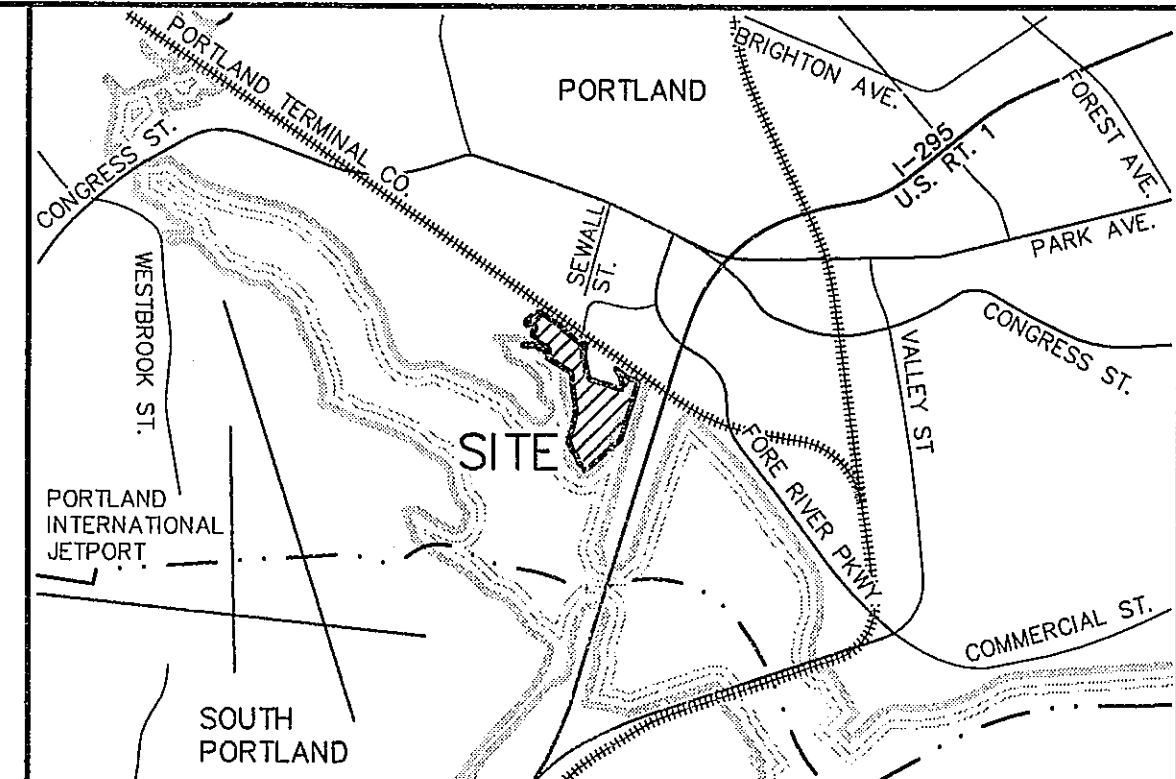
CERTIFICATION:

TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 6b, 8, 11a, 11b, 13, 15, 16, 17, 18, 19, 20a OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 26, 2011.

Charles D. Marchese
CHARLES D. MARCHESE, MAINE PLS 2009
SEBAGO TECHINCS, INC.

DATE 11-29-2011



GENERAL NOTES

1. THE RECORD OWNER OF THE PARCEL IS THOMPSON'S POINT, INC. BY DEEDS DATED OCTOBER 1, 1984 AND JANUARY 31, 1985 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CORD) IN BOOK 6579, PAGE 30 AND BOOK 6676, PAGE 287 RESPECTIVELY.

2. THE PROPERTY IS SHOWN AS LOTS A-5, A-8 & A-10 ON THE CITY OF PORTLAND TAX MAP 201 AND AS LOTS A-1 & A-4 ON TAX MAP 202 AND IS LOCATED IN THE B5 URBAN COMMERCIAL BUSINESS MIXED USE ZONE.

3. SPACE AND BULK CRITERIA FOR THE B5 ZONE ARE AS FOLLOWS:
MAXIMUM RESIDENTIAL DENSITY: NONE
MINIMUM LOT SIZE: NONE
MINIMUM STREET FRONTAGE: NONE
MINIMUM FRONT YARD: NONE REQUIRED
MINIMUM SIDE YARD: NONE REQUIRED
MINIMUM REAR YARD: NONE REQUIRED
MAXIMUM BUILDING HEIGHT: 65 FEET
MAXIMUM LOT COVERAGE: 100%
* SEE CITY OF PORTLAND CODE OF ORDINANCES, LAND USE CHAPTER 14, SECTION 14-230 FOR MORE PARTICULAR INFORMATION

4. TOTAL AREA OF PARCEL IS APPROXIMATELY 27.56 ACRES.

5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHINCS, INC. IN MAY 2011. SUPPLEMENTARY TOPOGRAPHIC INFORMATION WAS UTILIZED FROM THE CITY OF PORTLAND GEOGRAPHIC INFORMATION SYSTEM (GIS). THIS INCLUDED BOTH LIDAR DATA DATED 2008 AND AERIAL PHOTOGRAMMETRY FROM COL-EAST 4-26-2005 AND THE PORTLAND JETPORT.

6. PLAN REFERENCES:
A. "PLAN SHOWING LAND AND HOUSE LOTS BELONGING TO THE WEST END LAND CO. AND P.H. AND J.M. BROWN", DATED 1887 BY E.C. JORDAN, C.E., THIS PLAN IS FILED IN THE CITY OF PORTLAND'S ENGINEERING FILES AS DRAWING NO. 358/4.
B. "PLAN SHOWING CENTRE LINE OF CREEK AND WEST SIDE OF EMBANKMENT AT THOMPSON'S POINT" DATED JANUARY 1901, COMPILED BY CHIEF ENGINEER'S OFFICE, MAINE CENTRAL RAILROAD. THIS PLAN IS RECORDED AT THE CORD IN PLAN BOOK 11, PAGE 47 - 2 PLANS.
C. "RIGHT-OF-WAY AND TRACK MAP OF THE PORTLAND & OGDENSBURG RY. OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 0+00 TO STATION 105+60" DATED JUNE 30, 1916, BY THE OFFICE OF THE CHIEF ENGINEER, PORTLAND, MAINE, SHEET V-2/1 & V-2/2.
D. "MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP STATE HIGHWAY "295", PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. 1-295-3(15) SECT. V", DATED MARCH 1967, SHEETS 33-39, THESE PLANS ARE RECORDED AT THE CORD IN PLAN BOOK 112, PAGES 36-39, RESPECTIVELY.
E. "THOMPSON'S POINT LAND SURVEY, PORTLAND, MAINE", DATED JANUARY 1972 BY WILLIAM FLYNT, INC., THIS PLAN RECORDED AS AN PART OF CORD BOOK 6579, PAGE 24.
F. "CITY OF PORTLAND, DEPT. OF PUBLIC WORKS RIGHT-OF-WAY PLAN CONGRESS STREET STORMWATER OVERFLOW SEWER, OLD SEWALL STREET TO THE FORE RIVER", DATED DECEMBER 3, 1975.
G. "CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS THOMPSON'S POINT PUMPING STATION SITE", DATED JANUARY 17, 1975 BY E.C. JORDAN.
H. "TOPO PLAN THOMPSON'S POINT, PORTLAND, MAINE MADE FOR RALPH H. DOERING, 18 MT. VERNON ST., BOSTON, MASS.", DATED SEPTEMBER 17, 1984-JANUARY 22, 1985 BY ROBERT P. SITCOMB, INC., JOB 841532, FILE 2008, SHEETS 1-3.
I. "PLAN OF LAND ON OSOOND, PHILIPS & HOBART STREETS, PORTLAND, MAINE FOR WAYNFLETE SCHOOL ATHLETIC FACILITIES", DATED OCTOBER 21, 1987 BY OWEN HASKELL, INC., JOB NO. 87116 P. SHEETS 1-2.
J. "SITE PLAN-STANDARD BOUNDARY SURVEY OF CONCORD TRAILWAYS TRANSPORTATION CENTER FOR CONCORD TRAILWAYS", DATED THROUGH OCTOBER 16, 1996 BY SEBAGO TECHINCS, INC.
K. "EXISTING CONDITIONS PLAN OF PORTLAND INTERMODAL TRANSPORTATION CENTER FOR CITY OF PORTLAND, 55 PORTLAND STREET, PORTLAND, MAINE 04101", DATED JANUARY 8, 2000, LAST REVISED MAY 21, 2001 BY SEBAGO TECHINCS, INC., PROJECT 99607, SHEET 6 OF 20.
L. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PORTLAND INTERMODAL TRANSPORTATION CENTER, PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. STP-NH-IP-7586(00)", DATED MARCH 2001, D.O.T. FILE NO. 3-185A. THIS PLAN IS RECORDED AT THE CORD IN PLAN BOOK 203, PAGE 308 AND PLAN BOOK 207, PAGE 303.
M. "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING SUBURBAN PROPANE, PORTLAND, MAINE", DATED MAY 22, 2001 BY REID H. POTTER ASSOCIATES, INC. THIS PLAN IS RECORDED AT THE CORD IN PLAN BOOK 201, PAGE 310.
N. "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING THOMPSON'S POINT ASSOCIATES, PORTLAND, MAINE", DATED MAY 22, 2001 BY REID H. POTTER ASSOCIATES, INC. THIS PLAN IS RECORDED AT THE CORD IN PLAN BOOK 201, PAGE 330.
O. "BOUNDARY SURVEY OF CONCORD RAILWAY FACILITY SEWALL STREET, PORTLAND, MAINE FOR LANGDON STREET REAL ESTATE, INC., 7 LANGDON STREET, CONCORD, NH 03301", DATED JANUARY 17, 2002, LAST REVISED MAY 23, 2003 BY SEBAGO TECHINCS, INC., PROJECT NO. 015666C.
P. "BOUNDARY SURVEY OF PORTLAND TERMINAL COMPANY PROPERTY, COUNTY WAY, PORTLAND, MAINE FOR PORTLAND TERMINAL COMPANY, IRON HORSE PARK, NORTH BILLERICA, MA 01862", DATED MAY 20, 2002, LAST REVISED SEPTEMBER 10, 2002 BY SEBAGO TECHINCS, INC., PROJECT 020606C.
Q. "THOMPSON'S POINT INC., THOMPSON'S POINT #16, PORTLAND, ME 04102, COMPILATION SKETCH PLAN", DATED MAY 19, 2006, LAST REVISED SEPTEMBER 21, 2006 BY BEST ASSOCIATES, INC., PROJECT 771.11.01, DRAWING NO. C-100.
R. "WETLAND DELINEATION MAP, THOMPSON'S POINT, PORTLAND, MAINE", DATED JUNE 2006 BY WOODLOT ALTERNATIVES, INC., PROJECT NO. 105090.
S. "PROJECT: LAND ACQUISITION - NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY - THOMPSON'S POINT, ME", DATED FEBRUARY 13, 2008, REVISED TO DECEMBER 29, 2009 BY BEST ASSOCIATES, INC., DRAWING NO. C-101, SHEET 1 OF 3.

Plan 8

SEBAGO TECHINCS, INC. LAND SURVEY

EDITS TO PLAN NOTES REFLECTING DATUM CHANGE	11-23-2011	CDM
CONVERT PROJECT FROM NAVD 83 TO NGVD 29	11-23-2011	CDM
EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011	10-05-11	CDM
FINAL PLAN ISSUED TO CLIENT	06-01-11	CDM
ISSUED TO CLIENT FOR REVIEW	05-27-11	CDM
STATUS:	DATE:	BY:

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.

Sebago Technics
Engineering Expertise You Can Build On
One Chabot Street
Westbrook, ME 04095-1339
Tel (207) 765-0277
www.sebagotechinics.com

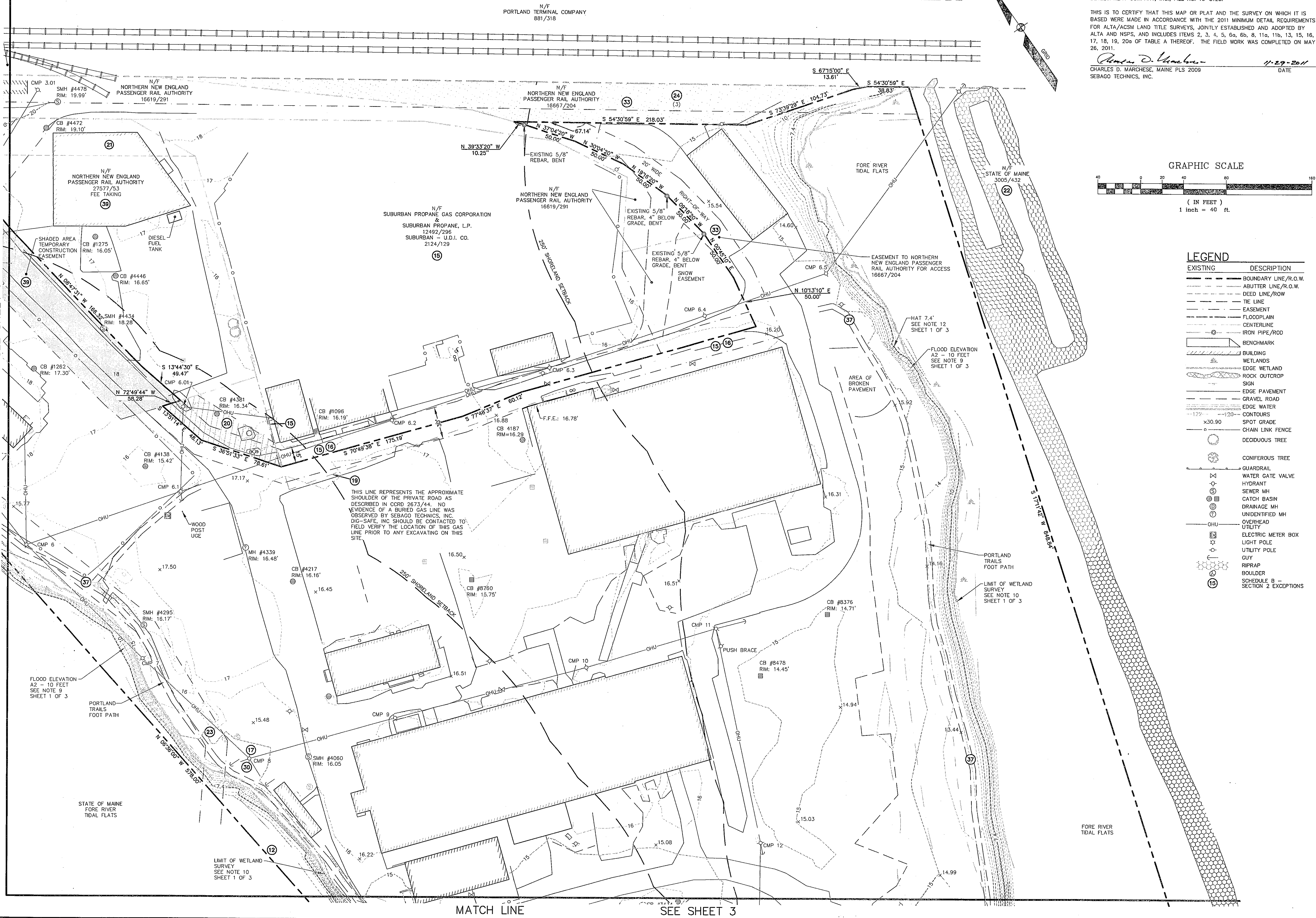
PROJECT NO. 11122
FIELD BOOK 705A
DESIGN CHD
DRAWN MME
CDM

ALTA/ACSM LAND TITLE SURVEY
OF:
1 THOMPSON'S POINT
END OF SEWALL STREET
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
SEWALL STREET
LEWISTON, MAINE 04240

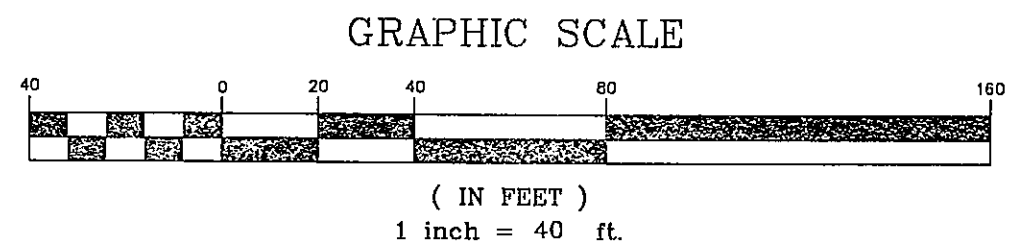
RECORD OWNER:
SEE NOTE 1

DATE	SCALE
MAY 27, 2011	1" = 40'

SHEET 1 OF 3



CERTIFICATION:
TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT
DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS
BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM DETAIL REQUIREMENTS
FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY
ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 6b, 8, 11a, 11b, 13, 15, 16,
17, 18, 19, 20a OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY
26, 2011.
Charles D. Marchese
CHARLES D. MARCHESE, MAINE PLS 2009 DATE 11-29-2011
SEBAGO TECHNICS, INC.



- LEGEND**
- | EXISTING | DESCRIPTION |
|----------|-----------------------------------|
| --- | BOUNDARY LINE/R.O.W. |
| --- | ABUTTER LINE/R.O.W. |
| --- | DEED LINE/R.O.W. |
| --- | TIE LINE |
| --- | EASEMENT |
| --- | FLOODPLAIN |
| --- | CENTERLINE |
| --- | IRON PIPE/ROD |
| --- | BENCHMARK |
| --- | BUILDING |
| --- | WETLANDS |
| --- | EDGE WETLAND |
| --- | ROCK OUTCROP |
| --- | SIGN |
| --- | EDGE PAVEMENT |
| --- | GRAVEL ROAD |
| --- | EDGE WATER |
| --- | CONTOURS |
| --- | SPOT GRADE |
| --- | CHAIN LINK FENCE |
| --- | DECIDUOUS TREE |
| --- | CONIFEROUS TREE |
| --- | GUARDRAIL |
| --- | WATER GATE VALVE |
| --- | HYDRANT |
| --- | SEWER MH |
| --- | CATCH BASIN |
| --- | DRAINAGE MH |
| --- | UNIDENTIFIED MH |
| --- | OVERHEAD UTILITY |
| --- | ELECTRIC METER BOX |
| --- | LIGHT POLE |
| --- | UTILITY POLE |
| --- | GUY |
| --- | RIPRAP |
| --- | BOULDER |
| --- | SCHEDULE B - SECTION 2 EXCEPTIONS |

Plan 9

11/22/12.dwg TAB: 11/22/12.TS-2

RECORD OWNER:
1 THOMPSON'S POINT
END OF SEWELL STREET
PORTLAND, MAINE 04102

FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
55 LISBON STREET
LEWISTON, MAINE 04240

DATE
MAY 27, 2011

SCALE
1" = 40'

SHEET 2 OF 3

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Webster, ME 04095-1339
Tel (207) 666-0277

250 Goddard Rd., Suite B
Lewiston, ME 04240
Tel (207) 783-5858

WWW.SEBAGOTECHNICS.COM

PROJECT NO. 11122

FIELD BOOK 705A

DESIGN CDM

DRAWN CDM

CHKD MWE

ALTA/ACSM LAND TITLE SURVEY

EDITS TO PLAN NOTES REFLECTING DATUM CHANGE
CONVERT PROJECT FROM NAD83 TO NAD83/29
EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011
FINAL PLAN ISSUED TO CLIENT
ISSUED TO CLIENT FOR REVIEW

REV: BY: DATE: STATUS:

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

MATCH LINE

SEE SHEET 2

FIRST AMERICAN TITLE INSURANCE COMPANY - FILE NO. 10-5125 - COMMITMENT FOR TITLE INSURANCE

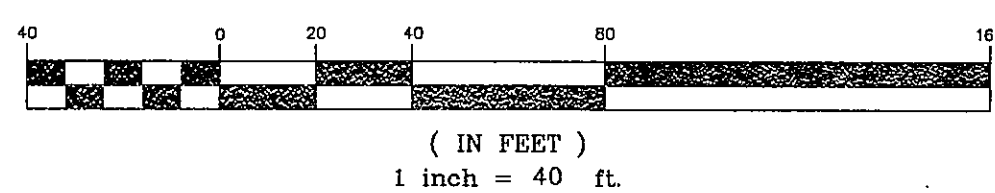
SCHEDULE B - SECTION 2 EXCEPTIONS

- ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS THAT ARE NOT SHOWN IN THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR BY MAKING INQUIRY OF PERSONS IN POSSESSION OF THE LAND.
- ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE OR ANY OTHER FACTS THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.
- ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN IN THE PUBLIC RECORDS.
- DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS, OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT.
- SHORTAGES IN ACRESAGES OR AREA WHICH A CORRECT SURVEY WOULD DISCLOSE, AND WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.
- TITLE TO AND RIGHTS OF THE PUBLIC AND OTHERS ENTITLED THERETO IN AND TO THOSE PORTIONS OF THE INSURED PREMISES LYING WITHIN THE BOUNDS OF ADJACENT STREETS, ROADS AND WAYS.
- REAL ESTATE TAXES AND MUNICIPAL CHARGES AS FOLLOWS: SUBJECT TO TAXES AND ASSESSMENTS FOR THE YEAR 2010 AND ALL SUBSEQUENT YEARS.
- TITLE TO THAT PORTION OF THE PROPERTY LYING BELOW THE MEAN HIGH WATER MARK OF THE FORE RIVER.
- RIPARIAN RIGHTS OF OTHERS IN AND TO AN UNNAMED CREEK AS THE SAME PASSES BY OR THROUGH THE INSURED PREMISES.
- RIGHTS OF THE UNITED STATE OF AMERICA, THE STATE OF MAINE, AND THE PUBLIC GENERALLY IN AND TO THAT PORTION OF THE INSURED PREMISES LYING BELOW THE MEAN HIGH WATER MARK OF THE FORE RIVER.
- TITLE TO THOSE PORTIONS OF THE INSURED PREMISES COMPRISING FLOOD LANDS FILLED SUBSEQUENT TO OCTOBER 1, 1975.
- SUCH STATE OF FACTS SHOWN ON THE PLAN ENTITLED "PLAN SHOWING CENTERLINE OF CREEK AND WEST SIDE OF EMBANKMENT AT THOMPSON'S POINT", RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS ON MAY 2, 1907 IN PLAN BOOK 11, PAGE 47.
- RIGHTS AND EASEMENTS FROM UTILITIES DISTRIBUTORS, INC. TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED JUNE 16, 1949 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 1966, PAGE 316.
- RIGHTS AND EASEMENTS FROM P.H. AND L.M. BROWN COMPANY TO CENTRAL MAINE POWER COMPANY AS SET FORTH IN AN INSTRUMENT DATED JULY 16, 1951 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2051, PAGE 425.
- RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM SUBURBAN-U.D.I. CO., OF MAINE TO PETER A. ANDERSON AND E. MARTIN ANDERSON, DATED AUGUST 18, 1953 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2146, PAGE 304.
- SUBJECT TO AND WITH THE BENEFIT OF THE RIGHTS AND EASEMENTS GRANTED IN A DEED FROM SUBURBAN-U.D.I. CO., OF MAINE TO PETER A. ANDERSON AND E. MARTIN ANDERSON, DATED AUGUST 18, 1953 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2146, PAGE 304.
- RIGHTS AND EASEMENTS FROM E. MARTIN ANDERSON ET AL TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED SEPTEMBER 9, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2525, PAGE 212.
- RIGHTS AND EASEMENTS FROM SUBURBAN PROPANE UTILITY GAS COMPANY TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED DECEMBER 20, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2525, PAGE 258.
- NOTE: A SURVEY MAY DETERMINE THAT THIS EASEMENT DOES NOT ENCUMBER THE SMALL PARCEL LATER CONVEYED BY SUBURBAN PROPANE TO MECAW INDUSTRIES.
- RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO PORTLAND GAS LIGHT COMPANY AS SET FORTH IN AN INSTRUMENT DATED MAY 9, 1963 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2673, PAGE 44.
- SUBJECT TO AND WITH THE BENEFIT OF THE RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM MECAW INDUSTRIES TO SUBURBAN PROPANE GAS CORPORATION DATED NOVEMBER 24, 1965 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2935, PAGE 236.
- RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM SUBURBAN PROPANE GAS CORPORATION TO MECAW INDUSTRIES DATED OCTOBER 22, 1965 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2935, PAGE 239.
- NOTICE OF LAYOUT AND TAKING BY THE STATE OF MAINE DATED JULY 26, 1967 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3005, PAGE 432, INCLUDING CONTROL OF ACCESS, AS DEPICTED ON MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAPS, HIGHWAY "295" DATED MARCH 1967, SHEETS 35, 36, 37 AND 40.
- RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO THE CITY OF PORTLAND AS SET FORTH IN AN INSTRUMENT DATED JUNE 9, 1975 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3702, PAGE 229.
- RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO PORTLAND WATER DISTRICT AS SET FORTH IN INSTRUMENTS DATED MARCH 9, 1975 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3820, PAGE 348 AND BOOK 3821, PAGE 2, RESPECTIVELY.
- RIGHTS AND EASEMENTS FROM DARTMOUTH REAL ESTATE COMPANY TO PORTLAND WATER DISTRICT AS SET FORTH IN AN INSTRUMENT DATED MAY 7, 1976 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3844, PAGE 246.
- RIGHTS AND EASEMENT FROM MECAW INDUSTRIES TO PORTLAND WATER DISTRICT AS SET FORTH IN AN INSTRUMENT DATED MAY 4, 1977 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4010, PAGE 159.
- ORDER VACATING PORTION OF DAVIS STREET DATED FEBRUARY 6, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6331, PAGE 68.
- ORDER VACATING PORTION OF GREELEY STREET DATED FEBRUARY 6, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6431, PAGE 76.
- AFFIDAVIT OF E. MARTIN ANDERSON, CHAIRMAN AND PRESIDENT OF MECAW INDUSTRIES, DATED OCTOBER 1, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6579, PAGE 24.
- EASEMENT DEED FROM THOMPSON'S POINT INC. TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH DATED APRIL 5, 1990 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 9153, PAGE 246.
- NOTICE REGARDING BATH, JOSE AND SEWALL STREETS DATED NOVEMBER 25, 1997 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 13459, PAGE 202 AS IT AFFECTS THE PRIVATE RIGHTS OF THE NAMED LOT OWNERS IN AND TO THE INDICATED STREETS.
- TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION "NO FURTHER ACTION ASSURANCE LETTER" DATED FEBRUARY 26, 1999 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 16667, PAGE 204.
- NOTICE OF CONDEMNATION BY THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY DATED AUGUST 20, 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 16667, PAGE 204.
- SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, PORTLAND INTERMODAL TRANSPORTATION CENTER", DATED MARCH 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 207, PAGE 303.
- SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING THOMPSON'S POINT ASSOCIATES" DATED MAY 22, 2001, REVISED THROUGH AUGUST 13, 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 207, PAGE 330.
- TRAIL EASEMENT FROM THOMPSON'S POINT INC. TO PORTLAND TRAILS, DATED OCTOBER 6, 2005 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 23265, PAGE 216.
- SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "THOMPSON'S POINT, INC. COMPILATION SKETCH PLAN", DATED MAY 19, 2006 BY OEST ASSOCIATES.
- NOTICE OF CONDEMNATION BY THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY, DATED FEBRUARY 2, 2010 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 27577, PAGE 53.
- SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "PROJECT: LAND ACQUISITION - NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY THOMPSON'S POINT, ME", DATED FEBRUARY 13, 2009, REVISED TO DECEMBER 29, 2009 BY OEST ASSOCIATES, INC., DRAWING NO. C-101, SHEET 1 OF 3.
- RIGHTS OF OTHERS IN AND TO THE USE OF APPURTENANT EASEMENTS INSURED HEREIN AND TERMS AND CONDITIONS RELATIVE TO THE USE THEREOF.

LEGEND

EXISTING	DESCRIPTION
---	BOUNDARY LINE/R.O.W.
---	ABUTTER LINE/R.O.W.
---	DEED LINE/R.O.W.
---	TIE LINE
---	EASEMENT
---	FLOODPLAIN
---	CENTERLINE
---	IRON PIPE/ROD
---	BENCHMARK
---	BUILDING
---	WETLANDS
---	EDGE WETLAND
---	ROCK OUTCROP
---	SIGN
---	EDGE PAVEMENT
---	GRAVEL ROAD
---	EDGE WATER
---	CONTOURS
---	SPOT GRADE
---	CHAIN LINK FENCE
---	DECIDUOUS TREE
---	CONIFEROUS TREE
---	GUARDRAIL
---	WATER GATE VALVE
---	HYDRANT
---	SEWER MH
---	CATCH BASIN
---	DRAINAGE MH
---	UNIDENTIFIED MH
---	OVERHEAD UTILITY
---	ELECTRIC METER BOX
---	LIGHT POLE
---	UTILITY POLE
---	GUY
---	RIPRAP
---	BOULDER
---	SCHEDULE B - SECTION 2 EXCEPTIONS

GRAPHIC SCALE

STATE OF MAINE
FORE RIVER
TIDAL FLATS

CERTIFICATION:

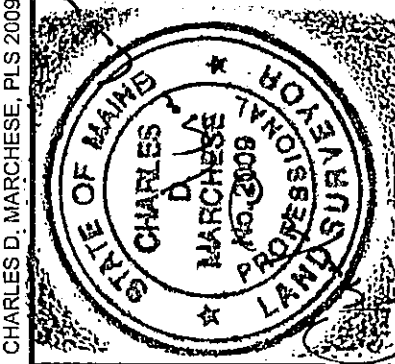
TO FIRST AMERICAN TITLE INSURANCE COMPANY AND THOMPSON'S POINT
DEVELOPMENT COMPANY, INC., FILE NO. 10-5125:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS
BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM DETAIL REQUIREMENTS
FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY
ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 6b, 8, 11a, 11b, 13, 15, 16,
17, 18, 19, 20a OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY
26, 2011.

CHARLES D. MARCHESE, MAINE PLS 2009
SEBAGO TECHNICS, INC.

DATE
11-29-2011

Plan 10



EDITS TO PLAN NOTES REFLECTING DATUM CHANGE	DATE	STATUS
CONVERT PROJECT FROM NAVD 83 TO NAD 2011	11-23-2011	CDM
EDITS TO ADDRESS CITY COMMENTS DATED JULY 25, 2011	11-23-2011	CDM
FINAL PLAN ISSUED TO CLIENT	10-05-11	CDM
ISSUED TO CLIENT FOR REVIEW	08-01-11	CDM
STATUS	05-27-11	CDM
REV:	BY:	DATE:
A	CDM	05-27-11
B	CDM	05-27-11
C	CDM	05-27-11
D	CDM	05-27-11
E	CDM	05-27-11

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Tel (207) 783-5556
www.sebagotechnics.com

PROJECT NO. 11122
FIELD BOOK 705A
DESIGN CDM
CHKD MWE
DRAWN CDM

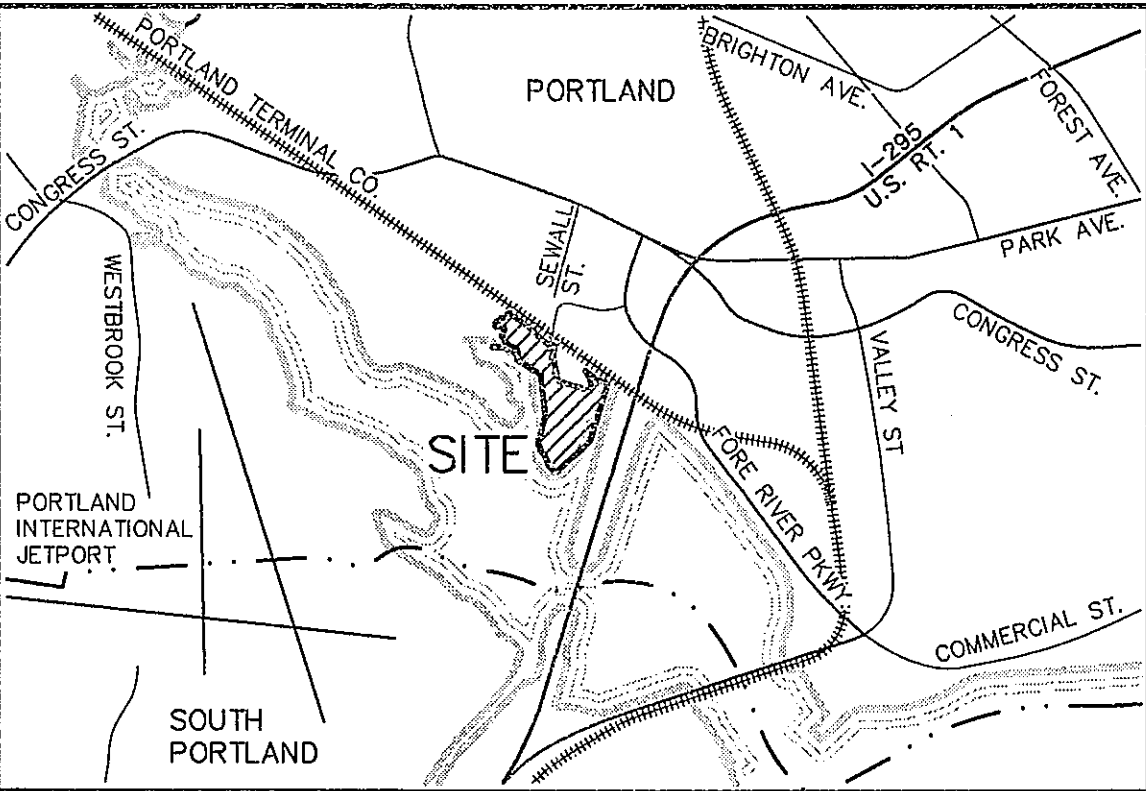
ALTA/ACSM LAND TITLE SURVEY
OF:
1 THOMPSON'S POINT
END OF SEWALL STREET
PORTLAND, MAINE 04102
FOR:
THOMPSON'S POINT DEVELOPMENT CO., INC.
SEWALL STREET
LEWISTON, MAINE 04240

RECORD OWNER:
SEE NOTE 1

DATE
MAY 27, 2011

SCALE
1" = 40'

SHEET 3 OF 3



N.T.S.

BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN MAY 2011.

- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN MAY 2011.
2. PLAN REFERENCES:
- A. "PLAN SHOWING LAND AND HOUSE LOTS BELONGING TO THE WEST END LAND CO. AND P.H. AND J.M. BROWN", DATED 1887 BY E.C. JORDAN, C.E., THIS PLAN IS FILED IN THE OFFICE OF PORTLAND, MAINE, MAPS AS DURING NO. 3584/A.
- B. "RIGHT-OF-WAY AND TRACK MAP THE PORTLAND & OGDENSEBURG RY. OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 0+00 TO STATION 105+60" DATED 30, 1916, BY THE OFFICE OF THE CHIEF ENGINEER, PORTLAND, MAINE, SHEET V-2/1 & V-2/2.
- C. "STATE MAP-STANDARD BUREAU SURVEY OF CONCORD RAILWAYS TRANSPORTATION CENTER FOR CONCORD TRAILWAYS", DATED THROUGH OCTOBER 16, 1996 BY SEBAGO TECHNICS, INC.
- D. "EXISTING CONDITIONS PLAN OF PORTLAND INTERMODAL TRANSPORTATION CENTER FOR CONCORD RAILROAD, 55 PORTLAND STREET, PORTLAND, MAINE 04101", DATED JANUARY 8, 2000, LAST REVISED MAY 21, 2001 BY SEBAGO TECHNICS, INC., PROJECT 99607, SHEET 6 OF 20.
- E. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PORTLAND INTERMODAL TRANSPORTATION CENTER, PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. STP-NH-HP-7589(00)", DATED MARCH 2001, D.O.T. FILE NO. 3-185A. THIS PLAN IS RECORDED AT THE CCRD IN PLAN BOOK 203, PAGE 308 AND IN PLAN BOOK 207, PAGE 303.
- F. "BUREAU SURVEY OF CONCORD RAILWAY FACILITY, SEWALL STREET, PORTLAND, MAINE FOR LANGDON STREET REAL ESTATE, INC., 7 LANGDON STREET, CONCORD, NH 03301", DATED JANUARY 17, 2002, LAST REVISED MAY 23, 2003 BY SEBAGO TECHNICS, INC., PROJECT NO. 01566EC.
- G. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP STATE HIGHWAY "295", PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. 1-295-3 (24)", DATED MAY 1967, D.O.T. FILE NO. 3-185, SHEETS 39 & 40 OF 73. THESE PLANS ARE RECORDED AT THE CCRD IN PLAN BOOK 112, PAGE 41 AND 73.
- H. "ALTA/ACSM LAND TITLE SURVEY ON CONGRESS STREET & SEWALL STREET, PORTLAND, MAINE MADE FOR OLYMPIA EQUITY INVESTORS I, L.P., 500 MAIN STREET, BANGOR, MAINE", DATED MAY 13, 1998 BY OWEN HASKELL, INC. SEE PROJECT NO. 87009.
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE COORDINATE SYSTEM, WEST ZONE 18N. BASED ON DUAL FREQUENCY GLOBAL POSITIONING SYSTEM OBSERVATIONS. ELEVATIONS DEPICTED HEREON ARE NGVD 29, BASED ON CONVENTIONAL LEVELS RUN FROM A STATE HIGHWAY CSD STAMPED 200 EAST 2+3-73, SET FLUSH IN THE TOP OF THE CONCRETE DRIVEWAY RAILING AT THE NORTHEAST END (PORTLAND SIDE) OF THE I-295 OVERPASS OVER THE FORE RIVER HAVING A PUBLISHED ELEVATION OF 28.47 FEET, NGVD 29.
4. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. NO SUB-SURFACE UTILITY INFORMATION WAS OBTAINED IN THE COURSE OF THIS SURVEY BY SEBAGO TECHNICS, INC. CONTRACTORS NEED TO CONTACT LOCAL UTILITY SYSTEMS (E.G. 800-888-8846) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.

[illegible]



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Westborough, MA 01581
Tel (207) 855-0277

250 Giddens Rd., Suite B
Westborough, MA 01581
Tel (207) 783-5656

WWW.SEABAGOTECHNICS.COM

PROJECT NO.	FIELD BOOK	DESIGN	DRAWN
111122	705A	CDM	CDM
		MMWE	

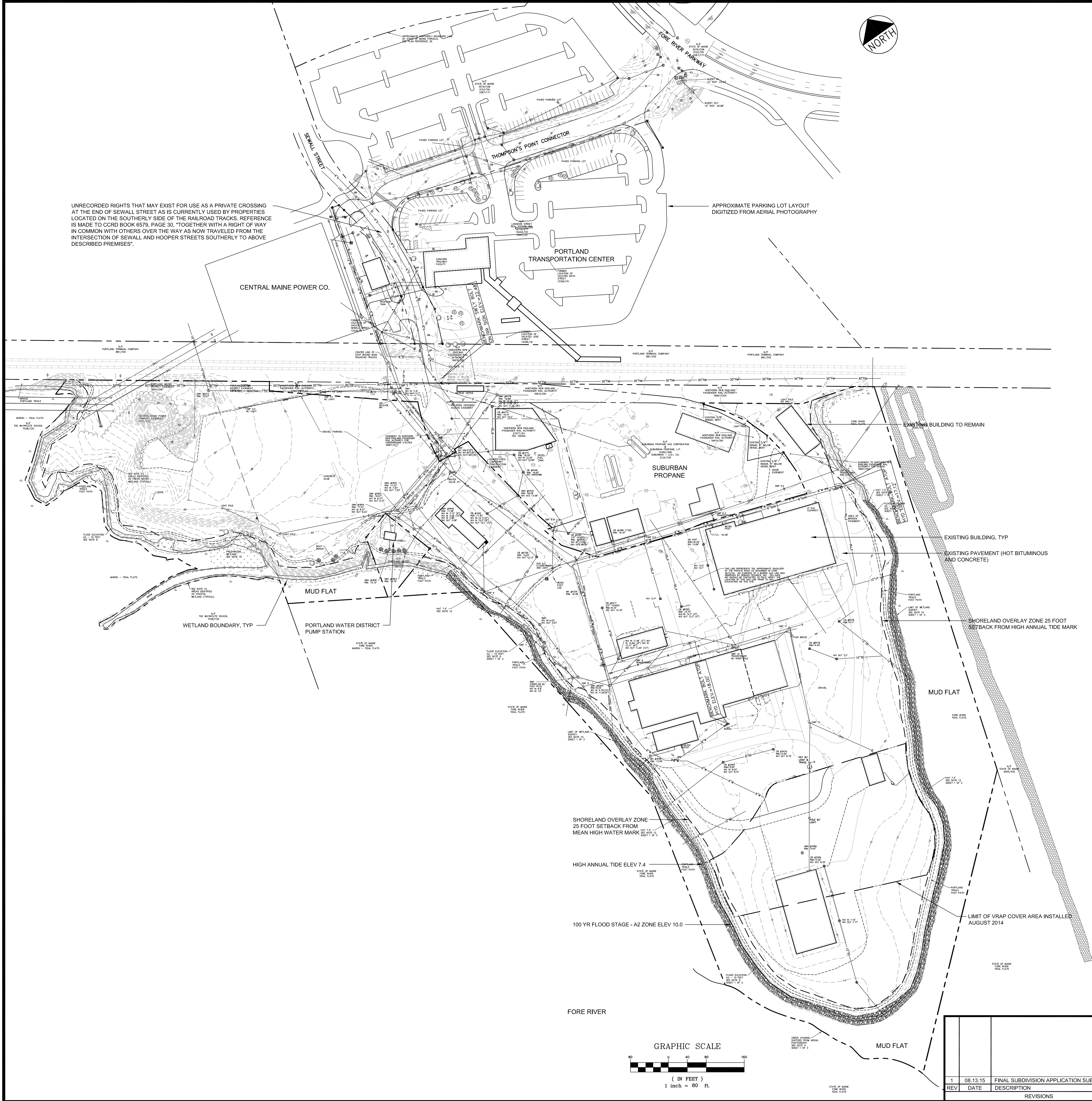
EXISTING CONDITIONS PLAN

OF:

THOMPSON'S POINT CONNECTOR ROAD
FORMERLY PORTIONS OF SEWALL & HOOPER STREETS
PORTLAND, MAINE 04102

FOR:

THOMPSON'S POINT DEVELOPMENT CO., INC.
55 LISBON STREET
LEWISTON, MAINE 04240



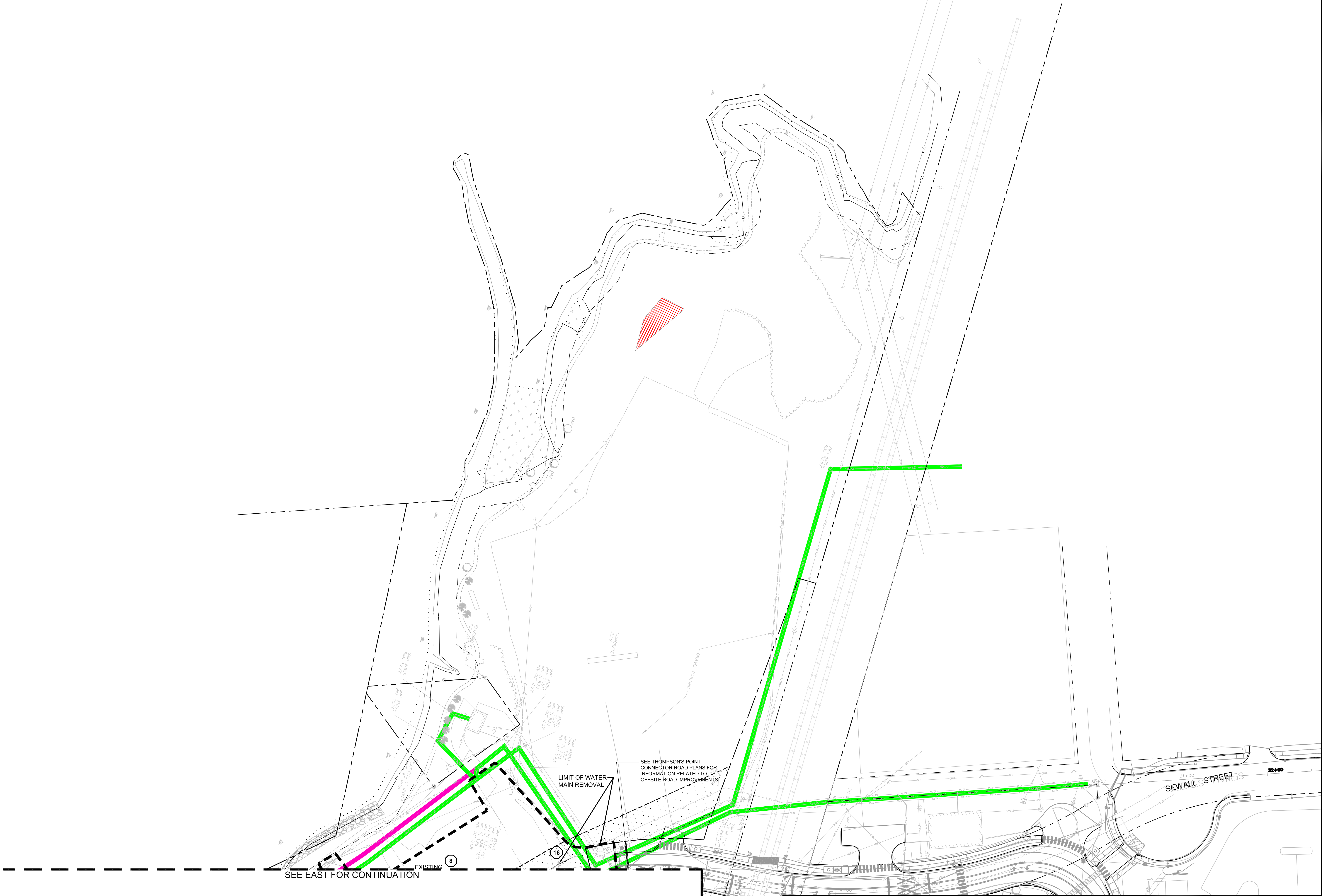
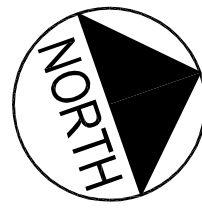
EXPLORATION LEGEND

- TEST PIT BY CREDERE ASSOCIATES, LLC DATED JANUARY 2012
 - BORINGS BY HALEY AND ALDRICH DATED DECEMBER 2011
 - SOIL BORING BY CREDERE ASSOCIATES, LLC DATES JANUARY 2012
 - SOIL BORING/MONITORING WELL BY CREDERE ASSOCIATES LLC DATED JANUARY 2012
 - TEST PIT BY CREDERE ASSOCIATES, LLC DATED JANUARY 2012
 - BORINGS BY HALEY AND ALDRICH DATED JULY 2014
- BORING LOGS / TEST PIT INFORMATION TO BE PROVIDED UPON REQUEST

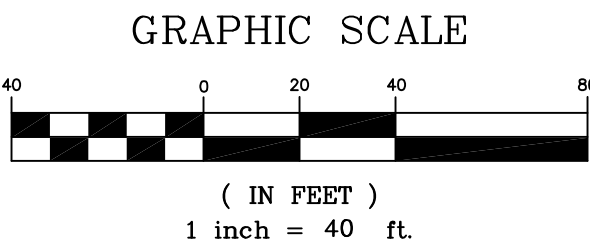
PLAN REFERENCES:

- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. ADDITIONAL SURVEY ON SUBURBAN PROPANE PROVIDED ON _____, BY SEBAGO TECHNICS.
- BORINGS AND TEST PIT LOCATIONS PROVIDED BY CREDERE ASSOCIATES, LLC AS SHOWN ON A PLAN TITLES FIGURE 2 PROPOSED SAMPLE LOCATION PLAN, THOMPSON'S POINT PROPERTY.
- ADDITIONAL UTILITY DATA TAKEN FROM CITY AND UTILITY COMPANY RECORD DRAWINGS, AS WELL AS OBSERVATIONS BY DELUCA-HOFFMAN ASSOCIATES, INC. PERSONNEL DURING SITE VISITS.
- TOPOGRAPHY AROUND "DEPOT" BUILDING HAS BEEN UPDATED TO REFLECT WORK COMPLETED BY SHAW BROS. IN JULY 2014.

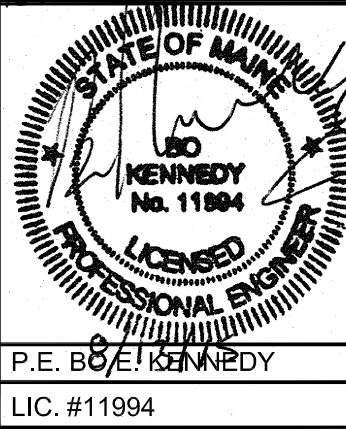
SEE DEMOLITION AND REMOVALS PLANS C-2.10 AND C-2.11 FOR EXPANDED VIEW OF EXISTING CONDITIONS. TOPOGRAPHY, PROPERTY LINES, AND SURFICIAL FEATURES ARE BASED ON SEBAGO TECHNICS SURVEY DATED MAY 27, 2011 AND REVISED 11-23-2011. ALL UTILITY INFORMATION IS BASED ON RECORD DRAWINGS AND FIELD RECONNAISSANCE. ACTUAL FIELD CONDITIONS MAY VARY FROM THOSE DEPICTED ON THIS PLAN.



PRELIMINARY - NOT FOR CONSTRUCTION



REVISIONS	
REV	DESCRIPTION
1	08.13.15 FINAL SUBDIVISION APPLICATION SUBMISSION



PROJECT	
THE FOREFRONT AT THOMPSON'S POINT	
SHEET TITLE	
PHASE 1 ENVIRONMENTAL REMEDIATION DEMOLITION AND REMOVALS PLAN - WEST	
CLIENT	
FOREFRONT PARTNERS I, LP	

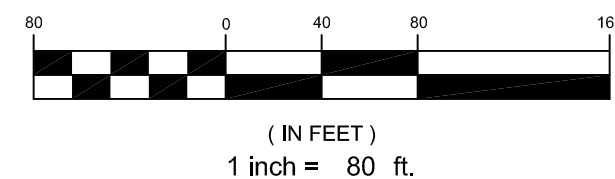
DRAWN: DED		DATE: SEPT 2014	
DESIGNED: BEK		SCALE: 1" = 40'	
CHECKED: SRB		JOB NO. SP-M007B	
FILE NAME: 2982.05-SUB DEMO		SHEET C-2.11	

PARKING SUMMARY				
PARKING REQUIREMENTS ARE DETERMINED BY THE PLANNING BOARD AS ANALYSED IN SEC 14-332.2.C "SITE PLANS OVER 50,000 SQUARE FEET" - REFER TO RICH ASSOCIATES PARKING ANALYSIS FOR PARKING RECOMMENDATIONS				
AREA	STANDARD	COMPACT	ACCESSIBLE	TOTAL
PANHANDLE	271	7	8	286
GARAGE F1	730	0	0	730
PENINSULA	263	31	16	310
TOTAL	1264	38	24	1326

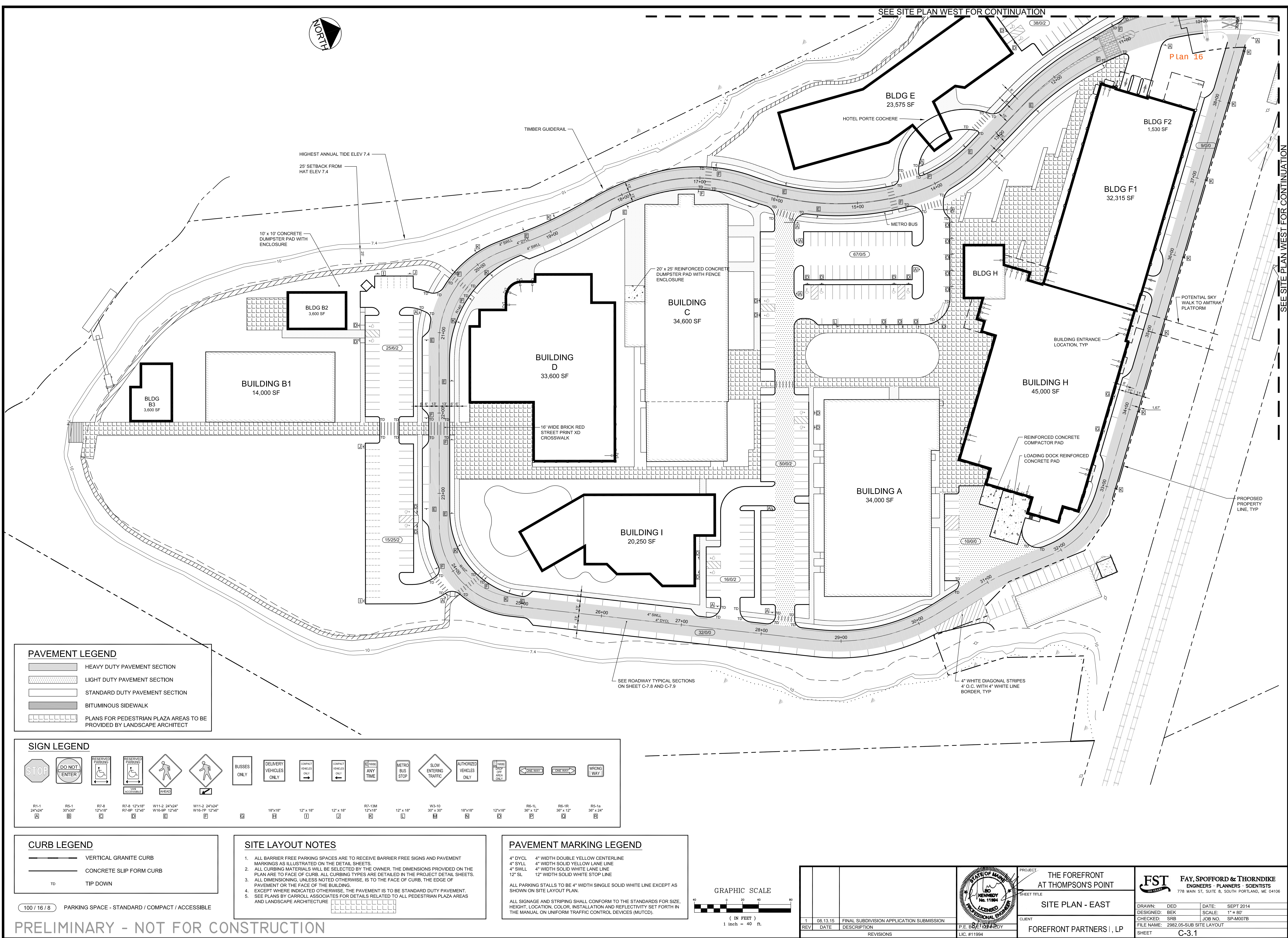
* PARKING COULD BE AS MUCH AS 1790 SHOULD THE DEMAND OF J1 AND J2 RESIDENTIAL UNITS REQUIRE IT

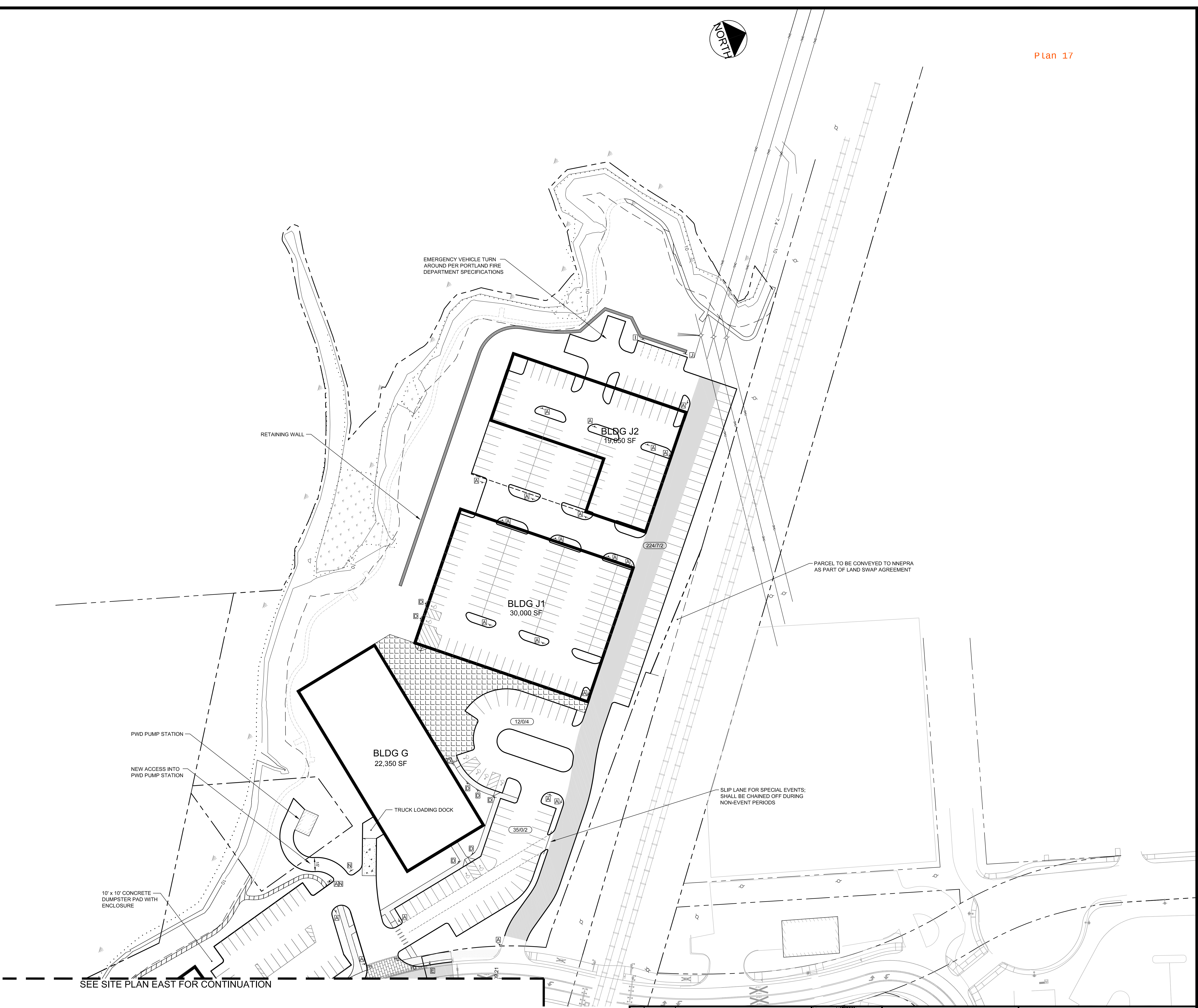
33 PARKING SPACES
(INCLUDING 6 COMPACT SPACES
AND 2 ACCESSIBLE SPACES)

**BUILDINGS B1, B2 AND
B3 SERVICE AREA**

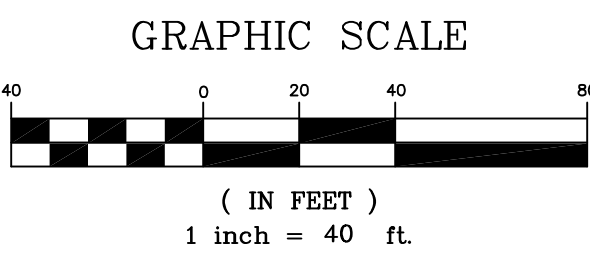


				PROJECT: THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE: OVERALL SITE PLAN CLIENT: FOREFRONT PARTNERS I, LP	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE #, SOUTH PORTLAND, ME 04106
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION			DRAWN: DED DATE: SEPT 2014 DESIGNED: BEK SCALE: 1" = 80' CHECKED: SRB JOB NO. SP-M007B
REV	DATE	DESCRIPTION	REVISIONS P.E. BOB J. KENNEDY LIC. #11994		FILE NAME: 2982.05-SUB SITE LAYOUT SHEET C-3.0

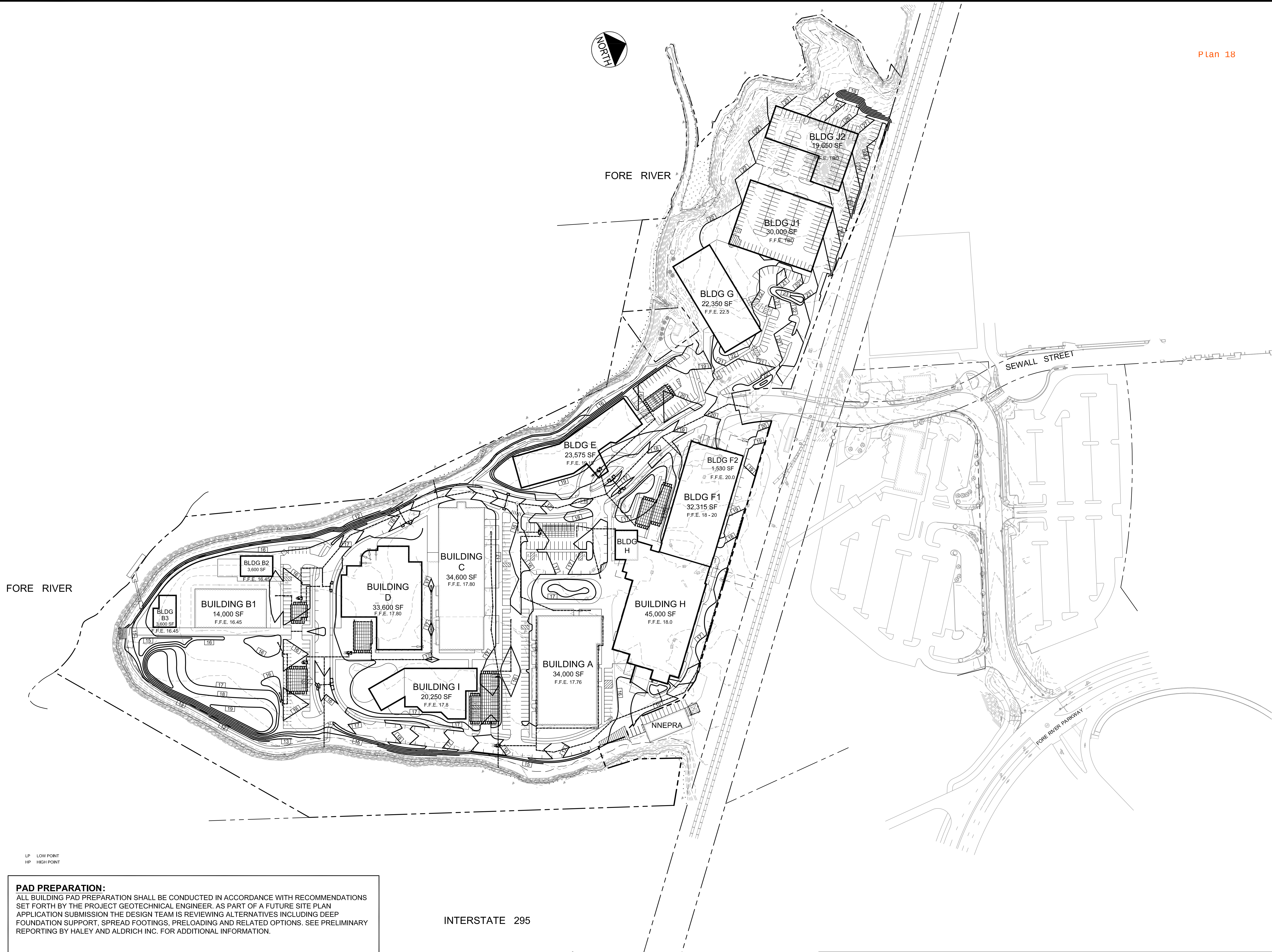




PRELIMINARY - NOT FOR CONSTRUCTION



1 08.13.15 FINAL SUBDIVISION APPLICATION SUBMISSION				PROJECT	THE FOREFRONT AT THOMPSON'S POINT	FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
REV DATE DESCRIPTION				SHEET TITLE	SITE PLAN - WEST	
REV DATE DESCRIPTION				CLIENT	FOREFRONT PARTNERS I, LP	
REV DATE DESCRIPTION			P.E. ROBERT B. KENNEDY LIC. #11994	DATE: SEPT 2014 SCALE: 1" = 40'		FILE NAME: 2982.05-SUB SITE LAYOUT SHEET



NOTES:

1. "The development is required to comply with the City/MaineDEP water quality treatment standards. These standards will be met by the incorporation of the following, as was evidenced in the approved Master Plan documents:

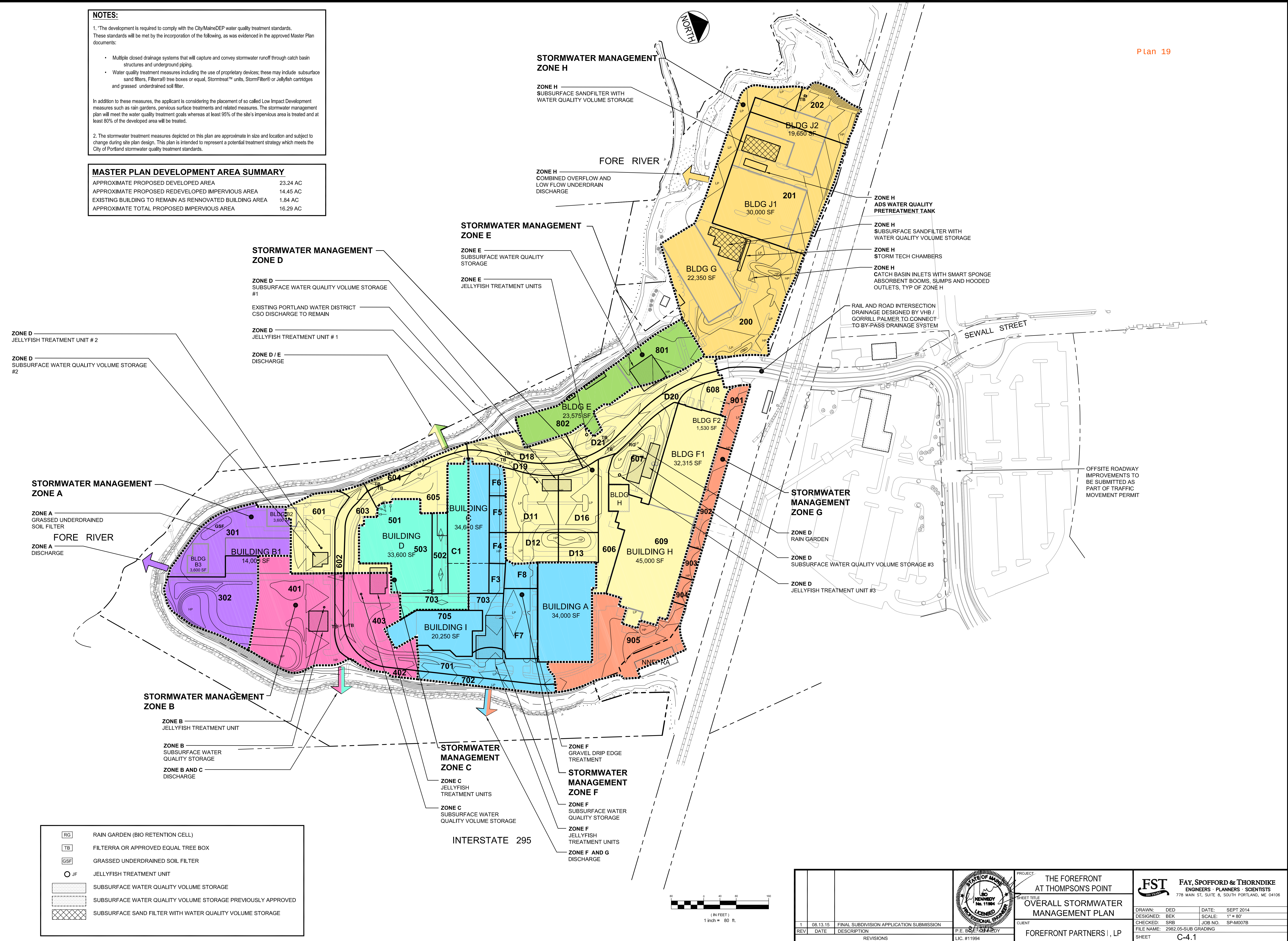
- Multiple closed drainage systems that will capture and convey stormwater runoff through catch basin structures and underground piping.
- Water quality treatment measures including the use of proprietary devices; these may include subsurface sand filters, Filterra® tree boxes or equal, Stormtreat™ units, StormFilter® or Jellyfish cartridges and grassed underdrained soil filter.

In addition to these measures, the applicant is considering the placement of so called Low Impact Development measures such as rain gardens, pervious surface treatments and related measures. The stormwater management plan will meet the water quality treatment goals whereas at least 95% of the site's impervious area is treated and at least 80% of the developed area will be treated.

2. The stormwater treatment measures depicted on this plan are approximate in size and location and subject to change during site plan design. This plan is intended to represent a potential treatment strategy which meets the City of Portland stormwater quality treatment standards.

MASTER PLAN DEVELOPMENT AREA SUMMARY

APPROXIMATE PROPOSED DEVELOPED AREA	23.24 AC
APPROXIMATE PROPOSED REDEVELOPED IMPERVIOUS AREA	14.45 AC
EXISTING BUILDING TO REMAIN AS RENNOVATED BUILDING AREA	1.84 AC
APPROXIMATE TOTAL PROPOSED IMPERVIOUS AREA	16.29 AC



R:\2962.05 Amended Site Plan Part II\Cadd\Permit Set\dwg\SUBDIVISION\2962.05-SUB GRADING.dwg davis_d 8/13/2015 11:59 AM

FST
100 YEARS

FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

SCHEDULE OF SILT FENCE REQUIREMENTS

SILT FENCE	TYPE PURPOSE	TIME OF INSTALLATION
881 TYPE 1 SILT FENCE	TO TRAP SEDIMENT ALONG THE GRADING EDGE WHERE THE NEW CONTOURS NEARLY PARALLEL THE EXISTING CONTOURS	AT INITIAL SITE PREPARATION; PRIOR TO OTHER WORK

NOTES:

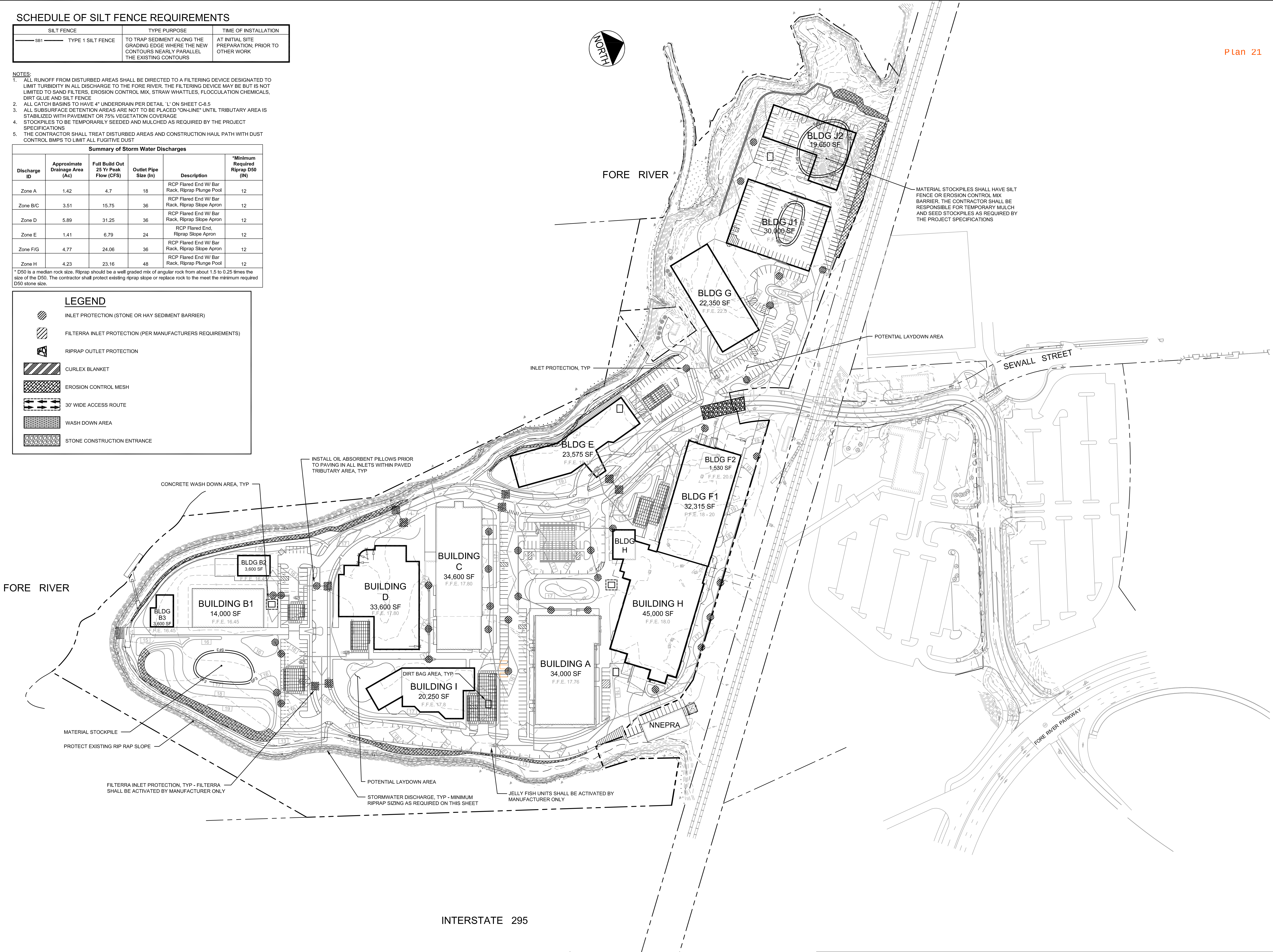
- ALL RUNOFF FROM DISTURBED AREAS SHALL BE DIRECTED TO A FILTERING DEVICE DESIGNATED TO LIMIT TURBIDITY IN ALL DISCHARGE TO THE FORE RIVER. THE FILTERING DEVICE MAY BE BUT IS NOT LIMITED TO SAND FILTERS, EROSION CONTROL MIX, STRAW WHATTLES, FLOCCULATION CHEMICALS, DIRT GLUE AND SILT FENCE
- ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL 'L' ON SHEET C-8.5
- ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
- STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
- THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPS TO LIMIT ALL FUGITIVE DUST

Summary of Storm Water Discharges					
Discharge ID	Approximate Drainage Area (Ac)	Full Build Out 25 Yr Peak Flow (CFS)	Outlet Pipe Size (In)	Description	*Minimum Required Riprap D50 (IN)
Zone A	1.42	4.7	18	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12
Zone B/C	3.51	15.75	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
Zone D	5.89	31.25	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
Zone E	1.41	6.79	24	RCP Flared End, Riprap Slope Apron	12
Zone F/G	4.77	24.06	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
Zone H	4.23	23.16	48	RCP Flared End W/ Bar Rack, Riprap Plunge Pool	12

* D50 is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D50. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D50 stone size.

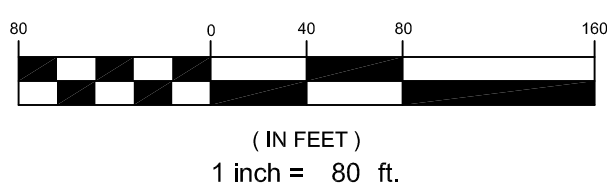
LEGEND

- INLET PROTECTION (STONE OR HAY SEDIMENT BARRIER)
- FILTERRA INLET PROTECTION (PER MANUFACTURERS REQUIREMENTS)
- RIPRAP OUTLET PROTECTION
- CURLEX BLANKET
- EROSION CONTROL MESH
- 30' WIDE ACCESS ROUTE
- WASH DOWN AREA
- STONE CONSTRUCTION ENTRANCE

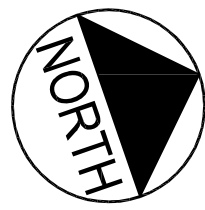


Plan 21

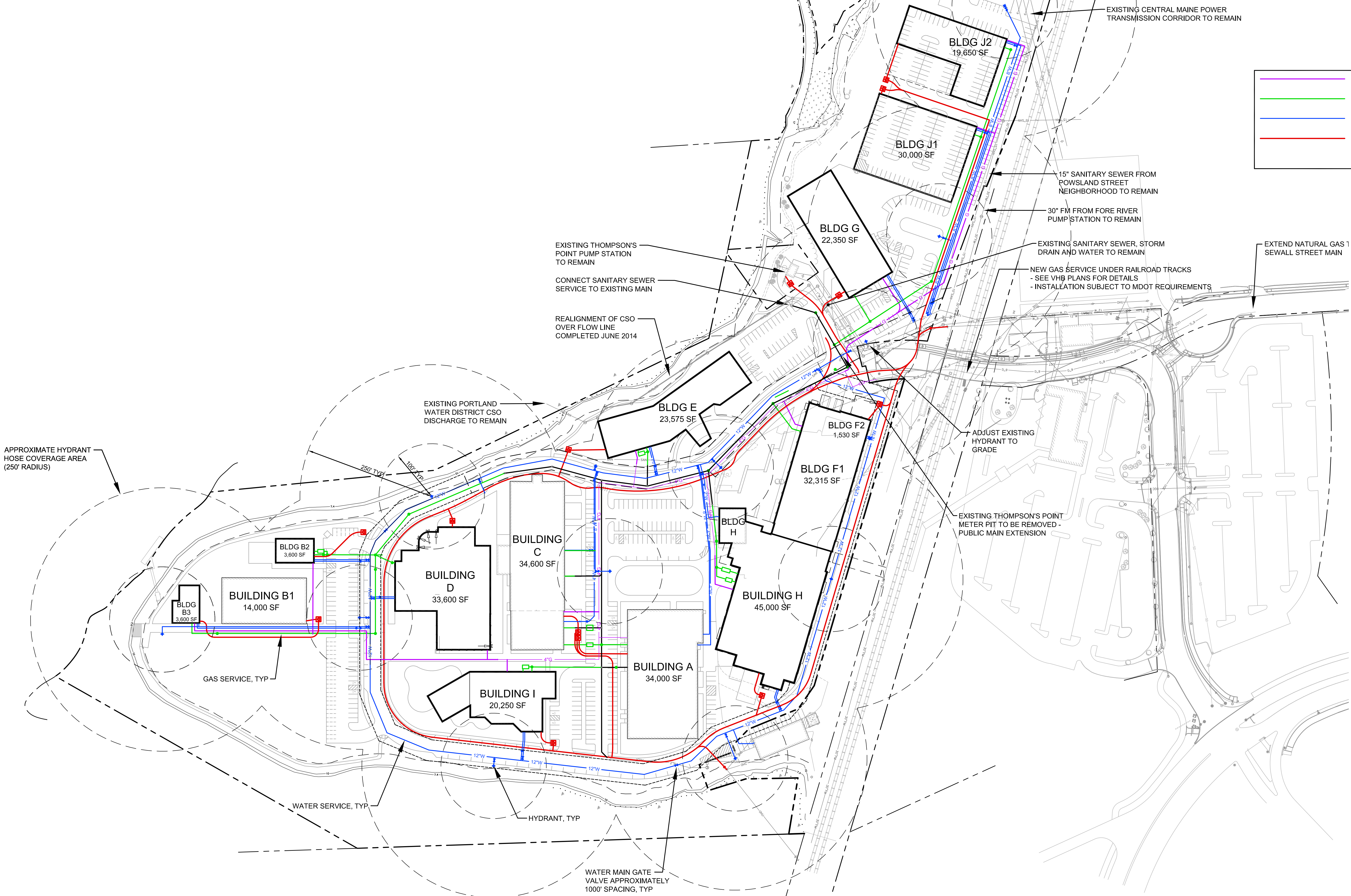
INTERSTATE 295



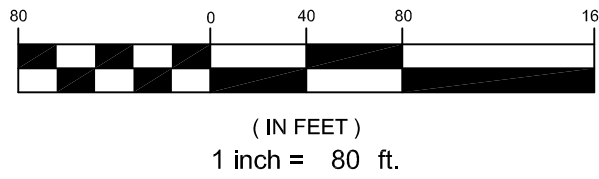
10/08/2015 12:20 PM				PROJECT: THE FOREFRONT AT THOMPSON'S POINT	
SHEET TITLE: OVERALL EROSION AND SEDIMENTATION CONTROL PLAN					
CLIENT: FOREFRONT PARTNERS I, LP					
DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-SUB EROSION SHEET: C-5.0					
REV	DATE	DESCRIPTION	REVISIONS	DATE: SEPT 2014 SCALE: 1" = 80' JOB NO. SP-M007B	
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION			



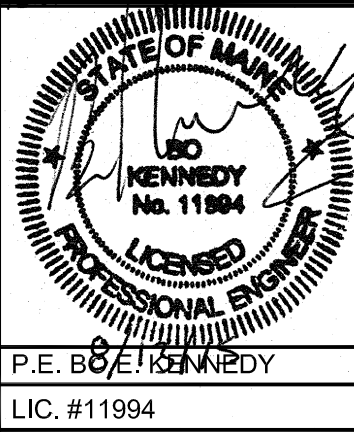
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)



NOTE:
ALL BUILDINGS WILL HAVE A COMPLETE SPRINKLER SYSTEM MEETING THE REQUIREMENTS OF NFPA (BUILDING B1 IS EXEMPT FROM THE SPRINKLER REQUIREMENT BECAUSE IT IS NOT CLASSIFIED AS AN ENCLOSED BUILDING)

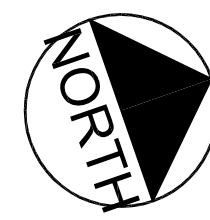


REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION



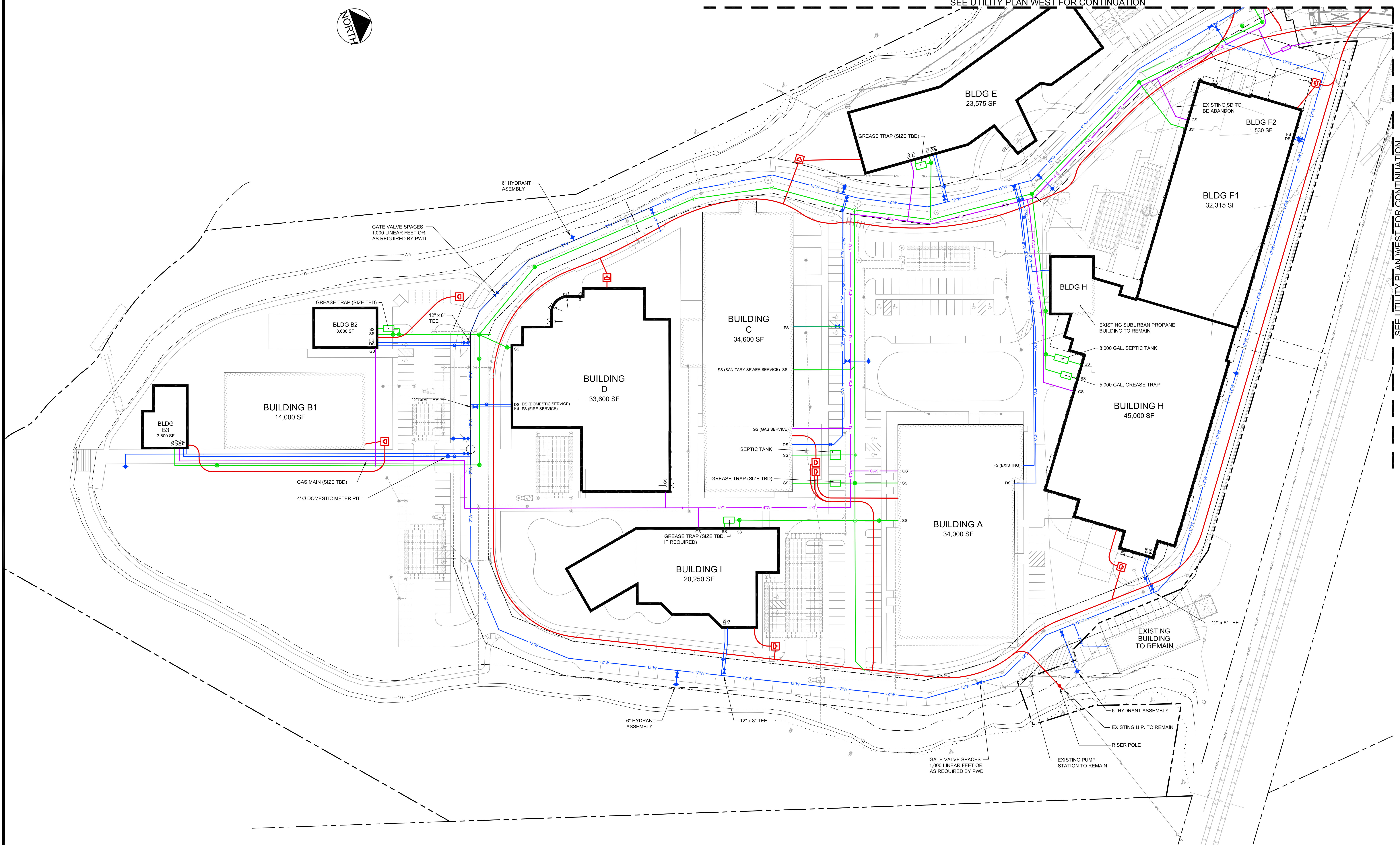
PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	OVERALL UTILITY PLAN
CLIENT	FOREFRONT PARTNERS I, LP

FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: 1" = 80'
CHECKED: SRB	JOB NO. SP-M0078
FILE NAME: 2082.05-UTILITY	SHEET C-6.0



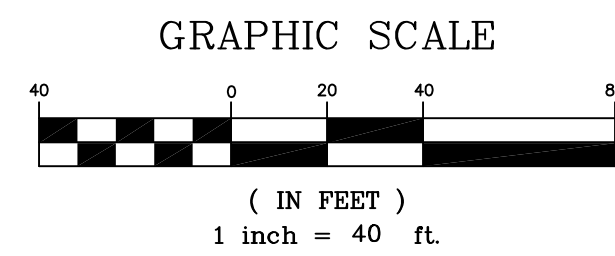
SEE UTILITY PLAN WEST FOR CONTINUATION

SEE UTILITY PLAN WEST FOR CONTINUATION



- NOTES:
1. ALL UTILITY ENTRY LOCATIONS ARE SUBJECT TO COORDINATION AND ADJUSTMENT AS PART OF CONSTRUCTION DOCUMENT PREPARATION
 2. SEE SITE LIGHTING PLANS BY BARTLETT DESIGN FOR PROPOSED LIGHT LOCATIONS

NOTE:
ALL BUILDINGS WILL HAVE A COMPLETE SPRINKLER SYSTEM MEETING THE REQUIREMENTS OF NFPA (BUILDING B1 IS EXEMPT FROM THE SPRINKLER REQUIREMENT BECAUSE IT IS NOT CLASSIFIED AS AN ENCLOSED BUILDING)

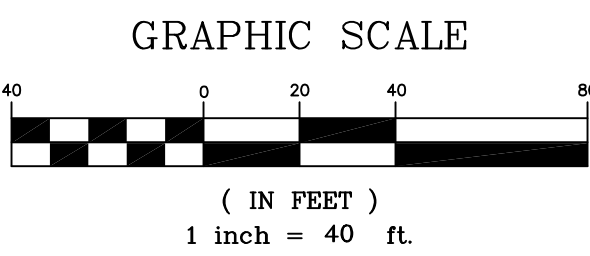


					PROJECT	THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST. SUITE 8, SOUTH PORTLAND, ME 04106	
					SHEET TITLE	UTILITY PLAN - EAST			DRAWN: DED DATE: SEPT 2014
					CLIENT	FOREFRONT PARTNERS I, LP			DESIGNED: BEK SCALE: 1" = 40'
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION		P.E. JOHN KENNEDY			CHECKED: SRB JOB NO. SP-M007B	FILE NAME: 2982.05-UTILITY	
REV	DATE	DESCRIPTION		LIC. #11994				SHEET C-6.1	
		REVISIONS							

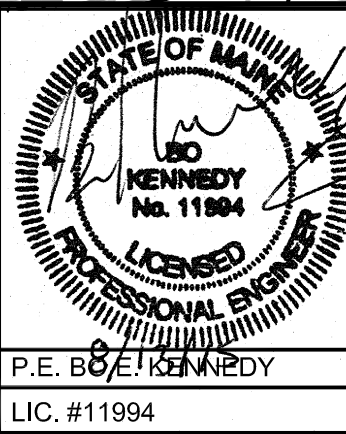
- NOTES:
1. ALL UTILITY ENTRY LOCATIONS ARE SUBJECT TO COORDINATION AND ADJUSTMENT AS PART OF CONSTRUCTION DOCUMENT PREPARATION
 2. SEE SITE LIGHTING PLANS BY BARTLETT DESIGN FOR PROPOSED LIGHT LOCATIONS



NOTE:
ALL BUILDINGS WILL HAVE A COMPLETE SPRINKLER SYSTEM MEETING THE REQUIREMENTS OF NFPA (BUILDING B1 IS EXEMPT FROM THE SPRINKLER REQUIREMENT BECAUSE IT IS NOT CLASSIFIED AS AN ENCLOSED BUILDING)

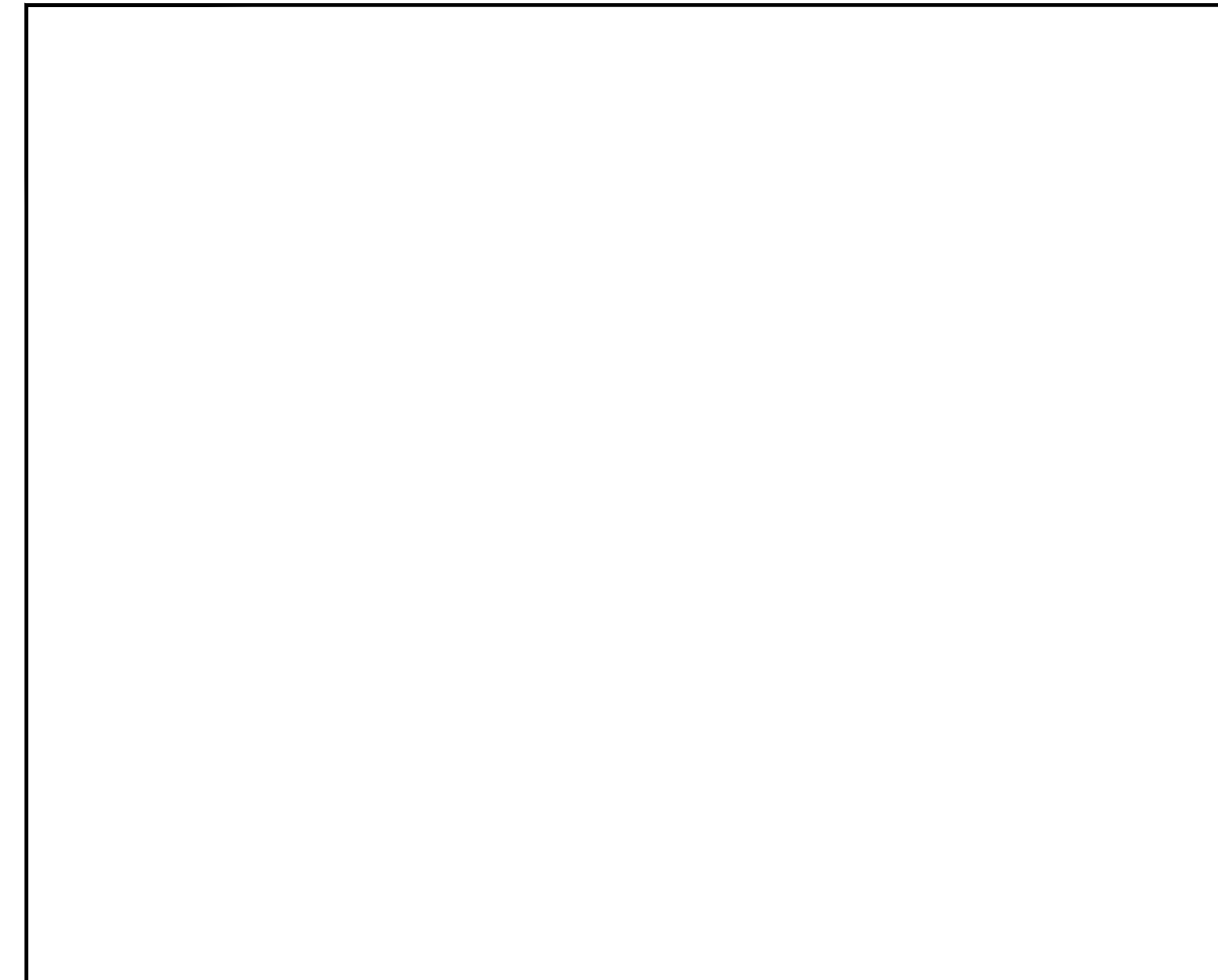
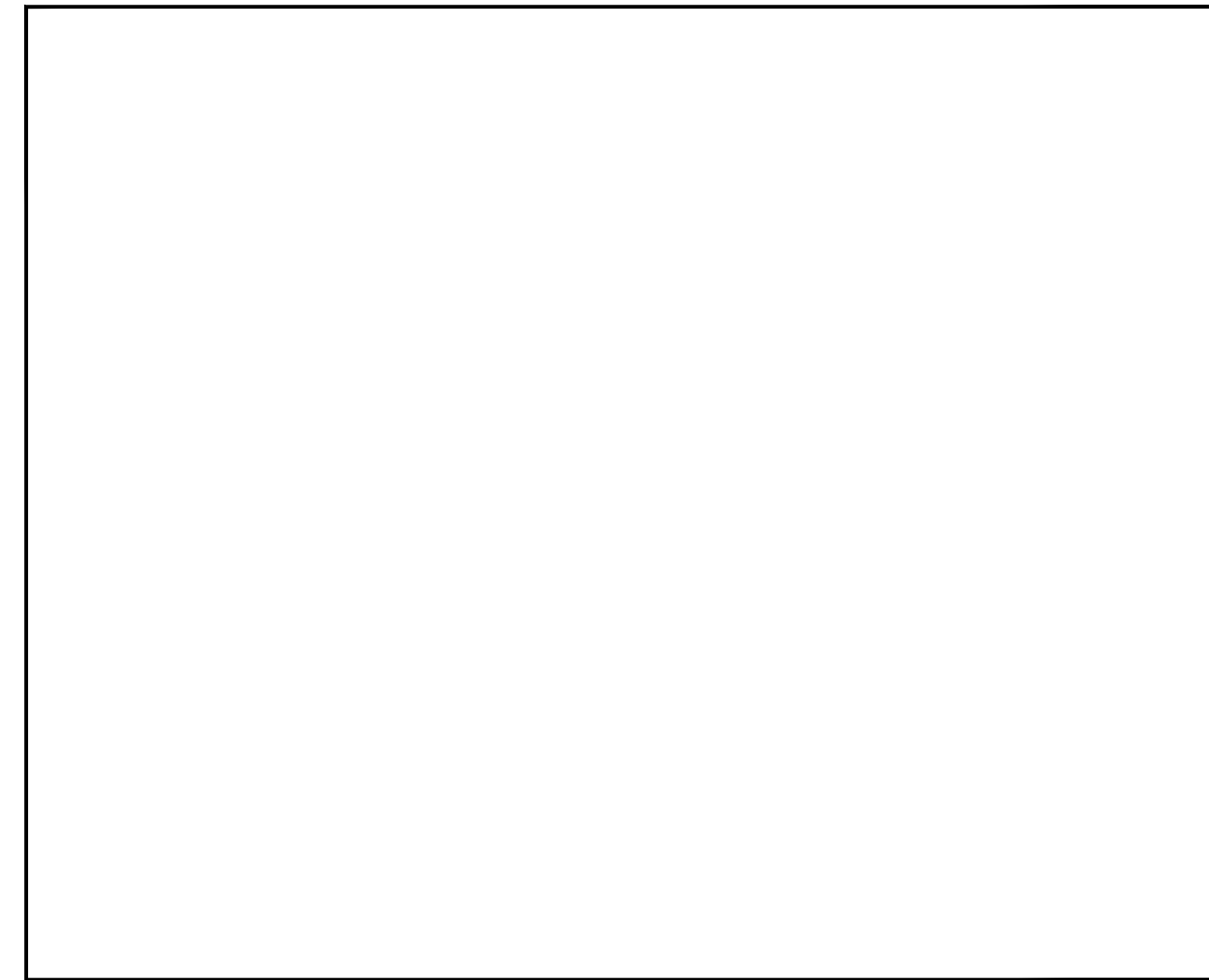
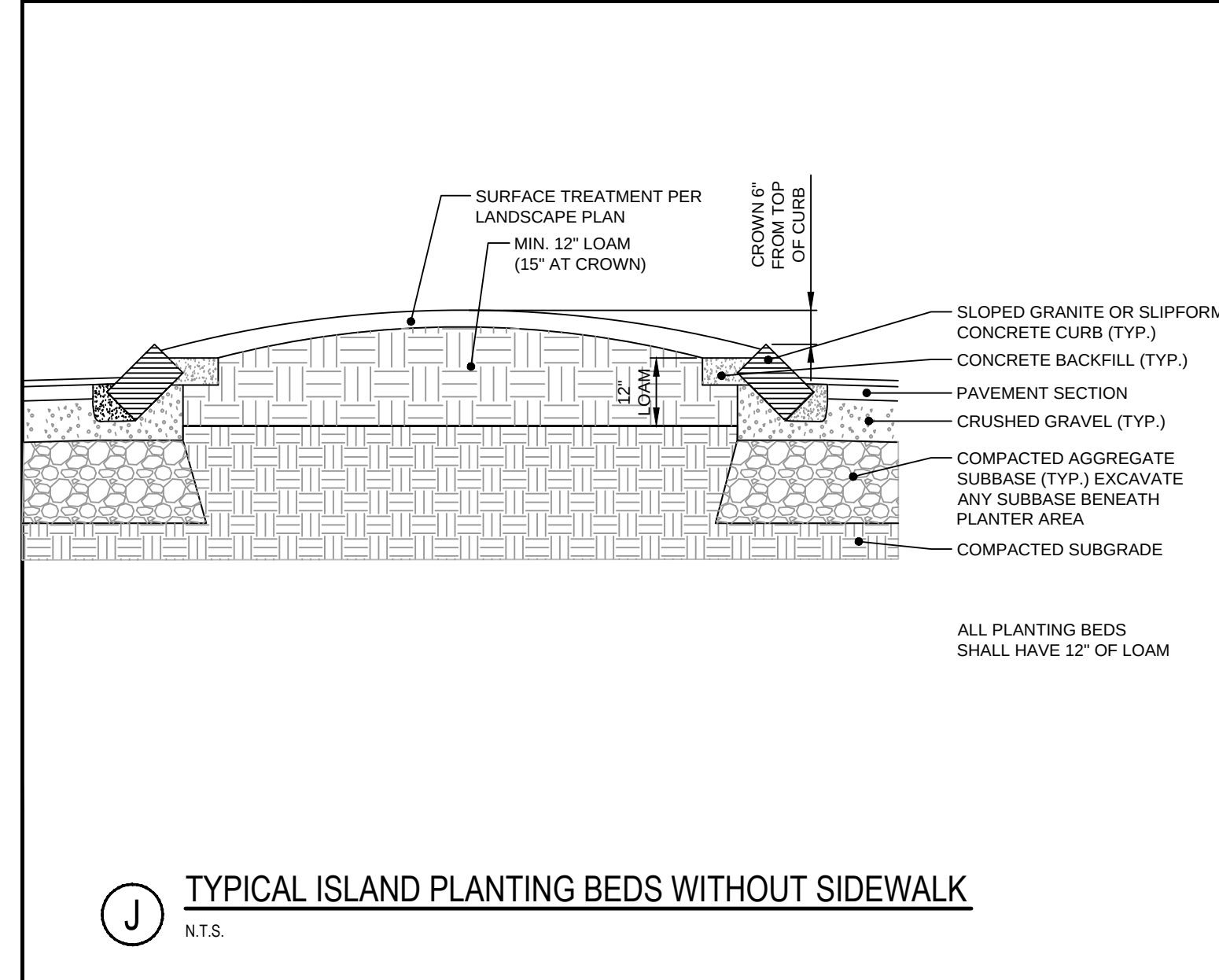
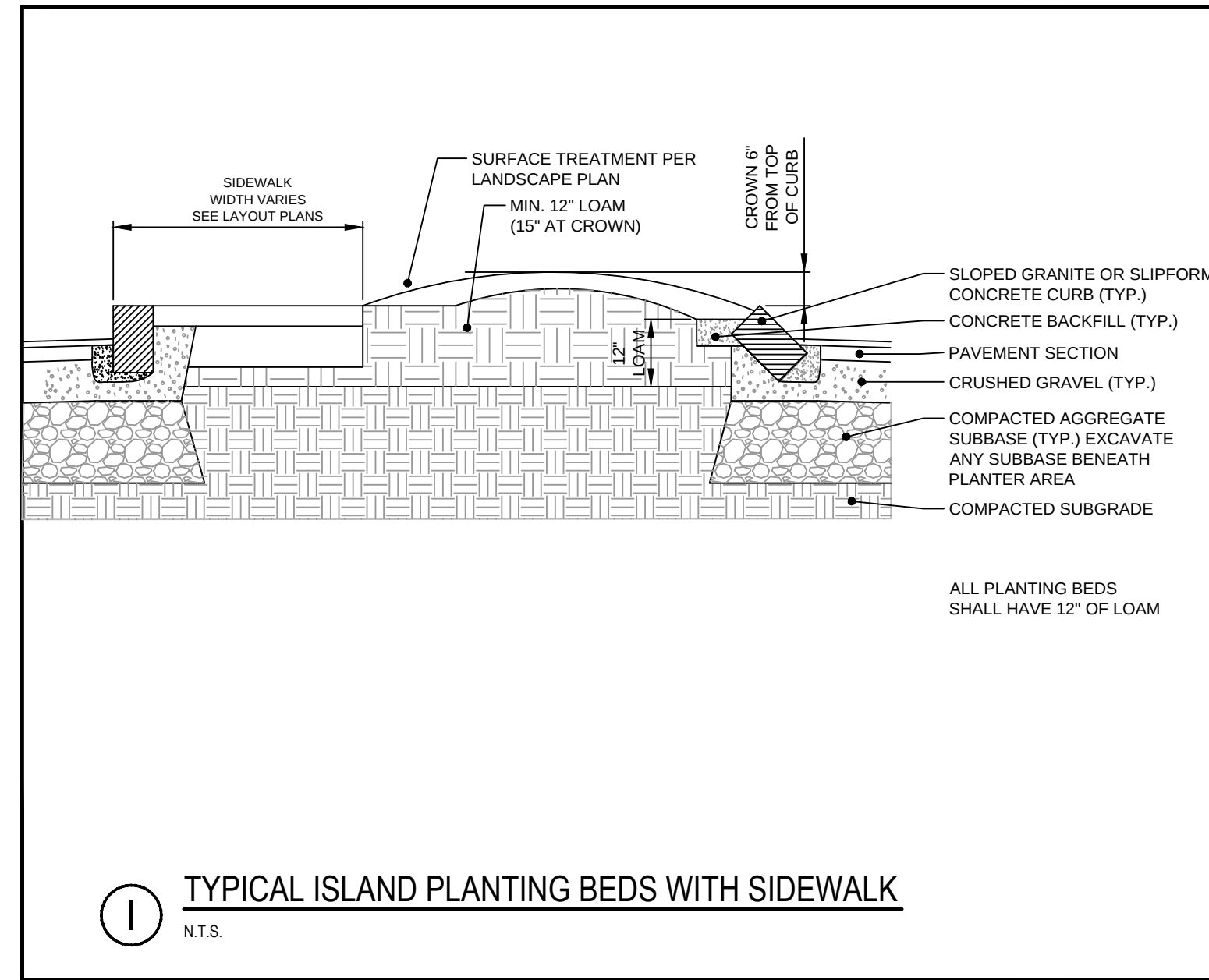
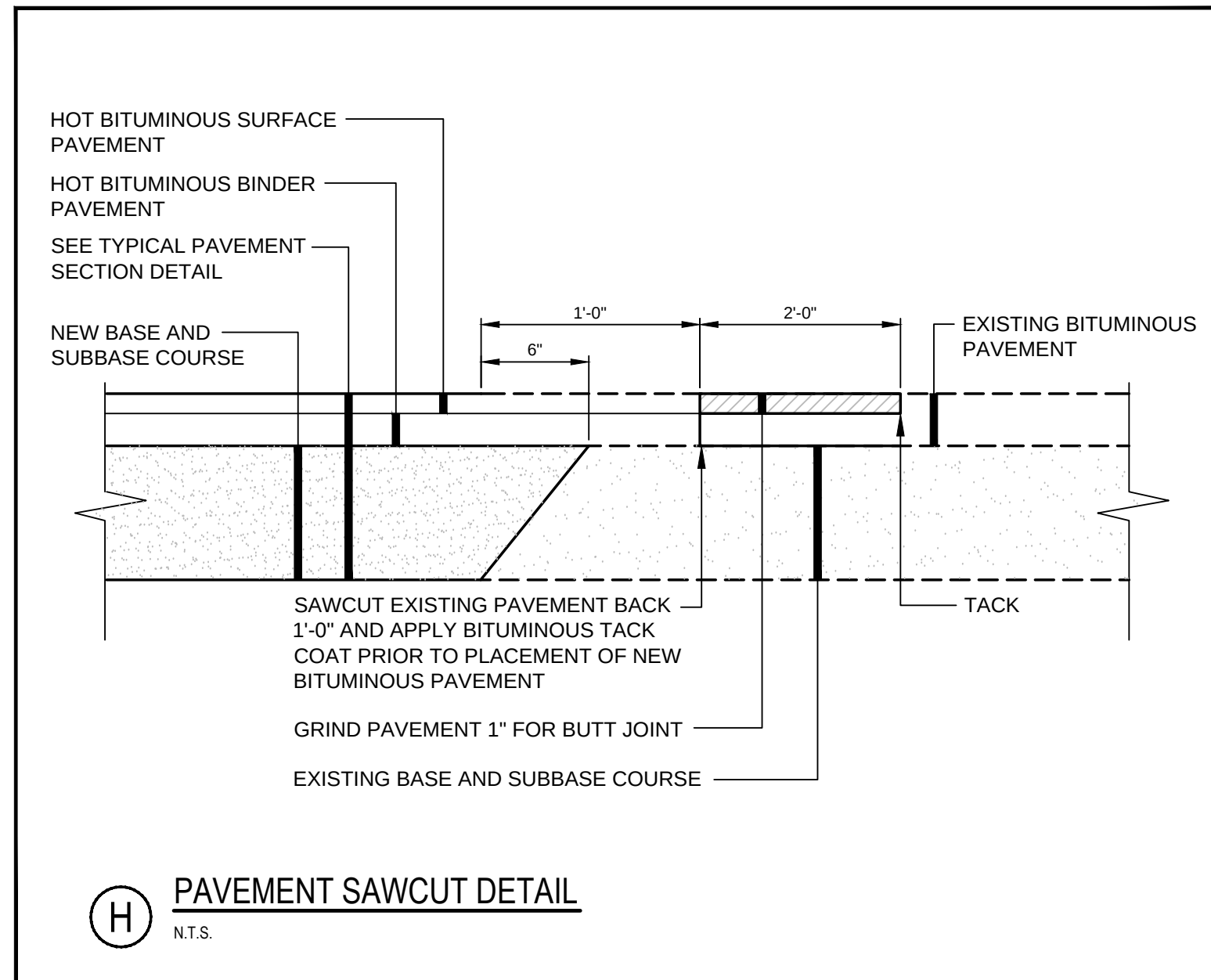
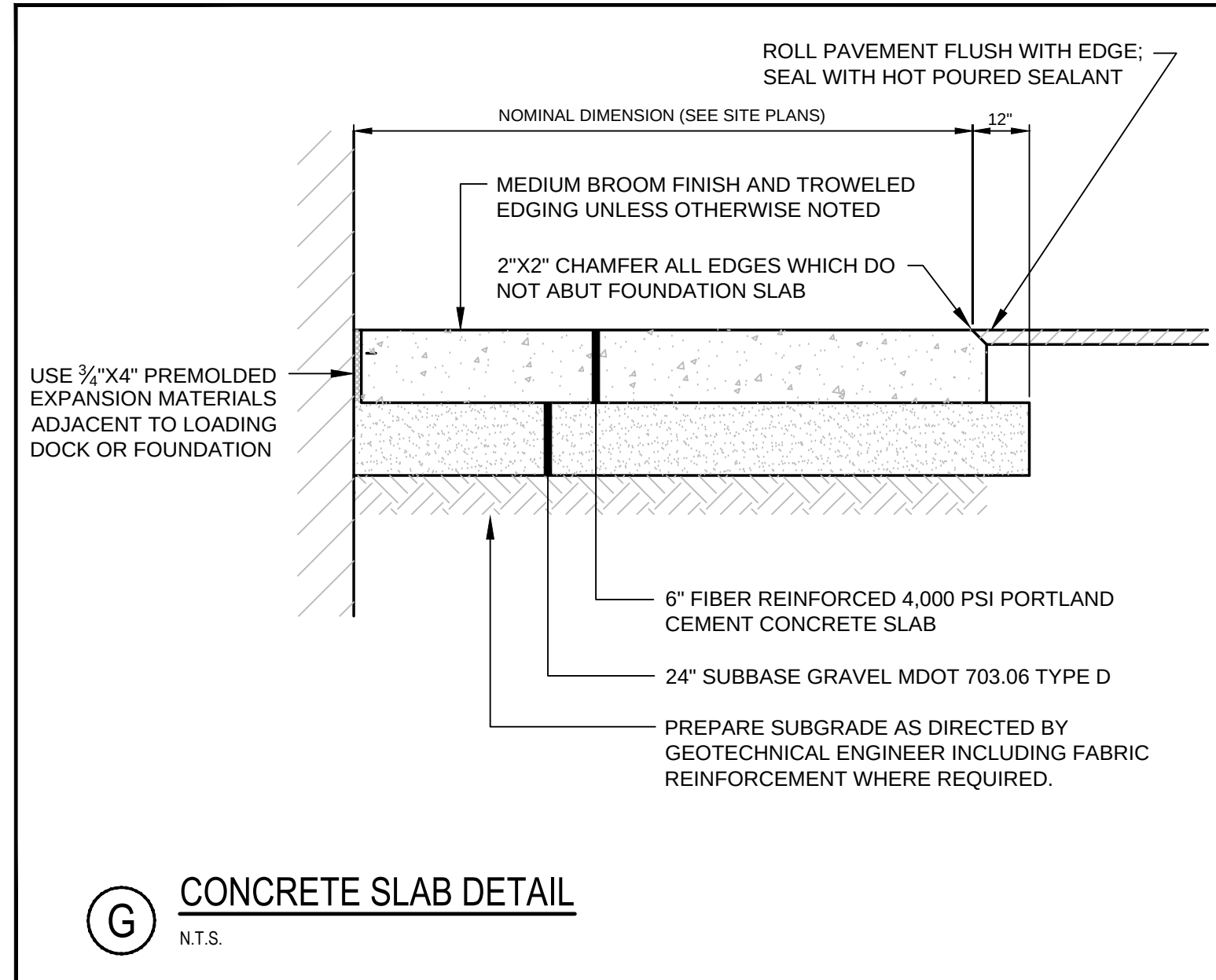
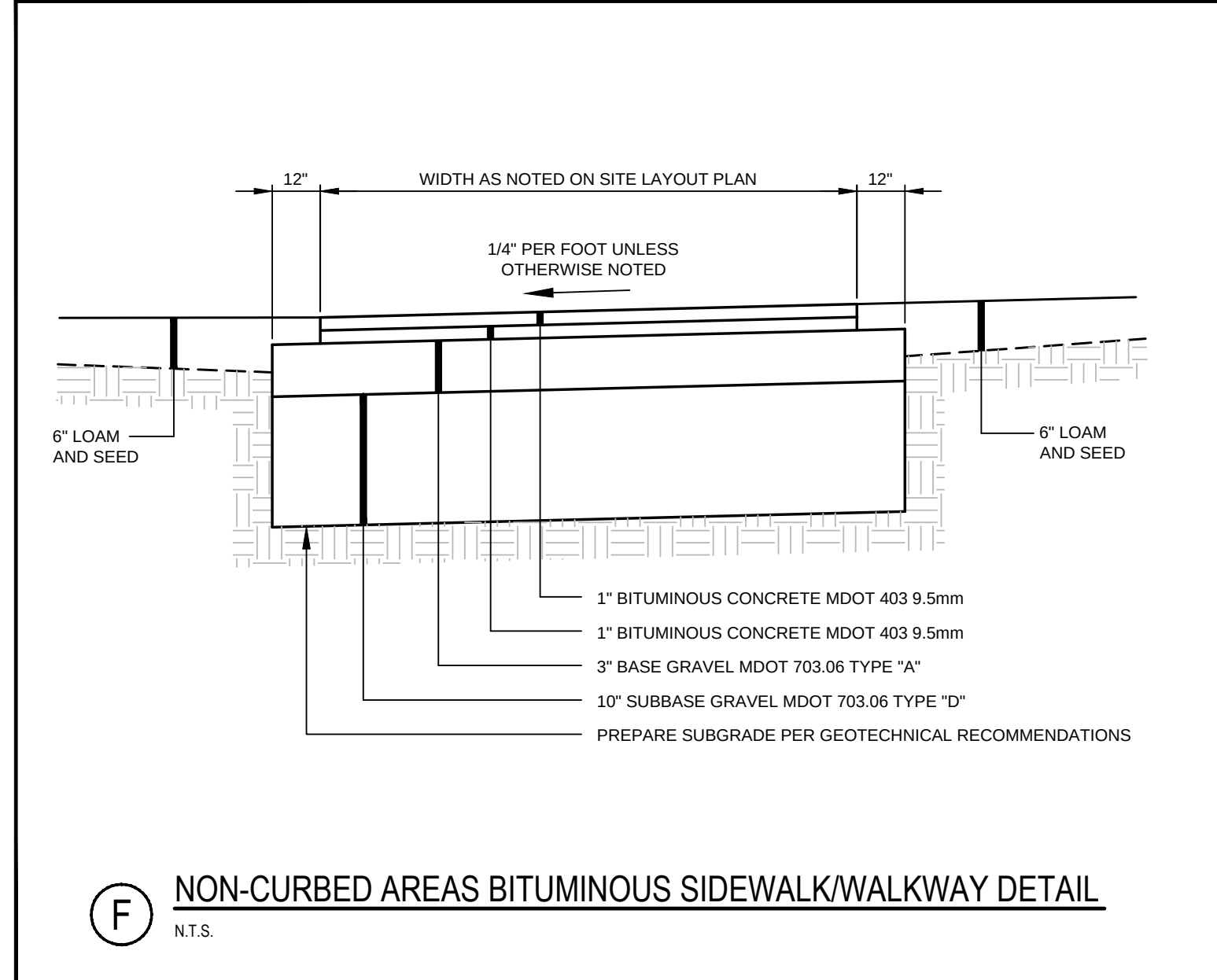
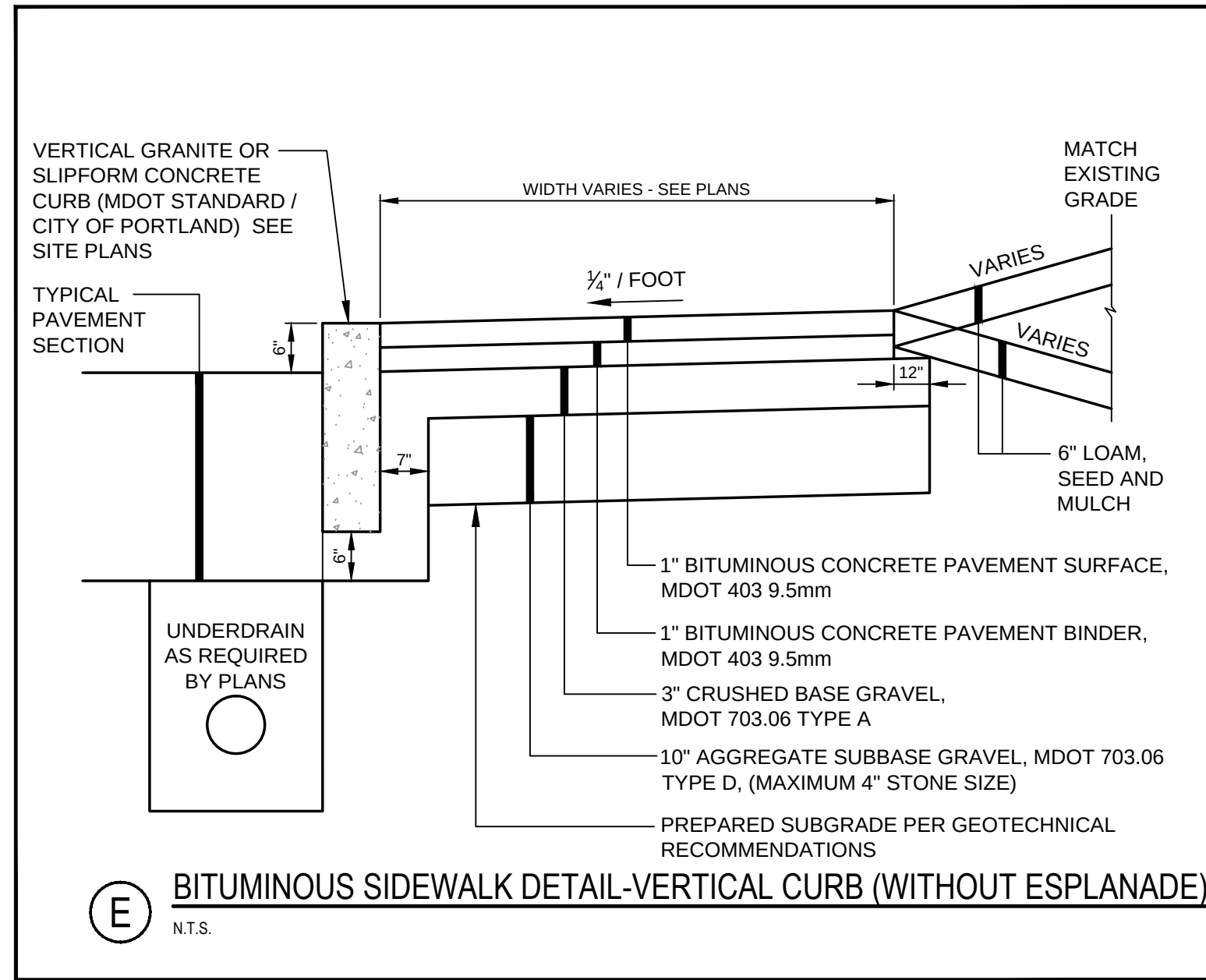
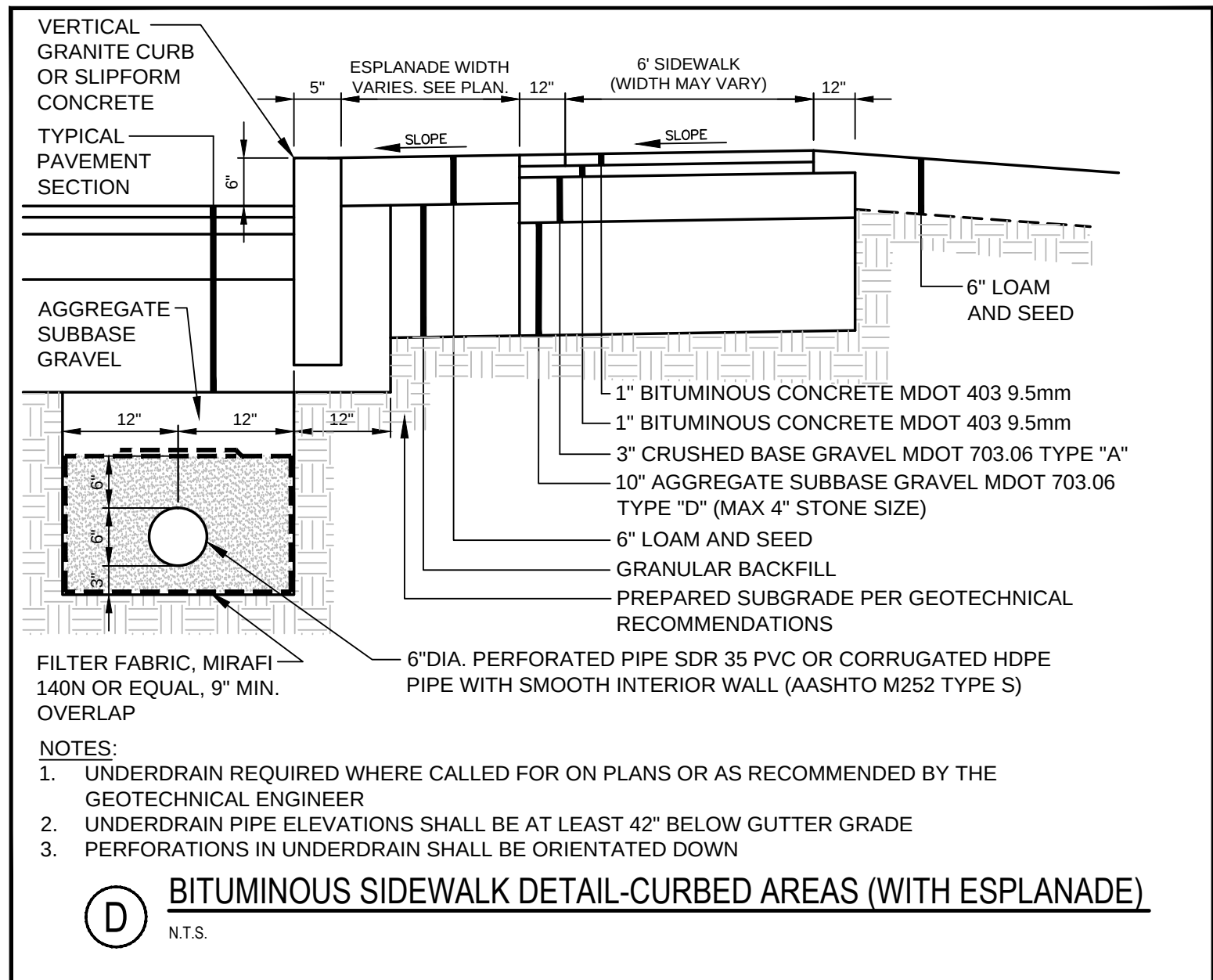
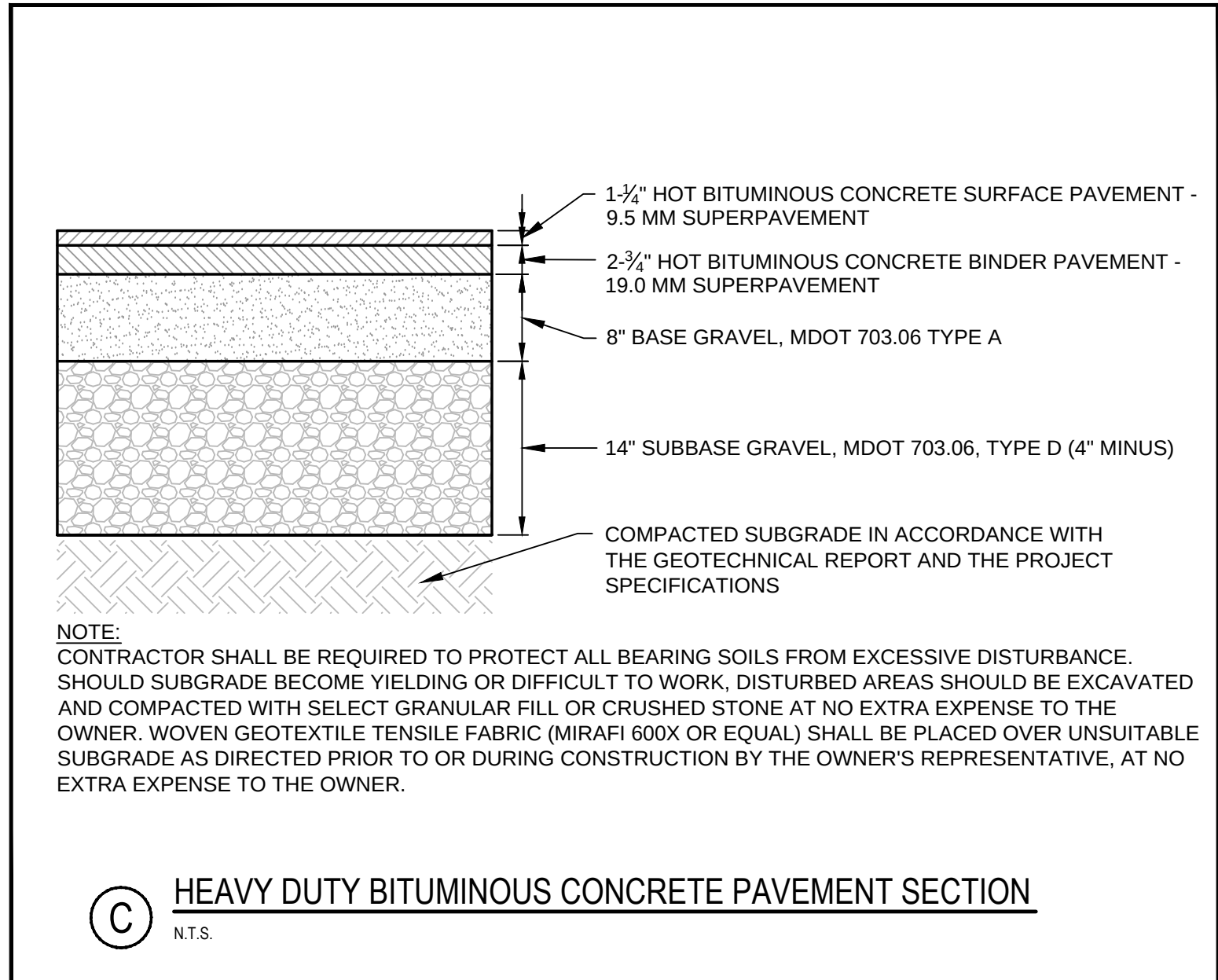
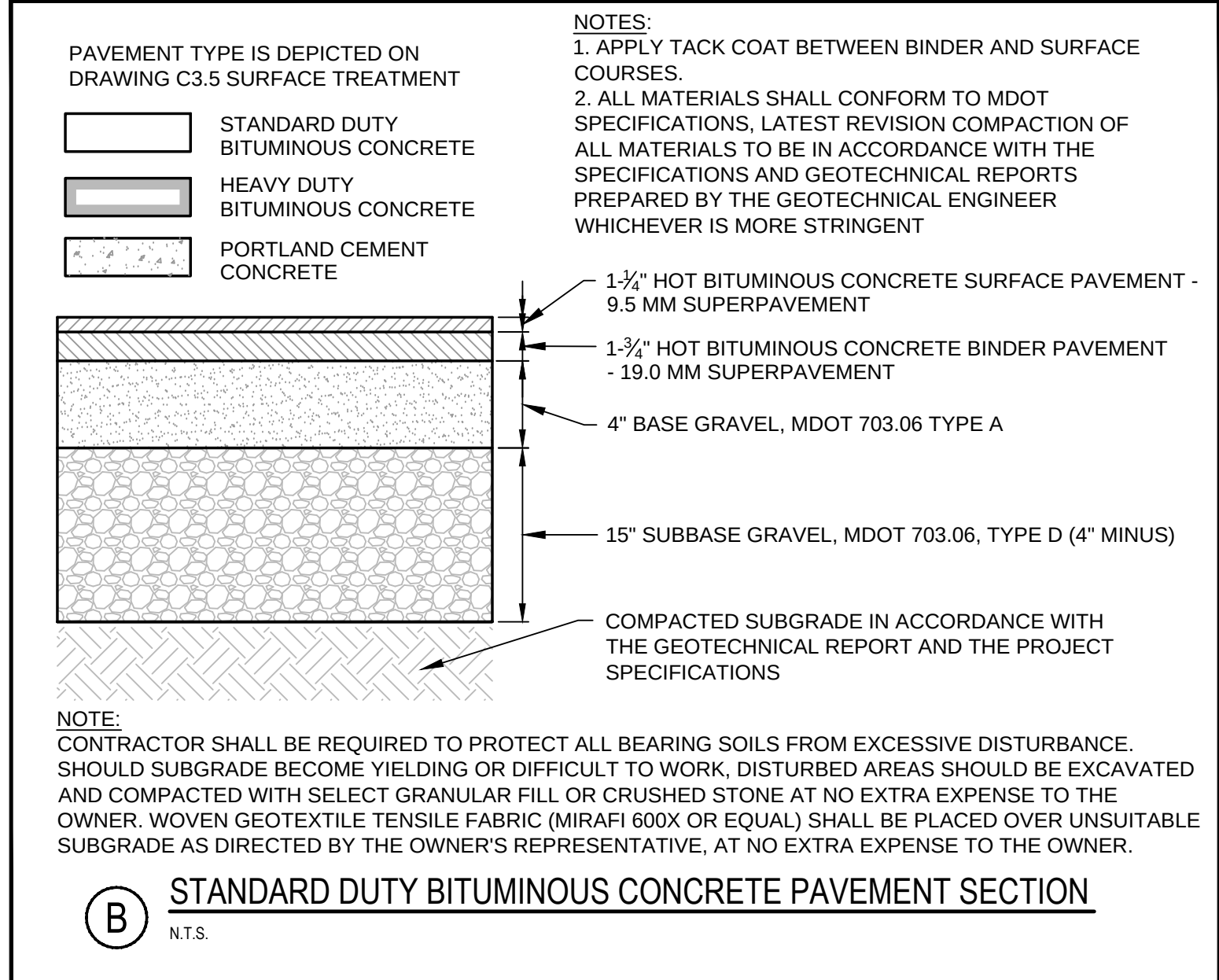
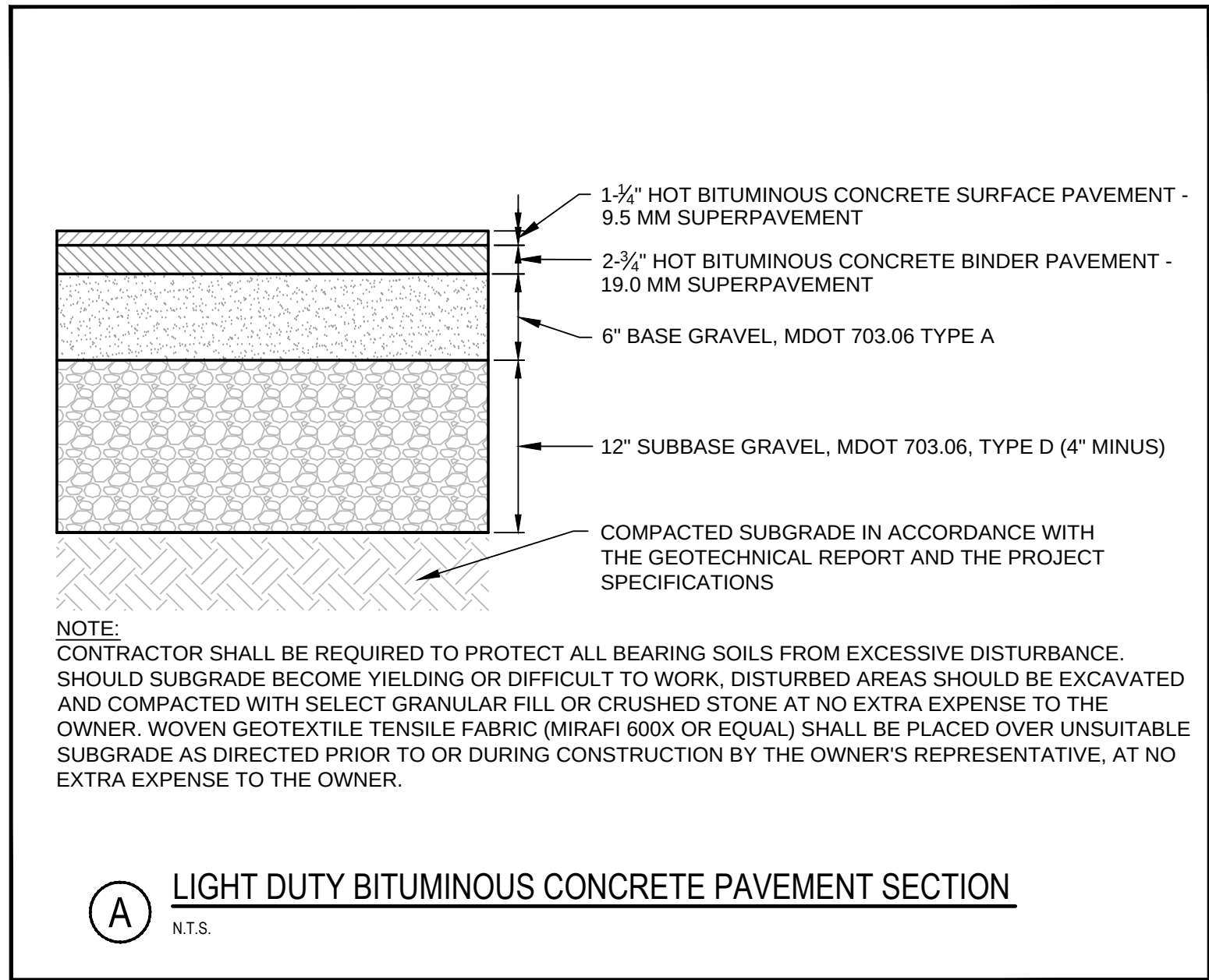


REV	DATE	DESCRIPTION
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
REVISIONS		



PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	UTILITY PLAN - WEST
CLIENT	FOREFRONT PARTNERS I, LP

FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-UTILITY	
SHEET	C-6.2



				PROJECT: THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE: PAVEMENT SECTIONS AND SIDEWALK DETAILS	
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. BOYD KENNEDY LIC. #11994	CLIENT: FOREFRONT PARTNERS I, LP	DRAWN: DED DATE: SEPT 2014
REV	DATE	DESCRIPTION			DESIGNED: BEK SCALE: AS NOTED
		REVISIONS			CHECKED: SRB JOB NO. SP-M007B
					FILE NAME: 2982.05-SUB DET
					SHEET C-7.0

(A) N.T.S.

(B) N.T.S.

N.T.S.

ⓓ N.T.S.

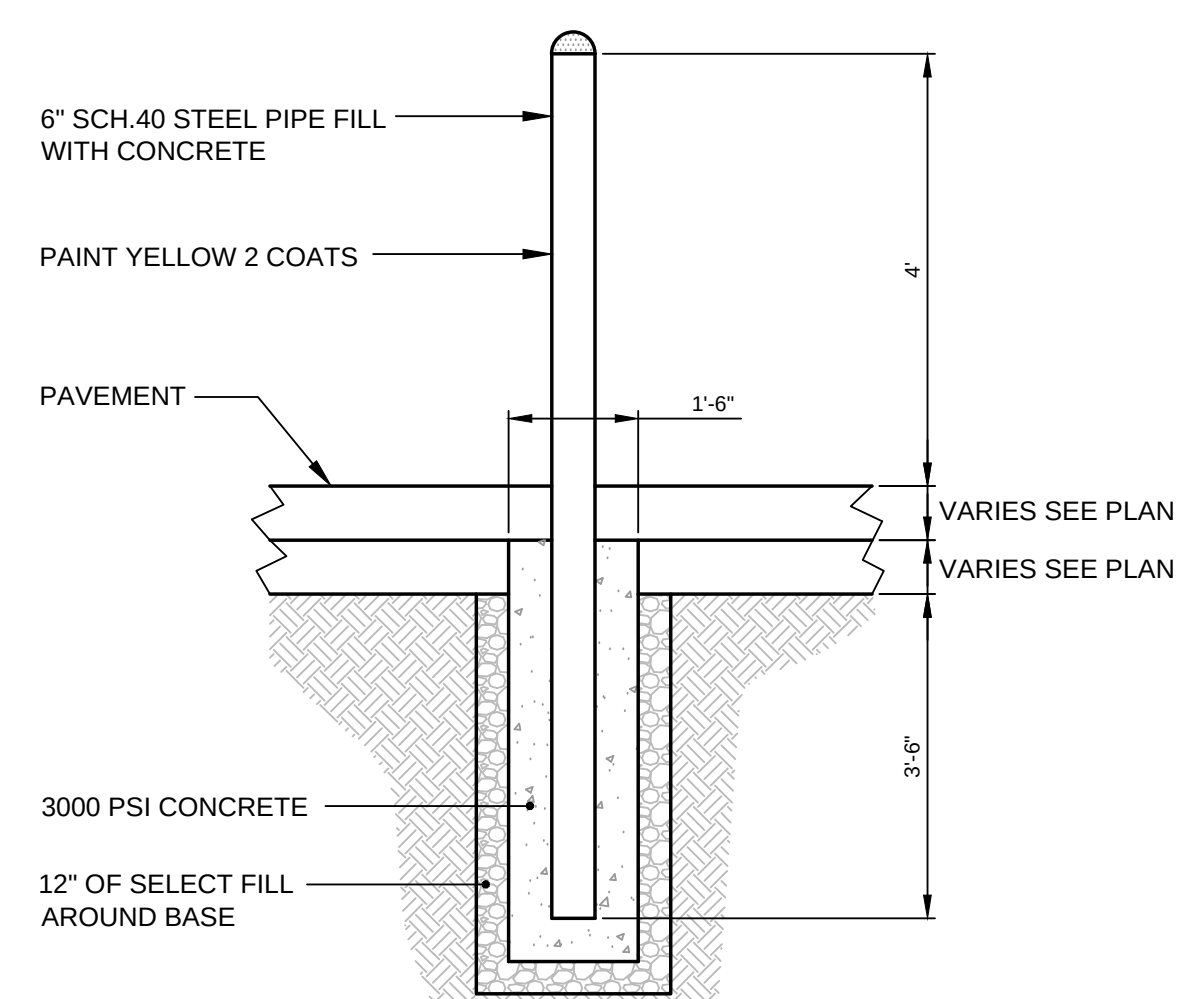
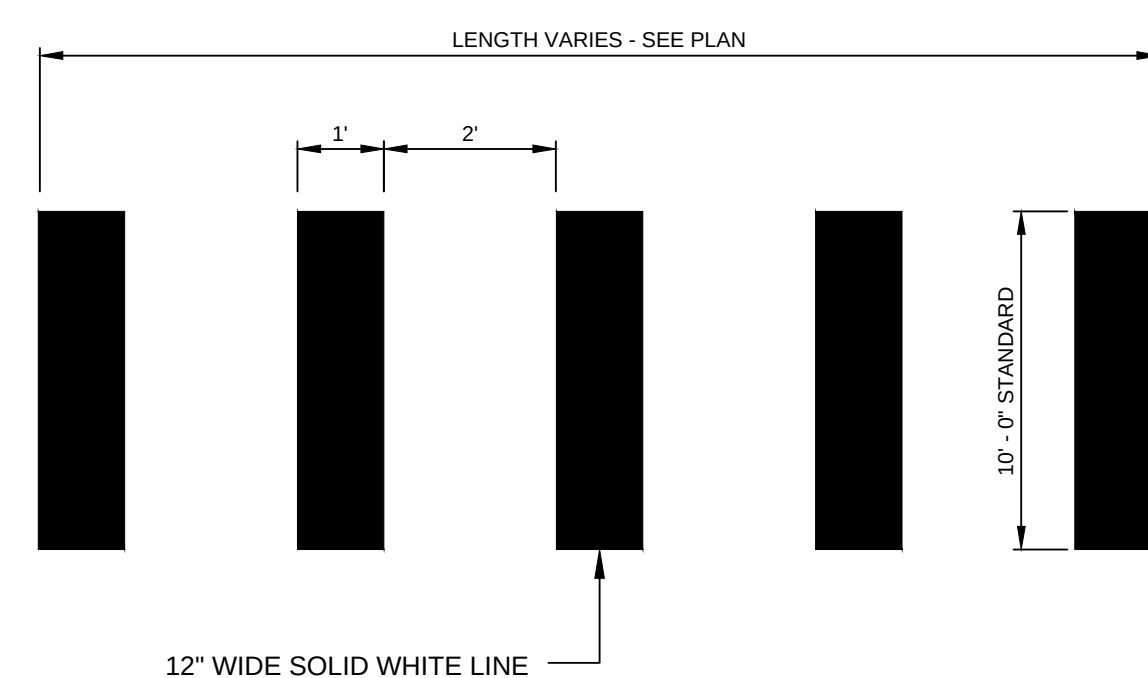
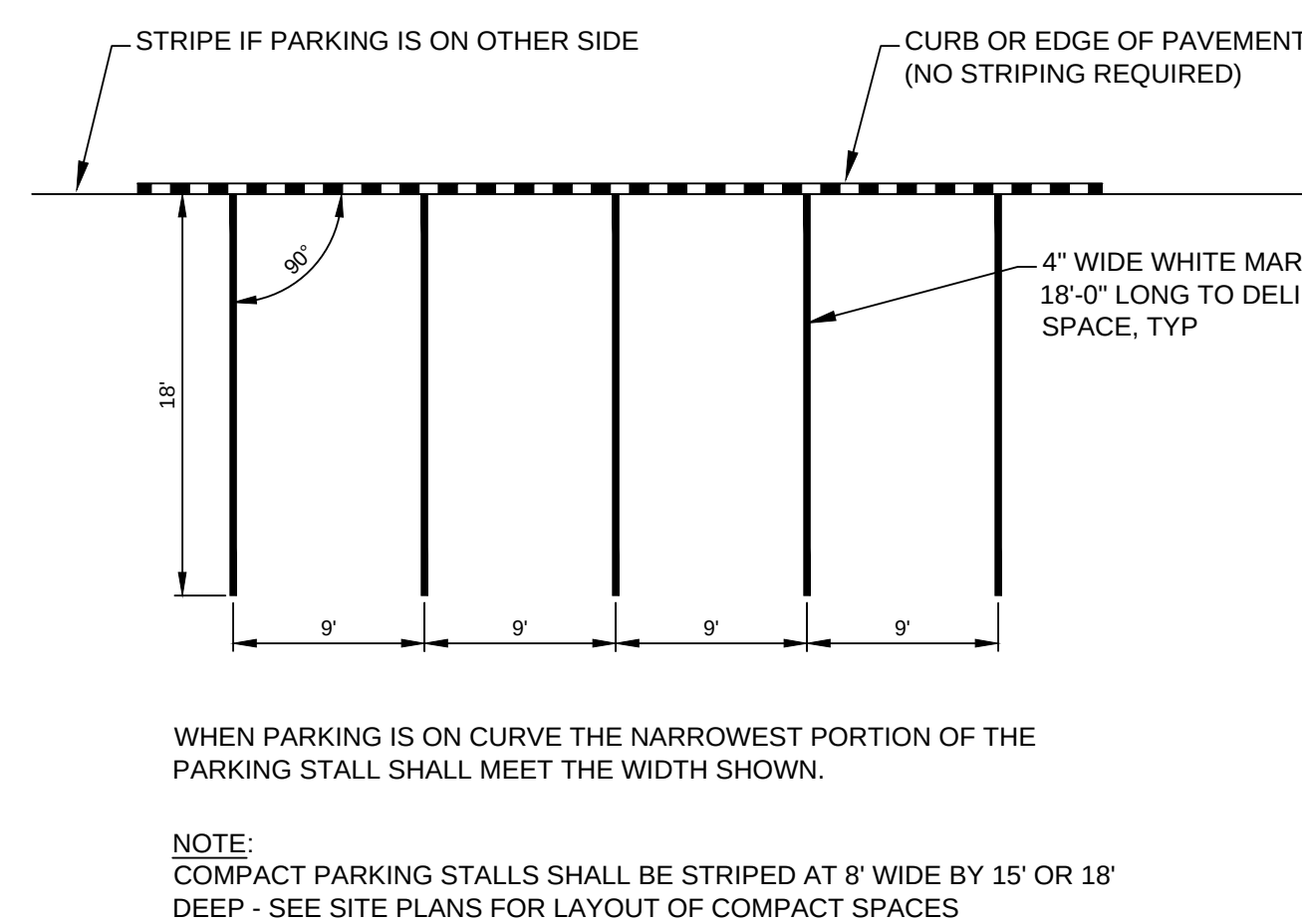
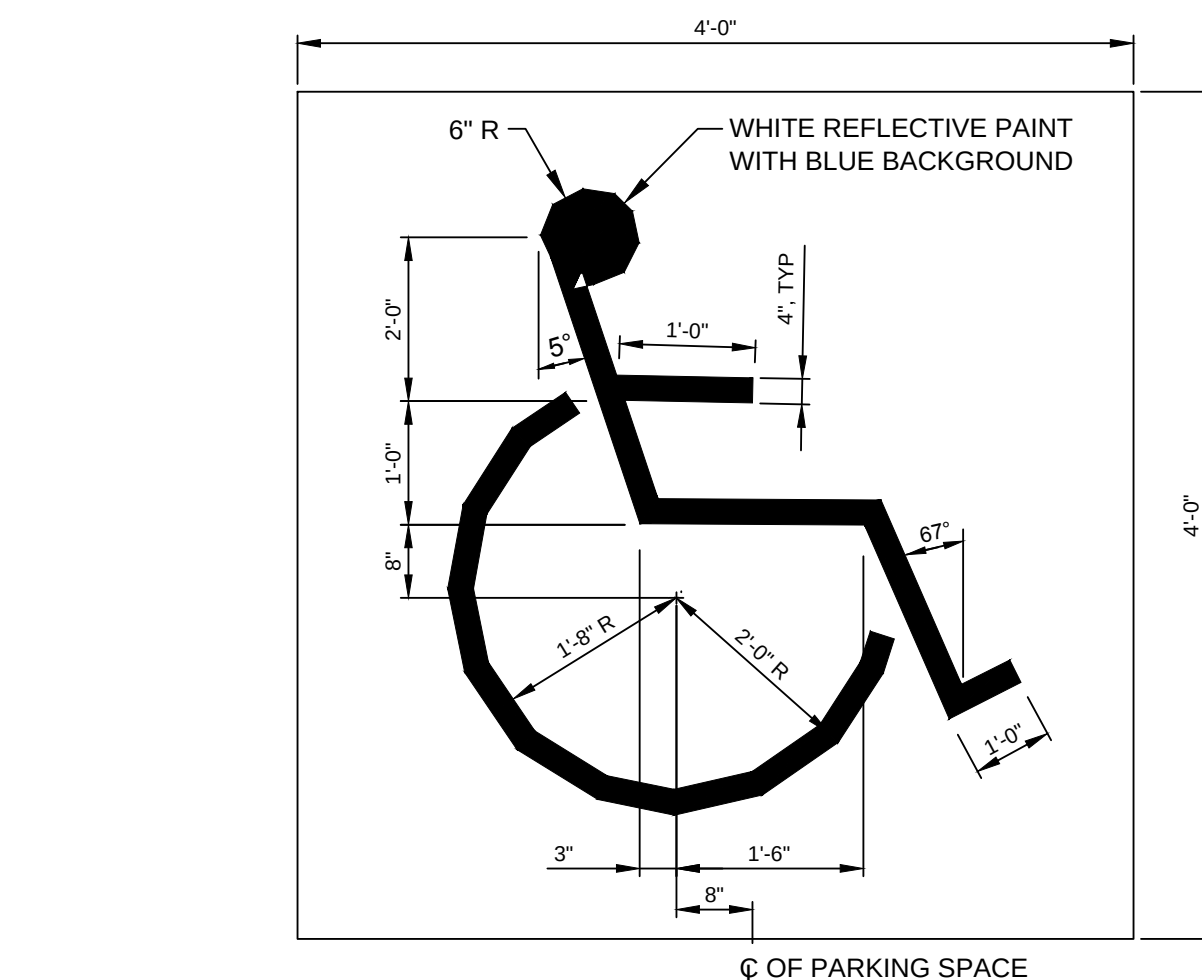
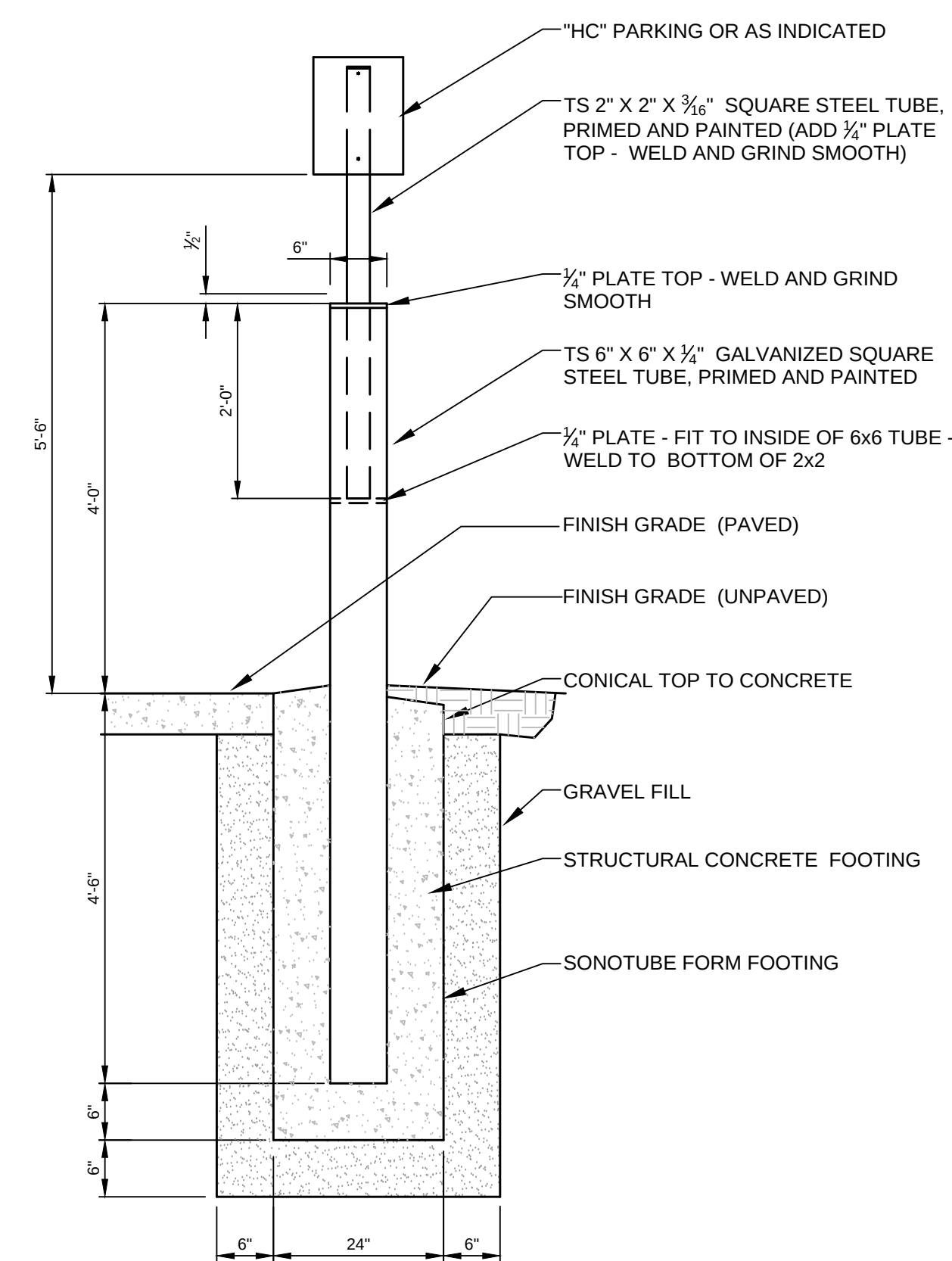
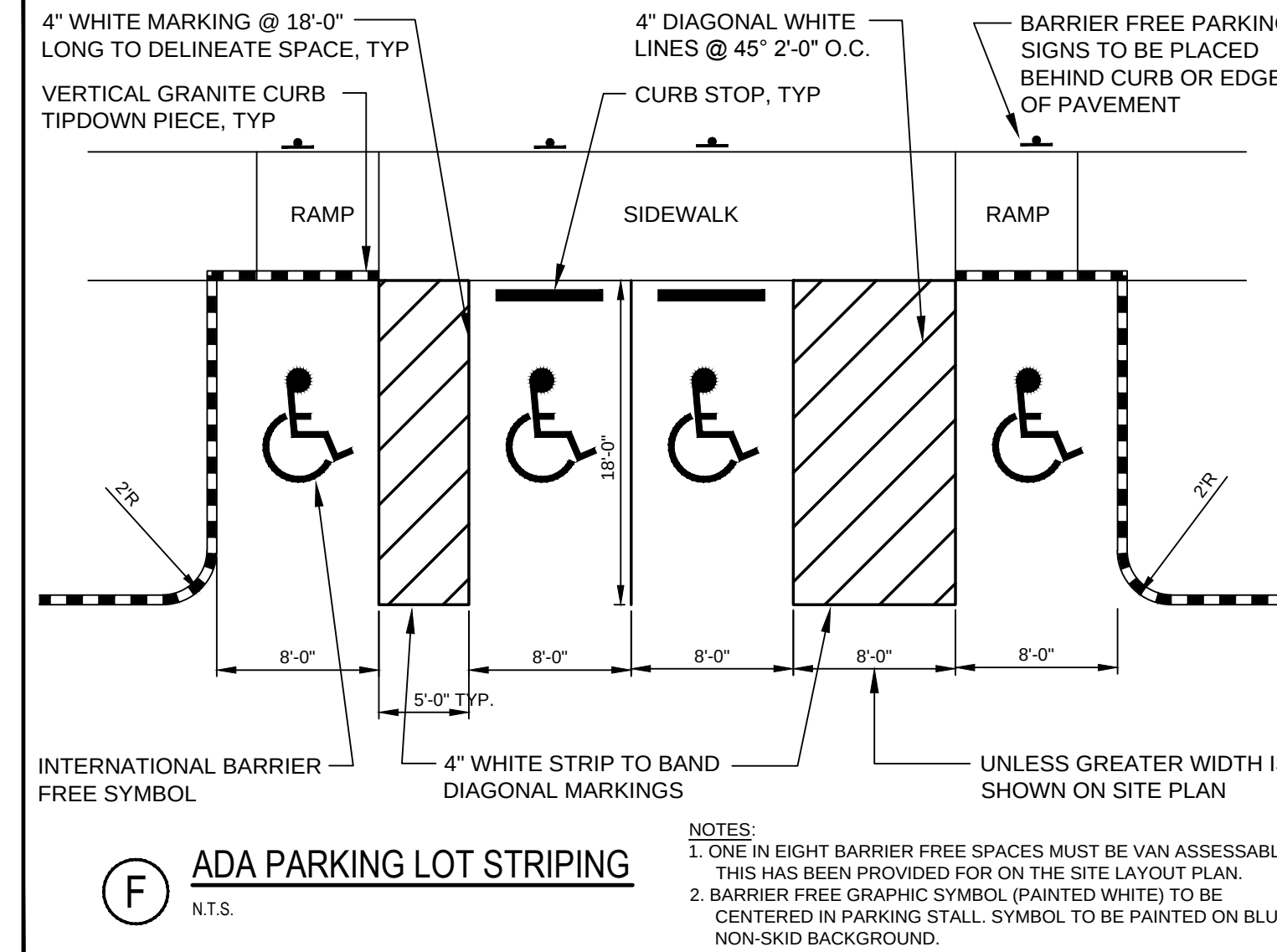
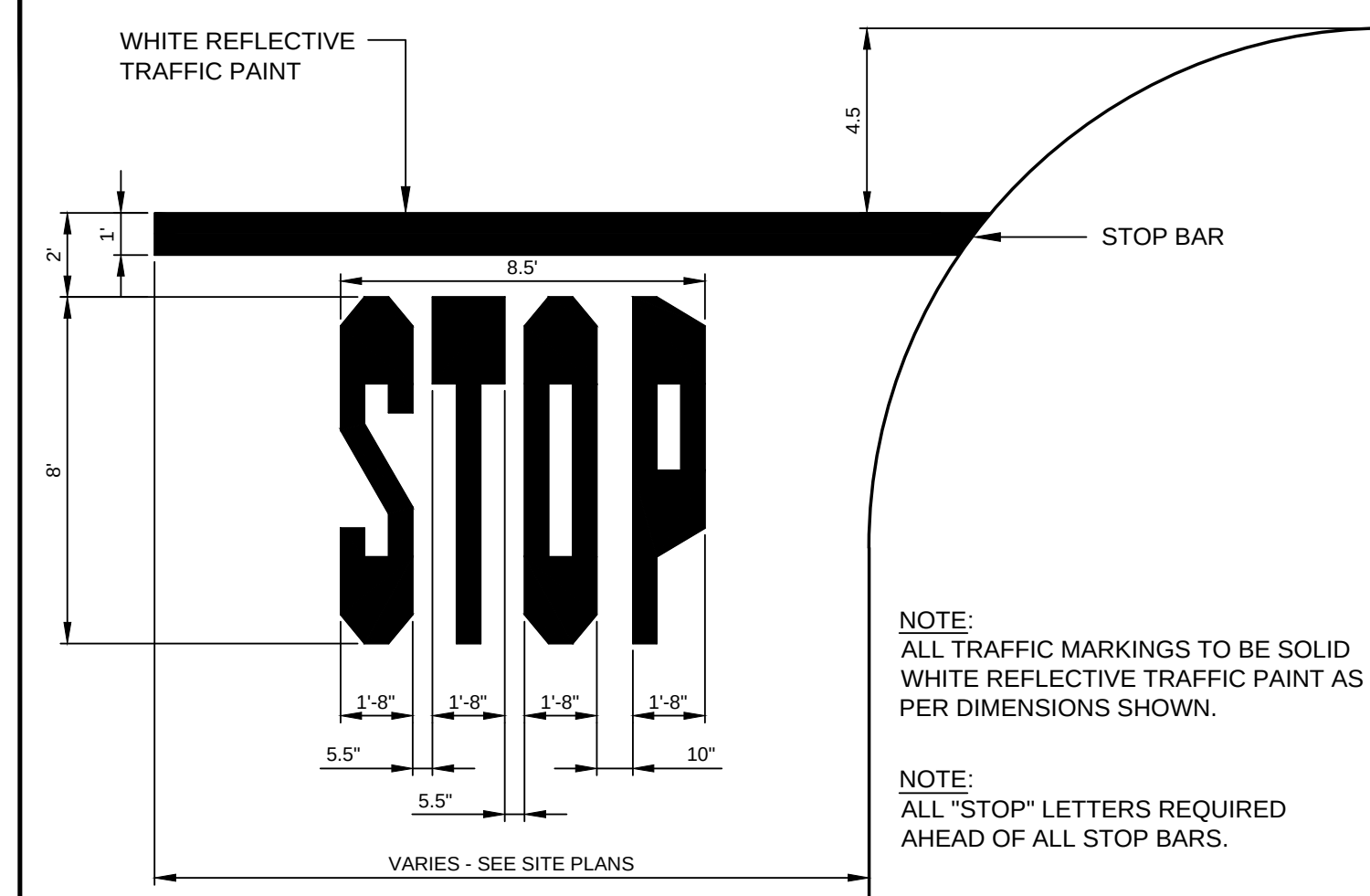
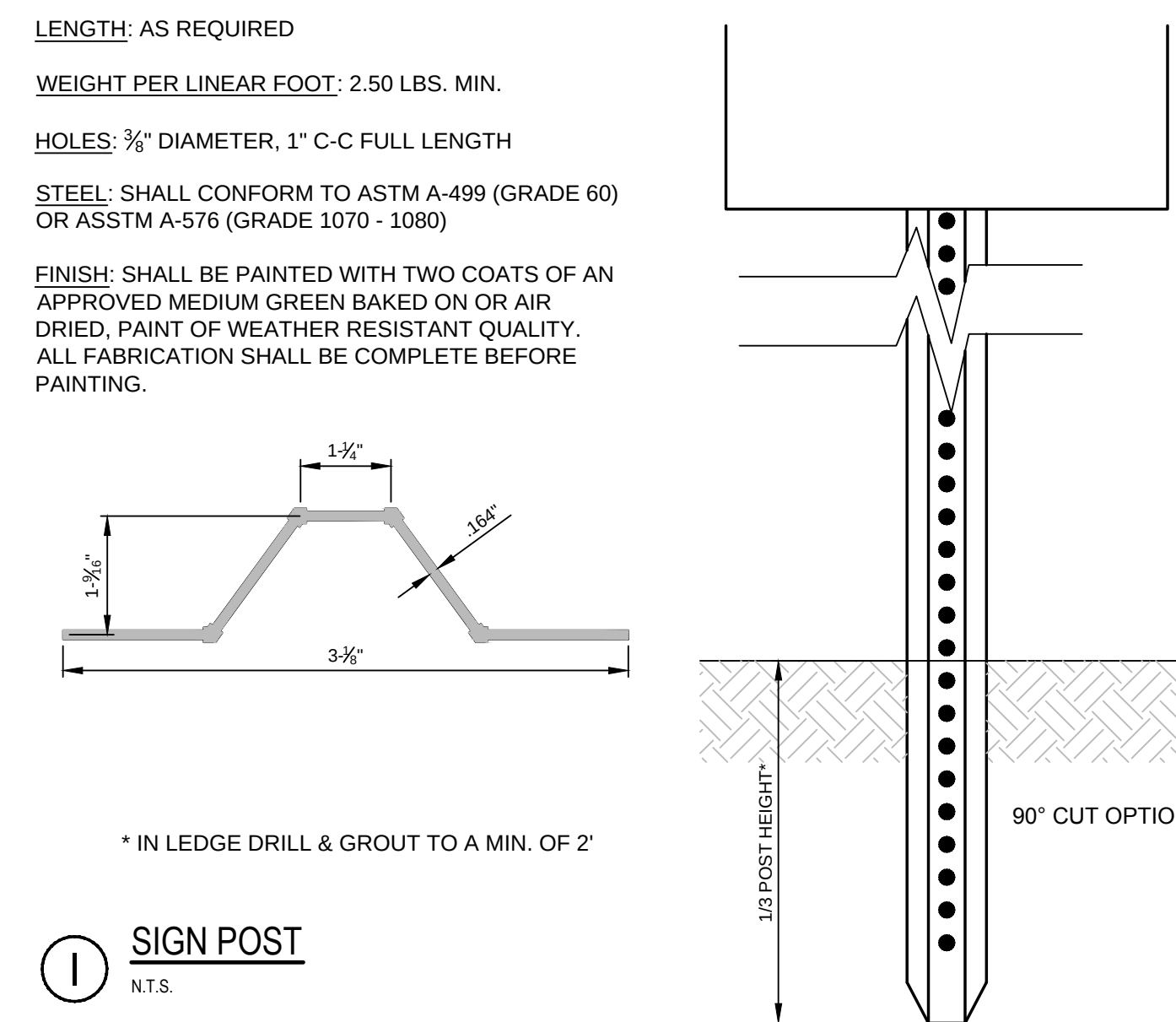
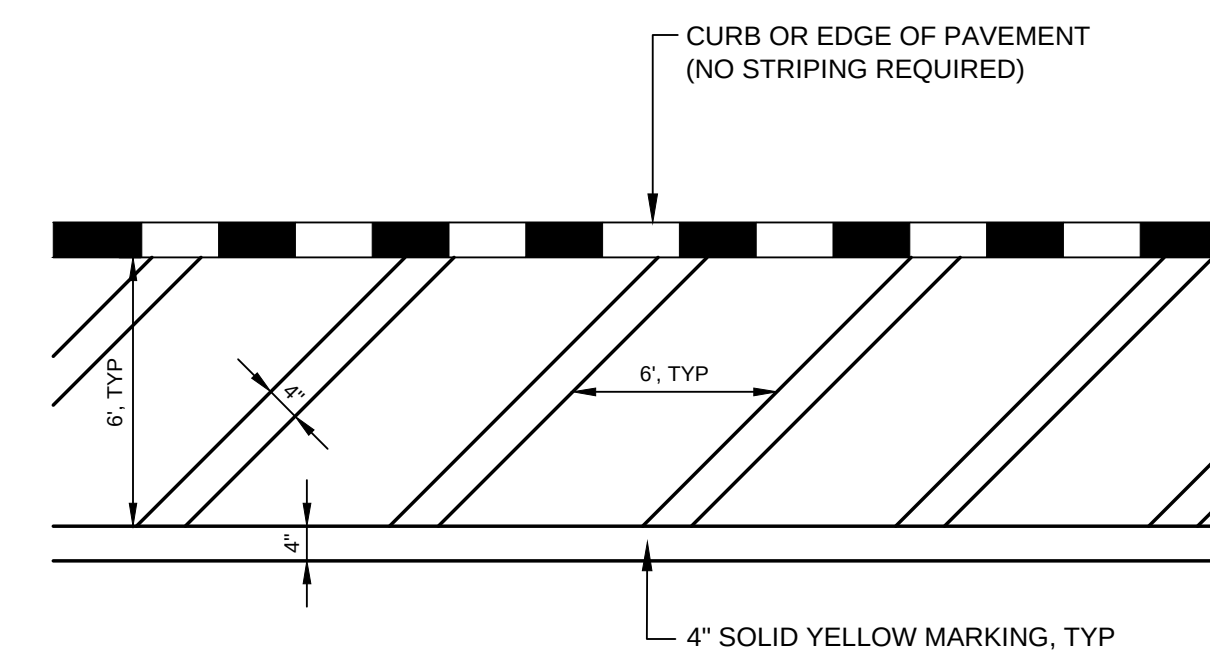
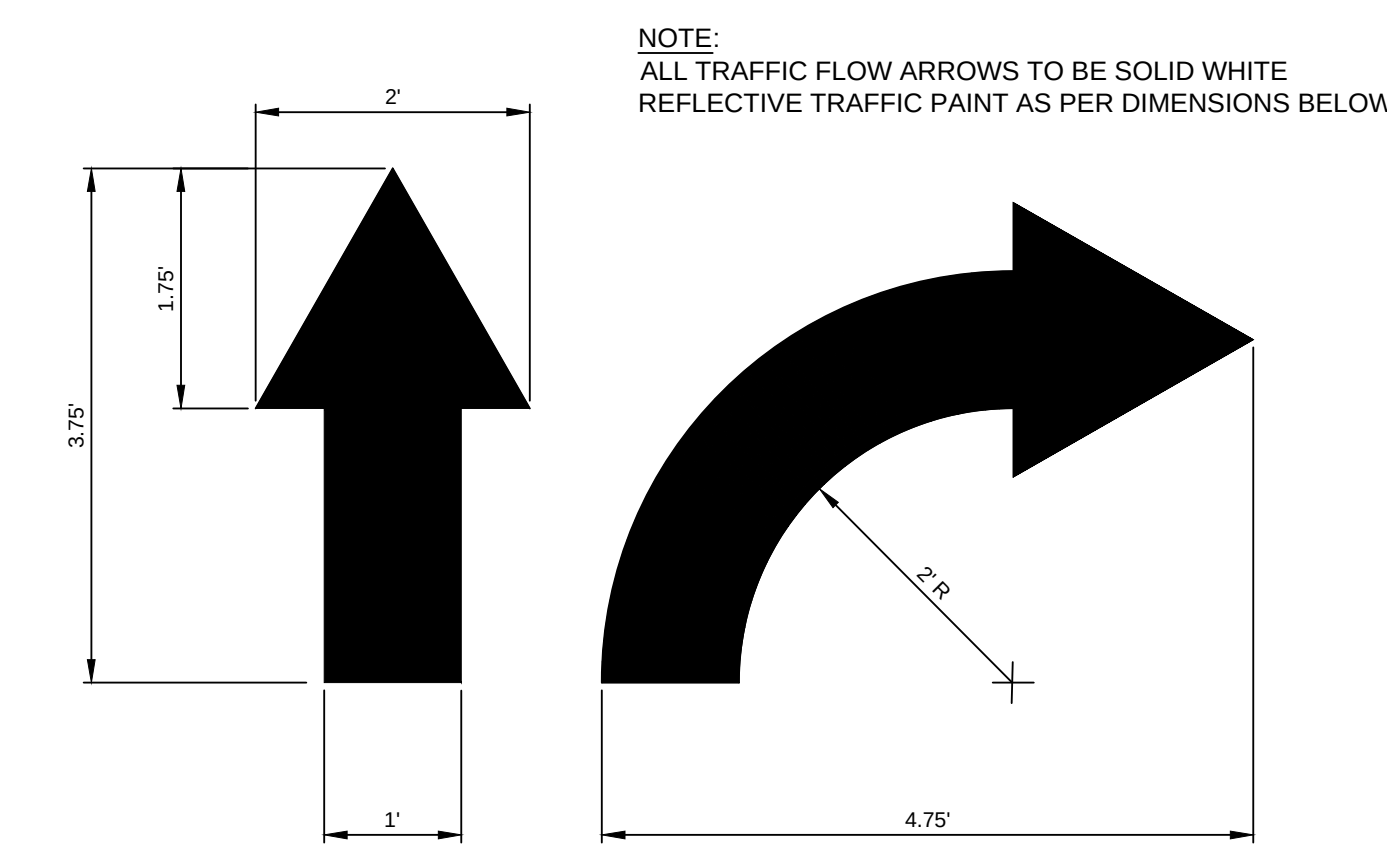
(E) N.T.S.

(F) N.T.

PREFERRED SIDEWALK RAMP AT INTERSECTION

DIAGONAL SIDEWALK RAMP LAYOUT AT INTERSECTION FOR
SIDEWALK WITH ESPLANADE (REQUIRES WAIVER)

1. RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA).
2. ALL RAMPS WITHIN THE CITY OF PORTLAND RIGHT-OF-WAY (SEAWALL STREET AND THOMPSON POINT CONNECTOR ROAD) SHALL HAVE DETECTABLE WARNING SIGNS THE FULL DEPTH AND WIDTH OF THE RAMP PER SECTION 4.29 OF THE ADA. DETECTABLE WARNING SIGNS CONSIST OF RAISED TRUNCATED DOMES A DIAMETER OF 0.90 INCHES, A HEIGHT OF NOMINAL 0.20 INCHES AND A SPACING OF 2.35 INCHES CENTER TO CENTER, THE DETECTABLE WARNING SIGNS SHALL BE ADJACENT TO THE RAMP.
3. A TACTILE WARNING STRIP IS REQUIRED WHERE RAMP ABUTS AREA USED BY MOTORIZED VEHICLES.
4. ALL TACTILE WARNING STRIPS SHALL BE SET PERPENDICULAR TO DIRECTION OF CROSS WALK.



				PROJECT: THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 5, SOUTH PORTLAND, ME 04106
				SHEET TITLE: PARKING AND TRAFFIC CONTROL DETAILS		
				CLIENT: FOREFRONT PARTNERS I, LP		
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. BOB J. KENNEDY	DRAWN: DED		DATE: SEPT 2014
REV	DATE	DESCRIPTION	LIC. #11894	DESIGNED: BEK		SCALE: N.T.S.
REVISIONS				CHECKED: SRB		JOB NO. SP-M007B
				FILE NAME: 2982.05-SUB DET		
				SHEET		C-7.2



THIS PROJECT —

JELLYFISH JF4 STANDARD DETAIL OFFLINE CONFIGURATION

Jellyfish Unit Schedule							
Schedule ID	Stormwater Discharge Zones						
	B	C	D	D-2	D-3	E	F
A-Outlet Inv. to Bottom of Structure (ft)	6.42	6.42	6.42	6.42	6.42	6.42	6.42
B-Finished Grade to Outlet Inv.	5.55	6.31	6.98	5.43	6.98	5.34	5.98
C-Required Outflow (cfs)	0.037	0.075	0.17	0.025	0.17	0.062	0.11
D-Inlet Inv. From Water Quality Storage	11.2	11.39	10.52	10.57	10.52	13.66	10.52
E-Outlet Inv.	10.7	10.89	10.02	10.07	10.02	13.16	10.02
F-Underside of Slab	14.58	15.53	15.33	13.83	15.33	16.83	14.33
G-Rim Elevation	16.25	17.2	17	15.5	17	18.5	16
H-Underside of Slab to Outlet Inv. (ft)	3.88	4.64	5.31	3.76	5.31	3.67	4.31
Hatch Required?	YES	YES	NO	YES	NO	YES	YES



THIS PROJECT —

B JELLYFISH JF6 STANDARD DETAIL OFFLINE CONFIGURATION
N.T.S.

ZONE C DATA REQUIREMENTS			
STRUCTURE ID			C
WATER QUALITY FLOW RATE (cfs)			0.75
PEAK FLOW RATE (cfs)			7.59
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (H ₂ /DD)			2 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	24"
RIM ELEVATION			17.20
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		0.5'	13.23"
NOTES/SPECIAL REQUIREMENTS: MAINE DEP REQUIRES UPSTREAM WQOU TO DRAIN IN 2-4#H HOURS. CONTACT RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE * PER ENGINEER OF RECORD			

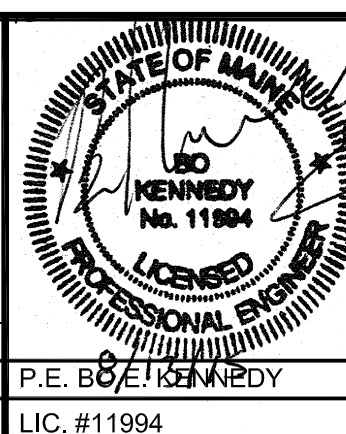
ZONE D-1 DATA REQUIREMENTS			
STRUCTURE ID			D1
WATER QUALITY FLOW RATE (cfs)			0.17
PEAK FLOW RATE (cfs)			17.37
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			6 / 5
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	36"
RIM ELEVATION			17.00
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		1'	13.75
NOTES/SPECIAL REQUIREMENTS:			
MAINE DEP. REQUIRES UPSTREAM WQOU TO DRAIN IN 2-4#HOURS. CONTRACTOR RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE * PER ENGINEER OF RECORD			

ZONE D-2 DATA REQUIREMENTS			
STRUCTURE ID		D2	
WATER QUALITY FLOW RATE (cfs)		0.025	
PEAK FLOW RATE (cfs)		2.71	
RETURN PERIOD OF PEAK FLOW (yrs)		25	
# OF CARTRIDGES REQUIRED (H/D/D)		11	
CARTRIDGE SIZE		54"	
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	12"
RIM ELEVATION		15.50	
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		0.5'	12.35'
NOTES/SPECIAL REQUIREMENTS: MAINE DEP REQUIRES UPSTREAM WQOU TO DRAIN IN 2-4H HOURS. CONTECH RESPONSIBLE FOR RISING INTERNAL DRAINAGE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE * PER AGREEMENT OF RECORD			

ZONE E DATA REQUIREMENTS			
STRUCTURE ID			E
WATER QUALITY FLOW RATE (cfs)			0.062
PEAK FLOW RATE (cfs)			5.51
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			2 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	18"
RIM ELEVATION			18.50
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		0.5'	12.08"
NOTES/SPECIAL REQUIREMENTS:			
MAKE DEEP RECESSES UPSTREAM VOW TO DRAIN IN 2-48 HOURS. CONCEPT REVISION #1: PER SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE * PER ENGINEER OF RECORD			

ZONE F DATA REQUIREMENTS			
STRUCTURE ID			F
WATER QUALITY FLOW RATE (cfs)			0.11
PEAK FLOW RATE (cfs)			11.21
RETURN PERCENT OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			4 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	36"
RIM ELEVATION			16.00
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		1'	12.40
NOTES/SPECIAL REQUIREMENTS:			
MAINE DEP. REQUIRES UPSTREAM WQOU TO DRAIN IN 2-48 HOURS. CONTRACTOR RESPONSIBLE FOR SIZING INTERNAL ORifice TO CONTROL PEAK WATER QUALITY OUTFLOW/TO REQUIRED RATE * PER ENGINEER OF RECORD			

1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION
REV	DATE	DESCRIPTION
REVISIONS		

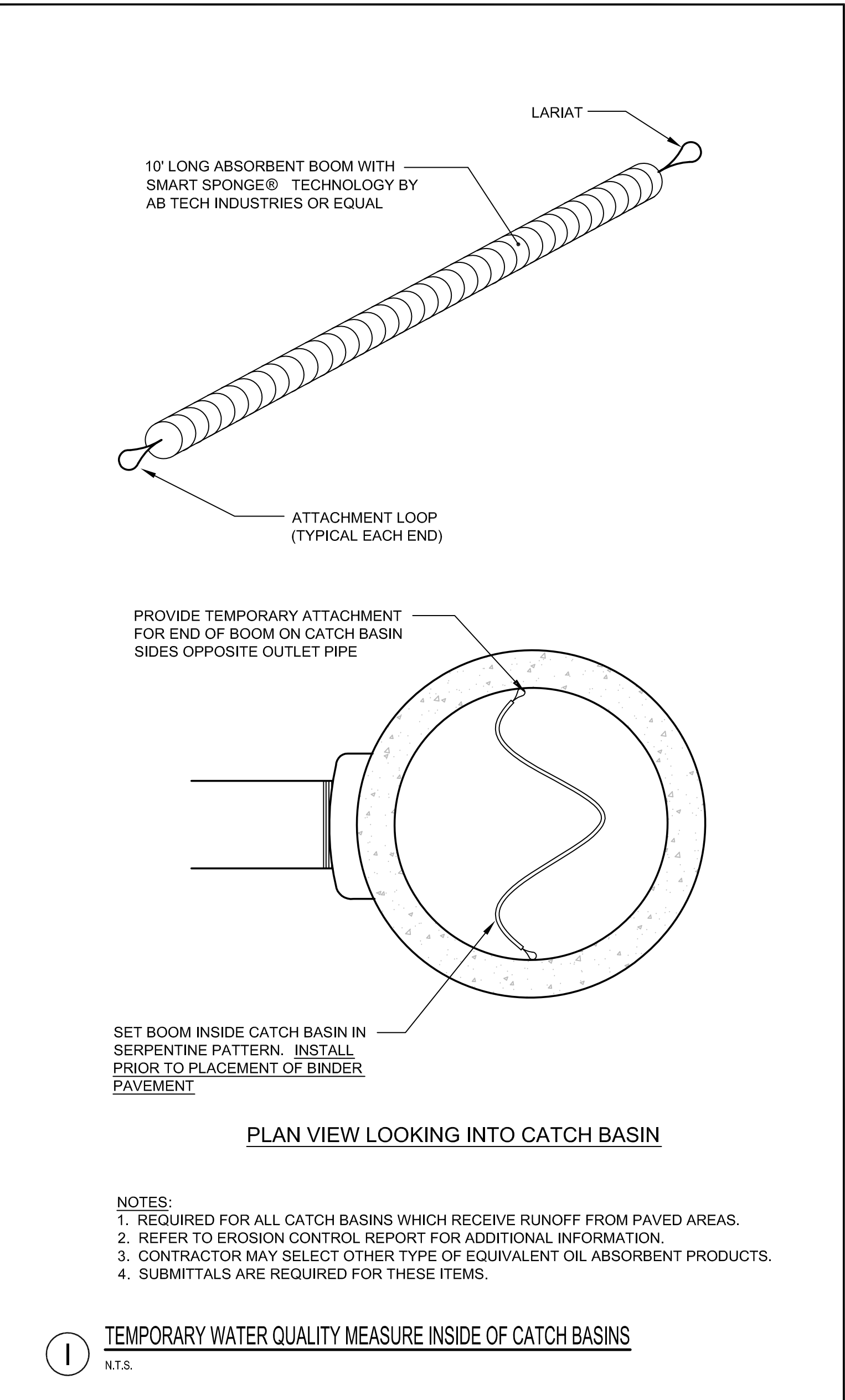
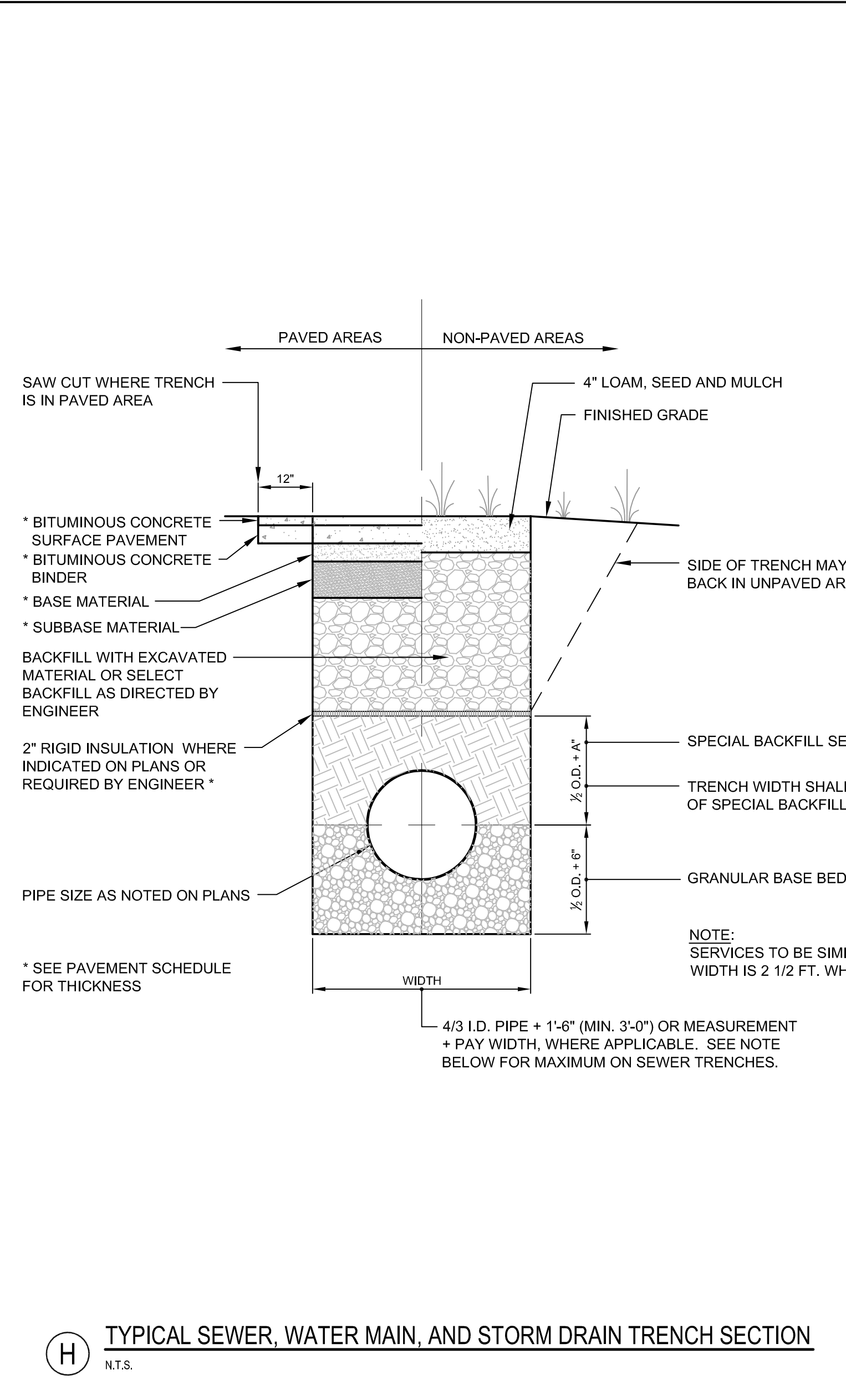
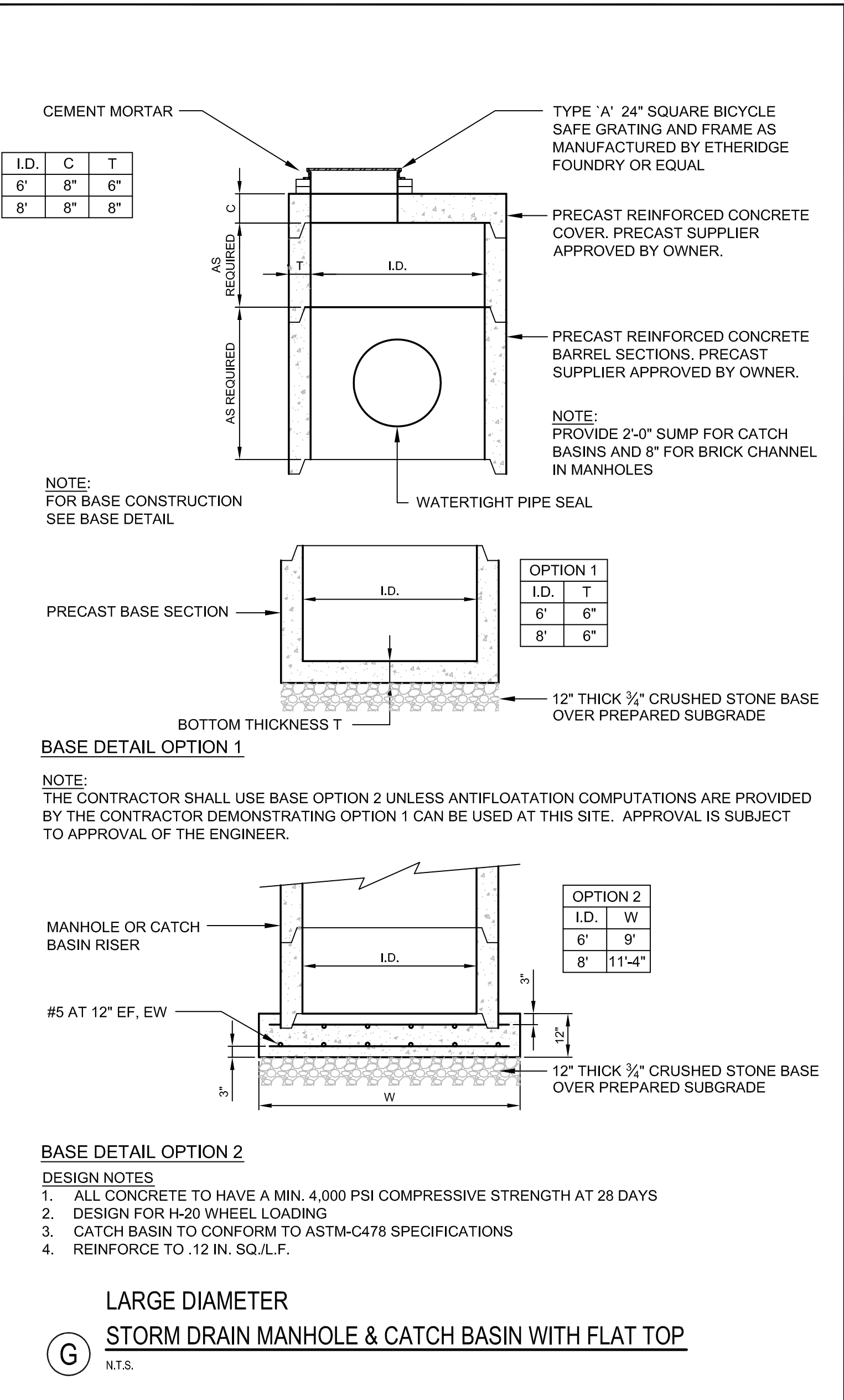
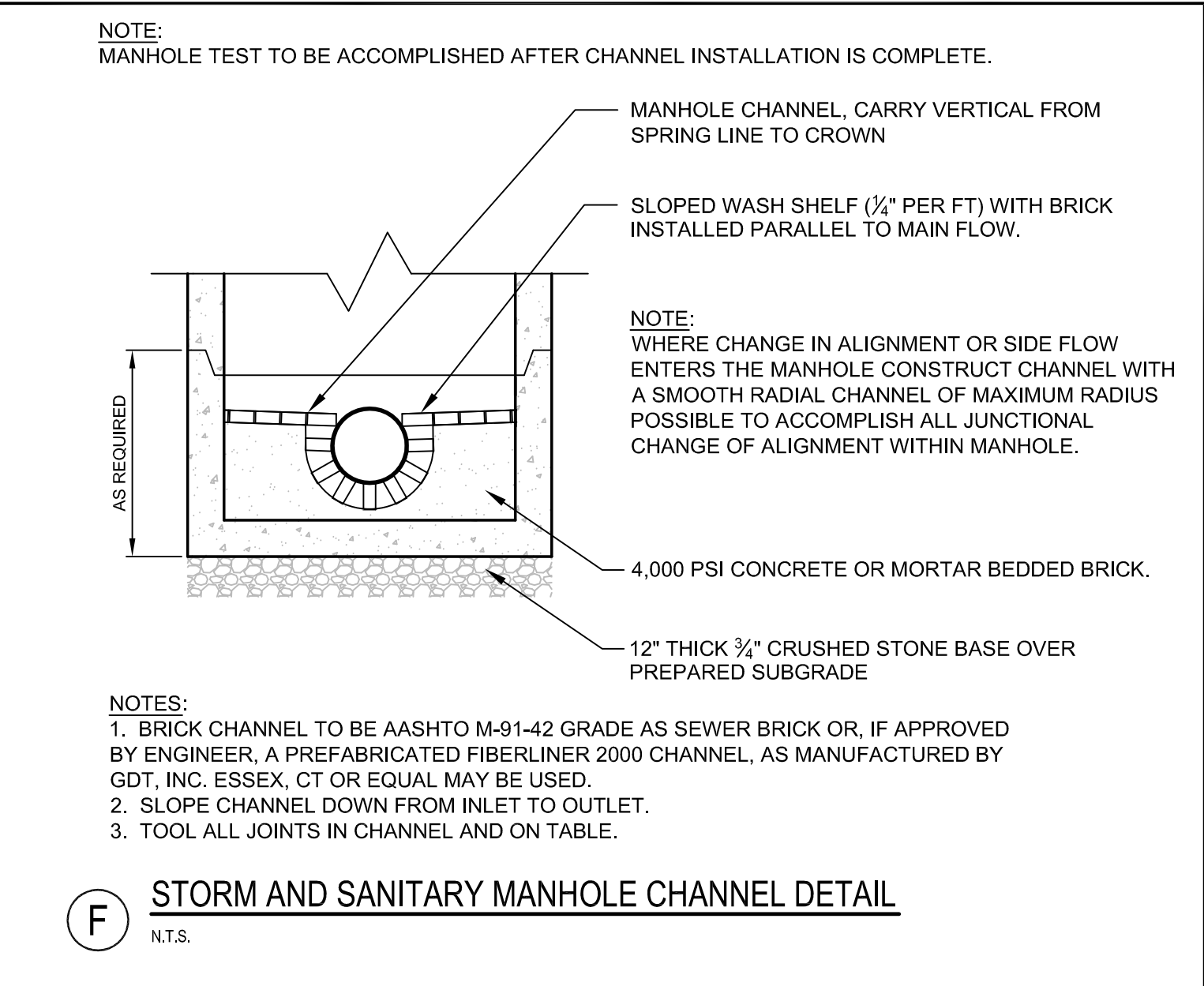
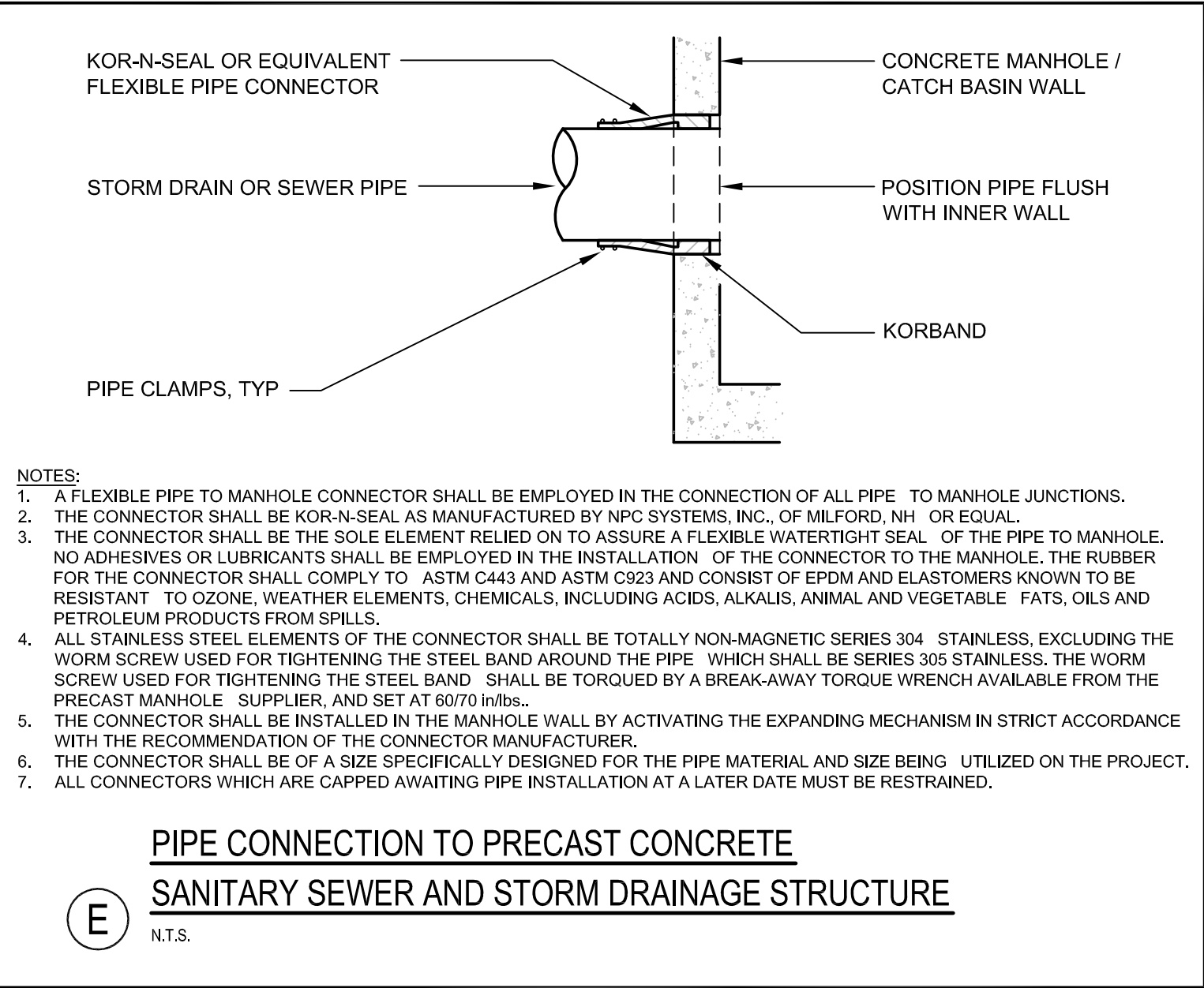
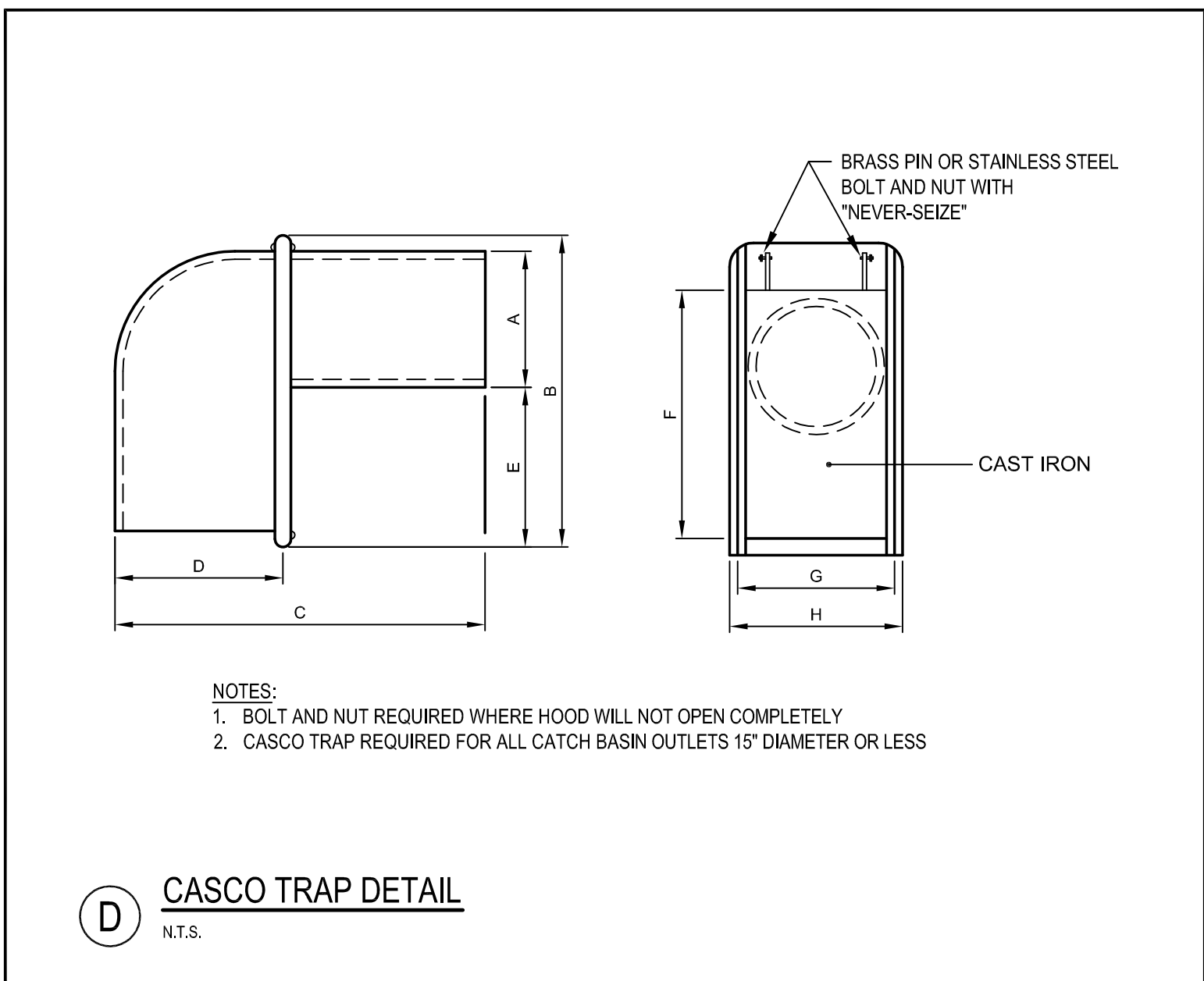
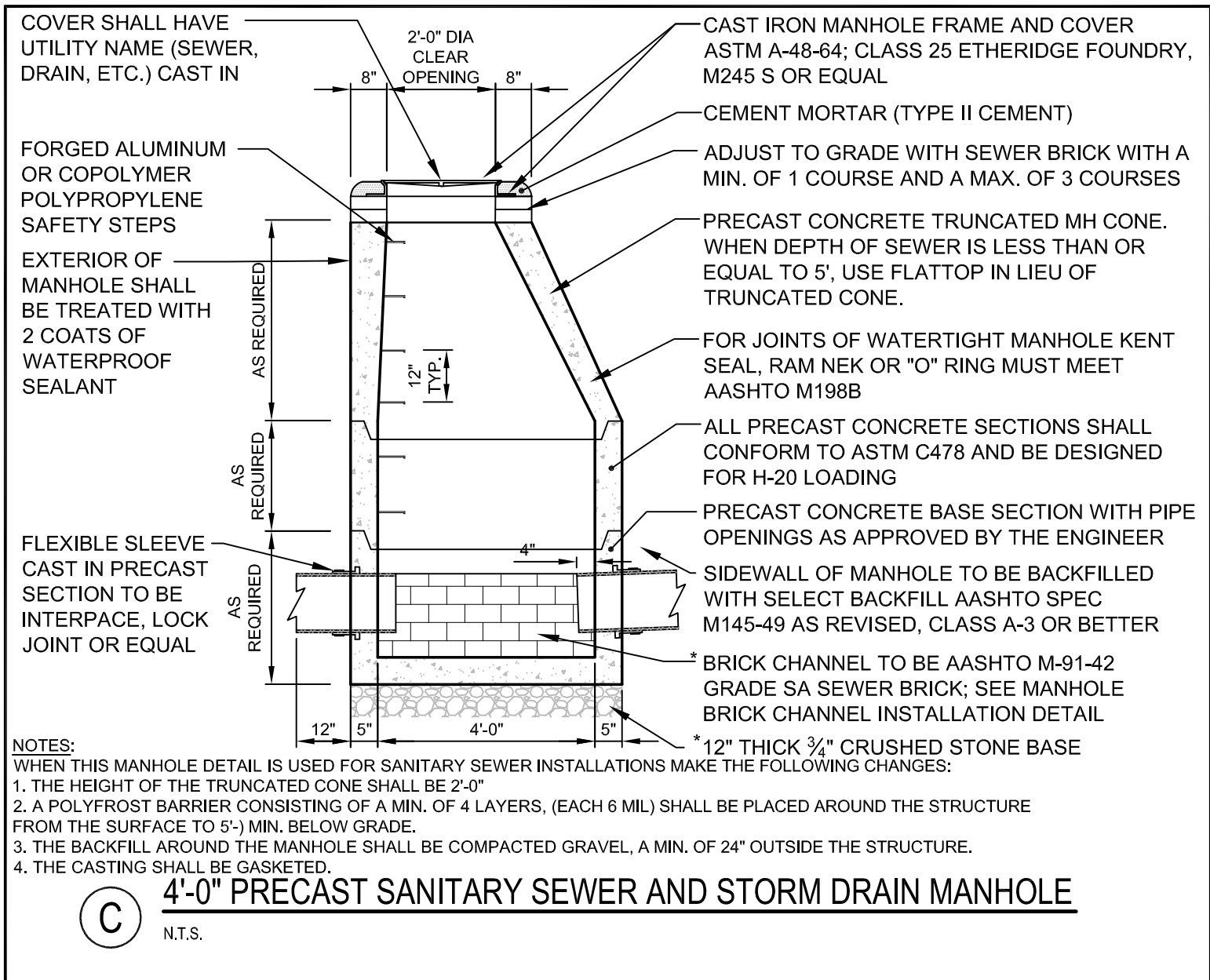
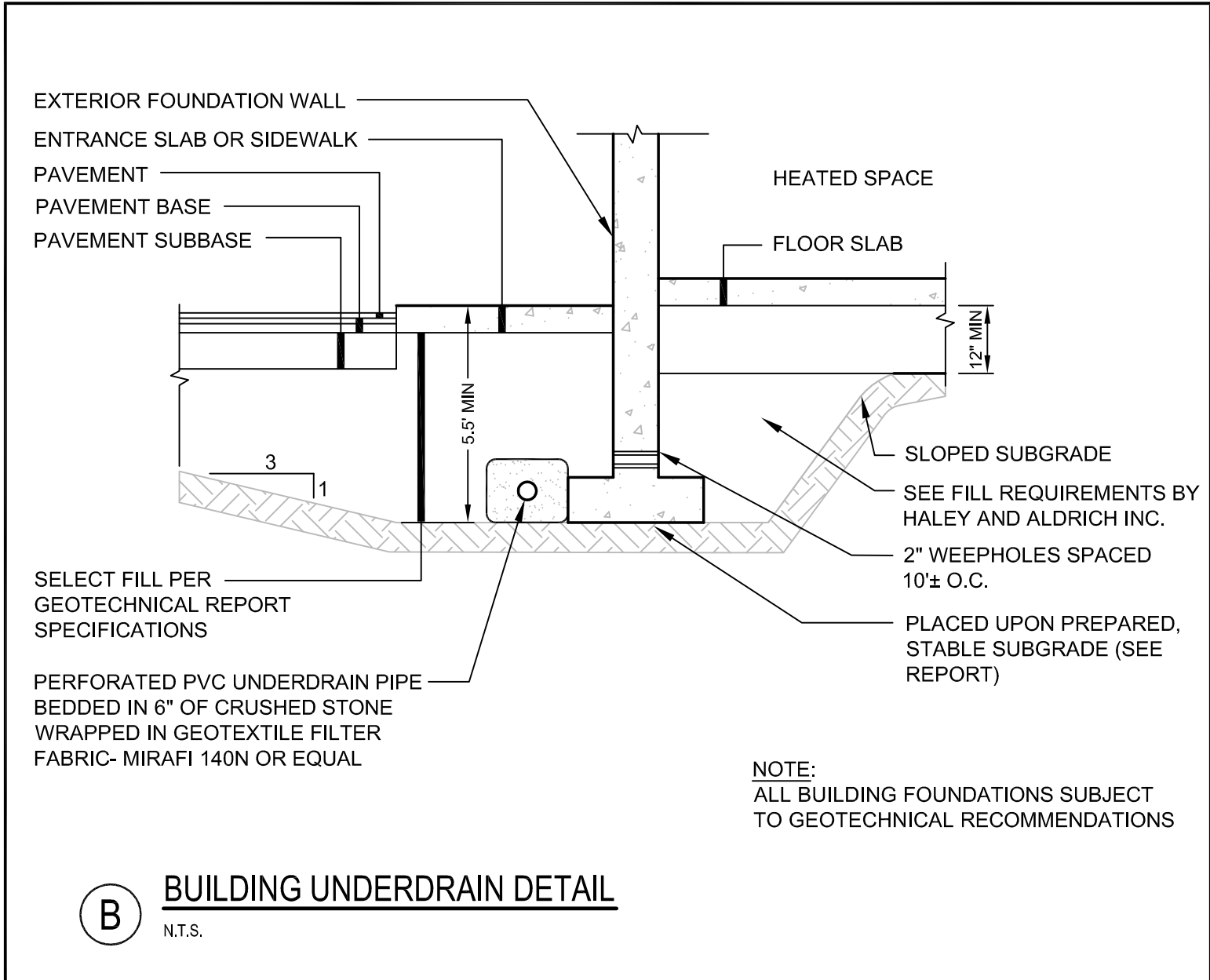
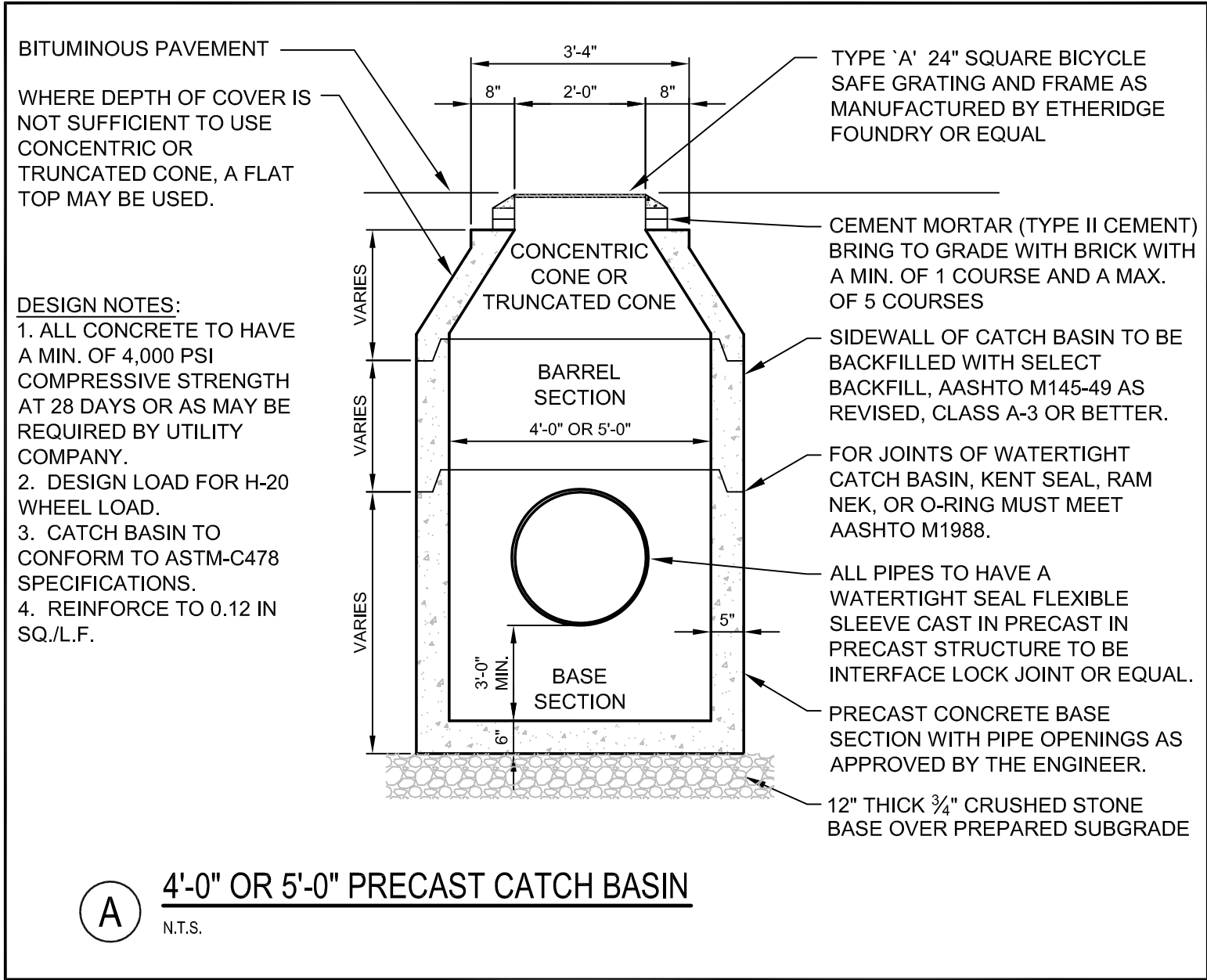


PROJECT	THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	STORMWATER DETAILS
CLIENT	FOREFRONT PARTNERS ,



FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST. SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED	DATE: SEPT 2014
DESIGNED: BEK	SCALE: AS NOTED
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-SUB DET	
SHEET	C-7.3

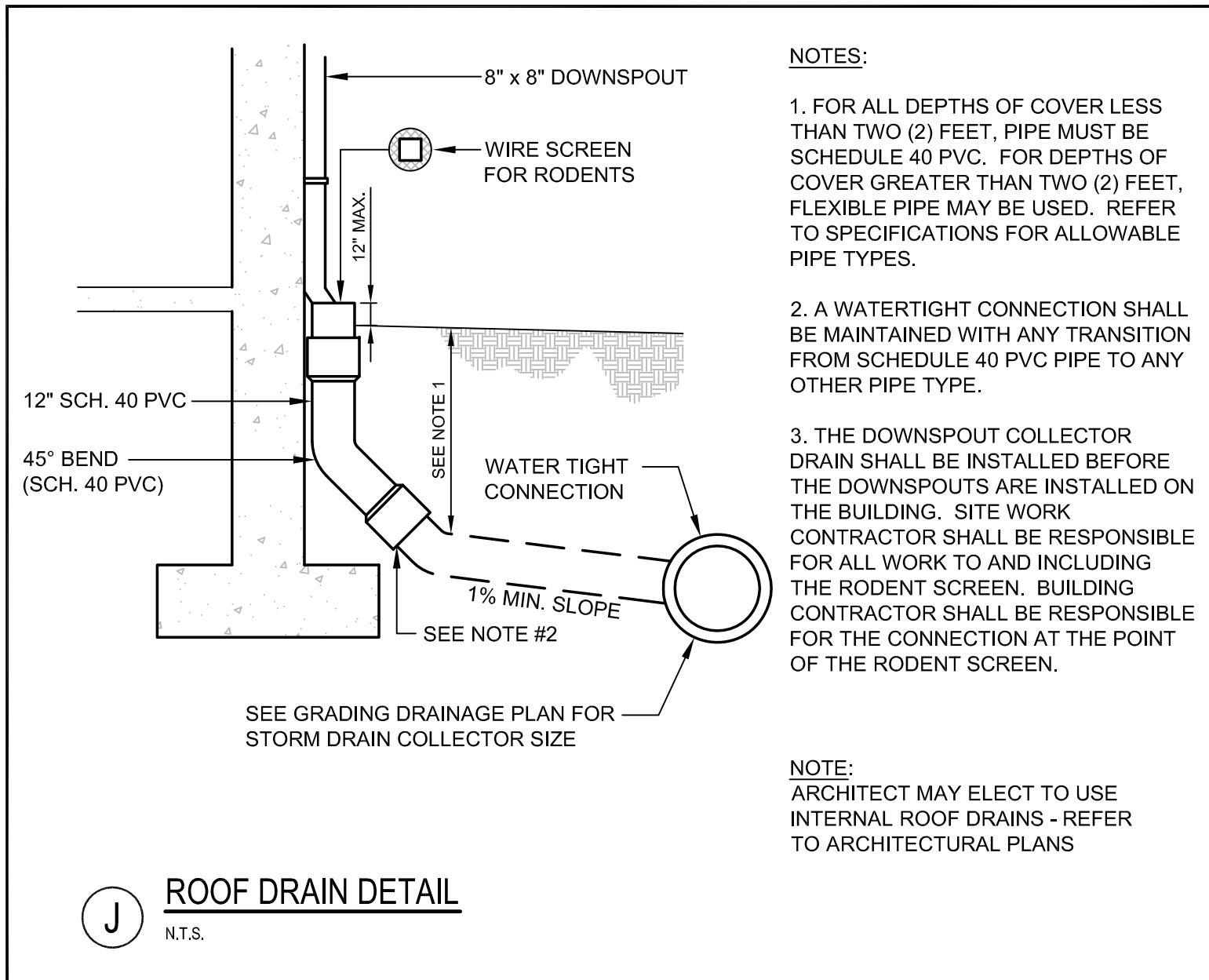


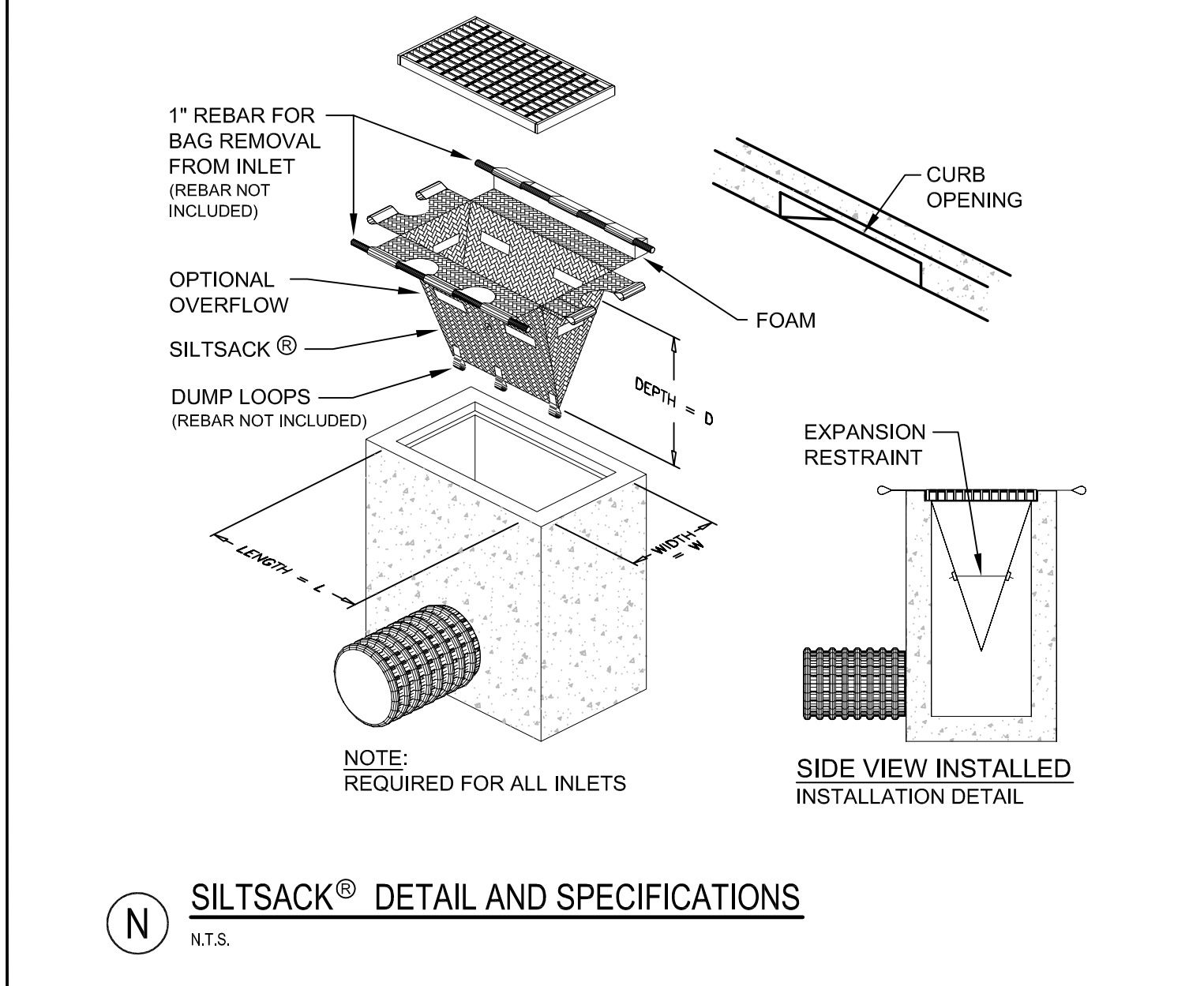
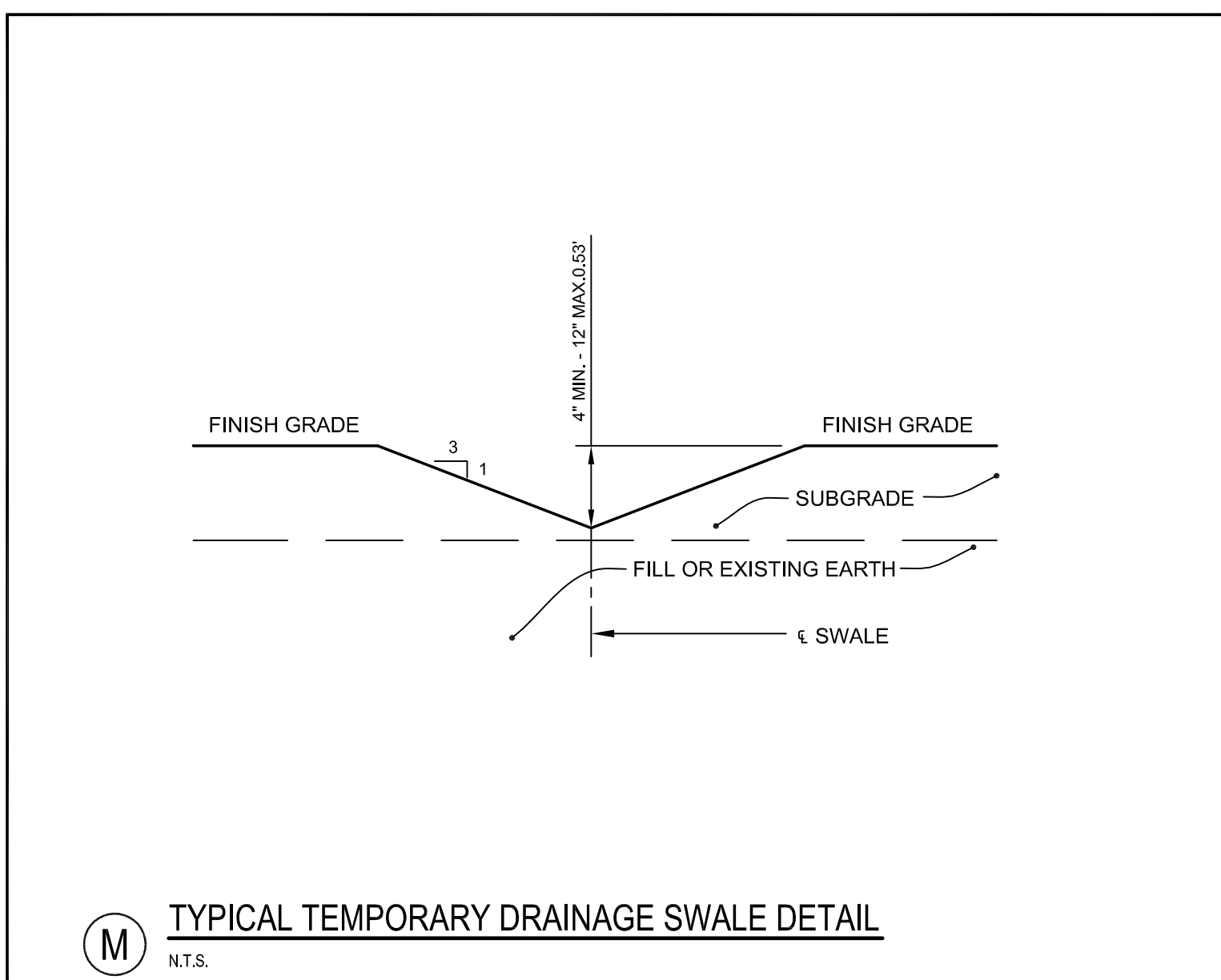
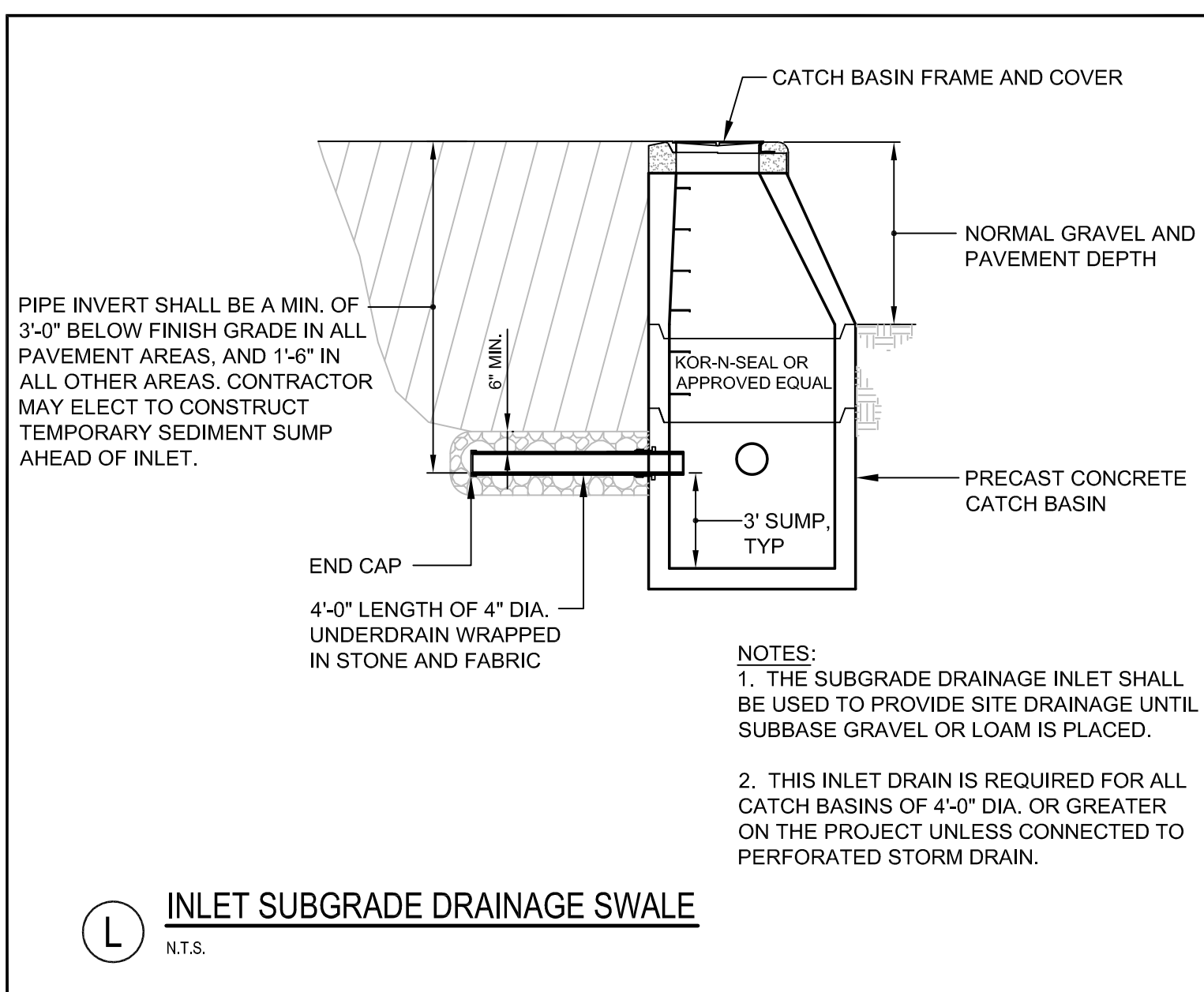
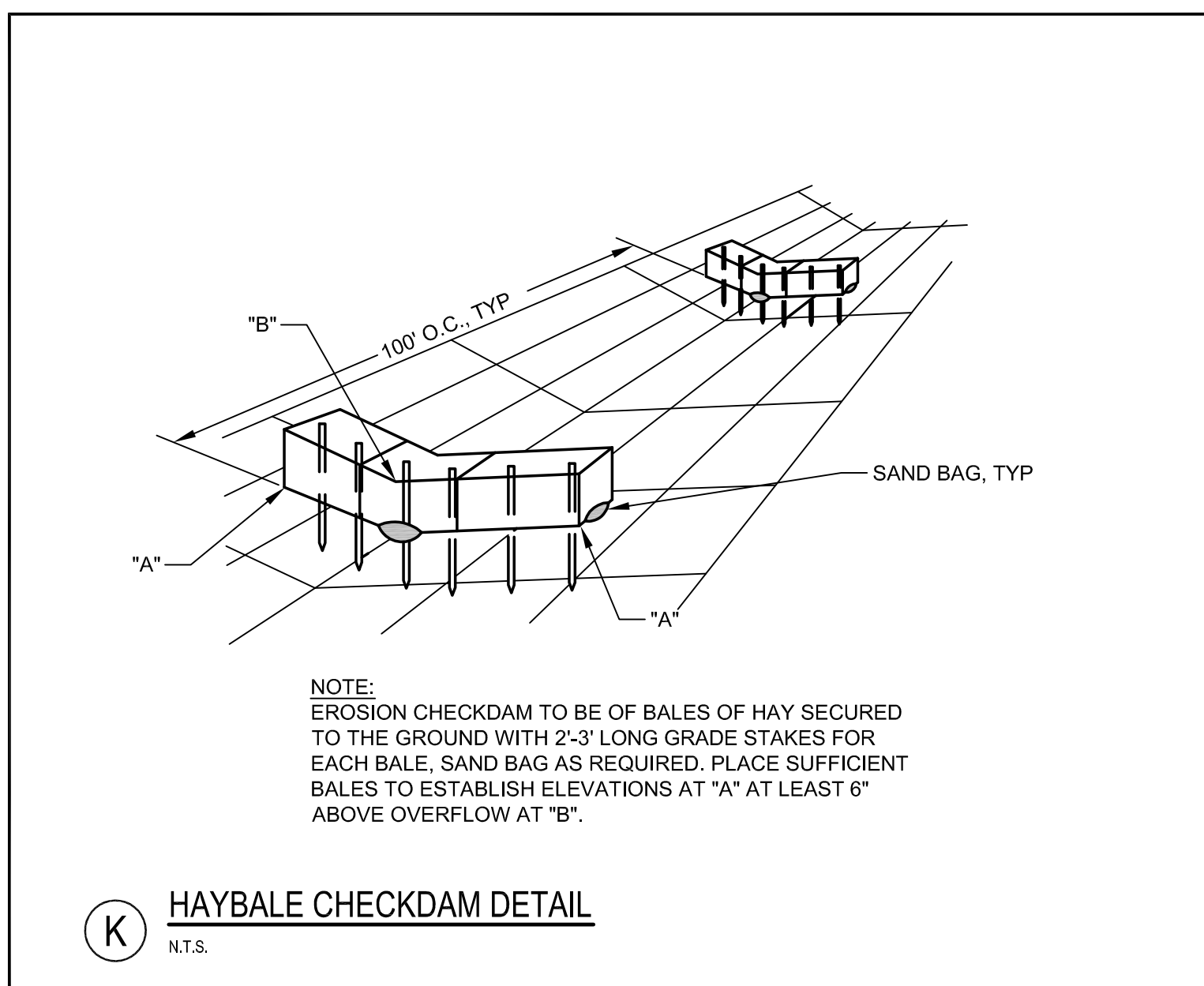
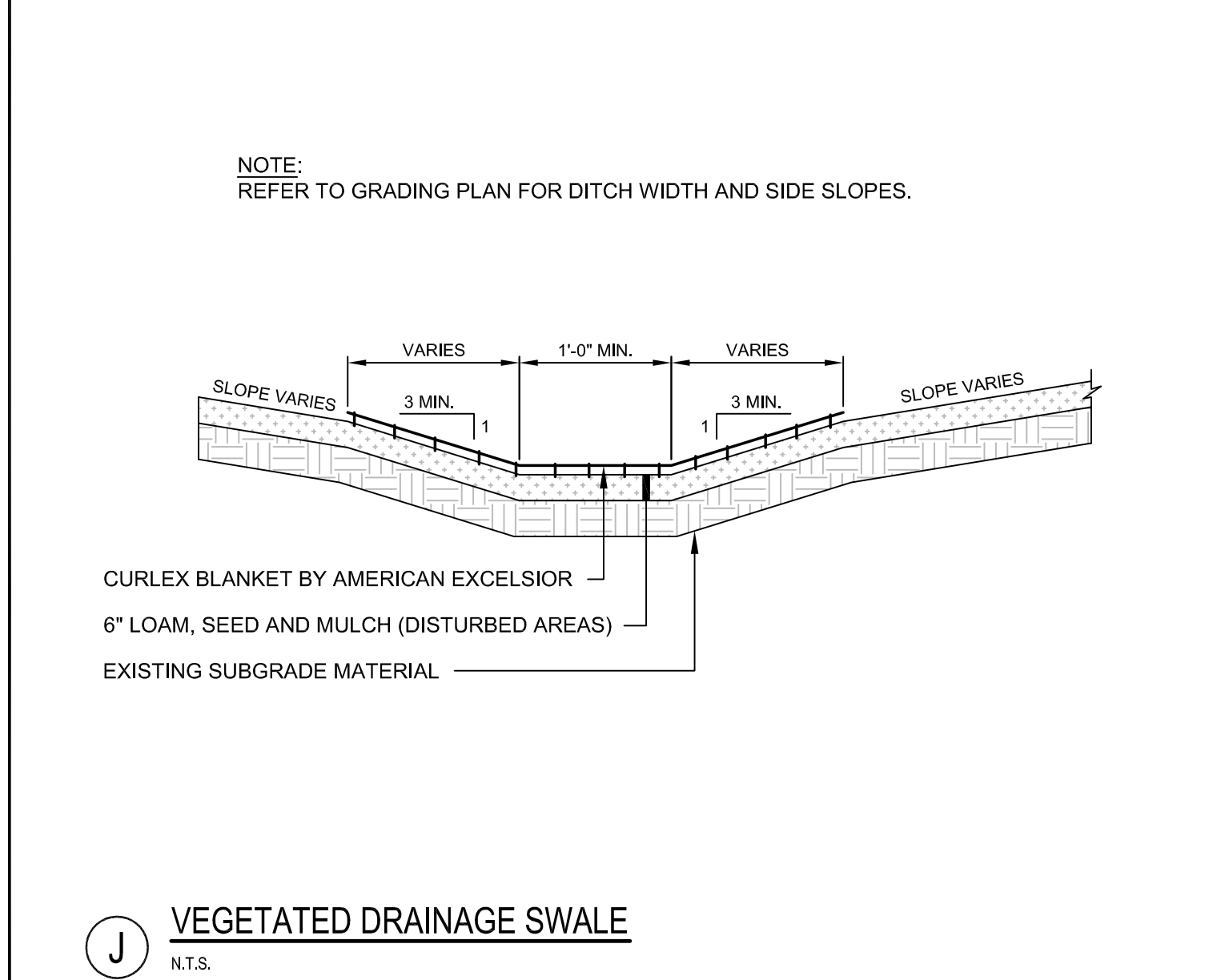
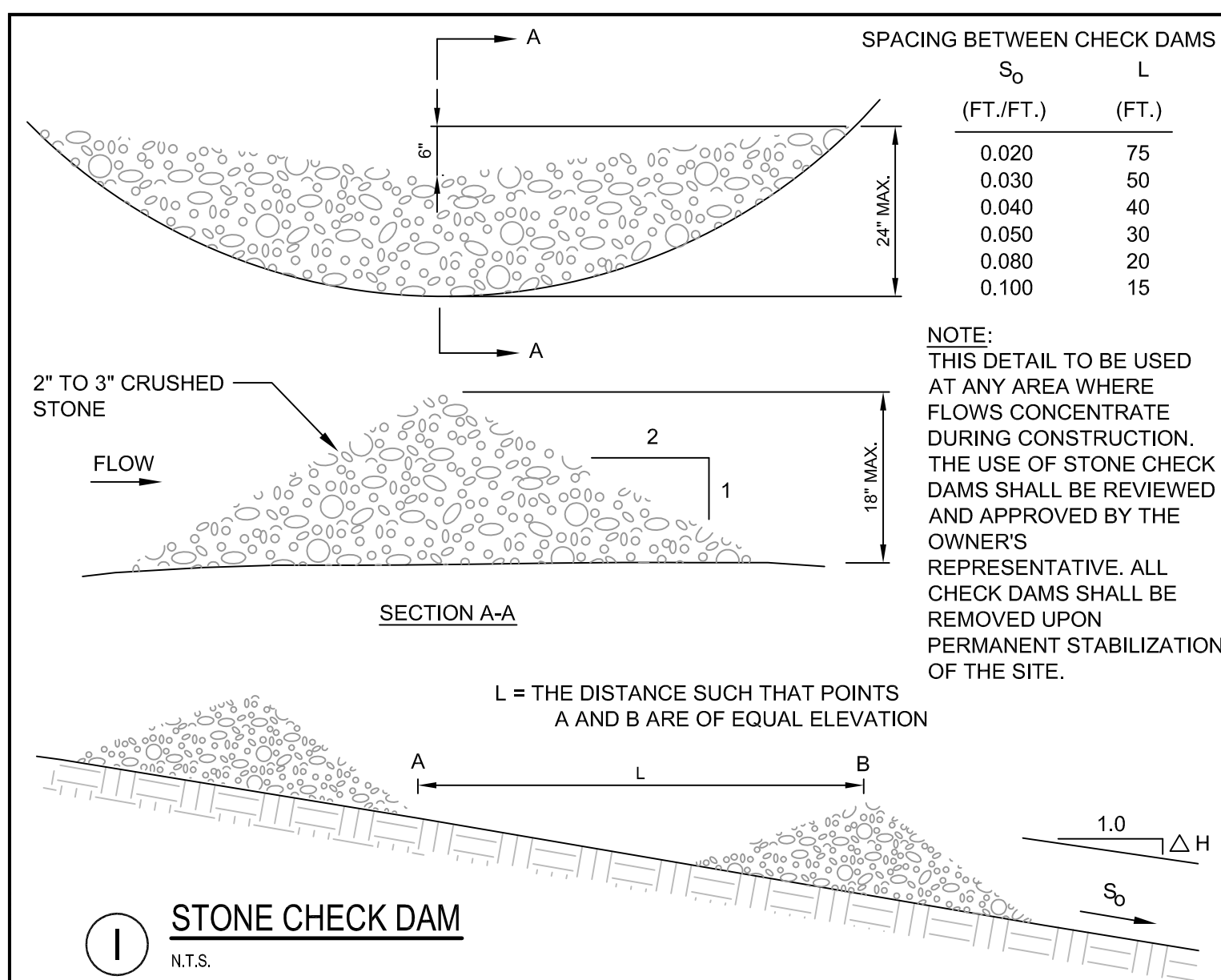
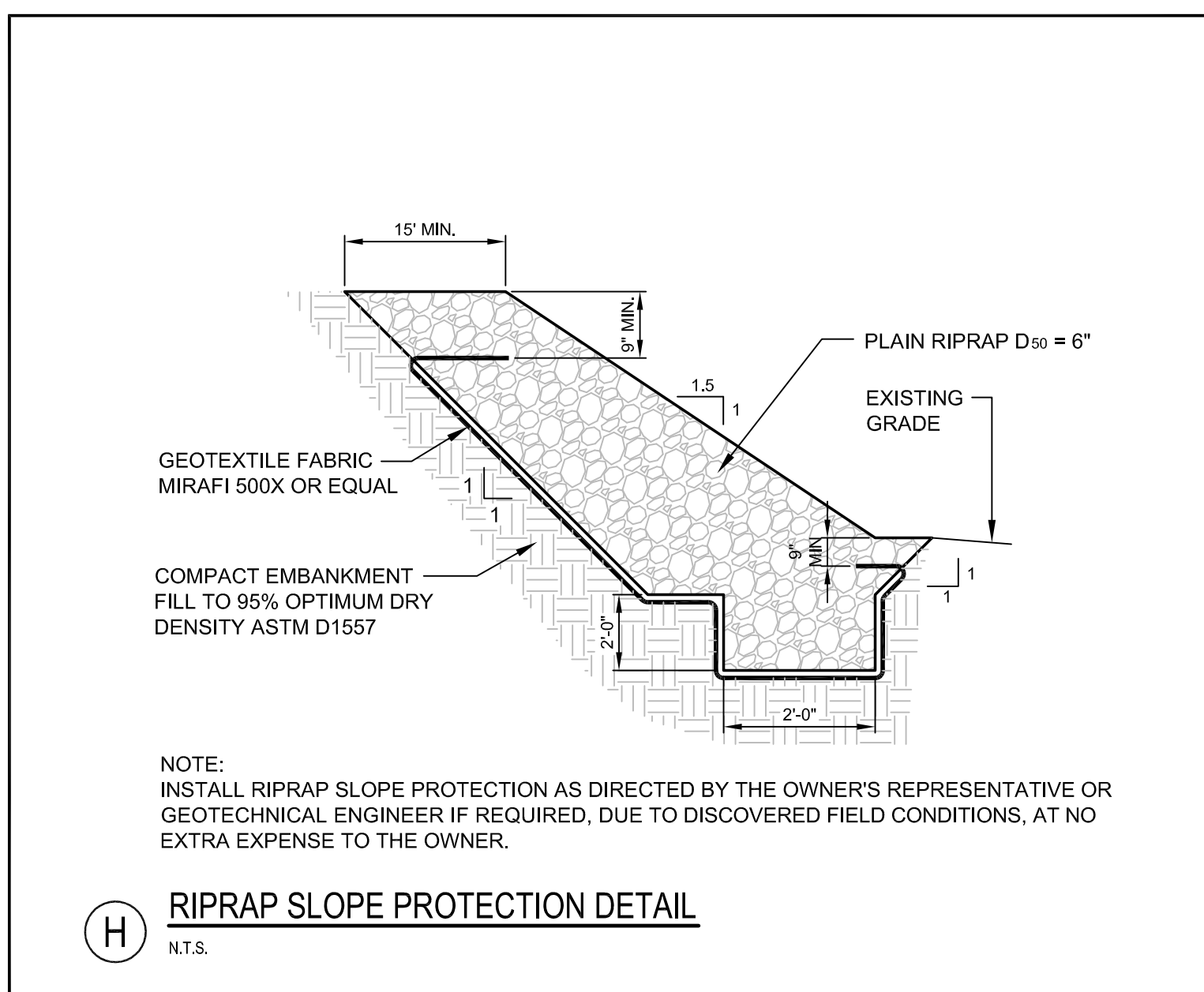
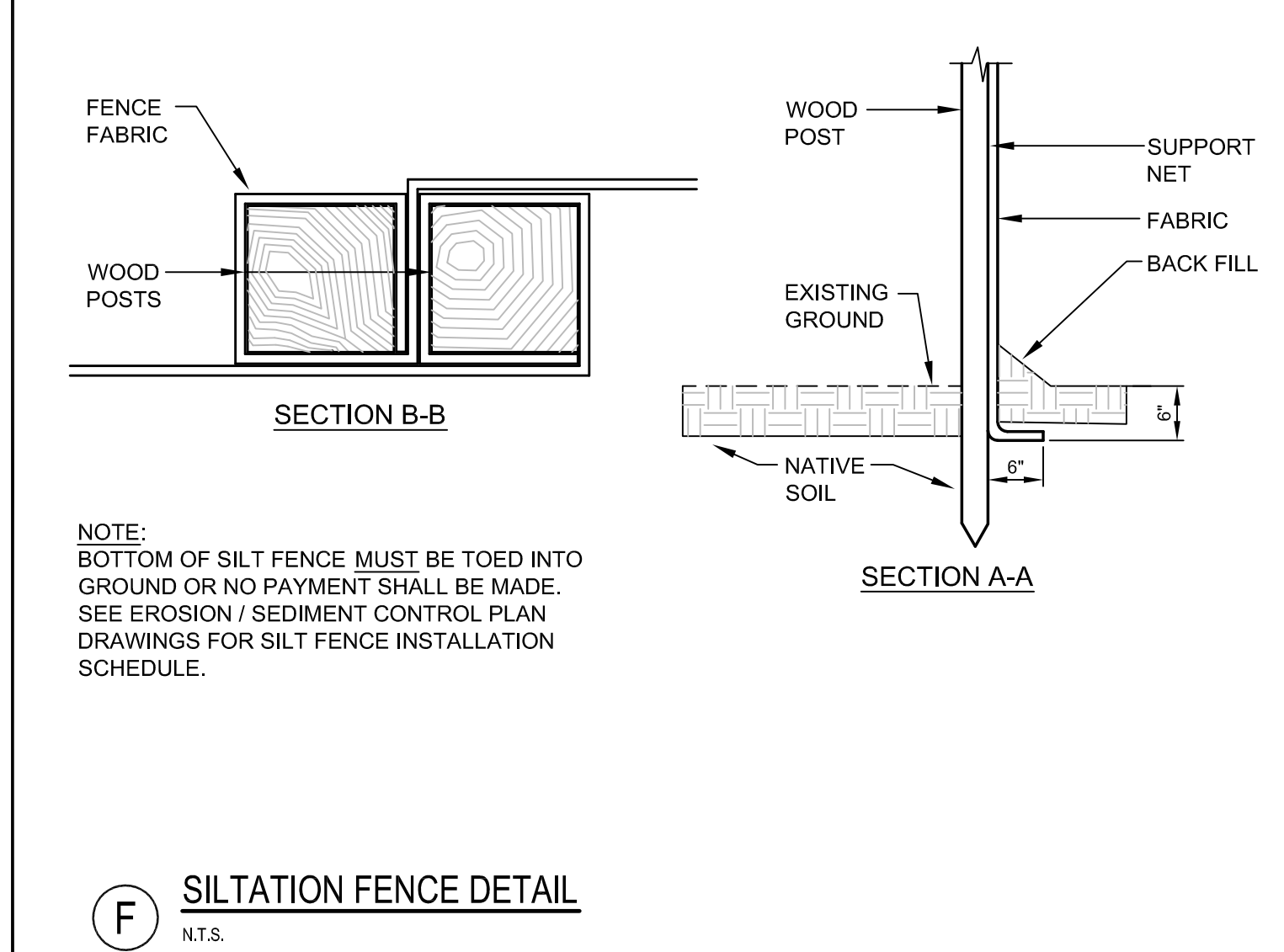
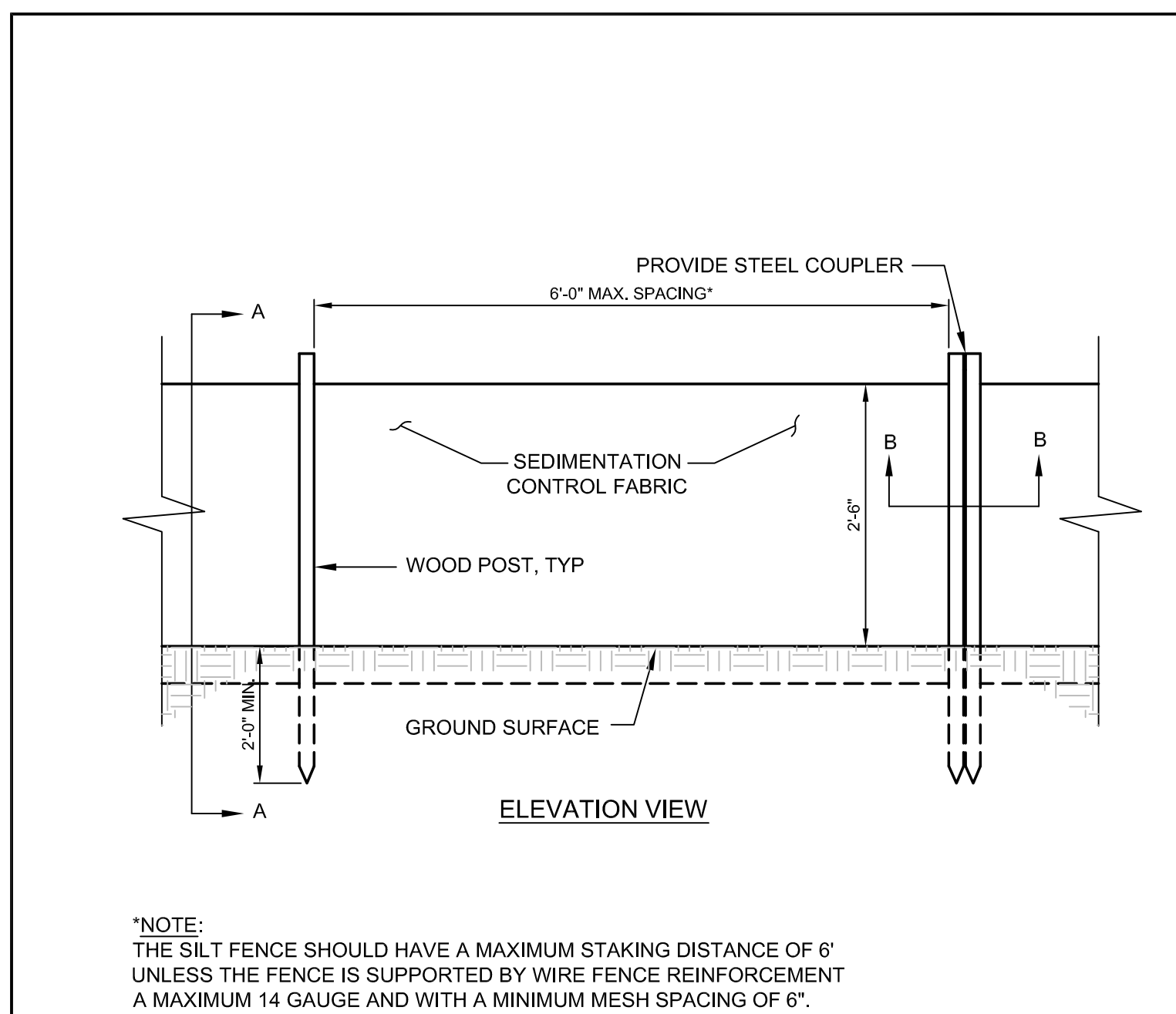
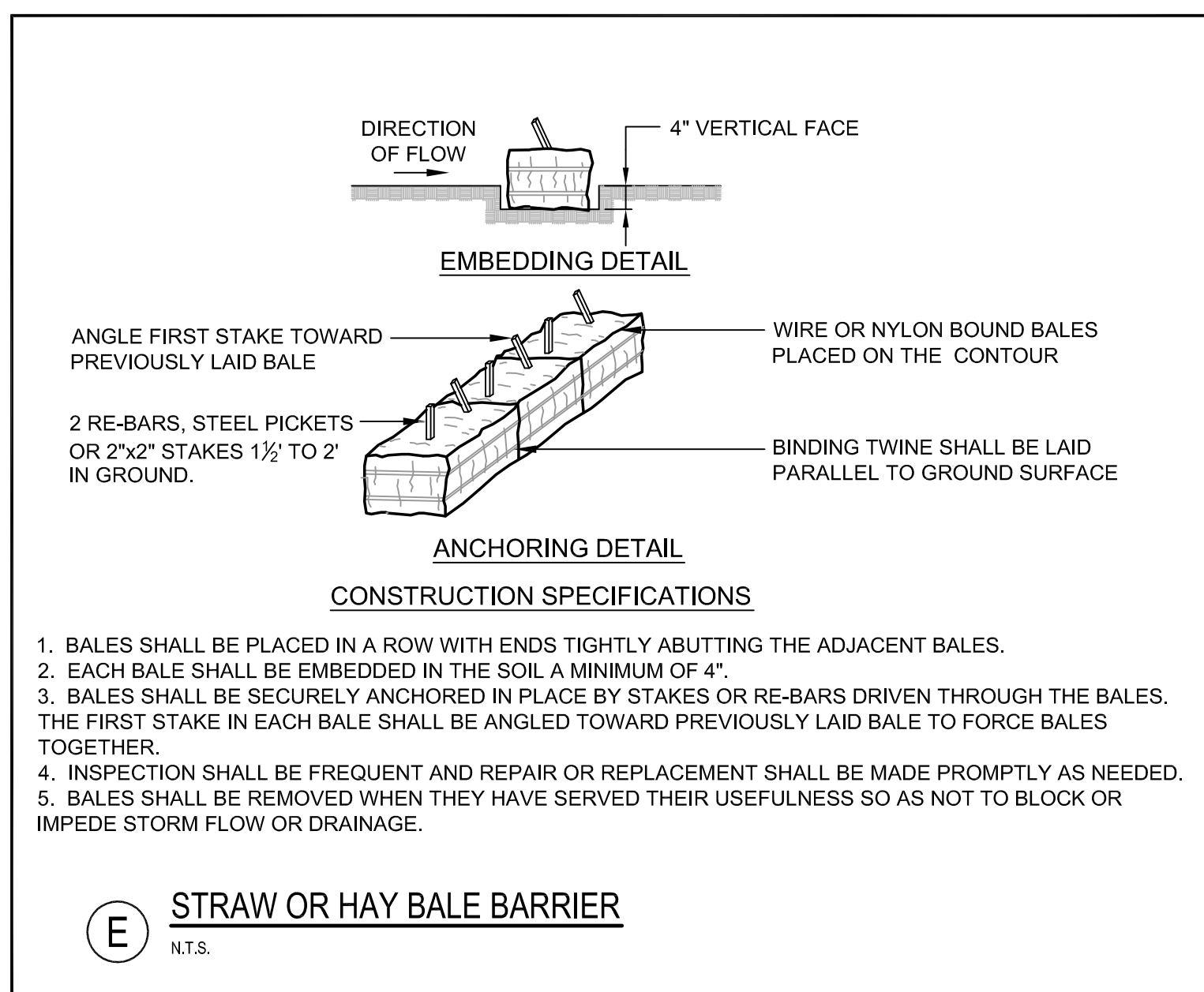
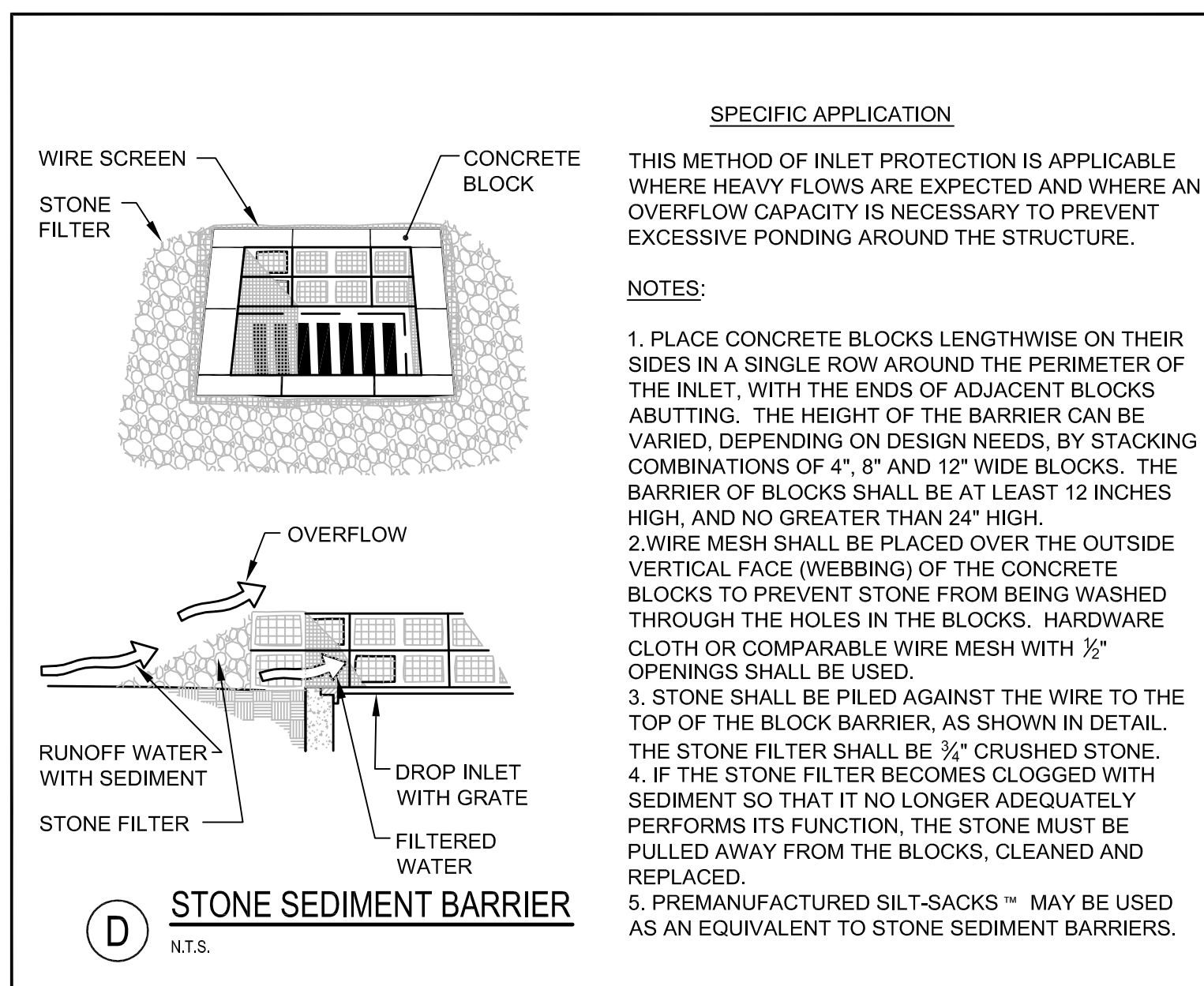
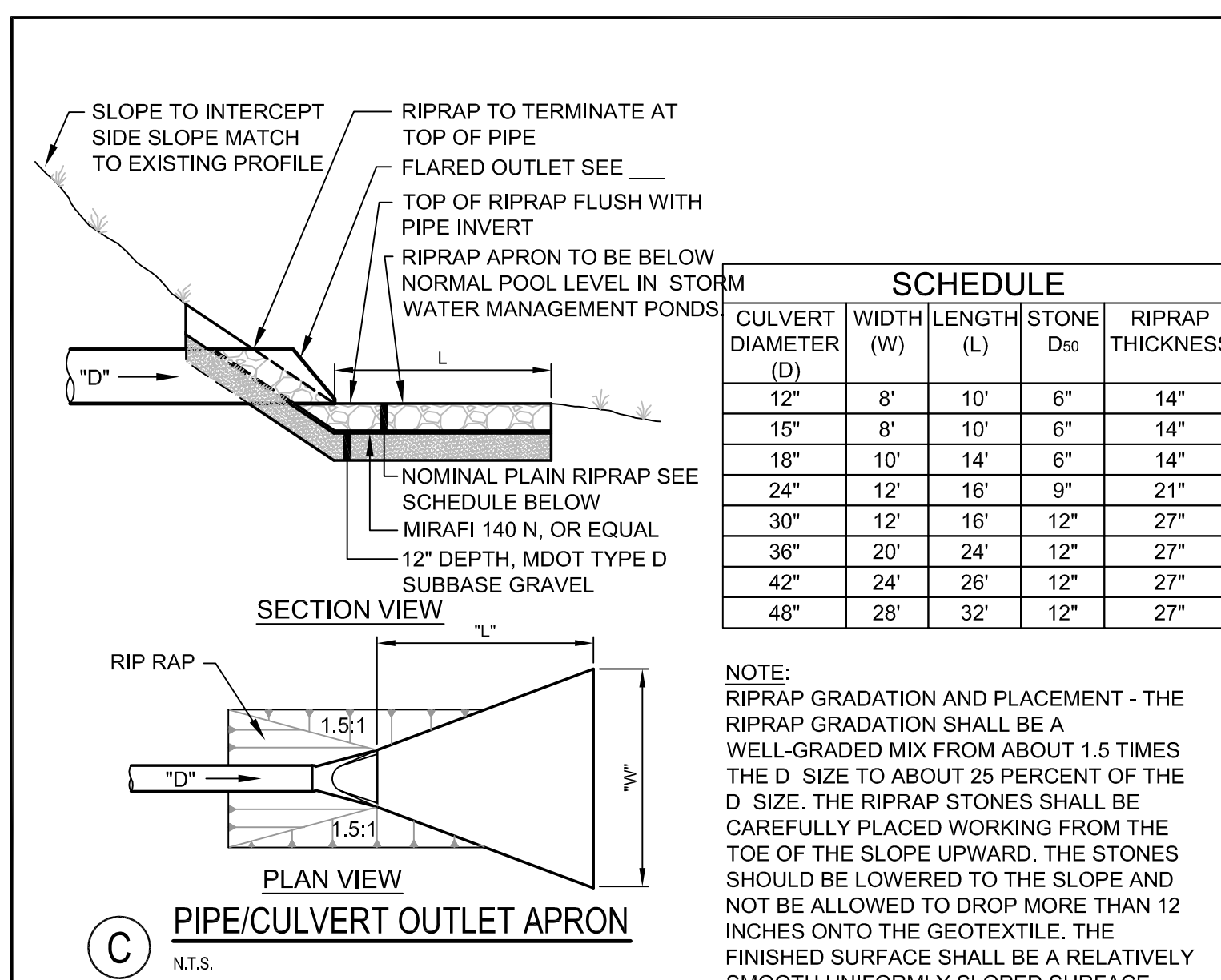
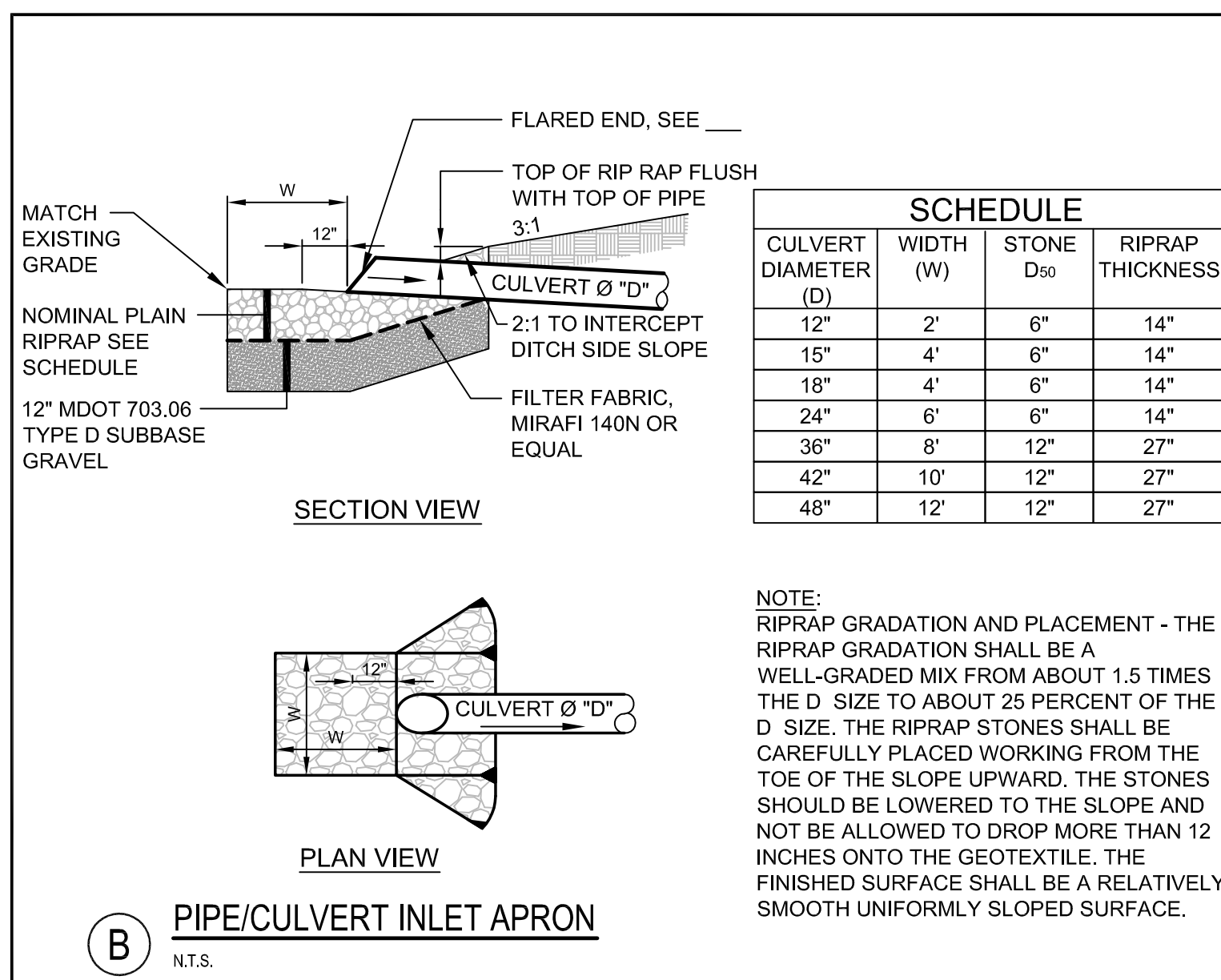
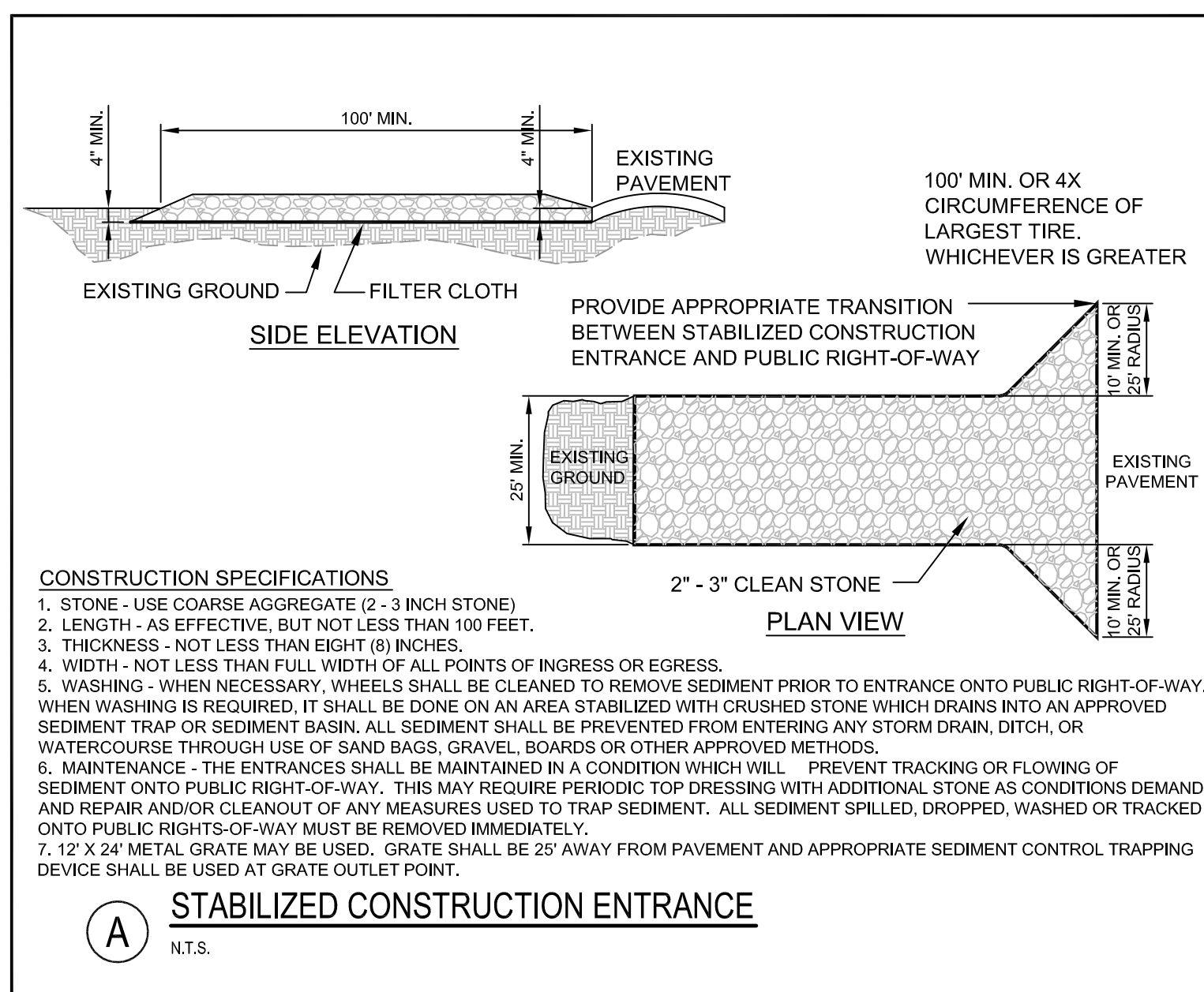
SCHEDULE OF BASE BACKFILL FOR NON-SANITARY INSTALLATIONS				
TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
CONCRETE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	12	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC OR CORRUGATED POLYETHYLENE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
CMP	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	GRANULAR AASHTO M145-49 A-3 OR BETTER	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

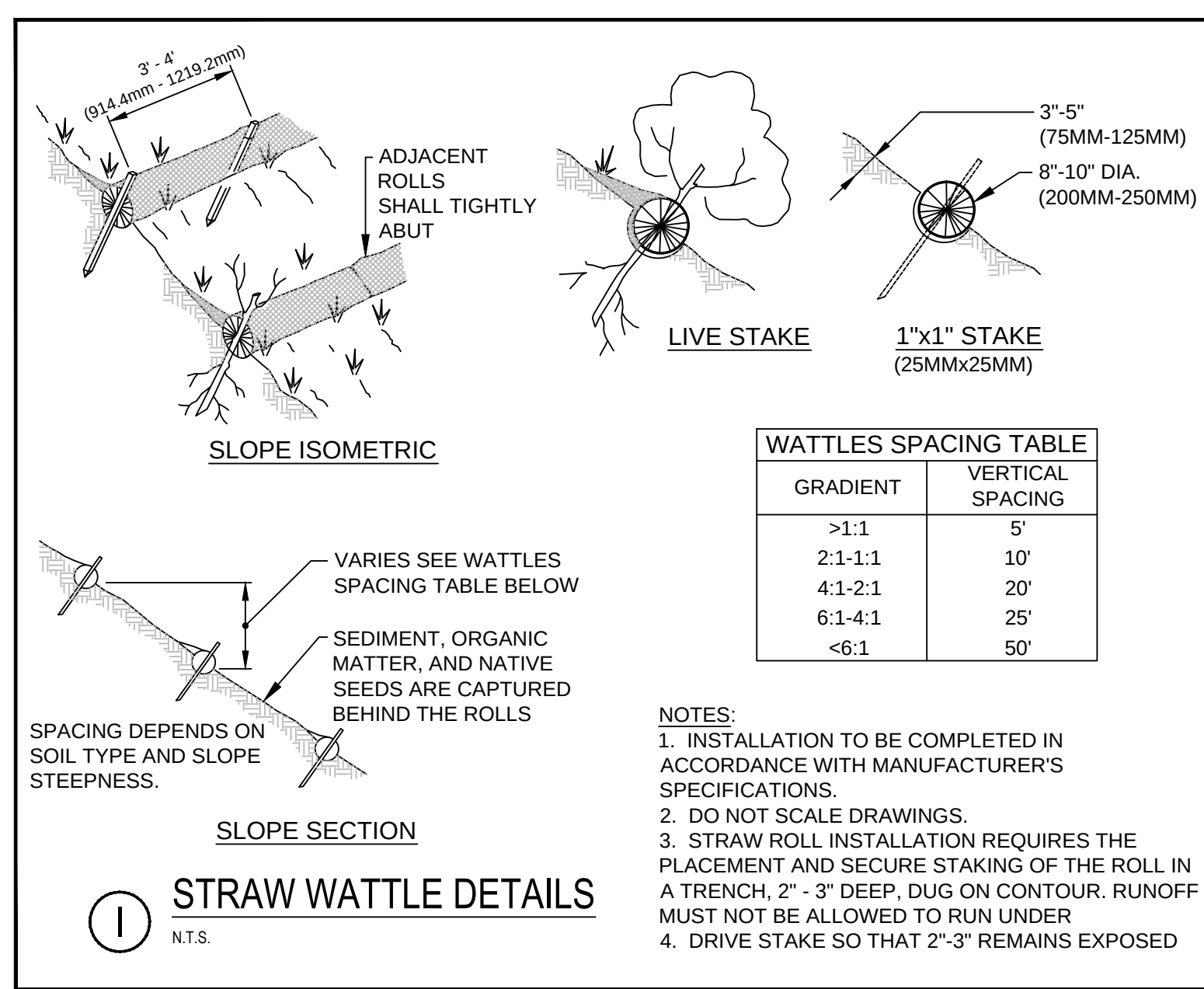
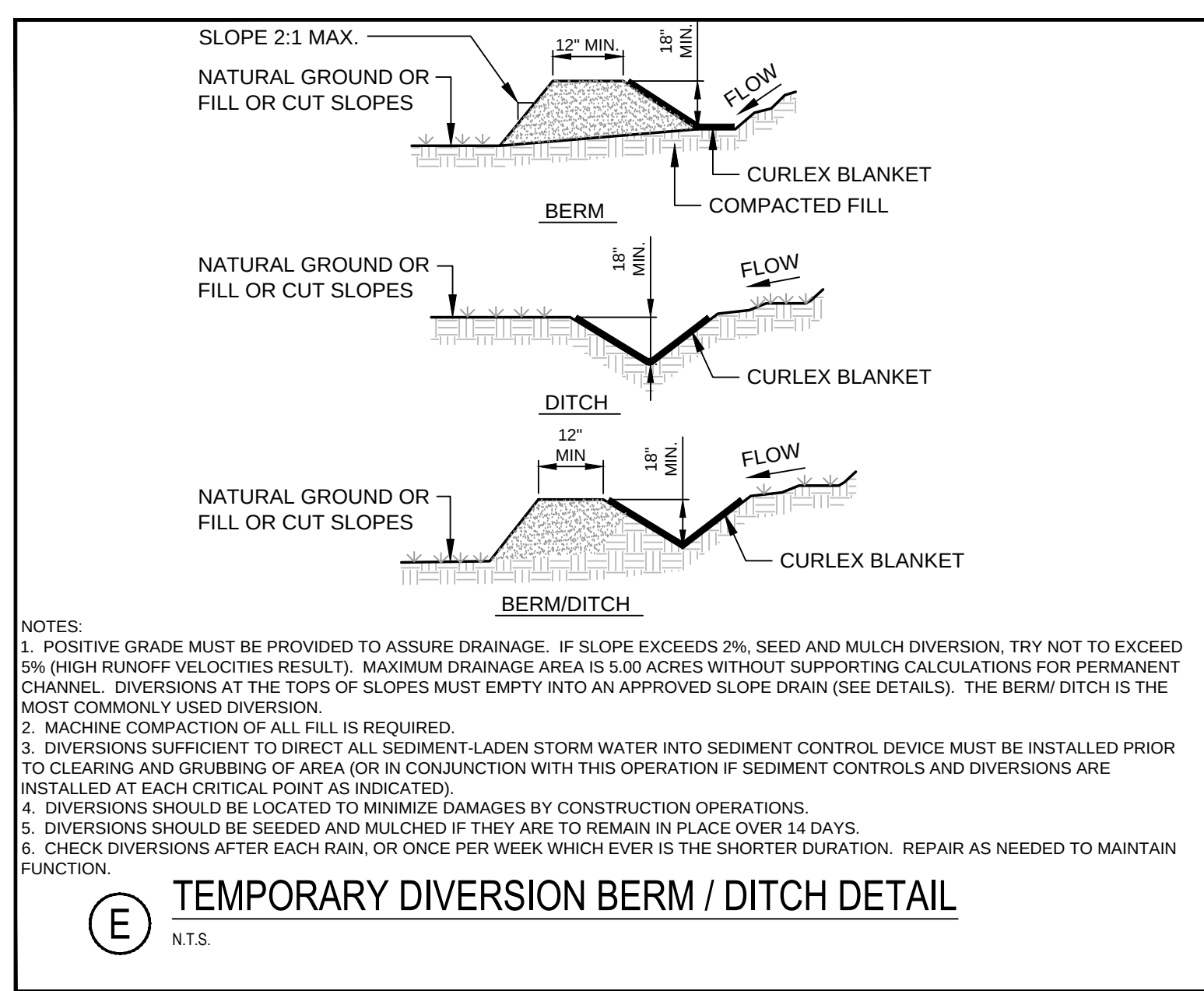
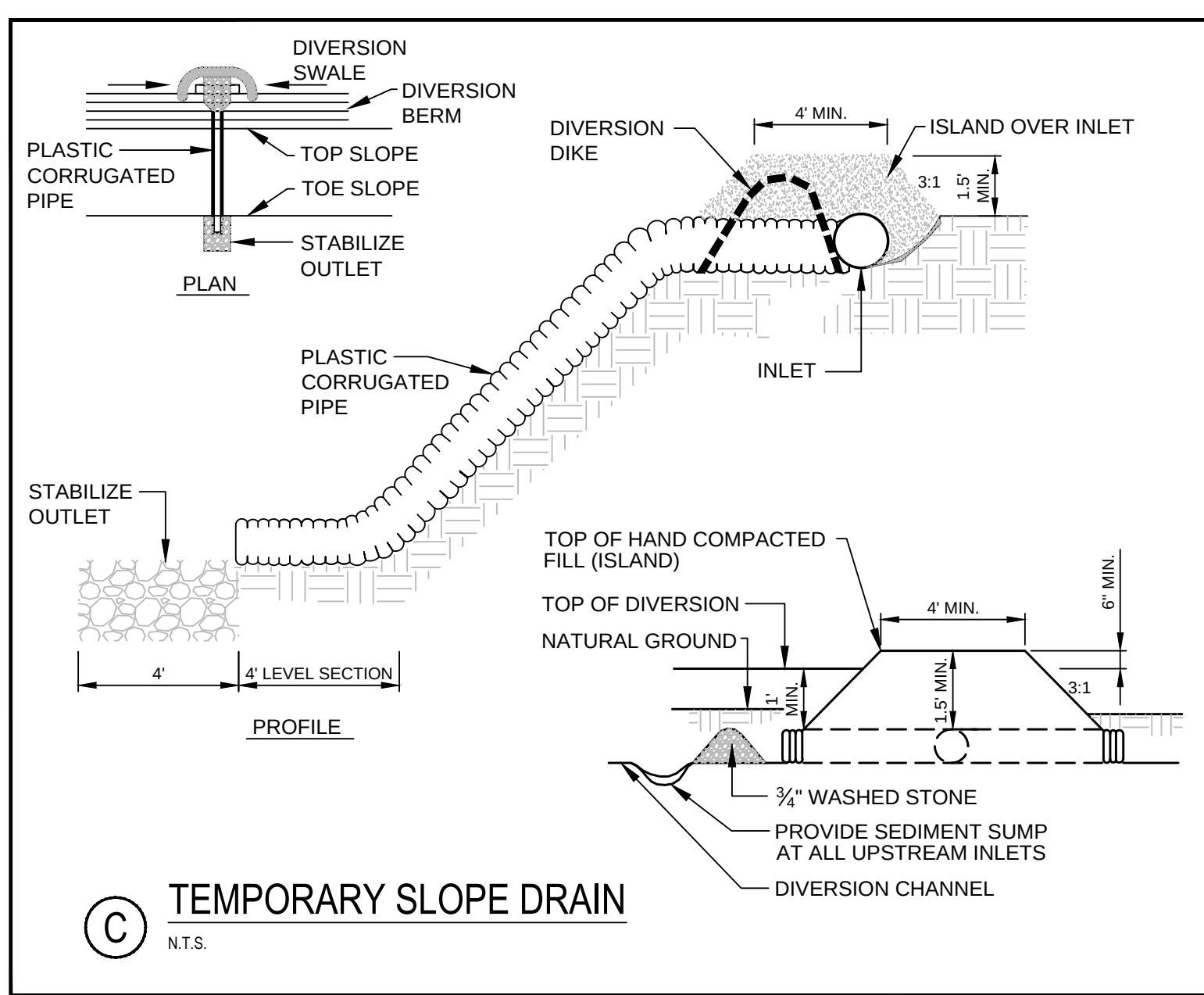
SCHEDULE OF BASE BACKFILL FOR SANITARY INSTALLATIONS				
TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
PVC PRESSURE	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC GRAVITY	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

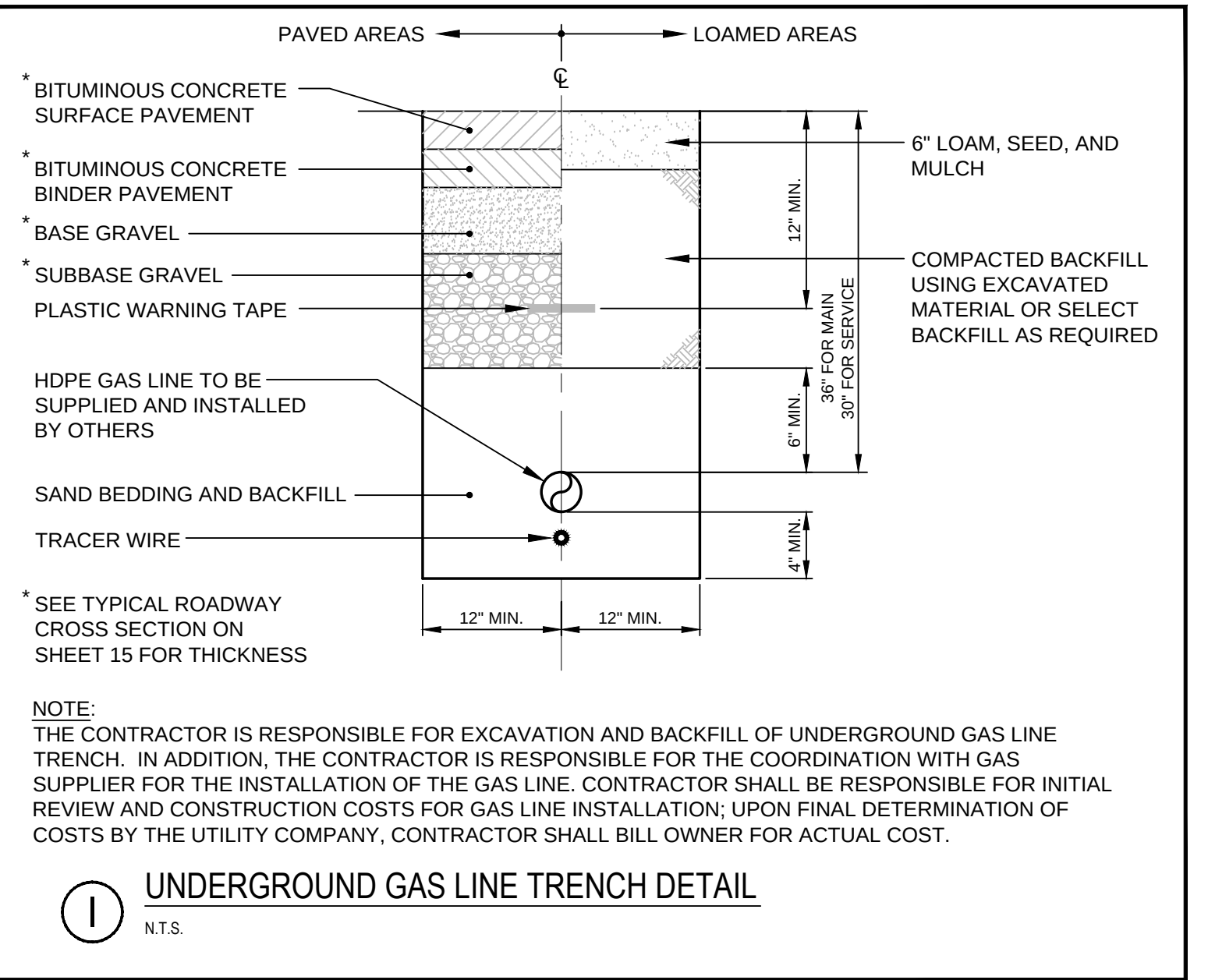
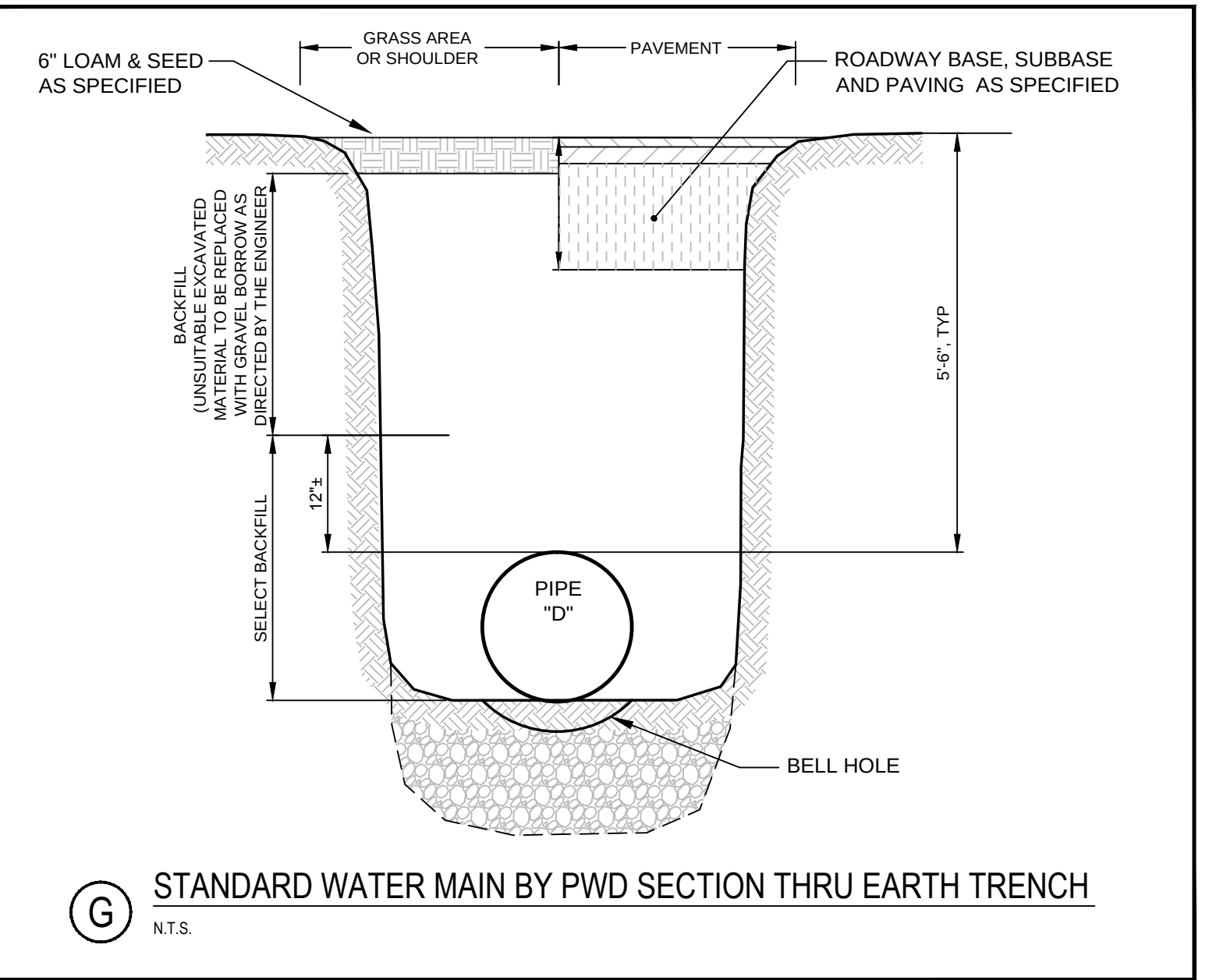
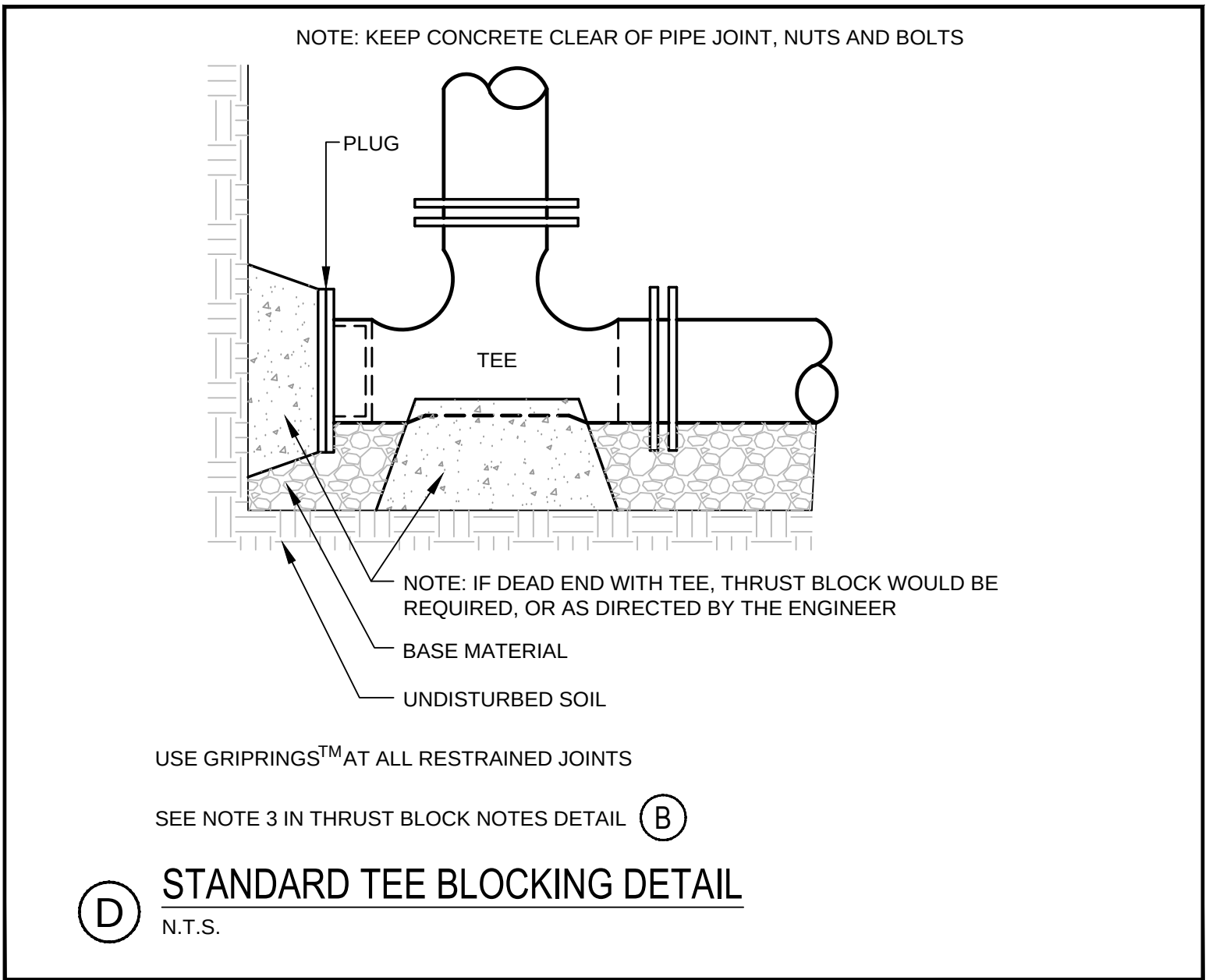
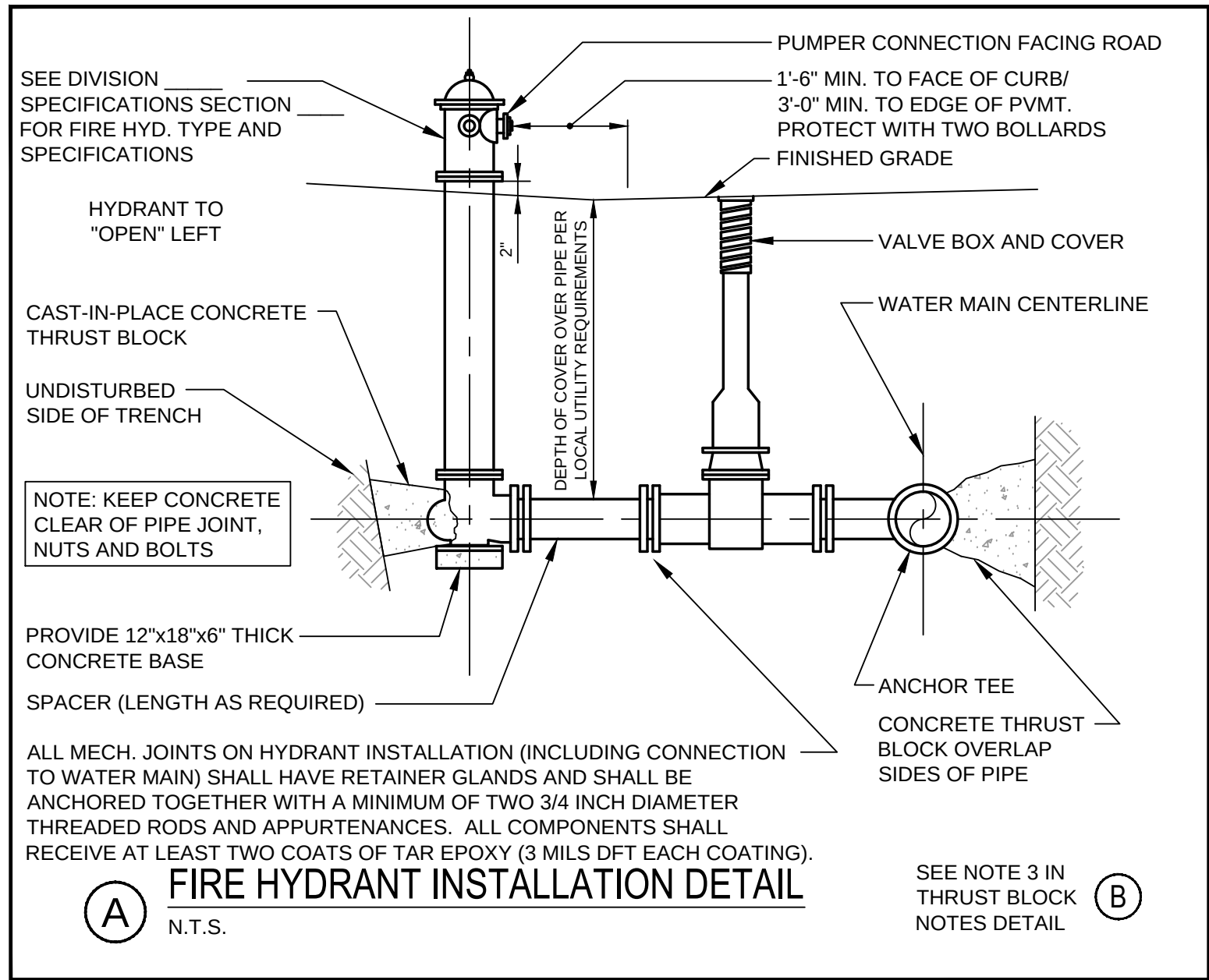
MAXIMUM ALLOWABLE TRENCH WIDTHS FOR SEWERS	
PIPE SIZE	MAXIMUM WIDTH
10" OR LESS	4'-0"
12 TO 15	4'-6"
18	5'-0"
24	5'-6"
30	6'-0"
36	6'-6"
42	7'-3"
48	8'-0"

SHEETING, IF REQUIRED, SHALL BE CUT OFF 2'-0" BELOW FINISH GRADE.









1. INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.

2. ANY MODIFICATION TO THRUST BLOCK SIZING OR PIPE RESTRAINT REVISIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.

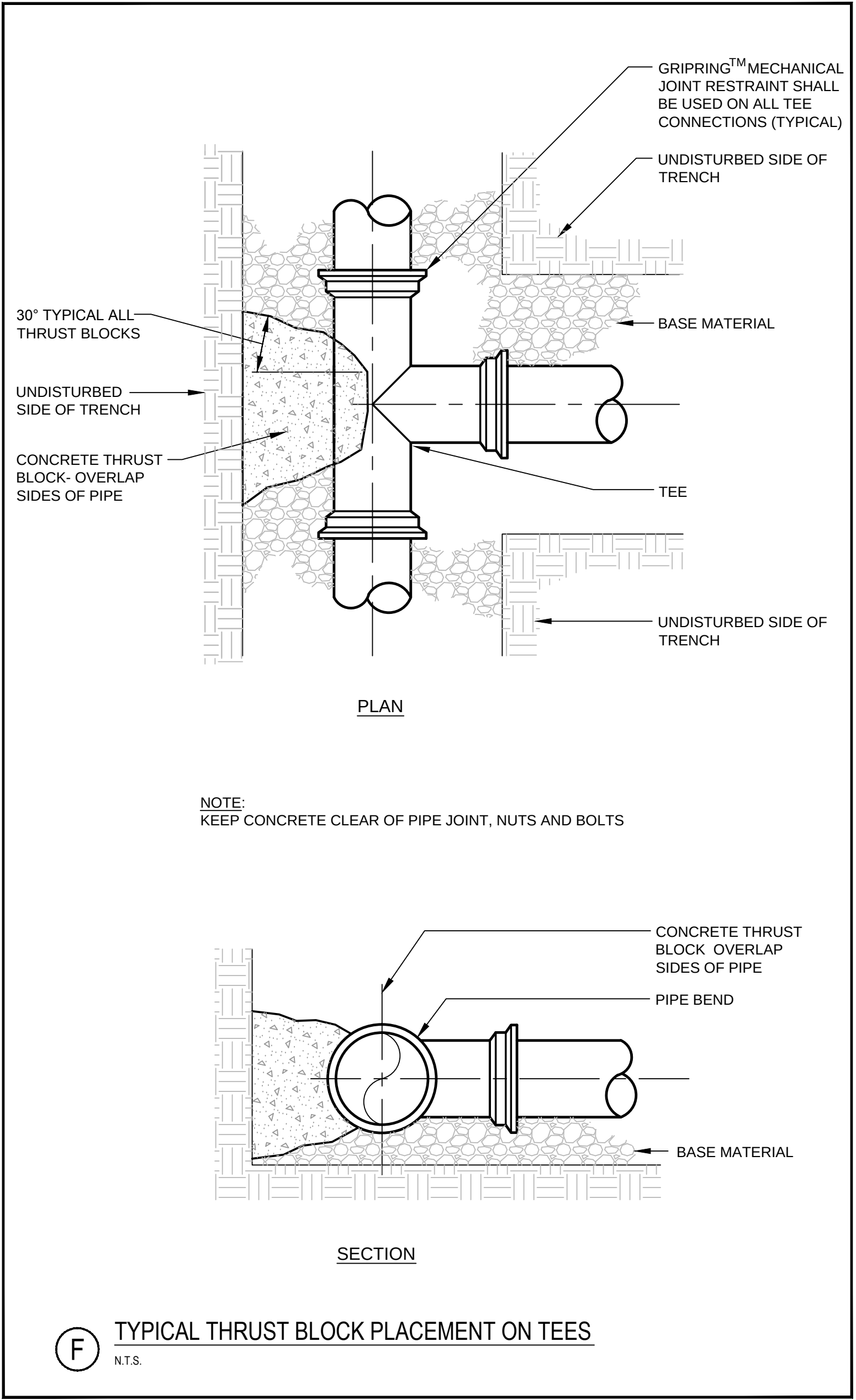
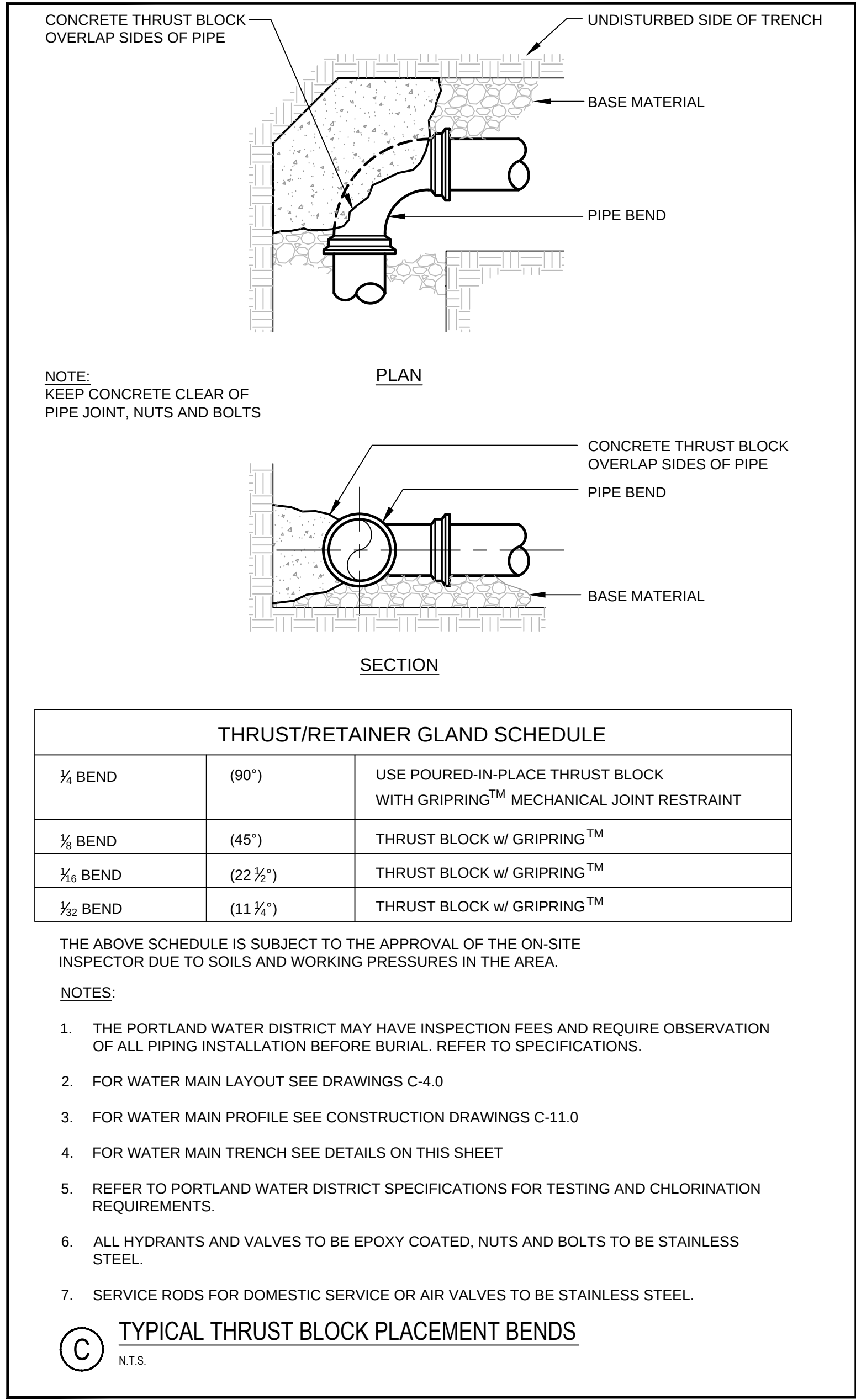
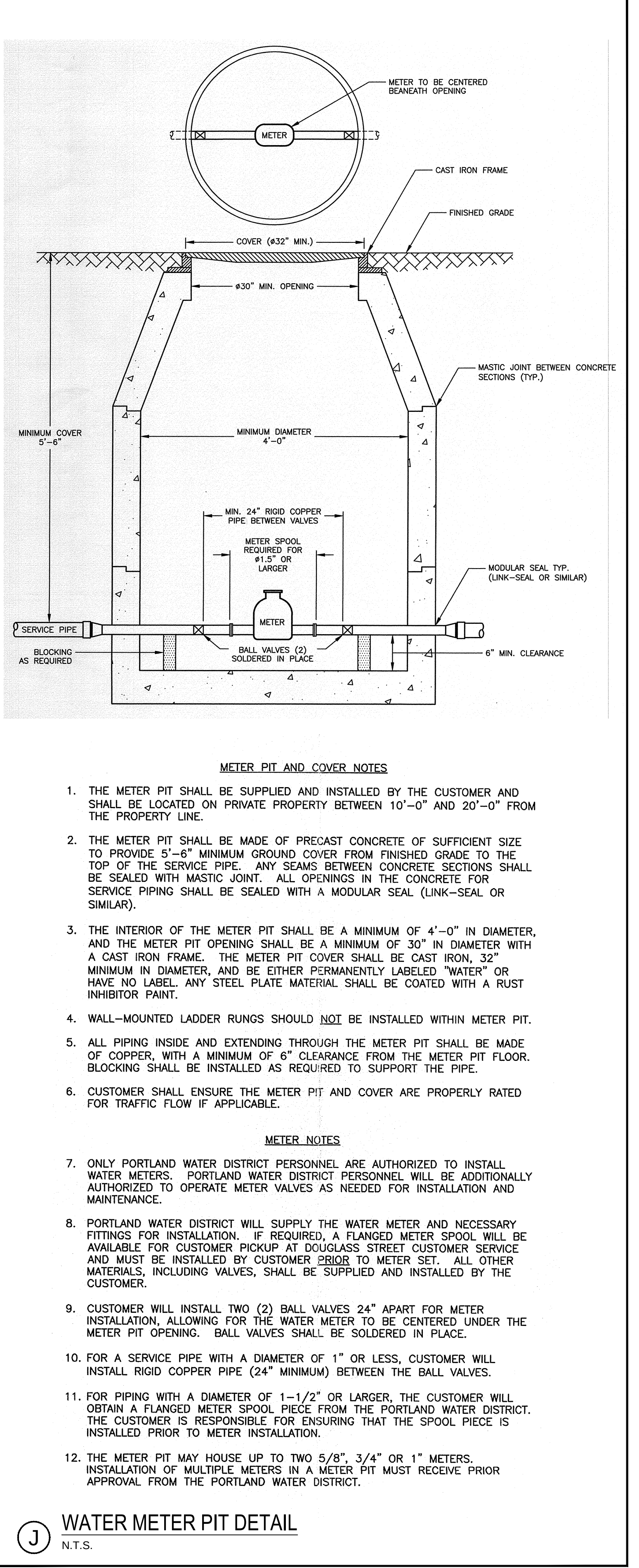
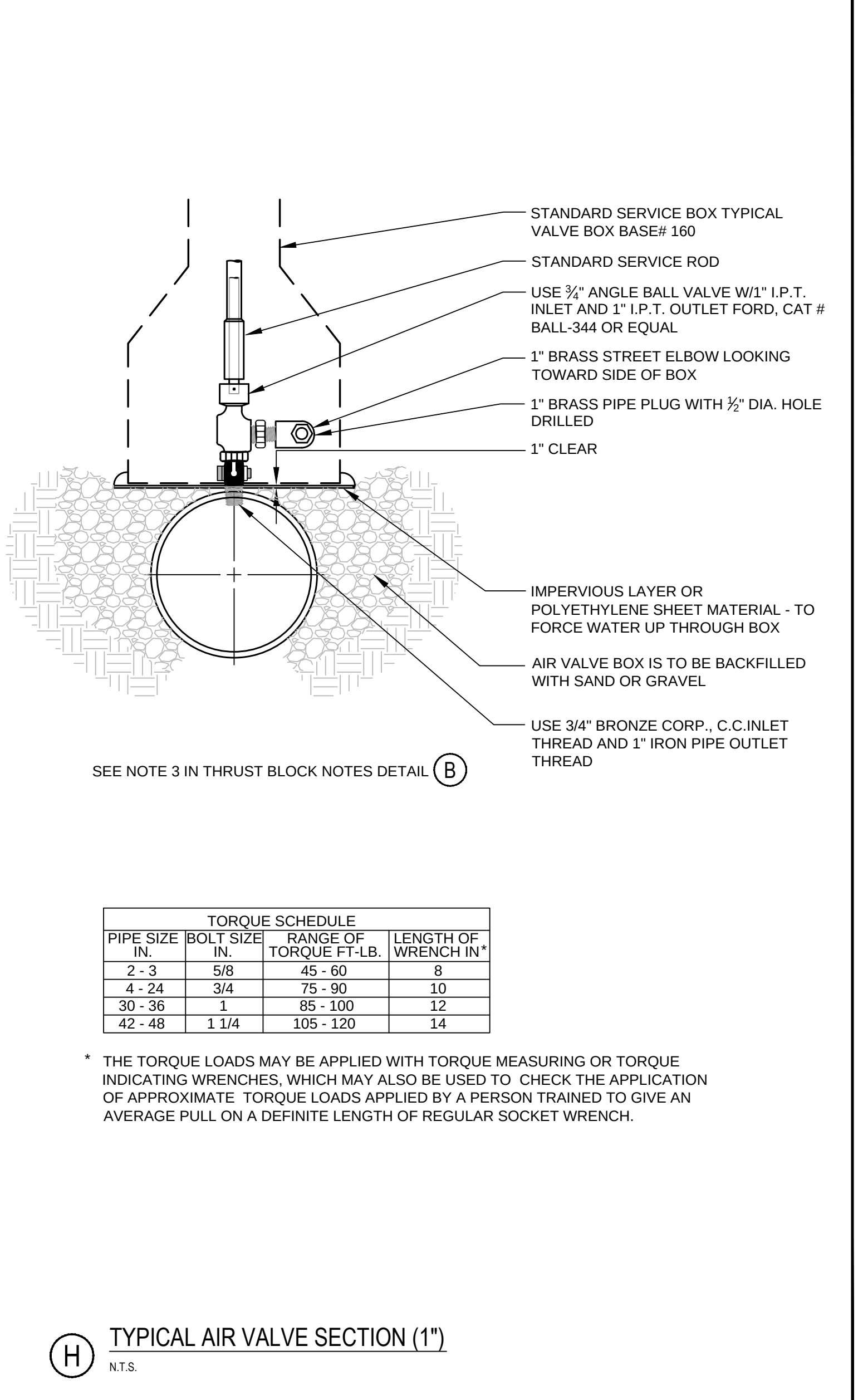
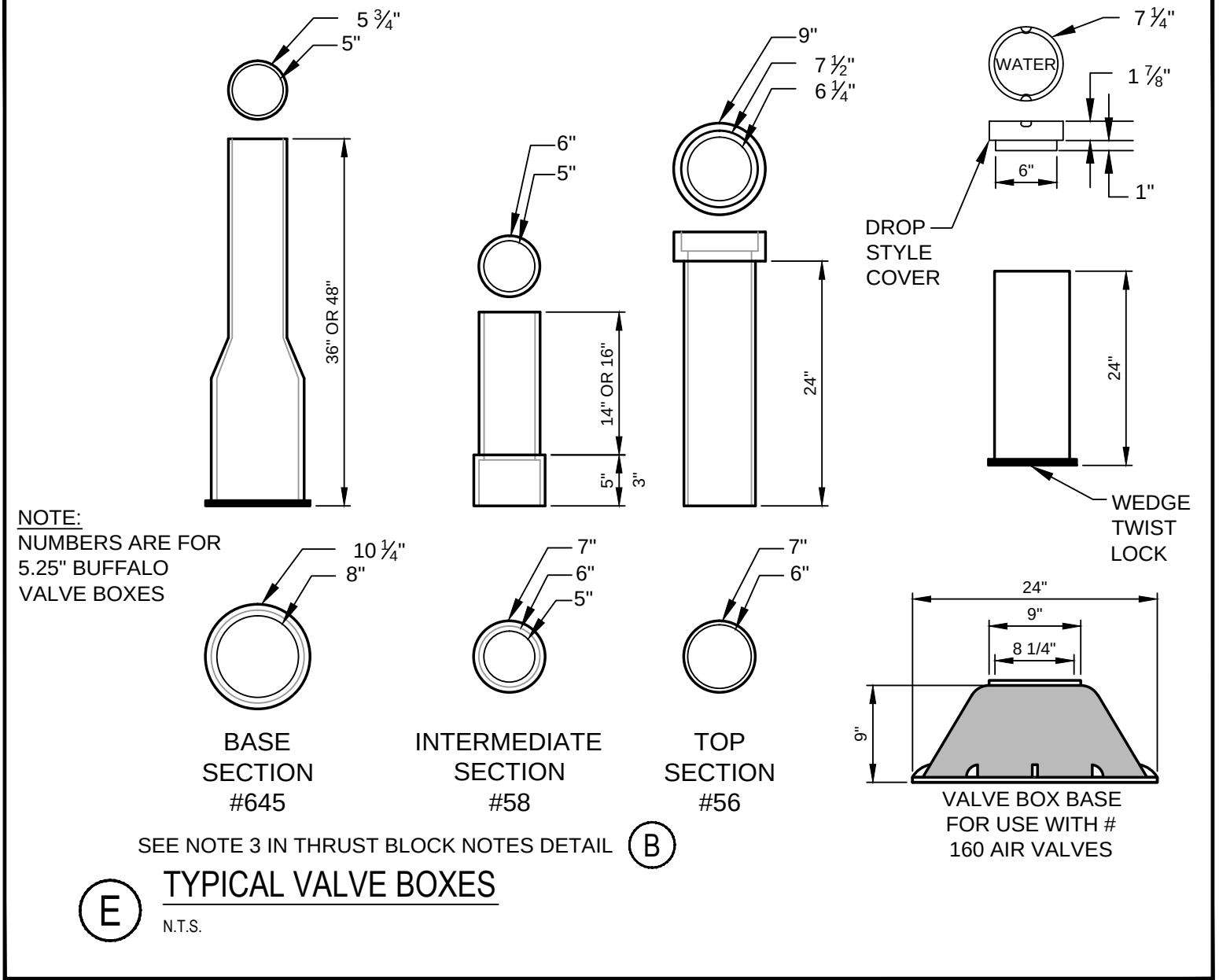
3. ANY WORK RELATING TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS.

4. ALL RESTRAINED JOINTS MUST HAVE GRIPRINGTM

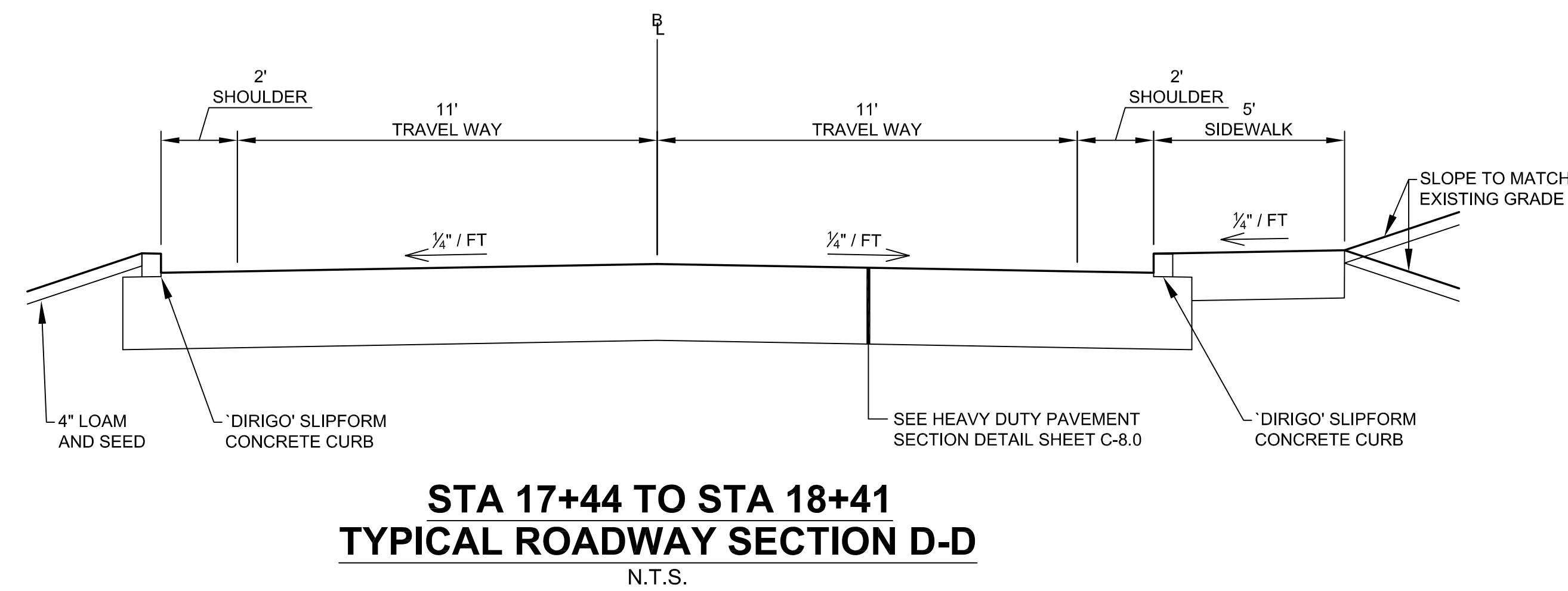
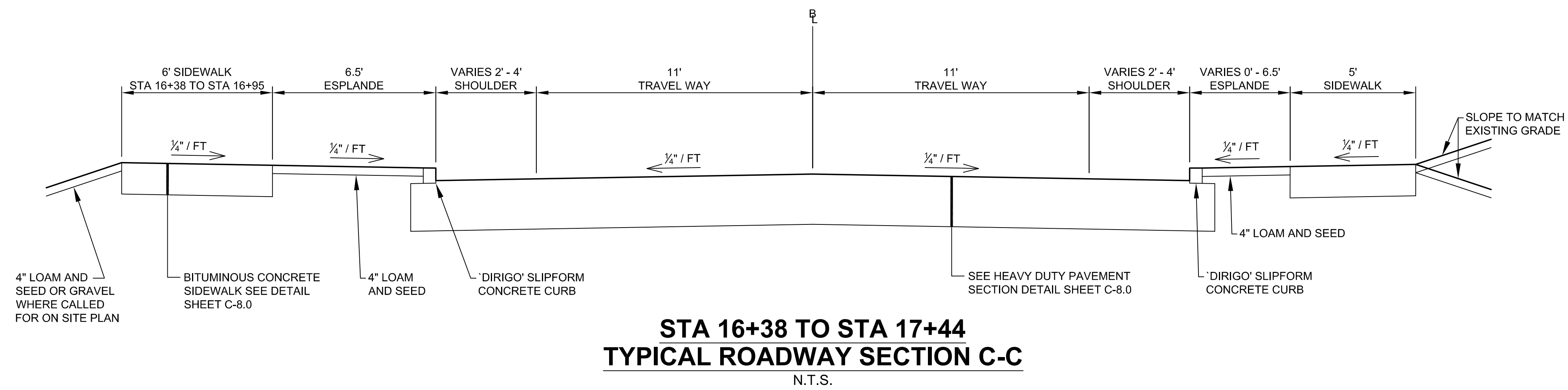
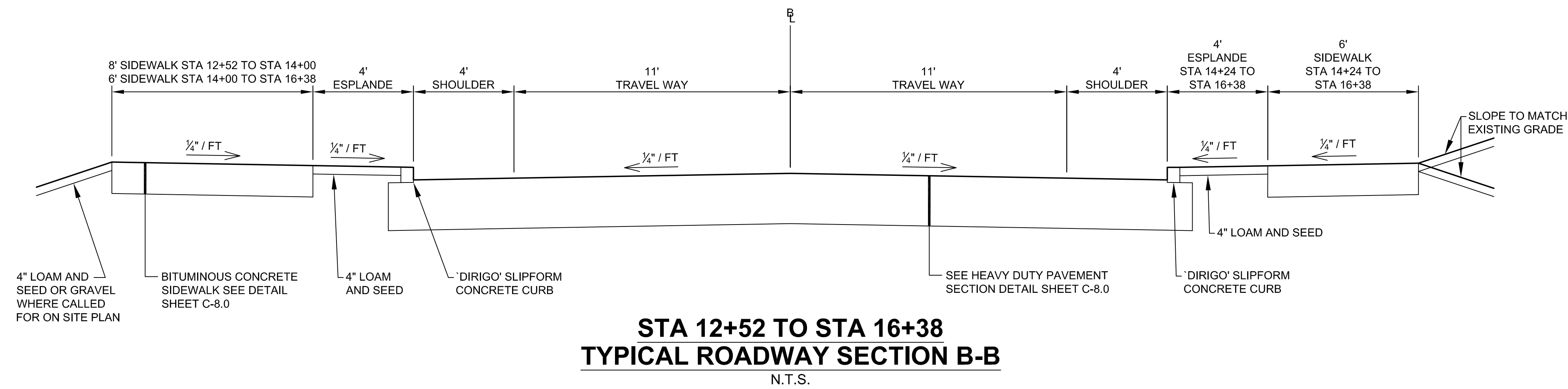
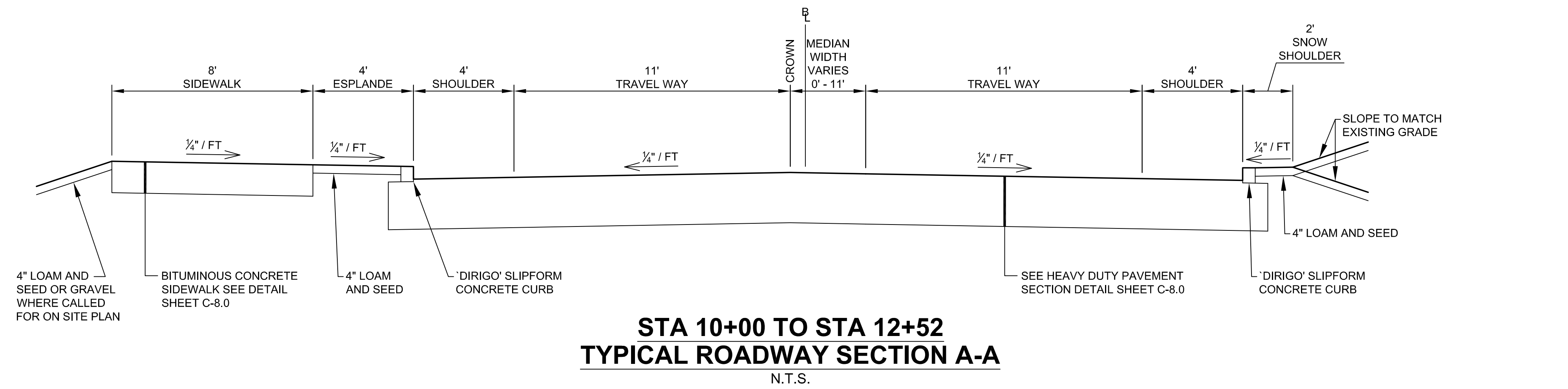
BEARING SURFACE REQUIRED IN SQUARE FEET

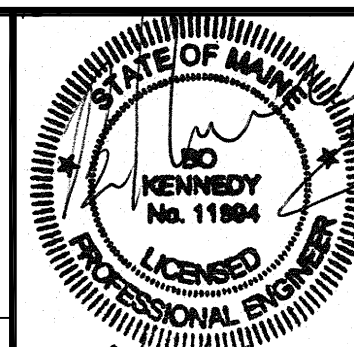
PIPE SIZE	1/32 BEND	1/16 BEND	1/8 BEND	1/4 BEND	TEES/CAPS
6"/8"	5.0	5.0	5.0	6.5	5.0
12"	11.5	11.5	11.5	20.0	22.0

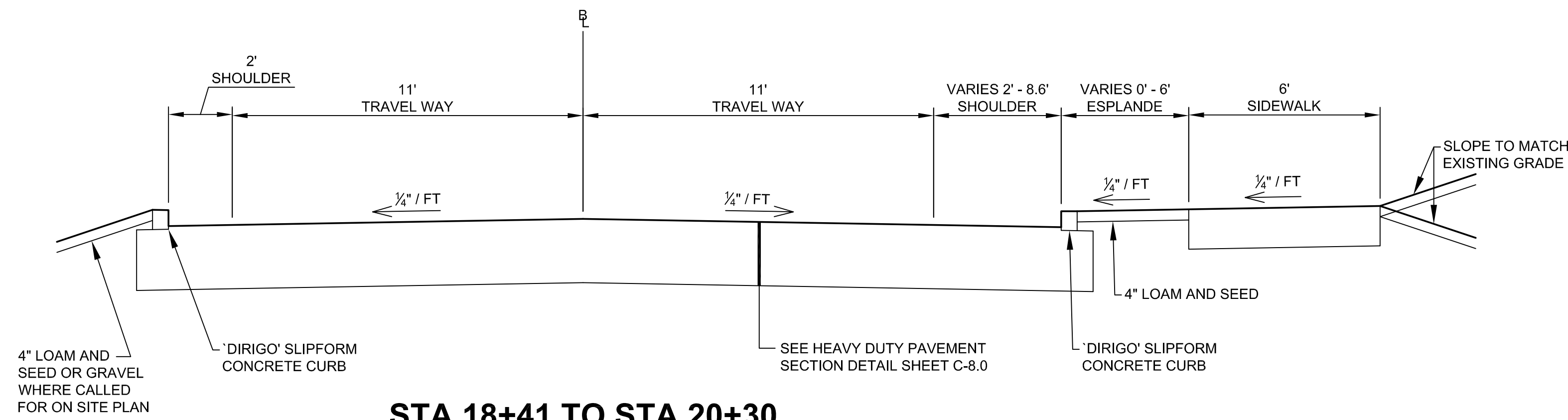
B THRUST BLOCK NOTES
N.T.S.



			PROJECT: THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE: WATER AND GAS SERVICE DETAILS	
1 08.13.15 FINAL SUBDIVISION APPLICATION SUBMISSION REV DATE DESCRIPTION			CLIENT: FOREFRONT PARTNERS I, LP P.E. BOB KENNEDY LIC. #11194	
REVISIONS			DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-SUB DET SHEET: C-7.7	

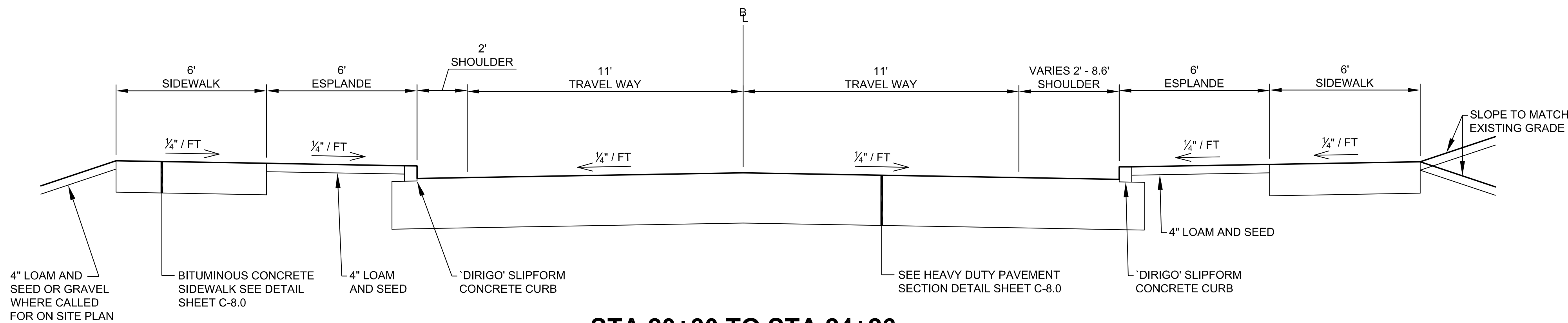


				PROJECT THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE TYPICAL ROADWAY CROSS SECTIONS		
				CLIENT FOREFRONT PARTNERS I, LP		
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. ROBERT B. KENNEDY LIC. #11994	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-SUB DET SHEET	DATE: SEPT 2014 SCALE: N.T.S. JOB NO. SP-M007B C-7.8	
REV	DATE	DESCRIPTION	REVISIONS			



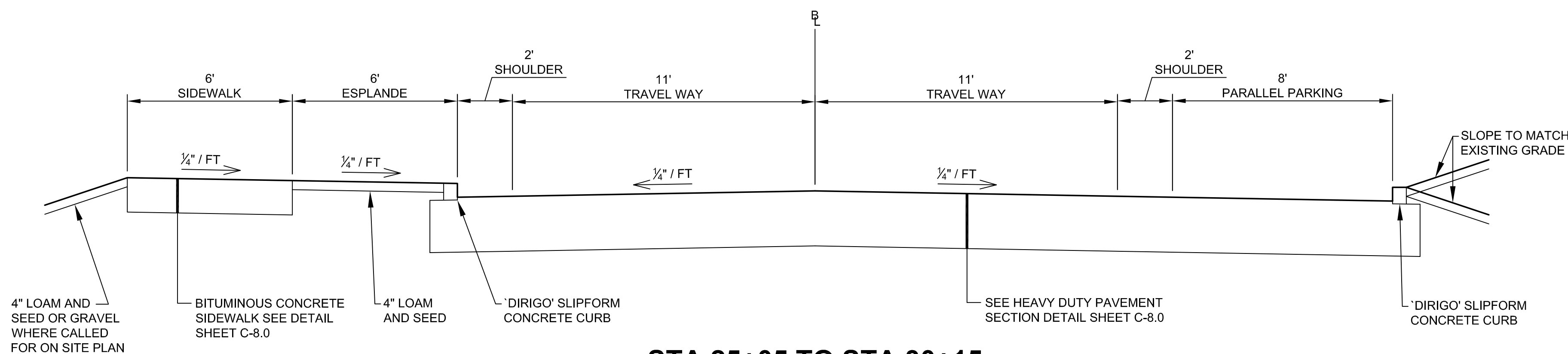
**STA 18+41 TO STA 20+30
STA 24+26 TO STA 25+05
TYPICAL ROADWAY SECTION E-E**

N.T.S.



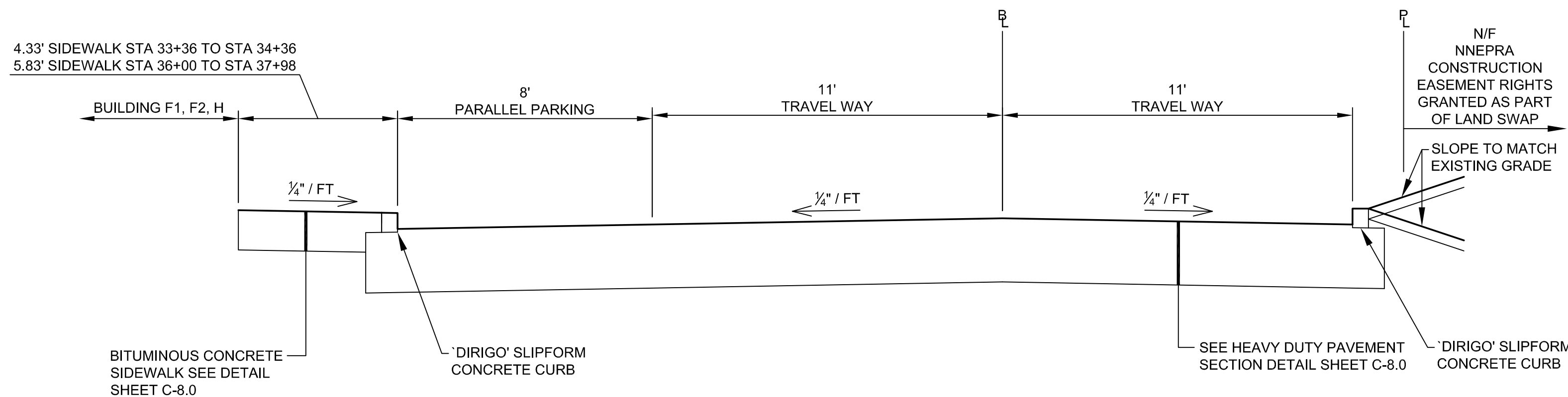
**STA 20+30 TO STA 24+26
TYPICAL ROADWAY SECTION F-F**

N.T.S.



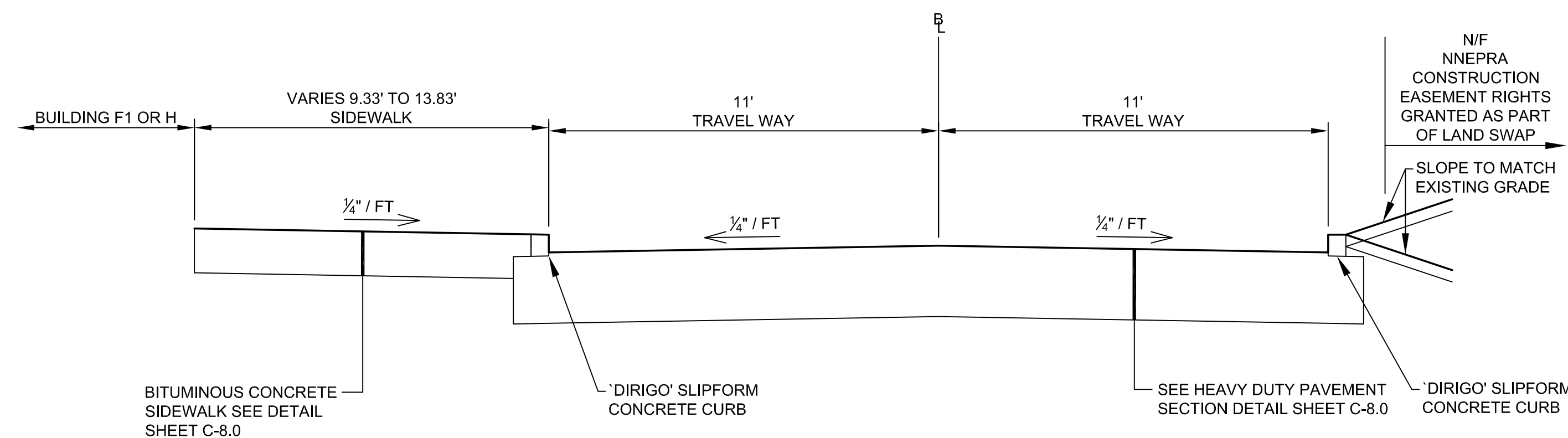
**STA 25+05 TO STA 30+15
TYPICAL ROADWAY SECTION G-G**

N.T.S.



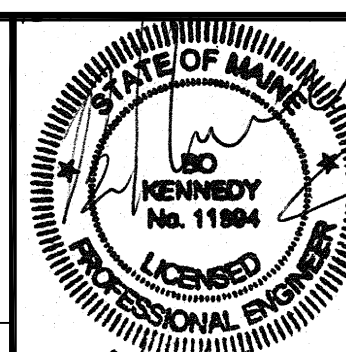
**STA 33+36 TO STA 34+36
STA 36+00 TO STA 38+00
TYPICAL ROADWAY SECTION H-H**

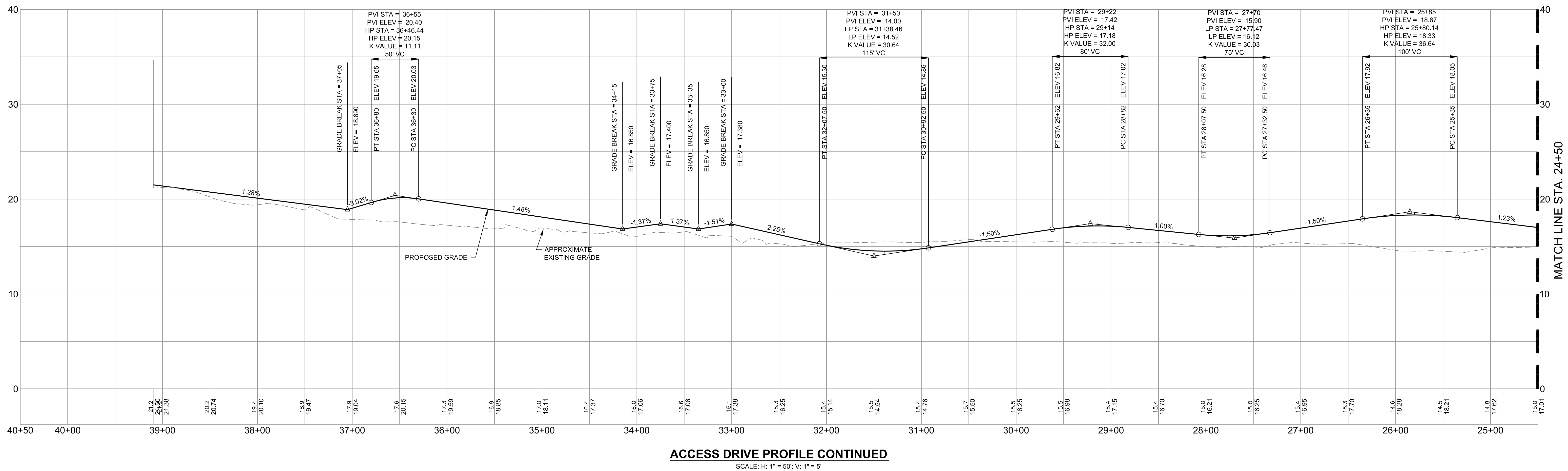
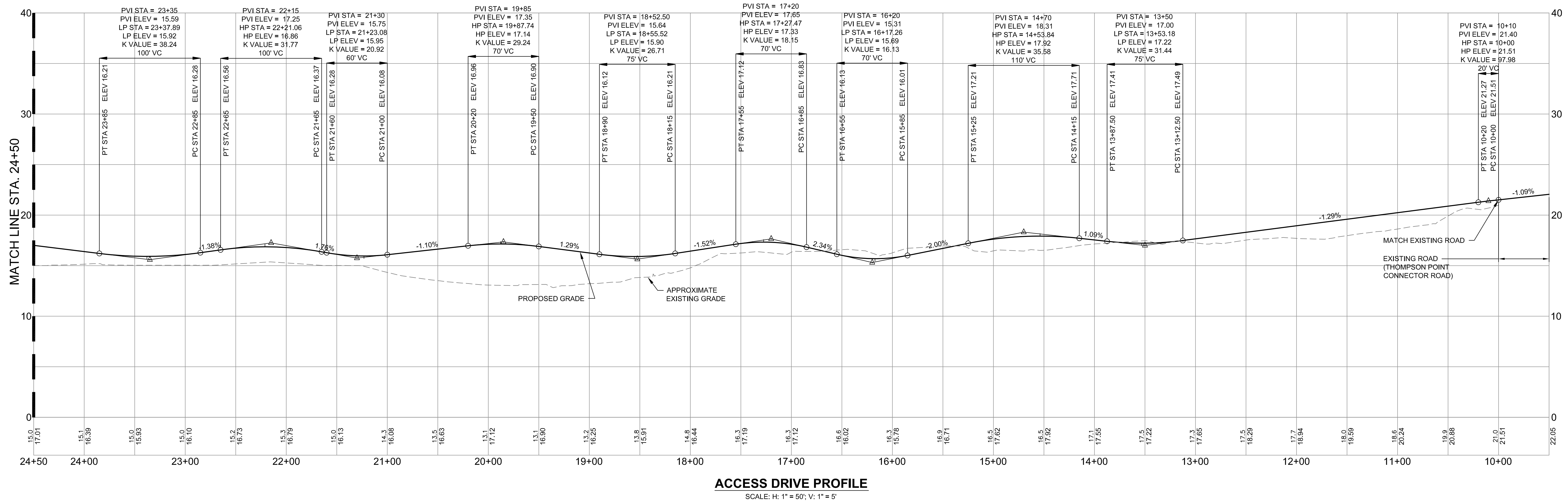
N.T.S.



**STA 34+36 TO STA 36+00
TYPICAL ROADWAY SECTION I-I**

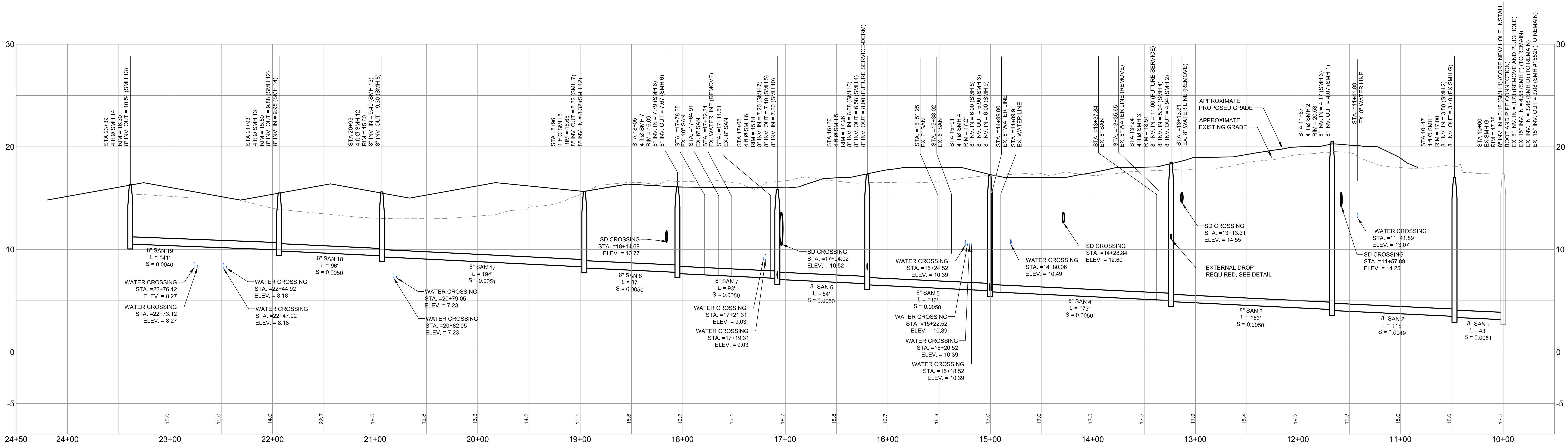
N.T.S.

				PROJECT THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE TYPICAL ROADWAY CROSS SECTIONS		
				CLIENT FOREFRONT PARTNERS I, LP		
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION	P.E. DAVID B. KENNEDY LIC. #11864	DRAWN: DED DATE: SEPT 2014		
REV	DATE	DESCRIPTION		DESIGNED: BEK SCALE: N.T.S.		
REVISIONS				CHECKED: SRB JOB NO. SP-M007B		
				FILE NAME: 2982.05-SUB DET		
				SHEET C-7.9		



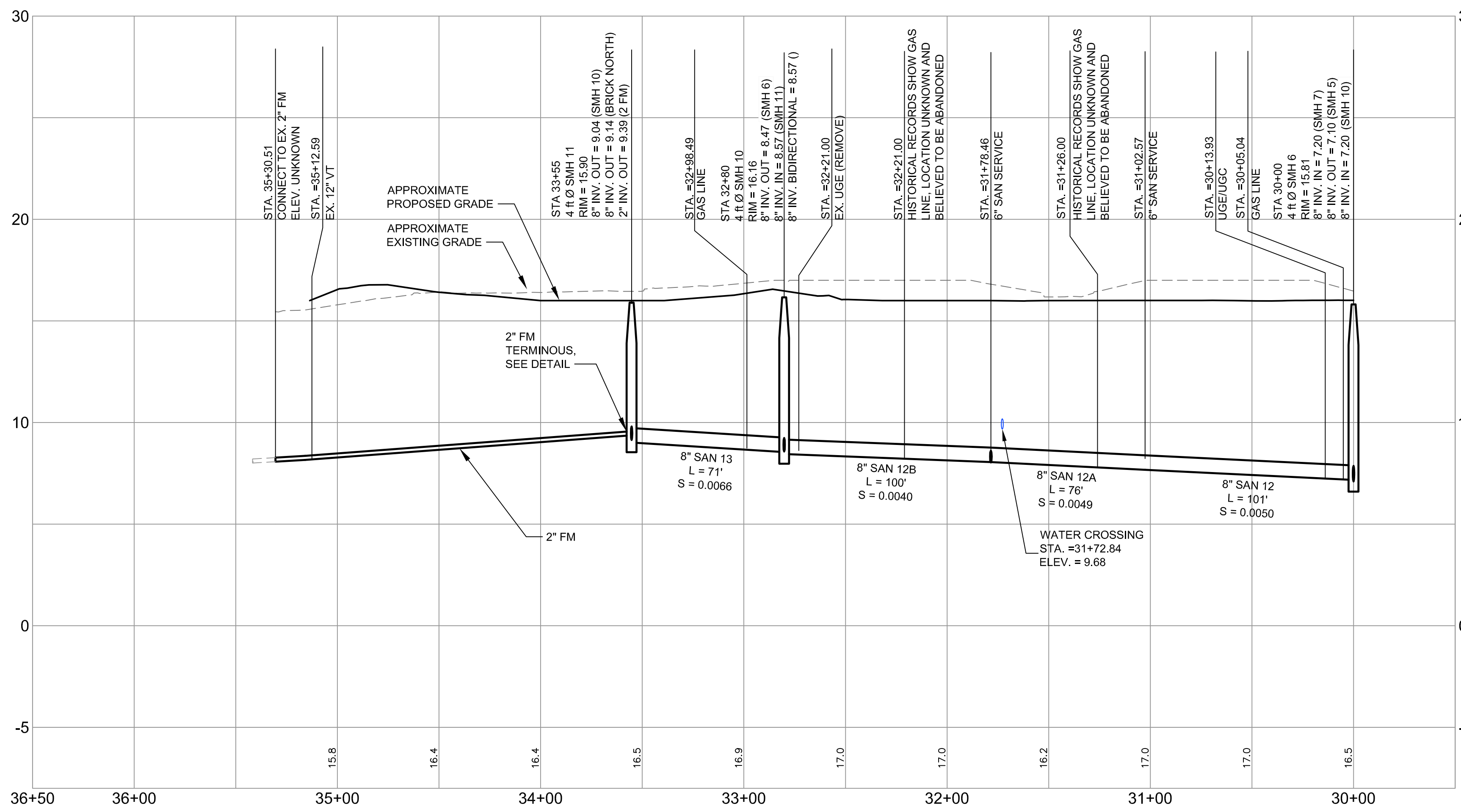
1 08.13.15 FINAL SUBDIVISION APPLICATION SUBMISSION			PROJECT: THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE: ACCESS DRIVE PROFILE CLIENT: FOREFRONT PARTNERS I, LP	FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
REV	DATE				DESCRIPTION
REVISIONS					

DRAWN: CMW	DATE: SEPT 2014
DESIGNED: BEK	SCALE: AS NOTED
CHECKED: SRB	JOB NO. SP-M007B
FILE NAME: 2982.05-SUB PROFILE-ROADWAY	
SHEET C-8.0	



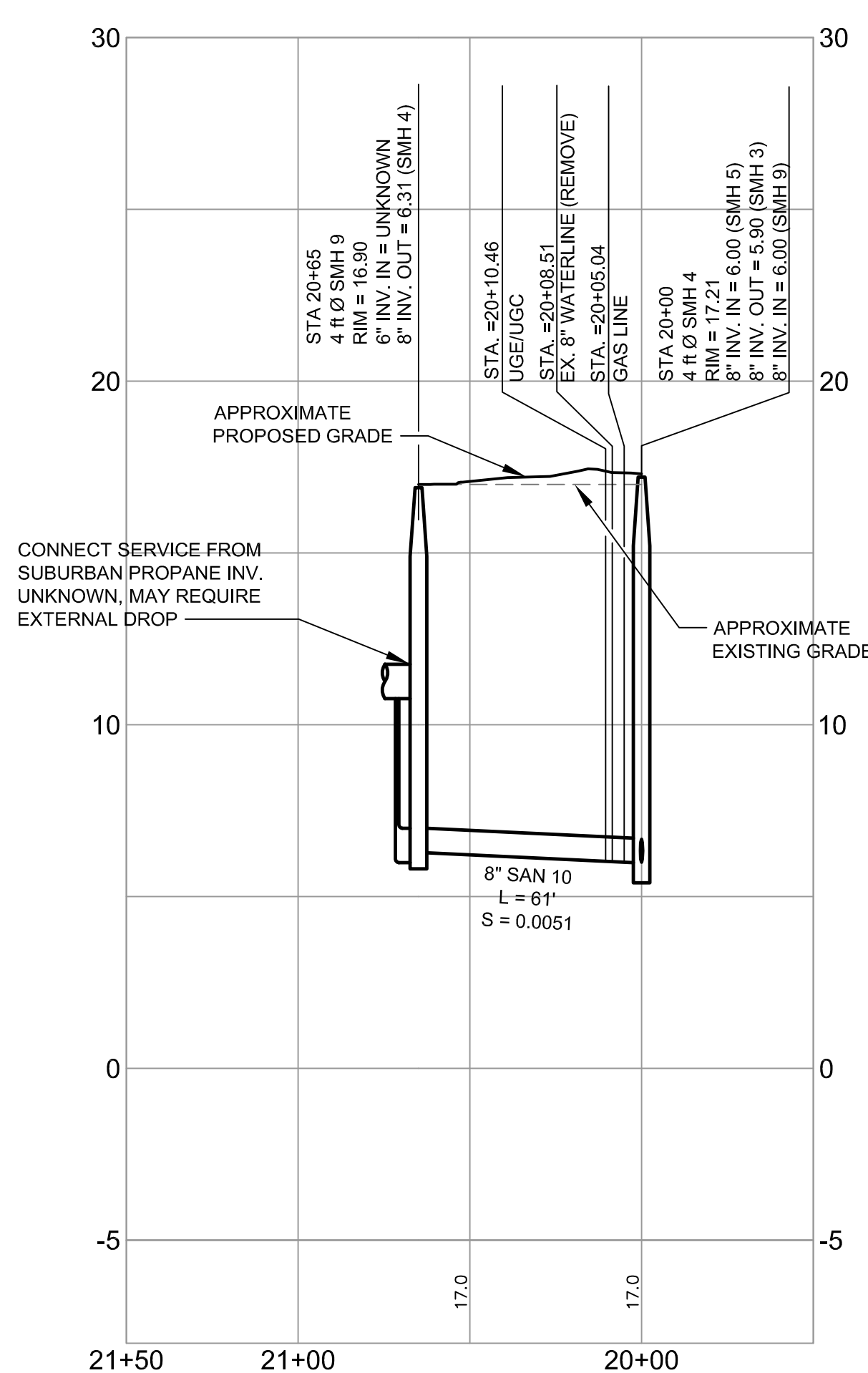
SANITARY SEWER PROFILE 'A'

SCALE: H 1" = 40'
V 1" = 4'



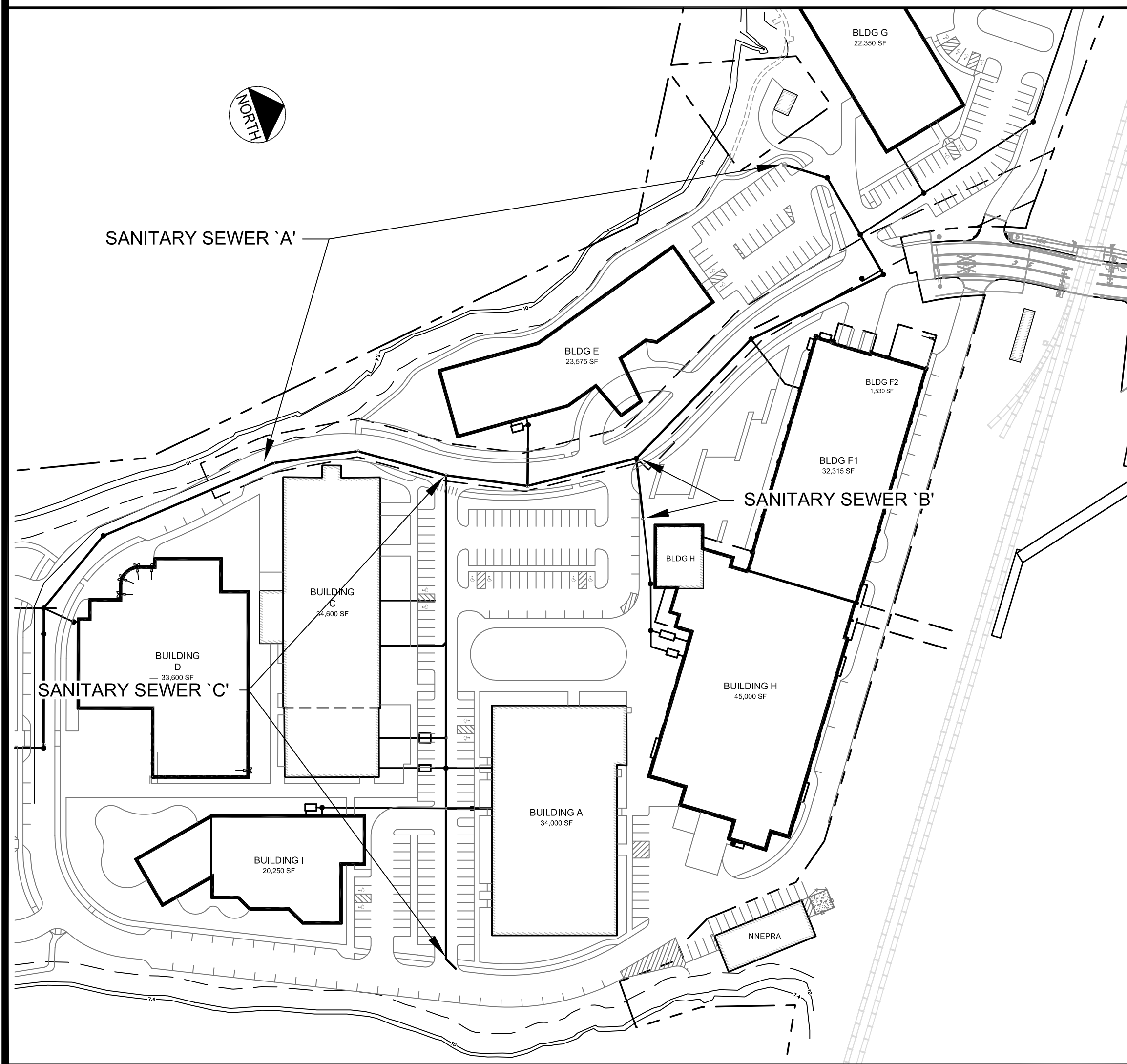
SANITARY SEWER PROFILE 'C'

SCALE: H 1" = 40'
V 1" = 4'



SANITARY SEWER PROFILE 'B'

SCALE: H 1" = 40'
V 1" = 4'



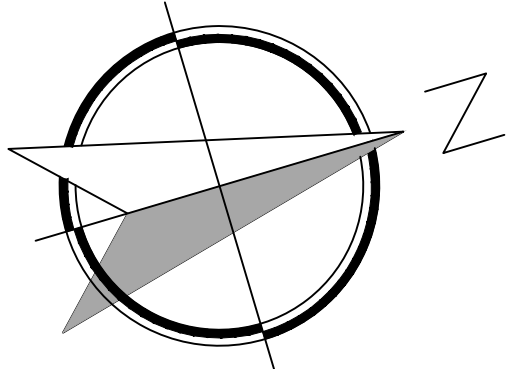
ORIENTATION SKETCH
N.T.S.

				PROJECT	THE FOREFRONT AT THOMPSON'S POINT			FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE	SANITARY SEWER PROFILES			DRAWN: DED	DATE: SEPT 2014
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION		P.E. J.P. KENNEDY LIC. #11984	CLIENT	FOREFRONT PARTNERS I, LP		DESIGNED: BEK	SCALE: 1" = 40'
REV	DATE	DESCRIPTION						CHECKED: SRB	JOB NO. SP-M007B
REVISIONS						FILE NAME: 2882.05-SUB PROFILE SEWER			
						SHEET	C-10.0		



THE FOREFRONT AT THOMPSON'S POINT
PHOTOMETRIC PLAN

Designer
Jim Bailey, LC
Date
10/2/2014
Scale
Not to Scale
Drawing No.
Summary

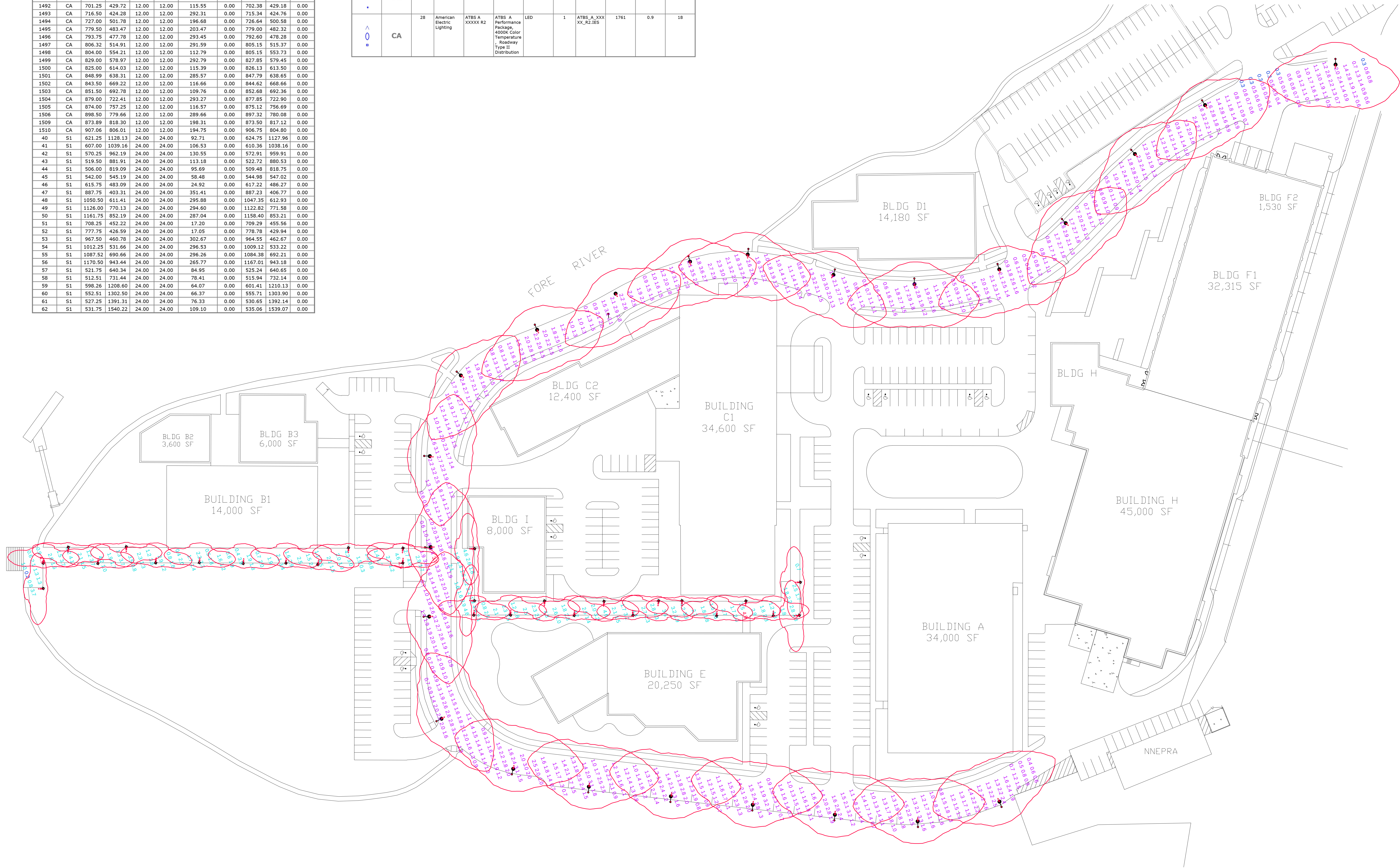


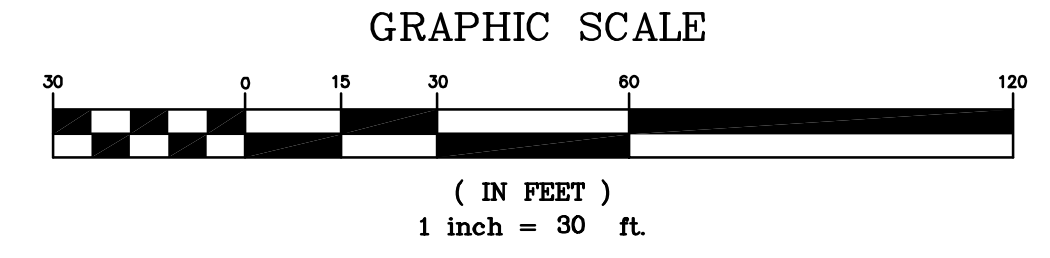
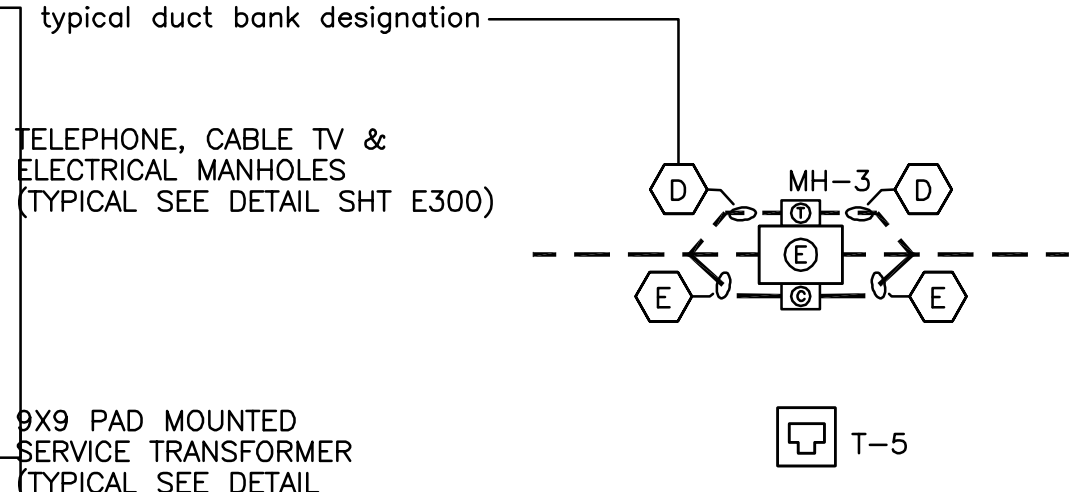
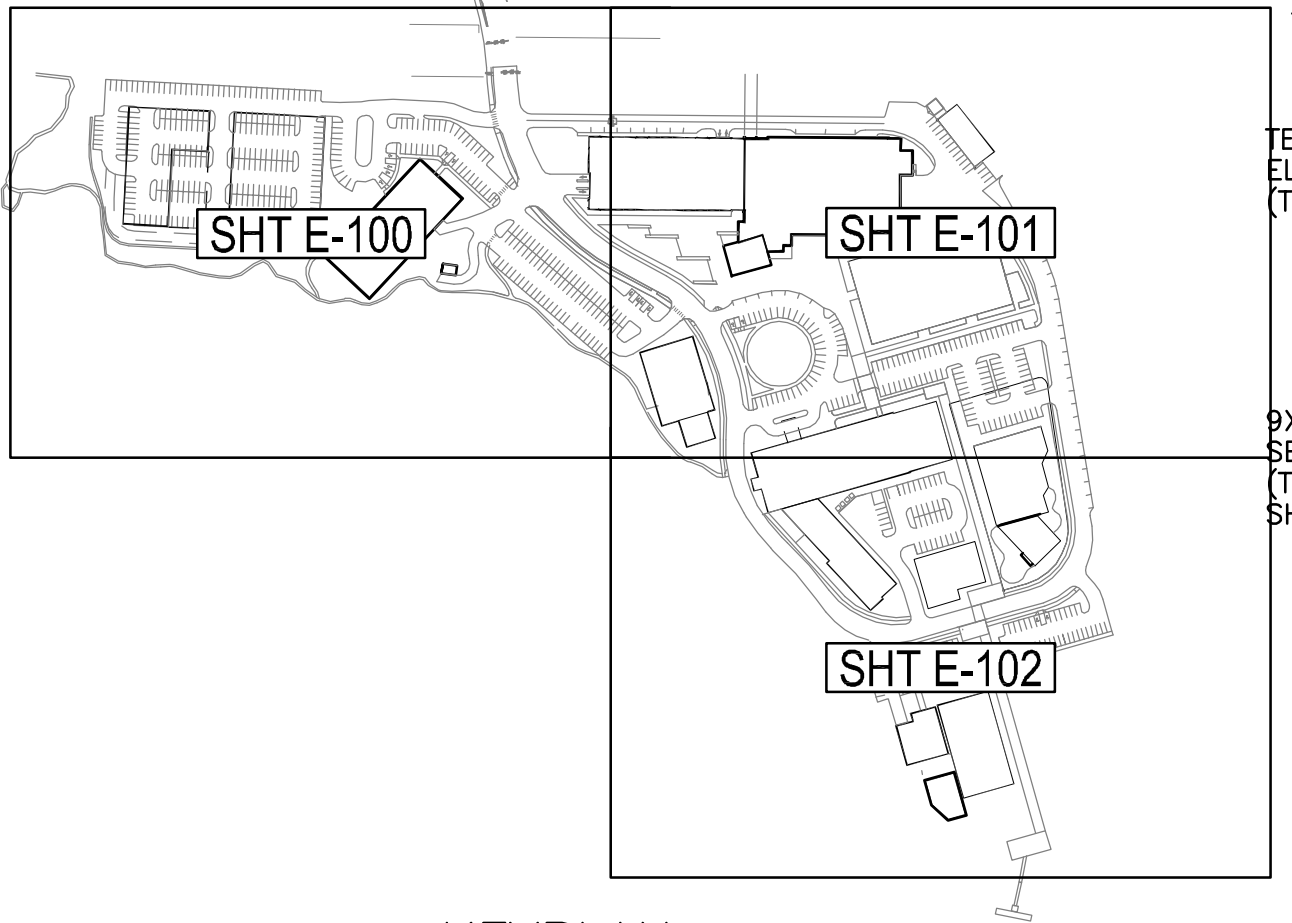
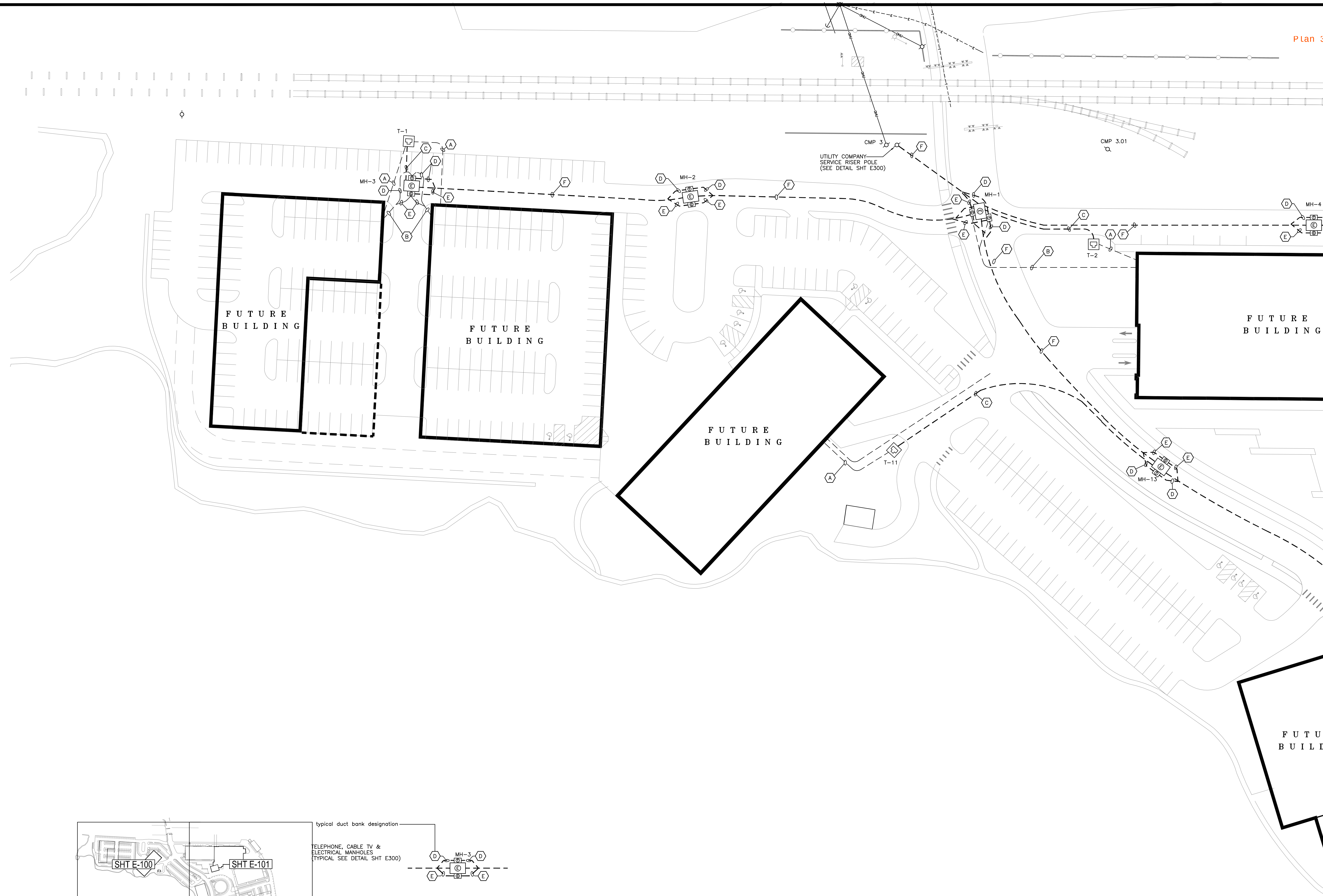
SCALE: 1"=40'-0"
0' 40' 80'

Luminaire Locations											
		Location				Aim					
No.	Label	X	Y	Z	MH	Orientation	Tilt	X	Y	Z	
1481	CA	617.51	52.78	12.00	12.00	198.74	0.00	617.11	51.60	0.00	
1482	CA	592.01	61.63	12.00	12.00	289.98	0.00	590.83	62.05	0.00	
1483	CA	584.25	92.47	12.00	12.00	113.41	0.00	585.40	91.97	0.00	
1484	CA	611.00	116.63	12.00	12.00	293.10	0.00	609.85	117.12	0.00	
1485	CA	604.00	151.09	12.00	12.00	109.59	0.00	605.18	150.67	0.00	
1486	CA	630.25	175.09	12.00	12.00	295.97	0.00	629.13	175.64	0.00	
1487	CA	645.50	219.28	12.00	12.00	292.96	0.00	644.35	219.77	0.00	
1488	CA	661.50	263.16	12.00	12.00	294.72	0.00	660.36	263.68	0.00	
1489	CA	675.77	306.32	12.00	12.00	294.52	0.00	674.63	306.84	0.00	
1490	CA	688.76	337.97	12.00	12.00	298.95	0.00	687.66	338.57	0.00	
1491	CA	682.25	374.81	12.00	12.00	110.43	0.00	683.42	374.38	0.00	
1492	CA	701.25	429.72	12.00	12.00	115.55	0.00	702.38	429.18	0.00	
1493	CA	716.50	424.28	12.00	12.00	292.31	0.00	715.34	424.76	0.00	
1494	CA	727.00	501.78	12.00	12.00	196.68	0.00	726.64	500.58	0.00	
1495	CA	779.50	483.47	12.00	12.00	203.47	0.00	779.00	482.32	0.00	
1496	CA	793.75	477.78	12.00	12.00	293.45	0.00	792.60	478.28	0.00	
1497	CA	806.32	514.91	12.00	12.00	291.59	0.00	805.15	515.37	0.00	
1498	CA	804.00	554.21	12.00	12.00	112.79	0.00	805.15	553.73	0.00	
1499	CA	829.00	578.97	12.00	12.00	292.79	0.00	827.85	579.45	0.00	
1500	CA	825.00	614.03	12.00	12.00	115.39	0.00	826.13	613.50	0.00	
1501	CA	848.99	638.31	12.00	12.00	285.57	0.00	847.79	638.65	0.00	
1502	CA	843.50	669.22	12.00	12.00	116.66	0.00	844.62	668.66	0.00	
1503	CA	851.50	692.78	12.00	12.00	109.76	0.00	852.68	692.36	0.00	
1504	CA	879.00	722.41	12.00	12.00	293.27	0.00	877.85	722.90	0.00	
1505	CA	874.00	757.25	12.00	12.00	116.57	0.00	875.12	756.69	0.00	
1506	CA	898.50	779.66	12.00	12.00	289.66	0.00	897.32	780.08	0.00	
1509	CA	873.89	818.30	12.00	12.00	198.31	0.00	873.50	817.12	0.00	
1510	CA	907.06	806.01	12.00	12.00	194.75	0.00	906.75	804.80	0.00	
40	S1	621.25	1128.13	24.00	24.00	92.71	0.00	624.75	1127.96	0.00	
41	S1	607.00	1039.16	24.00	24.00	106.53	0.00	610.36	1038.16	0.00	
42	S1	570.25	962.19	24.00	24.00	130.55	0.00	572.91	959.91	0.00	
43	S1	519.50	881.91	24.00	24.00	113.18	0.00	522.72	880.53	0.00	
44	S1	506.00	819.09	24.00	24.00	95.69	0.00	509.48	818.75	0.00	
45	S1	542.00	545.19	24.00	24.00	58.48	0.00	544.98	547.02	0.00	
46	S1	615.75	483.09	24.00	24.00	24.92	0.00	617.22	486.27	0.00	
47	S1	887.75	403.31	24.00	24.00	351.41	0.00	887.23	406.77	0.00	
48	S1	1050.50	611.41	24.00	24.00	295.88	0.00	1047.35	612.93	0.00	
49	S1	1126.00	770.13	24.00	24.00	294.60	0.00	1122.82	771.58	0.00	
50	S1	1161.75	852.19	24.00	24.00	287.04	0.00	1158.40	853.21	0.00	
51	S1	708.25	452.22	24.00	24.00	17.20	0.00	709.29	455.56	0.00	
52	S1	777.75	426.59	24.00	24.00	17.05	0.00	778.78	429.94	0.00	
53	S1	967.50	460.78	24.00	24.00	302.67	0.00	964.55	462.67	0.00	
54	S1	1012.25	531.66	24.00	24.00	296.53	0.00	1009.12	533.22	0.00	
55	S1	1087.52	690.66	24.00	24.00	296.26	0.00	1084.38	692.21	0.00	
56	S1	1170.50	943.44	24.00	24.00	265.77	0.00	1167.01	943.18	0.00	
57	S1	521.75	640.34	24.00	24.00	84.95	0.00	525.24	640.65	0.00	
58	S1	512.51	731.44	24.00	24.00	78.41	0.00	515.94	732.14	0.00	
59	S1	598.26	1208.60	24.00	24.00	64.07	0.00	601.41	1210.13	0.00	
60	S1	552.51	1302.50	24.00	24.00	66.37	0.00	555.71	1303.90	0.00	
61	S1	527.25	1391.31	24.00	24.00	76.33	0.00	530.65	1392.14	0.00	
62	S1	531.75	1540.22	24.00	24.00	109.10	0.00	535.06	1539.07	0.00	

Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
main roadway lighting	+	1.6 fc	3.7 fc	0.3 fc	12.3:1	5.3:1	0.4:1
Pedestrian Lane	+	2.3 fc	4.9 fc	0.2 fc	24.5:1	11.5:1	0.5:1

Luminaire Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor
0	S1	23	Holophane	LEDG-072 70 4K 00 2H L3	LEDG-072 70 4K 00 2H L3	72 LED ARRAY	1	LEDG-072_70_4K_00_2H_L3.ies	9604.354	0.81
0	CA	28	American Electric Lighting	ATBS A XXXXX R2	ATBS A Performance Package, 4000K Color Temperature Roadway Type II Distribution	LED	1	ATBS_A_XXX XX_R2.IES	1761	0.9

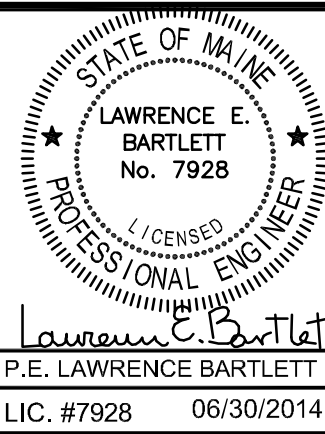




PRELIMINARY

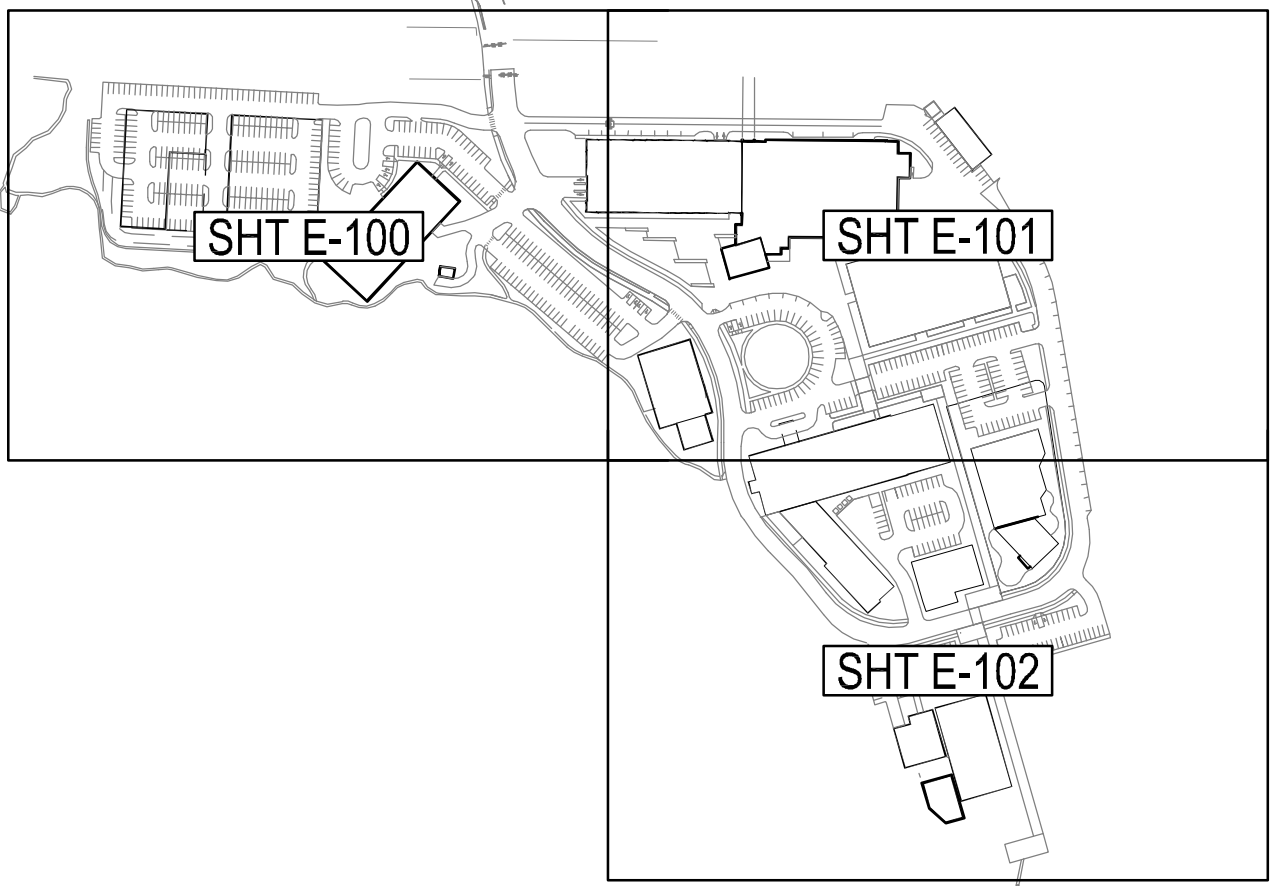
Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

REV	DATE	DESCRIPTION
1	07/01/14	SUBMITTED FOR CLIENT REVIEW
REVISIONS		

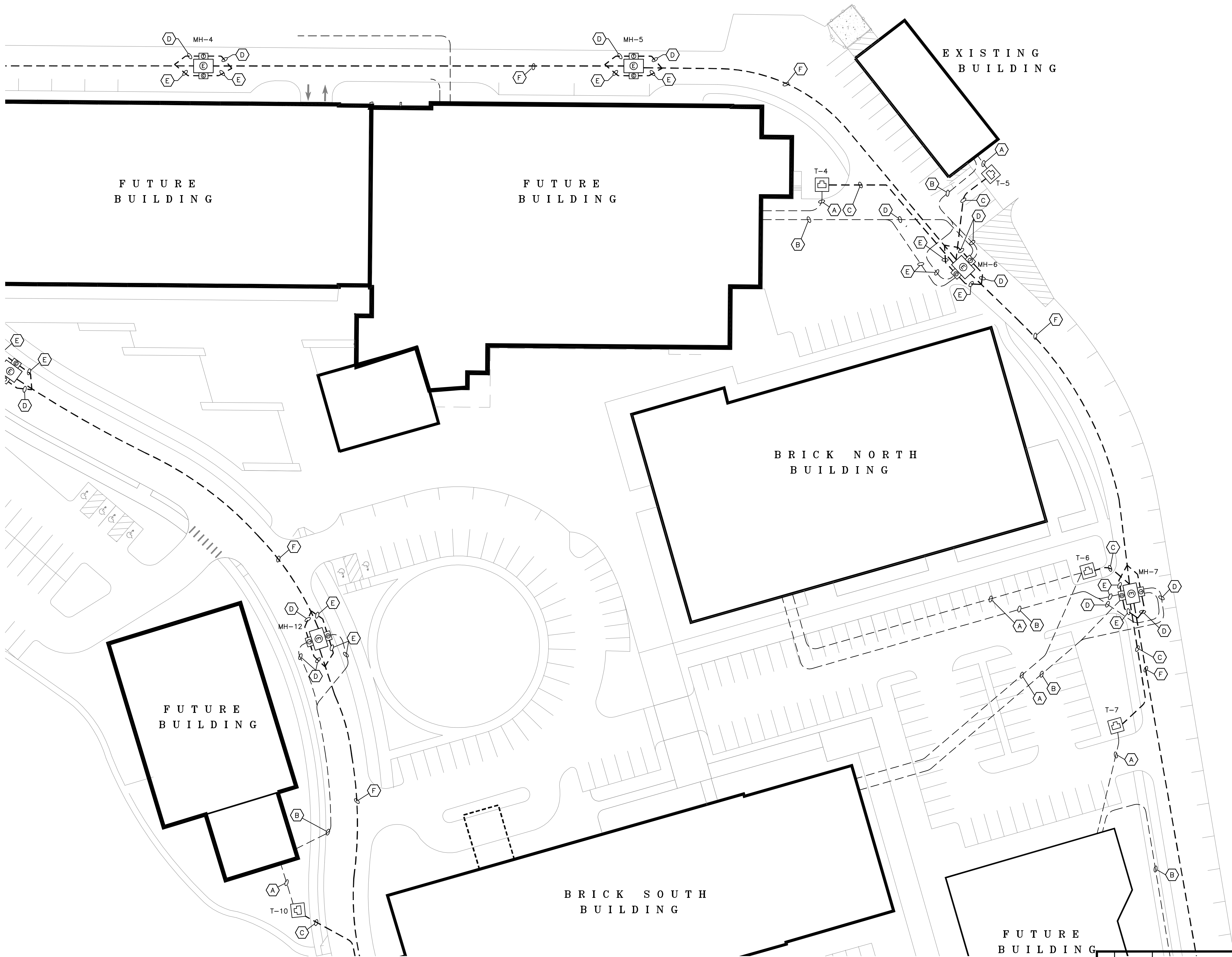


PROJECT	ELECTRICAL MASTERPLAN THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	ELECTRICAL MASTERPLAN PART 1
CLIENT	FOREFRONT PARTNERS I, LP

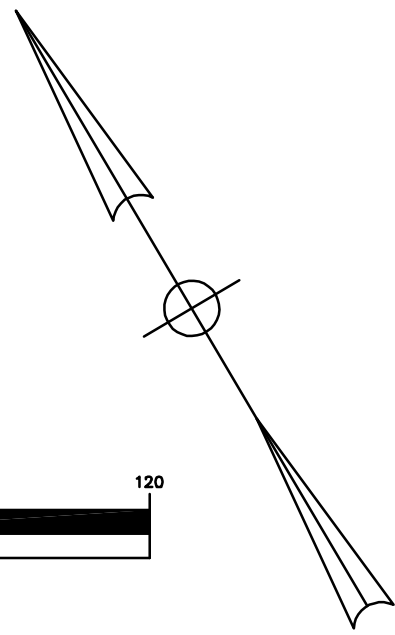
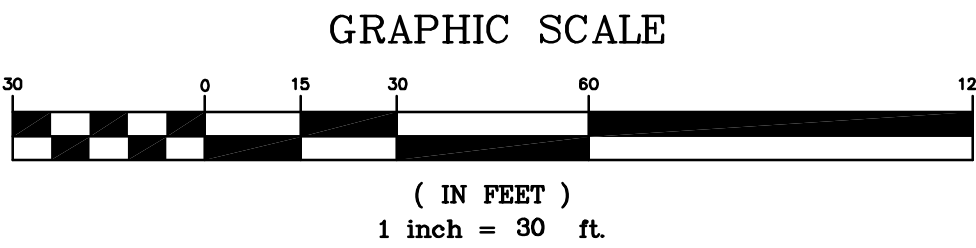
FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 6, SOUTH PORTLAND, ME 04106	
DRAWN: LEB	DATE: 06/30/2014
DESIGNED: LEB	SCALE: 1" = 30'-0"
CHECKED: LEB	JOB NO.
FILE NAME:	
SHEET	E-100



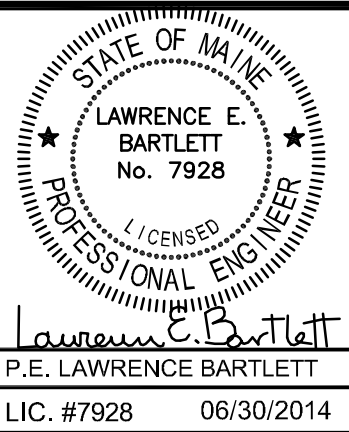
KEYPLAN
NOT TO SCALE



PRELIMINARY
Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
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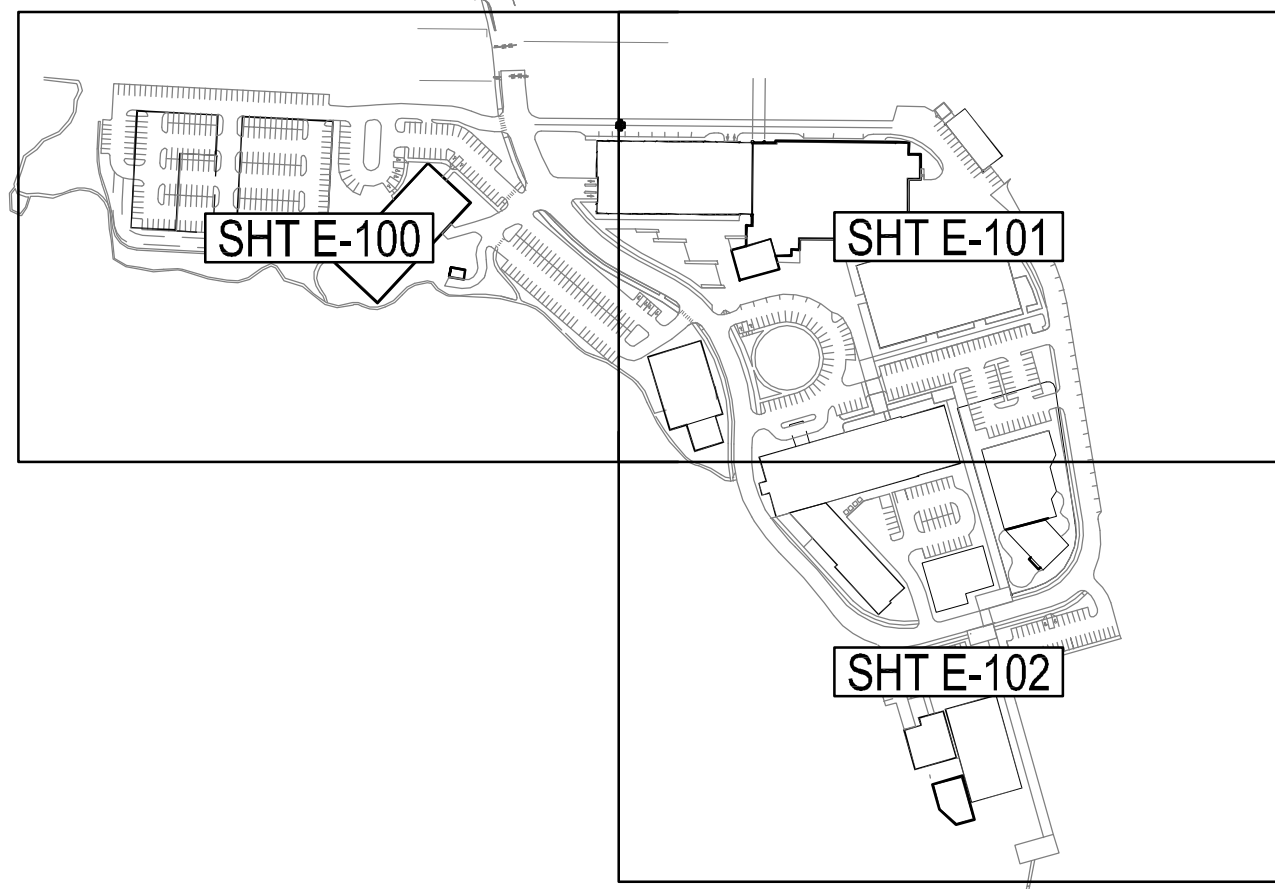
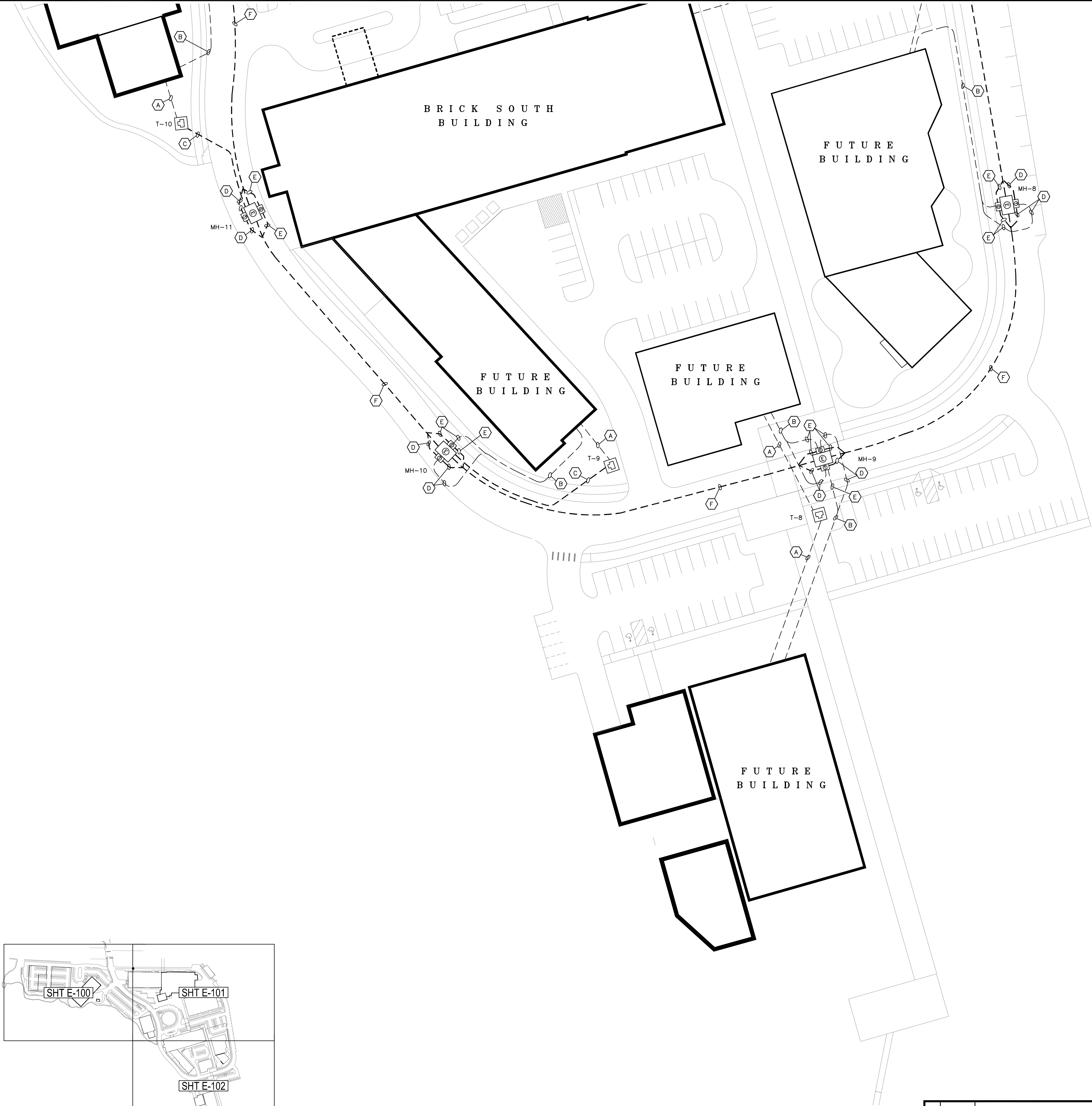


REV	DATE	DESCRIPTION
1	07/01/14	SUBMITTED FOR CLIENT REVIEW
REVISIONS		



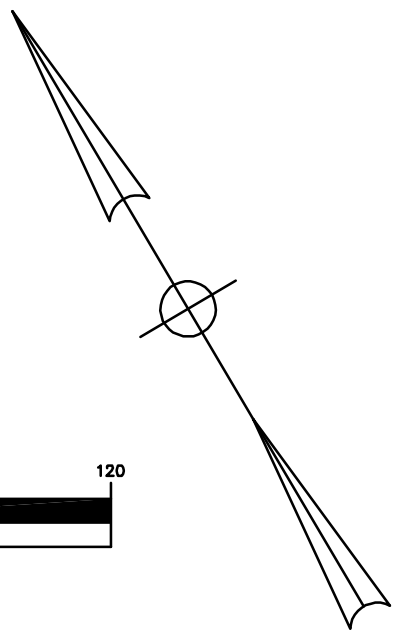
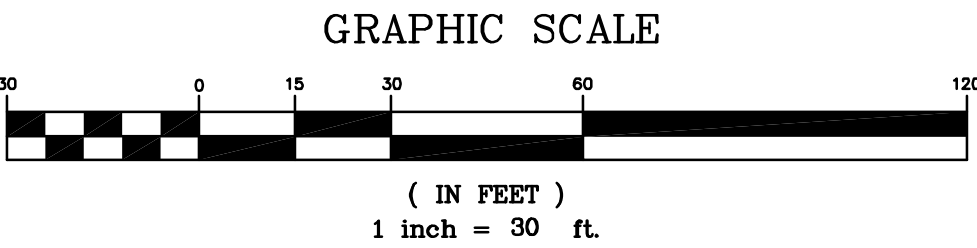
PROJECT	ELECTRICAL MASTERPLAN THE FOREFRONT AT THOMPSON'S POINT	
SHEET TITLE	ELECTRICAL MASTERPLAN PART - 2	
CLIENT	FOREFRONT PARTNERS I, LP	

FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS	
DRAWN: LEB	DATE: 06/30/2014
DESIGNED: LEB	SCALE: 1" = 30'-0"
CHECKED: LEB	JOB NO.
FILE NAME:	
SHEET	E-101

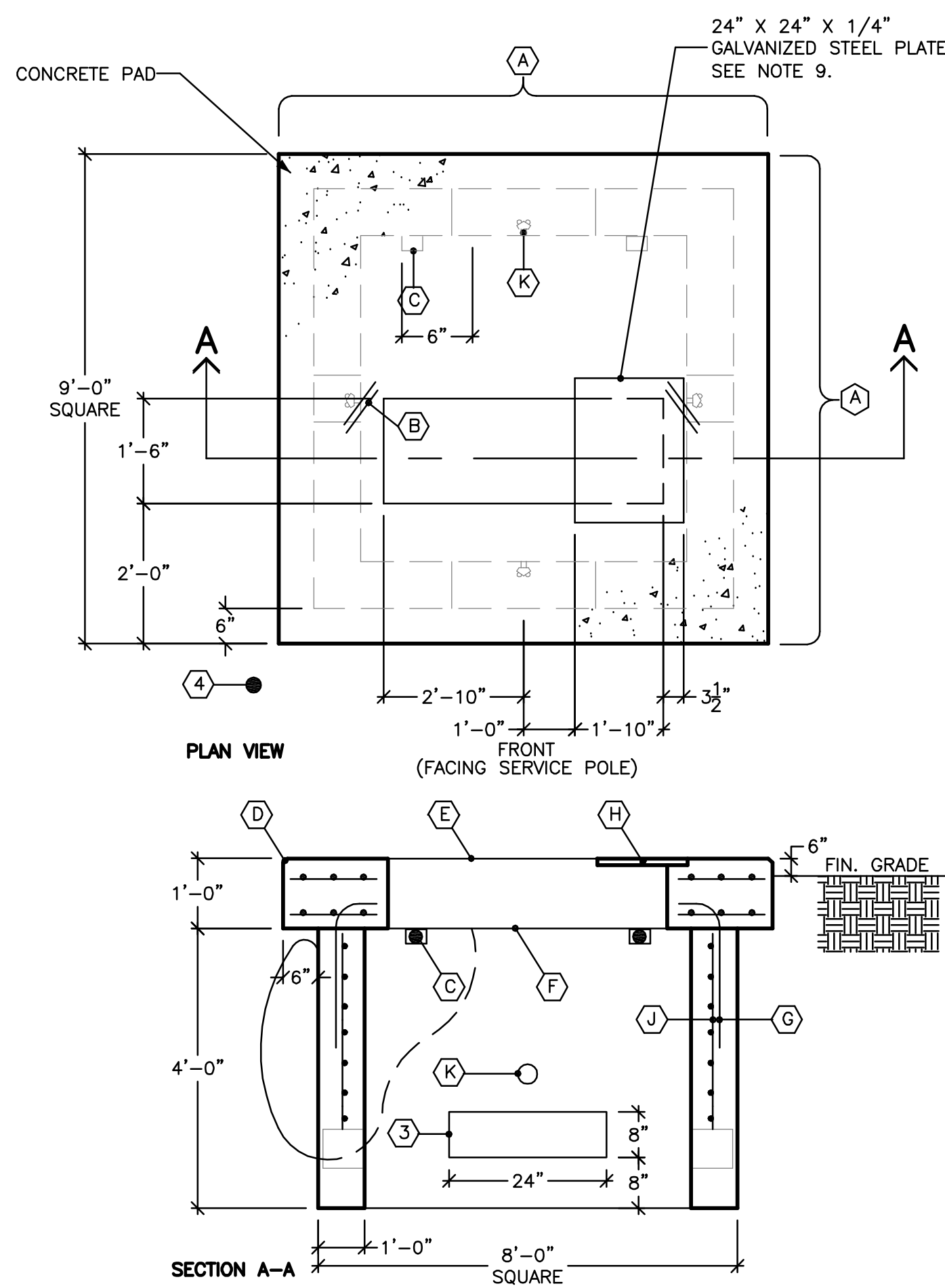


KEYPLAN
NOT TO SCALE

PRELIMINARY
Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

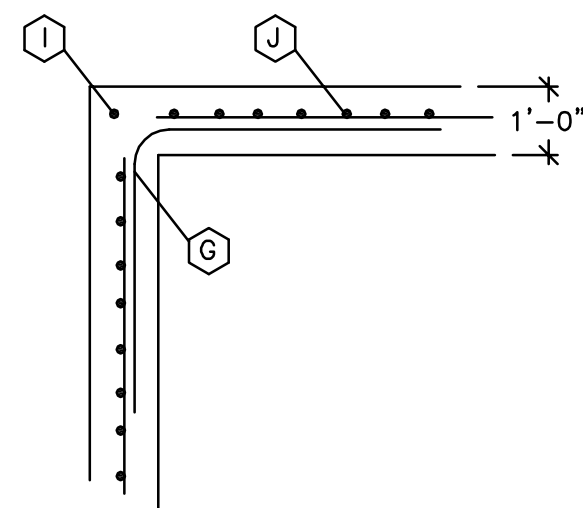


				PROJECT ELECTRICAL MASTERPLAN THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE ELECTRICAL MASTERPLAN PART - 3	
1	07/01/14	SUBMITTED FOR CLIENT REVIEW		CLIENT FOREFRONT PARTNERS I, LP	DRAWN: LEB DESIGNED: LEB CHECKED: LEB FILE NAME: SHEET E-102
REV	DATE	DESCRIPTION	P.E. LAWRENCE BARTLETT LIC. #7928 06/30/2014		DATE: 06/30/2014 SCALE: 1" = 30'-0" JOB NO.
REVISIONS					



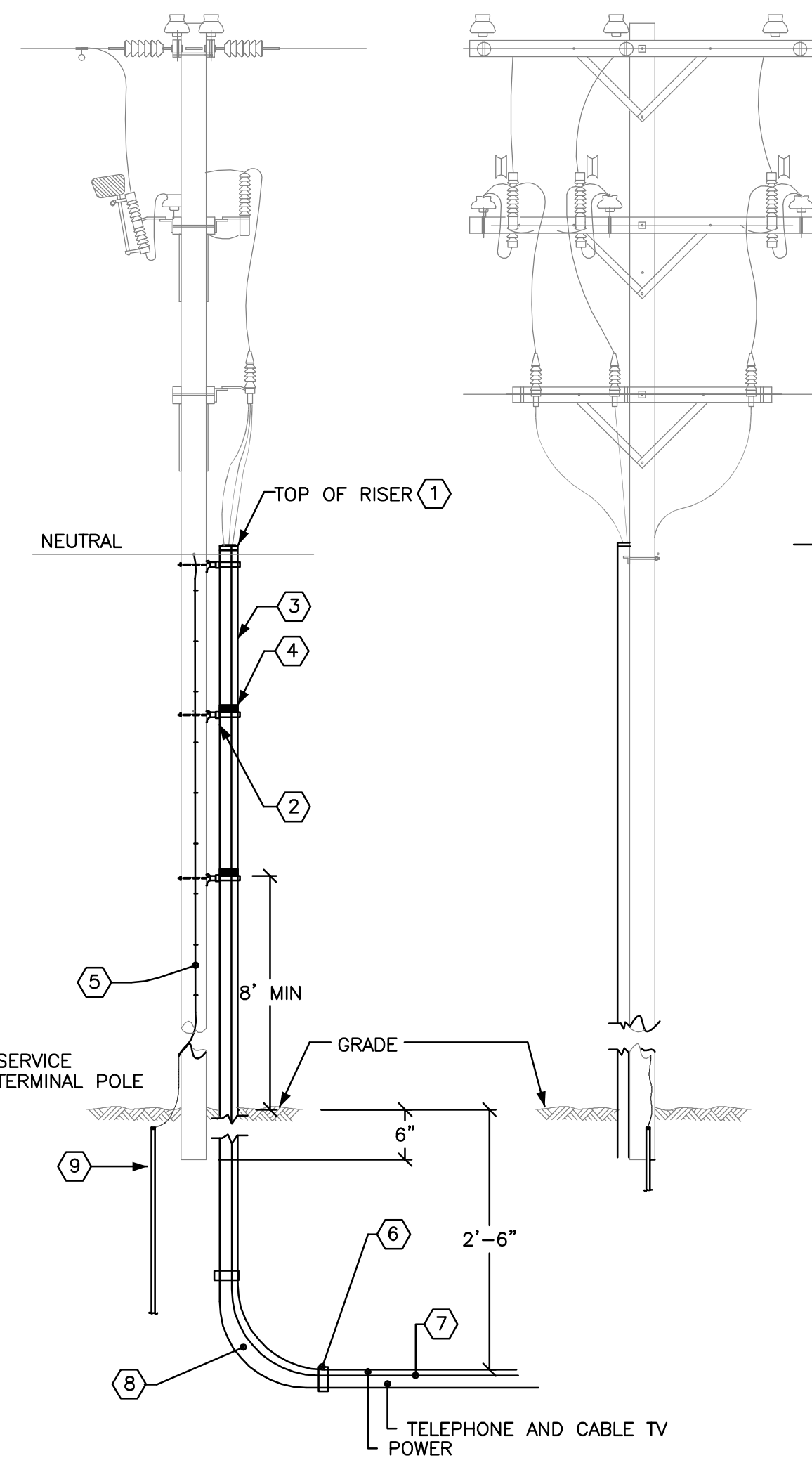
TRANSFORMER PAD DETAIL NOTES

- "FRONT" DENOTES THE SIDE ON WHICH THE ACCESS DOORS ARE LOCATED. THE CONCRETE BASE SHALL BE SET ON A SUITABLE GRAVEL BASE AND LOCATED SO THE FRONT IS ACCESSIBLE BY TRUCK AND SUITABLY PROTECTED FROM FLOW AND TRAFFIC DAMAGE.
 - FINISH GRADE SHALL BE GRADED IN SUCH A MANNER TO ALLOW SURFACE WATER TO FLOW AWAY FROM THE PAD.
 - PROVIDE 8" X 12" CABLE HOLES (BOND OUTS) 8" UP FROM THE WALL BASE. LOCATE ONE CABLE HOLE PER WALL, OR AS REQUIRED. LINE UP CABLE HOLES WITH TRENCHES.
 - PROVIDE A 3/4" X 96" GALVANIZED GROUND ROD SIX INCHES IN FRONT OF THE LEFT FRONT CORNER OF THE PAD. THE TOP OF THE GROUND ROD SHALL BE 6" BELOW FINAL GRADE.
 - A GROUND WIRE SHALL BE INSTALLED FROM THE GROUND ROD THROUGH THE CABLE HOLE AT THE BOTTOM OF THE PAD. ENOUGH GROUND WIRE SHALL BE PROVIDED SO THAT IT CAN BE INSTALLED THROUGH THE TWO GROUNDING LUGS AND CONNECTED TO THE NEUTRAL SPADE.
 - CONCRETE COMPRESSIVE STRENGTH SHALL BE 4000 PSI @ 28 DAYS. FOR CAST-IN-PLACE, EARLY HIGH STRENGTH MAY BE USED WITH A MINIMUM OF SEVEN DAY CURE TIME.
 - REINFORCING STEEL SHALL HAVE FY = 60 KSI.
 - FOR PRECAST UNITS, THE PRECAST SUPPLIER SHALL PROVIDE LIFTING LUGS IN THE SLAB (PAD) AND BASE. THE PRECAST SUPPLIER SHALL ASSEMBLE THE SLAB TO THE BASE PRIOR TO SHIPPING TO THE SITE TO ENSURE THAT THE SLAB AND BASE ARE PROPERLY (WITH NO ROCKING OF THE SLAB EVIDENT).
 - USE A 24" X 24" X 1/4" GALVANIZED STEEL PLATE TO COVER A PORTION OF THE CABLE HOLE WHEN THE TRANSFORMER DOES NOT COMPLETELY COVER IT. CUT THE STEEL PLATE TO FIT, IF NECESSARY.
- A. 9 - #5 REBAR EVENLY SPACED EACH WAY TOP TO BOTTOM.
B. 2 - #4 CORNER DIAGONAL REBAR 2'-0" LONG TOP AND BOTTOM.
C. 4" X 4" X 1/2" ANGLE 6" LONG WITH (2) 3/4" DIAMETER EXPANSION ANCHORS TYPICAL AT 4 PLACES (TWO PIECE PRECAST ONLY).
D. CHAMFER TYPICAL.
E. 2" CONCRETE COVER OVER TOP REBAR.
F. 3" CONCRETE COVER OVER BOTTOM REBAR.
G. #5 L-BAR @ 12" (CAST-IN-PLACE ONLY).
H. 24" X 24" X 1/4" GALVANIZED STEEL PLATE. 5/C #62-1795
I. 6 X 6 WWM @ CENTER OF COVER.
J. #5 REBAR ON 12" CENTERS.
K. PULLING EYE INSERT, FOR USE WITH 3/4" NATIONAL COURSE THREAD EYE-BOLT, (RICHMOND LGS-1 OR EQUIVALENT), LOCATED OPPOSITE EACH CABLE HOLE AND 2' (TWO FEET) FROM BOTTOM.
L. ALL REBAR ENDS TO BE COVERED BY 1" OF CONCRETE, MINIMUM.



BASE: TYPICAL CORNER VIEW

THREE PHASE TRANSFORMER PAD DETAIL 9FT SQ.
NOT TO SCALE

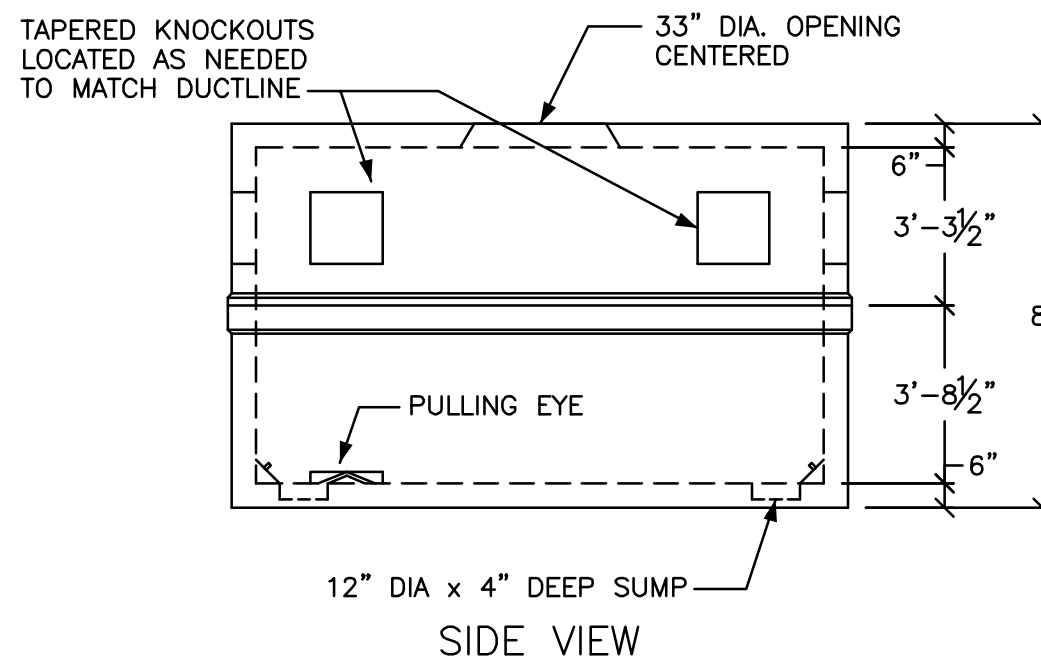
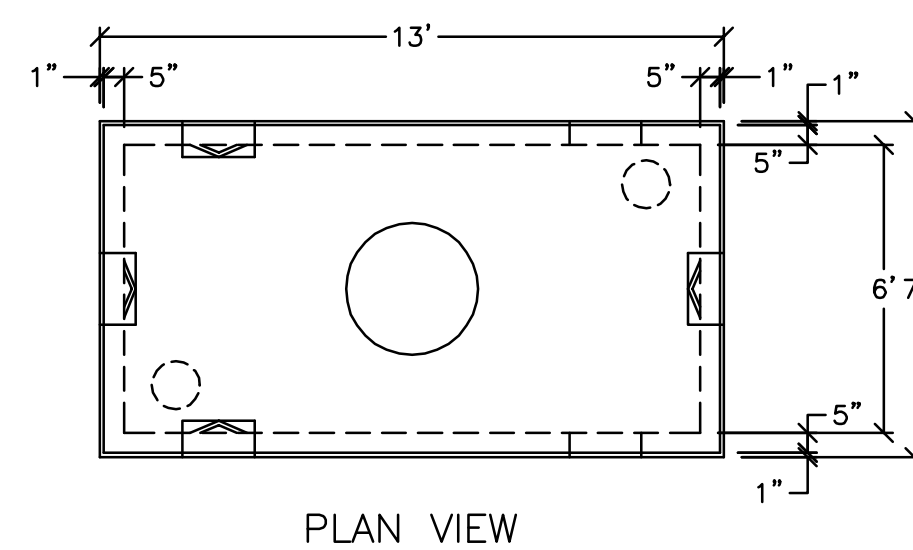


RISER POLE DETAIL
NOT TO SCALE

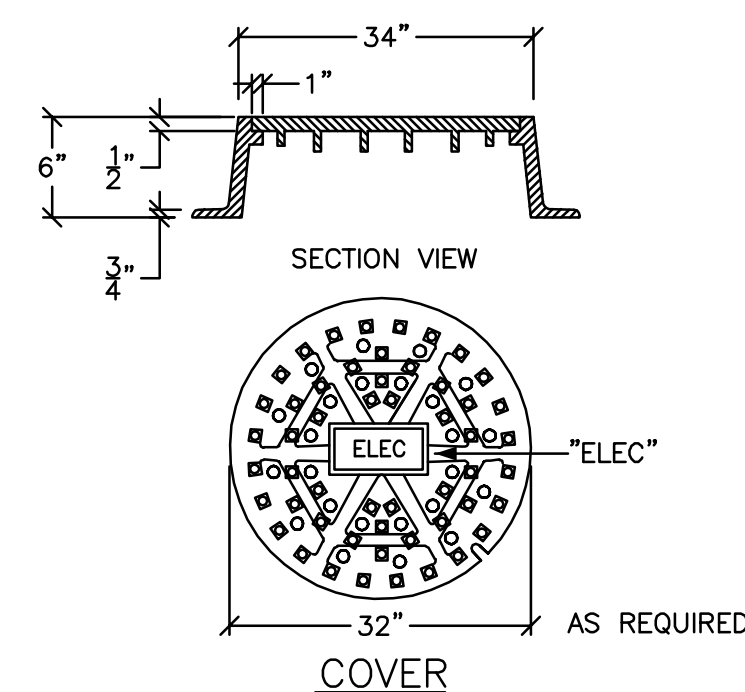
WORK BY UTILITY CO.'S
WORK BY ELEC. CONTRACTOR

NOTES:

- SEAL TOP OF CONDUIT WITH POLYURETHANE SEALER. TOP OF CONDUIT SHALL HAVE A DOUBLE NON-THREADED PLASTIC COUPLING. TOP OF CONDUIT SHALL EXTEND 4" ABOVE PRIMARY NEUTRAL.
- CONDUIT STANDOFF BRACKETS - CONDUIT SECTION USED WITH STANDOFF BRACKETS SHALL BE METAL CONDUIT ONLY. TOP CONDUIT SECTIONS LONGER THAN 24" MUST BE SUPPORTED. LOWEST BRACKET SHALL BE A MINIMUM OF 8FT ABOVE FINISHED GRADE. ONE BRACKET SHALL BE USED TO SUPPORT EACH 10FT SECTION OF CONDUIT WITH THE BRACKET PLACED JUST BELOW THE RISER CONDUIT COUPLING. A BRACKET WILL ALSO BE PLACED TO HOLD THE TOP OF THE RISE CONDUIT.
- RIGID STEEL GALVANIZED CONDUIT.
- STEEL CONDUIT COUPLING.
- CONDUIT GROUNDING CONNECTOR.
- PVC TO STEEL CONDUIT COUPLING.
- PVC SCHEDULE 40 CONDUIT. COVER WITH CONCRETE WHERE PASSING UNDER ROADWAYS OR DRIVES.
- LONG SWEEP CONDUIT ELBOW.
- 3/4" DIA BY 10FT LONG COPPER CLAD GROUND ROD.

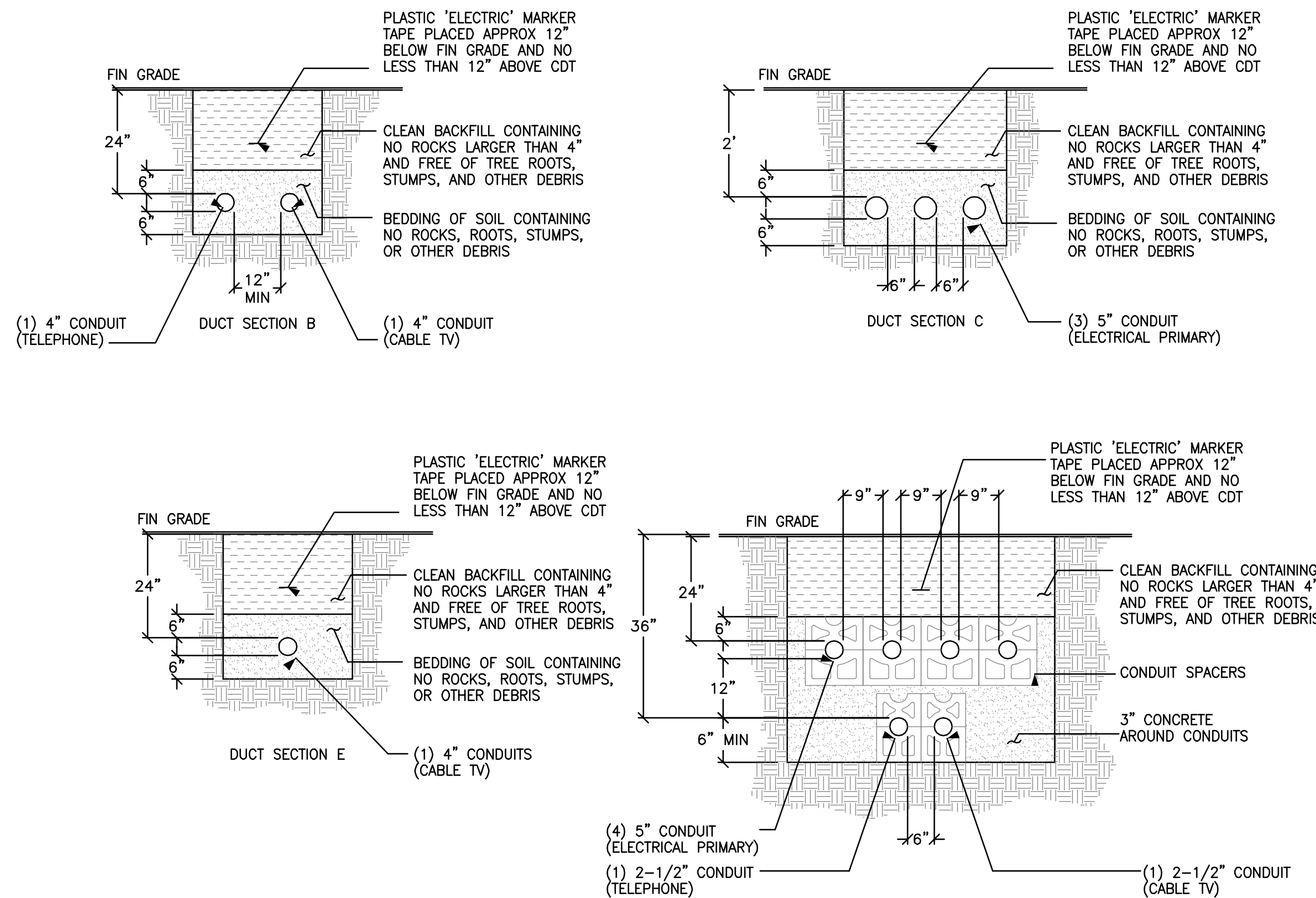


ELECTRICAL MANHOLE DETAIL
NOT TO SCALE



ELECTRICAL MANHOLE DETAIL NOTES:

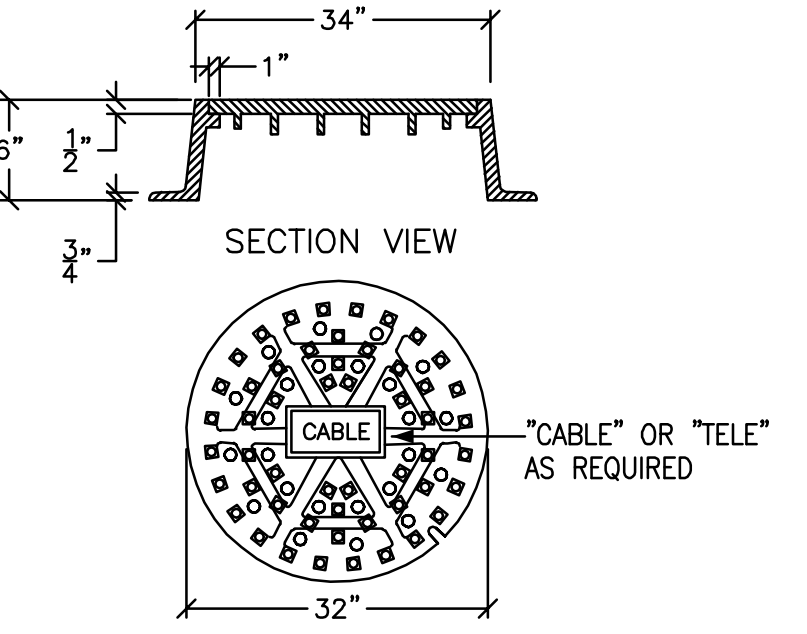
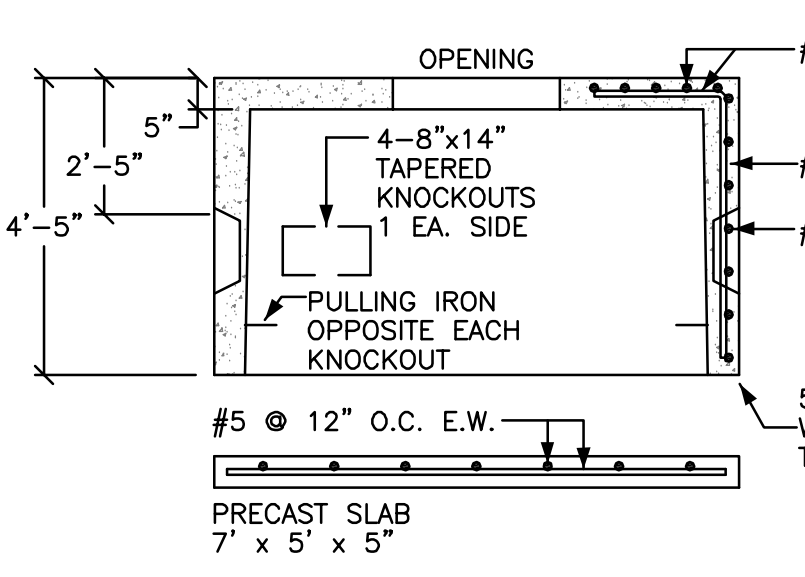
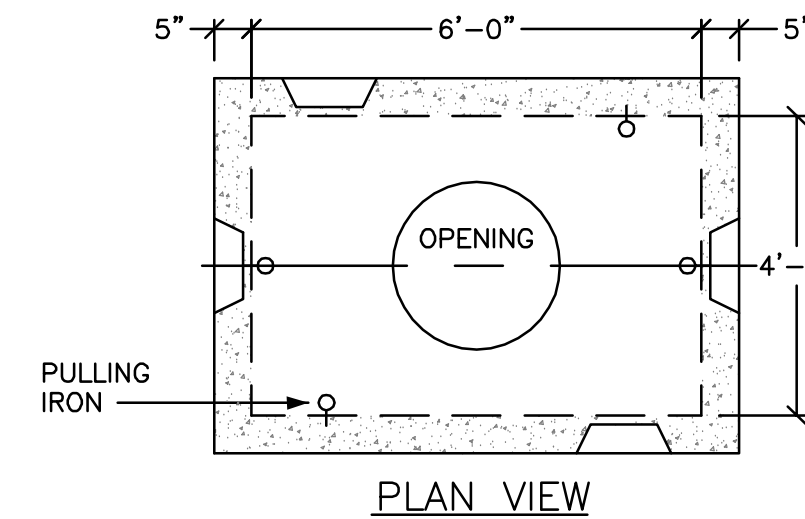
- VAULT SHALL BE DESIGNED TO WITHSTAND LOADING WITH 4" OF OVERBURDEN. THE DESIGN SHALL ALSO COMPLY WITH THE STRENGTH REQUIREMENTS OF NATIONAL ELECTRICAL SAFETY CODE SECTION 323A. PROVIDE SHOP DRAWINGS STAMPED BY A STATE OF MAINE REGISTERED PROFESSIONAL ENGINEER UPON REQUEST.
- JOINTS SEALED WITH ASPHALT.
- MOUNTINGS FOR CABLE RACKS, ETC. CAST IN WALL BY FURTHER PLANS OR FIELD LOCATED.
- MANHOLE SHALL BE SET ON A SUITABLE GRAVEL BASE.
- CABLES ARE TO BE RACKED ALONG ONE WALL ONLY.



DUCT SECTIONS
NOT TO SCALE

CABLE TV/TELEPHONE MANHOLE DETAIL NOTES:

- CONCRETE: 4,000 PSI @ 28DAYS.
- USE 32IN COVER AND FRAME MARKED ELEC OR COMM AS REQUIRED. MINIMUM ONE COURSE BRICK TO GRADE.

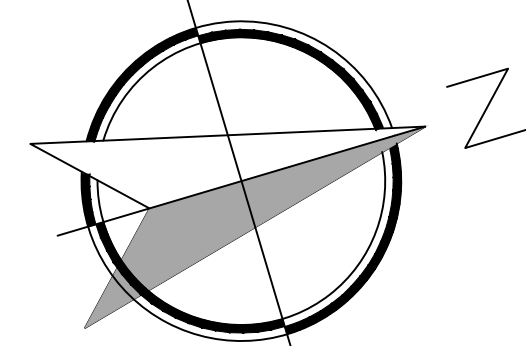


TELEPHONE & CABLE TV MANHOLE DETAIL
NOT TO SCALE

PRELIMINARY

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
945 WASHINGTON STREET, BATH, ME 04590
TEL (207) 443-5447 FAX (207) 443-5560

			PROJECT ELECTRICAL MASTERPLAN THE FOREFRONT AT THOMPSONS POINT		FST 100 YEARS FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
			SHEET TITLE ELECTRICAL MASTERPLAN DETAILS		DRAWN: LEB DATE: 06/30/2014 DESIGNED: LEB SCALE: NONE CHECKED: LEB JOB NO. FILE NAME: SHEET E-300
			CLIENT FOREFRONT PARTNERS LP		
			REVISIONS		
1	07/01/14	SUBMITTED FOR CLIENT REVIEW			
REV	DATE	DESCRIPTION			
			LAWRENCE E. BARTLETT P.E. LAWRENCE BARTLETT LIC. #7928 06/30/2014		



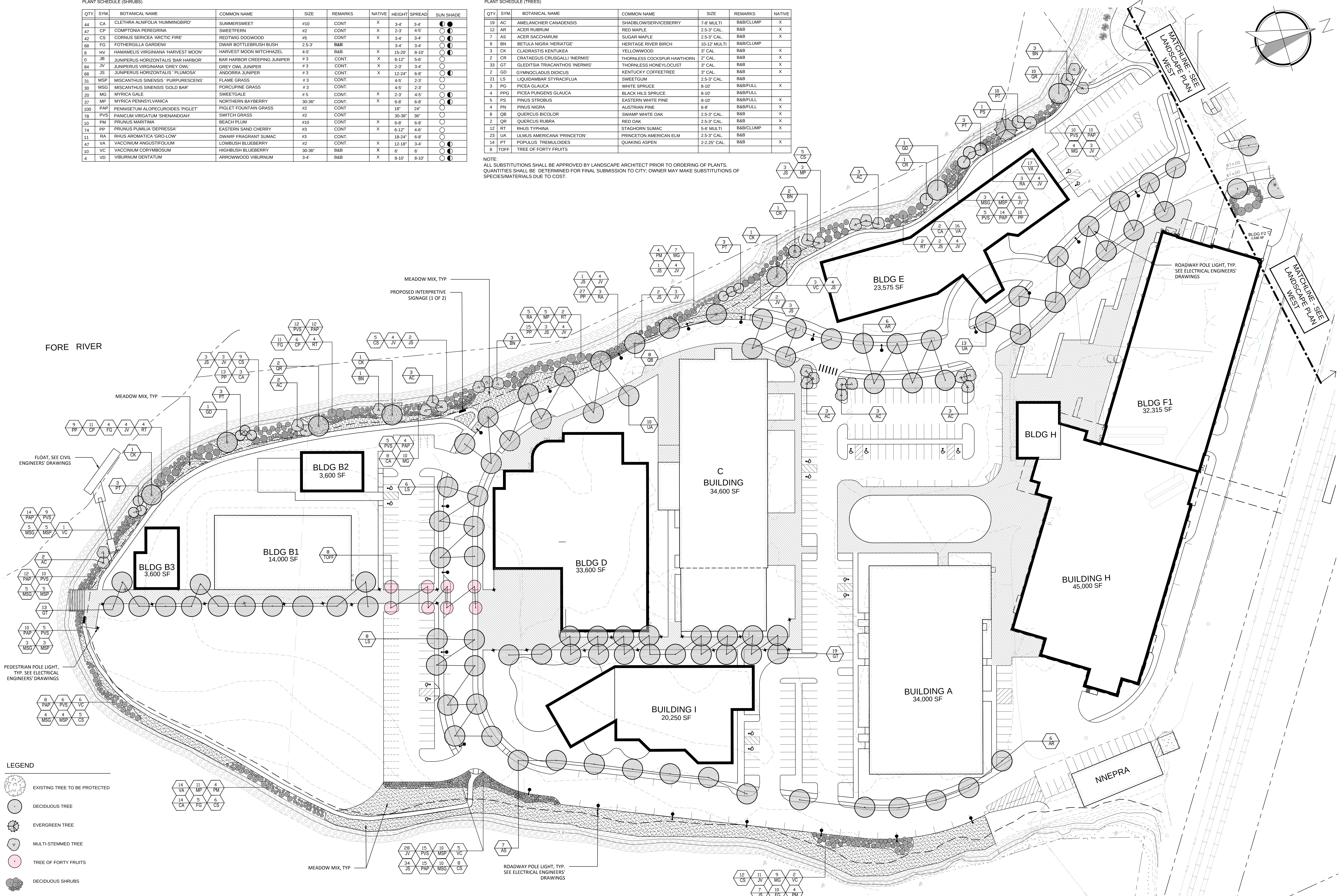
PLANT SCHEDULE (SHRUBS)

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE	HEIGHT	SPREAD	SUN SHADE
44	CA	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	SUMMERSWEET	#10	CONT.	X	3'-4"	3'-4"	●●
47	CP	COMPTONIA PEREGRINA	SWEETERN	#2	CONT.	X	2'-3"	4'-5"	○●
42	CS	CORNUS SERICEA 'ARCTIC FIRE'	REDTWIG DOGWOOD	#5	CONT.	X	3'-4"	3'-4"	○●
68	FG	FOTHERGILLA GARDENII	DWARF BOTTLEBRUSH BUSH	2.5'-3'	B&B	X	3'-4"	3'-4"	○●
8	HV	HAMAMELIS VIRGINIANA 'HARVEST MOON'	HARVEST MOON WITCHHAZEL	4'-5'	B&B	X	15'-20"	8'-10"	○●
0	JB	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR CREEPING JUNIPER	#3	CONT.	X	6'-12"	5'-6"	○●
84	JV	JUNIPERUS VIRGINIANA 'GREY OWL'	GREY OWL JUNIPER	#3	CONT.	X	2'-3"	3'-4"	○●
68	JS	JUNIPERUS HORIZONTALIS 'PLUMOSA'	ANDORRA JUNIPER	#3	CONT.	X	12'-24"	6'-8"	○●
31	MSP	MISCANTHUS SINENSIS 'PURPURESCENS'	FLAME GRASS	#3	CONT.		4'-5"	2'-3"	○●
20	MSG	MISCANTHUS SINENSIS 'GOLD BAR'	PORCUPINE GRASS	#3	CONT.		4'-5"	2'-3"	○●
20	MG	MYRICA GALE	SWEETGALE	#5	CONT.	X	2'-3"	4'-5"	○●
37	MP	MYRICA PENNSYLVANICA	NORTHERN BAYBERRY	30-36"	CONT.	X	6'-8"	6'-8"	○●
100	PAP	PENNISETUM ALOPECUROIDES 'PIGLET'	PIGLET FOUNTAIN GRASS	#2	CONT.		18"	24"	○●
78	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SWITCH GRASS	#2	CONT.		30-36"	36"	○●
10	PM	PRUNUS MARITIMA	BEACH PLUM	#10	CONT.	X	6'-8"	6'-8"	○●
74	PP	PRUNUS PUMILIA 'DEPRESSA'	EASTERN SAND CHERRY	#3	CONT.	X	6'-12"	4'-6"	○●
11	RA	RHUS AROMATICA 'GRO-LOW'	DWARF FRAGRANT SUMAC	#3	CONT.		18'-24"	6'-8"	○●
47	VA	VACCINIUM ANGUSTIFOLIUM	LOWBUSH BLUEBERRY	#2	CONT.	X	12'-18"	3'-4"	○●
10	VC	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY	30-36"	B&B	X	6'	6'	○●
4	VD	VIBURNUM DENTATUM	ARROWWOOD VIBURNUM	3'-4"	B&B	X	8'-10"	8'-10"	○●

PLANT SCHEDULE (TREES)

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
19	AC	AMELANCHIER CANADENSIS	SHADBLOW/SERVICEBERRY	7'-8" MULTI	B&B/CLUMP	X
12	AR	ACER RUBRUM	RED MAPLE	2.5'-3" CAL.	B&B	X
7	AS	ACER SACCHARUM	SUGAR MAPLE	2.5'-3" CAL.	B&B	X
9	BN	BETULA NIGRA 'HERITAGE'	HERITAGE RIVER BIRCH	10-12" MULTI	B&B/CLUMP	X
3	CK	CLADRASTIS KENTUCKEA	YELLOWWOOD	3" CAL.	B&B	X
2	CR	CRATAEGUS CRUSGALLI 'INERMIS'	THORNLESS COCKSPUR HAWTHORN	2" CAL.	B&B	X
33	GT	GLEDITSIA TRIACANTHOS 'INERMIS'	THORNLESS HONEYLOCUST	3" CAL.	B&B	X
2	GD	GYMNOKLADUS DIOICUS	KENTUCKY COFFEETREE	3" CAL.	B&B	X
21	LS	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	2.5'-3" CAL.	B&B	X
3	PG	PICEA GLAUCA	WHITE SPRUCE	9'-10"	B&B/FULL	X
4	PPG	PICEA PUNGENS GLAUCA	BLACK HILLS SPRUCE	9'-10"	B&B/FULL	X
5	PS	PINUS STROBUS	EASTERN WHITE PINE	8'-10"	B&B/FULL	X
4	PN	PINUS NIGRA	AUSTRIAN PINE	6'-8"	B&B/FULL	X
8	QB	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5'-3" CAL.	B&B	X
2	QR	QUERCUS RUBRA	RED OAK	2.5'-3" CAL.	B&B	X
12	RT	RHUS TYPHINA	STAGHORN SUMAC	5'-6" MULTI	B&B/CLUMP	X
23	UA	ULMUS AMERICANA 'PRINCETON'	PRINCETON AMERICAN ELM	2.5'-3" CAL.	B&B	X
14	PT	POPULUS TREMULOIDES	QUAKING ASPEN	2-2.25" CAL.	B&B	X
8	TOFF	TREE OF FORTY FRUITS				

NOTE:
ALL SUBSTITUTIONS SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO ORDERING OF PLANTS.
QUANTITIES SHALL BE DETERMINED FOR FINAL SUBMISSION TO CITY; OWNER MAY MAKE SUBSTITUTIONS OF SPECIES/MATERIALS DUE TO COST.



LEGEND

- EXISTING TREE TO BE PROTECTED
- DECIDUOUS TREE
- EVERGREEN TREE
- MULTI-STEMMED TREE
- TREE OF FORTY FRUITS
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- MEADOW MIX
- ROADWAY POLE LIGHT
- PEDESTRIAN POLE LIGHT

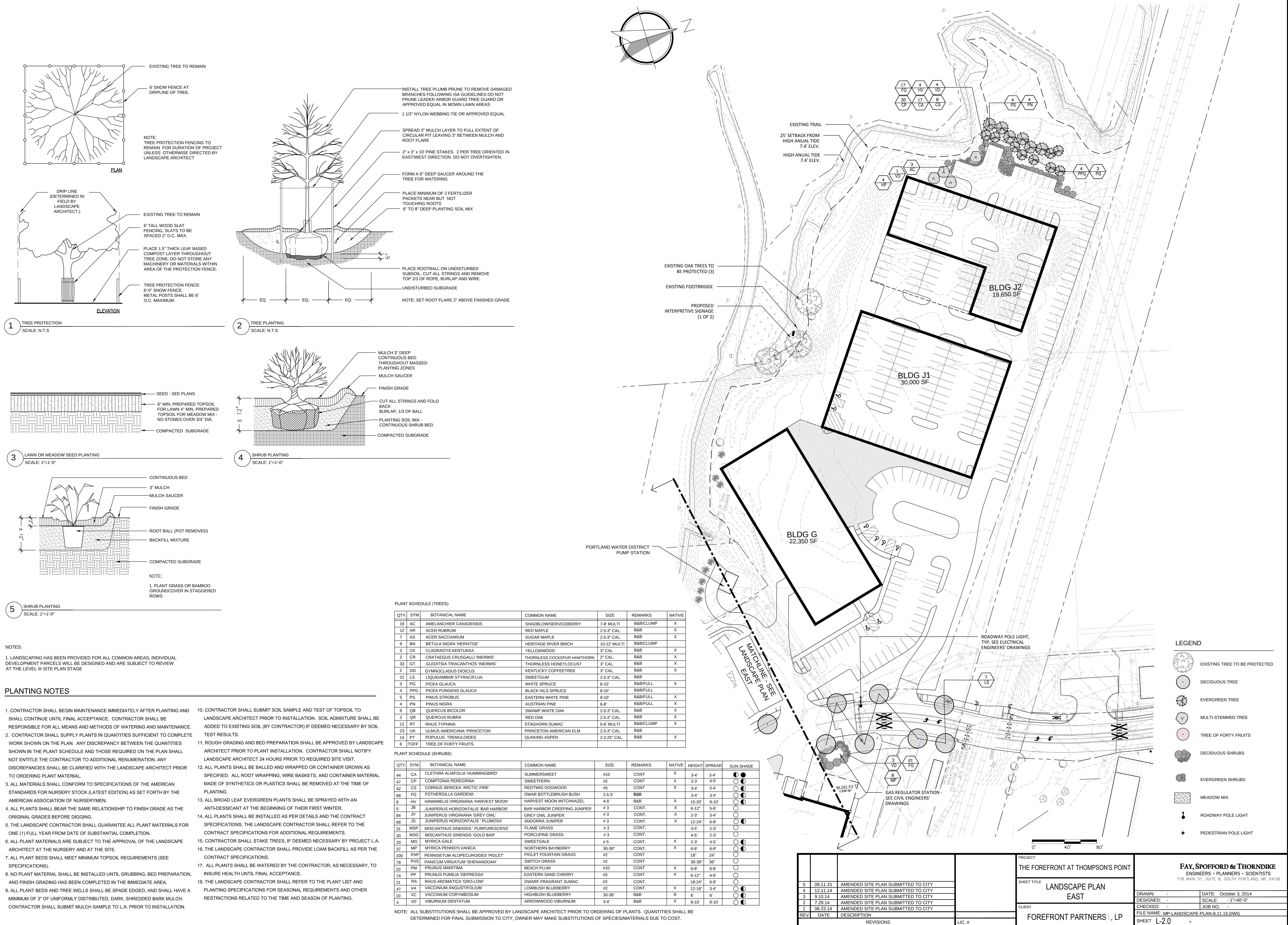
0' 40' 80'

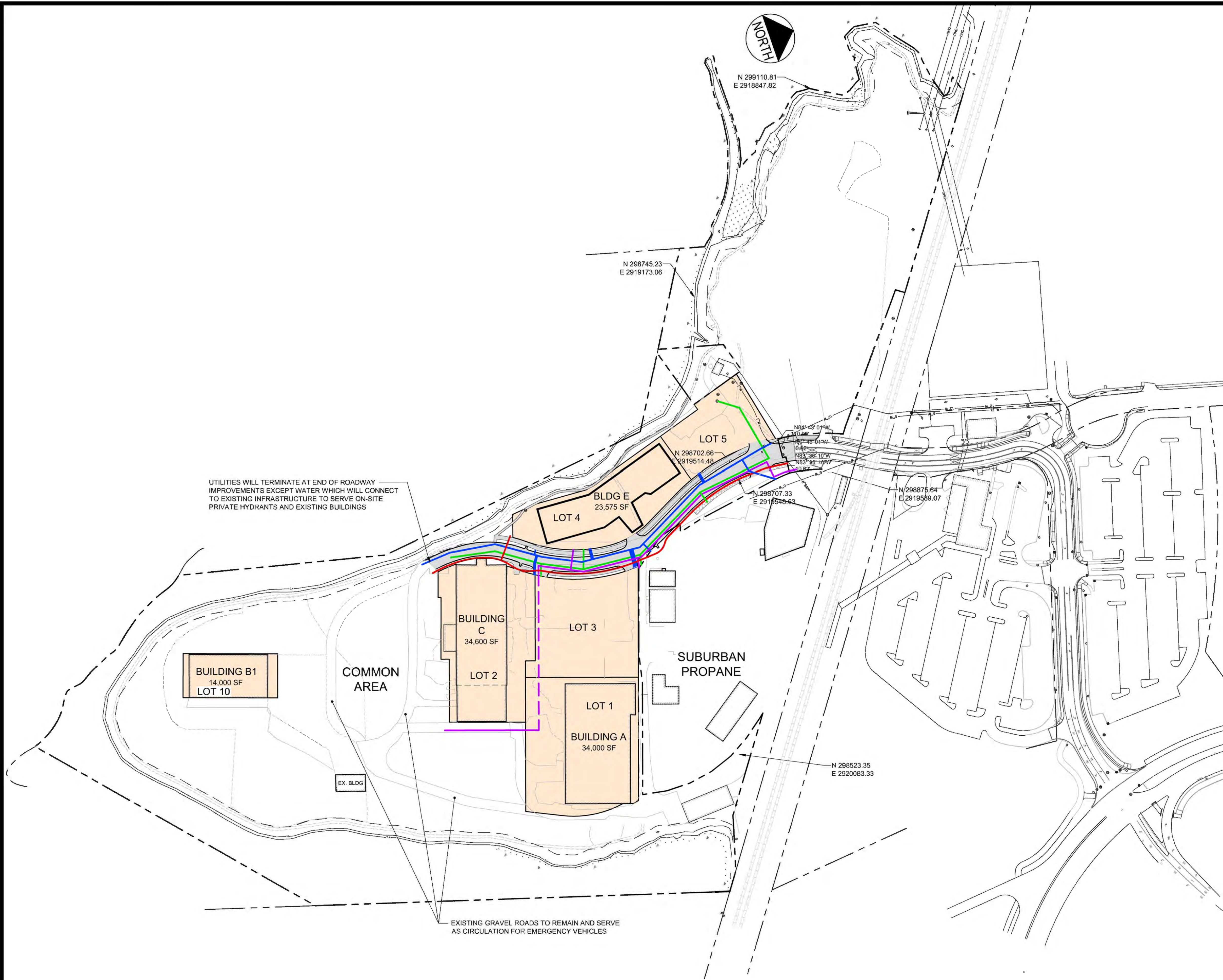
NOTES:

- LANDSCAPING HAS BEEN PROVIDED FOR ALL COMMON AREAS. INDIVIDUAL DEVELOPMENT PARCELS WILL BE DESIGNED AND ARE SUBJECT TO REVIEW AT THE LEVEL III SITE PLAN STAGE
- SEE L2.0 FOR GENERAL PLANTING NOTES AND DETAILS

PROJECT			THE FOREFRONT AT THOMPSON'S POINT		SHEET TITLE		LANDSCAPE PLAN EAST		CLIENT		FOREFRONT PARTNERS I, LP	
DRAWN:			DATE:		DESIGNED:		SCALE:		CHECKED:		JOB NO.	
FILE NAME:			MP-LANDSCAPE-PLAN-8.11.15.DWG		SHEET		L-1.0		LIC. #			
5	08.11.15	AMENDED SITE PLAN SUBMITTED TO CITY										
4	12.11.14	AMENDED SITE PLAN SUBMITTED TO CITY										
3	9.10.14	AMENDED SITE PLAN SUBMITTED TO CITY										
2	7.29.14	AMENDED SITE PLAN SUBMITTED TO CITY										
1	06.23.14	AMENDED SITE PLAN SUBMITTED TO CITY										
REV	DATE	DESCRIPTION										
REVISIONS												

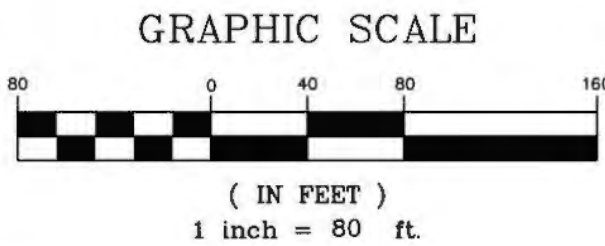
FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106



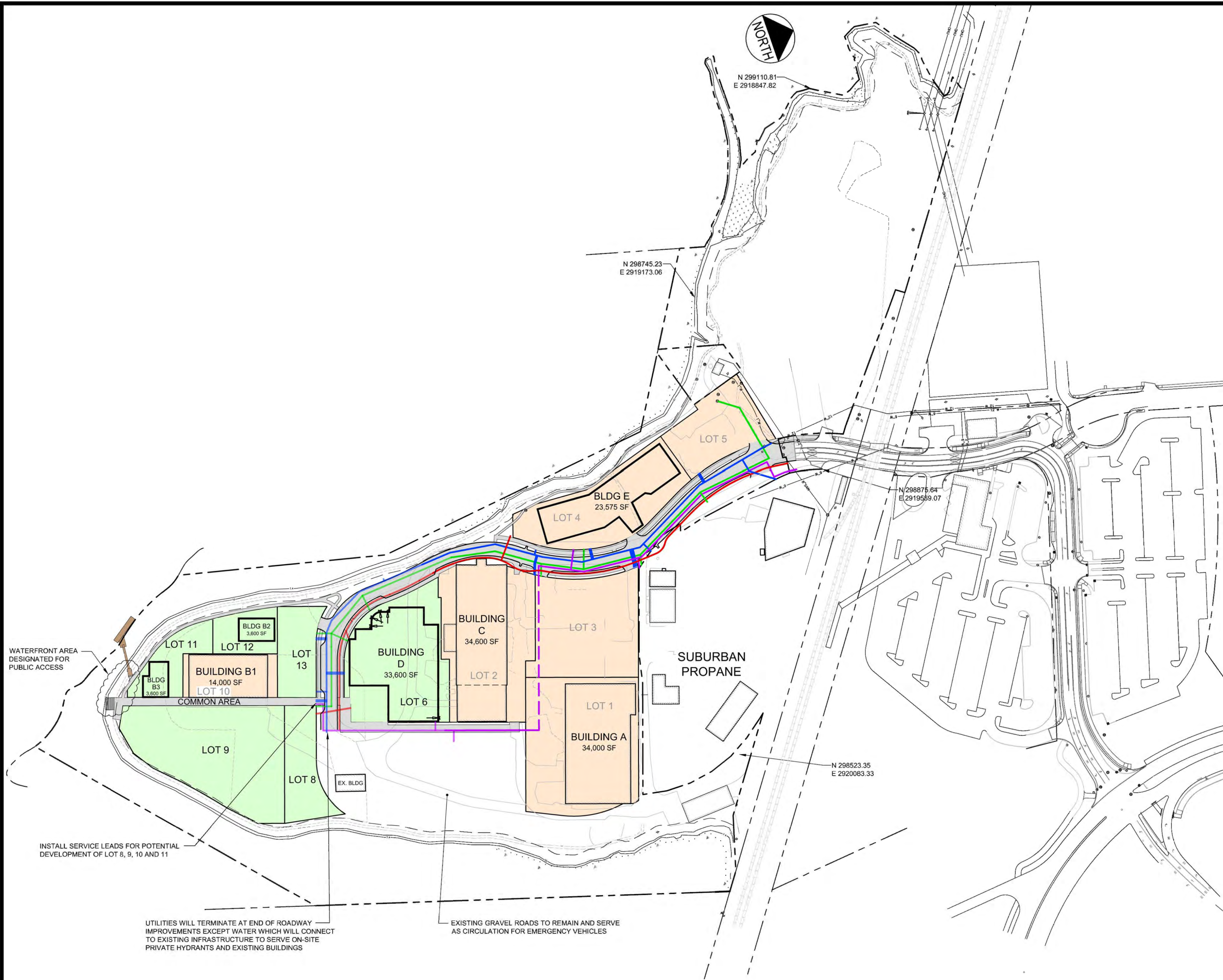


- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)
- COMMON AREA ROADWAY AND PEDESTRIAN INFRASTRUCTURE

PRELIMINARY - NOT FOR RECORDING



		PROJECT THE FOREFRONT AT THOMPSON'S POINT			
SHEET TITLE SUBDIVISION PLAN CONCEPTUAL SECTIONAL 1 UTILITY PLAN		OWNER FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240		DATE: SEPT 2014 SCALE: 1" = 80' JOB NO. 2982.05 FILE NAME: 2982.05-SECTIONAL BUILDOUT	
DRAWN: DED DESIGNED: BEK CHECKED: SRB		DATE: 11.09.15 REV: 1 DESCRIPTION: SUBMITTED TO CITY FOR REVIEW		SHEET -	



	GAS MAIN
	SANITARY SEWER
	WATER MAIN
	UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)
	COMMON AREA ROADWAY AND PEDESTRIAN INFRASTRUCTURE

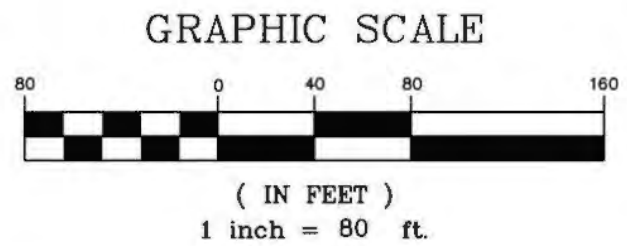
WATERFRONT AREA DESIGNATED FOR PUBLIC ACCESS

INSTALL SERVICE LEADS FOR POTENTIAL DEVELOPMENT OF LOT 8, 9, 10 AND 11

UTILITIES WILL TERMINATE AT END OF ROADWAY IMPROVEMENTS EXCEPT WATER WHICH WILL CONNECT TO EXISTING INFRASTRUCTURE TO SERVE ON-SITE PRIVATE HYDRANTS AND EXISTING BUILDINGS

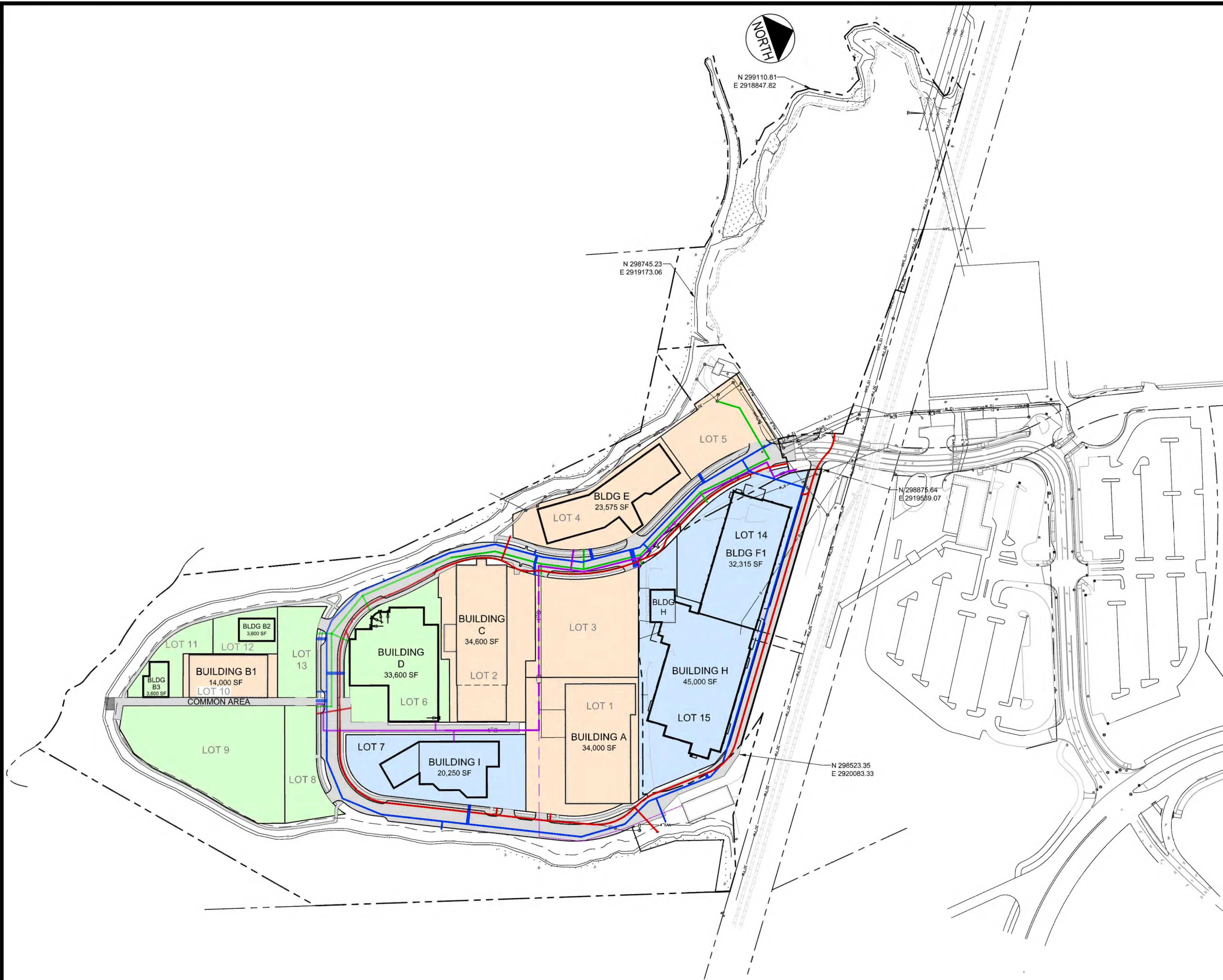
EXISTING GRAVEL ROADS TO REMAIN AND SERVE AS CIRCULATION FOR EMERGENCY VEHICLES

PRELIMINARY - NOT FOR RECORDING

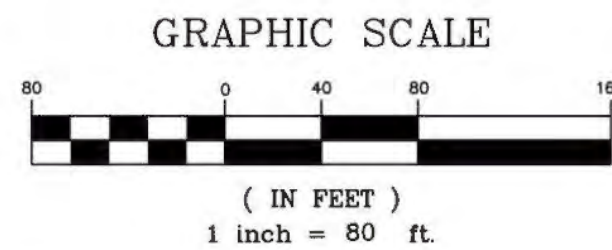


		PROJECT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
SHEET TITLE SUBDIVISION PLAN CONCEPTUAL SECTIONAL 2 UTILITY PLAN		DRAWN: DED DESIGNED: BEK CHECKED: SRB		DATE: SEPT 2014 SCALE: 1" = 80' JOB NO. 2982.05	
OWNER FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240		FILE NAME: 2982.05-SECTIONAL BUILDOUT		SHEET: -	

CHARLES D. MARCHESE	1	11.09.15	SUBMITTED TO CITY FOR REVIEW
MAINE PLS 2009	REV	DATE	DESCRIPTION
REVISIONS			



	GAS MAIN
	SANITARY SEWER
	WATER MAIN
	UNDERGROUND PRIMARY POWER AND COMMUNICATIONS (SECONDARY POWER NOT SHOWN)
	COMMON AREA ROADWAY AND PEDESTRIAN INFRASTRUCTURE



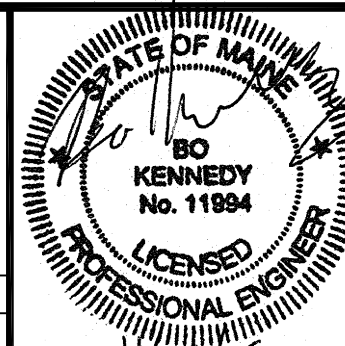
PRELIMINARY - NOT FOR RECORDING

		PROJECT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
SHEET TITLE SUBDIVISION PLAN CONCEPTUAL SECTIONAL 3 UTILITY PLAN		DRAWN: DED DESIGNED: BEK CHECKED: SRB		DATE: SEPT 2014 SCALE: 1" = 80' JOB NO. 2982.05	
OWNER FOREFRONT PARTNERS I, LP 55 LISBON STREET, LEWISTON, MAINE 04240		FILE NAME: 2982.05-SECTIONAL BUILDOUT		SHEET: -	
CHARLES D. MARCHESE MAINE PLS 2009		1 11.09.15 SUBMITTED TO CITY FOR REVIEW REV DATE DESCRIPTION		REVISIONS	

LIST OF EASEMENTS

1. NON-APPLICABLE
2. NON-APPLICABLE
3. NON-APPLICABLE
4. NON-APPLICABLE
5. NON-APPLICABLE
6. TITLE TO AND RIGHTS OF THE PUBLIC AND OTHERS ENTITLED THERETO IN AND TO THOSE PORTIONS OF LOTS 1 & 2 LYING WITHIN THE BOUNDS OF ADJACENT STREETS, ROADS AND WAYS.
7. NON-APPLICABLE
8. NON-APPLICABLE
9. NON-APPLICABLE
10. NON-APPLICABLE
11. NON-APPLICABLE
12. SUCH STATE OF FACTS SHOWN ON THE PLAN ENTITLED "PLAN SHOWING CENTERLINE OF CREEK AND WEST SIDE OF EMBANKMENT AT THOMPSON'S POINT", RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS ON MAY 2, 1907 IN PLAN BOOK 11, PAGE 47.
13. RIGHTS AND EASEMENTS FROM UTILITIES DISTRIBUTORS, INC. TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED JUNE 16, 1949 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 1968, PAGE 316.
14. RIGHTS AND EASEMENTS FROM P.H. AND L.M. BROWN COMPANY TO CENTRAL MAINE POWER COMPANY AS SET FORTH IN AN INSTRUMENT DATED JULY 16, 1951 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2051, PAGE 425.
15. RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM SUBURBAN-U.D.I. CO., OF MAINE TO PETER A. ANDERSON AND E. MARTIN ANDERSON, DATED AUGUST 18, 1953 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2146, PAGE 504.
16. SUBJECT TO AND WITH THE BENEFIT OF THE RIGHTS AND EASEMENTS GRANTED IN A DEED FROM SUBURBAN-U.D.I. CO. OF MAINE TO PETER A. ANDERSON AND E. MARTIN ANDERSON, DATED AUGUST 18, 1953 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2146, PAGE 504.
17. RIGHTS AND EASEMENTS FROM E. MARTIN ANDERSON ET AL TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED SEPTEMBER 9, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2925, PAGE 212.
18. RIGHTS AND EASEMENTS FROM SUBURBAN PROPANE UTILITY GAS COMPANY TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY AS SET FORTH IN AN INSTRUMENT DATED DECEMBER 20, 1959 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2925, PAGE 256.
- NOTE: A SURVEY MAY DETERMINE THAT THIS EASEMENT DOES NOT ENCUMBER THE SMALL PARCEL LATER CONVEYED BY SUBURBAN PROPANE TO MECAW INDUSTRIES.
19. RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO PORTLAND GAS LIGHT COMPANY AS SET FORTH IN AN INSTRUMENT DATED MAY 9, 1963 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2673, PAGE 44.
20. SUBJECT TO AND WITH THE BENEFIT OF THE RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM MECAW INDUSTRIES TO SUBURBAN PROPANE GAS CORPORATION DATED NOVEMBER 24, 1965 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2935, PAGE 236.
21. RIGHTS AND EASEMENTS EXCEPTED AND RESERVED IN A DEED FROM SUBURBAN PROPANE GAS CORPORATION TO MECAW INDUSTRIES DATED OCTOBER 22, 1965 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2935, PAGE 239.
22. NOTICE OF LAYOUT AND TAKING BY THE STATE OF MAINE DATED JULY 26, 1967 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3005, PAGE 432, INCLUDING CONTROL OF ACCESS, AS DEPICTED ON MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAPS, HIGHWAY "295" DATED MARCH 1967, SHEETS 35, 36, 37 AND 40.
23. RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO THE CITY OF PORTLAND AS SET FORTH IN AN INSTRUMENT DATED JUNE 9, 1975 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3702, PAGE 229.
24. RIGHTS AND EASEMENTS FROM MECAW INDUSTRIES TO PORTLAND WATER DISTRICT AS SET FORTH IN INSTRUMENTS DATED MARCH 9, 1975 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3820, PAGE 348 AND BOOK 3821, PAGE 2, RESPECTIVELY.
25. RIGHTS AND EASEMENTS FROM DARTMOUTH REAL ESTATE COMPANY TO PORTLAND WATER DISTRICT AS SET FORTH IN AN INSTRUMENT DATED MAY 7, 1976 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3844, PAGE 246.
26. RIGHTS AND EASEMENT FROM MECAW INDUSTRIES TO PORTLAND WATER DISTRICT AS SET FORTH IN AN INSTRUMENT DATED MAY 4, 1977 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4010, PAGE 159.
27. ORDER VACATING PORTION OF DAVIS STREET DATED FEBRUARY 6, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6331, PAGE 58.
28. ORDER VACATING PORTION OF GREELEY STREET DATED FEBRUARY 6, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6431, PAGE 76.
29. AFFIDAVIT OF E. MARTIN ANDERSON, CHAIRMAN AND PRESIDENT OF MECAW INDUSTRIES, DATED OCTOBER 1, 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6579, PAGE 24.
30. EASEMENT DEED FROM THOMPSON'S POINT INC. TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH DATED APRIL 5, 1990 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 9153, PAGE 246.
31. NOTICE REGARDING BATH, JOSE AND SEWALL STREETS DATED NOVEMBER 25, 1997 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 13459, PAGE 202 AS IT AFFECTS THE PRIVATE RIGHTS OF THE NAMED LOT OWNERS IN AND TO THE INDICATED STREETS.
32. TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION "NO FURTHER ACTION ASSURANCE LETTER" DATED FEBRUARY 26, 1999 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4640, PAGE 234.
33. NOTICE OF CONDEMNATION BY THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY DATED AUGUST 20, 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 16667, PAGE 204.
34. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, PORTLAND INTERMODAL TRANSPORTATION CENTER", DATED MARCH 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 207, PAGE 303.
35. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY PROPOSED LAND TAKING THOMPSON'S POINT ASSOCIATES" DATED MAY 22, 2001, REVISED THROUGH AUGUST 13, 2001 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 201, PAGE 330.
36. TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION ORDER DATED FEBRUARY 9, 2004 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 23265, PAGE 216.
37. TRAIL EASEMENT FROM THOMPSON'S POINT INC. TO PORTLAND TRAILS, DATED OCTOBER 6, 2005 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 23265, PAGE 216.
38. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "THOMPSON'S POINT, INC. COMPILATION SKETCH PLAN", DATED MAY 19, 2006 BY GEST ASSOCIATES.
39. NOTICE OF CONDEMNATION BY THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY, DATED FEBRUARY 2, 2010 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 27577, PAGE 53.
40. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED "PROJECT: LAND ACQUISITION - NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY - THOMPSON'S POINT, ME", DATED FEBRUARY 13, 2009, REVISED TO DECEMBER 29, 2009 BY GEST ASSOCIATES, INC., DRAWING NO. C-101, SHEET 1 OF 3.
41. RIGHTS OF OTHERS IN AND TO THE USE OF APPURTENANT EASEMENTS INSURED HEREIN AND TERMS AND CONDITIONS RELATIVE TO THE USE THEREOF.
42. 40' WIDE EASEMENT CENTERED OVER WATER MAIN EXTENSION SHALL BE GRANTED TO PORTLAND WATER DISTRICT.
43. ACCESS EASEMENT SHOWN ON THIS PLAN SHALL BENEFIT THE CITY OF PORTLAND FOR THE USE OF CITY VEHICLES TO TURN AROUND FROM THE END OF A PUBLIC WAY.



					PROJECT THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106		
					SHEET TITLE EASEMENTS AND ENCUMBRANCES				
					OWNER FOREFRONT PARTNERS LP 55 LISBON STREET, LEWISTON, MAINE 04240				
CHARLES D. MARCHESE MAINE PLS 2009					P.E. BOB KENNEDY LIC. #11994				
		2	11.09.15	FINAL PLANS REVISED PER CITY COMMENTS				DRAWN: DED	DATE: SEPT 2014
		1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION				DESIGNED: BEK	SCALE: 1" = 100'
		REV	DATE	DESCRIPTION				CHECKED: SRB	JOB NO. 2982.05
		REVISIONS						FILE NAME: 2982.05-EX	
								SHEET	C-2.0A



September 2, 2015

Ms. Christine Grimando, Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: The Forefront at Thompson's Point – Brick South (Building C)
Applicant: Forefront Partners, I LP
Event/Assembly Space – Renovation and Occupying Existing Brick South Building

Dear Christine:

On behalf of Forefront Partners I, LP (Forefront), we are pleased to provide the accompanying Level III Site Plan Application materials describing the next step of our proposed work at the Thompson's Point site.

Forefront has recently submitted an overall subdivision plan application consistent with our approved Master Plan. This application is intended to supplement the subdivision application and continue the first phase of the approved master plan with the renovation of the existing building known as "Brick South" (Building C). The enclosed application also incorporates and expands upon the previously approved Level III Phase 1A Site Plan associated with the renovation of the existing "Brick North Building" on December 4, 2014.

Additionally, this application includes a new Sectional 1 subdivision plan intended to ultimately replace the previously recorded "City of Portland Planning Board Subdivision Approval for Sectional Recording of Phase 1A". This plan has been modified/expanded to reflect new lots for future development on the west side of the main entrance road as well as a new lot for the Brick South Building and the existing Depot Structure.

Construction of the development plans for the off-site improvements per the current EDA/TCSP grant-related design effort being administered by the Maine Department of Transportation and City of Portland is complete with the exception of a short extension to the Right-of-Way and roadway section which is scheduled to be complete later this fall.

Forefront proposes to complete the Phase 1A activities adjacent to Brick North, as summarized below, in upcoming months:

- Earthmoving activities associated with construction of a permanent access road extending from the off-site roadway terminus to a new parking area to the south of Brick North;

Ms. Christine Grimando

September 2, 2015

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- Permanent underground utilities including water, sewer, power, natural gas and communications will be installed;
- Construction of permanent site improvements which include parking, landscaping, lighting improvements and utility services;
- Environmental remediation inside the Brick North Building in accordance with the approved VRAP plan; and
- Renovation of Brick North Building to enhance the existing external façade and provide finished mixed use commercial space.

In addition, the following will continue to occur:

- Hood Dairy will continue to operate their trailer parking facility;
- Suburban Propane will continue to operate the existing propane distribution facility and access drive adjacent to the property and the Pan AM Railroad tracks until we complete their relocation, which we are working on currently;
- NNEPRA and other existing tenants will continue to operate within the other existing buildings on-site (in NNEPRA's case, the former "Rich Aluminum" building at the northeast corner of the site, until such time as we complete the land swap with them; in the case of Brick North, the Circus Conservatory, Color Me Mine, Big Room Studios, and other tenants scheduled for occupancy in 2016; and our current users of the Brick South and Depot Event areas);
- Subject to appropriate review and approval, temporary gatherings for which permits are required such as outdoor events may be accommodated on the site; and
- Pan Am will continue to use the tracks to the north of Thompson's Point.

The following Phase activities are contemplated at this time, and are being pursued under the auspices of this Level III Site Plan review:

- Construction of additional parking, service facilities, pedestrian access, and infrastructure supporting the Brick South Building; and
- Renovation of Brick South Building to enhance the existing external façade and provide finished mixed use assembly/event space for up to 2,500 people.

The accompanying annotated plans illustrate the scope of work currently contemplated. Items to be completed this summer/fall are identified as proposed activities; for the sake of clarity, work to be performed at a later time as part of subsequent phases has not been shown.

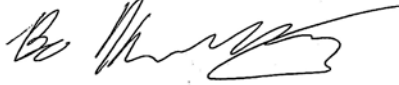
Forefront is seeking Level III Planning Board Approval for the Brick South Site Plan which was designed to be consistent with the Approved Master Plan. We understand with this submission that the City may place this request on the next available Planning Board agenda.

Ms. Christine Grimando
September 2, 2015
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We appreciate the Planning Authority's consideration on these matters and look forward to commencement of the project. If you have any questions or require any additional information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to read 'Bo Kennedy', is written over the firm name.

Bo Kennedy, P.E., C.P.E.S.C.
Engineer

BEK/smk

Enclosures

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners I, LP
Eric Durbas, Phi Home Designs
Pat Carroll, Carroll Associates
Paul Ureneck, Boulos Asset Management



Jeff Levine, AICP, Director
Planning & Urban Development Department

Electronic Signature and Fee Payment Confirmation

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:

- ☐ Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature:

Bo Kennedy, P.E.

I have provided digital copies and sent them on:

09-02-15

Date:

09-02-15

Date:

NOTE: All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.



Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

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

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

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

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

PROJECT NAME: The Forefront at Thompson's Point

PROPOSED DEVELOPMENT ADDRESS:

1 Thompson's Point

PROJECT DESCRIPTION:

Renovation of Existing Brick South Building for use as a flexible 2500 person event/assembly space with attendant parking, utilities, and storm water management. See attached cover letter for additional information.

CHART/BLOCK/LOT: 201/A/5, 8, 10
202/A/1 & 4

PRELIMINARY PLAN _____ (date)
FINAL PLAN 09/02/15 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Chris Thompson Business Name, if applicable: Parallax Partners (dba Forefront Partners, I, LP) Address: 501 Danforth Street City/State : Portland, ME Zip Code: 04102	Applicant Contact Information Work # 207-747-5288 Home# Cell # 207-347-1614 Fax# 207-747-5941 e-mail: parallaxparnters@gmail.com
Owner – (if different from Applicant) Name: Address: SAME AS APPLICANT City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Bo E. Kennedy, P.E. Name: Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Agent/Representative Contact information Work # 207-775-1121 Cell # 207-318-8364 e-mail: bkennedy@fstinc.com
Billing Information Name: Address: SAME AS APPLICANT City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:

Engineer Name: Bo E. Kennedy, P.E. Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : South Portland, ME Zip Code: 04106	Engineer Contact Information Work # 207-775-1121 Cell # 207-318-8364 Fax# 207-879-0896 e-mail: bkennedy@fstinc.com
Surveyor Name: Owens McCullough Sebago Technics Address: P.O. Box 1339 City/State : Westbrook, ME Zip Code: 04098	Surveyor Contact Information Work # 207-856-0279 Cell # 207-232-1649 Fax# 207-856-2206 e-mail: omccullough@sebagotechnics.com
Architect Name: Erik Drubas Phi Home Designs Address: 446 West Street City/State : Rockport, ME Zip Code: 04856	Architect Contact Information Work # 207-230-0034 Cell # Fax# 207-230-0274 e-mail: erik@phihomedesigns.com
Attorney Name: David L. Galgay, Jr. Verrill Dana LLP Address: P.O. Box 586 - 1 Portland Square City/State : Portland, ME Zip Code: 04112-0586	Attorney Contact Information Work # 207-774-4000 Cell # 207-253-4514 Fax# 207-774-7499 e-mail: dgalgay@verrilldana.com

APPLICATION FEES:

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

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

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

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

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

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

APPLICANT SIGNATURE:

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

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

Signature of Applicant: 	Date: September 2, 2015
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PROJECT DATA

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

Total Area of Site		27.56	sq. ft.	ac.
Proposed Total Disturbed Area of the Site		3.50	sq. ft.	ac.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.				
Impervious Surface Area				
Impervious Area (Total Existing)	Entire Site	725,710	sq. ft.	
Impervious Area (Total Proposed)	Entire Site After This Phase	687,813	sq. ft.	
	New Impervious Area Construction in this Phase	2.20	ac.	
Building Ground Floor Area and Total Floor Area				
Building Footprint (Total Existing)	Brick South (Only)	34,600	sq. ft.	
Building Footprint (Total Proposed)	Brick South (Only)	34,600	sq. ft.	
Building Floor Area (Total Existing)	Brick South (Only)	34,600	sq. ft.	
Building Floor Area (Total Proposed)	Brick South (Only)	34,600	sq. ft.	
Zoning				
Existing		B-5		
Proposed, if applicable		B-5		
Land Use		Industrial		
Existing		Mixed Use/TBD		
Proposed		Event/Assembly		
Residential, if applicable				
# of Residential Units (Total Existing)		None		
# of Residential Units (Total Proposed)		None Proposed		
# of Lots (Total Proposed)		None Proposed		
# of Affordable Housing Units (Total Proposed)		None Proposed		
Proposed Bedroom Mix		N/A		
# of Efficiency Units (Total Proposed)				
# of One-Bedroom Units (Total Proposed)				
# of Two-Bedroom Units (Total Proposed)				
# of Three-Bedroom Units (Total Proposed)				
Parking Spaces				
# of Parking Spaces (Total Existing)		Not Known		
# of Parking Spaces (Total Proposed)		118		
# of Handicapped Spaces (Total Proposed)		8		
Bicycle Parking Spaces				
# of Bicycle Spaces (Total Existing)		0		
# of Bicycle Spaces (Total Proposed)		16		
Estimated Cost of Project		\$3,000,000		

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

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

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

- Continued on next page -

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

ATTACHMENT A

EVIDENCE OF TITLE, RIGHT AND INTEREST

(Title, Right and Interest have been provided as part of previous Site Plan Applications and are on file with the City of Portland.

ATTACHMENT B

LEVEL III SUBMISSION SUPPORTING NARRATIVE

LEVEL III SUBMISSION SUPPORTING NARRATIVE

In accordance with Section 14-527 (f) and (g) the General Written Submission Checklist, we offer the following narrative describing the information supporting the Level III Site Plan submission.

Section 14-527 (f)

1. thru 4. The Boundary and Topographic Survey Plans submitted as part of the original Level III approval documents and subsequent Master Plan approval documents remain valid and are made part of the current Level III Site Plan submission by reference. The previously submitted boundary and topographic plans and the Sheet C-2.0 – Existing Conditions Plan included with this plan set satisfy Items 1 thru 4 of this section.
5. A Site Layout Plan (Sheet C-3.0), Site Details (Sheet C-8.0 and C-8.1), and Typical Roadway Cross Sections (Sheet C-8.8) accompany this submission. These plans show the location and details for all proposed paved areas and sidewalks.
6. The proposed Brick South Building will be serviced along the back drive along the southerly side of the building with small box trucks and service vehicles. The building will not require a traditional recessed loading dock. Existing oversized overhead doors on the northerly, southerly and easterly sides of the building is expected to remain for larger deliveries. A short section of low profile curbing will be installed such that smaller trucks can mount the curb and back up to the north westerly door.
7. The project is located adjacent to the Portland Transportation Center which is the home of the City's major transportation hub including train, charter bus, Metro bus, taxi and commuter vehicle parking. This phase of the project is not anticipated to generate enough use to warrant a dedicated Metro bus or taxi accommodation. However, public transit remains a large part of the overall Master Plan. The site layout plan shows a significant pedestrian connection from the parking facility to the Transportation Center and more specifically to the existing Metro bus stop.
8. Generally speaking, the existing site has four main parking areas with a mixture of surface treatments from gravel to pavement. Today, parking on the site is very loosely defined and does not include formally delineated parking spaces or aisles. The first area is located on the northwestern part of the site known as the "panhandle" and is used by Hood Dairy cooler truck parking. The second area along the westerly side of the peninsula abuts the existing access road and access to the Portland Water District's pump station. The third parking area is nestled in the center of the site between the abutting Suburban Propane Property, Brick North Building and Brick South Buildings. The last area of existing parking is east and south of the Brick South Building.

This phase of the Forefront project will focus on the third area described above. The applicant proposes the construction of a two-lane roadway extending from the newly widened Thompson's Point Connector Road into the site approximately 800 feet. The roadway will serve as the main spine onto the site and provide both vehicular and pedestrian access to all of the existing and proposed uses on the site. Additionally, a new 118 parking space parking lot is proposed to serve a soon to be renovated Brick North Building, renovated Brick South Building, and special events held at the Depot Pavilion. The parking lot meets the City of Portland Technical Design Manual and Land Use Code and is detailed on the enclosed design drawings. Sixteen (16) bicycle parking spaces have been provided adjacent to the prominent building entrances.

9. The snow storage will be pushed off the roadway edges and around the perimeter of the parking lot. The proposed parking and roadway improvements will occupy approximately 3 acres of a 27.65 acre

site. This allows for ample space for snow storage within the site boundaries. The proposed entrance road still acknowledges and incorporates a City of Portland turnaround area at the end of the Thompson's Point Road Right-of-Way.

10. This phase of the project is projected to produce approximately 112 AM and 190 PM Peak Hour trips to the site as included in Gorrill Palmer's August 31, 2015 memorandum submitted with the Subdivision Plan application and provided in Attachment C of this submission. This many vehicular trips falls well under the currently allocated vehicular trips as approved in the site's Traffic Movement Permit (TMP) and the Traffic Control Plan included in the June 2013 approved Level III Site Plan and December 2014 Brick North Level III Site Plan. The Traffic Control Plan is on file with the City of Portland and available upon request.
11. The applicant proposes two new stormwater management discharges within the 25 foot Mean High Water Setback as shown on Sheet C-5.1 – Stormwater Management Plan. With these exceptions, the balance of the proposed work is outside of the 25 foot Mean High Water Setback. Vegetative buffering is not proposed as part of this portion of the project. However, buffering still remains an important element to the overall Master Plan and Natural Resource Permits from the MeDEP and ACOE.
12. This project does not propose alterations to any watercourses. The accompanying plan sheets show the site's proximity to existing watercourses which includes the Fore River.
13. thru 14. Wetland boundaries and natural resources are shown on the referenced boundary and topographic plans. This portion of the Forefront project does not propose impacts to the delineated wetlands located on the panhandle portion of the site.
15. Existing soil conditions are documented in the previously approved Level III Site Plan and Master Development Plan. The site has a long history of heavy development and most of the surfaces are described as compacted gravel, pavement or building. The existing surface types are also identified on the accompanying plan set.
16. The site's existing vegetation is limited to scrub shrub around the perimeter of the peninsula. Limited disturbance to this vegetation will occur in order to install the stormwater discharge pipes. The applicant has shown the proposed landscaping on Sheet L-1 –Landscaping Plan.
17. The Stormwater Management Plan is shown on Sheet C-5.1. The applicant proposes the use of stormwater treatment measures consistent with the approved Stormwater Management Report and described in the enclosed supplemental stormwater management memorandum in Attachment D. The proposed treatment measures are compliant with Section 5 of the City of Portland Technical Manual and requirements of the MeDEP Site Location of Development as approved through the City's Delegated review authority.
18. The proposed Grading Plan is shown on Sheet C-5.0. This plan shows the detailed site grading within the "disturbed areas" as defined in Section 5 III (F) of the City of Portland Technical Manual. Generally speaking, the site grades are greater than 3' above the 100-year floodplain as indicated on the latest Flood Hazard Maps for the City of Portland.
19. The proposed plan has implemented the following ground water protection measures:
 - a. Proposed stormwater treatment measures require an impermeable liner to separate stormwater and groundwater.

- b. The Erosion Control Plan has strict requirements as detailed in the approved Voluntary Remediation Action Program (VRAP) regarding the release of groundwater from the site.
 - c. All sanitary sewer mains must meet the City of Portland Technical standards for infiltration and watertight manholes and pipe joints.
20. Sheet C-4.0 –Utility Plan shows the proposed sewer main and service stub connections for future lots as contemplated by the Master Development Plan. Sheet C-10.0 shows the sanitary sewer main profiles and Sheet C-8.4 shows typical sanitary sewer trench and appurtenance details. A majority of the new sanitary sewer line has been installed to serve the approved Brick North Building. The Brick South Building will require a grease trap and line to serve the kitchen in addition to the sanitary sewer service.
21. The applicant proposes three new fire hydrants, two of which will be maintained by the Portland Water District as part of the public water main extension. Four existing hydrants will remain in use as onsite private hydrants. Upon completion of this phase, the site will have 7 fire hydrants as depicted on the enclosed Sheet C-9.0 Fire Safety Compliance Plan. Mark Cummings of Fire Risk Management, Inc. has prepared a Life Safety Plan Memorandum Dated 09-03-15 and found in Attachment E.
22. Sheet C-4.0 Utility Plan shows all proposed and existing utilities. This phase of the project includes all new utility main connections with-in the main access drive corridor that will serve both the existing on-site buildings and the abutting Suburban Propane property. The new services include a water main extension, gas main, sanitary sewer, underground primary power, and underground communication duct bank.
23. The site is located on a peninsula and Item #23 is not applicable to this site.
24. A dumpster pad with screening fence enclosure is proposed on the south side of the Brick South Building as shown on Sheet C-3.0 Site Layout Plan. The dumpster pad is sized to accommodate a 30 yd compaction dumpster, 8 yd recyclable card board dumpster, and a 1.5 cy recyclable grease dumpster.
25. A building floor plan and building elevation for the Brick South Building renovations are included in the plan set. Building renderings are included in Attachment F.
26. A shadow analysis is not applicable to this application.
27. All communication with the Maine Historic Preservation Commission and a copy of the Application for Certificate of Appropriateness is on file with the City.
28. The location and dimensions of all existing and proposed HVAC and mechanical equipment will be submitted as part of the building permit application. At this time it is contemplated that all equipment will be located on the roof and resemble the appearance to those units installed on the Brick North Building.
29. An exterior lighting plan & photometrics plan prepared by Bartlett Designs are shown on the E-series drawings with this application. Lighting fixture cut sheets are provided in Attachment H.
30. All proposed street signage shall meet the Manual for Uniform Traffic Control Devices (MUTCD) and is shown on Sheet C-3.0. Project way finding and identification signage will be submitted under a subsequent application.

31. The location, dimensions and ownership of easements, public and private rights of way, both existing and proposed are shown on Sheet C-1.1 Sectional Recording 1. The Subdivision Plan has been revised to include a couple of future building lots, Brick South Building lot, and a lot for the existing Depot structure.

Section 14-527 (g)

1. An approved Construction Management Plan was included in the original Level III Site Plan and is on file with the City.
2. A Traffic Study was completed as part of the approved MaineDOT Traffic Movement Permit for the previously reviewed Level III Site Plan Application and more recently updated and approved with the Master Development Plan. The work proposed as part of this application does not waiver from these approvals and is consistent with the analysis and findings of the TMP.
3. There are no significant natural features within the site development area except for the far westerly end of the panhandle where some mature trees have established and which require protection under the Shoreland protection requirements. Furthermore, the Fore River tidal flats and river surround the perimeter of the peninsula.
4. A detailed narrative describing the existing site watershed hydrology, existing buildings, and existing land cover is included in the previously approved stormwater management reports and are on file with the City. Attachment D includes a supplemental stormwater memorandum describing the impacts proposed as part of this phase of work. The proposed improvements included with this submission include the disturbance of approximately 3.5 acres.
5. Stormwater runoff calculations as described in Section 5 of the Technical Manual are enclosed in Attachment D.
6. This phase of work is consistent with the Master Development Plan approved by the City in March of 2014 which was found to be consistent with the City Master Plans.
7. Evidence of Utility Capacity to Serve was provided in the June 2012 approved Level III Site Plan application and is on file with the City. The uses proposed in this phase of the project are negligible compared to the total projected usage for the entire project. Further evidence of utility capacity to serve is not anticipated to be required at this time.
8. The renovation of the existing Brick South Building will generate solid waste to be managed by the General Contractor with a licensed waste and recycling facility. Prior to the renovation of any building, the contractor will be required to perform remedial abatement in accordance with the approved MaineDEP VRAP plan. Upon complete abatement of contaminated materials the remaining typical building materials will be processed on site and disposed of in an approved recycling or landfill facility.
9. A review of NFPA 1 is included in Attachment E. This was completed by Fire Risk Management, Inc.
10. A review of the Applicable Design Standards of Section 15-426 is included in Attachment G of the application.

11. HVAC equipment is anticipated to meet all applicable state and federal emission requirements. This will be verified during the building permit process upon final building plan development.

General Written Submissions Checklist

As acknowledged on the Level III Plan Submission's General Written Submissions Checklist, we note the following items not previously covered in this supporting narrative:

Item: Evidence of Right, Title and Interest

Copies of the Transfer Deed to Forefront Partners, I LP and agreements with Suburban Propane were part of the Approved Level III Brick North Site Plan Application and are on file with the City.

Item: Evidence of State and/or Federal Approvals; if applicable

The Applicant has previously provided copies of the State and Federal Permits issued for the project including the Traffic Movement Permit, U.S. ACOE Permit, and MaineDEP NRPA Permit.

Item: Written Assessment of Proposed Project's Compliance with Applicable Zoning Requirements

A written summary is contained in this supporting narrative (Attachment B) to this submission.

Item: Evidence of Financial and Technical Capacity

The Applicant has previously provided information pertaining to financial and technical capacity, which has most recently been used for the approved Level III Brick North Site Plan and which are on file with the City.

ATTACHMENT C

**GORRILL-PALMER PARKING SUMMARY AND TRIP GENERATION
MEMORANDUM DATED AUGUST 31, 2015**

**The Forefront at Thompson's Point Trip
Generation for the Master Plan
August 31, 2015
Completed by Gorrill Palmer**

The following is a summary of forecast trip generation for the proposed Master Plan for the Forefront at Thompson's Point. The following corresponds to the "Revised Master Plan" provided by FST and Carroll Associates.

<u>Building</u>	<u>Description</u>	<u>Size</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
A	Winery	5,840 sf	4	16
	Circus Conservatory	6,799 sf	5	4
	Big Room Studios	3,461 sf	13	20
	Café	1,377 sf	16	15
	Brewery	10,809 sf	8	8
	Distillery	5,284 sf	4	4
	Color Me Mine	2,136 sf	2	6
B1	Multi-Purpose (Assume Live Theater)	4,800 Seats	---	96
B2	Restaurant	3,600 sf	41	39
B3	Ancillary	3,600 sf	---	---
C	Event/Assembly Space	2,500 Seats	---*	---*
D	Gym	9,000 sf	11	36
	Medical Office	2,000 sf	5	7
	Educational Space	30,600 sf	20	17
E	Hotel	125 Rooms	70	74
	Restaurant	6,000 sf	69	66
	Condos	24 Units	11	12
F1/F2	Parking Garage		---	---
G	Office	180,000 sf	300	280
H	Event Center (Incl. Arena and Convention)	4,800 seats	115	224
I	Cultural Center	40,000 sf	29	29
J1	Condos	160 Units	70	83
J2	Condos	160 Units	70	83
Subtotal			863	1119
Reduction (10%) for Bus / Train / Shared Use			(-86)	(-112)
Total Master Plan Trip Generation			777	1007
Permitted Trip Ends			734	1091
Difference Between Permitted and Master Plan			43	-84

*Maximum of 4,800 people on site for events. Highest trip generation would be an evening with an event in Building H, not Building C.

MEMORANDUM
Forefront at Thompson's Point
Parking Summary

Date: August 31, 2015
Subject: Parking Summary
Forefront at Thompson's Point
Portland, Maine
To: City of Portland
From: Randy Dunton, Gorrill-Palmer (JN 2419)

Since the peak parking demand for each individual use does not occur concurrently, the overall peak parking demand for the site was reviewed. The following is a summary of the forecasted peak parking demand. The results reflect a combination of the City parking requirements, ITE Parking Generation Manual (4th Edition), and published data / engineering judgment. For the purpose of the overall peak parking demand, the site was reviewed for two time periods; 5 PM or prior and after 5 PM. On an average day, vehicles would be expected to park on-site. On a day when large groups of people are anticipated, some parking in nearby lots may also be needed, depending on the size of the special event.

<u>Scenario</u>	<u>5 PM or prior</u>	<u>After 5 PM</u>
Average Day without Theater / Arena / Convention	771	442
Average Day With Live Theater after 5 PM	1535	1790
Average Day With Arena Activity after 5 PM	1398	1790
Average Day With Convention during the day	1401	754

Building Letter	Brick North												Total for Brick North			
	A		A		A		A (2)		A		A				A (1)	
	Specialty Retail (6)	Circus Conservatory	Office	Café	Manufacturing (5)	Manufacturing (5)	Manufacturing (5)	Specialty Retail								
Rate																
Monthly Adjustment	200	0.36	1/400 sf	13.56/1000	1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf	1.020	1.02 / 1000 sf	200	1 / 200 sf				
SQF or Unit		1										1				
	5840	120	3,461 sf	2,200 sf	10809	10,809 sf	5284	5,284 sf	2136	2,136 sf						
6:00AM	0.00	0.23	5	0.73	2	0.00	0	0.00	0	0.00	0	0.00	0	7	7	
7:00AM	0.00	0.23	5	1.00	2	0.55	6	0.55	3	0.55	3	0.20	2	20	20	
8:00AM	0.00	0.79	17	0.63	1	0.69	8	0.69	4	0.69	4	0.64	7	42	42	
9:00AM	0.00	0.88	19	0.57	1	0.74	8	0.74	4	0.74	4	0.93	10	50	50	
10:00AM	0.20	0.98	21	0.42	1	0.75	8	0.75	4	0.75	4	1.00	11	57	57	
11:00AM	0.64	1.00	22	1.00	2	0.75	8	0.75	4	0.75	4	1.00	11	65	65	
12:00PM	0.90	0.93	20	0.63	1	0.73	8	0.73	4	0.73	4	0.90	10	64	64	
1:00PM	0.93	0.88	19	0.57	1	0.97	11	0.97	5	0.97	5	0.90	10	67	67	
2:00PM	1.00	0.81	17	0.42	1	1.00	11	1.00	5	1.00	5	1.00	11	69	69	
3:00PM	1.00	0.74	16	0.39	1	0.95	10	0.95	5	0.95	5	1.00	11	66	66	
4:00PM	0.93	0.33	7	0.73	2	0.77	8	0.77	4	0.77	4	0.93	10	53	53	
5:00PM	0.64	0.23	5	1.00	2	0.62	7	0.62	3	0.62	3	0.64	7	39	39	
6:00PM	0.20	0.23	5	0.63	1	0.00	0	0.00	0	0.00	0	0.20	2	13	13	
7:00PM	0.00	0.23	5	0.57	1	0.00	0	0.00	0	0.00	0	0.00	0	7	7	
8:00PM	0.00	0.23	5	0.42	1	0.00	0	0.00	0	0.00	0	0.00	0	7	7	
9:00PM	0.00	0.23	5	0.39	1	0.00	0	0.00	0	0.00	0	0.00	0	7	7	
10:00PM	0.00	0.23	5	0.27	1	0.00	0	0.00	0	0.00	0	0.00	0	6	6	

1. Specialty Retail = Color Me Mine
2. Modified Coffee / Donut Shop without Drive-Thru
3. Assumes Evening Event
4. Restaurant changes from 6.5/1,000 SF to 10/1,000SF at 4:00 PM
5. Factors based on ITE LUC 130 -Industrial Park
6. Factors adjusted to reflect a 11:00AM opening time

Building B										Brick South		Building D						Total for "D" Buildings	
B1 (3)		B2		B3 (4)		Total for "B" Buildings		C (Brick South)		D		Gym		Medical Office		D		Education	Total for "D" Buildings
Live Theater (Depot)		Ancillary		Restaurant				Event Space		Gym		Medical Office		Education					
3.50	3.5 persons per vehicle	0.00	0	6.50	6.5 / 10	1		3.5	3.5 persons per vehicle	4.55	4.55 / 1000	400	1/400 sf	0.36	0.36 / student	1			
		1						1				1							
4800	4800 seating	0.00	0.0	3.60	3600 sf			2500	2500 person	9	9,000 sf	2	2,000 sf	120.0	120 students (Shared with Building A)				
0.00	0	0.00	0	0.00	0		0	0.00	0	0.45	18	0.02	0	0.23	5		24		
0.00	0	0.00	0	0.10	2		2	0.01	4	0.35	14	0.20	1	0.23	5		20		
0.00	0	0.00	0	0.10	2		2	0.01	4	0.50	20	0.66	3	0.79	17		41		
0.01	7	0.00	0	0.20	5		12	0.01	4	0.65	27	0.86	4	0.88	19		50		
0.01	7	0.00	0	0.30	7		14	0.01	4	0.65	27	1.00	5	0.98	21		53		
0.01	14	0.00	0	0.90	21		35	0.01	7	0.75	31	0.95	5	1.00	22		57		
0.01	14	0.00	0	1.00	23		37	0.01	7	0.95	39	0.78	4	0.93	20		63		
0.08	103	0.00	0	0.90	21		124	0.01	7	0.95	39	0.83	4	0.88	19		62		
0.10	137	0.00	0	0.65	15		152	0.02	11	1.00	41	0.99	5	0.81	17		63		
0.25	343	0.00	0	0.35	8		351	0.03	21	0.75	31	0.93	5	0.74	16		51		
0.35	480	0.00	0	0.35	8		488	0.10	71	0.65	27	0.77	4	0.33	7		38		
0.65	891	0.00	0	0.60	14		905	0.55	393	0.50	20	0.19	1	0.23	5		26		
0.95	1303	0.00	0	0.90	21		1,324	0.85	607	0.25	10	0.05	0	0.23	5		15		
1.00	1371	0.00	0	1.00	23		1,395	1.00	714	0.00	0	0.02	0	0.23	5		5		
1.00	1371	0.00	0	1.00	23		1,395	1.00	714	0.00	0	0.01	0	0.23	5		5		
1.00	1371	0.00	0	1.00	23		1,395	1.00	714	0.00	0	0.01	0	0.23	5		5		
1.00	1371	0.00	0	0.75	18		1,389	1.00	714	0.00	0	0.01	0	0.23	5		5		

E				Total for "E" Buildings		Building G		Building H				Building I	
E		E		E		G		H (option 1)		H (option 2)		I	
Hotel		Restaurant		Condo		Office		Arena		Convention		Cultural Center	
1	1 per 4 guests	6.5	6.5 / 10	1	1 per Unit	400	1/400 sf	3.50	3.5 persons per vehicle	100	1 per 100 sf	1.34	Based on Client Info
		1	1	1	1				1		1		1
125	125 Rooms	6	6,000 sf	24	24 Units	180	180,000 sf	4800	4800 seats	63000	63,000 sf	40.00	40,000 sf
1.00	10	0.00	0	0.84	20	0.00	0	0.00	0	0.1	60	0.00	0
1.00	10	0.10	2	0.62	15	0.20	90	0.01	7	0.3	189	0.48	26
1.00	10	0.10	2	0.41	10	0.64	287	0.01	7	0.5	312	0.50	27
0.75	7	0.20	5	0.34	8	0.93	419	0.01	7	1.0	630	0.44	24
0.50	5	0.30	7	0.32	8	1.00	450	0.01	7	1.0	630	0.50	27
0.40	4	0.90	21	0.31	7	1.00	450	0.01	14	1.0	630	0.52	28
0.35	3	1.00	23	0.30	7	0.90	403	0.01	14	1.0	630	0.55	29
0.35	3	0.90	21	0.31	7	0.90	403	0.01	14	1.0	630	0.63	34
0.35	3	0.65	15	0.33	8	1.00	450	0.02	21	1.0	630	0.77	41
0.40	4	0.35	8	0.37	9	1.00	450	0.03	41	1.0	630	0.96	51
0.50	5	0.35	8	0.45	11	0.93	419	0.10	137	1.0	630	1.00	54
0.60	6	0.60	14	0.61	15	0.64	287	0.55	754	1.0	630	0.89	48
0.70	7	0.90	21	0.69	17	0.20	90	0.85	1166	0.5	312	0.69	37
0.80	8	1.00	23	0.72	17	0.10	45	1.00	1371	0.3	189	0.43	23
0.90	9	1.00	23	0.80	19	0.10	45	1.00	1371	0.3	189	0.00	0
0.95	9	1.00	23	0.89	21	0.10	45	1.00	1371	0.1	60	0.00	0
1.00	10	0.75	18	0.92	22	0.10	45	1.00	1371	0.1	60	0.00	0

Building J						
J1	J2	Total for "J"				
Condo	Condo					
1	1 per Unit	1	1 per Unit			
1	1		1			
160	160 Units	160	160 Units			
0.84	134	0.84	134	269	329	389
0.62	99	0.62	99	198	384	573
0.41	66	0.41	66	131	552	864
0.34	54	0.34	54	109	676	1306
0.32	51	0.32	51	102	715	1345
0.31	50	0.31	50	99	752	1382
0.30	48	0.30	48	96	713	1343
0.31	50	0.31	50	99	718	1348
0.33	53	0.33	53	106	771	1401
0.37	59	0.37	59	118	767	1397
0.45	72	0.45	72	144	739	1369
0.61	98	0.61	98	195	644	1274
0.69	110	0.69	110	221	442	754
0.72	115	0.72	115	230	383	572
0.80	128	0.80	128	256	388	577
0.89	142	0.89	142	285	419	479
0.92	147	0.92	147	294	418	478

ATTACHMENT D

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT AND CALCULATIONS FOR BRICK SOUTH LEVEL III SITE PLAN APPLICATION

**SUPPLEMENTAL STORMWATER MANAGEMENT REPORT
FOR BRICK SOUTH LEVEL III SITE PLAN APPLICATION
(GENERAL STANDARDS)**

**THE FOREFRONT AT THOMPSON'S POINT
PORTLAND, ME**

PREPARED FOR:

**FOREFRONT PARTNERS I, LP
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PREPARED BY:

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September 2015



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SUPPLEMENTAL STORMWATER MANAGEMENT REPORT

1.0 Introduction

Fay, Spofford & Thorndike (FST) (formerly DeLuca-Hoffman Associates, Inc.) was retained by Forefront Partners I, LP for preparation of the proposed mixed-use development of Thompson's Point in Portland, Maine. The September 2015 Brick South Site Plan expands the parking area previously approved as part of the December 4, 2014 Brick North Site Plan application and remains consistent with the approved Master Plan.

This supplemental report is intended to describe the improvements included with the renovated Brick South Building plan and demonstrate the integration of stormwater treatment and conveyance design with the approved Master Plan Stormwater Management Strategy. The enclosed computations show that this phase of the project has been designed to meet the Portland Stormwater Management Standards adopted 7/19/10 and General Stormwater Standards of MeDEP (revised October 2010) and are consistent with the overall goals presented in previous Stormwater Reports. The intent of the stormwater management design, erosion and sediment control, and Inspection and Maintenance Manual have remained the same as approved in June 5, 2012. This phase of the project will have a cumulative developed area 3.32 acres of which 2.20 acres are newly constructed impervious. Revisions to the site plan and how it relates to each Stormwater Management Discharge Zone is outlined below and tabulated in the attached spreadsheet.

2.0 Changes to Filterra Sizing Criteria

As of January 21, 2015 StormTech[®] isolator rows are no longer required to accompany Filterra[®] Tree Box units as stated in a letter sent from the Maine DEP to Contech. Along with removing the isolator row, Maine DEP also re-defined the maximum allowable tributary for each filter. The following table summarizes the new sizing criteria:

Filterra[®] Model Number	Area in Acres
4x6 or 6x4	Up to 0.17
4x8 or 8x4	0.18-0.22
6x6	0.23-0.25
6x8 or 8x6	0.26-0.33
6x10 or 10x6	0.34-0.42
6x12or 12x6	0.43-0.50
7x13 or 13x7	0.51-0.63

There are two Filterra[®] box units that were previously approved during the Brick North Stand Alone (phase 1A) Level III Site Plan Application (PEZ 2014-120) that was approved on December 4, 2014. The Filterra[®] tree box units designed for sub-catchments D-18 and D-19 were sized using the previous Maine DEP BMP Filterra[®] sizing standards. At the time of approval, FST had received a letter from the Maine DEP on June 21, 2014 that Filterra[®] units would no longer require StormTech[®] isolator rows.

3.0 Jellyfish Fish Filter Units

As of January 21, 2015 Maine DEP has approved the use of a Jellyfish™ filter unit as an acceptable BMP for stormwater treatment. Jellyfish™ units have been integrated into the overall stormwater management strategy and are designed to treat zones that were previously treated by StormTreat™ units. Maine DEP approves the use of the Jellyfish™ units when sized, installed and maintained in accordance with the following provisions:

- Each treatment cartridge is approved for a maximum flow rate of 80 GPM for each 54-inch long membrane cartridge and 40 GPM for each drawdown cartridge.
- Upstream water quality volume equal to 1.0 inch of runoff from impervious surfaces and 0.4 inch of runoff from landscaped areas to be stored and hydraulically isolated from any other storage on site. Water quality volume must also be drained in 24-48 hours.
- All systems must provide means to maintain the system.
- System must be inspected every 6 months.
- Review and approval by the manufacturer for the proposed use and sizing of the Jellyfish™ to ensure conformance with the manufacturer's design specifications.

Jellyfish™ units for this project have been designed by the manufacturer's engineers and checked thoroughly by FST. See Jellyfish™ unit details on Sheet C-7.0 Detail A. Also see Appendix A for attached Jellyfish™ unit computations.

4.0 Stormwater Management Revisions

Zone D (Access Road and Parking Lot):

The expanded parking lot associated with the Brick South Site Plan is included in Zone D discharge area. A majority of the Zone D development area was previously approved as part of the December 4, 2014 Brick North Site Plan application. This supplemental report is intended to describe the changes to water quality treatment design as a result of new technology since made available.

Zone D continues to include a storm drainage trunk line sized to convey stormwater runoff from offsite sources (NNEPRA, Suburban Propane, and Thompson's Point Connector Road), treated and overflow discharge from the Filterra® units, and overflow discharge from the Jellyfish™ Treatment Units. The trunk line has been sized with consideration of potential flow from future phases of the project as shown in the enclosed stormdrain sizing computations in Appendix B.

Zone D water quality treatment will be comprised of two treatment measures:

- A collection of Filterra® (or approved equal) tree box filters sized for the specific tributary area to each filter. All Tree-Box Filters have been designed to meet new sizing requirements as of January 21, 2015.
- A Contech Jellyfish™ Treatment Unit:

Jellyfish™ units are manholes that utilize membrane filtration treatment cartridges. Flow enters the Jellyfish™ from an upstream storage chamber and flows down into a settling tank portion of the unit. Once the settling tank is filled, flow from the bottom of the tank is forced up through

hi-flow cartridges and routes to the outlet. A baffle wall is located between the inlet and outlet compartments to ensure that un-treated flow is not mixed with treated flow. When the hi-flow treatment cartridge has filled, a drain down cartridges is activated treating the remaining water quality volume. Horizontal orifices are located on top of the cartridges to control the outflow of the system. Each Jellyfish™ unit is designed to discharge the water quality volume within 24-48 hours.

To meet Chapter 500, the Water Quality Volume provided with-in a Jellyfish™ System must be equal to or greater than the following:

$1\frac{1}{12} \times \text{impervious area} + 0.4\frac{1}{12} \times \text{landscaped area} = \text{Water Quality Volume (cubic feet)}$

Computations of Water Quality Volume for Zone D can be found in Appendix C.

The water quality volume is provided in a subsurface arched chambers storage system. This portion of the design is consistent with the previously design storage for the StormTreat™ systems.

Jellyfish™ units are designed based on a mass sediment loading calculation. Each treatment hi-flow cartridge has a mass capacity of 125 lbs and each low-flow (draindown) cartridge has a capacity of 63 lbs. The mass loading for each zone was determined by Maine DEP sediment loading standards, assuming a 50% sediment removal from a designed pre-treatment StormTech® Isolator row.

Discharge from larger storm events are controlled over a broad crested weir housed in a precast concrete outlet control structure set above the water quality volume. The overflow piping network is sized to handle runoff from a 25-year storm event. A rain event exceeding the storm drainage network would likely flood the catch basin inlet, into the parking lot and over the curb line to the river.

Pretreatment for flow entering from all inlet pipes to the storage area will be provided via the installation of a StormTech® Isolator row(s).

Therefore, water quality goals for the Jellyfish™ Proprietary Systems meet the General Stormwater Standards of the November 2005 Chapter 500 Rules of MeDEP (rev. January 2015).

The Jellyfish™ treatment systems and Filterra® are considered adequate to meet the Chapter 500 General Standards.

Zone F (Brick North Building, Brick South Building and Parking Lot):

The Zone F stormwater management strategy has remained the same as the previously approved Brick North Building site plan. The computations have been adjusted to reflect minor site plan adjustments to be consistent with the new Brick South Plan. Catch basin inlets with-in Zone F have been adjusted horizontally due to minor grading adjustments.

5.0 Conclusion

The stormwater management strategy for this phase of the project presented herein has remained the same as the June 5, 2012 approved report and supplemental Master Plan Strategy. The amended site plan treats 71% of the redeveloped area and 78% of the redeveloped impervious area; however, when a 60% credit is taken for the treatment of the Brick North building the amended site plan treats 85% of the net developed area and 99% of the net developed impervious area. The individual systems have been adjusted to accommodate layout revisions but ultimately the detailed design remains the same and meets or exceeds the City of Portland Stormwater Management Requirements.

6.0 Appendices

Appendix A – Jellyfish™ Treatment System Computations

Appendix B – Stormdrain Sizing Computations

Appendix C – Summary of Water Quality Treatment

APPENDIX A

JELLYFISH™ TREATMENT SYSTEM COMPUTATIONS



Determining Jellyfish Size for Mass Based Loading

CONTECH Engineered Solutions Engineer:

CJA

Date Prepared:

3/11/2015

Site Information

Project Name	Thompsons Point Zone D
Project State	ME
Project City	Portland
Project County	Cumberland
Total Drainage Area, Ad	3.27 ac
Post Development Impervious Area, Ai	2.83 ac
Pervious Area, Ap	0.43 ac
% Impervious	87%
Runoff Coefficient, Rc	0.83
Detention credit	50%

Mass Loading Calculations

Mean Annual Rainfall, P	45 in
Agency Required % Removal	85%
Percent Runoff Capture	85%
MEDEP Mean Annual Runoff, Vt	417577 ft ³
Event Mean Concentration of Pollutant, EMC	70 mg/l
Annual Mass Load, M total	1823.71 lbs

Filter System

Filtration Brand	Jellyfish
Cartridge Length	54 in

Jellyfish Filter Sizing

Mass removed by pretreatment system, Mpre	911.85 lbs
Mass load to filters after pretreatment, Mpass1	911.85 lbs
Estimate the required filter efficiency, Efilter	0.70
Mass to be captured by filters, Mfilter	638.30
Water Quality Flow	0.168 cfs

Method to Use

MASS LOADING

Summary		
Mass	Nearest Jellyfish Mass Capacity	688.00 lbs
	Required Size	JF6-5-1

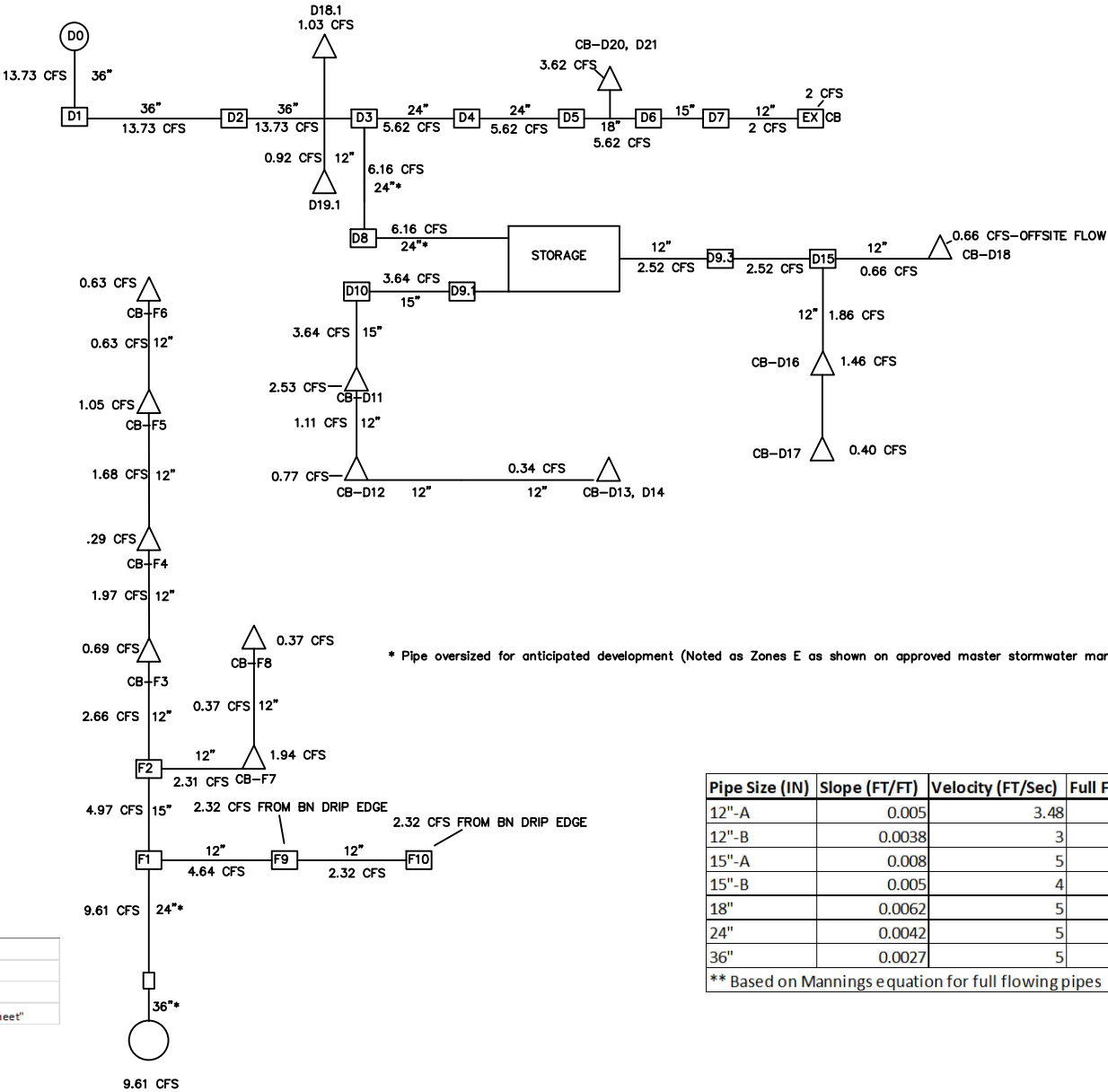
Total Mass Load Required	638.3	LBS
Mass Load Capacity of Hi-Flo 54" Cartridges	125	LBS
Mass Load Capacity of Draindown Cartridges	63	LBS
** Assume 1 Draindown Cartridge		
Mass Load Required After 1- Draindown Cartridge	575.3	LBS
Total High Flo Cartridges Required	4.60	EA
Hi Flow Cartridges Provided	5.00	EA
Draindown Cartridges Provided	1	EA
Jellyfish Model	JF6-5-1*	
*JF-Manhole Diameter- # Hi-flow cartridges- # Draindown Cartridges		

Jellyfish Unit Schedule	
Schedule ID	Zone
Schedule	D
A-Outlet Inv. to Bottom of Structure (ft)	6.42
B-Finished Grade to Outlet Inv.	6.98
C-Required Outflow (cfs)	0.066
D-Inlet Inv. From Water Quality Storage	10.52
E-Outlet Inv.	10.02
F-Underside of Slab	15.33
G-Rim Elevation	17
H-Underside of Slab to Outlet Inv. (ft)	5.31
Hatch Required?	NO

APPENDIX B

STORMDRAIN SIZING COMPUTATIONS

STORMWATER FLOW SCHEMATIC



Pipe Size (IN)	Slope (FT/FT)	Velocity (FT/Sec)	Full Flow Capacity** (CFS)
12"-A	0.005	3.48	2.73
12"-B	0.0038	3	2.38
15"-A	0.008	5	6.26
15"-B	0.005	4	4.95
18"	0.0062	5	8.96
24"	0.0042	5	15.93
36"	0.0027	5	37.54

** Based on Mannings equation for full flowing pipes

Notes:			
1. All flows are based on 25-year rational method computations.			
2. Rainfall intensities based on Cumberland County IDF for 25 year storms.			
3. Full list of computations can be found on "Rational Method Flow Computation sheet"			

Rational Method Flow Computations										
ZONE	INLET ID	IMPERVIOUS (SF)	PERVIOUS (SF)	TOTAL AREA (SF)	TOTAL AREA (ACRES)	WEIGHTED C	25-YEAR FLOW	10-YEAR FLOW	2-YEAR FLOW	1-Year Flow
Zone D	D-21	15,412.00	6,173.00	21,585.00	0.50	0.74	2.28	2.00	1.46	1.02
	D-20	9,687.00	772.00	10,459.00	0.24	0.89	1.34	1.18	0.00	0.60
	D-18**	6,004.00	7,241.00	9,604.00	0.22	0.74	1.03	0.90	0.00	0.46
	D-19**	6,430.00	1,673.00	8,103.00	0.19	0.80	0.92	0.81	0.00	0.41
	D-11	17,708.00	4,188.00	21,896.00	0.50	0.81	2.53	2.23	0.00	1.14
	D-16	10,139.00	2,880.00	13,019.00	0.30	0.78	1.46	1.29	0.00	0.66
	D-12	5,082.00	2,803.00	7,885.00	0.18	0.68	0.77	0.68	0.00	0.35
	D-13	2,056.00	1,940.00	3,996.00	0.09	0.59	0.34	0.30	0.00	0.15
	D-14	1,965.00	4,499.00	6,465.00	0.15	0.43	0.40	0.35	0.00	0.18
Zone D Sub-totals		74,483.00	32,169.00	103,012.00	2.36	-	11.08	9.75	1.46	4.96
Zone F	F-8	2,515.00	808.00	3,323.00	0.08	0.77	0.37	0.32	0.23	0.16
	F-7	13,385.00	3,942.00	17,327.00	0.40	0.78	1.94	1.71	1.24	0.87
	F-3	186.00	7,561.00	7,747.00	0.18	0.22	0.24	0.21	0.16	0.11
	F-4	256.00	2,506.00	2,762.00	0.06	0.27	0.11	0.09	0.07	0.05
	F-5	256.00	10,502.00	10,758.00	0.25	0.22	0.34	0.30	0.22	0.15
	F-6	348.00	5,638.00	5,986.00	0.14	0.24	0.21	0.18	0.13	0.09
	Brick South North Side	16,433.00	0.00	16,433.00	0.38	0.95	2.24	1.97	1.43	1.00
	Brick North	34,000.00	0.00	34,000.00	0.78	0.95	4.63	4.08	2.97	2.08
Zone F Sub-totals		67,379.00	30,957.00	98,336.00	2.26	-	10.07	8.86	6.45	4.51

Assumptions	
Pervious C	0.2
Impervious C	0.95
I-1 Year	2.8 in/hr
I-2 Year Storm	4 in/hr
I-10 Year Storm	5.5 in/Hr
I-25 Year Storm	6.25 in/Hr
Notes:	
1. Rainfall intensity based on Cumberland County IDF curve using a TC of 5 min.	

Zone D Required StormTech Chamber Storage Computation

Weir Wall Height	13.02	EL	30 (max chamber height)
Bottom of Chamber Elevation	10.52	EL	
Total Chamber Height	30	Inches	
Total Storage per chamber	61.38	CF	
Total WQV for Zone D	4,608.00	CF	
Total Chambers Required	75.1	#	
Total Chambers Provided	78	#	
Total Storage Provided	4787.64	CF	

Brick South Project Water Quality Volume (CF)	3622
Additional Water Quality Volume (full build plaza)	986

Notes:

1. Height of weirwall based on rational method flow calculations. See sheet "rational method flow computations". Structure D3 in which weir wall is located was modeled using HydroCad. See attached computations.

APPENDIX C

SUMMARY OF WATER QUALITY TREATMENT

Summary of Water Quality Treatment														
Zone	Inlet ID	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)	Total Area (Acres) ¹	Required Water Quality Volume (CF) ²	Existing Developed Area Mitigation Credits (SF) ⁹	Treatment Approach ⁶	Filterra Size Required	Jellyfish Unit Provided ⁵	1 Yr 24-hr Storm Event Peak Flow Rate (cfs) ³	Required StormTech Isolator Row Chambers (SC-740) ⁴	Provided Water Quality Volume (CF) ⁷	StormTech Isolator Row Chambers (SC-740) Provided (EA) ¹⁰
Zone D	D-21	15,412.00	6,173.00	21,585.00	0.50	1490.10	-	Filterra	2-(6'x6')	-	0.52	NR	-	N/A
	D-20	9,687.00	772.00	10,459.00	0.24	832.98	-	Filterra	2-(4'x6')	-	0.81			
	D-18**	6,004.00	7,241.00	9,604.00	0.22	741.70	-	Filterra	4'x6'	-	0.40	NR	-	N/A
	D-19**	6,430.00	1,673.00	8,103.00	0.19	591.60	-	Filterra	4'x6'	-	0.41	NR	-	N/A
	D-11	17,708.00	4,188.00	21,896.00	0.50	1615.27	-	Contech Jellyfish Unit	-	Jellyfish JF-4-2-1	1.14	5.68	4,787.00	26
	D-16	10,139.00	2,880.00	13,019.00	0.30	940.92	-		-		0.66	3.28		
	D-12	5,082.00	2,803.00	7,885.00	0.18	516.93	-		-		0.35	1.73		
	D-13	2,056.00	1,940.00	3,996.00	0.09	236.00	-		-		0.15	0.75		
	D-14	1,965.00	4,499.00	6,465.00	0.15	313.72	-		-		0.18	0.89		
	Disturbed Perimeter Area	4,445.00	5,559.00	10,004.00	0.23	-		None	-	-	-	-	-	-
Zone D Totals		-	78,928.00	113,016.00	2.59	7,279.22	-	-	-	-	-	-	-	-
Zone F Developed Area	F-8	2,515.00	808.00	3,323.00	0.08	236.52	-	None	-	-	-	-	-	-
	F-7	13,385.00	3,942.00	17,327.00	0.40	1246.82	-	None	-	-	-	-	-	-
	F-3	186.00	3,362.00	3,548.00	0.08	127.57	-	None	-	-	-	-	-	-
	F-4	256.00	783.00	1,039.00	0.02	47.43	-	None	-	-	-	-	-	-
	F-5	256.00	3,875.00	4,131.00	0.09	150.50	-	None	-	-	-	-	-	-
	F-6	348.00	1,754.00	2,102.00	0.05	87.47	-	None	-	-	-	-	-	-
	Disturbed Perimeter Area	0.00	0.00	0.00	0.00	0.00	-	None	-	-	-	-	-	-
Zone F Developed Area Subtotals		16,946.00	14,524.00	31,470.00	0.72	1,896.30		-	-	-	-	-	-	-
Zone F Existing Buildings		BNB-North Side	17,000.00	0.00	17,000.00	0.39	1416.67	10,200.00	Stone Drip Edge	-	-	-	1,460.00	-
		BNB-South Side	17,000.00	0.00	17,000.00	0.39	1416.67	10,200.00	Stone Drip Edge	-	-	-	1,460.00	-
Zone F Existing Building Subtotal		-	34,000.00	0.00	34,000.00	0.78	2,833.33	20,400.00	-	-	-	-	2,920.00	-
Zone F Totals		-	50,946.00	14,524.00	65,470.00	1.50	4,729.63	20,400.00	-	-	-	-	-	-

**Previously Approved Filterra Box Developed Area Breakdown	
A.) Total New Developed Area Treated (SF)	103,012.00
B.) Total New Developed Area untreated (SF)	41,474.00
C.) Total New Developed Area (SF) = A+B	144,486.00
D.) Existing Developed Area Treated (SF)	34,000.00
E.) Adjusted Existing Developed Area Treated (SF)	20,400.00
F.) Total Net Developed Area Treated (SF) = A+E	123,412.00
Impervious Area Breakdown	
G.) Total New Impervious Area untreated (SF)	74,483.00
H.) Total New Impervious Area untreated (SF)	21,391.00
I.) Total New Impervious Area (SF) = G+H	95,874.00
J.) Existing Impervious Area Treated (SF)	34,000.00
K.) Adjusted Existing Impervious Area Treated (SF)	20,400.00
L.) Total Net Impervious Area Treated (SF) = G+K	94,883.00

2.36
0.95
3.32
0.78
0.47
2.83

Treatment Breakdown	Required	Provided
% of Net Developed Area Treated = F/C	80.00%	85.41%
% of Net Impervious Area Treated = L/I	95.00%	98.97%

NOTES AND ASSUMPTIONS:	
1. All areas are based on the FST Permit drawings dated June 2014	
2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Existing buildings to remain are not required to be treated.	
3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.	
4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All isolator rows have been computed per section 7.3.3 Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.	
5. The required number of Jelly Fish treatment units have been computed based on Contech Sizing requirements. The water quality volume for each unit is storage up stream and the amount of treatment cartridges are computed based sediment mass loading.	
6. The owner reserves the right to use an alternate tree box filter device provided it has been approved by the Maine DEP Chapter 500 delegated review authority of the City of Portland.	
7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual	
8. The Stone Drip Edge was based on section 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The Width of stone is derived from a required WQV based off 1" of runoff and a desired stone reseviior depth. See sizing computations on separate sheet.	
9. According to Chapter 500 Maine DEP stormwater rules; the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6.	
10. The MEDEP will now accept a Filterra tree box filter as a stand alone treatment unit and does not require an Isolator Row for eligible projects. This project meets the eligibility criteria noted in a letter dated June 27th, 2014 from the MEDEP	

ATTACHMENT E

**FIRE RISK MANAGEMENT, INC.
MEMORANDUM DATED SEPTEMBER 3, 2015**



FIRE RISK MANAGEMENT, INC.

1 Front St., Bath, ME 04530
207/442-7200 [221-1295 (fax)]
www.fireriskmgt.com

Date: 3 September, 2015

Memo Report

From: W. Mark Cummings, P.E.

To: Chris Thompson; Thompson's Point

Subject: Code Review of Proposed Design Plan for Brick South Building at Thompson's Point in Portland, ME

As requested, we have reviewed the code requirements that will be applicable for the proposed use of the Brick South building, inclusive of the attached structure on the east end of the main building. The focus for this review is to evaluate the design plan for the proposed use of the Brick South building as an Assembly occupancy as defined by the International Building Code (IBC). Included in the assumptions for the proposed building use are those outlined in prior discussions regarding not only the potential events that are planned to be held within this building, but also the initial limitations on the maximum occupant loads that are to be associated with the initial renovation efforts

The planned use(s) for this building will mainly fall within the Assembly, Group A-2 and A-3 occupancy classifications. The existing, attached structure at the east end of the main building will be incorporated into the plans for the Brick South building; including housing the main lobby area and restrooms, along with office areas and a kitchen space.

The Brick South building will consist of just over 33,000 ft² of area. The overall building's current construction classification would best fit that of a Type IIIB, including the use of heavy timber in supporting the roof structure within the original portion of the Brick South building. Although both sections of the building appear to have originally been provided with installed fire sprinkler systems, these systems have been mostly demolished and are no longer active. No portion of the building is provided with any type of fire detection/alarm/notification system.

Based on the requirements contained in both the IBC, which forms the basis of the Maine Uniform Building and Energy Code (MUBEC), and the National Fire Protection Association's Life Safety Code®, NFPA 101, any future use of the Brick South building as an Assembly occupancy will require that the entire building be provided with both a fire sprinkler system and a fire alarm/notification system. When reviewing the code requirements for the Brick South building, it has been assumed that the building will be classified as an "Assembly" occupancy, per the requirements of the IBC. Since the building requirements do not vary for either Group A-2 or A-3 occupancies, the fact that this facility may be used to support events within both Assembly Groups has no impact on this assessment.

The total area of the building is approximately 33,200 ft². For a building that is to be used for Assembly (Group A-3 or A-2) purposes that consists of Type IIIB construction, the IBC restricts its height and area to 2 stories and 9,500 ft². With the addition of a fire sprinkler system(s) throughout, the allowable area is increased to 28,500 ft²; well below the existing total square footage of the proposed Brick South building. To increase the allowable building area to a level that meets or exceeds the proposed area for the Brick South building, two options exist;

1. ensure that a "public way" or open space that is at least 30 ft in width is adjacent to at least 75% of the building's perimeter, or

2. protect the structural components to provide fire resistance ratings required to comply with Type IIIA construction; including the exterior walls having a fire resistance rating (FRR) of up to two hours and all other components having a FRR of at least 1 hour.

It is understood that to provide greater flexibility in the overall plan for Thompson's Point, that option 2 above is the preferred course of action for the Brick South building. However, all plans regarding the site development around the Brick South building must continue to comply with the Fire Department access requirements outlined in Chapter 18 of NFPA 1, the *Fire Code*®. These include;

1. all portions of the building's exterior walls are no more than 450 ft from a fire department access lane,
2. at least one exterior door of the building is within 50 ft of a fire department access lane,
3. any "dead end" fire department access lane that is greater than 150 ft must be provided with a properly designed "turn-around" area, and
4. all fire department access lanes must be at least 20 ft in clear width.

To achieve the requirements for option 2 it will be necessary to protect all structural components that do not have the inherent FRR to meet the Type IIIA construction requirements without additional fire protection. The masonry components of the exterior walls of the original Brick South building will likely achieve the 2-hour FRR without any additional protection. However, these exterior walls include the use of exposed steel columns and beams, which must be provided with additional protection to achieve the necessary FRR. The actual construction configuration of the concrete masonry units (CMUs) that form the exterior walls of the east end addition is unknown; such as whether or not the voids within the CMU walls have been filled. However, since these walls do not appear to be "load bearing", no FRR is required as long as there are no adjacent buildings (or property lines) within 30 ft of CMU walls.

Although the majority of the supporting structure for the roof of the main Brick South building consists of heavy timber, this too is supported by some steel beams and columns. Structural steel members (beams and columns) are also used to support the roof structure within the east end addition of the building. Based on the structural components that exist within the Brick South building, all steel components that are not completely located at least 20 ft above the building's floor level will need to be provided with additional fire protection. The heavy timber is considered by the codes as having at least a 1-hour FRR and, therefore, will not require any additional protection.

As part of the plan for the building's design to maintain as much of its original appearance as possible, both exterior and interior, the approach for providing additional fire protection to the structural steel components within the original Brick South building is to include the use of active fire protection systems to provide the requisite protection. Similar to the approach often used to protect structural steel components in a large warehouse application, the design for the fire protection systems within the original Brick South building will include the use of fire sprinkler (spray) systems to protect the steel components against failure by ensuring all steel surfaces will be fully "wetted" in the event of a fire in an adjacent area. As long as the steel surface remains wet, the internal temperature should not be increased beyond the temperature needed to convert the water to steam; 100°C (212°F). This is well below the temperature at which steel will begin to lose a significant portion of its yield strength. Although numerous factors come into play when evaluating the thermal effects of a fire on the performance structural steel components, the endpoint criteria used by the standard test method(s), such as the ASTM

E119 fire test, for determining when steel components (under a load) have “failed” is when their average internal temperature is increased to approximately 538°C (1000°F)¹.

The building’s fire sprinkler system is to be designed to not only meet the requirements of NFPA 13, but will include the protection of all structural steel components that are located, either in total or in part, within 20 ft of the floor surface. Fire sprinklers will be installed to ensure that should a fire occur in an area below or adjacent to a structural steel member, all portions of the steel will be wetted. All structural components within the east end addition of the Brick South building will be properly protected using materials that will provide the necessary FRR as outlined in Table 601 of the IBC for Type IIIA construction.

Based on the intended uses for the main assembly area within the Brick South building, the estimated maximum occupant load for this area would typically be dependent on the type of events that are likely to occur within this space. A “worst-case” scenario, in terms of providing adequate egress capabilities, is to assume uses within this area that would involve no fixed seating; thereby indicating a “concentrated” use as defined by NFPA 101. To evaluate the likely maximum occupant load for this area, an estimate is developed using the NFPA’s occupant load factor for Assembly areas of “concentrated use”, which is 7 ft² (net) per occupant; per NFPA 101, Table 7.3.1.2. In this instance, the estimated maximum occupant load for the main assembly area could be in excess of 3500 persons. However, due to other restrictions that are not associated with the life safety aspects of the building, such as providing an adequate number of toilet facilities, the maximum occupant load for the Brick South building is reported as being no more than 2500.

Using the above maximum occupant load for an Assembly occupancy, the building will be required to have at least four (4) separate exits. Additionally, all buildings classified as Assembly occupancies are required to have a “main entrance/exit.” This entrance/exit must be sized such that it has the capacity to accommodate at least two thirds ($\frac{2}{3}$) of the Assembly area’s occupant load when the potential exists for an event that uses a “festival seating” arrangement, which based on discussions with Thompson’s Point personnel is likely for the Brick South building. The exits must be located throughout the building such that no area within the building is more than 250 ft from an exit. As such, the four exits will need to be distributed throughout the perimeter of the building.

The exits from the Assembly areas must be properly sized to accommodate the expected occupant loading. In general, a “standard” 36-inch doorway has the capacity to accommodate up to 170 persons. However, if only four exits are provided, at least one must act as the “main entrance.” The main entrance is required to have a capacity that can accommodate at least $\frac{2}{3}$ of the estimated total occupant load for the Assembly area, per NFPA 101 § 12.2.3.6; approximately 1667 persons when using the planned maximum allowed occupant load of 2500. Using the NFPA’s exit capacity factor for doorways, which is 0.2 inches of clear width per person, the main entrance/exit will need to provide at least 334 inches (approx. 28 ft.) of clear width; or approximately ten (10) 3-foot doorways. The other three exits must be sized such that they can accommodate the remaining one third of the estimated assembly area occupant load. This requirement can easily be accommodated by the installation of at least three (3) standard 5-foot double doors distributed throughout the bounding walls of the Assembly area. All exits must be separated from one another to comply with the requirements of NFPA 101 and to ensure that no travel distance to an exit from any location within the Assembly area exceeds the maximum limit of 250 ft.

The code does allow more than one entrance/exit to be considered as a “main entrance” when no single entrance/exit is discernible as the main entrance. Based on discussion with Thompson’s

¹ The SFPE Handbook of Fire Protection Engineering, 3rd Edition, the Society of Fire Protection Engineers, 2002

Point personnel, if the main lobby for the building is to be installed in the eastern end of the building, adjacent to the restroom and office/ticketing areas, and may span the full width of the building/area, this would allow the main entrance/exit door requirements to be distributed on both the north and south walls of this space; providing a need for approximately 14 ft of clear exit width (5 sets of 3-foot doors) at both wall locations. However, this will still require that approximately 28 ft. of clear exit width be maintained as "exit aisle width(s)" leading from the main assembly space to the main lobby (entrance) area.

SUMMARY & RECOMMENDATIONS

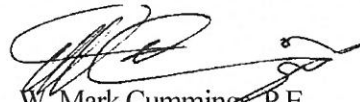
Based on a review of the proposed layout for building, along with the plans for limiting the maximum occupant load to no more than 2500, a number of design requirements will need to be implemented to allow this building to be used as an assembly occupancy to support the various types of planned events. Equally, due to the change in use of this building, the entire building must be brought into compliance with all applicable codes, standards, and regulations. The required modifications will include the installation of new fire sprinkler and alarm/notification systems throughout the building in accordance with NFPA 13 and 72, respectively. If the fire sprinkler system design includes the use of quick-response type sprinklers, it may be possible to alleviate the need to install all or most of the portable fire extinguishers within the building that might otherwise be required. However, if this building is, in fact, to be used to support a variety of trade shows and other events, it is strongly recommended that portable fire extinguishers continue to be part of the design requirements; installed in accordance with NFPA 10.

As long as the Brick South building provides the necessary fire resistance for all structural components as required to meet the Type IIIA requirements, the maximum allowable building area, which takes credit for the installed sprinkler systems, is 42,000 ft²; well above the planned area of just over 33,000 ft² for the Brick South building. As such no additional measures need to be applied with regards to adjusting the portions of the building's exterior walls that are adjacent to public ways or open space; to achieve a greater allowable building area. However, compliance with the fire department access requirements outlined within Chapter 18 of NFPA 1 must continue.

To support the protection of the structural steel components within the main assembly area of the Brick South building using water spray in lieu of passive fire protection barriers/assemblies, the fire sprinkler system must be properly designed to ensure that all affected steel components are identified and provided with an adequate number of sprinklers that are specifically located to ensure all portions of the steel members are fully wetted in the event of a fire. The sprinkler system design information will need to be fully detailed to demonstrate this approach.

The building design will need to include a new "main entrance(s)" for the Assembly area that will provide sufficient egress capacity for at least $\frac{2}{3}$ of the maximum occupant load for this area. In this instance, it is anticipated that a series of doors will need to be installed at one or more locations that, collectively, provide the 334 inches (approx. 28 ft.) of "clear" egress width. Equally, when locating the other required exit doorways, care must be taken to ensure that the maximum travel distance to an exit from anywhere within the Assembly area will be less than the maximum allowed; 250 ft.

Should there be any questions regarding this assessment and the recommendations contained herein, please do not hesitate to contact me.


W. Mark Cummings, P.E.
Principal Engineer

ATTACHMENT F

BRICK SOUTH BUILDING RENDERINGS







ATTACHMENT G

CONFORMITY WITH APPLICABLE DESIGN STANDARDS

CONFORMITY WITH APPLICABLE DESIGN STANDARDS

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

OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The applicant has obtained a Traffic Movement Permit which addresses impacts on surrounding street systems. The project will provide improvements and/or partial funding under the EDA Grant Program for collaborative improvements with the City of Portland to maintain an acceptable level of service. The original scope of offsite improvements have been completed and are currently in the process of expanding the proposed improvements.

2. Access and Circulation:

a. Site Access and Circulation.

- (i) Thompson's Point site is accessed via Thompson's Point Connector Road. The applicant has worked with Fire Safety and City Officials to make access and circulation easy and safe for all vehicular and pedestrian users. The existing road has been widened and improved as depicted on recently completed EDA Grant Program plans. This work was completed to mitigate for the traffic anticipated to be generated from the fully constructed Master Plan.
- (ii) Existing access and egress have been designed to avoid conflicts with existing turning movements and traffic flows.
- (iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing.

- (i) Formal loading docks are not proposed at this time. A service area has been designated on the southerly side of the Brick South Building. Three large overhead doors are planned to remain around the building for movement of event support equipment into and out of the building. Small delivery vehicles supporting the catering kitchen will park on the existing gravel surface and wheel materials in through a kitchen door or designated overhead door.

c. Sidewalks.

- (i) Designated sidewalks are proposed to extend from the shared use path recently constructed along Thompson's Point Connector Road to both Brick North and Brick South Buildings. Internal pedestrian circulation connections are shown on the enclosed Layout Plan.

- (ii) The development will benefit from new sidewalks from the intersection of Fore River Parkway and Thompson's Point Connector Road into the site.
- (iii) The development provides pedestrian access to adjacent trailways (Portland Trails), Portland Transportation Center, and abutting land uses (commercial and residential).

3. Public Transit Access:

- a. The development will be served by an existing transit stop at the Portland Transportation Center. Residential development is not proposed as part of this phase of the development. The master plan includes a new bus stop and shelter which will be implemented in a subsequent phase of the development.
- b. A new transit stop is not proposed at this time. The new transit stop will include a pull-off space and shelter.
- c. The existing stop is connected to the public pedestrian system.
- d. Waiver: Waivers for this section have not been requested for this project.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces.

- (i) The applicant has provided spaces to accommodate the existing uses which will remain after this phase is constructed in addition to the proposed uses with-in the Renovated Brick North and Brick South Buildings as shown on Sheet C-3.0 Site Layout Plan. Larger events (2500 people) held in the Brick South Building is anticipated to require upwards of 835 spaces. These types of events will require active parking management to accommodate vehicles in gravel parking areas located around the site.
- (ii) The applicant has prepared a TDM strategy and previously submitted the document for review to City Officials.
- (iii) The applicant proposes 118 paved parking spaces which will be used to serve the following:
 - 69 spaces allocated for Brick North's anticipated Peak Parking demand;
 - 49 spaces for events held in the Brick South Building; and
 - Spaces for off hour Special Events.

It is noted that several stalls will be demarcated for the use of low emission vehicles only. Additionally, the applicant intends to utilize the remaining gravel surfaces across the site for special event parking.

- (iv) 9'x18' parking stalls are proposed in accordance with Section 1 of the Technical Manual.
- (v) The proposed parking lots will be constructed of Hot Bituminous Pavement and aggregate gravel meeting the standards of MDOT.

b. Location and Required Number of Bicycle Parking Spaces.

(i)(b) 15 bicycle parking spaces are required. The applicant is proposing the use of 8 Dero Hitching Posts, which will provide a total of 16 bicycle parking spaces.

c. Motorcycles and Scooter Parking.

(i) Motorcycles and Scooter Parking can be accommodated in regular dimensioned stalls.

d. Snow Storage.

(i) On-site snow storage around the perimeter of the site.

5. Transportation Demand Management (TDM):

a. The applicant has developed a TDM Plan pursuant to the City of Portland's Code of Ordinances.

b. The TDM Plan incorporates the City goals by integrating elements described in the Technical Manual.

(b) Environmental Quality Standards:

1. Preservation of Significant Natural Features:

a. The development is designated to maintain a 25' foot buffer from the annual mean high tide to all building structures.

b. The applicant is not requesting a waiver from this standard.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

(i) The site's existing tree population is limited to the northwest corner of the site. The project proposed plans to preserve trees as required by the Shoreland Zoning Ordinance and original Level III Site Plan approval. This is not applicable to the proposed area included with this scope of work.

(ii) The applicant has performed a site walk with the City's Arborist and will meet this criteria.

(iii) The applicant has previously prepared a Demolition and Removal Plan, and an Erosion and Sedimentation Control Plan which require protection of existing vegetation as required by the City's Land Use Ordinance.

(iv) The applicant will not require a waiver from this standard.

b. Site Landscaping.

(i) Landscaped Buffers:

a) The applicant does not propose landscaped buffers at this time.

(ii) Parking Lot Landscaping:

a) The applicant proposes street trees as shown on the enclosed Landscaping Plan L-1.

(iii) N/A

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) All stormwater draining onto the site from adjacent properties drains to an existing storm drain system. The storm drainage system will be intercepted and conveyed through a new storm drainage system.

(ii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots. The applicant has received a waiver from the General Standards Flooding Standard because it discharges to a Major Waterbody with tidal influences.

(iii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots. The applicant has received a waiver from the General Standards Flooding Standard because it discharges to a Major Waterbody with tidal influences.

(iv) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots. The applicant has received a waiver from the General Standards Flooding Standard because it discharges to a Major Waterbody with tidal influences.

b. The Stormwater Management Plan meets the requirements and goals stated in Section 5 – Stormwater Management of the Technical Manual including the General and Basic Standards required by the MeDEP Site Location of Development Permit. The enclosed computations show compliance with the treatment goals specified in the approved Stormwater Management Report Dated April 17, 2012 and Supplemental Stormwater Report Dated May 2013 prepared by Bo Kennedy of FST (formally Deluca Hoffman Associates). These reports have been since supplemented with documents supporting the approved Master plan and Pending Subdivision Application.

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

d. N/A

e. The stormwater management design includes provisions to separate subsurface stormwater storage and groundwater through the use of impermeable liners.

f. A new sanitary sewer main will be installed as part of this project and connected to the existing Portland Water District Pump Station adjacent to the property.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

- a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
- b. The project site proposed the conveyance of land to the City for the sole purpose of public access to the site. The City has successfully petitioned for a Public Railroad Crossing at the entrance to the site.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting public meeting and gathering spaces.
- b. The existing site allows for emergency response vehicles to move around all areas of the site.
- c. The project will utilize new and existing on-site fire hydrants. All existing hydrants have been tested for flow capacity and test results are included on the Fire safety compliance Plan (Sheet C-9.0).

3. Availability and Adequate Capacity of Public Utilities:

- a. The applicant has worked with the utility companies and received utility Capacity to Serve letters. This phase of the project proposes the installation of new Sewer, Water, Gas, and Power connections to public infrastructure; however, the uses during this phase will generate very small amount of demand relative to the full build-out conditions of the Master Development Plan.
- b. The site will be retrofit with new underground power and communication lines. Some overhead power may remain to serve portions of the site until such a time the development is more defined in that specific area. The overhead power will be converted underground as part of subsequent site plan submissions.
- c. New sanitary sewer, storm drains, water lines and other utilities will meet the provisions required in the Technical Manual.
- d. The existing site sanitary sewer system is connected to the Thompson's Point sanitary pump station. An on-site wastewater treatment system is NOT proposed as part of this project.
- e. All sanitary and stormwater utilities have been designed to meet the City of Portland Technical Manual including the Chapter 500 Stormwater Management Standards.
- f. The project will use exterior dumpsters to store trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. N/A.
- b. N/A.
- c. N/A.

2. Shadows:

- a. The development is located in the B5 Zone and this standard is not applicable.

3. Snow and Ice Loading:

- a. N/A.

4. View Corridors:

- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a Historic District, Historic Landscape District or City designated landmark; however, the project is seeking Federal Grant money and consequently a Section 106 review was prepared and accepted by the Maine Historic Preservation Office.
- b. The development is not located adjacent to or within 100 feet of a designated landmark, Historic District, or Historic Landscape District.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

- a. Site Lighting.
 - (i) Permanent Exterior lighting is shown on the E-series drawings.

7. Noise and Vibration:

This phase of the project is not anticipated to change the current noise levels, which do not exceed those permitted in the B5 Zone.

8. Signage and Way finding:

- a. All onsite way finding and directional signage will be submitted under a separate application.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) N/A
- b. All onsite way finding and directional signage will be submitted under a subsequent application.

9. Zoning Related Design Standards:

- a.(i) The proposed mixed uses at the Brick North and Brick South Buildings are permitted in the B-5 Zone.

ATTACHMENT H

LIGHTING FIXTURE CUT SHEETS

BRICK NORTH AND SOUTH BUILDINGS
AT THE FOREFRONT AT THOMPSON'S POINT

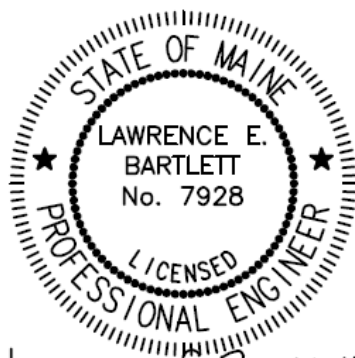
PROPOSED LIGHTING FIXTURES

September 2, 2015

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET BATH, MAINE 04530
TEL (207) 443-5447 FAX (207) 443-5560
e-mail: bartlettdesigninc@comcast.net

The proposed lighting for parking lots and access drives has been prepared in conformance with the *Illuminating Engineering Society of North America* recommendations published in Lighting for Parking Facilities RP-20-14. Based on a Lighting Zone Classification of LZ2 (moderate ambient lighting), the RP-20-14 horizontal illuminance criteria is as follows:

- Minimum Illuminance at Grade: 0.5 footcandles
- Average-to-Minimum Uniformity: 4-to-1, or better
- Maximum-to Minimum Uniformity: 15-to-1 or better



Lawrence E. Bartlett

LIGHTING FIXTURE TYPE S1



DATE:	10/31/12
DWG #:	LUM LEDG

1 of 3

Specifications

General Construction

Rugged die cast aluminum housing, low copper aluminum, allow for corrosion resistance and long life. Horizontal arm mount with +/-6 degrees vertical adjustment. Four bolt mast arm provides easy, secure installation and adjustability for arms 1-1/4 & 2 inch pipe (1.66" & 2.38" O.D.) Trigger latch disengages for easy access to four bolt mounting, terminal block, surge protection module, LED drivers, and electronic transfer switch. An optimized maintained thermal management system is achieved by combining a robust heat sink utilizing both convection and conduction methodology with a mechanical design that provides maximum airflow ensuring a minimum of 50,000 hours L70 at 25C operating ambient. Internal perforated stainless steel cover protects the luminaire against dirt and foliage build up while maintaining the integrity of the airflow requirement. Solar guard technology isolates top cover of luminaire from thermal heat sink through four touch points providing protection from solar loading while not in operation.

Environmental

Luminaire design and tested to comply with ANSI C136:31 2001 for 100,000 cycles at 3G acceleration for normal road and bridge applications. The range of luminaire operation is -40C to +50C.

Six sealed LED light engines meet dust and moisture rating of IP-66 per IEC 60068-2-3 1987 ensures long component life and protection from the environment.

The luminaire is finished with polyester paint applied after a pretreatment process to ensure maximum durability. The finish shall pass the 1000 hour salt fog test per ASTM B117 and D1654 standard.

The luminaire passed Humidity testing per IEC 60068-2-3 1987 and passed Temperature-Voltage Cycling and Condensing Humidity testing per Acuity Brands Validation Test Specification 902-00007-001

Regulatory

The luminaire is safety listed to CSA-C22.2 number 250, wet location. See chart below for model rating based on drive current and led combination.

Series	Drive Current	Number of LED'S	CSA Ambient Listing
LEDG	350 mA	36,60,72,84,96,108,120	40C
LEDG	525 mA	36,48,60,72,84,96,108,120	40C
LEDG	700 mA	72,60,48,36	40C
LEDG	700 mA	84	35C
LEDG	700 mA	96	30C
LEDG	700 mA	108	25C



The luminaire is ROHS compliant. Luminaire meets EMI compliance per FCC Title 47 CFR Part 15, Class A.

Electrical

The surge protection is tested to ANSI/IEEE C62.41-2002 specification. For the AS voltage option (120-277), the device meets category C high (20kV, 10kA). For AH voltage rating (347-480), the protection level is category C low. (6kV, 3kA) The surge protection module (SPD) protects all downstream electronics such as led drivers, transfer switch, and relays for the purpose of protecting from electrical disturbances such as nearby lightning strikes.

Extended life driver option (EL 350 mA only) provides both main and auxiliary driver system extending system driver to 200,000 hours minimum. The control in EL option constantly monitors an output current of the Main Driver. In the event of a Main driver failure (no output current), the control switches power to the Auxiliary driver. The Auxiliary driver is not energized during normal operation.

The photocell receptacle is adjustable without tools and is ROAM compatible.

The luminaire is designed to conform to ANSI C82.77:2002 for Maximum Total Harmonic Distortion (THD) -20%. Inrush current complies with NEMA410:2004 table B-2 and line fluctuations and Ramp Input voltage per UL 991:2004.

The luminaire conforms to Electromagnetic compatibility tests for Electrostatic Discharge (ESD) per IEC 61000-4-2:2001, Level 4.

Optical

Environmentally friendly, zero uplight luminaire reduces light pollution. Glass optics provides minimal dirt depreciation and will not discolor or become brittle over time. The permanence of glass results in less dirt depreciation and more maintained lumens on the intended space. The luminaire is available with narrow, medium, and wide asymmetric distributions designed to maximize pole spacing and reduce energy usage resulting in a lower total cost of ownership. The highly engineered light engine is designed to restrict direct view of individual LED's increasing visual comfort within the field of view. The luminaire is available with LED color temperatures of 4000K and 5000K. The minimum color rendering Index (CRI) is 70.

Reference www.Holophane.com for individual photometric tests on LEDgend LED luminaire that are tested per LM79 guidelines. Consult factory for LM80 data as that varies per LED chip manufacturer.

LEDGEND™
LED Roadway Lighting

**Functional
Outdoor**

HOLOPHANE®
LEADER IN LIGHTING SOLUTIONS
An Acuity Brands Company
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ORDER #:

TYPE:

DRAWN: LJS

DATE: 10/6/11

DWG #: LUM LEDG

TracPoles

SiteLink is a line of engineered structures that feature tracks and locking hardware for mounting and connecting a variety of necessary attachments.

Easy assembly is key and provides the ability to simplify installation, maintenance, modification, and integration of new and existing equipment.

The heart of the system is the new TracPoles with TracLoc which will be supported by accessories and site amenities. These units are easily modified or customized to meet a wide range of site requirements.



TracPoles feature four self-contained tracks for mounting and connecting hardware, and four auxiliary channels to strengthen pole and serve as isolated communication wireways.

Features and benefits

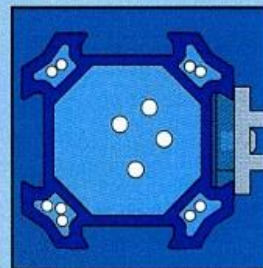
- **Structurally strong**
 - Maximum use of aluminum.
Extrusions: 6061-T6 aluminum alloy.
Castings: 356 aluminum alloy.
 - Fasteners: 300 series stainless steel.
 - Dovetail track.
- **Protected wireways**
 - Four isolated wireways for low voltage wiring, fiber optics, etc.
- **Mounting versatility**
 - Allows adjustment to site conditions.
- **Finishes**
 - Anodized finishes and paint options are available.



Medium Duty
Four track pole
5.75" square

Communication wireways

An extruded aluminum pole with up to four self-contained dovetail tracks for mounting sensory equipment. The central core can be used for the main power, while the four auxiliary channels provide strength as well as isolated communication wireways.



Line voltage in the core channel, low voltage communication cable in the auxiliary channels. And a typical cross section of a TracPoles shows line voltage delivered through the central core, low voltage in the auxiliary channels, with an accessory fastened onto one of four mounting tracks.

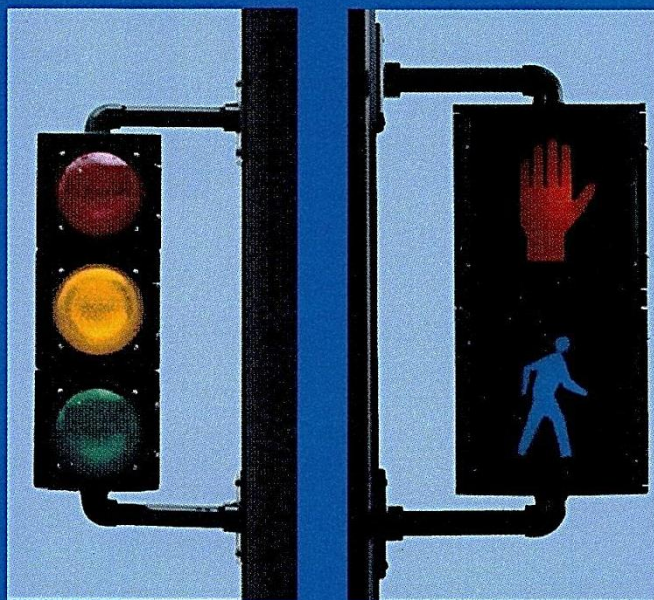
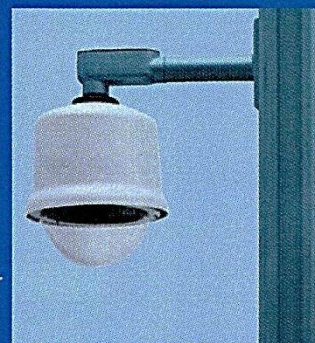
TracLoc System

At the heart of the TracLoc System is the dovetail track and TracNut.

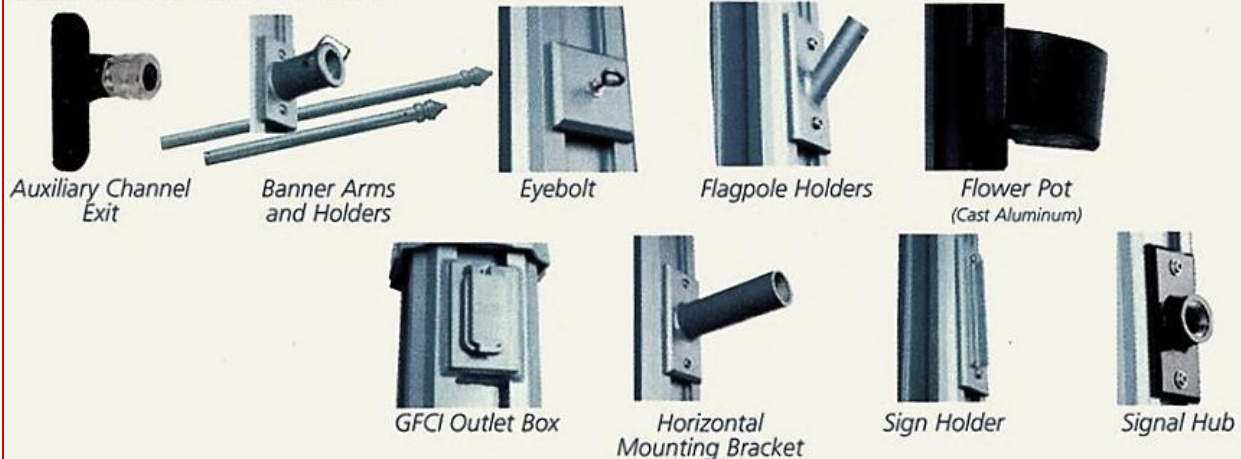


TracEquipment

Site equipment such as traffic lights, pedestrian signal equipment, security cameras and traffic signs can all fit the TracLoc System through the use of one of the several standard accessory components available. Custom components can also be developed for more challenging designs that require special attachments. In these instances, please contact your local Holophane factory sales representative for consultation.



accessories

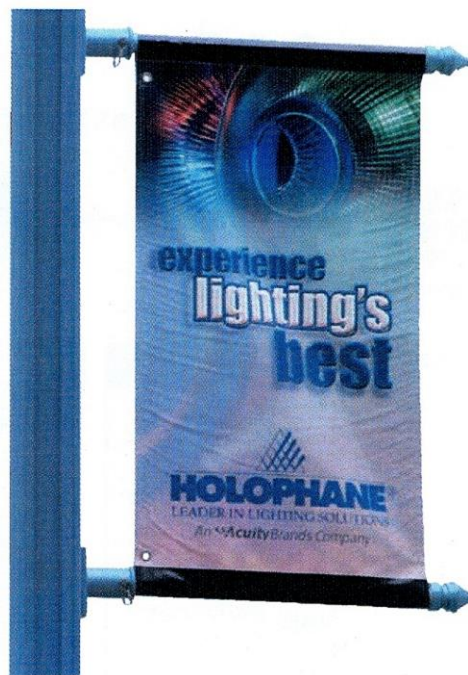


TracBanners

SiteLink offers a standard set of functional cast aluminum banner arms for use with the TracLoc system. TracBanners can be moved to accommodate new banner sizes, removed for different pole requirements or inclement weather, or added for special events easily without damaging the surface of the pole.

Features

- Cast aluminum construction
- Powder coat, or Kynar finish options
- Variety of lengths and diameters
- Variety of decorative end caps



BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPE S1**



BRACKET ARM: # SLNY72T2721 HD1

BASE: #SLDECVRCACSBT2D1

Post	Material	Height	Shaft Style
SL = SiteLink	A = Aluminum	08 = 8' 16 = 16' 24 = 24' 09 = 9' 17 = 17' 25 = 25' 10 = 10' 18 = 18' 26 = 26' 11 = 11' 19 = 19' 27 = 27' 12 = 12' 20 = 20' 28 = 28' 13 = 13' 21 = 21' 29 = 29' 14 = 14' 22 = 22' 30 = 30' 15 = 15' 23 = 23'	T1J = SiteLink 3"x5" Extruded Shaft-Light Duty T2J = SiteLink 5.75" SQ. Extruded Shaft-Medium Duty T3H = SiteLink 8.50" SQ. Extruded Shaft-Heavy Duty L6J = SiteLink 5.75" SQ. Extruded Shaft-Medium Duty L8G = SiteLink 8.50" SQ. Extruded Shaft-Heavy Duty
Base	Tenon	Mounting	Finish
BP = Base Plate SB = Shoe Base (T1J-TMP40002A) (T2J-TMP40000A BP) (T2J-TMP40016 SB) (T3H-TMP40001A) (L6J-TMP40017) (L8G-TMP40018)	P01 = POLE CAP P05 = 3" O.D. X 4" LG. P07 = 3" O.D. X 3" LG. P08 = 3" O.D. X 5" LG. P09 = 3" O.D. X 6" LG. P10 = 3" O.D. X 9" LG. P11 = 4.38 O.D. x 12" LG. (3" O.D. = ACTUAL SIZE IS 2.88" O.D.)	P12 = 3" O.D. X 12" LG. P13 = 3" O.D. X 8" LG. P14 = 3" O.D. X 14" LG. P15 = 3.5" O.D. X 8" LG. P16 = 4.5" O.D. X 10" LG. PT1 = VGC Plate	ABG = Anchor Bolts Galvanized Steel LAB = Less Anchor Bolts BK = Black BD = Dark Blue BZ = Bronze GH = Graphite GN = Green GR = Gray PP = Prime Painted SL = Silver WH = White
Options			

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE TYPES S2, S3, S4, S5 & S6



Prefix	Controls	Arm	Mounting	Optics ⁵	LED Watts	Color Temp	Voltage	Finish	Options
P21 -	-	-	-	-	-	-	-	-	-
P21- PureForm 21" fixture	— Standard luminaire DIM 0-10V Dimming APD¹ Automatic Profile Dimming APD-MRO² APD with Motion Response Override pole mounted sensor APD-MRI³ APD with Motion Response Override luminaire mounted sensor MRI³ Motion Response at 50% low, luminaire mount sensor MR50² Motion Response at 50% low, pole mounted sensor LimeLight Wireless Controls LLC2^{1,10,13} #2 lens for 8-15' mounted heights LLC3^{1,10,13} #3 lens for 15-25' mounted heights LLC4^{1,10,13} #4 lens for 25-40' mounted heights	A1¹⁴ Standard 9" Arm A2¹⁴ Short 5" Arm A3¹⁴ Decorative Arm MA Mast Arm Fitter (requires 2 3/8" O.D. Mast Arm)	1 Standard 2 2@180 2@90 2@90 3 3@90 3@120 3@120 4 4@90 W Wall Mount WS⁴ Wall mount including surface conduit rear entry permitted	Standard Optic Position 2 Type 2 3 Type 3 4 Type 4 5M Type 5 Medium 5W Type 5 Wide BLC Backlight Ctrl 2BL Type 2 with backlight (less shield) LCL⁶ LEED Corner Cutoff Optics LCR⁶ LEED Corner Cutoff Optics Optics Rotated Left (90°)⁷ 2-90 Type 2 3-90 Type 3 4-90 Type 4 BLC-90 Backlight Ctrl 2BL-90 Type 2 with backlight (less shield) Optic Rotated Right (270°)⁷ 2-270 Type 2 3-270 Type 3 4-270 Type 4 BLC-270 Backlight Ctrl 2BL-270 Type 2 with backlight (less shield)	350mA 55LA 70LA 90LA 530mA 80LA 105LA 130LA 640mA 165LA¹² 700mA 110LA 140LA 180LA 800mA 200LA¹²	CW Cool White 5,700K 70 CRI (nominal) NW Neutral White 4,000K 70 CRI (nominal) WW Warm White 3,000K 80 CRI (nominal)	120 120V 208 208V 240 240V 277 277V 347 347V 480 480V UNV 120-277V 50hz/60hz HVU 347-480V 50hz/60hz	BRP Bronze Paint BLP Black Paint WP White Paint NP Natural Paint OC Optional Color Specify optional color or RAL (ex: OC-LGP or OC-RAL7024) SC Special color Specify, must supply color chip. Requires factory quote.	TL Tool-Less entry and driver removal hardware TB Terminal Block F⁸ Fusing LF In-Line/In-Pole Fusing PC^{9,10,13} Receptacle with Photocell (Includes PCR5) PCB^{9,10,13} Photocell Button PCR5^{10,13,15,17} Photocell Receptacle only with 2 dimming connections PCR7^{10,13,16,17} Photocell Receptacle only with 2 dimming and 2 auxiliary connections EHHS External Houseside Shield PTF2 Pole Top Fitter for 2 3/8"- 3" Tenon PTF3 Pole Top Fitter for 3"- 3 1/2" Tenon PTF4 Pole Top Fitter for 3 1/2"- 4" Tenon SPA1-2 Square Pole Adapter for use with A1 or A2 Arms SPA3¹⁸ Square Pole Adapter for use with A3 Arms DL¹¹ Diffusing Lens CLR¹¹ Clear Glass Lens POLY¹¹ Polycarbonate Lens (1 year warranty on lens) BD Bird Deterrent Spike Kit – consist of 25 injection molded plastic bird deterrent spikes (field installed only).

TYPE S2: #P21-DIM-A1-1-2-55LA-NW-UNV-BLP-PC

TYPE S3: #P21-DIM-A1-1-4-105LA-NW-UNV-BLP-PC

TYPE S4: #P21-DIM-A1-1-4-BLC-105LA-NW-UNV-BLP-PC

TYPE S5: #P21-DIM-A1-1-5M-105LA-NW-UNV-BLP-PC

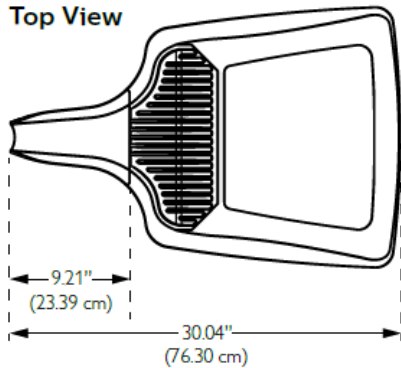
TYPE S6: #P21-DIM-A1-1-2-55LA-NW-UNV-BLP-PC

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE TYPES S2, S3, S4, S5 & S6

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Type 2				Type 2BL				Type 3			
				Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating
55LA	48	350	4000K	54	5,327	99	B1-U0-G1	54	5,981	111	B3-U0-G3	54	5,330	98	B1-U0-G1
70LA	64	350	4000K	69	7,350	107	B1-U0-G1	69	8,252	120	B3-U0-G3	69	7,354	107	B1-U0-G2
90LA	80	350	4000K	88	9,370	106	B1-U0-G2	89	10,521	119	B3-U0-G3	89	9,375	106	B1-U0-G2
80LA	48	530	4000K	78	7,656	98	B1-U0-G2	79	8,596	109	B3-U0-G3	79	7,660	97	B1-U0-G2
105LA	64	530	4000K	103	10,521	102	B1-U0-G2	103	11,814	114	B3-U0-G3	103	10,527	102	B1-U0-G2
130LA	80	530	4000K	127	13,490	106	B1-U0-G2	128	15,147	118	B4-U0-G4	128	13,498	105	B1-U0-G2
165LA	80	640	4000K	162	15,651	97	B2-U0-G2	162	17,425	107	B4-U0-G4	162	15,691	97	B1-U0-G2
110LA	48	700	4000K	108	9,735	90	B1-U0-G2	108	10,931	101	B3-U0-G3	108	9,740	90	B1-U0-G2
140LA	64	700	4000K	137	13,287	97	B2-U0-G2	138	14,918	108	B4-U0-G4	138	13,294	96	B1-U0-G2
180LA	80	700	4000K	176	16,723	95	B2-U0-G2	177	18,777	106	B4-U0-G4	177	16,732	94	B2-U0-G3
200LA	80	800	4000K	205	18,514	90	B2-U0-G2	206	20,788	101	B4-U0-G4	206	18,524	90	B2-U0-G3

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Type 4				Type 5M				Type 5W			
				Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating	Average System Watts ¹	Lumen Output ^{1,2}	Efficacy (LPW)	BUG Rating
55LA	48	350	4000K	54	5,279	98	B1-U0-G1	54	6,059	112	B2-U0-G0	53	6,014	113	B3-U0-G1
70LA	64	350	4000K	69	7,284	106	B1-U0-G2	69	8,360	122	B3-U0-G1	70	8,298	119	B3-U0-G2
90LA	80	350	4000K	88	9,286	105	B1-U0-G2	88	10,657	121	B3-U0-G1	86	10,579	123	B4-U0-G2
80LA	48	530	4000K	78	7,588	97	B1-U0-G2	79	8,708	111	B3-U0-G1	82	8,644	106	B3-U0-G2
105LA	64	530	4000K	103	10,428	101	B1-U0-G2	103	11,967	116	B3-U0-G1	108	11,879	111	B4-U0-G2
130LA	80	530	4000K	127	13,370	105	B1-U0-G2	128	15,344	120	B3-U0-G1	134	15,231	114	B4-U0-G2
165LA	80	640	4000K	162	15,389	90	B1-U0-G2	162	17,663	109	B4-U0-G1	164	17,878	109	B4-U0-G2
110LA	48	700	4000K	108	9,648	96	B1-U0-G2	108	11,073	102	B3-U0-G1	110	10,991	100	B4-U0-G2
140LA	64	700	4000K	137	13,168	94	B1-U0-G2	138	15,112	110	B4-U0-G1	146	15,001	103	B4-U0-G2
180LA	80	700	4000K	176	16,574	95	B2-U0-G2	177	19,021	108	B4-U0-G1	179	18,881	105	B4-U0-G2
200LA	80	800	4000K	206	18,349	89	B2-U0-G3	206	21,058	102	B4-U0-G2	206	20,903	101	B4-U0-G2

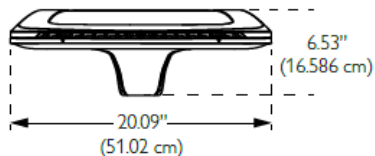
Top View



Side View



End View



PHILIPS



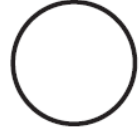
PHILIPS



Poles

4.5" Straight Round Aluminum - Cast Base

The Philips Gardco RA4.5 straight aluminum pole consists of a one-piece 4.5" round extruded aluminum lighting standard mounted to a cast aluminum base. The poles are finished with either Architectural Class I anodizing or electrostatically applied TGIC polyester powdercoat. All poles include anchor bolts, full base cover, hand hole, ground lug and top cap.



PREFIX	BASE	HEIGHT	DRILLING	FINISH	OPTIONS
RA45	CB	18	D1	BLP	VDA

Enter the order code into the appropriate box above. Note: Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.

PREFIX	BASE	HEIGHT	DRILLING
RA4.5	CB Fixed Cast Base	10' 12' 15' 18' 20'	D1 1 Way D2 2 Way D2@90 2 Way at 90° D3 3 Way D3@120 3 Way at 120° D4 4 Way T2 2 3/8" OD Tenon T4 4" OD Tenon

Hinged Bases are available for this pole size. Please refer to Hinged Base pole sheet 79415-8 for specifications and dimensions.

FINISH	OPTIONS
BRP Bronze Paint BLP Black Paint WP White Paint NP Natural Aluminum Paint BRA Bronze Anodized BLA Black Anodized NA Natural Anodized OC Optional Color Paint <i>Specify Optional Color or RAL ex: OC-LGP or OC-RAL7024.</i> SC Special Color Paint <i>Specify. Must supply color chip.</i>	DR Duplex Receptacle GFCI Ground Fault Receptacle VDA Vibration Dampener Nipples and Couplings <i>Indicate size (1/2", 3/4", 1", 1 1/4", 1 1/2".) Indicate height above base and orientation to hand hole. See Pole Orientation Information on Page 4.</i> NL Nipple - External thread CL Coupling - Internal thread Single Mount Bullhorn Brackets <i>Indicate height above base and orientation to hand hole. See Pole Orientation Information on Page 4.</i> A15BH-19 Single - 1.9" OD A15BH-24 Single - 2.4" OD A215BH-19 2-Tenon - 1.9" OD A215BH-24 2-Tenon - 2.4" OD Motion Response Provisions GMR Provision for Gardco HID Motion Response System <i>Minimum Pole Height is 18'. Includes a 1/2" coupling placed 180° to the hand hole, 12' above the pole base.</i> MSM Motion Sensor Mounting Provision for LED Luminaires available with Motion Response <i>Minimum Pole Height is 18'. Includes a special hand hole with 1/2" coupling placed in the cover plate, 180° to the hand hole, 15' above the pole base.</i>

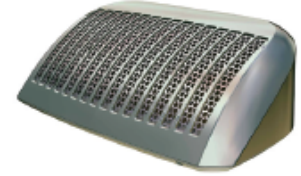
CATALOG NUMBER	POLE SIZE		MAXIMUM LUMINAIRE LOADING ¹			ANCHOR BOLT DATA ²		
PREFIX - BASE - HEIGHT	ACTUAL HEIGHT	WALL THICKNESS (inches.)	100 MPH EPA-FT ²	90 MPH EPA-FT ²	80 MPH EPA-FT ²	BOLT CIRCLE (inches)	BOLT SIZE (inches)	MAX PROJ. (inches)
RA4.5-CB-10	10'	.125	7.6	9.5	12.5	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-12	12'	.125	5.6	7.1	9.5	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-15	15'	.188	5.1	6.5	8.8	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-18	18'	.188	3.6	4.7	6.7	7 - 8.625	3/4 x 17 x 3	3.25"
RA4.5-CB-20	20'	.188	2.4	3.2	5.1	7 - 8.625	3/4 x 17 x 3	3.25"

ROUND STRAIGHT ALUMINUM POLES – 17 FEET TALL. INSTALLED ON A RAISED 3-FOOT CONCRETE FOUNDATION BASE.

PHILIPS

121 LED Performance Sconce - Generation 2

The Philips Gardco 121 LED Performance Sconce provides an energy efficient, architecturally pleasing solution for wall mount applications. The sloped surface ribs of the die cast aluminum housing create a distinctly unique aesthetic element, and perform important functions in the Philips Gardco thermal management system. 121 Generation 2 luminaires feature high performance Class 1 LED systems. The high performance LED optical systems produce full cutoff performance, minimizing glare and light trespass. Philips Gardco's LED technology provides maximized light output and maximum energy savings.



PREFIX	OPTICAL SYSTEM	LED WATTAGE	LED SELECTION	VOLTAGE	FINISH	OPTIONS
121	3	26LA	NW	UNIV	BLP	PCB
Enter the order code into the appropriate box above. Note: Philips Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.						

PREFIX

121	121 LED Performance Sconce - Constant Wattage / Full Light Output
121-MR	121 LED Performance Sconce - Motion Response
121-DIM	121 LED Performance Sconce - 0 - 10V Dimming
121-APD	121 LED Performance Sconce - Automatic Profile Dimming

121-DCC 121 LED Performance Sconce - Dual Circuit Control

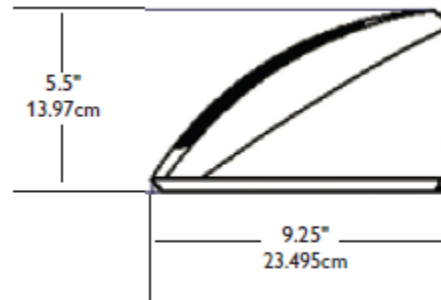
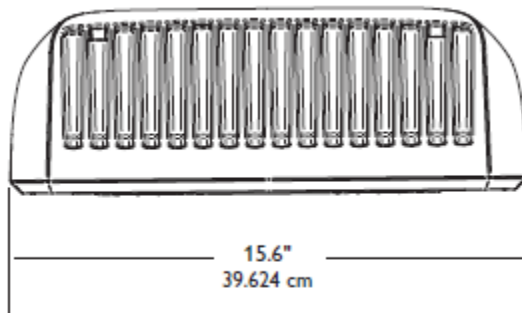
OPTICAL SYSTEM

2	Type 2	All optical systems are supplied with a clear glass lens standard. A Diffuse Lens (DL) option is available. See OPTIONS on Page 2.
3	Type 3	
4	Type 4	
MT	Medium Throw	

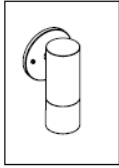
LED WATTAGE AND LUMEN VALUES

Single LED Array Wattages, Available in 121, 121-MR, 121-DIM and 121-APD Only

Ordering Code	Average System Watts ¹	LED Current (mA)	LED Quantity - Single LED Array	LED Selection	Luminaire Initial Absolute Lumens ²			
					TYPE 2	TYPE 3	TYPE 4	MT
18LA	18	350	16	NW	1,673	1,707	1,609	2,022
26LA	26	530	16	NW	2,442	2,485	2,345	2,927
35LA-700	36	700	16	NW	3,102	3,139	2,972	3,650
35LA-350	35	350	32	NW	3,664	3,736	3,523	4,425
50LA	52	530	32	NW	5,587	5,685	5,365	6,697
75LA	72	700	32	NW	6,199	6,538	6,296	7,289



BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPE S8**



BESSL
SOLID STATE LIGHTING
18-29W LED



CATSKILL™

PROJECT:

TYPE:

CATALOG
NUMBER:

SOURCE:

NOTES:

CATALOG NUMBER LOGIC

Example: **CK** - **LED** - **x31** - **FL** - **SAP** - **12** - **11** - **A**

Series
CK - Catskill Series™

Source
LED - 'X' Module with Cold Phosphor Technology

LED Type
x30 - 18WLED/2.7K
x31 - 18WLED/3K
x32 - 18WLED/4K
x33 - 29WLED/2.7K
x34 - 29WLED/3K
x35 - 29WLED/4K

Optics
SP - Spot (20°)
FL - Flood (45°)
WFL - Wide Flood (60°)

Finish

Standard Finish

Powder Coat Color	Satin	Wrinkle
Bronze	BZP	BZW
Black	BLP	BLW
White (Gloss)	WHP	WHW
Aluminum	SAP	—
Verde	—	VER

Premium Finish

ABP	Antique Brass Powder	CMG	Cascade Mountain Granite	RMG	Rocky Mountain Granite
AMG	Aleutian Mountain Granite	CRI	Cracked Ice	SDS	Sonoran Desert Sandstone
AQW	Antique White	CRM	Cream	SMG	Sierra Mountain Granite
BCM	Black Chrome	HUG	Hunter Green	TXF	Textured Forest
BGE	Beige	MDS	Mojave Desert Sandstone	WCP	Weathered Copper
BPP	Brown Patina Powder	NBP	Natural Brass Powder	WIR	Weathered Iron
CAP	Clear Anodized Powder	OCP	Old Copper	Also available in RAL Finishes See submittal SUB-1439-00	

Lens Type
9 - Clear (Standard)
10 - Spread Lens*
12 - Soft Focus Lens*
13 - Rectilinear Lens*

Shielding
11 - Honeycomb Baffle*

*Accommodates up to 2 Lens/Shielding media

Cap Style
A - 45°
B - 90°
C - Flush
D - 45° less Weep Hole
(Interior Use Only)
E - 90° less Weep Hole
(Interior Use Only)

Configure Driver Housing Separately Driver Housing Required

REMOTE DRIVER HOUSINGS:

PM2RM - Universal Power Module 2 Remote
PM2DRM - Universal Power Module 2 Dual Remote
RM - Remote Wall Mount
DRM - Dual Remote Wall Mount

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPE S9**

SLIMFC37N/PC

RAB
LIGHTING



37, 57 and 62 Watt SLIM Wallpacks are designed to cover the footprint of most traditional wallpacks. They are suitable for mounting heights from 20' to 30', and replace HID Wattages from 200W MH to 320W MH. These ultra-high efficiency fixtures are available in cutoff or full cutoff models.

Color: Bronze

Weight: 7.5 lbs

Project:

Type:

Prepared By:

Date:

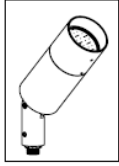
Driver Info

Type: Constant Current
120V: 0.31A
208V: N/A
240V: N/A
277V: N/A
Input Watts: 38W
Efficiency: 98%

LED Info

Watts: 37W
Color Temp: 4000K (Neutral)
Color Accuracy: 82 CRI
L70 Lifespan: 100,000
Lumens: 2,413
Efficacy: 64 LPW

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE TYPE S10



18-29W LED



DENALI SERIES™ FLOODLIGHT

PROJECT:

TYPE:

CATALOG
NUMBER:

SOURCE:

NOTES:

CATALOG NUMBER LOGIC

Example: DE - LED - x31 - FL - SAP - 12 - 11 - C

Series: DE - Denali Series™ Floodlight

Source: LED - 'X' Module with Cold Phosphor Technology

LED Type: x30 - 18WLED/2.7K, x31 - 18WLED/3K, x32 - 18WLED/4K, x33 - 29WLED/2.7K, x34 - 29WLED/3K, x35 - 29WLED/4K

Optics: SP - Spot (20°), FL - Flood (40°), WFL - Wide Flood (60°)

Finish: Aluminum Finish, Premium Finish

Configure Driver Housing Separately Driver Housing Required

INTEGRAL DRIVER HOUSINGS:

- HP2 - HP2 Housing
- PM2 - Universal Power Module 2
- PM2D - Universal Power Module 2 Dual
- PC - Power Canopy
- PPH - Power Pipe II
- TMB - Pole Mount or Tenon Mount

REMOTE DRIVER HOUSINGS:

- HP2RM - HP2 Remote Housing
- PM2RM - Universal Power Module 2 Remote
- PM2DRM - Universal Power Module 2 Dual Remote
- RM - Remote Wall Mount
- DRM - Dual Remote Wall Mount

Aluminum Finish		
Powder Coat Color	Satin	Wrinkle
Bronze	BZP	BZW
Black	BLP	BLW
White (Gloss)	WHP	WHW
Aluminum	SAP	—
Verde	—	VER

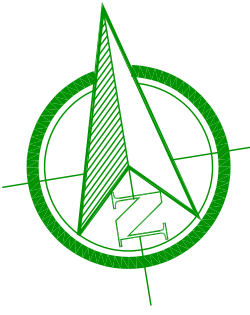
Premium Finish		
ABP	Antique Brass Powder	CMG
AMG	Aleutian Mountain Granite	CRI
AQW	Antique White	CRM
BCM	Black Chrome	HUG
BGE	Beige	MDS
BPP	Brown Patina Powder	NBP
CAP	Clear Anodized Powder	OCP
		RMG
		SDS
		SMG
		TXF
		WCP
		WIR
		Also available in RAL Finishes See submittal SUB-1439-00

Lens Type: 9 - Clear (Standard), 10 - Spread Lens*, 12 - Soft Focus Lens*, 13 - Rectilinear Lens*

Shielding: 11 - Honeycomb Baffle*
**Accommodates up to 2 Lens/Shielding media*

Cap Style: A - 45°, B - 90°, C - Flush, D - 45° less Weep Hole (Interior Use Only), E - 90° less Weep Hole (Interior Use Only)

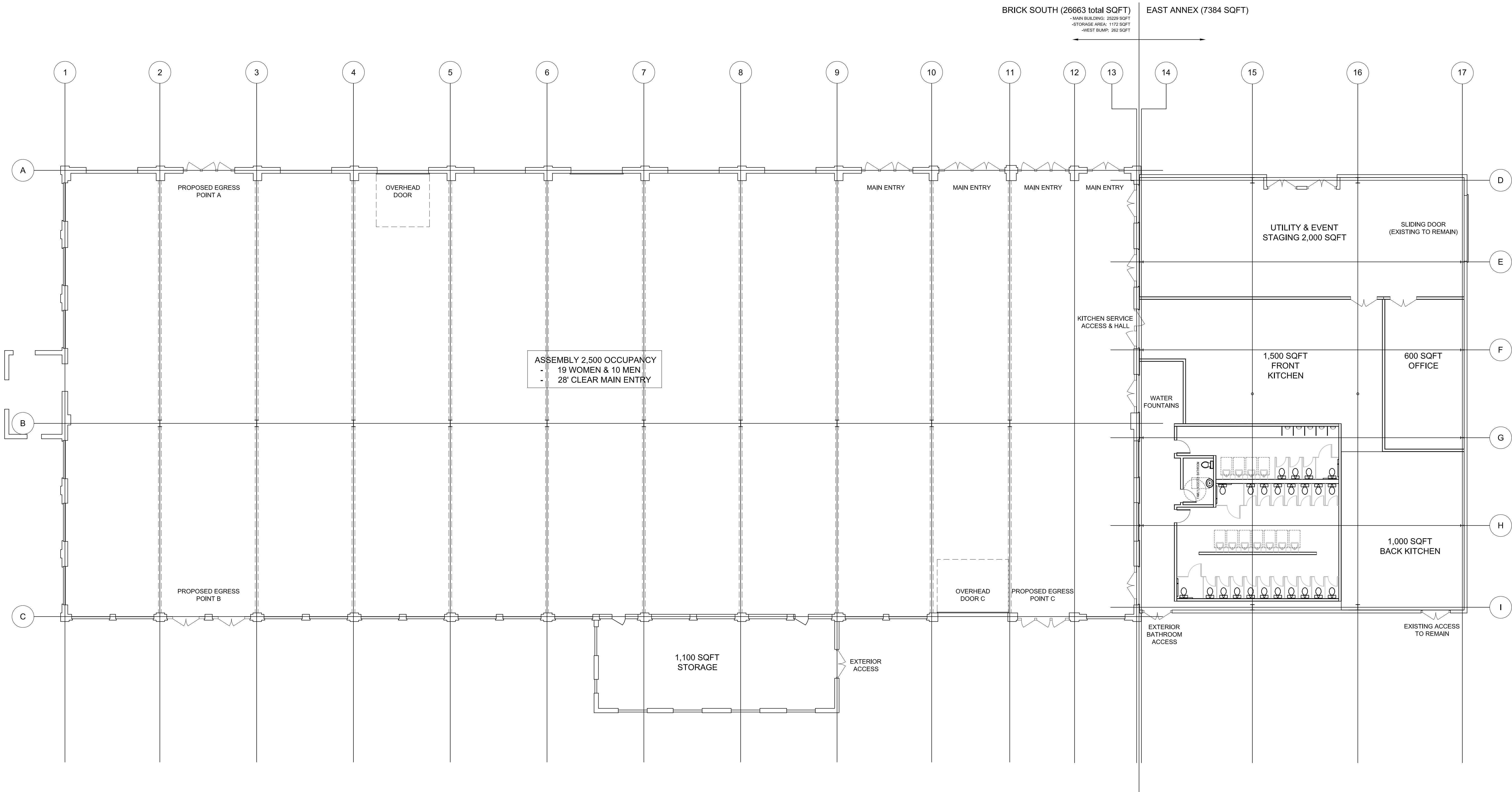
LUMINAIRE AIMED STRAIGHT DOWN



Phi

HOME DESIGNS

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PHI@HOMEDESIGNS.COM
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1
A101

BRICK SOUTH FLOOR PLAN
SCALE: 3/32" = 1'-0"

PRELIMINARY - NOT FOR CONSTRUCTION

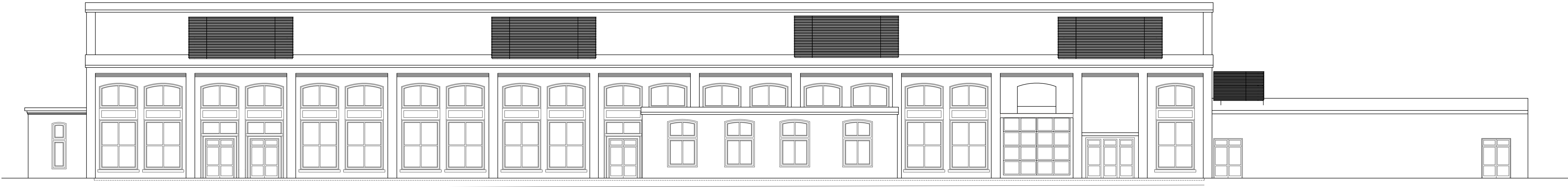
BRICK SOUTH

THOMPSON'S POINT PORTLAND, MAINE

OWNER: FOREFRONT PARTNERS I, LP

DATE:
AUGUST 26, 2015
DRAWN BY:
CAG
CHECKED BY:
ECD
BRICK SOUTH FLOOR PLAN

A101



1
A200

BRICK SOUTH - SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



2
A200

BRICK SOUTH - WEST ELEVATION

SCALE: 3/32" = 1'-0"

PRELIMINARY - NOT FOR CONSTRUCTION

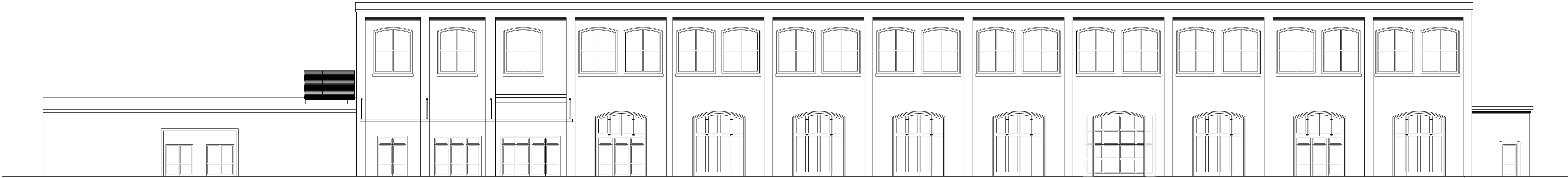


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BRICK SOUTH
THOMPSON'S POINT PORTLAND, MAINE
OWNER: FOREFRONT PARTNERS I, LP

DATE:
AUGUST 26, 2015
DRAWN BY:
CAG
CHECKED BY:
ECD
BRICK SOUTH
ELEVATIONS

A200



1
A201
BRICK SOUTH - NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
A201
BRICK SOUTH - EAST ELEVATION
SCALE: 3/32" = 1'-0"

PRELIMINARY - NOT FOR CONSTRUCTION



446 WEST STREET
ROCKPORT, ME 04856
TEL: 207 230 0034
FAX: 207 230 0274
PHIHOMEDESIGNS.COM
©PHI HOME DESIGNS LLC

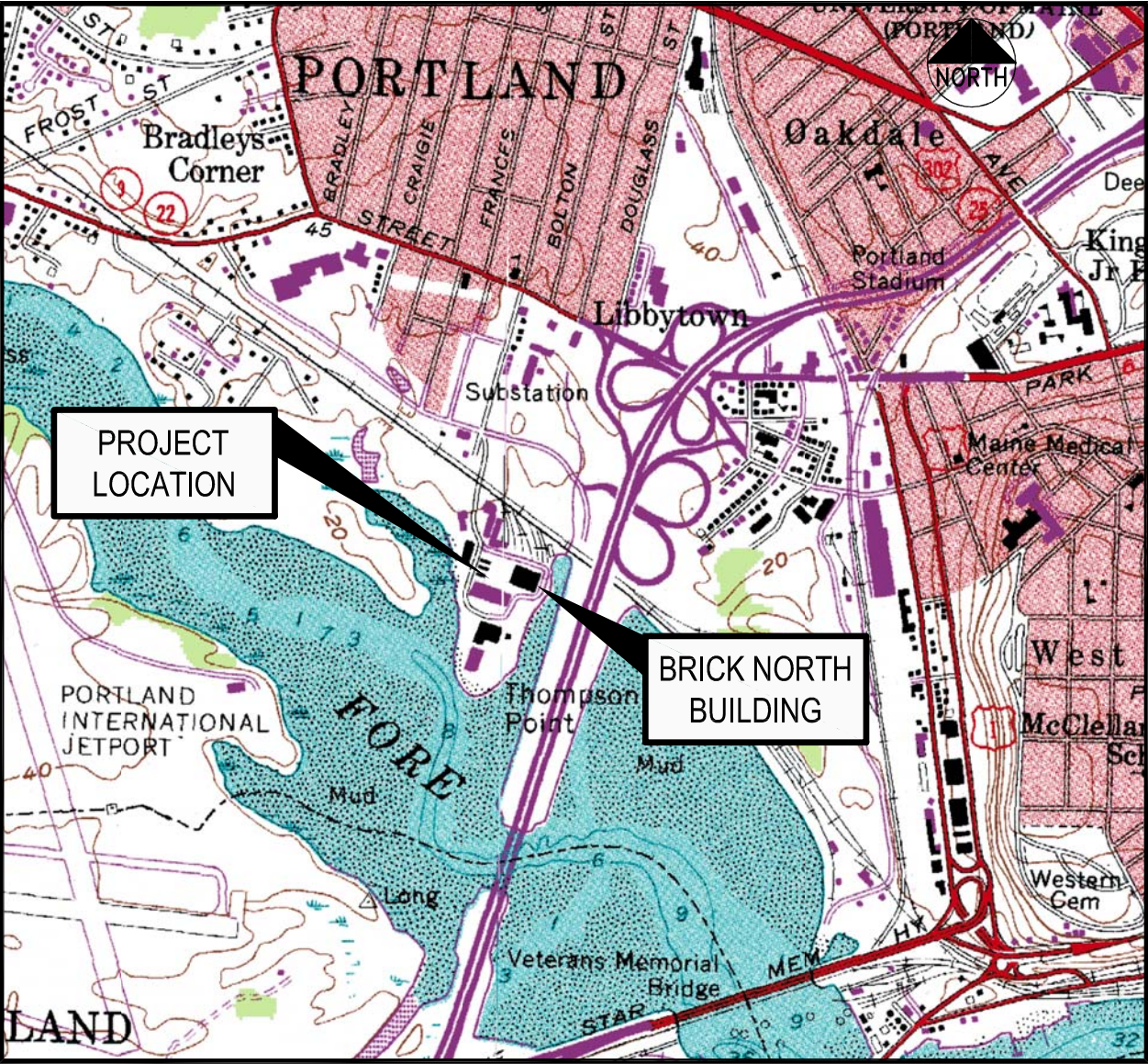
BRICK SOUTH
THOMPSON'S POINT PORTLAND, MAINE
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DATE:
AUGUST 26, 2015
DRAWN BY:
CAG
CHECKED BY:
ECD
BRICK SOUTH
ELEVATIONS

A201

SITE RENOVATION PLANS
FOR
BRICK NORTH AND SOUTH
BUILDINGS
(BUILDINGS A AND C)
AT THE FOREFRONT AT
THOMPSON'S POINT
PORTLAND, MAINE
IN SUPPORT OF A LEVEL III SITE PLAN APPLICATION
SEPTEMBER 2015

Plan 51



LOCATION MAP
N.T.S.

PROJECT PARCEL SITE

ZONING: B-5 URBAN COMMERCIAL MIXED USE ZONE

PORTLAND TAX ASSESSOR'S MAP & LOT NUMBERS:

MAP	BLOCK	LOTS
201	A	5, 8, 10
202	A	1, 4

APPLICANT / OWNER:

FORE FRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
ATTN: CHRIS THOMPSON, PhD
207.784.0335
PARALLAXPARTNERS@GMAIL.COM

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A200	BRICK SOUTH ELEVATIONS
A201	BRICK SOUTH ELEVATIONS

UTILITIES

WATER

ATTN: GLISSEN HAVU
PORTLAND WATER DISTRICT
22 DOUGLAS STREET
P.O. BOX 3533
PORTLAND, MAINE 04104
207.781.8310

SEWER

ATTN: DAVID-MARGOLIS-PINEO, P.E.
CITY OF PORTLAND
PUBLIC SERVICES ENGINEERING DEPT.
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8840

POWER

ATTN: JAMIE COUGH
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.791.1023

TELEPHONE

ATTN: JOHN CAPRIO
FAIRPOINT COMMUNICATIONS
ONE DAVIS FARM ROAD
PORTLAND, MAINE 04103
207.797.1842

CABLE

ATTN: ANDY TROTTER
TIME WARNER CABLE
119 JOHNSON ROAD
PORTLAND, MAINE 04102
877.546.0962

NATURAL GAS

ATTN: SCOTT CARPENTER
UNITIL / FORMERLY NORTHERN UTILITIES
1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.541.2543
email: carpenters@unitil.com

CALL BEFORE YOU DIG:
1.888.DIGSAFE (1.888.344.7233)
DIG SAFE MAINE

PERMITS / APPROVALS (APPLICABLE TO FULL DEVELOPMENT)

LOCAL

SITE PLAN, SHORELAND
ZONING AND SUBDIVISION
REVIEW

BUILDING AND DEMOLITION
PERMITS

MASTER DEVELOPMENT PLAN

STATE

SITE LOCATION OF
DEVELOPMENT

NATURAL RESOURCES
PROTECTION ACT (NRPA) /
MAINE CONSTRUCTION
GENERAL PERMIT

MAINE DOT TRAFFIC
MOVEMENT PERMIT

MAINE VOLUNTARY RESPONSE
ACTION PLAN (VRAP)

PUBLIC RAIL CROSSING PETITION

FEDERAL

U.S. ARMY CORPS OF
ENGINEERS
SECTION 404 PERMIT

GOVERNING BODY

CITY OF PORTLAND PLANNING AUTHORITY
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8722
CONTACT: CHRISTINE GRIMANDO

CITY OF PORTLAND CODE ENFORCEMENT OFFICE
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8703

CITY OF PORTLAND PLANNING AUTHORITY
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8722
CONTACT: CHRISTINE GRIMANDO

GOVERNING BODY

CITY OF PORTLAND PLANNING AUTHORITY
DELEGATED AUTHORITY
CITY HALL, 389 CONGRESS STREET 207.874.8722
CONTACT: CHRISTINE GRIMANDO

MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
312 CANCO ROAD
PORTLAND, MAINE 04103
207.822.6300
CONTACT: MARY BETH RICHARDSON

MAINE DEPARTMENT OF TRANSPORTATION
STATE HOUSE STATION 16
AUGUSTA, MAINE 04333
207.624.3620
CONTACT: STEVE LANDRY

MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
312 CANCO ROAD
PORTLAND, MAINE 04103
207.623.8367
CONTACT: NICK HODGKINS

MAINE DEPARTMENT OF TRANSPORTATION
STATE HOUSE STATION 16
AUGUSTA, MAINE 04333

GOVERNING BODY

U.S. ARMY CORPS OF ENGINEERS
RR2 BOX 1855
MANCHESTER, MAINE 04351
207.623.8367
CONTACT: JAY CLEMENT

STATUS

ORIGINAL APPROVED JUNE 5, 2012
AMENDED APPROVAL JUNE 19, 2013

DEPOT BUILDING PERMIT ISSUED JUNE 18, 2014
TO BE FILED PRIOR TO CONSTRUCTION BY
CONTRACTOR FOR THIS PROJECT

APPROVED MARCH 2014

STATUS

APPROVED JUNE 5, 2012 UNDER CITY'S
DELEGATED AUTHORITY

APPROVED JULY 2012
ORDER #L-25672-2G-A-N / L-25672-FS-B-N
AMENDMENT PENDING

APPROVED JUNE 13, 2012
REG. 01-00155-A-N

NO ACTION ASSURANCE LETTER
ISSUED MARCH 6, 2013

DECISION #364 - APRIL 3, 2012

STATUS

APPROVED AUGUST 24, 2012
CORP PERMIT #NAE-2012-00992
AMENDED APRIL 16, 2014

CONSULTANT LIST

CIVIL ENGINEER:

Fay, Spofford & Thorndike
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
207.775.1121
ATTN: BO KENNEDY
www.fstinc.com

ARCHITECT:

Archetype Architects (Brick North)
48 UNION STREET
PORTLAND, MAINE 04101
207.772.6022
ATTN: BILL HOPKINS
www.archetype-architects.com

Phi Home Designs (Brick South)

446 WEST STREET
ROCKPORT, MAINE 04856
207.230.8034
ATTN: ERIK DURBAS
www.phihomedesigns.com

LANDSCAPE ARCHITECT:
Carroll Associates

217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101
207.772.1552
ATTN: PAT CARROLL

LIGHTING CONSULTANT:

Bartlett Design
942 WASHINGTON STREET
BATH, MAINE 04530
207.522.9789
ATTN: LARRY BARTLETT

LEGAL COUNSEL:

Verrill Dana
ONE PORTLAND SQUARE
P.O. BOX 586
PORTLAND, MAINE 04112
207.774.4000
ATTN: DAVID GALGAY
www.verrilldana.com

GEOTECHNICAL ENGINEER:

Haley and Aldrich, Inc.
75 WASHINGTON AVENUE, SUITE 203
PORTLAND, MAINE 04101
207.482.4600
ATTN: WAYNE CHADBOURNE
www.haleyaldrich.com

ENVIRONMENTAL ENGINEER:

Crederre Associates, LLC
776 MAIN STREET
WESTBROOK, MAINE 04092
207.828.1272
ATTN: RIP PATTEN
www.crederrellc.com

TRAFFIC ENGINEER:

Gorrill-Palmer Consulting Engineers, Inc.
P.O. BOX 1237
15 SHAKER ROAD
GRAY, MAINE 04039
207.657.6910
ATTN: RANDY DUNTON
www.gorrillpalmer.com

SURVEYOR:

Sebago Technics, Inc.
1 CHABOT STREET
WESTBROOK, MAINE 04092
207.856.0277
www.sebagotechnics.com

LEED:

Thornton Tomasetti
386 FORE STREET, SUITE 401
PORTLAND, MAINE 04101
207.245.6060
www.thorntontomasetti.com

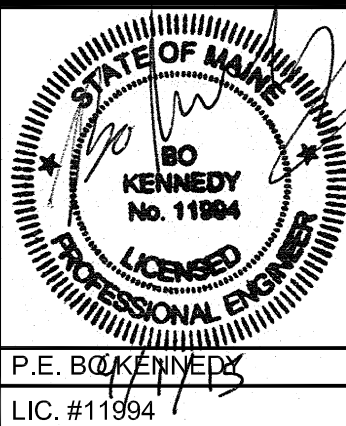
PLAN REFERENCES:

TITLE	DATE APPROVED BY CITY
1. THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	JUNE 5, 2012
2. THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT	JUNE 19, 2013
3. BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	DECEMBER 17, 2013
4. THE FOREFRONT AT THOMPSON'S POINT MASTER PLAN	MARCH 11, 2014
5. THE DEPOT BUILDING LEVEL II SITE PLAN	JUNE 10, 2014
6. BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT (PHASE 1A)	DECEMBER 4, 2014
7. SUBDIVISION APPLICATION	TBD

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE
PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY
REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE
OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR
APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS
ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK, UNLESS
OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS
REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
REV	DATE	DESCRIPTION
REVISIONS		



PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	SHEET TITLE COVER SHEET
CIENT FOREFRONT PARTNERS I, LP	

FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: N.T.S.
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-B5 COV	
SHEET	C-1.0

PLAN REFERENCES:

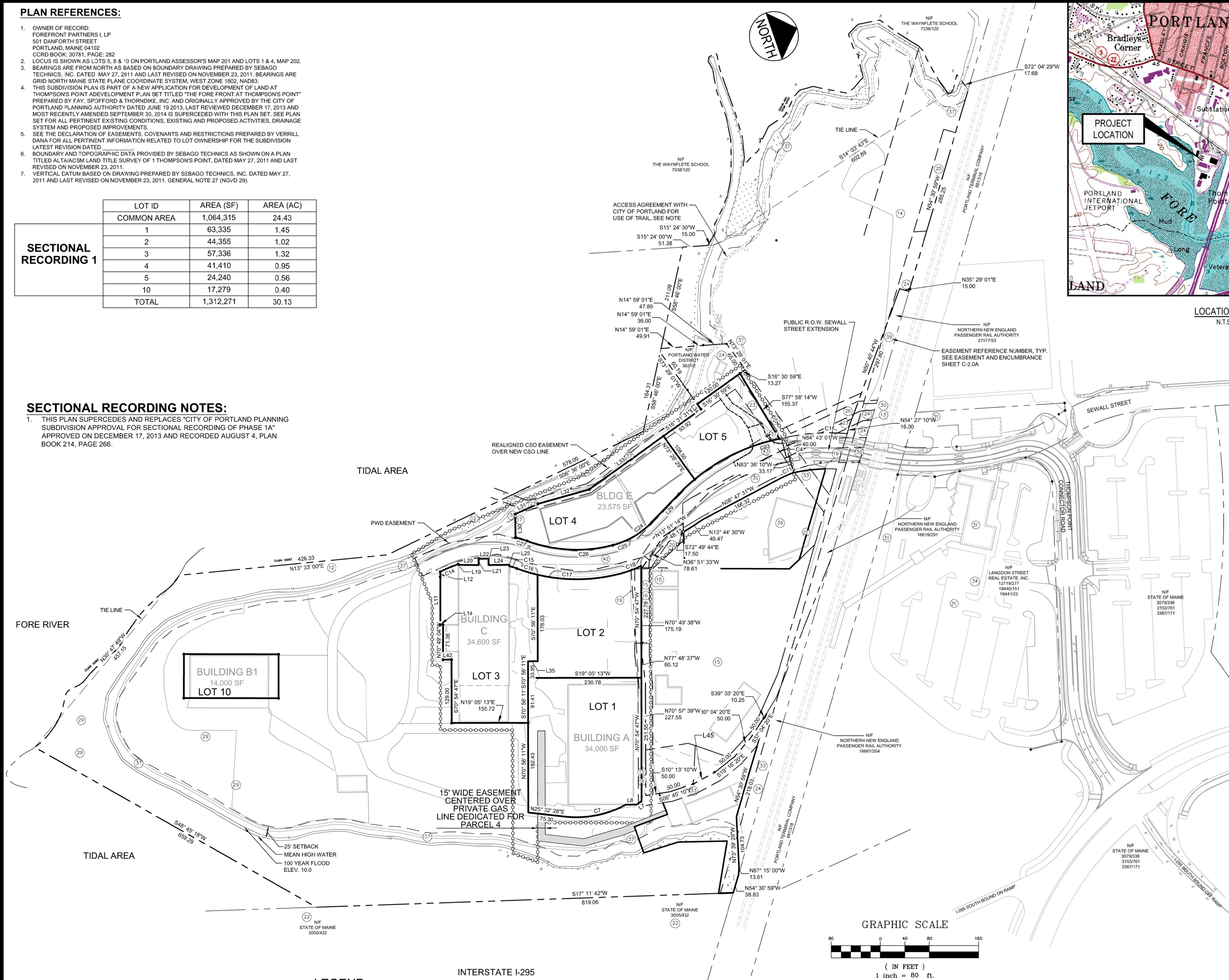
- OWNER OF RECORD:
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET
PORTLAND, MAINE 04102
CORD BOOK: 30761, PAGE: 282
- LOCUS IS SHOWN AS LOTS 5, 8 & 10 ON PORTLAND ASSESSOR'S MAP 201 AND LOTS 1 & 4, MAP 202.
- BEARINGS ARE FROM NORTH AS BASED ON BOUNDARY DRAWING PREPARED BY SEBAGO TECHNIQS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. BEARINGS ARE GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802, NAD83.
- THIS SUBDIVISION PLAN IS PART OF A NEW APPLICATION FOR DEVELOPMENT OF LAND AT THOMPSON'S POINT ADEVELOPMENT PLAN SET TITLED "THE FORE FRONT AT THOMPSON'S POINT" PREPARED BY FAY, SPOFFORD & THORNDIKE, INC. AND ORIGINALLY APPROVED BY THE CITY OF PORTLAND PLANNING AUTHORITY DATED JUNE 19 2013, LAST REVIEWED DECEMBER 17, 2013 AND MOST RECENTLY AMENDED SEPTEMBER 30, 2014 IS SUPERCEDED WITH THIS PLAN SET. SEE PLAN SET FOR ALL PERTINENT EXISTING CONDITIONS, EXISTING AND PROPOSED ACTIVITIES, DRAINAGE SYSTEM AND PROPOSED IMPROVEMENTS.
- SEE THE DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS PREPARED BY VERRILL DANA FOR ALL PERTINENT INFORMATION RELATED TO LOT OWNERSHIP FOR THE SUBDIVISION LATEST REVISION DATED
- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNIQS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011.
- VERTICAL DATUM BASED ON DRAWING PREPARED BY SEBAGO TECHNIQS, INC. DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. GENERAL NOTE 27 (NGVD 29).

SECTIONAL
RECORDING 1

LOT ID	AREA (SF)	AREA (AC)
COMMON AREA	1,064,315	24.43
1	63,335	1.45
2	44,355	1.02
3	57,336	1.32
4	41,410	0.95
5	24,240	0.56
10	17,279	0.40
TOTAL	1,312,271	30.13

SECTIONAL RECORDING NOTES:

- THIS PLAN SUPERCEDES AND REPLACES "CITY OF PORTLAND PLANNING SUBDIVISION APPROVAL FOR SECTIONAL RECORDING OF PHASE 1A" APPROVED ON DECEMBER 17, 2013 AND RECORDED AUGUST 4, PLAN BOOK 214, PAGE 266.



LEGEND

- LIMIT OF UTILITY INFRASTRUCTURE IMPROVEMENTS INCLUDED WITH SECTIONAL RECORDING
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING TIE LINE
- 25' SETBACK FROM HIGHEST ANNUAL TIDE ELEVATION 7.4
- PIN TO BE SET

INTERSTATE I-295

SURVEYOR'S STATEMENT

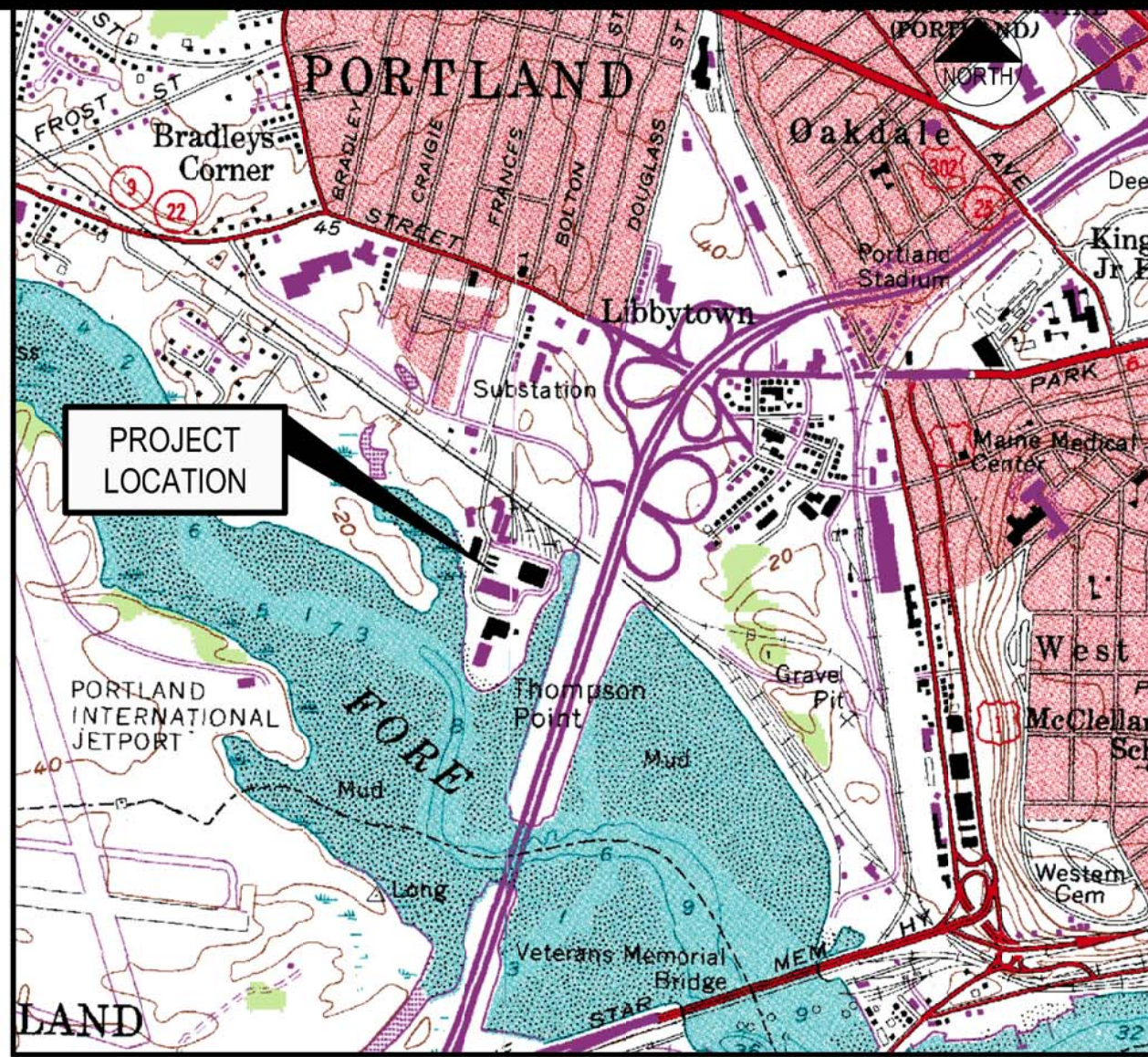
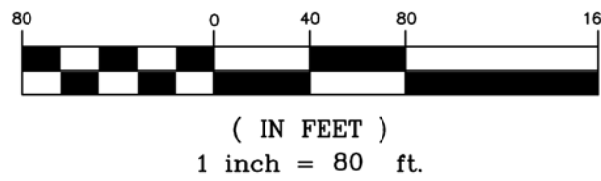
THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

THE SEALING OF THIS PLAN BY SEBAGO TECHNIQS, INC. IS FOR THE EXTERNAL BOUNDARIES AND THE REVIEW OF THE INTERNAL BOUNDARIES AS DEPICTED HEREON ONLY.

MONUMENTS DEPICTED HEREON ARE PROPOSED TO BE SET, NO MONUMENTATION HAS BEEN SET AT THIS TIME.

CHARLES D. MARCHESE, MAINE PLS 2009 DATE

GRAPHIC SCALE



LOCATION MAP
N.T.S.

LINE TABLE SECTIONAL 1		
ID	LENGTH	DIRECTION
L7	12.39'	S13° 01' 55"E
L8	21.48'	N19° 04' 02"E
L11	97.32'	S70° 49' 16"E
L12	10.21'	S70° 49' 32"E
L14	6.00'	S18° 37' 13"W
L19	1.41'	S70° 54' 26"E
L20	41.52'	S19° 42' 12"W
L21	12.96'	S70° 48' 01"E
L22	20.22'	S19° 06' 01"W
L23	13.01'	N71° 10' 49"W
L24	41.80'	S18° 24' 16"W
L25	2.63'	N70° 56' 11"W
L29	79.72'	N27° 00' 14"W
L30	46.99'	S71° 46' 28"E
L31	51.40'	S04° 54' 53"E
L32	108.24'	S03° 28' 29"W
L33	186.24'	S16° 31' 31"E
L34	12.74'	N73° 29' 01"E
L35	20.00'	S19° 03' 49"W
L42	17.00'	N18° 37' 02"E

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

CURVE TABLE SECTIONAL 1				
ID	RADIUS	LENGTH	DELTA	CHORD LENGTH / BEARING
C1	400.00'	134.30'	019° 14' 11"	133.67' / S14° 54' 03"W
C4	360.00'	7.00'	001° 06' 51"	7.00' / S05° 50' 23"W
C7	210.00'	128.18'	034° 58' 24"	126.20' / N08° 03' 16"E
C9	130.00'	158.84'	070° 00' 28"	149.14' / S35° 54' 33"E
C11	317.60'	38.20'	006° 53' 31"	38.18' / N05° 25' 30"W
C14	250.00'	39.89'	009° 08' 34"	39.85' / S03° 54' 37"E
C17	350.00'	169.62'	027° 46' 03"	167.97' / S18° 25' 18"W
C18	230.00'	45.82'	011° 24' 49"	45.74' / S01° 10' 08"E
C23	390.00'	236.99'	034° 49' 00"	233.36' / N09° 35' 44"W
C24	170.00'	68.28'	023° 00' 43"	67.82' / S15° 29' 52"E
C25	170.00'	25.31'	008° 31' 47"	25.29' / N00° 16' 23"E
C27	220.00'	24.80'	006° 27' 35"	24.79' / N36° 22' 00"E

CITY OF PORTLAND PLANNING AUTHORITY
SUBDIVISION SECTIONAL RECORDING APPROVAL

DIRECTOR _____
DATE _____

PROJECT
THE FOREFRONT
AT THOMPSON'S POINT
SHEET TITLE
CITY OF PORTLAND PLANNING BOARD
SUBDIVISION APPROVAL FOR SECTIONAL
RECORDING 1
OWNER
FOREFRONT PARTNERS I, LP
501 DANFORTH STREET, PORTLAND, MAINE 04102

FST 105 YEARS
FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
DRAWN: DED DATE: SEPT 2014
DESIGNED: BEK SCALE: 1" = 80'
CHECKED: SRB JOB NO. 2982.05
FILE NAME: 2982.05-B5 SUBDIVISION
SHEET C-1.1

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MAINE DEPARTMENT OF TRANSPORTATION, THE U.S DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.
6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THOMPSON'S POINT AND ALL ADJACENT PROPERTIES INCLUDING THE RAILROAD R.O.W. AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO EMERGENCY SITE ACCESS CONDITIONS.
11. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMANCE OF WORK IN ACCORDANCE WITH ALL AREMA SAFETY STANDARDS AND SHALL COOPERATE FULLY WITH REPRESENTATIVES OF PAN AM RAILWAYS AND THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY (NNEPRA), MDOT, AND THE CITY OF PORTLAND AS MAY BE REQUIRED.

SITE LAYOUT NOTES

1. ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT. SEE DRAWINGS C-3.5 SURFACE TREATMENT PLAN FOR PAVEMENT TYPE.
5. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
6. STRIPE PARKING AREAS, DRIVES AND ROADWAY AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, CROSSWALKS, HANDICAP SYMBOLS, PAINTED ISLANDS AND FIRE LANES. (ALL MARKINGS EXCEPT MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT). ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F". MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT.
7. SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.
8. STOP BARS SHALL BE 12" WIDE.
9. PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
2. PROVIDE TURF REINFORCEMENT IN AREAS INDICATED ON THE PLANS.
3. AS "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.
4. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.
5. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.
6. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
7. ALL DISTURBED AREAS NOT TO BE PAVED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
8. **COMPACTION REQUIREMENTS:**
- | LOCATION | MINIMUM COMPACTION* |
|---|---------------------|
| SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS | 95% |
| SUBGRADE FILL BELOW PAVED AREAS | 90% |
| TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL | 95% |
| BELOW LOAM AND SEED AREAS | 90% |
| STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA | 95% |
| SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS | 95% |
| AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE | |
- *ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.
9. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
10. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.
11. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.
12. NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE DIVISION SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.
5. COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE. SUBURBAN PROPANE AND NNEPRA TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.

LANDSCAPE NOTES

(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT BETWEEN THIS SECTION AND THE LANDSCAPE DRAWINGS, THE LANDSCAPING DRAWINGS SHALL GOVERN)

1. ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.
2. PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.
3. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM AND SEED.
4. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TIP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 4" LOAM AND SEED.
5. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.
6. PARKING AREA PLANTED ISLANDS TO HAVE A MINIMUM OF 4" TOPSOIL. REMOVE ALL CONSTRUCTION DEBRIS BEFORE TOPSOILING. TOPSOIL SHALL BE PLACED TO TOP OF CURB.
7. ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.
8. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.
9. THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
10. NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.
12. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.
13. ALL PLANTING LOCATED AT THE ENTRANCE TO THE PROJECT OR AT INTERSECTIONS WITHIN THE SITE WILL BE MAINTAINED AND WILL NOT EXCEED 3 FEET IN HEIGHT WITHIN A TRIANGLE FORMED 25' INTO THE DRIVEWAY AND 25' ALONG THE TRAVEL WAY.

EROSION CONTROL NOTES:

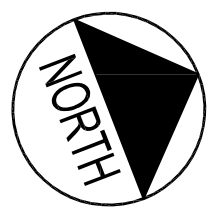
1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.
3. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.
4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
5. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
6. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.
7. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.
8. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.
9. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
10. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
11. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.
12. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.
13. INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 3:1.
14. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003".

LEGEND

EXISTING	PROPOSED
BOUNDARY LINE/R.O.W.	BARRIER FREE SYMBOL
ABUTTER LINE/R.O.W.	SIGN
DEED LINE/ROW	SIGN LABEL
TIE LINE	GUIDERAIL - METAL
EASEMENT	GUIDERAIL - TIMBER
FLOODPLAIN	FENCE - CHAINLINK
CENTERLINE	FENCE - WOOD
IRON PIPE/ROD	BUILDING / BUILDING ACCESS
BENCHMARK	PROPERTY LINE
BUILDING	RETAINING WALL
WETLANDS	PEDESTRIAN CROSSWALK
EDGE WETLAND	TRAFFIC ARROWS
ROCK OUTCROP	BOLLARD
SIGN	VERTICAL GRANITE CURB
EDGE PAVEMENT	SLOPED GRANITE CURB
GRAVEL ROAD	CATCH BASIN
EDGE WATER	CONTOUR LABEL
CONTOURS	DRAIN MANHOLE
SPOT GRADE	RIPRAP INLET APRON
CHAIN LINK FENCE	RIPRAP OUTLET APRON
DECIDUOUS TREE	SLOPE DESIGNATION
CONIFEROUS TREE	SPOT GRADE
GUARDRAIL	SPOT GRADE AT CURB (TC = TOP / BC = BOTTOM)
WATER GATE VALVE	WATER MARK
HYDRANT	UNDERDRAIN
SEWER MH	STORM DRAIN
CATCH BASIN	TREE LINE OR LIMIT OF CLEARING
DRAINAGE MH	CURB STOP
UNIDENTIFIED MH	HYDRANT
OVERHEAD UTILITY	LIGHT POLE WITH FIXTURE(S)
ELECTRIC METER BOX	WALL MOUNT LIGHT
LIGHT POLE	SANITARY SEWER MANHOLE
UTILITY POLE	TEST PIT
GUY	TRANSFORMER PAD
RIPRAP	UTILITY POLE
BOULDER	VALVE
SCHEDULE B - SECTION 2 EXCEPTIONS	SANITARY SEWER
	WATER MAIN
	GAS MAIN
	UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC
	PEDESTRIAN FLASHER

PRELIMINARY - NOT FOR CONSTRUCTION

				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE GENERAL NOTES AND LEGEND CLIENT FOREFRONT PARTNERS LP	FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN			
REV	DATE	DESCRIPTION			
REVISIONS			P.E. BOB KENNEDY LIC. #11904	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-B5-GEN SHEET	DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05 C-1.2



Plan 54

SEE THOMPSON'S POINT
CONNECTOR ROAD PLANS FOR
INFORMATION RELATED TO
PREVIOUSLY CONSTRUCTED
OFFSITE ROAD IMPROVEMENTS

TIDAL AREA

BRICK SOUTH
(BUILDING C)

EAST ANNEX

BRICK NORTH
(BUILDING A)

N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
27577/53
FEE TAKING

N/F
SUBURBAN PROPANE GAS CORPORATION
&
SUBURBAN PROPANE, L.P.
12492/296
SUBURBAN - U.D.I. CO.
2124/129

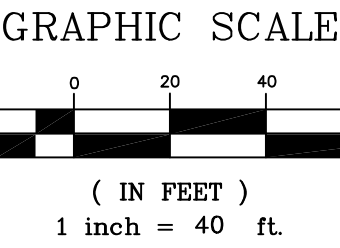
N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
16619/291

N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
16667/204

N/F
PORTLAND TERMINAL COMPANY
887/318

N/F
SUBURBAN
PROPANE

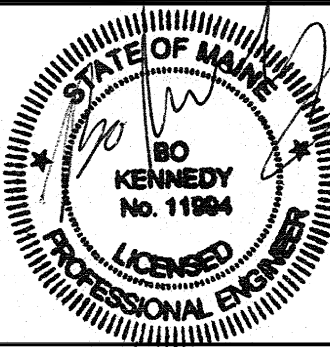
25' SETBACK FROM HAT ELEV 7.4
HIGHEST ANNUAL TIDE ELEV 7.4



PLAN REFERENCES:

- BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. ADDITIONAL SURVEY ON SUBURBAN PROPANE PROVIDED ON MARCH 30, 2014, BY SEBAGO TECHNICS.
- BORINGS AND TEST PIT LOCATIONS PROVIDED BY CREDERE ASSOCIATES, LLC AS SHOWN ON A PLAN TITLES FIGURE 2 PROPOSED SAMPLE LOCATION PLAN, THOMPSON'S POINT PROPERTY.
- ADDITIONAL UTILITY DATA TAKEN FROM CITY AND UTILITY COMPANY RECORD DRAWINGS, AS WELL AS OBSERVATIONS BY DELUCA-HOFFMAN ASSOCIATES, INC. PERSONNEL DURING SITE VISITS.

PRELIMINARY - NOT
FOR CONSTRUCTION



PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
EXISTING CONDITIONS PLAN

CLIENT
FOREFRONT PARTNERS I, LP

FST **FAY, SPOFFORD & THORNDIKE**
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-B5 DEMO	
SHEET	C-2.0

1. ALL BARRIER FREE PARKING SPACES ARE TO RECEIVE BARRIER FREE SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. ALL CURBING MATERIALS WILL BE SELECTED BY THE OWNER. THE DIMENSIONS PROVIDED ON THE PLAN ARE TO FACE CURB. ALL CURBING DIMENSIONS ARE DETAILED IN THE PROJECT DETAIL SHEETS.
3. ALL DIMENSIONING UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB, THE EDGE OF PAVEMENT OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.
5. ALL PAVEMENT MARKINGS SHOWN SHALL BE TEMPORARY PAINT PLACED ON BINDER PAVEMENT. THE DIMENSIONING OF FINAL SURFACE PAVEMENT TO BE CONSISTENT WITH THE APPROVED MAY 2014 MASTER PLAN.

	SLIP FORM CONCRETE CURB (VERTICAL, SLOPED OR CAPE COD BERM MOLD - SEE DETAILS)
	TYPE 1 VERTICAL GRANITE CURB
TD	TIP DOWN
TS	TRANSITION STONE (VERTICAL GRANITE TO SLIP FORM CONCRETE)

4" DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4" SYLL	4" WIDTH SOLID YELLOW LANE LINE
4" SWLL	4" WIDTH SOLID WHITE LANE LINE
STOP	12" WIDTH SOLID WHITE STOP LINE

ALL PARKING STALLS TO BE 4" WIDTH SINGLE SOLID WHITE LINE EXCEPT AS SHOWN ON SITE LAYOUT PLAN.

	HEAVY DUTY PAVEMENT
	STANDARD DUTY PAVEMENT
	LIGHT DUTY PAVEMENT
	RECLAIM, FINE GRADE AND PAVE
	SPOT PAVEMENT REPAIR
	BITUMINOUS PAVEMENT SIDEWALK

R1-1 24"x24"	R7-8 12"x18"	R7-6 12"x18" R7-6P 12"x6"	W11-2 24"x24" W16-6P 12"x6"	W11-2 24"x24" W16-7P 12"x6"	R7-13M 12"x18"
A	B	C	D	E	F

BASELINE LINE TABLE		
ID	LENGTH	DIRECTION
L1	79.72	S27° 00' 14.12"E
L2	11.42	S09° 45' 59.99"E
L3	16.81	S61° 47' 25.34"E
L4	9.86	S59° 11' 41.40"E
L5	476.41	S70° 56' 10.77"E

BASELINE CURVE TABLE						
ID	RADIUS	ARC LENGTH	DELTA	TANGENT	PC STATION	PT STATION
C1	360.00	252.05	040° 07'	131.44	10+00	12+52.05
C2	200.00	110.10	031° 33'	56.48	13+31.77	14+41.87
C3	320.00	195.80	035° 04'	101.08	14+41.87	16+37.67
C4	190.00	106.38	032° 05'	54.63	16+37.67	17+44.06
C5	270.00	81.44	017° 17'	41.03	17+44.06	18+25.50
C6	50.00	45.40	052° 01'	24.40	18+36.92	18+82.31
C10	50.00	10.25	011° 44'	5.14	20+09.86	20+20.11

COMMON AREA

LOT 3

BRICK SOUTH BUILDING (C)
(SEE ARCHITECTURAL PLANS BY PHI HOME DESIGNS)

DEMISING WALL

"EAST ANNEX"

LOT 2

LOT 1

BRICK NORTH BUILDING (A)
(SEE ARCHITECTURAL PLANS BY ARCHETYPE, PA)

LOT 4

ACCESS DRIVE 'A' STA 15+88.57 =
ACCESS DRIVE 'B' STA 20+00

ACCESS DRIVE 'A' STA 10+00 =
STA 61+50 MDOT CONSTRUCTION
BASELINE

N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
27577/53
FEE TAKING

N/F
SUBURBAN PROPANE GAS CORPORATION
&
SUBURBAN PROPANE, L.P.
12492/296
SUBURBAN - U.D.I. CO.
2124/129

NORTH PASSEN

N/F
NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
16667/204

PORTLAND TERMINAL COMPANY
881/318

GRAVEL / PAVEMENT

ACCESS DRIVE 'A'

ACCESS DRIVE 'B'

ACCESS DRIVE 'B' STA 24+96.51

25' SETBACK FROM HAT ELEV 7.4

100 YR FLOOD STAGE - A2 ZONE
ELEV 10.0

HIGHEST ANNUAL TIDE ELEV 7.4

2' WIDE STONE DRIP EDGE - SEE
GRADING PLAN AND DETAILS
"EVENT SPACE"

CONCRETE DUMPSTER PAD
WITH ENCLOSURE

SEE LANDSCAPE
ARCHITECT PLANS
FOR PLAZA
ENTRANCE DETAILS

5' WIDE SIDEWALK

TREE OF 40
FRUIT PLAZA
AREA

32' WIDE
RAISED
WALK

9' x 18' TYPICAL ADA
PARKING SPACE

2' WIDE STONE DRIP EDGE - SEE
GRADING PLAN AND DETAILS

CONCRETE SLAB - SEE
ARCHITECTURAL PLANS

9' x 18' TYPICAL STANDARD
PARKING SPACE

HOT BITUMINOUS ASPHALT
SIDEWALK, TYP

PROPOSED DOOR, TYP

PAVED WALKWAY COORDINATE
DOOR LAYOUT WITH
ARCHITECTURAL PLANS, TYP

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

ADJUST CRIB
WALL PLANTER

ACCESS TO SUBURBAN
PROPANE TO BE MAINTAINED

DERO BIKE HITCH BICYCLE
RACK, TYP OF 8 (16 SPACES)
SPACED AT 6' O.C.

EXISTING BUILDING
TO REMAIN

EXISTING BUILDING TO REMAIN
NNEPRA

SPOT REPAIR EXISTING
PAVEMENT

10' x 15' CONCRETE DUMPSTER
PAD WITH ENCLOSURE

GRAVEL

GRAVEL YARD TO REMAIN

PEDESTRIAN ALLEY
CONSTRUCTED WITH
STANDARD DUTY
PAVEMENT BUILDUP

SEE TYPICAL ROADWAY CROSS
SECTIONS SHEET C-8.8

EASEMENT LINE (ACCESS
AND UTILITY EASEMENT
TO FOREFRONT)

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

DERO BIKE HITCH BICYCLE
RACK, TYP OF 8 (16 SPACES)
SPACED AT 6' O.C.

EXISTING BUILDING TO REMAIN
NNEPRA

SPOT REPAIR EXISTING
PAVEMENT

10' x 15' CONCRETE DUMPSTER
PAD WITH ENCLOSURE

GRAVEL

PEDESTRIAN ALLEY
CONSTRUCTED WITH
STANDARD DUTY
PAVEMENT BUILDUP

SEE LANDSCAPE
ARCHITECT PLANS
FOR PLAZA
ENTRANCE DETAILS

5' WIDE SIDEWALK

TREE OF 40
FRUIT PLAZA
AREA

32' WIDE
RAISED
WALK

9' x 18' TYPICAL ADA
PARKING SPACE

2' WIDE STONE DRIP EDGE - SEE
GRADING PLAN AND DETAILS

CONCRETE SLAB - SEE
ARCHITECTURAL PLANS

9' x 18' TYPICAL STANDARD
PARKING SPACE

HOT BITUMINOUS ASPHALT
SIDEWALK, TYP

PROPOSED DOOR, TYP

PAVED WALKWAY COORDINATE
DOOR LAYOUT WITH
ARCHITECTURAL PLANS, TYP

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

ADJUST CRIB
WALL PLANTER

ACCESS TO SUBURBAN
PROPANE TO BE MAINTAINED

DERO BIKE HITCH BICYCLE
RACK, TYP OF 8 (16 SPACES)
SPACED AT 6' O.C.

EXISTING BUILDING
TO REMAIN

EXISTING BUILDING TO REMAIN
NNEPRA

SPOT REPAIR EXISTING
PAVEMENT

10' x 15' CONCRETE DUMPSTER
PAD WITH ENCLOSURE

GRAVEL

PEDESTRIAN ALLEY
CONSTRUCTED WITH
STANDARD DUTY
PAVEMENT BUILDUP

SEE LANDSCAPE
ARCHITECT PLANS
FOR PLAZA
ENTRANCE DETAILS

5' WIDE SIDEWALK

TREE OF 40
FRUIT PLAZA
AREA

32' WIDE
RAISED
WALK

9' x 18' TYPICAL ADA
PARKING SPACE

2' WIDE STONE DRIP EDGE - SEE
GRADING PLAN AND DETAILS

CONCRETE SLAB - SEE
ARCHITECTURAL PLANS

9' x 18' TYPICAL STANDARD
PARKING SPACE

HOT BITUMINOUS ASPHALT
SIDEWALK, TYP

PROPOSED DOOR, TYP

PAVED WALKWAY COORDINATE
DOOR LAYOUT WITH
ARCHITECTURAL PLANS, TYP

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

ADJUST CRIB
WALL PLANTER

ACCESS TO SUBURBAN
PROPANE TO BE MAINTAINED

DERO BIKE HITCH BICYCLE
RACK, TYP OF 8 (16 SPACES)
SPACED AT 6' O.C.

EXISTING BUILDING
TO REMAIN

EXISTING BUILDING TO REMAIN
NNEPRA

SPOT REPAIR EXISTING
PAVEMENT

10' x 15' CONCRETE DUMPSTER
PAD WITH ENCLOSURE

GRAVEL

PEDESTRIAN ALLEY
CONSTRUCTED WITH
STANDARD DUTY
PAVEMENT BUILDUP

SEE LANDSCAPE
ARCHITECT PLANS
FOR PLAZA
ENTRANCE DETAILS

5' WIDE SIDEWALK

TREE OF 40
FRUIT PLAZA
AREA

32' WIDE
RAISED
WALK

9' x 18' TYPICAL ADA
PARKING SPACE

2' WIDE STONE DRIP EDGE - SEE
GRADING PLAN AND DETAILS

CONCRETE SLAB - SEE
ARCHITECTURAL PLANS

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PARKING SPACE

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SIDEWALK, TYP

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PROPANE TO BE MAINTAINED

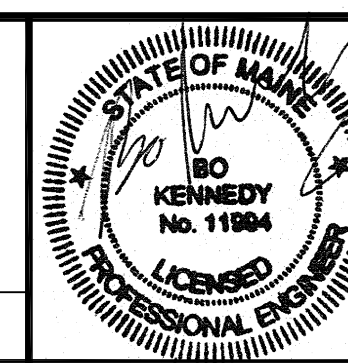
DERO BIKE HITCH BICYCLE
RACK, TYP OF 8 (16 SPACES)
SPACED AT 6' O.C.

EXISTING BUILDING
TO REMAIN

EXISTING BUILDING TO REMAIN
NNEPRA

SPOT REPAIR EXISTING
PAVEMENT

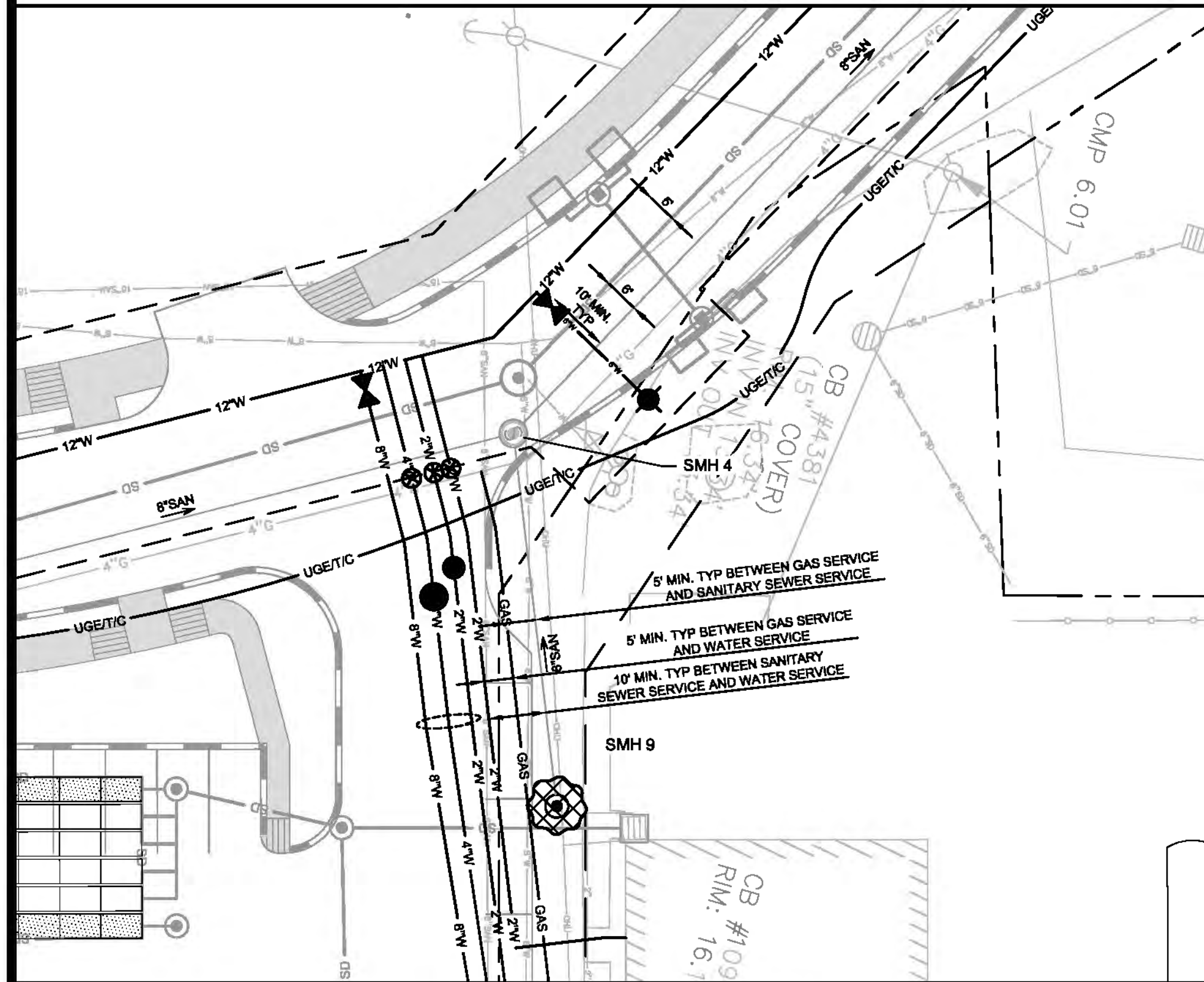
PRELIMINARY - NOT
FOR CONSTRUCTION



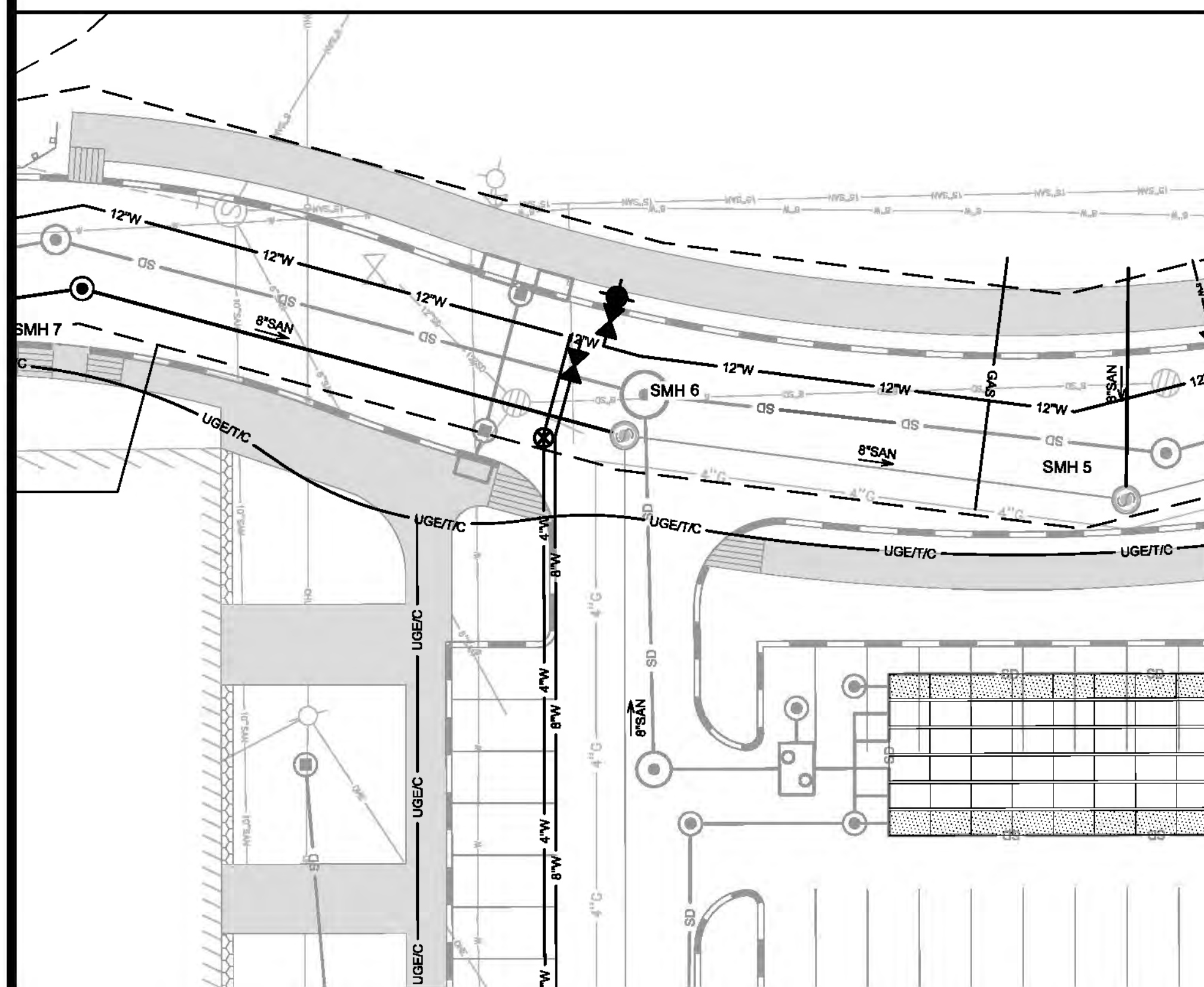
SHEET TITLE	SITE LAYOUT PLAN
CLIENT	FOREFRONT PARTNERS L.P.



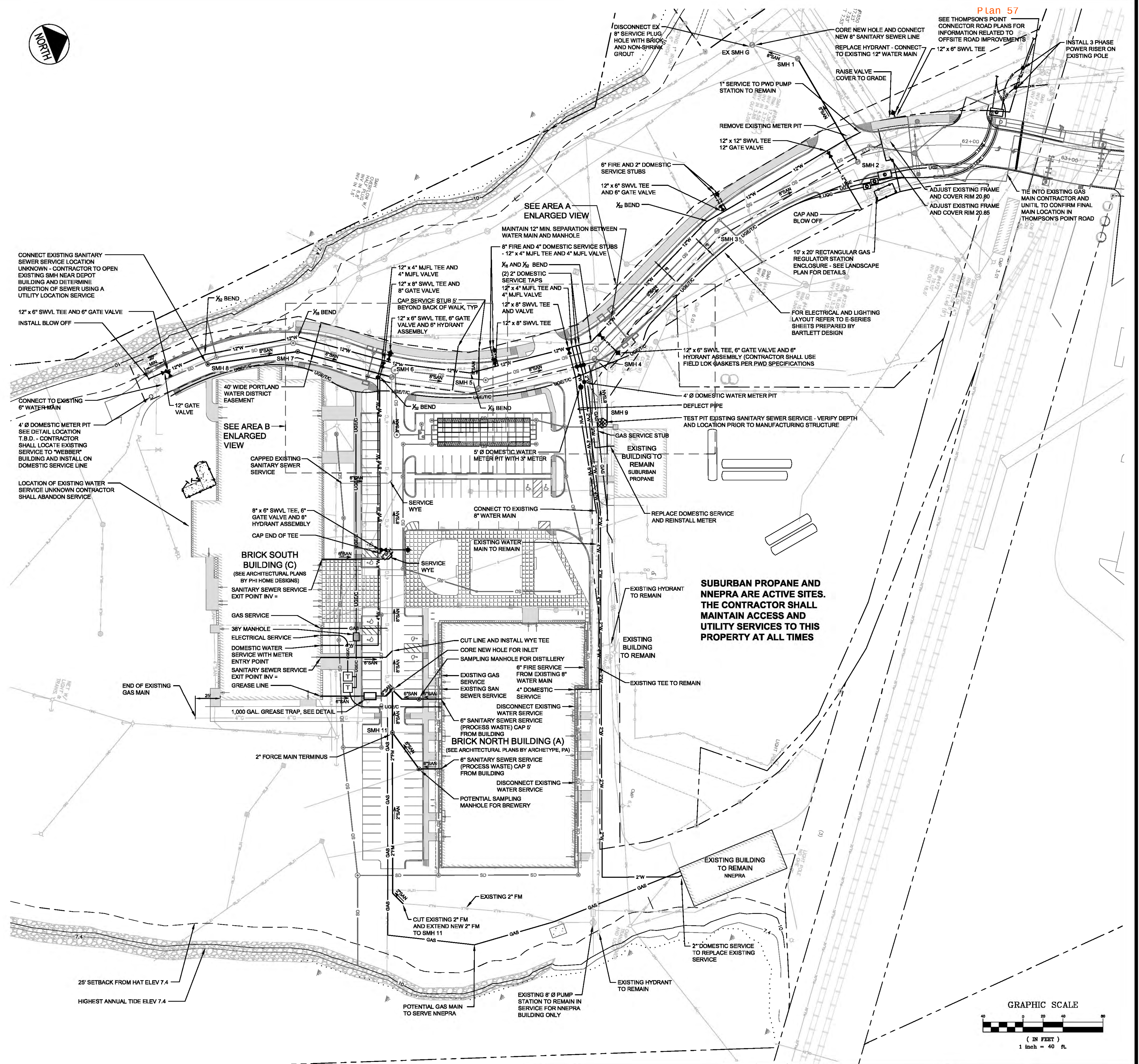
DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-BS SITE LAYOUT	
SHEET	C-3.0



AREA A ENLARGED VIEW
1" = 20'



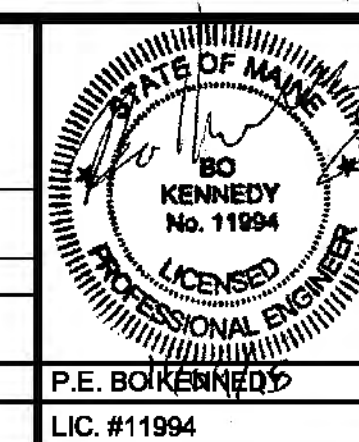
AREA B ENLARGED VIEW
1" = 20'



- NOTES:**
1. ALL UTILITY SERVICE LOCATIONS ARE SUBJECT TO COORDINATION AND ADJUSTMENT AS PART OF CONSTRUCTION DOCUMENT PREPARATION
 2. SEE SITE LIGHTING PLANS BY BARTLETT DESIGN FOR PROPOSED LIGHT POLE LOCATIONS
 3. EXISTING UTILITY SERVICE LOCATIONS ARE UNKNOWN. THE CONTRACTOR SHALL CONDUCT TEST PITS TO VERIFY LOCATIONS OF ALL EXISTING SERVICES. EXISTING SERVICE STUBS ARE TO BE CONNECTED TO NEW LEADS PROVIDED AS PART OF THIS CONTRACT.

PRELIMINARY - NOT
FOR CONSTRUCTION

REV	DATE	DESCRIPTION	REVISIONS
3	11.09.15	ELIMINATED SEPTIC TANK AND SMH PER PWD COMMENTS	
2	10.26.15	REVISED PER PWD COMMENTS	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION	



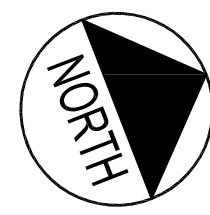
PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
UTILITY PLAN

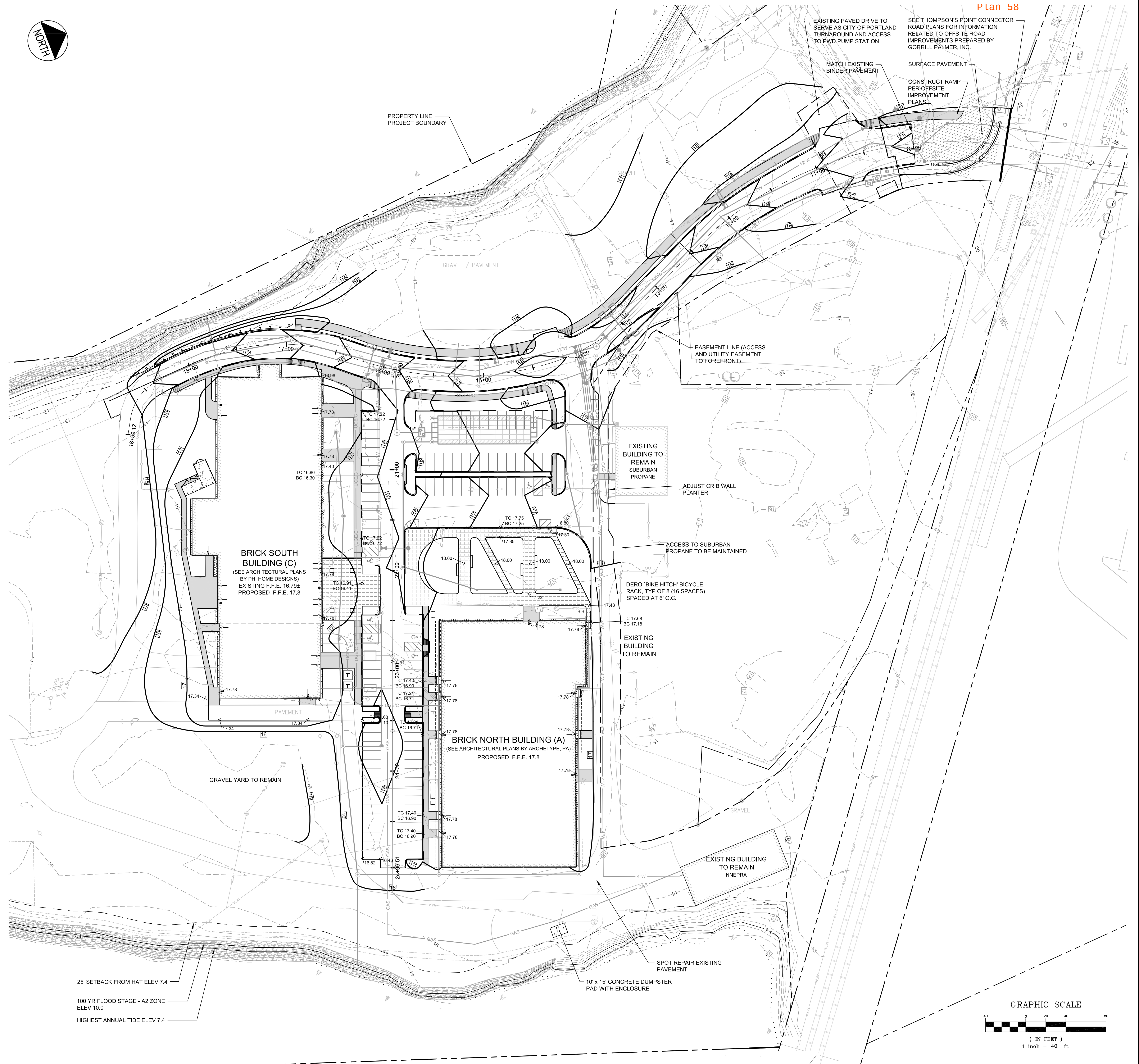
CUSTOMER
FOREFRONT PARTNERS I, LP

FST FAY, SPOFFORD & THORNDIKE
ENGINEERS - PLANNERS - SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106

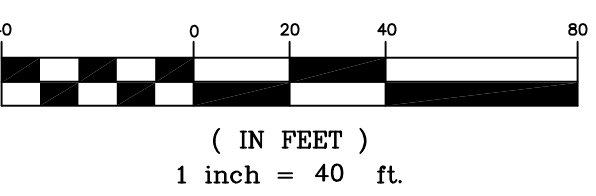
DRAWN: DED DATE: APRIL 2015
DESIGNED: BEK SCALE: 1" = 40'
CHECKED: SRB JOB NO. 2962.05
FILE NAME: 2962.05-BB UTILITY
SHEET C-4.0



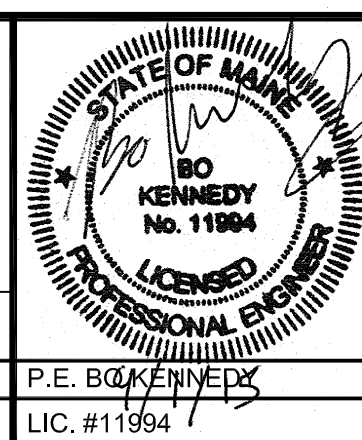
Plan 58

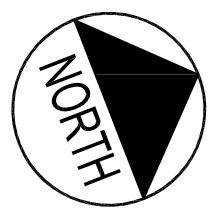


GRAPHIC SCALE

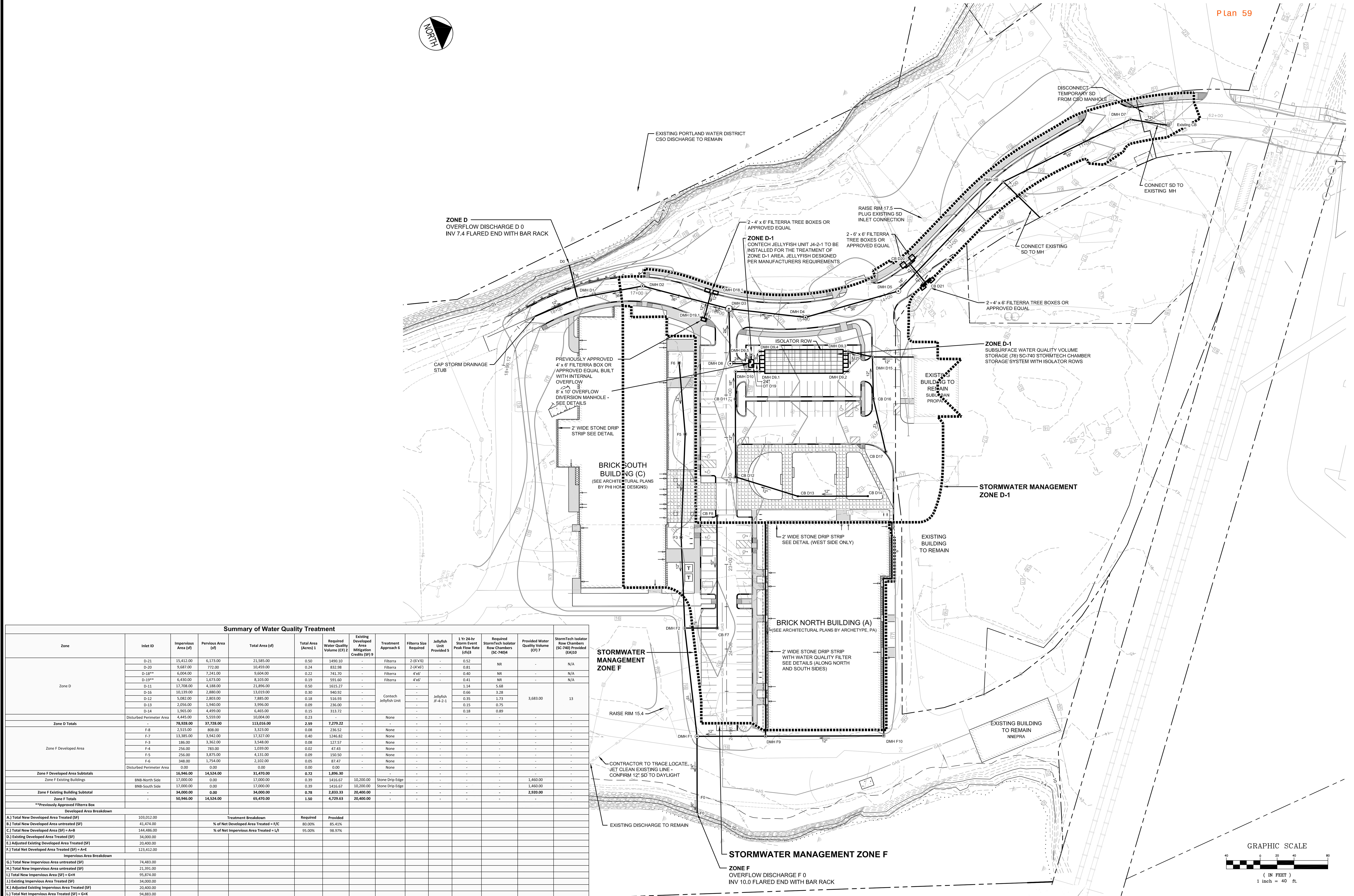


PRELIMINARY - NOT
FOR CONSTRUCTION

						PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE GRADING PLAN		CLIENT FOREFRONT PARTNERS LP		DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS GRADING SHEET	
REV				DATE		DESCRIPTION		DATE: APRIL 2015 SCALE: 1" = 40' JOB NO. 2982.05	
						REVISIONS		C-5.0	

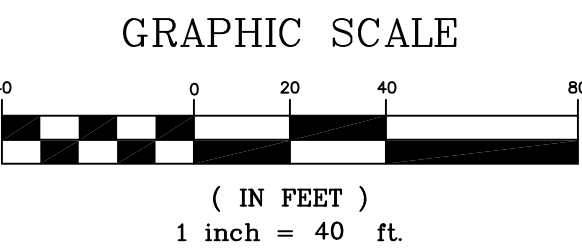


Plan 59



Summary of Water Quality Treatment														
Zone	Inlet ID	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)	Total Area (Acres) 1	Required Water Quality Volume (CF) 2	Existing Developed Area Mitigation Credits (SF) 3	Treatment Approach 6	Filterra Size Required	Jellyfish Unit Provided 5	1 Yr 24-hr Storm Event Peak Flow Rate (cfs) 6	Required StormTech Isolator Row Chambers (SC-740) 4	Provided Water Quality Volume (CF) 7	StormTech Isolator Row Chambers (SC-740) Provided (EA)10
Zone D	D-21	15,412.00	6,173.00	21,585.00	0.50	1490.10	-	Filterra	2-(6"x6")	-	0.52	NR	-	N/A
	D-20	9,687.00	772.00	10,459.00	0.24	832.98	-	Filterra	2-(4"x6")	-	0.81	NR	-	N/A
	D-18**	6,004.00	7,241.00	9,604.00	0.22	741.70	-	Filterra	4"x6"	-	0.40	NR	-	N/A
	D-19**	6,430.00	1,673.00	8,103.00	0.19	591.60	-	Filterra	4"x6"	-	0.41	NR	-	N/A
	D-11	17,708.00	4,188.00	21,896.00	0.50	1615.27	-	-	-	-	1.14	5.68	-	-
	D-16	10,139.00	2,880.00	13,019.00	0.30	940.92	-	-	-	-	0.66	3.28	-	-
	D-12	5,082.00	2,803.00	7,885.00	0.18	516.93	-	Contech Jellyfish Unit	-	-	0.35	1.73	3,683.00	13
	D-13	2,056.00	1,940.00	3,996.00	0.09	236.00	-	-	-	-	0.15	0.75	-	-
	D-14	1,965.00	4,499.00	6,465.00	0.15	313.72	-	-	-	-	0.18	0.89	-	-
	Disturbed Perimeter Area	4,445.00	5,555.00	10,004.00	0.23	-	-	None	-	-	-	-	-	-
Zone D Totals		78,928.00	37,728.00	113,016.00	2.59	7,279.22	-	-	-	-	-	-	-	-
Zone F Developed Area	F-8	2,515.00	808.00	3,323.00	0.08	236.52	-	None	-	-	-	-	-	-
	F-7	13,385.00	3,942.00	17,327.00	0.40	1246.82	-	None	-	-	-	-	-	-
	F-3	186.00	3,362.00	3,548.00	0.08	127.57	-	None	-	-	-	-	-	-
	F-4	256.00	783.00	1,039.00	0.02	47.43	-	None	-	-	-	-	-	-
	F-5	256.00	3,875.00	4,131.00	0.09	150.50	-	None	-	-	-	-	-	-
	F-6	348.00	1,754.00	2,102.00	0.05	87.47	-	None	-	-	-	-	-	-
	Disturbed Perimeter Area	0.00	0.00	0.00	0.00	0.00	-	None	-	-	-	-	-	-
Zone F Developed Area Subtotals		16,946.00	14,524.00	31,470.00	0.72	1,896.30	-	-	-	-	-	-	-	-
Zone F Existing Buildings		BNB-North Side	17,000.00	0.00	17,000.00	0.39	1416.67	10,200.00	Stone Drip Edge	-	-	-	1,460.00	-
Zone F Existing Building Subtotal		BNB-South Side	17,000.00	0.00	17,000.00	0.39	1416.67	10,200.00	Stone Drip Edge	-	-	-	1,460.00	-
Zone F Totals		50,946.00	14,524.00	65,470.00	1.50	4,729.63	20,400.00	-	-	-	-	-	2,920.00	-
**Previously Approved Filterra Box														
Developed Area Breakdown														
A.) Total New Developed Area Treated (SF)		103,012.00	Treatment Breakdown		Required	Provided								
B.) Total New Developed Area untreated (SF)		41,474.00	% of Net Developed Area Treated = F/C		80.00%	85.41%								
C.) Total New Developed Area (SF) = A+B		144,486.00	% of Net Impervious Area Treated = I/F		95.00%	98.97%								
D.) Existing Developed Area Treated (SF)		34,000.00												
E.) Adjusted Existing Developed Area Treated (SF)		20,400.00												
F.) Total Net Developed Area Treated (SF) = A+E		123,412.00												
Impervious Area Breakdown														
G.) Total New Impervious Area untreated (SF)		74,483.00												
H.) Total New Impervious Area untreated (SF)		21,391.00												
I.) Total New Impervious Area (SF) = G+H		95,874.00												
J.) Existing Impervious Area Treated (SF)		34,000.00												
K.) Adjusted Existing Impervious Area Treated (SF)		20,400.00												
L.) Total Net Impervious Area Treated (SF) = G+K		94,883.00												
NOTES AND ASSUMPTIONS:														

- NOTES AND ASSUMPTIONS:
1. All areas are based on the PFD provided drawings dated June 2015.
2. The required water quality volume has been computed based on Section 7.3.1 and 7.3.2 of the Maine DEP Manual (MDP) Technical Design Manual. The volume is computed for a 1" event for the subwatershed impervious area and 0.4" event for the subwatershed pervious area. Existing buildings to remain are not required to be treated.
3. The 1" peak flow rates have been computed using the rational method. The rational method is derived from the Cambridge County DEP curves.
4. Subsurface storage system using a basement or basement SC-740 chamber system. All isolator rows have been computed per Section 7.3.3 of the Maine DEP Manual (MDP) Technical Design Manual. One chamber is required for each 0.2 sf of the computed 1-hour peak flow rate.
5. The required number of sub-surface storage units has been computed based on Section 7.3.3 of the Maine DEP Manual (MDP) Technical Design Manual. The water quality volume for each unit is design storage and the amount of treatment credits are computed based on the design storage.
6. The water quality volume for the design storage is based on the design storage provided in the Maine DEP Manual (MDP) Technical Design Manual.
7. Resident Water Quality Volume for stormwater design systems computed using 0.48 of design storage per chamber based on Section 7.3.3 of the Maine DEP Manual (MDP) Technical Design Manual.
8. The Stone Drip Edge was based on Section 7.3.4 of the Maine DEP Manual (MDP) Technical Design Manual. The width of stone is derived from a required 1000 lb/ft² of weight and a desired stone retention depth. See design computations on separate sheet.
9. According to Chapter 100 of the Maine DEP Manual (MDP) Technical Design Manual, the required amount of existing impervious area is 100% for existing units and 100% for existing units. The required amount of existing impervious area is 100% for existing units and 100% for existing units.
10. The MDP will allow a 1000 lb/ft² of weight and does not require an isolator row for design projects. This project meets the slightly higher weight in a 1000 lb/ft² of weight from the MDP.



PRELIMINARY - NOT FOR CONSTRUCTION

REV

DATE

DESCRIPTION

REVISIONS

1

2015.04.15

Initial Design

2

2015.04.15

Revised Design

3

2015.04.15

Final Design

STATE OF MAINE

NO KENNEDY No. 11904

LICENSED PROFESSIONAL ENGINEER

P.E. B. G. KENNEDY

LIC. # 11904

PROJECT

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE

STORMWATER MANAGEMENT PLAN

CUSTOMER

FOREFRONT PARTNERS | LP

DRAWN

DED

DATE

APRIL 2015

DESIGNED

BEK

SCALE

1" = 40'

CHECKED

SRB

JOB NO.

2982.05

FILE NAME

2982.05-B5 GRADING

SHEET

C-5.1

FST

FAY, SPOFFORD & THORNDIKE

ENGINEERS • PLANNERS • SCIENTISTS

778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

SCHEDULE OF SILT FENCE REQUIREMENTS

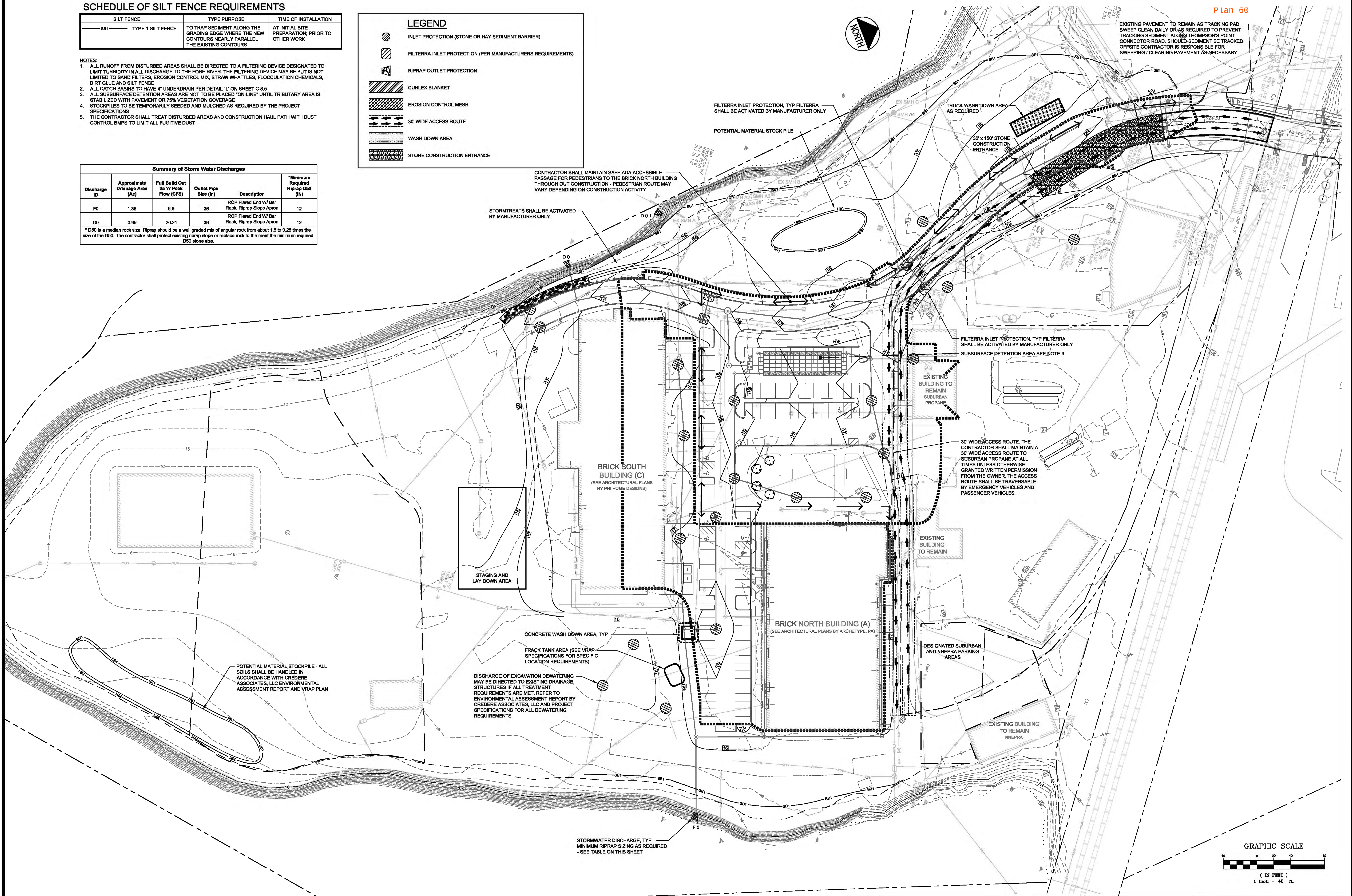
SILT FENCE	TYPE PURPOSE	TIME OF INSTALLATION
SB1	TYPE 1 SILT FENCE	TO TRAP SEDIMENT ALONG THE GRADING EDGE WHERE THE NEW CONTOURS NEARLY PARALLEL THE EXISTING CONTOURS
		AT INITIAL SITE PREPARATION; PRIOR TO OTHER WORK

- NOTES:
- ALL RUNOFF FROM DISTURBED AREAS SHALL BE DIRECTED TO A FILTERING DEVICE DESIGNATED TO LIMIT TURBIDITY IN ALL DISCHARGE TO THE FORE RIVER. THE FILTERING DEVICE MAY BE BUT IS NOT LIMITED TO SAND FILTERS, EROSION CONTROL MIX, STRAW WHATTLES, FLOCCULATION CHEMICALS, DIRT GLUE AND SILT FENCE
 - ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL 'L' ON SHEET C-8.5
 - ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
 - STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
 - THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPs TO LIMIT ALL FUGITIVE DUST

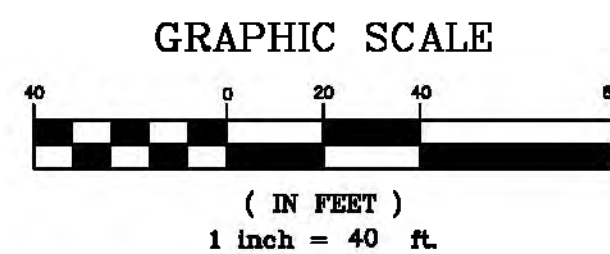
Summary of Storm Water Discharges					
Discharge ID	Approximate Drainage Area (Ac)	Full Build Out 25 Yr Peak Flow (CFS)	Outlet Pipe Size (in)	Description	*Minimum Required Riprap D50 (in)
F0	1.88	9.6	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
D0	0.99	20.21	36	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12

* D50 is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D50. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D50 stone size.

LEGEND	
	INLET PROTECTION (STONE OR HAY SEDIMENT BARRIER)
	FILTERRA INLET PROTECTION (PER MANUFACTURERS REQUIREMENTS)
	RIPRAP OUTLET PROTECTION
	CURLEX BLANKET
	EROSION CONTROL MESH
	30' WIDE ACCESS ROUTE
	WASH DOWN AREA
	STONE CONSTRUCTION ENTRANCE

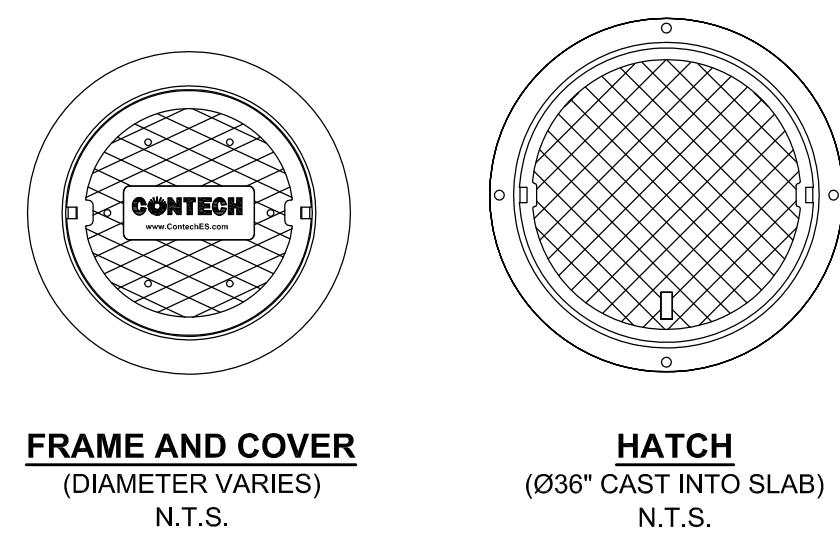
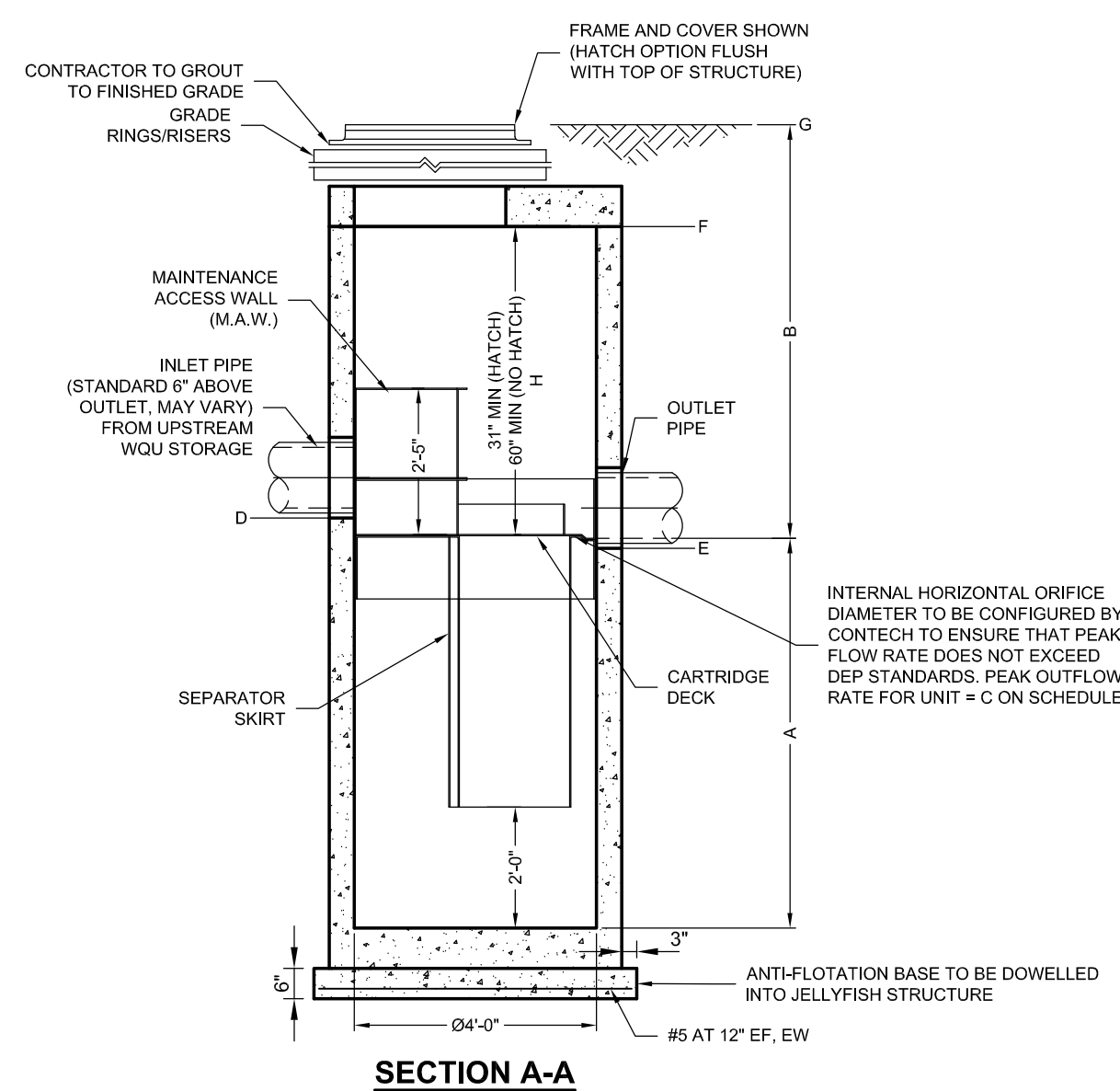
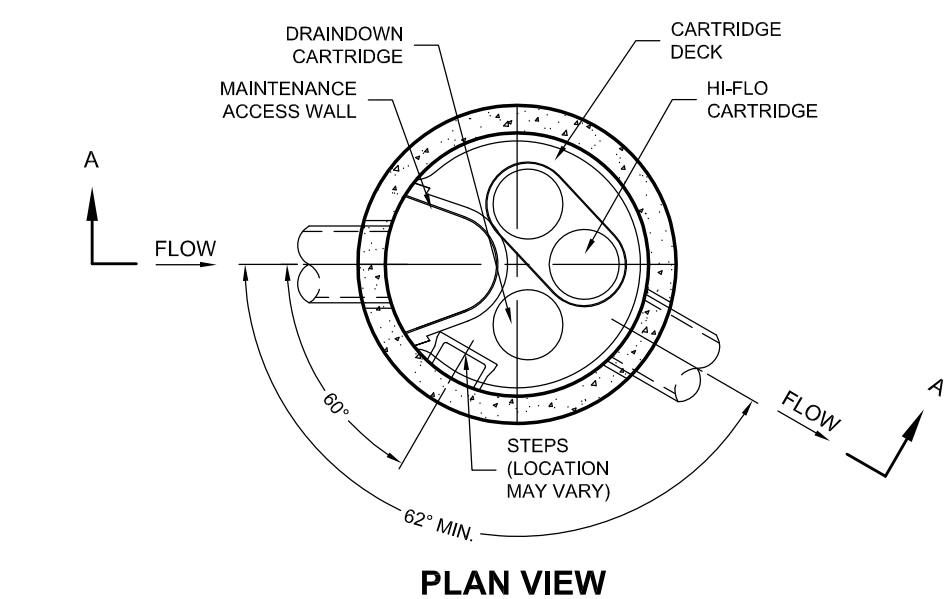


Plan 60



PRELIMINARY - NOT FOR CONSTRUCTION

1 11.08.15 SUBMITTED TO CITY FOR REVIEW REV DATE DESCRIPTION			STATE OF MAINE PROFESSIONAL ENGINEER NO. 11994 P.E. BOKENNEDY LIC. #11994		PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE EROSION CONTROL AND CONSTRUCTION MANAGEMENT PLAN CLIENT FOREFRONT PARTNERS I, LP	FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106 DRAWN: DEK DATE: APRIL 2015 DESIGNED: BEK SCALE: 1" = 40' CHECKED: SRB JOB NO. 2962.05 FILE NAME: 2962.05-B5 EROSION SHEET C-6.0
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JELLYFISH DESIGN NOTES				
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. 34" MANHOLE. JELLYFISH PEAK TREATMENT CAPACITY IS 0.45 CFS. IF THE SITE CONDITIONS EXCEED 0.45 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.				
CARTRIDGE SELECTION				
CARTRIDGE DEPTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (ft)	6'-0"	5'-0"	4'-0"	3'-0"
FLOW RATE HIGH-FLO / DRAIN-DOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.08 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAIN-DOWN	2 / 1			

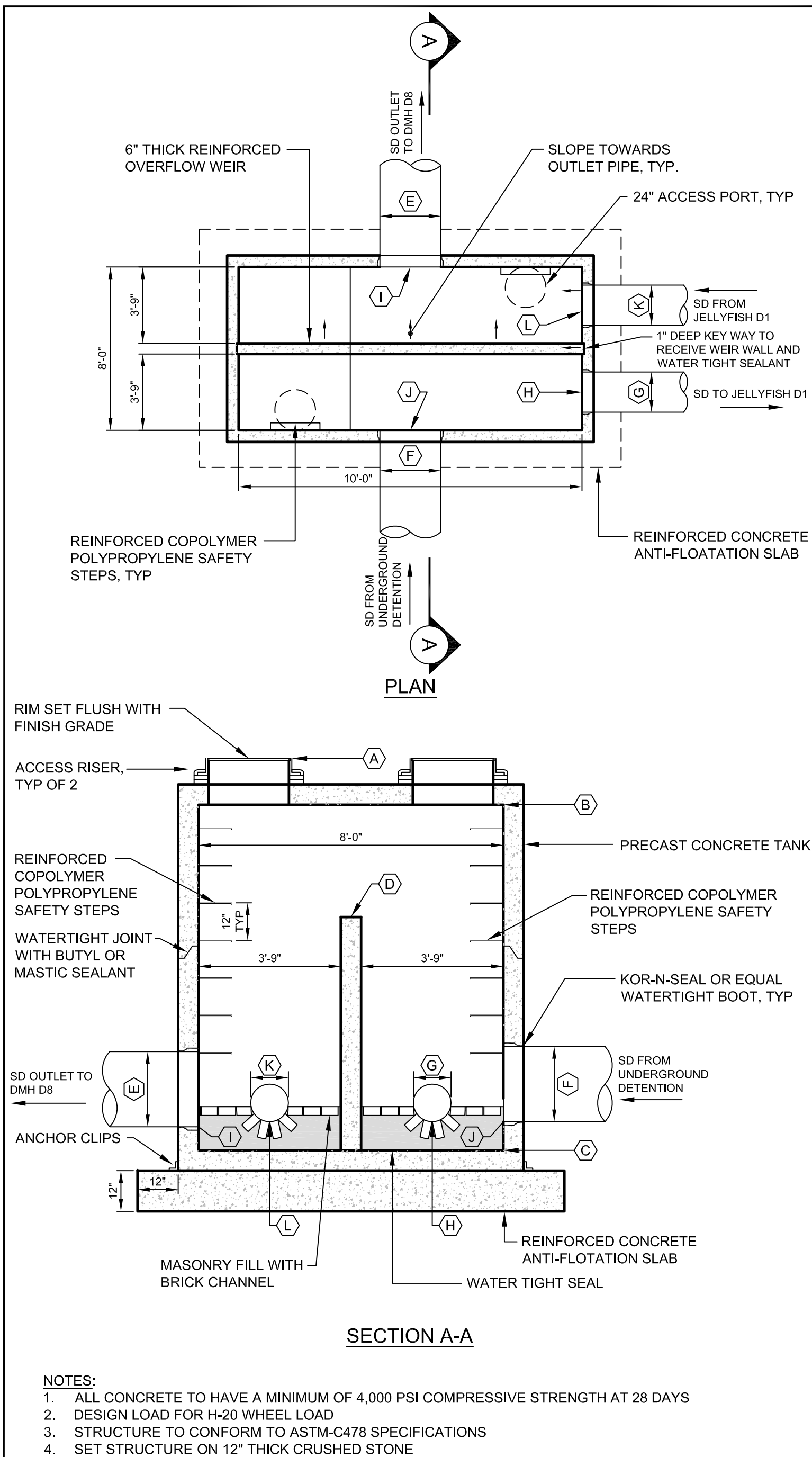
THIS PROJECT

SEE SCHEDULE IN DETAIL 'D'

JELLYFISH JF4 STANDARD DETAIL
N.T.S.

ZONE D-1 DATA REQUIREMENTS			
STRUCTURE ID	D1		
WATER QUALITY FLOW RATE (cfs)	0.066		
PEAK FLOW RATE (cfs)	5.50		
RETURN PERIOD OF PEAK FLOW (yrs)	25		
# OF CARTRIDGES REQUIRED (HF / DD)	2 / 1		
CARTRIDGE SIZE	54"		
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	12"
INLET PIPE #2	*	HDPE	12"
OUTLET PIPE	*	HDPE	24"
RIM ELEVATION	17.00		
ANTI-FLOTATION SOIL	WIDTH	HEIGHT	
	1'	13.75	
NOTES/SPECIAL REQUIREMENTS: MAINE DEP. REQUIRES UPSTREAM WQO TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE * PER ENGINEER OF RECORD			

JELLYFISH TREATMENT UNIT DATA REQUIREMENTS
N.T.S.



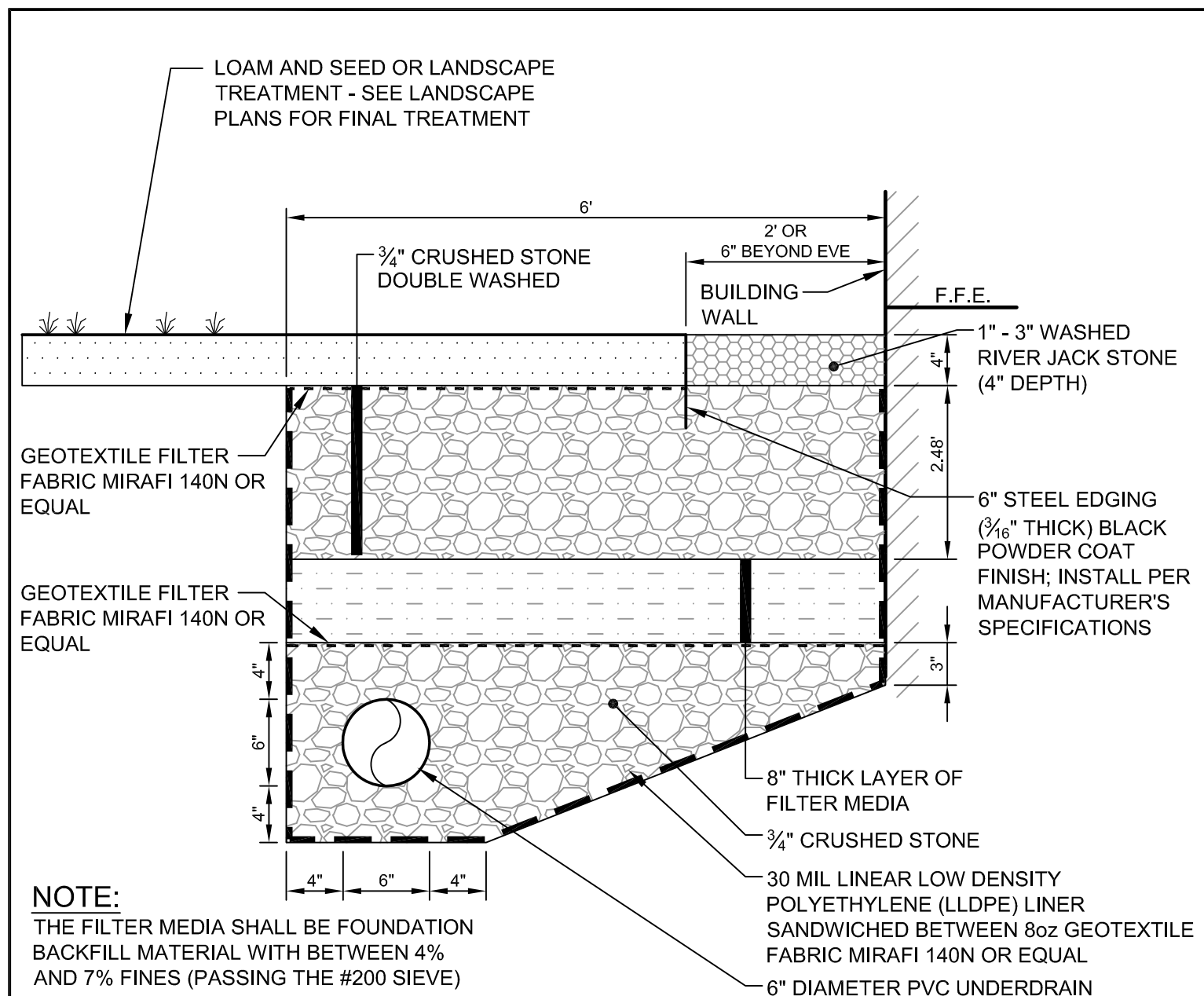
- NOTES:
- ALL CONCRETE TO HAVE A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
 - DESIGN LOAD FOR H-20 WHEEL LOAD
 - STRUCTURE TO CONFORM TO ASTM-C478 SPECIFICATIONS
 - SET STRUCTURE ON 12" THICK CRUSHED STONE

OVERFLOW DIVERSION STRUCTURE SCHEDULE	
ITEM DESCRIPTION	ZONE D
(A) APPROXIMATE RIM ELEVATION	16.00
(B) TOP OF INSIDE OF TANK	14.5
(C) BOTTOM OF INSIDE OF TANK	8.92
(D) TOP OF WEIR WALL	13.02
(E) DIAMETER OF OVERFLOW OUTLET PIPE	24"
(F) DIAMETER OF INLET PIPE	24"
(G) DIAMETER OF OUTLET PIPE TO JELLYFISH	12"
(H) INV OF OUTLET PIPE TO JELLYFISH	10.52
(I) INV OF OVERFLOW OUTLET PIPE	9.92
(J) INV OF INLET PIPE	10.52
(K) DIAMETER OF OUTLET PIPE FROM JELLYFISH	12"
(L) INVERT OF OUTLET PIPE FROM JELLYFISH	10.02

OVERFLOW DIVERSION STRUCTURE D1
N.T.S.

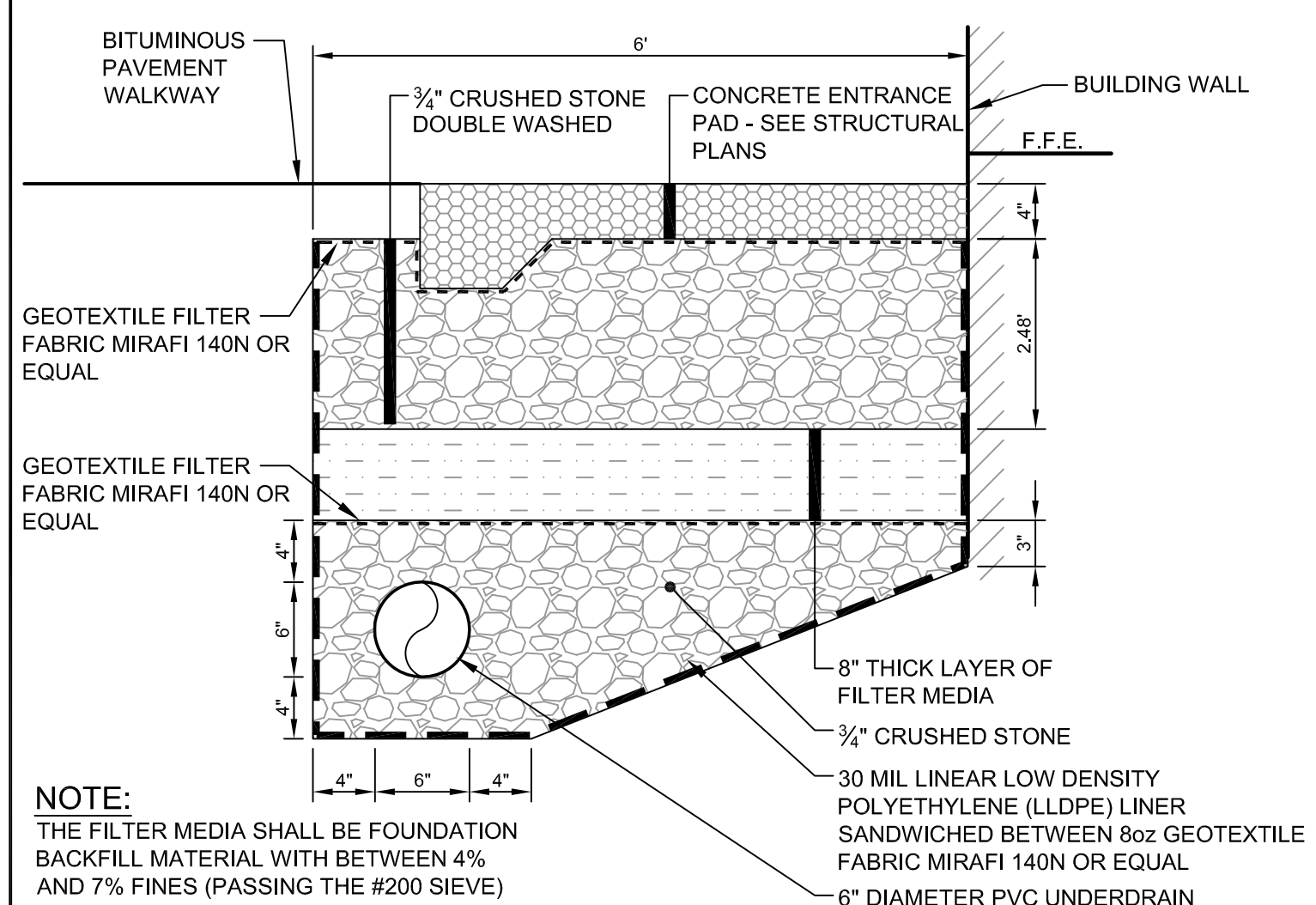
Jellyfish Unit Schedule	
Schedule ID	Zone
Schedule	D
A-Outlet Inv. to Bottom of Structure (ft)	6.42
B-Finished Grade to Outlet Inv.	6.98
C-Required Outflow (cfs)	0.066
D-Inlet Inv. From Water Quality Storage	10.52
E-Outlet Inv.	10.02
F-Underside of Slab	15.33
G-Rim Elevation	17
H-Underside of Slab to Outlet Inv. (ft)	5.31
Hatch Required?	NO

JELLYFISH UNIT SCHEDULE
N.T.S.



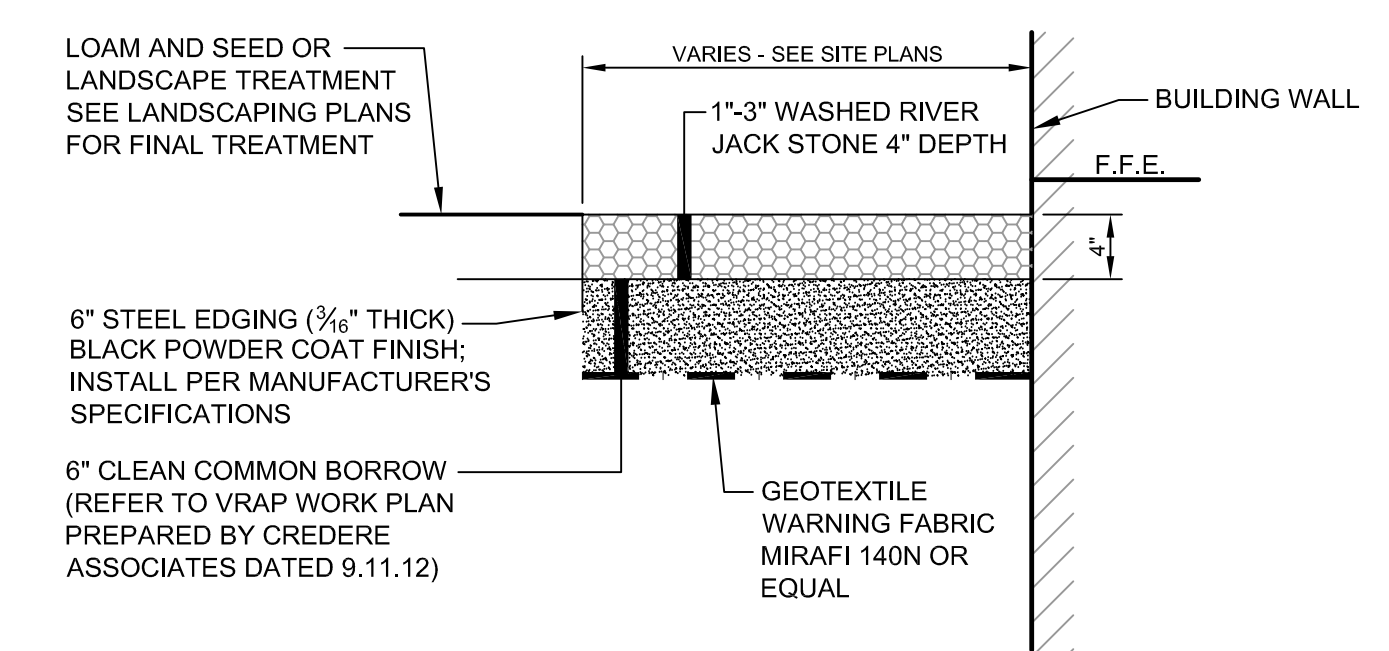
NOTE:
USE ALONG NORTH AND SOUTH SIDE OF BRICK NORTH (BUILDING A)

**WATER QUALITY TREATMENT DRIP EDGE DETAIL
CONDITION 1 - LANDSCAPE AREAS**
N.T.S.



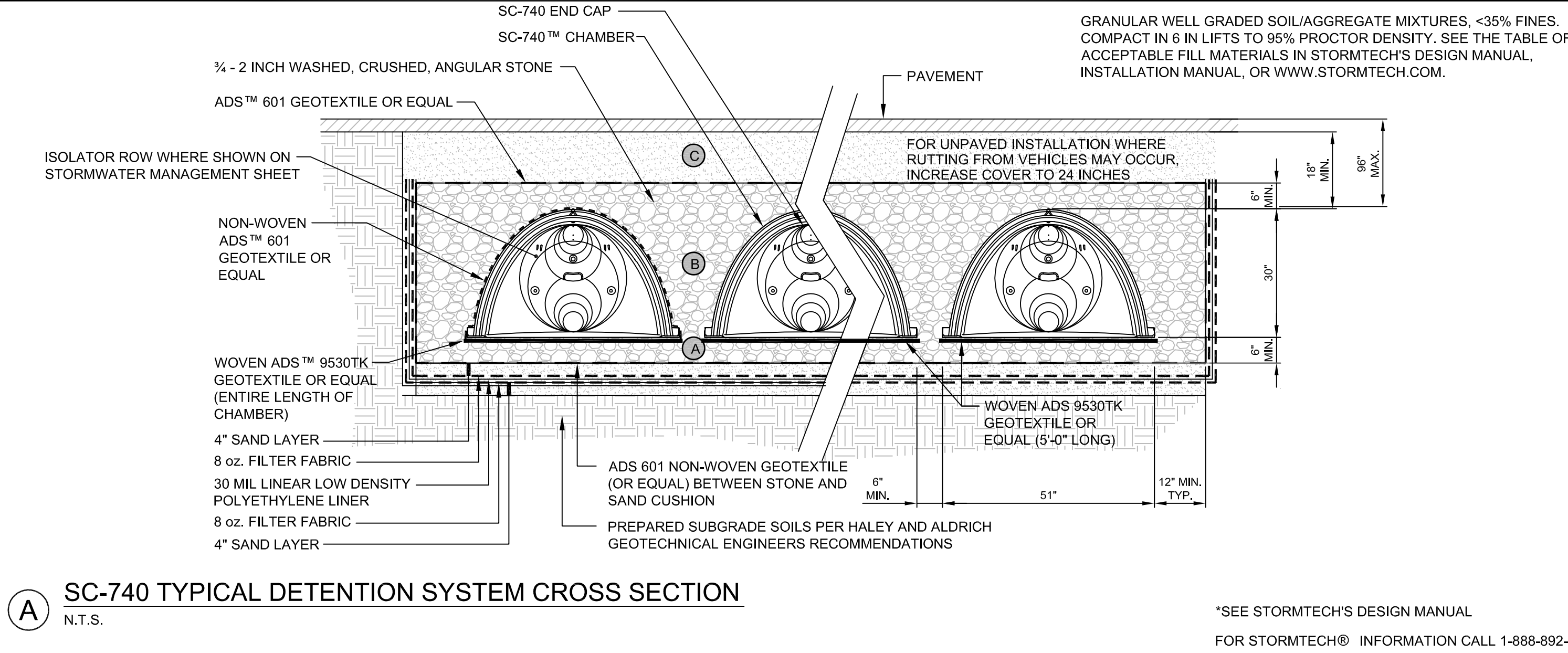
NOTE:
USE ALONG NORTH AND SOUTH SIDE OF BRICK NORTH (BUILDING A)

**WATER QUALITY TREATMENT DRIP EDGE DETAIL
CONDITION 2 - BUILDING ENTRANCES**
N.T.S.



NOTE:
USE ALONG WEST SIDE OF BRICK NORTH (BUILDING A) AND NORTH AND SOUTH SIDES OF BRICK SOUTH (BUILDING C)

TYPICAL DRIP STRIP DETAIL
N.T.S.

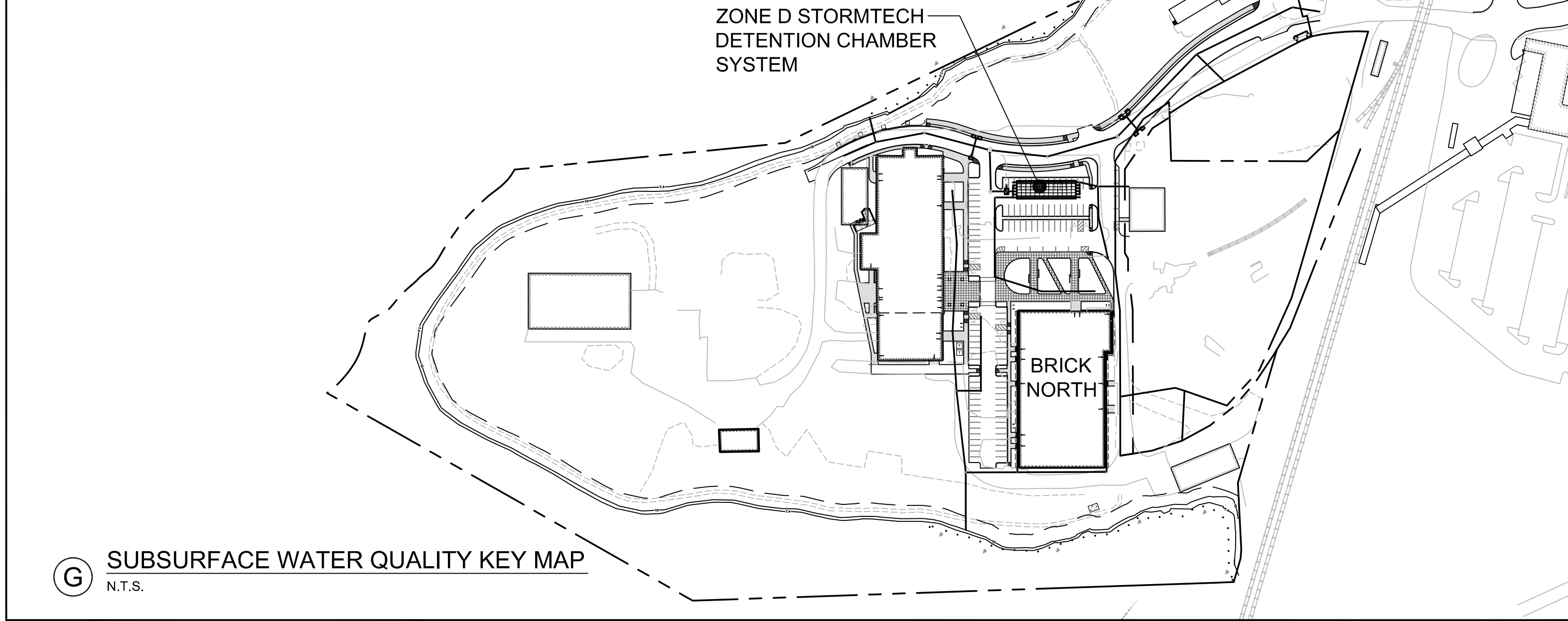
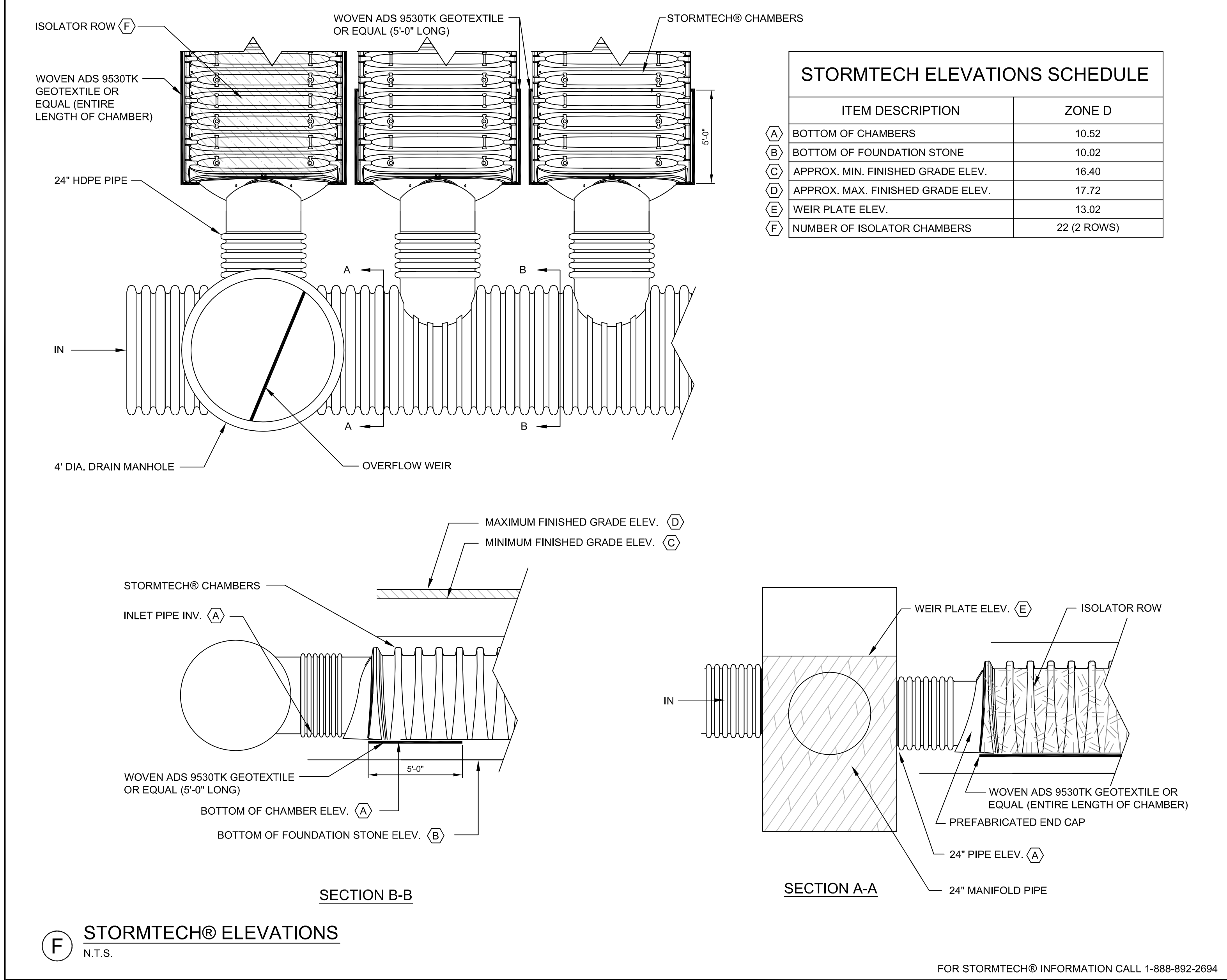
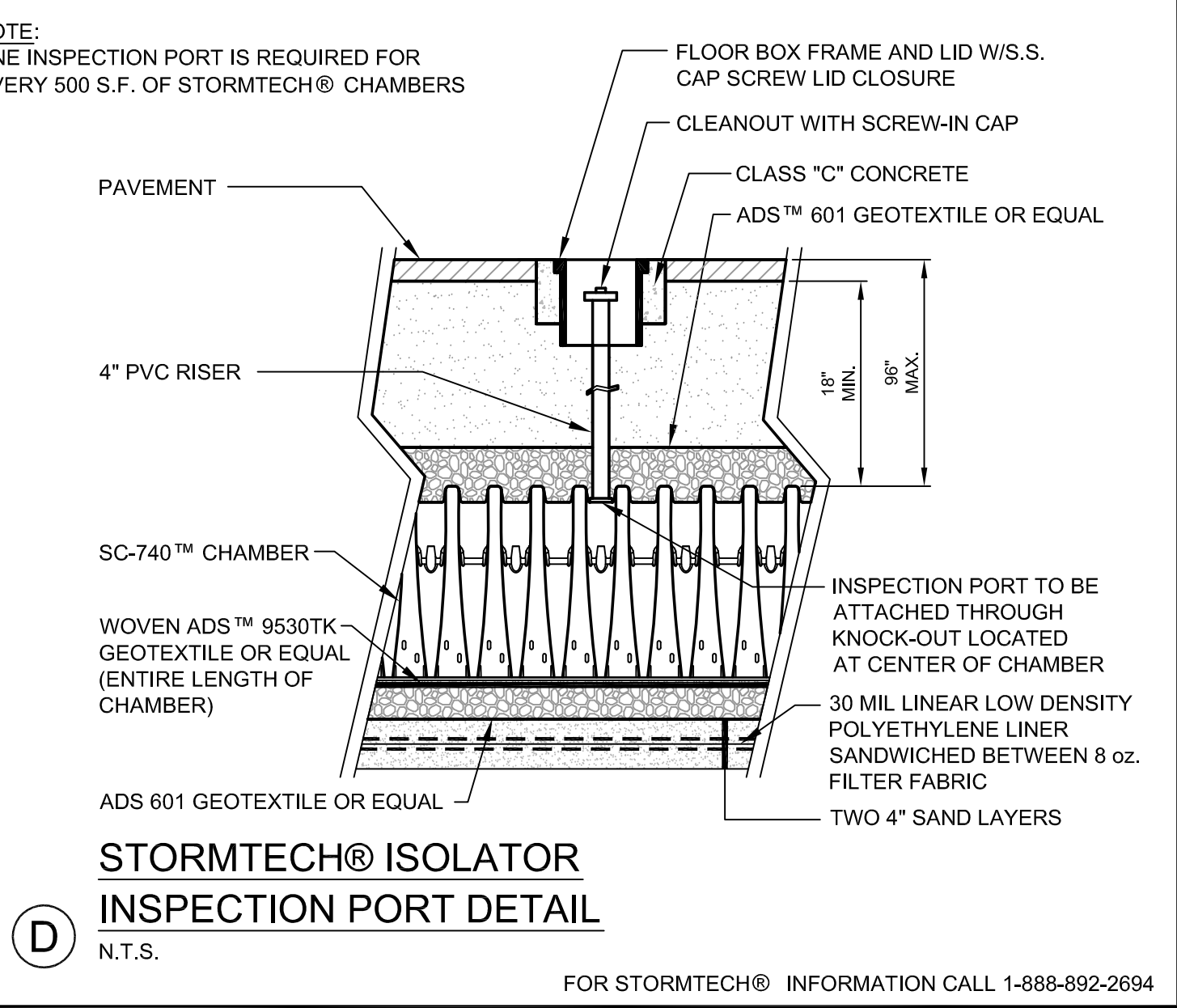
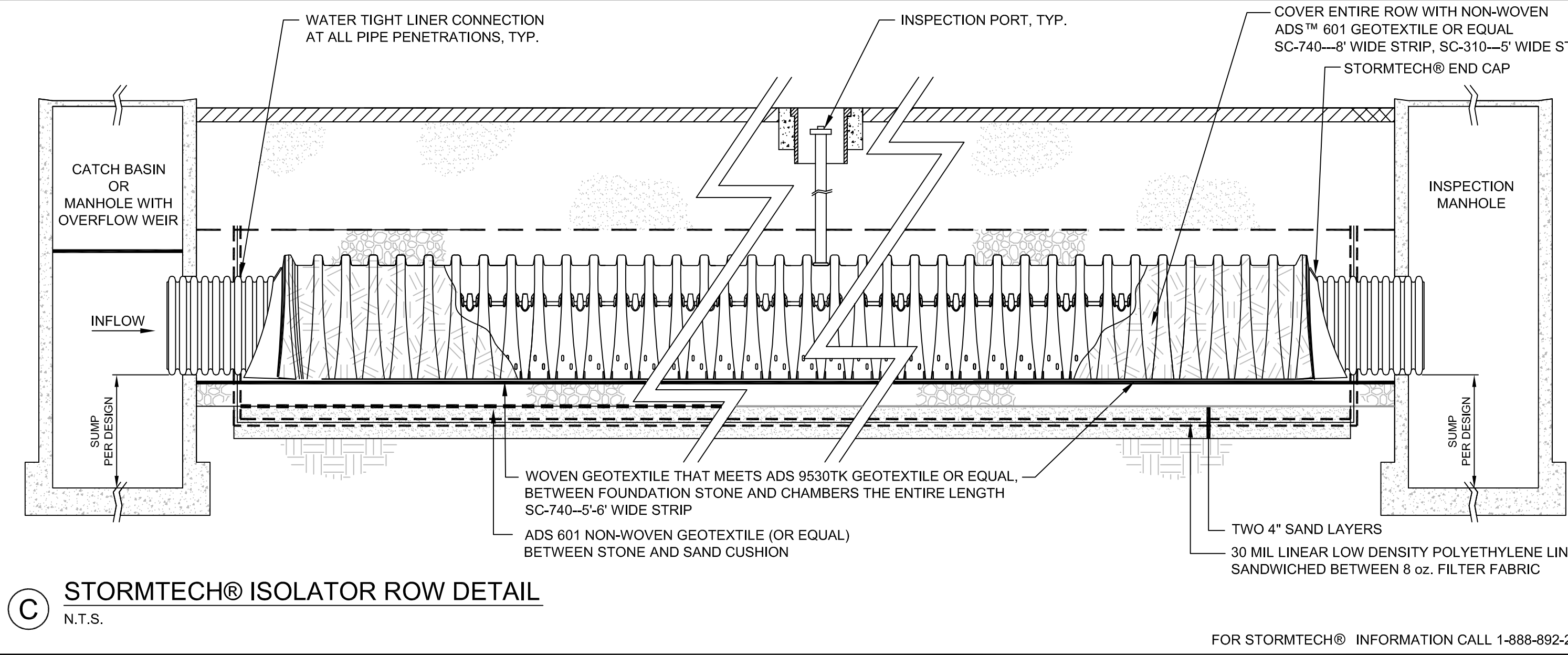


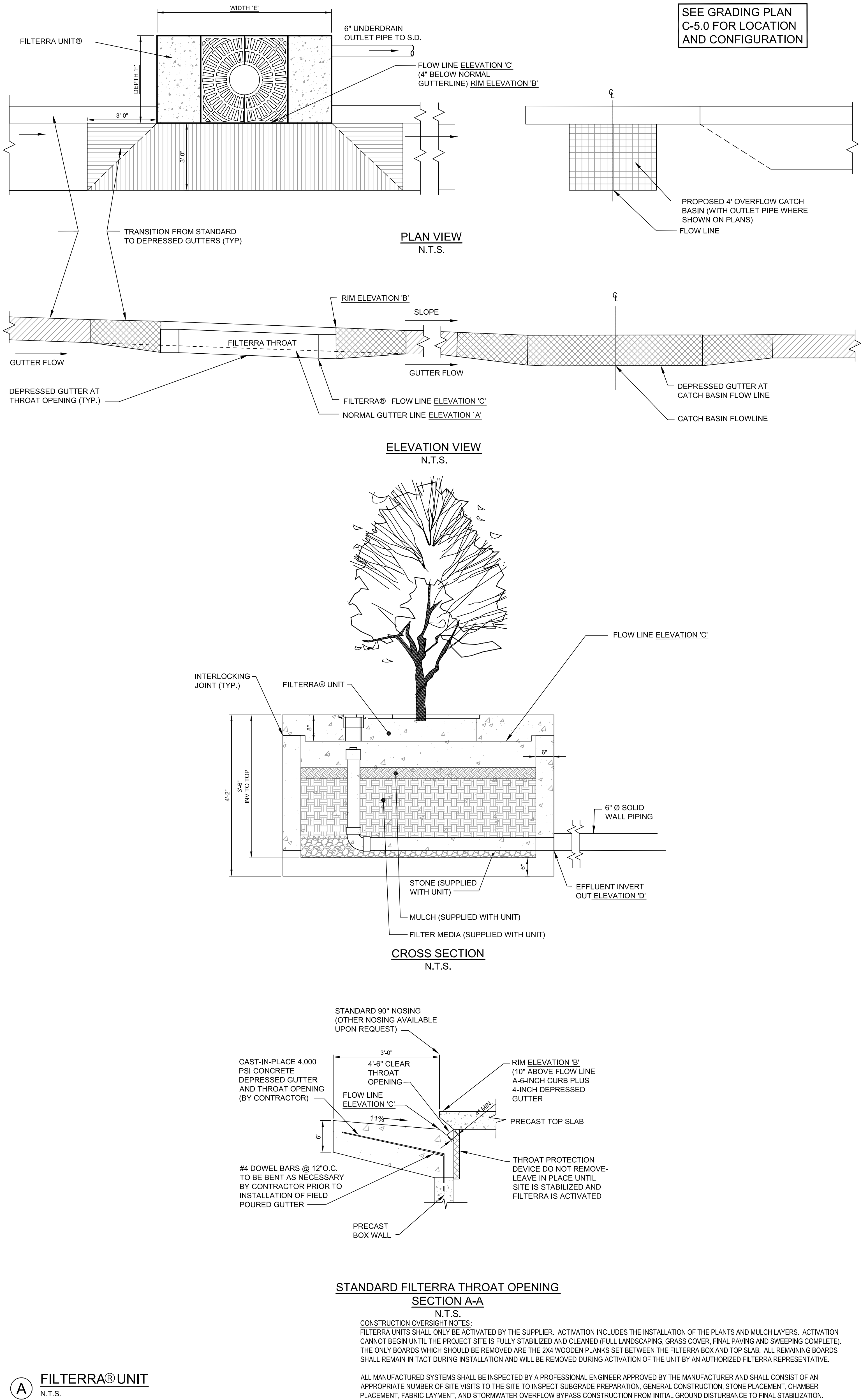
ACCEPTABLE FILL MATERIALS STORMTECH® SC-740™ CHAMBER SYSTEMS				
MATERIAL LOCATION	DESCRIPTION	AASHTO M43 DESIGNATION	AASHTO M145 DESIGNATION	COMPACTION/DENSITY REQUIREMENT
FILL MATERIAL FROM 18" TO GRADE ABOVE CHAMBERS	ANY SOIL/ROCK MATERIALS, NATIVE SOILS OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	N/A	PREPARE PER ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
FILL MATERIAL FOR 6" TO 18" ELEVATION ABOVE CHAMBERS (24" FOR UNPAVED INSTALLATIONS)	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES.	3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	A-1 A-2 A-3	COMPACT IN 6" LIFTS TO A MINIMUM 95% STANDARD PROCTOR DENSITY. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 LBS. DYNAMIC FORCE NOT TO EXCEED 20,000 LBS.
EMBEDMENT STONE SURROUNDING AND TO A 6" ELEVATION ABOVE CHAMBERS	WASHED ANGULAR STONE WITH THE MAJORITY OF PARTICLES BETWEEN ¾ - 2 INCH	3, 357, 4, 467, 5, 56, 57	N/A	NO COMPACTION REQUIRED
FOUNDATION STONE BELOW CHAMBERS	WASHED ANGULAR STONE WITH THE MAJORITY OF PARTICLES BETWEEN ¾ - 2 INCH	3, 357, 4, 467, 5, 56, 57	N/A	PLATE COMPACT OR ROLL TO ACHIEVE A 95% STANDARD PROCTOR DENSITY

PLEASE NOTE: THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE WASHED CRUSHED ANGULAR. FOR EXAMPLE, THE STONE MUST BE SPECIFIED AS WASHED, CRUSHED, ANGULAR NO. 4 STONE.

NOTES:
1. THE INSTALLATION OF STORMTECH® CHAMBERS SHALL BE IN ACCORDANCE WITH THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS
2. THE CONTRACTOR IS ADVISED TO REVIEW AND UNDERSTAND THE INSTALLATION INSTRUCTIONS PRIOR TO BEGINNING SYSTEM INSTALLATION. CALL 1.888.892.2694 OR VISIT WWW.STORMTECH.COM TO RECEIVE A COPY OF THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS.

STORMTECH® ACCEPTABLE FILL MATERIALS
N.T.S.



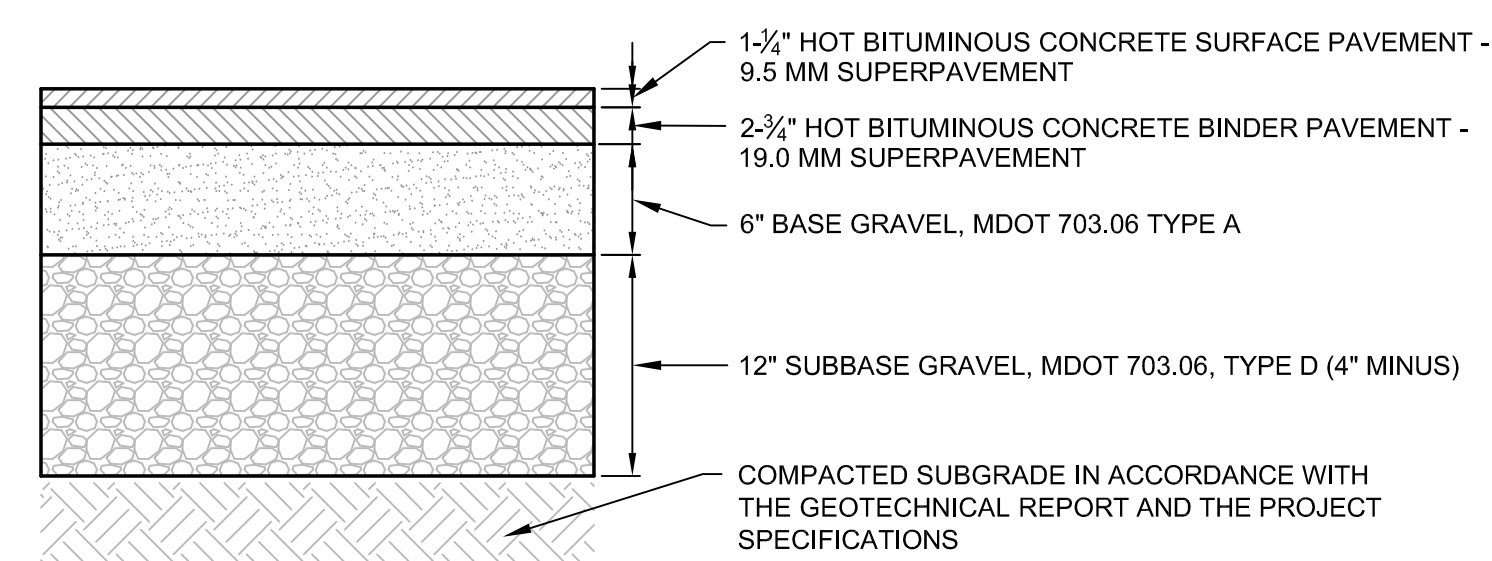


FILTERRA® UNIT SCHEDULE				
ITEM DESCRIPTION	ZONE D			
	FILTERRA D18	FILTERRA D19	FILTERRA D20	FILTERRA D21
(A) NORMAL GUTTER LINE ELEV.	15.31	15.31	16.94	16.94
(B) RIM ELEV.	15.81	15.81	17.44	17.44
(C) INLET FLOW LINE ELEV.	15.23	15.23	16.86	16.86
(D) OUTLET SD INV.	11.23	11.23	12.86	12.86
(E) FILTERRA WIDTH	6	6	8	6
(F) FILTERRA DEPTH	4	4	6	4

PRELIMINARY - NOT FOR CONSTRUCTION

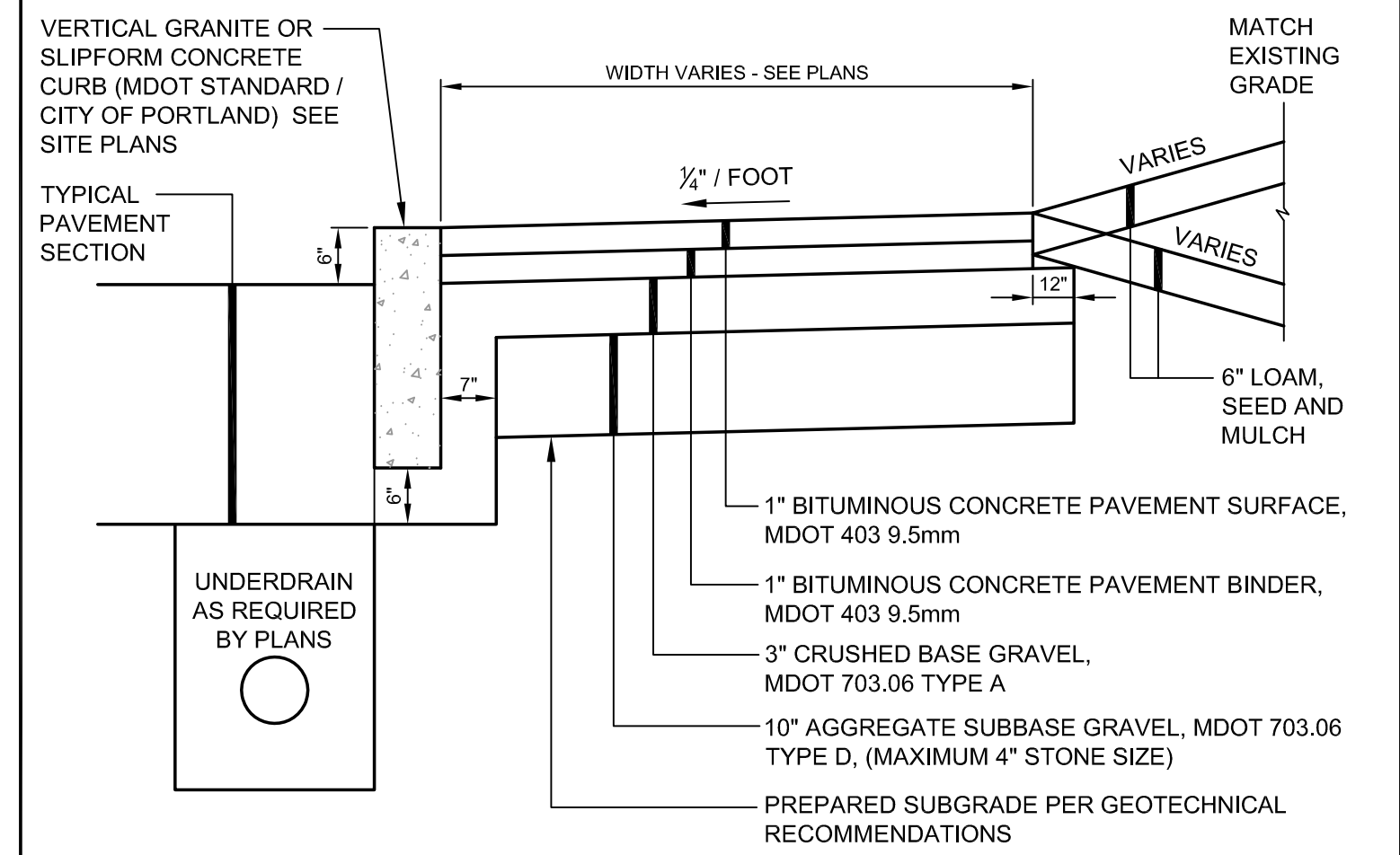
NOTE:
THE APPLICANT RESERVES THE RIGHT TO OFFER AN 'OR EQUAL' ALTERNATIVE TO THE FILTERRA® UNIT, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF PORTLAND REPRESENTATIVES

1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN	P.E. B.G. KENNEDY LIC. #11594	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE STORMWATER DETAILS FILTERRA® UNITS CLIENT FOREFRONT PARTNERS LP	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET SHEET	DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05	FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
REV	DATE	DESCRIPTION	REVISIONS					

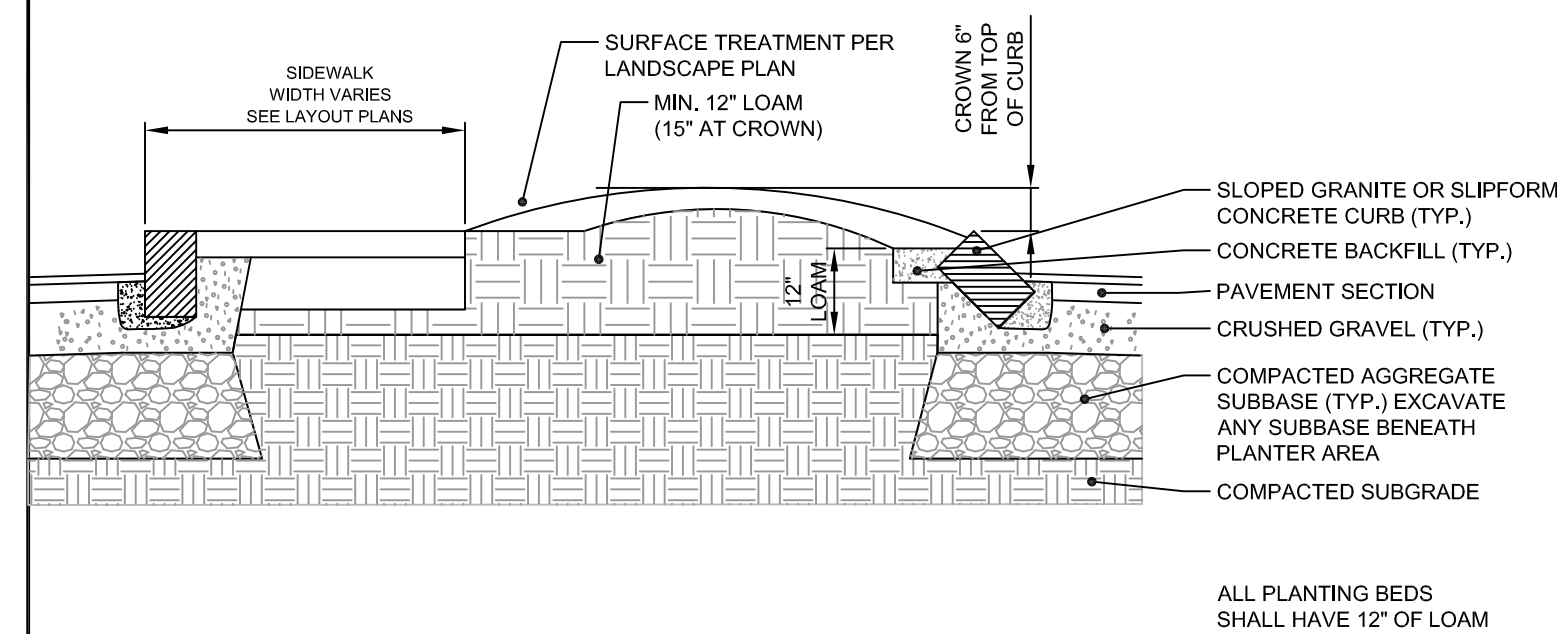


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

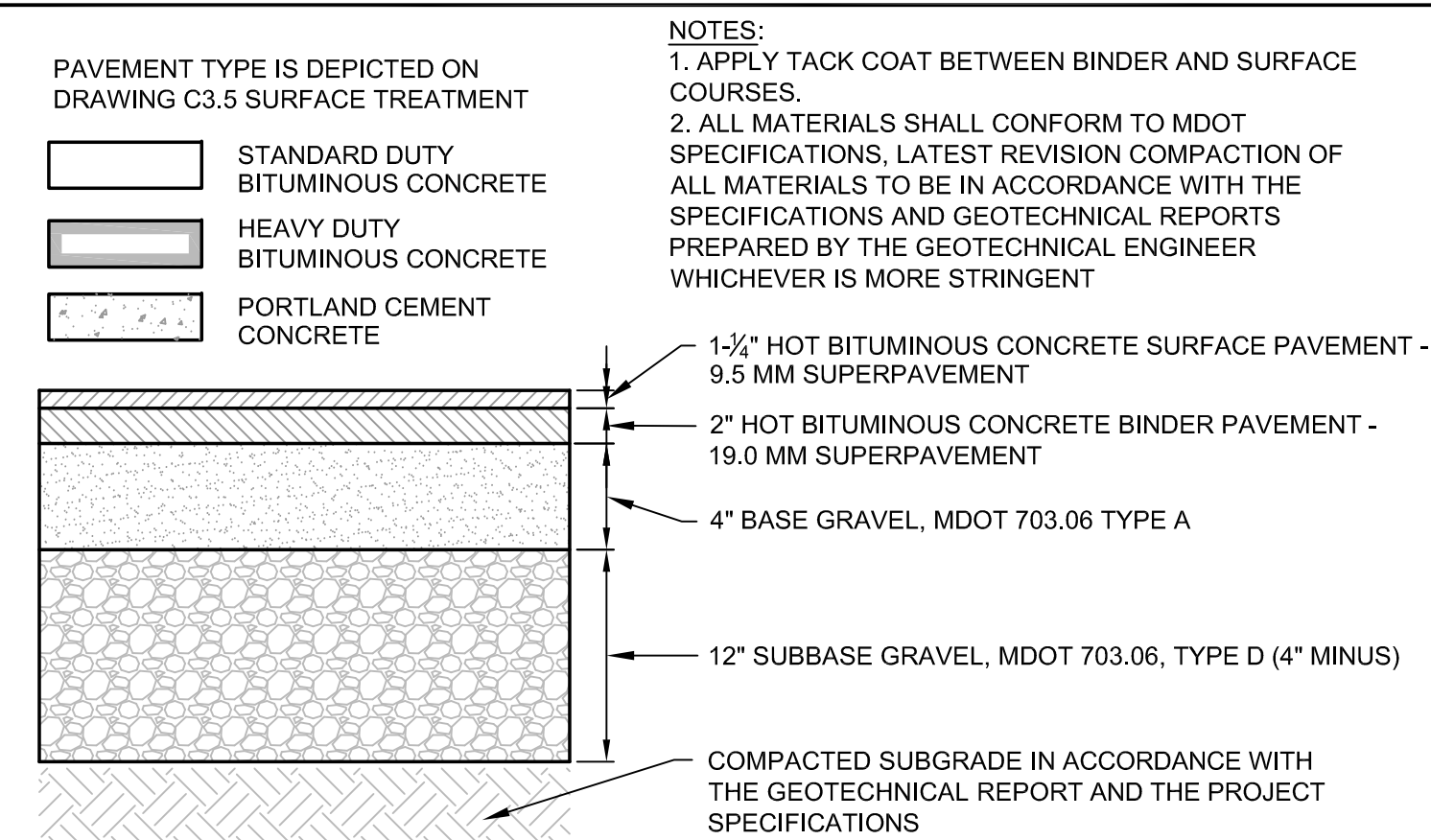
A LIGHT DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



(E) BITUMINOUS SIDEWALK DETAIL-VERTICAL CURB (WITHOUT ESPLANADE)
N.T.S.

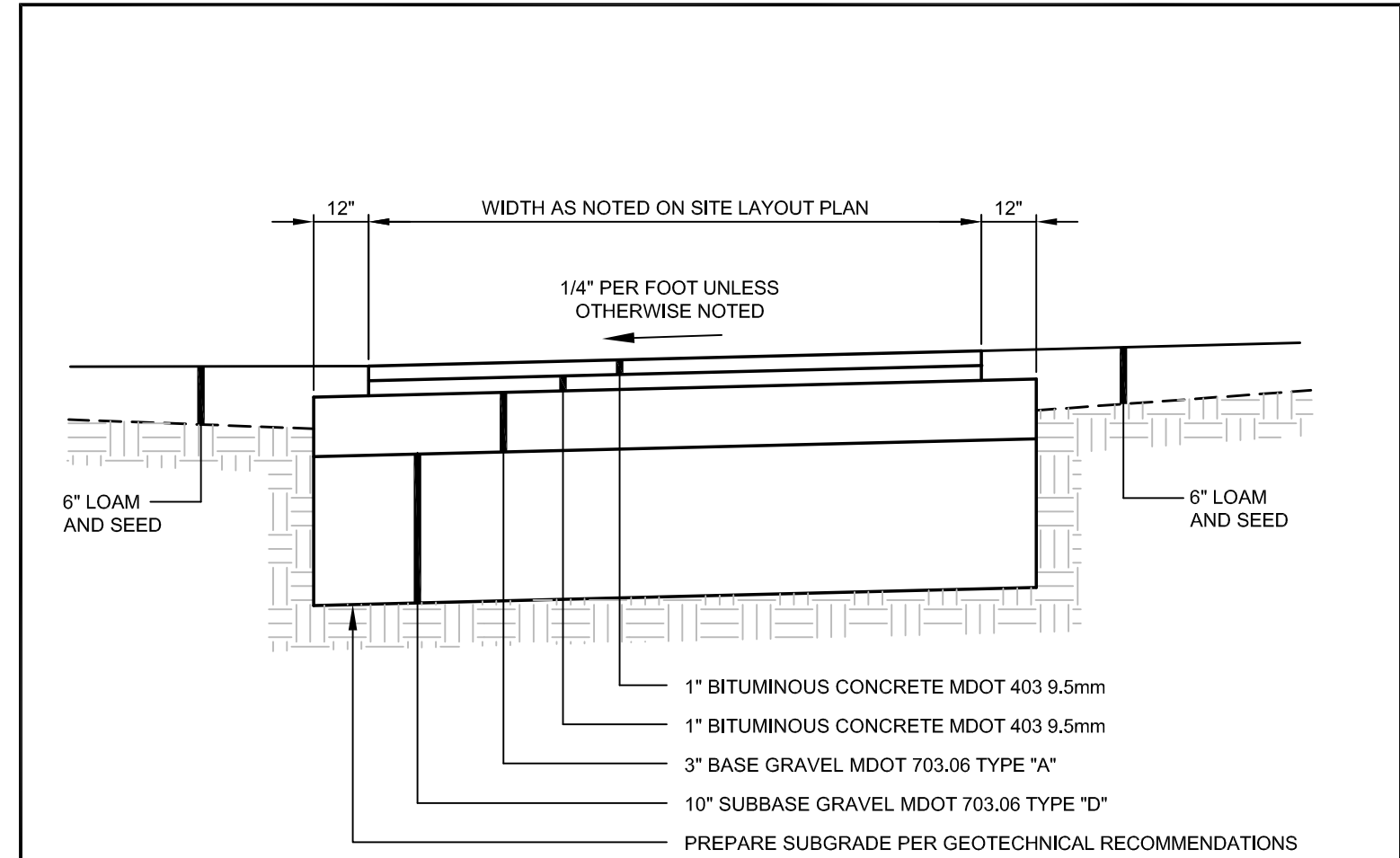


1 TYPICAL ISLAND PLANTING BEDS WITH SIDEWALK
N.T.S.

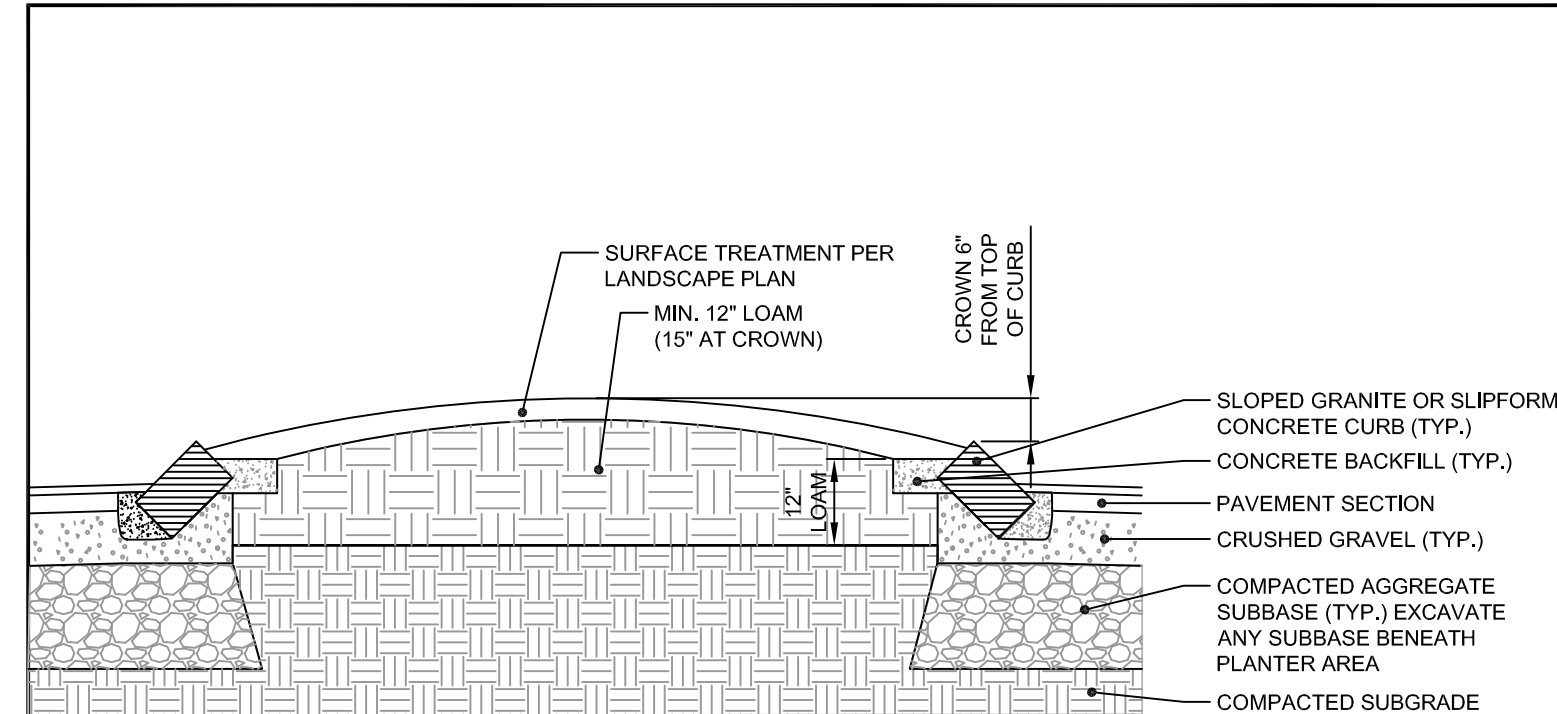


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

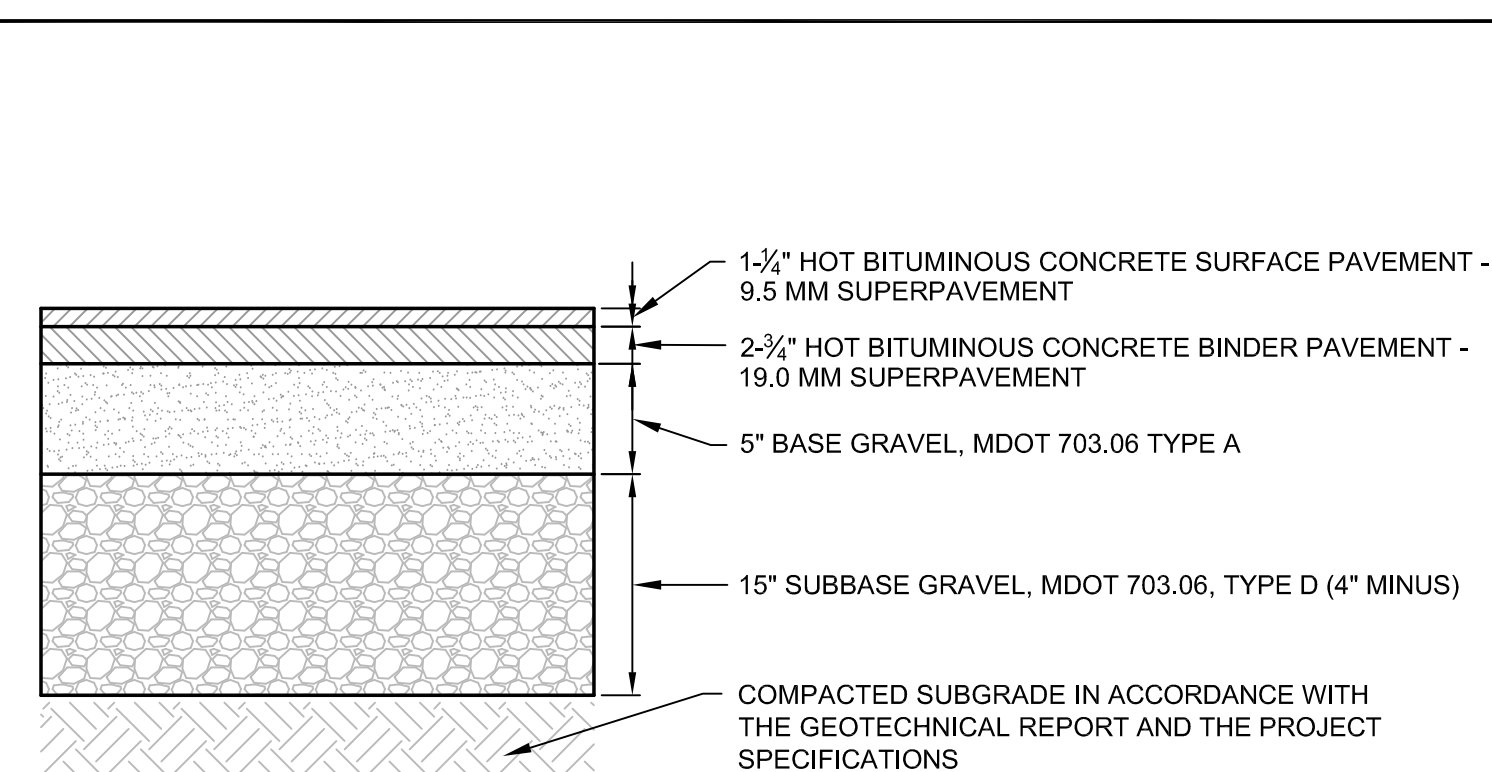
B STANDARD DUTY BITUMINOUS CONCRETE PAVEMENT SECTION N.T.S.



F NON-CURBED AREAS BITUMINOUS SIDEWALK/WALKWAY DETAIL
N.T.S.

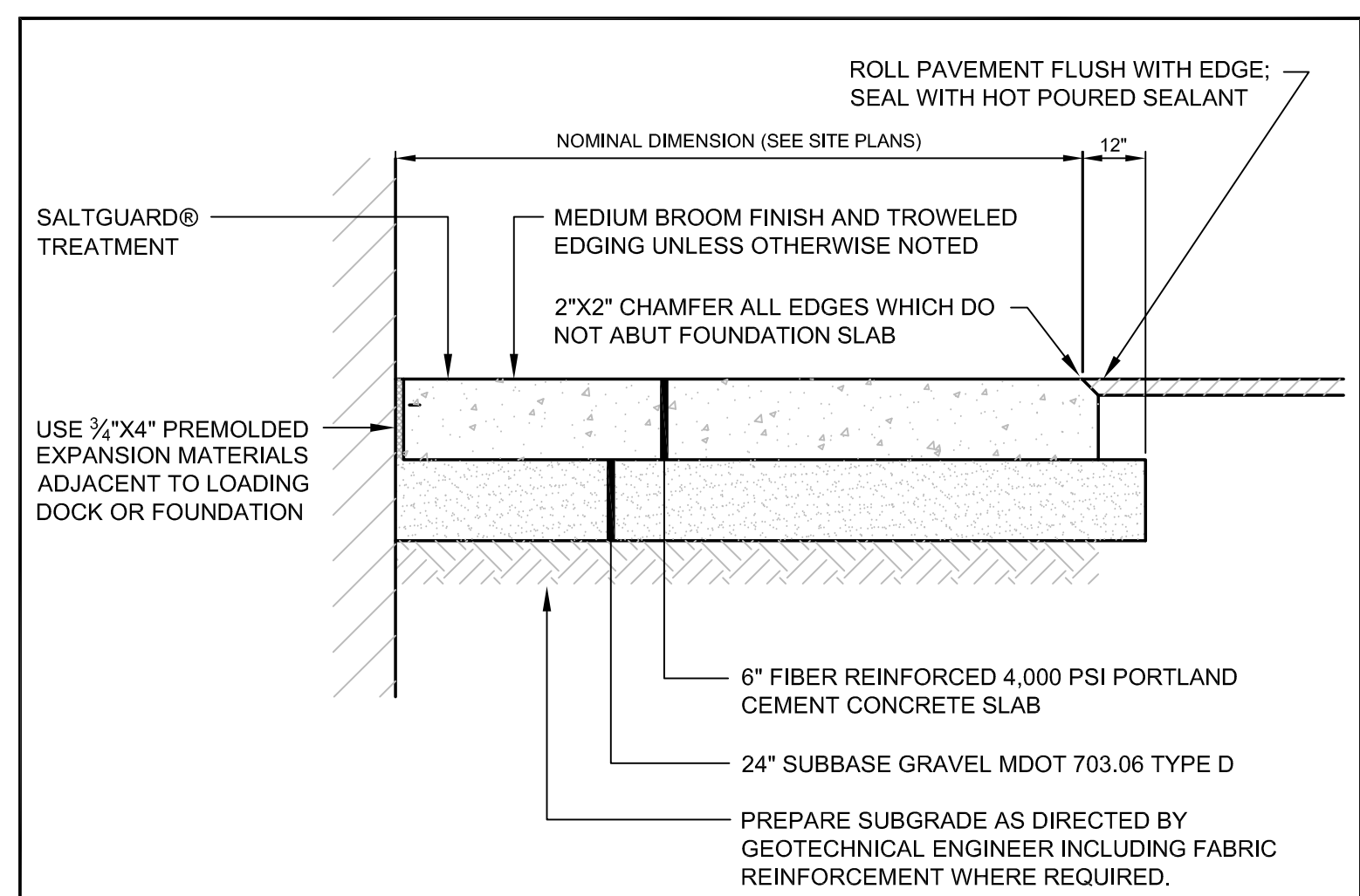


J TYPICAL ISLAND PLANTING BEDS WITHOUT SIDEWALK
N.T.S.

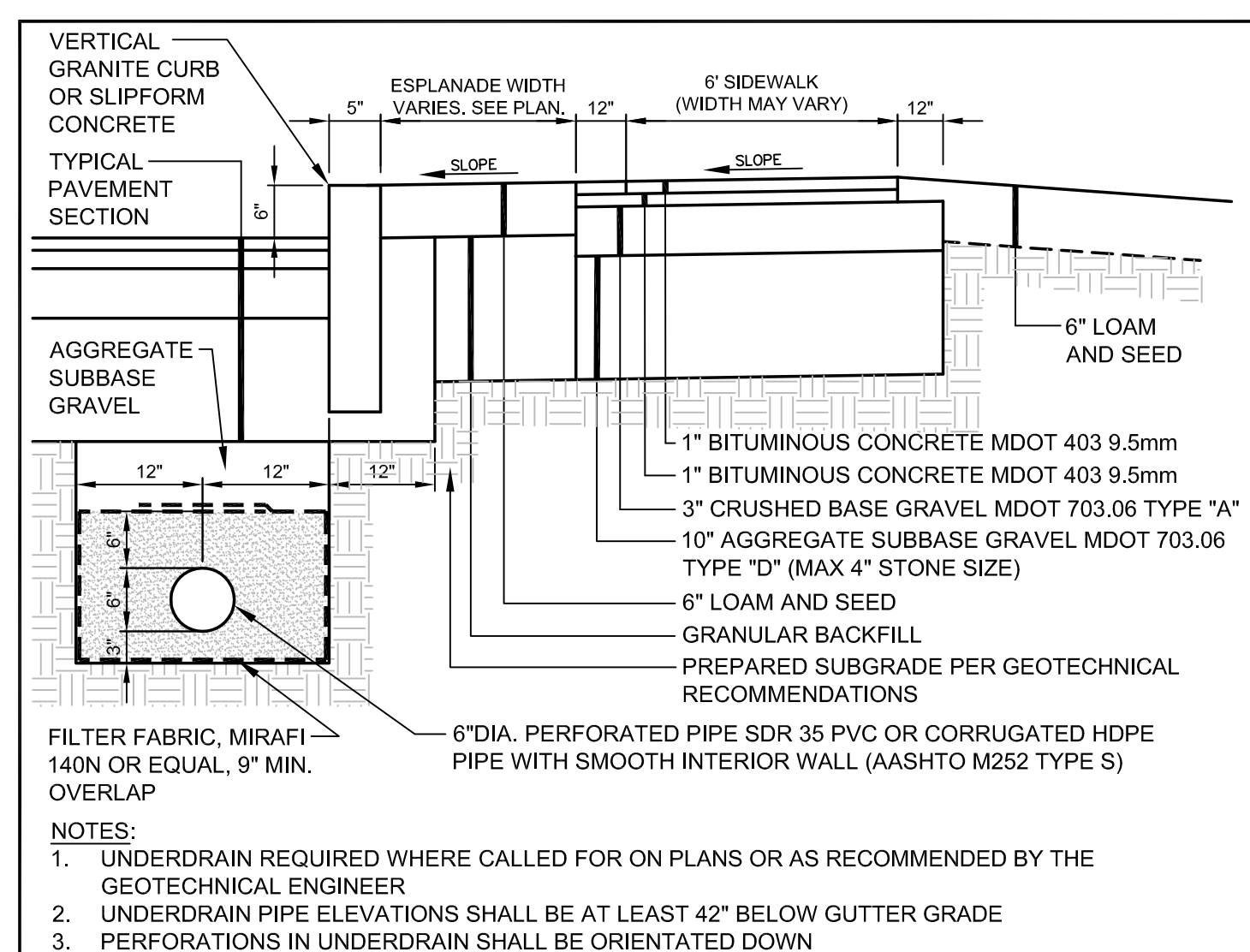


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

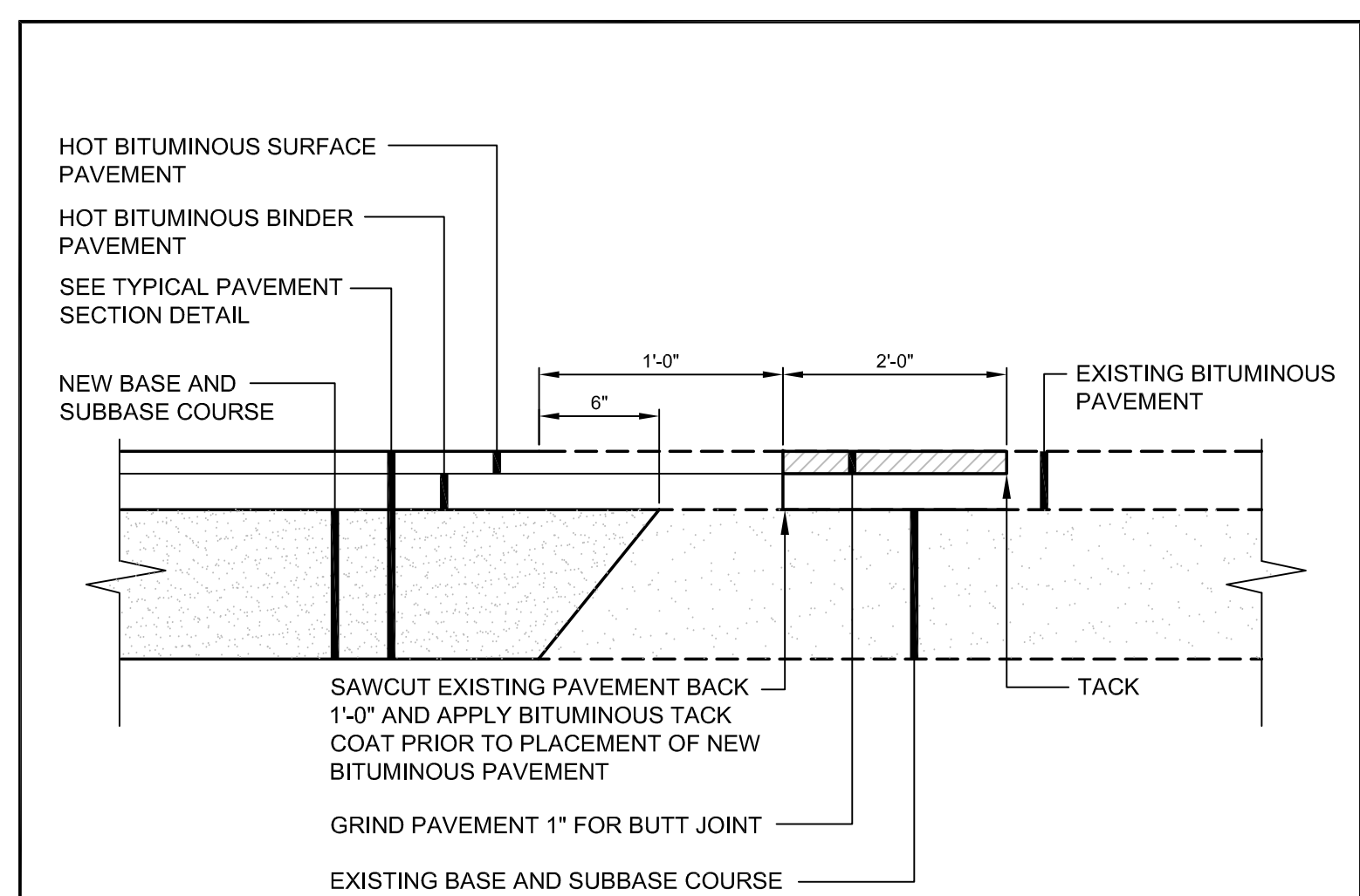
(C) HEAVY DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



CONCRETE SLAB DETAIL

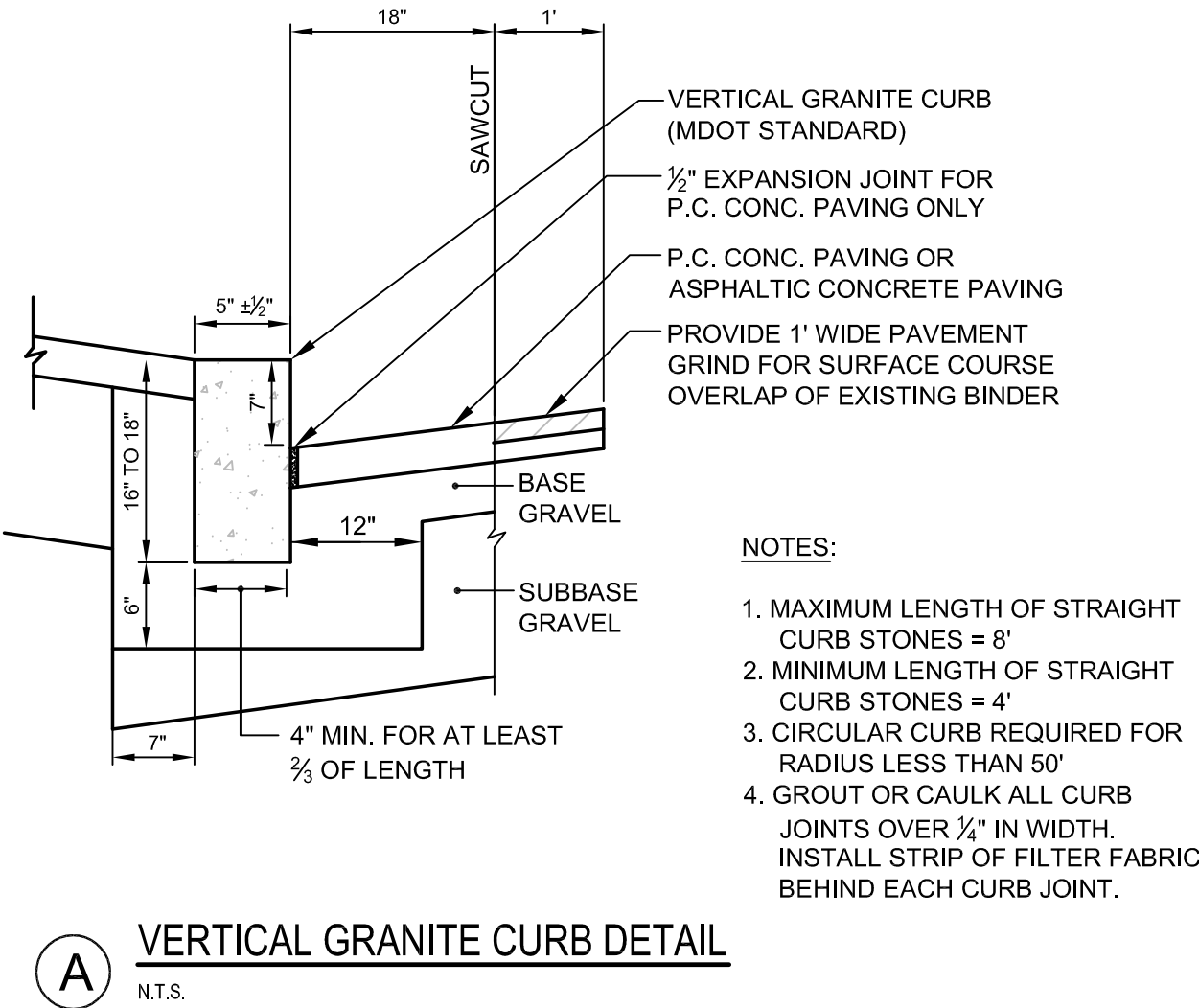


(D) BITUMINOUS SIDEWALK DETAIL-CURBED AREAS (WITH ESPLANADE)
N.T.S.

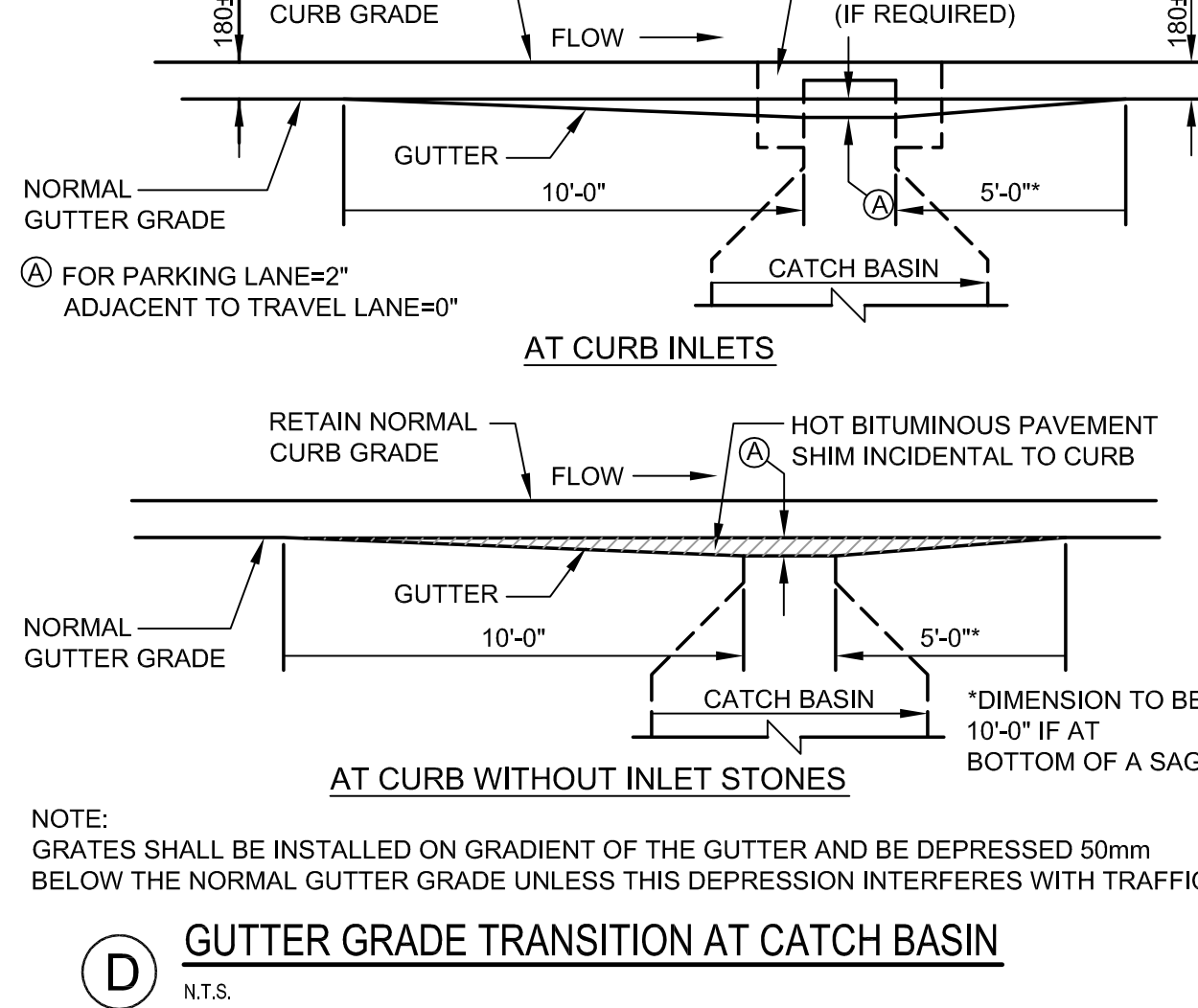


PAVEMENT SAWCUT DETAIL

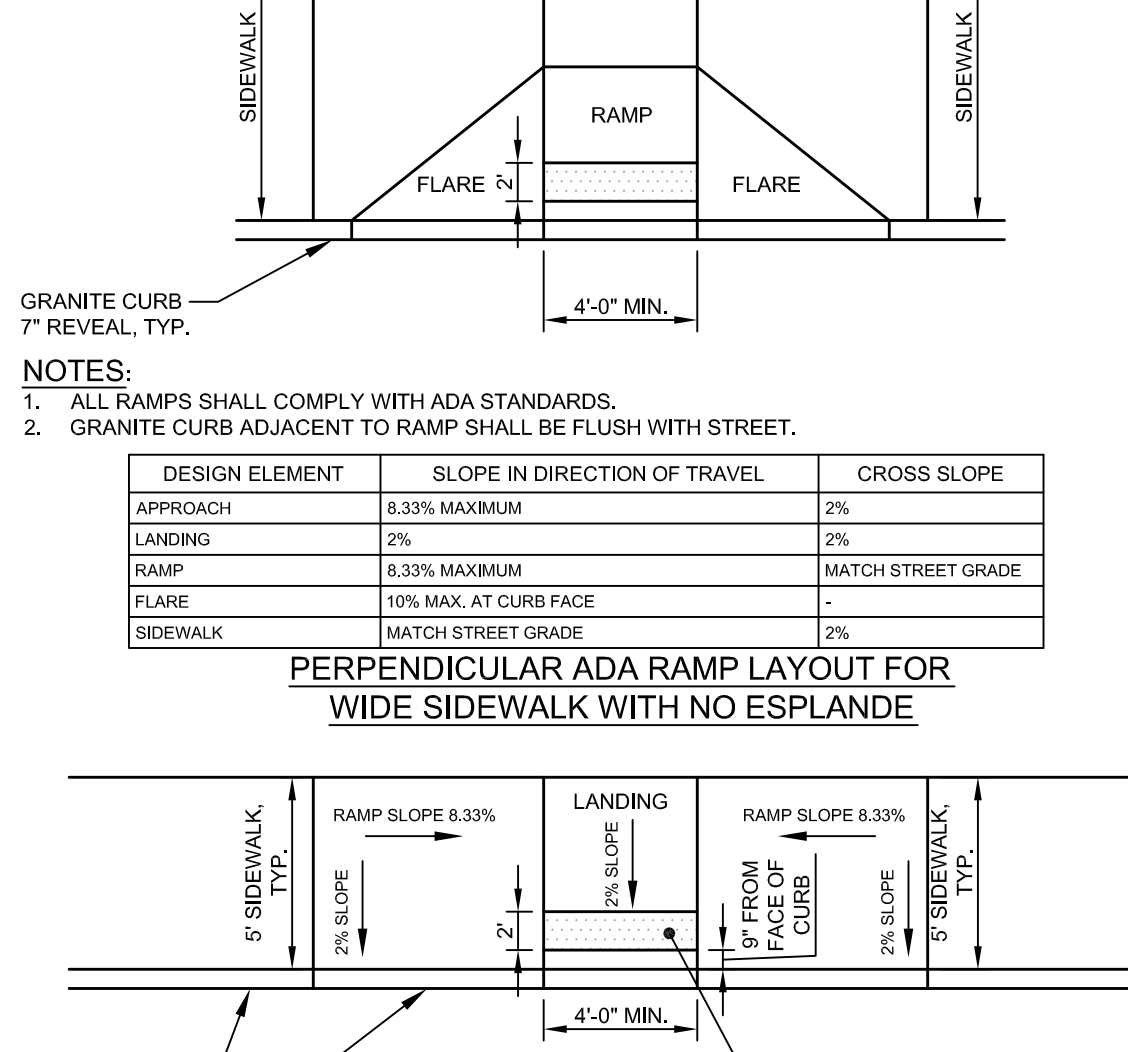
			PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 6, SOUTH PORTLAND, ME 04106	
SHEET TITLE PAVEMENT SECTIONS AND SIDEWALK DETAILS			CLIENT FOREFRONT PARTNERS I, LP		DRAWN: DED DATE: APRIL 2015 DESIGNED: BEK SCALE: AS NOTED CHECKED: SRB JOB NO. 2982.05 FILE NAME: 2982.05-BS DET SHEET C-8.0	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION				
REV	DATE	DESCRIPTION	P.E. B.G. KENNEDY			
		REVISIONS	I.C. #11994			



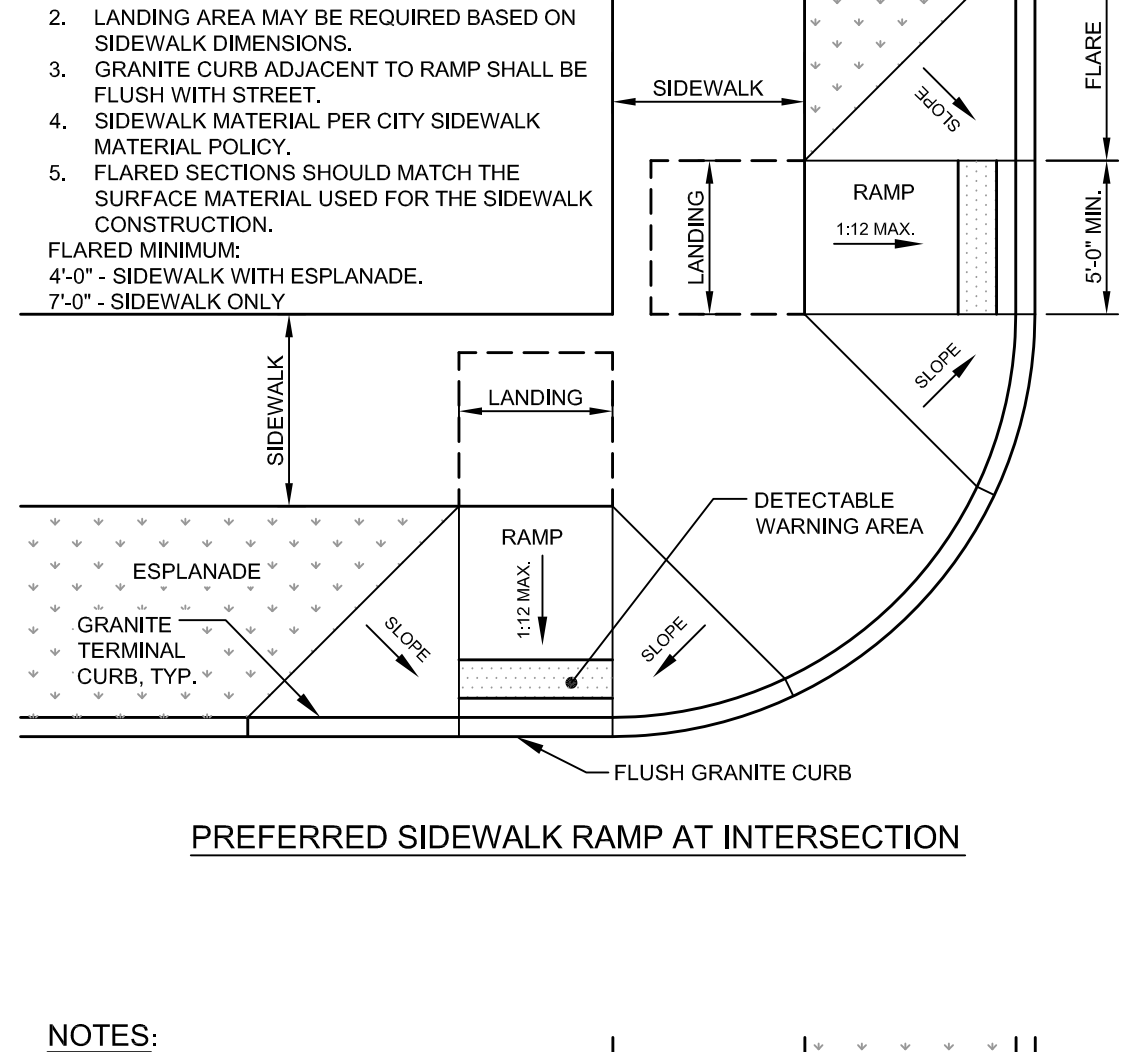
(A) VERTICAL GRANITE CURB DETAIL
N.T.S.



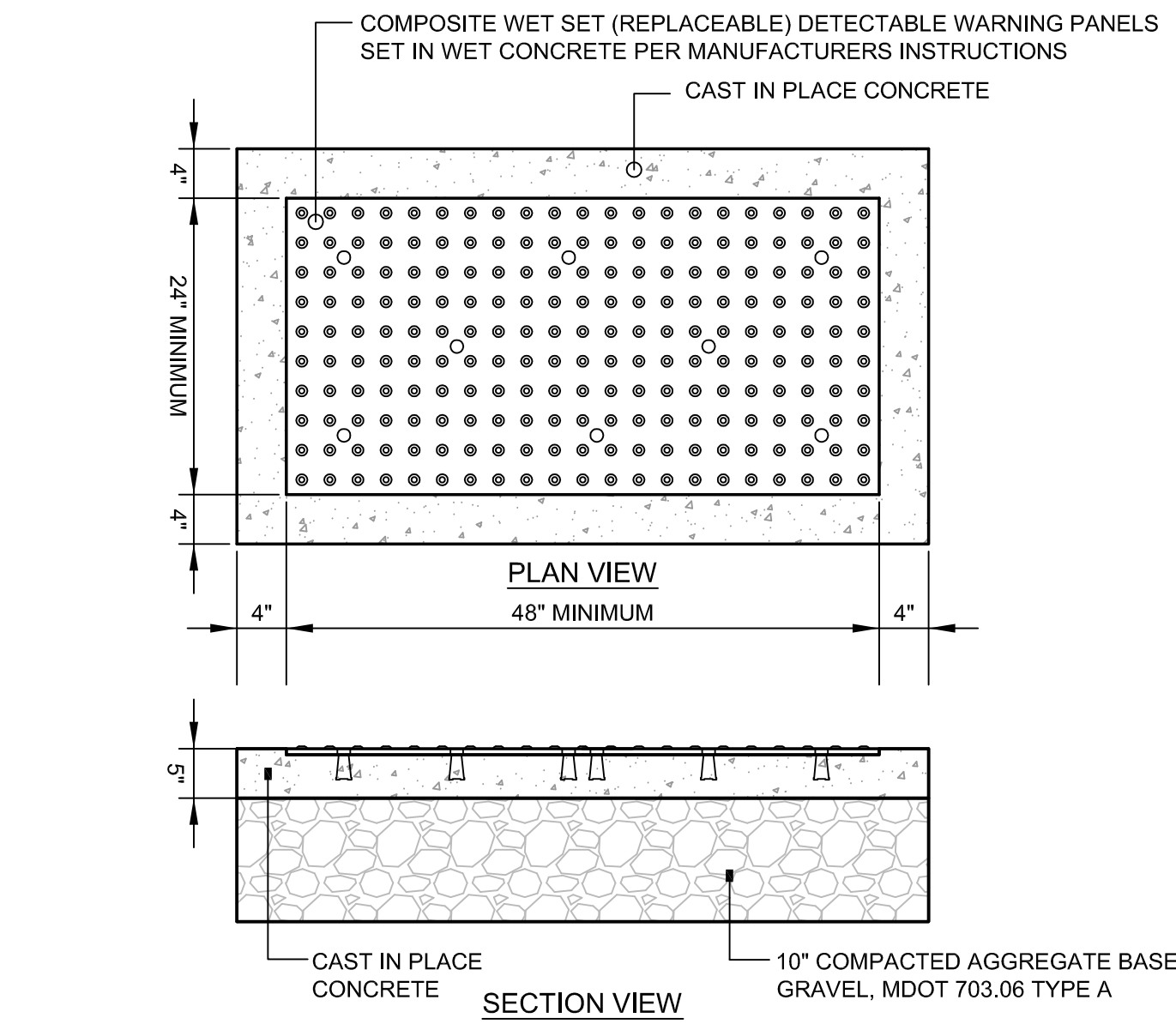
(D) GUTTER GRADE TRANSITION AT CATCH BASIN
N.T.S.



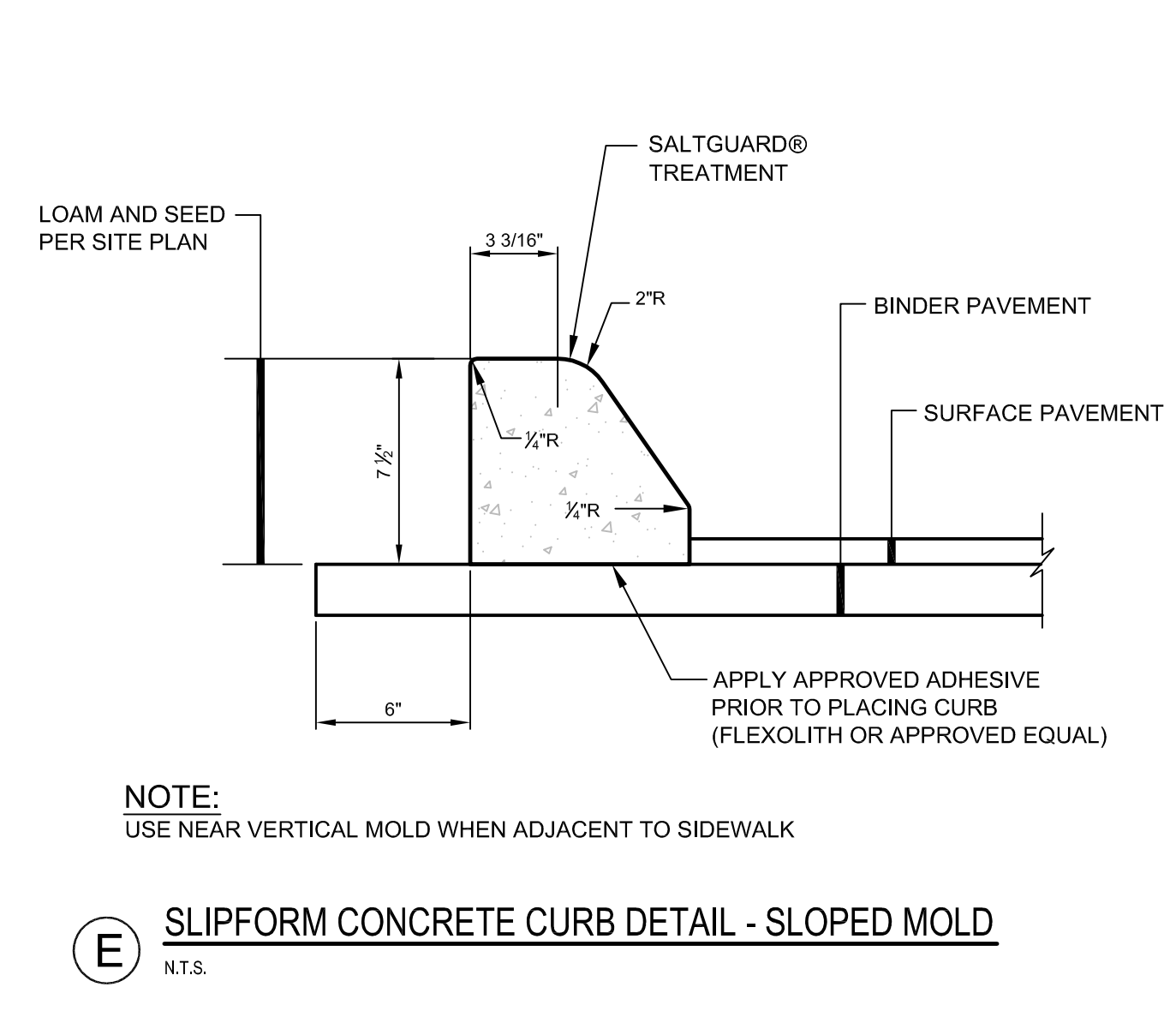
(F) BARRIER FREE RAMP DETAILS
N.T.S.



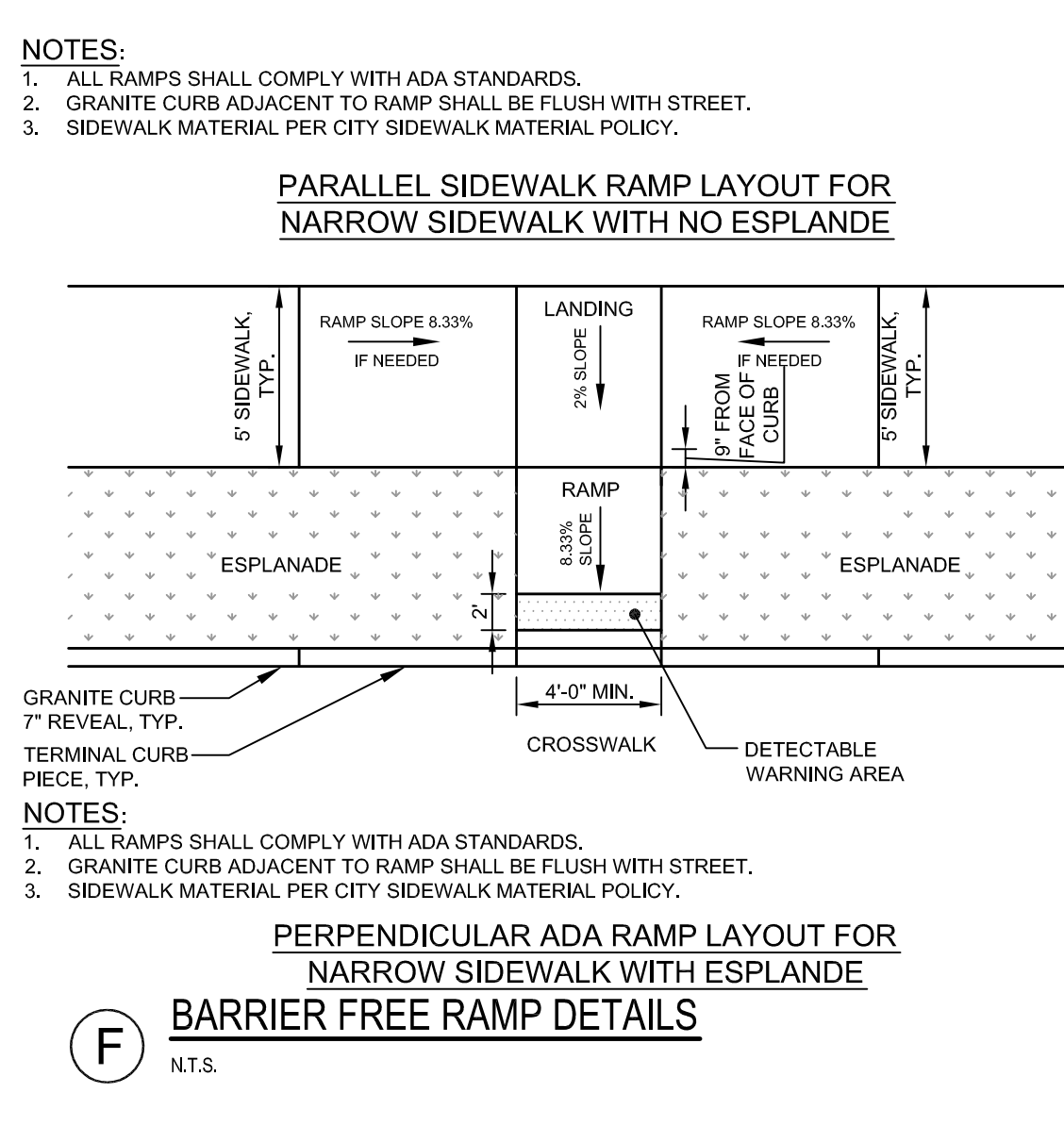
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N.T.S.



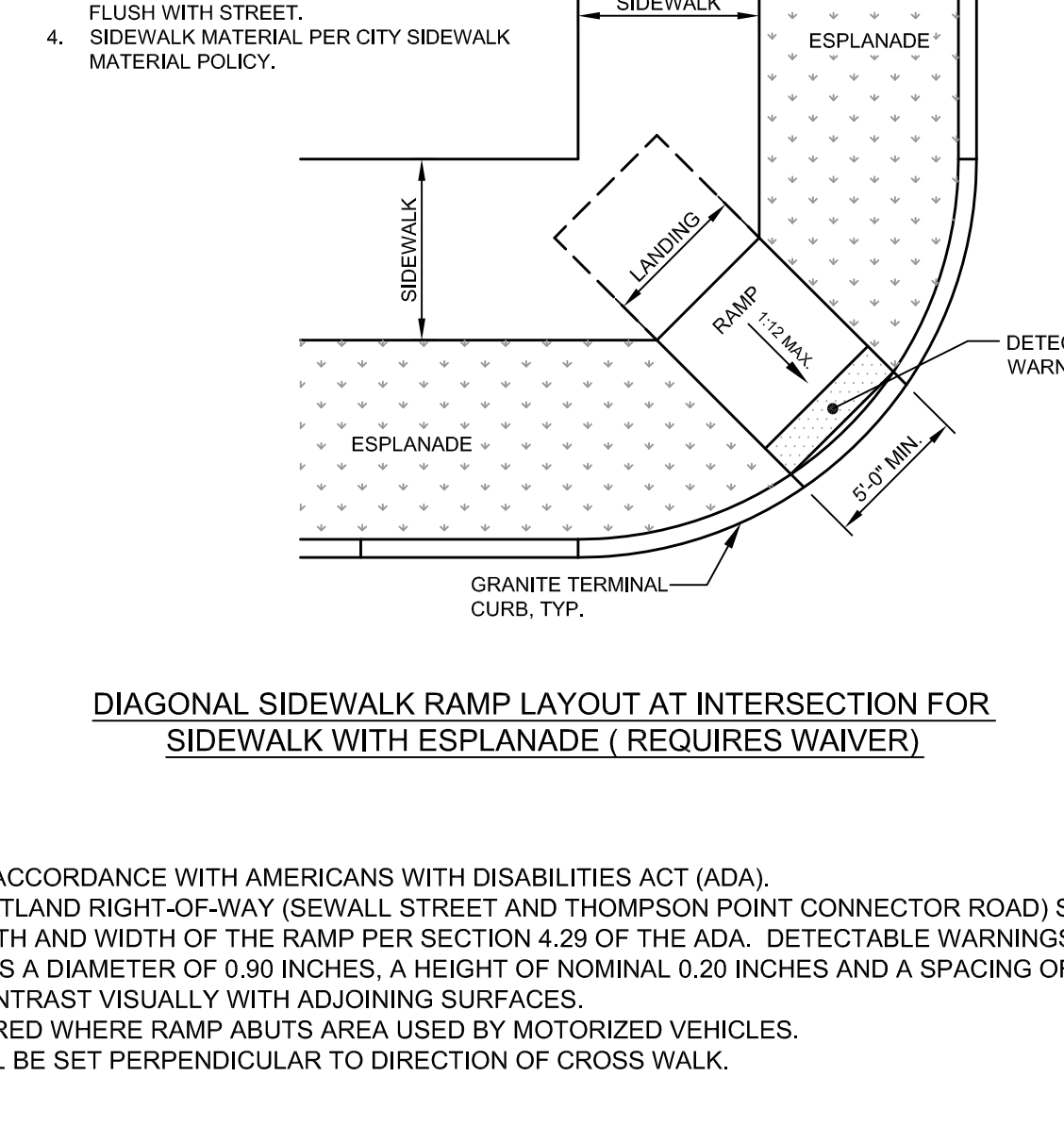
(B) DETECTABLE WARNING PAVER DETAIL
N.T.S.



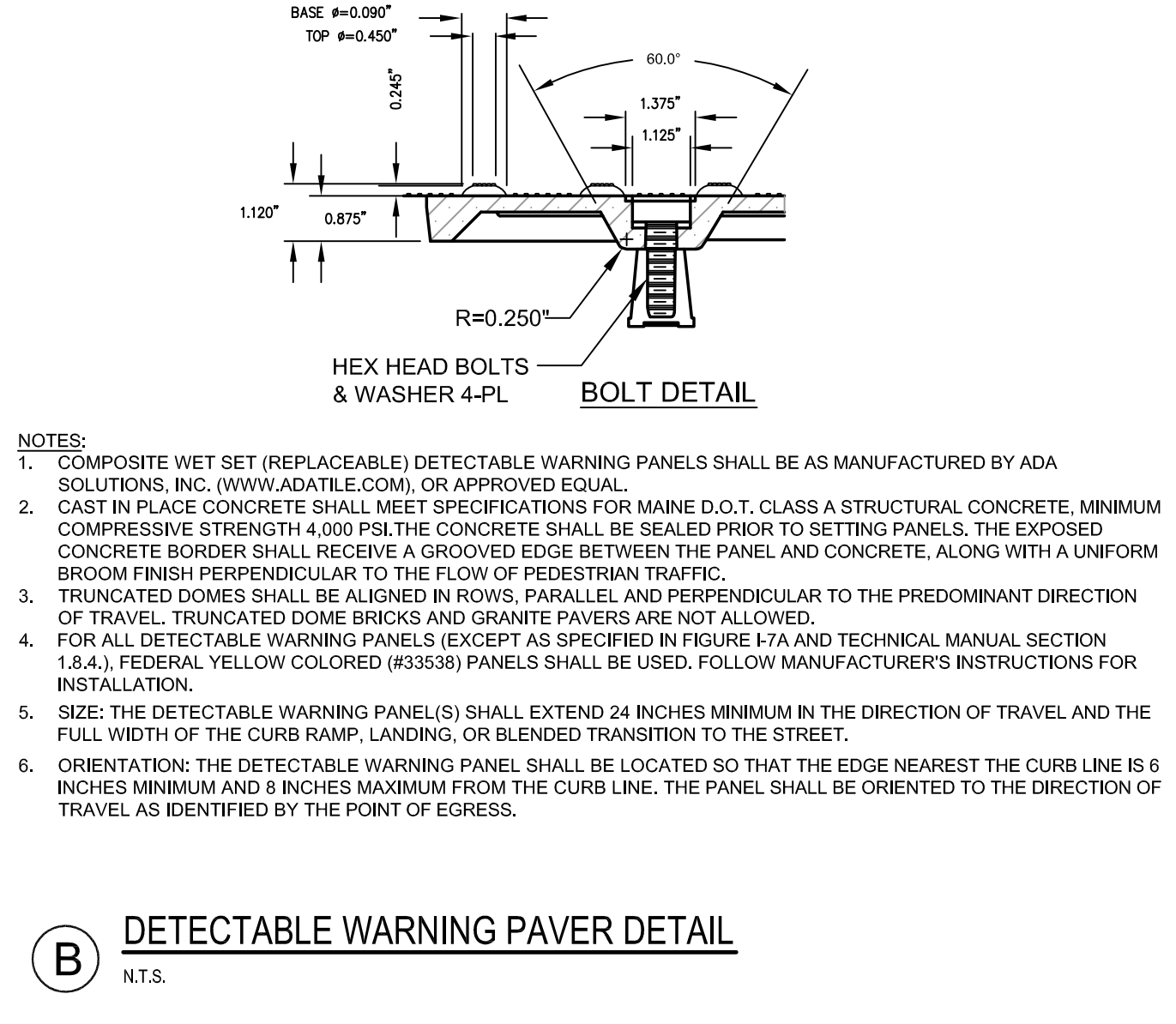
(E) SLIPFORM CONCRETE CURB DETAIL - SLOPED MOLD
N.T.S.



(F) BARRIER FREE RAMP DETAILS
N.T.S.



(F) BARRIER FREE RAMP DETAILS
N.T.S.



(B) DETECTABLE WARNING PAVER DETAIL
N.T.S.



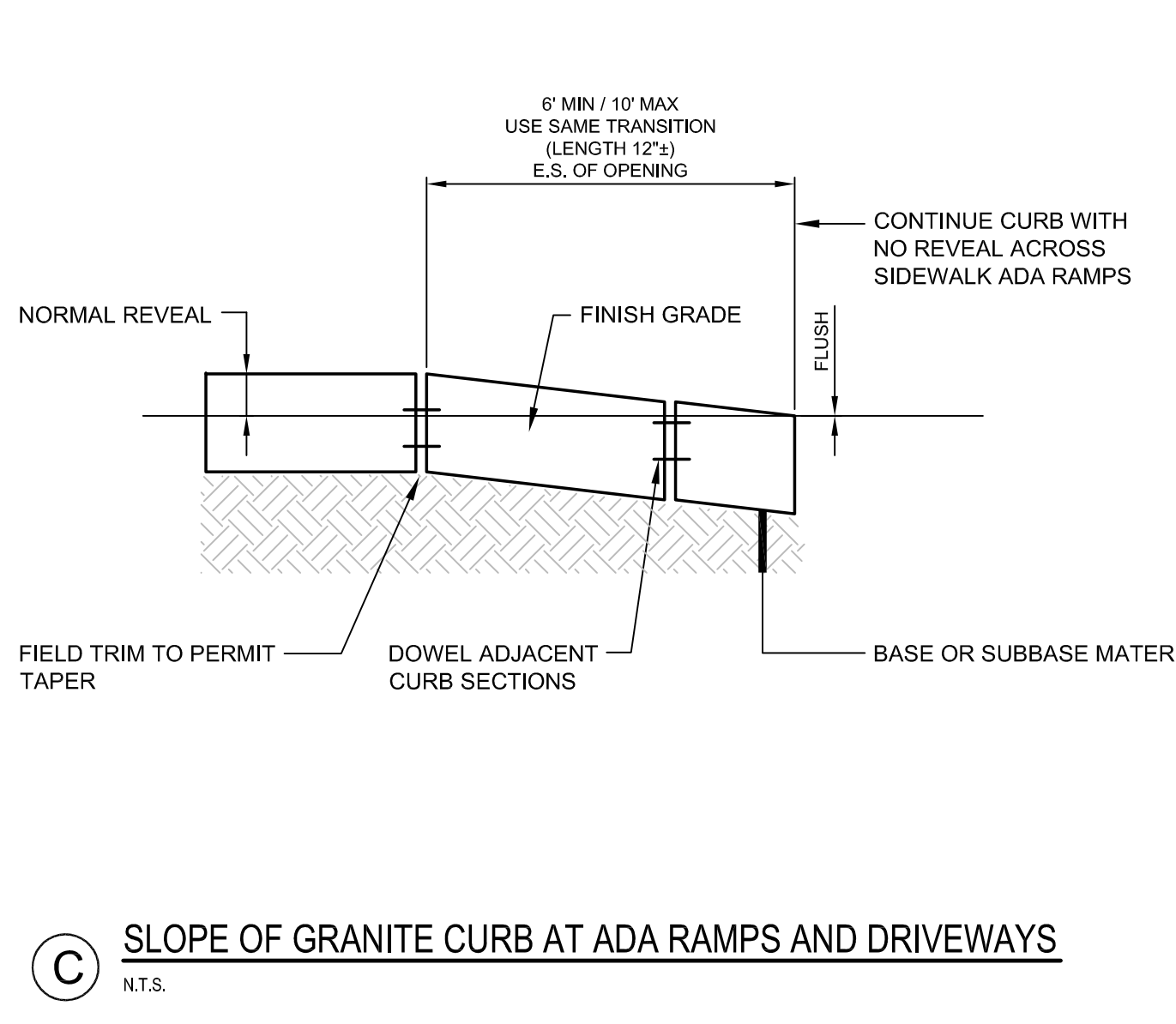
(E) SLIPFORM CONCRETE CURB DETAIL - SLOPED MOLD
N.T.S.



(F) BARRIER FREE RAMP DETAILS
N.T.S.



(F) BARRIER FREE RAMP DETAILS
N.T.S.



(C) SLOPE OF GRANITE CURB AT ADA RAMPS AND DRIVEWAYS
N.T.S.



(E) SLIPFORM CONCRETE CURB DETAIL - SLOPED MOLD
N.T.S.



(F) BARRIER FREE RAMP DETAILS
N.T.S.

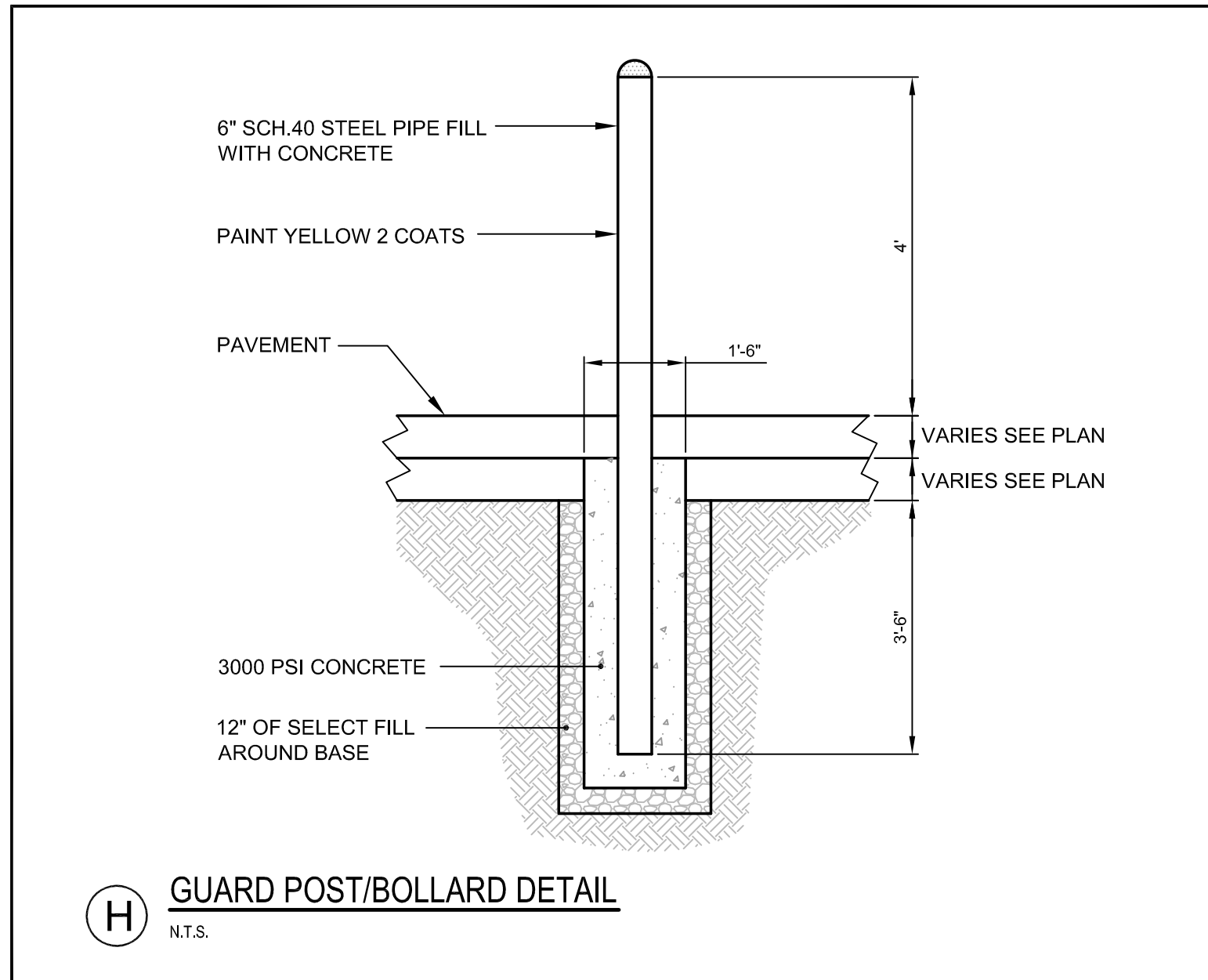
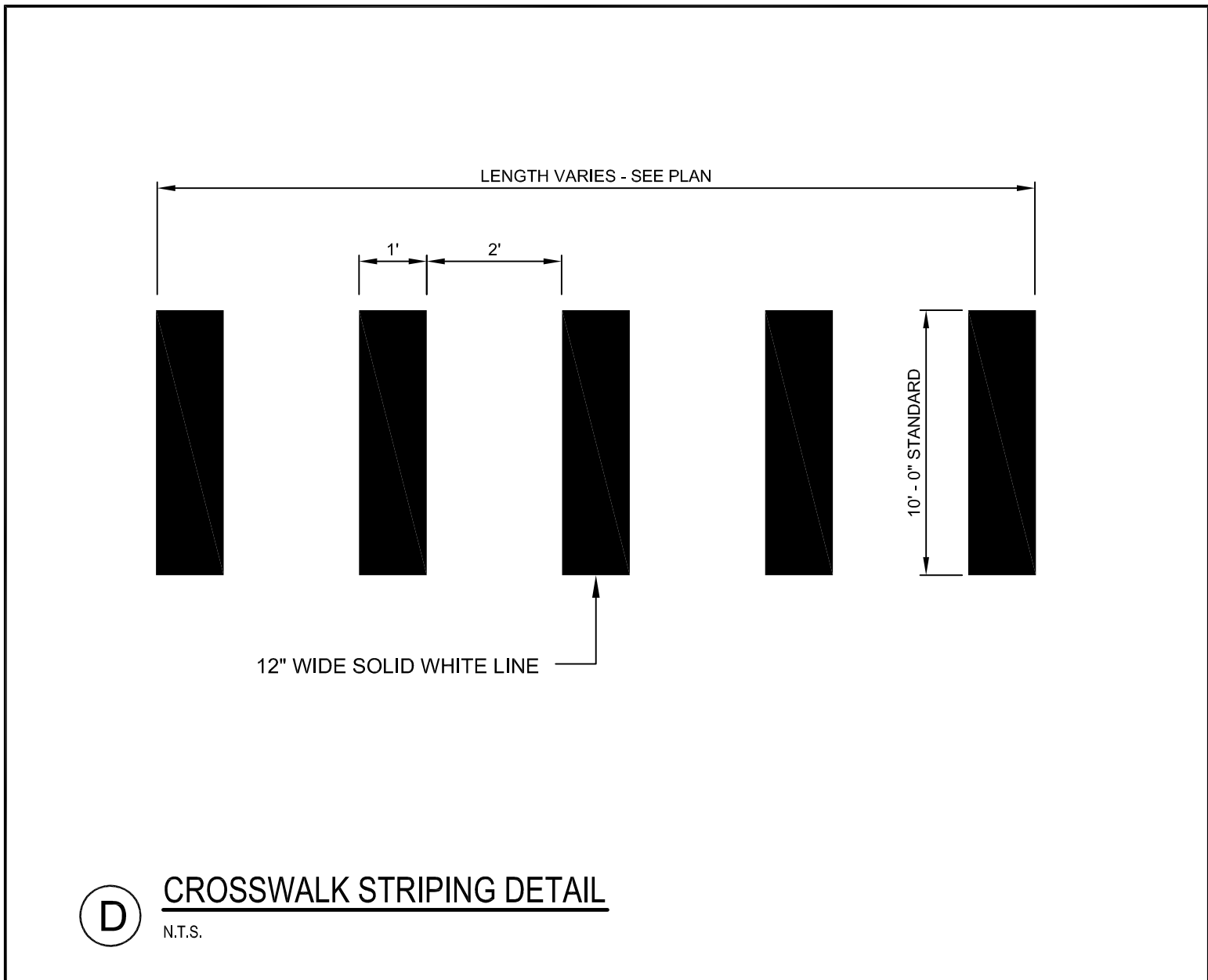
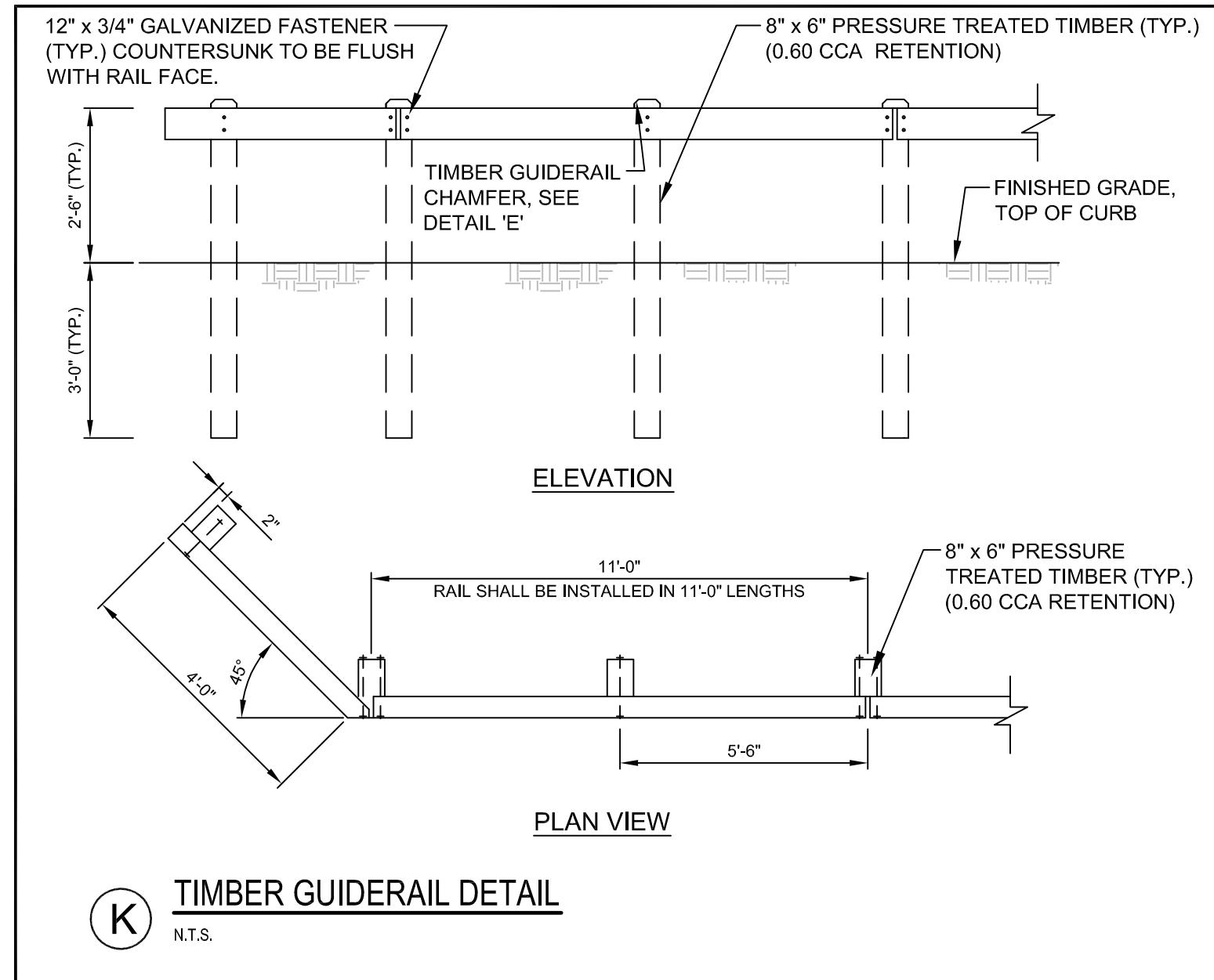
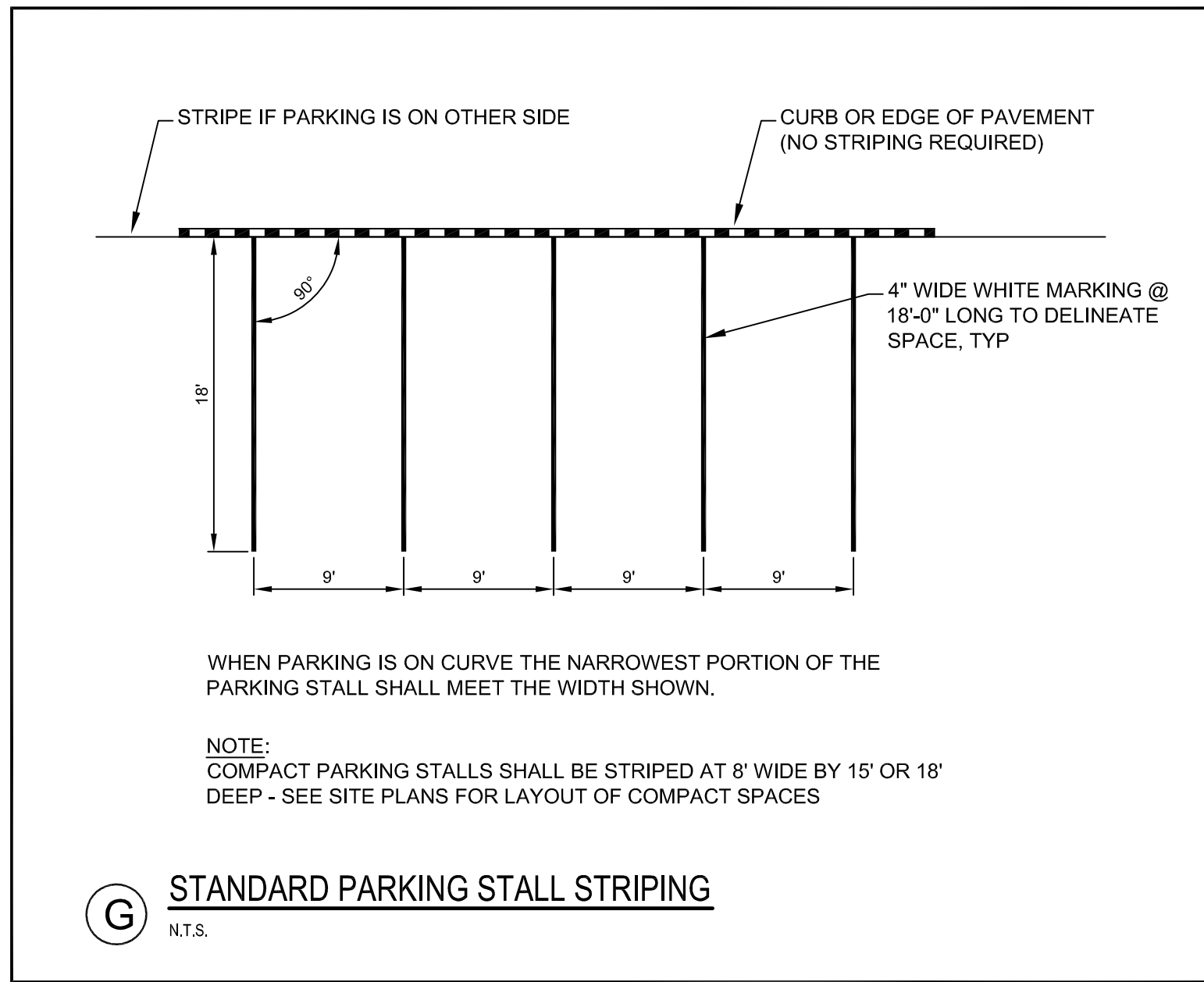
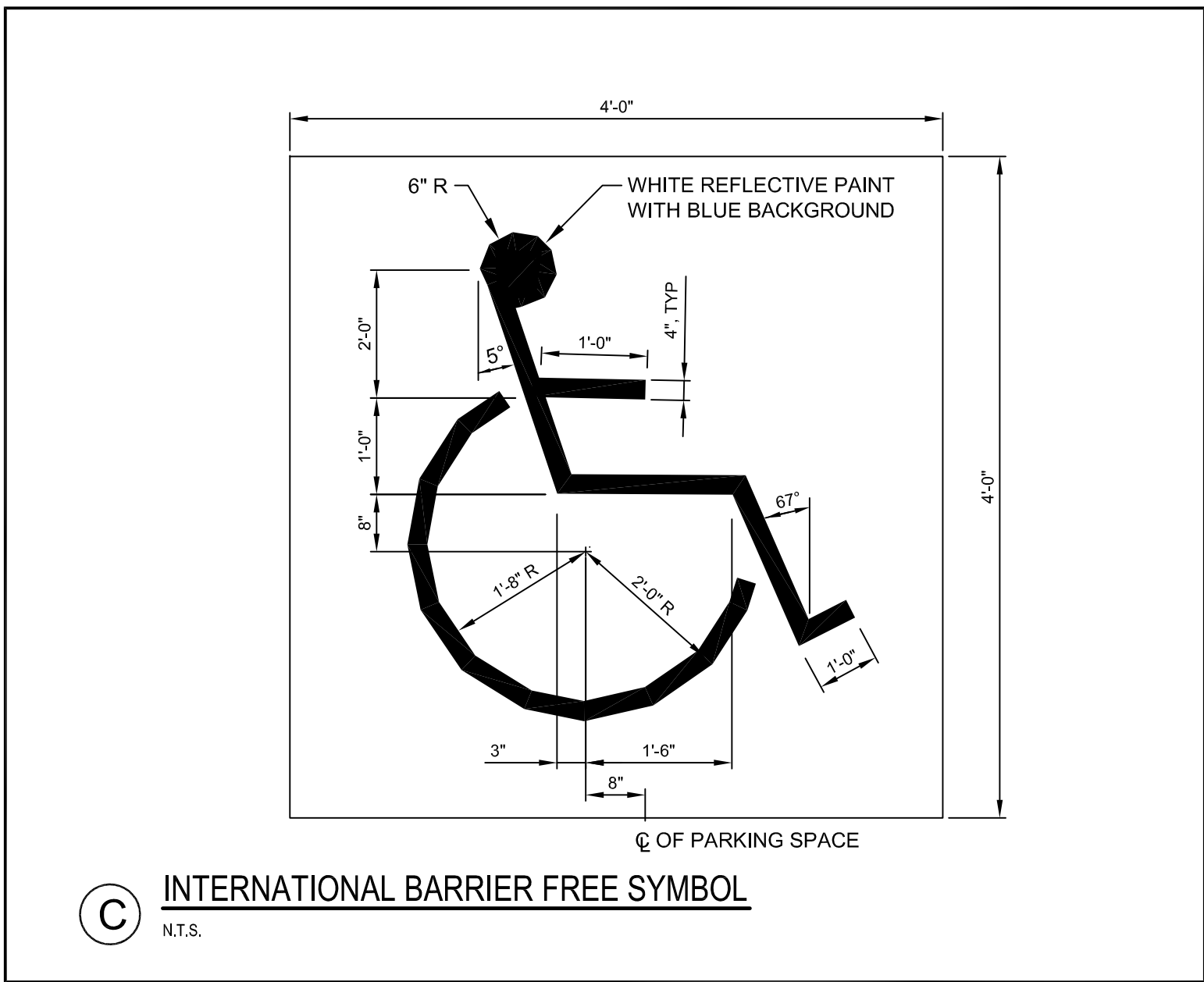
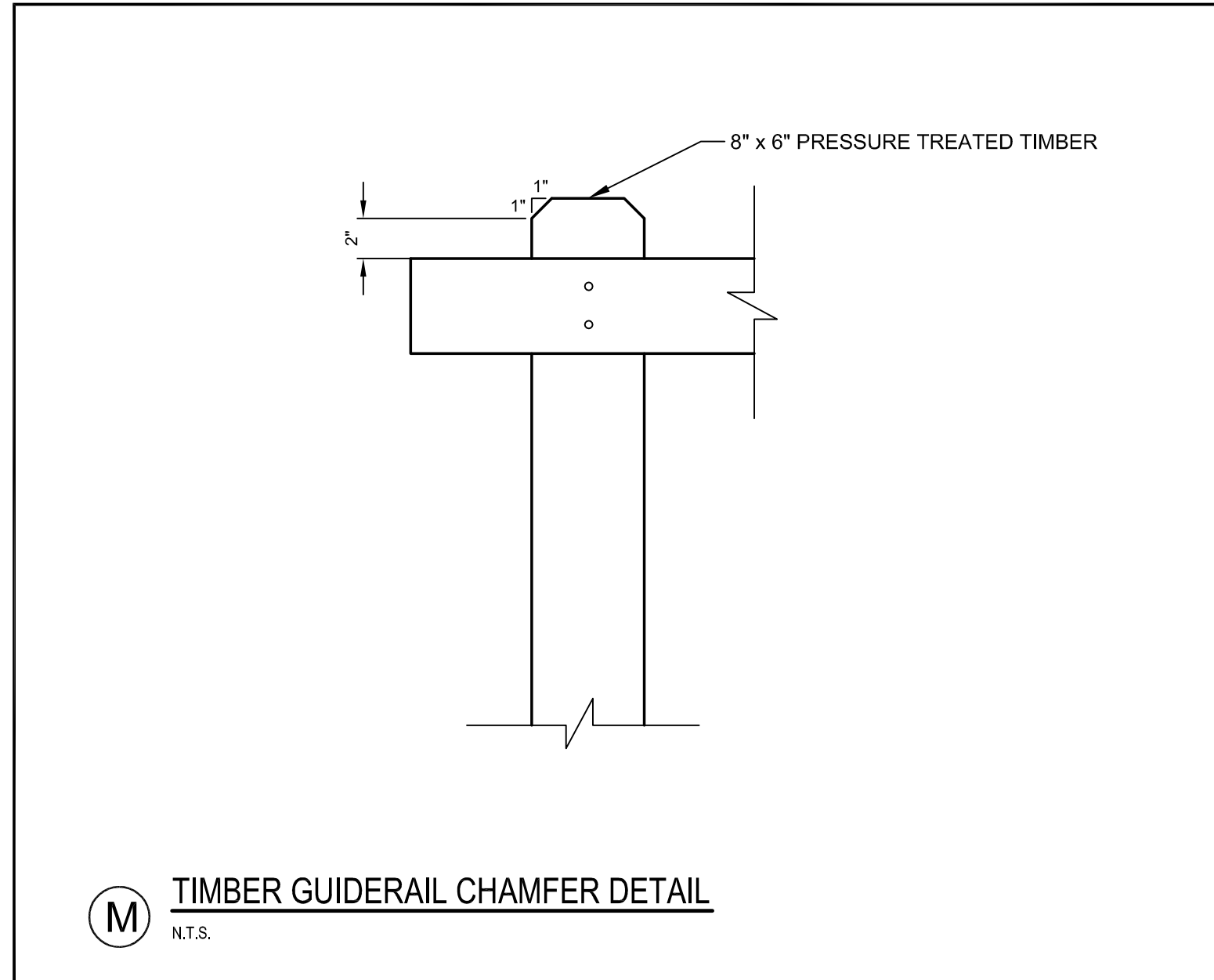
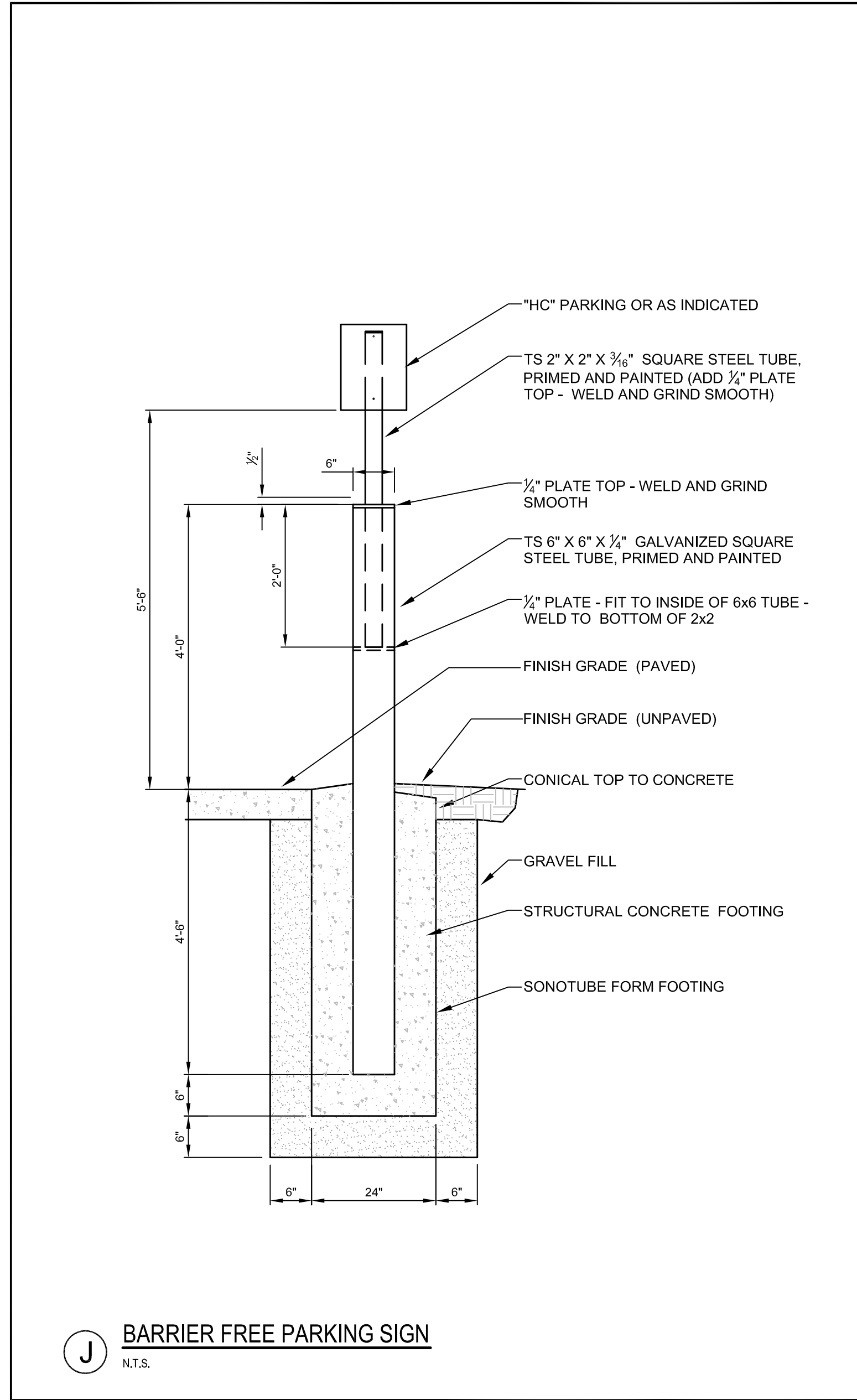
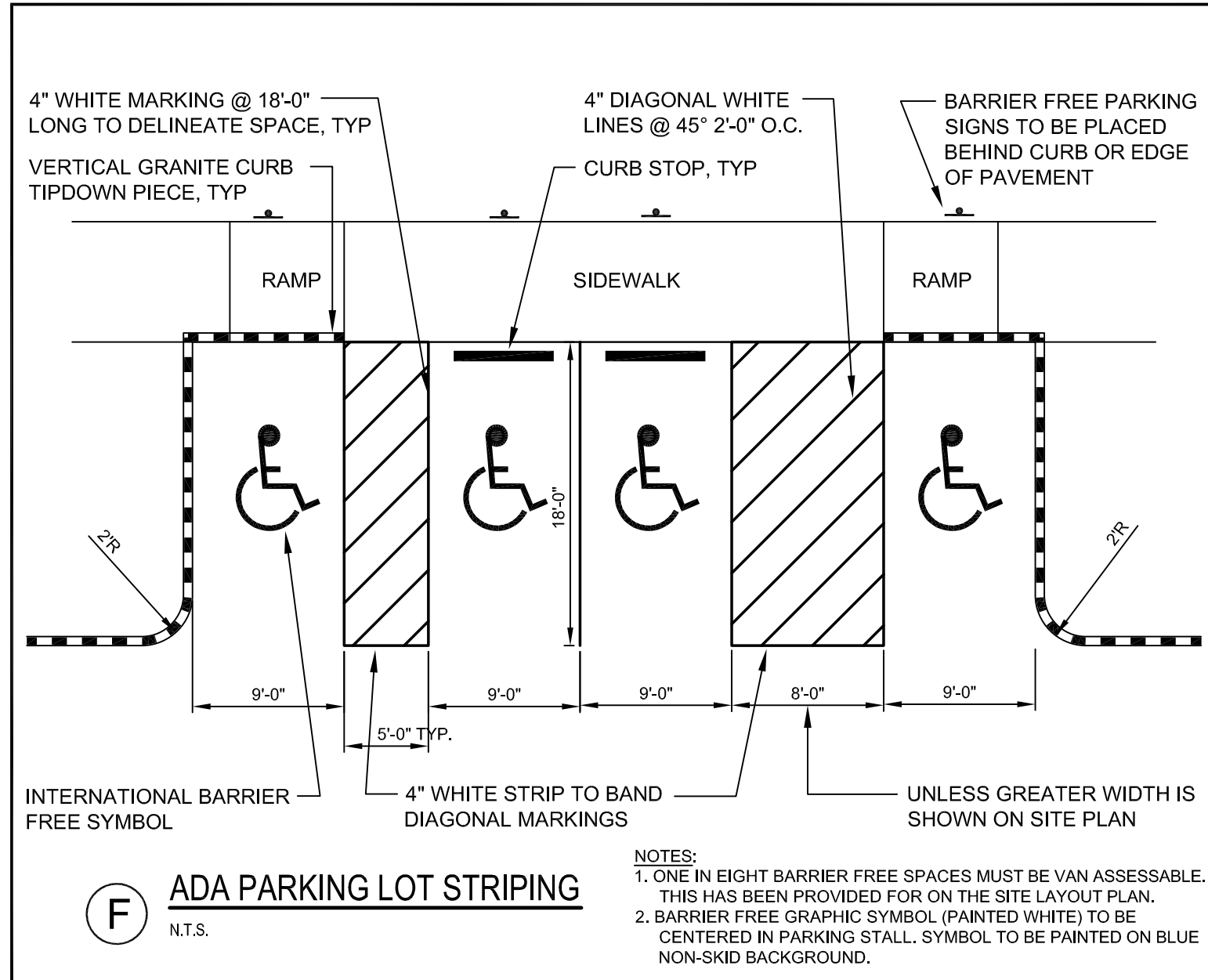
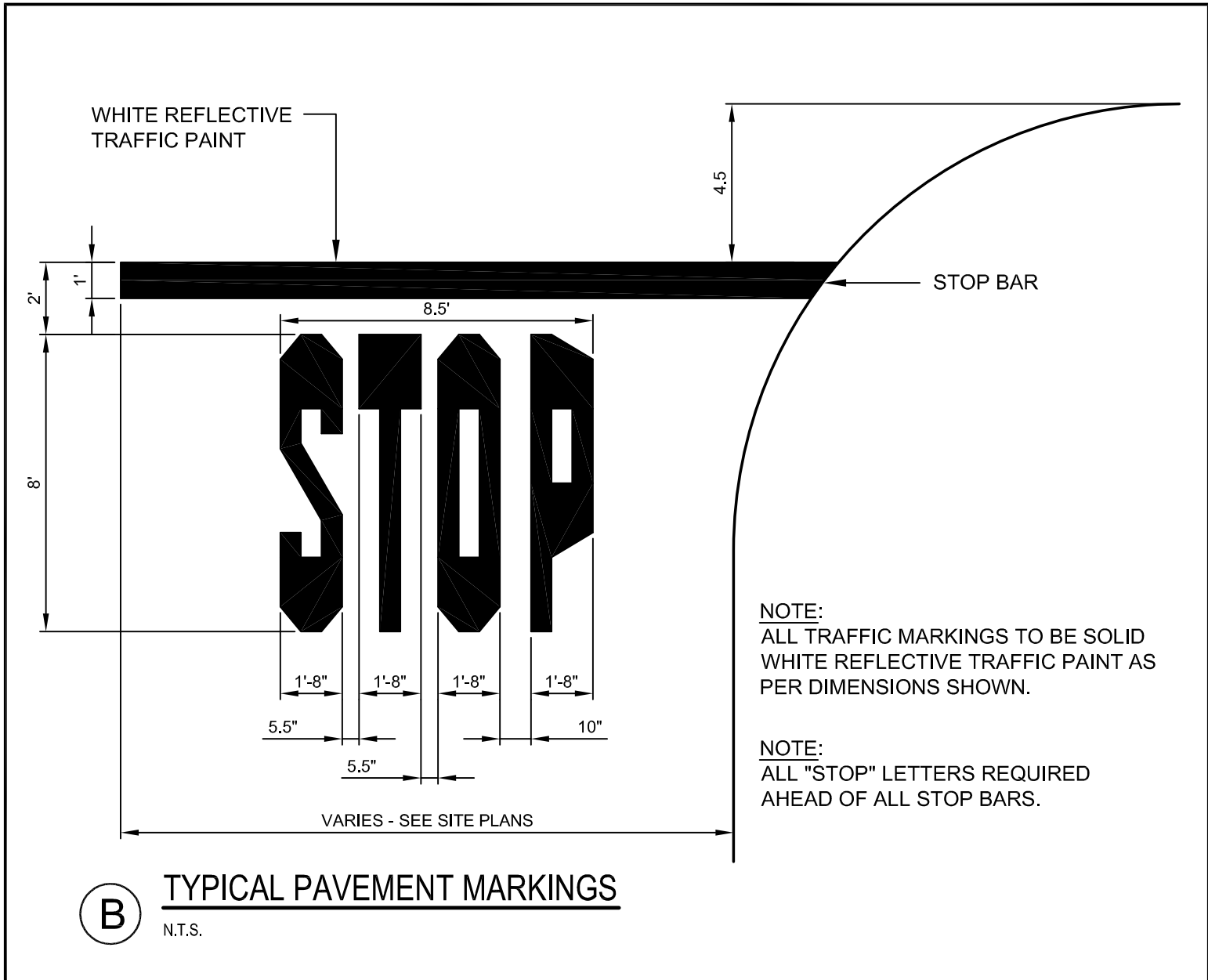
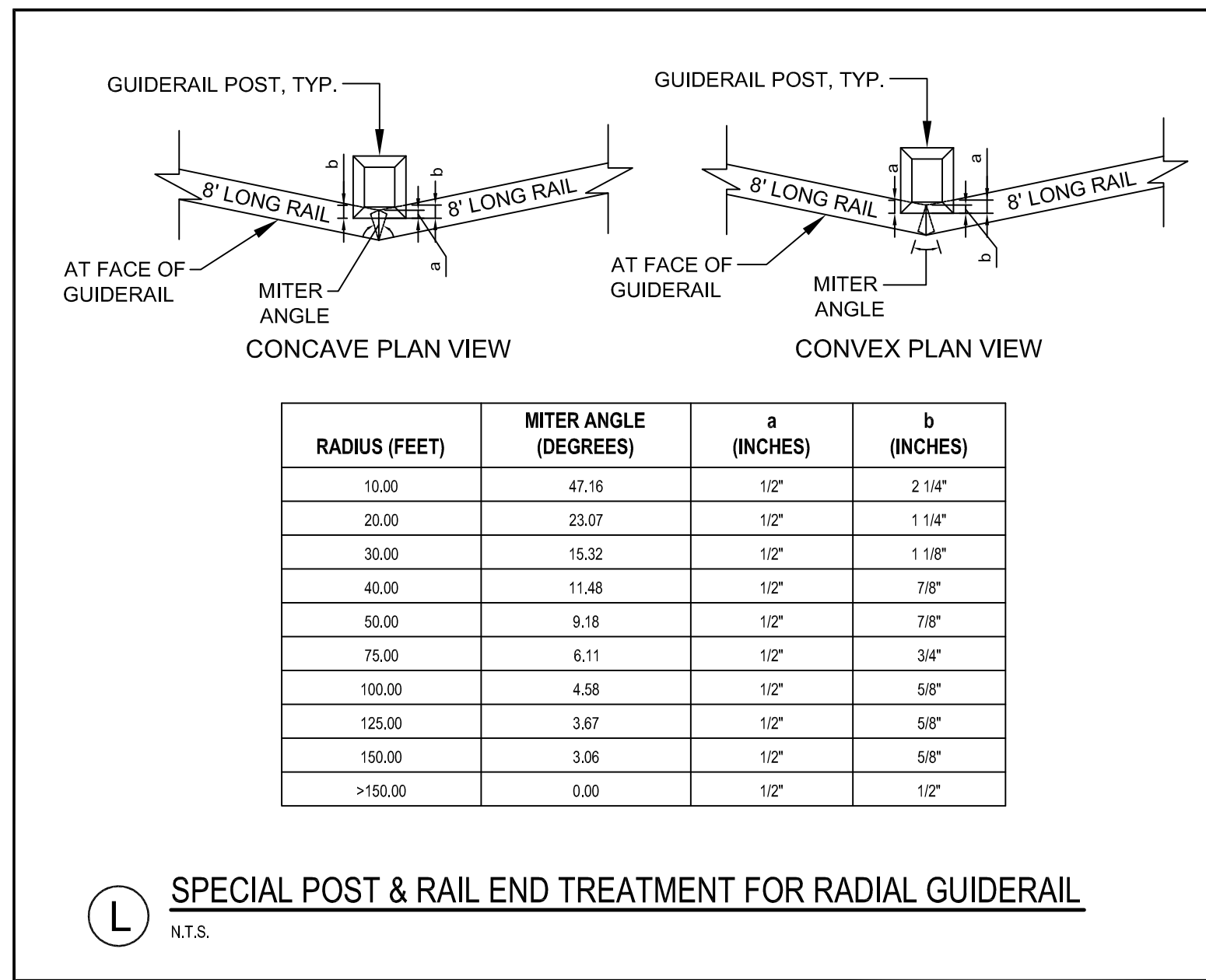
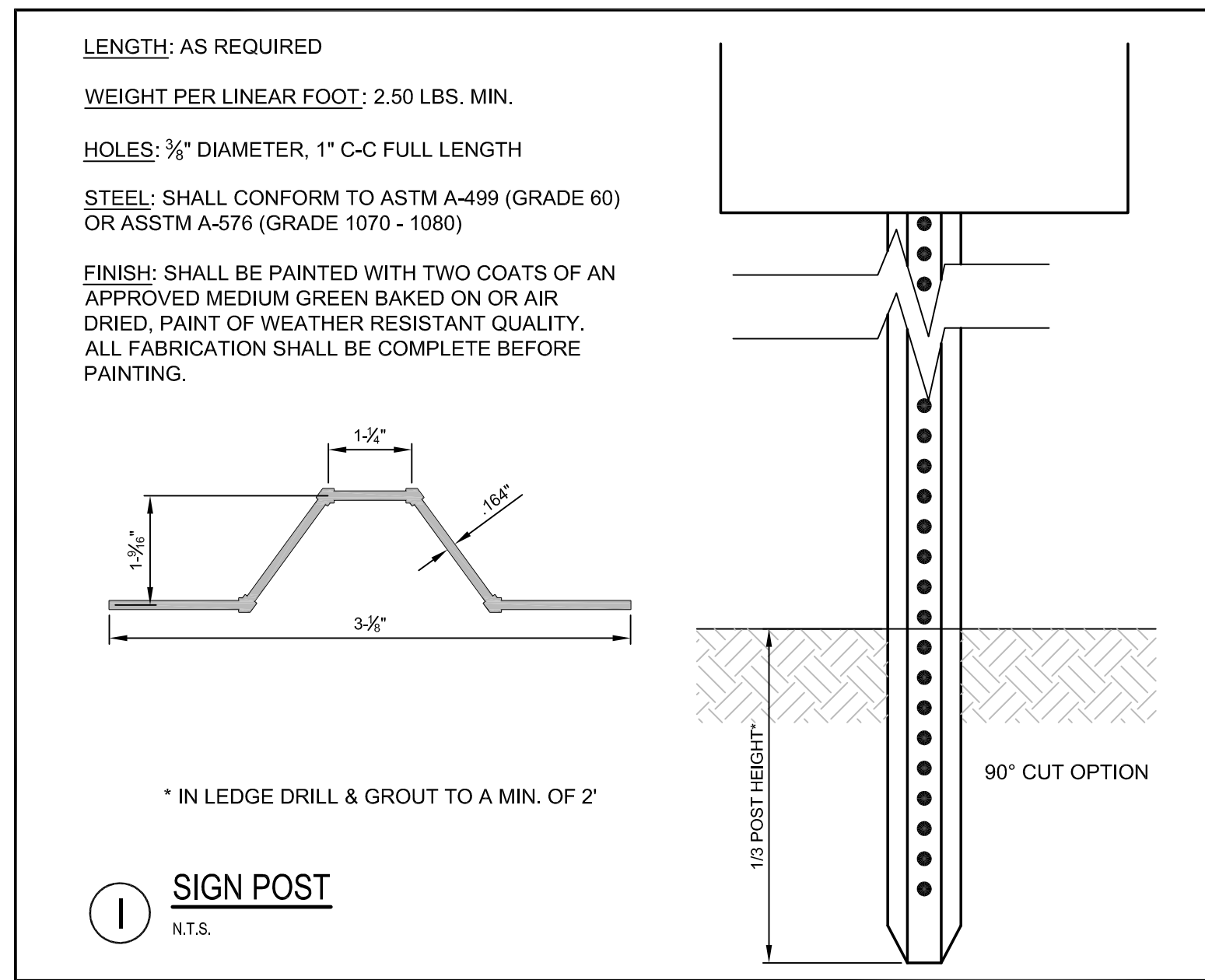
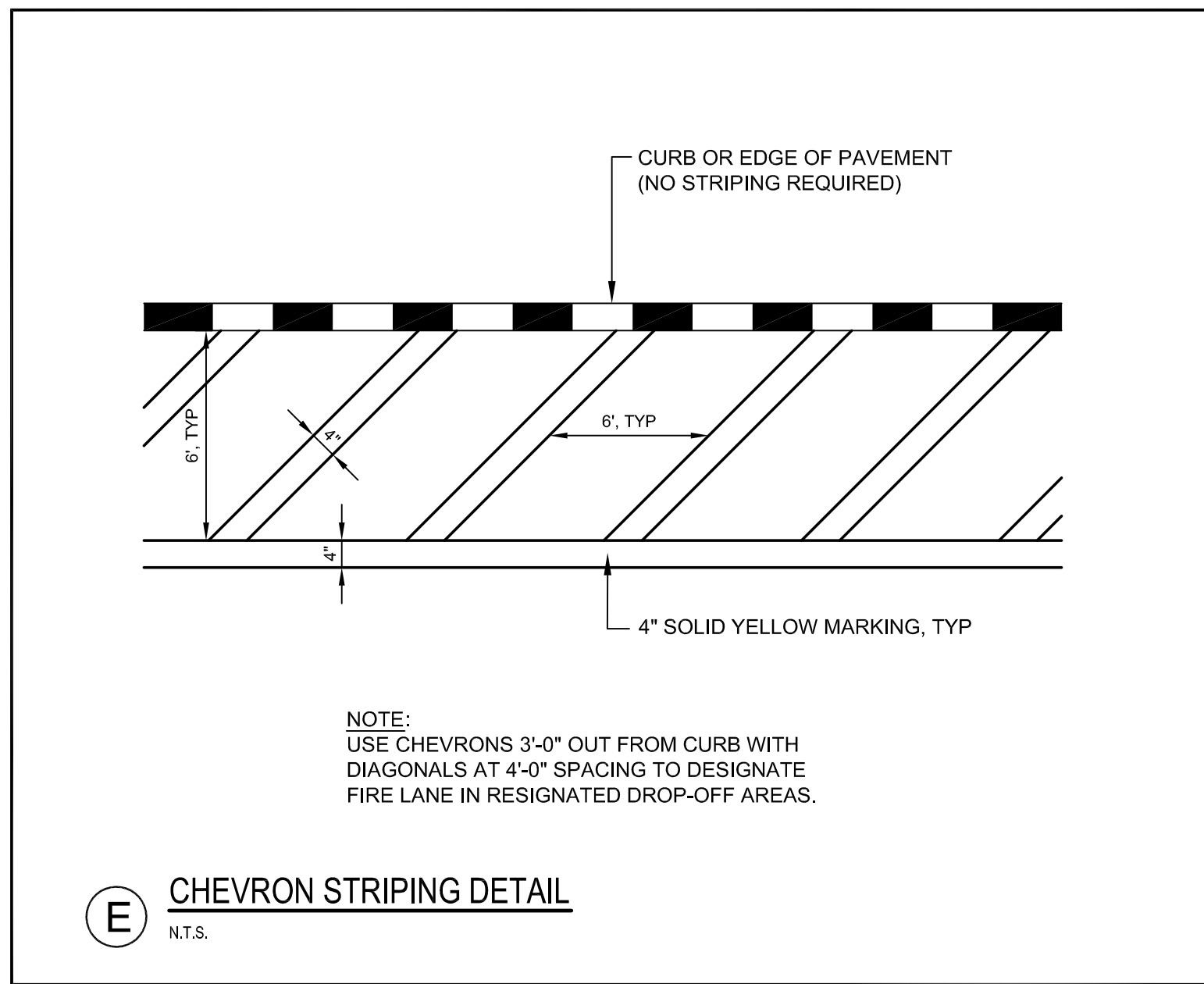
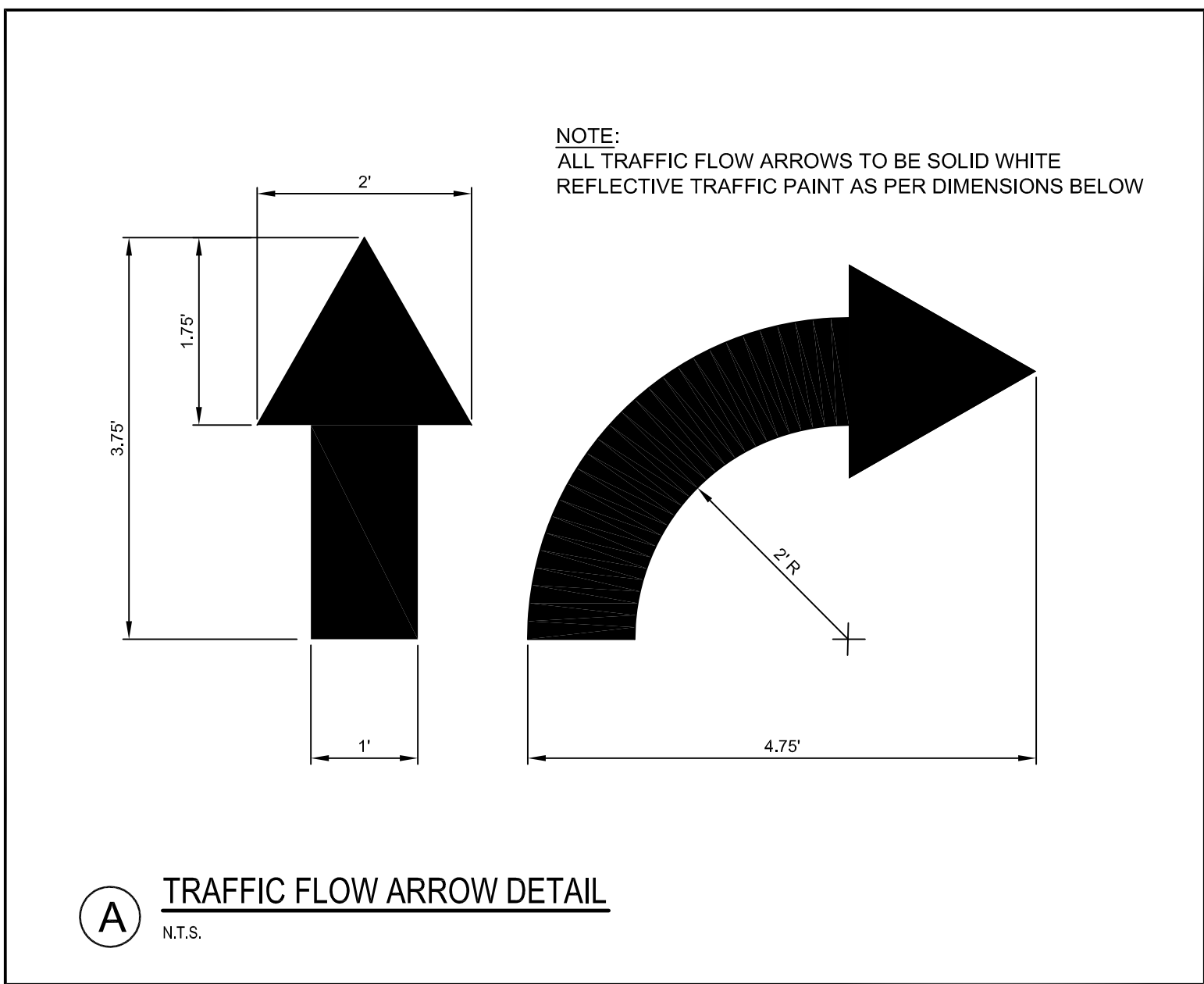


(F) BARRIER FREE RAMP DETAILS
N.T.S.

PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT			FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
SHEET TITLE CURBING AND SIDEWALK DETAILS			DATE: APRIL 2015 SCALE: AS NOTED	
CLIENT FOREFRONT PARTNERS LP		FILE NAME: 2882.05-BS DET		
REVISIONS		SHEET C-8.1		

1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
REV	DATE	DESCRIPTION

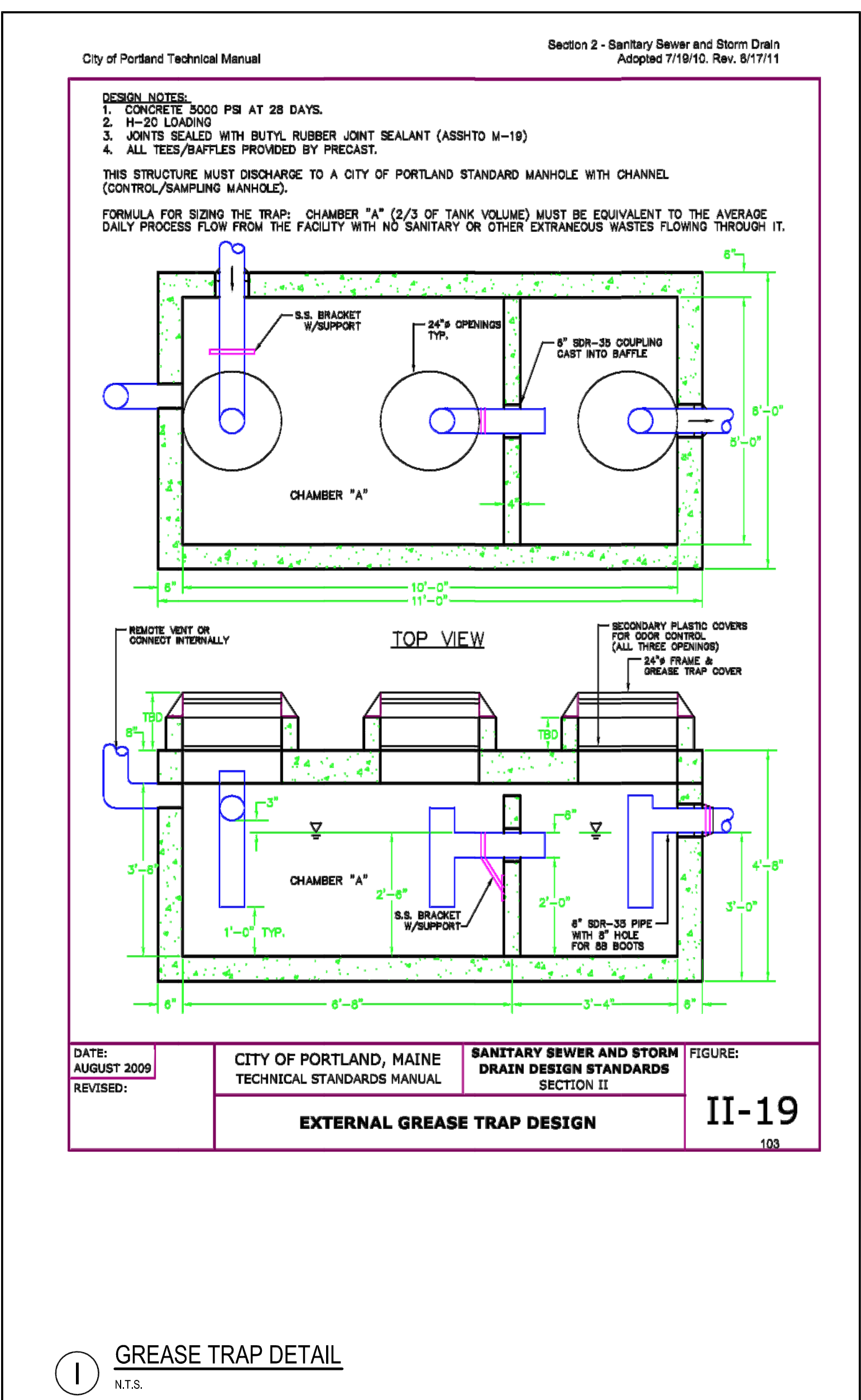
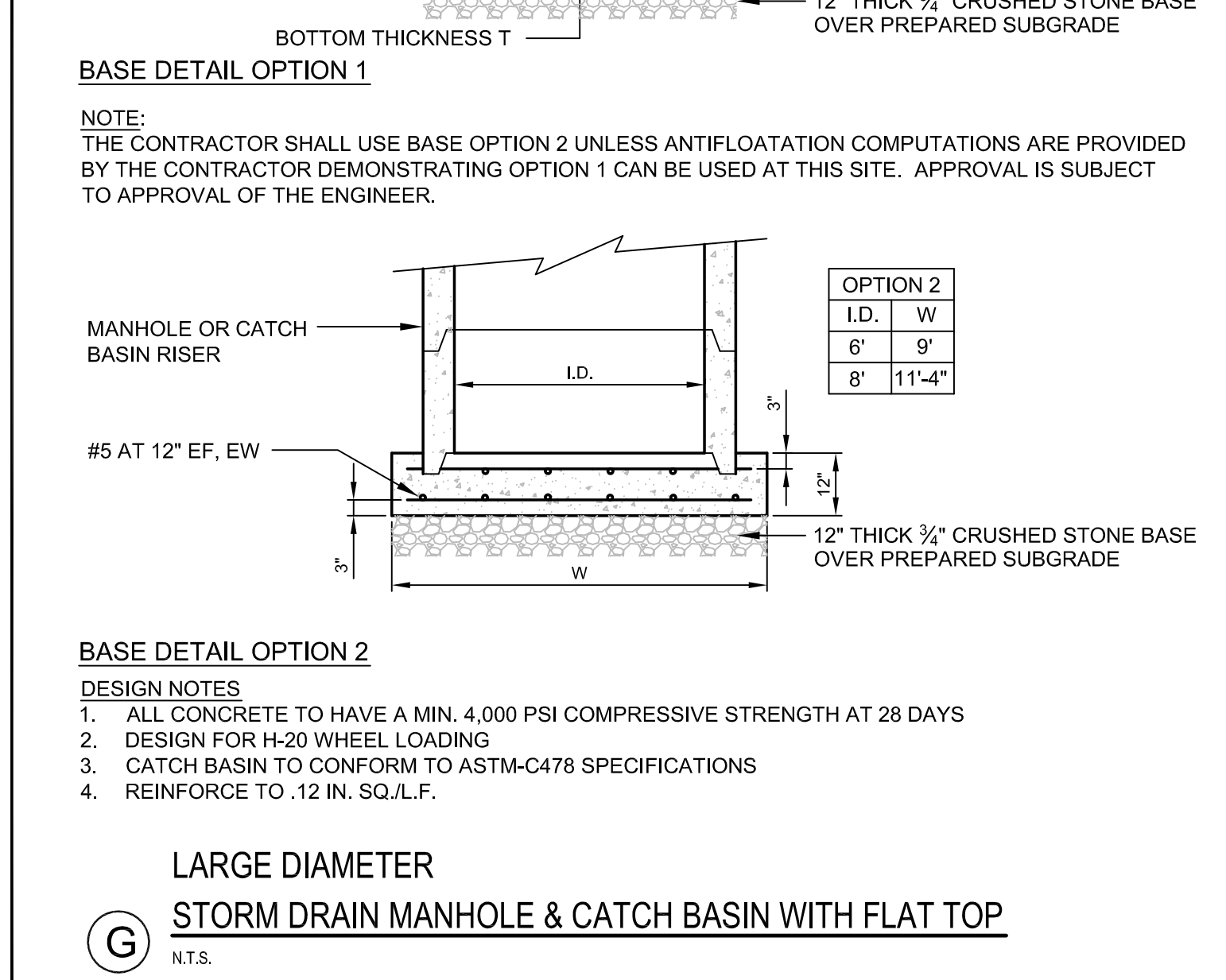
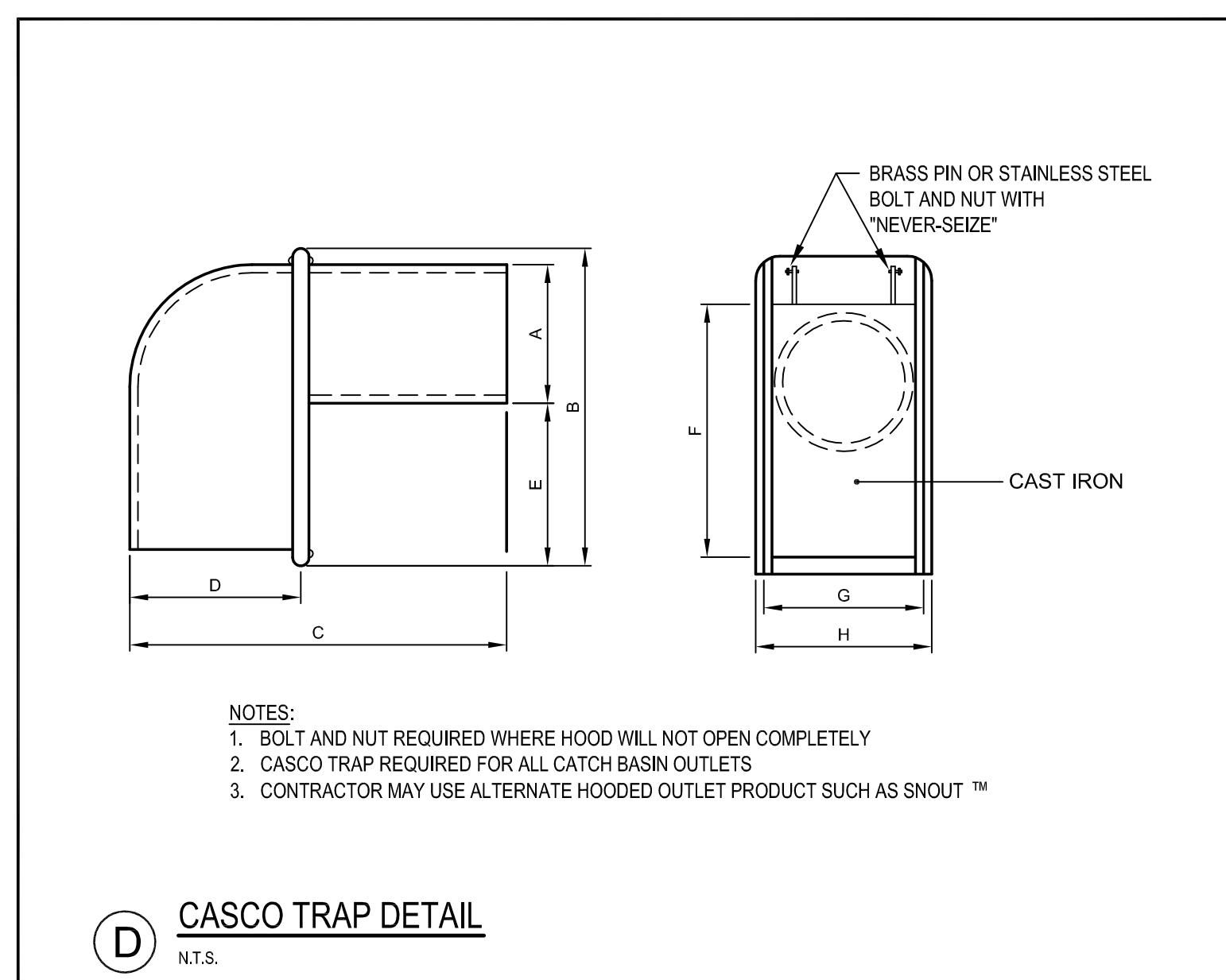
DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: AS NOTED
CHECKED: SRB	JOB NO. 2882.05
SHEET	



PRELIMINARY - NOT FOR CONSTRUCTION

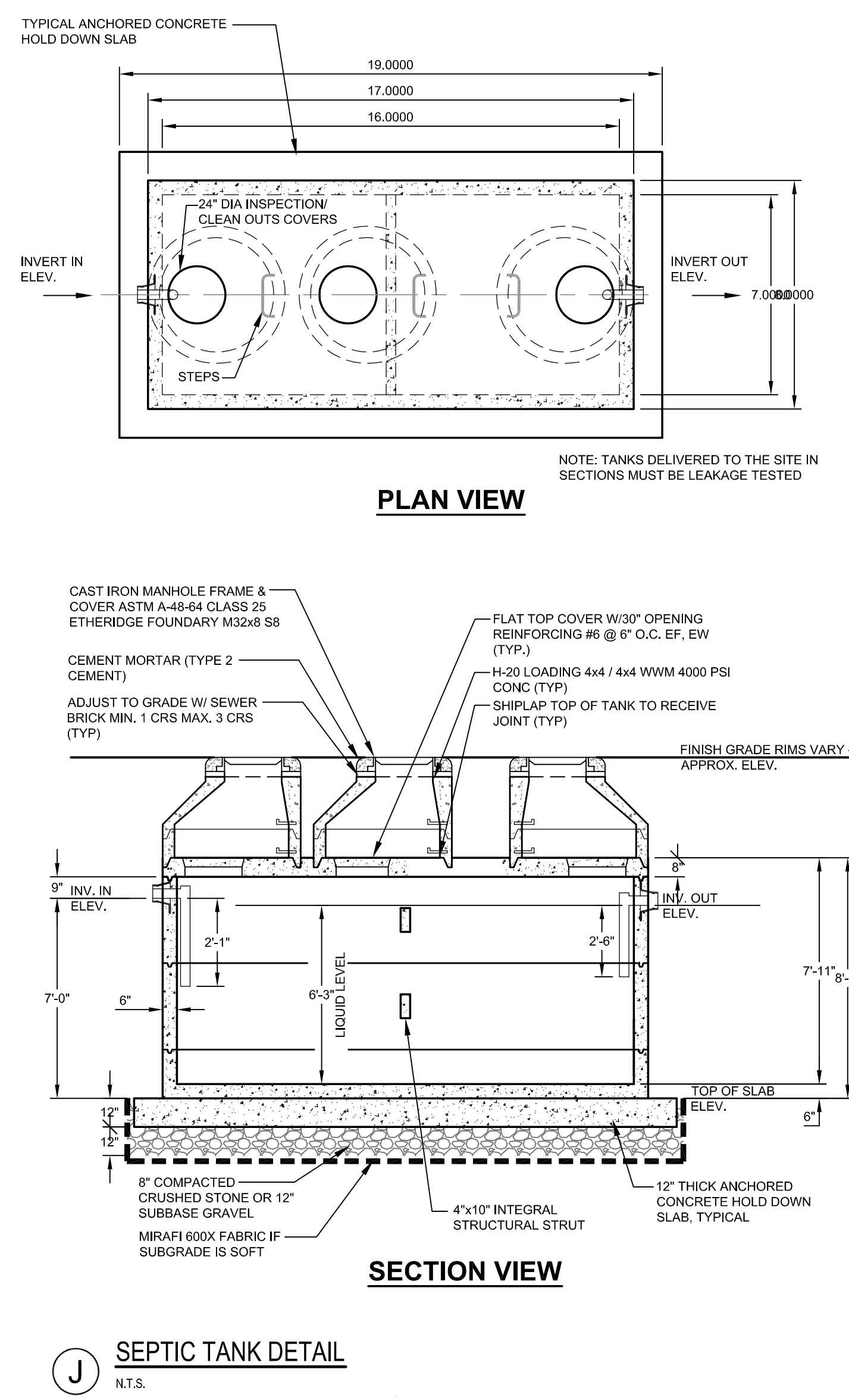
1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN	P.E. B.G. KENNEDY L.I.C. #11594	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	SHEET TITLE PARKING AND TRAFFIC CONTROL DETAILS	CLIENT FOREFRONT PARTNERS LP	DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET SHEET	DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05	FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
REV		DATE	DESCRIPTION	REVISIONS						

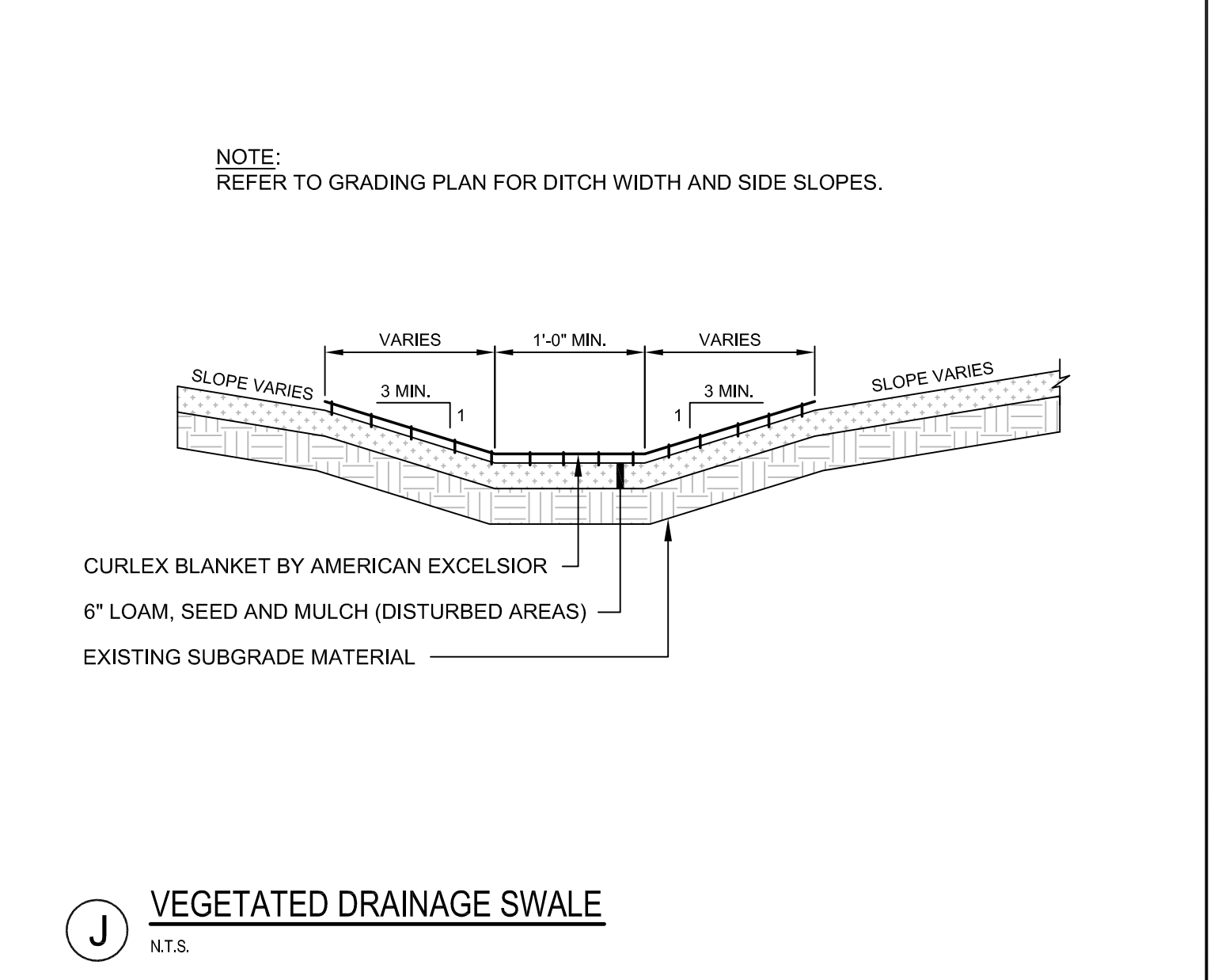
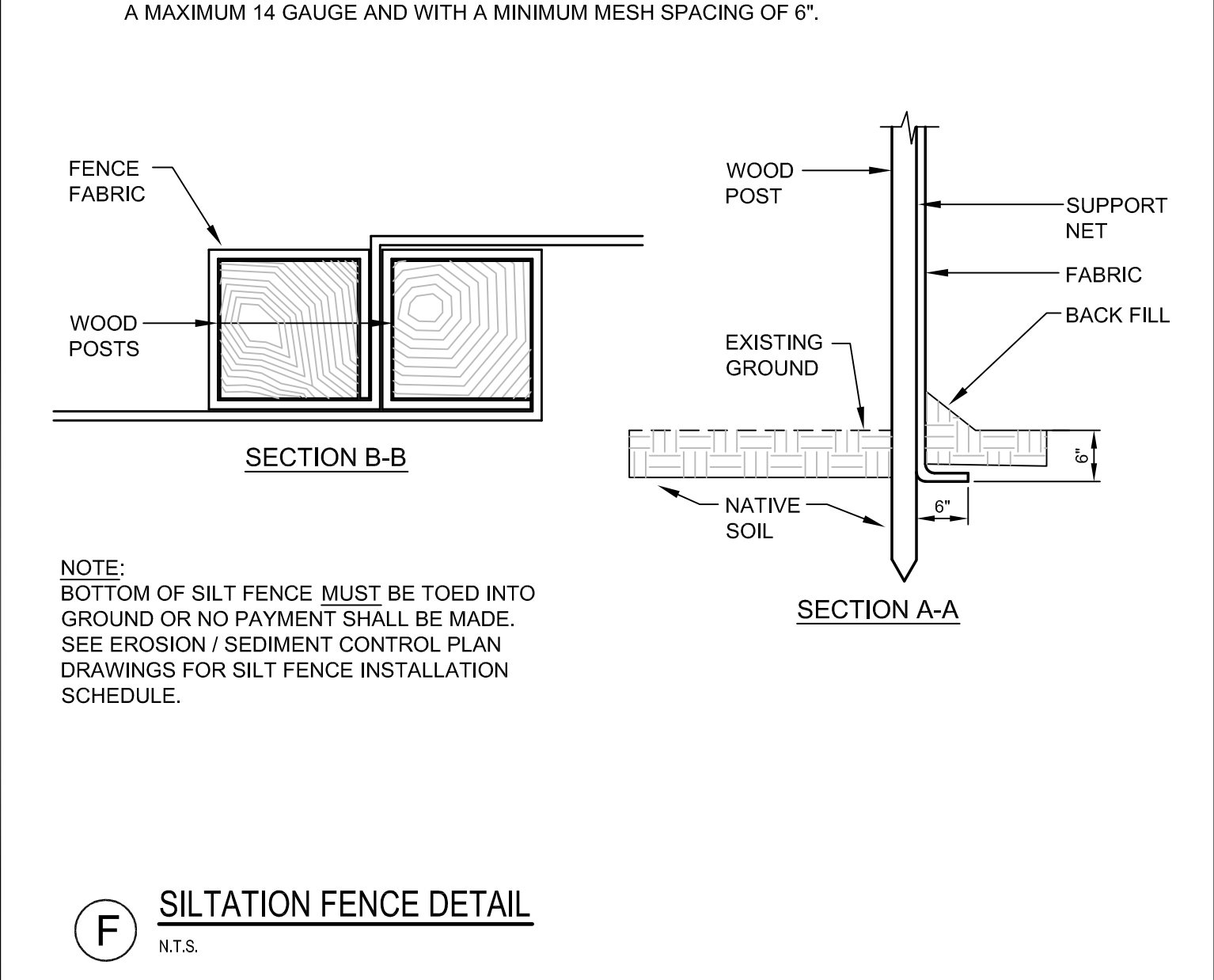
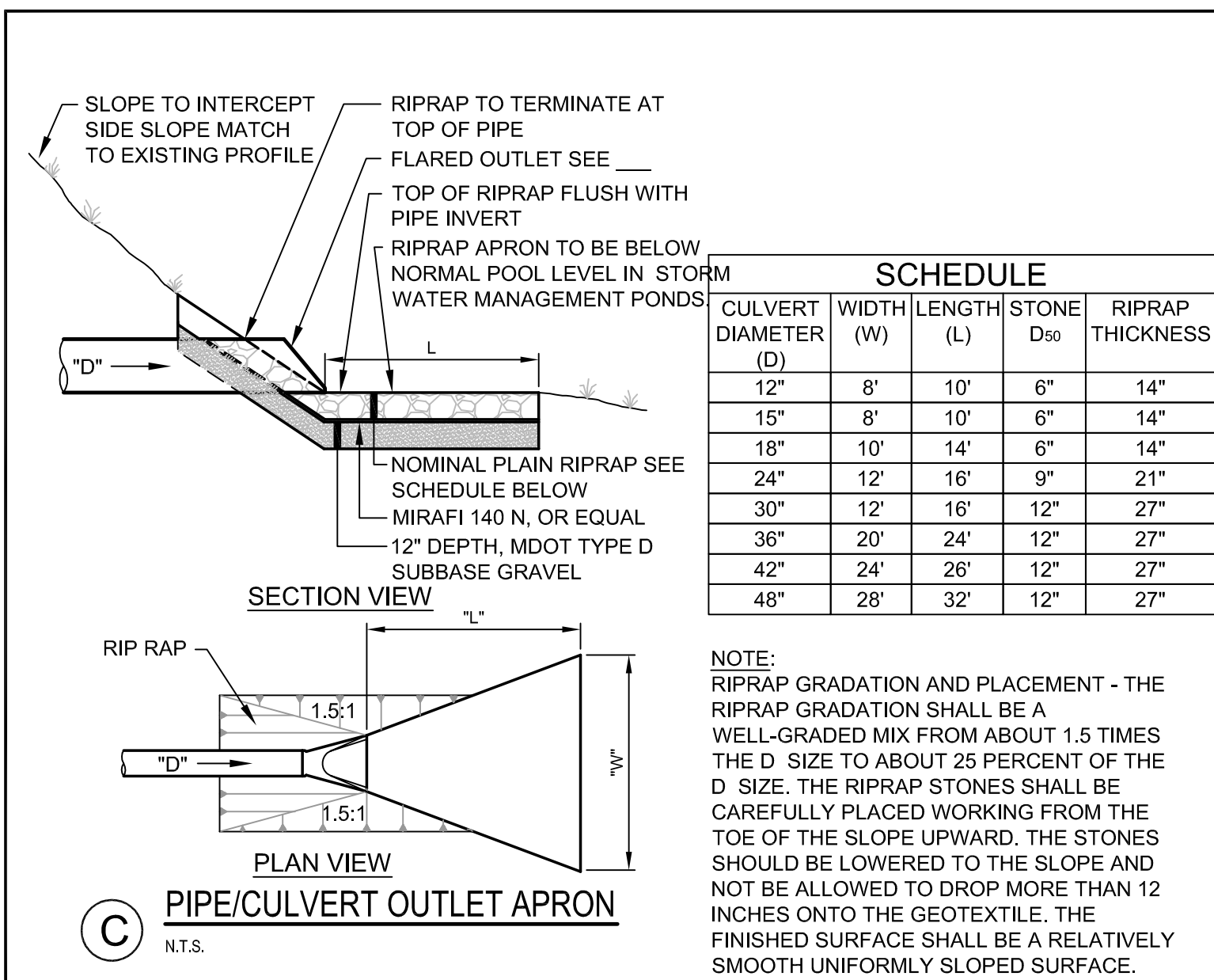
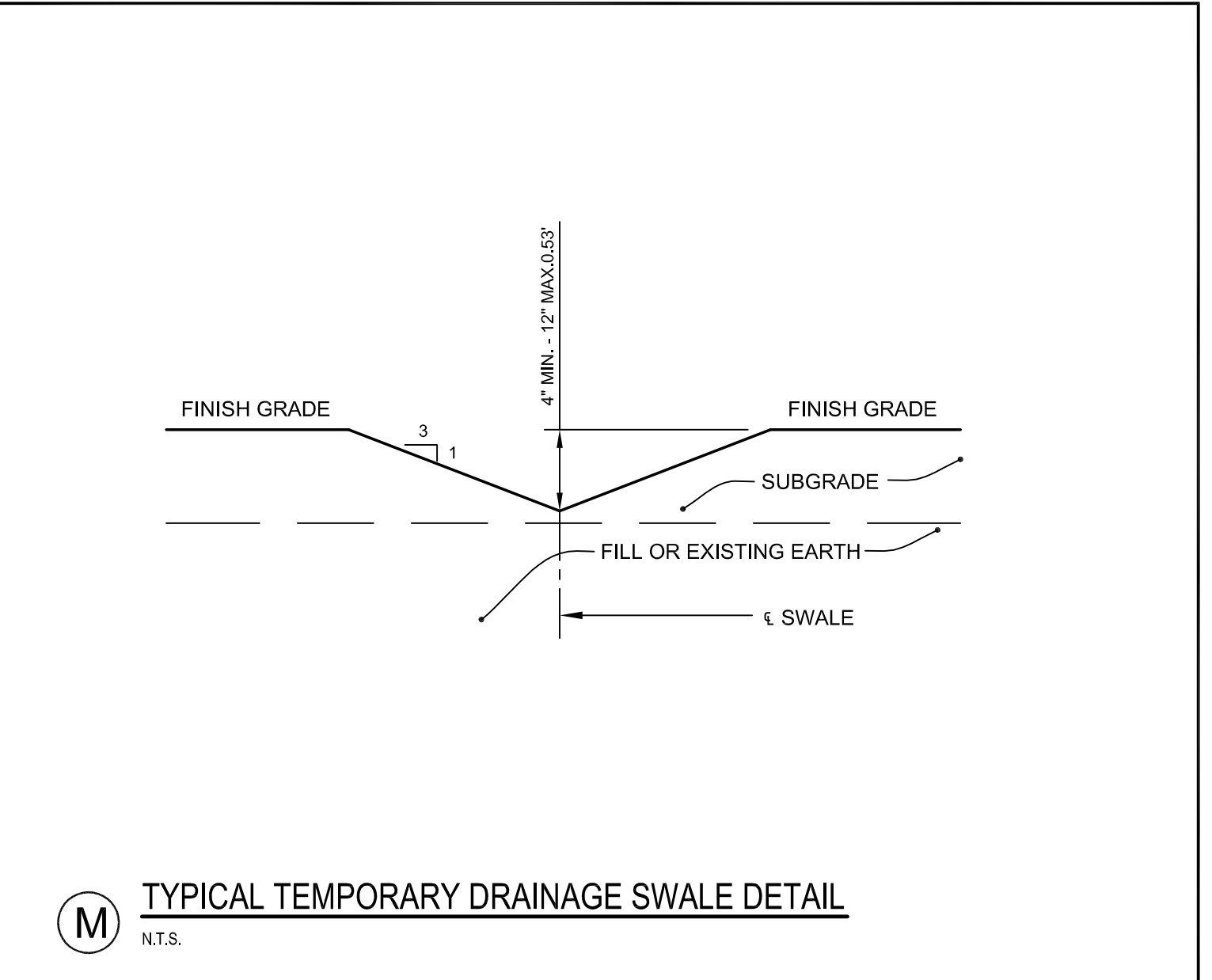
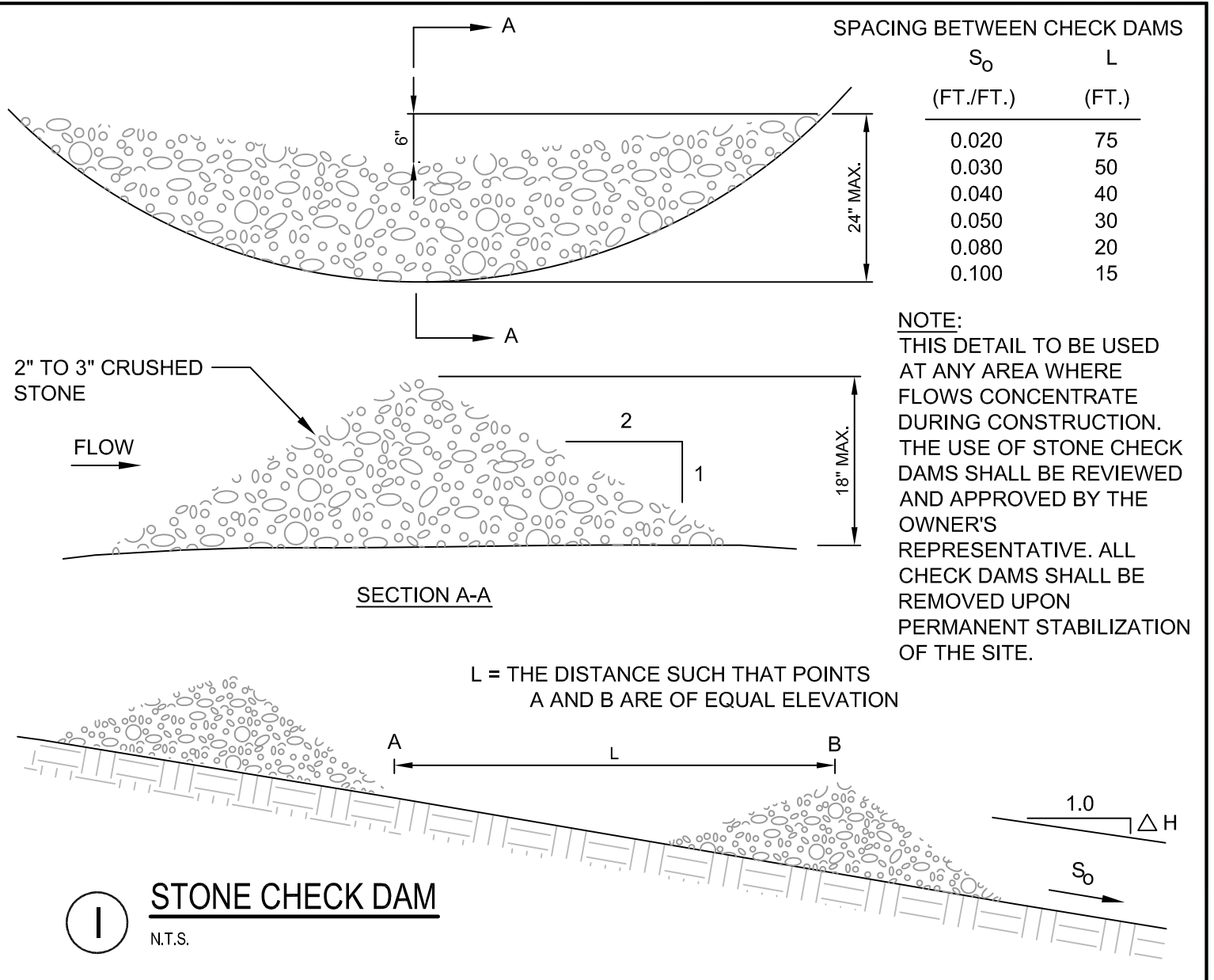
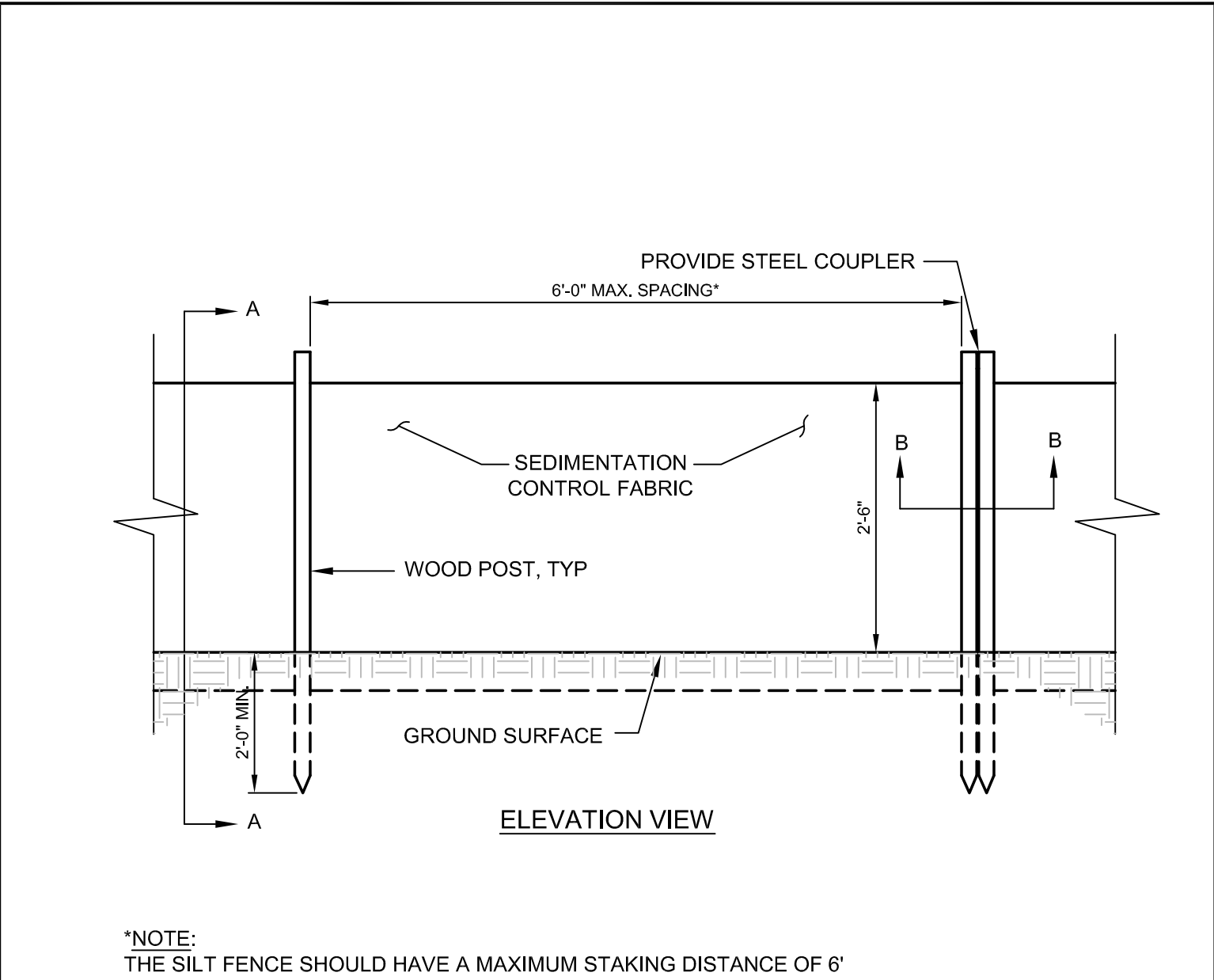
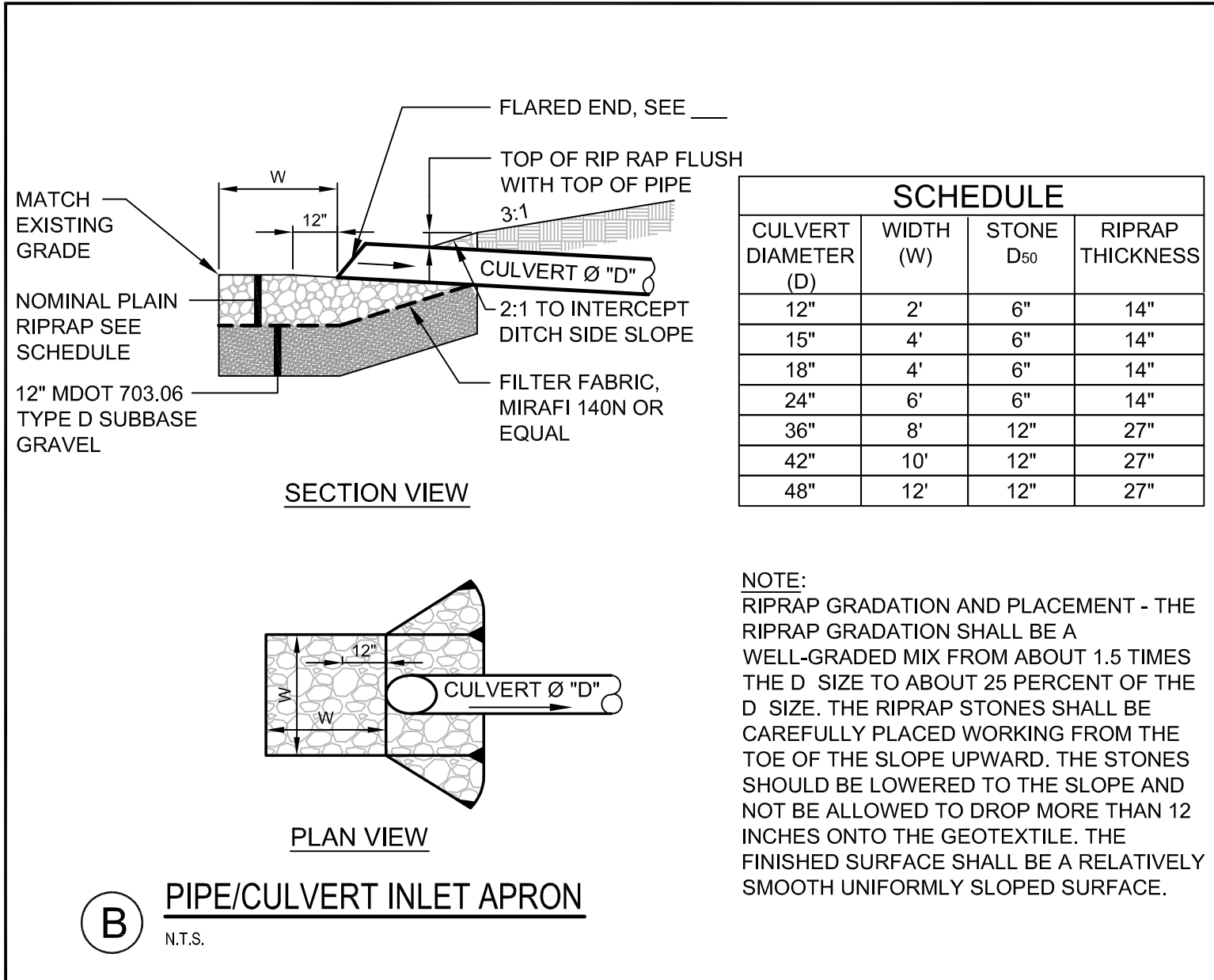
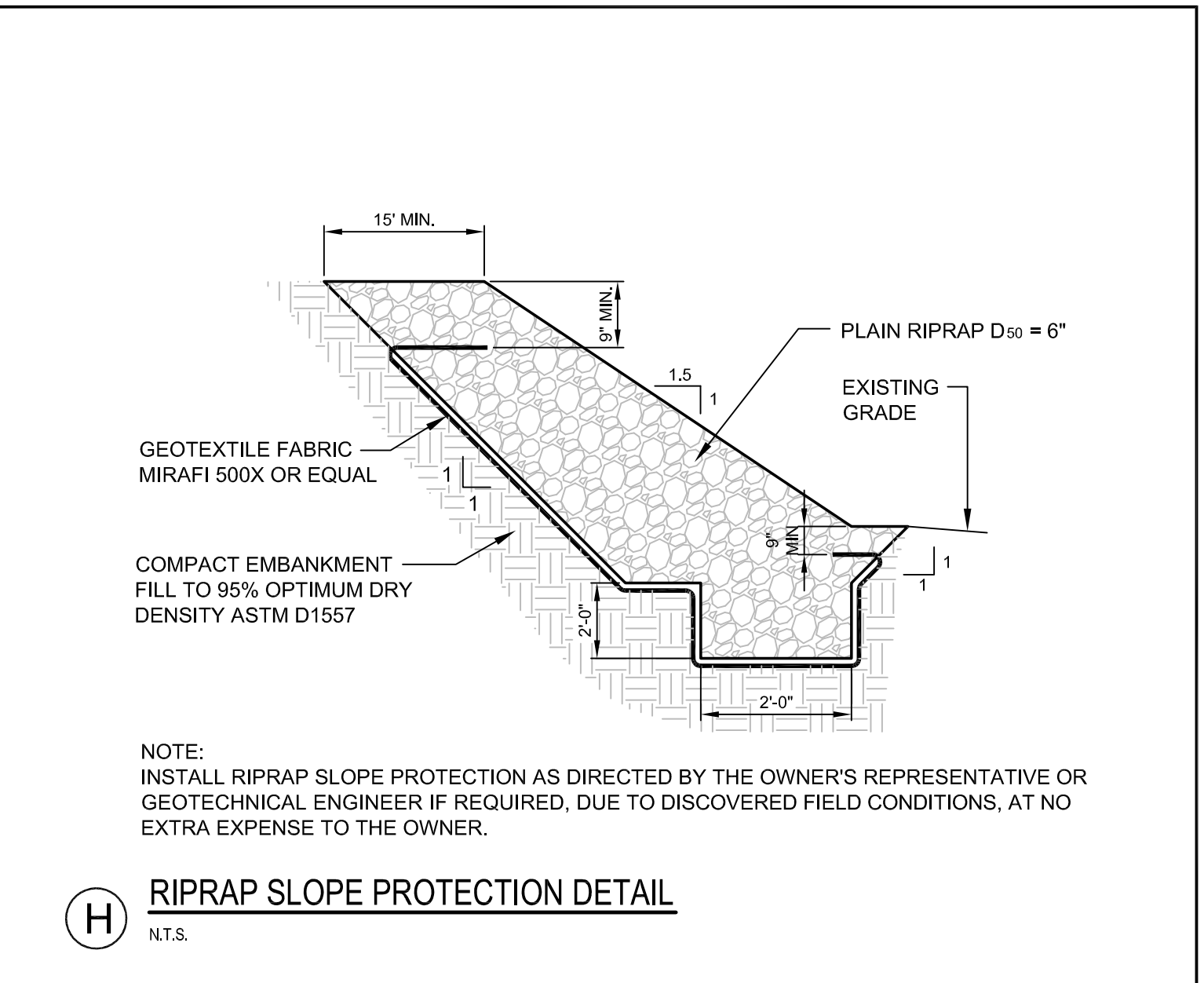
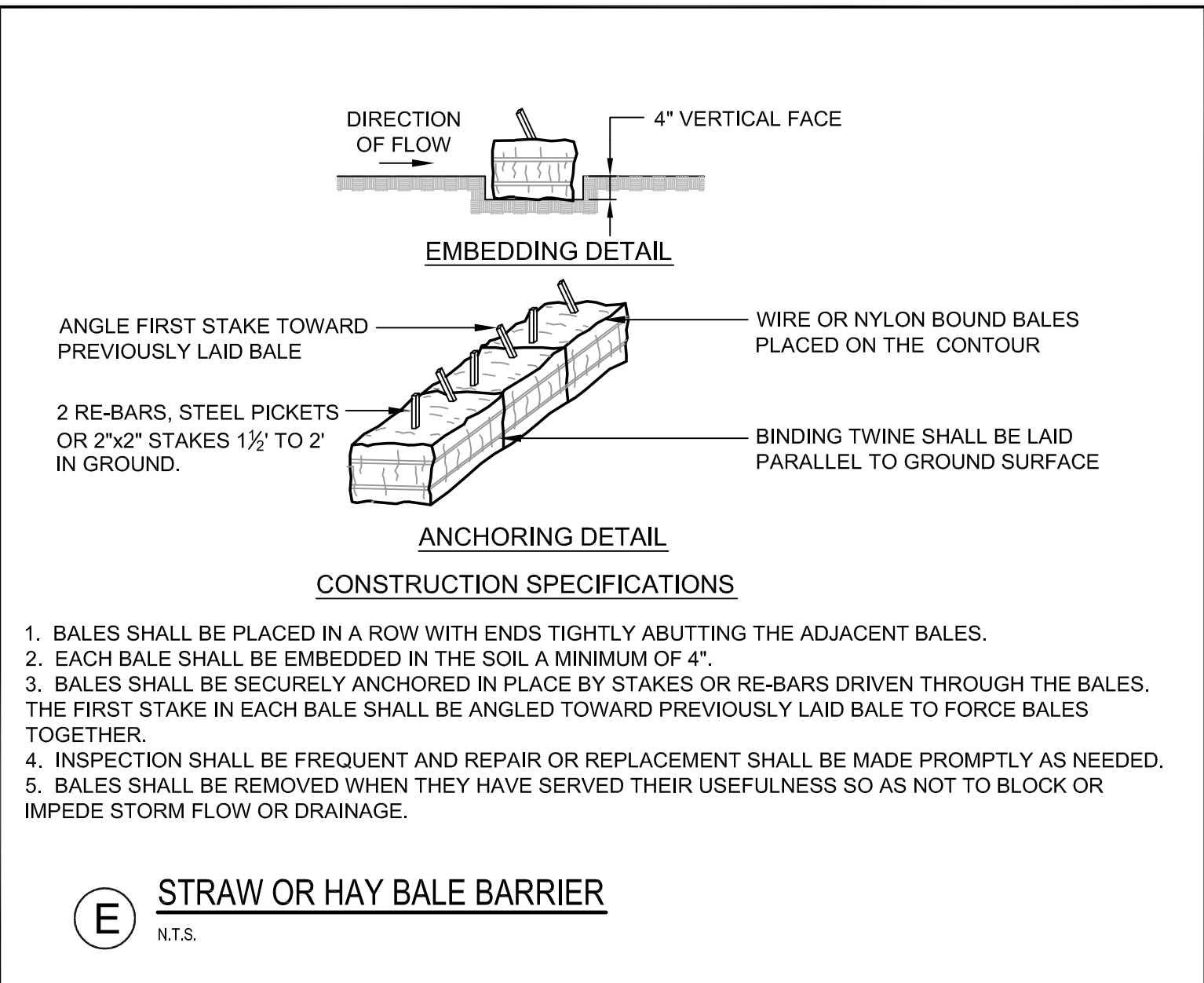
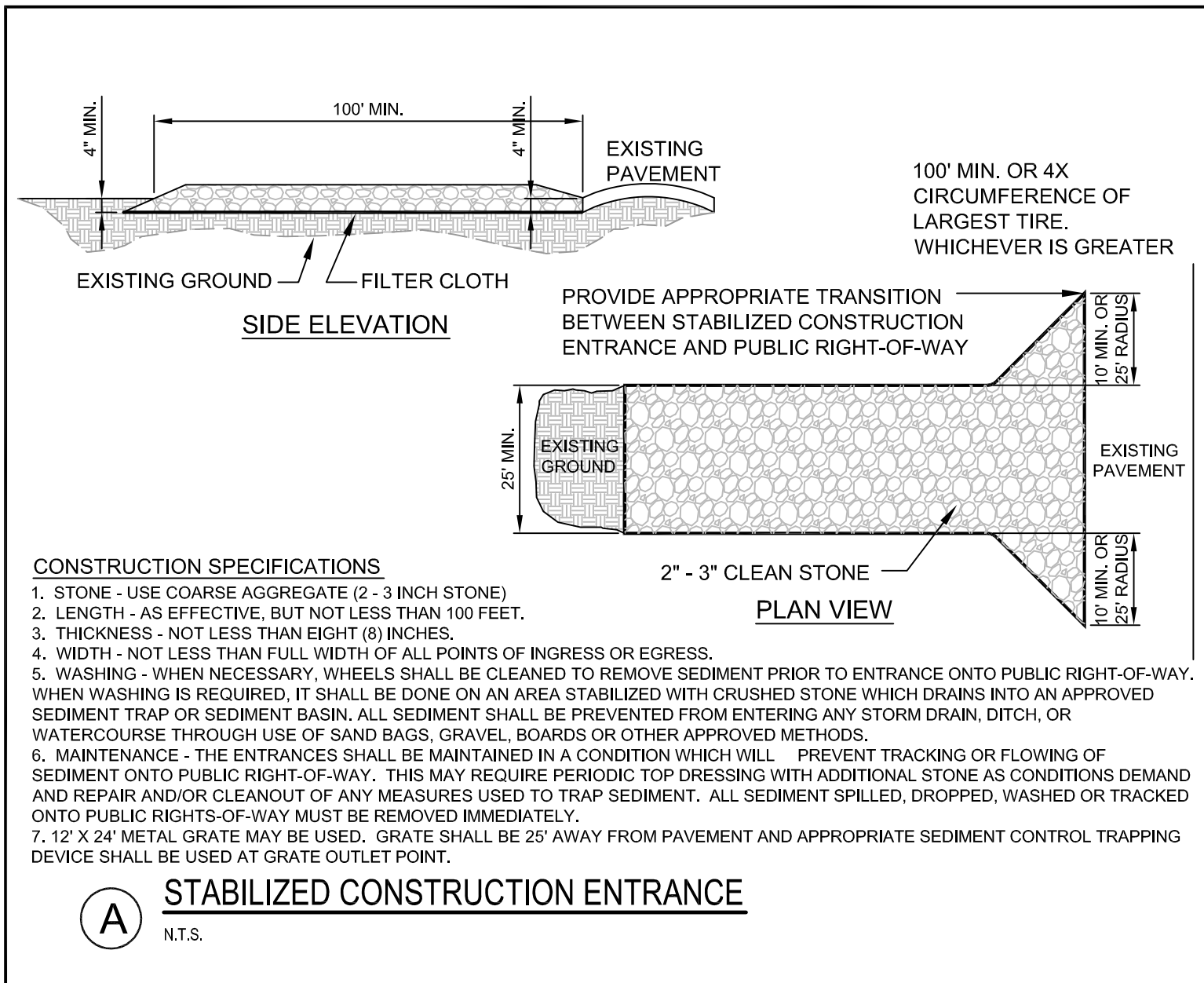
C-8.2



MAXIMUM ALLOWABLE TRENCH WIDTHS FOR SEWERS	
PIPE SIZE 10" OR LESS	MAXIMUM WIDTH
12 TO 15	4'-0"
18	4'-6"
24	5'-6"
30	6'-0"
36	6'-9"
42	7'-3"
48	8'-0"

SHEETING, IF REQUIRED, SHALL BE CUT OFF 2'-0" BELOW FINISH GRADE.





SILTSACK® SPECIFICATIONS

NOTE: THE SILTSACK® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS.

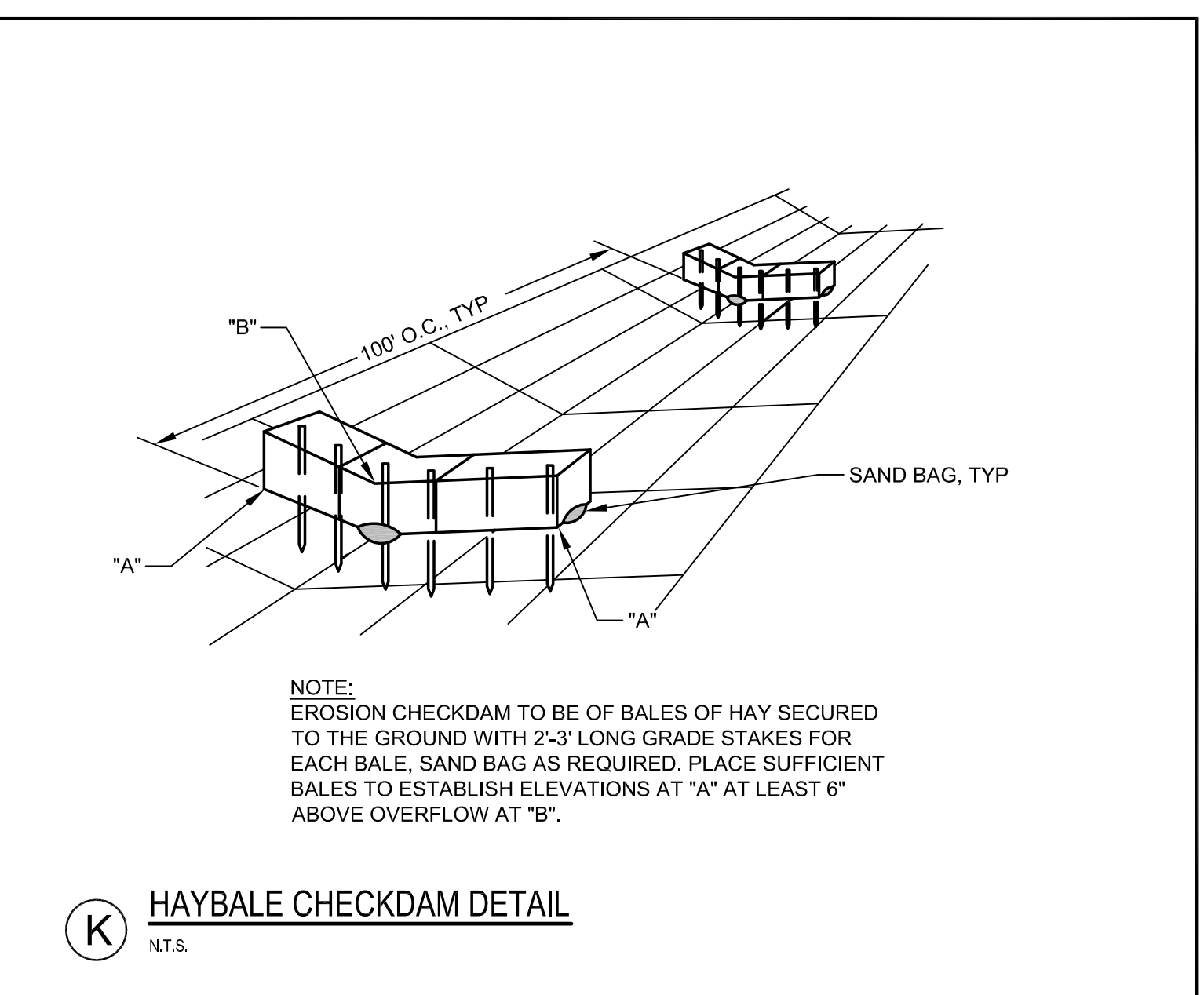
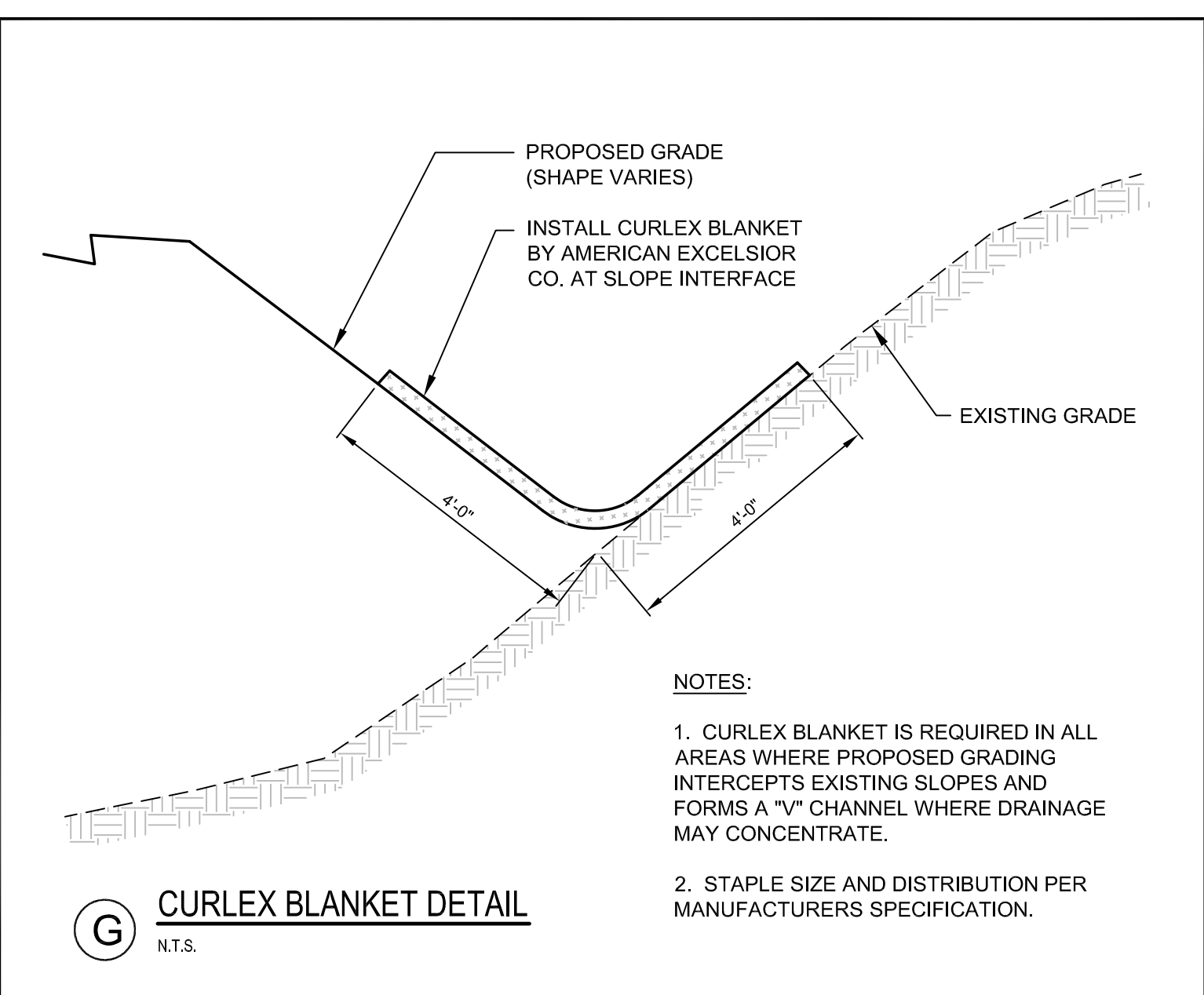
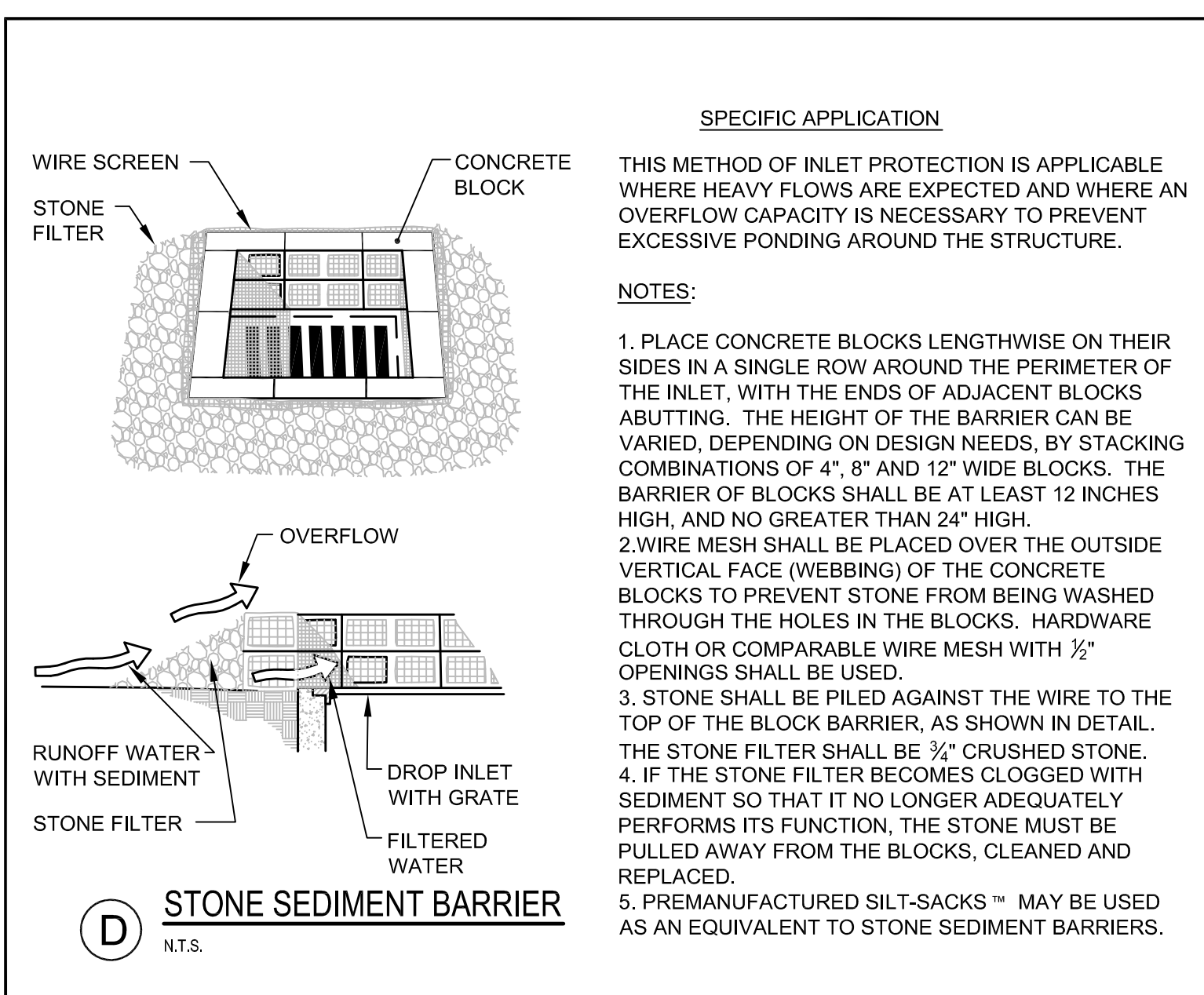
REGULAR FLOW SILTSACK® (FOR SIDE SLOPE USE)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4633	120 LBS
MULLEN BURST	ASTM D-3786	600 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4355	80%
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC -1

HI-FLOW SILTSACK® (FOR USE IN LOW POINTS/SAGS)

(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4633	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90%
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



1

09.01.15

FINAL BRICK SOUTH LEVEL III SITE PLAN

REV

DATE

DESCRIPTION

REVISIONS

STATE OF MAINE
NO KENNEDY
No. 11964
LICENSED PROFESSIONAL ENGINEER

P.E. BOB KENNEDY
LIC. #11964

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
EROSION AND SEDIMENT
CONTROL DETAILS

CLIENT
FOREFRONT PARTNERS | LP

FST
FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
DESIGNED: BEK
CHECKED: SRB
FILE NAME: 2982.05-BS DET
SHEET

DATE: APRIL 2015
SCALE: N.T.S.
JOB NO. 2982.05
C-8.5

Diagram illustrating the installation of Curlex Blankets for erosion control, showing three cross-sectional views: BERM, DITCH, and DITCH.

Top View (BERM):

- SLOPE 2:1 MAX.
- NATURAL GROUND OR FILL OR CUT SLOPES
- 12" MIN.
- 18" MIN.
- 18" MIN.
- FLOW
- CURLEX BLANKET
- COMPACTED FILL
- BERM

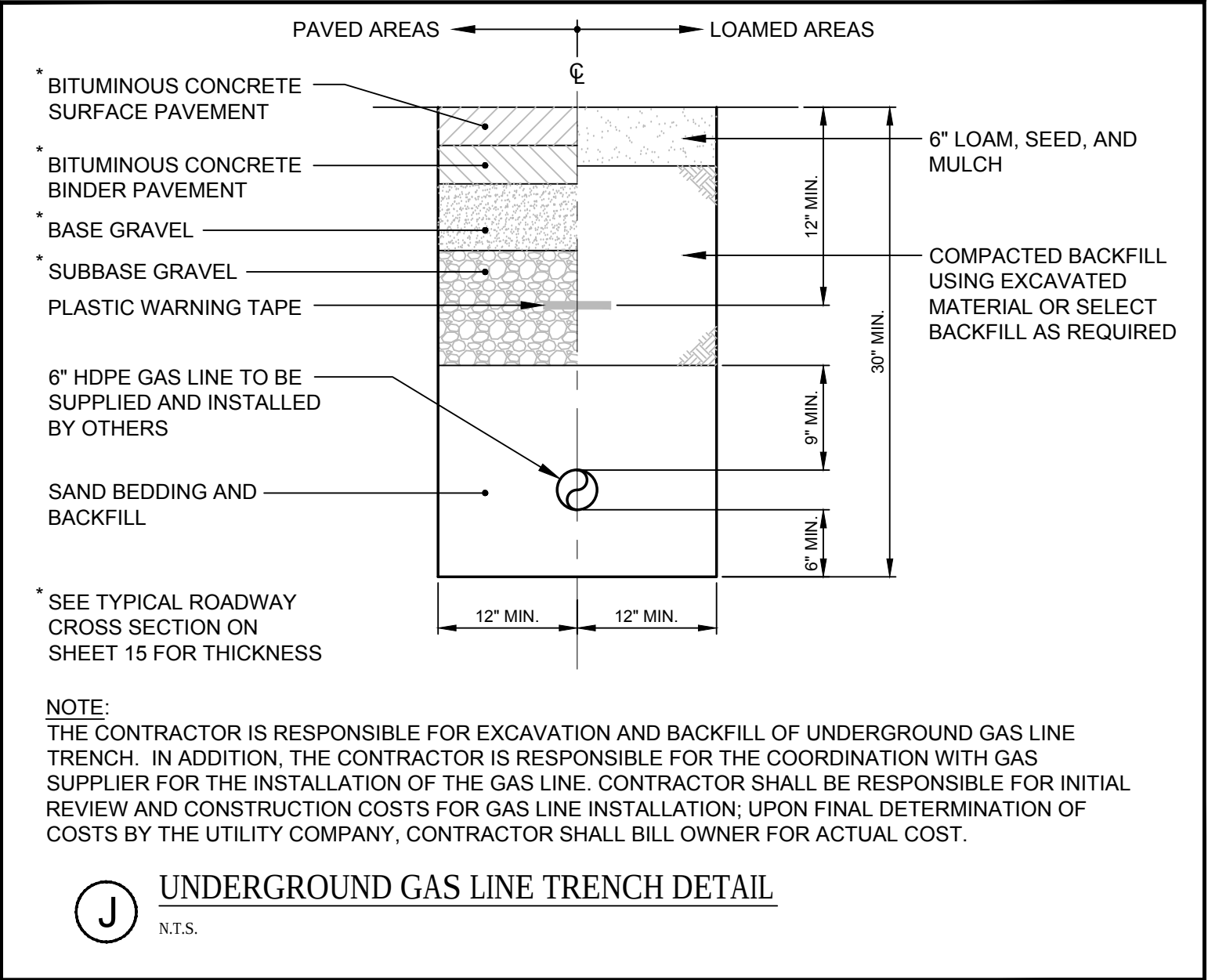
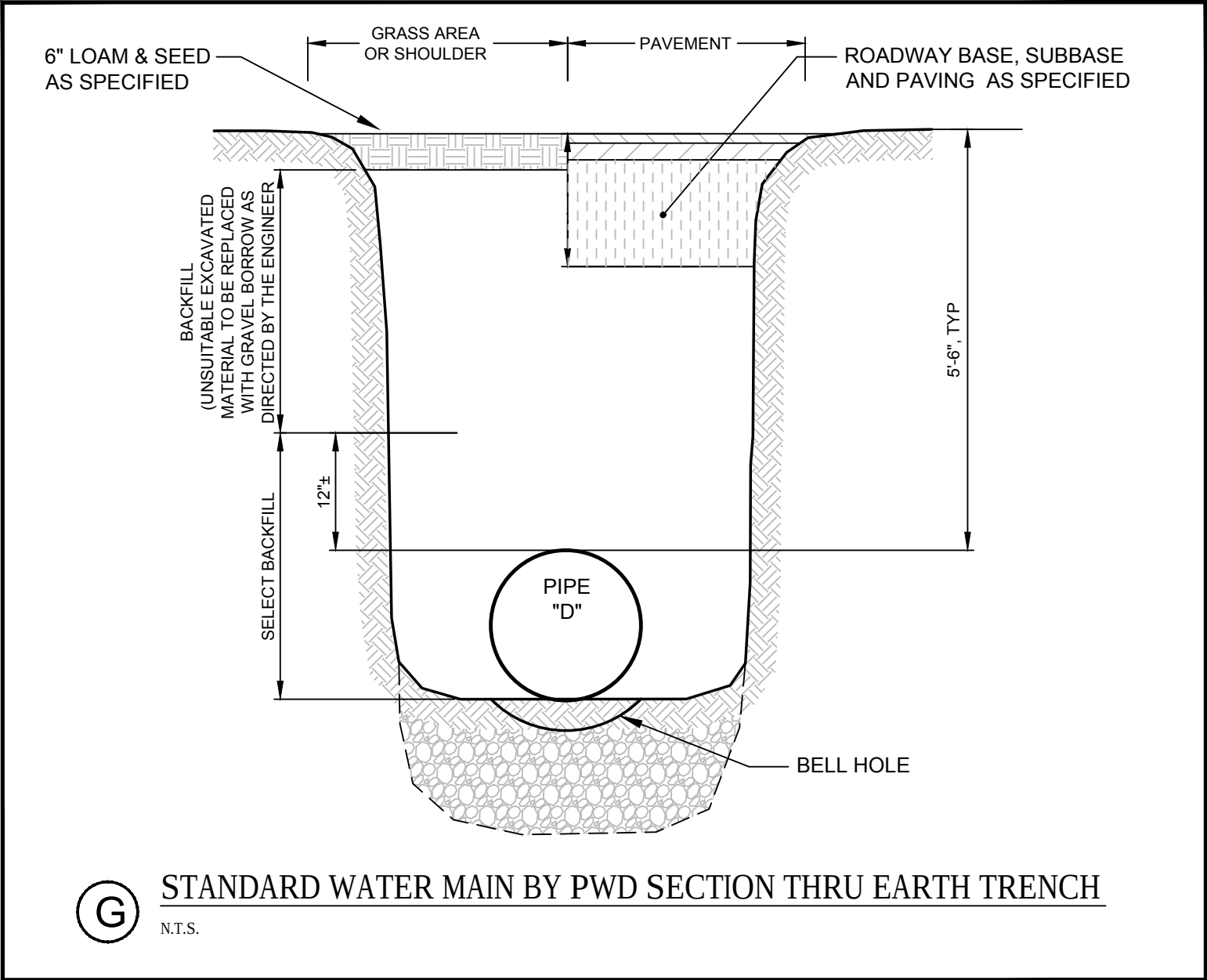
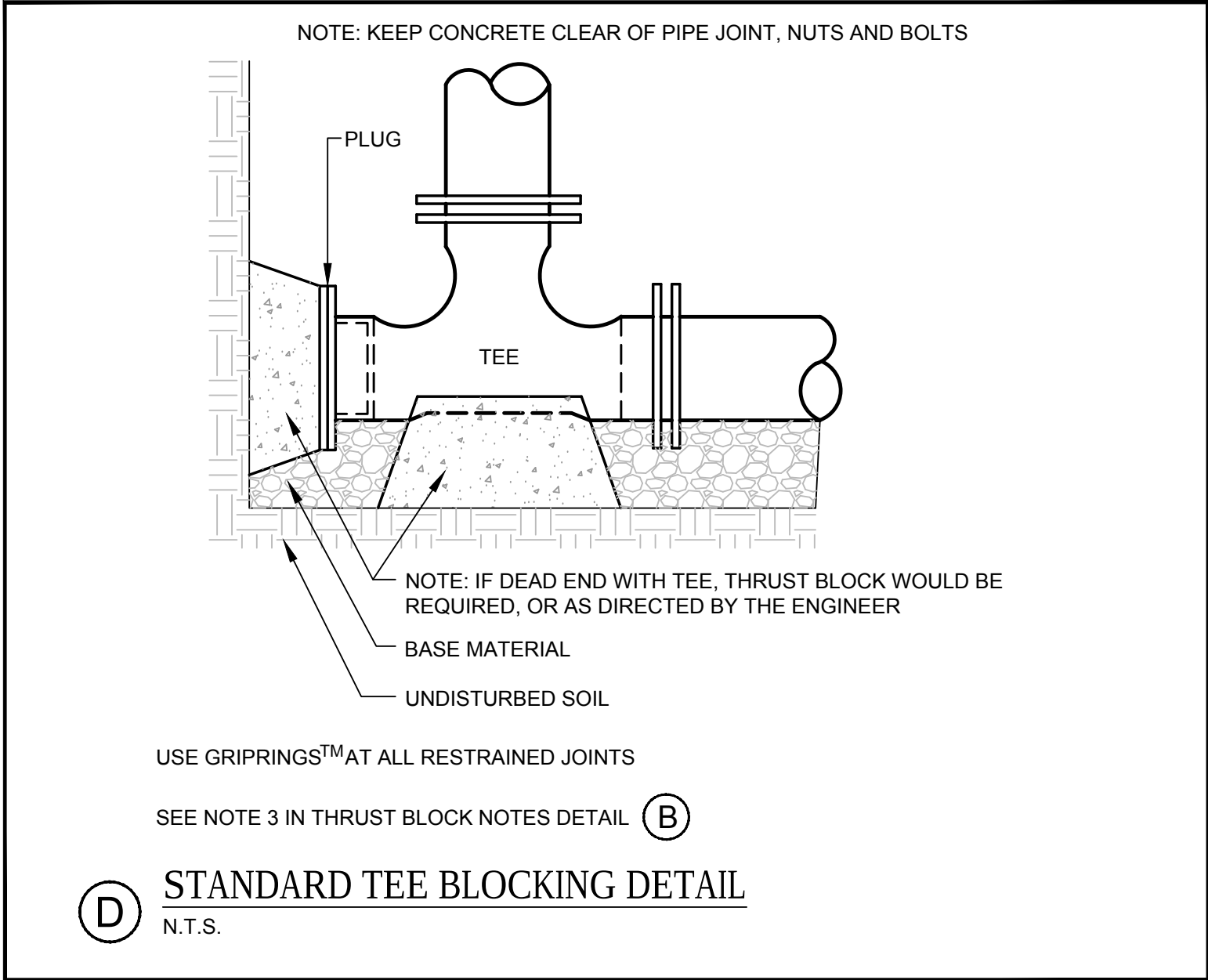
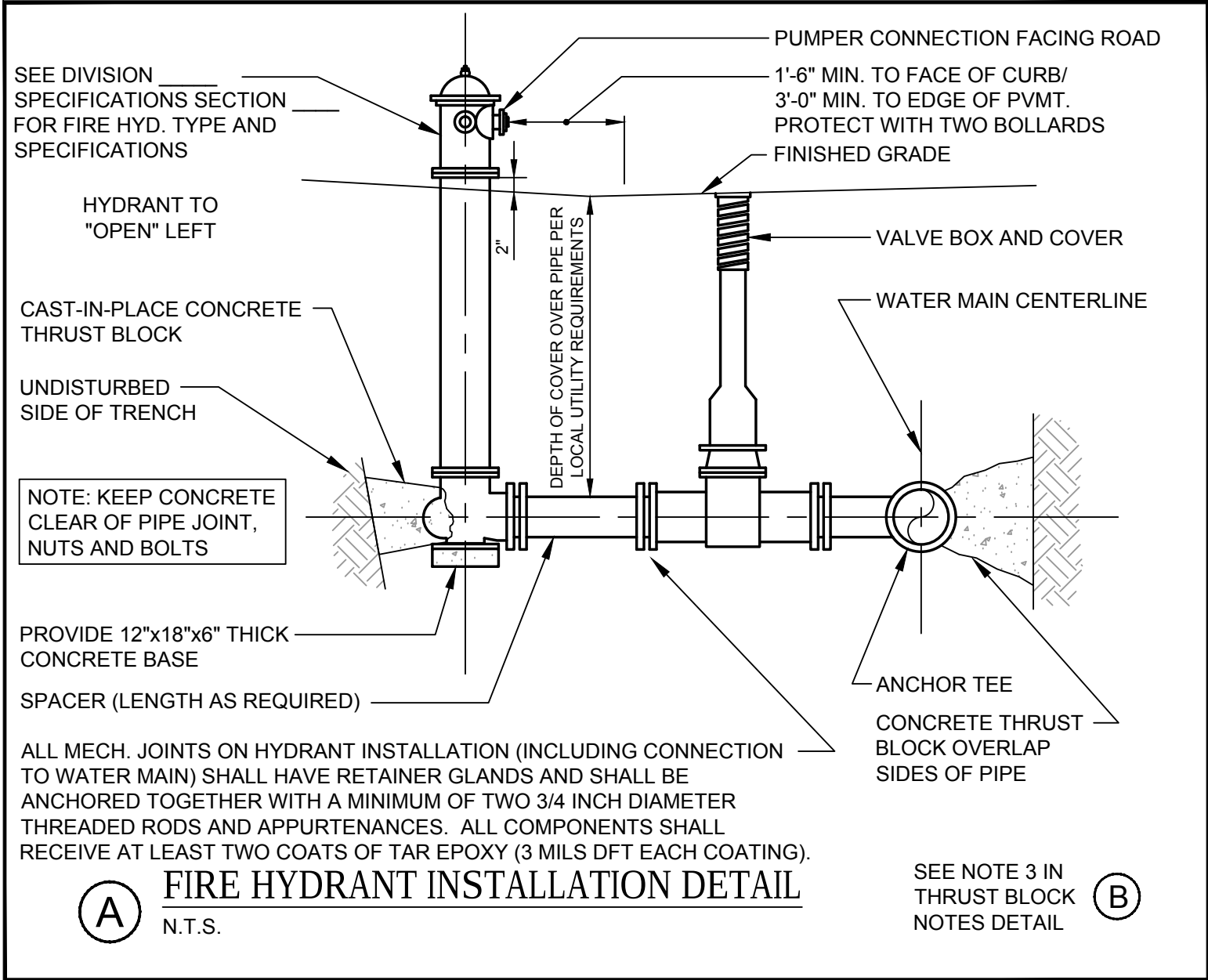
Middle View (DITCH):

- NATURAL GROUND OR FILL OR CUT SLOPES
- 18" MIN.
- 12" MIN.
- 18" MIN.
- FLOW
- CURLEX BLANKET
- DITCH

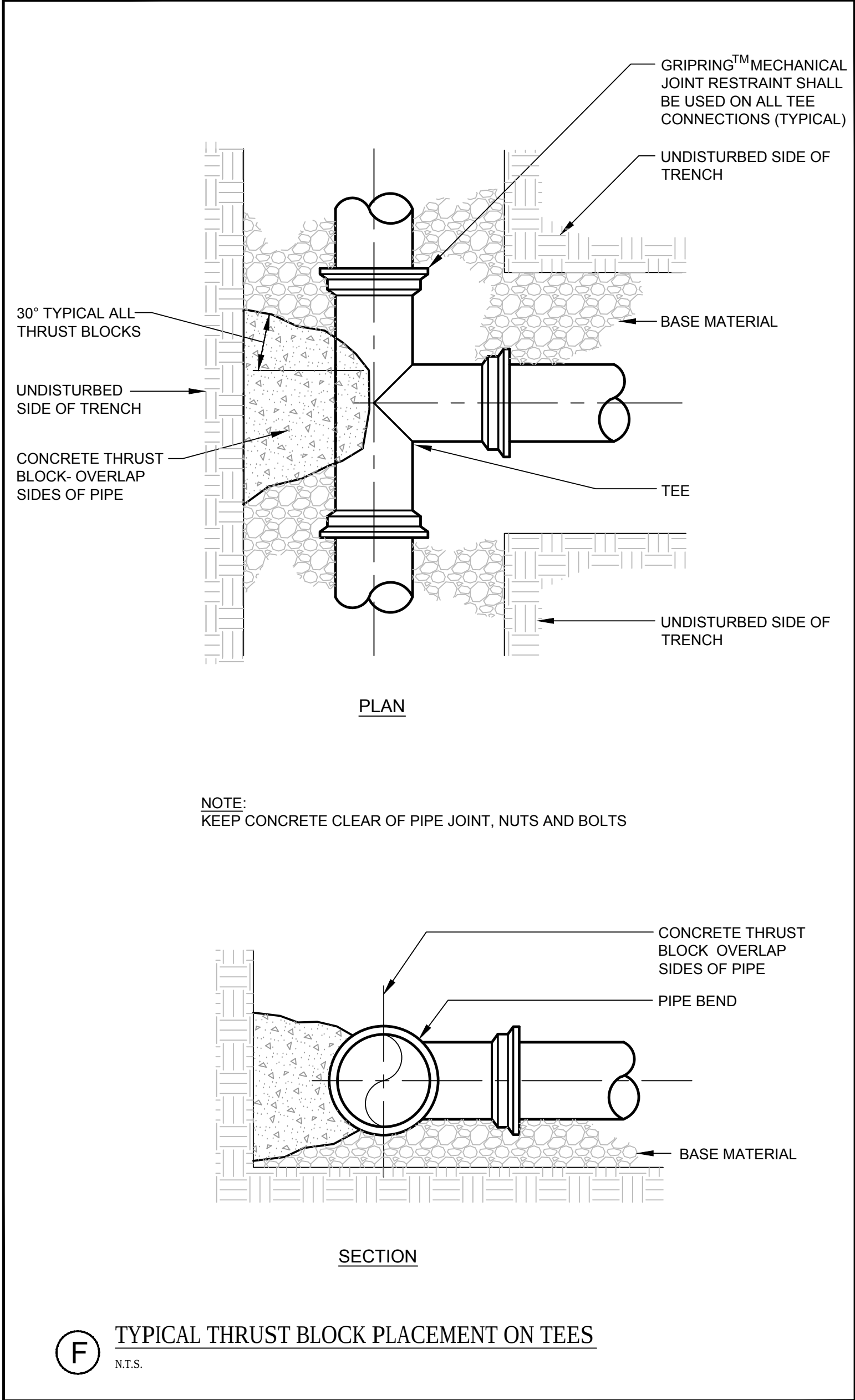
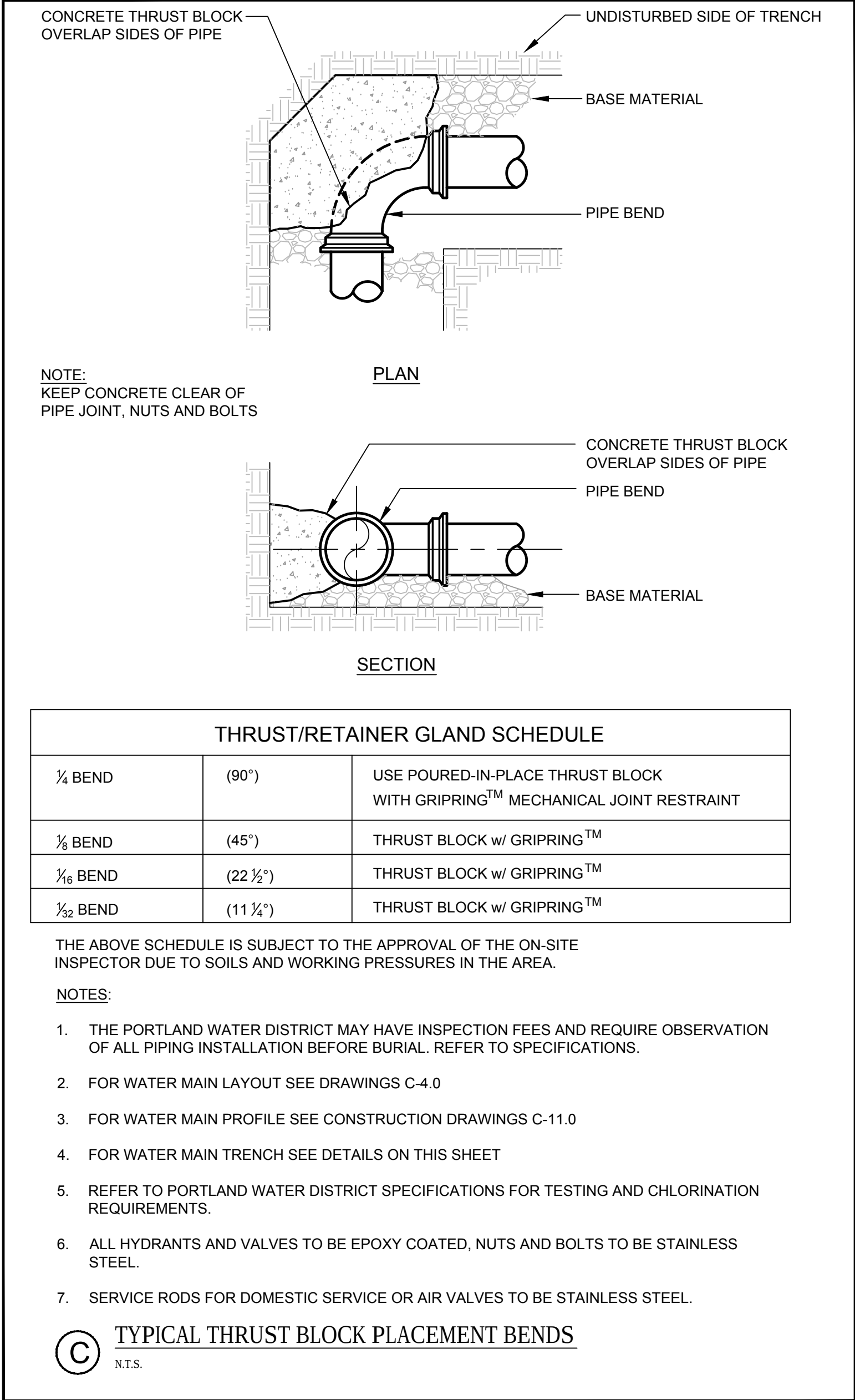
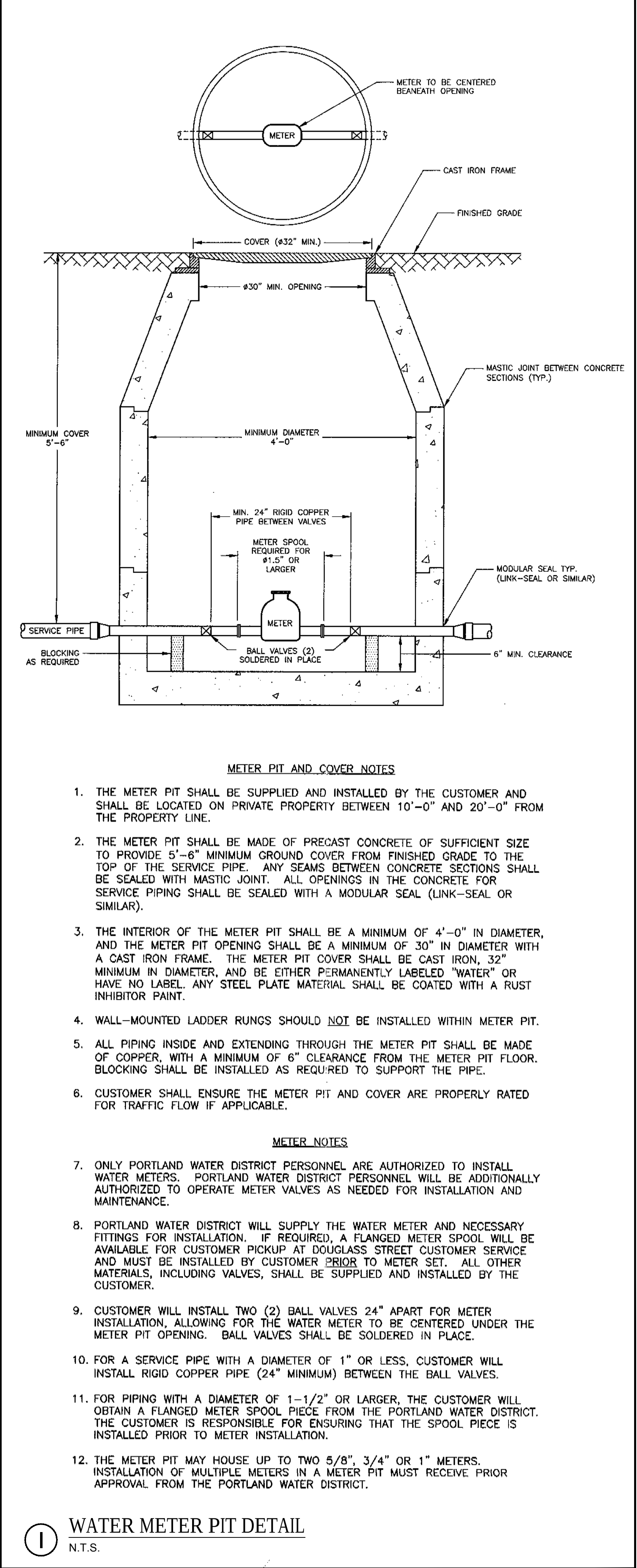
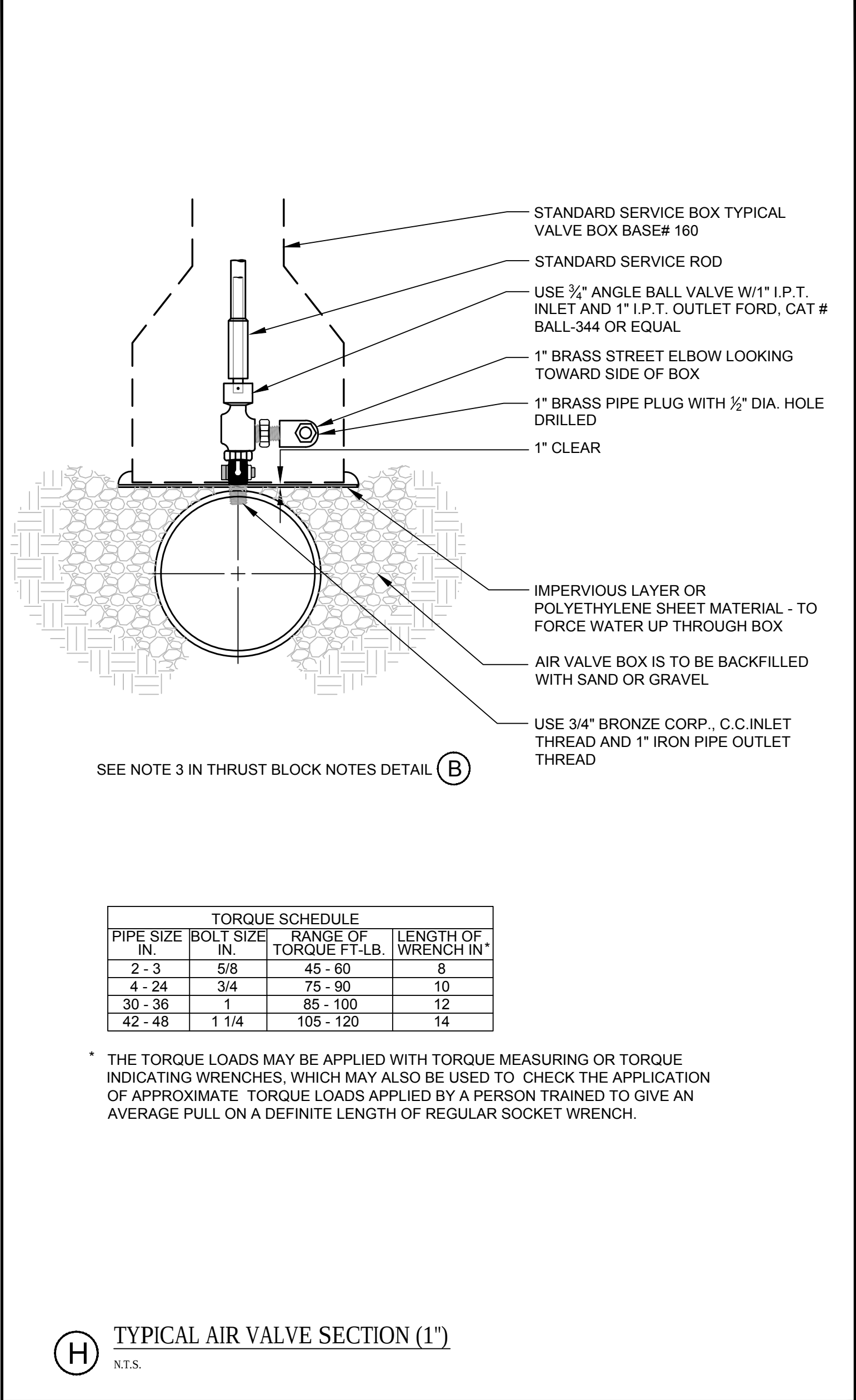
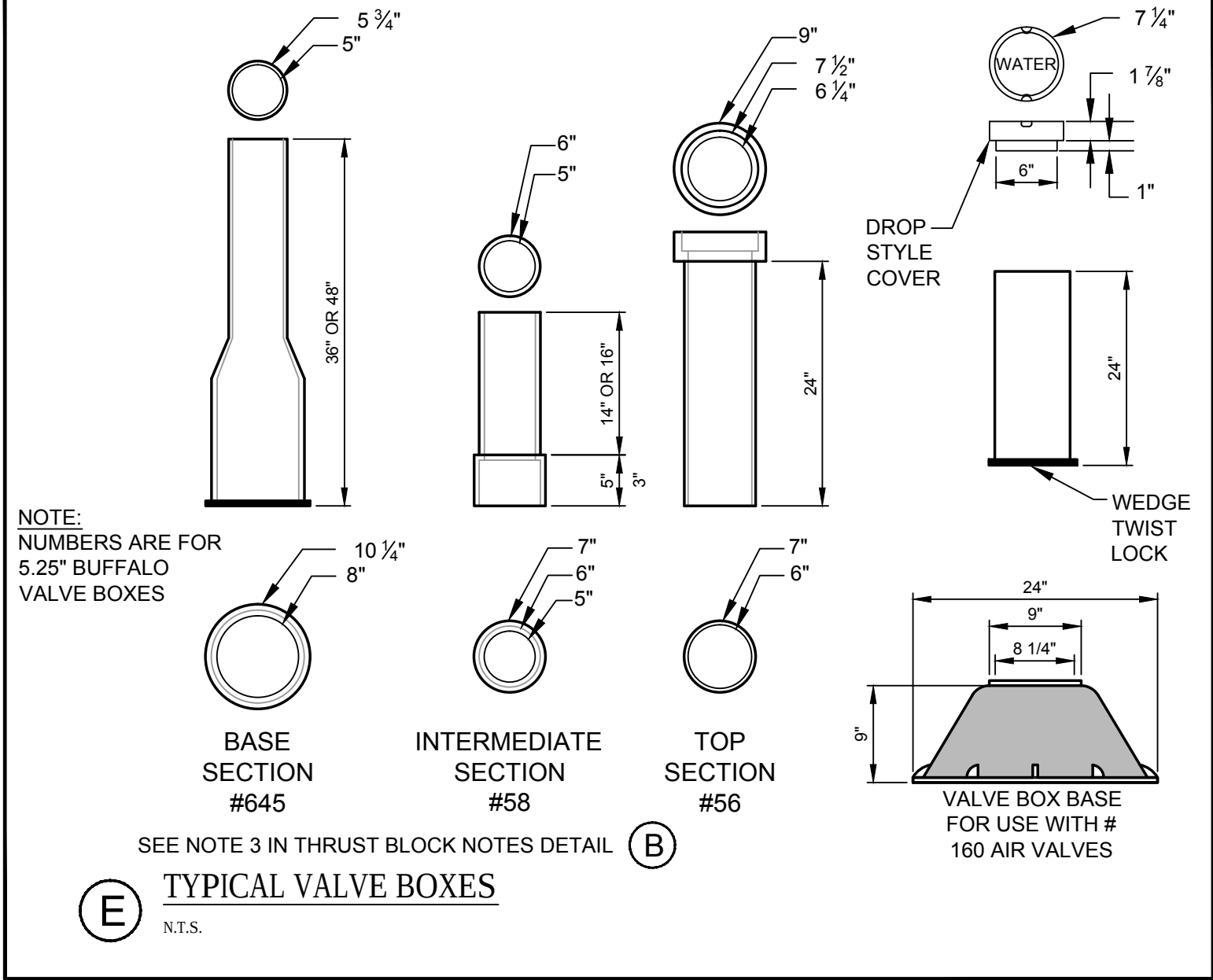
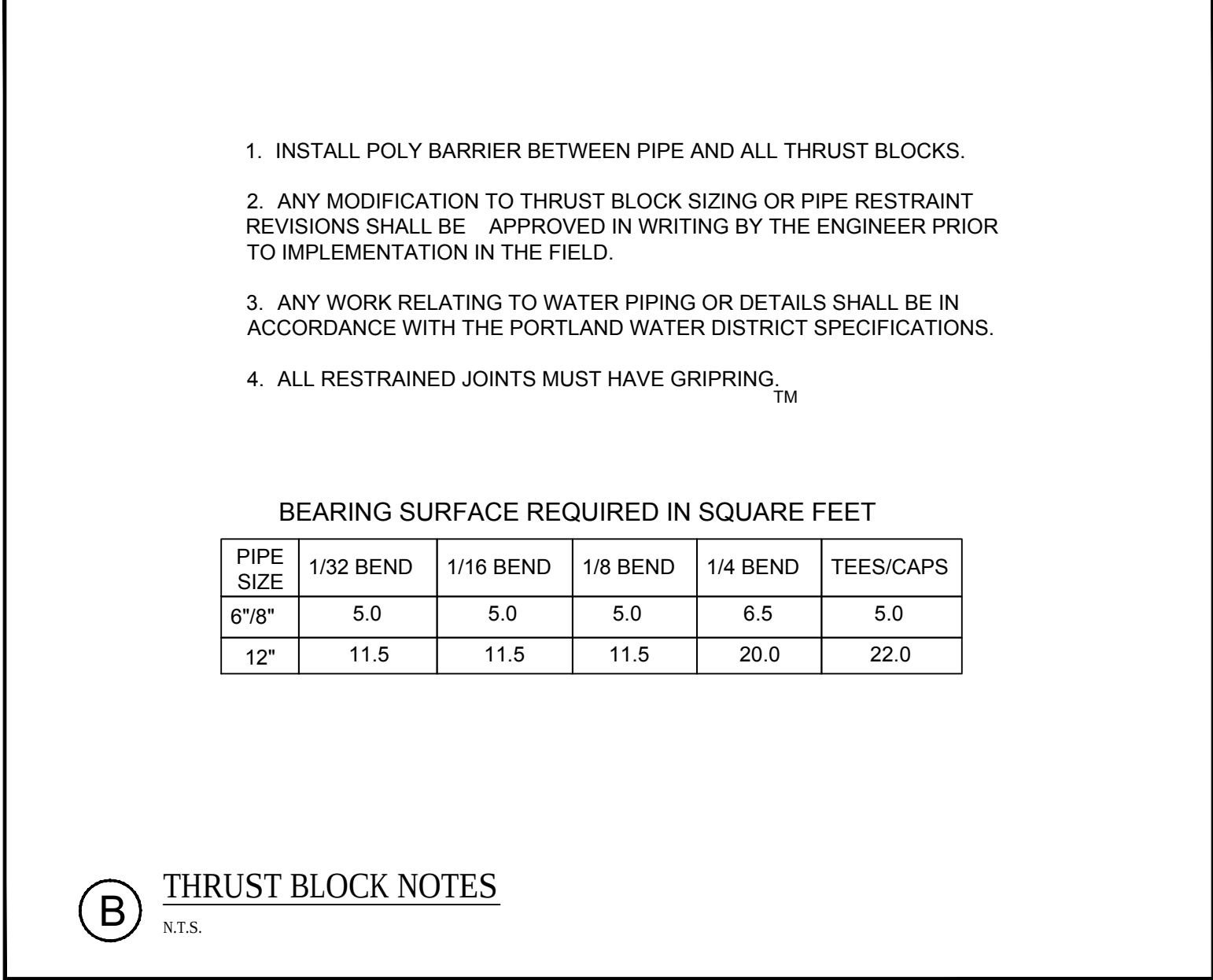
Bottom View (DITCH):

- NATURAL GROUND OR FILL OR CUT SLOPES
- 12" MIN.
- 18" MIN.
- 18" MIN.
- FLOW
- CURLEX BLANKET
- DITCH

 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: N.T.S.
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-S5 DET	
SHEET C-8.6	

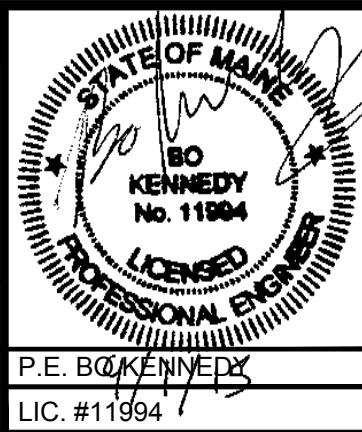


Plan 71

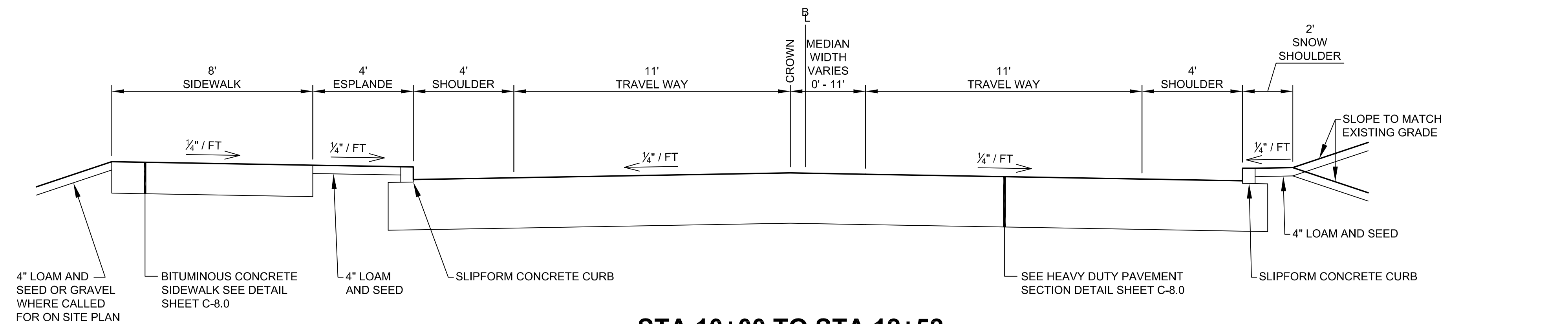


1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION
REV	DATE	DESCRIPTION
REVISIONS		

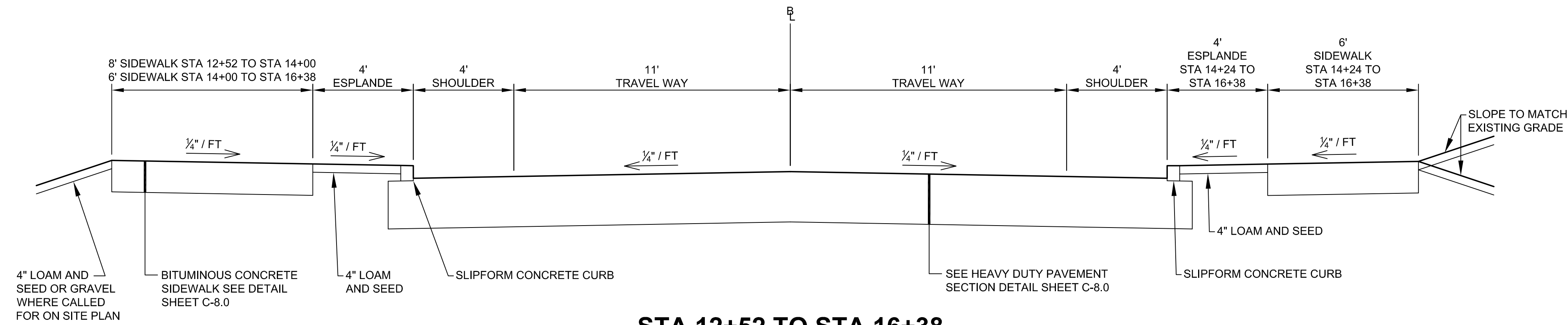
PROJECT	BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	WATER AND GAS SERVICE DETAILS
CLIENT	FOREFRONT PARTNERS I, LP



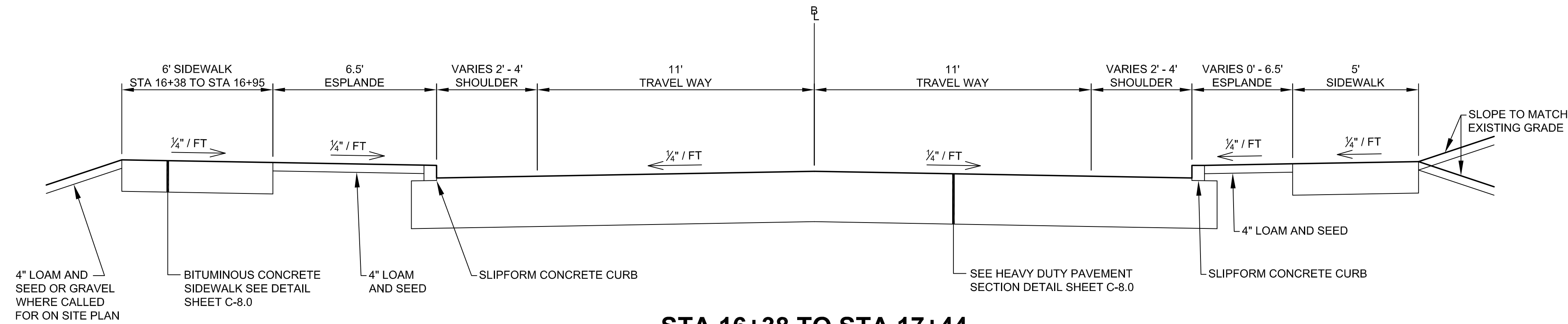
FST	FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: N.T.S.
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-BS DET	
SHEET	C-8.7



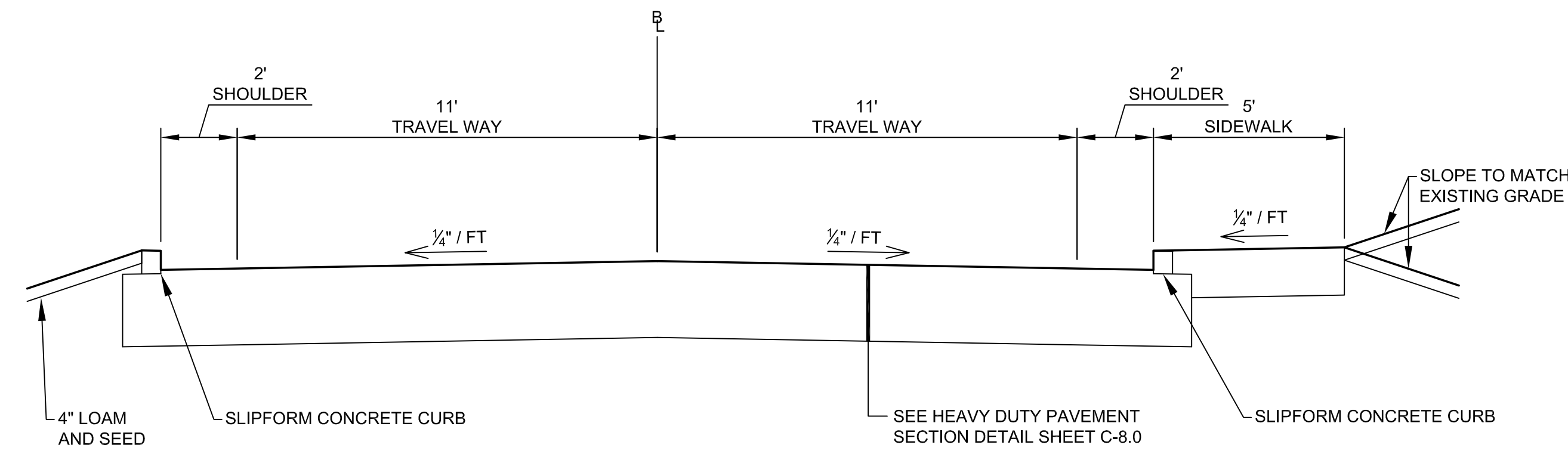
STA 10+00 TO STA 12+52
TYPICAL ROADWAY SECTION A-A
N.T.S.



STA 12+52 TO STA 16+38
TYPICAL ROADWAY SECTION B-B
N.T.S.



STA 16+38 TO STA 17+44
TYPICAL ROADWAY SECTION C-C
N.T.S.



STA 17+44 TO STA 18+25
TYPICAL ROADWAY SECTION D-D
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

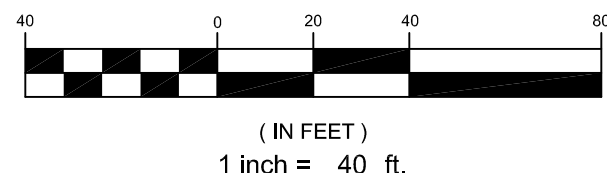
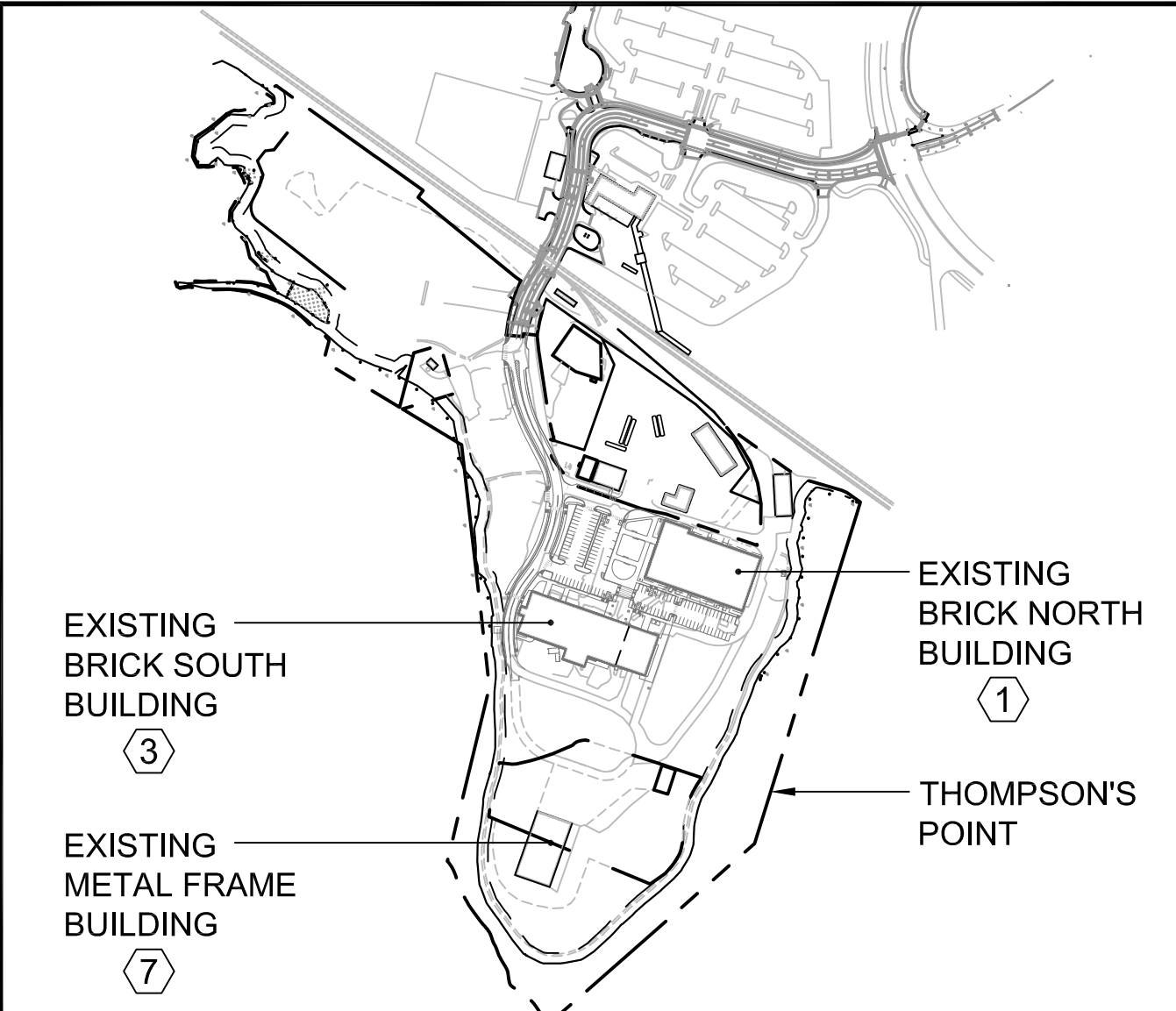
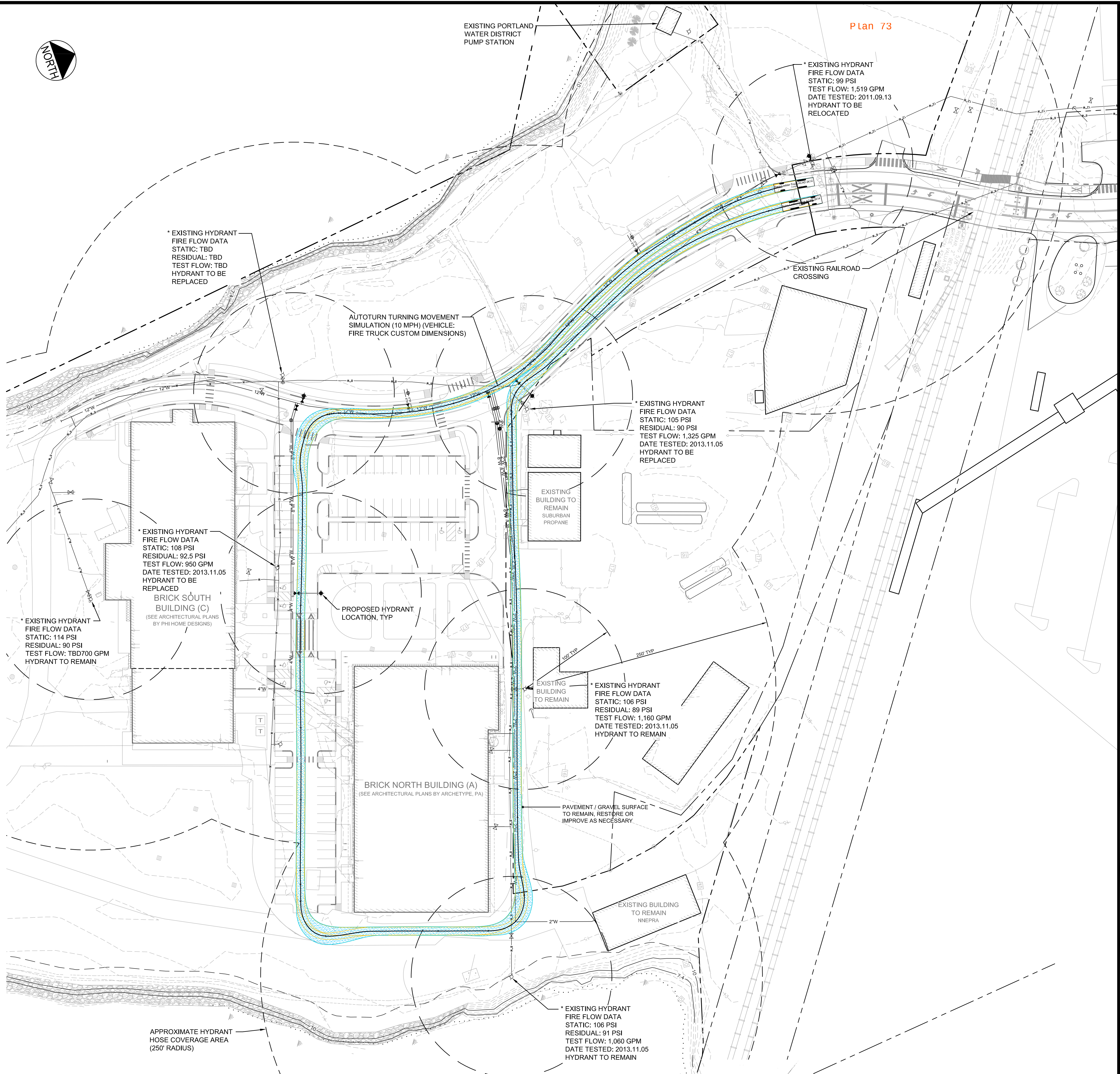
1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
1		09.10.14	APPROXIMATE CITY FOR REVIEW
REV	DATE	DESCRIPTION	
REVISIONS			

P.E. ROBERT KENNEDY
LIC. #11904

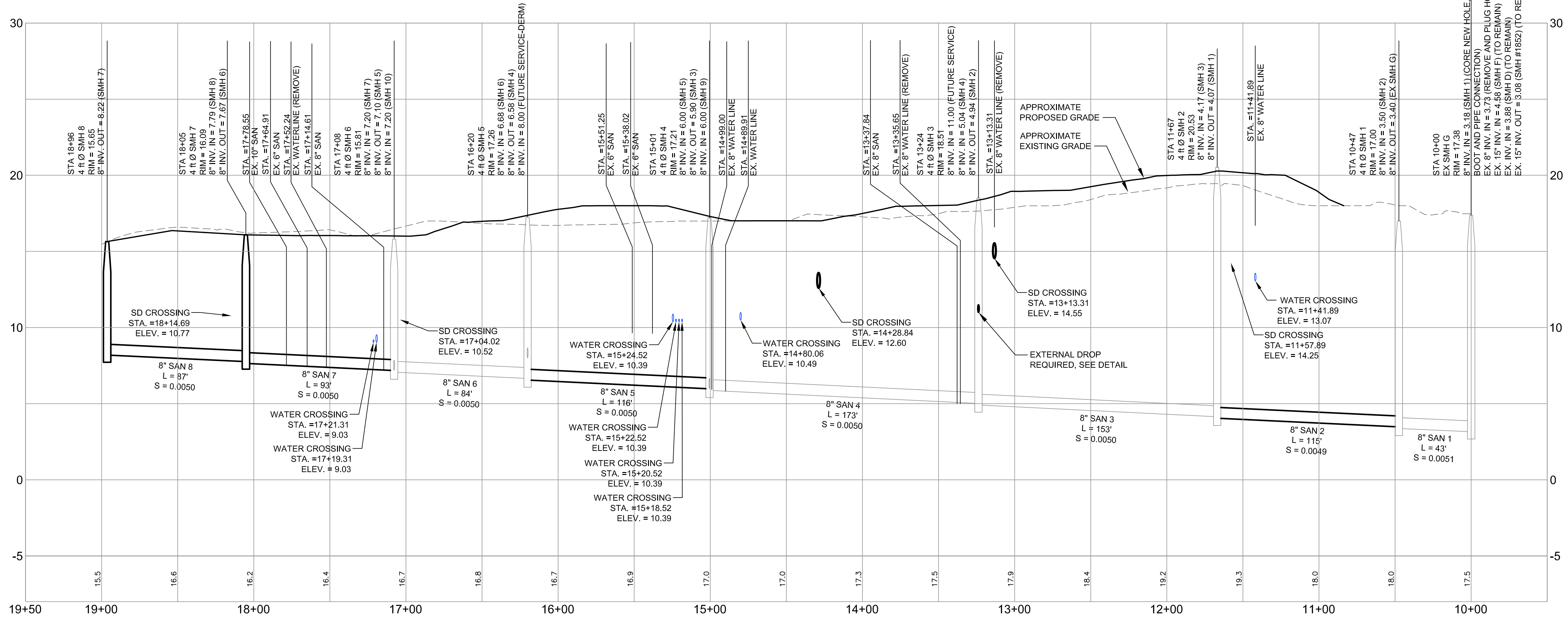
PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
SHEET TITLE TYPICAL ROADWAY CROSS SECTIONS		
CLIENT FOREFRONT PARTNERS LP		
DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-BS DET SHEET		
DATE: APRIL 2015 SCALE: N.T.S. JOB NO. 2982.05		C-8.8

NOTES:

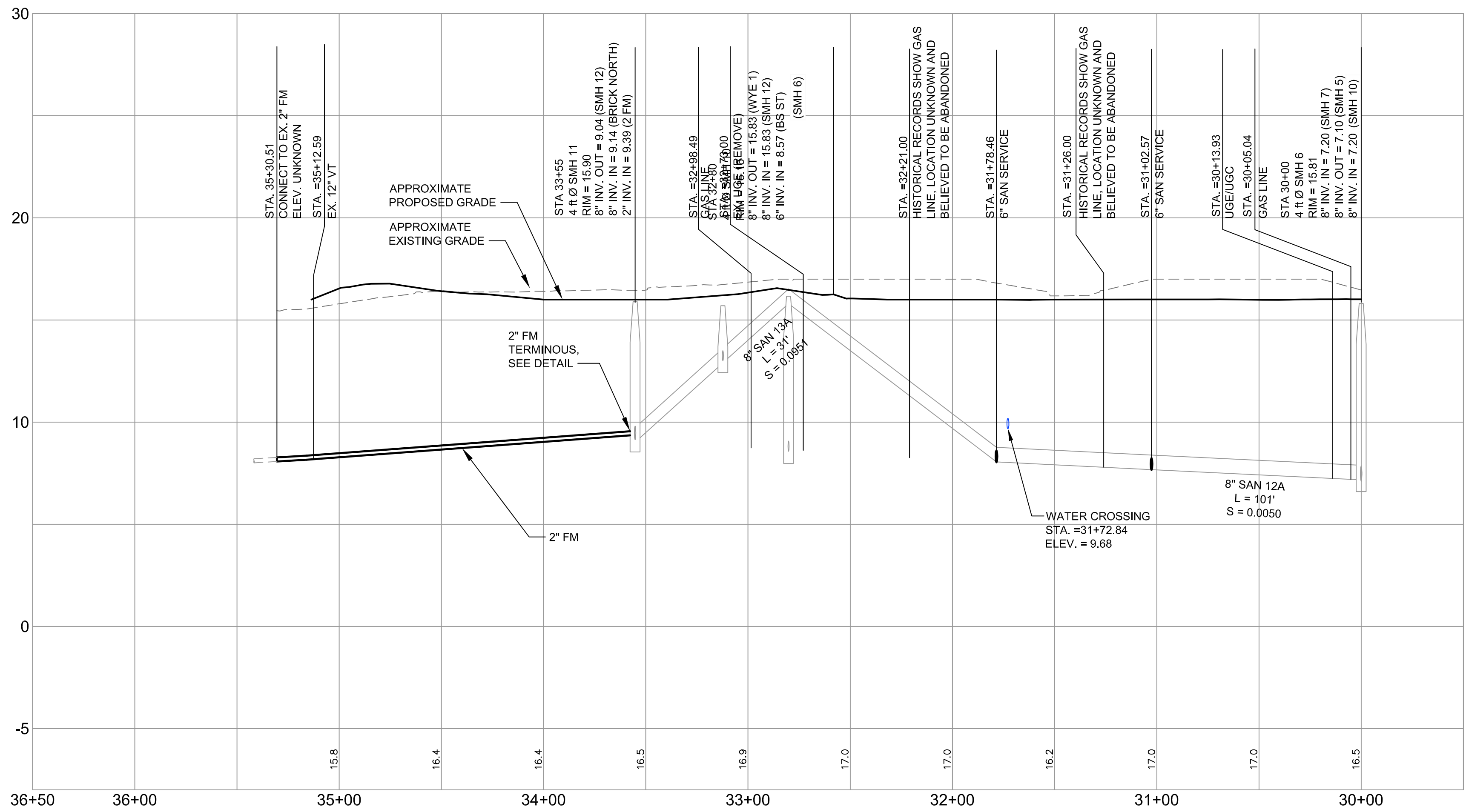
1. REFER TO FIRE LIFE SAFETY PLAN DATED AUGUST 2015 PREPARED BY MARK CUMMINGS, P.E. OF FIRE RISK MANAGEMENT INC.
2. THIS PLAN SHOWS AN ENLARGED VIEW SPECIFIC TO THE WORK BEING COMPLETED AS PART OF PHASE 1A ONLY. A FIRE SAFETY COMPLIANCE PLAN FOR THE APPROVED MASTER PLAN IS ON FILE WITH THE CITY AND AVAILABLE UPON REQUEST.



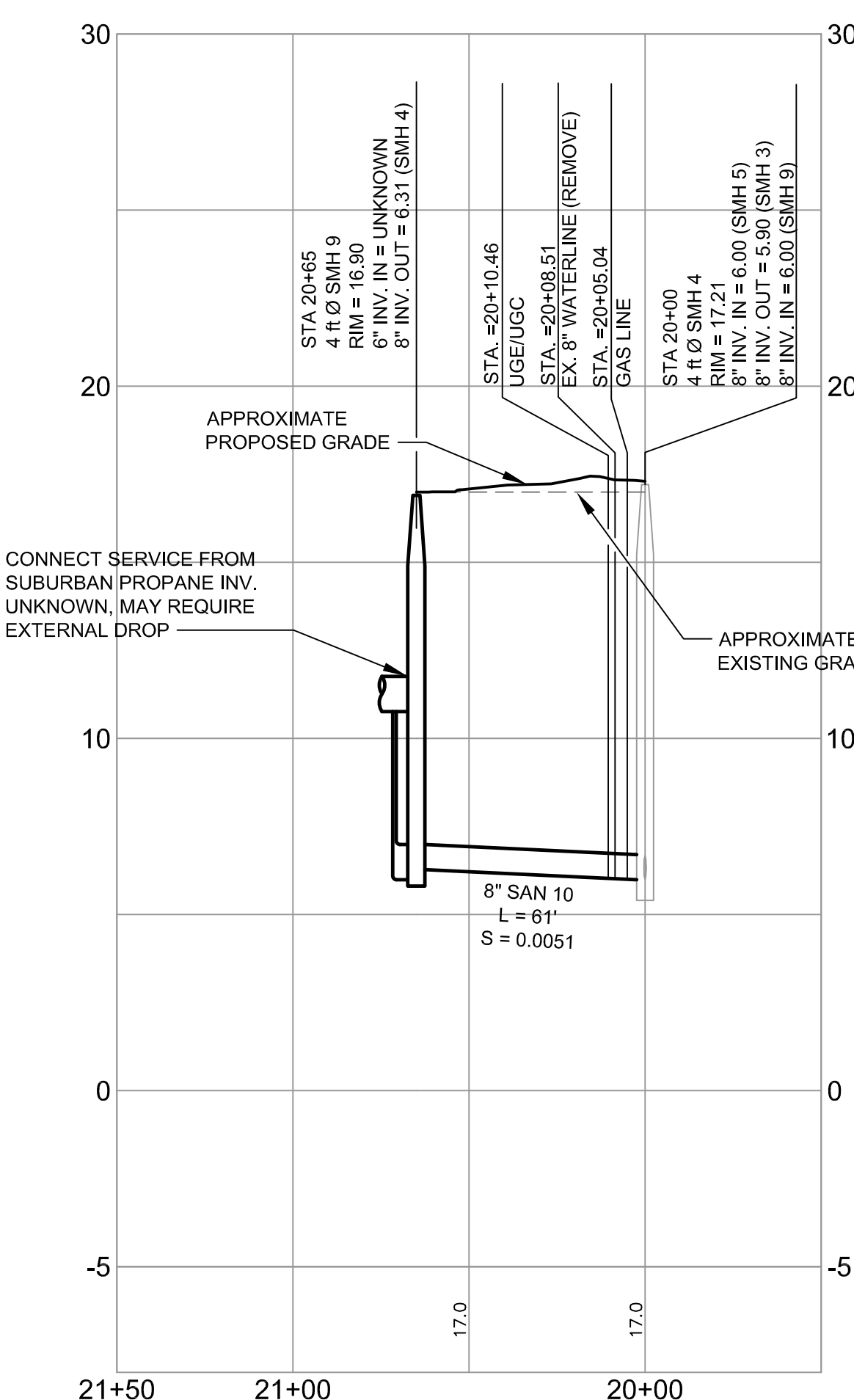
				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE FIRE SAFETY COMPLIANCE PLAN		DRAWN: DED DATE: APRIL 2015	
				CLIENT FOREFRONT PARTNERS I, LP		DESIGNED: BEK SCALE: 1" = 40' CHECKED: SRB JOB NO. 2982.05	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION	P.E. ROBERT KENNEDY LIC. #11994			FILE NAME: 2982.05-BS FIRE TRUCK ROUTE	
REV	DATE	DESCRIPTION				SHEET C-9.0	
REVISIONS							



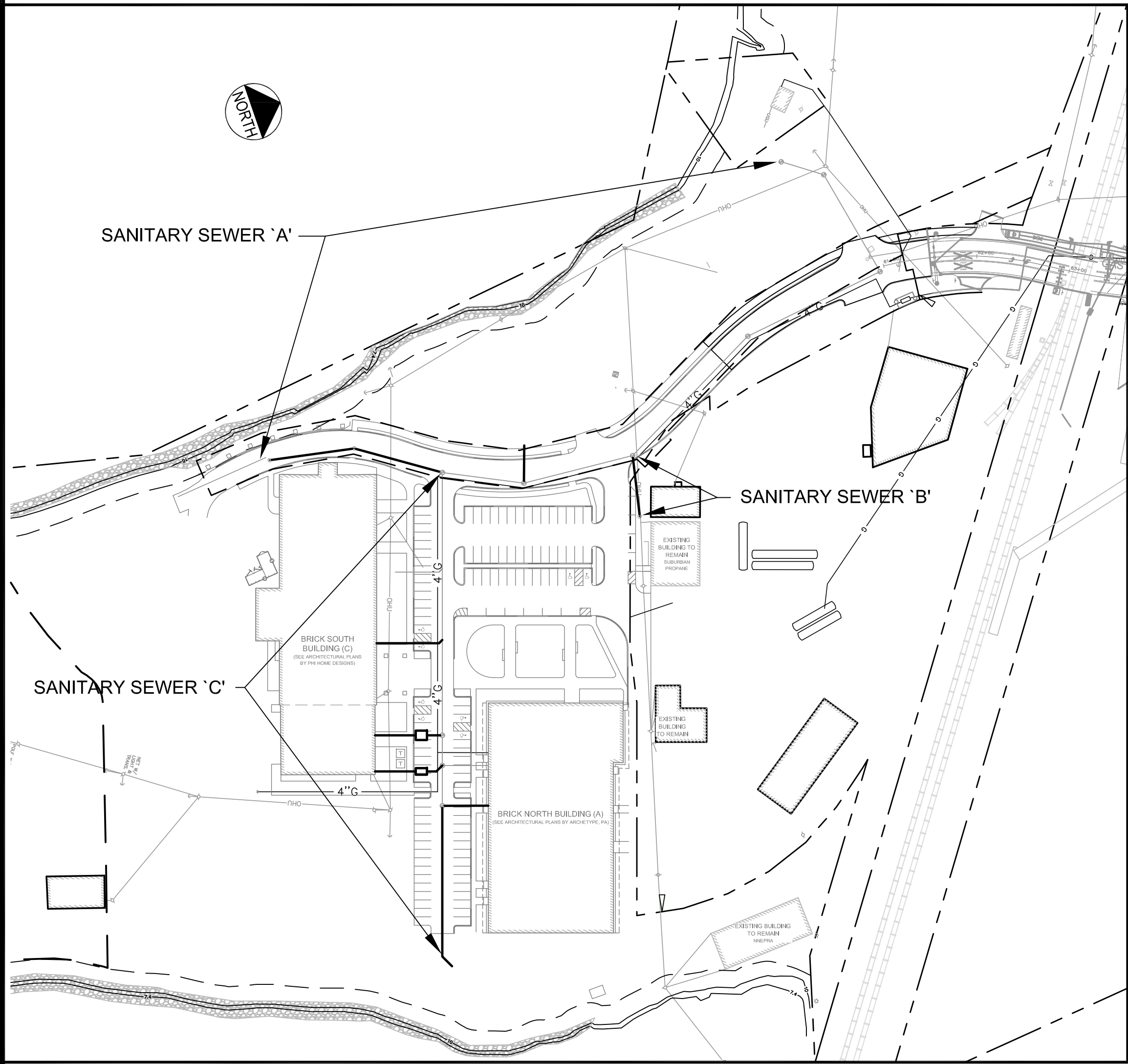
SANITARY SEWER PROFILE 'A'
SCALE: H 1" = 40'
V 1" = 4'



SANITARY SEWER PROFILE 'C'
SCALE: H 1" = 40'
V 1" = 4'

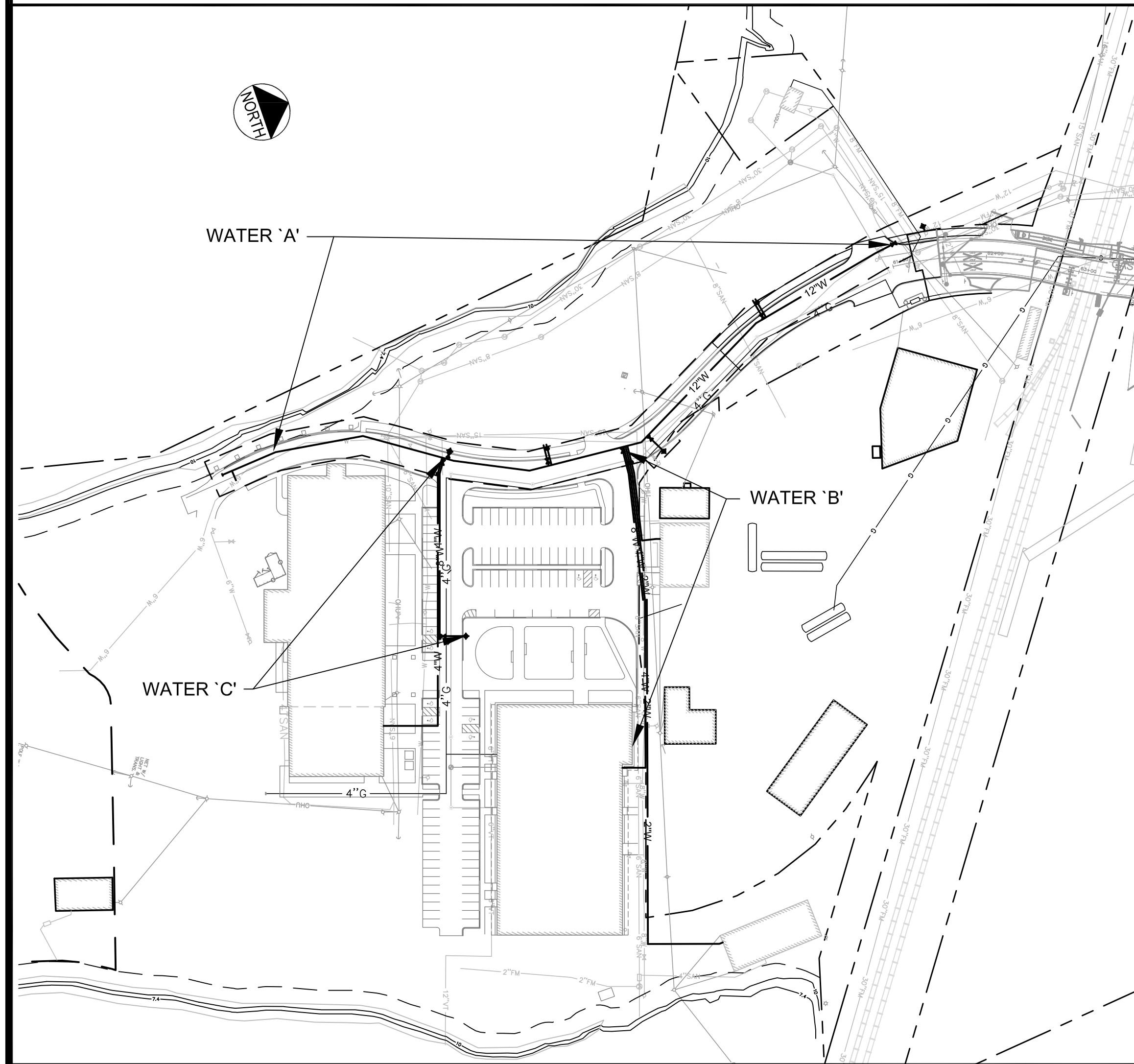


SANITARY SEWER PROFILE 'B'
SCALE: H 1" = 40'
V 1" = 4'

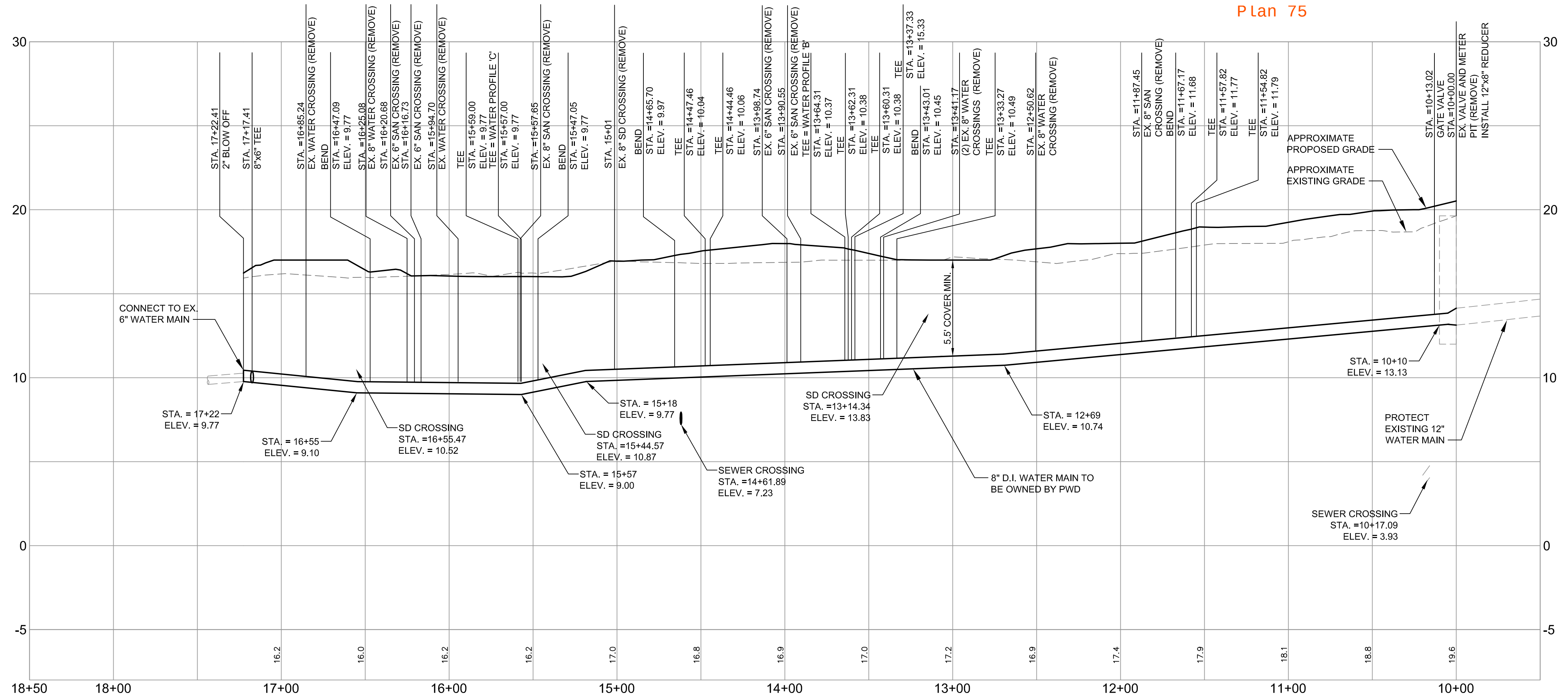


ORIENTATION SKETCH
N.T.S.

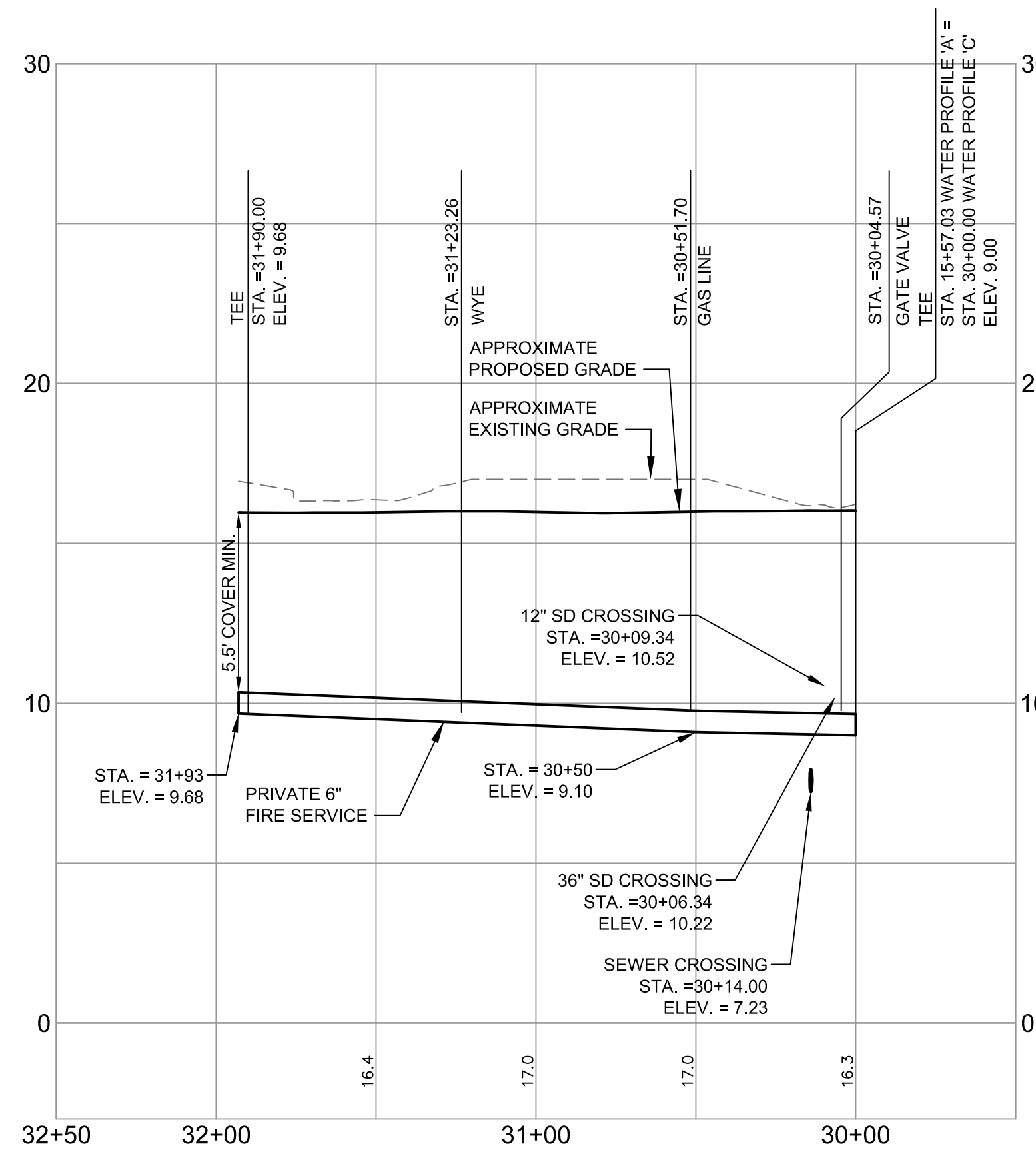
1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN
REV	DATE	DESCRIPTION	REVISIONS
P.E. B.G. KENNEDY LIC. #11594			
PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT			
SHEET TITLE SANITARY SEWER PROFILES			
CLIENT FOREFRONT PARTNERS I, LP			
DRAWN: DED		DATE: APRIL 2015	
DESIGNED: BEK		SCALE: 1" = 40'	
CHECKED: SRB		JOB NO. 2982.05	
FILE NAME: 2982.05-BS PROFILE SEWER		SHEET	
C-10.0		FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	



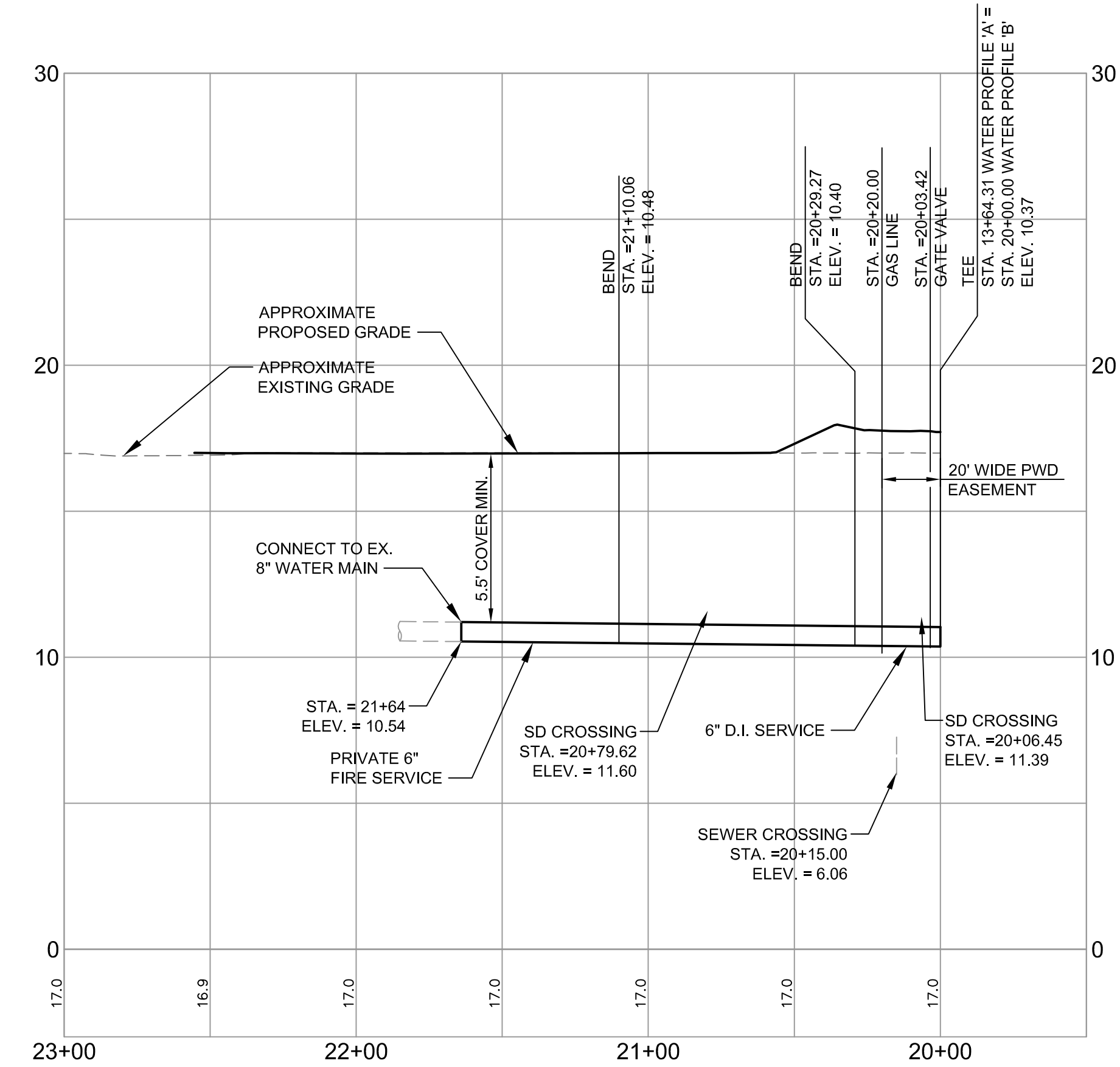
ORIENTATION SKETCH
N.T.S.



WATER PROFILE 'A'
SCALE: H 1" = 40'
V 1" = 4'

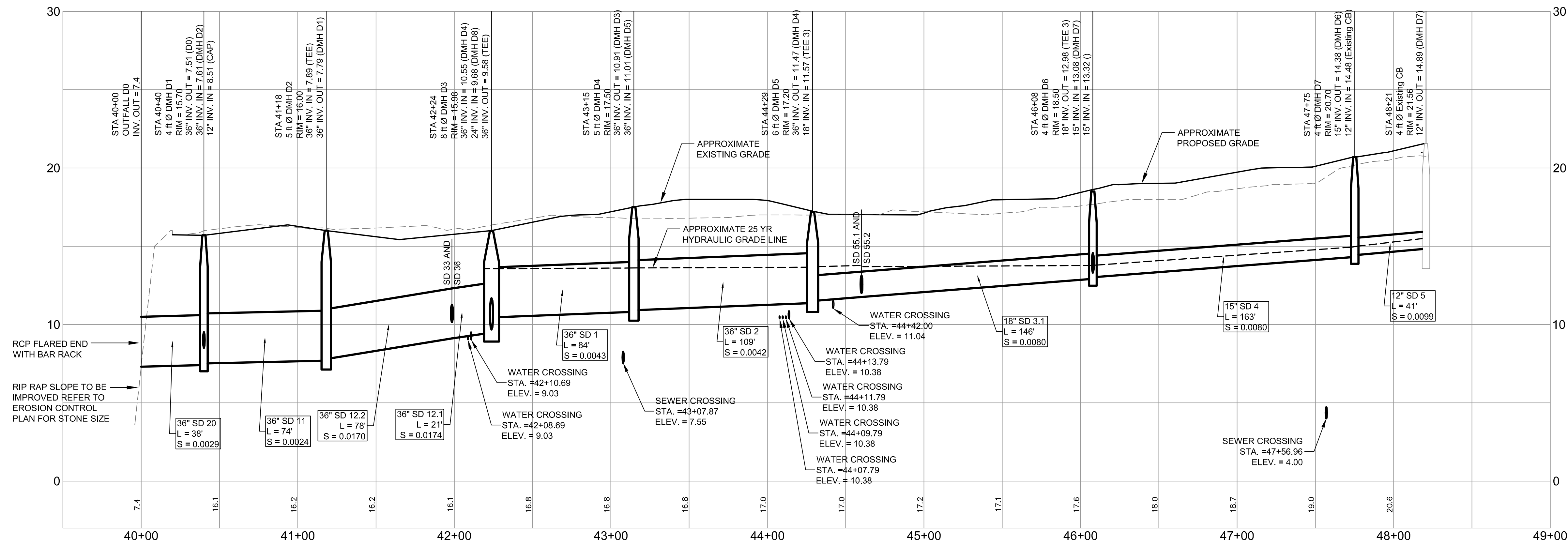


WATER PROFILE 'C'
SCALE: H 1" = 40'
V 1" = 4'

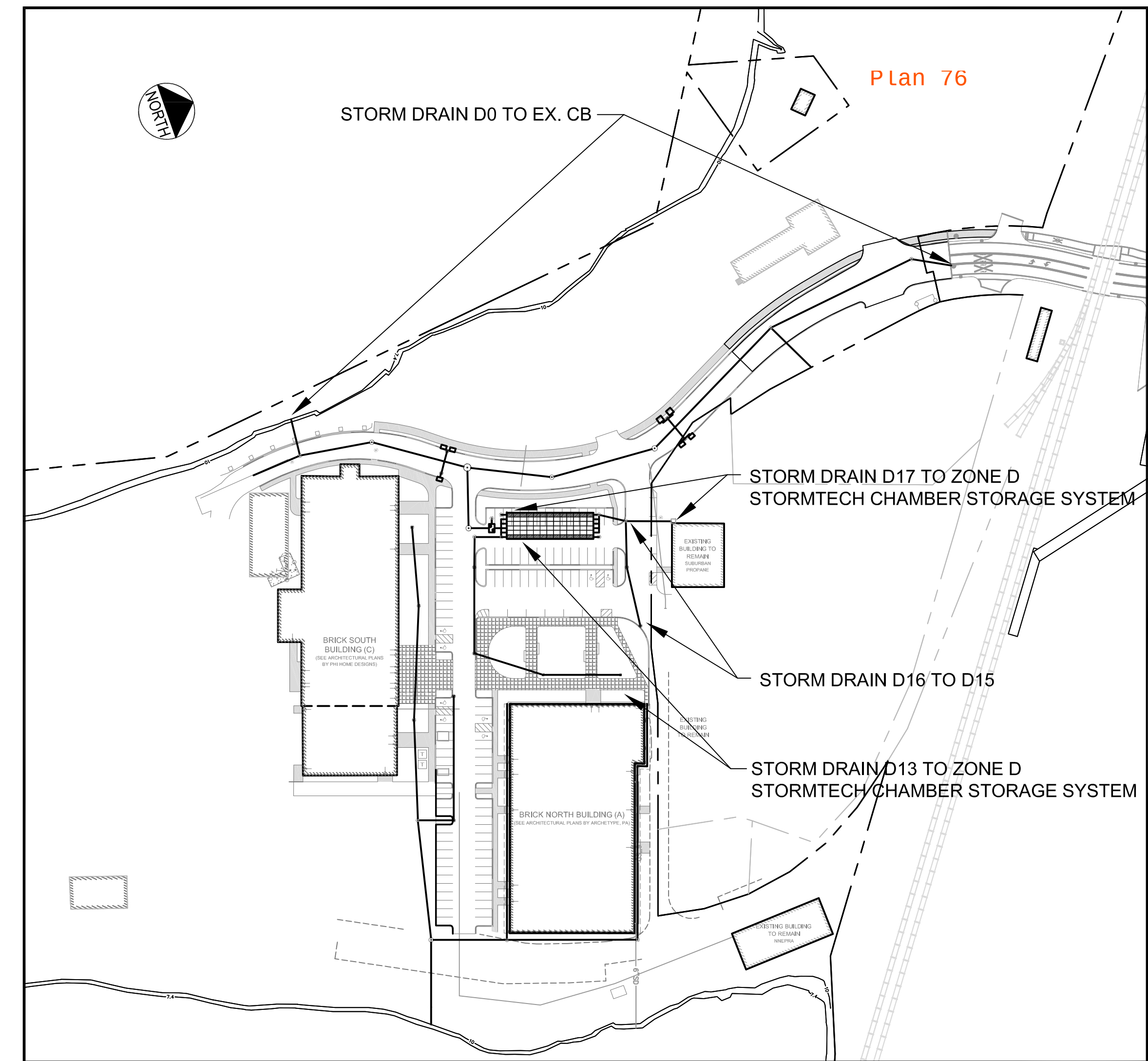


WATER PROFILE 'B'
SCALE: H 1" = 40'
V 1" = 4'

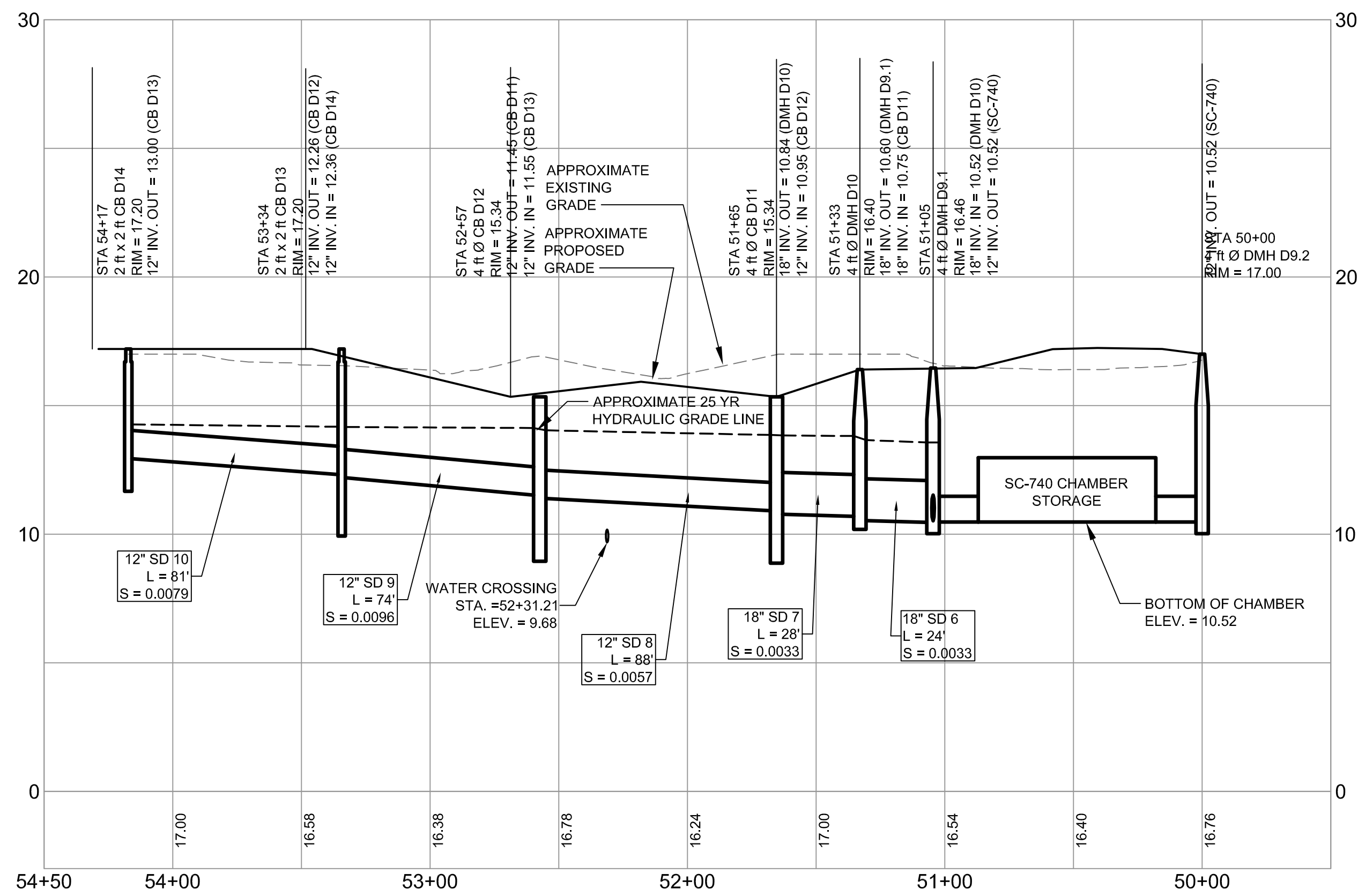
10 KENNEDY No. 11904 LICENSED PROFESSIONAL ENGINEER P.E. B.G. KENNEDY LIC. #11594			PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE WATER PROFILES CLIENT FOREFRONT PARTNERS I, LP		FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 5, SOUTH PORTLAND, ME 04106	
REV	DATE	DESCRIPTION	REVISIONS	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-8N PROFILE SEWER SHEET	DATE: APRIL 2015 SCALE: 1" = 40' JOB NO. 2982.05 C-11.0	



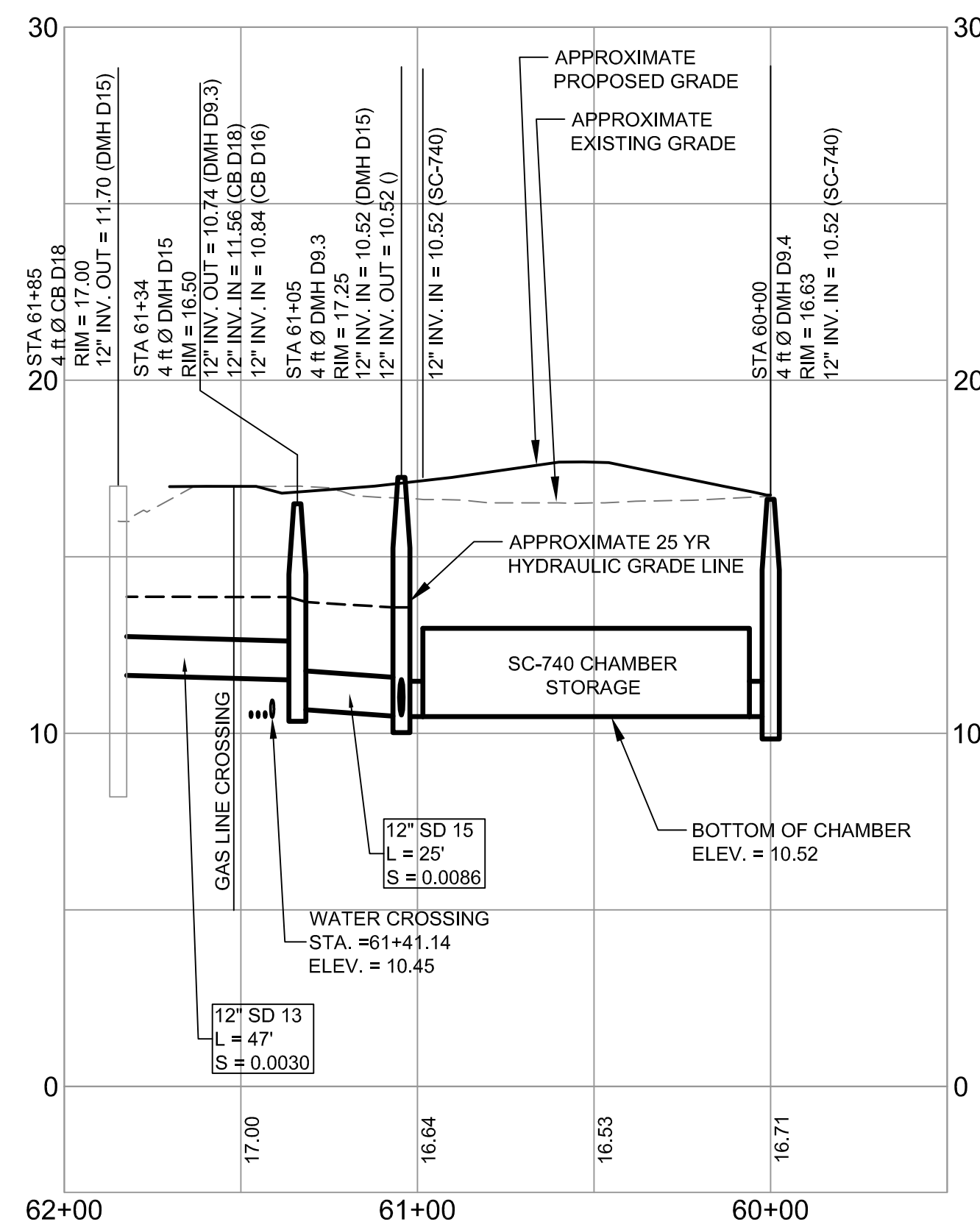
STORM DRAIN PROFILE - D0 TO EX. CB
SCALE: H 1" = 40'
V 1" = 4'



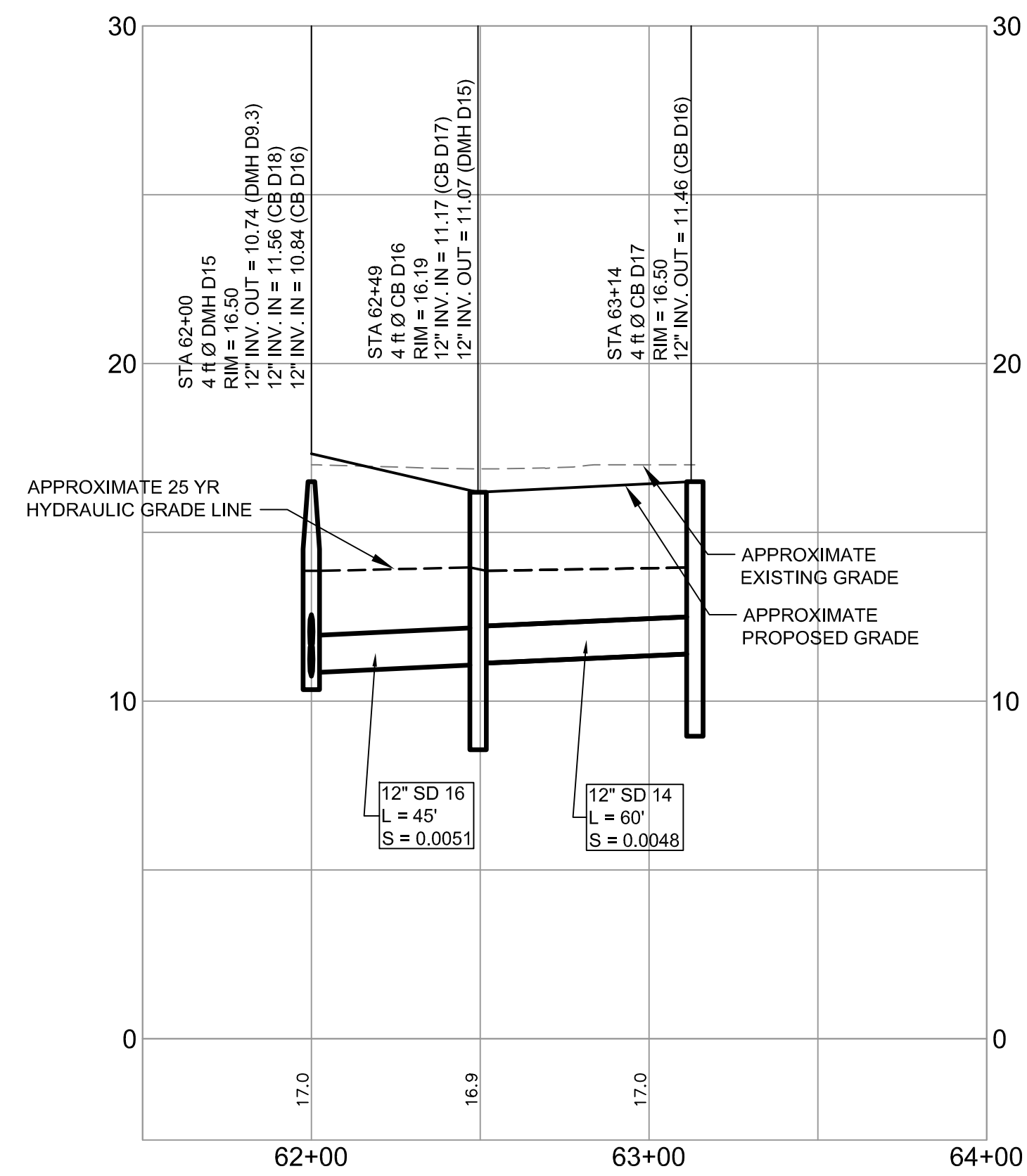
ORIENTATION SKETCH
N.T.S.



STORM DRAIN PROFILE - D13 TO ZONE D STORMTECH CHAMBER STORAGE SYSTEM
SCALE: H 1" = 40'
V 1" = 4'

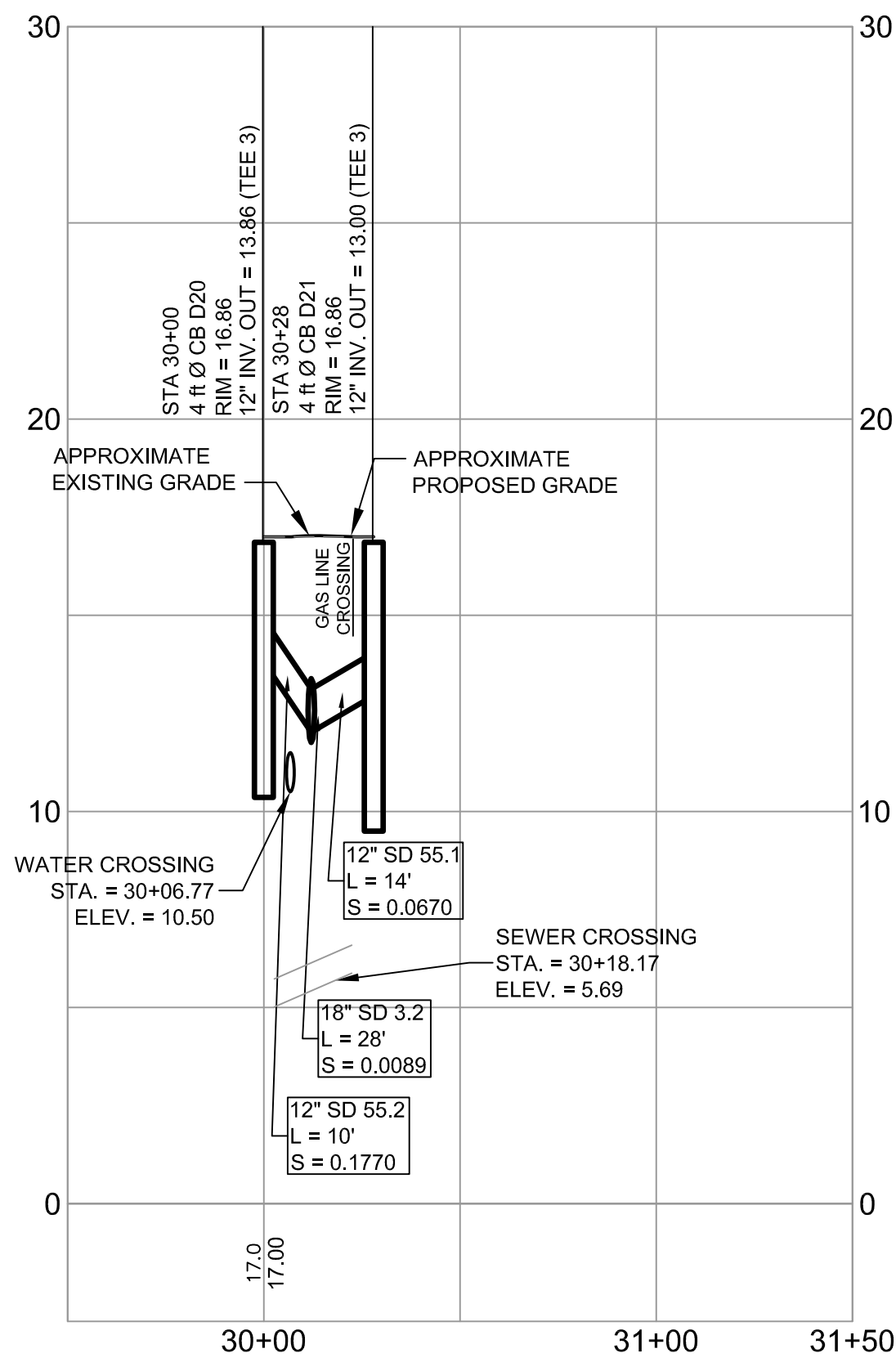


STORM DRAIN PROFILE - D18 TO ZONE D STORMTECH CHAMBER STORAGE SYSTEM
SCALE: H 1" = 40'
V 1" = 4'

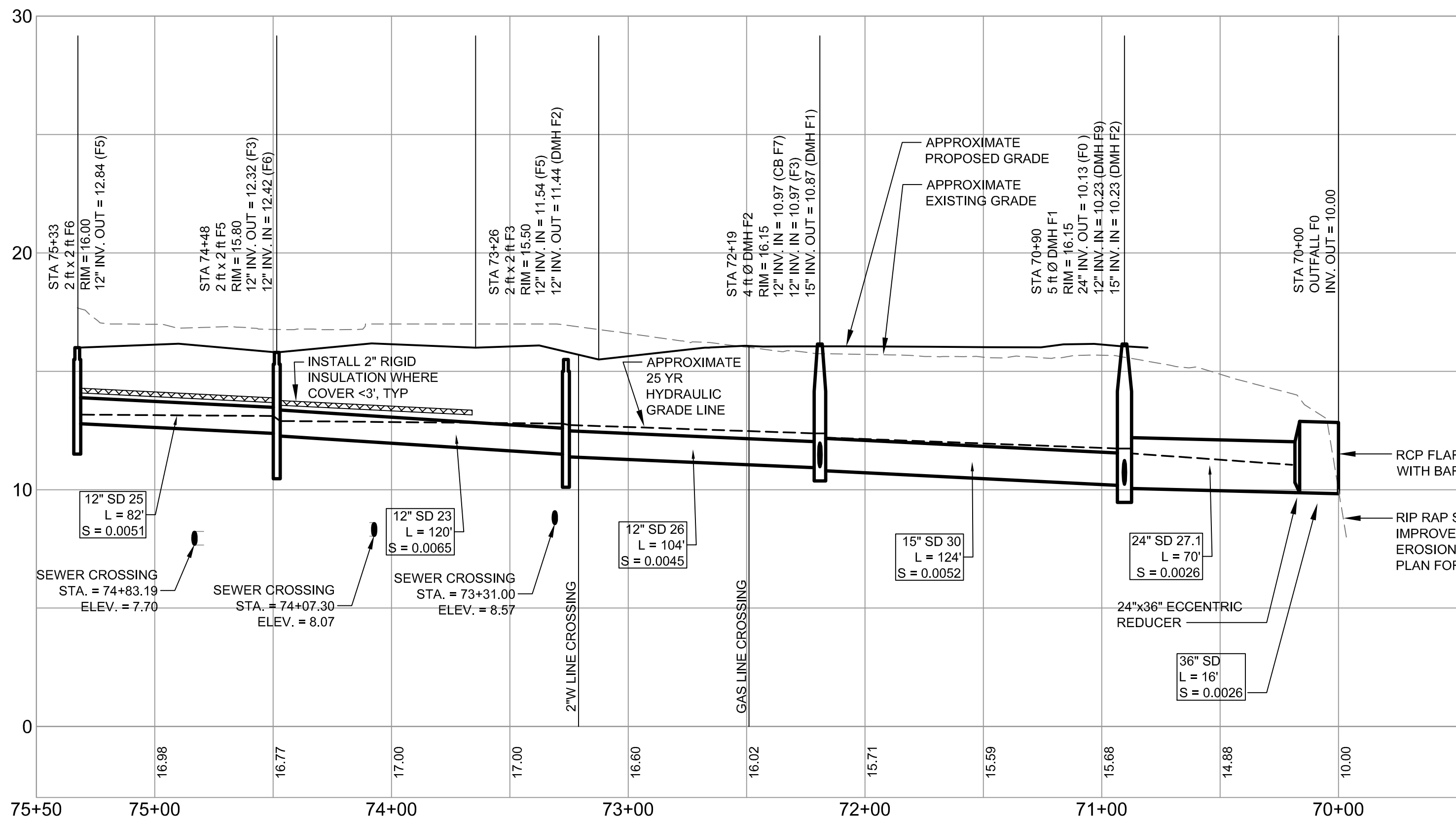


STORM DRAIN PROFILE - D16 TO D15
SCALE: H 1" = 40'
V 1" = 4'

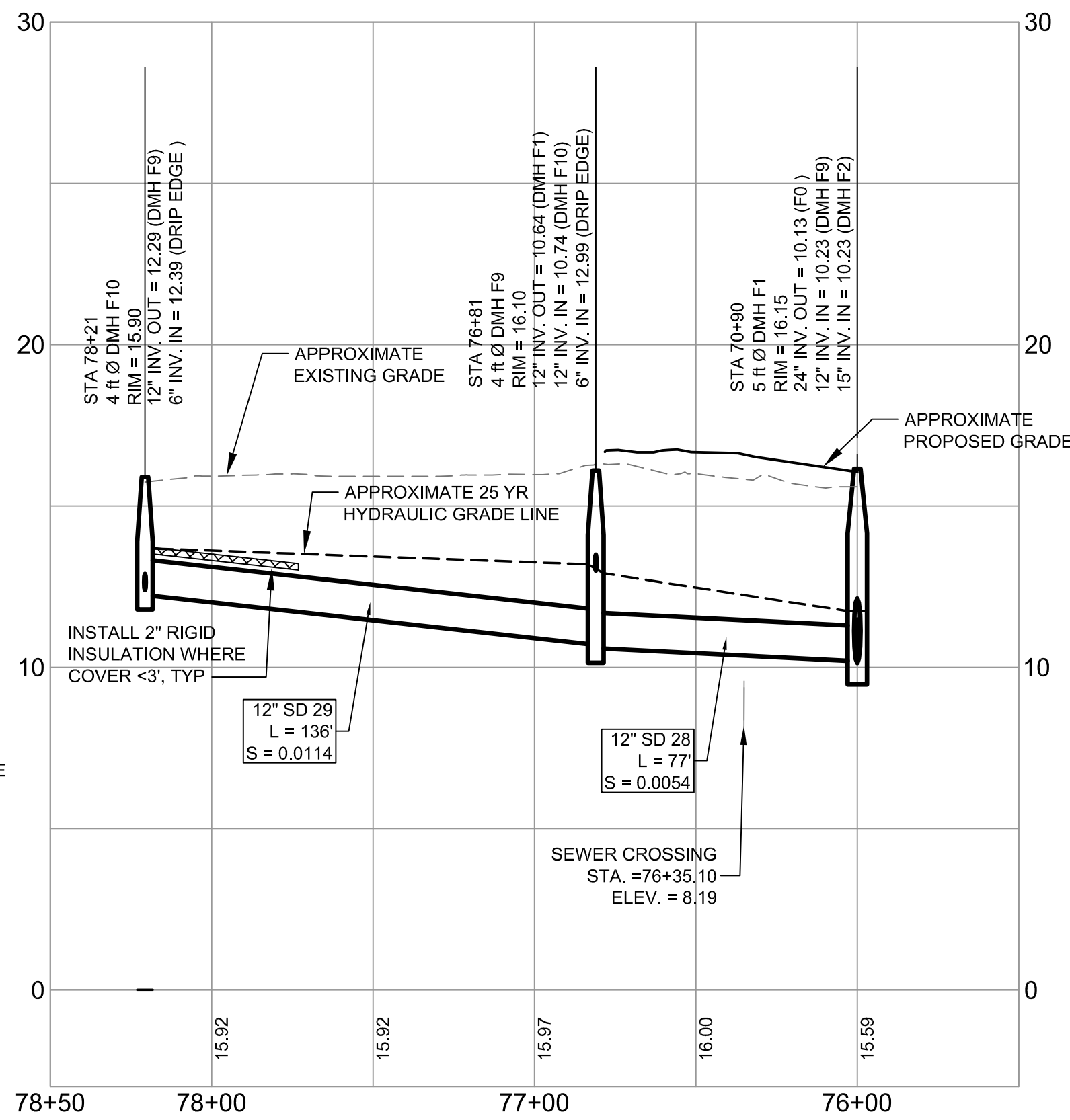
1		09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN	P.E. B.G. KENNEDY LIC. #11594	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE STORM DRAIN PROFILES ZONE D CLIENT FOREFRONT PARTNERS I, LP	DRAWN: DED DESIGNED: BEK CHECKED: SRB FILE NAME: 2982.05-B5 PROFILE SD SHEET	DATE: APRIL 2015 SCALE: 1" = 40' JOB NO. 2982.05	FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
REV	DATE	DESCRIPTION	REVISIONS					



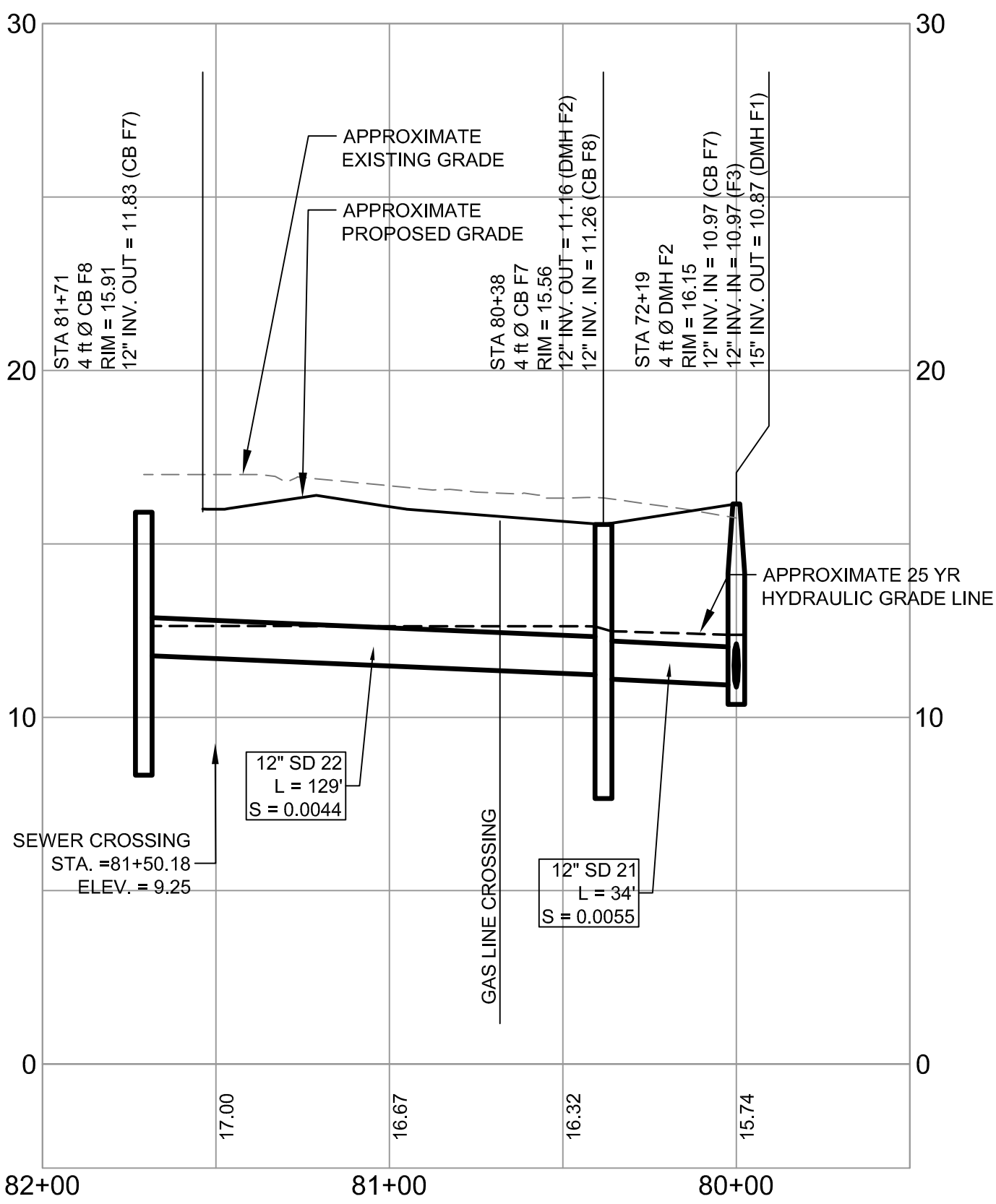
STORM DRAIN PROFILE - D20 TO TEE
SCALE: H 1" = 40'
V 1" = 4'



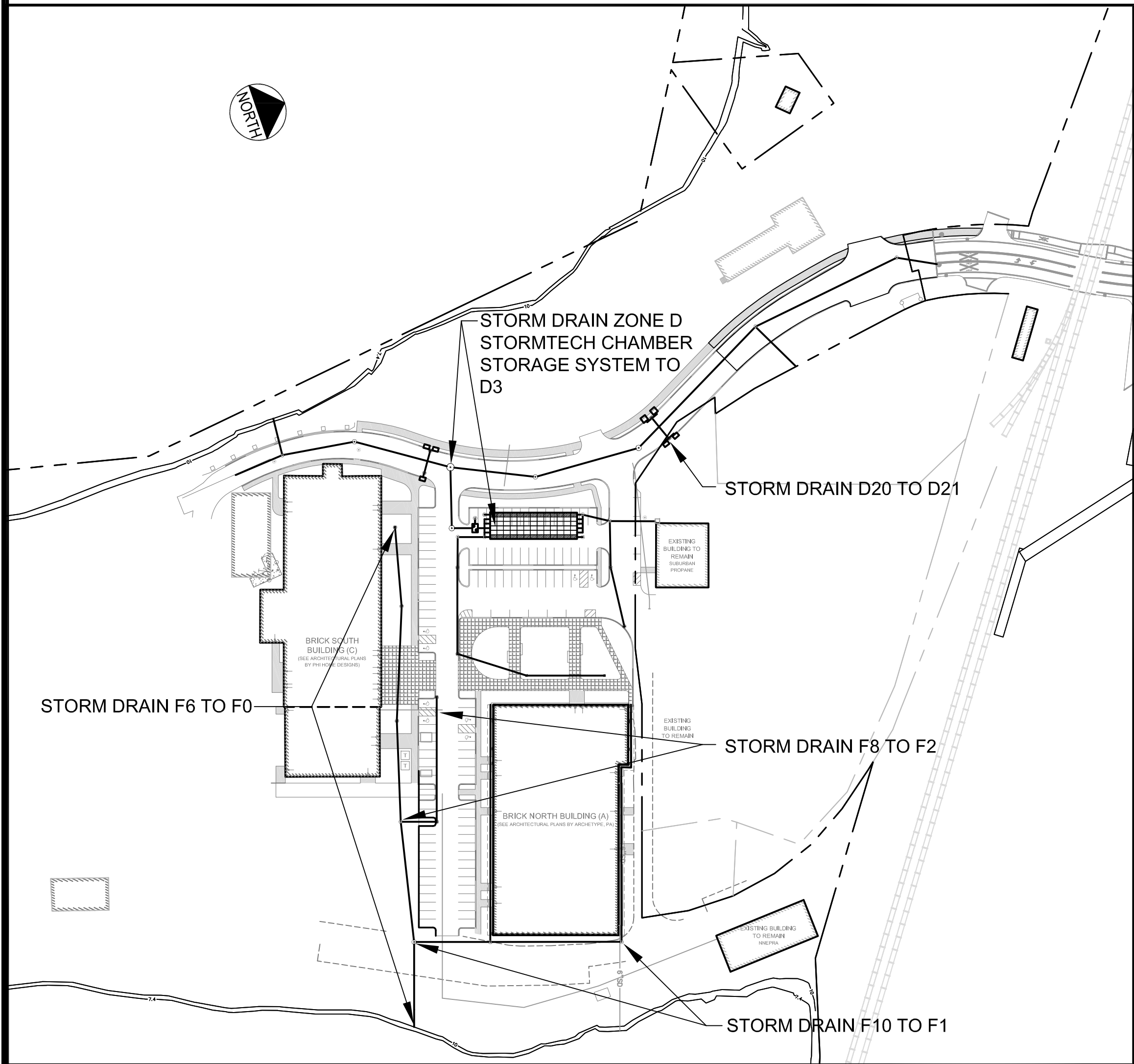
STORM DRAIN PROFILE - F6 TO F0
SCALE: H 1" = 40'
V 1" = 4'



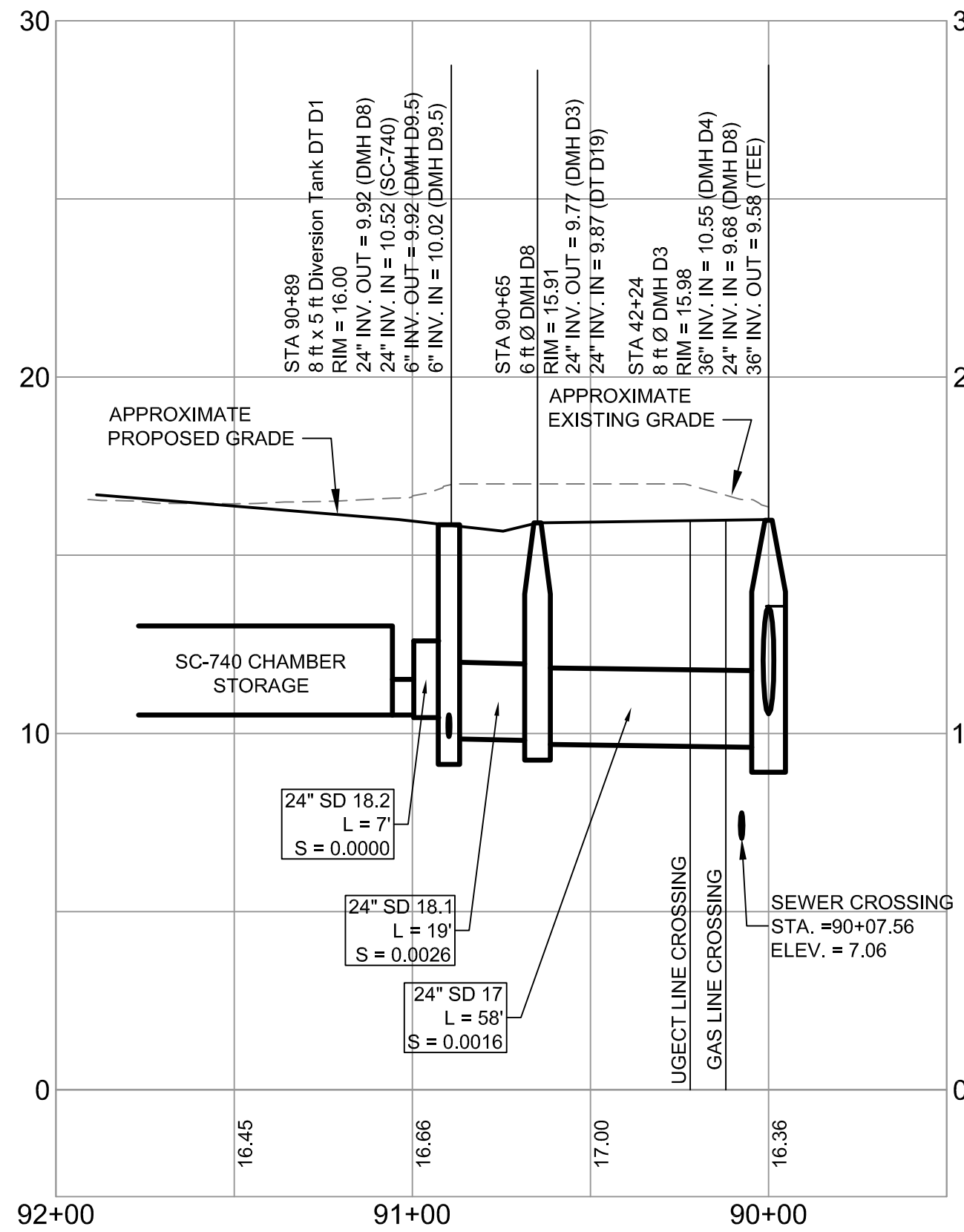
STORM DRAIN PROFILE - F10 TO DMH F1
SCALE: H 1" = 40'
V 1" = 4'



STORM DRAIN PROFILE - CB F8 TO DMH F2
SCALE: H 1" = 40'
V 1" = 4'

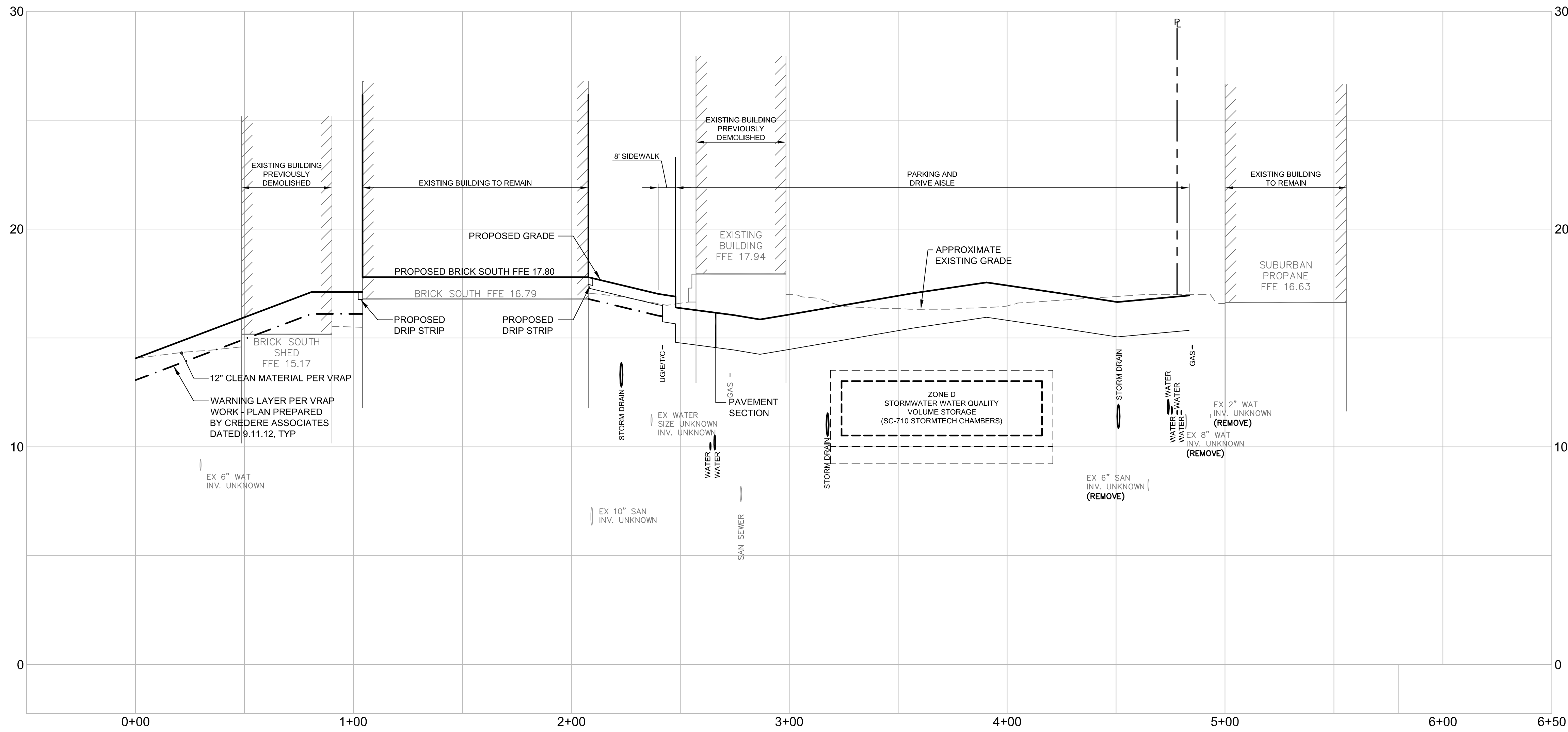


ORIENTATION SKETCH
N.T.S.



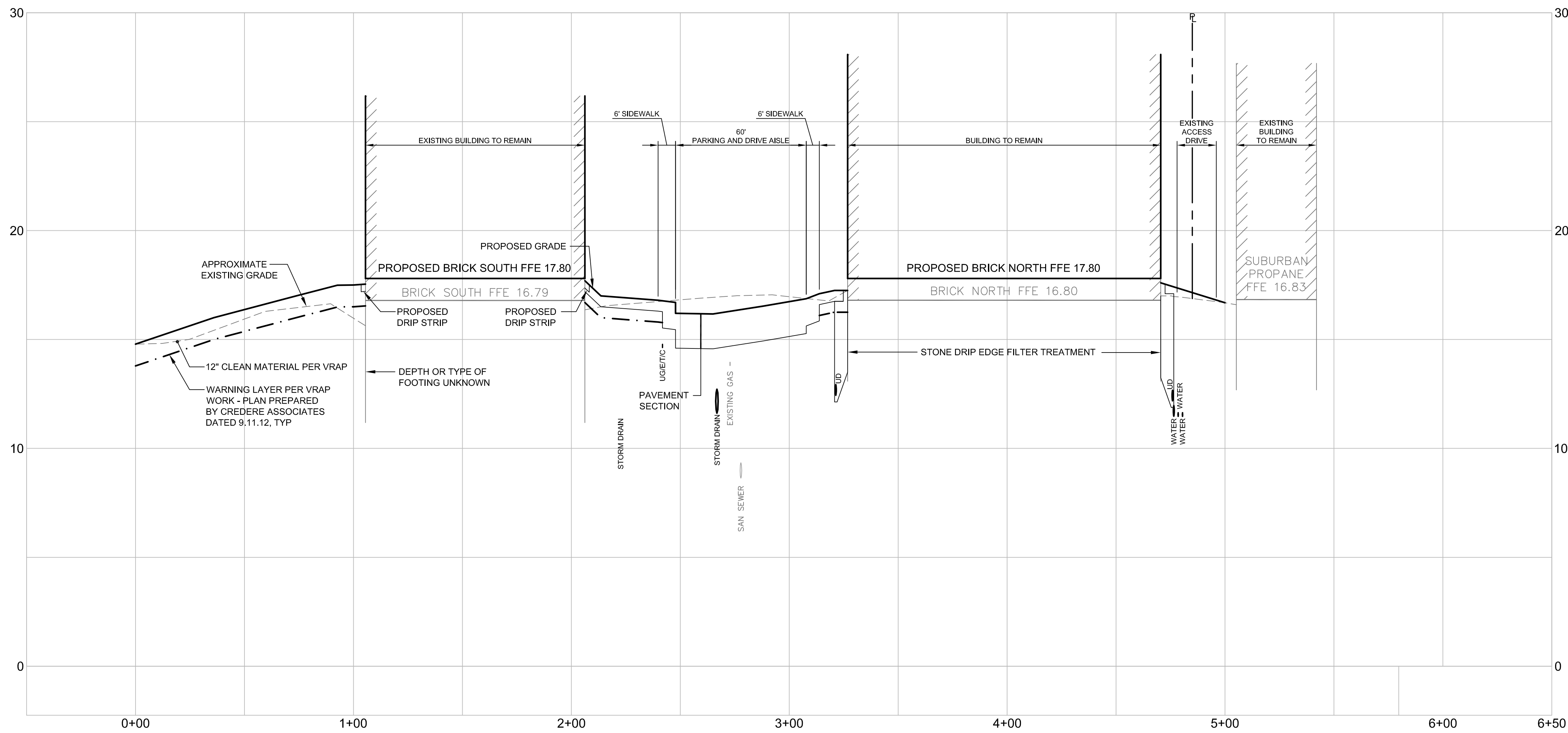
STORM DRAIN PROFILE - ZONE D STORMTECH CHAMBER STORAGE SYSTEM TO D3
SCALE: H 1" = 40'
V 1" = 4'

				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE STORM DRAIN PROFILES ZONE D AND F	
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN	P.E. BOB KENNEDY No. 11984 LIC. #11954	CLIENT FOREFRONT PARTNERS I, LP	DESIGNED: BEK SCALE: 1" = 40'
REV	DATE	DESCRIPTION			CHECKED: SRB JOB NO. 2982.05
		REVISIONS			FILE NAME: 2982.05-BS PROFILE SD SHEET C-12.1



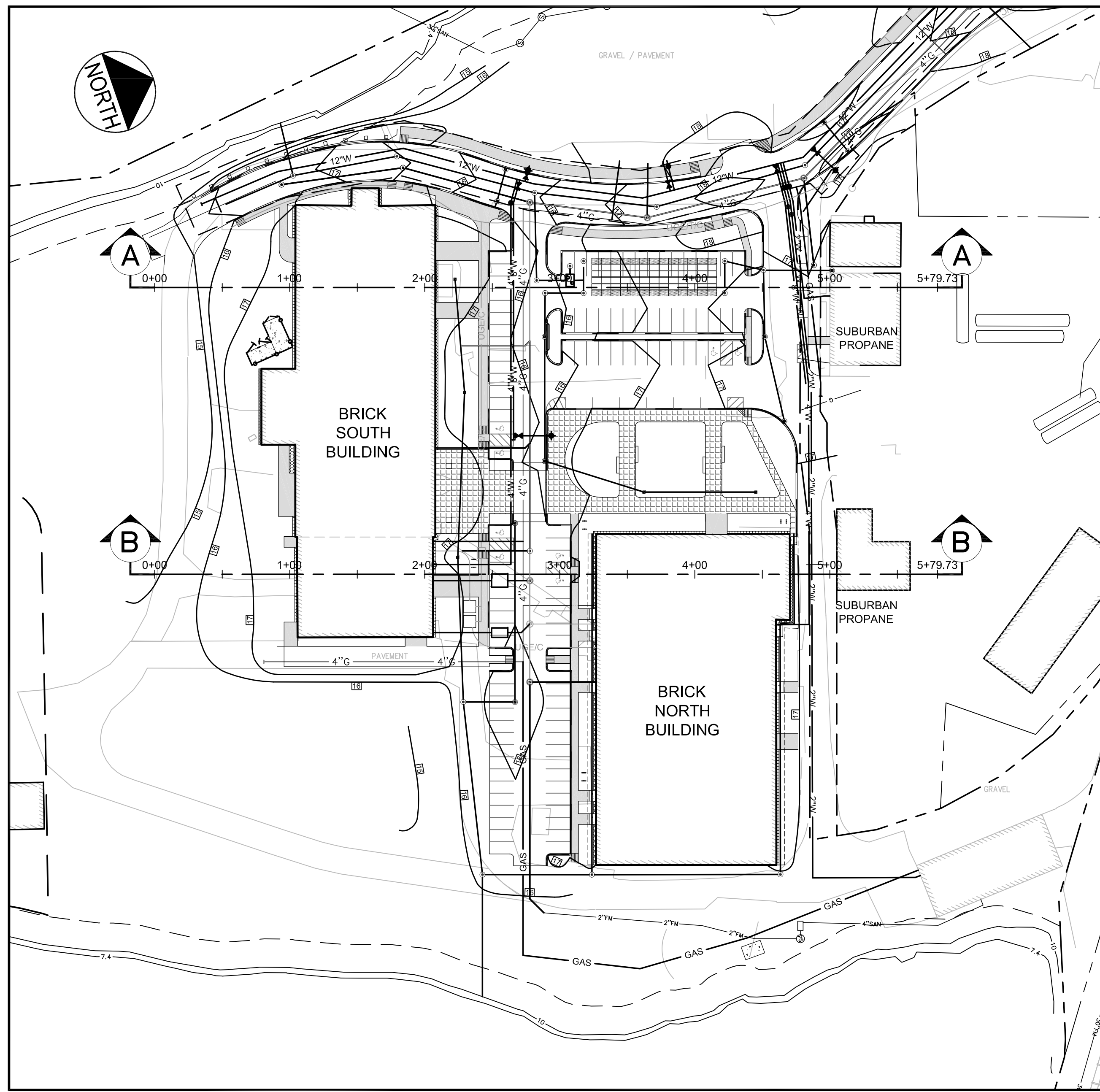
SITE SECTION A-A

SCALE: H 1" = 30'
V 1" = 3'



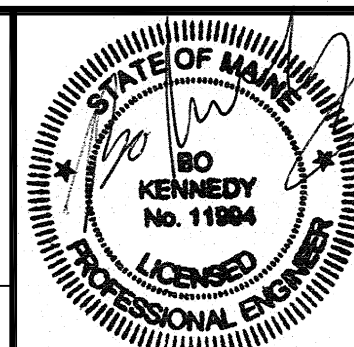
SITE SECTION B-B

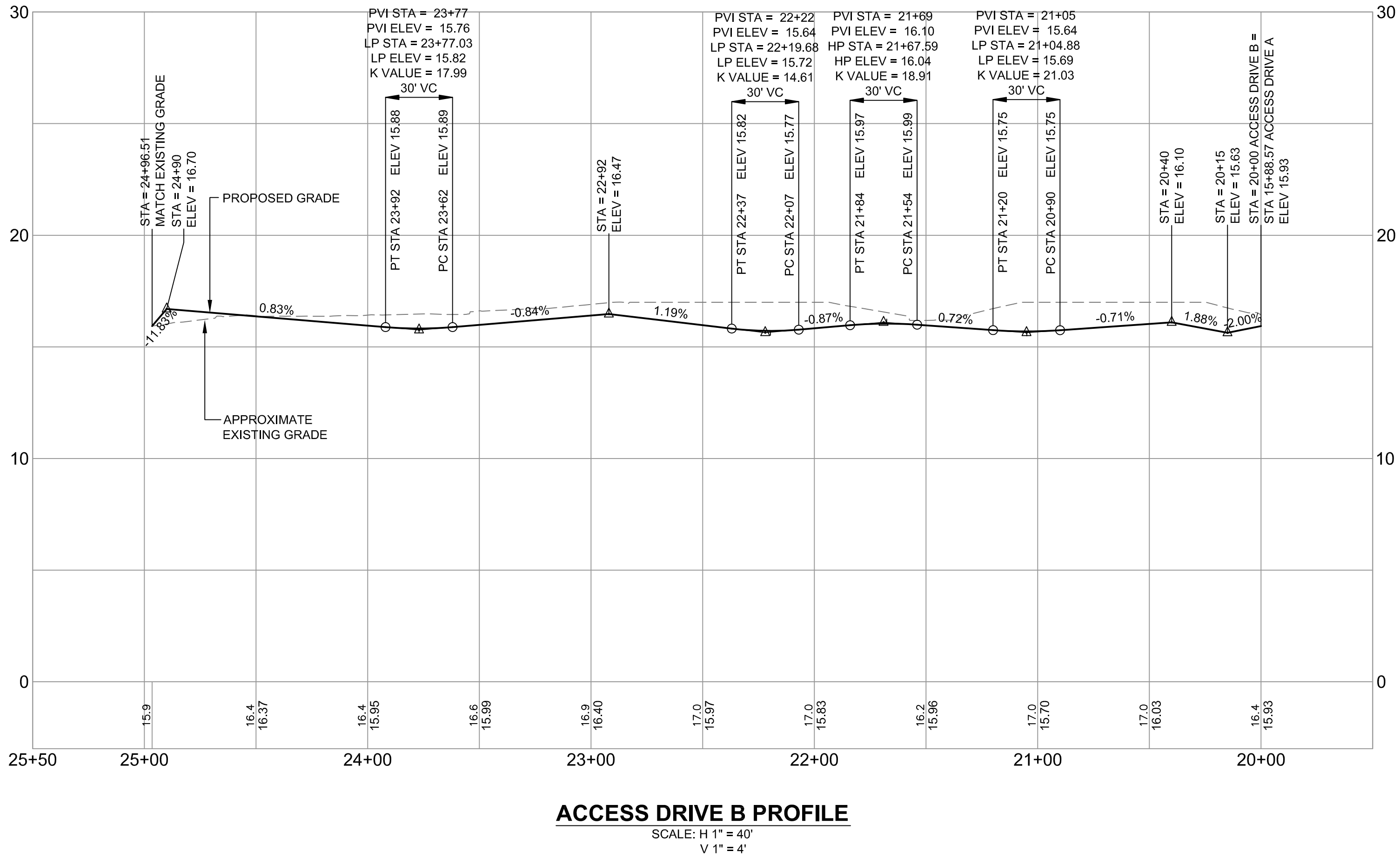
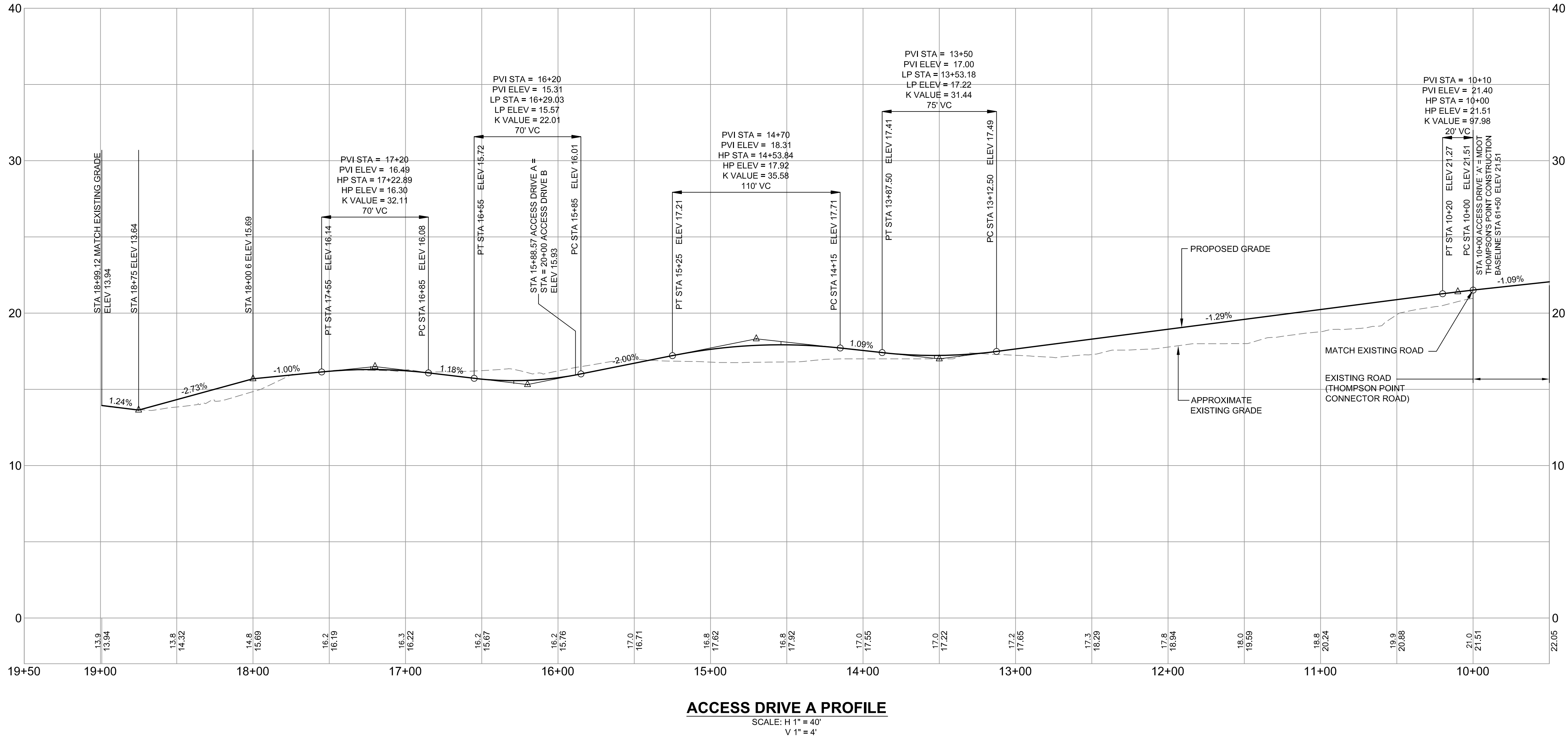
SCALE: H 1" = 30'
V 1" = 3'



ORIENTATION SKETCH

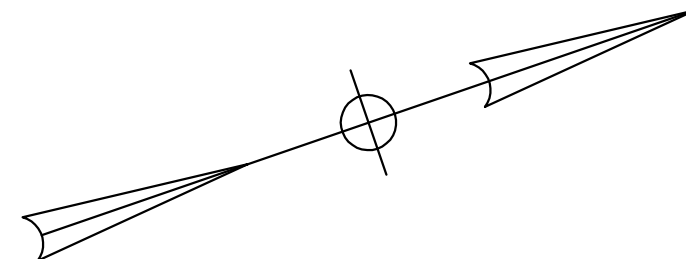
N.T.S.

				PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT		 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST., SUITE 6, SOUTH PORTLAND, ME 04106		
				SHEET TITLE				
				SITE SECTIONS				
				CLIENT				
				FOREFRONT PARTNERS I, LP				
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION	P.E. BOB KENNEDY LIC. #11984	DRAWN: DED	DATE: APRIL 2015	SHEET C-13.0		
REV	DATE	DESCRIPTION		DESIGNED: BEK	SCALE: AS NOTED			
REVISIONS				CHECKED: SRB	JOB NO. 2982.05			
				FILE NAME: 2982.05-BS SITE SECTIONS				



PRELIMINARY - NOT FOR CONSTRUCTION

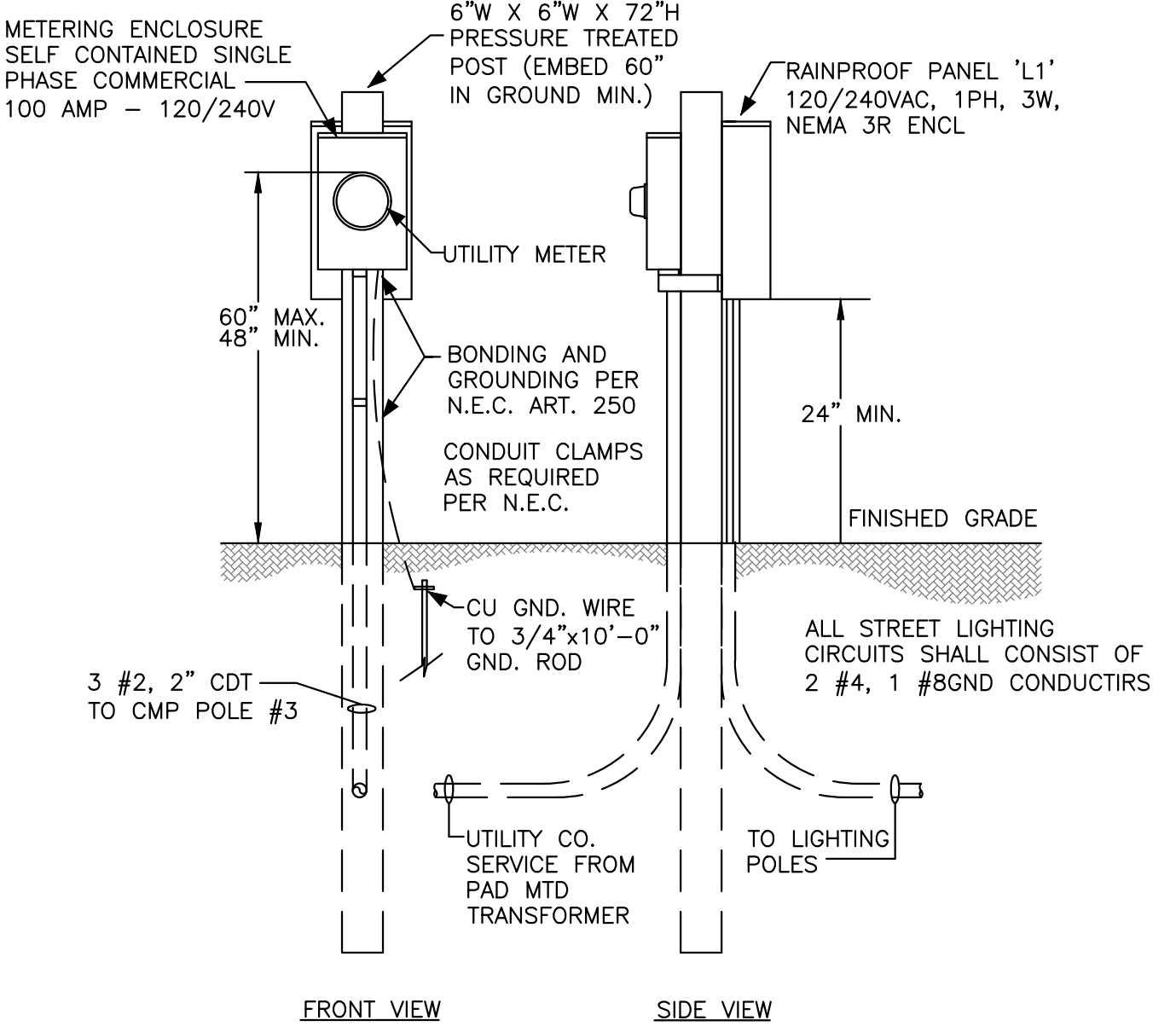
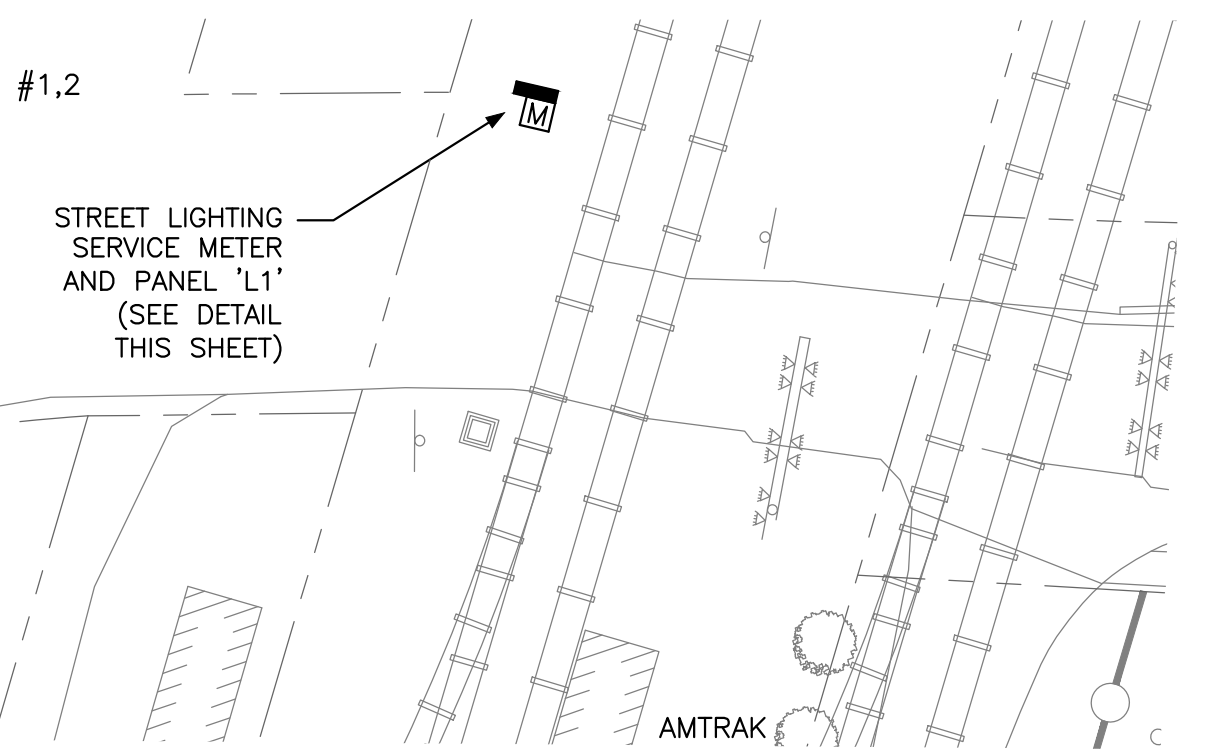
1 09.01.15 FINAL BRICK SOUTH LEVEL III SITE PLAN			STATE OF MAINE PROFESSIONAL ENGINEER NO. 11984 JOHN KENNEDY 11/15/2014	PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT SHEET TITLE ACCESS DRIVE PROFILES		FST FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 6, SOUTH PORTLAND, ME 04106	
REV DATE DESCRIPTION				CLIENT FOREFRONT PARTNERS I, LP			DRAWN: DED DATE: APRIL 2015
REVISIONS				P.E. BOB KENNEDY LIC. #11984			DESIGNED: BEK SCALE: AS NOTED
							CHECKED: SRB JOB NO. 2982.05
					FILE NAME: 2982.05-BN-PROFILE ROADWAY		
					SHEET C-14.0		



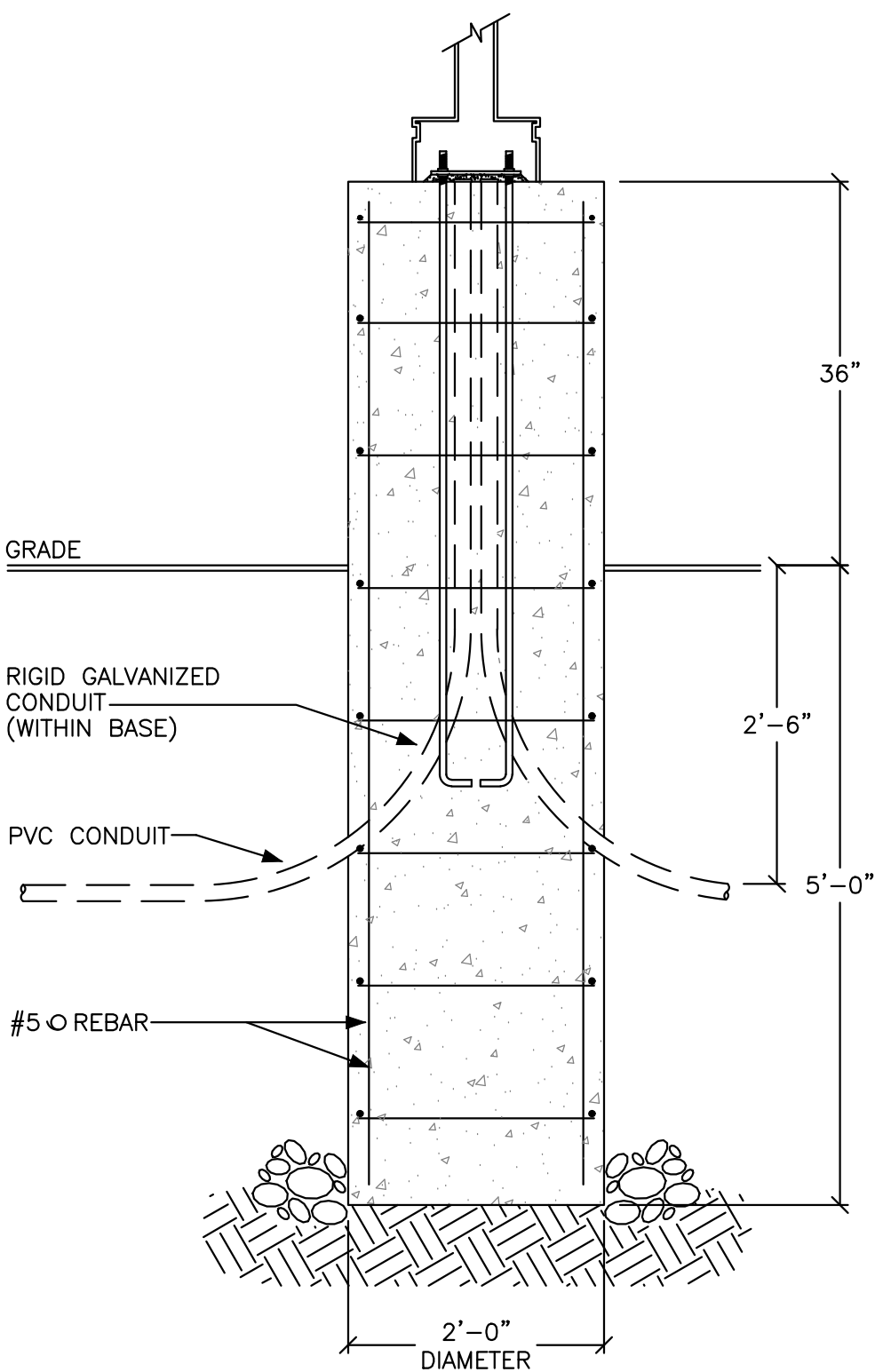
Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

				PROJECT BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
3	09.03.15	REVISED LIGHTING		SHEET TITLE PHOTOMETRIC LIGHTING PLAN	DRAWN: JLC DESIGNED: LEB CHECKED: LEB	DATE: 07/01/2014 SCALE: 1" = 30'-0" JOB NO. 2982.05
2	07.22.14	SUBMITTED FOR UTILITY COMPANY REVIEW			FILE NAME: SHEET E-0.0	
1	07.01.14	SUBMITTED FOR CLIENT REVIEW				
REV	DATE	DESCRIPTION	L. BARTLETT LIC. #7928	CLIENT FOREFRONT PARTNERS I, LP		

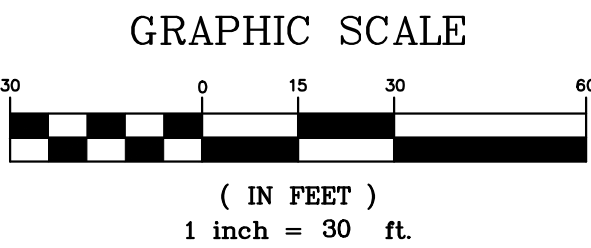
- PHOTOMETRIC LIGHTING PLAN NOTES:
1. CIRCUIT PARKING LOT LIGHTING POLES TO TWO SPARE CIRCUIT BREAKER (CKT #B & #C) IN THE NEAREST PANEL WITHIN BRICK NORTH WITH 2 #6, 1 #8GND, IN A 1-1/2"CDT.
 2. CIRCUIT ALL BUILDING MOUNTED LIGHTS ON BRICK NORTH TO A SPARE CIRCUIT BREAKER (CKT #A) IN THE NEAREST PANEL WITHIN BRICK NORTH WITH 2 #10, 1 #12GND, IN A 3/4"CDT.
 3. CIRCUIT ALL TYPE S8 BUILDING MOUNTED LIGHTS ON BRICK SOUTH TO A SPARE CIRCUIT BREAKER (CKT #D) IN THE NEAREST PANEL WITHIN BRICK SOUTH WITH 2 #10, 1 #12GND, IN A 3/4"CDT.
 4. CIRCUIT ALL TYPE S9 AND TYPE S10 BUILDING MOUNTED LIGHTS ON BRICK SOUTH TO A SPARE CIRCUIT BREAKER (CKT #E) IN THE NEAREST PANEL WITHIN BRICK SOUTH WITH 2 #10, 1 #12GND, IN A 3/4"CDT.
 5. LIGHTING POLE TYPES S2, S3, S4, S5 & S6 SHALL BE MOUNTED ON A 3FT CONCRETE BASE, SEE DETAIL THIS SHEET.
 6. MOUNTING HEIGHTS OF BUILDING MOUNTED LIGHTS ARE INDICATED ON THE DRAWING.



STREET LIGHTING SERVICE METER DETAIL
NOT TO SCALE



LIGHTING POLE BASE DETAIL
NOT TO SCALE



PRELIMINARY

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5560

FST FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

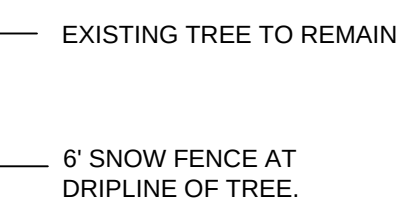
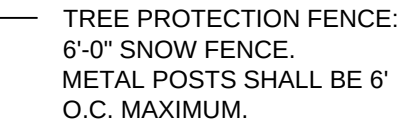
REV	DATE	DESCRIPTION	REVISIONS
3	09.03.15	REVISED LIGHTING	
2	07.22.14	SUBMITTED FOR UTILITY COMPANY REVIEW	
1	07.01.14	SUBMITTED FOR CLIENT REVIEW	

PROJECT	BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT
SHEET TITLE	SITE LIGHTING PLAN
CLIENT	FOREFRONT PARTNERS I, LP

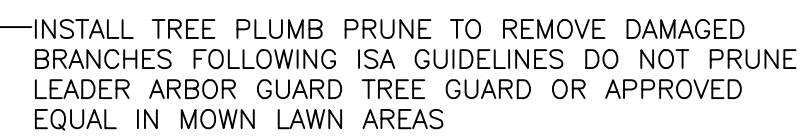
DRAWN: JLC	DATE: 07/01/2014
DESIGNED: LEB	SCALE: 1" = 30'-0"
CHECKED: LEB	JOB NO. 2982.05
FILE NAME:	
SHEET E2.1	

Plan 82

PLANT SCHEDULE - SHRUBS						
QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
132	AU	<i>ARCTOSTAPHYLOS UVA-URS</i>	BEARBERRY	#3	CONT	X
40	CP	<i>COMPTONIA PEREGRINA</i>	SWEETFERN	#2	CONT	X



NOTE:
TREE PROTECTION FENCING TO
REMAIN FOR DURATION OF PROJECT
UNLESS OTHERWISE DIRECTED BY
LANDSCAPE ARCHITECT



- 1 1/2" NYLON WEBBING TIE OR APPROVED
EQUAL

- SPREAD 3" MULCH LAYER TO FULL EXTENT OF CIRCULAR PIT LEAVING 3" BETWEEN MULCH AND ROOT FLARE
- 2" x 3" x 10' PINE STAKES. 2 PER TREE ORIENTED IN EAST/WEST DIRECTION. DO NOT OVERTIGHTEN.

— FORM A 6" DEEP SAUCER AROUND THE TREE FOR WATERING

- PLACE MINIMUM OF 2 FERTILIZER PACKETS NEAR BUT NOT TOUCHING ROOTS

— 6" TO 8" DEEP PLANTING SOIL MIX

— GEOTEXTILE MARKING LAYER, REFER TO
VRAP WORK PLAN PREPARED BY CREDE
ASSOCIATES DATED 9/11/12

— PLACE ROOTBALL ON UNDISTURBED SUBSOIL. CUT AND REMOVE ALL STRINGS, ROPE, BURLAP AND WIRE

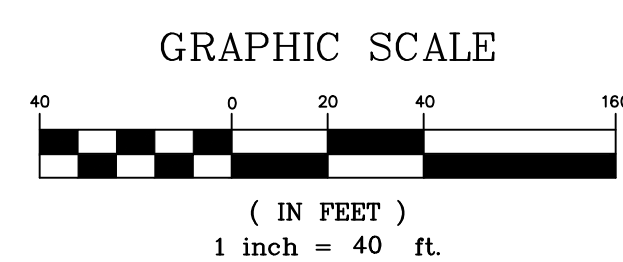
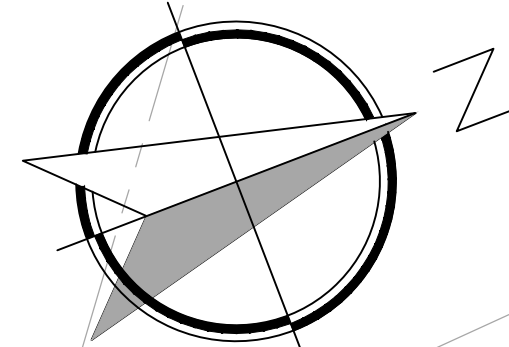
— UNDISTURBED SUBGRADE, IN SITU
MATERIAL

NOTE: SET ROOT FLARE 2" ABOVE FINISHED
GRADE

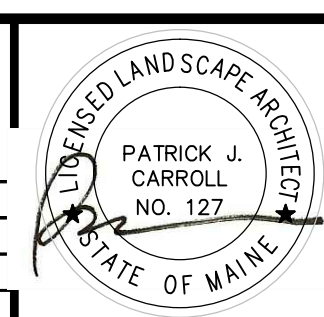
SCALE: N.T.S.

SCALE: N.T.S

1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL REMUNERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
3. ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
5. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
6. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
7. ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
8. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. ALL PLANT BEDS AND TREE WELLS SHALL BE SPADE EDGED, AND SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH. CONTRACTOR SHALL SUBMIT MULCH SAMPLE TO L.A. PRIOR TO INSTALLATION.
10. CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
11. ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 24 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING, WIRE BASKETS, AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
13. ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
14. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
15. CONTRACTOR SHALL STAKE TREES, IF DEEMED NECESSARY BY PROJECT L.A.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE LOAM BACKFILL AS PER THE CONTRACT SPECIFICATIONS.
17. ALL PLANTS SHALL BE WATERED BY THE CONTRACTOR, AS NECESSARY, TO INSURE HEALTH UNTIL FINAL ACCEPTANCE.
18. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.
19. IN GENERAL STREET & PARKING LOT TREES ARE SPACED APPROXIMATELY 45' O.C. - SEE PLAN FOR EXCEPTIONS.
20. TREES SHALL BE PLANTED 6' OFF EDGE OF PAVEMENT WHERE POSSIBLE. TREES IN ESPLANADE SHALL BE CENTERED IN ESPLANADE.
21. ALL DISTURBED AREAS SHALL BE LOAMED AND SEEDED UNLESS OTHERWISE SPECIFIED.



CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

[illegible]

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT
THE FOREFRONT AT THOMPSON'S POINT

LANDSCAPE PLAN

FOREFRONT PARTNERS |, LP

FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
(207) 866-1111

DRAWN: -	DATE: SEPTEMBER 1, 2015
DESIGNED: -	SCALE: -
CHECKED: -	JOB NO. -
FILE NAME: CA-LANDSCAPE-PLAN.DWG	
SHEET L-1.0 -	

From: Christine Grimando
To: Earley, Katherine; Leeman, Bob; Margolis-Pineo, David
CC: Barhydt, Barbara; Levine, Jeff; Mitchell, Greg; O'Brien, Stuart
Date: 1/8/2016 10:34 AM
Subject: Fwd: RE: comments

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov

Ph: (207) 874-8608>>> Katherine Earley 11/25/2015 1:04 PM >>>

Yes - that is the most current position of DPW. Sorry to hear of the postponement Christine; it would be nice to get this off our plates. But - it does give DPW a bit more time to ensure we have crafted the right terms of a maintenance agreement.

Kathi

>>> On 11/24/2015 at 3:47 PM, in message <5654CCD5.8A1 : 62 : 2192>, Christine Grimando wrote:

Hi David,

Since my last, below, I have heard from Kathi that the applicant will be expected to be responsible for general maintenance, since they have sufficiently upped the standards they will be building the road to. I asked for specifications on what's bundled into *General Maintenance*, so I can fully document the terms of the approval and give direction to the applicant as far as preparing plan notes and a maintenance agreement for our review. I still need these specifications, but I am not under the impression that general maintenance includes anything under the public portion of the road, including utilities.

The application was to be reviewed tonight, and I had indicated that these details would be hammered out as a condition of approval, but now we have a little more time to conclude this issue before the application goes before the Planning Board.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov

Ph: (207) 874-8608>>> David Margolis-Pineo 11/24/2015 12:44 PM >>>

Christine,

Sorry I'm just getting to this. I believe your response is acceptable to all. It is my understanding the City will own the land on which the roadway sits as a requirement of the EDA grant. However the maintenance of the road and utilities located within the road will be the applicant's responsibility.

>>> Christine Grimando 11/18/2015 5:16 PM >>>

Hi David,

I'm forwarding comments I received from the applicant. They are not in agreement. I believe the two issues they have are: 1) they don't believe they should be responsible for maintenance under the roadway, and 2), since they are building this road to a higher standard than they initially anticipated, they are questioning whether they should have to do maintenance at all. My understanding of both these questions is that maintenance on the part of the applicant has been expected all along. If the final road design standards impact this discussion either way, including expectations for under-road infrastructure, please let me know. If we need to meet on this prior to Tuesday's meeting, I will do my best to get everyone in one room, whoever you think needs to be there. The Planning Board report I am writing right this moment will reflect the most recent comments received from your department until and unless there is another agreement made with the applicant.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608>>> "Bo Kennedy" <BKennedy@fstinc.com> 11/13/2015 4:56 PM >>>

My thoughts below in RED

Bo E. Kennedy, P.E.

FST, now Stantec
778 Main Street, Suite 8, South Portland, ME 04106
Direct: 207-775-1121
Phone: 207-775-1121 x4108
BKennedy@fstinc.com (<mailto:bkennedy@fstinc.com>)

FST is now part of the Stantec Family.

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ü Please consider the environment before printing this email.

From: Chris Thompson [<mailto:parallaxpartners@gmail.com>]

Sent: Friday, November 13, 2015 4:48 PM

To: Bo Kennedy

Cc: Jed Troubh; Christine Grimando; Greg Mitchell

Subject: Re: comments

Bo, couple comments on this letter. I'm cc'ing Greg Mitchell too as I just talked with him about an hour and a half ago.

comment 2: Fine in general -- but what about the City's storm water outflow pipes etc. -- I don't want to be responsible for infrastructure items under the road that we wouldn't normally be responsible for. That was not the deal. The deal is maintenance of the roadway, etc. The sentence should end at "roadway maintenance."

I think this has more to do with private sanitary and gas which the EDA did not pay for. The storm drainage is an unknown in that it was originally ours the city was tying into anyway. The watermain will be owned and maintained by the PWD.

comment 3: the City's argument for having us take on maintenance is that we are deviating from the standards of the roadway just built by the EDA. If we are going to match those standards (including changing to granite curbing as per #5 and #6) then on what basis is the City arguing that we should be responsible for maintenance? This response from DPS is not consistent with my discussion with Greg.

comment 7: we and DPS determined long ago that no such upgrade to the pump station is required; I believe we have that in writing somewhere. I don't know how this made its way into a subsequent approval but I do not believe that this remains an open question. In fact, that particular sum designated to pay for a pump station upgrade was extracted from the original EDA grant with the City's blessing for precisely that reason. Greg can attest to this. I would request that this be removed from the letter, or corrected. As to providing new information regarding flows, I assume we can prepare that in satisfactory form next week.

Our office provided update flows in our comment response letter provided to the city earlier this week.

comment 8: the pipe is already going in since the EDA extension has already been authorized to proceed, and the pipe specified met MDOT requirements -- I assume we are OK here?

I concur

Thanks -- Christine, perhaps we can talk on Monday so we can resolve this.

All the best,

Chris

On Fri, Nov 13, 2015 at 4:35 PM, Christine Grimando <CDG@portlandmaine.gov> wrote:

Bo, Chris,

Updated DPS comments attached.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608 (tel:%28207%29%20874-8608)

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--

Chris Thompson, Ph.D.
Thompson's Point Development Company

501 Danforth Street, Portland, ME 04102

cell: 207.347.1614
parallaxpartners@gmail.com

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Do you really need to print this e-mail ? Think green...

From: Christine Grimando
To: Earley, Katherine; Leeman, Bob; Margolis-Pineo, David
CC: Barhydt, Barbara; Levine, Jeff; Mitchell, Greg; O'Brien, Stuart
Date: 1/8/2016 10:36 AM
Subject: Re: Fwd: RE: comments (EDA roadway Thompson's Pt)

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov

Ph: (207) 874-8608>>> Christine Grimando 11/19/2015 4:46 PM >>>

Thank you, Steve. I think the open question right now is agreeing to what the expectations for general maintenance are. If there are still expectations beyond general maintenance, please let me know, but I think Kathi's last indicated the need for other aspects of maintenance had gone away. Coming to a conclusion regarding expectations for the applicant for this EDA extension has been challenging so far, which is all the more reason to have an explicit list of what maintenance expectations are going forward, and in the eventual agreement.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov

Ph: (207) 874-8608>>> Steven Earley 11/19/2015 4:03 PM >>>

I do not have any experience drafting a maintenance agreement, but if they are not building the road to our standards, the agreement should include all street, sidewalk sewer, and storm water responsibility up to and including addressing and/or reconstructing failures of any of these systems. And it should include general maintenance like what Kathi described.

Steve

>>> Katherine Earley 11/19/15 13:46 PM >>>

I don't dare....so I defer to Operations professionals and David for any past experience he's had with drafting up such agreements. Essentially it's about tasks such as winter maintenance, street sweeping, weed control, and possibly trash pickup.
Kathi

>>> On 11/19/2015 at 10:35 AM, in message <564DEC2D.5F3 : 62 : 2192>, Christine Grimando wrote:

Kathi,

Thank you for your response. Would you mind indulging me and indicating what specifically standard practice for maintenance includes? So I can be very clear to the Planning Board, the applicant, the drafting of future agreements, etc.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

cdg@portlandmaine.gov

Ph: (207) 874-8608>>> Katherine Earley 11/19/2015 8:55 AM >>>

Hello:

Based on my quick review of this e-mail, and re-reading David's 11/13/15 comments again; it appears that two theories crossed the threshold at roughly the same time - causing inconsistency.

1. The roadway design features submitted for review deviated from the City's Technical Standards in a few key ways; including curb material & reveal, and depth of asphalt. On this basis we held a strong position that the only way we could support that design was if the applicant maintained the entire street structure in perpetuity, including any capital investment over time. That formed the basis for the discussion held between Chris and Greg.
2. In parallel, David and Bo worked up a different end result for roadway design features - which met or exceeded the City's Technical Standards except for a relocated turnaround, the fact that stormwater is discharged to a private system, and (possibly) specific manhole details per our comment #4.

So - it would appear that once we have as-built plans that verify City road construction Technical Standards are in fact met or exceeded, and a solution is reached for 'public' stormwater to be discharged to a private system; there will be no need for the applicant to have responsibility for capital investment over time, and their maintenance obligation can be limited to standard practice given that the City will not have a turnaround at the end of the eventual public street section.

(BTW - David is in a training session all day today.)

Kathi

>>> On 11/18/2015 at 5:16 PM, in message <564CF8D1.8A1 : 62 : 2192>, Christine Grimando wrote:

Hi David,

I'm forwarding comments I received from the applicant. They are not in agreement. I believe the two issues they have are: 1) they don't believe they should be responsible for maintenance under the roadway, and 2), since they are building this road to a higher standard than they initially anticipated, they are questioning whether they should have to do maintenance at all. My understanding of both these questions is that maintenance on the part of the applicant has been expected all along. If the final road design standards impact this discussion either way, including expectations for under-road infrastructure, please let me know. If we need to meet on this prior to Tuesday's meeting, I will do my best to get everyone in one room, whoever you think needs to be there. The Planning Board report I am writing right this moment will reflect the most recent comments received from your department until and unless there is another agreement made with the applicant.

Christine

Christine Grimando, AICP

Senior Planner

Planning & Urban Development Department

389 Congress Street

Portland, Maine 04101

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Ph: (207) 874-8608>>> "Bo Kennedy" <BKennedy@fstinc.com> 11/13/2015 4:56 PM >>>

My thoughts below in RED

Bo E. Kennedy, P.E.

FST, now Stantec

778 Main Street, Suite 8, South Portland, ME 04106

Direct: 207-775-1121

Phone: 207-775-1121 x4108

BKennedy@fstinc.com (mailto:bkennedy@fstinc.com)

FST is now part of the Stantec Family.

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ü Please consider the environment before printing this email.

From: Chris Thompson [mailto:parallaxpartners@gmail.com]

Sent: Friday, November 13, 2015 4:48 PM

To: Bo Kennedy

Cc: Jed Troubh; Christine Grimando; Greg Mitchell

Subject: Re: comments

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I concur

Thanks -- Christine, perhaps we can talk on Monday so we can resolve this.

All the best,

Chris

On Fri, Nov 13, 2015 at 4:35 PM, Christine Grimando <CDG@portlandmaine.gov> wrote:

Bo, Chris,

Updated DPS comments attached.

Christine

Christine Grimando, AICP

Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608 (tel:%28207%29%20874-8608)

24 24

--

Chris Thompson, Ph.D.
Thompson's Point Development Company

501 Danforth Street, Portland, ME 04102

cell: 207.347.1614
parallaxpartners@gmail.com

CONFIDENTIALITY_NOTICE:

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Do you really need to print this e-mail ? Think green...

From: Katherine Earley
To: Margolis-Pineo, David
CC: Barhydt, Barbara; Grimando, Christine
Date: 11/13/2015 1:00 PM
Subject: Re: Final Comments - Proposed Road Extension - Thompson's Point

Thank you David - even better outcomes than we thought earlier today!
Christine - we will want to stay close as that 'maintenance agreement' gets drafted up and review language before it's acted upon.
Will that require a City Council action do you know?

Kathi

>>> On 11/13/2015 at 12:51 PM, in message <5646232D.E5F : 253 : 2070>, David Margolis-Pineo wrote:

ENGINEERING DIVISION
Portland Department of Public Services
55 Portland Street
Portland, ME 04101

M E M O

TO: Christine Grimando
Barbara Barhydt
FROM: Mike Farmer, Project Engineer
David Margolis-Pineo
DATE: Oct. 13, 2015
Nov. 13, 2015
RE: Thompson's Point Project

I am submitting the following final comments, on behalf of the Engineering Division, regarding the Thompson's Point project. These comments are based on the plan set dated September 2015 on the cover sheet, although many of the sheets in the set are dated April, 2015 and through conversations and emails with the applicant's engineer Bo Kennedy.

The latest concept of the project apparently envisions a future public street extending several hundred feet south of the railroad track. The survey information on the so called conceptual subdivision plan does not have enough detail to define a street that will ultimately be accepted by the City. The scale of the conceptual subdivision is relatively small, which makes the survey data on the plan difficult to read. We recommend that a separate plan and profile sheet be prepared for the public street portion to show all the relevant information for street acceptance on one sheet, including survey detail and the turnaround easement mentioned in previous project approval letters. The subdivision plan should show all the survey information for the street extension and the turnaround easement. The subdivision plan should be drawn at a bigger scale, so it is easier to show the detail.

It is my understanding in talking with the applicant's engineer Bo Kennedy on 11-13-15 that this item has now been addressed. Assuming that some part of the road into Thompson's Point is intended to become a public street, what is the developer's intent regarding ownership of the sewer system and storm drain system in the public street? The current plan shows storm runoff from the street entering the site stormwater system, which I assume will be privately owned. If this is the case, the City may want to acquire easement rights to allow runoff from a City street to be discharged into a private storm drain system.

Again, my understanding in talking with the applicant's engineer Bo Kennedy on 11-13-15 is that the applicant will execute an agreement, have it recorded with the deed and stated on the Plot Plan that the applicant or abutting property owners will be responsible in perpetuity for the roadway maintenance as well as all infrastructure in and under the roadway. None of the roadway pavement cross sections shown on the plans meet the requirements for a commercial/industrial City street. For the portion of the new street that the developer wants the City to accept, the pavement structure (for a commercial or industrial street) should be as follows.

- 18" depth of subbase gravel (Type D)
- 3" depth of aggregate base gravel, crushed (Type A or B)
- Base Pavement: 3" thickness of 19 MM HMA
- Surface Pavement: 2" thickness of 12.5 MM HMA

In an email received from Bo Kennedy dated 11-13-15, Bo stated: Forefront Partners would support construction of the roadway section as a literal extension of the current EDA roadway design. MDOT was more comfortable with those design parameters (ie granite curb, 24" gravel, 6" bit pave. Etc etc.) and so the only change in the design is the roadway widths. This Department is agreeable to using those design standards. If the developer wants the City to accept any part of the sewer or storm drain system, the manhole detail on the plans should be changed to show 3 to 8 courses of brick under the manhole frame (not

1-2).

See comment to Item 2 above. The plans specify a curb reveal of 6 inches for vertical granite curb. The curb reveal should be 7 inches on the portion of the street that the City accepts.

Curbing will be installed with a seven inch reveal. Cross sections AA and BB on sheet C-8.8 indicate that concrete curbing is proposed. The curbing should be granite for a street the City will accept.

Granite curbing will be used on the proposed road extension. No information on wastewater flows has been provided on this application. Sewer system capacity should not be an issue with this application because the estimated wastewater flows from this phase of development should be considerably less than the estimated wastewater flow that the City essentially agreed to accept as a result of the June 15, 2012 project approval letter. Sewer capacity notwithstanding, previous approval letters for this project included several requirements regarding wastewater. The applicant should address these requirements as part of this development application. The Jan. 6, 2013 approval letter required the developer to do the following: revise the wastewater flow projections for the project, determine necessity and status of improvements to the PWD wastewater pump station on Thompson's Point, and make a contribution to facilitate the pump station improvements. The June 19, 2013 project approval letter lists 6 specific requirements regarding sewer service for the project. As part of this application, the applicant should report on its work to meet the above mentioned requirements for the project.

No response to this comment was received from the applicant.

The Department of Public Services have no further comments.

From: Tom Errico <thomas.errico@tylin.com>
To: Christine Grimando <CDG@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>
Date: 1/7/2016 12:04 PM
Subject: Thompson's Point - Additional Final Traffic Comments

Christine - As noted in my November 19, 2015 comments, I find the project to be acceptable from a traffic perspective. This email is intended to respond to specific traffic design waiver requests regarding City's standards, as documented by the applicant.

* The applicant is requesting a waiver as it relates to the angle of the Parking Garage Entrance. Given the direction of most traffic movements, the proposed design would be expected to operate adequately and therefore I support a waiver.

* The applicant is requesting a waiver for use of the public street for delivery truck maneuvers. Given that few large truck deliveries are anticipated for the proposed office building, I support a waiver.

* The current Level III Site Plan for the Brick North/South phase does not include a sidewalk on the east side of Thompson's Point Road Extension. I support a waiver for building this sidewalk under this phase with the condition that the applicant will be responsible for construction of a sidewalk (and any necessary improvements to the Thompson's Point Road Extension) during the construction of Building H/F1, as depicted on the overall site plan.

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)
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Visit us online at www.tylin.com<http://www.tylin.com>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: Tom Errico <thomas.errico@tylin.com>
To: Christine Grimando <CDG@portlandmaine.gov>, "Margolis-Pineo, David" <DMP@portlandmaine.gov>
CC: "Barhydt, Barbara" <BAB@portlandmaine.gov>, "Bartlett, Jeremiah" <JBartlett@portlandmaine.gov>, "Earley, Katherine" <KAS@portlandmaine.gov>, "O'Brien, Stuart" <SGO@portlandmaine.gov>, "Tarling, Jeff" <JST@portlandmaine.gov>
Date: 1/7/2016 3:40 PM
Subject: RE: Thompson's Point - Additional Final Traffic Comments

Hi Christine – My expectation was that David was going to provide waiver language for the items noted below. The one item that he may want me to address is the roadway width item. As noted yesterday, I'm comfortable with their proposed roadway cross-section.

Thanks

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International] T.Y. Lin International
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Visit us online at www.tylin.com <http://www.tylin.com>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: Christine Grimando [mailto:CDG@portlandmaine.gov]
Sent: Thursday, January 07, 2016 3:27 PM
To: Tom Errico <thomas.errico@tylin.com>; Margolis-Pineo, David <DMP@portlandmaine.gov>
Cc: Barhydt, Barbara <BAB@portlandmaine.gov>; Bartlett, Jeremiah <JBartlett@portlandmaine.gov>; Earley, Katherine <KAS@portlandmaine.gov>; O'Brien, Stuart <SGO@portlandmaine.gov>; Tarling, Jeff <JST@portlandmaine.gov>
Subject: Re: Thompson's Point - Additional Final Traffic Comments

Thank you, Tom. Of the applicant's annotated list of items that need waivers, there are 4 remaining (full list is page 2 of attached cover letter) that are left for DPW waiver support or other comment.

- 1: Dead-end turnaround at end of street. This is being requested because maintenance is being picked up by property owner for remaining length of public ROW, therefore turnaround occurs before the end of the public ROW (C-3.0 Site Layout Plan_3.pdf shows this most clearly).
- 2: Min. Agg. Base Course 3"- applicant requesting waiver because they are not using gravel and the aggregate subbase exceeds City minimum.
- 3: Roadway Width 40". Road width varies from 30-39 ft. Waiver from Collector Road min. width standard requested.
- 4: Min. Esplanade width of 5 ft., 4 ft is provided.

None of these items are changes to what has been previously agreed to as a road design in recent discussions between the applicant's engineer and DPW. This list from the applicant is solely an itemization I requested from the applicant so that there will be a record of how the design diverges from City standards. This will help produce a clear Planning approval, and hopefully also be useful when the road is being put forth for City acceptance. Before I can make recommendations to the Planning Board regarding waivers, I will need some weigh-in on the remaining four items. The Planning Board report goes out tomorrow morning. None of the attached materials should be new information (except that the cross sections are details we requested and received in late December), but in the event there are any problems, concerns, or surprises, please let me know as soon as possible.

Thanks very much.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department

389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov<mailto:cdg@portlandmaine.gov>
Ph: (207) 874-8608

>>> Tom Errico <thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>> 1/7/2016 12:04 PM >>>

Christine – As noted in my November 19, 2015 comments, I find the project to be acceptable from a traffic perspective. This email is intended to respond to specific traffic design waiver requests regarding City's standards, as documented by the applicant.

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If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International
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Twitter | Facebook | LinkedIn | YouTube

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--

From: Jeff Tarling
To: Christine Grimando
CC: David Margolis-Pineo; Tom Errico
Date: 1/6/2016 3:10 PM
Subject: Re: Thompson's Point

Hi Christine -

The distance between the sidewalk & street should be a minimum of 4' if trees are to be planted in this space.

The project proposes larger caliper trees 2.5" - 3" for early impact, I would recommend smaller 2" trees to better grow into the space; per ANSI Landscape spec a 3" diameter tree would have a minimum of 32" rootball which leaves only 8" back of curb and back of sidewalk for the tree pit. The section we are looking at proposes Swamp White Oaks.

>>> Christine Grimando 1/6/2016 2:59 PM >>>
Hi Jeff,

The landscape plans are attached, as well as the overall site plan. I don't believe any changes have been proposed since you previously signed off on this plan. The change is that a section of road is being proposed for eventual City acceptance - the only new aspect needing review (but if anything strikes you as not what you previously agreed to, please let me know) is this section, in light of it being a future City ROW. The fill site plan includes a call-out of the future City ROW limits, so you can zero in on the area.

Thank you.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608

From: Jeff Tarling
To: Barbara Barhydt ; Christine Grimando; Helen Donaldson; Jean Fraser; Philip DiPierro; Rick Knowland; Shukria Wiar
Date: 1/6/2016 3:12 PM
Subject: Nursery Standards (Landscape)

This pdf is helpful as it is the standard we site on landscape specs :

http://americanhort.org/documents/ansi_nursery_stock_standards_americanhort_2014.pdf



Stantec Consulting Services Inc.
778 Main Street Suite 8, South Portland ME 04106-5447



December 23, 2015

Ms.Christine Grimando, Senior Planner

Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: The Forefront at Thompson's Point – Road Details and Specifications
Subdivision and Brick South Site Plan Application Letter of Response**

Dear Christine:

Pursuant to the City's request for additional information regarding the technical specifications of the Thompson's Point Road Extension, our office has revised the Subdivision and Brick South Level III Cross Section Plans and Site Plans to reflect the MaineDOT Roadway design used to construct Thompson's Point Connector Road. A Cross Section Plan with roadway details prepared by Gorill-Palmer on behalf of MaineDOT is enclosed to demonstrate the basis of design and construction. Additional plans from the MaineDOT set is on file with the City; however, available from us upon request.

In addition to the plans, a compiled list of all City of Portland Technical Standards for Roadways is enclosed with this letter. The list is applicable to the proposed portion of Public Roadway Extension only (Station 10+00 to Station 12+52). Stantec has identified any required waivers. Most of these waivers have already been granted for the offsite roadway work being administered by MaineDOT and should be applied to this portion of our project. A couple waivers pertain to specific driveway conditions associated with Forefront Development.

If you have any questions, or require additional information, please contact our office.

Regards,

STANTEC CONSULTING SERVICES INC.

Bo Kennedy, P.E.
Senior Civil Engineer
Phone: 207-775-1121
Fax: 207-879-0896
bkennedy@fstinc.com

Enclosures

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners I, LP

Summary of Compliance with City of Portland Technical Standards
Evaluation of New Public Roadway (Station 10+00 to Sta 12+52)

Section ID	Requirement	Provided	Meets Criteria (Yes or No)	Discussion
1.3	Horizontal Alignments of Streets			
	Horizontal Curve > 110'	360 ft	Yes	
	100 FT Long Straight between Reverse Curves for Radius < 200 FT	N/A	N/A	
	Street Intersections @ 90 deg	N/A	N/A	
	Dead Ends Shall have Turnaround at the end of the street	Turnaround Provided 188 Ft from End	No	Needs a Waiver to Location of Turnaround
	Street Intersections shall not have more than four legs	N/A	N/A	
	Distance between intersections per Chart	N/A	N/A	
1.4	Street Grades			
	Max street grade 8%	1.29%	Yes	
	Min. street grade 0.5%	1.09%	Yes	
	Cross slope for local streets 3%; all other roads 2%	2%	Yes	
	Sidewalk cross slopes 2%	2%	Yes	
	Max. street grade at intersection 3%	N/A	N/A	
1.5	Vertical Alignment			
	Min. Vertical Curve On Crest K=30	97.98	Yes	
	Min. Vertical Curve On Sag K=40	N/A	N/A	
1.6	Sight Distance			
	Min. driveway sight distance 200 ft (25 MPH)	> 200 FT	Yes	
1.7	Driveway Design			
	Driveways @ 90 deg (or <75 deg and >105 deg.	62 Deg (Parking Garage Entrance)	No	Parking Garage Entrance May Require Waiver, To be determined at Site Plan Application
	Min. Driveway width (two way) 20 ft -24 ft	22 FT	Yes	
	Max. Driveway width (two way) 36 ft	35 FT	Yes	
	Granite Curb on Driveway Radius	Granite	Yes	
	Min. Driveway Separation 100 ft	111 FT	Yes	
	Max. of two driveways per lot	2 Driveways to Lot 4	Yes	
	Off Street Vehicular Circulation	WB-62 will be required to use public Street to back up to loading dock on Lot 16	No	
1.8	Sidewalks and Driveway Aprons			
	Brick or Paved Driveway apron	Bituminous Pavement DW Apron	Yes	
	Paved Sidewalks	Bituminous Pavement Sidewalk	Yes	
	Min. Sidewalk width 5 ft	8 FT	Yes	
	Running slope no steeper than adjacent street	Yes	Yes	
	Max. cross slope 2%	2%	Yes	
	Accessible sidewalk Ramps	Yes	Yes	
1.8.4	Sidewalk Ramps			
	Max. running slope 8.33%	Yes	Yes	
	Max cross slope 2%	Yes	Yes	
	Min. Width 4 ft	8 FT	Yes	
	Truncated Domes required	Yes	Yes	
	Min. Landings 48" by 48"	8 FT X 4 FT	Yes	
	Perpendicular to curb line and parallel to crosswalk	Yes	Yes	
1.1	Surface and Aggregates			
	Meet MDOT Specifications	Yes	Yes	
	Min. Wearing Course 1.5"	1.5"	Yes	
	Min. Base Course 2.5"	4.5"	Yes	
	Min. Agg. Base Course 3"	0"	No	Waiver Required. MDOT Does not use Base Course Gravel. Agg. Subbase exceeds Min.
	Min. Agg. SubBase Course 18"	24"	Yes	
Fig. I-2	Collector Street Cross Section			
	ROW Width 60 FT	60 FT	Yes	
	Roadway Width 40 FT	30 - 39 FT	No	Waiver from Collector Road Required
	Min. Esplanade Width 5 FT	4 FT	No	
	Min. Sidewalk Width 5 FT	8 FT	Yes	Waiver Required
	Sidewalk on Both Sides	Yes (Overall Subdivision) No (Brick South Level III Site Plan)	Yes	



Stantec Consulting Services Inc.
778 Main Street Suite 8, South Portland ME 04106-5447



January 6, 2016

Ms. Christine Grimando, Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: The Forefront at Thompson's Point – Level III Site Plan Application
Minor Revision Brick South Layout Plan and Elevations**

Dear Christine:

On behalf of Forefront Partners, I LP our office would like to submit the enclosed Plan Sheet C-3.0 Site Layout Plan associated with the Level III Brick South Site Plan application. This plan has been revised to include an 8'x20' Concrete Pad for the storage of CO2 tanks and chiller equipment on the North Side of Brick North. This equipment will serve the brewery tenant in the Brick North building.

Additionally, enclosed with this letter we have included updated Brick South Building elevations with a new opening schedule. The intent is to replace some of the openings previously depicted as windows with a faux glass infill intended to replicate glass windows but eliminate the need for most event users having to cover the windows with large shades.

Please contact me with any questions regarding this matter. Our office looks forward to presenting to the board next Tuesday.

Regards,

STANTEC CONSULTING SERVICES INC.

Bo Kennedy, P.E.
Senior Civil Engineer
Phone: 207-775-1121
Fax: 207-879-0896
bkennedy@fstinc.com

Enclosure – Revised Plan Sheets C-3.0, A200 and A201

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners I, LP

R:\2982.05 Amended Site Plan Part II\Admin\Permitting\Brick South Level III-Site Plan\2982.05 2016.01.06 Grimando (BS Minor Revision).docx



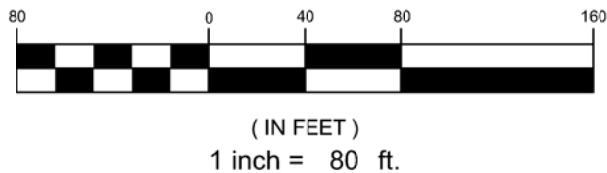
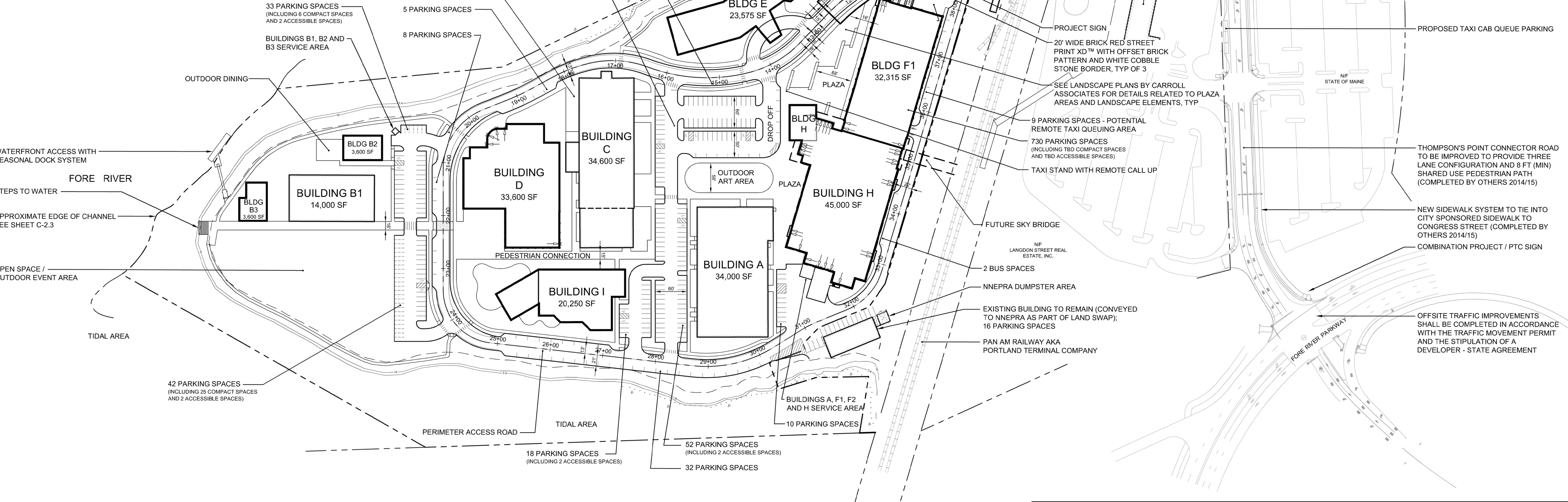
ZONING SPACE AND BULK SUMMARY		
ZONE:	B-5 URBAN COMMERCIAL BUSINESS ZONE	
	REQUIREMENT	PROVIDED
MINIMUM LOT SIZE	NONE	SEE SUBDIVISION PLAN C-2.1
MINIMUM FRONTAGE	NONE	185.84
YARD DIMENSIONS		
FRONT SETBACK	NONE	N/A
SIDE SETBACK	NONE	N/A
REAR SETBACK	NONE	N/A
MAXIMUM LOT COVERAGE	100%	55% ±
MAXIMUM BUILDING HEIGHT	120 FT	120 FT

PARKING SUMMARY				
PARKING REQUIREMENTS ARE DETERMINED BY THE PLANNING BOARD AS STATED IN SEC 14-332.2.C "SITE PLANS OVER 50,000 SQUARE FEET" - REFER TO RICH ASSOCIATES PARKING ANALYSIS FOR PARKING RECOMMENDATIONS				
AREA	STANDARD	COMPACT	ACCESSIBLE	TOTAL
PANHANDLE	271	7	8	286
GARAGE F1	730	0	0	730
PENINSULA	263	31	16	310
TOTAL	1264	38	24	1326*

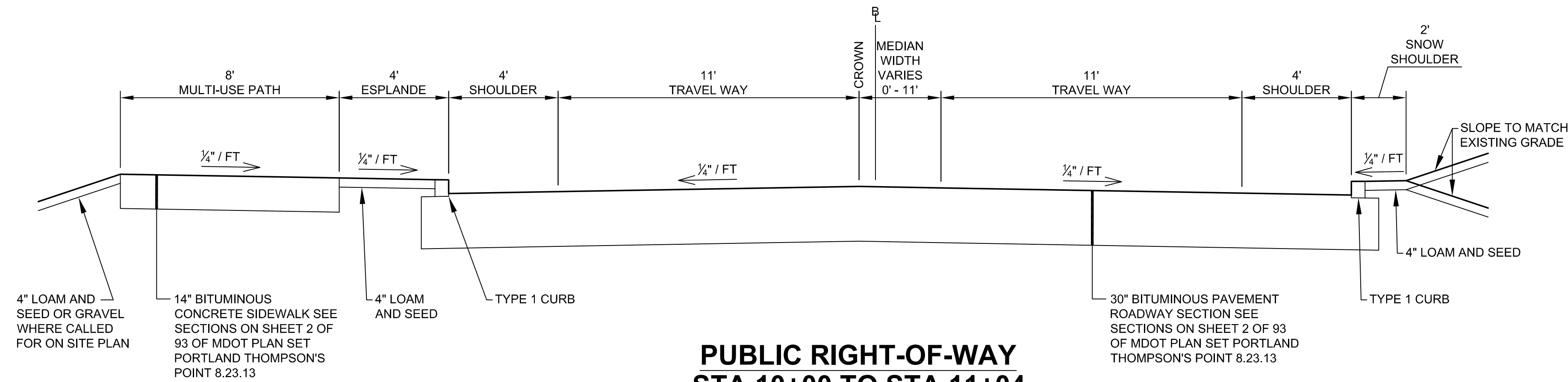
B-5 ZONE OFF STREET BICYCLE PARKING WILL BE PROVIDED THROUGHOUT THE SITE AND IDENTIFIED ON SUBSEQUENT LEVEL III SITE PLAN SUBMISSION

* PARKING COULD BE AS MUCH AS 1790 SHOULD THE DEMAND OF J1 AND J2 RESIDENTIAL UNITS REQUIRE IT

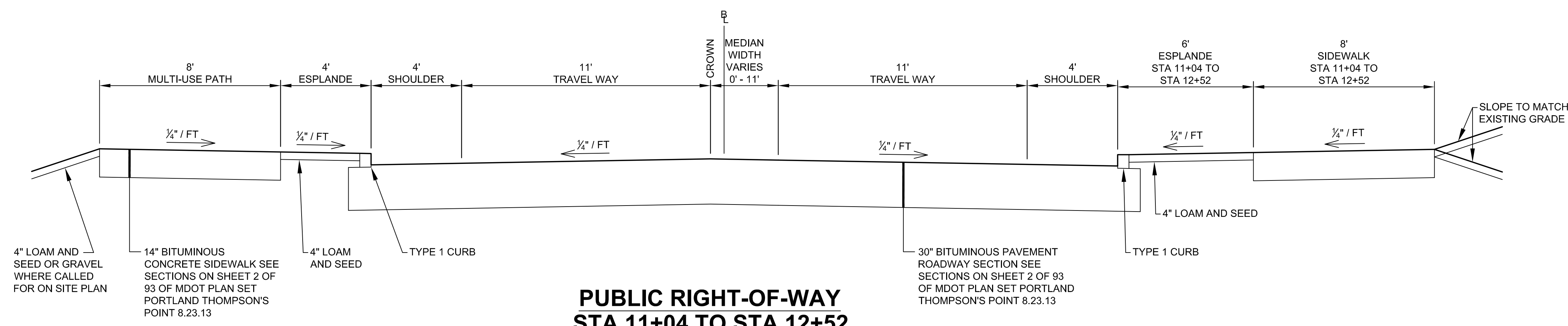
BUILDING SUMMARY					
BUILDING	USE	HEIGHT	GROSS S.F.	FOOTPRINT S.F.	OTHER
A	MIXED USE	EXISTING	38,000	34,000	EXISTING BRICK BUILDING TO REMAIN
B1	MULTI-PURPOSE	EXISTING	14,000	14,000	EXISTING BUILDING TO REMAIN
B2	RESTAURANT	1 FLOOR	3,600	3,600	
B3	ANCILLARY TO B1	1 FLOOR	3,600	3,600	
C	EVENT SPACE	1 FLOOR	34,600	34,600	EXISTING BUILDING TO REMAIN 2,500 PERSON EVENT SPACE
D	GYM / EDUCATIONAL SPORTS MEDICINE	1 FLOOR / 2 FLOORS	41,000	33,600	
E	HOTEL / CONDO / RESTAURANT	120 FT	70,000	22,585	125 ROOMS / 24 UNITS
F1	GARAGE	5 FLOORS	161575	32,315	730 SPACES
F2				1,530	
G	OFFICE	9 FLOORS	180,000	22,350	
H	EVENT CENTER	80 FT	63,000	47,564	
I	CULTURAL CENTER	2 - 3 FLOORS	40,000	20,250	
J1	CONDOS	6 FLOORS	160,000	30,000	160 UNITS
J2	CONDOS	TBD	196,500	19,650	160 UNITS



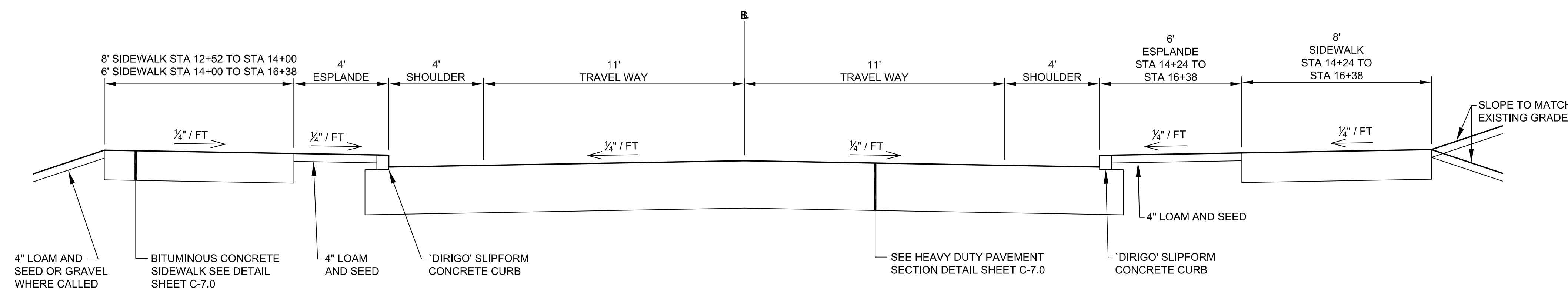
				PROJECT THE FOREFRONT AT THOMPSON'S POINT		FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE OVERALL SITE PLAN		DRAWN: DED DATE: SEPT 2014	
				CLIENT FOREFRONT PARTNERS I, LP		DESIGNED: BEK SCALE: 1" = 80'	
				REVISIONS		CHECKED: SRB JOB NO.: SP-M007B	
				P.E. BO E. KENNEDY LIC. #11994		FILE NAME: 2982.05-SUB SITE LAYOUT	
						SHEET C-3.0	



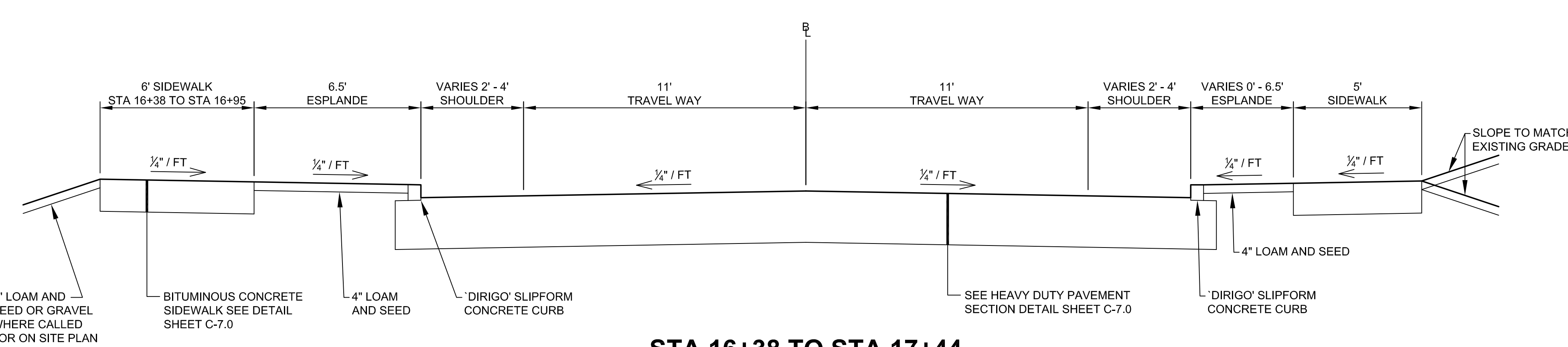
**PUBLIC RIGHT-OF-WAY
STA 10+00 TO STA 11+04
TYPICAL ROADWAY SECTION A-A**
N.T.S.



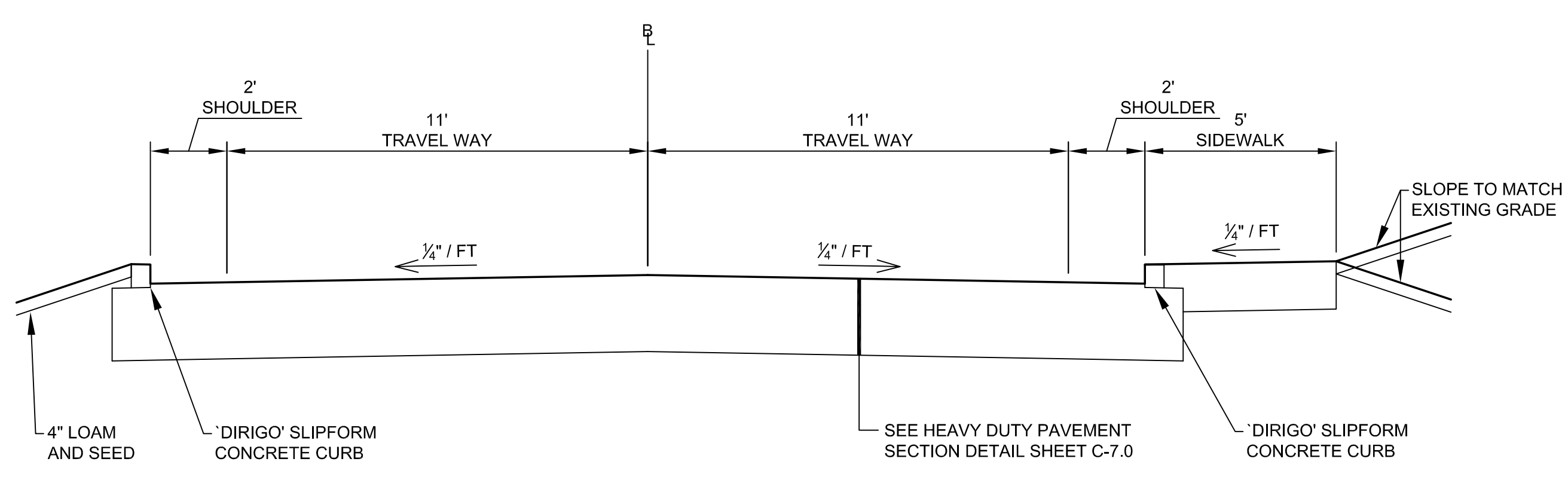
**PUBLIC RIGHT-OF-WAY
STA 11+04 TO STA 12+52
TYPICAL ROADWAY SECTION A-A**
N.T.S.



**STA 12+52 TO STA 16+38
TYPICAL ROADWAY SECTION B-B**
N.T.S.

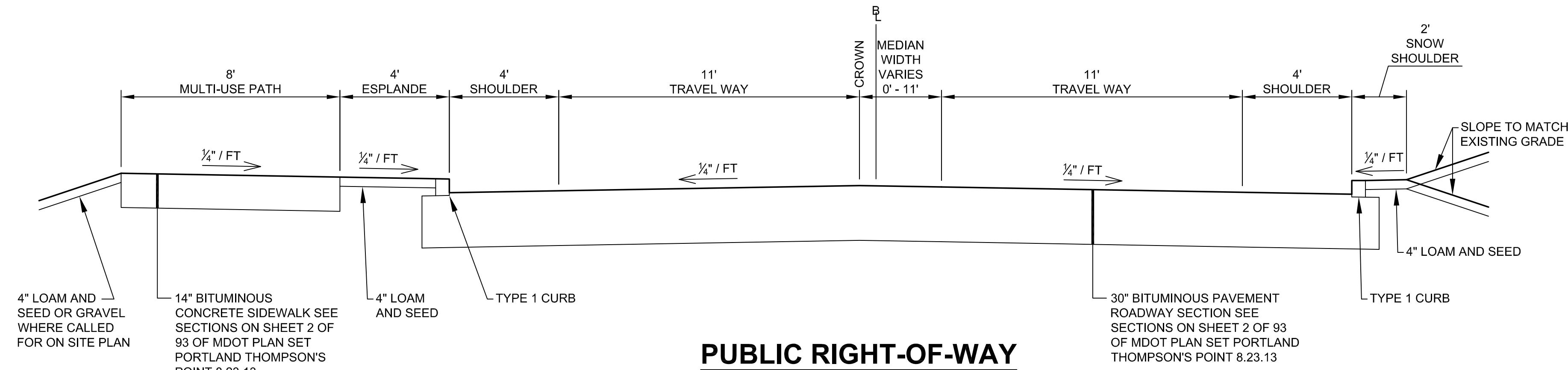


**STA 16+38 TO STA 17+44
TYPICAL ROADWAY SECTION C-C**
N.T.S.



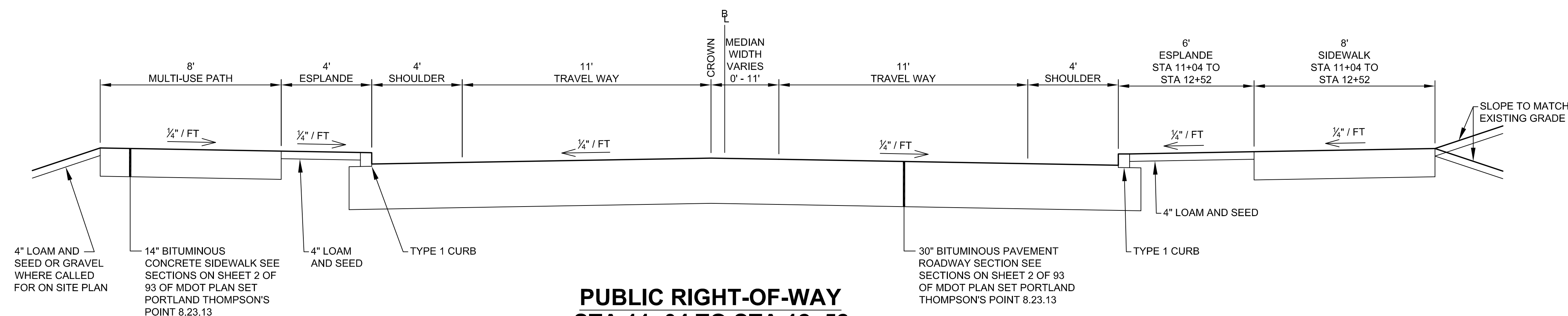
**STA 17+44 TO STA 18+41
TYPICAL ROADWAY SECTION D-D**
N.T.S.

				PROJECT	THE FOREFRONT AT THOMPSON'S POINT	 FAY, SPOFFORD & THORNDIKE ENGINEERS · PLANNERS · SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE	TYPICAL ROADWAY CROSS SECTIONS	
2	12.17.15	REVISED FOR THOMPSON'S POINT CONNECTOR ROAD PUBLIC R.O.W. EXTENSION		CLIENT	FOREFRONT PARTNERS , LP	DRAWN: DED DATE: SEPT 2014
1	08.13.15	FINAL SUBDIVISION APPLICATION SUBMISSION				DESIGNED: BEK SCALE: N.T.S.
REV	DATE	DESCRIPTION				CHECKED: SRB JOB NO. SP-M007B
REVISIONS			P.E. BO E. KENNEDY			FILE NAME: 2982.05-SUB DET
			LIC. #11994			SHEET C-7.8



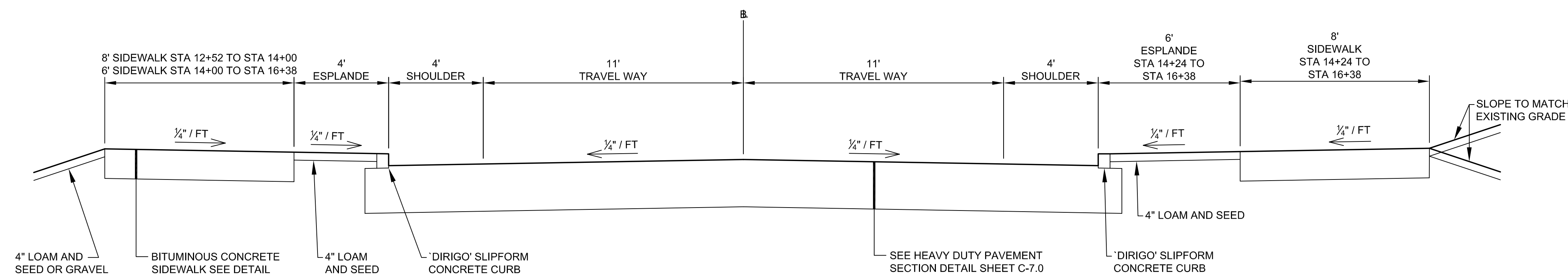
**PUBLIC RIGHT-OF-WAY
STA 10+00 TO STA 11+04
TYPICAL ROADWAY SECTION A-A**

N.T.S.



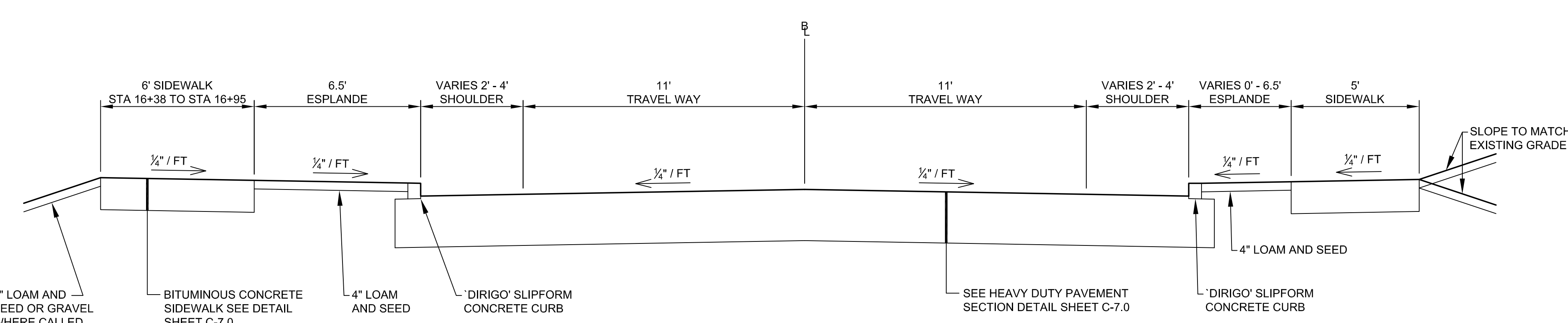
**PUBLIC RIGHT-OF-WAY
STA 11+04 TO STA 12+52
TYPICAL ROADWAY SECTION A-A**

N.T.S.



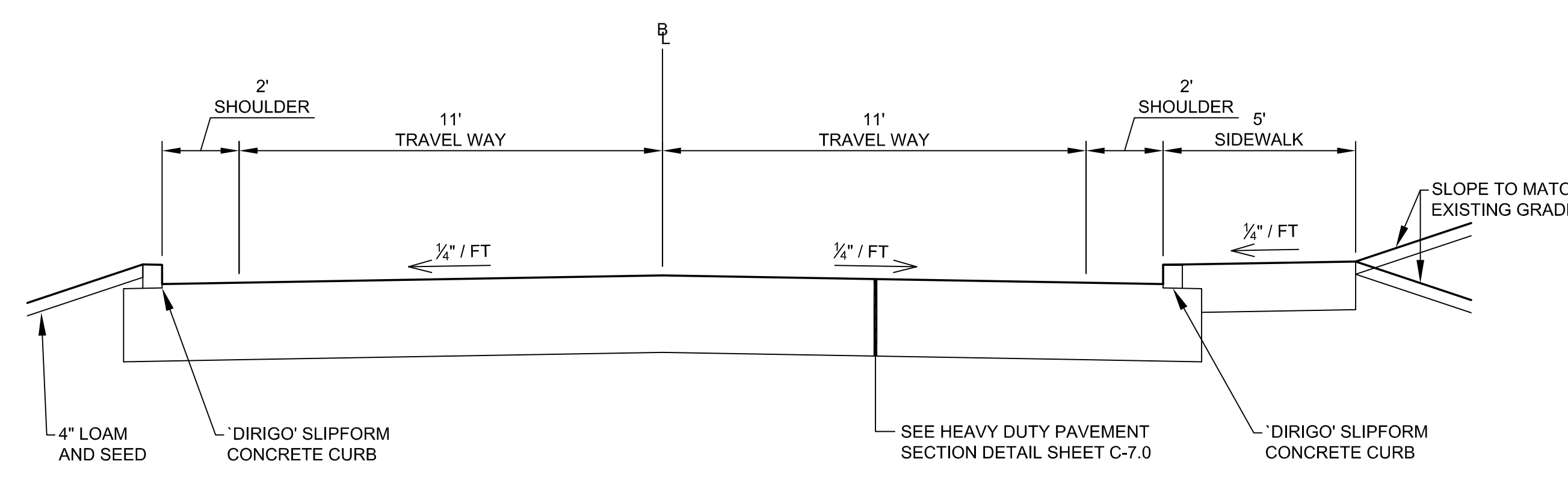
**STA 12+52 TO STA 16+38
TYPICAL ROADWAY SECTION B-B**

N.T.S.



**STA 16+38 TO STA 17+44
TYPICAL ROADWAY SECTION C-C**

N.T.S.



**STA 17+44 TO STA 18+25
TYPICAL ROADWAY SECTION D-D**

N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

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SITE LAYOUT NOTES

1. ALL BARRIER FREE PARKING SPACES ARE TO RECEIVE BARRIER FREE SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. ALL CURBING MATERIALS WILL BE SELECTED BY THE OWNER, THE DIMENSIONS PROVIDED ON THE PLAN ARE TO FACE OF CURB. ALL CURBING TYPES ARE DETAILED IN THE PROJECT DETAIL SHEETS.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB. THE EDGE OF PAVEMENT OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.
5. ALL PAVEMENT MARKINGS SHOWN SHALL BE TEMPORARY PAINT PLACED ON BINDER PAVEMENT, UPON PLACEMENT OF FINAL SURFACE PAVEMENT TO BE CONSISTENT WITH THE APPROVED MARCH 2014 MASTER PLAN.

CURB LEGEND

- SLIP FORM CONCRETE CURB (VERTICAL, SLOPED OR CAPE COD BERM MOLD - SEE DETAILS)
- TYPE 1 VERTICAL GRANITE CURB
- TD TIP DOWN
- TS TRANSITION STONE (VERTICAL GRANITE TO SLIP FORM CONCRETE)

PAVEMENT MARKING LEGEND

- 4" DYCL 4" WIDTH DOUBLE YELLOW CENTERLINE
- 4" SYLL 4" WIDTH SOLID YELLOW LANE LINE
- 4" SWLL 4" WIDTH SOLID WHITE LANE LINE
- STOP 12" WIDTH SOLID WHITE STOP LINE
- ALL PARKING STALLS TO BE 4" WIDTH SINGLE SOLID WHITE LINE EXCEPT AS SHOWN ON SITE LAYOUT PLAN.
- ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION, COLOR, INSTALLATION AND REFLECTIVITY SET FORTH IN THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

PAVEMENT LEGEND

- HEAVY DUTY PAVEMENT
- STANDARD DUTY PAVEMENT
- LIGHT DUTY PAVEMENT
- RECLAIM, FINE GRADE AND PAVE
- SPOT PAVEMENT REPAIR
- BITUMINOUS PAVEMENT SIDEWALK

SIGN LEGEND

- STOP
- RESERVED PARKING
- RESERVED PARKING
- WALK
- WALK
- SUBURBAN PROPANE CUSTOMERS ONLY
- R1-1 24"x24" A
- R7-8 12"x18" B
- R7-8 12"x18" B
- W11-2 24"x24" D
- W11-2 24"x24" D
- W11-2 24"x24" D
- R7-13M 12"x18" F

100 / 16 / 8 PARKING SPACE - STANDARD / COMPACT / ACCESSIBLE

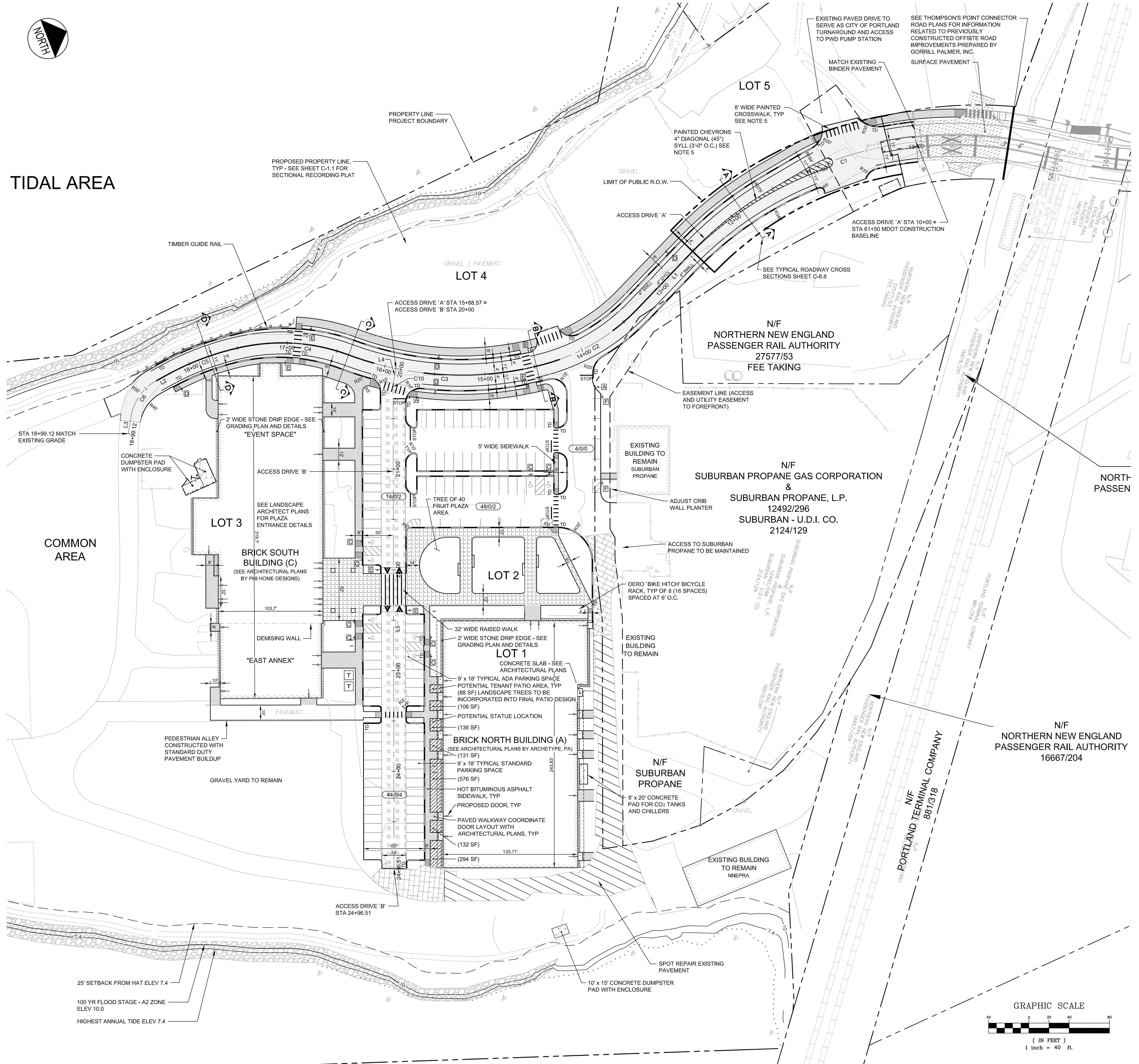
BASELINE LINE TABLE

ID	LENGTH	DIRECTION
L1	79.72	S27° 00' 14.12"E
L2	11.42	S09° 45' 59.99"E
L3	16.81	S61° 47' 25.34"E
L4	9.86	S59° 11' 41.40"E
L5	476.41	S70° 56' 10.77"E

BASELINE CURVE TABLE

ID	RADIUS	ARC LENGTH	DELTA	TANGENT	PC STATION	PT STATION
C1	360.00	252.05	040° 07'	131.44	10+00	12+52.05
C2	200.00	110.10	031° 33'	56.48	13+31.77	14+41.87
C3	320.00	195.80	035° 04'	101.08	14+41.87	16+37.67
C4	190.00	106.38	032° 05'	54.63	16+37.67	17+44.06
C5	270.00	81.44	017° 17'	41.03	17+44.06	18+25.50
C6	50.00	45.40	052° 01'	24.40	18+36.92	18+82.31
C10	50.00	10.25	011° 44'	5.14	20+09.86	20+20.11

TIDAL AREA



PRELIMINARY - NOT FOR CONSTRUCTION

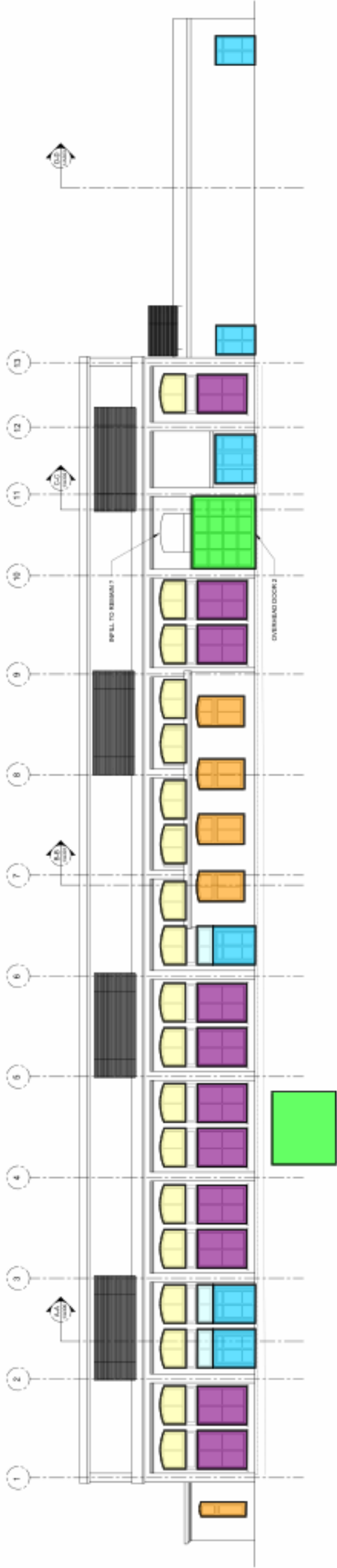
4	01.06.16	ADDED CONCRETE PAD FOR BRICK NORTH
3	12.17.15	REVISED FOR THOMPSON'S POINT CONNECTOR ROAD PUBLIC R.O.W. EXTENSION
2	12.16.15	REVISED BRICK NORTH ENTRANCE DOORS AND ADDED POTENTIAL PATIO AREAS
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION
REV	DATE	DESCRIPTION
		REVISIONS
		P.E. BO KENNEDY
		LIC. #11994

PROJECT BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT	
SHEET TITLE SITE LAYOUT PLAN	
CLIENT FOREFRONT PARTNERS LP	

FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: DED	DATE: APRIL 2015
DESIGNED: BEK	SCALE: 1" = 40'
CHECKED: SRB	JOB NO. 2982.05
FILE NAME: 2982.05-B5 SITE LAYOUT	
SHEET	C-3.0

3/32" = 1' 0"

36.00 x 24.00



1
A200
BRICK SOUTH - SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

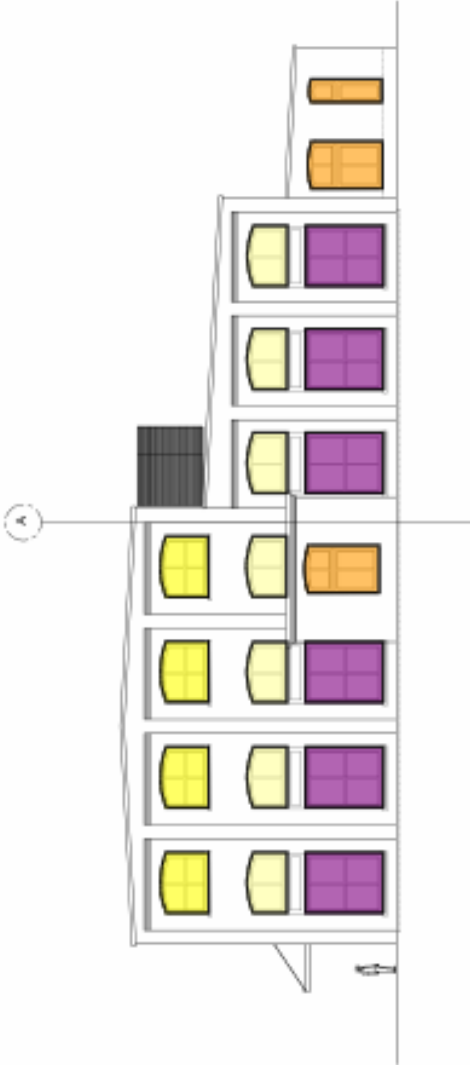
BRICK SOUTH
THOMPSON'S POINT PORTLAND, MAINE
OWNER: FOREFRONT PARTNERS I, LP



DATE: NOVEMBER 11, 2015
DRAWN BY: CAG
CHECKED BY: ECO

BRICK SOUTH
ELEVATIONS

A200



2
A200
BRICK SOUTH - WEST ELEVATION
SCALE: 3/32" = 1'-0"

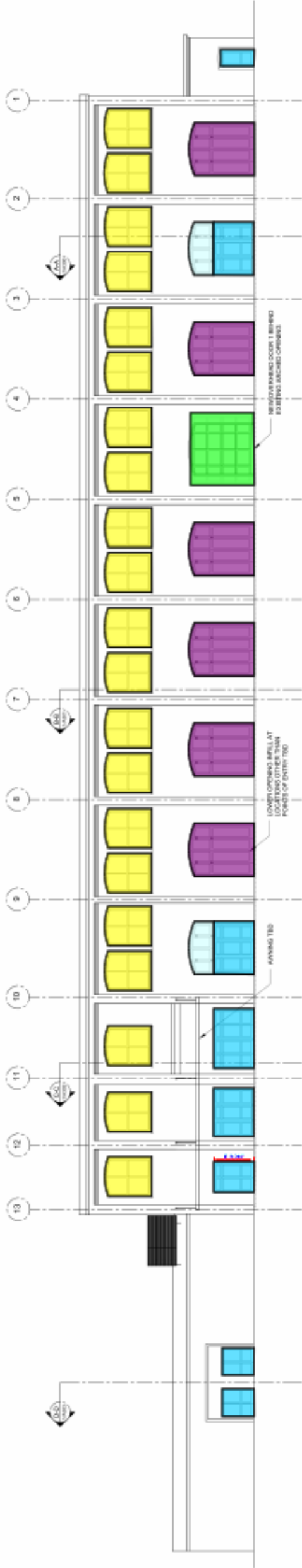
Monumental South & West Opening Infills	1542.1 SQ FT
South Upper Windows	1155.4 SQ FT
Storefront Entries	436.5 SQ FT
Overhead Door - Glass	442.7 SQ FT
Storefront Clerestory Units	87.4 SQ FT
Small Infill Panels South & West	468.2 SQ FT
End Upper Windows	216.2 SQ FT

PRELIMINARY - NOT FOR CONSTRUCTION

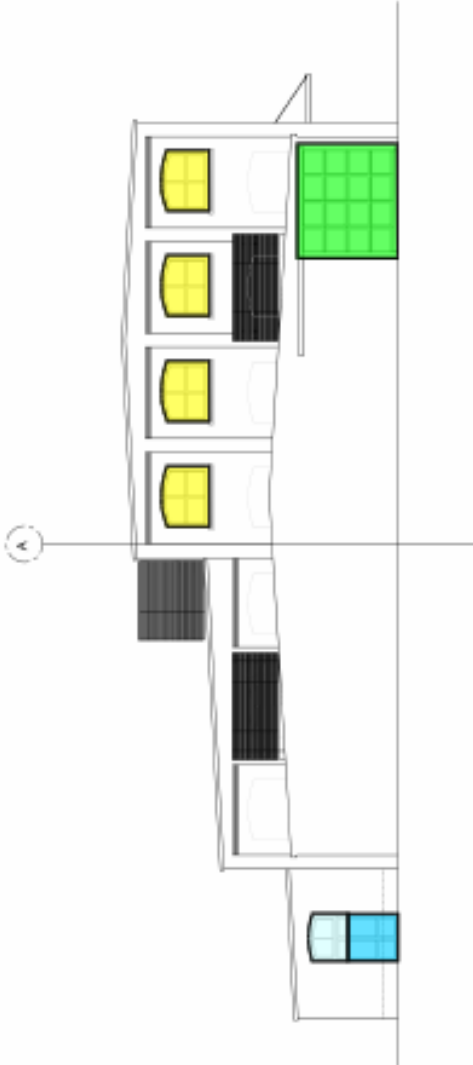
Measurement Type : Imperial

3/32" = 1' 0"

36.00 x 24.00



1
A201
BRICK SOUTH - NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
A201
BRICK SOUTH - EAST ELEVATION
SCALE: 3/32" = 1'-0"

Monumental North Opening Infills	979.6 SQ FT
Storefront Entries	631.8 SQ FT
Storefront Clerestory Units	154.0 SQ FT
Overhead Door - Glass	443.7 SQ FT
North Upper Windows	2049.2 SQ FT

PRELIMINARY - NOT FOR CONSTRUCTION

BRICK SOUTH
ELEVATIONS

A201

DATE	NOVEMBER 11, 2015
DRAWN BY	CAG
CHECKED BY	ECD

BRICK SOUTH
THOMPSON'S POINT PORTLAND, MAINE
OWNER: FOREFRONT PARTNERS I, LP





PLANNING BOARD REPORT PORTLAND, MAINE

Canal Landing New Yard – Phase III
400 West Commercial Street
Site Plan; Conditional Use; Site Location Development Law;
Traffic Movement Permit
#2115-101
Canal Landing, LLC, Applicant

Submitted to: Portland Planning Board Date: January 8, 2016 Public Hearing Date: January 12, 2016	Prepared by: Richard Knowland, Senior Planner Project #: 2115-101
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I. INTRODUCTION

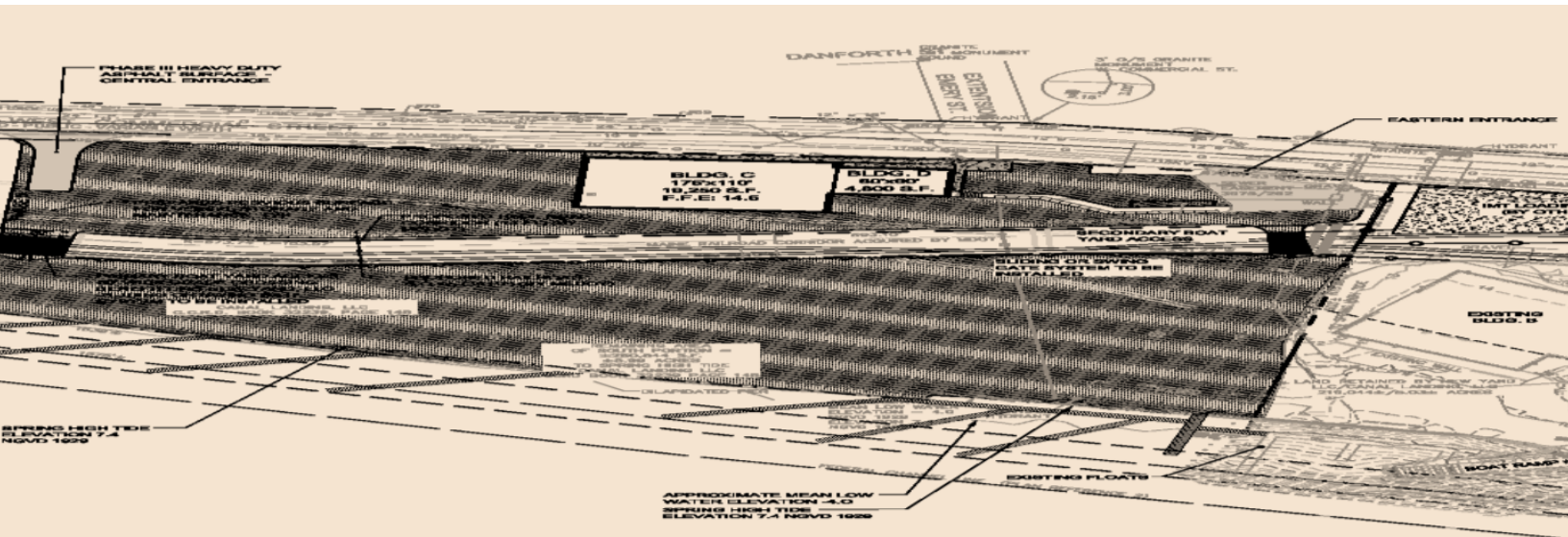
A public hearing has been scheduled to consider a proposal by Canal Landing, LLC for an expansion of their boat maintenance and repair facility in the vicinity of 400 West Commercial Street. The development involves construction of a new building (C and D) along Commercial Street and expansion of their existing boat yard storage area.

The proposed development is described as phase III reflecting earlier construction activity approved by the Planning Board on the site. This application represents a reconfiguration of the New Yard property as 12 acres has been added to the site.

This project has been named in previous reviews as Canal Landing or New Yard. For simplicity the development is referred to this memo as New Yard.

The development is subject to site plan, conditional use (marine products, wholesaling and retailing), site location of development law, traffic movement permit and shoreland review. Applicant is also requesting a number of waivers.

Notice of this meeting consisted of 92 notices sent to area property owners as well as notices to the interested parties list. A notice appeared in the December 28, 2015 and December 29, 2015 editions of the Portland Press Herald.



II. FINDINGS

Zoning: Waterfront Port Development Zone (WPDZ)

Land Area: 17.22 acres

CBL: 59-A-3-4; 60-F-1-2-3-4; 71-F-2-4-5-6

Existing Use: Boat maintenance and undeveloped rail yard

Proposed Use: Boat maintenance/marine retail

Proposed Building Floor Area: 31,250 SF (total)
 19,250 SF (Building C excluding mezzanine)
 12,000 SF (Building D)

Building Floor Area (site total): 80,000 SF

Building Footprint (site total): 74,050 SF

Parking: 55 shown on plan; written submission states "undefined >100 spaces"

Estimated Project Cost: \$2.5 to \$6 million

Neighborhood Meeting: Applicant held a neighborhood meeting on September 9, 2015. Details of the meeting can be seen on Attachment EE.

Site Characteristics: The site is located between Commercial Street (northerly), Fore River (southerly), IMT (easterly) with vacant land and Cassidy Point area uses (westerly). Directly across Commercial Street is primarily vacant land except for a

commercial building to the east. Further to the north (up the hill) is the West End neighborhood (Danforth Street and Salem Street) which overlooks the site.

The site has 2,160 linear frontage along Commercial Street. Historically part of the rail yard, there are no remaining rail lines on the site except for a rail line installed by MDOT within the past two years which splits the site.

The site is relatively flat with the highest points along Commercial Street frontage, sloping to the Fore River. Site elevations along Commercial Street trend down east to west from Elevation 18' to Elevation 16'. The site's low area is on near 9' to 10' while most of the area closest to the Fore River is near Elevation 9' to 10'. The flood hazard flood elevation in this area of the Fore River is 10'. The High Annual Tide Line for the Fore River is elevation 7.4' and the mean low water line is approximately -4.0.

Due to the site's historic condition, much of the site's surface is sand and gravel fill, asphalt or otherwise sparsely vegetated ground cover.

Development Reviews

- Technical and Design Waivers (see below)
- Site Plan (amended), Conditional Use, and Shoreland
- Traffic Movement Permit
- Site Location of Development Act

Other Non-City Reviews

- Maine DEP Natural Resource Protection Act (NRPA)
- U.S. ACOE Water Quality Certification/Federal Channel Review
- State of Maine Submerged Lands Lease
- Harbor Commissioner's Review

Requested Waivers

Waiver	Code Reference	Comment
Sidewalks and Granite Curbing	Site Plan Standard 14-526(a)(2)c.1 (and 14-448 and 14-449, by reference)	<i>Sidewalk waiver is recommended by staff based on sidewalk criteria 2 (no sidewalk within 1,000 feet along southerly side of Commercial St.) and criteria 3 (alternative walking route on northerly side of Commercial St.). Curbing waiver is recommended based on criteria 3 (street rehabilitated without curbing (by IMT) in the last 60 months) and criteria 5 (runoff from the development site or within the street does not require curbing for stormwater management.)</i>
Driveway Width	Tech Standards, Sec. 1.7. Maximum driveway width of 30 for industrial uses.	<i>Proposed driveway width of 40 feet to accommodate large trucks and boat trailers for the main driveway.</i>
Flooding	Tech Standards, Sec.V E, Flooding	<i>Waiver requested due to the capacity of the receiving body (the Fore River)</i>
Soil Infiltration Testing	Tech Standards, Sec. V, Appendix D.4.(a)	<i>Based on known conditions on the site and controlled materials to be installed with construction.</i>
Landscape and Preservation	Technical Standard, Sec. IV, 4.5.5	<i>Applicant requests waiver from interior parking lot landscaping requirements.</i>
	Interior Site Landscaping	<i>Site plan condition will request street trees along Commercial Street.</i>

III. BACKGROUND

Since the Board's August 12, 2014 site plan approval there have been several noteworthy events regarding this site. The addition to the boat repair building approved by the Board has been constructed. New Yard has purchased additional land (12.77 acres) from the rail road which extends their land holdings further to the west. Applicant now has 2,160 of street frontage along Commercial Street in contrast to the previous site plan which did not have any street frontage. New Yard's land holdings are split by the MDOT rail corridor that runs from the IMT to Cassidy Point.

MDOT informed New Yard this summer that they could no longer use the Beach Street driveway as of August 2nd since construction of Beach Street intersection improvements required this driveway be closed. With their site access ending and no

other option apparently available to them, New Yard requested administrative permission to use two on-site driveways in advance of Board site plan review. Staff reviewed this request and approved it but on a temporary basis until the Planning Board has completed their review of the New Yard site plan. These driveways line up with the two approved (and installed) MDOT rail crossings that provide access to the southerly or water side of the New Yard property.

August 12, 2014 Planning Board Approval

Planning Board approves a 27,600 SF addition to the existing 19,200 square boat maintenance repair building. Site plan is on a smaller lot (5 acres) reflecting land acquired by MDOT to facilitate IMT expansion.

July 8, 2014 Planning Board Approval (IMT)

Planning Board approves an expansion of the IMT facility. The IMT site plan includes approximately 17 acres previously controlled by New Yard. New Yard's remaining land (5 acres) contains their newly constructed 19,200 SF building.

October 22, 2013 Planning Board Approval

Planning Board approves a revised site plan shifting two buildings shown in phase 1 to the far westerly end of the site. This change avoids buildings being located on land which would later be acquired for IMT expansion. The first building is labeled as phase 1b "proposed tension fabric building" with a footprint of 19,200 SF.

August 27, 2013 Planning Board Approval

Applicant requests and receives Planning Board approval for an amendment to the previous site plan allowing a phased development.

December 8, 2012 Planning Board Approval

Planning Board approves a boat yard and service yard on a 22 acre site just west of the Casco Bridge. The approved site plan includes a 42,000 SF boat repair building with regrading up to 7 acres of the site for boat storage and circulation. The site improvements include two boat ramps, a travel lift basin, floating docks, significant fill and grading, stormwater improvements, utility work, lighting and landscaping.

Applicant also submits an initial master plan depicting 7 buildings ranging from 10,800 sf (retail and warehouse) to 30,000 SF (storage and maintenance) for future review.

IV. PROPOSED DEVELOPMENT

The proposed New Yard site plan sheets includes the site features listed below.

- Three new driveways are proposed. The primary driveway is located west of the proposed Commercial Street building and approximately 1,500 LF from the Beach Street intersection. A secondary access is proposed east of the Commercial Street building near the IMT property line. The two driveways have a separation distance of 750 feet. Both driveways line up with recently installed rail grade crossings.

A third driveway is being proposed on the far westerly end of the site. This will serve a fenced in area intended to provide storage for marine products, cargo, IMT trucks or other marine related trucks.

- Site clearing, stabilization and general clean-up.
- Construction of a 19,800 SF individual metal building (Building C) along Commercial Street for marine retail and boat maintenance operations (conditional use). An attached 4,800 SF structure (2 ½ stories) will serve as offices for Portland Yacht Services (Building D).
- A 20' by 120' storage building along the waterfront is proposed for storage of racing shells.
- Establishment of yard areas and surfaces for heavy equipment travel lift trucks and boat storage repair.
- Rehabilitation of former pier pilings for use as part of a new dock system along the waterfront. Custom floating docks are proposed to tie into the existing system of pilings and dolphins located along the waterfront. About 10 floats are proposed along the shore frontage most extending to the edge of the 50 foot Harbor Commission setback.
- Installation of utilities for building use and future phase activities.
- Temporary facilities including one or more portable trailers and storage buildings for sailboat masts and related boat equipment.
- A 20' x 120' storage building along the waterfront is proposed for storage of racing shells.
- A 2 to 3 acre area on the west end of the street front parcel is proposed for use as a marine cargo related stack/storage yard. The applicant indicates the storage area is intended for use by various marine operations on the waterfront.

Future Phase Concept Plan

Sheet C-2.3 is labeled as a "Future Phase Concept Plan" which depicts future improvements that are not part of the present application (and thus not listed above). Building pads are shown in dotted rectangles. This is helpful in understanding the intended future development program for the site. Five future buildings are shown with a total building footprint of about 100,000 SF. These pads and the driveway are not before the Board for review at this time. Future improvements are listed in the submitted project application.

V. STAFF REVIEW

The application and supporting documents have been reviewed by City staff from the Departments of Planning and Urban Development, Fire Safety, and Public Services. The plans have also been reviewed by consulting engineers for civil engineering and traffic.

A. ZONING REVIEW

1. Waterfront Port Development Zone

Use: The project is located in a WPD Zone. The proposed boat repair yard uses including boat maintenance and repair are permitted uses in this zone. In the 2012 and 2014 review, boat storage and sales (yacht brokerage) were both approved as conditional uses in the WPDZ and our recommendation is that the new phase of this development be reviewed as well. Present application requests conditional use approval for marine products, wholesaling and retailing.

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

Sec. 14-318.5

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

2. Conditional Use Review for Boat Storage and Yacht Brokerage in the WPDZ

The prior New Yard project received WPDZ conditional use approval for boat storage and yacht brokerage uses. We are recommending a further conditional use review for the current project to erase any doubt or ambiguity about the current review process. The present application requests conditional use review for “marine products, wholesaling and retailing” which is also described as “a boat maintenance facility, along with ancillary marine related development”. WPDZ conditional uses are subject to the following provisions:

Sec. 14-320. Conditional uses.

...such uses will not impede or preclude existing or potential water-dependent development on other lots, will allow for adequate right-of-way access to the water, are compatible with marine uses, and are physically adaptable or relocatable to make way for future development for water-dependent uses, and meet any additional standards set forth below:

The development's buildings are designed and intended to serve as “marine products, wholesaling and retailing” and do not impede or preclude existing or potential water dependent uses. Buildings C and D are located close to Commercial Street and away from the shore frontage. The rail crossings define access to and from the water such that the building location does not interfere with this water access. Also boat storage takes place within a gravel yard area which is compatible with other marine uses and is physically adaptable or relocatable for future water-dependent uses. Given the intended uses, the “adaptable” provision of the standard appears to be met.

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

Standards. The Board shall, after review of required materials, authorize issuance of a conditional use permit, upon a showing that the proposed use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zoning district. The Board shall find that this standard is satisfied if it finds that:

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and

Staff Review: This project is similar to other uses in this zone in terms of parking and traffic levels including the abutting IMT facility.

Specific traffic review comments are provided in the Site Plan section of this report.

The proposal is in conformance with this criteria.

- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and

Staff Review: The proposed uses are not expected to produce any of these impacts, thus it is in conformance with this standard.

- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

Staff Review: The proposed development will not differ from any other uses in this zone, thus it is in conformance with this standard. This assumes that the recommended Site Plan condition for additional landscaping street trees is implemented.

The Staff recommends that the Planning Board find the proposed use is in conformance with the Conditional Use Standards.

B. SITE PLAN REVIEW

Site Plan Standards Review, Sec. 14-526

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

(a) Transportation

Circulation

Traffic Overview

Comments from Tom Errico, Traffic Review Consultant are shown below and on Attachment 4.

I find the parking access and circulation layout to be acceptable. The

applicant should provide treatment along West Commercial Street that ensures vehicle movements will be restricted to the formal paved driveways.

- I support a waiver for driveway width given large vehicle deliveries expected for the site.
- My review and approval of the westernmost driveway is based on low traffic volumes. If the use and traffic volumes intensify as part of future development plans, the design and provision of this driveway shall be reviewed. Accordingly, I support a waiver from City standards as it relates to provision of three driveways.
- I have reviewed the traffic analysis conducted as an outcome of the Traffic Movement Permit Scoping Meeting. My comments regarding the traffic study are noted as follows:
 - o The applicant shall provide a safe pedestrian crossing on West Commercial Street for access to a proposed shared-use path on the land side of the street (a sidewalk along the applicant's frontage is being waived). Given heavy traffic volumes and speeds, this crosswalk will require special design treatments. Possible treatments include a Rectangle Rapid Flashing Beacon Warning system and a median refuge island. It is my recommendation that a contribution be provided for installation of the crosswalk given that the shared-use path is not constructed and coordination with possible future development at the JB Brown site. Accordingly, the applicant shall contribute \$25,000 towards implementation of a safe crosswalk facility that is ADA compliant.
 - o The applicant has conducted a traffic analysis at the project driveways. The analysis indicates failing or long delays are projected for movements exiting the site. Long delays from STOP controlled driveways or streets is not unusual on high traffic arterials, such as West Commercial Street. The level of traffic expected from the project will be significantly below threshold warrants for a traffic signal, so STOP sign controlled driveways are acceptable. I do have concerns regarding left-turn entry movements from West Commercial Street, particularly during the morning peak period where heavy inbound traffic volumes limit gaps for turning. Further, the recommendations from the West Commercial Street Multi-Modal Corridor Study is to provide a three lane roadway, where the center lane would function as a turn lane

at major driveways, such as Canal Landing. Additionally, I reviewed MaineDOT methodologies for left-turn lane warrants for a roadway like West Commercial Street. It is my professional opinion the warrant is met considering all left-turn movements entering the site. Accordingly, the applicant shall provide a left-turn lane on West Commercial Street. Given that the City and State will likely be constructing the West Commercial Street shared-use path and the JB Brown site may be developed in the near future, the applicant shall contribute \$65,000 towards the construction of a three lane roadway section that will include provision for a left-turn lane into Canal Landing.

Traffic Movement Permit

This project qualifies for a Traffic Movement Permit. The application indicates vehicle 116 trips are expected in AM peak period while 117 are projected in the PM peak. The Saturday peak hour will be 104 trips. Trip generation takes into account the existing 48,000 SF warehouse building on the site as well development covered under the current site plan application. The submitted traffic report indicates the project will not result in significant impacts to the surrounding street system. See above comments from Mr. Errico.

The recently installed IMT traffic light at Beach Street helps control traffic flow and vehicle speed through this section of Commercial Street which will benefit access to and from the New Yard site.

b. Access and Circulation

Site Access

The original New Yard site plan approval incorporated vehicle access just west of the Casco Bay Bridge. Later the IMT expansion incorporated a fully improved signalized intersection at Beach Street and Commercial Street with a driveway at that location. As provided for in the “Supplemental Agreement” between MDOT and New Yard, New Yard had the right to use to use this driveway on an interim basis until they have received approval for new driveways further west along Commercial Street.

As discussed earlier MDOT required New Yard to discontinue use of the Beach Street driveway this summer. With their site access ending and no other option apparently available, New Yard requested permission to use two proposed driveways in advance of Board site plan review. Staff

reviewed and approved this request but on a temporary basis until the Planning Board has made a decision on the New Yard site plan.

The proposed driveways line up with two rail crossings that have been completed by MDOT. The main driveway is to the west of the proposed building on Commercial Street and is intended to be the primary boat yard access. The driveway is 40 feet wide while the grade crossing is 50 feet wide. The driveway is about 750 feet from the easterly driveway which will serve as a secondary access for the boat yard and the 14 space parking lot adjacent to building D. The easterly driveway rail crossing is 25 feet wide. The easterly driveway is about 850 feet from the new Beach Street intersection which will have a traffic signal.

A third driveway is being proposed on the far westerly end of the site about 700 feet from the main driveway. This driveway will serve a multi-use marine storage area which is intended to be a storage area for parking of semi-trailers related to IMT activities and storage of marine related cargo or equipment. The storage area will be fenced but there will be a gate for access to the main driveway.

The first two driveways have rail crossings approved and built by MDOT while the third driveway does not have a rail crossing. Since the New Yard property is split by a rail corridor the two driveways also provide access to the existing 48,000 SF warehouse building, boat storage areas as well as the property's water frontage. The vehicle route is a bit circuitous but the New Yard complex is on a large parcel.

The Commercial Street edge treatment of driveway entrances and parking/boat storage areas needs to be clearly defined particularly since the applicant is requesting a waiver of street curb. A note on the plan indicates "applicant reserves the right to install a 6' high foot black vinyl coated chain link fence around the perimeter for security purposes" for the main driveway. If applicant does not install the fence there is no physical barrier defining the parking/boat storage from the street. Vehicles could enter and exit the lot bypassing the main driveway. The same applies to the driveway closest to the IMT.

Staff is therefore recommending a condition of approval requiring a fence or other physical barrier (wood guard rail) to clearly delineate the parking/boat storage areas along the property street frontage.

Loading and Servicing

The two driveways discussed above provide access for loading and servicing activities on the site. There is a loading area shown behind Building C and D. This is easily accessible from the main driveway.

Sidewalks

The project site has a total of 2,160 linear feet of frontage along Commercial Street. Applicant is requesting a waiver from the sidewalk requirement for the entire street frontage. There is no public sidewalk along the southerly side of Commercial Street from Cassidy Point Drive to near High Street (Becky's Diner). Sidewalk waivers have been granted for the various IMT expansion projects including the laydown facility which was completed last year. In the case of the IMT, a cross walk at the Beach Street traffic light provides access to the northerly side of Commercial Street which does have a sidewalk which connects to the Harbor View Park and the Old Port.

Prior planning efforts along West Commercial Street have envisioned a sidewalk/trail along the northerly side of Commercial Street not the southerly (New Yard) side of Commercial Street. The West Commercial Street Feasibility Study (2010) by Woodard and Curran recommended a northerly trail route.

The West Commercial Street Multi-Modal Corridor Study is nearing completion and is also recommending a northerly trail route.

The Maine Department of Transportation's Work Plan for 2016-2017 lists a West Commercial Street trail from the Casco Bay Bridge to the Veteran's Bridge. This document is dated January 2016 and allocates \$350,000 for the project. Assuming New Yard installs an appropriate crosswalk to the northerly side of Commercial Street, their sidewalk waiver request is reasonable since an alternative pedestrian route will likely be provided.

A concrete walkway (260 feet long) is proposed along the front face of Building C and D but it does not qualify as a public sidewalk because it is located on private property and does not meet the brick material standard.

Public Transit Access

Not applicable.

Parking

Applicant has provided a breakdown of building use and floor area in the submission to determine the zoning parking requirement for the total New Yard site. Staff has reviewed this information and has further calculated the zoning parking requirement.

Building A/B (warehouse/operations)...Building A and B has a base parking requirement of 48 spaces based upon 48,000 SF of warehouse/operations (1 space per 1,000 SF) but factoring in the 50%

WPDZ reduction parking standard results in a zoning requirement of 24 spaces. Applicant indicates a potential supply of 70 to 80 spaces. The previous submission indicated that about 50 employees work in this facility.

Building C/D...Marine retail (19,800 SF) has a base requirement of 99 spaces (1 space per 200 SF) while office support space has a requirement 12 spaces (1 space per 1,000 SF) for a total of 111 spaces but factoring in the 50% WPDZ reduction parking standard results in a zoning requirement of 56 spaces. However a further breakdown of floor space use (storage space versus retail space) might result in a lower figure. The site plan area for C and D shows 55 spaces. Since the site has over 17 acres there should be adequate space for an additional parking space.

The site plan shows a total of 50 parking spaces adjacent to building C which is served by the main (westerly) driveway. Twenty-five spaces will be on a black top surface while the same number of spaces will be on a crushed stone surface. The crushed stone surface covers most of the lot by Building C which is labeled as a "boatyard surface for vessel display and maintenance". Building D has 5 spaces adjacent to it and is served by the easterly driveway.

Crushed stone was used as the primary surface material for the land area around buildings A and B. The surface was intended to serve boat storage as well as surface parking. Specific spaces were not shown as boat yard operations may require spaces to be shifted around the site as necessary to accommodate boats that may be moved around the site. The siting of these spaces was not dependent upon land from the current site plan for buildings C and D. The current submission references a total of 70 to 80 spaces for buildings A and B although 50 spaces was referenced in the previous submission. For the record the Board may want to require submission of a plan that shows the total parking of the site with the understanding that such spaces may be shifted from time to time to accommodate boat storage.

Bicycle, motor cycle and scooter parking:

Applicant should clarify whether they are seeking a waiver for those spaces.

Relationship of Commercial Street Edge to Site

As discussed applicant is requesting a sidewalk and curb waiver along the entire street frontage.

The applicant states: " We understand that the City is currently involved with a West Commercial street Corridor Study and we are interested in working with the City as recommendations and strategies for the street

section evolve. For the interim conditions prior to any formulization of what the street section may consist of, we believe that a simple gravel surface from the edge of the existing pavement to the concrete sidewalk and building line seems appropriate, subject to City staff input.”

A walkway proposed by the applicant is located in front of the buildings but does not qualify as a public sidewalk since it is on private land and doesn't meet the public sidewalk material standard (brick). Commercial Street has a very wide right-of-way (80 feet by New Yard) and as a result there is a gap of dirt, gravel and grass between the existing pavement and the New Yard property line. Tom Errico's comments reference the need for a three lane roadway by the New Yard driveway to accommodate a left hand turn lane. It appears this design would essentially fill this gap but if there is any remaining space it should be covered with pavement or grass.

Transportation Demand Management
Not applicable

(b) Environmental Quality Standard

Preservation of Significant Natural Features:

The site is located on fill land which was developed for and used as a rail yard. Its natural features were disturbed many years ago. The existing site has sparse vegetation.

Applicant has provided a letter (dated June 10, 2015) from the Maine Department of Inland Fisheries and Wildlife regarding known locations of Endangered, Threatened and Special Concern species; designated Essential and Significant Wildlife Habitats; and fisheries in the vicinity of the site. Their information indicates there are no locations of Endangered, Threatened or Special Concern species within the project area.

The letter states although this search area includes a Tidal Waterfowl and Wading Bird Habitat they do not expect any significant impacts from this project to waterfowl using this area.

Landscaping and Landscape preservation

Applicant does not intend to save any existing vegetation in this phase of the development. Applicant states “the site's existing tree vegetation is limited and the city's Shoreland Zoning vegetation management provisions do not require tree protection in the WPDZ”. In June 2015 applicant removed vegetation west of Building B (within the shoreland zone) because of boat storage needs that could not be accommodated on the smaller site.

Site Landscaping

A review of the site plan does not indicate any new tree plantings. Applicant is requesting a waiver of the parking lot landscaping requirements based on the proposed boatyard use and the need for flexibility with respect to boat parking and heavy vehicle maneuvering. The narrative submission states “the applicant would like to work with City Staff on the placement of street trees along Commercial Street”.

Providing street trees in proximity to Commercial Street is a reasonable approach in addressing the operational needs of this use and the site’s highly visible gateway location. Staff is supportive of the parking lot landscaping waiver but as a condition of site plan approval we are recommending that the applicant shall submit an appropriate landscaping plan with a focus on street trees near the Commercial Street frontage to enhance the site’s role in a gateway location for Planning and City Arborist review and approval. The trees would likely be located on the applicant’s property including potential areas just inside the fence line. There is a high pressure gas line along the edge of Commercial Street which will likely require trees to be on the applicant’s property.

The plan indicates that a 6 foot high black vinyl chain link fence will be installed along much of the applicant’s Commercial Street frontage. A plain chain link fence would not be acceptable absent significant landscaping.

3. Water Quality, Stormwater Management and Erosion Control:

A description of New Yard’s stormwater scheme is provided below:

The majority of the site will rely on the placement of the so-called “Boatyard Surface” which is consistent with the surface treatment approved during the original project permitting and installed within the existing 5 – acre initial development area. According to MaineDEP BMPs, this is known as a “Manmade Pervious Surface” approach to stormwater quality treatment. The pervious surface consists of a permeable surface material and subbase materials that allow penetration of runoff into the underlying permeable surface material and subbase materials that allow penetration of runoff in to the underlying soils. The system must be designed to store and infiltrate the water quality volume (1.0” of impervious area and 0.4” pervious area) with the remainder (larger storm events) discharged through an “overflow” system. The effectiveness of the system depends heavily on long-term inspection and maintenance.

A minimum of a 3" thick crushed stone surface across the entire "prepared surface" area designed on the site plan is proposed. This layer of stone will act as a reservoir for the 1" storm event. The material may be placed over geotextile fabric and infiltration into the existing underlying gravel will meet the requirements of this BMP. Runoff from larger storm events may flow to a number of proposed catch basin inlets that will convey flow via a pipe to the existing CSO lines that traverse the site or otherwise result as sheet flow across the waterfront parcel towards the shoreline, where any runoff would ultimately reach the river's edge. Internal drains within the building and storage tanks/collection systems beneath the concrete wash-down aprons (at the future travel lift basin and boat ramps) will minimize the potential for petroleum, etc. to enter the stone areas.

Like the previous phase of development, an erosion and sedimentation control plan has been submitted. See C-6.2 to C-6.4.

Reviewing Engineer, Dave Senus, PE, Woodard and Curran, has reviewed revised plan and his comments are shown on Attachment 5 and below.

General Standards: The Applicant has proposed a porous crushed stone yard surface to infiltrate stormwater falling on the boat yard area and to managed run-on from the small adjacent paved surfaces; an underdrained drip edge filter to manage runoff from the Building D roof and adjacent sidewalk; and Fabco Model 10080 -1 Stormbasin Cartridge Filters (or equal) to manage runoff from the Building C roof to meet the quality requirements associated with the General Standards. This approach is in-line with the previously approved practices on the adjacent sites, and given the variable mix of pervious and developed / gravel areas in the existing condition, the use of features such as the Fabco filter for roof water can be considered innovative treatment measures for redevelopment areas. Overall the proposal is largely compliant with the General Standards; with compliance to be acknowledged pending response to the following comments:

- The Post Construction Stormwater O&M Manual should be updated to include the inspection and maintenance requirements for the Fabco Model 10080 -1 Stormbasin Cartridge Filters.
- Any "Future" buildings or pavement areas depicted on Sheet C-2.3 will require stormwater quality treatment measures in accordance with the General Standards; this should be noted on that plan sheet.
- The Applicant should prepare a Stormwater Treatment Plan that identifies how each current (Phase III) area is being treated to meet the water quality (General) standards, and that includes tables that show

compliance with the treatment area requirements of the General Standards.

- Flooding Standard: Runoff from the Site flows to the tidal Fore River; as such, the Applicant has requested a waiver from the Flooding Standard. We support this requested waiver from the Flooding Standard.
- Sheet C-3.2 - A storm drain pipe connection to the Emery Street Combined Sewer Overflow is shown within the railroad right of way. The Applicant should clarify whether they have an easement or rights to install pipe within this railroad right of way location.
- A retaining wall & stairs is proposed near Building D over the top of the 30" brick Emery Street Combined Sewer Overflow pipe; the Applicant should seek approval from the City Department of Public Works to place the retaining wall structure at this location within the proposed easement.
- The plans should note a location for snow storage. The snow storage location should be sited outside of existing and proposed drainage courses.
- C-3.2 & C-4.1 – The proposed grade changes at the Emery Street CSO structure will require that the CSO manhole frames and covers be removed and reset to grade. This should be detailed in the plan set and called out on the site plan.
- C-3.1 – Two new outfalls are proposed through the sea wall. Is outlet stabilization required at these locations (is there a soft bottom or existing stone bottom at these outfall locations?). Will this work require approval through MaineDEP & USACOE?
- C-2.1 – The plans call for maintaining the existing gravel shoulder area between the edge of pavement on West Commercial Street and the building / fence line. We recommend improving the surface in this area; the type of surface improvement will need to be determined in consultation with planning and Public Works / Engineering.

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

1. *Consistency with City Master Plans:*

The proposal appears consistent with applicable approved master plans.

2. *Public Safety and Fire Prevention:*

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

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

- (b) *Access control that promotes authorized and/or appropriate access to the site.* The site appears to sufficient access control through fencing, entry gates, and its location on the water.

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

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

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

The site plan features three Commercial Street driveways into the site. Two of the driveways cross the rail corridor which provides access to the waterfront section of the parcel. The entire site except for buildings and some black top is covered with boat yard crushed stone material since the bulk of the site is designated for boat yard storage. There is no designated driveway through this area so the logistics of providing fire access needed to be defined. To address this concern a note on the plan states "per the site plan conditions of approval Canal Landing LLC shall maintain a 30 foot wide access route as generally depicted on this plan at all times. The route may vary to allow for the placement of vessels on the site." The 30 foot clear width was intended to address the shifting nature of a boat yard in which boats and materials are not stationary and often move across the site to address operational needs but would provide a minimum level of access for emergency vehicles.

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

The site is currently served by three fire hydrants on West Commercial Street and five additional hydrants on the site. The proposed utility plan,

site plan sheet C-11.0 shows the service area of the hydrant locations within 100 foot and 250 foot coverage areas.

3. Availability and Adequate Capacity of Public Utilities:

The site is served by all public utilities. This phase of the development will be served by utilities directly off Commercial Street.

Water - Water service is provided by a 12 inch water line in Commercial Street. A letter from the Portland Water District (Attachment 1.6) confirms their ability to serve the site.

Sewer- An existing 48 inch interceptor sewer line runs along the entire Commercial Street frontage of the property. A portion of this sewer is located on the site within an easement. This project will tie into this interceptor sewer with an 8 inch line. The previously completed Buildings A and B discharge to an onsite pump station that ultimately discharges to the 48 inch interceptor sewer.

A sewer capacity letter should be obtained from the City.

The site also has two existing CSO lines maintained by the city that flow into the Fore River.

Electric - Electric power is presently located on the northerly side of Commercial Street. Applicant proposes to extend an overhead line to a new pole within the building C parking lot. The remainder of the power lines on the site will be underground including to the boat ramp area. Submission indicates applicant intends to place up to five 12 FT by 24FT precast power sheds (portable) throughout the site.

As part of their agreement with MDOT, New Yard was granted utility crossing rights under the MDOT rail line including 4 utility casing pipes which will serve future buildings south of the rail corridor and boat yard activities along the shore frontage. The casing pipes can accommodate water, gas, and sewer services.

Gas – There is an existing high pressure gas line along Commercial Street which the applicant may wish to connect into in the future.

(d) *Site Design Standards*

1. *Massing, Ventilation and Wind Impact:*

The development is remote from other properties in the area thus the bulk, location and structures will not result in health or safety problems regarding ventilation, wind climate impacts, substantial diminution in the value or utility to neighboring properties.

2. *Shadows:* NA

3. *Snow and Ice Loading:* NA

4. *View corridors:* NA

5. *Historic Resources:*

The site does have historic and archeological resources. The 19th century seawall is currently being restored in conjunction with the proposed marine improvements. A 19th century glass works and the Cumberland Oxford Canal straddle both the New Yard and the IMT properties.

While IMT's recent project excavation activities were more extensive than New Yard's, both entities contacted and informed the MSHPC of their respective development plans. Staff is aware of documentation conducted by archeologists prior to construction of the last New Yard building.

Comments from the MHPC on this new phase is shown on Attachment 1.13 and summarized below.

Based on discussion with Phin Sprague, former plans called for the covering of the former glassworks site with a layer of crushed stone similar to the present new Yard property. This is a preferred treatment for the glassworks site. Surface excavation for utilities or another structure should be monitored by a professional archeologist to document glassworks remains that may be negatively impacted. No archeological monitoring or work is necessary west of the former glassworks property and sewer outfall.

The site plan indicates limited excavation within the sewer outfall area. Staff recommends that the same condition of approval required in the 2014 site plan approval be incorporated into this approval.

6. *Exterior Lighting:*

Applicant has submitted a lighting plan. The plan indicates 8 wall mounted

fixtures will be installed on building C/D using a Laredo fixture which was installed on the previous building and has a full cut-off feature.

Sixteen pole mounted fixtures on 30 foot high poles are proposed within parking and boat storage areas. The fixture is described as a Cimarron LED light fixture. The submitted catalogue appears to have a full cut-off feature.

The submitted photometric plan indicate illumination levels meet technical manual requirements.

7. *Noise and Vibration:*

Applicant indicates their intention to comply with the noise and vibration standards. The submission states: "Night time activity will be minimal. Typical source of noise from routine boat yards jobs and practices include hull preparation, sandblasting, painting, boat washing, engine repairs and maintenance and transportation of vessels throughout the site. All these practices will be performed in accordance with MeDEP Brightwork Manual....The site is well situated from noise sensitive sites with no direct abutting impacts to abutting residential neighborhoods." The nearest residential use is on Salem Street a distance of about 400 feet.

8. *Signage and Wayfinding:*

Signage plans have not been provided, but will be reviewed and approved with the building permit applications for the site. No signage may be installed without such approval.

9. *Zoning Related Design Standards* NA

10. *Financial and Technical capacity*

An updated financial capacity letter from Norway Savings Bank has been submitted. See submission.

Shoreland Review Standards

The Planning Board or planning authority shall approve a site plan located within a shoreland zone if it finds that the following standards, in addition to the standards set forth in section 14-526, are met.

1. *The proposal will maintain safe and healthy conditions;*

There are no known safety or health conditions associated with this project.

2. *The proposal will not result in water pollution, erosion, or sedimentation to surface waters;*

See Stormwater Management section of this report. See also above paragraph.

3. *The proposal will adequately provide for disposal of all wastewater;*

This phase will have a direct connection to a city sewer in Commercial Street.

4. *The proposal will have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat;*

The proposed improvements are on land. The property is a former industrial site in a previously disturbed site with no known bird or other wildlife habitat. Comments from the Maine Department of Inland Fisheries and Wildlife indicate there are no locations of Endangered, Threatened or Special Concern species within the project area.

5. *The proposal will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters;*

The site is a former industrial site that is being redeveloped for a boat repair facility. Due to the nature of the facility, active public access to the shore is not proposed. The treatment of groundcover within the shoreland zone will be stable to avoid erosion and sedimentation issues.

6. *The proposal will protect archeological and historic resources*

See Site Plan Section, Historic Resources.

7. *The proposal will not adversely affect existing commercial fishing or maritime activities;*

There are no existing commercial fishing on this site. This proposal supports the existing New Yard ship repair facility.

8. *The proposal will avoid problems associated with flood plain development and use;*

The proposed Commercial Street building is proposed at a first floor elevation of at least 16' which is well above the flood hazard elevation of 10' for this area of the Fore River.

9. *The proposal is in conformance with the standards set forth in this section.*

The proposal is in conformance with the standards of this section.

VII. MOTIONS FOR THE BOARD TO CONSIDER

a. Waivers

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report for application #2014-038 relevant to the Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

1. The Planning Board finds that two or more criteria for sidewalk waiver, specifically criteria 2 and 3, as provided under Sec. 14-506(b), **(are/are not)** met and therefore **(waives/does not waive)** the requirement for sidewalks along the southerly sideline of Commercial Street.
2. The Planning Board finds that two or more criteria for granite curbing waiver, specifically criteria 3 and 5, as provided under Sec. 14-506(b), **(are/are not)** met and therefore **(waives/does not waive)** the requirement for granite curbing along the southerly sideline of Commercial Street.
3. The Planning Board **(waives/does not waive)** the Technical Standard for Driveway Design: Maximum driveway width, Section 1.7.1.4. to allow a maximum width of 40 feet for the middle driveway.

4. The Planning Board (**waives/does not waive**) Technical Standard for flooding as provided under Section 5.III.4.E(2) due to the capacity of the receiving water (Fore River).
5. The Planning Board (**waives/does not waive**) Technical Standard for Soil Infiltration Testing, Sec V, Appendix D.4.(a) based on known conditions on the site and controlled materials to be installed with construction.
6. The Planning Board (**waives/does not waive**) Technical Standard for Landscape and Landscape Preservation:
Sec. 4.iv.4.5.5. – Interior Site Landscaping

b. Conditional Use in the WPDZ

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2015-101 relevant to the Conditional Use Standards of the Waterfront Port Development Zone for *marine product sales and boat storage*, and Section 14-474 of Land Use Code and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan (**is/is not**) in conformance with conditional use standards of the land use code.

c. Traffic Movement Permit

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board Report for application #2015-101 relevant to a Traffic Movement Permit, and other regulations, and the testimony presented at the Planning Board public hearing, the Planning Board finds that the plan (**is/is not**) in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits, subject to the following condition of approval:

1. That the applicant shall contribute \$65,000 towards the construction of a three lane roadway section that will include provision for a left-turn lane into Canal Landing (New Yard) as provided for in Tom Errico's Review Memo (Traffic Review Consultant) dated January 8, 2016.
2. That the applicant shall contribute \$25,000 towards the implementation of a safe crosswalk facility that is ADA compliant for access to a proposed shared use-use path on the land side of the street as provided for in Tom Errico's Review Memo (Traffic Review Consultant) dated January 8, 2016

d. Site Plan

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2015-101 relevant to the Site Plan Ordinance and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **(is/is not)** in conformance with site plan standards of the land use code, subject to the following conditions of approval:

1. That the applicant shall submit updated letters from Central Maine Power (electricity) and City of Portland (sanitary waste) regarding their ability to serve the project.
2. That the applicant shall submit a revised site plan addressing the review comments (dated 12-22-2015) of David Senus, Development Review Consultant, for review and approval.
3. That the applicant shall submit a landscaping plan for Planning Staff and City Arborist review and approval with a focus on providing street trees on or near the project street frontage.
4. That the applicant shall provide a treatment along Commercial Street that ensures vehicle movements will be restricted to the formal paved driveways. The parking and boat storage areas along Commercial Street shall have a fence, guard rail or other physical barrier to contain vehicles storage within designated areas as reviewed and approved by Planning Staff.
5. The review and approval of the western most driveway is based on low traffic volumes. If the use and traffic volumes intensify as part of future development plans, the design and provision of this driveway shall be reviewed and approved by the City Traffic Engineer.
6. That a revised site plan shall be submitted for the site substantiating the total number of available parking spaces on the site for Planning Staff review and approval.
7. That the applicant address the review comments of David Margolis-Pineo (Deputy City Engineer) dated January 8, 2016.

e. Shoreland Regulations

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board

Report for application #2015-101 relevant to Shoreland Regulations, and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan (**is/is not**) in conformance with the shoreland regulations standards of the land use code.

Staff Attachments:

1. Vicinity Map
2. Planning Board Approval Letter for Canal Landing/New Yard (August 12, 2014)
3. Planning Board Report for Canal Landing/New Yard (August 12, 2014) Excerpt
4. Tom Errico (Traffic Review Engineer) Memo dated January 8, 2016
5. David Senus (Development Review Consultant) Memo dated December 22, 2015
6. David Margolis Pineo Memo dated January 8, 2016

Recent Applicant Submissions:

- AA. Lighting Specification (January 5, 2016)
- BB. Responses to Review Comments (December 2, 2015)
- CC. Traffic Movement Permit Scoping Meeting (September 25, 2015)
- DD. Supplemental Traffic Info (December 21, 2015)
- EE. Neighborhood Meeting Information (August 26, 2015)
- FF. Financial Capacity

Applicants Submission dated September 4, 2015:

A-1 Cover Letter and Application

B-1 Development Description

- 1.1 Project Overview
- 1.2 Site Ownership
- 1.3 Project Purpose and Need
- 1.4 Existing Conditions
- 1.5 Access Conditions
- 1.6 Site Utilities
- 1.7 Topography and Drainage
- 1.8 Soils Conditions
- 1.9 Proposed Development
- 1.10 Land Ordinance Review
- 1.11 Brightwork Manual Overview
- 1.12 Traffic
- 1.13 Natural Features
- 1.14 Noise/Vibration
- 1.15 Lighting
- 1.16 Solid Waste
- 1.17 Stormwater Management
- 1.18 Erosion and Sediment Control

- 1.19 Flooding
- 1.20 Blasting
- 1.21 Air Emissions/Odors/Vapors
- 1.22 Sunlight
- 1.23 Approval Requirements
- 1.24 Attachments

- C-2 Right, Title and Interest/Technical Capacity/Financial Capacity
 - 2.1 Right, Title and Interest
 - 2.2 Technical Capacity
 - 2.3 Consultant Team
 - 2.4 Experience of Project Team
 - 2.5 Financial Capacity
 - 2.6 Construction Cost Estimate
 - 2.7 Attachments

- D-3 Compliance with Applicable Zoning and Land Use Requirements
 - 3.1 Overview

- E-4 Traffic Information
 - 4.1 Overview
 - 4.2 Attachments

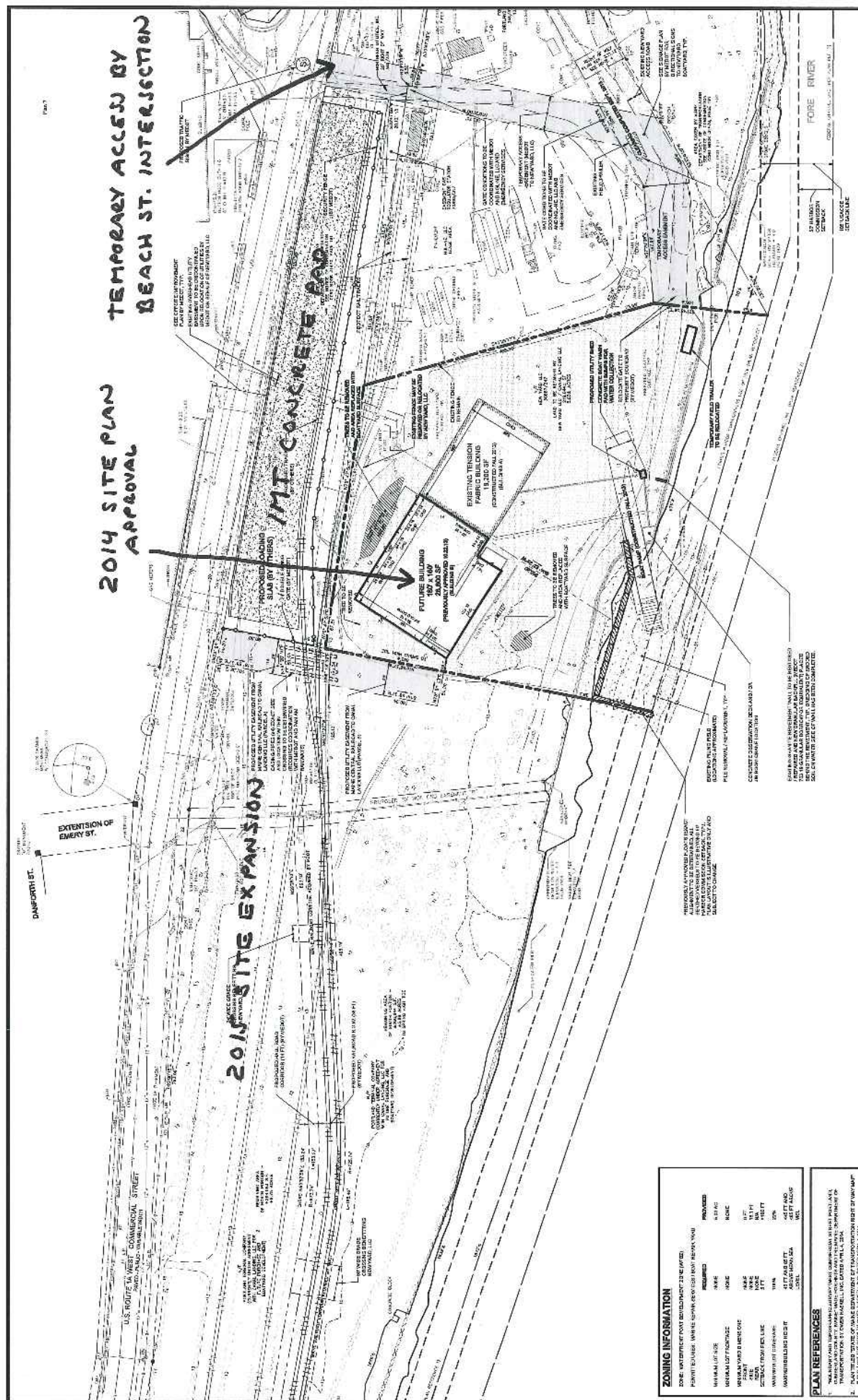
- F-5 Stormwater Management Report and Erosion and Sedimentation Control Report
 - 5.1 Overview
 - 5.2 Attachments

- G-6 Fire Safety Analysis
 - 6.1 Overview
 - 6.2 Attachments

Plans

- P1 Cover Sheet
- P2 General Notes and Legend
- P3 Boundary Survey
- P4 Boundary and Topographic Survey 1 of 2 (MDOT Plans)
- P5 Boundary and Topographic Survey 2 of 2 (MDOT Plans)
- P6 Existing Conditions Plan
- P7 Phase III Site Layout Plan
- P8 Amended Phase III Overall Project Plan
- P9 Future Phase Concept Plan
- P10 Phase III Temporary Access Plan
- P11 Phase III Grading and Drainage Plan
- P12 Building D Grading and Drainage Plan
- P13 Phase III Utility Plan

- P14 Utility Profiles (***Not included in this submission set**)
- P15 Phase III Erosion and Sediment Control Plan
- P16 Erosion and Sediment Control Details
- P17 Erosion and Sediment Control Narrative
- P18 Erosion and Sediment Control Narrative
- P19 Lighting Plan (***Not included in this submission set**)
- P20 Site Details 1 of 2
- P21 Site details 2 of 2
- P22 Water System Details
- P23 Utility Details
- P24 Storm Drain System Details
- P25 Fire Protection Plan Phase III (***Not included in this submission set**)

[illegible][illegible]

PLAN REFERENCES

LEGEND

	EXISTING BUILDING
	PROPOSED BUILDING
	PAVED PARKING AREA WITHIN PAVED LOT

CITY OF PORTLAND, MAINE
PLANNING BOARD

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

August 20, 2014

Mr. Phineas Sprague, Jr.
New Yard, LLC. – Canal Landing, LLC.
58 Fore Street
Portland, ME 04101

Mr. Steve Bushey
Fay, Spofford & Thorndike
778 Main Street, Suite 8
So. Portland, ME 04106

Project Name: Canal Landing/New Yard
Address: 100 West Commercial Street
Applicant: New Yard, LLC. – Canal Landing, LLC.
Project ID: #2014-123
CBL: 59-A-1
Planner: Rick Knowland, Senior Planner

Dear Mr. Sprague:

On August 12, 2014, the Planning Board considered a development proposal by New Yard, LLC./Canal Landing, LLC. to amend their previously approved site plan for a boat repair and service facility. The Planning Board reviewed the proposal for conformance with the standards of the Conditional Use Standards, Shoreland Zoning Regulations and Site Plan Ordinance. The Planning Board voted 5-0 (Boepple and Dean absent) on all of the motions to approve the application with the following waivers and conditions as presented below.

A. CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2014-123 relevant to the Conditional Use Standards of the Waterfront Port Development Zone for *marine product sales and boat storage*, and Section 14-474 of Land Use Code and other regulations, and the testimony presented at the Planning Board hearing that the plan is in conformance the conditional use standards of the land use code.

B. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report for application #2014-123 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 that the applicant has demonstrated that existing trees on the site cannot be preserved on the site and the Board finds undue hardship may result from strict compliance with these regulations and that the public interest is secured with the variation. The Planning Board waives Section 4.3 (Preservation of Existing Vegetation) of the Technical Manual provided the applicant submits a revised landscaping plan for new vegetation for review and approval by the City Arborist.
2. All waivers granted as part of the Planning Board's December 18, 2012 decision for Canal Landing are retained for the amended application (#2014-123), except that the waiver of curbs and sidewalks along Commercial Street is rescinded, as the modified parcel is 5.03 acres and no longer has frontage along West Commercial Street.

C. SHORELAND ZONING

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2014-123 relevant to Division 26, Shoreland Zone Regulations, of the Land Use Code, and the testimony presented at the Planning Board hearing the Planning Board finds the plan in conformance with the Shoreland Zone regulations.

D. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2014-123 relevant to the Site Plan Ordinance and other regulations, and the testimony presented at the Planning Board hearing the Planning Board finds that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

1. That the applicant shall submit updated letters from Portland Water District (water), Central Maine Power (electricity), Unitil (gas) and City of Portland (sanitary waste) regarding their ability to serve the project.
2. Prior to the issuance of a building permit, a revised landscaping plan shall be submitted for review and approval by the City Arborist.
3. Prior to the issuance of a building permit a revised site plan shall be submitted for review and approval by David Senus (Development Review Engineer) reflecting the following revisions. The plans shall include details for work within the City ROW, including a City standard trench repair detail (Figure II-12). Applicant shall document that they have submitted a Notice of Intent to Comply with the Maine Construction General Permit to the Maine DEP.
4. That the development shall comply with the review comments of Tom Errico (Traffic Review Engineer) as follows. The approval assumes that access and egress for the project will be via the existing driveway near the Casco Bay Bridge during IMT construction. A construction management plan shall be provided that illustrates how access will occur during IMT construction. This approval does not include new driveways on West Commercial Street.

5. Prior to the issuance of a building permit the site plan shall be revised for review and approval by Chris Pirone (Fire Department) reflecting the 30 foot wide access around the site for Fire Department vehicles. Applicant shall also confirm the address of the property.
6. Prior to the issuance of a building permit an executed copy of an easement agreement with the Maine Central Railroad Company for the utility corridor serving the New Yard site shall be submitted for Corporation Counsel review and approval.
7. Prior to the issuance of a building permit applicant, applicant shall notify the Maine Historic Preservation Commission of the projected site excavation schedule in the event the Commission wishes to observe the excavation in the old glass works area or Oxford Cumberland Canal area. A copy of the notice to the Commission shall be forwarded to the Planning Office. If evidence of these sites are discovered during subsurface work, the applicant shall contact the Planning Authority and make reasonable efforts to document any resource discovered.
8. Prior to the issuance of a building permit, applicant shall submit a revised site plan providing a total of 5 bicycle spaces for Planning Staff review and approval. (Note: December 12, 2012 Planning Board review approved a waiver of one-half of the normal requirement. Size of building has increased so rather than 4 spaces, 5 spaces are required.

The approval is based on the submitted plans and the findings related to site plan, conditional use and shoreland review standards as contained in Planning Report for application #2014-123 which is attached.

STANDARD CONDITIONS OF APPROVAL

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

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

5. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
6. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting. (If applicable)
7. **Department of Public Services Permits** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
8. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.

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

If there are any questions, please contact Rick Knowland, Senior Planner at (207) 874-8725.

Sincerely,



Stuart O'Brien, Chair
Portland Planning Board

Attachments:

1. Planning Board Report
2. City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet

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



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

From: Richard Knowland, Senior Planner

Date: August 8, 2014

Re: Canal Landing/New Yard; 100 West Commercial Street; New Yard, LLC /
Canal Landing, LLC.

Project #: 2014-123 **CBL:** 59-A-001

Meeting Date: August 12, 2014

I. INTRODUCTION

A public hearing has been scheduled to consider a development proposal by New Yard, LLC./Canal Landing, LLC. to amend their previously approved site plan for a boat repair and service facility located in the vicinity of 100 West Commercial Street. The revised site plan reflects a new boat maintenance building on a smaller site reflecting a loss of land from the IMT expansion. The Board reviewed the initial New Yard site plan in December 2012 as well as two amended site plans in 2013.

The plan is subject to site plan, conditional use and shoreland review. Applicant is requesting several waivers to the Technical Standards.

The revised site plan is entitled "Amended Development Plans for Canal Landing New Yard Post Land Taking By Maine Department of Transportation 100 West Commercial Street".

A workshop was not scheduled for this item because of the applicant's stated need to construct this building by December and the Board's familiarity with New Yard site which has included two other public hearings within the past year.

Notice of this public hearing consisted of a legal ad item appearing in the Portland Press Herald on August 4 and August 5. Notices were sent to 125 area property owners.

II. FINDINGS

Zone:	Waterfront Port Development Zone
Total Site Acreage:	5.03 acres
Existing Uses:	Boat repair and service yard facility
Proposed Uses:	Operation areas for vessel repairs, materials, ancillaries and related office space.
Building Footprint (proposed):	26,600 sf
Building Footprint (existing):	19,200 sf
Total Building Footprint:	45,800 sf
Building Floor Area:	50,000 sf
Building Height:	
Impervious Area (existing):	50,000 sf
Impervious Area (proposed):	50,000 sf
Parking Spaces (required):	50
Parking Spaces (proposed):	(described as “unspecified up to 50”)

The existing building is described as a tension fabric building while the second building is a prefabricated metal building. Elevations of the metal building are shown as Attachment 7. The two buildings abut one another and will be connected by an internal access. A portion of the metal building apparently has a second floor. The building has a height of just under 44 feet which is below the maximum zoning height of 45 feet.

Applicant held a neighborhood meeting on August 4, 2014. The notice, meeting notes and list of attendees is shown as Attachment 14.

III. REVISIONS TO APPROVED PLAN

Applicant proposes a number of revisions to the site plan. A complete list of revisions is shown as Attachment 1 while a summary is provided below.

- Site is now 5.03 acres compared to 22 acres previously.
- Current proposal is a 27,600 sf building while the previous submission indicated a future (second) building of 21,600 sf.
- Temporary access is from an easement from MDOT to New Yard and will extend from the Beach Street intersection through the NGL yard area into the southeast corner of the New Yard site. New Yard will be returning to the Planning Board at a later for review of two driveway locations along Commercial Street to the west of this site.
- The majority of the New Yard site area is completed including grading and placement of boat surface materials (stone and granular materials) but there are several existing areas that have not received this surface material. These areas will be improved with the boat yard surface as New Yard equipment will operate and vessel storage will occur around the perimeter of the proposed building.

- As part of an agreement with MDOT, New Yard was granted utility crossing rights under the MDOT rail line including 4 utility casing pipes which are shown on the plan. The site plan indicates water, gas, and sewer lines connecting into the New Yard site through these pipes. New Yard which has an agreement to purchase additional land from Guilford has an easement to run these utilities across their property in advance of the property purchase. These permanent utilities replace temporary utility arrangements currently in use.
- Applicant is proposing overhead power from Commercial Street through the utility corridor discussed above. A new overhead power line is also proposed from the northerly side of Commercial Street. The previous plan showed an overhead power line but in a different location. Power lines on the New Yard site are underground.
- A new fire hydrant is proposed adjacent to the new building.
- New lighting will be mounted on the second building.
- A small building (about 150 sf) was added near the shore for power, potable water supply and sewage pump to floats.

IV. BACKGROUND

In order to provide some context to the applicant's current proposal a chronology of Planning Board site plan reviews for this property is provided below.

December 8, 2012 Planning Board Approval

Planning Board approves a boat yard and service yard facility on a 22 acre site just west of the Casco Bay Bridge. The approved site plan includes a 42,000 sf boat repair building with re-grading up to 7 acres of the site for boat storage and circulation. The site improvements include two boat ramps, a travel lift basin, floating docks, significant fill and grading, stormwater improvements, utility work, lighting and landscaping.

Applicant also submits an initial master plan depicting 7 buildings ranging from 10,800 sf (retail and warehouse) to 30,000 (storage and maintenance) for future review.

A number of waivers to the Technical Standards were granted by the Planning Board. See Attachments A and D.

August 27, 2013 Planning Board Approval

Applicant requests and receives Planning Board approval for an amendment to the previous site plan allowing a phased development.

With this revised application, a new “Phase 1a” allows the applicant to provide only minimal improvements to support the launching, hauling and storage of vessels along with conducting limited associated repairs. No permanent buildings were proposed in this phase. “Phase 1b” comprising two buildings totaling 42,000 sf was shown on the plan.

The phasing plan is in reaction to MDOT plans to expand the IMT facility in a westerly direction on New Yard’s property. This allows New Yard time to gauge this expansion so they may avoid placing buildings in areas MDOT will likely acquire through eminent domain.

October 22, 2013 Planning Board Approval

Planning Board approves a revised site plan that shifts the two buildings shown in phase 1 to the far westerly end of the site. The first building is labeled as phase 1b “proposed tension fabric building” with a footprint of 19,200 sf. The second building is labeled as “future”. This change avoids the buildings being located on land which would later be acquired for IMT expansion.

July 8, 2014 Planning Board Approval

Planning Board approves an expansion of the IMT facility. The IMT site plan reflects approximately 17 acres previously controlled by New Yard. New Yard’s remaining land (5 acres) contains their newly constructed 19,200 sf building.

August 12, 2014 Planning Board Review

New Yard requests site plan review for a new 27,600 sf building just west of the existing building.

V. STAFF REVIEW

The application and supporting documents have been reviewed by City staff from the Departments of Planning and Urban Development, Fire Safety, and Public Services. The plans have also been reviewed by consulting engineers for civil engineering and traffic.

a. Zoning Review: WPDZ, Flood Plain

i. Waterfront Port Development Zone

Use: The project is located in a WPD Zone. The proposed boat repair yard uses are permitted uses in this zone. In the December 2012 review, boat storage and sales (yacht brokerage) were both approved as conditional uses in the WPDZ.

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

Sec. 14-318.5

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

Dimensional Requirements:

The development meets all provisions of the WPDZ dimensional requirements.

Parking:

Parking within the WPDZ is at 1 space per 1000 square feet of building (+/-50 spaces required.) The applicant indicates that parking for +/-50 employees will be provided . While a formalized parking area is not identified, it is assumed that employees and clients using the site will find more than adequate parking to fill both the zoning requirements and functional needs of the use.

It is not clear what the applicant is proposing in terms of bike parking. During the first review in December 18, 2012, the applicant requested a waiver on all required bike spaces. The Planning Board partially approved that waiver but stipulated that one-half (4) of the required 8 bicycle spaces shall be provided. Consistent with that waiver and the larger size of the new building, 5 spaces should be provided. That figure is based on a total floor area of 50,000 sf for both building with a normal bike space requirement of ten spaces or 5 spaces for one-half the requirement.

iii. Flood Plain Management:

The current plan does not place buildings within the identified Flood Plain and meets applicable management standards, as previously approved.

iv. Vehicle Loading, Division 21: NA

v. Signage:

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

b. Conditional Use Review for Boat Storage and Yacht Brokerage in the WPDZ

As noted above, boat storage and a yacht brokerage are a conditional use in the WPDZ. Although the prior project received this approval, we are recommending this review for the proposed project to erase any doubt or ambiguity about the current review process. Conditional Uses in the WPDZ are subject to the following provisions:

Sec. 14-320. Conditional uses.

...such uses will not impede or preclude existing or potential water-dependent development on other lots, will allow for adequate right-of-way access to the water, are compatible with marine uses, and are physically adaptable or relocatable to make way for future development for water-dependent uses, and meet any additional standards set forth below:

While the proposed development's two buildings are considered permanent, they are designed and intended to serve the permitted uses of boat repair and maintenance in addition to the conditional use of boat storage. Given the intended uses, the "adaptable" provision of the standard appears to be met.

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

Standards. The Board shall, after review of required materials, authorize issuance of a conditional use permit, upon a showing that the proposed use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zoning district. The Board shall find that this standard is satisfied if it finds that:

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and

Staff Review: Tom Errico, Consulting Traffic Engineer, found the following:

Traffic levels from the project are expected to be low, as documented by the applicant, and therefore the project is not expected to create any safety or operational problems.

The proposal is in conformance with this criteria.

- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and

Staff Review: The proposed use for boat storage and yacht brokerage is not expected to produce any of these impacts, thus it is in conformance with this standard.

- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

Staff Review: The proposed boat yard uses will not differ from any other boat yard facility in this zone, thus it is in conformance with this standard subject to the Site Plan condition of additional landscaping.

The Staff recommend that the Planning Board find the proposed use is in conformance with the Conditional Use Standards.

c. Site Plan Review.

Attachments A, B and C of this report includes the full text of the December 2012, August 27, 2013 and October 23, 2013 Planning Board Reports, which provides a description and analysis of all applicable review standards. This report will concentrate on standards impacted by the present proposal.

Site Plan Standards Review, Sec. 14-526

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

(a) Transportation

The original approval provided for a primary site access just west of the Casco Bay Bridge. This driveway has been used by the applicant since the inception of the project. With the MDOT's purchase of 17 acres from New Yard vehicle access has changed. As the Board is aware the IMT expansion incorporates a fully improved signalized intersection at Beach Street and Commercial Street with a driveway at that location. As provided for in the "Supplemental Agreement" between MDOT and New Yard, New Yard has the right to use to use this driveway on an interim basis until they have received approval for new driveways further west along Commercial Street. The present New Yard site plan shows access from the proposed IMT driveway. At a later date New Yard will be back before the Planning Board for a request to construct two new driveways further west along Commercial Street as part of a master development plan

for the remaining Guilford property west of the New Yard parcel for which New Yard has an agreement to purchase.

For the record the two future driveways planned west of the site along Commercial Street are not part of this application nor has staff conducted any review or analysis of the driveway's location. The specific location and number of driveways for the site will be reviewed at a later date when the applicant formally applies for review.

The IMT project has just gone out to bid so it is unclear when the contractor will be completing the IMT traffic light and street improvements at Beach Street and Commercial Street. Applicant indicates New Yard must have their second building up and ready by December 2014. Using a driveway across from Beach Street is not advisable without a traffic light in place so staff is recommending New Yard continue to use the existing driveway closest to the bridge until the other driveway has a functional street light and related roadway improvements are completed.

Comments from Tom Errico (Traffic Review Engineer) are summarized below and shown in their entirety on Attachment G.

- Traffic levels from the project are expected to be low, as documented by the applicant, and therefore the project is not expected to create any safety or operational problems.
- The approval assumes that access and egress for the project will be via the existing driveway near the Casco Bay Bridge and impacts during construction of the IMT Expansion Project can be expected. A construction management plan should be provided that illustrates how access will occur during the IMT construction.
- This approval does not include new driveways on West Commercial Street.

(b) *Environmental Quality Standards*

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

The original site plan anticipated substantial vegetation being preserved between the development and Commercial Street. With MDOT's acquisition of land between New Yard and Commercial Street, this vegetation will be eliminated with the construction of the 740 foot long IMT concrete ramp.

The 5 acre site currently has several pockets of existing trees (primarily birch) just north and south of the new building. A note on the plan indicates "trees to be removed and area replaced with boat storage". The previous landscape plan (dated 12-13-2013) showed clusters of existing trees being preserved on site but the new plan eliminates those trees. New vegetation was shown along a portion of the easterly property line but this is inadequate for the entire site. See Attachment I. Applicant has requested a

waiver from landscape preservation of the Technical Standard.

The applicant states “the applicant intends to plant new trees to offset the loss of some trees which need to be cleared to allow for boatyard operations and to buffer the property from IMT operations.” A revised landscaping plan has not been submitted. Landscaping is recommended to be a condition of approval with review and approval by the City Arborist.

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

As with the original approval, stormwater management is primarily proposed to utilize a gravel surface that is designed to hold and treat stormwater prior to exiting the site to the Fore River. During the first phase a boat yard gravel surface material was spread over much of the site which will be extended to other areas of the site in this next phase. Given the industrial history of the site, its flat grades, and well-drained soils, the limited construction activity proposed is not anticipated to cause stormwater quality issues in the Fore River.

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

Reviewing Engineer, Dave Senus, PE, Woodard and Curran, has reviewed revised plan and his comments are shown F and below.

- This project received a Site Plan approval in January of 2013, with amendments to the original approval in August and December 2013. Woodard & Curran performed a review of the original application and each subsequent amendment application. As noted in the current amendment application, only small changes are proposed from prior approvals to the boat yard surface and proposed building limits. Based on prior approvals and the information submitted in this amendment application, the proposed amendment is in conformance with the Basic Standards, General Standards, and has been granted and still qualifies for a waiver from the Flooding Standard.
- The plans should include details for work within the City ROW, including a City standard trench repair detail (Figure II-12)
- The original application noted that the project was subject to the requirements of the Maine Construction General Permit. The Applicant should verify that they have submitted a Notice of Intent to Comply with the Maine Construction General Permit to the Maine DEP.

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

1. *Consistency with City Master Plans:*

The proposal appears consistent with applicable approved master plans. The IMT project helped frame and coordinate future bicycle and pedestrian improvements on Commercial Street in the vicinity of the site.

2. *Public Safety and Fire Prevention:*

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

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

(b) *Access control that promotes authorized and/or appropriate access to the site.* The site appears to sufficient access control through fencing, entry gates, and its location on the water.

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

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

(d) *Provide adequate emergency vehicle access to the site in accordance with City standards for street widths and turning radii, as described in Section 1 of the Technical Manual.* A revised fire access and circulation plan C-11.1 has been submitted. The applicant has also submitted an updated assessment from Fire Risk Management Inc (dated July 16, 2014) of fire protection issues on the site. See Attachment 10. Although the Fire Risk Management memo references a minimum 30 foot clear width for fire access (at all times) this should be more definitively labeled on the plan. The 30 foot clear width was intended to address the shifting nature of a boat yard in which boats and materials are not stationary and often move across the site to address operational needs. Capt. Chris Pirone of the Fire Department indicates the 30 foot clear width access for fire trucks should be labeled on the plan. Also the applicant should confirm the address of the building.

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

The site is currently served by two fire hydrants on West Commercial Street but more importantly two additional hydrants will be available on the site. The

proposed utility plan, Attachment P10, (excerpted above) shows additional hydrant locations within blue buffer circles.

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

The site is served by all public utilities. Application states “the applicant will secure letters from all applicable utilities stating their ability to serve this project”. Such letters were submitted during the previous review but the locations of such utilities has changed so updated letters should be provided.

As part of their agreement with MDOT, New Yard was granted utility crossing rights under the MDOT rail line including 4 utility casing pipes which are shown on the plan. The site plan indicates water, gas, and sewer lines connecting into the New Yard site through these pipes. This utility corridor abuts the westerly boundary of the New Yard parcel. New Yard which has an agreement to purchase additional land from Guilford (Maine Central Railroad) has an easement to run these utilities across their property in advance of the property purchase. A draft copy of the Guilford/New Yard agreement is shown on Attachment 2. An executed copy of this agreement should be submitted. These permanent utilities replace temporary utility arrangements currently in use through MDOT property per prior agreement.

The amended plan shows more details than the original plan in terms of utility lines serving the floats including water, power and sanitary waste force mains.

(d) *Site Design Standards*

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

The site does have historic and archeological resources. The 19th century seawall is currently being restored in conjunction with the proposed marine improvements. The location of a 19th century glass works is known to exist on site as well as the Cumberland Oxford Canal. While the IMT will be excavating for a 740 foot long concrete pad and a new rail line, New Yard's excavation activities are more modest. New Yard will be excavating a 50 foot by 300 foot utility corridor from Commercial Street to the New Yard site. The larger size building will also require additional excavating. IMT (MDOT) has informed the Maine State Historic Preservation Committee of these excavation activities and

has offered them the opportunity to view the excavating. The same opportunity should also apply to the New Yard site.

6. *Exterior Lighting:*

Applicant has submitted an updated photometric plan and a catalogue cut of exterior lighting fixtures. See Attachment 4. The plan indicates all fixtures will be mounted with on the existing building (8) and on the proposed building (19). The fixtures will be mounted at various heights. The fixture is a Spaulding Laredo series which is described as full cut-off. The lighting plan appears to meet all ordinance requirements.

7. *Noise and Vibration:*

Based on the current Portland Yacht Services activities, exterior noise levels are anticipated to be within zoning requirements for sound levels.

8. *Signage and Wayfinding:*

Signage plans have not been provided, but will be reviewed and approved with the building permit applications for the site. No signage may be installed without such approval.

9. *Zoning Related Design Standards* NA

10. *Financial and Technical capacity*

For prior reviews applicant submitted a letter from Norway Savings Bank dated July 2012 to document financial capacity. An updated letter in support of financial capacity from RBC Wealth Management has been submitted dated August 6, 2014. See Attachment 15.

(c) ***Shoreland Review Standards***

The Planning Board or planning authority shall approve a site plan located within a shoreland zone if it finds that the following standards, in addition to the standards set forth in section 14-526, are met.

1. *The proposal will maintain safe and healthy conditions;*

There are no known safety or health conditions associated with this project.

2. *The proposal will not result in water pollution, erosion, or sedimentation to surface waters;*

See Stormwater management section of this report. See also above paragraph.

3. *The proposal will adequately provide for disposal of all wastewater;*

This phase will have a direct connection to the city sewer system which will replace a temporary storage tank for the existing building.

4. *The proposal will have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat;*

The proposed improvements are on land. The property is a former industrial site in a previously disturbed site with no known bird or other wildlife habitat.

5. *The proposal will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters;*

The site is a former industrial site that is being redeveloped for a boat repair facility. Due to the nature of the facility, active public access to the shore is not proposed. The treatment of groundcover within the shoreland zone will be stable to avoid erosion and sedimentation issues.

6. *The proposal will protect archeological and historic resources*

See Site Plan Section, Historic Resources.

7. *The proposal will not adversely affect existing commercial fishing or maritime activities;*

There are no existing commercial fishing on this site. This proposal supports the existing New Yard ship repair facility.

8. *The proposal will avoid problems associated with flood plain development and use;*

The proposed building is proposed at a first floor elevation of 15 well above the flood hazard elevation.

9. *The proposal is in conformance with the standards set forth in this section.*

The proposal is in conformance with the standards of this section.

VI. WAIVERS AND CONDITIONS OF APPROVAL

The previous approval(s) included waivers and conditions of approval.

The three prior site plan approval letters included a number of conditions of approval. See Attachments A, B and C. While many of the previous conditions of approval were satisfied prior to the beginning of construction, several prior conditions of approval are still appropriate. Rather than referencing conditions from prior letters of approval, today's report lists applicable prior and new conditions together in the Motions section. This avoids redundant and outdated conditions and having to hunt them down.

Previous Waivers

The approved waivers are summarized in a table shown as Attachment D. The waivers were granted as part of the December 2012 approval which are assumed to remain in effect unless specifically amended or rescinded by the Board.

New Waiver

Applicant has requested a new waiver regarding preservation of existing vegetation.

VII. MOTIONS FOR THE BOARD TO CONSIDER

a. Waiver

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report for application #2014-123 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)** that the applicant has demonstrated that existing trees on the site cannot be preserved on the site and the Board **(finds/does not find)** undue hardship may result from strict compliance

with these regulations and that the public interest is secured with the variation. The Planning Board **(waives/does not waive)** Section 4.3 (Preservation of Existing Vegetation) of the Technical Manual provided the applicant submits a revised landscaping plan for new vegetation for review and approval by the City Arborist.

b. Conditional Use in the WPDZ

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2014-123 relevant to the Conditional Use Standards of the Waterfront Port Development Zone for *marine product sales and boat storage*, and Section 14-474 of Land Use Code and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **(is/is not)** in conformance with conditional use standards of the land use code.

c. Site Plan

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2014-123 relevant to the Site Plan Ordinance and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **(is/is not)** in conformance with site plan standards of the land use code, subject to the following conditions of approval.

1. That the applicant shall submit updated letters from Portland Water District (water), Central Maine Power (electricity), Unitol (gas) and City of Portland (sanitary waste) regarding their ability to serve the project.
2. Prior to the issuance of a building permit, a revised landscaping plan shall be submitted for review and approval by the City Arborist.
3. Prior to the issuance of a building permit a revised site plan shall be submitted for review and approval by David Senus (Development Review Engineer) reflecting the following revisions. The plans shall include details for work within the City ROW, including a City standard trench repair detail (Figure II-12). Applicant shall document that they have submitted a Notice of Intent to Comply with the Maine Construction General Permit to the Maine DEP.
4. That the development shall comply with the review comments of Tom Errico (Traffic Review Engineer) as follows. The approval assumes that access and egress for the project will be via the existing driveway near the Casco Bay Bridge during IMT construction. A construction management plan shall be provided that illustrates how access will occur during IMT construction. This approval does not include new driveways on West Commercial Street.

5. Prior to the issuance of a building permit the site plan shall be revised for review and approval by Chris Pirone (Fire Department) reflecting the 30 foot wide access around the site for Fire Department vehicles. Applicant shall also confirm the address of the property.
6. Prior to the issuance of a building permit an executed copy of an easement agreement with the Maine Central Railroad Company for the utility corridor serving the New Yard site shall be submitted for Corporation Counsel review and approval.
7. Prior to the issuance of a building permit applicant, applicant shall notify the Maine Historic Preservation Commission of the projected site excavation schedule in the event the Commission wishes to observe the excavation in the old glass works area or Oxford Cumberland Canal area. A copy of the notice to the Commission shall be forwarded to the Planning Office. If evidence of these sites are discovered during subsurface work, the applicant shall contact the Planning Authority and make reasonable efforts to document any resource discovered.
8. Prior to the issuance of a building permit, applicant shall submit a revised site plan providing a total of 5 bicycle spaces for Planning Staff review and approval. (Note: December 12, 2012 Planning Board review approved a waiver of one-half of the normal requirement. Size of building has increased so rather than 4 spaces, 5 spaces are required.

Attachments:

Staff Attachments:

- A. Planning Board Approval Letter (Dec. 18, 2012) and Staff Report
- B. Planning Board Approval Letter (Aug 27, 2013) and Staff Report
- C. Planning Board Approval Letter (Oct 22, 2013) and Staff Report
- D. List of Waivers from Dec, 2012 Planning Board Report
- E. Ann Machado (Zoning Specialist) Memo dated Aug 5, 2014
- F. David Senus (Development Review Consultant) Memo dated July 30, 2014
- G. Tom Errico (Traffic Review Consultant) Memo dated
- H. Chris Pirone (Fire Department) Memo dated
- I. David Margolis Pineo (Deputy City Engineer)
- J. New Yard Landscape Plan dated Dec 13, 2013

Applicant Submissions

Submission Dated July 2, 2014

- 1. Cover Letter and Description of Revisions
- 2. Application

Submission Dated July 29, 2014

- 3. Cover Letter
- 4. Site Lighting Info
- 5. Original Approved Site Plan (Dec 18, 2012); Last Amended Approved Site Plan (Oct 22, 2014)
- 6. Financial Capacity Letter (July 2, 2012)
- 7. Building Elevations
- 8. Conformity with Applicable Standards
- 9. Survey Plan
- 10. Updated Canal Landing Fire Review Assessment (dated July 16, 2014, received July 30, 2014)

Submission Dated Aug 5, 2014

- 11. Cover Letter
- 12. Updated Site Plan
- 13. Float Layout Plan
- 14. Neighborhood Meeting Info
- 15. Updated Financial Capacity (August 6, 2014)

Plans

P1 Site Plans and other Drawings

ATT. 4

Rick Knowland - Canal Landing - Final Traffic Comments

From: Tom Errico <thomas.errico@tylin.com>
To: Rick Knowland <RWK@portlandmaine.gov>
Date: 1/8/2016 1:43 PM
Subject: Canal Landing - Final Traffic Comments

Rick – I have reviewed the application materials and offer the following final traffic comments.

- I find the parking access and circulation layout to be acceptable. The applicant should provide treatment along West Commercial Street that ensures vehicle movements will be restricted to the formal paved driveways.
- I support a waiver for driveway width given large vehicle deliveries expected for the site.
- My review and approval of the westernmost driveway is based on low traffic volumes. If the use and traffic volumes intensify as part of future development plans, the design and provision of this driveway shall be reviewed. Accordingly, I support a waiver from City standards as it relates to provision of three driveways.
- I have reviewed the traffic analysis conducted as an outcome of the Traffic Movement Permit Scoping Meeting. My comments regarding the traffic study are noted as follows:
 - The applicant shall provide a safe pedestrian crossing on West Commercial Street for access to a proposed shared-use path on the land side of the street (a sidewalk along the applicant's frontage is being waived). Given heavy traffic volumes and speeds, this crosswalk will require special design treatments. Possible treatments include a Rectangle Rapid Flashing Beacon Warning system and a median refuge island. It is my recommendation that a contribution be provided for installation of the crosswalk given that the shared-use path is not constructed and coordination with possible future development at the JB Brown site. Accordingly, the applicant shall contribute \$25,000 towards implementation of a safe crosswalk facility that is ADA compliant.
 - The applicant has conducted a traffic analysis at the project driveways. The analysis indicates failing or long delays are projected for movements exiting the site. Long delays from STOP controlled driveways or streets is not unusual on high traffic arterials, such as West Commercial Street. The level of traffic expected from the project will be significantly below threshold warrants for a traffic signal, so STOP sign controlled driveways are acceptable. I do have concerns regarding left-turn entry movements from West Commercial Street, particularly during the morning peak period where heavy inbound traffic volumes limit gaps for turning. Further, the recommendations from the West Commercial Street Multi-Modal Corridor Study is to provide a three lane roadway, where the center lane would function as a turn lane at major driveways, such as Canal Landing. Additionally, I reviewed MaineDOT methodologies for left-turn lane warrants for a roadway like West Commercial Street. It is my professional opinion the warrant is met considering all left-turn movements entering the site. Accordingly, the applicant shall provide a left-turn lane on West Commercial Street. Given that the City and State will likely be constructing the West Commercial Street shared-use path and the JB Brown site may be developed in the near future, the applicant shall contribute \$65,000 towards the construction of a three lane roadway section that will include provision for a left-turn lane into Canal Landing.

If you have any questions, please contact me.

Best regards,



MEMORANDUM

TO: Rick Knowland, Senior Planner
FROM: David Senus, P.E.
DATE: December 22, 2015
RE: Canal Landing, Final Level III Site Plan Application & Response to Comments

Woodard & Curran has reviewed the Final Application and Response to Comments submittals for the Level III Site Plan for Phase III of Canal Landing (New Yard) located at 400 West Commercial Street in Portland, Maine. The project involves the construction of approximately 30,250 SF of new building space and restoration/stabilization of boat yard areas across approximately eight acres of the former rail yard.

Documents Reviewed by Woodard & Curran

- Final Level III Site Plan Application, dated September 4, 2015, prepared by FST on behalf of Canal Landing, LLC.
- Response to Comments Letter and attachments, dated December 2, 2015, prepared by FST, on behalf of Canal Landing, LLC.
- Engineering Plans, Sheets C-1.0, C-1.1, C-1.3, C-2.1, C-2.2, C-2.3, C-2.4, C-3.1, C-3.2, C-4.1, C-6.1, C-6.2, C-6.3, C-6.4, C-7.0, C-8.0, C-8.1, C-8.2, C-8.3, C-8.4, C-11.0. REV dated November 10, 2015, prepared by FST, on behalf of Canal Landing, LLC.

Comments

- 1) The project is being reviewed under the City's Delegated Review Authority for the Site Location of Development Act; as such, the project must show conformance with MaineDEP Chapter 500 Basic, General, and Flooding Standards (latest edition, 2015). Also, in accordance with Section 5 of the City of Portland Technical Manual, a Final 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 and a full Erosion and Sediment Control report 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 Applicant has proposed a porous crushed stone yard surface to infiltrate stormwater falling on the boat yard area and to managed run-on from the small adjacent paved surfaces; an underdrained drip edge filter to manage runoff from the Building D roof and adjacent sidewalk; and Fabco Model 10080 -1 Stormbasin Cartridge Filters (or equal) to manage runoff from the Building C roof to meet the quality requirements associated with the General Standards. This approach is in-line with the previously approved practices on the adjacent sites, and given the variable mix of pervious and developed / gravel areas in the existing condition, the use of features such as the Fabco filter for roof water can be considered innovative treatment measures for redevelopment areas. Overall the proposal is largely compliant with the General Standards; with compliance to be acknowledged pending response to the following comments:
 - i. The Post Construction Stormwater O&M Manual should be updated to include the inspection and maintenance requirements for the Fabco Model 10080 -1 Stormbasin Cartridge Filters.
 - ii. Any "Future" buildings or pavement areas depicted on Sheet C-2.3 will require stormwater quality treatment measures in accordance with the General Standards; this should be noted on that plan sheet.
 - iii. The Applicant should prepare a Stormwater Treatment Plan that identifies how each current (Phase III) area is being treated to meet the water quality (General) standards,



and that includes tables that show compliance with the treatment area requirements of the General Standards.

- c) Flooding Standard: Runoff from the Site flows to the tidal Fore River; as such, the Applicant has requested a waiver from the Flooding Standard. We support this requested waiver from the Flooding Standard.
- 2) Sheet C-3.2 - A storm drain pipe connection to the Emery Street Combined Sewer Overflow is shown within the railroad right of way. The Applicant should clarify whether they have an easement or rights to install pipe within this railroad right of way location.
- 3) A retaining wall & stairs is proposed near Building D over the top of the 30" brick Emery Street Combined Sewer Overflow pipe; the Applicant should seek approval from the City Department of Public Works to place the retaining wall structure at this location within the proposed easement.
- 4) The plans should note a location for snow storage. The snow storage location should be sited outside of existing and proposed drainage courses.
- 5) C-3.2 & C-4.1 - The proposed grade changes at the Emery Street CSO structure will require that the CSO manhole frames and covers be removed and reset to grade. This should be detailed in the plan set and called out on the site plan.
- 6) C-3.1 - Two new outfalls are proposed through the sea wall. Is outlet stabilization required at these locations (is there a soft bottom or existing stone bottom at these outfall locations?). Will this work require approval through MaineDEP & USACOE?
- 7) C-2.1 - The plans call for maintaining the existing gravel shoulder area between the edge of pavement on West Commercial Street and the building / fence line. We recommend improving the surface in this area; the type of surface improvement will need to be determined in consultation with planning and Public Works / Engineering.

Att. 6

Rick Knowland - Review Comments for Canal Landing

From: David Margolis-Pineo
To: Rick Knowland; Tom Errico
Date: 1/8/2016 2:51 PM
Subject: Review Comments for Canal Landing
CC: Barbara Barhydt

January 8, 2015

TO: Barbara Barhydt
Rick Knowland
FROM: David Margolis-Pineo
RE: Review Comments: West Commercial St. - #40; Industrial Boat & Ship repair - Canal Landing

The Department of Public Services has the following comments concerning this proposed project.

1. Proposed 30' wide sewer easement should be in place prior to issuance of permits.
2. Since the 48" interceptor sewer is a combined system, backflow preventers are required on all lateral connections.
3. It is unclear how stormwater drainage off West Commercial will be handled. Would the applicant please clarify.
4. The applicant is proposing a gravel area between the edge of pavement and the applicant's property. Since a majority of this area is currently grass, the City is requesting this space to remain as grass.
5. Please clarify the need for the concrete sidewalk along the property line.
6. The applicant is proposing to encroach upon the proposed sewer easement with concrete steps. An agreement should be in place stating who should remove and replace all none related sewer infrastructure if access is needed.

We have no further comments at this time.

Rick Knowland - FW: Canal Landing light

From: "Stephen Bushey" <SBushey@fstinc.com>
To: "Rick Knowland" <RWK@portlandmaine.gov>
Date: 1/5/2016 1:35 PM
Subject: FW: Canal Landing light
Attachments: cimarron_led_spec_sheet.pdf

Rick,

Please see the attached lighting cut sheet and info. The proposed pole mounted fixtures are as follows:

CIMARRON POLE MOUNTED LED LIGHT, SPAULDING LIGHTING
CL1-A-90L-1-5K-4-105

Mounted at 30'

Stephen R. Bushey, P.E.

Associate
FST, now Stantec
778 Main Street, Suite 8, South Portland, ME 04106
Direct: 207-775-1121
Phone: 207-775-1121 x4112
SBushey@fstinc.com



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From: Adrienne Fine
Sent: Tuesday, January 05, 2016 10:00 AM
To: Stephen Bushey
Subject: Canal Landing light

Attached is a cut sheet for this light:

CIMARRON POLE MOUNTED LED LIGHT, SPAULDING LIGHTING
CL1-A-90L-1-5K-4-105

Mounted at 30'

Adrienne Fine, EIT

FST, now Stantec
778 Main Street, Suite 8, South Portland, ME 04106
Direct: 207-775-1121
Phone: 207-775-1121 x4132
AFine@fstinc.com



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CIMARRON LED

Cat.#

Job

Type



SPAULDING
LIGHTING

Approvals

SPECIFICATIONS

Construction:

- Stylish vertically finned die-cast solid top housing for maximum heat dissipation; Stops collection of unsightly debris from gathering on top of the housing
- Rugged lower die-cast aluminum heat sink accelerates thermal management and optimizes PCB and optical performance
- Separate optical and electrical compartment for optimum component operation
- One piece die cut silicone gasket ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% spill light reduction, doesn't change fixture appearance or EPA, recommended for Type III and Type IV distributions
- Stamped bezel provides mechanical compression to seal the optical assembly
- Complements the Hubbell Southwest series of outdoor fixtures
- Weight - 45.0 pounds, EPA - 1.3 ft²
- Suitable for applications requiring 3G testing prescribed by ANSI C136.31

Optics:

- Choice of 72 high brightness LED configurations with individual acrylic lenses specially designed for IES Type II, III, IV and V distributions

- Auto optics designed for front row 1A and interior rows 2A (see distribution under ordering and page 2)

- CCT: 3000K (80 CRI), 4000K (70 CRI), 5000K (70 CRI), and turtle friendly Amber LED options

Electrical:

- Universal input voltage 120-277 VAC, 50/60 Hz
- Integral step-down transformer for 347V & 480V
- Ambient operating temperature -40° C to 40° C
- Automatic thermal self-protection
- Drivers have greater than 90% power factor and less than 10% THD
- Optional continuous dimming to 10% or dual circuitry available

- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- 1050 mA driver available with 90L configuration for increased lumen output
- LED electrical assembly, including PR devices, consumes no power in the 'off' state
- Surge protection - 20KA; Turns fixture off at end of life; Includes LED for end of life indication (see surge suppressor page 4)

Controls:

- Drivers are 0-10V dimming standard. Photocell, occupancy sensor and wireless controls available for complete on/off and dimming control

Lumen maintenance:

- L90 at 60,000 hours (Projected per IESNA TM-21-11)

Installation:

- Two die-cast aluminum arm designs: The decorative arm offers a sleek upswept look while the straight arm follows the housing's contoured lines for continuity of style
- Fixture ships with arm installed for ease of installation and mounts to #2 drill pattern
- Wall bracket, mast arm fitter and pole accessories are also available allowing easy mounting for virtually any application

Finish:

- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

Warranty:

Five year limited warranty (for more information visit: <http://www.hubbelloutdoor.com/resources/warranty/>)

Listings:

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- Models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details: <http://www.designlights.org/QPL>
- IDA approved • IP65

PRODUCT IMAGE(S)



90 LED 3/4 VIEW



30 LED

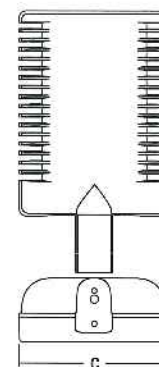
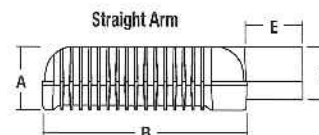
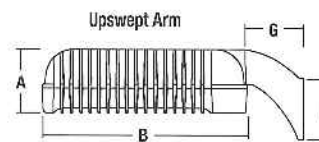


60 LED



90 LED

DIMENSIONS



A	B	C	D	E	F	G
6 3/4"	21 3/4"	16"	6 5/8"	6 5/16"	5 5/8"	6 1/8"
171mm	552mm	406mm	168mm	160mm	143mm	155mm

CERTIFICATIONS/LISTINGS



ORDERING INFORMATION SEE NEXT PAGE



Spaulding Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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HUBBELL
Lighting

ENERGY SAVING DATA

#LEDS	DRIVE CURRENT	SYSTEM WATTS		DIST. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)				
		120-277V	347-480V		LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
30		70W	80W	1A	8244	118	1	0	1	8162	117	1	0	1
				2A	8202	117	1	0	1	8121	116	1	0	1
				2	7715	110	2	0	3	7639	109	2	0	2
				3	7712	110	2	0	2	7635	109	2	0	2
				4	7803	111	1	0	2	7726	110	1	0	2
				5S	8374	120	3	0	0	8291	118	3	0	0
				5M	7940	113	3	0	1	7862	112	3	0	1
				5W	7667	110	3	0	2	7591	108	3	0	2
60	700 mA	135W	150W	1A	16171	120	1	0	2	16011	119	1	0	1
				2A	16088	119	1	0	2	15929	118	1	0	2
				2	15134	112	3	0	3	14984	111	3	0	3
				3	15127	112	3	0	3	14977	111	3	0	3
				4	15306	113	2	0	3	15154	112	2	0	3
				5S	16426	122	4	0	0	16263	120	4	0	0
				5M	15575	115	4	0	2	15421	114	4	0	2
				5W	15040	111	4	0	3	14891	110	4	0	3
90		205W	225W	1A	23781	116	2	0	2	23546	115	2	0	2
				2A	23659	115	2	0	2	23425	114	2	0	2
				2	22255	109	3	0	4	22035	107	3	0	4
				3	22246	109	3	0	4	22026	107	3	0	4
				4	22509	110	3	0	4	22286	109	3	0	4
				5S	24156	118	5	0	0	23916	117	5	0	0
				5M	22905	112	4	0	2	22678	111	4	0	2
				5W	22117	108	5	0	3	21899	107	5	0	3
90	1050mA	325W	350W	1A	31708	98	2	0	2	31394	97	2	0	2
				2A	31545	97	2	0	2	31233	96	2	0	2
				2	29674	91	4	0	5	29380	90	3	0	5
				3	29661	91	3	0	4	29367	90	3	0	4
				4	30011	92	3	0	5	29714	91	3	0	5
				5S	32207	99	5	0	0	31888	98	5	0	0
				5M	30539	94	5	0	3	30237	93	5	0	3
				5W	29490	91	5	0	4	29198	90	5	0	4

ENERGY DATA	
Power Factor	>.9
Total Harmonic Distortion	<10%

AUTOMOTIVE DEALERSHIP OPTICS

For Automotive Dealership applications Spaulding Lighting has developed two optics designed for enhanced and proper lighting of the auto dealership merchandise and the front row 1A and interior rows 2A (See CL1 distribution information for details)

Optic 1A

- Maximum illumination on front row display
- Maximum pole spacing

Optic 2A

- Excellent front row illumination and drive lane
- Optimal uniformity for drive lane and interior rows

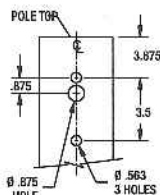


ACCESSORIES/REPLACEMENT PARTS - Order Separately

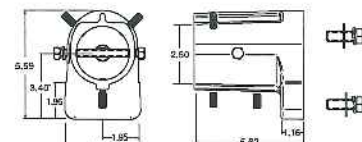
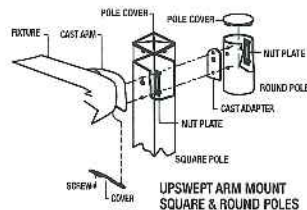
Catalog Number	Description
CR-RPA3-XX ¹	Round pole adapter for straight arm (3¼ - 3¾")
CR-RPA4-XX ¹	Round pole adapter for straight arm (3¾ - 4½")
CR-RPA5-XX ¹	Round pole adapter for straight arm (5")
CR-RPA6-XX ¹	Round pole adapter for straight arm (6")
CRD-RPA2-XX ¹	Round pole adapter for upswept arm (2¾ - 3½")
CRD-RPA3-XX ¹	Round pole adapter for upswept arm (3¼ - 3¾")
CRD-RPA4-XX ¹	Round pole adapter for upswept arm (3¾ - 4½")
CRD-RPA5-XX ¹	Round pole adapter for upswept arm (5")
CRD-RPA6-XX ¹	Round pole adapter for upswept arm (6")
WB-CR-XX ¹	Wall bracket
TPLB-XX ¹	Twin parallel luminaire bracket
MAF-CL-XX ²	Horizontal mast arm fitter for 2 3/8" OD arm. Mounts to standard 6" arm (ordered with fixture)

Catalog Number	Description
SCP-REMOTE ³	Remote control for SCP option. Order at least one per project to program and control.
93052458	20KA surge protection with an end of life LED indicator

1 - Replace XX with color choice, eg.: DB for Dark Bronze. 2 - When ordering poles, specify Pole Drill Pattern #2. 3 - Fixture must include standard 6" arm



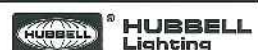
#2 DRILL PATTERN FOR POLES



MAF - HORIZONTAL MAST ARM FITTER



Spaulding Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.
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December 2, 2015

Mr. Rick Knowland, Sr. Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: Canal Landing/New Yard Phase III
400 West Commercial Street
Final Site Plan and Conditional Use Applications
Applicant: Canal Landing, LLC
Responses to Staff and Peer Review Comments**

Dear Rick:

On behalf of Canal Landing, LLC (New Yard), we are responding to staff review comments related to the Final Site Plan and Conditional Use Applications. In reviewing my email messages and correspondence, I find that some of these comments may go back a few months during review this summer while other comments were discussed during the October 8, 2015 staff meeting we attended. Our office apologizes if some of these items have been previously discussed or addressed. The responses and supplemental information are provided to assist while you continue your ongoing review in advance of the public hearing:

Comment 1

Site Location of Development Review...The application requests site location of development review. The size of this development (12 plus acres) may exceed our local authority to review a site location development application. Could you receive confirmation in writing from the DEP whether the City has the authority to review this particular project?

Response

We understand from a November 13, 2015 email transmission from Marybeth Richardson of the MaineDEP that the Department has granted the City of Portland delegated review authority to review the current Level III Application under the Site Location of Development Act (SLDA).

Comment 2

Subdivision Review...The submitted plan indicates a new building along Commercial Street and a smaller proposed building along the water's edge. With a recent Planning Board approval of a boat maintenance building on the contiguous site, it looks like we have 3 buildings within 5 years thus a subdivision. If I'm incorrect in this conclusion, please clarify accordingly.

Mr. Rick Knowland
December 2, 2015
Page 2

Response

We have reviewed the zoning language which defines "Subdivision" as follows:

"Subdivision shall mean the division of a lot, tract or parcel of land into three (3) or more lots, including lots of forty (40) acres or more, within any five-year period whether accomplished by sale, lease, development, buildings or otherwise and as further defined in 30-A M.R.S.A. Section 4401. The term subdivision shall also include the division of a new structure or structures on a tract or parcel of land into three (3) or more dwelling units within a five-year period and the division of an existing structure or structures previously used for commercial or industrial use into three (3) or more dwelling units within a five-year period. The area included in the expansion of an existing structure is deemed to be a new structure for the purposes of this paragraph. A dwelling unit shall include any part of a structure which, through sale or lease, is intended for human habitation, including single-family and multifamily housing condominiums, time-share units and apartments."

We have discussed this language with the applicant's legal representatives and we have concluded that the current proposal does not qualify for subdivision review. Not only are no dwellings involved, but the construction of the additional buildings involves no "division" of any kind. In order for it to be a "Subdivision," the Ordinance would seem to require either (1) the division of land; (2) the division of a new structure into dwelling units; or (3) the division of an existing structure into dwelling units. Here, we have no division or dwelling units at all. We just have new buildings for commercial use.

Comment 3

Need ability to serve letters from utilities.

Response:

The Portland Water District has provided their capacity availability letter and this was made part of the Final Application submission. We await a response from David Margolis Pineo of Public Services regarding wastewater capacity.

Comment 4

Exterior lighting, catalog cuts and photometric plan are needed.

Response

FST has prepared the accompanying site lighting plan identifying the locations of building mounted and pole mounted security lighting. The light fixtures on the building will be similar to those used on the two existing buildings.

Comment 5

Confirm number of parking spaces, zoning/parking demand and delineate parking areas for the entire facility.

Mr. Rick Knowland
 December 2, 2015
 Page 3

Response

The following is a breakdown of current and expected parking demand and supply on the site:

Building/Use	Parking per code	Proposed
Building A – 19,200 SF Warehouse	1 SP/1,000 SF or 19 spaces	Undefined due to overlap with boat storage within yard area but space for 40-45 vehicles at any one time is available
Building B – 28,800 SF Warehouse/Operations	1 SP/1,000 SF or 29 spaces	Undefined due to overlap with boat storage within yard area but space for 30-35 vehicles is available at any one time
Building C/D – 19,800 SF Marine Retail & 12,000 SF Support Space The applicant would like to retain the right to construct a second level on Building C as support space for the Boat Yard operations.	Retail 1 SP/200 SF or 99 spaces Office 1 SP/1,000 SF or 12 spaces If a second level of 19,800 SF of support space is added to Building C, then an additional 20 spaces might be required.	Per Section 14-332.1 (j) allowing a 50% reduction in parking therefore 50 spaces for Building C and at least 6 spaces for Building D. If a second level is added to Building C then an additional 10 spaces is required.

Comment 6

An updated financial capacity letter is needed.

Response

The applicant is working with their financial institution to obtain an updated Financial Capacity letter which we will provide to the Department upon receipt.

Comment 7

How is boat storage separated from Commercial Street? Fence, guard rail or curb? How is parking area separated from Commercial Street?

Response

The applicant is seeking to install a 6' high chain link fence along the waterfront side of the new rail tracks thus separating the shorefront parcel from Commercial Street. The applicant is also reserving the right to install security fencing along the West Commercial Street frontage both for boat display as well as for the operation of a secured multi-use marine storage area on the western end of the street side parcel. The waterfront parcel will be the primary boat storage area. The Phase 3 buildings will be separated from Commercial Street, as it will be setback approximately 20 feet from the existing edge of pavement. This setback also minimizes the potential for conflict between the existing high-pressure natural gas main and the proposed building foundation along the Commercial Street frontage. The current plan is to retain the gravel shoulder along Commercial Street and to install a concrete sidewalk along the front of the building. The applicant remains open to working with the City as the West Commercial Street Corridor Study remains underway as the findings and recommendations of the study are not yet finalized. We expect that activity along the existing gravel shoulder zone may include some combination of pavement for parking, or bicycle/pedestrian facilities.

Mr. Rick Knowland
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Comment 8

Stormwater quality management info.

Response

The majority of the site will rely on the placement of the so-called "Boatyard Surface" which is consistent with the surface treatment approved during the original project permitting and installed within the existing 5-acre initial development area. According to the MaineDEP BMPs, this is known as a "Manmade Pervious Surface" approach to stormwater quality treatment. The pervious surface consists of a permeable surface material and subbase materials that allow penetration of runoff in to the underlying soils. The system must be designed to store and infiltrate the water quality volume (1.0" of impervious area and 0.4" pervious area) with the remainder (larger storm events) discharged through an 'over-flow' system. The effectiveness of the system depends heavily on long-term inspection and maintenance.

A minimum of a 3" thick crushed stone surface across the entire "prepared surface" area designated on the site plan is proposed. This layer of stone will act as a reservoir for the 1" storm event. The material may be placed over geotextile fabric and infiltration into the existing underlying gravel will meet the requirements of this BMP. Runoff from larger storm events may flow to a number of proposed catch basin inlets that will convey flow via pipe to the existing CSO lines that traverse the site or otherwise result as sheet flow across the waterfront parcel towards the shoreline, where any runoff would ultimately reach the river's edge. Internal drains within the building and storage tanks/collection systems beneath the concrete wash-down aprons (at the future travel lift basin and boat ramps) will minimize the potential for petroleum, etc. to enter the stone areas.

Our office has laid out a plan which utilizes the "Manmade Pervious Surface" BMP to provide water quality treatment as described in Chapter 7.7 of the MeDEP Volume III BMPs Technical Design Manual meeting the minimum treatment standards as required by the General Standards.

In response to comments received during the October 8, 2015 meeting, we have included the following additional BMP measures for water quality treatment:

- An underdrained drip edge filter will be provided for the roof area of Building D. This drip edge zone will basically be an 8' wide drip edge along the front of the building. The drip edge is detailed on Drawing Sheet C-8.4 Detail "G". The drip edge area will include two overflow catch basins with grates positioned to collect runoff during heavier rainfall events. The drip edge will contain a filter media layer and an underdrain that will be connected to a closed drainage system that ultimately ties into the CSO line the crosses the east end of the property.
- Building C will have a flat roof design with internal roof drains extending down column lines and then connecting to the site's below grade closed drainage system. We propose to install two or more Cartridge Filter Stormwater Treatment units within the floor slab of the building. These units will be the Fabco Model 10080 -1 Stormbasin Cartridge Filter or equal. These units were recently approved for use at the 185 Fore Street development now under construction. The flow capacity for the Fabco units is approximately 115 gpm. Two units are expected to be sufficient to handle the roof flow, although additional units may be installed depending upon actual final roof and plumbing designs.
- The remaining paved areas of the site include the site driveways off West Commercial Street. These paved areas are intended to produce sheet flow runoff conditions onto the boat yard surface areas and we believe these areas can adequately handle these flow conditions based on the limited areas of

Mr. Rick Knowland
 December 2, 2015
 Page 5

pavement. Similarly, the paved access and parking areas adjacent to Building C will sheet runoff onto the boatyard surfaces. We believe the boatyard surfaces are adequate to handle the sheet flow conditions without need of installing a closed drainage system in these areas.

- The following is a summary of the surfaces and relative treatment conditions:

Description	Surface Type	Treatment
Shore front Parcel = 5.99 acres	Boat Yard Surface = 5.8 acres	Boat Yard Surface achieving 100% treatment
	Roof or other hard surface = .19 acres	Runoff onto Boat Yard surface areas
Street Side Parcel = 6.75 acres	Roof top = 0.56 acres	Drip Edge Filter and Cartridge Filters
	Boat Yard Surfaces = 1.67 acres	Boat Yard Surface 100%
	Paved Surfaces = 1.0 acres	Runoff will run onto Boat Yard surfaces 90%
	Landscape Areas = 0.4 acres	Sheet flow onto pavement or closed collection systems
	Concrete Sidewalk 0.12 acres	No treatment
	Existing ground to remain as is or with crushed stone surfacing = 3.0 acres (this is the proposed marine related storage area on the west end of the Street Side parcel)	Treatment provided by crushed stone surfacing

Comment 9

Site electric plan.

Response

The Site Utility Plan Drawing C-4.1 depicts the extension of an overhead power line from the north side of West Commercial Street to a new pole on the site side of the street. An underground power service to a transformer will be provided for the Phase 3 building. The Applicant will continue to use their existing power systems from Buildings A and B for any further underground secondary power systems serving their yard areas. The applicant proposes to use several portable precast utility vaults that have been salvaged from their previous use at cell tower locations. These precast vaults will simply be placed on blocks or directly on the ground and they will be used for various electrical panels, controls and related uses throughout the yard areas. These vaults are not considered permanent structures but are valuable as a means to place equipment associated with the boat maintenance activity.

Comment 10

Easement access agreements over rail corridor crossings.

Mr. Rick Knowland
December 2, 2015
Page 6

Response

The Acquisition and Supplemental Agreements contained in the Final Application submission materials outline the access conditions agreed upon by the Applicant and MaineDOT.

Comment 11

Location of dumpster.

Response

The dumpster location has not been firmly identified; however, it is likely to be positioned on the east end of the Phase 3 building area. A screened enclosure can be provided, if necessary. The dumpster location may shift over time as a result of the needs of the yard for vessel placement.

Comment 12

Traffic generation info is needed, present and future. As discussed, this becomes particularly important given your request to use the driveways prior to site plan approval. This info needs to be forwarded to Tom Errico ASAP certainly by this Monday since he will be returning from vacation.

Response

On November 8, 2015, we conducted a Scoping Meeting with you and Tom Errico. We are currently completing the necessary analysis of the site driveways in accordance with our discussion at that time. We will be submitting the Traffic Analysis to you and Mr. Errico upon completion in the next few weeks.

Comment 13

Clarify surface treatment. Is all of the site except buildings (and some front driveway areas in black top; concrete ramp) going to be covered with crushed stone?

Response

The Site Plans indicate the range of surfaces proposed on the site. The majority of the site will be the Boat Yard surface consisting principally of crushed stone. There will be several areas of Hot Mix asphalt pavement, roof associated with Buildings C & D, concrete sidewalks, some landscaping and other existing surfaces to remain.

Comment 14

Could you consolidate all of your waiver requests on one sheet so we don't lose track of them during the process?

Mr. Rick Knowland
December 2, 2015
Page 7

Response

The following is a list of the waivers we are seeking:

Waiver Request	Description
Section 14-506	Sidewalk Requirements – seeking waiver until West Commercial Street Corridor study is completed
Section 14-506	Granite Curbing – seeking waiver until West Commercial Street Corridor Study is completed
Section 14-332 Parking	Waiver from Off-street Parking requirements to allow fewer spaces than required by code
Technical Standard III.4.E.(2)	Waiver of Flooding Standard due to discharge to tidal conditions
Technical Standard IV.5.4.5	Waiver from Landscaping Standards for trees
Technical Standard Section XII.2	Waiver for Site Lighting illumination levels and uniformity levels. The proposal includes less lighting than required by code.
Technical Standard Section V, Appendix D.4.(a)	Waiver for Soil Infiltration Testing
Technical Standard Section I.7.1.4	Waiver for Driveway Width

Comment 15

Note that some curb and sidewalk ("future") is proposed along a portion of the Commercial Street frontage, Sheet C-2.3. What is the timing of this installation? When building C/D is built what will be the interim condition between the road way surface and the building (dirt, black top, sidewalk, curb)? Also on sheet C-2.3 explain "extent of road improvements to be determined"?

Response

We understand that the City is currently involved with a West Commercial Street Corridor Study and we are interested in working with the City as recommendations and strategies for the street section evolve. For the interim conditions prior to any formulation of what the street section may consist of, we believe that a simple gravel surface from the edge of the existing pavement to the concrete sidewalk and building line seems appropriate, subject to City staff input. If it is necessary to provide measures to avoid any on street parking until the Corridor Study and action plan is developed, then the applicant will work with the City to provide suitable measures to achieve this objective.

Comment 16

Is any vegetation on the site going to be preserved or is all ground cover going to be converted to a new surface (gravel, etc).

Response

Besides the proposed building areas, generally all the ground cover will be converted to a stable stone surface except for those areas identified as pavement on the site plan. It should be recalled that the site is a former rail yard that historically was almost fully occupied by rails and related stockyard. To the far

Mr. Rick Knowland
December 2, 2015
Page 8

west end of the street side parcel there is some existing vegetation that will remain along with a few select trees that the applicant would like to see retained on the property.

Comment 17

Previous concept plan indicated two driveways would be proposed. Explain reason for a third future entrance.

Response

The third entrance on the far west end of the site is proposed for the multi-use marine storage area. The applicant has had discussions with various waterfront businesses/interested parties who have expressed a need for a secure storage zone for marine related purposes. The current application includes a request for approval for a secured area to be prepared on the site with an access from the far west end and an exit onto the central driveway to West Commercial Street.

Comment 18

We are aware of the archeological resources documented in the earlier boat facility site plan review. Please confirm whether archeological resources (presumably with MHPO) are located on this new site and if so, plans to protect and or document such resources.

Response

The accompanying information has been provided by the MHPO. They have found that the proposed activity will have no adverse effect upon historic properties.

Comment 19

Building facade elevations labeled with dimensions and materials including signs.

Response

The building façade elevations have been prepared by Archetype PA and were previously submitted in the Final Site Plan Application. At this time, the applicant is seeking the right to add a second level to Building C, thus providing approximately 19,800 SF of additional operations space for boat yard related uses. This second level would create a higher building elevation along the street frontage, in keeping with suggestions made by City Staff. The intended use of the second level is now as operations or ancillary space associated with the New Yard business. The Applicant is seeking as a Condition of Approval the right to construct a second level on Building C, subject to Staff level review.

Comment 20

Building C and D elevated above flood hazard elevation?

Response

The building finish floor elevation is now proposed to be at elevation 16.0 ft. which is well above the flood hazard elevation of 10.0'.

FAY, SPOFFORD & THORNDIKE

Mr. Rick Knowland
December 2, 2015
Page 9

Comment 21

Copies of other agency permits?

Response

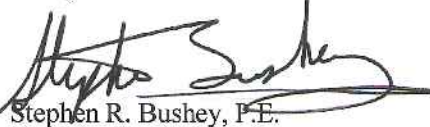
The team continues to pursue the following permits:

- Traffic Movement Permit under delegated review by the City; and
- A building permit will be applied for following the Site Plan approval process.

We appreciate the Planning Authority's consideration on these matters and look forward to presenting to the Board at their earliest available public hearing. If you have any questions or require any additional information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Stephen R. Bushey, P.E.
Associate

SRB/cmd

Enclosure

c: Phineas Sprague, Jr. – New Yard LLC
Peter Plumb – Murray, Plumb, and Murray



PAUL R. LEPAGE
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

May 22, 2015

Mr. Stephen R. Bushey, P.E.
Fay, Spofford & Thorndike
778 Main Street, Suite 8
South Portland, ME 04106

Project: MHPC# 0575-15 – Canal Landing New Yard Phase 3; 400 West Commercial St.
Town: Portland, ME

Dear Mr. Bushey:

In response to your recent request, I have reviewed the information received May 11, 2015 to initiate consultation on the above referenced undertaking.

Based on the information submitted, I have concluded that this undertaking will have **no adverse effect** upon historic properties.

However, this finding is conditional based on the following:

1. No additional excavation will occur in the area of the former Portland Glass Company site that occupies the east end of the proposed New Yard expansion and that has been determined to be eligible for listing in the National Register of Historic Places. The glassworks parcel lies between the present New Yard marina and the outfall sewer that runs along the former west lot line of the glassworks parcel and the east lot line of the former sugar refinery. Based on discussion with Phin Sprague, former plans called for the covering of the former glassworks site with a layer of crushed stone similar to the present landscape within the present New Yard property. This is a preferred treatment for the glassworks site. Subsurface excavation for utilities or for another structure should be monitored by a professional archaeologist to document glassworks remains that may be negatively impacted. No archaeological monitoring or work is necessary west of the former glassworks property and sewer outfall. Please see attached map.

We look forward to continuing consultation with you on this project. Please contact Robin Reed of our staff if we can be of further assistance in this matter.

Sincerely,

Kirk F. Mohney
Deputy State Historic Preservation Officer

RECEIVED

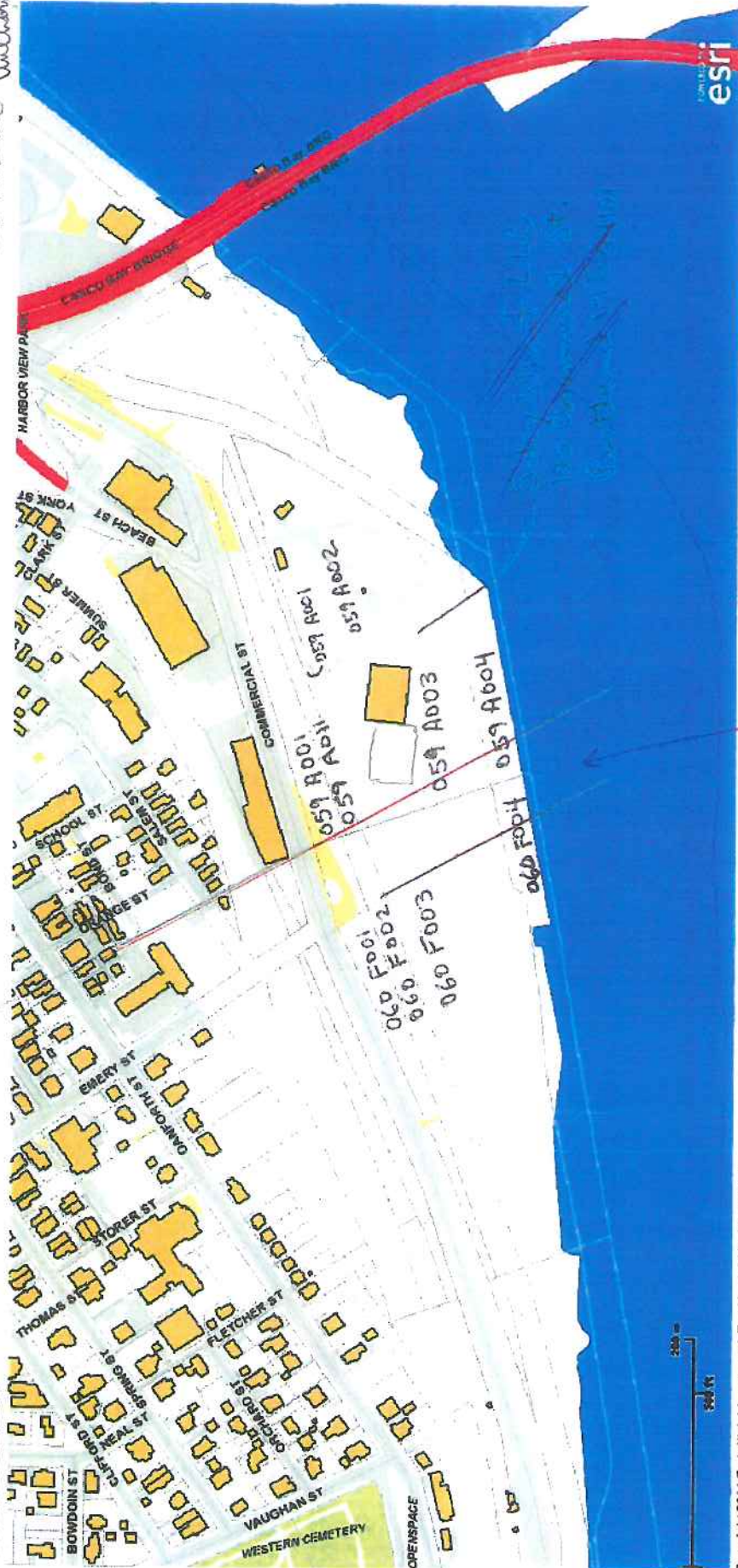
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F.S.&T.

enc.

Tax Map1

Commercial St.



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William Wedelmar
Waterfront Coordinator
City of Portland
Senior Planner
874-8722-
wbw@portlandmaine.gov
110-276

874-8725-Rick Knowland

30-108

Emskip

Approximate location of
glassworks parcel

060-F003

060-F003001

Portland Terminal Co.

Iron Horse Park

North Billerica, MA 01862

232 West Commercial St.

purchased by Guilford Transportation Industries
1981

now subsidiary of

Pan Am Railways.

INTT = International
Terminal
Authority

South Harbor

September 25, 2015

Mr. Thomas Errico, P.E.
T.Y. Lin
Building A, Suite One
12 Northbrook Drive
Falmouth, ME 04105

Subject: Canal Landing New Yard – Phase III
400 West Commercial Street
Traffic Movement Permit Scoping meeting Application
Applicant: Canal Landing, LLC

Dear Tom:

Per our recent discussion and on behalf of Canal Landing, LLC, we are pleased to provide the accompanying package of submission materials related to the proposed Phase III Canal Landing New Yard development off West Commercial Street. This submission package is intended to meet the requirements for a TMP Scoping meeting request as normally outlined in the Maine DOT TMP process, but administered through the City of Portland through a delegated authority authorization. This submission is made following the applicant's appearance before the Planning Board on July 28, 2015 for their preliminary review.

The applicant has completed the initial phases of the Canal Landing development consisting of two buildings constructed since late 2013 on their 5.03-acre remainder property positioned just to the southeast corner of the now under construction IMT Expansion project. The Portland Planning Authority previously approved these activities beginning in the fall of 2013 during which time neither building triggered TMP review. The applicant has recently acquired 12.74 acres of additional land from the Portland Terminal Company located west of the original Canal Landing site. The current application is for the next phase of development activity that is expected to extend across this additional acreage. As outlined in the accompanying plan, the Phase III Canal Landing development will include a new building to be constructed along the Commercial Street frontage. It is expected that all uses will be marine related and thus compliant with the WPDZ zoning either as permitted or conditional uses. The Phase III development activity includes the construction of approximately 30,250 SF of new building space and restoration/stabilization of boat yard areas across approximately 8 acres of the former rail yard. In addition, the applicant is seeking approval to prepare a 2 to 3 acre secured area at the west end of the property within which marine related uses for vehicle parking, temporary equipment or marine cargo storage or related activities may occur. The Canal Landing New Yard Phase III activities include uses that are identified as Permitted or Conditional uses under the WPDZ Zone. These uses include:

1. Marine Cargos Handling Facilities (per Section 14-319.a.5).
2. Marine Products, Wholesaling and Retailing (per Section 14-320.a.1.a).

Mr. Tom Errico
September 25, 2015
Page 2

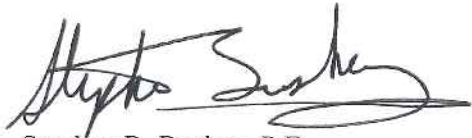
Accompanying this cover letter are the following materials:

- TMP Application
- Section 1: Site and Traffic Information
- Section 2: Traffic Accident information
- Section 3: Development Entrances and Exits
- Section 4: Title, Right or Interest
- Section 5: Public or private rights of way information
- Section 6: Schedule
- Reduced Sized Plans

If you have any questions regarding the materials being submitted, please contact this office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Stephen R. Bushey, P.E.
Associate

SRB/cmd/smk

Attachments – As listed above

c: Rick Knowland, City of Portland
Phineas Sprague, Jr. – New Yard LLC
Peter Plumb – Murray, Plumb, and Murray

1/2000

Total Fees:

Date: Received

PERMIT APPLICATION - TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for:

Traffic 100-200 PCE's X
Traffic 200+ PCE's

Name of Applicant: New Yard LLC

Address: 100 West Commercial Street; Portland, Maine 04101 Telephone: 207-774-1067

Name of local contact or agent: Stephen R. Bushey, P.E. – Fay, Spofford & Thorndike

Address: 778 Main Street, Suite 8; So. Portland, Maine 04106 Telephone: 207-775-1121

Name and type of development: Boat maintenance and marine sales

Location of development including road, street, or nearest route number:

400 West Commercial Street

City/Town/Plantation: Portland County: Cumberland ; Tax Map/Lot# 59-A-3, 4; 60-F-1, 2, 3, 4;
71-F-2, 4, 5, 6

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes No X

Was this development started prior to obtaining a traffic permit? Yes

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)?
Yes X No _____

Is this project located within a compact area of an urban compact municipality? Yes No

Is this development or any portion of the site currently subject to state or municipal enforcement action?
No

Existing DEP or MDOT permit number (if applicable): Not Applicable

Name(s) of DOT staff person(s) contacted concerning this application:

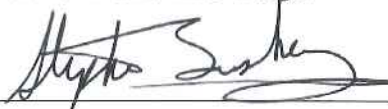
Delegated Review to the City of Portland Planning Authority – Tom Errico, P.E.

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications:

1/2000

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

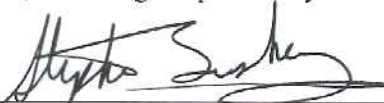
Signature:  Re/Cert/Lic No.: 7429

Name (print): Stephen R. Bushey, P.E.

Date: September 3, 2015

If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

 September 3, 2015
Signature of applicant Agent – Stephen R. Bushey, P.E. Date

NOTICE OF INTENT TO FILE

Please take notice that New Yard LLC, 100 West Commercial Street, Portland, Maine 04101; 207-774-1067 is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 – A on or about _____, 2015.

The application is for a boat maintenance/sales facility at 400 West Commercial Street in Portland, Maine. Morning peak hour trips are expected _____ trip ends with afternoon increase/decrease of about _____ trip ends per hour.

A request for a public hearing must be received by the Department, in writing, no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation Division office in Scarborough, Maine during normal working hours. A copy of the application may also be seen at the municipal offices in Portland, Maine.

Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.

TRAFFIC MOVEMENT PERMIT SUBMISSION REQUIREMENTS

SECTION 1 – SITE AND TRAFFIC INFORMATION

A. Site Plan

The site consists of approximately 17.77 acres of land that is composed of three primary areas described as follows:

1. **Retained Parcel (Map 59A, Lots 3 & 4):** Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Building A and Building B amounting to approximately 48,000 SF of building space. This parcel contains a new boat ramp and boat yard area currently in use by Portland Yacht Services.
2. **Shorefront Parcel (Map 60F, Lots 3 & 4):** This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is currently undeveloped except for the granite revetment wall that historically supported the former waterfront pier.
3. **Street Front Parcel (Map 60F, Lot 1):** This 6.75-acre area contains approximately 2,160 LF of street front. The property is generally unoccupied although there are existing rail tracks that previously provided access to the remaining NGL Distribution facility within what will be IMT expansion area in the future. Towards the east end of this parcel, historic land use has included parking of vehicles, trailers and similar activities associated with businesses further east on Commercial Street. Most of this use was unauthorized by the previous landowner, Portland Terminal Co.

Existing development in the area includes the following:

- The City of Portland Marine Terminal and expansion area is located to the east of the site.
- Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street.
- The Portland Star Match Co. building lines up opposite the site.
- The State of Maine now operates rail tracks into the propane storage yard and IMT expansion area. These tracks were completed very recently.

The applicant has installed two new driveways (east & central as shown on plans) as of August 24, 2015 to allow access to New Yard's business operations. The central driveway will be the primary site entrance as it aligns with a 50' wide rail track crossing. The easterly driveway will provide access to New Yard's administrative space to be located at the east end of the Phase III building.

Future site access will consist of the following:

- A driveway is proposed at the westerly access point. This driveway will allow access to both the street side parcel and the shorefront parcel. This driveway is also contemplated to provide access to a secured area that is proposed to offer marine cargo related land area for parking of vehicles, equipment or other marine related cargo.

The Site Layout Plan is included at the end of this application.

B. Existing and Proposed Site Uses

Proposed Development: The Applicant proposes to redevelop the property in a manner consistent with the WPDZ Standards. The development program includes the following components:

1. Onsite – The development program includes continued phased development of boat maintenance facilities and ancillary marine related uses. Phase III and future Concept Plan development activities are summarized as follows:

Phase III – Will Include (For Which Approval Is Requested):

- Site clearing, stabilization and general clean-up.
- Construction of a 24,600 SF footprint individual metal building for marine retail and boat maintenance operations. (This requires a Conditional Use Approval).
- Establishment of yard areas and surfaces for heavy equipment, and boat display, storage or repair. (Repair and maintenance often takes place outside, particularly if the vessel is large and does not fit into a building. Boats that are out of the water for the winter season all need to have work done on them to prepare them for re-launching.)
- Installation of utilities for building use as well as future phase activities.
- A 20' x 120' storage building along the waterfront is proposed for storage of racing shells.
- Temporary facilities including one or more portable trailers and storage buildings for sailboat masts and related boat equipment.
- A 60' x 80' steel framed multi story structure is proposed as an office space for Portland Yacht Services.
- A 2 to 3 acre area on the west end of the street front parcel is proposed for use as a marine cargo related stack/storage yard. The applicant is seeking to construct a basic yard area with security fence/access for use by various marine operations on the waterfront. This may include use by the IMT, BIW, Sprague or other users for short term parking, storage or related operations. This is an unfilled need for this type of area on the waterfront which New Yard is seeking to address, based on interest by various third parties to the applicant.

Future Development – May Include (Require Future Approvals):

- The location of a 1,500 ton dry dock.
- Rehabilitation of former pier pilings for use as part of a new dock system along the waterfront. Custom Floating docks are proposed to tie into the existing system of pilings and dolphins located along the waterfront.
- A travel lift basin to be constructed of sheet piling within the westerly shoreline. The travel lift basin will allow larger vessels to be removed from the water for repairs and maintenance.
- Construction of a second concrete boat ramp along the shorefront.
- Construction of a 10,800 to 11,200 SF tension fabric building for boat repair operations including painting and fiberglass work.
- Construction of up to 40,800 SF metal framed structure that will include more boat repair space, operations areas and administrative support area.
- Continued expansion of the yard area and surface for boat storage and repair.
- Construction of ancillary systems including boat wash areas with water recycling systems, peripheral stormwater systems, landscaping and overall site stabilization.

- Marine retail and warehouse space within up to 36,000 to 41,625 SF in one or two buildings located in the westerly Commercial Street frontage. This space may consist of a combination of permitted and conditional uses.
- Construction of a parking area containing 80-90 parking spaces along the Commercial Street frontage just west of the proposed entrance off Commercial Street.
- Marine related uses, including, but not limited to, seafood processing and storage within one or more structures to be located on the site's far westerly side.
- Commercial street improvements for parallel or angled parking. These improvements are subject to compatibility with existing utilities including underground gas and electric. These improvements are also subject to coordination with the City's West Commercial Street planning.
- Large vessel berthing alongside and within the rehabilitated pier area.

It is the Applicant's intent to show these future activities on the Future Phase Concept Plan; however, current Site Plan and Conditional Use approvals are only being sought for the Phase III activities.

2. Offsite – Site access is proposed via Commercial Street as well as from the Fore River. The Phase III primary site entrance is proposed at the existing gravel drive located approximately 1,500 LF west of the Beach Street intersection.

A second driveway is also proposed approximately 700 feet west of the Beach Street intersection generally opposite the Star Match Co. building complex. Finally, the Applicant is proposing a third entrance further west off Commercial Street. This entrance would be primarily used for the secured marine stockyard in a manner to provide separation of these patrons from the operations of the boat yard, and to provide off hour security.

E. Trip Generation

The proposed project will not result in significant impacts to the surrounding street system. Given the upcoming signalization of the Beach Street intersection, the development team has not pursued further adjacent street traffic analysis at this time.

The existing boatyard consists of two buildings totaling 48,000 SF of boat storage/maintenance space. There are approximately 50 employees at the site at various times. The proposed Phase 3 activities include the construction of a third building that will include the following uses:

- An approximately 19,800 SF marine retail store
- Approximately 12,000 SF of office and administrative support space

The following trip generation values have been estimated using the 7th Edition of the Institute of Transportation Engineers, Inc. publication, Trip Generation. Average rates have been used to calculate the estimated trip generation in each category:

Phase 3 Land Uses – Trip Generation

Land Use	AM Peak	PM Peak	Sat Peak
Existing			
48,000 SF Warehouse (LUC 150)	27	29	6
Proposed			
19,800 SF marine retail*	70	70	70
12,000 SF Office (LUC 710)	19	18	28
Total	116	117	104

* Based on prospective tenant's typical daily transaction count. In the interest of confidentiality, any further data regarding their business transaction history can be discussed directly with City staff or peer reviewers.

Future Uses – Trip Generation

Land Use	AM Peak	PM Peak	Sat Peak
Future			
51,600 SF New Yard Warehouse (LUC 150)	29	31	63
16,800 SF marine retail**	50	50	50
41,625 SF tenant warehouse (LUC 150)	24	25	51
Total	103	106	164

** Estimated – No specific tenants identified at this time

We note that the majority of the Phase 1-3 traffic associated with these businesses represents trips already on the Portland street network i.e. the New Yard activities are simply a relocation of historical activity from their former Fore Street site. The proposed retail represents traffic already affiliated with an existing Fore Street retail tenant, who is contemplating relocation to the Commercial Street site.

New Yard is seeking to establish three driveways on Commercial Street as depicted on the Site Plans. New Yard has been requested by the Maine Department of Transportation to begin using these driveways in late August. In accordance with the previously submitted Supplemental Agreement, New Yard will have the right to cross the rail tracks at each of the crossings that the MaineDOT is constructing for New Yard.

F. Trip Composition

Due to the ongoing reconstruction of West Commercial Street in front of the IMT site, no traffic data collection has been performed in the vicinity. The accompanying diagram outlines the anticipated use by traffic percentage of each of the proposed site driveways as well as the location of the first major intersection along West Commercial Street either side of the development. In this case, the first major intersection to the east will be the Beach Street intersection, which is soon to be signalized as part of the IMT expansion project. The first major intersection to the west is the Cassidy Point intersection which is currently signalized.

FST

PROJECT CANAL LANDING - West Comm.

PROJECT NUMBER 3091.04

SUBJECT

Stick Diagram for Lane Assignments
in Project Vicinity.

SHEET NUMBER 1

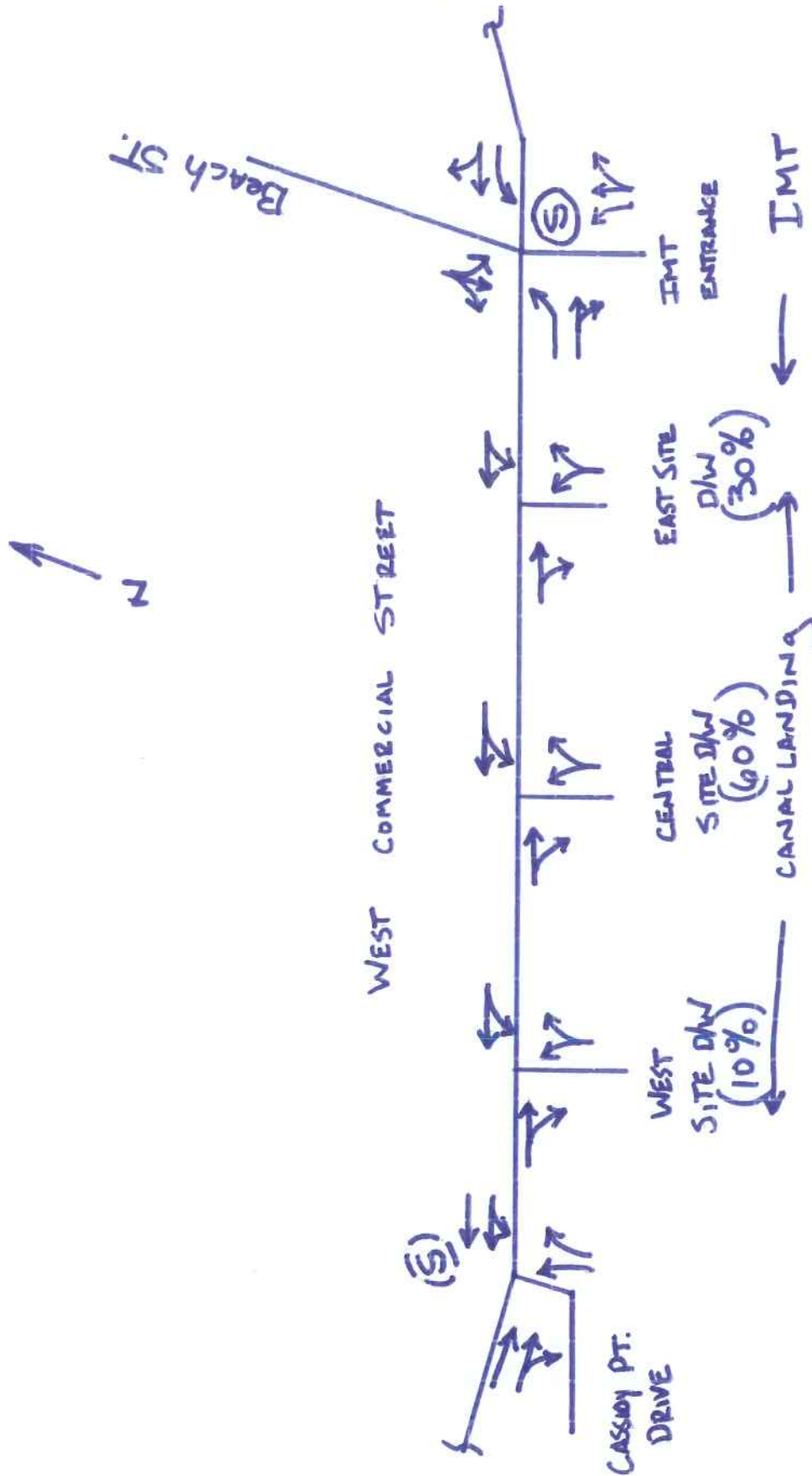
DATE

Sept. 2015

COMPUTED BY

SB

CHECKED BY



- TYPICAL LANE
ASSIGNMENT
(60%) ANTICIPATED D/W USE

Figure A
N.T.S.



Stantec Consulting Services Inc.
778 Main Street Suite 8, South Portland ME 04106-5447



December 21, 2015

Mr. Thomas Errico, P.E.

T.Y. Lin
Building A, Suite One
12 Northbrook Drive
Falmouth, ME 04105

Subject: Canal Landing New Yard – Phase III
400 West Commercial Street
Traffic Movement Permit Scoping Meeting Application
Applicant: Canal Landing, LLC

Dear Tom:

Per our Traffic Scoping meeting discussion on November 10, 2015, FST now Stantec, has completed an analysis of the proposed driveways related to the Canal Landing New Yard site development on West Commercial Street. The scope of the analysis included an evaluation of capacity for each of the three driveways depicted on the current site plan. The background traffic volumes were obtained from the Maine Department of Transportation, who, through HNTB, provided the future traffic volumes estimated and used for the design of the Beach Street/IMT Entrance/Commercial Street intersection located just east of the New Yard development site. FST computed the new trip generation for the development based on the existing buildings/uses constructed to date as well as the proposed Phase 3 development activity.

The following trip generation values have been estimated using the 7th and the 8th Edition of the Institute of Transportation Engineers, Inc. publication, Trip Generation. The table shows the values predicted using the 7th Edition ITE, which we had provided in the scoping meeting submission materials. For purposes of the current analysis, we used the 8th Edition Trip Generation values. Average rates have been used in each case to calculate the estimated trip generation in each category:

Phase 3 Land Uses – Trip Generation

Land Use	AM Peak (7 th /8 th)	PM Peak (7 th /8 th)	Sat Peak (7 th /8 th)
Existing (Phase 1 and 2)			
48,000 SF Warehouse (LUC 150)	27/14	29/15	6/6
Proposed (Phase 3)			
19,800 SF Marine Retail*	70	70	70
12,000 SF Office (LUC 710)	19/18	18/19	28/5
Total	116/102	117/104	104/81



Mr. Thomas Errico, P.E.
December 21, 2015
Page 2

** Based on prospective tenant's typical daily transaction count. In the interest of confidentiality, any further data regarding their business transaction history can be discussed directly with City staff or peer reviewers.*

New Yard has completed the initial phases of the Canal Landing development consisting of two buildings constructed since late 2013 on their 5.03-acre remainder property positioned just to the southeast corner of the recently completed IMT Expansion project. The Portland Planning Authority previously approved these activities beginning in the fall of 2013 during which time neither building triggered TMP review. The applicant has acquired 12.74 acres of additional land from the Portland Terminal Company located west of the original Canal Landing site. The current application is for Phase 3 of development activity that is expected to extend across this additional acreage. As outlined in scoping meeting materials, the Phase III Canal Landing development will include a new building to be constructed along the West Commercial Street frontage. It is expected that all uses will be marine related and thus compliant with the WPDZ zoning either as permitted or conditional uses. The Phase III development activity includes the construction of approximately 30,250 SF of new building space and restoration/stabilization of boat yard areas across approximately 8 acres of the former rail yard. In addition, the applicant is seeking approval to prepare a 2 to 3 acre secured area at the west end of the property within which marine related uses for vehicle parking, temporary equipment or marine cargo storage or related activities may occur.

The table provided in Attachment A outlines the findings of the analysis associated with the anticipated delays for various turning movements at each site driveway. The accompanying Figure 1 (Attachment B) depicts the turning movement volumes at each driveway used for the analysis. Based on these calculations we find that the delays on the westbound approaches are minimal at all driveways during both peak hours, for the existing plus Phase 3 analysis. Delays exiting the driveways may be long, but they would be contained on the site. Based on these findings we believe a separate left turn lane on West Commercial Street for any of the driveways is not warranted.

We trust that this information satisfies the City's needs with respect to any further traffic analysis for the Phase 3 activities at the Canal Landing New Yard site. We have included copies of our Notice of Intent to File a Traffic Movement Permit, legal notice and abutter labels in Attachment C. We look forward to your review and findings on this information.



Mr. Thomas Errico, P.E.
December 21, 2015
Page 3

If you have any questions regarding the materials being submitted, please contact this office.

Regards,

STANTEC CONSULTING SERVICES INC.

Stephen R. Bushey, P.E.
Associate, Sr. Project Manager
Phone: 207-775-1121
Fax: 207-879-0896
sbushey@fstinc.com

Attachment: Attachment A – Table 1 – Capacity Analysis
Attachment B – Figure 1
Attachment C – Notice of Intent to File

C: Rick Knowland – City of Portland
Phineas Sprague, Jr. – New Yard LLC
Peter Plumb – Murray, Plumb, and Murray

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ATTACHMENT A

TABLE 1 – CAPACITY ANALYSIS												
Scenario	Driveway	Movement	AM Peak Hour					PM Peak Hour				
			Volume	LOS	Delay	V/C	Queue	Volume	LOS	Delay	V/C	Queue
Existing + Phase 3	West	NB LR	4	F	52	0.05	4	7	E	40	0.06	5
		WB LT	2	A	<1	0.01	0	2	A	<1	0.00	0
Existing + Phase 3 + Future	West	NB LR	7	F	61	0.10	1	12	E	44	0.12	10
		WB LT	5	A	<1	0.01	1	4	A	<1	0.00	0
Existing + Phase 3	Central	NB LR	25	F	73	0.33	30	39	E	49	0.33	32
		WB LT	18	A	1	0.04	3	12	A	<1	0.01	1
Existing + Phase 3 + Future	Central	NB LR	44	F	>100	0.63	68	69	F	78	0.61	76
		WB LT	32	A	2	0.07	6	21	A	<1	0.02	2
Existing + Phase 3	East	NB LR	12	F	>100	0.28	24	20	F	>100	>1.00	77
		WB LT	9	A	<1	0.02	1	6	A	<1	0.01	1
Existing + Phase 3 + Future	East	NB LR	22	F	>100	0.58	51	35	F	>100	>1.00	133
		WB LT	16	A	1	0.03	3	11	A	<1	0.01	1

Volume = Conflicting Volume (For West Commercial Street, left turn volume only. For driveways, sum of left and right turns).

LOS = Level of Service

Delay = Average delay per vehicle in the lane

v/c = Volume to Capacity Ratio

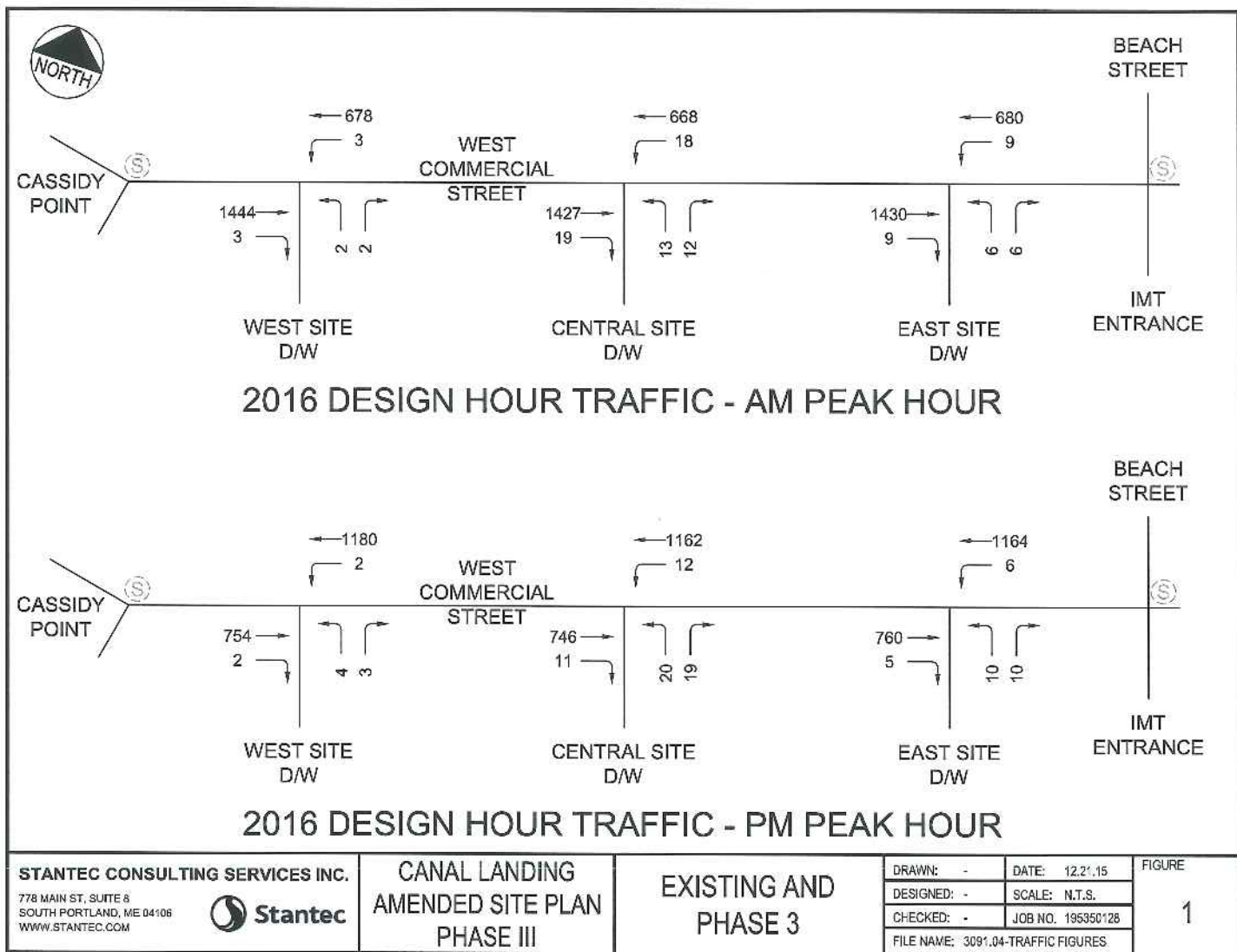
Queue = 95th percentile queue length (ft.)

L = Left, T = Through, R = Right

NB = Northbound, WB = Westbound

ATTACHMENT B

R:\3091.04-Canal Landing-Phase 2\Add'l Permit\Seting\3091.04-TRAFFIC FIGURES.dwg dwg, d 12/21/2015 3:14 PM





August 26, 2015

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for Phase III of the Canal Landing Marine Maintenance Facility project which is a redevelopment of a former industrial site into a boat and ship repair and maintenance facility, and related marine mixed-use activities located at 400 West Commercial Street in Portland, Maine.

Meeting Location: 400 West Commercial Street, Building B
Portland, Maine

Meeting Date: Wednesday, September 9, 2015

Meeting Time: 6:00 P.M.

*** If attending the meeting, please access the site per the accompanying map.**

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please feel free to contact me at 207-775-1121.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to read "Stephen R. Bushey".

Stephen R. Bushey, P.E.
Associate

SRB/cmd/smk

R:\3091.04-Canal Landing-Phase 2\Admin\Permitting\Level III Final Site Plan Application\3091.04 2015.08.26 Neighborhood Meeting Certification.doc

***Note:** Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street, Portland, ME 04101 or by email to: bab@portlandmaine.gov*



NEIGHBORHOOD MEETING MINUTES

Project: Canal Landing New Yard – Phase III
Date/Time: Wednesday, September 9, 2015 at 6:00 PM
Location: 400 West Commercial Street, Building B
Portland, Maine
Attendees: See Attached Sign-In Sheet

The New Yard Team held a Neighborhood Meeting on site for the Canal Landing New Yard – Phase III project on September 9, 2015 at 6:00 PM. Only three (3) members of the public attended the meeting. Steve Bushey provided a brief overview of the Phase III development proposed including an explanation of the new building and the general layout of the yard area.

In general, there were no concerns expressed by the attendees; however, a representative of J. B. Brown, Owner of the property on the opposite side of Commercial Street, asked about proposed driveway entrances for the New Yard project. A possible concern is the alignment of the new driveways with prospective driveways for a future development now under construction by J. B. Brown. Steve Bushey explained the purpose of the meeting as it is required in advance of a Public Hearing with the Planning Board.

Two (2) members of the public had attended previous public information meetings for the New Yard project thus they were very familiar with the project.

The meeting adjourned at approximately 6:30 PM.

*R:\3091.04-Canal Landing-Phase 2\Admin\Permitting\Level III Final Site Plan Application\Neighborhood Meeting\3091.04 2015.09.09
Neighborhood Meeting Minutes.doc*

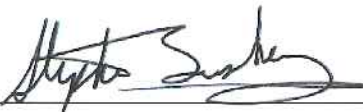
Neighborhood Meeting Certification

I, Stephen R. Bushey, P.E., hereby certify that a neighborhood meeting was held on Wednesday, September 9, 2015 at 400 West Commercial Street, Building B, Portland, Maine at 6:00 P.M.

I also certify that on August 26, 2015, invitations were mailed to the following:

1. 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.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,



September 10, 2015 (date)

Attached to this certification are:

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



July 22, 2015

City of Portland Planning Authority
389 Congress Street
Portland, ME 04101

Re: Portland Marine Complex, Inc. / Canal Plaza, LLC

To whom it may concern:

Please be advised that Portland Marine Complex, Inc. and its affiliates including New Yard LLC have maintained a banking relationship with Norway Savings Bank for several years. The relationship includes both deposit accounts and commercial loans both of which have been handled as agreed. We consider the subject companies and its owner Phin Sprague valued clients and hold them in the highest regard.

We understand that Canal Plaza, LLC intends to acquire and construct Phase 3 of the Canal Landing development at 100 West Commercial Street, Portland. We feel that the subject companies and its owner have the financial capacity including borrowings on a commercial basis to complete this project as presented.

I trust that this reference will satisfy the requirements of the Portland Permitting Authority that the applicant demonstrates its financial capacity to undertake the project. If you have any further questions regarding our client's financial capacity please feel free to contact me at 284-8355 or ngraydon@norwaysavingsbank.com.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Noel B. Graydon', is written over a horizontal line.

Noel B. Graydon
Regional Vice President



September 4, 2015

Mr. Rick Knowland
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: Canal Landing New Yard – Phase III
400 West Commercial Street
Final Site Plan and Conditional Use Application
Applicant: Canal Landing, LLC

Dear Rick:

On behalf of Canal Landing, LLC, we are pleased to provide the accompanying package of submission materials related to the proposed Phase III Canal Landing New Yard development off West Commercial Street. This submission package is intended to meet the City's Final Submission Requirements as outlined in the Level III Application and Conditional Use Application procedures. This submission is made following the applicant's appearance before the Planning Board on July 28, 2015 for their preliminary review.

The applicant has completed the initial phases of development consisting of two buildings constructed since late 2013 on their 5.03-acre remainder property positioned just to the southeast corner of the IMT Expansion project. The Portland Planning Authority previously approved these activities beginning in the fall of 2013. The applicant has recently acquired 12.74 acres of additional land from the Portland Terminal Company located west of the original Canal Landing site. This current application is for the next phase of development activity that is expected to extend across this additional acreage. As outlined in the accompanying plans, that ultimately the Canal Landing development will include multiple new buildings to be constructed along the Commercial Street frontage as well as shorefront areas. It is expected that all uses will be marine related and thus compliant with the WPDZ zoning either as permitted or conditional uses. The Phase III development activity includes the construction of approximately 30,250 SF of new building space and restoration/stabilization of boat yard areas across approximately 8 acres of the former rail yard. In addition, the applicant is seeking approval to prepare a 2-3 acre secured area at the west end of the property within which marine related uses for vehicle parking, temporary equipment or marine cargo storage or related activities may occur. The Canal Landing New Yard Phase III activities include uses that are identified as Permitted or Conditional uses under the WPDZ Zone and therefore the appropriate supporting information is contained within this submission. These uses include:

1. Marine Cargos Handling Facilities (per Section 14-319.a.5).
2. Marine Products, Wholesaling and Retailing (per Section 14-320.a.1.a).

Mr. Rick Knowland
September 4, 2015
Page 2

The following additional information is provided in accordance with Section 14-474 of the Ordinance. Specifically, the Planning Authority may issue a Conditional Use Permit unless it so determined that:

- a. *The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and*
- b. *The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and*
- c. *The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.*

In support of the project, we offer the following statements addressing each of the aforementioned criteria:

- a. The proposed marine retail use will involve activities that are consistent with the surrounding area including uses within the Star Match Building as well as other retail sales uses along Commercial Street. The Phase III trip generation is expected to be less than 50 trip ends during the peak hour and the hours of operations will be during normal daytime hours of 7:00 am to 6:00 pm. The marine retail use will require limited parking based on the tenant's operations at their existing facility located at another site in the City.
- b. The proposed conditional land uses will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter as they involve non-intrusive activities that are common within a waterfront and/or industrial setting. The marine retail activity includes a traditional building style, similar to those existing in the vicinity.
- c. The proposed conditional use will not result in substantially different changes to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage than what may be expected normally from permitted uses in the zone. In general, the Portland waterfront contains various marine related sales services as well as the storage of industrial and marine related, cargo and materials. The proposed marine retail use will involve primarily inside display and sale of marine/boat related products. These activities are considered complementary to many of the existing uses along Commercial Street. The yard improvements and waterfront activities for Phase III will support the New Yard Boat Maintenance Facility.

Further, part of the Phase III building will be ancillary to the operations of the Canal Landing Boat Maintenance Facility. As outlined further in this submission, the applicant continues to cooperate with the MaineDOT as they complete expansion of the IMT facility.

Accompanying this cover letter are the following materials:

- Ø Site Plan Application and Conditional Use Application
- Ø Section 1: Written Description of Project
- Ø Section 2: Evidence of Right, Title and Interest, Technical Capacity and Financial Capacity

Mr. Rick Knowland
September 4, 2015
Page 3

- Ø Section 3: Written Assessment of Proposed Project's Compliance with Applicable Zoning and Land Use Requirements
- Ø Section 4: Traffic Information
- Ø Section 5: Stormwater Management Information and Erosion & Sedimentation Control Report
- Ø Section 6: Fire Safety Analysis
- Ø Reduced Sized Plans

You will find in the accompanying materials, information including the Final Phase III Site Layout Plans. Also included in the plans is a Future Phase Concept Plan that depicts the layout of several additional buildings and site development as may occur in subsequent phases. Building elevations for the Phase III buildings accompany this submission. Information pertaining to the project's utilities needs and statements regarding compliance with the City's Standards are contained within this submission.

In accordance with Section 14-532 (e) 2 & 3, the applicant requested and received After the Fact Authorization for several site improvement activities in advance of the Amended Site Improvement and Conditional Use Permit approvals. Specifically, New Yard LLC has completed clearing and ground stabilization of approximately 6 acres of the recently acquired site area. These preliminary activities involve some vegetation and stump removal, leveling of existing ground and placement of a thin layer (<2") of stone over the ground surface as a short-term stabilization measure. In addition, the applicant is seeking advance approval to park boats, boat trailers and employee vehicles in this area. As City Staff is aware, the IMT expansion project and MaineDOT land taking effectively left New Yard with about 5 acres of development area. Having now constructed Buildings A & B, the applicant has incurred the short-term disadvantage of reduced yard area for their business operations, so they desperately need additional physical area in which to conduct their business. Their ability to use this new area is imperative to their business. The applicant appreciates the City's willingness to pre-approve the relocation of the New Yard access driveways to the two proposed locations identified as the Central and Easterly entrances on the accompanying plans. As of this submission, the MaineDOT has completed the new at grade crossings of the new rail tracks, thus allowing New Yard the opportunity to construct the new driveways for access into the 5-acre remainder land and the newly acquired parcels. These new driveways relieve New Yard traffic from having to use the Beach Street Intersection location while MaineDOT forces complete improvements to Commercial Street.

We look forward to the Planning Authority's consideration of this request and if necessary, any establishment of Performance Guarantee funds to cover this activity, prior to Site Plan approval.

On behalf of New Yard, FST has contacted the MaineDEP regarding the project and for a determination regarding the applicability of the City of Portland Delegated Authority to grant Site Law approval. It is our opinion that the historical site use as a rail yard leaves little need for further MaineDEP involvement on the land side of activity. The applicant will continue to pursue MaineDEP permitting for any waterfront activities including new floats, ramps, or travel lift basin in the future.

On behalf of the Canal Landing Team, we look forward to your continued assistance on the project and we look forward to the next available Public Hearing meeting with the Planning Board. In advance of the Public Hearing, the applicant will be conducting a Public Informational Meeting on September 9, 2015 at 6:00 p.m. at the New Yard site Building B. Please find one (1) hard copy of the application materials including one set each of 11 x 17 and full size plans along with a CD containing PDF files for all submitted materials.

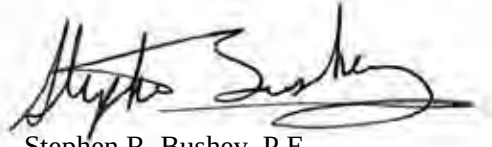
FAY, SPOFFORD & THORNDIKE

Mr. Rick Knowland
September 4, 2015
Page 4

If you have any questions regarding the materials being submitted, please contact this office.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to read "Stephen R. Bushey", is written over a light gray rectangular background.

Stephen R. Bushey, P.E.
Associate

SRB/cmd/smk

Attachments – As listed above

c: Phineas Sprague, Jr. – New Yard LLC
Peter Plumb – Murray, Plumb, and Murray



Jeff Levine, AICP, Director
Planning & Urban Development Department

Electronic Signature and Fee Payment Confirmation

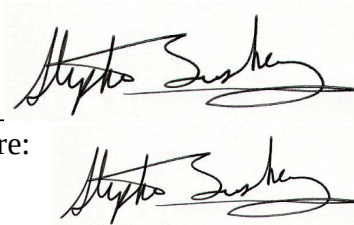
Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:

- ☐ Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☒ I intend to deliver a payment ~~method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.~~ with my application.

Applicant Signature:



09-04-15

Date:

09-04-15

Date:

I have provided digital copies and sent them on:

NOTE:

All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.

PROJECT NAME: Canal Landing, LLC

PROPOSED DEVELOPMENT ADDRESS:

400 West Commercial Street, Portland, Maine 04101

PROJECT DESCRIPTION:

Phase III development of Canal Landing, a boat maintenance facility, along with an ancillary
marine related development.

CHART/BLOCK/LOT: 59-A-3, 4
60-F-1, 2, 3, 4
71-F-2, 4, 5, 6

PRELIMINARY PLAN
FINAL PLAN

June 2015 (date)
August 2015 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Canal Landing, LLC - Attn: Phin Sprague Business Name, if applicable: Address: 400 West Commercial Street City/State : Portland, ME Zip Code: 04101	Applicant Contact Information Work # 207-774-1067 Home# Cell # 207-653-1414 Fax# 207-774-7035 e-mail: phin@portlandyacht.com
Owner – (if different from Applicant) Name: Address: SAME AS ABOVE City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Stephen R. Bushey, P.E. Name: Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : So. Portland, ME Zip Code: 04106	Agent/Representative Contact information Work # 207-775-1121 Cell # 207-756-9359 e-mail: sbushey@fstinc.com
Billing Information Name: c/o Portland Yacht Services Address: 400 West Commercial Street City/State : Portland, ME Zip Code: 04101	Billing Information Work # 207-774-1067 Cell # Fax# 207-774-7035 e-mail:

Engineer Stephen R. Bushey, P.E. Name: Fay, Spofford & Thorndike Address: 778 Main Street, Suite 8 City/State : So. Portland, ME Zip Code: 04106	Engineer Contact Information Work # 207-775-1121 Cell # 207-756-9359 Fax# 207-879-0896 e-mail: sbushey@fstinc.com
Surveyor Name: Owen Haskell Inc. - Attn: John Swan Address: 390 US Route 1, Unit 10 City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Work # 207-774-0424 Cell # Fax# 207-774-0511 e-mail: jswan@owenhaskell.com
Architect Name: Archetype, P.A. Address: 48 Union Wharf City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207-772-6022 Cell # Fax# e-mail: charette@archetypepepa.com
Attorney Murray, Plumb and Murray Name: Peter Plumb, Esq. Address: 75 Pearl Street, Suite 300 City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work # 207-773-5651 Cell # Fax# 207-773-8023 e-mail: pplumb@mpmlaw.com

APPLICATION FEES:

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

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

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

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

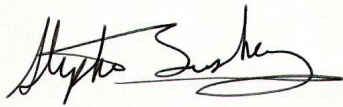
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c)), including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

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

APPLICANT SIGNATURE:

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

This application is for a Level 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: September 4, 2015
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PROJECT DATA

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

Total Area of Site	17.22 ac. sq. ft.
Proposed Total Disturbed Area of the Site	12.70+/- ac. 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)	<40,000 sq. ft.*
Impervious Area (Total Proposed)	sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	48,000 sq. ft. **
Building Footprint (Total Proposed)	74,050 sq. ft.
Building Floor Area (Total Existing)	48,000 sq. ft. ***
Building Floor Area (Total Proposed)	80,000+/- sq. ft. ***
Zoning	
Existing	WPDZ
Proposed, if applicable	WPDZ
Land Use	
Existing	Undeveloped - Rail Yard
Proposed	Boat Maintenance/Marine Retail
Residential, If applicable	
# of Residential Units (Total Existing)	N/A
# of Residential Units (Total Proposed)	
# of Lots (Total Proposed)	
# of Affordable Housing Units (Total Proposed)	
Proposed Bedroom Mix	N/A
# of Efficiency Units (Total Proposed)	
# of One-Bedroom Units (Total Proposed)	
# of Two-Bedroom Units (Total Proposed)	
# of Three-Bedroom Units (Total Proposed)	
Parking Spaces	
# of Parking Spaces (Total Existing)	0
# of Parking Spaces (Total Proposed)	Undefined >100 spaces
# of Handicapped Spaces (Total Proposed)	4 spaces
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	TBD
# of Bicycle Spaces (Total Proposed)	TBD
Estimated Cost of Project	Phase III - \$2.5 to \$6 million

*Does not include rail tracks and other yard areas, but does include gravel roads and related surfaces. Historically, the site was a former rail yard with tracks essentially across nearly the entire areas.

**Existing Building A - 19,200 SF; Existing Building B - 28,800 SF

***Subject to mezzanine design which is currently under review by owner. Building C - 19,250 SF plus mezzanine;
Building D - 4,800 SF x 2.5 floors

Updated: April 23, 2014

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
Pending		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
X		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
X		1	Written requests for waivers from site plan or technical standards, if applicable.
X		1	Evidence of financial and technical capacity
Pending		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
X			Proposed grading and contours;
X			Existing structures with distances from property line;
X			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
X			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
X			Preliminary infrastructure improvements;
X			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
N/A			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
N/A			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
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
Section 1		1	* Written description of project
Section 2		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
Section 3		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
Section 2		1	* Evidence of financial and technical capacity
Section 4		1	Construction Management Plan
Section 5		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
Section 1		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
Section 6		1	Stormwater management plan and stormwater calculations
Section 3		1	Written summary of project's consistency with related city master plans
Section 1		1	Evidence of utility capacity to serve
Section 1		1	Written summary of solid waste generation and proposed management of solid waste
Section 7		1	A code summary referencing NFPA 1 and all Fire Department technical standards
Section 3		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
TBD		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)
Sheet C-1.2		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
Sheet C-2.2			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
Sheet C-2.2			Existing and proposed structures on parcels abutting site;
Sheet C-2.1			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
Sheet C-2.1			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
Detail Sheets			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
Sheet C-11.1			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;
Sheet C-2.1			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
Sheet C-2.1			Location of all snow storage areas and/or a snow removal plan;
Section 5			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;
Sheet C-1.3			Existing soil conditions and location of test pits and test borings;
Sheet C-2.1			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
Sheet C-3.1 Section 6			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
Sheet C-3.1			Grading plan;
N/A			Ground water protection measures;
Sheet C-4.1			Existing and proposed sewer mains and connections;

- Continued on next page -

Sheet C-11.1		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
Sheet C-4.1		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
Sheet C-4.1		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
Sheet C-2.1		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
See Architectural Plans		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
TBD		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
By Bartlett		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
See Plan		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
Sheet C-2.1		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



August 26, 2015

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for Phase III of the Canal Landing Marine Maintenance Facility project which is a redevelopment of a former industrial site into a boat and ship repair and maintenance facility, and related marine mixed-use activities located at 400 West Commercial Street in Portland, Maine.

Meeting Location: 400 West Commercial Street, Building B
Portland, Maine

Meeting Date: Wednesday, September 9, 2015

Meeting Time: 6:00 P.M.

*** If attending the meeting, please access the site per the accompanying map.**

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please feel free to contact me at 207-775-1121.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to read "Stephen R. Bushey".

Stephen R. Bushey, P.E.
Associate

SRB/cmd/smk

R:\3091.04-Canal Landing-Phase 2\Admin\Permitting\Level III Final Site Plan Application\3091.04 2015.08.26 Neighborhood Meeting Certification.doc

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



Conditional Use for Planning Board Review Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Conditional Use where the Planning Board is listed as the reviewing authority rather than the Zoning Board of Appeals. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

A. Conditional Use: Standards and Criteria – Section 14-474 and Zone Related Criteria

Conditional uses are listed in the Zoning Ordinance for each zone and these proposed uses must address the criteria contained in Section 14-474 in the written application. In addition to the criteria in Section 14-474, each application must address any applicable conditional use standards contained in the applicable zone and the proposed specific use. The Zoning Ordinance specifies when the Planning Board is designated as the reviewing authority rather than the Zoning Board of Appeals. This application is for Planning Board reviews only.

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

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and
- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and
- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

B. Site Plan Application: Please submit the Conditional Use Application in addition to the applicable Site Plan Application.

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

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

Planning Division

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

Office Hours

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

PROJECT NAME: Canal Landing LLC

PROPOSED DEVELOPMENT ADDRESS:

Phase III development of Canal Landing, a boat maintenance facility, along with an ancillary marine related development.

ASSESSOR'S CHART/BLOCK/LOT (s): 59-A-3, 4; 60-F-1, 2, 3, 4;
71-F-2, 4, 5, 6

Applicable Zone: WPDZ
Waterfront Port Development Zone

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Phin Sprague Business Name, if applicable: Canal Landing, LLC Address: 400 Commercial Street City/State : Portland, ME Zip Code: 04101	Applicant Contact Information Work # 207-774-1067 Home# Cell # 207-653-1414 Fax# 207-774-7035 e-mail: phin@portlandyacht.com
Owner – (if different from Applicant) Name: SAME AS APPLICANT Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Billing Information Name: c/o Portland Yacht Services Address: 400 West Commercial Street City/State : Portland, ME Zip Code: 04101	Billing Information Work # 207-774-1067 Cell # Fax# 207-774-7035 e-mail:

RIGHT, TITLE OR INTEREST:

Please see attached Release Deed included with this submission.

(Please identify the status provide documentary evidence, attached to this application, of the applicant's right, title, or interest in the subject property (ex: deed, option or contract to purchase or lease the property.)

VICINITY MAP: (Please attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use.)

EXISTING USE: Describe the existing use of the subject property.

Former industrial site which has fallen into non-use except for low frequency rail yard activities.

PROPOSED USE: Describe the proposed use of the subject property

Expansion of Canal Landing Boat Yard which includes a boat maintenance and repair yard. This includes multiple buildings, a second boat ramp, revetment improvements, docks, new or reconstructed piers and improved boatyard area.

TYPE OF CONDITIONAL USE PROPOSED (Refer To Specific Provisions Of Land Use Code Authorizing The Proposed Conditional Use).

Marine products, wholesaling and retailing

SITE PLAN: Submit a separate site plan application for the proposal that provides a site plan for the property, showing existing and proposed improvements, which meets the submission requirements of the applicable level of site plan review.

CONDITIONAL USE STANDARDS AND CONDITIONS – 14-474

Address the following criteria in your written application and any applicable conditional use standards contained in the zoning code for the specific use. Upon showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the Board determines that:

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and
- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and
- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

CONDITIONAL USE AUTHORIZED BY: SECTION 14- 320

Address any specific conditional use standards for the specific use contained in the zoning code in the written submission. Please See Submission Cover Letter

APPLICATION FEES:

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

☒ Conditional Use Review (\$100.00) (Please submit a separate application for the applicable site plan review. Fees and charges are listed within the application)	The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.
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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.
3. 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:

Applicant Checklist	Planner Checklist	# of Copies	
X		1	Application form that is completed and signed.
X		1	Cover letter stating the nature of the project.
X		1	Evidence of right, title and interest.
X		1	Written Submittals that address the conditional use standards of Sec. 14-474.
X		1	Written submittals that address any applicable standards of review contained in the zoning code for the specific use.
X		1	A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet and containing the information required for the applicable level of site plan review.
X		1	An accompanying site plan application, as applicable.

APPLICANT SIGNATURE:

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

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

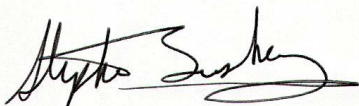
Signature of Applicant: 	Date: September 4, 2015
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LIST OF ATTACHMENTS

Section 1: Attachment A – Figures 1-12

Attachment B – Ability to Serve Letters to/from Portland Water District and the City of Portland Public Services (Pending)

Section 2: Attachment A – Release Deed

Section 4: Attachment A – Portland Fire Department Site Review Checklist & NFPA 1 Review

LIST OF PLANS

SHEET #	TITLE
C-1.0	COVER SHEET
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C-1.2	BOUNDARY SURVEY
C-1.2A	BOUNDARY AND TOPOGRAPHIC SURVEY 1 OF 2 (MDOT PLANS)
C-1.2B	BOUNDARY AND TOPOGRAPHIC SURVEY 2 OF 2 (MDOT PLANS)
C-1.3	EXISTING CONDITIONS PLAN
C-2.1	PHASE III SITE LAYOUT PLAN
C-2.2	AMENDED PHASE III OVERALL PROJECT PLAN
C-2.3	FUTURE PHASE CONCEPT PLAN
C-2.4	PHASE III TEMPORARY ACCESS PLAN
C-3.1	PHASE III GRADING AND DRAINAGE PLAN
C-3.2	BUILDING D GRADING AND DRAINAGE PLAN
C-4.1	PHASE III UTILITY PLAN
C-4.2*	UTILITY PROFILES
C-6.1	PHASE III EROSION AND SEDIMENT CONTROL PLAN
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C-7.0*	LIGHTING PLAN
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C-11.0	FIRE PROTECTION PLAN PHASE III

*Not Included in this Submission Set

1. DEVELOPMENT DESCRIPTION

1.1 PROJECT OVERVIEW

Canal Landing, LLC proposes to construct an expansion to their boat maintenance and repair yard within approximately 17.77 acres of land located prominently along the West Commercial Street waterfront. This land area includes 5.03 acres of remainder land that the Applicant retained after the MaineDOT acquired nearly 18 acres of land from New Yard, LLC for the IMT Expansion project. The Applicant has completed the acquisition of 12.74 acres from Portland Terminal Company to fulfill their goals for a full-scale boat maintenance and marine related activities facility. The project represents an ideal reuse of a former highly industrialized property that over the years has fallen into non-use except for low frequency rail yard activities. The property maintained a prominent role in the City's Waterfront District for well over a century and a half as the Maine Central Railroad operated active business interests up until at least the 1970's. In more recent times, the site has been relatively inactive except for the limited ongoing rail operations.

The proposed project includes multiple buildings to be constructed over multiple phases along with expanded shorefront uses including a second boat ramp, docks, new or reconstructed piers and a travel lift basin. The Applicant's plans include at least three buildings constructed to support the boat maintenance and repair operations. Additional future buildings are also contemplated to support marine related operations including retail/warehouse space, yacht brokerage/sales, marine product processing, and the potential of large vessel berthing. The current Site Plan approval request is only for Phase III activities which are listed in Section 1.9.1 of this section.

The Phase III project includes site development activities involving earthwork, grading, shorefront stabilization, building construction, utilities, and overall site stabilization.

The following sections provide greater detail regarding the site's existing conditions and the proposed development program.

1.2 SITE OWNERSHIP

According to the ALTA/ACSM Survey completed by Owen Haskell, Inc. in April 2015, the development site contains multiple parcels as identified in the City of Portland Tax Assessor's maps. These parcels are more fully described as follows:

TABLE 1 – Land Ownership		
Chart-Block-Lot	Owner	Description
59-A-3 & 4	New Yard, LLC CCRD Book 30887; Page 2	Consists of 5.03 acres. Land retained following the MDOT land taking.
60-F-1, 3 & 4 71-F-2	Canal Landing, LLC CCRD Book 32239; Page 148	Consists of a 6.75-acre area between the IMT rail track and the street; also consists of 5.99 acres of area along the waterfront.

Figures 1-12 included in Attachment A of this section depict the project location on various available resource maps. As shown, the site location is on West Commercial Street just west of the Casco Bay Bridge and between Commercial Street and the waterfront. The combined parcels have approximately 2,159.55 LF of frontage along Commercial Street. The development site is identified on the U.S.G.S Portland West 7.5 Minute Quadrangle Map.

1.3 PROJECT PURPOSE AND NEED

The proposed project is considered a unique opportunity to transform an underutilized, yet prominent property, into water dependent maritime use as significantly contemplated within the City's zoning and comprehensive plans. The project's community benefits include:

- Enhanced commercial/marine related opportunity and rehabilitation of a deteriorated, older industrial property.
- Rehabilitated waterfront including new/renovated pier(s), boat ramp(s) and shoreline stabilization.
- Various remedial activities related to recognized environmental conditions on the properties will be performed, thus addressing several long-standing environmental issues.
- Revitalization of an important waterfront property that has excellent access to deep water, various utilities, City services, and related shorefront amenities.
- Furtherance of the purposes of the Waterfront Port Development zone as articulated in the Land Use Ordinance to *"ensure the continued viability of the Port of Portland"* by limiting use to *"those uses which are dependent upon deep water and which contribute to port activity"*.
- Creation of new buildings and site use consistent with waterfront activities in a gateway location along the busy West Commercial Street corridor. The cleanup of dilapidated piers and remnant industrial infrastructure is especially worthwhile.
- Creation of secure storage area for marine related cargo and support. Several uses including, but not limited to, the IMT, Bath Iron Works, and others have expressed a need for secure (fenced) area for the placement of marine cargo, vehicle holding areas, etc. on the Portland waterfront and New Yard is seeking to fill this need.

1.4 EXISTING CONDITIONS

The site consists of approximately 17.77 acres of land that is composed of three primary areas described as follows:

1. **Retained Parcel (Map 59A, Lots 3 & 4)**: Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Building A and Building B amounting to approximately 48,000 SF of building space. This parcel contains a new boat ramp and boat yard area currently in use by Portland Yacht Services.
2. **Shorefront Parcel (Map 60F, Lots 3 & 4)**: This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is currently undeveloped except for the granite revetment wall that historically supported the former waterfront pier.

3. **Street Front Parcel (Map 60F, Lot 1)**: This 6.75-acre area contains approximately 2,160 LF of street front. The property is generally unoccupied although there are existing rail tracks that previously provided access to the remaining NGL Distribution facility within what will be IMT expansion area in the future. Towards the east end of this parcel, historic land use has included parking of vehicles, trailers and similar activities associated with businesses further east on Commercial Street. Most of this use was unauthorized by the previous landowner, Portland Terminal Co.

Existing development in the area includes the following:

- The City of Portland Marine Terminal and expansion area is located to the east of the site.
- Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street.
- The Portland Star Match Co. building lines up opposite the site.
- The State of Maine now operates rail tracks into the propane storage yard and IMT expansion area. These tracks were completed very recently.

1.5 ACCESS CONDITIONS

The applicant has installed two new driveways (east & central as shown on plans) as of August 24, 2015 to allow access to New Yard's business operations. The central driveway will be the primary site entrance as it aligns with a 50' wide rail track crossing. The easterly driveway will provide access to New Yard's administrative space to be located at the east end of the Phase III building.

Future site access will consist of the following:

- A driveway is proposed at the westerly access point. This driveway will allow access to both the street side parcel and the shorefront parcel. This driveway is also contemplated to provide access to a secured area that is proposed to offer marine cargo related land area for parking of vehicles, equipment or other marine related cargo.

1.6 SITE UTILITIES

The site contains numerous active and non-active utility lines. The primary utilities are identified as follows:

- The Portland Water District maintains a 48" sanitary sewer interceptor sewer along the site's entire Commercial Street frontage. A portion of this sewer is located within the site within a utility easement. The District/City also maintain two CSO lines that discharge out to the Fore River. There are no sanitary sewer service lines serving the site to the best of our understanding. The previously completed Buildings A and B discharge to an onsite private pump station that ultimately discharges to the 48" interceptor sewer. The proposed Phase III building's sanitary sewer will also connect to the existing 48" sewer interceptor.
- The Portland Water District maintains a water main in Commercial Street that varies from 12" to 16". The Applicant has previously installed a fire line and fire line meters to

supply water to allow for both fire and domestic water supply service into the site. This system will be used for the remaining future shorefront buildings. New fire and domestic water supply lines will be installed from the Commercial Street main to serve the Phase III buildings located within the streetfront parcel.

- Utilit maintains a high-pressure natural gas line along Commercial Street. The Applicant continues to investigate service connections for natural gas supply to the property. Currently, Buildings A and B are served by onsite LP fuel storage tanks.
- Power to the site is supplied by Central Maine Power. Currently, there is an overhead service crossing Commercial Street to a pole from which underground facilities extend to Buildings A and B. CMP also maintains an underground transmission cable along most of the site's Commercial Street frontage. It is the Applicant's intent to extend new overhead primary power service from Commercial Street into the site and then underground to pad-mounted transformer(s). New underground secondary service runs will extend to various locations on the property including the boat ramps and storefront area. The applicant is proposing the placement of up to five (5) 12' x 24" precast concrete power sheds throughout the site. These small portable structures offer convenience to some site utilities including power and yard water services.

Letters have been sent to the following companies requesting ability to serve for the project:

- Portland Water District (water supply)
- City of Portland Public Services (sanitary sewer)

Copies of these letters are included as Attachment B. These letters provide anticipated consumption and anticipated flow data for the site.

Plan C-4.1 shows the proposed utilities for Phase III.

1.7 TOPOGRAPHY AND DRAINAGE

Owen Haskell, Inc. has completed a topographic survey of the property. The site is relatively flat with the highest points along the Commercial Street frontage, sloping to the waterfront. Site elevations along Commercial Street trend down from east to west from Elevation 18' (NGVD 1929) to Elevation 16'. The site's low areas are near elevation 9'-10' while most of the waterfront top of revetment is near elevation 9' or 10'. The High Annual Tide Line (HAT) for the Fore River is elevation 7.4' and mean low water is approximately Elevation -4.0'. The Federal Channel is also represented on the project drawings and it is generally located 60' to 120' off the shorefront. No activities are proposed beyond the Federal Channel line.

Generally speaking, the site's runoff drains directly to the Fore River via overland flow. There are very few drainage measures on site except for several old catch basins, although there is a closed storm drainage system within Commercial Street. The Commercial Street drainage system ultimately ties into several existing CSO outfalls. The CSO outfalls will remain and be used as outfalls for site generated runoff. It is noted that these CSO outfalls are also used for discharge of runoff associated with the IMT expansion and new rail corridors.

Due to the site's historic industrial condition, much of the surface consists of sand and gravel fill, asphalt or otherwise sparsely vegetated ground surface. Future ground activities include improved surfaces to support boatyard activities, however it is contemplated that much of the yard area will be improved by the placement of the "Boatyard Surface" consisting of new gravel

and crushed stone surfacing thereby aiding stormwater control and treatment. This “Boatyard Surface” treatment has been widely placed throughout the 5 acre remainder land and it has been found effective in handling the site’s runoff conditions.

1.8 SOILS CONDITIONS

- 10 to 15 feet of sand and gravel fill – there is little to no organic surface layer throughout the site which is reflective of the site’s rail yard history.
- 5 to 10 feet of silt and sand.
- 10 to 40 feet of gray clay identified as the Presumpscot formation.
- 30 to 40 feet of dense silty marine sands.
- An undetermined thickness of dense silty sand and gravel identified as glacial till overlaying bedrock.

Observed soils conditions at the ground surface include fill material containing coal with scarified sand and gravel. Eroded soils conditions have been observed along the shoreline in and behind the existing granite revetment wall and remnant pier areas. The project’s Phase I/II site development activities included restoration and rehabilitation of these areas. Additional restoration along the recently acquired westerly land will continue. S. W. Cole Engineering completed a geotechnical investigation related to the foundation design for the Phase III building. A copy of this report can be provided upon request.

According to various investigation data, depth to groundwater varies from 3 to 7 feet and this likely varies with tidal conditions in the Fore River. Generally speaking, the groundwater flows from the northwest to the southeast across the site.

1.9 PROPOSED DEVELOPMENT

The Applicant proposes to redevelop the property in a manner consistent with the WPDZ Standards. The development program includes the following components:

1.9.1 ONSITE

The development program includes continued phased development of boat maintenance facilities and ancillary marine related uses. Phase III and future Concept Plan development activities are summarized as follows:

Phase III – Will Include (For Which Approval Is Requested):

- Site clearing, stabilization and general clean-up.
- Construction of a 24,600 SF footprint individual metal building for marine retail and boat maintenance operations. (This requires a Conditional Use Approval).
- Establishment of yard areas and surfaces for heavy equipment, and boat display, storage or repair. (Repair and maintenance often takes place outside, particularly if the vessel is large and does not fit into a building. Boats that are out of the water for the winter season all need to have work done on them to prepare them for re-launching.)

- Installation of utilities for building use as well as future phase activities.
- A 20' x 120' storage building along the waterfront is proposed for storage of racing shells.
- Temporary facilities including one or more portable trailers and storage buildings for sailboat masts and related boat equipment.
- A 60' x 80' steel framed multi story structure is proposed as an office space for Portland Yacht Services.
- A 2 to 3 acre area on the west end of the street front parcel is proposed for use as a marine cargo related stack/storage yard. The applicant is seeking to construct a basic yard area with security fence/access for use by various marine operations on the waterfront. This may include use by the IMT, BIW, Sprague or other users for short term parking, storage or related operations. This is an unfilled need for this type of area on the waterfront which New Yard is seeking to address, based on interest by various third parties to the applicant.

Future Development – May Include (Require Future Approvals):

- The location of a 1,500 ton dry dock.
- Rehabilitation of former pier pilings for use as part of a new dock system along the waterfront. Custom Floating docks are proposed to tie into the existing system of pilings and dolphins located along the waterfront.
- A travel lift basin to be constructed of sheet piling within the westerly shoreline. The travel lift basin will allow larger vessels to be removed from the water for repairs and maintenance.
- Construction of a second concrete boat ramp along the shorefront.
- Construction of a 10,800 to 11,200 SF tension fabric building for boat repair operations including painting and fiberglass work.
- Construction of up to 40,800 SF metal framed structure that will include more boat repair space, operations areas and administrative support area.
- Continued expansion of the yard area and surface for boat storage and repair.
- Construction of ancillary systems including boat wash areas with water recycling systems, peripheral stormwater systems, landscaping and overall site stabilization.
- Marine retail and warehouse space within up to 36,000 to 41,625 SF in one or two buildings located in the westerly Commercial Street frontage. This space may consist of a combination of permitted and conditional uses.
- Construction of a parking area containing 80-90 parking spaces along the Commercial Street frontage just west of the proposed entrance off Commercial Street.
- Marine related uses, including, but not limited to, seafood processing and storage within one or more structures to be located on the site's far westerly side.
- Commercial street improvements for parallel or angled parking. These improvements are subject to compatibility with existing utilities including underground gas and electric. These improvements are also subject to coordination with the City's West Commercial Street planning.
- Large vessel berthing alongside and within the rehabilitated pier area.

It is the Applicant's intent to show these future activities on the Future Phase Concept Plan; however, current Site Plan and Conditional Use approvals are only being sought for the Phase III activities.

1.9.2 OFFSITE

Site access is proposed via Commercial Street as well as from the Fore River. The Phase III primary site entrance is proposed at the existing gravel drive located approximately 1,500 LF west of the Beach Street intersection.

A second driveway is also proposed approximately 700 feet west of the Beach Street intersection generally opposite the Star Match Co. building complex. Finally, the Applicant is proposing a third entrance further west off Commercial Street. This entrance would be primarily used for the secured marine stockyard in a manner to provide separation of these patrons from the operations of the boat yard, and to provide off hour security.

1.10 LAND ORDINANCE REVIEW

1.10.1 OVERVIEW

The property currently lies within the City of Portland Waterfront Port Development Zone (WPDZ). Within the WPDZ district the following uses are permitted or conditioned:

Permitted Uses

- Marine repair services and machine shops
- Tug boat, fire boat, pilot boat and similar services
- Boat repair yard
- Marine cargo handling facilities, including docking, loading, and related storage
- Warehousing and storage of goods which are awaiting shipment via cargo carriers

Conditional Uses

- Marine products, wholesaling and retailing
- Boat storage facilities excluding rack storage
- Seafood processing
- Seafood packing and packaging
- Off-street parking lots, excluding parking structures

The following dimensional requirements apply in the WPDZ District:

Dimensional Standard	Requirement
Minimum Lot Size	None
Minimum Frontage	None
Front Yard Setback	None
Side Yard Setback	None
Rear Yard Setback	None
Setback from Pier Line	5 feet for structures
Maximum Lot Coverage	100%
Maximum Building Height	45 feet/65 feet above mean sea level

With regard to building height compliance, the proposed finished floor elevation of the Phase III buildings is 16.0 feet. While the specific building vendor has not been selected yet, it is understood that the total height of the buildings will not exceed the Code Standards. This is similar to the previously constructed Buildings A & B, each of which comply with the WPDZ height requirements.

In accordance with Section 14-318.5 (no adverse impact on marine uses) the following statements support the project intentions:

Ø *Criteria 1 – The proposed non-water dependent use will not displace an existing water-dependent use.*

Supporting Evidence: In fact the proposed project is a water dependent use and it is not displacing any existing water related use.

Ø *Criteria 2 – The proposed use will not reduce existing commercial vessel berthing spaces.*

Supporting Evidence: In fact the project includes measures to improve and increase commercial vessel berthing space as the project activities contemplate pier rehabilitation and the installation of berthing spaces for vessels including tug boats or similar sized vessels.

Ø *Criteria 3 – The proposed non-water dependent use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses.*

Supporting Evidence: The proposed uses are water-dependent and do not interfere with any existing water dependent uses or activities on the site.

Ø *Criteria 4 – The siting of a proposed non-water dependent use will substantially reduce or inhibit existing public access to marine or tidal waters.*

Supporting Evidence: The project is not non-water dependent and it will not reduce or inhibit existing public access to marine or tidal waters. It is expected that waterfront access will be improved as a result of the installation of a proposed boat ramp(s) and floating dock facilities.

Performance Standard Compliance

The Applicant will comply with all items listed and described in the performance standards for the WPDZ in the development of the proposed Phase III project as well as through the day to day operational activity at the site once construction of Phase III is complete.

The off street parking and loading requirements will not be applicable to New Yard's business operations until future phases of the project are developed. Generally speaking, the project involves New Yard employee parking which will vary within the yard area to allow flexibility for boat storage.

The marine retail use will involve less than 35 parking spaces based on their current demand at an existing facility.

See Section 1.14 of the report for information on noise and vibration generated by the regular operations of the site. See Section 1.15 of this report for a discussion on proposed lighting for Phase III of the project. Section 1.17 provides an overview of solid waste for the project is discussed below.

1.11 BRIGHTWORK MANUAL OVERVIEW

In 2005, the Maine Department of Environmental Protection released "*Brightwork -- A Best Management Practices Manual for Maine's Boatyards and Marinas*". The goal of the manual is to help site owners and operators of marinas and boatyards to reduce pollution from their facilities by providing environmental compliance benchmarks, common sense practices that enable the benchmarks to be met, a list of regulatory references that form the basis of the benchmarks, and a series of tools to enable easier benchmark progress measuring.

The manual describes in detail, the types of toxic pollutants generated by boatyard and marina sites and the resulting environmental and economic impacts.

The manual provides guidance on how to carry out typical jobs and practices associated with boatyards and marinas and the associated benchmarks, best management practices, clean up and waste disposal, customer relations, legal requirements, etc.

The practices described include:

- Hull Preparation
- Sandblasting
- Painting
- Boat Washing
- Engine Repair and Maintenance
- Stormwater Planning
- Fueling and Fuel Storage
- Waste Management

The manual provides best management practices for each practice including containment, indoor vs. outdoor recommendations, dust emissions, managing spills, storage, labeling and disposal of various waste products.

The Applicant currently complies with the Brightwork practices within their new facilities at the Canal Landing Yard. They will continue to utilize the Brightwork Manual as a reference and adhere to the requirements set forth for all activities at the proposed site.

1.12 TRAFFIC

The proposed project will not result in significant impacts to the surrounding street system. Given the upcoming signalization of the Beach Street intersection, the development team has not pursued further adjacent street traffic analysis at this time.

The existing boatyard consists of two buildings totaling 48,000 SF of boat storage/maintenance space. There are approximately 50 employees at the site at various times. The proposed Phase 3 activities include the construction of a third building that will include the following uses:

- An approximately 19,800 SF marine retail store
- Approximately 12,000 SF of office and administrative support space

Trip Generation

The following trip generation values have been estimated using the 7th Edition of the Institute of Transportation Engineers, Inc. publication, Trip Generation. Average rates have been used to calculate the estimated trip generation in each category:

Phase 3 Land Uses – Trip Generation

Land Use	AM Peak	PM Peak	Sat Peak
Existing			
48,000 SF Warehouse (LUC 150)	27	29	6
Proposed			
19,800 SF marine retail*	70	70	70
12,000 SF Office (LUC 710)	19	18	28
Total	116	117	104

* Based on prospective tenant's typical daily transaction count. In the interest of confidentiality any further data regarding their business transaction history can be discussed directly with City staff or peer reviewers.

Future Uses – Trip Generation

Land Use	AM Peak	PM Peak	Sat Peak
Future			
51,600 SF New Yard Warehouse (LUC 150)	29	31	63
16,800 SF marine retail**	50	50	50
41,625 SF tenant warehouse (LUC 150)	24	25	51
Total	103	106	164

** Estimated – No specific tenants identified at this time

We note that the majority of the Phase 1-3 traffic associated with these businesses represents trips already on the Portland street network i.e. the New Yard activities are simply a relocation of historical activity from their former Fore Street site. The proposed retail represents traffic already affiliated with an existing Fore Street retail tenant, who is contemplating relocation to the Commercial Street site.

New Yard is seeking to establish three driveways on Commercial Street as depicted on the Site Plans. New Yard has been requested by the Maine Department of Transportation to begin using these driveways in late August. In accordance with the previously submitted Supplemental Agreement, New Yard will have the right to cross the rail tracks at each of the crossings that the MaineDOT is constructing for New Yard.

1.13 NATURAL FEATURES

The development site does not contain any significant natural features including wetlands, vernal pools or other protected resources except for the shorefront edge adjacent the Fore River. The site has been developed for a period greater than 150 years and there is generally no land area that has not been disturbed or otherwise developed. FST has contacted various resource agencies regarding the site's potential to contain significant wildlife habitat, historic or archaeological resources. Findings from each of the agencies will be provided to the City upon receipt. Copies of letters received to date are contained at the end of this section.

1.14 NOISE/VIBRATION

The WPDZ has the following standards for noise and vibration:

"Noise:

- 1. The level of sound, measured by a sound level meter with frequency weighting network, inherently and recurrently generated within the WPDZ between the hours of 7.00 p.m. and 7.00 a.m. from industrial facilities or operation commenced on or after July 1, 1988, shall not exceed 55 dB on the A scale at or within the boundaries of any residential zone, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning devices.*
- 2. In measuring sound levels under this section, sounds with a continuous duration of less than 60 seconds shall be measured by the maximum reading on a sound level meter set to the weighted scale and the fast meter response (L maxfast). Sounds with a continuous duration of 60 seconds or more shall be measured on the basis of the energy average sound level over a period of 60 seconds (LEQ₁).*
- 3. In addition to the sound level standards otherwise established, facilities or operations established or built in the waterfront port development zone on or after July 1, 1988, shall employ best practicable sound abatement techniques to prevent tonal sounds and impulse sounds or, if such tonal and impulse sounds cannot be prevented, to minimize the impact of such sounds in residential zones. Tonal sound is defined as a sound wave usually perceived as a hum or which because its instantaneous sound pressure varies essentially as a simple sinusoidal function of time. Impulse sounds are defined as sound events characterized by brief excursions of sound pressure, each with a duration of less than one second."*

"Vibration:

Vibration inherently and recurrently generated shall be imperceptible without instruments at lot boundaries. This shall not apply to vibration resulting from activities aboard a vessel or from railroad vehicle activities, or from activities on a pile supported pier."

It is the Applicant's intention to comply with the noise and vibration standards above. Night time activity will be minimal. Typical sources of noise from routine boat yard jobs and practices include hull preparation, sandblasting, painting, boat washing, engine repairs and maintenance and transportation of vessels throughout the site. All these practices will be performed in accordance with the MeDEP Brightwork Manual. Temporary noise sources during construction will include pile driving, pavement grind, dump trucks delivering gravel/fill to the site.

The site is well separated from noise sensitive sites with no direct abutting impacts to abutting residential neighborhoods. The nearest residential building is approximately 800' away from the edge of the proposed buildings and is located along the Beach Street ramp connection to the Casco Bay Bridge.

The site is surrounded by commercial/industrial uses including the International Marine Terminal to the east, Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street. Other adjacent noise generating sources including the Casco Bay Bridge and the flight path of the Portland International Jetport.

1.15 LIGHTING

The primary purpose for site lighting for Canal Landing is for security in the vicinity of the buildings and to provide lighting at key operational access points to the Fore River. Nighttime operations for the boatyard are atypical, particularly at this early phase of development. Security at the site will be supplemented by infrared cameras mounted on the buildings. With future development, and potentially increased nighttime activities, additional pole and wall-mounted full cutoff fixtures with LED lamps will be proposed.

It is important to note that light sources from abutting properties cast direct and indirect illumination onto the currently undeveloped property. The adjacent light sources include cobra head sodium lights on utility poles along Commercial Street.

Based upon the existing ambient light levels and the proposed lighting, the Applicant is comfortable that adequate lighting will be present at the property for the proposed uses. Comments from the residential neighbors during the previous review periods indicate that additional lighting to raise the overall level of light at the property is not desired.

The Applicant is requesting that the Planning Staff support a waiver by the Planning Board of the lighting standards of Section XV 4.A. Uniformity and 4.B. Illumination Levels, based upon the following:

1. Existing ambient light levels at the property are between 0 and 0.3 foot-candles at the interior and 0.8 to 1.5 fc at the edges of the lot;
2. Proposed lighting will raise the light levels needed for safe access and egress in and out of the property onto Commercial Street to reasonable average levels of 1.25; and
3. Proposed lighting will provide for security, safety, and nighttime use of the new buildings and work yards;
4. Illumination of the property to the levels required by the City Ordinance will impact the residences located uphill from the proposed project.

1.16 SOLID WASTE

The proposed boatyard use will generate two types of solid waste: regular waste and hazardous waste.

Regular non-hazardous waste will be stored on site in a dumpster(s) and collected by a local solid waste company who the Applicant will form an annual contract.

Hazardous waste will be stored in accordance with the requirements of the Brightwork Boatyard Manual and collected, transported and disposed of by ENPRO Services, Inc. or another similar company. We have previously provided a letter from ENPRO identifying the most common drummed wastes generated by the Applicant's former facility on Fore Street in Portland, how they are tracked, where they are transported to and how they are disposed of. No further information related to solid waste will be provided unless requested by City Staff.

1.17 STORMWATER MANAGEMENT

The development will rely on the placement of boatyard surface materials consisting of crushed stone aggregate and subbase gravels similar to what has been placed on the 5.03 acre remainder parcel. A series of catch basins will be installed to tie into the drainage system

installed as part of the IMT rail construction. These systems tie into the existing CSO outfalls that discharge into the river. Additional information relating to the developments overall stormwater strategies is contained in Section 6. Generally speaking, the Applicant will be requesting a waiver from the City's Flooding Standards due to the site's proximity to Tidal Conditions in the Fore River. We propose the placement of the "Boatyard Surface" as the primary means of water quality treatment for the site.

1.18 EROSION AND SEDIMENT CONTROL

A temporary Erosion and Sediment Control Plan is included as part of the plan documents.

1.19 FLOODING

The project site has been depicted graphically on a portion of the FEMA Flood Insurance Rate Map and is attached as Figure 7 and provided at the end of this section. The Phase III buildings will be constructed with a finish floor elevation of 16.0 feet, which is 6 feet higher than the 100-year flood elevation of 10.0 feet.

1.20 BLASTING

Based on previous soil investigation at the site, blasting is not anticipated for construction of the project. If blasting or rock removal is required, the contractor will be required to prepare a Blasting Plan and preblast survey prior to any rock removal.

1.21 AIR EMISSIONS/ODORS/VAPORS

Air emissions expected to occur as a result of, or within the project area, are as follows:

- Temporary emissions associated with construction vehicles and construction of project.
- Temporary emissions associated with vehicular travel of employees, delivery vehicles, travel lift, etc.
- Emissions associated with the heating systems for the brokerage building and tension fabric building.
- Emissions related to boat repair activity.

Odors will be generated during the construction phase of the development and during day to day operation of the proposed boatyard facility.

Short term odors or odors generated during construction include the following:

- Organic odors from earth moving during construction.
- Petroleum odors from construction equipment and vehicles used during construction for the project.
- These odors will emanate from the site and may be detectable in the immediate vicinity of the development but will dissipate through the air into the atmosphere in negligible amounts.

Long term odors or odors generated during day to day operation of the facility such as that proposed include:

- Petroleum odors from vehicles/travel lift.
- Solid Waste odors.
- Odors from boatyard activities such as painting, etc.

These odors are not likely to be offensive, as they are of low intensity and the site is not in a densely developed area. Therefore no provisions for odor control are planned. However appropriate ventilation procedures will be utilized on site for health and safety of staff during certain boat repair activities.

Large Scale water vapor emissions are not anticipated as part of this project.

1.22 SUNLIGHT

The proposed buildings at the site will not cast significant shadows onto neighboring properties, or block access to direct sunlight for structures utilizing solar energy. The Site Layout Plan and Grading and Drainage Plan show the proposed site improvements and their relationships to property lines. The grading plan shows the relative elevations of the buildings with respect to elevations along the property lines.

1.23 APPROVAL REQUIREMENTS

The following permits are anticipated now or in the future:

- City of Portland Planning Board Level III Amended Site Plan Approval, Conditional Use Approval and Shoreland Zoning Approval
- City of Portland Building Permit(s)
- MeDEP Natural Resource Protection Act (NRPA) – Amended
- City of Portland Delegated Review of the Site Location of Development Act (SLDA)
- U.S. ACOE Water Quality Certification/Federal Channel Review (previously obtained for remainder land)
- State of Maine Submerged Lands Lease (previously obtained for existing float system)
- Harbor Commissioner's Review (previously obtained for the remainder land)

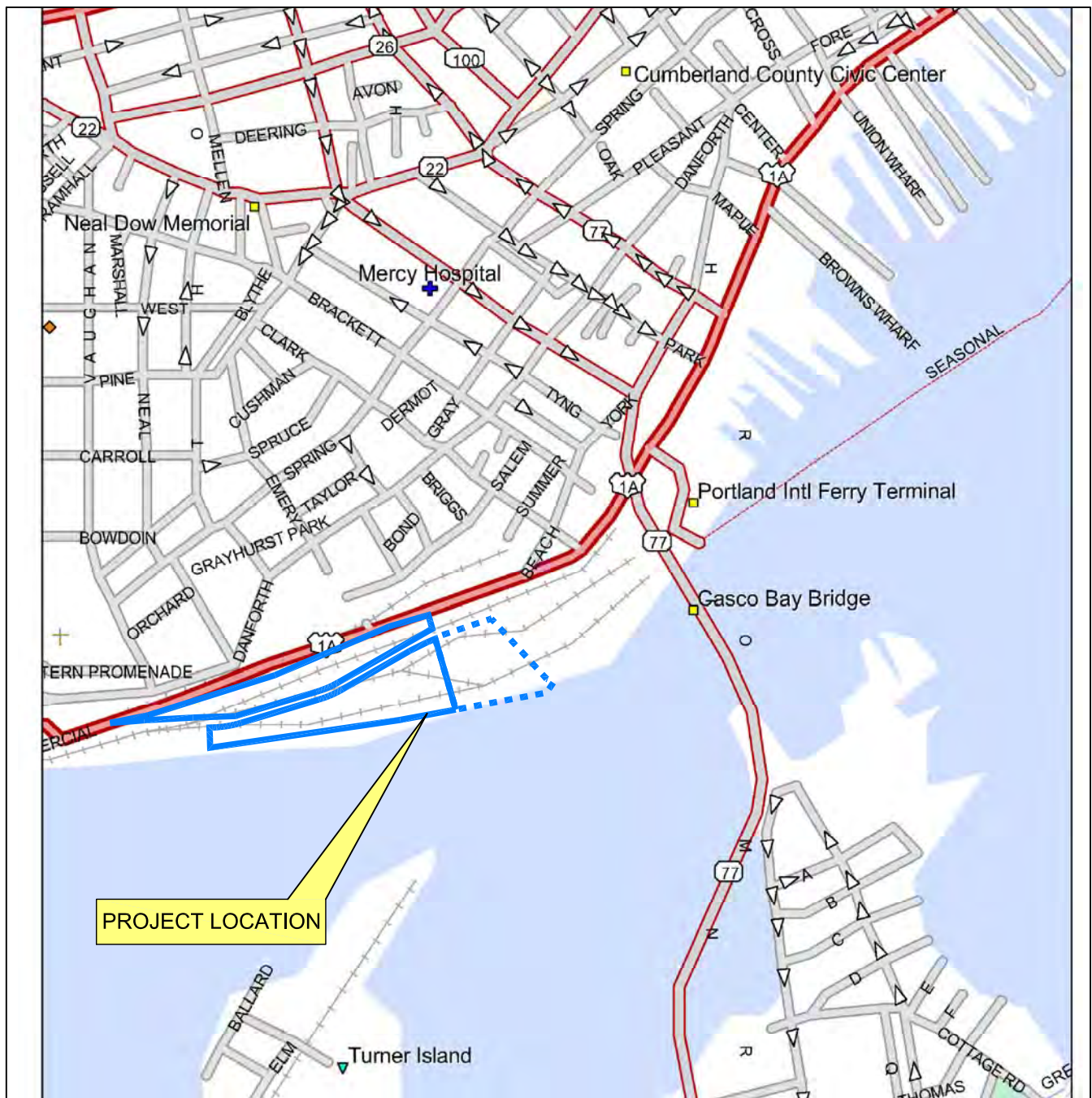
1.24 ATTACHMENTS

Attachment A – Figures 1-12

Attachment B – Ability to Serve Letters to/from Portland Water District and the City of Portland Public Services (PENDING)

ATTACHMENT A

Figures 1 – 12



LOCATION MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

SOURCE: DELORME STREET ATLAS USA 5.0

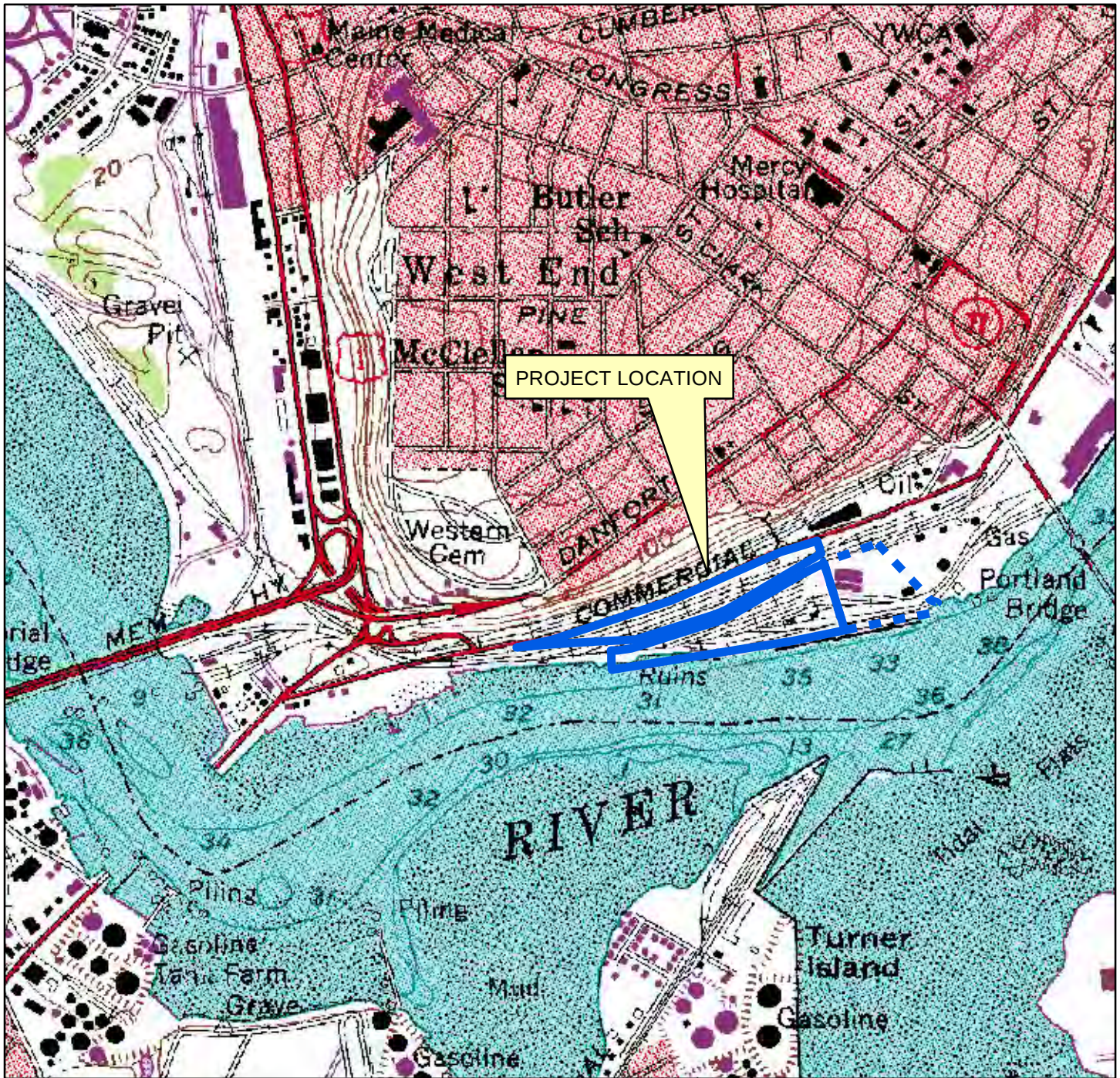


FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: SRB
DATE: FEB 2015
FILENAME: 3091.04 LOCMAP
SCALE: 1" = 1000'

FIGURE

1



USGS LOCATION MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS



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778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-USGS
SCALE: 1 inch = 1,000 feet

FIGURE
2



TAX MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

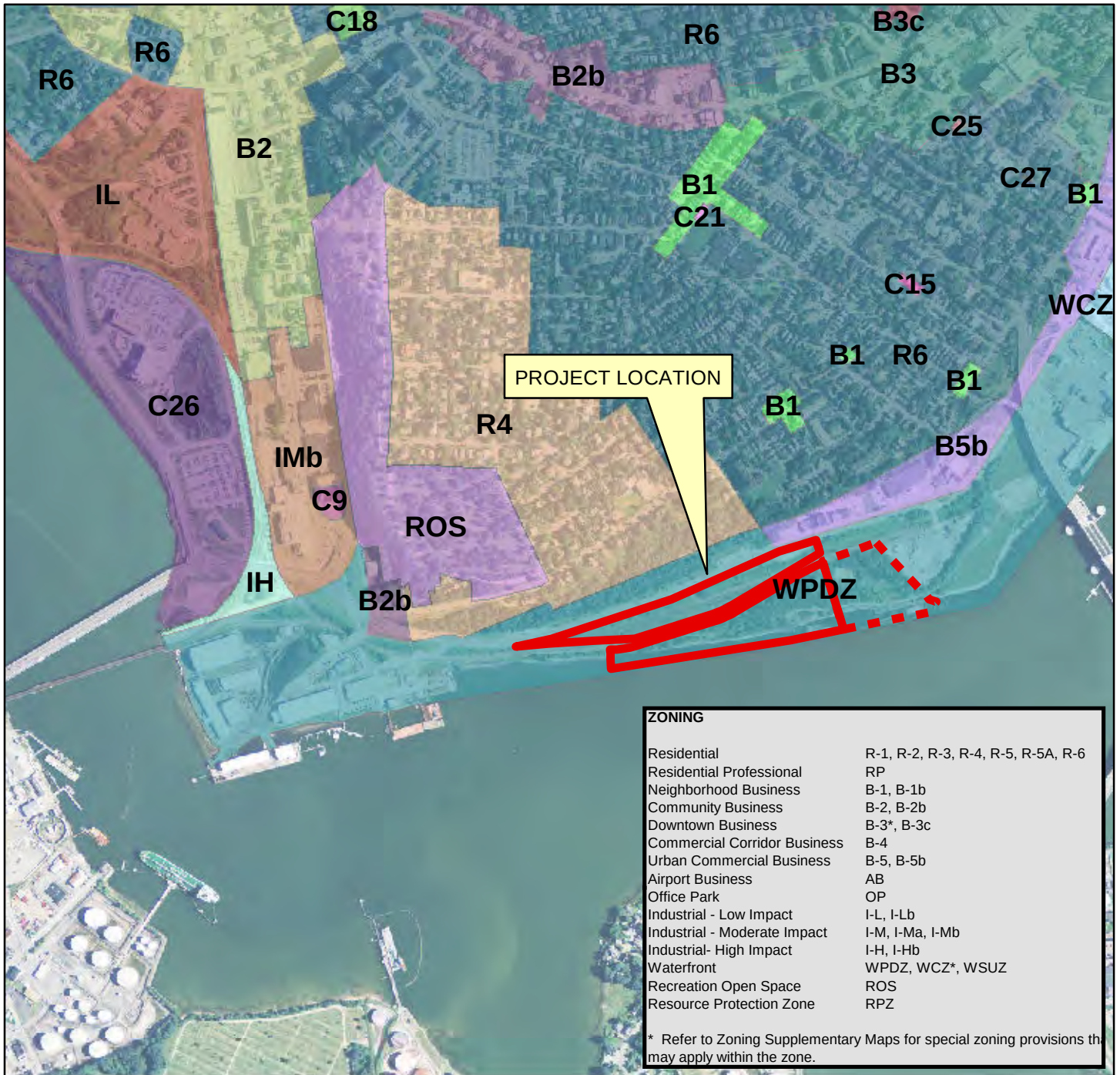
SOURCE: MAINE OFFICE OF GIS



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778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-TAX MAP
SCALE: 1 inch = 1,000 feet

FIGURE
3



ZONING MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS

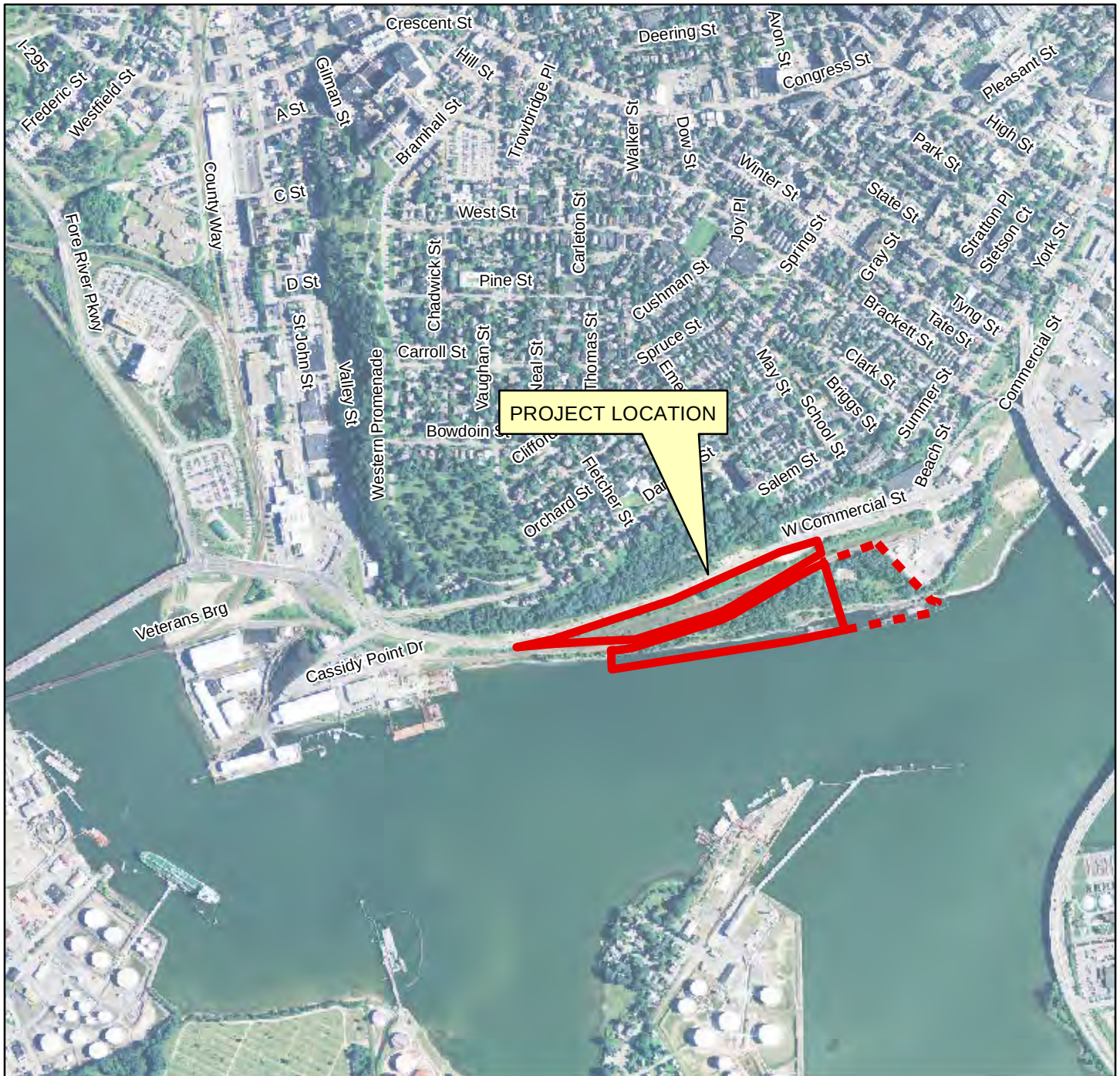


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DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-ZONING
SCALE: 1 inch = 1,000 feet

FIGURE

4



AERIAL PHOTOGRAPH CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS



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DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-AERIAL
SCALE: 1 inch = 1,000 feet

FIGURE
5



FLOOD MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

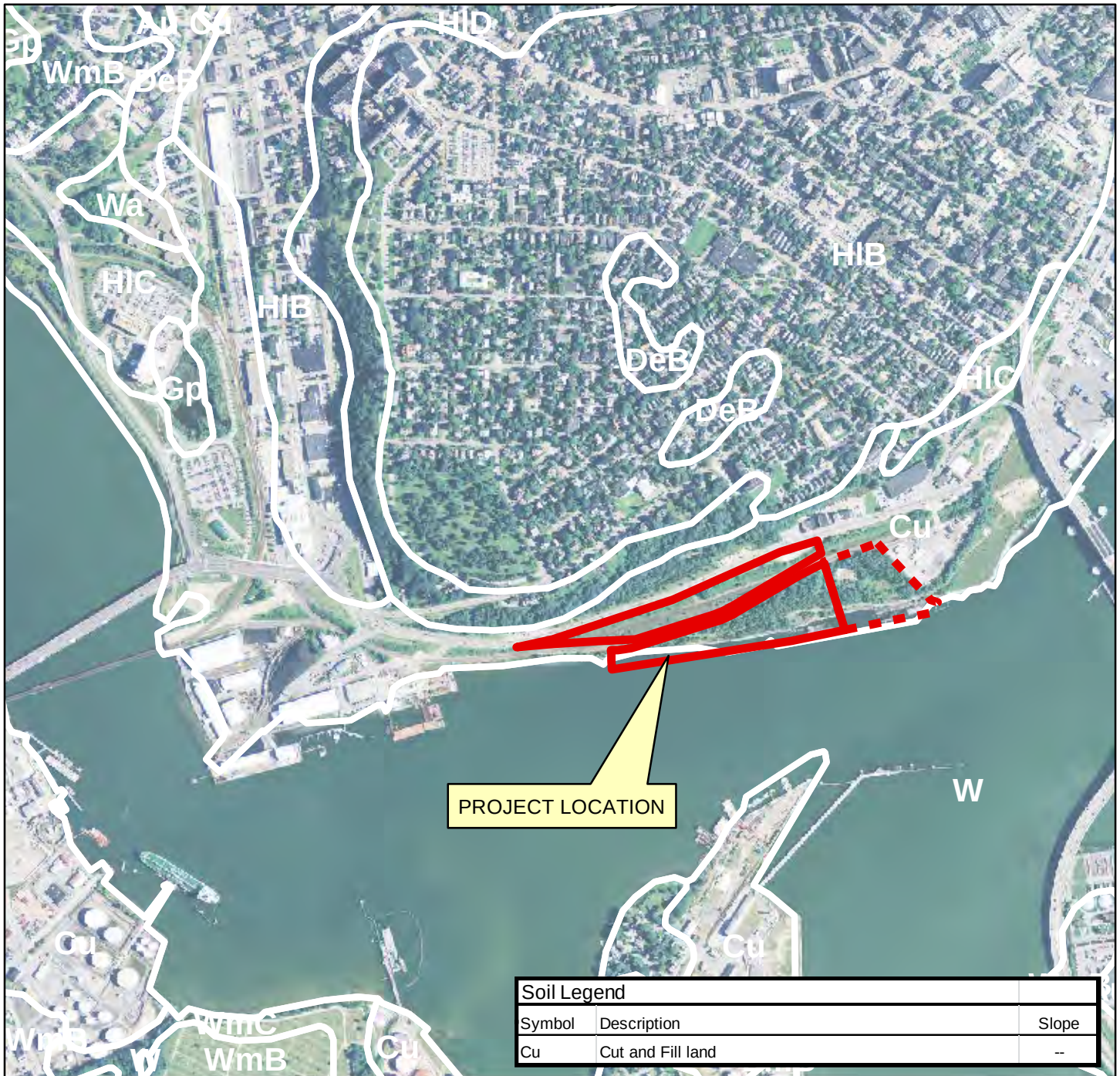
SOURCE: MAINE OFFICE OF GIS



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ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-FLOOD
SCALE: 1 inch = 1,000 feet

FIGURE
7



SOILS MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS

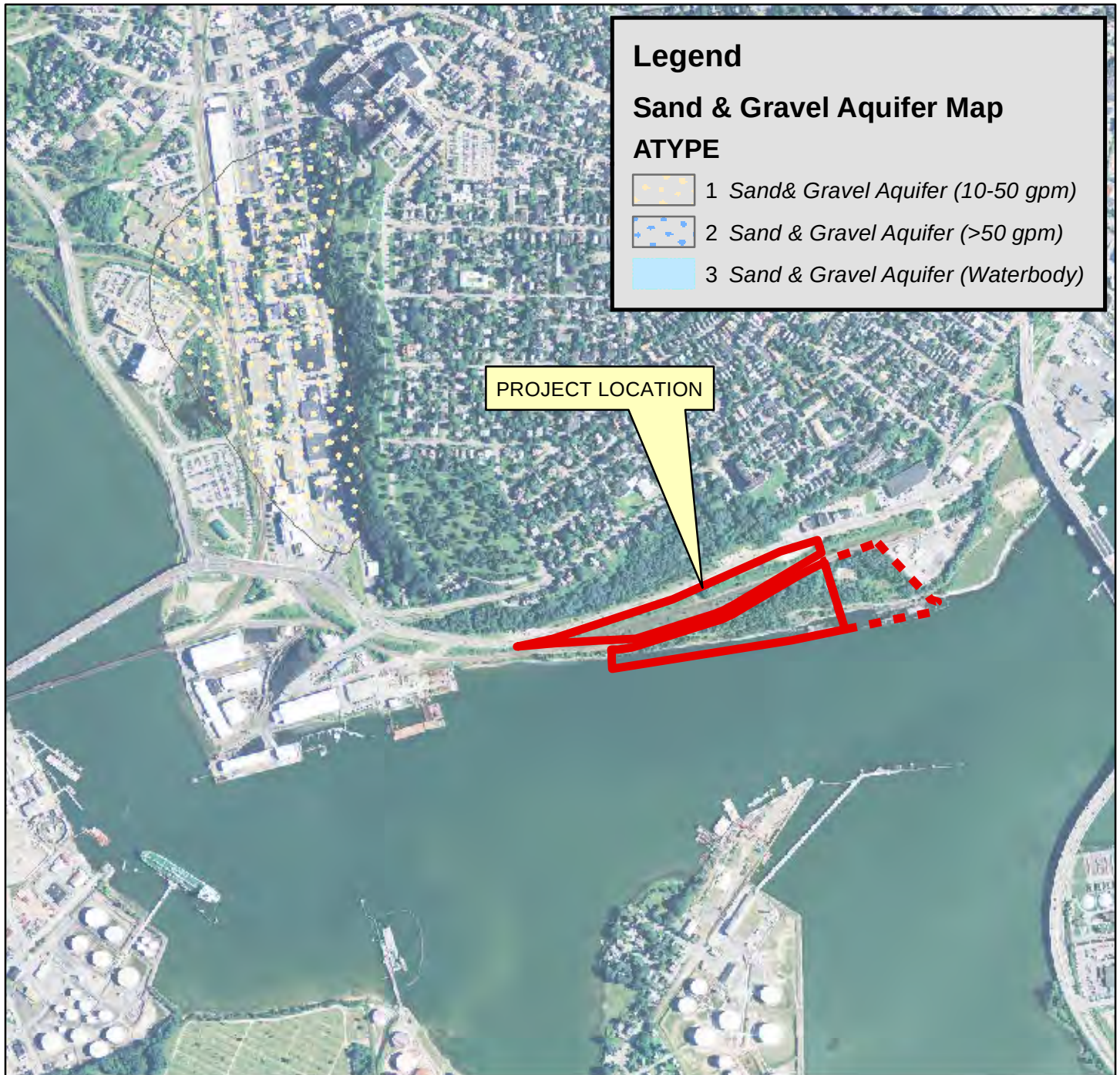


FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-SOILS
SCALE: 1 inch = 1,000 feet

FIGURE

8



SAND GRAVEL AQUIFER MAP **CANAL LANDING - NEW YARD EXPANSION** **PORTLAND, MAINE**

SOURCE: MAINE OFFICE OF GIS



FAY, SPOFFORD & THORNDIKE
 ENGINEERS • PLANNERS • SCIENTISTS
 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
 CHECKED: SRB
 DATE: MAY 2015
 FILENAME: 3091.04-AQUIFER
 SCALE: 1 inch = 1,000 feet

FIGURE
9



SURFICIAL GEOLOGY MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

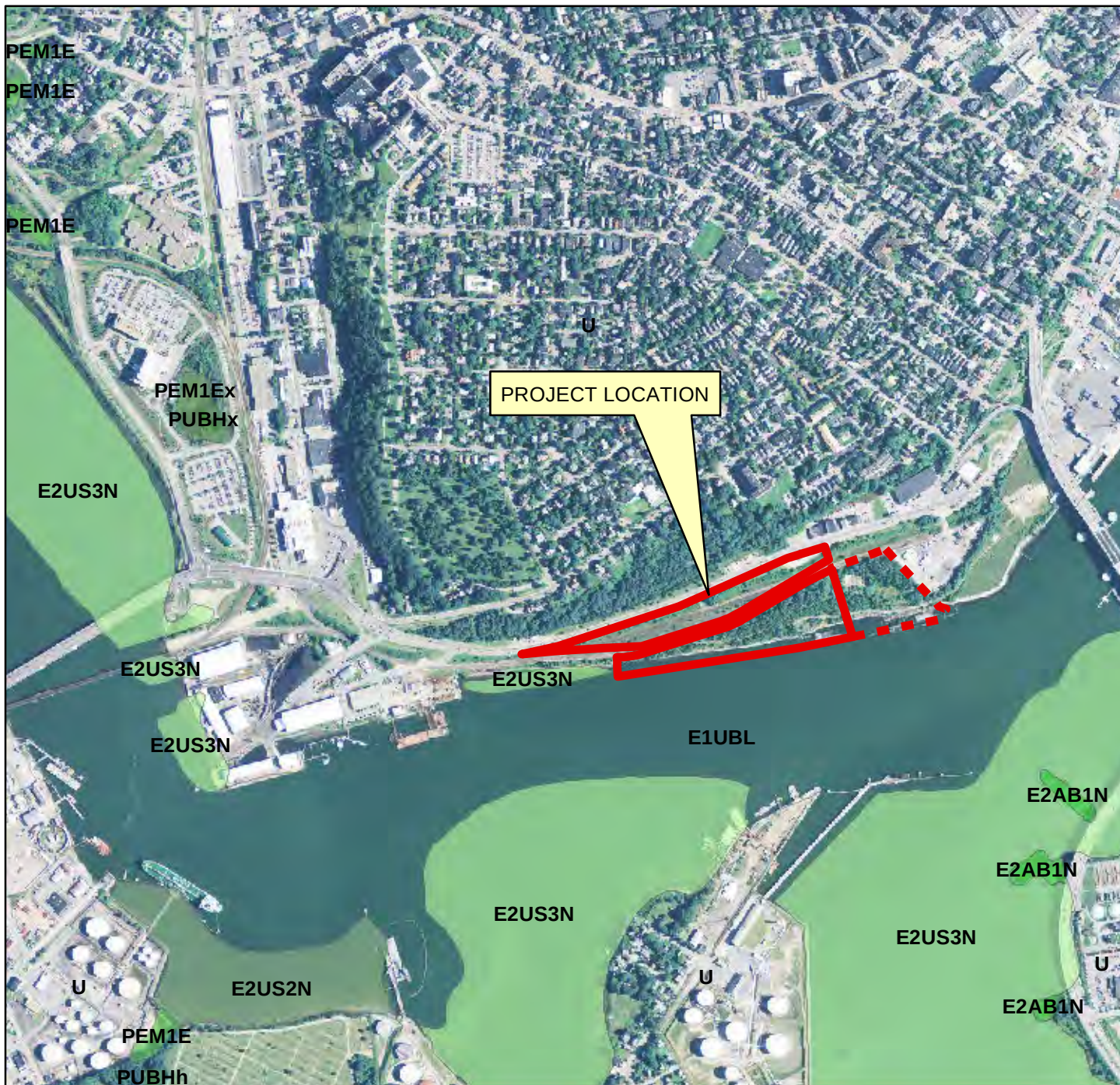
SOURCE: MAINE OFFICE OF GIS



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ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-GEOLOGY
SCALE: 1 inch = 1,000 feet

FIGURE
10



NWI MAP CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS

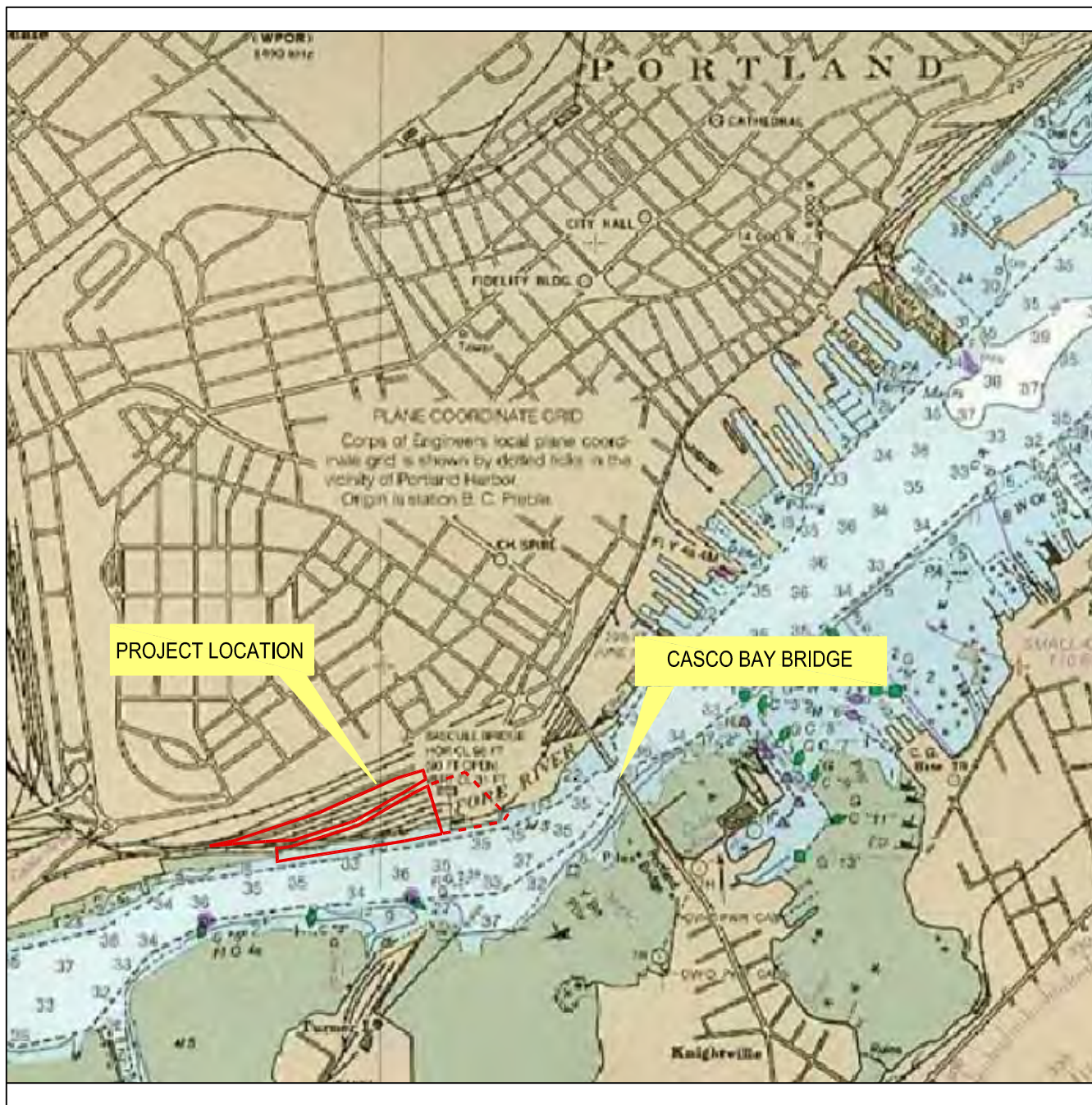


FAY, SPOFFORD & THORNDIKE
ENGINEERS • PLANNERS • SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-NWI
SCALE: 1 inch = 1,000 feet

FIGURE

11



PORT OF PORTLAND - HARBOR CHART CANAL LANDING - NEW YARD EXPANSION PORTLAND, MAINE

SOURCE: PORT OF PORTLAND HARBOR CHART



FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
CHECKED: WGH
DATE: FEB 2015
FILENAME: 3091.04 HARBOR
SCALE: 1" = 1000'

FIGURE
12

ATTACHMENT B

**Ability to Serve Letters to Portland Water District and
The City of Portland Public Services**



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

July 23, 2015

FST
778 Main Street Suite 8
South Portland, ME 04106

Attn: Stephen Bushey
Re: Canal Landing Phase III – 40 West Commercial Street
Ability to Serve with PWD Water

Dear Mr. Bushey:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on May 21, 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:

- An 8-inch diameter combined fire and domestic water service was installed in 2014 to serve 40 West Commercial Street (Map 59, Block A, Lot 3). The service to this lot was allowed to be installed across the neighboring parcels (Map 60, Block F, Lots 1, 2, &3). This was allowed as an exception because, the lot seeking service does not have frontage on Commercial Street and this location had been retained as access to the site and as a utility corridor. This service may be used to serve only those buildings within the parcel that it was intended to serve. Per PWD Terms and Conditions Section 21: "No customer shall supply water to another...". If any of the abutting properties were merged with this parcel, then this existing service may be used to serve any new buildings provided that the service piping remains entirely on one parcel. This service has a single 8-inch diameter UL fire listed meter within a meter pit near the site entrance. This shall be the only meter associated with this service.
- New services may be installed from the water main in Commercial Street along the properties frontage (Map 60, Block F, Lot 1) to Building C and Building D.
- 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. An 8-inch diameter ductile iron 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 a 12-inch diameter cast iron water main on the north side of Commercial Street and a public fire hydrant located across the street from the site.

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

Hydrant Location: Commercial Street 400' east of Beach Street
Hydrant Number: POD-HYD00069
Last Tested: 9/13/2011
Static Pressure: 106 psi
Residual Pressure: 100
Flow: 1,209 GPM

Public Fire Protection

You have not indicated whether this project will include the installation of new public hydrants to be accepted into the District water system. 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 not indicated whether this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Should private fire protection be required, please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division 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



May 21, 2015

MEANS Group
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, Maine 04104-3553

Subject: Canal Landing New Yard – Phase III
400 West Commercial Street
Ability to Serve Project with Water Supply & Wastewater Collection/Treatment

Dear Coordinator:

On behalf of Canal Landing, LLC we would like to verify the Portland Water District's ability to provide domestic and fire supply water and wastewater capacity for their project at 400 West Commercial Street in Portland. The project site is located on all or a portion of Map 59, Block A Lots 3 & 4; Map 60, Block F, Lots 1, 2, 3 & 4; Map 71, Block F, Lots 2, 4, 5 & 6.

The project will consist of two buildings with size and use summarized as follows:

Building	Use	Size (SF)
C	Marine Retail	19,250
D	Marine Office	11,000 to 12,000
Total		30,250 to 31,250

FST has developed a projected flow based on the existing Portland Yacht Services water and wastewater consumption records at the former Fore Street Complex, for the period August 2011 to August 2012. These flows are summarized as follows:

Description	Per PWD Records	Conversion to GPD
Average Monthly Water Consumption	121 HCF	3,106 gpd
Average Monthly Wastewater Flow	105 HCF	2,618 gpd

Water demand for domestic consumption is expected to be similar to wastewater demands or as observed at the PYS center on Fore Street, water consumption will be slightly more than wastewater flow. We do not anticipate the use of irrigation at this time. The fire demand is unknown at this time.

We are in the process of completing the Site Plan Application for a submission to the City of Portland Planning Staff and would appreciate your response to the Planning Department.

MEANS Group
May 21, 2015
Page 2

Specifically, our office is interested in a letter from you indicating the following:

- The ability of the Portland Water District's pump stations and Treatment Facilities to serve the project.
- Any other factors which may affect the water and sewer service to this site.
- The ability of the collection system to accept this flow.
- Any connection service or impact fees.
- The ability of the Portland Water District to provide domestic and fire water supply to the development.

If you have any questions regarding this letter, please contact our office.

Sincerely,

Fay, Spofford & Thorndike,

A handwritten signature in black ink, appearing to read "Stephen R. Bushey".

Stephen R. Bushey, P.E.
Associate

SRB/cmd

c: Phin Sprague, Portland Yacht Services

Attachment



May 22, 2015

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

Subject: Canal Landing New Yard – Phase III
400 West Commercial Street
Applicant: Canal Landing LLC
Wastewater Capacity Application

Dear Mr. Brancely:

Our office is working as a consultant to Canal Landing, LLC on the site planning and permitting associated with the proposed Phase III of the Canal Landing New Yard Development. The project site is located on all or a portion of Map 59, Block A Lots 3 & 4; Map 60, Block F, Lots 1, 2, 3 & 4; Map 71, Block F, Lots 2, 4, 5 & 6.

The project will consist of two buildings with size and use summarized as follows:

Building	Use	Size (SF)
C	Marine Retail	19,250
D	Marine Office	11,000 to 12,000
Total		30,250 to 31,250

FST has developed a projected flow based on the existing Portland Yacht Services water and wastewater consumption records at the former Fore Street Complex, for the period August 2011 to August 2012. These flows are summarized as follows:

Description	Per PWD Records	Conversion to GPD
Average Monthly Water Consumption	121 HCF	3,106 gpd
Average Monthly Wastewater Flow	105 HCF	2,618 gpd

Water demand for domestic consumption is expected to be similar to wastewater demands or as observed at the former PYS center on Fore Street, water consumption will be slightly more than wastewater flow. We do not anticipate the use of irrigation at this time. The fire demand is unknown at this time.

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

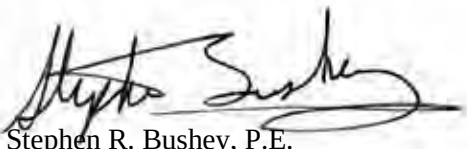
FAY, SPOFFORD & THORNDIKE

Mr. Frank Brancely
May 22, 2015
Page 2

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

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to read "Stephen R. Bushey". The signature is fluid and cursive, with a long horizontal stroke at the end.

Stephen R. Bushey, P.E.
Associate

SRB/cmd

Enclosure

R:\3091.04-Canal Landing-Phase 2\Admin\Correspondence Out\Ability to Serve\3091.04 2015.05.22 Brancely-WW.doc

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: Not Applicable

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: Not Applicable GPD

Do you currently hold Federal or State discharge permits? Yes No

Is the process wastewater termed categorical under CFR 40? Yes No

OSHA Standard Industrial Code (SIC): <http://www.osha.gov/oshstats/sicser.html>

Peaking Factor/Peak Process Times: _____

(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)

(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)

Notes, Comments or Calculation



PENOBSCOT NATION
CULTURAL & HISTORIC PRESERVATION DEPARTMENT
12 WABANAKI WAY, INDIAN ISLAND, ME 04468
CHRIS SOCKALEXIS – TRIBAL HISTORIC PRESERVATION OFFICER
E-MAIL: chris.sockalexis@penobscotnation.org FAX: 207-817-7450

NAME	Stephen R. Bushey
ADDRESS	Fay, Spofford & Thorndike 778 Main Street, Suite 8 South Portland, ME 04106
OWNER'S NAME	Canal Landing, LLC
TELEPHONE	(207) 775-1121
FAX	(207) 879-0896
EMAIL	sbushey@fstinc.com
PROJECT NAME	Canal Landing New Yard Phase III – Site Design and Permitting along West Commercial Street
PROJECT SITE	Portland, ME
DATE OF REQUEST	May 22, 2015
DATE REVIEWED	July 13, 2015

Thank you for the opportunity to comment on the above referenced project. This project appears to have no impact on a structure or site of historic, architectural or archaeological significance to the Penobscot Nation as defined by the National Historic Preservation Act of 1966, as amended.

If Native American cultural materials are encountered during the course of the project, please contact my office at (207) 817-7471. Thank you for consulting with the Penobscot Nation on this project.

A handwritten signature in black ink, appearing to read "Chris Sockalexis".

CHRIS SOCKALEXIS, THPO
Penobscot Nation



PAUL R. LEPAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

CHANDLER E. WOODCOCK
COMMISSIONER

June 10, 2015

Stephen Bushey
Fay, Spofford & Thorndike
778 Main Street, Suite 8
South Portland, ME 04106

RE: Information Request - Canal Landing, LLC Project, Portland

Dear Stephen:

Per your request received May 12, 2015, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and fisheries habitat concerns within the vicinity of the *Canal Landing, LLC Project* in Portland.

Our information indicates no locations of Endangered, Threatened, or Special Concern species within the project area. Additionally, our Department has not mapped any Essential Habitats or fisheries habitats that would be directly affected by your project.

Significant Wildlife Habitat

This search area includes a Tidal Waterfowl and Wading Bird Habitat (TWWH), a Significant Wildlife Habitat under Maine's Natural Resources Protection Act. TWWHs provide important feeding and/or breeding habitat for diverse waterfowl and wading bird species. Birds utilize intertidal mudflats to forage for aquatic invertebrates, a primary food source, and maintaining natural tidal flow is essential to maintaining healthy intertidal areas and food sources to support waterfowl and wading bird species. While this is a heavily developed area of Portland Harbor and we do not expect significant impacts to waterfowl using this area, please contact MDIFW Region A wildlife staff (207-657-2345) should any work be planned to this habitat.

This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

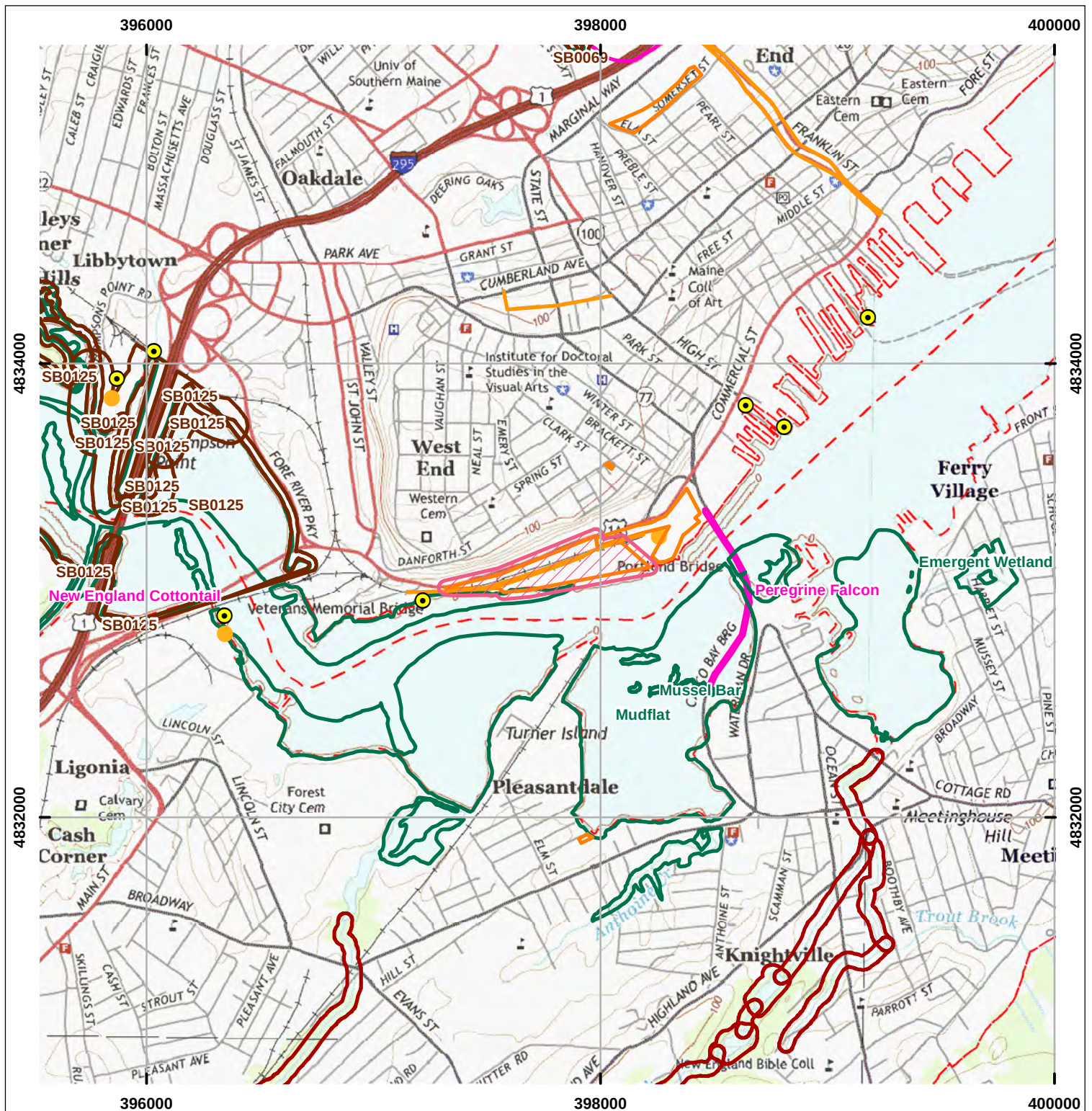
Letter to Stephen Bushey
Comments RE: Portland, Canal Landing, LLC Project
May 12, 2015

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

Best regards,

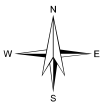
A handwritten signature in blue ink, appearing to read "JPerry", with a stylized flourish at the end.

John Perry
Environmental Review Coordinator

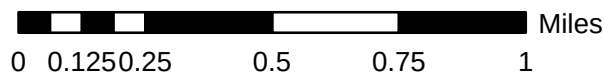


Environmental Review of Fish and Wildlife Observations and Priority Habitats

Project Name: Portland, Canal Landing, LLC Project (Version 1)



Maine Department of
Inland Fisheries and Wildlife



Projection: UTM, NAD83, Zone 19N

Date: 5/21/2015

- | | | |
|--------------------|-------------------------------|--|
| ProjectPoints | Deer Winter Area | Roseate Tern |
| ProjectLines | LURC p-fw | Piping Plover/Least Tern |
| ProjectPolys | Cooperative DWAs | Aquatic ETSc (2.5 mi review) |
| ProjectSearchAreas | Seabird Nesting Islands | Rare Mussels (5 mi review) |
| | Shorebird Areas | Maine Heritage Fish Waters |
| | Inland Waterfowl/Wading Bird | Arctic Charr Habitat |
| | Shoreland Zoning_lwwh | E. Brook Trout Joint Venture Subwatershed Classification |
| | Tidal Waterfowl/Wading Bird | Redfin Pickerel/Swamp Darter Habitats (buffer100ft) |
| | Significant Vernal Pools | Special Concern-occupied habitats(100ft buffer) |
| | Environmental Review Polygons | Wild Lake Trout Habitats |





PAUL R. LEPAGE
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

May 22, 2015

Mr. Stephen R. Bushey, P.E.
Fay, Spofford & Thorndike
778 Main Street, Suite 8
South Portland, ME 04106

Project: MHPC# 0575-15 – Canal Landing New Yard Phase 3; 400 West Commercial St.
Town: Portland, ME

Dear Mr. Bushey:

In response to your recent request, I have reviewed the information received May 11, 2015 to initiate consultation on the above referenced undertaking.

Based on the information submitted, I have concluded that this undertaking will have **no adverse effect** upon historic properties.

However, this finding is conditional based on the following:

1. No additional excavation will occur in the area of the former Portland Glass Company site that occupies the east end of the proposed New Yard expansion and that has been determined to be eligible for listing in the National Register of Historic Places. The glassworks parcel lies between the present New Yard marina and the outfall sewer that runs along the former west lot line of the glassworks parcel and the east lot line of the former sugar refinery. Based on discussion with Phin Sprague, former plans called for the covering of the former glassworks site with a layer of crushed stone similar to the present landscape within the present New Yard property. This is a preferred treatment for the glassworks site. Subsurface excavation for utilities or for another structure should be monitored by a professional archaeologist to document glassworks remains that may be negatively impacted. No archaeological monitoring or work is necessary west of the former glassworks property and sewer outfall. Please see attached map.

We look forward to continuing consultation with you on this project. Please contact Robin Reed of our staff if we can be of further assistance in this matter.

Sincerely,

Kirk F. Mohney
Deputy State Historic Preservation Officer

RECEIVED

JUN 01 '15

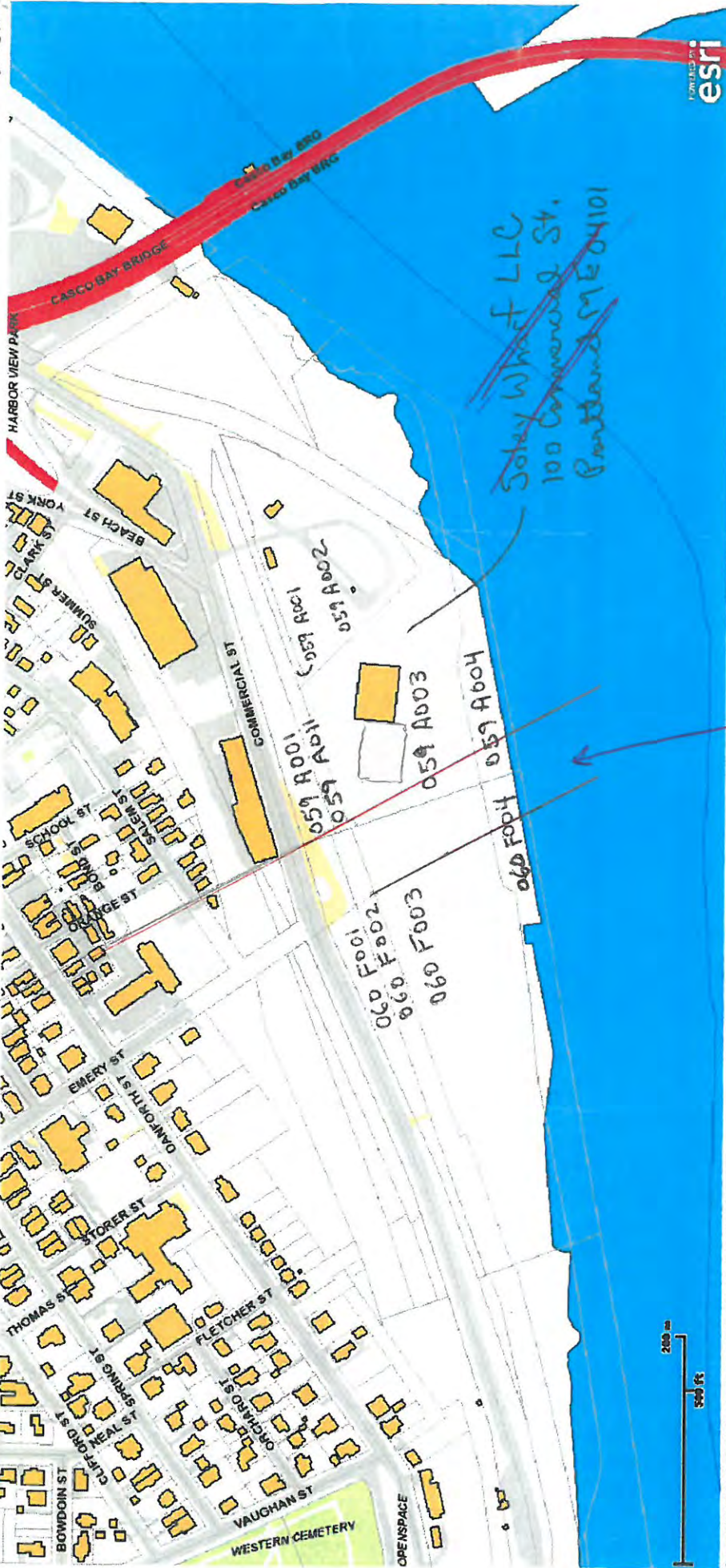
F.S.&T.

enc.

Tax Map1

Commercial St.

INT = International
 State
 Portland
 Authority



Copyright 2011 Esri. All rights reserved. Tue May 6 2014 02:59:15 PM.
 wbn@portlandmaine.gov
 814-8122-7000

William Wedelmann
 Waterfront Coordinator
 City of Portland
 Senior Planner
 814-8125-Rich Knowlton

30-108
 Approximate location of
 glassworks parcel

060_F003
 060_F003001

Portland Terminal Co. purchased by Guilford Transportation Industries 1981
 Iron Horse Park
 North Billerica, MA 01862
 232 West Commercial St.
 now subsidiary of
 Pan Am Railways.

Soley Wharf LLC
 100 Commercial St.
 Portland ME 04101

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

2.1 RIGHT, TITLE AND INTEREST

The Applicant has completed the acquisition of the property with Portland Terminal Company as evidenced by the Release Deed contained in Attachment A to this section.

2.2 TECHNICAL CAPACITY

The Applicant has assembled a highly qualified team of professionals to plan, permit, and develop construction documents for the project. The Team is working under the direction of Mr. Phineas Sprague, Jr. as Project Developer.

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

2.3 CONSULTANT TEAM

<i>Civil Engineer</i>	Stephen R. Bushey, P.E. Fay, Spofford & Thorndike 778 Main Street, Suite 8 South Portland, ME 04106 (207) 775-1121 – Work (207) 879-0896 – Fax (207) 756-9359 – Cell sbushey@fstinc.com
<i>Surveyor</i>	John Swan, P.L.S. Owen Haskell, Inc. 390 US Route 1, Unit 10 Falmouth, ME 04105 (207) 774-0424 – Work (207) 774-0511 – Fax jswan@owenhaskell.com
<i>Attorney</i>	Peter Plumb, Esq. Murray Plumb & Murray 75 Pearl Street Portland, ME 04104 (207) 773-5651 – Work (207) 773-8023 – Fax pplumb@mpmlaw.com
<i>Geotechnical</i>	Tim Boyce, P.E. S. W. Cole Engineering 286 Portland Road Gray, ME 04039 (207) 657-2866 – Work (207) 657-2840 – Fax TBoyce@SWCole.com

Landscaping	Steve Mohr Mohr & Seredin Landscape Architects, Inc. 18 Pleasant Street Portland, ME 04101 (207) 871-0003 – Work (207) 871-1419 – Fax info@mohrseredin.com
<i>Environmental</i>	Rip Patten, P.E. Credere Associates, LLC 776 Main Street Westbrook, ME 04092 (207) 828-1272 – Work (207) 887-1051 – Fax rpatten@credere LLC.com
<i>Structural Engineering</i>	Roger Gagnon Gagnon Engineering 10 Solomon Drive Gorham, ME 04038 (207) 839-8085 – Work roger@gagnonengineering.com
<i>Traffic Engineering</i>	Randy Dunton, P.E. Gorrill-Palmer Consulting Engineers, Inc. 15 Shaker Road Gray, ME 04039 (207) 657-6910 – Work (207) 657-6912 – Fax rdunton@gorrillpalmer.com
<i>Electrical Design</i>	Larry Bartlett Bartlett Design 942 Washington Street Bath, ME 04530 (207) 443-5447 – Work bartlettdesigninc@comcast.net

2.4 EXPERIENCE OF PROJECT TEAM

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

The Applicant also has significant experience in the development and management of large commercial projects having managed Portland Yacht Services at 58 Fore Street for many years.

2.5 FINANCIAL CAPACITY

The Applicant has the means at its disposal for financing the proposed Canal Landing project. A letter from Norway Savings Bank was supplied previously indicating their support of the project. They remain actively involved and supportive of the Phase III and future phase activities. An updated letter from Norway Savings can be supplied upon request.

2.6 CONSTRUCTION COST ESTIMATE

A breakdown of the preliminary project cost for Phase 1 includes the following:

- Ø Phase III Site work \$300,000 to \$500,000
- Ø Structures \$1 million - \$3 million

These values are considered preliminary and approximate and are subject to change as building design and project layout is refined.

2.7 ATTACHMENTS

Attachment A – Release Deed and Settlement Agreement

ATTACHMENT A

Release Deed and Settlement Agreement

RELEASE DEED

MAINE CENTRAL RAILROAD COMPANY, a corporation duly organized and existing under the laws of the State of Maine, with offices at 1700 Iron Horse Park, North Billerica, Middlesex County, Massachusetts 01862 (the "Grantor") in consideration of Five Million Ninety Six Thousand and 00/100 (\$5,096,000.00) Dollars paid to it by **CANAL LANDING, LLC**, with a mailing address of 400 West Commercial Street, Portland, Maine 04101 (the "Grantee") hereby grants to the Grantee all the Grantor's right, title and interest, without any warranties or covenants of title whatsoever, in a certain parcel of land, and the buildings, bridges, structures, crossings, fixtures and improvements thereon, if any, situated in Portland, County of Cumberland, State of Maine (the "Premises") described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND
MADE A PART HEREOF BY THIS REFERENCE.

This conveyance is subject to the following reservations, conditions, covenants and agreements:

1. This conveyance is made without granting any right of way, either by necessity or otherwise, over any remaining land or location of the Grantor.
2. ~~The Grantor hereby reserves a permanent, exclusive right of way and easement in, on, over, under, across and through the Premises for the purpose of accessing, constructing, installing, operating, maintaining, modifying, repairing, replacing, relocating and removing a telecommunications system or other system for transmission of intelligence or information by any means, whether now existing or hereafter devised, including such poles, pipes, wires, fibers, fiber optic cables, repeater stations, attachments, appurtenances, structures or other equipment and property of any description necessary or useful for the same (the "Telecommunications Easement"). The Grantor further reserves the right to freely lease, license, mortgage, assign, pledge and otherwise alienate the Telecommunications Easement. The Grantee hereby covenants with the Grantor to recognize the Telecommunications Easement and, without the payment of any further consideration, to execute, acknowledge and deliver such instruments suitable for recording with the registry of deeds as the Grantor may reasonably require to acknowledge title to the Telecommunications Easement in the Grantor. The Grantor covenants to reasonably repair and restore the surface of the easement area after any work.~~

MAINE REAL ESTATE TAX PAID

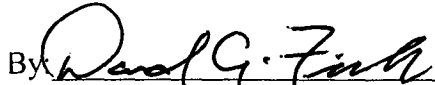
3. The Grantor excepts from this conveyance any and all railroad tracks, railroad track materials (including, but not limited to, ties, connections, switches and ballast) and/or related equipment of any description located in whole or in part within the Premises.
4. ~~The Grantor excepts from this conveyance any and all advertising signs and/or billboards located upon the Premises which are not owned by the Grantor. Furthermore, this conveyance is subject to the right of the owners of said signs and/or billboards to go upon the Premises and remove them within ninety (90) days from the date of delivery of this deed.~~
5. By the acceptance of this deed and as part consideration therefor, the Grantee hereby assumes any and all agreements, covenants, obligations and liabilities of the Grantor in respect to any underground facilities, drainage culverts, walls, crossings and/or other structures of any nature and description located in whole or in part within the Premises.
6. By the acceptance of this deed and as part consideration therefore, the Grantee agrees to indemnify, defend and hold harmless the Grantor (including its officers, employees, agents, directors, shareholders and affiliates) from and against any and all loss, liability, damage, cost and expense (including reasonable attorneys' fees) occasioned by or associated with any claims, suits and/or enforcement actions (including any administrative or judicial proceedings and any remedial, removal or response actions) ever asserted, threatened, instituted or requested by any person and/or governmental agency on account of: (a) any release of oil or hazardous materials or substances of any description on, upon or into the Premises in contravention of any ordinance, law or statute (including, but not limited to, the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. Section 9601, et seq., as amended); and (b) any and all damage to real or personal property, natural resources and/or harm or injury to persons alleged to have resulted from such release of oil or hazardous materials or substances.
7. ~~By the acceptance of this deed and as part consideration therefor, the Grantee hereby agrees to build and forever maintain fences (together with any necessary gates), suitable to the Principal Engineering Officer of the Grantor, along the boundaries of the Premises which are common to remaining land or location of the Grantor (the "Fences"), if Fences are ever required in the sole and reasonable opinion of said Principal Engineering Officer.~~
8. This conveyance is subject to the following restriction for the benefit of other land or location of the Grantor, to wit: that from the date of delivery of this deed, the Grantor shall not be liable to the Grantee or any lessee or user of the Premises (or any part thereof) for any damage to any buildings or property upon them caused by fire, whether communicated directly or indirectly by or from locomotive engines of any description upon the railroad operated by the Grantor, or otherwise.

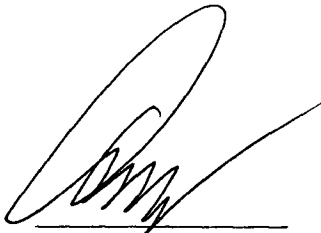
9. ~~By the acceptance of this deed and as part consideration therefor, the Grantee hereby agrees to make no use of the Premises which, in the sole and reasonable opinion of the Principal Engineering Officer of the Grantor, adversely affects, increases or decreases drainage to, from, upon or in any remaining land or location of the Grantor. The Grantee agrees to indemnify and save the Grantor harmless from and against any and all loss, cost, damage or expense including, but not limited to, the cost of defending all claims and/or suits for property damage, personal injury or death arising out of or in any way attributable to any breach of the foregoing covenant.~~
10. ~~The Grantor excepts from this conveyance any and all overhead, surface or underground signal and communication line facilities of the Grantor located within the limits of the Premises and this conveyance is subject to the Grantor's use of any such facilities in their present locations and entry upon the Premises from time to time to maintain, repair, replace, renew, relay or remove such facilities.~~
11. Whenever used in this deed, the term "Grantor" shall not only refer to the **MAINE CENTRAL RAILROAD COMPANY**, but also its successors, assigns and affiliates and the term "Grantee" shall not only refer to the above-named Grantee, but also the Grantee's successors, assigns and grantees, as the case may be.
12. The several exceptions, reservations, conditions, covenants and agreements contained this deed shall be deemed to run with the land and be binding upon the Grantee forever. In addition to the acceptance and recording of this deed, the Grantee hereby signifies assent to the said several exceptions, reservations, conditions, covenants and agreements, by joining in its execution.

WITNESS WHEREOF, the said **MAINE CENTRAL RAILROAD COMPANY** has caused this release deed to be executed in its name and its corporate seal to be hereto affixed by David A. Fink, its President, thereunto duly authorized this 27th day of April, 2015.

GRANTOR:
MAINE CENTRAL RAILROAD COMPANY


Witness

By: 
David A. Fink, President


Witness

GRANTEE:
CANAL LANDING, LLC

By: 
Phineas Sprague, Jr., Manager

SEAL

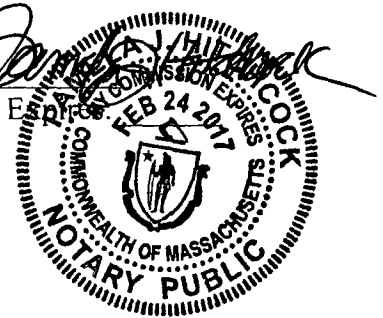
COMMONWEALTH OF MASSACHUSETTS

Middlesex, ss.

April 27, 2015

On this 27th day of April, 2015, before me, the undersigned notary public, personally appeared the above-named David A. Fink, the President of the **MAINE CENTRAL RAILROAD COMPANY** as aforesaid, proved to me through satisfactory evidence of identification, which was personal knowledge, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.

Notary Public:
My Commission Expires:



STATE OF MAINE

Cumberland, ss.

May 1, 2015

On this 1st day of MAY, 2015, before me, the undersigned notary public, personally appeared the above-named Phineas Sprague, Jr., Manager of Canal Landing, LLC, as aforesaid, proved to me through satisfactory evidence of identification, which was personal recognition, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.

Notary Public: Drew H. Ande
My Commission Expires: 11/11

attorney at law
A handwritten signature in dark ink, appearing to read "Drew H. Ande".

EXHIBIT "A"

**MAINE CENTRAL RAILROAD COMPANY
TO
CANAL LANDING, LLC
RAILROAD LAND
IN
PORTLAND, MAINE**

A certain lot or parcel of land situated on the southerly side of West Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on a plan entitled "Land on West Commercial Street, Portland, Maine, Maine Central Railroad Company to Canal Landing, LLC, dated April 30, 2015 to be recorded in the Cumberland County Registry of Deeds in Plan Book 215, Page 157 (the "Plan"), bounded and described as follows:

Beginning at a point on the southerly sideline of West Commercial Street at the northwesterly corner of land now or formerly of New Yard, LLC recorded in the Cumberland County Registry of Deeds in Book 30887, Page 247;

Thence, S 16°58'37" E along the westerly line of land of said New Yard, LLC 90.30 feet to the northerly line of land now or formerly of the State of Maine Department of Transportation recorded in said Registry of Deeds in Book 31408, Page 301;

Thence, the following courses and distances along the northerly line of land of said State of Maine:

S 59°26'10" W 693.10 feet;

Thence, along a curve to the right with a radius of 673.74' feet, having an arc length of 153.57 feet, having a chord bearing of S 65°57'58" W and chord length of 153.24 feet;

S 72°29'45" W 542.24 feet;

S 87°07'38" W 273.21 feet;

S 86°01'33" W 312.82 feet;

S 84°41'57" W 219.48 feet to the southerly sideline of said West Commercial Street;

Thence the following courses and distances along the southerly sideline of West Commercial Street:

N 77°41'31" E 248.67 feet;

N 71°39'48" E 854.33 feet;

N 66°06'18" E 793.06 feet;

N 73°01'23" E 263.49 feet to the point of beginning. Containing 294,083 S.F. or 6.75 acres, more or less.

Also another certain lot or parcel of land situated on the southerly side but not adjacent to West Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on the Plan, bounded and described as follows:

Commencing at a point on the southerly sideline of West Commercial Street at the northwesterly corner of land now or formerly of New Yard, LLC recorded in said Registry of Deeds in Book 30887, Page 247;

Thence, S 16°58'37" E along the westerly line of land of said New Yard, LLC 158.20 feet to the point of beginning at the southerly line of land now or formerly of the State of Maine Department of Transportation recorded in said Registry of Deeds in Book 31408, Page 301;

Thence, S 16°58'37" E continuing along the westerly line of New Yard, LLC 503 feet, more or less, to the spring high tide line of the Fore River;

Thence, westerly along the spring high tide line of the Fore River 1659 feet, more or less, to land of the State of Maine;

Thence, the following courses and distances along the southerly line of land of said State of Maine:

N 02°52'22" W 26 feet, more or less;

N 87°07'38" E 21.45 feet;

Thence, along a curve to the left with a radius of 725.78 feet, having an arc length of 185.34 feet, having a chord bearing of N 79°48'41" E and chord length of 184.84 feet;

N 72°29'45" E 519.07 feet;

Thence, along a curve to the left with a radius of 725.74 feet, having an arc length of 165.42 feet, having a chord bearing of N 65°57'58" E and chord length of 165.07 feet;

N 59°26'10" E 495.19 feet;

N 62°41'27" E 125.13 feet;

N 66°19'39" E 57.45 feet to the point of beginning. Containing 260,844 S.F. or 5.99 acres, more or less.

Together with all right, title and interest that this grantor may have in the intertidal and submerged lands abutting the above described parcel.

The property is subject to a Deed of Easement from Maine Central Railroad Company to Canal Landing, LLC, dated August 7, 2014 and recorded in said Registry of Deeds in Book 31723, Page 95.

MAINE CENTRAL RAILROAD COMPANY was f/k/a Maine Central Road Company, Portland and Ogdensburg Railroad Company and Boston and Maine Railroad.

Meaning and intending to convey and hereby conveying a portion of the premises conveyed to Maine Central Railroad Company, a/k/a Maine Central Road Company by deed of Portland Terminal Company, dated December 30, 1985 and recorded in said Registry of Deeds in Book 7026, Page 187.

Received
Recorded Register of Deeds
May 01, 2015 11:27:57A
Cumberland County
Nancy A. Lane

Supplemental Agreement

This Supplemental Agreement is dated as of the 8th day of July, 2014, by and between the **STATE OF MAINE**, acting by and through its **DEPARTMENT OF TRANSPORTATION** ("MaineDOT"), and **NEW YARD, LLC**, a Maine limited liability company with an office in Portland, Maine ("New Yard").

1. Definitions.

(a) "Acquisition Agreement" means the Property Acquisition and Settlement Agreement dated March 11, 2014, between MaineDOT and New Yard, LLC.

(b) "New Yard" includes New Yard's successors in title to the Retained New Yard Parcel (or portions thereof).

(c) "Site Plan" means the site plan (consisting of Sheet Nos. C07 and C08) attached as Exhibit 1 to this Supplemental Agreement.

(d) Capitalized terms not otherwise defined in this Supplemental Agreement have the same meanings as in the Acquisition Agreement.

2. Introduction.

(a) MaineDOT and New Yard are parties to the Acquisition Agreement. A copy of Section 3 of the Acquisition Agreement, which includes provisions pertaining to vehicular access and utilities access, is attached as Exhibit 2 to this Supplemental Agreement. MaineDOT has completed the Acquisition, and the parties have now reached certain supplemental agreements regarding temporary vehicular access and regarding utilities and wish to document these supplemental agreements.

(b) New Yard has entered into an agreement to acquire the Additional New Yard Parcel. New Yard anticipates that it will close on the acquisition of the Additional New Yard Parcel by May 15, 2015.

(c) In order to accommodate the respective requirements and construction schedules of the parties, New Yard will be obtaining an easement from the owner of the Additional New Yard Parcel that will permit New Yard to undertake the utility installations described in this Supplemental Agreement prior to New Yard's acquisition of the Additional New Yard Parcel.

3. Temporary Vehicular Access.

(a) Section 3.3(b) of the Acquisition Agreement is amended to read as follows:

Temporary Access over Fee Parcel and Inland Unitil Parcel. From the Acquisition Date until the completion of the heavy/oversize vehicular driveway/crossing described in Section 3.3(c), New Yard may use, in common with others, the driveway from West Commercial Street currently used by Osterman Propane, LLC, as well as a driveway to be delineated by MaineDOT or MPA around the southerly bound of the portion of the Inland Unitil Parcel currently occupied by Osterman Propane, LLC. This temporary access driveway will comply with the dimensional requirements of the Portland Fire Department.

(b) The one driveway that New Yard may use for temporary access is depicted on Sheet No. C08 of the Site Plan. This temporary access driveway will be ready for use by December 1, 2014. New Yard will start using this temporary access driveway as soon as MaineDOT notifies New Yard that this temporary access driveway is ready for use. Prior to (but only until) such notice, New Yard may continue to access the Retained New Yard Parcel in the same manner that New Yard has been accessing the Retained New Yard Parcel since the Acquisition Date.

(c) New Yard will cease using the temporary access driveway depicted on Sheet No. C08 of the Site Plan upon the earlier of: (i) one hundred twenty (120) days after New Yard's acquisition of the Additional New Yard Parcel (so long as the heavy/oversize vehicular driveway/crossing described in Section 3.3(c) of the Acquisition Agreement has been completed by that time), or (ii) (subject to Section 3(d) below) May 15, 2015.

(d) If, despite proceeding diligently and exercising its best efforts to do so, New Yard has not closed on the acquisition of the Additional New Yard Parcel by May 15, 2015, MaineDOT will select one of the following alternatives to provide for continued temporary access until New Yard closes on the acquisition of the Additional New Yard Parcel:

(i) MaineDOT may permit New Yard to continue to use the temporary access driveway depicted on Sheet No. C08 of the Site Plan; or

(ii) MaineDOT will facilitate with the owner of the Additional New Yard Parcel, and pay for, the establishment of an alternative temporary access driveway over the Additional New Yard Parcel from Commercial Street. This temporary access driveway will comply with the dimensional requirements of the Portland Fire Department.

If MaineDOT selects alternative (i) above, MaineDOT may at any time thereafter facilitate with the owner of the Additional New Yard Parcel the establishment of an alternative temporary access driveway over the Additional New Yard Parcel from Commercial Street as set forth in alternative (ii) above, after which New Yard will cease using the temporary access driveway depicted on Sheet No. C08 of the Site Plan.

4. Utilities Access.

(a) Section 3.4 of the Acquisition Agreement is amended to read as follows:

3.4 Utilities Access

New Yard, at its expense, may have underground utility crossings transversely across the MaineDOT Corridor Parcel through sleeves installed at the locations depicted on Sheet No. C07 of the Site Plan. These underground utility crossings will be in compliance with MaineDOT's standard terms, conditions, and specifications for underground utility crossings.

(b) The precise locations of these sleeves may vary slightly based on field conditions and on the final design of the track and other improvements depicted on the Site Plan.

(c) These sleeves will be installed by New Yard's contractor in compliance with MaineDOT's specifications for such installations. New Yard will bear the cost of installing these sleeves; provided, however, that MaineDOT will bear the cost of installing two (2) sleeves, i.e. one (1) sleeve for the electric service referenced in Section 5(b) below, and one (1) sleeve for the fire water line referenced in Section 6(a) below, and will reimburse New Yard for the cost of installing these two (2) sleeves within thirty (30) days after receiving the contractor's invoice (and supporting documentation) for this work.

(d) All installations of pipe lines carrying non-flammable substances will comply with MaineDOT's Specifications for the Construction of Pipe Lines Carrying Non-Flammable Substances on State-Owned Railroad Land, a copy of which has been provided to New Yard.

(e) All installations of pipe lines carrying flammable substances will comply with MaineDOT's Specifications for the Construction of Pipe Lines Carrying Flammable Substances on State-Owned Railroad Land, a copy of which has been provided to New Yard.

(f) Additional terms and conditions pertaining to underground utility crossings are set forth in Exhibit 3 to this Supplemental Agreement.

(g) Except as set forth in Section 4(h) below, New Yard intends to complete all of the utilities work described in this Supplemental Agreement by August 31, 2014, and the parties will cooperate and coordinate schedules to that end. However, MaineDOT will not delay commencing construction of the improvements depicted on the Site Plan (or delay completing those improvements) due to any failure by New Yard to complete all of the utilities work described in this Supplemental Agreement by August 31, 2014. Furthermore, New Yard acknowledges that New Yard's cost of utilities work

will increase substantially if that work is performed after the installation on the MaineDOT Corridor Parcel of the track infrastructure depicted on the Site Plan (due, in part, to the fact that after the installation of this track infrastructure utilities work can be accomplished only by directional boring and not by the use of open trenches).

(h) New Yard will complete the installation of the eight (8) westerly underground utility crossing sleeves (with prior notice to MaineDOT) no later than October 15, 2014; provided, however, that if New Yard requests an extension of this date, and the later date requested by New Yard will not interfere with MaineDOT's construction schedule, MaineDOT will agree to the requested extension. The installation of these underground utility sleeves will not delay, or interfere with, MaineDOT's construction activities.

5. Electric Service to Retained New Yard Parcel.

(a) Electric service to the Retained New Yard Parcel presently is provided through an electric line that extends from Commercial Street to a utility pole on the Retained New Yard Parcel.

(b) The present above-ground electric service to the Retained New Yard Parcel will be relocated no later than August 31, 2014 (or the earliest date thereafter that can be accommodated by Central Maine Power) to the new electric line from Commercial Street that is depicted on the Site Plan (running through one of the underground utility crossing sleeves described in Section 4 of this Supplemental Agreement). This relocation will be performed by New Yard's contractor. MaineDOT will reimburse New Yard for the cost allocable to the installation of an electric line that re-energizes New Yard's existing transformer (which currently services the building presently existing on the Retained New Yard Parcel) and provides service that is equivalent to the present electric service to the Retained New Yard Parcel, and MaineDOT will reimburse New Yard for this cost within thirty (30) days after receiving the contractor's invoice (and supporting documentation) for this work. MaineDOT will not be responsible for any cost associated with any improvement to electric service beyond that which is provided by the present electric service to the Retained New Yard Parcel.

(c) It is the intent of the parties that there will be no interruption of electric service to the Retained New Yard Parcel during the course of this relocation. As soon as this relocation has been accomplished, MaineDOT may remove the old electric lines and related infrastructure that formerly served the Retained New Yard Parcel.

6. Water Service to Retained New Yard Parcel.

(a) The present interim water service to the Retained New Yard Parcel will be replaced no later than August 31, 2014 (or the earliest date thereafter than can be accommodated by the Portland Water District), by the new water service from

Commercial Street that is depicted on the Site Plan (running through one of the underground utility crossing sleeves described in Section 4 of this Supplemental Agreement). This new water service will be installed by New Yard's contractor. MaineDOT will reimburse New Yard for the cost allocable to the installation of the fire water component of this new water service, including the meter, and MaineDOT will reimburse New Yard for this cost within thirty (30) days after receiving the contractor's invoice (and supporting documentation) for this work. MaineDOT will not be responsible for the cost of any of the potable water components of this new water service.

(b) New Yard will work directly with the Portland Water District regarding the location and other arrangements for this new water service.

(c) As soon as this new water service is installed and operational, the present interim water service to the Retained New Yard Parcel will be discontinued. It is the intent of the parties that there will be no interruption of water service to the Retained New Yard Parcel.

7. Sewer Service to Retained New Yard Parcel.

(a) New Yard will install (at New Yard's expense) a sewer line from Commercial Street over the Additional New Yard Parcel to serve the Retained New Yard Parcel. This sewer line will run through one of the underground utility crossing sleeves described in Section 4 of this Supplemental Agreement.

(b) New Yard will work directly with the City of Portland and the Portland Water District regarding the location and other arrangements for this sewer line.

8. Natural Gas Service to Retained New Yard Parcel.

(a) New Yard will install (at New Yard's expense) a natural gas line from Commercial Street over the Additional New Yard Parcel to serve the Retained New Yard Parcel. This natural gas line will run through one of the underground utility crossing sleeves described in Section 4 of this Supplemental Agreement.

(b) New Yard will work directly with Unitil regarding the location and other arrangements for this natural gas line.

9. Surface Water Drainage.

(a) MaineDOT will install (at MaineDOT's expense) catch basins immediately adjacent to the MaineDOT Corridor Parcel at the locations depicted on Sheet No. C07 of the Site Plan.

(b) These catch basins will be for the drainage of surface water (including run-off from the rooftops of buildings) and will be designed and installed in a manner that

permits New Yard (at New Yard's expense) to tie foundation drains (but not floor drains) into them. All discharges into these catch basins will be in compliance with MaineDOT's standard terms and conditions and applicable federal and state law.

(c) MaineDOT will not utilize any of the underground utility crossing sleeves described in Section 4 of this Supplemental Agreement for surface water drainage purposes.

10. Coordination With MaineDOT.

All work and other activities undertaken by New Yard on MaineDOT's property pursuant to this Supplemental Agreement will be undertaken only after coordination with MaineDOT's project manager and only at such times and under such conditions that will not interfere with ongoing work and other activities being undertaken by MaineDOT.

11. Coordination With Pan Am Railways.

In addition to the coordination with MaineDOT required by Section 10 of this Supplemental Agreement, all work and other activities undertaken by New Yard within fifteen (15) feet of the outside rail of the existing railroad tracks that are used by Pan Am Railways to serve Osterman Propane, LLC will be undertaken only after coordination with Pan Am Railways. New Yard will bear the costs of all flagging, supervision, inspection, and other services required by Pan Am Railways.

12. Emergency Gate for Fire Department Use.

The fence that will be located on or just northerly of the northerly boundary line of the Retained New Yard Parcel will include a three-foot wide locked gate, in the location depicted on the Site Plan, for use by the Portland Fire Department in the event of a fire on the Retained New Yard Parcel.

13. Fairpoint Communications and Time Warner Cable Services to Retained New Yard Parcel.

New Yard will arrange for the utility lines of Fairpoint Communications and Time Warner Cable Services serving the Retained New Yard Parcel to be relocated at the same time, and in the same configuration, as the relocated electric service described in Section 5 of this Supplemental Agreement. MaineDOT will reimburse New Yard for this cost within thirty (30) days after receiving the contractor's invoice (and supporting documentation) for this work.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF the parties have executed this Supplemental Agreement.

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**

By: _____

Name: _____

Title: _____

NEW YARD, LLC

By: Phineas Sprague Jr

Name: PHINEAS SPRAGUE JR

Title: MANAGER

SEEN AND AGREED TO:

CANAL LANDING, LLC

(successor in title to portion of Retained New Yard Parcel)

By: Phineas Sprague Jr

Name: PHINEAS SPRAGUE JR

Title: Manager

EXHIBIT 1

Site Plan

[SITE PLAN FOLLOWS THIS COVER SHEET]

EXHIBIT 2

Section 3 of Acquisition Agreement

[SECTION 3 OF ACQUISITION AGREEMENT FOLLOWS THIS COVER SHEET]

**Section 3. IMPROVEMENTS; RETENTION AND REMOVAL OF PERSONAL
PROPERTY; VEHICULAR ACCESS; UTILITIES ACCESS;
DRAINAGE**

3.1 Improvements

The Acquisition will include all improvements, fixtures, trackage, and structures that are owned by New Yard and located on the Fee Parcel, as well as all improvements, fixtures, trackage, and structures that are owned by New Yard and located on either of the Unitil Parcels. For purposes of this Section 3.1, "trackage" includes tracks, rails, ties, signals, switches, grade crossing materials, warning devices,

ballast, subgrade, railroad communication and signal systems, wires, pipes, poles, and all other trackage appurtenances.

3.2 Retention and Removal of Personal Property

(a) Retained Items. The Acquisition will not include the following items that are owned by (or that are in the custody and control of) New Yard and that, on the Acquisition Date, are located on the Fee Parcel and/or on the Util parcels: (i) piles of earth, gravel, fill, and borrow; (ii) construction-related materials; and (iii) construction-related personal property.

(b) Removal. New Yard will remove the retained items enumerated above no later than July 1, 2014. These items will be moved to another location in the Portland area acceptable to MaineDOT, after which MaineDOT (following receipt and review of invoices and other supporting documentation of actual costs incurred by New Yard) will pay New Yard's one-time Relocation Costs.

3.3 Vehicular Access

(a) Introduction. The Fee Parcel is part of a parcel of land acquired by New Yard by deed from Portland Terminal Company dated July 31, 2013, and recorded in the Cumberland County Registry of Deeds in Book 30887, Page 247. New Yard will retain the portion of that parcel of land that is not part of the Acquisition (the "Retained New Yard Parcel"). Furthermore, New Yard intends to acquire additional land westerly of the Retained New Yard Parcel (the "Additional New Yard Parcel"), while MaineDOT intends to acquire a strip of land, westerly of the Fee Parcel and the Util parcels and roughly parallel to West Commercial Street, to be used as a transportation corridor (the "MaineDOT Corridor Parcel"), one segment of which will bisect longitudinally the

Additional New Yard Parcel. MaineDOT intends to construct a railroad track and a heavy haul road over the length of the MaineDOT Corridor Parcel that will connect, at the easterly end, with additional related infrastructure to be constructed on the Fee Parcel and/or the Unitil Parcels. The parties intend that New Yard will be able to gain vehicular access from West Commercial Street to the Retained New Yard Parcel, and to the portion of the Additional New Yard Parcel that is located between the MaineDOT Corridor Parcel and the shoreline: (i) first, by initially utilizing the temporary access arrangement described in Section 3.3(b), and (ii) thereafter, over the two driveways/crossings described in Sections 3.3(c) and 3.3(d), one intended for heavy/oversize vehicles (as well as for automobiles and light trucks) and the other intended only for automobiles and light trucks. The parties also intend that New Yard will be able to use MaineDOT's heavy haul road on a limited basis for specific purposes, as described in Section 3.3(e).

(b) Temporary Access over Fee Parcel and Inland Unitil Parcel. From the Acquisition Date until the completion of the heavy/oversize vehicular driveway/crossing described in Section 3.3(c), New Yard may use, in common with others, the driveway from West Commercial Street currently used by Osterman Propane, LLC, as well as a driveway to be delineated by MaineDOT or MPA around the southerly bound of the portion of the Inland Unitil Parcel currently occupied by Osterman Propane, LLC.

(c) Driveway/Crossing for Heavy/Oversize Vehicles. A driveway and private railroad at-grade crossing, up to fifty (50) feet wide, for heavy/oversize vehicles will be constructed and maintained across the MaineDOT Corridor Parcel to

specifications established by MaineDOT and at a location acceptable to MaineDOT. The respective responsibilities of the parties for such construction and maintenance is as follows: (i) northerly of, and on the northerly side of, the MaineDOT Corridor Parcel, New Yard, at its expense, will construct and maintain the driveway and approach to MaineDOT's heavy haul road up to four (4) feet from the northerly edge of MaineDOT's heavy haul road; (ii) southerly of, and on the south side of, the MaineDOT Corridor Parcel, New Yard, at its expense, will construct and maintain the driveway and approach to the railroad at-grade crossing up to four (4) feet from the nearest rail; and (iii) between these two limits, MaineDOT, at its expense, will install and maintain the immediate approach to MaineDOT's heavy haul road, the railroad at-grade crossing, and the immediate approaches to the railroad at-grade crossing. The railroad at-grade crossing will be a licensed crossing subject to MaineDOT's standard terms and conditions for private railroad at-grade crossings (including the payment of annual fees and insurance) and will be constructed and maintained to accommodate such heavy/oversize vehicles as are required for the conduct of New Yard's business on the Retained New Yard Parcel and/or on the portion of the Additional New Yard Parcel that is located between the MaineDOT Corridor Parcel and the shoreline. Following the installation of the driveway and railroad at-grade crossing for heavy/oversize vehicles described in this Section 3.3(c), MaineDOT may relocate this driveway and railroad at-grade crossing as MaineDOT may deem necessary, provided that MaineDOT will bear all costs associated with any such relocation (including the cost of new approaches).

(d) Driveway/Crossing for Automobiles and Light Trucks. A driveway and private railroad at-grade crossing will be constructed and maintained across the

MaineDOT Corridor Parcel or the Fee Parcel to specifications established by MaineDOT and at a location acceptable to MaineDOT easterly of the driveway/crossing for heavy/oversize vehicles described in Section 3.3(c). The respective responsibilities of the parties for such construction and maintenance is as follows: (i) northerly of, and on the northerly side of MaineDOT's property, New Yard, at its expense, will construct and maintain the driveway and approach to MaineDOT's heavy haul road up to four (4) feet from the northerly edge of MaineDOT's heavy haul road; (ii) southerly of, and on the southerly side of MaineDOT's property, New Yard, at its expense, will construct and maintain the driveway and approach to the railroad at-grade crossing up to four (4) feet from the nearest rail; and (iii) between these two limits, MaineDOT, at its expense, will install and maintain the immediate approach to MaineDOT's heavy haul road, the railroad at-grade crossing, and the immediate approaches to the railroad at-grade crossing. The railroad at-grade crossing will be a licensed crossing subject to MaineDOT's standard terms and conditions for private railroad at-grade crossings (including the payment of annual fees and insurance) and will be constructed and maintained to accommodate automobiles and light trucks. Following the installation of the driveway and railroad at-grade crossing for automobiles and light trucks described in this Section 3.3(d), MaineDOT may relocate this driveway and railroad at-grade crossing as MaineDOT may deem necessary, provided that MaineDOT will bear all costs associated with any such relocation (including the cost of new approaches).

(e) Use of Heavy Haul Road. If New Yard has a specific need to use MaineDOT's heavy haul road to move oversize vehicles and/or cargo that cannot be accommodated elsewhere, New Yard may ask MPA for permission to use the heavy

haul road for that specific purpose. If such permission is granted, any such use of the heavy haul road will be on a supervised basis, for that specific purpose, and at New Yard's risk and expense, with access to/from the heavy haul road only at the following points (and not at any points in between): (i) the easterly end of the heavy haul road; (ii) the driveway/crossing for heavy/oversize vehicles described in Section 3.3(c); and (iii) the westerly end of the heavy haul road.

3.4 Utilities Access

New Yard, at its expense, may install up to two (2) underground utility crossings transversely across the MaineDOT Corridor Parcel, at locations acceptable to MaineDOT, in compliance with MaineDOT's standard terms, conditions, and specifications for underground utility crossings.

3.5 Drainage

MaineDOT's project design for the MaineDOT Corridor Parcel includes drainage features sufficient to accommodate MaineDOT's planned development on that parcel. New Yard may propose to MaineDOT, for MaineDOT's consideration, adjustments to these drainage features in anticipation of New Yard's planned development of the Additional New Yard Parcel, provided that any such adjustments must be proposed to MaineDOT within thirty (30) days after the Acquisition Date. If any such adjustments are proposed to MaineDOT, MaineDOT will review them and will decide, in MaineDOT's sole discretion, whether to adopt any of them. If MaineDOT decides to adopt any of the proposed adjustments, New Yard will be responsible for the incremental costs of materials, installation, and maintenance associated with those adjustments.

EXHIBIT 3

Additional Terms and Conditions Pertaining to Installation of Underground Utility Lines

1. Installation and Maintenance of Underground Utility Lines.

(a) New Yard will notify MaineDOT no less than thirty (30) days prior to the installation of any utility line across the MaineDOT Corridor Parcel. All such installations will be underground and will use the sleeves depicted on the Site Plan. No additional sleeves may be installed without MaineDOT's prior written permission.

(b) Following receipt of notice from New Yard, MaineDOT will determine the extent to which flag protection, inspection, and supervision are necessary in connection with installation. MaineDOT will arrange for this flag protection, inspection, and supervision at New Yard's expense, calculated at the rates prevailing at the time the work is performed.

(c) Installation of underground utility lines will proceed only in coordination with MaineDOT's project manager and only at such times and under such conditions that will not interfere with railroad operations or other activities taking place on the MaineDOT Corridor Parcel.

(d) New Yard will install and maintain all underground utility lines in compliance with the design previously provided to, and approved by, MaineDOT and in compliance with applicable federal, state, and local law. In the event of a conflict between an approved design and an applicable law, the applicable law will govern.

(e) New Yard will be solely responsible, at its expense, for procuring and complying with all necessary federal, state, and local permits that are required.

(f) In the event of an emergency, New Yard will make every effort to inform MaineDOT of the emergency and steps being taken in light of the emergency.

(g) If New Yard fails to properly maintain an underground utility line, or if an underground utility line interferes with drainage or other uses of MaineDOT's property, then MaineDOT may order changes to the underground utility line at New Yard's expense or may (but will have no obligation to do so) make such repairs to the underground utility line at New Yard's expense as may be immediately necessary for the safety of rail operations or of MaineDOT's property.

2. Use.

Each underground utility line that is installed will be used solely for the purpose for which it was installed (i.e. the transmission of electricity, the transportation of natural gas, or the transportation of water or sewage, as the case may be). Any change in use will be subject to the prior approval of the Director of MaineDOT's Office of Freight and Business Services.

3. Protection of Other Utilities.

New Yard will protect any other power, communication, signal, or other utility lines on, over, or under MaineDOT's property from damage of any kind by or because of the construction, maintenance, or use of New Yard's underground utility lines, and New Yard will construct, maintain, and use its underground utility lines in such a manner as will not damage or adversely affect the use of power, communication, signal, or other utility uses of MaineDOT or other companies which may have under contract the right to maintain such utilities on MaineDOT's property.

4. Liability and Risk.

(a) All cost or expense resulting from any and all loss of life or property, or injury or damage to the person or property of any person, firm, or corporation (including the parties hereto and their respective officers, agents, and employees), and any and all claims, demands, or actions for such loss, injury, or damage, caused by or growing out of the installation, presence, use, maintenance, or removal of any of the underground utility lines, will be borne by New Yard. New Yard also will bear the cost of inspections performed by MaineDOT to determine whether New Yard is in compliance with its obligations hereunder.

(b) New Yard assumes all risk of loss or damage to the installed underground utility lines, however caused, and hereby releases MaineDOT from any and all liability on account of such loss or damage, regardless of any negligence on the part of MaineDOT.

5. Insurance.

Any contractor retained by New Yard to install underground utility lines will carry at all times while conducting the installation Public Liability Insurance covering bodily injury or death with limits of not less than \$1,000,000 for the injury or death of each person and \$3,000,000 for each single occurrence, and Property Damage Liability with limits of not less than \$3,000,000 for each single occurrence. These policies will provide that they will not be cancelled or amended without thirty (30) days written notice to the Director of MaineDOT's Office of Freight and Business Services. A certified copy of these policies will be provided to the Director of MaineDOT's Office of Freight and Business Services prior to the commencement of any installation work.

6. Discontinuance.

New Yard will, at its sole expense, upon the abandonment or discontinuance of use of any of its underground utility lines for twelve (12) consecutive months, promptly remove the underground utility line and restore MaineDOT's property to a condition satisfactory to MaineDOT. If New Yard fails to do so, MaineDOT may do so, in which case New Yard will pay the bill(s) for such removal and restoration within thirty (30) days after presentation by MaineDOT.

7. No Warranty of Title.

MaineDOT gives no warranty of title to its property, and the permission herein given to New Yard is subject to all encumbrances, conditions, and reservations upon or under which MaineDOT holds its property. New Yard's rights are limited solely to that of a licensee, and New Yard does not hereby acquire any easement or other greater interest in MaineDOT's property.

8. No Waiver.

No waiver by MaineDOT of any term or condition contained herein (or any breach of any such term or condition) will constitute a precedent, nor bind MaineDOT to waive such term or condition (or breach of such term or condition) in the future.

9. Notice.

All communications and notices required or permitted hereunder will be in writing and will be deemed sufficiently served if served in hand or by certified mail addressed as follows or to such other address as New Yard or MaineDOT may designate in writing from time to time:

MaineDOT: Director
Office of Freight and Business Services
Maine Department of Transportation
Transportation Building
16 State House Station
Augusta, Maine 04333

New Yard: New Yard, LLC
c/o Phineas Sprague, Jr., Manager
58 Fore Street
Portland, Maine 04101

10. Successors and Assigns.

This Agreement will inure to the benefit of and be binding upon the parties hereto and upon their respective successors and assigns; provided, however, that no assignment or other transfer of New Yard's rights or obligations hereunder will be effective without MaineDOT's prior written consent.

3. COMPLIANCE WITH APPLICABLE ZONING AND LAND USE REQUIREMENTS

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

3.1 OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system, as it will use improved access locations off Commercial Street. Based on the limited intensity of use, the project is expected to have an insignificant impact on traffic in the neighborhood, particularly if/when the traffic signal is installed at the Beach Street intersection by the City/MaineDOT.

2. Access and Circulation:

a. Site Access and Circulation.

- (i) The development provides access via Commercial Street. Ample turning movement is provided at each street entrance. Internal circulation has been reviewed and designed to accommodate the typical use of semi-trailers and boat trailers.
- (ii) Access and egress have been designed to avoid conflict with existing turning movements and traffic flows.
- (iii) The site does not feature drive up services as mentioned in this requirement.
- (iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

b. Loading and Servicing.

- (i) The site layout has been configured to accommodate the typical movements of large boat delivery vehicles and access to the boat ramps.

c. Sidewalks.

- (i) The Applicant is requesting a waiver to provide a sidewalk along the full property frontage. Currently, the Site Plans contemplate a future curb and sidewalk in front of the proposed Phase III Buildings between the primary entrance at the middle of the site and the secondary entrance at the east end of the site.

In accordance with Sec 14-506 of the City Code, the Applicant is requesting a waiver of provisions pertaining to the construction of curb and sidewalk based on the following conditions which exist for the boatyard site.

Of the six waiver criteria pertaining to sidewalks, the following two exist:

1. There is no sidewalk in existence or expected within 1,000 feet and the construction of sidewalks does not contribute to the development of a pedestrian oriented infrastructure.
2. A safe alternative walking route is reasonably and safely available, for example, by way of a sidewalk on the other side of the street that is lightly traveled.

With respect to the five criteria pertaining to curbing, the following exist:

1. The cost to construct the curbing, including any applicable street opening fees and repairs, is expected to be in excess of 5% of the overall Phase III project costs.
2. Runoff from the development site or within the street does not require curbing for stormwater management.

3. Public Transit Access:

- a. The development contains no residential uses therefore Public Transit Access is not applicable.
- b. A new Transit stop is not proposed.
- c. A new Transit stop is not proposed.
- d. Waiver: The Applicant requests a waiver of the transit facility requirement.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The Applicant is providing parking for their employees within the boat parking area around the site. The Applicant is seeking flexibility to move vehicular parking around the site to meet variable vessel parking demand therefore no specific vehicular spaces are identified on the site plans. Paved parking for the Marine Retail is provided adjacent to the building.
- (ii) The Applicant has not prepared a TDM strategy, as it is not applicable to the intended uses.
- (iii) The Applicant proposes the amount of parking which is appropriate for the anticipated uses of this site.
- (iv) Parking spaces and aisles have been designed to meet the dimensional requirements of the Technical Manual.

- (v) Vehicle and vessel parking areas have been designed to withstand site conditions.
- b. Location and Required Number of Bicycle Parking Spaces:
 - (i) The Applicant is requesting a waiver of the bicycle parking requirements based on the site use.
- c. Motorcycles and Scooter Parking:
 - (i) The Applicant is requesting a waiver of the motorcycle/scooter parking requirements based on the site use.
- d. Snow Storage:
 - (i) Snow storage management will employ two strategies:
 - 1. On-site snow storage around the perimeter of the site.
 - 2. Snow removal and off-site storage. Generally speaking the nature of the proposed site use precludes the need for significant snow removal.
- 5. Transportation Demand Management (TDM):
 - a. A TDM plan is not required for the project.

(b) Environmental Quality Standards

- 1. Preservation of Significant Natural Features:
 - a. The existing site retains no prominent significant natural features therefore no issue related to the preservation of these features applies.
 - b. The Applicant is not requesting a waiver from this standard.
- 2. Landscaping and Landscape Preservation:
 - a. Landscape Preservation.
 - (i) The site's existing tree population is limited and the City's Shoreland Zoning vegetation management provisions do not require tree protection in the Waterfront Development Zone.
 - (ii) Not applicable.
 - (iii) Not applicable.
 - (iv) The Applicant will request a waiver from this standard.
 - b. Site Landscaping.

(i) Landscaped Buffers:

- (a) There are no service or loading areas observable from nearby sidewalks or residential properties.
- (b) The development is not subject to zoning setbacks or buffering requirements.
- (c) Not applicable.
- (d) Not applicable.

(ii) Parking Lot Landscaping:

- a) thru d) The applicant is requesting a waiver of the landscape requirements based on the proposed boatyard use and the need for flexibility with respect to boat parking and heavy vehicle maneuvering.

(iii) Street Trees:

- (a) The applicant would like to work with City Staff on the placement of street trees along Commercial Street.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site's runoff conditions are primarily self-contained and runoff sheets to the Fore River; therefore, issues related to offsite or downstream flooding are not applicable.
 - (ii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.
 - (iii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.
 - (iv) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.
- b. The Stormwater Management Plan will meet the requirements and goals stated in Section 5 of the Technical Manual.
 - c. The project is not located in a watershed of an urban impaired stream as listed by the MeDEP.
 - d. Not applicable.
 - e. The project is serviced by both a public wastewater and public water supply systems. The project will not pose a risk of groundwater contamination.
 - f. The project will be connected to the public sanitary sewer system which is adequately sized for the project flows.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:
 - a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure plans.
 - b. The Applicant will coordinate with utility representatives for the continuation of easements related to utility infrastructure crossing the site.
2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote a safe and inviting customer access. The MaineDOT is currently responsible for the construction of the two rail crossings as shown on the plans.
 - b. No changes to emergency access conditions within the surrounding streets is proposed.
 - c. Fire hydrants are located within the adjacent street system. Additional fire hydrants are proposed within the site.
3. Availability and Adequate Capacity of Public Utilities:
 - a. The Applicant will secure letters from all applicable utilities stating their ability to serve the site. The project will require new utility service infrastructure to serve the new buildings.
 - b. All on site electrical lines will be underground.
 - c. All new utility infrastructures will meet the provisions of the Technical Manual.
 - d. The project will require a new service connection to the sewer system that crosses the site.
 - e. The sanitary sewer collection system will be designed to meet all applicable sections of the Technical Manual.
 - f. Not applicable.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:
 - a. The bulk, location and height of the proposed building will have been designed to not result in adverse impacts to abutting properties.
 - b. The bulk location and height of the proposed building is consistent with the WPDZ requirements and there are no nearby developed lots that may be negatively impacted. The IMT expansion area is an industrial waterfront use. There is currently no development on the opposite side of Commercial Street. Land to the west includes more waterfront industrial land uses and buildings.

- c. HVAC venting, if necessary, will be directed through rooftop units and will not impact any adjacent public spaces.
- 2. Shadows:
 - a. The development is located in the WPDZ Zone and this standard is not applicable.
- 3. Snow and Ice Loading:
 - a. The proposed buildings will be designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways.
- 4. View Corridors:
 - a. The project site is located outside the Downtown Vision View Corridor Protection Plan.
- 5. Historic Resources:
 - a. The development is not located in a historic district, historic landscape district or City designated landmark.
 - b. The development is not located adjacent to or within 100 ft. of a designated landmark, historic district, or historic landscape district.
 - c. There are no known archaeological resources on the site except for the location of the former Cumberland and Oxford Canal and the former Portland Glassworks. There are no known aspects of the Canal visible at the site. The Applicant has been cooperating with officials from MHPO as they conducted an archaeological investigation of the Glass Works site. Their findings can be provided under separate cover, if necessary. The Applicant will seek guidance from Planning Staff as to any additional investigation that may be warranted for this element of the site.
- 6. Exterior Lighting:
 - a. Site Lighting
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.
 - b. Architectural and Specialty Lighting
 - (i) Not applicable to the project.
 - (ii) Not applicable to the project.
 - c. Street Lighting
 - (i) There are existing street lights along Commercial Street. No changes are currently contemplated to the existing street light conditions.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the WPDZ Zone. All HVAC and mechanical equipment is proposed to be mounted on the roof, or otherwise ground mounted and concealed from nearby properties.

8. Signage and Wayfinding:

a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

(i) The project is not located in a historic district or subject to Article IX.

(ii) Proposed commercial signage is still being designed and subject to a condition of approval.

(iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

a. The project is within the WPDZ and zoning related design standards are not applicable.

4. TRAFFIC INFORMATION

4.1 OVERVIEW

FST has prepared a Traffic Movement Permit Application which is attached to this section.

4.2 ATTACHMENTS

Attachment A – Traffic Movement Permit Application

ATTACHMENT A

TRAFFIC MOVEMENT APPLICATION INFORMATION

Total Fees:

Date: Received

PERMIT APPLICATION - TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for: Traffic 100-200 PCE's X
Traffic 200+ PCE's

Name of Applicant: New Yard LLC

Address: 100 West Commercial Street; Portland, Maine 04101 Telephone: 207-774-1067

Name of local contact or agent: Stephen R. Bushey, P.E. – Fay, Spofford & Thorndike

Address: 778 Main Street, Suite 8; So. Portland, Maine 04106 Telephone: 207-775-1121

Name and type of development: Boat maintenance and marine sales

Location of development including road, street, or nearest route number: _____

400 West Commercial Street

City/Town/Plantation: Portland County: Cumberland ; Tax Map/Lot# 59-A – 3, 4; 60-F – 1, 2, 3, 4;
71-F – 2, 4, 5, 6

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes _____ No ☒ X

Was this development started prior to obtaining a traffic permit? Yes

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)?
 Yes ☒ No ☐

Is this project located within a compact area of an urban compact municipality? Yes _____ No _____

Is this development or any portion of the site currently subject to state or municipal enforcement action?
No

Existing DEP or MDOT permit number (if applicable): Not Applicable

Name(s) of DOT staff person(s) contacted concerning this application: _____

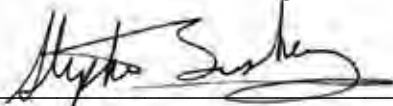
Delegated Review to the City of Portland Planning Authority – Tom Errico, P.E.

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: _____

1/2000

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

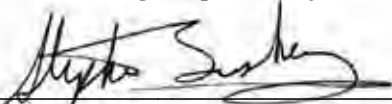
Signature:  Re/Cert/Lic No.: 7429

Name (print): Stephen R. Bushey, P.E.

Date: September 3, 2015

If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

 September 3, 2015
Signature of applicant Agent – Stephen R. Bushey, P.E. Date

TRAFFIC MOVEMENT PERMIT SUBMISSION REQUIREMENTS

SECTION 1 – SITE AND TRAFFIC INFORMATION

A. Site Plan

The site consists of approximately 17.77 acres of land that is composed of three primary areas described as follows:

1. **Retained Parcel (Map 59A, Lots 3 & 4):** Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Building A and Building B amounting to approximately 48,000 SF of building space. This parcel contains a new boat ramp and boat yard area currently in use by Portland Yacht Services.
2. **Shorefront Parcel (Map 60F, Lots 3 & 4):** This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is currently undeveloped except for the granite revetment wall that historically supported the former waterfront pier.
3. **Street Front Parcel (Map 60F, Lot 1):** This 6.75-acre area contains approximately 2,160 LF of street front. The property is generally unoccupied although there are existing rail tracks that previously provided access to the remaining NGL Distribution facility within what will be IMT expansion area in the future. Towards the east end of this parcel, historic land use has included parking of vehicles, trailers and similar activities associated with businesses further east on Commercial Street. Most of this use was unauthorized by the previous landowner, Portland Terminal Co.

Existing development in the area includes the following:

- The City of Portland Marine Terminal and expansion area is located to the east of the site.
- Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street.
- The Portland Star Match Co. building lines up opposite the site.
- The State of Maine now operates rail tracks into the propane storage yard and IMT expansion area. These tracks were completed very recently.

The applicant has installed two new driveways (east & central as shown on plans) as of August 24, 2015 to allow access to New Yard's business operations. The central driveway will be the primary site entrance as it aligns with a 50' wide rail track crossing. The easterly driveway will provide access to New Yard's administrative space to be located at the east end of the Phase III building.

Future site access will consist of the following:

- A driveway is proposed at the westerly access point. This driveway will allow access to both the street side parcel and the shorefront parcel. This driveway is also contemplated to provide access to a secured area that is proposed to offer marine cargo related land area for parking of vehicles, equipment or other marine related cargo.

B. Existing and Proposed Site Uses

Proposed Development: The Applicant proposes to redevelop the property in a manner consistent with the WPDZ Standards. The development program includes the following components:

1. Onsite – The development program includes continued phased development of boat maintenance facilities and ancillary marine related uses. Phase III and future Concept Plan development activities are summarized as follows:

Phase III – Will Include (For Which Approval Is Requested):

- Site clearing, stabilization and general clean-up.
- Construction of a 24,600 SF footprint individual metal building for marine retail and boat maintenance operations. (This requires a Conditional Use Approval).
- Establishment of yard areas and surfaces for heavy equipment, and boat display, storage or repair. (Repair and maintenance often takes place outside, particularly if the vessel is large and does not fit into a building. Boats that are out of the water for the winter season all need to have work done on them to prepare them for re-launching.)
- Installation of utilities for building use as well as future phase activities.
- A 20' x 120' storage building along the waterfront is proposed for storage of racing shells.
- Temporary facilities including one or more portable trailers and storage buildings for sailboat masts and related boat equipment.
- A 60' x 80' steel framed multi story structure is proposed as an office space for Portland Yacht Services.
- A 2 to 3 acre area on the west end of the street front parcel is proposed for use as a marine cargo related stack/storage yard. The applicant is seeking to construct a basic yard area with security fence/access for use by various marine operations on the waterfront. This may include use by the IMT, BIW, Sprague or other users for short term parking, storage or related operations. This is an unfilled need for this type of area on the waterfront which New Yard is seeking to address, based on interest by various third parties to the applicant.

Future Development – May Include (Require Future Approvals):

- The location of a 1,500 ton dry dock.
- Rehabilitation of former pier pilings for use as part of a new dock system along the waterfront. Custom Floating docks are proposed to tie into the existing system of pilings and dolphins located along the waterfront.
- A travel lift basin to be constructed of sheet piling within the westerly shoreline. The travel lift basin will allow larger vessels to be removed from the water for repairs and maintenance.
- Construction of a second concrete boat ramp along the shorefront.
- Construction of a 10,800 to 11,200 SF tension fabric building for boat repair operations including painting and fiberglass work.
- Construction of up to 40,800 SF metal framed structure that will include more boat repair space, operations areas and administrative support area.
- Continued expansion of the yard area and surface for boat storage and repair.
- Construction of ancillary systems including boat wash areas with water recycling systems, peripheral stormwater systems, landscaping and overall site stabilization.
- Marine retail and warehouse space within up to 36,000 to 41,625 SF in one or two buildings located in the westerly Commercial Street frontage. This space may consist of a combination of permitted and conditional uses.

- Construction of a parking area containing 80-90 parking spaces along the Commercial Street frontage just west of the proposed entrance off Commercial Street.
- Marine related uses, including, but not limited to, seafood processing and storage within one or more structures to be located on the site's far westerly side.
- Commercial street improvements for parallel or angled parking. These improvements are subject to compatibility with existing utilities including underground gas and electric. These improvements are also subject to coordination with the City's West Commercial Street planning.
- Large vessel berthing alongside and within the rehabilitated pier area.

It is the Applicant's intent to show these future activities on the Future Phase Concept Plan; however, current Site Plan and Conditional Use approvals are only being sought for the Phase III activities.

2. Offsite – Site access is proposed via Commercial Street as well as from the Fore River. The Phase III primary site entrance is proposed at the existing gravel drive located approximately 1,500 LF west of the Beach Street intersection.

A second driveway is also proposed approximately 700 feet west of the Beach Street intersection generally opposite the Star Match Co. building complex. Finally, the Applicant is proposing a third entrance further west off Commercial Street. This entrance would be primarily used for the secured marine stockyard in a manner to provide separation of these patrons from the operations of the boat yard, and to provide off hour security.

C. Site and Vicinity Boundaries

The attached maps depict the project location.

D. Proposed Uses in the Vicinity of the Proposed Development

The following development projects have been identified as those that potential impact the proposed boat maintenance facility:

- International Marine Terminal

E. Trip Generation

The proposed project will not result in significant impacts to the surrounding street system. Given the upcoming signalization of the Beach Street intersection, the development team has not pursued further adjacent street traffic analysis at this time.

The existing boatyard consists of two buildings totaling 48,000 SF of boat storage/maintenance space. There are approximately 50 employees at the site at various times. The proposed Phase 3 activities include the construction of a third building that will include the following uses:

- An approximately 19,800 SF marine retail store
- Approximately 12,000 SF of office and administrative support space

The following trip generation values have been estimated using the 7th Edition of the Institute of Transportation Engineers, Inc. publication, Trip Generation. Average rates have been used to calculate the estimated trip generation in each category:

Phase 3 Land Uses – Trip Generation

Land Use	AM Peak	PM Peak	Sat Peak
Existing			
48,000 SF Warehouse (LUC 150)	27	29	6
Proposed			
19,800 SF marine retail*	70	70	70
12,000 SF Office (LUC 710)	19	18	28
Total	116	117	104

* Based on prospective tenant's typical daily transaction count. In the interest of confidentiality, any further data regarding their business transaction history can be discussed directly with City staff or peer reviewers.

Future Uses – Trip Generation

Land Use	AM Peak	PM Peak	Sat Peak
Future			
51,600 SF New Yard Warehouse (LUC 150)	29	31	63
16,800 SF marine retail**	50	50	50
41,625 SF tenant warehouse (LUC 150)	24	25	51
Total	103	106	164

** Estimated – No specific tenants identified at this time

We note that the majority of the Phase 1-3 traffic associated with these businesses represents trips already on the Portland street network i.e. the New Yard activities are simply a relocation of historical activity from their former Fore Street site. The proposed retail represents traffic already affiliated with an existing Fore Street retail tenant, who is contemplating relocation to the Commercial Street site.

New Yard is seeking to establish three driveways on Commercial Street as depicted on the Site Plans. New Yard has been requested by the Maine Department of Transportation to begin using these driveways in late August. In accordance with the previously submitted Supplemental Agreement, New Yard will have the right to cross the rail tracks at each of the crossings that the MaineDOT is constructing for New Yard.

F. Trip Composition

Due to the ongoing reconstruction of West Commercial Street in front of the IMT site, no traffic data collection has been performed in the vicinity. The accompanying diagram outlines the anticipated use by traffic percentage of each of the proposed site driveways.

SECTION 2 – TRAFFIC ACCIDENTS

We have requested the Maine Department of Transportation (MaineDOT) Accident records section the three year (2012 through 2014) safety records for the intersections and roadway segments in the general vicinity of the development site. MaineDOT's reports will be provided upon receipt.

SECTION 3 – DEVELOPMENT ENTRANCES AND EXITS

A. Entrance/Exit Location

The applicant has installed two new driveways (east & central as shown on plans) as of August 24, 2015 to allow access to New Yard's business operations. The central driveway will be the primary site entrance as it aligns with a 50' wide rail track crossing. The easterly driveway will provide access to New Yard's administrative space to be located at the east end of the Phase III building.

Future site access will consist of the following:

- A driveway is proposed at the westerly access point. This driveway will allow access to both the street side parcel and the shorefront parcel. This driveway is also contemplated to provide access to a secured area that is proposed to offer marine cargo related land area for parking of vehicles, equipment or other marine related cargo.

The separation distance from the Beach Street Intersection for each of the proposed driveways is as follows:

- Easterly Driveway: 1,100 LF
- Central Driveway: 1,760 LF
- Westerly Driveway: 2,520 LF

B. Entrance and Exit Plan View

Sight line measurements were observed from each of the proposed driveways onto West Commercial Street. These are summarized as follows:

	Sight Line Left	Sight Line Right
Easterly Driveway	>500 Feet	1,100 Feet (to intersection)
Central Driveway	>1,000 Feet	>500 Feet
Westerly Driveway	>500 Feet	>1,000 Feet

The speed limit is estimated to be 35 mph.

C. Entrance/Exit Design

The proposed entrance designs will be in accordance with the City of Portland's Technical Standards unless adjusted by Waiver as approved by the Portland Public Services Department.

SECTION 4 – TITLE, RIGHT, OR INTEREST

See Section 2 of the Final Level III Site Plan Application submission.

SECTION 5 – PUBLIC OR PRIVATE RIGHT OF WAY

There are no known private or public right of way encumbering the site other than the existing State of Maine railroad corridor that extends from the new IMT yard west to Ricker's Wharf and beyond.

SECTION 6 – SCHEDULE

New Yard LLC has constructed two buildings which are now operational. The construction of the Phase III building to include the marine retail is authorized to start at the receipt of Local City Approval, in the Fall 2015. The Phase III work will be completed in the Spring 2016

5. STORMWATER MANAGEMENT REPORT AND EROSION & SEDIMENTATION CONTROL REPORT

5.1 OVERVIEW

FST has prepared a Stormwater Management Report and Erosion & Sedimentation Control Report for submission with this application.

5.2 ATTACHMENTS

Attachment A – Stormwater Management Report

Attachment B – Erosion & Sedimentation Control Report

ATTACHMENT A

STORMWATER MANAGEMENT REPORT

**STORMWATER MANAGEMENT REPORT
(GENERAL STANDARDS)**

**CANAL LANDING NEW YARD
100 WEST COMMERCIAL STREET
PORTLAND, ME**

PREPARED FOR

**NEW YARD, LLC
100 WEST COMMERCIAL STREET
PORTLAND, MAINE 04101
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SEPTEMBER 2015

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Figures and Photographs (See Attachments to Application)

- Figure 2 – USGS Location Map
- Figure 3 – Tax Map
- Figure 4 – Zoning Map
- Figure 5 – Aerial Photograph
- Figure 7 – FEMA Flood Map
- Figure 8 – USDA SCS Soils Map
- Figure 9 – GIS Sand and Gravel Aquifer Map
- Figure 10 – Surficial Geology Map
- Figure 11 – NWI Map

STORMWATER MANAGEMENT REPORT

1.0 INTRODUCTION

New Yard, LLC proposes to construct, own, and operate a new boat maintenance and repair yard within approximately 17 acres of land located prominently along the West Commercial Street waterfront. The project represents an ideal reuse of a former highly industrialized property that has been relatively inactive in later years. The property maintained a prominent role in the City's Waterfront District for well over a century and a half as the Maine Central Railroad operated active business interests up until at least the 1970's.

The proposed project includes multiple buildings to be constructed over multiple phases along with new shorefront uses including one or more boat ramps, docks, new or reconstructed piers and a travel lift basin. The applicant's plans include up to three buildings constructed to support the boat maintenance and repair operations. Additional future buildings are also contemplated to support marine related operations including retail/warehouse space, yacht brokerage/sales, marine product processing and the potential of large vessel berthing.

The Phase III project includes site development activities involving a third building, earthwork, grading, shorefront stabilization, building construction, utilities and overall site stabilization.

This section of the permit application presents the Stormwater Management Plan designed for the Phase III project activities. The stormwater management design presented herein will show that it meets the criterion of the City of Portland stormwater requirements and the adopted MeDEP Chapter 500 Regulations.

The site discharges to the mouth of the Fore River where it meets the ocean. Due to these tidal conditions, the applicant is requesting a waiver of the flooding standards.

The proposed stormwater quality treatment plan utilizes the 'Manmade Pervious Surface' approach listed in the Maine Best Management Practices (BMPs) to meet the stormwater quality standards required under the general standards as outlined in the adopted MeDEP Chapter 500 Stormwater Management Technical Manual. The manmade pervious surface (throughout much of the boatyard site) is intended to provide water quality treatment for close to 100 percent of the proposed development area. The applicant has also studied the guidelines set forth in the Brightwork BMP Manual for Maine's Boatyards and Marinas with regard to typical boatyard processes and potential sources of contamination and will conduct boatyard activities in accordance with these guidelines as they have in the past.

USGS, aerial photographs, and related maps are appended to the Site Plan Application.

The applicant has prepared this report to show the proposed Stormwater Management Plan meets the City's General Stormwater Standards.

2.0 EXISTING SITE CONDITIONS

The site consists of approximately 17.77 acres of land that is composed of three primary areas described as follows:

- 1. Retained Parcel (Map 59A, Lots 3 & 4):** Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Building A and Building B amounting to approximately 48,000 SF of building space. This parcel contains a new boat ramp and boat yard area currently in use by Portland Yacht Services.

2. **Shorefront Parcel (Map 60F, Lots 3 & 4):** This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is currently undeveloped except for the granite revetment wall that historically supported the former waterfront pier.
3. **Street Front Parcel (Map 60F, Lot 1):** This 6.75-acre area contains approximately 2,160 LF of street front. The property is generally unoccupied although there are existing rail tracks that previously provided access to the remaining NGL Distribution facility within what will be IMT expansion area in the future. Towards the east end of this parcel, historic land use has included parking of vehicles, trailers and similar activities associated with businesses further east on Commercial Street. Most of this use was unauthorized by the previous landowner, Portland Terminal Co.

Existing development in the area includes the following:

- The City of Portland Marine Terminal and expansion area is located to the east of the site.
- Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street.
- The Portland Star Match Co. building lines up opposite the site.
- The State of Maine now operates rail tracks into the propane storage yard and IMT expansion area. These tracks were completed very recently.

Owen Haskell, Inc. has completed a topographic survey of the property. The site is relatively flat with the highest points along the Commercial Street frontage, sloping to the shorefront. Site elevations along Commercial Street trend down from west to east from elevation 23' (NGVD 1929) to elevation 16' at the westerly end of the Commercial Street frontage. The site's low areas are near elevation 9'-10' while most of the waterfront top of bank is between elevation 9'-11'. The High Annual Tide Line (HAT) for the Fore River is elevation 7.4' and mean low water is approximately elevation -4.0'. Owen Haskell, Inc. has also completed bathymetric survey data collection and found water depths within 50' of the low water line to be 10' to 30'. The Federal Channel is also represented on the project's drawings and it is generally located 60' to 120' off the shorefront. No activities are proposed beyond the Federal Channel line. The manmade pervious surface approach is considered the most practical choice for meeting the projects stormwater management needs. The experience thus far on the first phase area has been positive with respect to how the Boatyard surface functions for handling rainfall and stormwater.

Generally speaking, the site's runoff either infiltrates into the ground or drains directly to the Fore River via overland flow. There are no drainage systems on site, although there is a closed storm drainage system within Commercial Street. The Commercial Street drainage system ultimately ties into a CSO line located on the west end of the site as well as a second CSO line on the east side of the site.

Due to the site's historic industrial condition nearly all of the surface consists of sand and gravel fill, rail ballast or otherwise sparsely vegetated ground surface. The following Figure 1 shows the extent of previous rail use across the property.

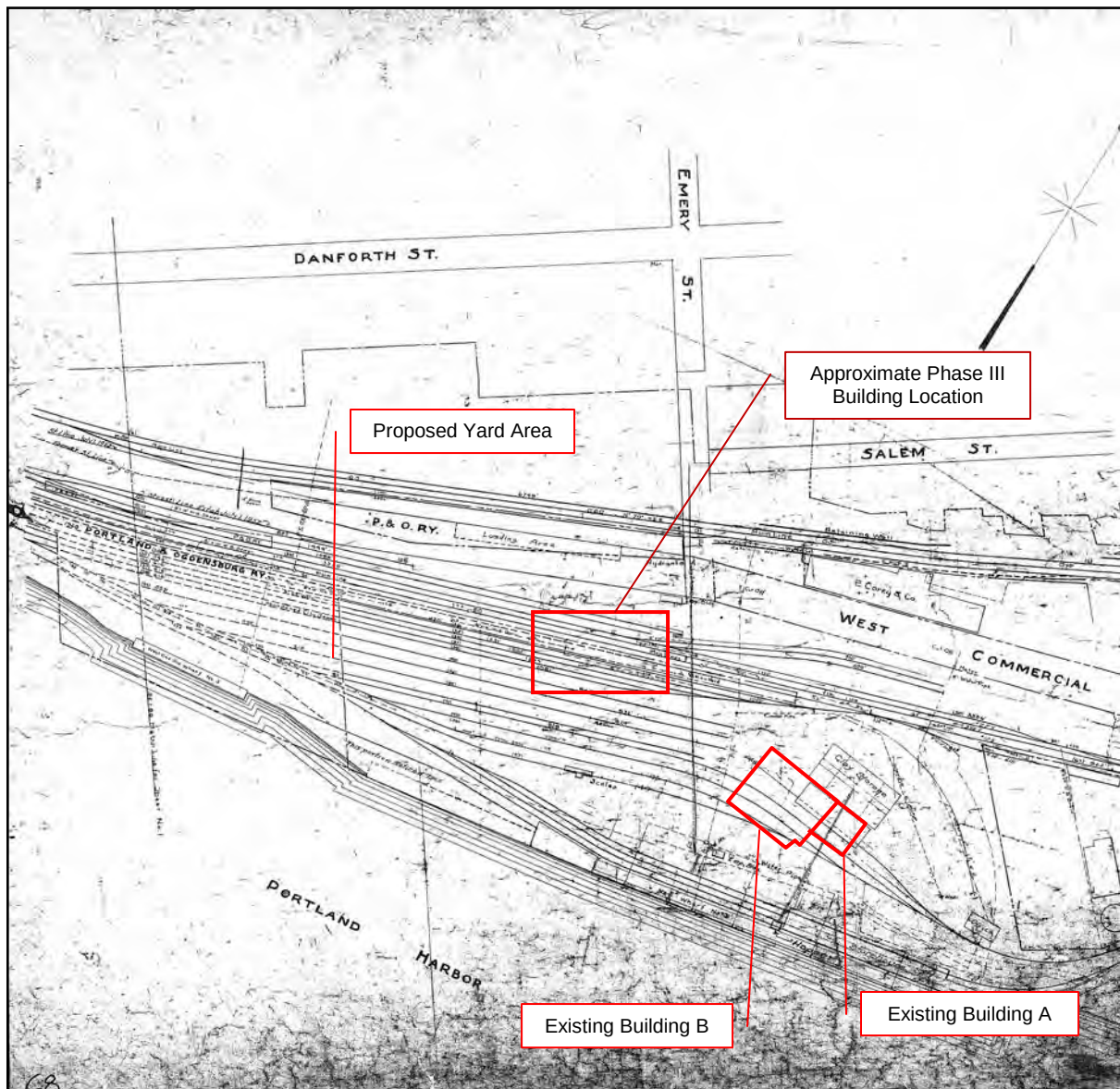


Figure 1 – Historical Rail Yard

The site's soil layers are generally characterized as follows:

- 10 to 15 feet of sand and gravel fill, there is little to no organic surface layer throughout the site.
- 5 to 10 feet of silt and sand.
- 10 to 40 feet of gray clay identified as the Presumpscot formation.
- 30 to 40 feet of dense silty marine sands.
- An undetermined thickness of dense silty sand and gravel identified as glacial till overlaying bedrock.

Observed soils conditions at the ground surface include fill material containing coal, and coal ash comingled with scarified sand and gravel. Eroded soils conditions have been observed along the shoreline in and behind the existing granite revetment wall and remnant pier areas. The project's site development activities include restoration and rehabilitation of these areas.

According to various investigation data, depth to groundwater varies from 3 to 7 feet and this likely varies with tidal conditions in the Fore River. Generally speaking, the groundwater flows from the northwest to the southeast across the site.

Figures 8, 9, and 10 appended to the report provide the USDA medium intensity soils, sand and gravel aquifers, and surficial geology for the site.

3.0 PROPOSED PROJECT

The applicant proposes to redevelop the property in a manner consistent with the WPDZ Standards. The development program includes the following components:

ONSITE

The development program includes phased development of boat maintenance facilities and future ancillary marine related uses. Phase III and future Master Plan development activities are summarized as follows:

Phase III – Will Include:

- Site clearing, stabilization and general clean-up.
- Construction of a 24,600 SF building for marine retail and Boatyard administration.
- Establishment of yard areas and surfaces for heavy equipment travel lift trucks, and boat display, storage, and repair. (Repair and maintenance often takes place outside, particularly if the vessel is large and does not fit into a building. Boats that are out of the water for the winter season all need to have work done on them to prepare them for re-launching.)
- Installation of utilities for building and yard area use as well as future phase activities.
- Minor landscape preservation and tree planting.
- Shore front stabilization including revetment repairs and riprap stabilization.
- Preparation of a 2 to 3 acre secured marine cargo area on the west end of the property. This area may be used for the parking of vehicles, equipment or related cargo associated with the Downtown waterfront.

OFFSITE

Site access is proposed via Commercial Street as well as from the Fore River. Three driveways are proposed and are identified as the western, central, and eastern driveways on the site plans.

An Erosion Control Plan and narrative were previously submitted (October 2012) and approved by the Planning Authority. An updated Erosion Control narrative is included in this Phase III submission. The requirements in the original plan and updated document continue to apply therefore no further information regarding compliance with the Basic Stormwater Standards will be provided.

4.0 REFERENCES

- Brightwork – A Best Management Practice Manual for Maine’s Boatyards and Marinas, December 2005

- Erosion and Sediment *Maine Erosion and Sediment Control BMPs*”, published by the MeDEP in 2003 <http://www.maine.gov/dep/blwg/docstand/escbmps/index.htm>
- City of Portland –Code of ordinances, Section 32 Rev. 9-17-09
- Portland Stormwater Management –Section 5 Adopted 7-19-10.
- Stormwater Management for Maine Volume III – BMP Technical Design Manual
- Chapter 500 DEP Rules, revision October 2010.

5.0 MODELING SOFTWARE

- Microsoft Excel 2007, Microsoft Corporation – used for spreadsheet computations.

6.0 PRESENTATION OF ANALYSIS

The stormwater analysis has been performed for the project to determine the requirements of the City of Portland, Section 5 and adopted MeDEP Chapter 500 Stormwater Rules and to show a plan which will generally meet the requirements with the exceptions noted herein.

7.0 ASSUMPTIONS

- That detention will not be required to reduce the peak flow rate or meet the flooding standards. A waiver of the flooding standards is requested.
- That the native soils/gravels will have infiltrative properties that meet the requirements of the Maine DEP BMP proposed. Note: A waiver is being sought for infiltration testing. Evidence from the previously developed area of 5.03 acres for Phase I/II activities supports the proposition that the soils are highly infiltrative.

8.0 STORMWATER MANAGEMENT OBJECTIVES

The goal of the Stormwater Management Plan is to design, operate, and maintain the development to avoid downstream erosion or significant water quality impairment.

This goal will be achieved by:

- Designing the project to meet the Portland Stormwater Management Standards adopted 7/19/10 and General Stormwater Standards of MeDEP (revised October 2010).
- Designing water quality measures to provide long-term removal of non-point contaminants.
- Implementing a plan to control erosion, sedimentation, or fugitive dust emissions during construction.
- Implementing operational processes to avoid toxic pollutants from boat yard activities, both organic chemicals and heavy metals, from entering ground and adjacent water bodies.
- Maintenance of the Stormwater Management System in accordance with the Stormwater O&M Manual (provided as a separate document) and MeDEP Brightwork Manual.

The plan has been designed in accordance with the City of Portland Stormwater Rules.

9.0 **STORMWATER MANAGEMENT QUALITY SUMMARY**

Approach

To meet the General Standards, our office reviewed the list of options of MeDEP's accepted Best Management Practice (BMP) options to provide water quality treatment including grassed underdrained filter, bio-filter, proprietary devices and infiltration trenches for the expanded New Yard site. Following this review and incorporating knowledge of the site and the goals of the client, it was realized that developing a method for providing stormwater quality treatment that utilizes the proposed crushed stone surface (desirable to applicant for boatyard use and related activities) and infiltrating the runoff into the underlying soils would be preferable both functionally and economically. According to the MeDEP BMPs this is known as a "Manmade Pervious Surface" approach to stormwater quality treatment.

A pervious pavement consists of a permeable surface material and subbase materials that allow penetration of runoff in to the underlying soils. The system must be designed to store and infiltrate the water quality volume (1.0" of impervious area and 0.4" pervious area) with the remainder (larger storm events) discharged through an 'over-flow' device. The effectiveness of the system depends heavily on long term inspection and maintenance.

Following a review of the design criteria for a "Manmade Pervious Surface", it was determined that the selection of at least a 3" thick crushed stone surface across the entire 'prepared surface' area designated on the site plan is appropriate. This layer of stone will act as a reservoir for the 1" storm event. The material may be placed over geotextile fabric and infiltration into the existing underlying gravel will meet the requirements of this BMP. Runoff from larger storm events may flow to a closed collection system conveying flow via pipe to the existing CSO lines that traverse the site. Alternatively, flow may be distributed to portions of the site designated for future development where longer term absorption may occur. Internal drains within the buildings connected to the sewer system and storage tanks/collection systems beneath the concrete washdown aprons (at the travel lift basin and boat ramps) will minimize the potential for petroleum, etc. to enter the stone areas.

Our office has laid out a plan which utilizes the "Manmade Pervious Surface" BMP to provide water quality treatment as described in Chapter 7.7 of the MeDEP Volume III BMPs Technical Design Manual meeting the minimum treatment standards as required by the General Standards. The project drawings provide extents and details of the manmade pervious surface proposed. This pervious surface is represented by the 'prepared surface for boatyard' on the site.

The basis of design of treatment method is as follows:

Compliance with BMP Design Criteria:

Traffic Volumes:

Traffic volumes will be low across the area. Some heavy vehicles including tractor trailer trucks will maneuver across the crushed stone surface. However, the majority of the surface will be utilized for boat display and storage. The applicant proposes to manage the crushed stone surface by routinely raking and grading to minimize the buildup of fine particles that might impact the materials absorptive capacity. Removal and replacement of this gravel layer may be required over time.

Grading:

Grades across the crushed stone area will range from 1 - 2%, thus meeting the <5% slope recommendation.

Sediment Loading:

The crushed stone area is not expected to receive high volumes of sediments. Over time any buildup of fines that impact the stone surface absorption capacity will be removed and replaced.

Reservoir Course:

The reservoir course will consist of clean double washed 3/4" stone free of debris. The stone depth will be 3" to 6" typically.

Pretreatment Layer

A pretreatment layer will be achieved by providing an 8-12" subbase gravel layer (MDOT Type D) beneath the crushed stone.

Separation to Groundwater:

Based on the test pit data included in previous subsurface explorations, the groundwater table throughout the site is six to nine feet below existing grade.

Infiltration Testing:

The applicant is seeking a waiver from the infiltration testing requirement. The applicant has observed the existing site after heavy rain events and observed ponding for only a couple of hours. The existing site has a surface gravel/sand layer and it is expected that the proposed stone surface will not negatively impact the infiltration properties below.

Flooding Standard:

Due to the direct discharge to the Fore River, a waiver from the flooding standard is being requested. All overflow pipes and structures will be sized to adequately convey the 25yr storm event.

Storm events larger than the 1 inch storm will be directed via sheet flow to one of the following:

- The street side parcel north of the new tracks will be conveyed to several inlets that will connect to the CSO lines for discharge to the Fore River.
- The shorefront parcel will generally generate overland flow to the waterfront and the river.

10.0 CHAPTER 500 TREATMENT PERCENT COMPLIANCE

The proposed redevelopment project creates 0.8 acres of improved surface area (pavement and roof) and 10.2 acres of pervious boat yard surface area for a total disturbed area of about 11 acres. An additional 1.7 acres will remain as is or contain new landscaping coverage.

Of the 0.8 acres of improved surface area, the proposed stormwater management plan provides treatment for 0.69 acres or 86 percent. Of the 10.2 acres of pervious boatyard surface, nearly all of that area is considered treated thereby yielding 10.89 acres treated area out of the 11 acres of disturbance for a treatment percentage of 99 percent. The total disturbed area as part of this redevelopment is approximately 11 acres. Hence, the strategies proposed herein meets the minimum requirements stated in the General Standards.

11.0 BOATYARD ACTIVITY PLANNING

A major issue associated with boatyard and marine related use is the proximity to the shorefront. Any pollutants that are generated on the site may eventually reach the water. As such, the applicant will implement thoughtful planning and processes to avoid toxic pollutants including organic chemicals and heavy metals from spills.

Activities such as hull prep, sandblasting, painting, washing, engine repairs and maintenance will be performed in accordance with the guidelines set forth in the Brightworks manual. Storage, handling and disposal of waste material from these activities will also be carried out in accordance with the manual and utilize local waste companies who specialize in this environment. A plan will also be in place to manage spills if and when they occur. This plan will identify potential spill sources, hazardous materials stored, prevention measures (including training, security, etc.), spill emergency procedures (including health and safety measures, notification information, spill containment, etc.), emergency phone numbers, location of spill containment and control materials and a drainage plan. The applicant is a current boatyard operator and is very familiar with the guidelines and requirements set forth in the Brightwork Manual. They have successfully complied with these requirements for many years and they are confident that similar operations will be maintained at the proposed site.

12.0 EROSION CONTROL

An Erosion Control Narrative, Plan, and Details have been previously prepared for the project and are part of the project record. These materials continue to apply as they relate to the Phase III construction activities.

13.0 OPERATIONS AND MAINTENANCE

An Operations & Maintenance Manual has been previously prepared and is part of the project record. The requirements of this O&M Manual continue to apply to this Phase III project.

14.0 PERMIT REQUIREMENTS

City of Portland review and permitting of the Stormwater Management Plan is required and will be completed with the review of the Site Plan Application submitted to the City of Portland Planning Authority.

ATTACHMENT B

EROSION & SEDIMENTATION CONTROL REPORT

EROSION AND SEDIMENTATION CONTROL REPORT

**CANAL LANDING NEW YARD
100 WEST COMMERCIAL STREET
PORTLAND, ME**

PREPARED FOR

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A. INTRODUCTION

New Yard, LLC proposes to construct, own, and operate a new boat maintenance and repair yard within approximately 17 acres of land located prominently along the West Commercial Street waterfront. The project represents an ideal reuse of a former highly industrialized property that over the years has been relatively inactive. The property maintained a prominent role in the City's Waterfront District for well over a century and a half as the Maine Central Railroad operated active business interests up until at least the 1970's.

The proposed project includes multiple buildings to be constructed over multiple phases along with new shorefront uses including one or more boat ramps, docks, new or reconstructed piers and a travel lift basin. The applicant's plans include up to three buildings constructed to support the boat maintenance and repair operations. Additional future buildings are also contemplated to support marine related operations including retail/warehouse space, yacht brokerage/sales, marine product processing and the potential of large vessel berthing. The applicant is currently seeking Phase III approval for the construction of a single building, related yard improvements, boat ramps, and surface stabilization.

The project includes site development activities involving earthwork, grading, shorefront stabilization, pier rehabilitation, boat ramps, building construction, utilities and overall site stabilization. This work will be completed cooperatively with the landowners, and in accordance with site remedial activities.

This section of the permit application presents the Erosion Sediment Control Plan designed for the project. The erosion control plans will be contained in the contract documents for implementation by the Contractor who is awarded the bid for the project. Similarly, the applicant's own work force will also comply with these requirements. The construction of the project will be phased. This project is coordinated with the MeDEP erosion control requirements. The fugitive dust emissions will be controlled, the requirements of this erosion control plan, and all permit requirements will be fulfilled. Winter construction will be required. Specific erosion controls stipulated by the plan and this report are minimum requirements.

B. EXISTING CONDITIONS

The site consists of approximately 17.77 acres of land that is composed of three primary areas described as follows:

1. **Retained Parcel (Map 59A, Lots 3 & 4):** Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Building A and Building B amounting to approximately 48,000 SF of building space. This parcel contains a new boat ramp and boat yard area currently in use by Portland Yacht Services.
2. **Shorefront Parcel (Map 60F, Lots 3 & 4):** This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is currently undeveloped except for the granite revetment wall that historically supported the former waterfront pier.
3. **Street Front Parcel (Map 60F, Lot 1):** This 6.75-acre area contains approximately 2,160 LF of street front. The property is generally unoccupied although there are existing rail tracks that previously provided access to the remaining NGL Distribution facility within what will be IMT expansion area in the future. Towards the east end of this parcel, historic land use has included parking of vehicles, trailers and similar activities associated with businesses further east on Commercial Street. Most of this use was unauthorized by the previous landowner, Portland Terminal Co.

Existing development in the area includes the following:

- The City of Portland Marine Terminal and expansion area is located to the east of the site.
- Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street.
- The Portland Star Match Co. building lines up opposite the site.
- The State of Maine now operates rail tracks into the propane storage yard and IMT expansion area. These tracks were completed very recently.

Owen Haskell, Inc. has completed a topographic survey of the property. The site is relatively flat with the highest points along the Commercial Street frontage, sloping to the middle of the site. Site elevations along Commercial Street trend down from west to east from elevation 18' (NGVD 1929) to elevation 15'. The site's low areas are near elevation 9'-10' while most of the waterfront top of bank is near elevation 12'. The High Annual Tide Line (HAT) for the Fore River is elevation 7.4' and mean low water is approximately elevation -4.0'. Owen Haskell, Inc. has also completed bathymetric survey data collection and found water depths within 50' of the low water line to be 10' to 30'. The Federal Channel is also represented on the project's preliminary drawings and it is generally located 60' to 120' off the shorefront. No activities are proposed beyond the Federal Channel line.

Generally speaking, the site's runoff infiltrates into the ground or drains directly to the Fore River via overland flow. There are no drainage systems on site, although there is a closed storm drainage system within Commercial Street. The Commercial Street drainage system ultimately ties into either of the two existing CSO lines that discharge to the river.

Due to the site's historic industrial condition much of the surface consists of sand and gravel fill, asphalt or otherwise sparsely vegetated ground surface.

The site's soil layers are generally characterized as follows:

- 10 to 15 feet of sand and gravel fill – there is little to no organic surface layer throughout the site.
- 5 to 10 feet of silt and sand.
- 10 to 40 feet of gray clay identified as the Presumpscot formation.
- 30 to 40 feet of dense silty marine sands.
- An undetermined thickness of dense silty sand and gravel identified as glacial till overlaying bedrock.

Observed soils conditions at the ground surface include fill material containing coal, coal ash, and comingled with scarified sand and gravel. Minor eroded soils conditions have been observed along the shoreline in and behind the existing granite revetment wall and remnant pier areas. The project's site development activities include restoration, rehabilitation, and stabilization of these areas.

According to various investigation data, depth to groundwater varies from 3 to 7 feet and this likely varies with tidal conditions in the Fore River. Generally speaking, the groundwater flows from the northwest to the southeast across the site.

C. **PROPOSED PROJECT**

The applicant proposes to redevelop the property in a manner consistent with the WPDZ Standards as well as VRAP requirements. The development program includes the following components:

ONSITE

The development program includes continued phased development of boat maintenance facilities and ancillary marine related uses. Phase III and future Concept Plan development activities are summarized as follows:

Phase III – Will Include (For Which Approval Is Requested):

- Site clearing, stabilization, and general clean-up.
- Construction of a 24,600 SF footprint individual metal building for marine retail and boat maintenance operations. (This requires a Conditional Use Approval).
- Establishment of yard areas and surfaces for heavy equipment, and boat display, storage or repair. (Repair and maintenance often takes place outside, particularly if the vessel is large and does not fit into a building. Boats that are out of the water for the winter season all need to have work done on them to prepare them for re-launching.)
- Installation of utilities for building use as well as future phase activities.
- A 20' x 120' storage building along the waterfront is proposed for storage of racing shells.
- Temporary facilities including one or more portable trailers and storage buildings for sailboat masts and related boat equipment.
- A 60' x 80' steel framed multi story structure is proposed as an office space for Portland Yacht Services.
- A 2 to 3 acre area on the west end of the street front parcel is proposed for use as a marine cargo related stack/storage yard. The applicant is seeking to construct a basic yard area with security fence/access for use by various marine operations on the waterfront. This may include use by the IMT, BIW, Sprague or other users for short term parking, storage or related operations. This is an unfilled need for this type of area on the waterfront which New Yard is seeking to address, based on interest by various third parties to the applicant.

D. **OVERVIEW OF SOIL EROSION AND SEDIMENTATION CONCERNS**

The primary emphasis of the Erosion and Sedimentation Control Plan to be implemented for this project is as follows:

- **Temporary Measures:** Planning the project to have erosion resistant measures in place by implementing measures intended to prevent erosion from occurring.
- **Phasing Sequencing:** The plan includes measures to intercept and convey runoff to temporary sediment sumps as the construction of the project occurs. The use of small temporary collection sumps with a clean sand filter above an underdrained discharge is recommended to supplement the principal sumps to help reduce turbidity. Turbidity should be controlled to fewer than 280 NTU's in any discharge through the use of settling basins, filters, Dirtbags™, or chemical coagulants.

- **Use of Type 1 Settling:** Installing sediment sumps and swales early in the construction sequence to provide secondary relief for erosion control measures within the site until late in the project when the sedimentation areas need to be removed for final restoration.
- **Restabilization:** Stabilization of areas denuded to underlying parent material must occur within stipulated time frame to minimize the period of soil exposure and stabilization of drainage paths to avoid rill and gully erosion.
- **Interim Entrapment:** The use of on-site measures to capture sediment (hay bales/silt fence, etc.) before it is conveyed to sediment sumps.
- **Long Term Site Protection:** The implementation of long-term measures for erosion/sediment and pollutant treatment through the construction of permanent water quality measures.
- **Special Winter Construction Measures:** These will be required for work between September 15 and April 15.

E. DESCRIPTION AND LOCATION OF LIMITS OF ALL PROPOSED EARTH MOVEMENTS

The construction of the project will disturb about 7 acres of land. The limit of disturbance is generally coincident with the limit of grading.

The earth moving will include trenching for underground utilities, earthwork to reshape the site and construct trenches along the easterly edge, earthwork to prepare and shape the prepared boatyard surface, and excavation attendant with the buildings and excavation and borrow for the project improvements.

F. CRITICAL AREAS

Critical resource areas include the Fore River and associated shoreline stabilization. No special species habitats have been identified. It is noted that stormwater system consisting of a infiltration through the proposed prepared boatyard stone surface shall not be activated until the tributary areas have been stabilized.

G. EROSION/SEDIMENTATION CONTROL DEVICES

As part of the site development, the Contractor will be obligated to implement the following erosion and sediment control devices. These devices shall be installed as indicated on the plans or as described within this report. For further reference on these devices, see the *Maine Department of Environmental Protection Erosion and Sediment Control BMPS Manual (March, 2003)*.

1. Siltation barrier shall be installed down slope of any disturbed areas to trap runoff borne sediments until the site is revegetated. The silt barrier shall be installed per the detail provided in the plan set and inspected immediately after each rainfall and at least daily during prolonged rainfall. The Contractor shall make repairs immediately if there are any signs of erosion or sedimentation below the barrier line. If such erosion is observed, the Contractor shall take proactive action to identify the cause of the erosion and take action to avoid its reoccurrence. Typically, this requires that stabilization measures be undertaken. Proper placement of stakes and keying the bottom of the silt barrier fabric into the ground is critical to the barrier's effectiveness. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the barrier, the barrier shall be replaced with a stone check dam and measures taken to avoid the concentration of flows not directed to the silt barrier.

2. Silt barrier is shown by three types, depending upon the timing and intent, as follows:

SCHEDULE OF SILT BARRIER REQUIREMENTS		
Silt Barrier	Type/Purpose	Time of Installation
Condition 1	To trap sediment along the grading edge where the new contours nearly parallel existing contours.	At initial site preparation, prior to other work.
Condition 2	To trap sediment from the work area; install in short sections parallel to existing contour; typically occurs where proposed and existing contours form a "V" shape.	At initial site preparation, prior to other work. On occasion, this needs to be deferred until the area for the silt barrier installation can be reached.
Condition 3	To trap sediment along the base of proposed contours, typically in cut areas.	During construction after new grade is shaped. Time between work in area and shaping new grade to allow silt barrier to be installed shall be minimized.

Conditions 2 and 3 silt barrier may be used between project phases. In the event of frozen ground where silt barrier cannot be installed, a wood waste berm may be used as a substitute.

3. Straw or hay mulch including hydroseeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulching should be occurring several times per week when the site construction activity is high and at sufficient intervals to reduce the period of exposure of bare soils to the time limits set forth in this plan. Mulch placed on slopes of less than 10 percent shall be anchored by applying water; mulch placed on slopes steeper than 10 percent shall be covered with fabric netting as immediately after mulching as practicable and anchored with staples in accordance with the manufacturer's recommendations. Proposed drainage channels, which are to be revegetated, shall receive Curlex blankets by American Green selected for the slope, velocity, and whether the measure is temporary or intended to be in place for a sustained period. Mulch application rates are provided in Appendix A of this section. Hay mulch shall be available on site at all times in order to provide immediate temporary stabilization when necessary. Where necessary, a windrow of crushed stone and/or gravel shall be placed at the top of the slope and directed to a temporary stone channel or pipe sluice to convey runoff down slopes. A dissipation device such as stone or a plunge pool should be installed at the base of the slope and sluice outlet to dissipate the energy of the water from the sluice or channel.
4. Temporary sediment sumps will provide sedimentation control for stormwater runoff from disturbed areas during construction until stabilization has been achieved. The sediment sumps need to include a sand filter above an underdrain.
5. Riprap slopes, ditch linings, stone check dams, hay bale barriers, and culvert outlet aprons are intended to stabilize and protect denuded soil surfaces or dissipate the energy and erosive forces from concentrated flows. Installation details and stone sizes are provided in the construction plan set on the erosion control detail sheets.
6. A construction entrance will be constructed at all access points onto the site to prevent tracking of soil onto adjacent local roads and streets. Routine pavement sweeping will be necessary during construction and as part of regular operations.

7. Stone sediment traps or a premanufactured SiltSack™ and a sediment bag will be installed at catch basin inlets to prevent silt from entering the storm drain system. Installation details are provided in the plan set on the erosion control detail sheets.
8. Dirtbags™ will be required to be on site and available for construction dewatering. Dirtbags™ will need to be installed above filter sand and crushed stone in accordance with the details shown on the plan set will need to be installed.
9. Loam and seed is intended to serve as the primary permanent revegetative measure for all denuded areas not provided with other erosion control measures, such as riprap or manmade pervious surface. Application rates are provided in Appendix A of this section for temporary and permanent seeding. It is anticipated there will be a limited area of grass establishment beyond what currently exists based on the project's needs for boat storage.
10. Stone check dams will be installed in areas noted on the plan or as warranted, based upon observations during construction of the site.
11. Silt logs are an option for stone check dams and may be substituted provided the devices are well anchored.
12. DirtGlue™ is an acceptable means of temporary stabilization and is intended to form a "crust" on the surface that is resistant to erosion. However, applications where DirtGlue™ is used must be protected from traffic that would crack the "crust" and the DirtGlue™ has temperature limitations that restrict the periods of use. Use of this material shall conform to the requirements of Appendix D.

H. TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES

The following are planned as temporary erosion/sedimentation control measures during construction:

1. Crushed stone-stabilized construction entrances shall be placed at any construction access points from adjacent streets or the existing parking lot. The locations of the construction entrances shown on the drawings should be considered illustrative and will need to be adjusted as appropriate and located at any area where there is the potential for tracking of mud and debris onto existing roads or streets. Stone stabilized construction entrances will require the stone to be removed and replaced, as it becomes covered or filled with mud and material tracked by vehicles exiting the site.
2. Condition 1 and 2 silt barrier shall be installed along the downgradient side of the proposed improvement areas. The silt barrier will remain in place and properly maintained until the site is acceptably re-vegetated. Condition 3 silt barrier is to be used along the contour of significant fill slopes as illustrated on the erosion control plan site drawings. Silt barrier needs to be checked to insure the bottom is properly keyed in and inspected after significant rains. Wood chips or Erosion Control Mix is often used on the construction side of the silt barrier to provide an extra margin of safety and security for the silt barrier. This practice is encouraged, provided the chips are removed when the barrier is removed.
3. Dirtbags™ shall be used in accordance with the details in the plan set. The purpose of the Dirtbags™ is to receive any water pumped from excavations during construction. A Dirtbag™ shall be installed and prepared for operation prior to any trenching on site. When Dirtbags™ are observed to be at 50% capacity, they shall be cleaned or replaced. Stone and filter sand under the Dirtbag™ shall be removed and replaced concurrently with the replacement of the Dirtbag™.

4. Temporary stockpiles of common excavation will be protected as follows:
 - a) Temporary stockpiles shall not be located at least 50 feet upgradient of the perimeter silt barrier.
 - b) Inactive stockpiles shall be stabilized within 5 days by either temporarily seeding the stockpile with a hydroseed method containing an emulsified mulch tackifier or by covering the stockpile with mulch. If necessary, mesh shall be installed to prevent wind from removing the mulch.
5. All denuded areas except gravel areas shall receive mulch, erosion control mesh fabric, or other approved temporary erosion sediment measure within 7 days of initial disturbance of soil or before a predicted rain event of $>1/2"$ unless permanent measures are installed.
6. All soils disturbed between September 15 and April 15 will be covered with mulch within 5 days of disturbance, prior to any predicted storm event of the equivalent of $1/2"$ of rainfall in a 24-hour period, or prior to any work shutdown lasting more than 35 hours (including weekends and holidays). The mulch rate shall be double the normal rate.

For work that is conducted between September 15 and April 15 of any calendar year, all denuded areas will be covered with hay mulch, applied at twice the normal application rate, and (in areas over 10% grade) anchored with a fabric netting. The time period for applying mulch shall be limited to 5 days for all areas, or immediately in advance of a predicted rainfall event.
7. Stone check dams, silt logs, or hay bale barriers will be installed at any evident concentrated flow discharge points during construction and earthwork operations.
8. Silt fencing with a maximum stake spacing of 6 feet should be used, unless the fence is supported by wire fence reinforcement of minimum 14 gauge and with a maximum mesh spacing of 6 inches, in which case stakes may be spaced a maximum of 10 feet apart. The bottom of the fence should be properly anchored a minimum of 6" per the plan detail and backfilled. Any silt fence identified by the owner or reviewing agencies as not being properly installed during construction shall be immediately repaired in accordance with the installation details.
9. Storm drain catch basin inlet protection shall be provided through the use of stone sediment barriers or a premanufactured SiltSack™. Stone sediment barrier installation details are provided in the plan set. The barriers or SiltSacks™ shall be inspected after each rainfall and repairs made as necessary, including the removal of sediment. Sediment shall be removed and the barrier or SiltSack™ restored to its original dimensions when the sediment has accumulated to one-half the design depth of the barrier. Sediment shall be removed from SiltSacks™ as necessary. Inlet protection shall be removed when the tributary drainage area has been stabilized.
10. All slopes steeper than 4:1 shall receive erosion control mesh.
11. Slopes steeper than 3:1 shall receive reinforced turf.
12. Condition 3 silt barriers shall be installed as construction progresses.
13. Areas of visible erosion and the temporary sediment sumps shall be stabilized with crushed stone. The size of the stone shall be determined by the contractor's designated representative in consultation with the Owner.

14. All catch basins, which receive runoff from current or paved areas being constructed as part of this project, shall have a sorbent boom installed prior to placing the basin in operation installing binder pavement, or overlays. These sorbent booms shall be checked weekly for the three weeks following paving and replaced as necessary with the booms disposed of in accordance with local and State regulations.
15. Any flow from the site that is concentrated must be directed to a sump with sand filter and underdrained discharge.
16. Concentrated runoff shall be diverted away from slopes of over 10 percent unless the slope is armored with stone.
17. Underground utilities must be installed in compliance with the following standards and other requirements of this erosion control plan:
 - No more than 500 linear feet of trench may be opened at one time;
 - Excavated materials shall be placed on the uphill side of trenches;
 - Dewatering of the trench shall be pumped through a Dirtbag™ and appropriate sediment control facilities to avoid a turbid discharge; and
 - Stabilization shall occur as soon as practicable.
18. Rice straw wattles shall be used to control localized erosion.
19. Maintenance of the erosion control, sedimentation facilities, and control of fugitive dust must occur until the site is stabilized with permanent erosion control measures.

I. STANDARDS FOR STABILIZING SITES FOR THE WINTER

The construction of the project may require winter construction. The project is anticipated to require about 6 months to construct. For permitted winter construction, the erosion control measures are substantially more stringent due to the cold temperatures and lack of weather conditions which aid in drying the subgrade soils through evaporation.

If construction activities involving earth disturbance continue past September 15 or begin before April 15, the following must be incorporated with the erosion control plan and implementation:

1. Enlarged access points must be stabilized to provide for snow stockpiling.
2. Limits of disturbance shall be reduced to the extent practicable.
3. A snow management plan including adequate storage and control of snowmelt, requiring cleared snow to be stored downgradient of all areas of disturbance shall be prepared by the contractor and submitted to the Owner for review and approval.
4. Snow shall not be stored in sediment basins or to preclude drainage structures from operating as intended.
5. A minimum 25-foot buffer maintained from perimeter controls such as silt fence shall be maintained on the “work area side” to allow for snow clearing and maintenance.
6. Drainage systems intended to operate during the winter shall be catalogued, shown on a plan, and inspected after each snow removal period to make sure the drainage structures are open and free of snow and ice dams.
7. To ensure cover of disturbed soil in advance of a melt event, areas of disturbed soil must be stabilized at the end of each work day, with the following exceptions:

- If no precipitation within 24 hours is forecast and work will resume in the same disturbed area within 24 hours, daily stabilization is not necessary.
 - Disturbed areas that collect and retain runoff, such as house foundations or open utility trenches.
8. Standard for the timely stabilization of ditches and channels: The Contractor shall construct and stabilize all stone-lined ditches and channels on the site by September 15. The contractor shall construct and stabilize all grass-lined ditches and channels on the site by September 1. If the Contractor fails to stabilize a ditch or channel to be grass-lined by September 1, then the Contractor shall take one of the following actions to stabilize the ditch for late fall and winter.
- i. Install a sod lining in the ditch. The contractor shall line the ditch with properly installed sod by September 15. Proper installation includes the applicant pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, watering the sod to promote root growth into the disturbed soil, and anchoring the sod with jute or plastic mesh to prevent the sod strips from sloughing during flow conditions.
 - ii. Install a stone lining in the ditch. The contractor shall line the ditch with stone riprap by September 15. The contractor shall 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 shall regrade the ditch prior to placing the stone lining so as to prevent the stone lining from reducing the ditch's cross-sectional area.
9. Standard for the timely stabilization of disturbed slopes: The Contractor shall construct and stabilize stone-covered slopes by September 15. The Contractor shall seed and mulch all slopes to be vegetated by September 1. The Department will consider any area having a grade greater than 15% (10H:1V) to be a slope. If the Contractor fails to stabilize any slope to be vegetated by September 1, then the Contractor shall take one of the following actions to stabilize the slope for late fall and winter.
- i. Stabilize the soil with temporary vegetation and erosion control mesh. By September 15, the Contractor shall seed the disturbed slope with winter rye at a seeding rate of 3 pounds per 1,000 square feet and apply erosion control mats over the mulched slope. The contractor shall monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed slope by September 15, then the Contractor shall cover the slope with a layer of wood waste compost as described in item iii of this standard or with stone rip rap as described in item iv of this standard.
 - ii. Stabilize the slope with sod. The Contractor shall stabilize the disturbed slope with properly installed sod by September 15. 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 the sod to promote root growth into the disturbed soil. The Contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 33% (3H:1V) or having groundwater seeps on the slope face.
 - iii. Stabilize the slope with wood waste compost. The Contractor shall place a six-inch layer of wood waste compost on the slope by September 15. Prior to placing the wood waste compost, the Contractor shall remove any snow accumulation on the disturbed slope. The contractor shall not use wood waste compost to stabilize slopes having grades greater than 50% (2H:1V) or having groundwater seeps on the slope face.

- iv. Stabilize the slope with stone rip rap. The Contractor shall place a layer of stone riprap on the slope by September 15. The Contractor shall hire a registered professional engineer to determine the stone size needed for stability and to design a filter layer for underneath the riprap.
10. Standard for the timely stabilization of disturbed soil: By September 1, the Contractor shall 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 shall take one of the following actions to stabilize the soil for late fall and winter.
- i. Stabilize the soil with temporary vegetation. By September 15, the Contractor shall seed the disturbed soil with winter rye at a seeding rate of 3 pounds per 1,000 square feet, lightly mulch the seeded soil with hay or straw at 75 pounds per 1,000 square feet, and anchor the mulch with plastic netting. The Contractor shall monitor the growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before September 15, then the Contractor shall mulch the area for over-winter protection as described in item iii of this standard.
 - ii. Stabilize the soil with sod. The Contractor shall stabilize the disturbed soil with properly installed sod by September 15. 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, and watering the sod to promote root growth into the disturbed soil.
 - iii. Stabilize the soil with mulch. By September 15, the Contractor shall mulch the disturbed soil by spreading hay or straw at a rate of at least 150 pounds per 1,000 square feet on the area so that no soil is visible through the mulch. Prior to applying the mulch, the Contractor shall remove any snow accumulation on the disturbed area. Immediately after applying the mulch, the Contractor shall anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.
 - iv. Stabilize all stockpiles with mulch within 24 hours.

J. SPECIAL MEASURES FOR SUMMER CONSTRUCTION

The summer period is generally optimum for construction in Maine, but it is also the period when intense short duration storms are most common, making denuded areas very susceptible to erosion, when dust control needs to be the most stringent, and when the potential to establish vegetation is often restricted by moisture deficit. During these periods, the Contractor must:

- 1. Implement a program to apply dust control measures on a daily basis except those days where the precipitation exceeds 0.25 inch. This program shall extend to and include adjacent streets used by construction vehicles.
- 2. Spray any mulches with water after anchoring to dampen the soil and encourage early growth. Spraying may be required several times. Temporary seed may be required until the late summer seeding season.
- 3. Mulch, cover, and moisten stockpiles of fine-grained materials, which are susceptible to erosion. In the summer months, the potential for wind erosion is of concern, as well as erosion from the intense, short-duration storms, which are more prevalent in the summer months.

4. Take additional steps needed to control fugitive dust emissions to minimize reductions in visibility and the airborne disbursement of fine-grained soils. This is particularly important along the adjacent streets.

These measures may also be required in the spring and fall during the drier periods of these seasons.

K. PERMANENT EROSION CONTROL MEASURES

The following permanent erosion control measures have been designed as part of the Erosion/Sedimentation Control Plan:

1. The drainage conveyance systems have been designed to intercept and convey the 25-year storm.
2. All areas disturbed during construction, but not subject to other restoration (paving, riprap, etc.), will be loamed, limed, fertilized, mulched, and seeded. Fabric netting, anchored with staples, shall be placed over the mulch in areas where the finish grade slope is greater than 10 percent. Native topsoil shall be stockpiled and temporarily stabilized with seed and mulch and reused for final restoration when it is of sufficient quality.
3. Catch basins shall be provided with sediment sumps for all outlet pipes that are 12" in diameter or greater.
4. Permanent seeding shall be conducted only in April through May and in late summer until September 15.
5. Boatyard gravel/stone surface will be applied to the majority of the site.

L. TIMING AND SEQUENCE OF EROSION/SEDIMENTATION CONTROL MEASURES

The site is quite stable and is principally a semi-vegetated gravel surface. These conditions will reduce the extent of erosion controls needed compared to projects with fine-grained soils. However, the project will be phased and the Contractor must control fugitive dust emissions, respect and not impede the neighboring land uses, and control sediment laden runoff. For all grading activities, the Contractor shall exercise extreme caution not to overexpose the site by limiting the disturbed area and shall stabilize any steep slopes within 24 hours if final slope grading and stabilization will not be completed within 7 days. Any final slopes shall have the specified erosion control measures installed within 7 days of final stabilization.

The following construction sequence shall be required, (unless otherwise authorized in writing by the Owner's project manager or authorized permit agent).

The description of the work is:

Phase III: The Contractor will need to perform the following work:

- Mark the Phase III work limits.
- Install safety fence and security signs around the perimeter of the site.
- Establish and install construction entrance with gates.

- Install silt fence or barriers along the perimeter and other designated areas requiring Condition 1 silt barrier.
- Install silt sacks and inlet protection at existing structures on Commercial Street.
- Initialize removal of items slated for demolition and removals.
- Establish Dirtbag™ area and pump system for dewatering activities as necessary.
- Construct a diversion swale to direct as much of the site to the temporary sedimentation swales as possible including the installation of culverts and rip rap where the diversion swale passes under the construction access drives.
- Commence earthwork activity to shape prepared boatyard surface.
- Construct the Phase III Building and connect associated utilities.
- Trench across site to connect utilities to shorefront elements.
- Install landscaping around the perimeter site.
- Place boatyard prepared stone surfaces.

M. CONTRACTING PROCEDURE

The onsite components of the project will be constructed by a General Contractor under contract to the applicant. The Contractor shall submit a schedule for the completion of the work, which will satisfy the following criteria:

1. The construction sequence of Section L should generally be completed in the specified order; however, several separate items may be constructed simultaneously. Work must also be scheduled or phased to prevent the duration of areas exposed or susceptible to erosion as specified below. The intent of this sequence is to provide for erosion control and to have structural measures such as silt barriers and construction entrances in place before large areas of land are denuded.
2. The work shall be conducted in sections which will:
 - a) Limit the amount of exposed area to those areas in which work is expected to be undertaken during the preceding 30 days.
 - b) Revegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading and temporarily stabilized within 7 days of initial disturbance or before a predicted storm event of over ½" of rain.
 - c) Incorporate planned inlets and drainage system as early as possible into the construction phase. The ditches shall be immediately lined or revegetated as soon as their installation is complete.
3. Once final grade has been established, the Contractor may choose to dormant seed the disturbed areas prior to placement of mulch and placement of fabric netting anchored with staples.
 - a) If dormant seeding is used for the site, all disturbed areas shall receive 6" of loam and seed at an application rate of 5#/1,000 s.f.

All areas seeded during the winter months will be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75 percent catch) shall be revegetated by replacing loam, seed, and mulch.

- b) If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.
4. The area of denuded, non-stabilized construction shall be limited to the minimum area practicable. An area shall be considered to be denuded until the subbase gravel is installed in parking areas, or the areas of future loam and seed have been loamed, seeded, and mulched. The mulch rate shall be twice the rate specified in the seeding plan. [For example, 115#/1,000 s.f. x 2 = 230#/s.f.]
 5. Within the exposed work area, temporary sedimentation sumps shall be provided in any concentrated flow area with a sand filter or chemical coagulation. Additional information is provided in prior sections of this narrative and on the Erosion Control Details of the plan set. Along the sedimentation sumps, barriers shall be provided at sufficient intervals to permit runoff to be accumulated to a minimum depth of 12" before overflowing.
 6. The schedule shall be subject to the approval of the Owner.
 7. The Contractor must maintain an accurate set of record drawings indicating the date when an area is first denuded, the date of temporary stabilization, and the date of final stabilization.
 8. The Contractor must install any added measures which may be necessary to control erosion/sedimentation and fugitive dust emissions from the site, with adjustments made dependent upon forecasted and actual site and weather conditions.
 9. The Contractor shall note that no area within 50 feet of a slope with a vertical drop of more than 3' in 50 feet shall remain denuded for a period of over 5 days before it is temporarily stabilized. Temporary stabilization shall be the installation of mulching. All other areas shall be stabilized within 7 days or before a predicted rain event. For construction between September 15 and April 15 of any calendar year, all areas shall be temporarily stabilized at the earlier time frames specified above.

A notice and point of contact with cell phone number shall be posted at the trailer to permit access to the records during normal work hours and in case of emergency at other times. All additions and construction records shall be copied via e-mail to the following addresses:

phin@portlandyacht.com

The Owner reserves the right to add additional personnel to this list at the pre-construction conference or at reasonable intervals during the project.

10. The Owner will provide a copy of the Notice of Intent acceptance letter to the Contractor. This letter shall be maintained at the site.
11. The Contractor shall engage a qualified representative to monitor the work. This representative shall be approved by the Owner prior to the individual being engaged on the project. This inspection shall be a part of the Contractor's Quality Control Plan for the project by the Contractor. The representative's qualifications and duties that he shall perform are as follows:
 - a. Licensed Professional Engineer or Certified Professional in Erosion Control
 - b. Covered by Workman's Compensation Insurance

- c. Experienced in this type of work, the specific erosion controls applicable to this project with a resume approved by the engineer
- d. Compensated on a unit rate basis with no incentives for reduced costs or subject to any type of compensation for passing inspections
- e. Approved by the Owner and the preparer of this plan

The *qualified representatives* shall conduct site inspections in accordance with the following timetable:

- a. Where soil disturbance activities are on-going, the *qualified representative* shall conduct a site inspection at least once every seven (7) calendar days.
- b. Where soil disturbance activities have been temporarily suspended (e.g. winter shutdown) and temporary stabilization measures have been applied to all disturbed areas, the *qualified representative* shall conduct a site inspection at least once every thirty (30) calendar days. The *owner or operator* shall notify the City's stormwater contact person or, in areas under the jurisdiction of a *regulated traditional land use control MS4*, the MS4 (provided the MS4 is not the *owner or operator* of the construction activity) in writing prior to reducing the frequency of inspections.
- c. Where soil disturbance activities have been shut down with partial project completion, the *qualified representative* can stop conducting inspections if all areas disturbed as of the project shutdown date have achieved *final stabilization* and all post-construction stormwater management practices required for the completed portion of the project have been constructed and are operational. The *owner or operator* shall notify the City's stormwater contact person in writing prior to the shutdown. If soil disturbance activities are not resumed within 2 years from the date of shutdown, the Contractor shall have the *qualified representative* perform a final inspection and certify that all disturbed areas have achieved *final stabilization*, and all temporary, structural erosion and sediment control measures have been removed, and that all post-construction stormwater management practices have been constructed in conformance this plan by signing the "Final Stabilization" and "Post-Construction Stormwater Management Practice" certification statements on the Notice of Termination. The *owner or operator* shall then submit the completed Notice of Termination form to the City of Portland.

At a minimum, the *qualified representative* shall inspect all erosion and sediment control practices to ensure integrity and effectiveness, all post-construction stormwater management practices under construction to ensure that they are constructed in conformance with the SWPPP, all areas of disturbance that have not achieved *final stabilization*, all points of discharge to natural surface water bodies located within, or immediately adjacent to, the property boundaries of the construction site, and all points of discharge from the construction site.

The *qualified representative* shall prepare an inspection report subsequent to each and every inspection. At a minimum, the inspection report shall include and/or address the following:

- a. Date and time of inspection;
- b. Name and title of person(s) performing inspection;

- c. A description of the weather which shall be consistent with the National Weather Service Forecast Office, Portland-Gray, ME and soil conditions (e.g. dry, wet, saturated) at the time of the inspection;
- d. A description of the condition of the runoff at all points of discharge from the construction site and sampling to determine the turbidity in NTU's. This shall include identification of any *discharges* of sediment from the construction site. Include *discharges* from conveyance systems (i.e. pipes, culverts, ditches, etc.) and overland flow;
- e. A description of the condition of all natural surface water bodies located within, or immediately adjacent to, the property boundaries of the construction site which received runoff from disturbed areas. This shall include identification of any *discharge* of sediment to the surface water body;
- f. Identification of all erosion and sediment control practices that need repair or maintenance;
- g. Identification of all erosion and sediment control practices that were not installed properly or are not functioning as designed and need to be reinstalled or replaced;
- h. Description and sketch of areas that are disturbed at the time of the inspection and areas that have been stabilized (temporary and/or final) since the last inspection;
- i. Current phase of construction of all post-construction stormwater management practices and identification of all construction that is not in conformance with the SWPPP and technical standards;
- j. Corrective action(s) that must be taken to install, repair, replace or maintain erosion and sediment control practices; and to correct deficiencies identified with the construction of the post-construction stormwater management practice(s); and
- k. Digital photographs, with date stamp, that clearly show the condition of all practices that have been identified as needing corrective actions. The *qualified representative* shall attach paper color copies of the digital photographs to the inspection report being maintained onsite within seven (7) calendar days of the date of the inspection. The *qualified representative* shall also take digital photographs, with date stamp, that clearly show the condition of the practice(s) after the corrective action has been completed. The *qualified representative* shall attach paper color copies of the digital photographs to the inspection report that documents the completion of the corrective action work within seven (7) calendar days of that inspection.

Within one business day of the completion of an inspection, the *qualified representative* shall notify the owner the appropriate contractor or subcontractor of any corrective actions that need to be taken. The contractor or subcontractor shall begin implementing the corrective actions within one business day of this notification and shall complete the corrective actions in a reasonable time frame, at its sole cost.

All inspection reports shall be signed by the *qualified representative*. The inspection reports shall be maintained on site.

12. The Owner reserves the right to have quality assurance monitoring of the work. The Contractor shall, at its sole cost, cooperate with the Owner and their quality assurance monitoring of the work including maintaining an accurate schedule for performing the work. The Owner will notify the contractor if any particular elements of the work should be uncovered or available for observation by the Quality Assurance Monitor selected by the Owner. The Owner reserves the right to conduct the quality assurance monitoring during working hours at any time during the project.

N. **PROVISIONS FOR MAINTENANCE OF THE EROSION/SEDIMENTATION CONTROL FEATURES**

The project will be contracted to a General Contractor. The project is subject to the requirements of the local permits, and a state regulated Construction General Permit and Site Location of Development Permit (administered by the City of Portland).

This project requires the Contractor to prepare a list and designate by name, address and telephone number all individuals who will be responsible for implementation, inspection, and maintenance of all erosion control measures identified within this section and as contained in the Erosion and Sedimentation Control Plan of the contract drawings. Specific responsibilities of the qualified representative(s) will include:

1. Execution of the Contractor/Subcontractor Certification contained in Appendix B by any and all parties responsible for erosion control measures on the site as required by the permit authorities.
2. Assuring and certifying the Owner's construction sequence is in conformance with the specified schedule of this section. A weekly certification stating compliance, any deviations, and corrective measures necessary to comply with the erosion control requirements of this section shall be prepared and signed by the qualified representative(s).
3. In addition to the weekly certifications, the representative(s) shall maintain written reports recording construction activities on site which include:
 - Dates when major grading activities occur in a particular areas.
 - Dates when major construction activities cease in a particular area, either temporarily or permanently.
 - Dates when an area is stabilized.
4. Inspection of this project work site on a weekly basis and after each significant rainfall event (0.5 inch or more within any consecutive 24-hour period) during construction until permanent erosion control measures have been properly installed and the site has been stabilized. Inspection of the project work site shall include:
 - Identification of proper erosion control measure installation in accordance with the erosion control detail sheet or as specified in this section.
 - Determine whether each erosion control measure is properly operating. If not, identify damage to the control device and determine remedial measures.
 - Identify areas which appear vulnerable to erosion and determine additional erosion control measures which should be used to improve conditions.
 - Inspect areas of recent seeding to determine percent catch of grass. A minimum catch of 90 percent is required prior to removal of erosion control measures.

- All erosion controls shall be removed within 30 days of permanent stabilization except for mulch and netting not detrimental to the project. Removals shall include but not be limited to all silt fence or barrier, hay bales, inlet protection, and stone check dams.
 - Accumulated silt/sediment should be removed when the depth of sediment reaches 50 percent of the barrier height. Accumulated silt/sediment should be removed from behind silt fencing when the depth of the sediment reaches 6 inches.
 - Silt sacks should be removed and replaced at least every three months and at any time where the weekly inspection reveals that siltation has significantly retarded the rate of flow through the silt sack.
5. If inspection of the site indicates a change should be made to the erosion control plan, to either improve effectiveness or correct a site-specific deficiency, the representative shall immediately implement the corrective measure and notify the Owner of the change.
 6. Arranging for an on-site meeting prior to commencing winter construction to assure that all special winter construction measures will be implemented and to review the specific requirements of this plan for winter construction.

All certifications, inspection forms, and written reports prepared by the qualified representative(s) shall be filed with the Owner, and the Permit File contained on the project site. All written certifications, inspection forms, and written reports must be filed within one (1) week of the inspection date.

The Contractor has sole responsibility for complying with the erosion/sediment control report, including control of fugitive dust, and shall be responsible for any monetary penalties resulting from failure to comply with these standards.

Once construction has been completed, long-term maintenance of the stormwater management system will be the responsibility of the applicant. Inspection and Maintenance items with a list of maintenance requirements and frequency are described in a separate document. In the event of defective workmanship or any failure by the contractor and its subcontractors to adhere to the Standards set forth in these documents, the Contractor shall be responsible to correct, at its sole cost, any latent defects together with reimbursement of Owner for any expenses borne by the Owner up to the time of said correction. This provision shall remain in effect beyond any stated or implied warranty period.

O. PRECONSTRUCTION CONFERENCE

Prior to any construction at the site, representatives of the Contractor, the Owner, the City of Portland, and the site design engineer and any personnel identified in the permit conditions shall meet to discuss the scheduling of the site construction and the designation of the responsible parties for implementing the plan. The Contractor shall be responsible for scheduling the meeting. Prior to the meeting, the Contractor will prepare a detailed schedule and a marked-up site plan indicating areas and components of the work and key dates showing date of disturbance and completion of the work. The Contractor shall conduct a meeting with employees and sub-contractors to review the erosion control plan, the construction techniques which will be employed to implement the plan, and provide a list of attendees and items discussed at the meeting to the Owner. Three copies of the schedule, the Contractor's meeting minutes, and marked-up site plan shall be provided to the Owner.

P. APPENDICES

Appendix A – Seeding Plan

Appendix B – Sample Erosion Control Compliance Certification and Inspection Forms

Appendix C– DirtGlue™ Application and Use Requirements

Q. PLAN REFERENCES

Drawings C-6.1 to C-6.4 Erosion/Sediment Control Plans and Details

APPENDIX A

Seeding Plan

PERMANENT SEEDING PLAN (SEED MIX "A")

Project: Canal Landing New Yard

Site Location: Portland, ME

 X Permanent Seeding Temporary Seeding

1. **Area to be Seeded:** Approximately TBD acre(s) or _____/M. Sq. Ft.
2. **Instructions on Preparation of Soil:** Prepare a good seed bed for planting method used (do not over compact).
3. **Apply Lime as Follows:** _____ #/acres or 138#/M Sq. Ft. or per soil test
4. **Fertilize:** _____ pounds of _____ - _____ N-P-K/ac.
20 pounds of 10-20-20 N-P-K/M Sq. Ft. or per soil test
5. **Method of Applying Lime and Fertilizer:** Spread and work into the soil before seeding.
6. **Seed with the following mixture:**

Blue Stem
Rye
Switch Grass
Aster
Goldenrod
Milkweed

- 7. Mulching Instructions:** Apply at the rate of _____ tons per acre or 230 pounds per M. Sq. Ft.

8. Application:

Type	Unit#	Tons, Etc.
Total Lime	138	#/1,000 s.f.
Total Fertilizer	20	#/1,000 s.f.
Total Seed	1	#/1,000 s.f.
Total Mulch	230	#/1,000 s.f.
Total Other	0	0

9. Remarks:

Seeding dates April 15 to May 31 and August 1 until September 1. Permanent seeding should be made prior to September 1 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

Fertilizer requirements shall be subject to actual test results of the topsoil used for the project. The Contractor shall be responsible for providing topsoil test results for pH and recommended fertilizer application rates to the Owner.

Seed mixture shall be fresh, clean, new crop seed. Seed may be mixed by an appropriate method on the site or may be mixed by the dealer. If the seed is mixed on the site, each variety shall be delivered in the original containers bearing the dealer's guaranteed analysis. If seed is mixed by the dealer, the Seeding Contractor shall furnish to the Owner the dealer's guaranteed statement of the composition of the mixture and the percentage of purity and germination of each variety.

Seed shall be purchased from a recognized distributor and shall test to a minimum percentage of 95% for purity and 85% for germination.

All loam shall have compost or peat admixtures to raise the organic content to 6%.

PERMANENT SEEDING PLAN (SEED MIX "B")

Project: Canal Landing New Yard

Site Location: Portland, ME

X Permanent Seeding Temporary Seeding

7. Area to be Seeded: Approximately TBD acre(s) or /M. Sq. Ft.

8. Instructions on Preparation of Soil: Prepare a good seed bed for planting method used (do not over compact).

9. Apply Lime as Follows: #/acres or 138# /M Sq. Ft. or per soil test

10. Fertilize: pounds of - N-P-K/ac.

20 pounds of 10-20-20 N-P-K/M Sq. Ft. or per soil test

11. Method of Applying Lime and Fertilizer: Spread and work into the soil before seeding.

12. Seed with the following mixture:

35% Tall Fescue
30% Creeping Red Fescue
20% Perennial Ryegrass
15% Annual Ryegrass

10. Mulching Instructions: Apply at the rate of tons per acre or 230 pounds per M. Sq. Ft.

11. Application:

Type	Unit#	Tons, Etc.
Total Lime	138	#/1,000 s.f.
Total Fertilizer	20	#/1,000 s.f.
Total Seed	7	#/1,000 s.f.
Total Mulch	230	#/1,000 s.f.
Total Other	0	0

12. Remarks:

Seeding dates April 15 to May 31 and August 1 until September 1. Permanent seeding should be made prior to September 1 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

Fertilizer requirements shall be subject to actual test results of the topsoil used for the project. The Contractor shall be responsible for providing topsoil test results for pH and recommended fertilizer application rates to the Owner.

Seed mixture shall be fresh, clean, new crop seed. Seed may be mixed by an appropriate method on the site or may be mixed by the dealer. If the seed is mixed on the site, each variety shall be delivered in the original containers bearing the dealer's guaranteed analysis. If seed is mixed by the dealer, the Seeding Contractor shall furnish to the Owner the dealer's guaranteed statement of the composition of the mixture and the percentage of purity and germination of each variety.

Seed shall be purchased from a recognized distributor and shall test to a minimum percentage of 95% for purity and 85% for germination.

All loam shall have compost or peat admixtures to raise the organic content to 6%.

TEMPORARY SEEDING PLAN (EROSION CONTROL MIX)

Project: Canal Landing New Yard

Site Location: Portland, ME

X Permanent Seeding X Temporary Seeding

1. **Area to be Seeded:** Approximately 0.5 acre(s) or _____/M. Sq. Ft.
2. **Instructions on Preparation of Soil:** Prepare a good seed bed for planting method used.
3. **Apply Lime as Follows:** _____ #/acres or 138# /M Sq. Ft. or per soil test
4. **Fertilize:** _____ pounds of _____ - _____ N-P-K/ac.
20 pounds of 10-10-10 N-P-K/M Sq. Ft. or per soil test
5. **Method of Applying Lime and Fertilizer:** Spread and work into the soil before seeding.
6. **Seed with the following mixture:**

Annual Rye-grass	50%
Timothy	25%
Winter Rye	25%
7. **Mulching Instructions:** Apply at the rate of _____ tons per acre or 230 pounds per M. Sq. Ft.
8. **Application:**

Type	Unit#	Tons, Etc.
Total Lime	138	#/1,000 s.f.
Total Fertilizer	20	#/1,000 s.f.
Total Seed	1	#/1,000 s.f.
Total Mulch	230	#/1,000 s.f.
Total Other		

9. Remarks:

For areas with slopes >10% and fall and winter erosion control areas, mulch netting shall be used per manufacturer's specifications.

R Permanent seeding should be made prior to September 1 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

Fertilizer requirements shall be subject to actual test results of the topsoil used for the project. The Contractor shall be responsible for providing topsoil test results for pH and recommended fertilizer application rates to the Owner.

Seed mixture shall be fresh, clean, new crop seed. Seed may be mixed by an appropriate method on the site or may be mixed by the dealer. If the seed is mixed on the site, each variety shall be

delivered in the original containers bearing the dealer's guaranteed analysis. If seed is mixed by the dealer, the Seeding Contractor shall furnish to the Owner the dealer's guaranteed statement of the composition of the mixture and the percentage of purity and germination of each variety.

Seed shall be purchased from a recognized distributor and shall test to a minimum percentage of 95% for purity and 85% for germination.

All loam shall have compost or peat admixtures to raise the organic content to 6%.

APPENDIX B

Sample Erosion Control Compliance Certification and Inspection Forms

**MAINE CONSTRUCTION GENERAL PERMIT
CONTRACTOR/SUBCONTRACTOR CERTIFICATION**

PROJECT INFORMATION

Project Name: Canal Landing New Yard
Address: Portland, Maine

CONTRACTOR/SUBCONTRACTOR INFORMATION

Firm Name:
Address:
Telephone:
Type of Firm:

CERTIFICATION STATEMENT

“I certify under penalty of law that I understand the terms and conditions of the Maine Construction General Permit (MCGP) permit that authorizes the stormwater discharges associated with construction activity from the project site identified as part of this certification.”

Signature

Typed Name

Title

Date

MAINE CONSTRUCTION GENERAL PERMIT

INSPECTION REPORT

PROJECT INFORMATION

Project Name: Canal Landing New Yard

Address: Portland, Maine

INSPECTOR INFORMATION

Representative Name: _____

Firm: _____

Title: _____

Qualifications: _____

Weather and Soil Conditions: _____

INSPECTION SUMMARY

Date of Inspection: _____

Major Observations: _____

1. Attach the following to the Report:

- a. A description of the condition of the runoff at all points of discharge from the construction site. This shall include identification of any *discharges* of sediment from the construction site. Include *discharges* from conveyance systems (i.e. pipes, culverts, ditches, etc.) and overland flow;
- b. A description of the condition of all natural surface water bodies located within, or immediately adjacent to, the property boundaries of the construction site which received runoff from disturbed areas. This shall include identification of any discharge of sediment to the surface water body;
- c. Identification of all erosion and sediment control practices that need repair or maintenance.
- d. Identification of all erosion and sediment control practices that were not installed properly or are not functioning as designed and need to be reinstalled or replaced;
- e. Description and sketch of areas that are disturbed at the time of the inspection and areas that have been stabilized (temporary and/or final) since the last inspection;

- f. Current phase of construction of all post-construction stormwater management practices and identification of all construction that is not in conformance with the SWPP and technical standards;
 - g. Corrective action(s) that must be taken to install, repair, replace or maintain erosion and sediment control practices; and to correct deficiencies identified with the construction of the post-construction stormwater management practice(s); and
 - h. Digital photographs, with date stamp, that clearly show the condition of all practices that have been identified as needing corrective actions. The qualified representative shall attach paper color copies of the digital photographs to the inspection report being maintained onsite within seven (7) calendar days of the date of the inspection. The qualified representative shall also take digital photographs, with date stamp, that clearly show the condition of the practice(s) after the corrective action has been completed. The qualified representative shall attach paper color copies of the digital photographs to the inspection report that documents the completion of the corrective action work within seven (7) calendar days of that inspection.
2. Within one business day of the completion of an inspection, the *qualified representative* shall notify the owner the appropriate contractor or subcontractor of any corrective actions that need to be taken. The contractor or subcontractor shall begin implementing the corrective actions within one business day of this notification and shall complete the corrective actions in a reasonable time frame.
3. All inspection reports shall be signed by the *qualified representative*. The inspection reports shall be maintained on site.

THE FACILITY IS IN COMPLIANCE WITH THE PLAN WITH THE FOLLOWING EXCEPTIONS:

ACTIONS NECESSARY TO BRING FACILITY INTO COMPLIANCE:

REQUIRED MODIFICATIONS TO (MUST BE SUBMITTED WITHIN 2 DAYS OF INSPECTION TO OWNER FOR APPROVAL):

CERTIFICATION STATEMENT:

“I certify under penalty of law that this document and all Appendices were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the systems, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.”

Signature

Typed Name

Title

Date

APPENDIX C

DirtGlue™ Application and Use Requirements

DIRTGLUE™
APPLICATION INSTRUCTIONS FOR DUST CONTROL

METHODOLOGY

A. Heavy Duty Driving Surface

Application Rates (per surface area)

DirtGlue™ polymer emulsion: 2,400 gallons
Water: 3,600 -14,400 gallons

Application Process

1. Loosen the existing soil using a scarifying attachment mounted on a grader (or similar piece of equipment) or a tractor with an agriculture disk attachment. If additional soil is required, it should be applied and mixed into the existing soil at this time. It is important to loosen the soil to ensure penetration of the *DirtGlue™*/water mixture into the soil.
2. Apply *DirtGlue™*/water mixture to soil using a water truck equipped with a gravity feed drip bar, spray bar, or automated distributor truck. Multiple passes will be necessary to get the desired amount of *DirtGlue™* polymer emulsion for the specific application. Multiple passes will also ensure gradual, thorough saturation of the soil.
3. Thoroughly blend the *DirtGlue™*/water mixture into the soil with a rototiller, “S” harrow, or similar attachment. The soil must be evenly mixed and saturated with the *DirtGlue™*/water mixture to a depth of four (4”) inches.
4. Grade the soil to finish grade with a grader, a small dozer or other suitable equipment.
5. Compact the soil with a vibratory roller. The final compaction should be greater than asphalt (Strive for 100% compaction, but always in excess of 95%).
6. Immediately after compacting, apply a topcoat of *DirtGlue™* polymer emulsion to seal the road surface. In order to ensure a longer life and superior performance of the application, an additional coat should be applied between twenty four to forty eight hours after completion and then annually as an ongoing maintenance procedure. This topcoat should be applied at a rate of 250 gallons per surface acre.

B. Temporary Light Duty Driving Surface

This type of application will provide acceptable performance when used by cars and light trucks. It is not intended for constant use by heavy-duty trucks and/or tracked construction equipment. Areas that will be used by this type of equipment should be treated as a heavy-duty application as noted above.

Application Rates (per surface acre)

DirtGlue™ polymer emulsion: 1,200 gallons
Water: 3,600-6000 gallons

Application Process:

7. Loosen the existing soil for a depth of two (2") inches using a scarifying attachment mounted on a grader (or similar piece of equipment) or a tractor with a rototiller or agriculture disk attachment. If additional soil is required, it should be applied and mixed into the existing soil at this time. It is important to loosen the soil to ensure penetration of the **DirtGlue™**/water mixture into the soil.
8. Apply **DirtGlue™**/water mixture to soil using a water truck equipped with gravity feed drip bar, spray bar, or automated distributor truck. Multiple passes will be necessary to get the desired amount of **DirtGlue™** polymer emulsion for the specific application. Multiple passes will also ensure gradual, thorough saturation of the soil. Do not apply the **DirtGlue™**/water mixture so heavy as to create run-off.
9. Grade the soil to finish grade with a grader, a small dozer or other suitable equipment.
10. Compact with a vibratory roller. The final compaction should be greater than asphalt (Strive for 100% compaction, but always in excess of 95%).
11. Immediately after compacting, apply a topcoat of **DirtGlue™** polymer emulsion to seal the road surface. In order to ensure a longer life and superior performance of the application, an additional coat should be applied between twenty four to forty eight hours after completion and then again annually as an ongoing maintenance procedure.

C. Dust & Erosion Control (Non-driving Areas)

This type of application is intended for pedestrian use only. Vehicular use will break through the skin and adversely affect the performance of the application. Areas that will require any vehicular use should be treated as a light-duty application as noted above or retreated as traffic damage occurs.

Application Rates (per surface acre)

<i>DirtGlue™</i> polymer emulsion:	300 gallons (windblown dust control) 600 gallons (bank stabilization, erosion/silt, run-off control)
Water:	2,000-6,000 gallons

Application Process

1. Apply *DirtGlue™*/water mixture to existing soil using a water truck equipped with a gravity feed spray bar or tank and pump (i.e. hydro seeder).
2. Add *DirtGlue™* to water rather than water to *DirtGlue™* or place a fill hose at bottom of tank, underneath surface of liquid to prevent foaming.
3. When applying *DirtGlue™*/water mixture, dispense large droplets. Avoid any fine mist. The intent is to apply a sheet of liquid onto the soil.
4. It is important to determine the moisture content of the soil prior to starting an application. The moisture content will have an effect on the dilution ratio of the *DirtGlue™*/water mixture. Your *DirtGlue™* representative will assist you in determining the correct dilution ratio for the conditions on your site.

5. Temperature and, to a lesser extent, humidity have a significant effect on curing/drying time. Testing has shown that applications should be done only when the air temperature will be above 50° F for at least 72 hours following the application. Soil temperature must be above 40° F for several days.
6. The *DirtGlue*[™] application must be protected from the rain until the curing process has formed a skin on the surface. Uncured *DirtGlue*[™] is water soluble. If the application is exposed to rain before it has the opportunity to cure, the rainwater will dilute the polymer and wash it out of the soil. If this happens, the application will not be as strong.

**CONDITIONS FOR USE OF DIRTGLUE™
(REGISTERED TRADEMARK OF DIRTGLUE™ ENTERPRISES)
APPROVED MATERIALS LIST**

Applicant: DirtGlue™ Enterprises

General Conditions

1. DirtGlue™ Enterprises shall ensure that every applicator of DirtGlue™™ is provided a copy of these conditions.
2. These Conditions do not override the need for any applicator to obtain permits (including DEP permits) or approvals that may be required (e.g., use associated with activities in or near regulated wetlands, surface waters, or other regulated natural resources).
3. DirtGlue™ shall only be used as stated in these conditions and shall not be mixed with any other chemicals, including petroleum products.
4. No application shall be conducted when the National Weather Service forecasts greater than 25% probability of precipitation in the application area to occur within 24 hours, or the temperature will drop below 35° F anytime within 24 hours after the application.
5. Applications shall not be conducted when the ground is saturated (due to precipitation or wetting) as defined by visible pools of water at or in the vicinity of the application, in order to prevent movement of DirtGlue™ beyond the shoulder of the road.
6. DirtGlue™ must not be applied or handled in a manner that could result in spillage or application within 100 feet of a wetland regulated by New York State, or 50 feet of all other water bodies and bridges.
7. Any spill which could enter the waters of the state shall be reported to the DEC Spills Hotline within two hours (1-800-457-7362). Any required response (including any needed cleanup) in addition to that being conducted shall then be determined by the DEC regional office.
8. The time of application shall be chosen to take meteorological conditions into account, to avoid significant potential airborne or odor impacts.
9. Prior to application, DirtGlue™ Material Safety Data Sheet shall be provided to applicators and others who would come in proximity or contact with the material.

6. FIRE SAFETY ANALYSIS

6.1 OVERVIEW

FST has completed the Fire Department checklist and will continue to perform ongoing coordination with Fire Department representatives and City Planning officials. The accompanying memorandum outlines our findings with respect to compliance with the City's Public Safety Standards as set forth in the City's Technical Manual, Section 3 – Public Safety Standards.

Generally, the site provides access from Commercial Street and will allow access to two or more sides of each building. Numerous hydrants will be placed around the site. All buildings will be fully sprinkled and code compliant to current applicable standards.

Additional fire safety review and evidence of building related fire code compliance will be provided as part of the Building Permit process.

6.1 ATTACHMENTS

Attachment A – Portland Fire Department Site Review Checklist & NFPA 1 Review

ATTACHMENT A

Portland Fire Department Site Review Checklist & NFPA 1 Review



May 22, 2015

Keith Gautreau, Assistant Chief
City of Portland Fire Department
380 Congress Street
Portland, ME 04101

Subject: Canal Landing New Yard – Phase III
400 West Commercial Street
Applicant: Canal Landing LLC
NFPA 1 Review to Access and Other Fire Department Issues

Dear Assistant Chief Gautreau:

In accordance with instructions in the City's Site Plan Review packet, please find enclosed the drawing necessary for your review of the Canal Landing site at 400 West Commercial Street project. We have listed each item in your checklist below, followed by our response:

Ø **Fire Department Checklist:**

1. Name, address, telephone number of applicant:

Canal Landing, LLC
400 West Commercial Street
Portland, Maine 04101
Cell: 207-653-1414
phin@portlandyacht.com

2. Name address, telephone number of architect:

David Lloyd
Archetype PA
48 Union Wharf
Portland, ME 04101
Phone: 207-772-6022
Lloyd@archetypepa.com

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

The following IBC and NFPA classifications will apply to the Phase III development:

IBC	NFPA Classification
2B	II (000)
5B	V (000)

Assistant Chief Keith Gautreau
May 22, 2015
Page 2

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

BUILDING PROGRAM		
Structure	Total (SF)	Per Story ±
Marine Retail (Building C)	19,250	same
Operations	11,000-12,000	4,800± SF

5. Elevation of all structures:

Building elevations are currently being prepared and will be provided to the Fire Department upon completion.

6. Proposed fire protection of all structures:

All of the structures are proposed to have a sprinkler system. Fire protection is currently provided by an existing onsite hydrant and hydrants within Commercial Street in the vicinity of the site.

7. Hydrant locations:

Multiple new hydrants are identified on the preliminary Utility Plan. The Fire Department should review and provide any additional information necessary regarding placement and locations of fire hydrants on the site. All hydrants to be installed shall comply with the Portland Water District and Portland Fire Department standards pertaining to manufacturer, style, and installation specifications.

8. Water main[s] size and location:

The site will be served by an 8" water main that will extend off the 12" main in Commercial along the east end of the site. There is an existing fire line supply meter serving the property. Below the meter pit, the project water main size will be a minimum of 6" to serve the development site.

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

The accompanying site plan depicts the site's access conditions that include access to two or more sides of the buildings.

10. A Code Summary shall be included referencing NFPA 1 and all Fire Department Technical Standards.

Assistant Chief Keith Gautreau
May 22, 2015
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Ø **NFPA 1 – Chapter 18 Fire Department Access and Water Supply**

18.2 Fire Department Access

The project access conditions for east to west include an entrance at the eastern side of the site generally in the location of an existing graveled lot opposite the Star Match Building. A primary access will be available from the existing driveway in the middle of the property. A third, secondary driveway is proposed at the west end of the site off Commercial Street. The separation between all driveways will be at least 700 feet. The driveways will be greater than 24 feet in width which satisfies NFPA 1 18.2.3.4.1.1 that requires a minimum width of 20 ft.

Per NFPA 1 Chapter 18.2.3.2.1 the interior site access conditions will extend to within 50 ft. of at least one exterior door of all structures. This is satisfied on the site plan.

Per NFPA 1 Chapter 18.2.3.2.2 all first story floors shall be located not more than 150 ft. from the Fire Department access road. This is satisfied on the site plan.

NFPA 1 18.2.3.3 pertains to the number of access roads required and states that this determination is subject to the Authority Having Jurisdiction (AHJ).

69. 3.3.4 Minimum Separation Distances

Fay, Spofford & Thorndike reviewed NFPA 1 pertaining to separation distances between LP gas storage containers and buildings. In conducting this review, we contacted NGL Energy to determine the storage tank sizes currently on their property. NGL has two 30,000 gal. tanks, one 45,000 gal. tank and two 60,000 gal. tanks on the property. Per Section 69.3.3.1 and Table 69.3.3.1 of NFPA 1 the required building setback from these tanks is 75 feet, hence we see no issue with the placement of the proposed Phase III and future Canal Landing buildings with respect to setbacks from aboveground LP storage tanks on the NGL site. These findings are subject to review and concurrence from the Portland Fire Department.

Ø **City of Portland Technical Manual Section 3 – Public Safety**

Part 3.4 Site Access Standards

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

Supporting evidence: The development site is located along Commercial Street which is accessible from either direction. A minimum of three points of access will be provided into the site.

Assistant Chief Keith Gautreau

May 22, 2015

Page 4

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

Supporting evidence: As depicted on the site plans, the proposed building layout provides for a minimum two-sided access to all structures.

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

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

Supporting Evidence: The proposed development layout has contemplated emergency access conditions and provided for safe and efficient access for emergency vehicles.

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

Supporting Evidence: All buildings will be provided with an exterior entrance door that will be within 50' of a Fire Department access route.

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

Supporting Evidence: A minimum 9 ft. vertical clearance will be provided below any overhead signage or utilities entering the site. Generally speaking, all utilities will be underground.

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

Supporting evidence: There are no elevators proposed for the project.

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

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

Assistant Chief Keith Gautreau

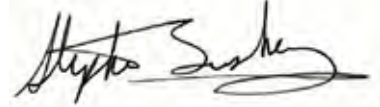
May 22, 2015

Page 5

If you have any questions with the information submitted, please contact our office.

Prepared By:

FAY, SPOFFORD & THORNDIKE

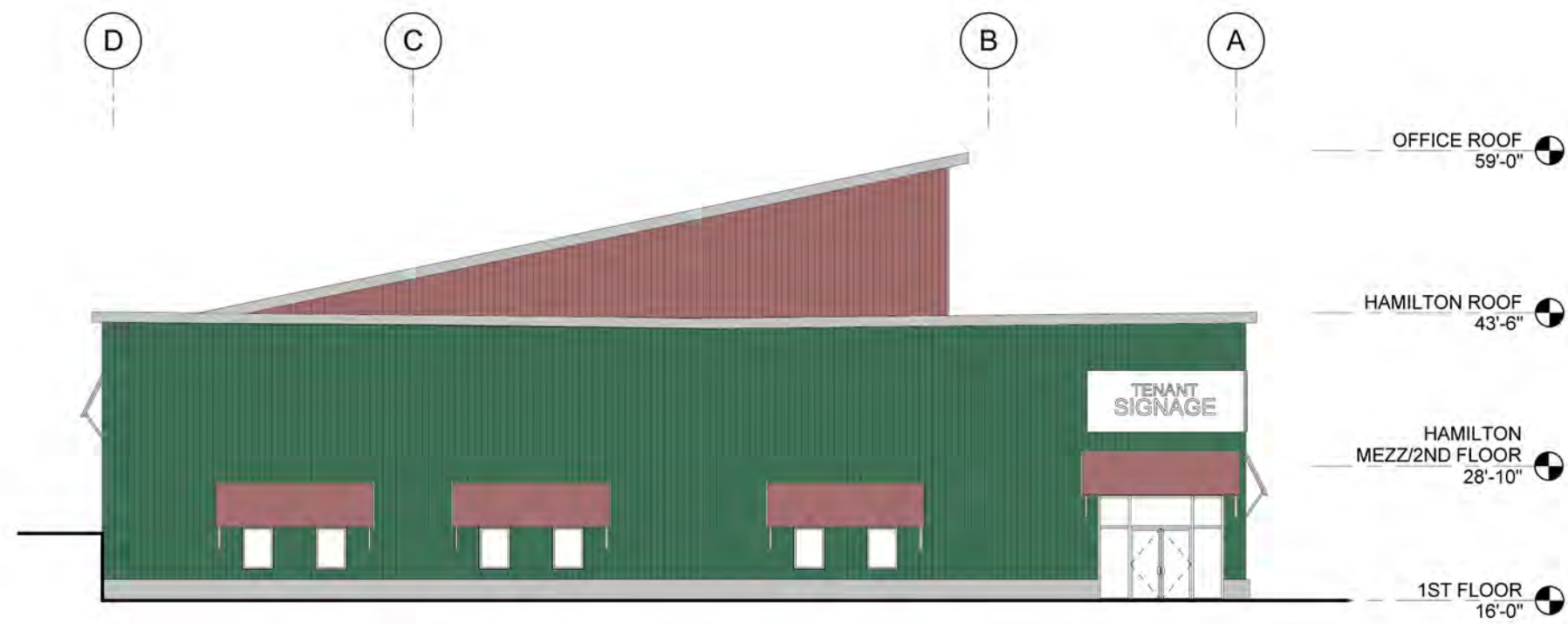
A handwritten signature in black ink, appearing to read "Stephen R. Bushey", is written over a light gray rectangular background.

Stephen R. Bushey, P.E.

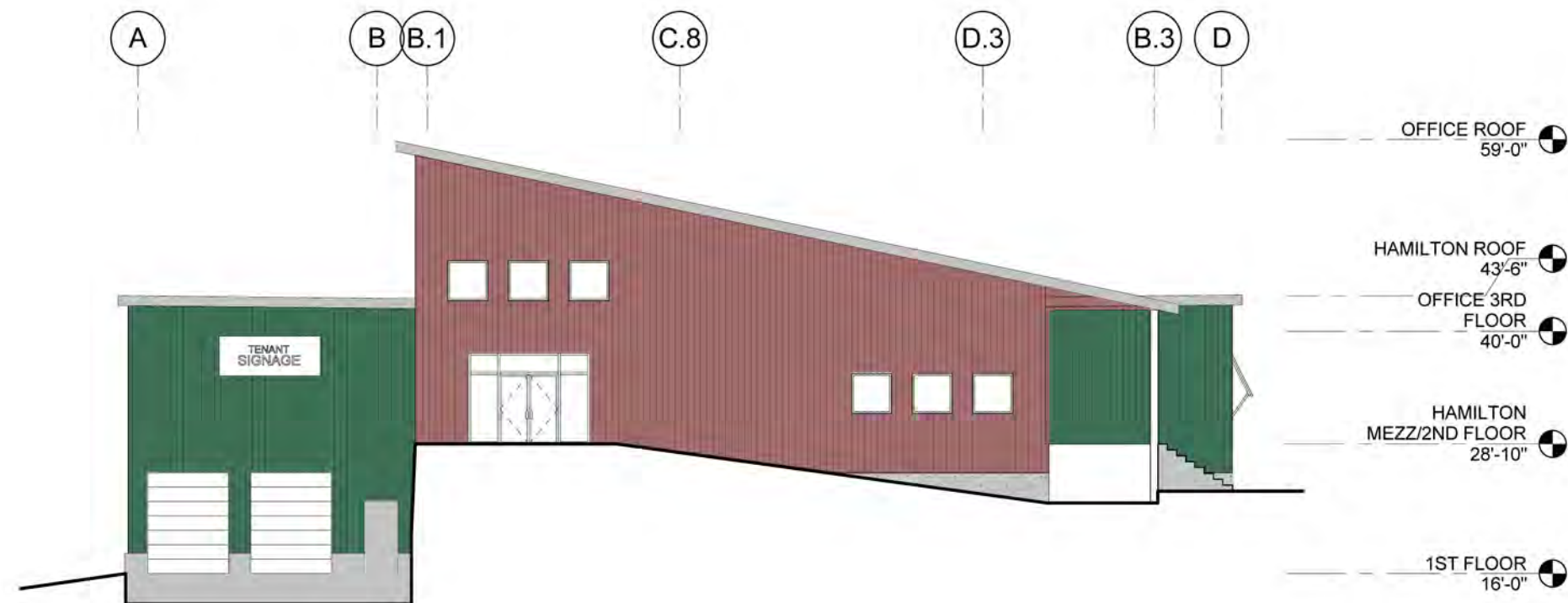
Associate

SRB/cmd

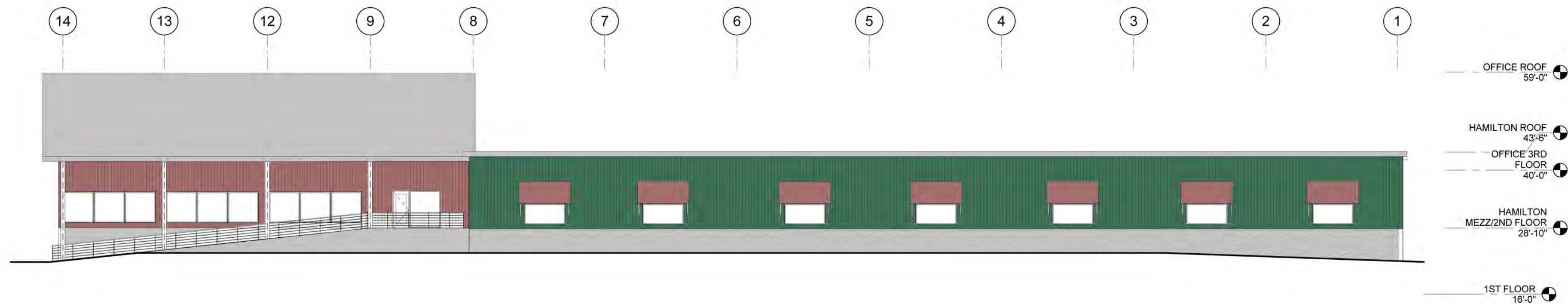
Attachments: Amended Fire Protection Plan



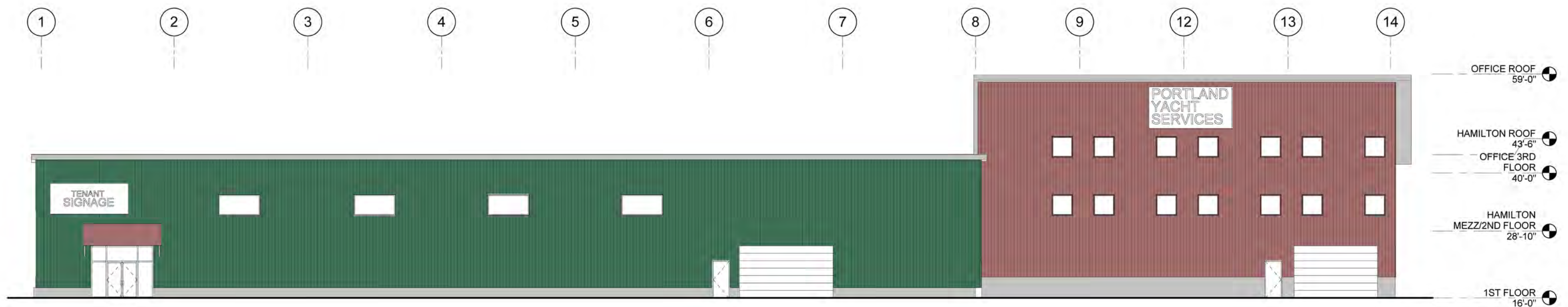
2 | BACK END ELEVATION
3/32" = 1'-0"



1 | FRONT END ELEVATION
3/32" = 1'-0"



3 | RIGHT SIDE ELEVATION
3/32" = 1'-0"



4 | LEFT SIDE ELEVATION
3/32" = 1'-0"

Prepared For:
Owner

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
**CANAL
LANDING**
Portland, Maine

Revisions:

Date: March 9, 2015
Scale: 3/32" = 1'-0"

Building Elevations

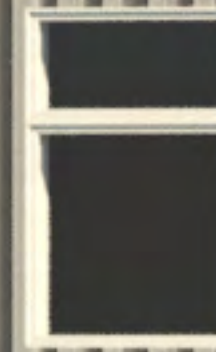
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TENANT
SIGNAGE



PORTLAND
YACHT
SERVICES



PHASE III SITE DEVELOPMENT PLANS
FOR
CANAL LANDING
NEW YARD EXPANSION
PORTLAND, MAINE
FINAL PLAN SUBMISSION
NOVEMBER 2015

PROJECT PARCEL SITE			
ZONING: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)			
PORTLAND TAX ASSESSOR'S MAP AND LOT NUMBERS			
MAP	BLOCK	LOTS	OWNER
59	A	1, 2, 5, 6, 7,8, 9, 10, 11	MAINE DEPARTMENT OF TRANSPORTATION
59	A	3, 4	NEW YARD LLC
60	F	1,2,3, 4	CANAL LANDING, LLC
71	F	2,4,5,6	CANAL LANDING, LLC

OWNER / APPLICANT:
CANAL LANDING, LLC
101 WEST COMMERCIAL STREET
PORTLAND, ME 04101
ATTN: PHINEAS SPRAGUE, JR

- REFERENCE PLANS:**
- STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP "LAND ACQUISITIONS" BY OWEN HASKELL, INC. DATED APRIL 2014. D.O.T. FILE No. 3-595.
 - "BOUNDARY AND TOPOGRAPHIC SURVEY - WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB & THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014. D.O.T. FILE NO. 3-595.
 - "LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE
MAINE CENTRAL RAILROAD, CO. TO CANAL LANDING LLC" BY OWEN HASKELL, INC. DATED APRIL 29,2015.

- NOTES**
- IN ACCORDANCE WITH A SETTLEMENT AGREEMENT THE MAINE DEPARTMENT OF TRANSPORTATION ACQUIRED BY EMINENT DOMAIN TAKING APPROXIMATELY 17.9 ACRES OF LAND FORMERLY CONTROLLED BY NEW YARD, LLC AND AS DEPICTED ON SITE DEVELOPMENT PLANS ORIGINALLY APPROVED AND SUBSEQUENTLY AMENDED AND LAST APPROVED ON OCTOBER 22, 2013.
 - SEE DEVELOPMENT PLANS FOR PORTLAND INTERNATIONAL MARINE TERMINAL BY HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION FOR INFORMATION RELATED TO IMT EXPANSION AND SITE DEVELOPMENT ACTIVITY.
 - THE AMENDED DRAWINGS AS INDICATED IN THE INDEX BELOW ARE INTENDED TO SUPERCEDE THE APPROVED PLANS DATED 09.20.2013. PREVIOUSLY APPROVED SHEETS, NOT OTHERWISE CONTAINED IN THIS SUBMISSION WILL CONTINUE TO APPLY.

INDEX

- C-1.0 COVER SHEET
- C-1.1 GENERAL NOTES AND LEGEND
- C-1.2 BOUNDARY SURVEY
- C-1.2A BOUNDARY AND TOPOGRAPHIC SURVEY 1 OF 2 (MDOT PLANS)
- C-1.2B BOUNDARY AND TOPOGRAPHIC SURVEY 2 OF 2 (MDOT PLANS)
- C-1.3 EXISTING CONDITIONS PLAN
- C-2.1 PHASE III SITE LAYOUT PLAN
- C-2.2 AMENDED PHASE III OVERALL PROJECT PLAN
- C-2.3 FUTURE PHASE CONCEPT PLAN
- C-2.4 PHASE III TEMPORARY ACCESS PLAN
- C-3.1 PHASE III GRADING AND DRAINAGE PLAN
- C-3.2 BUILDING D GRADING AND DRAINAGE PLAN
- C-4.1 PHASE III UTILITY PLAN
- * C-4.2 UTILITY PROFILES
- C-6.1 PHASE III EROSION AND SEDIMENT CONTROL PLAN
- C-6.2 EROSION AND SEDIMENT CONTROL DETAILS
- C-6.3 EROSION AND SEDIMENT CONTROL NARRATIVE
- C-6.4 EROSION AND SEDIMENT CONTROL NARRATIVE
- C-7.0 LIGHTING PLAN
- C-8.0 SITE DETAILS 1 OF 2
- C-8.1 SITE DETAILS 2 OF 2
- C-8.2 WATER SYSTEM DETAILS
- C-8.3 UTILITY DETAILS
- C-8.4 STORM DRAIN SYSTEM DETAILS
- C-11.0 FIRE PROTECTION PLAN PHASE III

* NOT INCLUDED IN THIS SUBMISSION SET

UTILITIES

WATER
ATTN: GLISSEN HAVU
PORTLAND WATER DISTRICT
225 DOUGLAS STREET
P.O. BOX 3533
PORTLAND, MAINE 04104
207.761.8310

SEWER
ATTN: DAVID-MARGOLIS-PINEO, P.E.
CITY OF PORTLAND
PUBLIC SERVICES ENGINEERING
DEPT.
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8840

POWER
ATTN: PAUL DUPERRE
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.828.2882

TELEPHONE
ATTN: SUE SERRETTE
FAIRPOINT COMMUNICATIONS
ONE DAVIS FARM ROAD
PORTLAND, MAINE 04103
207.797.1842

CABLE
ATTN: ANDREW TROTTER
TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
877.546.0962

NATURAL GAS
ATTN: KELLY FOWLER
UNITIL / FORMERLY NORTHERN
UTILITIES
1075 FOREST AVENUE
PORTLAND, ME 04103
207.541.2505

CALL BEFORE YOU DIG:
1.888.DIGSAFE (1.888.344.7233)
DIG SAFE MAINE

PERMITS / APPROVALS

LOCAL

SITE PLAN, SHORELAND
ZONING AND SUBDIVISION
REVIEW
CONDITIONAL USE PERMIT

BUILDING AND DEMOLITION
PERMITS

STREET OPENING PERMIT

PORTLAND HARBOR
COMMISSIONER REVIEW

STATE

SITE LOCATION OF
DEVELOPMENT

NATURAL RESOURCES
PROTECTION ACT (NRPA) /
MAINE CONSTRUCTION
GENERAL PERMIT

SUBMERGED LANDS LEASE

TRAFFIC MOVEMENT PERMIT

FEDERAL

U.S. ARMY CORPS OF
ENGINEERS
SECTION 404 PERMIT

GOVERNING BODY

CITY OF PORTLAND PLANNING AUTHORITY
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8725
CONTACT: RICK KNOWLAND

CITY OF PORTLAND CODE ENFORCEMENT OFFICE
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8703

CITY OF PORTLAND PUBLIC SERVICES DIVISION
55 PORTLAND STREET
PORTLAND, MAINE 04101
207.874.8801

BOARD OF HARBOR COMMISSIONER
2 PORTLAND FISH PIER (SUITE 105)
MARINE TRADE CENTER
PORTLAND, MAINE 04101
207.772.8121
CONTACT: JEFF C. LICK

GOVERNING BODY

CITY OF PORTLAND PLANNING AUTHORITY
DELEGATED REVIEW AUTHORITY
CITY HALL, 389 CONGRESS STREET 207.874.8722
CONTACT: RICK KNOWLAND

MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
312 CANCO ROAD
PORTLAND, MAINE 04103
207.822.6300
CONTACT: MARYBETH RICHARDSON

DEPARTMENT OF CONSERVATION
BUREAU OF PARKS AND LANDS
22 STATE HOUSE STATION
AUGUSTA, MAINE 04333
CONTACT: CAROL DIBELLO

CITY OF PORTLAND (DELEGATED AUTHORITY)
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8703

GOVERNING BODY

U.S. ARMY CORPS OF ENGINEERS
RR2 BOX 1855
MANCHESTER, MAINE 04351
207.623.8367
CONTACT: JAY CLEMENT

STATUS

PRELIMINARY PLAN SUBMISSION 08.21.12
FINAL PLAN APPROVED 12.18.12
AMENDED SITE PLAN SUBMISSION 08.27.13
AMENDED SITE PLAN APPLICATION FOR PHASE 1B 10.22.13
AMENDED SITE PLAN APPLICATION FILED 06.27.14 (APPROVED 08.12.14)
PRELIMINARY PHASE III AMENDED SITE PLAN APPLICATION FILED 06.15.15
FINAL PHASE III AMENDED SITE PLAN APPLICATION FILED 09.04.15

TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR

TO BE FILED PRIOR TO CONSTRUCTION
BY CONTRACTOR

APPROVED 01.10.13
AMENDED APPLICATION AND HCR PENDING AS OF 08.24.15

STATUS

FILED UNDER CITY OF PORTLAND DELEGATED
REVIEW

FILED NOVEMBER 2012
APPROVED
PERMIT ORDER #L-25823-4E-A-N
AMENDED APPLICATION MeDEP PENDING AS OF 08.24.15

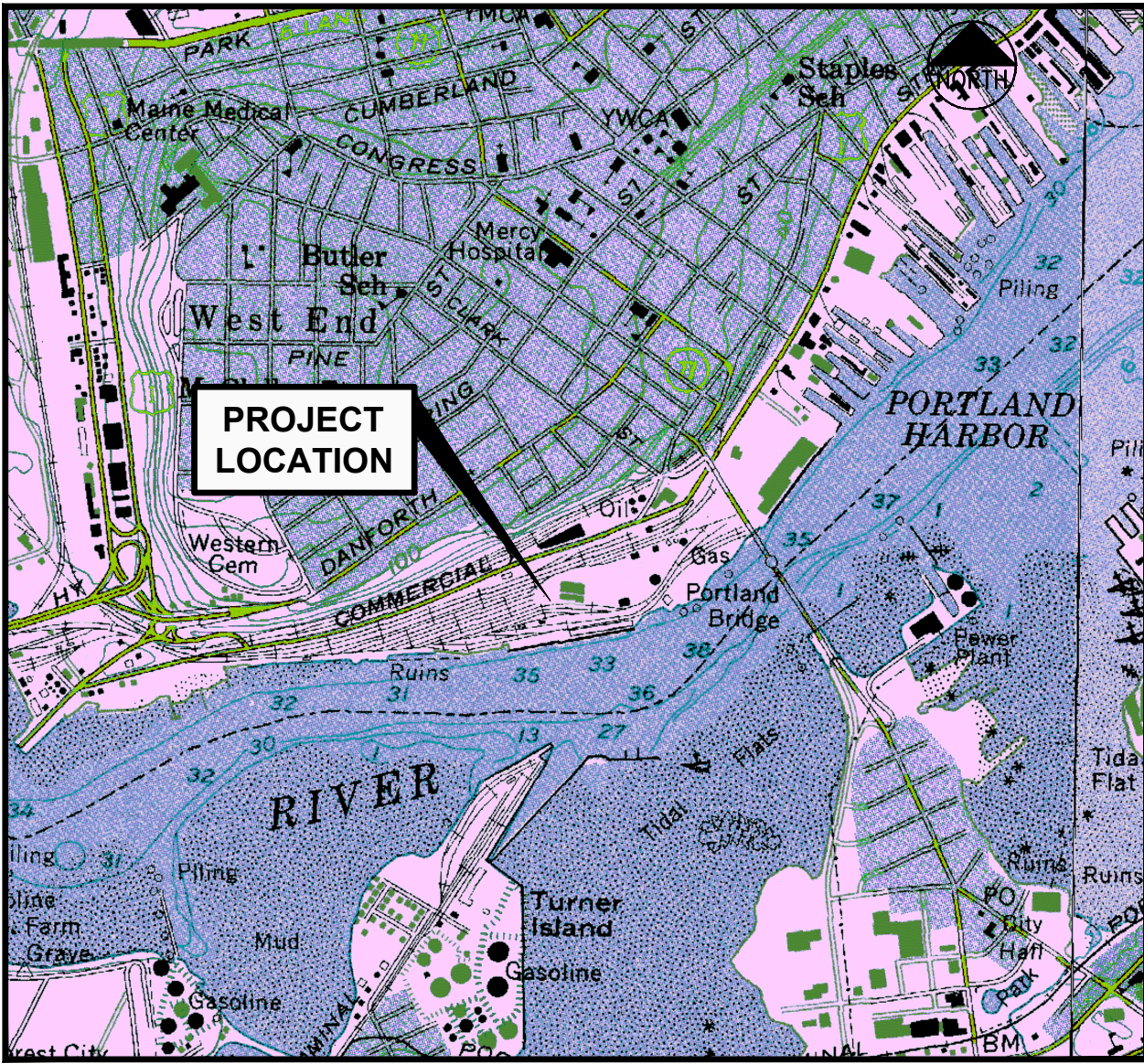
FILED NOVEMBER 2012
APPROVED 03.01.13 FOR ORIGINAL PHASE/III SHOREFRONT ACTIVITIES
PHASE III APPLICATION SUBMISSION PENDING AS OF 08.24.15

SCOPING MEETING REQUEST SUBMITTED ON 08.24.15

STATUS

FILED NOVEMBER 2012
APPROVED
PERMIT ORDER #NAE-2012-02469 FOR ORIGINAL PHASE/III SHOREFRONT
ACTIVITIES
PHASE III APPLICATION SUBMISSION PENDING AS OF 08.24.15

Plan 1



LOCATION MAP
N.T.S.

CONSULTANT LIST

CIVIL ENGINEER:
Fay, Spofford & Thorndike
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207.775.1121
ATTN: STEPHEN BUSHEY, P.E.
www.fsstinc.com

LANDSCAPE ARCHITECT:
Mohr and Seredin
18 PLEASANT STREET
PORTLAND, ME 04101
207.871.0003
ATTN: STEPHEN MOHR, R.L.S.
www.mohrseredin.com

TRAFFIC ENGINEER:
**Gorrill-Palmer Consulting
Engineers, Inc**
P.O. BOX 1237
GRAY, ME 04039
207.657.6910
ATTN: RANDY DUNTON, P.E.
www.gorrillpalmer.com

SURVEYOR:
Owen Haskell, Inc
390 U.S. ROUTE 1, UNIT 10
FALMOUTH, ME 04105
207.774.0424
ATTN: JOHN SWAN, P.L.S.
www.owenhaskell.com

GEOTECHNICAL:
S.W. Cole Engineering, Inc
286 PORTLAND ROAD
GRAY, ME 04039
207.657.2866
ATTN: TIM BOYCE, P.E.
www.swcole.com

ENVIRONMENTAL:
Credere Associates, LLC
776 MAIN STREET
WESTBROOK, ME 04092
207.828.1272
ATTN: RIP PATTEN
www.credereilc.com

STRUCTURAL:
Gagnon Engineering, Inc.
10 SOLOMON DRIVE
GORHAM, ME 04038
207.839.8085
ATTN: ROGER GAGNON, P.E.

ATTORNEY:
Murray, Plumb & Murray
P.O. BOX 9785
PORTLAND, ME 04104
207.773.5651
ATTN: MICHAEL TRAISTER
www.mplmlaw.com

ELECTRICAL DESIGN:
Bartlett Design
942 WASHINGTON STREET
BATH, ME 04530
207.443.5447
ATTN: LARRY BARTLETT

ARCHITECT:
ARCHETYPE PA
48 UNION WHARF
PORTLAND, ME 04101
207.772.6022
ATTN: DAVID LLOYD/JOHN CHARRETTE

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE
PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY
REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE
OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS
ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR
SHALL REVIEW ALL PERMITS AND THE CONDITIONS
ATTENDANT WITH APPROVALS PRIOR TO THE START OF
THE WORK. UNLESS OTHERWISE STIPULATED BY THE
CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED
TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

REV	DATE	DESCRIPTION	REVISIONS
3	11.10.15	REVISED FINAL PLAN SUBMISSION	
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND	
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND	



P.E. STEPHEN BUSHEY
LIC. # 7429

PROJECT	CANAL LANDING AMENDED SITE PLAN PHASE III
SHEET TITLE	COVER SHEET
CLIENT	CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101

FST FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS	
DRAWN: PBF	DATE: APRIL 2015
DESIGNED: SRB	SCALE: AS NOTED
CHECKED: SRB	JOB NO. 3091.04
FILE NAME: 3091.04.COV	
SHEET	C-1.0

GENERAL NOTES

- IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL OR MOST CURRENT MDOT SPECIFICATIONS FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
- THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, THE U.S DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
- THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
- ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.
- MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
- ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES INCLUDING NGL-NE SITE AND MDOT MAINTENANCE BUILDING AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO SITE ACCESS CONDITIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR PERFORMANCE OF WORK IN ACCORDANCE WITH ALL AREMA SAFETY STANDARDS AND SHALL COOPERATE FULLY WITH REPRESENTATIVES OF PAN AM RAILWAYS, MDOT, AND UNITIL AS MAY BE REQUIRED.

PERMITTING NOTES

- THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF A MAINE DEP NATURAL RESOURCES PROTECTION ACT PERMIT AS AMENDED FOR ACTIVITIES WITHIN 75' OF THE RIVER, WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS.
- THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE AMENDED SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.
- THE PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE PORTLAND HARBOR COMMISSION APPROVAL AS AMENDED WHICH WILL BE MADE PART OF THE CONTRACT BID DOCUMENTS.
- THE CONTRACTOR SHALL REVIEW THE ABOVE-REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.
- THE PROJECT CONSTRUCTION IS SUBJECT TO ALL REQUIREMENTS OF THE VOLUNTARY RESPONSE ACTION PLAN AS PREPARED BY AMEC ON BEHALF OF UNITIL FOR THE NORTHERN UTILITIES PROPERTIES. CREDERE ASSOCIATES IS RESPONSIBLE FOR ENVIRONMENTAL CONSULTATION FOR NEW YARD, LLC AND WILL BE PREPARING ENVIRONMENTAL REPORTS RELATED TO THE PAN AM PROPERTIES FOLLOWING THE PROPERTY TRANSFER AND APPROVED BY THE MAINE DEP. SEE SEPARATE DOCUMENTS PREPARED BY CREDERE ASSOCIATES WHICH ARE TO BE CONSIDERED PART OF THE CONTRACT DOCUMENTS.

SITE LAYOUT NOTES

- BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
- ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
- EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE HEAVY DUTY PAVEMENT.
- ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

GRADING & DRAINAGE NOTES:

- ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
- AN "AS-BUILT" CERTIFICATION PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.
- A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.
- SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.
- SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
- COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS	95%
AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	
*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.	
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.	
9. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.	
10. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.	
11. NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.	

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW. APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

PENDING SITE PLAN CONDITIONS OF APPROVAL

STANDARD CONDITIONS OF APPROVAL

- DEVELOP SITE ACCORDING TO PLAN: THE SITE SHALL BE DEVELOPED AND MAINTAINED AS DEPICTED ON THE SITE PLAN AND IN THE WRITTEN SUBMISSION OF THE APPLICANT. MODIFICATION OF ANY APPROVED SITE PLAN OR ALTERATION OF A PARCEL WHICH WAS THE SUBJECT OF SITE PLAN APPROVAL AFTER MAY 20, 1974, SHALL REQUIRE THE PRIOR APPROVAL OF A REVISED SITE PLAN BY THE PLANNING BOARD OR PLANNING AUTHORITY PURSUANT TO THE TERMS OF CHAPTER 14, LAND USE, OF THE PORTLAND CITY CODE.
- SEPARATE BUILDING PERMITS ARE REQUIRED: THIS APPROVAL DOES NOT CONSTITUTE APPROVAL OF BUILDING PLANS, WHICH MUST BE REVIEWED AND APPROVED BY THE CITY OF PORTLAND'S INSPECTION DIVISION.
- SITE PLAN EXPIRATION: THE SITE PLAN APPROVAL WILL BE DEEMED TO HAVE EXPIRED UNLESS WORK HAS COMMENCED WITHIN ONE (1) YEAR OF THE APPROVAL OR WITHIN A TIME PERIOD UP TO THREE (3) YEARS FROM THE APPROVAL DATE AS AGREED UPON IN WRITING BY THE CITY AND THE APPLICANT. REQUESTS TO EXTEND

APPROVALS MUST BE RECEIVED BEFORE THE ONE (1) YEAR EXPIRATION DATE.

- PERFORMANCE GUARANTEE AND INSPECTION FEES: A PERFORMANCE GUARANTEE COVERING THE SITE IMPROVEMENTS, INSPECTION FEE PAYMENT OF 2.0% OF THE GUARANTEE AMOUNT AND SEVEN (7) FINAL SETS OF PLANS MUST BE SUBMITTED TO AND APPROVED BY THE PLANNING DIVISION AND PUBLIC SERVICES DEPARTMENT PRIOR TO THE RELEASE OF A BUILDING PERMIT, STREET OPENING PERMIT OR CERTIFICATE OF OCCUPANCY FOR SITE PLANS. IF YOU NEED TO MAKE ANY MODIFICATIONS TO THE APPROVED PLANS, YOU MUST SUBMIT A REVISED SITE PLAN APPLICATION FOR STAFF REVIEW AND APPROVAL.
- DEFECT GUARANTEE: A DEFECT GUARANTEE, CONSISTING OF 10% OF THE PERFORMANCE GUARANTEE, MUST BE POSTED BEFORE THE PERFORMANCE GUARANTEE WILL BE RELEASED.
- PRECONSTRUCTION MEETING: PRIOR TO THE RELEASE OF A BUILDING PERMIT OR SITE CONSTRUCTION, A PRE-CONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE. THIS MEETING WILL BE HELD WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC SERVICE'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE DEVELOPMENT REVIEW COORDINATOR WILL CONFIRM THAT THE CONTRACTOR IS WORKING FROM THE APPROVED SITE PLAN. THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRE-CONSTRUCTION MEETING (IF APPLICABLE).
- DEPARTMENT OF PUBLIC SERVICES PERMITS: IF WORK WILL OCCUR WITHIN THE PUBLIC RIGHT-OF-WAY SUCH AS UTILITIES, CURB, SIDEWALK AND DRIVEWAY CONSTRUCTION, A STREET OPENING PERMIT(S) IS REQUIRED FOR YOUR SITE. PLEASE CONTACT CAROL MERRITT AT 874-8300, EXT. 8828. (ONLY EXCAVATORS LICENSED BY THE CITY OF PORTLAND ARE ELIGIBLE.)
- AS-BUILT FINAL PLANS: FINAL SETS OF AS-BUILT PLANS SHALL BE SUBMITTED DIGITALLY TO THE PLANNING DIVISION, ON A CD OR DVD, IN AUTOCAD FORMAT (*.DWG), RELEASE AUTOCAD 2005 OR GREATER.
- STORMWATER MANAGEMENT: THAT THE DEVELOPER/ CONTRACTOR/ SUBCONTRACTOR MUST COMPLY WITH CONDITIONS OF THE CONSTRUCTION STORMWATER MANAGEMENT PLAN AND SEDIMENT & EROSION CONTROL PLAN BASED ON CITY STANDARDS AND STATE GUIDELINES; THAT THE OWNER/OPERATOR OF THE APPROVED STORMWATER MANAGEMENT SYSTEM AND ALL ASSIGNS SHALL COMPLY WITH THE CONDITIONS OF CHAPTER 32 STORMWATER INCLUDING ARTICLE III, POST-CONSTRUCTION STORMWATER MANAGEMENT, WHICH SPECIFIES THE ANNUAL INSPECTIONS AND REPORTING REQUIREMENTS; AND THAT A MAINTENANCE AGREEMENT FOR THE STORMWATER DRAINAGE SYSTEM, AS ATTACHED, OR IN SUBSTANTIALLY THE SAME FORM WITH ANY CHANGES TO BE APPROVED BY CORPORATION COUNSEL, SHALL BE SUBMITTED AND SIGNED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY WITH A COPY TO THE DEPARTMENT OF PUBLIC SERVICES.

PENDING WAIVERS (SUBJECT TO AMENDED SITE PLAN REVIEW)

UTILITY NOTES

- ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
- ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION. CONNECTIONS TO THE 42" SAN. SEWER AND 24" CSO LINE SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF PORTLAND PUBLIC SERVICES DIVISION RECOMMENDATIONS AND REGULATIONS.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, CONDUIT AND BACKFILLING ASSOCIATED WITH UNDERGROUND POWER, COMMUNICATIONS AND CABLE.
- COORDINATE ALL OTHER UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT, AT NO EXTRA EXPENSE TO THE OWNER.
- THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
- UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO CENTRAL MAINE POWER STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT. THE EXISTING 115KV TRANSMISSION LINE SHALL BE MARKED/LAGGED AND PROTECTED DURING CONSTRUCTION. WORK ADJACENT TO THE LINE SHALL BE MONITORED BY CENTRAL MAINE POWER.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
- ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
- A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
- THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.
- REMOVAL AND RELOCATION OF THE EXISTING GAS RELATED FACILITIES SHALL BE COORDINATED WITH UNITIL AND THEIR ASSIGNS. CONTRACTOR TO COORDINATE WITH UNITIL'S CONTRACTOR FOR RELOCATION OF THE 8" GAS LINE AND INSTALLATION OF VAULT (SEE UTILITY PLAN FOR LOCATION).

EROSION CONTROL NOTES:

- PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
- ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.
- PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.
- ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
- SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
- THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.
- SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.
- LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUEED AREAS ON THE SITE DURING CONSTRUCTION.
- THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
- A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
- PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.
- INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.
- INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 4:1. TURF REINFORCEMENT (NORTH AMERICAN GREEN OR EQUAL) SHALL BE USED ON SLOPES STEEPER THAN 3:1 IF NOT CALLED OUT FOR RIPRAP STABILIZATION.
- THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003".

ZONING INFORMATION

ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)

PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD

CONDITIONAL USE PERMIT: MARINE RETAIL

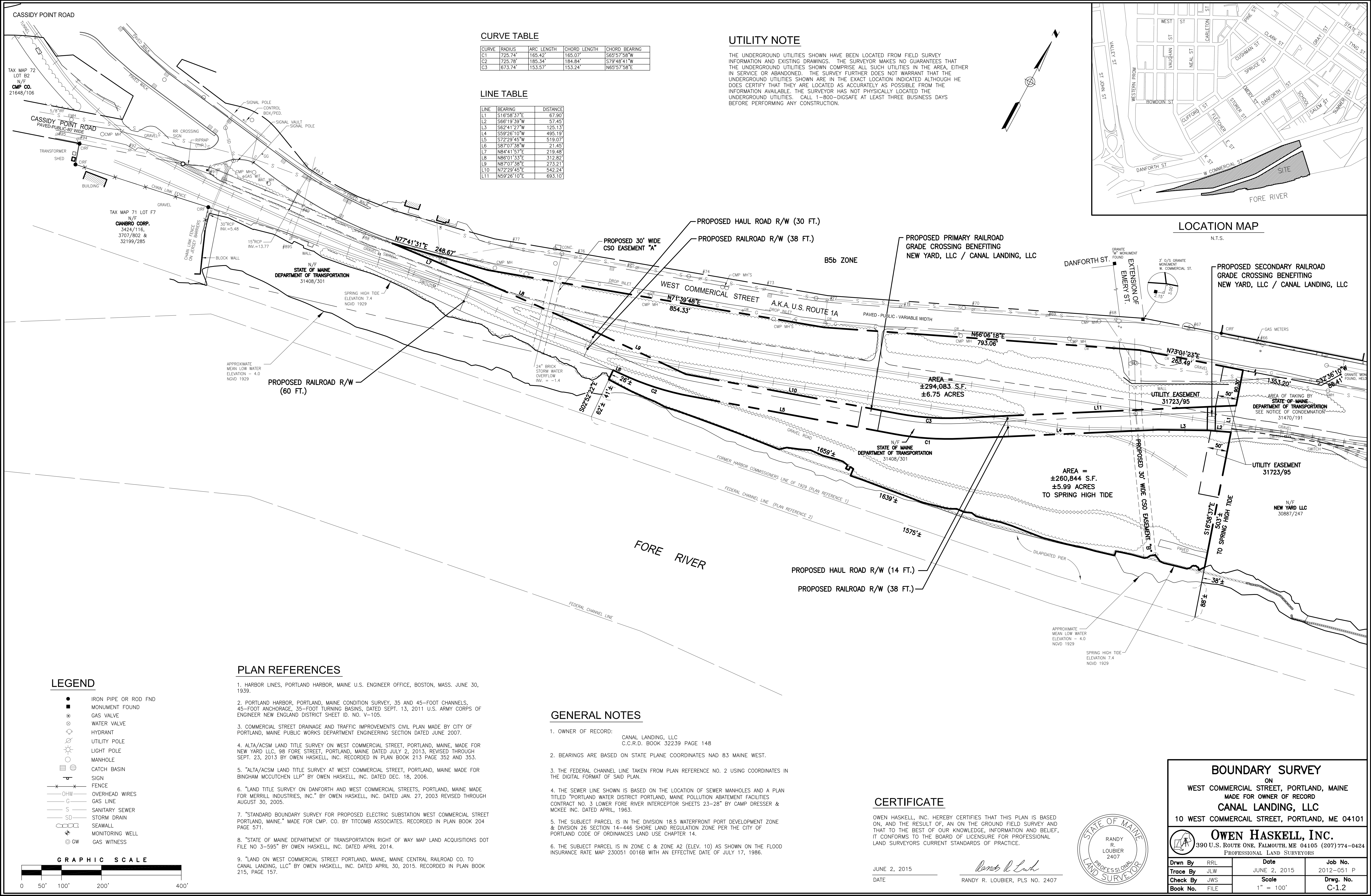
	REQUIRED	PROVIDED
MINIMUM LOT SIZE	NONE	17.77 AC
MINIMUM LOT FRONTAGE	NONE	<1,910 FT
MINIMUM YARD DIMENSIONS		
FRONT	NONE	FT
SIDE	NONE	FT
REAR	NONE	N/A
SETBACK FROM PIER LINE	5 FT	FT
MAXIMUM LOT COVERAGE	100%	<20 %
MAXIMUM BUILDING HEIGHT	45 FT AND 65 FT ABOVE MEAN SEA LEVEL	<45 FT AND <65 FT ABOVE MSL

EXISTING

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- COMMUNICATION MANHOLE
- DRAINAGE MANHOLE
- ELECTRIC MANHOLE
- SEWER MANHOLE
- CATCH BASIN
- SIGN
- FENCE
- EDGE OF PAVEMENT
- CURB
- OHW OVERHEAD WIRES
- UGE UNDERGROUND ELECTRIC
- T TELEPHONE
- W WATER LINE
- G GAS LINE
- SS SANITARY SEWER
- SD STORM DRAIN
- 50 1' CONTOUR
- MONITORING WELL
- ELEVATIONS DERIVED FROM SOUNDING ON PLAN REF. 7
- ELEVATIONS DERIVED FROM
- TREE
- BUILDING
- RAIL TRACKS
- RIPRAP

PROPOSED

- BARRIER FREE SYMBOL
- SIGN
- SIGN LABEL
- GUIDERAIL - METAL
- GUIDERAIL - TIMBER
- FENCE - CHAINLINK
- FENCE - WOOD
- BUILDING / BUILDING ACCESS
- RETAINING WALL
- PEDESTRIAN CROSSWALK
- BOLLARD
- VERTICAL GRANITE CURB
- SLOPED GRANITE CURB
- CATCH BASIN
- CONTOUR LABEL
- DMH DRAIN MANHOLE
- RIPRAP INLET APRON
- RIPRAP OUTLET APRON
- SLOPE DESIGNATION
- SPOT GRADE
- SPOT GRADE AT CURB (TC = TOP / BC = BOTTOM)
- WATER MARK
- UNDERDRAIN
- STORM DRAIN
- TREE LINE OR LIMIT OF CLEARING
- CURB STOP
- HYDRANT
- LIGHT POLE WITH FIXTURE(S)
- JERSEY BARRIER
- SANITARY SEWER MANHOLE
- TEST PIT
- TRANSFORMER PAD
- UTILITY POLE
- VALVE
- SANITARY SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- RAIL TRACKS
- STONE BASE AT RAILROAD CROSSING
- TIMBERS AT RAILROAD CROSSING
- CONCRETE
- BOATYARD SURFACE



CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	725.74'	165.42'	165.07'	S65°57'58" W
C2	725.78'	185.34'	184.84'	S79°48'41" W
C3	673.74'	153.57'	153.24'	N65°57'58" E

LINE TABLE

LINE	BEARING	DISTANCE
L1	S16°58'37" E	67.90'
L2	S66°19'39" W	57.45'
L3	S62°41'27" W	125.13'
L4	S59°26'10" W	446.19'
L5	S72°29'45" W	519.07'
L6	S87°07'38" W	21.45'
L7	N84°41'57" E	219.48'
L8	N86°01'33" E	312.82'
L9	N87°07'38" E	273.52'
L10	N72°29'45" E	542.24'
L11	N59°26'10" E	693.10'

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.

LOCATION MAP

N.T.S.

PROPOSED SECONDARY RAILROAD
GRADE CROSSING BENEFITING
NEW YARD, LLC / CANAL LANDING, LLC

AREA OF TAKING BY
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SEE NOTICE OF CONDEMNATION
31470/191

UTILITY EASEMENT
31723/95

N/F
NEW YARD, LLC
30887/247

PLAN REFERENCES

- HARBOR LINES, PORTLAND HARBOR, MAINE U.S. ENGINEER OFFICE, BOSTON, MASS. JUNE 30, 1939.
- PORTLAND HARBOR, PORTLAND, MAINE CONDITION SURVEY, 35 AND 45-FOOT CHANNELS, 45-FOOT ANCHORAGE, 35-FOOT TURNING BASINS, DATED SEPT. 13, 2011 U.S. ARMY CORPS OF ENGINEER NEW ENGLAND DISTRICT SHEET ID. NO. V-105.
- COMMERCIAL STREET DRAINAGE AND TRAFFIC IMPROVEMENTS CIVIL PLAN MADE BY CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 2007.
- ALTA/ACSM LAND TITLE SURVEY ON WEST COMMERCIAL STREET, PORTLAND, MAINE, MADE FOR NEW YARD LLC, 98 FORE STREET, PORTLAND, MAINE DATED JULY 2, 2013, REVISED THROUGH SEPT. 23, 2013 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 213 PAGE 352 AND 353.
- "ALTA/ACSM LAND TITLE SURVEY AT WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BINGHAM MCCUTCHELL LLP" BY OWEN HASKELL, INC. DATED DEC. 18, 2006.
- "LAND TITLE SURVEY ON DANFORTH AND WEST COMMERCIAL STREETS, PORTLAND, MAINE MADE FOR MERRILL INDUSTRIES, INC." BY OWEN HASKELL, INC. DATED JAN. 27, 2003 REVISED THROUGH AUGUST 30, 2005.
- "STANDARD BOUNDARY SURVEY FOR PROPOSED ELECTRIC SUBSTATION WEST COMMERCIAL STREET PORTLAND, MAINE." MADE FOR CMP. CO. BY TITCOMB ASSOCIATES. RECORDED IN PLAN BOOK 204 PAGE 571.
- "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP LAND ACQUISITIONS DOT FILE NO 3-595" BY OWEN HASKELL, INC. DATED APRIL 2014.
- "LAND ON WEST COMMERCIAL STREET PORTLAND, MAINE, MAINE CENTRAL RAILROAD CO. TO CANAL LANDING, LLC" BY OWEN HASKELL, INC. DATED APRIL 30, 2015. RECORDED IN PLAN BOOK 215, PAGE 157.

GENERAL NOTES

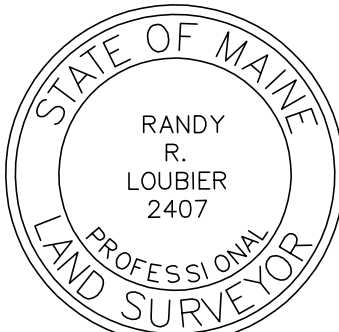
- OWNER OF RECORD:
CANAL LANDING, LLC
C.C.R.D. BOOK 32239 PAGE 148
- BEARINGS ARE BASED ON STATE PLANE COORDINATES NAD 83 MAINE WEST.
- THE FEDERAL CHANNEL LINE TAKEN FROM PLAN REFERENCE NO. 2 USING COORDINATES IN THE DIGITAL FORMAT OF SAID PLAN.
- THE SEWER LINE SHOWN IS BASED ON THE LOCATION OF SEWER MANHOLES AND A PLAN TITLED "PORTLAND WATER DISTRICT PORTLAND, MAINE POLLUTION ABATEMENT FACILITIES CONTRACT NO. 3 LOWER FORE RIVER INTERCEPTOR SHEETS 23-28" BY CAMP DRESSER & MCKEE INC. DATED APRIL, 1963.
- THE SUBJECT PARCEL IS IN THE DIVISION 18.5 WATERFRONT PORT DEVELOPMENT ZONE & DIVISION 26 SECTION 14-446 SHORE LAND REGULATION ZONE PER THE CITY OF PORTLAND CODE OF ORDINANCES LAND USE CHAPTER 14.
- THE SUBJECT PARCEL IS IN ZONE C & ZONE A2 (ELEV. 10) AS SHOWN ON THE FLOOD INSURANCE RATE MAP 230051 0016B WITH AN EFFECTIVE DATE OF JULY 17, 1986.

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.

JUNE 2, 2015
DATE

Randy R. Loubier
RANDY R. LOUBIER, PLS No. 2407



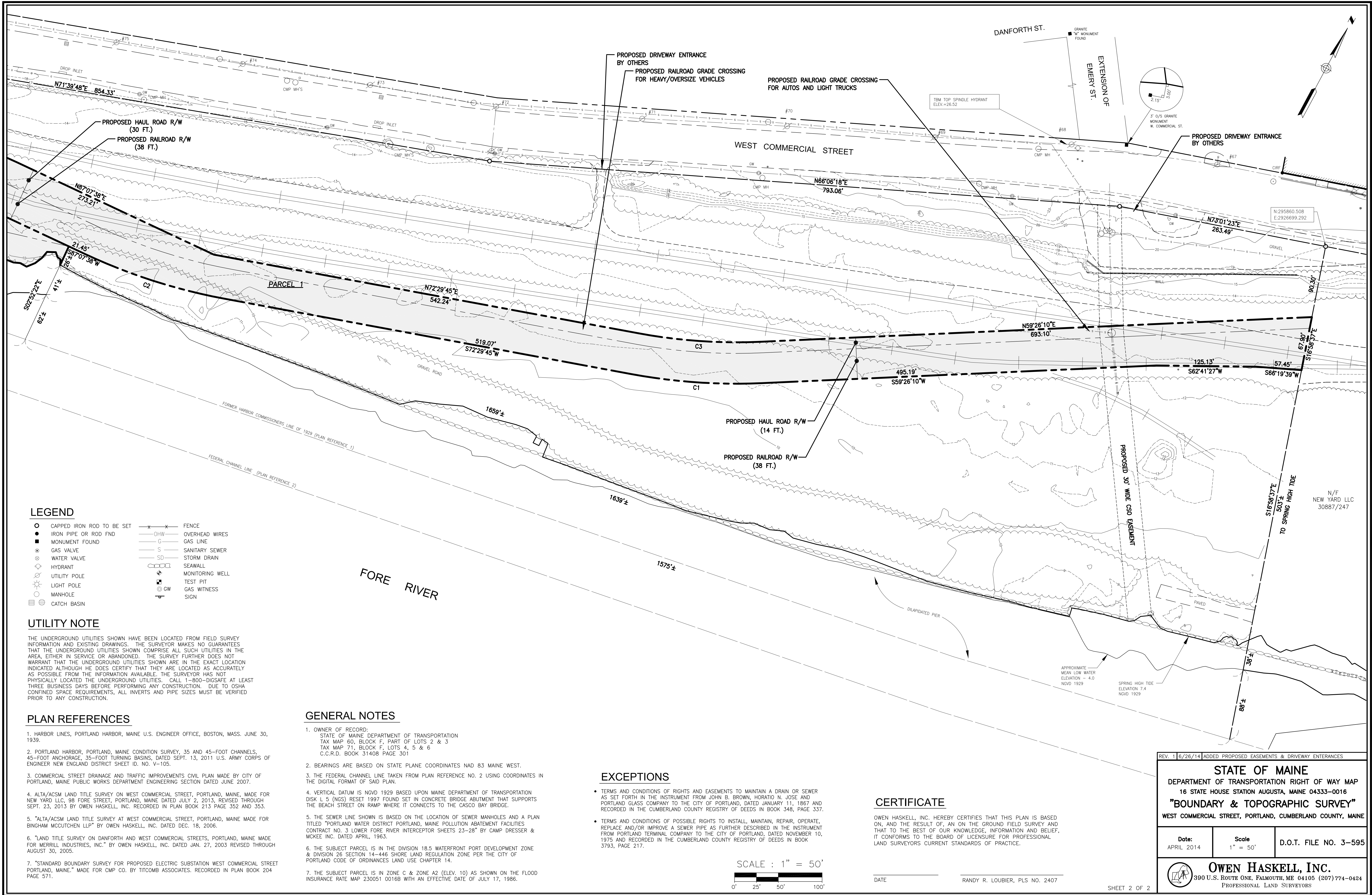
BOUNDARY SURVEY

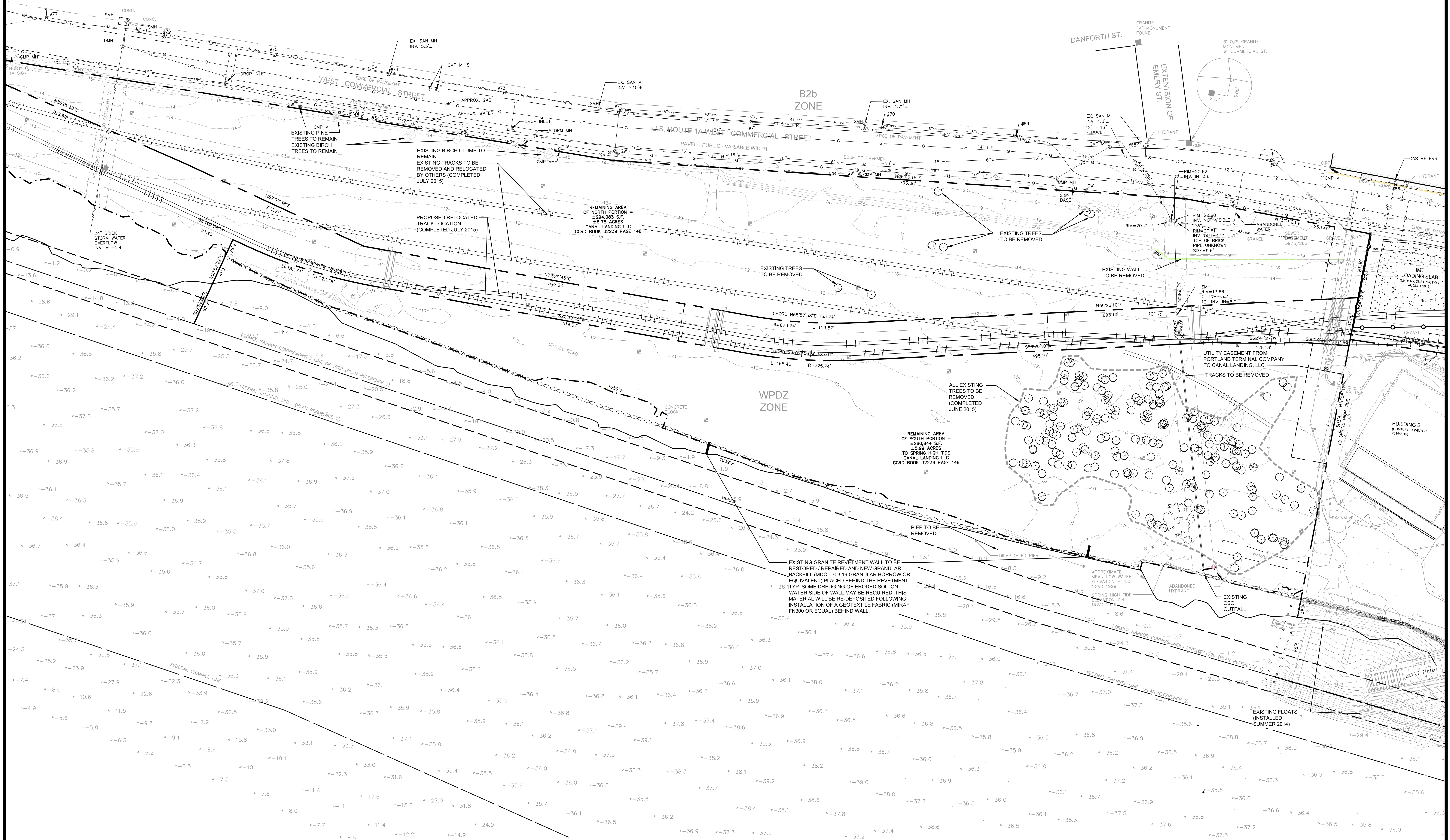
ON
WEST COMMERCIAL STREET, PORTLAND, MAINE
MADE FOR OWNER OF RECORD
CANAL LANDING, LLC
10 WEST COMMERCIAL STREET, PORTLAND, ME 04101



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

Drwn By	RRL	Date	JUNE 2, 2015	Job No.	2012-051 P
Trace By	JLW	Scale	1" = 100'	Drwg. No.	C-12
Check By	JWS				
Book No.	FILE				





- PLAN REFERENCES**
1. "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
 2. PLAN TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL INC. DATED APRIL 4, 2014.
 3. PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
 4. PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

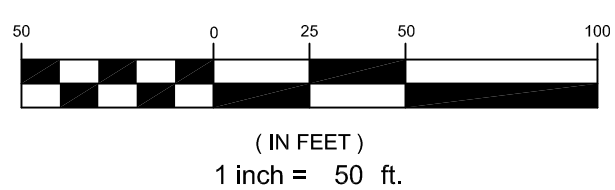
NOTE

THE APPLICANT IS REQUESTING AFTER - THE FACT APPROVAL FOR CLEARING, GROUND STABILIZATION, INITIAL WALL REPAIRS AND SITE USE FOR PARKING AND STORAGE OF BOATS, TRAILERS, EMPLOYEE VEHICLES (NO OVERNIGHT) AND RELATED MATERIALS ANCILLARY TO NEW YARDS BUSINESS OPERATIONS IN ADVANCE OF THE AMENDED PHASE III APPROVAL IN ACCORDANCE WITH SECTION 14-532 (a)(2) AND (a)(3) OF THE CODE

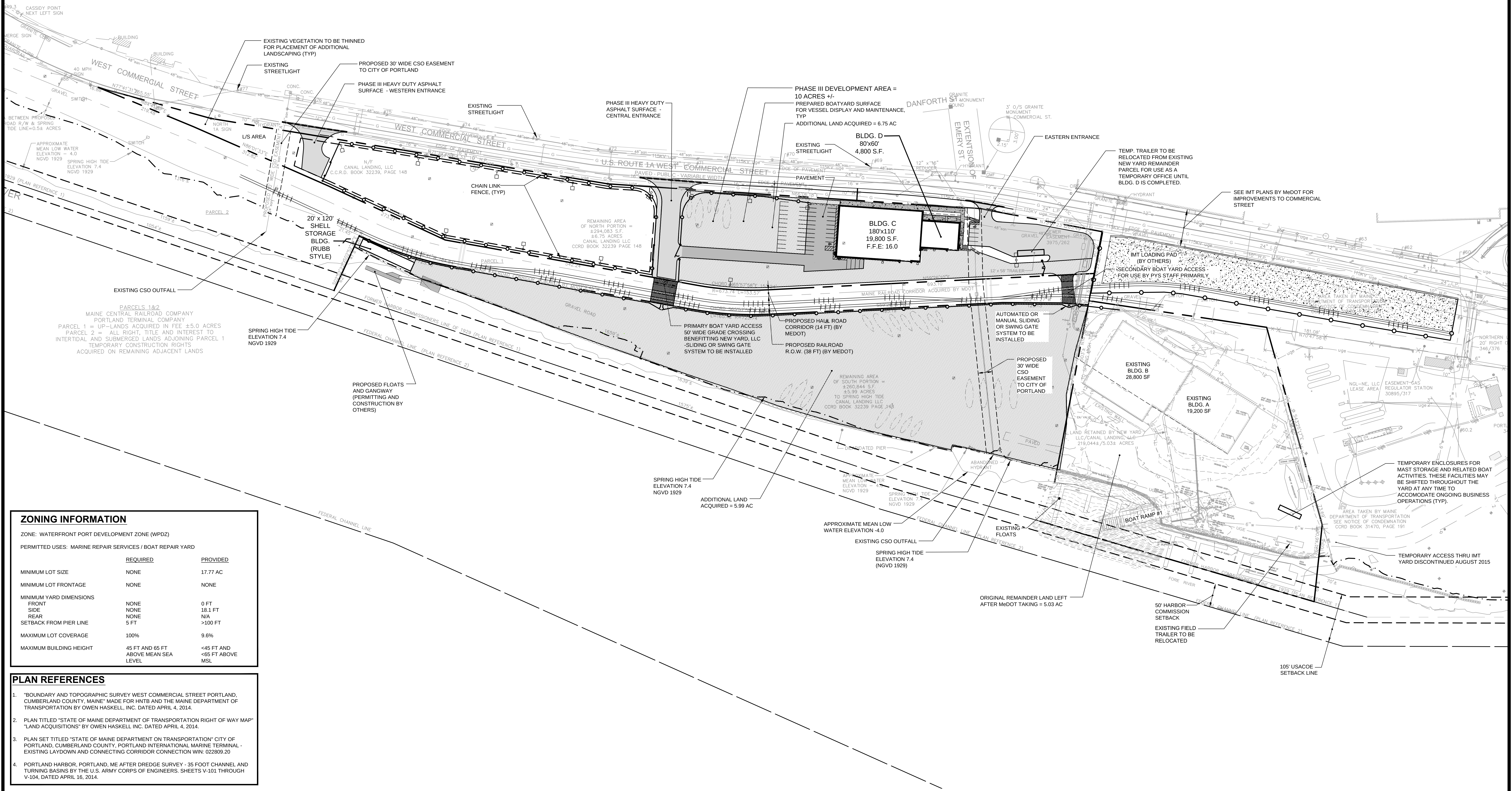
REV	DATE	DESCRIPTION	REVISIONS
3	11.10.15	REVISED FINAL PLAN SUBMISSION	
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND	
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND	
P.E. STEPHEN BUSHEY LIC. # 7429			

PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III	
SHEET TITLE EXISTING CONDITIONS PLAN	
CLIENT CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101	

DRAWN: PBF DESIGNED: SRB CHECKED: SRB SHEET		DATE: APRIL 2015 SCALE: 1" = 50' JOB NO. 3091.04 EXISTING CONDITIONS C-1.3	
FST FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106			



		FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106	
DRAWN: PBF	DATE: APRIL 2015		
DESIGNED: SRB	SCALE: 1" = 50'		
CHECKED: SRB	JOB NO. 3091.04		
FILE NAME: 3091.04-SITE LAYOUT			
SHEET		C-2.1	



ZONING INFORMATION

ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)

PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD

	REQUIRED	PROVIDED
MINIMUM LOT SIZE	NONE	17.77 AC
MINIMUM LOT FRONTAGE	NONE	NONE
MINIMUM YARD DIMENSIONS		
FRONT	NONE	0 FT
SIDE	NONE	18.1 FT
REAR	NONE	N/A
SETBACK FROM PIER LINE	5 FT	>100 FT
MAXIMUM LOT COVERAGE	100%	9.6%
MAXIMUM BUILDING HEIGHT	45 FT AND 65 FT ABOVE MEAN SEA LEVEL	<45 FT AND <65 FT ABOVE MSL

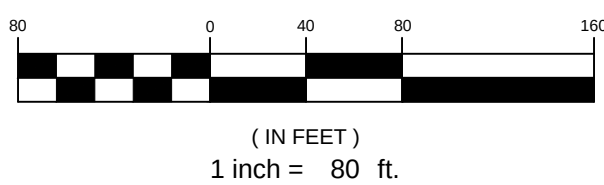
PLAN REFERENCES

- "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
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- PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

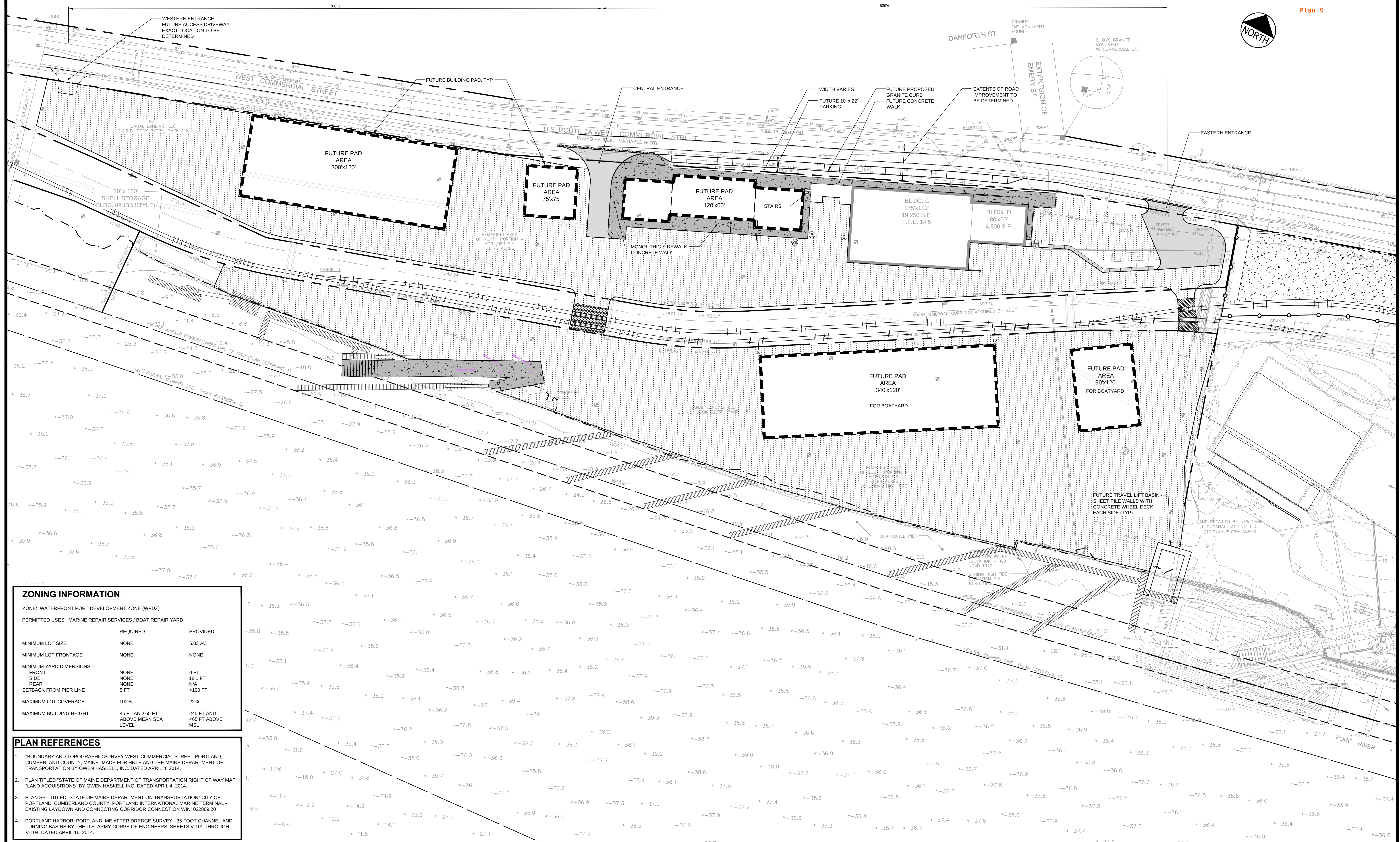
STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.

LEGEND

	EXISTING BUILDING
	PROPOSED BUILDING (PHASE III)
	PREPARED PAVEMENT SURFACE FOR VESSEL STORAGE AND MAINTENANCE



			PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III		 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
			SHEET TITLE AMENDED PHASE III OVERALL PROJECT PLAN		
			CLIENT CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101		
REV	DATE		DESCRIPTION		
3	11.10.15		REVISED FINAL PLAN SUBMISSION		
2	09.04.15		FINAL PLAN SUBMISSION TO CITY OF PORTLAND		
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND		DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 3091.04-SITE LAYOUT	
		P.E. STEPHEN BUSHEY LIC. # 7429			SHEET C-2.2

**ZONING INFORMATION**

ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)

PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD

	REQUIRED	PROVIDED
MINIMUM LOT SIZE	NONE	5.03 AC
MINIMUM LOT FRONTAGE	NONE	NONE
MINIMUM YARD DIMENSIONS		
FRONT	NONE	0 FT
SIDE	NONE	18.1 FT
REAR	NONE	N/A
SETBACK FROM PIER LINE	5 FT	>100 FT
MAXIMUM LOT COVERAGE	100%	22%
MAXIMUM BUILDING HEIGHT	45 FT AND 65 FT ABOVE MEAN SEA LEVEL	<45 FT AND <65 FT ABOVE MSL

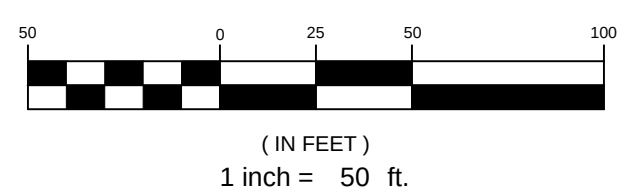
PLAN REFERENCES

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- PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
- PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

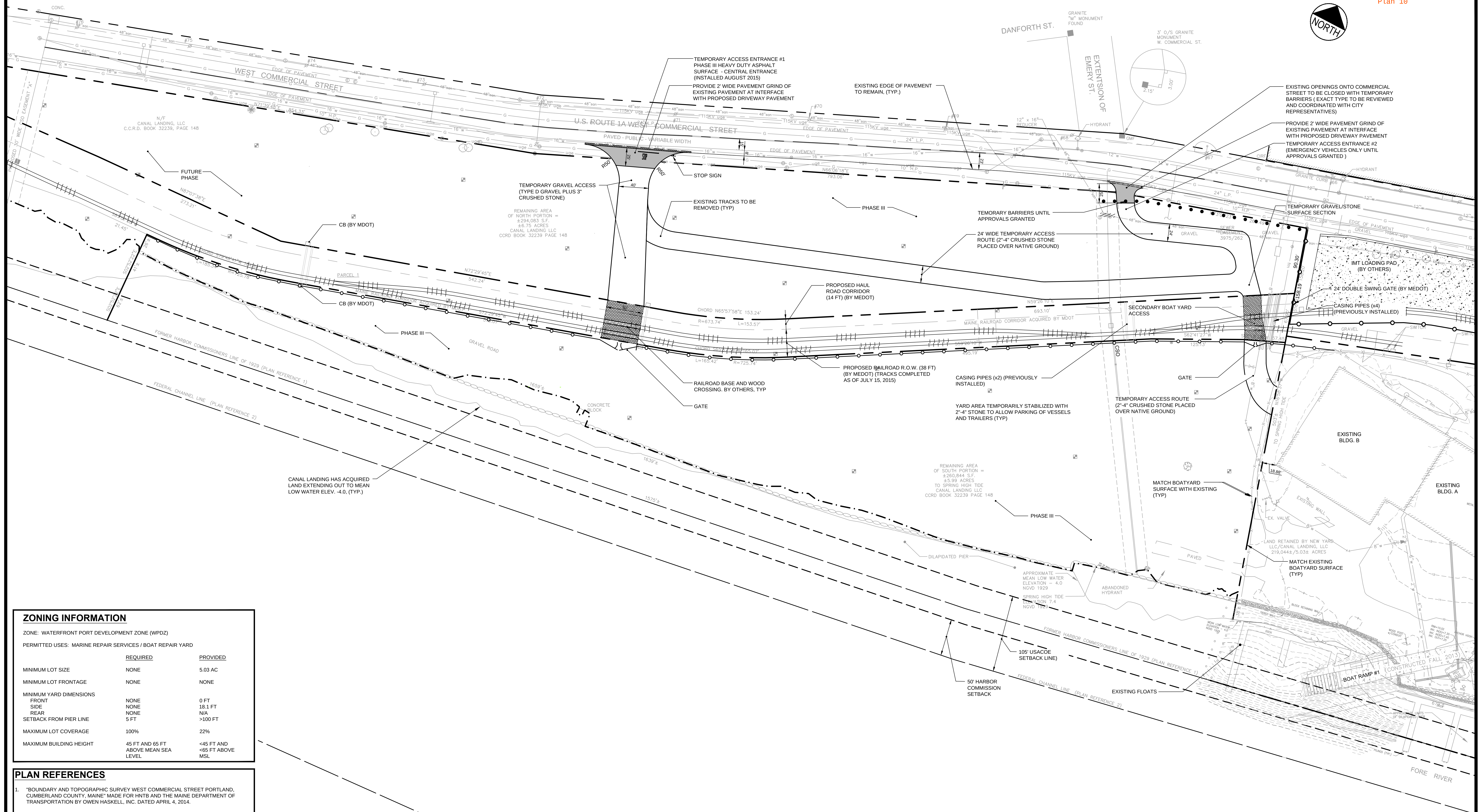
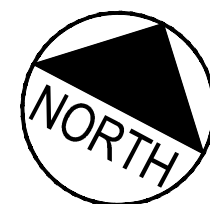
STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.

LEGEND

	EXISTING BUILDING
	PROPOSED BUILDING (PHASE III)
	PREPARED PAVEMENT SURFACE FOR VESSEL STORAGE AND MAINTENANCE
	PROPOSED BUILDING - FUTURE



				PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III	FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE FUTURE PHASE CONCEPT PLAN	
1	06.05.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND	P.E. STEPHEN BUSHEY LIC. # 7429	CLIENT CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101	DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 3091.04-SITE LAYOUT SHEET
REV	DATE	DESCRIPTION REVISIONS			



ZONING INFORMATION

ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)

PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD

	REQUIRED	PROVIDED
MINIMUM LOT SIZE	NONE	5.03 AC
MINIMUM LOT FRONTAGE	NONE	NONE
MINIMUM YARD DIMENSIONS		
FRONT	NONE	0 FT
SIDE	NONE	18.1 FT
REAR	NONE	N/A
SETBACK FROM PIER LINE	5 FT	>100 FT
MAXIMUM LOT COVERAGE	100%	22%
MAXIMUM BUILDING HEIGHT	45 FT AND 65 FT ABOVE MEAN SEA LEVEL	<45 FT AND <65 FT ABOVE MSL

PLAN REFERENCES

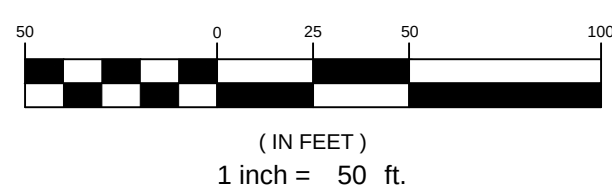
1. "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
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4. PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.

LEGEND



EXISTING BUILDING

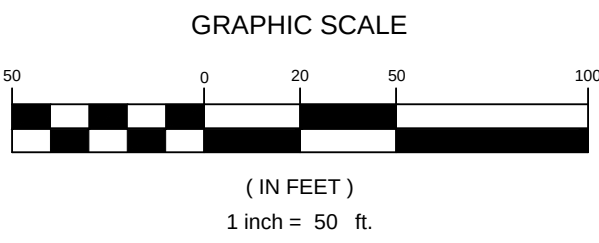
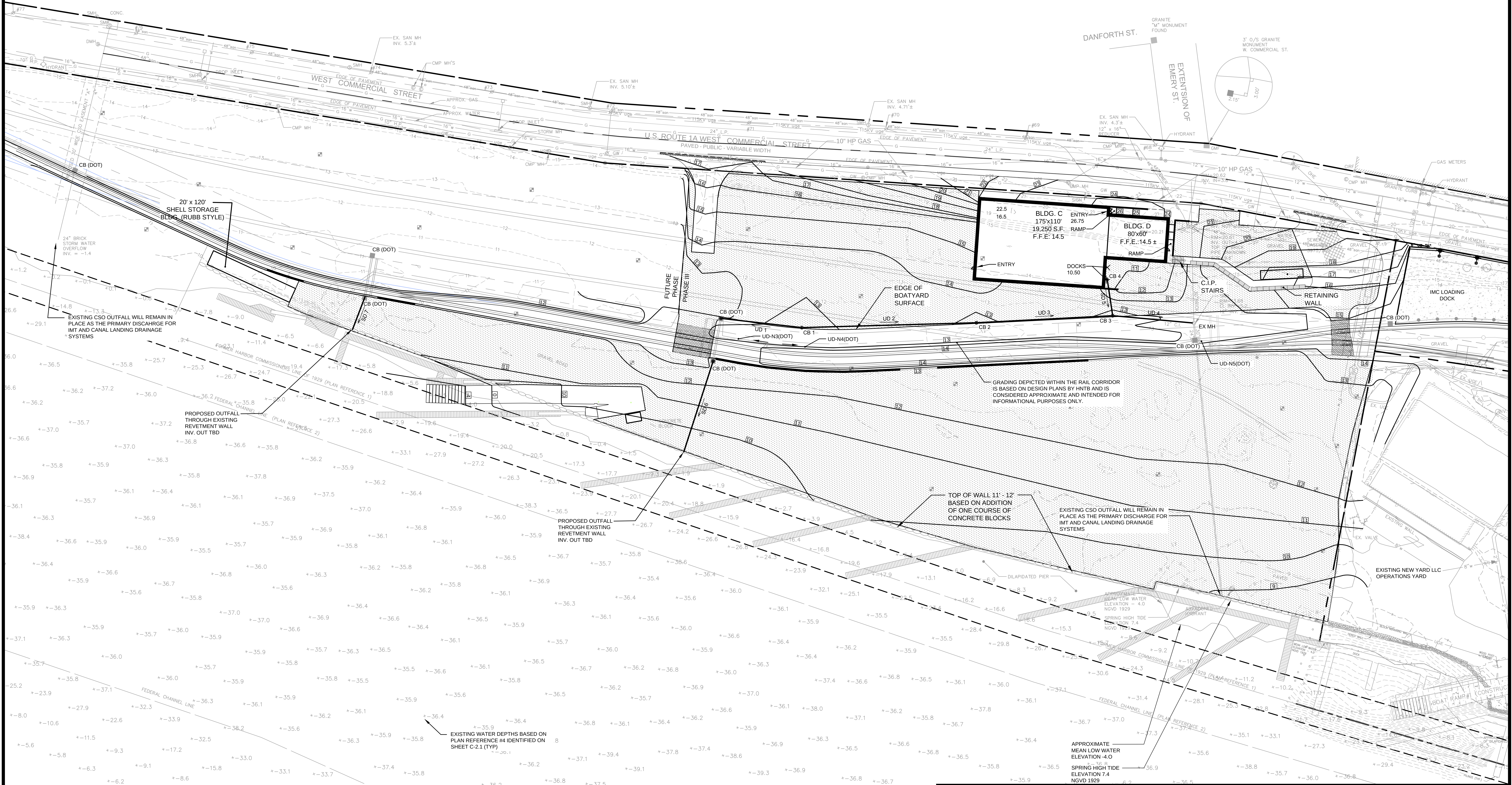


				PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
5	11.10.15	REVISED FINAL PLAN SUBMISSION		SHEET TITLE PHASE III	DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 3091.04-SITE LAYOUT SHEET
4	09.04.15	FINAL PLAN SUBMISSION TO THE CITY OF PORTLAND		TEMPORARY ACCESS PLAN	DATE: APRIL 2015 SCALE: 1" = 50' JOB NO. 3091.04 C-2.4
3	07.24.15	SUBMITTED FOR REVIEW		CLIENT CANAL LANDING LLC	
2	07.18.15	SUBMITTED FOR REVIEW		100 WEST COMMERCIAL STREET PORTLAND, ME 04101	
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND			
REV	DATE	DESCRIPTION	P.E. STEPHEN BUSHEY LIC. # 7429		
		REVISIONS			



STORM DRAIN APPURTENANCE SCHEDULE					
ID	RIM	SIZE	INV. IN / SIZE / FROM	INV. OUT / SIZE / TO	NORTHING EASTING
CB 1	12.40	4 ft Ø		10.25 / 15" / CB 2 10.25 / 15" /	295390.70 2926055.20
CB 2	12.60	4 ft Ø	9.09 / 15" / CB 1	9.00 / 15" / CB 3	295504.46 2926257.36
CB 3	12.60	4 ft Ø	8.84 / 15" / CB 2 8.84 / 12" / CB 4	6.74 / 15" / EX MH	295597.01 2926413.05
CB 4	10.40	TBD		7.06 / 12" / CB 3	295636.34 2926384.18
EX MH	13.66	4 ft Ø	6.20 / 15" / CB 3 6.20 / 30" / INTERCEPTOR		295638.52 2926512.83

STORM DRAIN PIPE SCHEDULE			
ID	SIZE	LENGTH	SLOPE
SD 5	12"	45'	0.0050
SD 6	15"	127'	0.005 (MIN)
SD 7	15"	45'	0.005 (MIN)
UD 1	15"	106'	0.1044
UD 2	15"	228'	0.0051
UD 3	15"	177'	0.0122
UD 4	15"	104'	0.0052



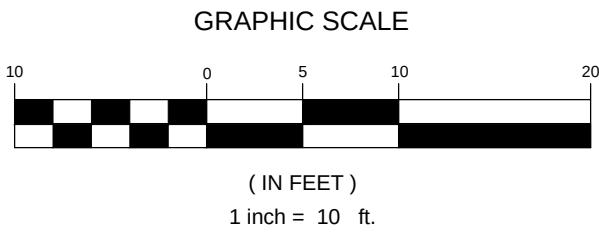
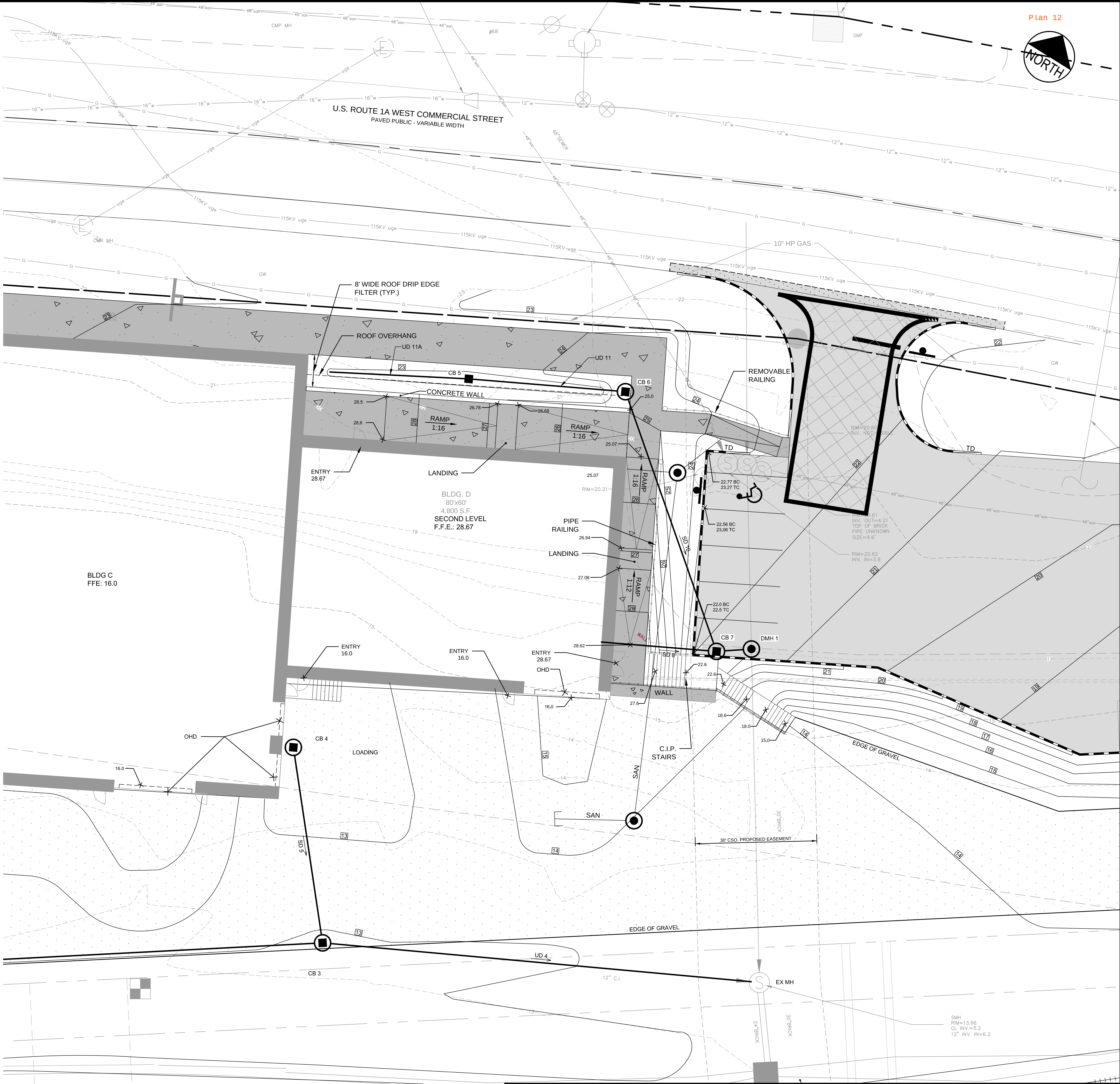
				
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND		
REV	DATE	DESCRIPTION		P.E. STEPHEN BUSHEY
REVISIONS				LIC. # 7429

PROJECT		CANAL LANDING AMENDED SITE PLAN PHASE III	
SHEET TITLE		PHASE III GRADING AND DRAINAGE PLAN	
CLIENT		CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101	

DRAWN: PBF		DATE: APRIL 2015	
DESIGNED: SRB		SCALE: AS NOTED	
CHECKED: SRB		JOB NO. 3091.04	
FILE NAME: 3091.04-CONCEPT GRADING		SHEET	
		C-3.1	

STORM DRAIN APPURTENANCE SCHEDULE						
ID	RIM	SIZE	INV. IN / SIZE / FROM	INV. OUT / SIZE / TO	NORTHING	EASTING
CB 1	12.40	4 ft Ø		10.25 / 15" / CB 2 10.25 / 15" / MDOT CB 1	295390.70	2926055.20
CB 2	12.60	4 ft Ø	9.09 / 15" / CB 1	9.00 / 15" / CB 3	295504.46	2926257.36
CB 3	12.60	4 ft Ø	6.84 / 15" / CB 2 6.84 / 12" / CB 4	6.74 / 15" / EX MH	295597.01	2926413.05
CB 4	10.40	4 ft Ø		7.06 / 12" / CB 3	295636.34	2926384.18
CB 5	22.50	2 ft x 2 ft (BENHIS GRATES)		19.00 / 12" / CB 6	295737.00	2926380.11
CB 6	24.70	4 ft Ø	18.50 / 12" / CB 5	18.40 / 12" / CB 7	295752.21	2926415.80
CB 7	21.70	4 ft Ø	17.10 / 12" / CB 6 11.50 / 6" / BLD B	8.00 / 12" / DMH 1	295705.97	2926465.56
EX MH	13.66	4 ft Ø	6.20 / 15" / CB 3		295638.52	2926512.83
DMH 1	21.5	6 ft Ø	7.90 / 12" / CB 7 TBD / 6" / CSO LINE	TBD / 30" / CSO LINE	295710.46	2926472.94

STORM DRAIN PIPE SCHEDULE			
ID	SIZE	LENGTH	SLOPE
SD 5	12"	45'	0.0049
SD 6	15"	125'	0.0051
SD 7	15"	46'	0.0137
SD 8	6"	27'	0.0038
SD 9	12"	7'	0.1507
SD 10	12"	64'	0.0203
UD 11	12"	36'	0.0140
UD 11A	12"	36'	0.0100
SD 12	15"	54'	0.0118
UD 1	15"	104'	0.1044
UD 2	15"	228'	0.0051
UD 3	15"	177'	0.0122
UD 4	15"	104'	0.0052

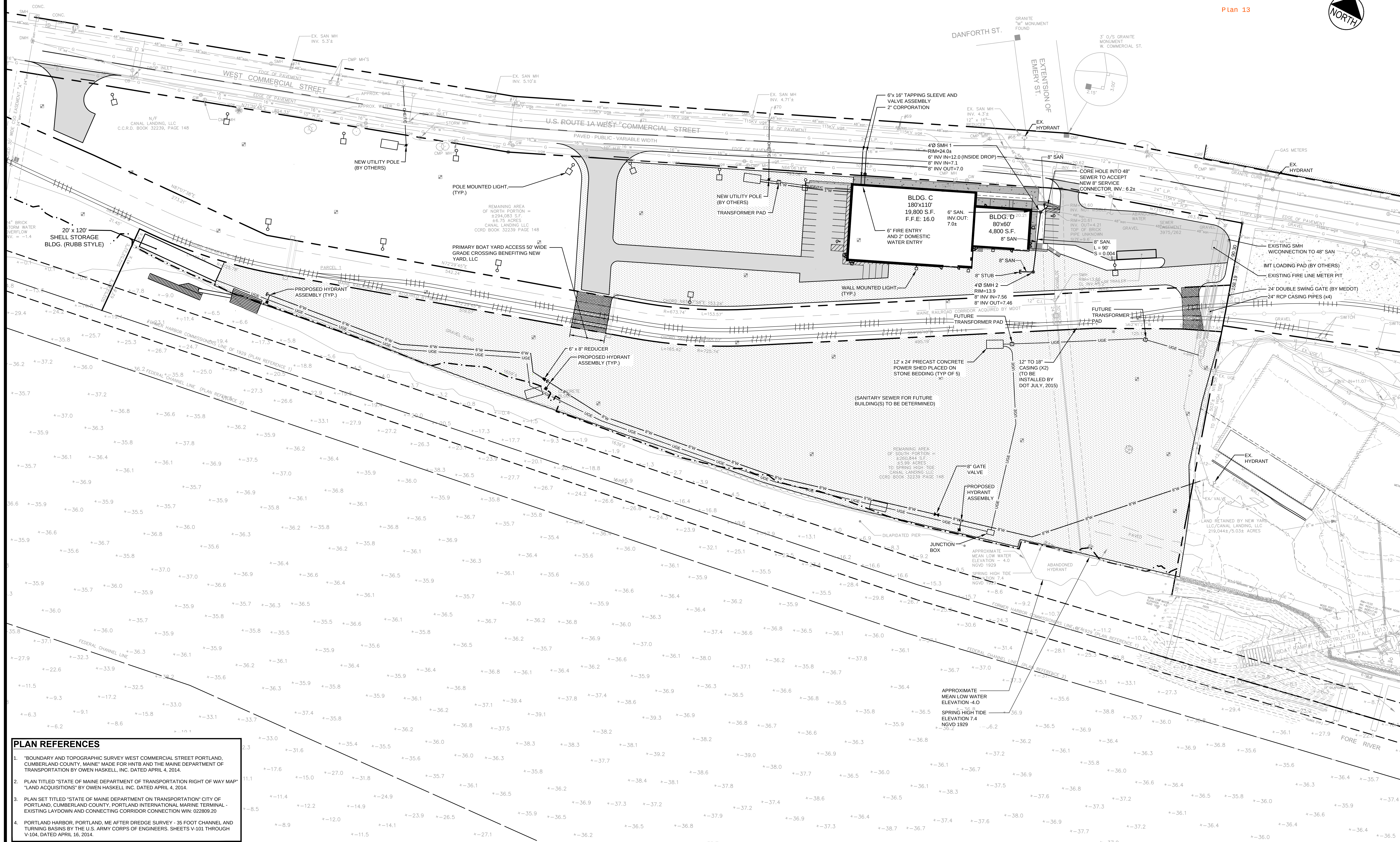
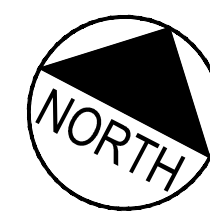


REV	DATE	DESCRIPTION	REVISIONS
3	11.10.15	REVISED FINAL PLAN SUBMISSION	
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND	
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND	

STATE OF MAINE STEPHEN R. BUSHEY Professional Engineer Lic. # 7429	P.E. STEPHEN BUSHEY LIC. # 7429
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PROJECT	CANAL LANDING AMENDED SITE PLAN PHASE III
SHEET TITLE	BUILDING D GRADING AND DRAINAGE PLAN
CLIENT	CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101

FST FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	DRAWN: PRF DESIGNED: SRB CHECKED: SRB SHEET	DATE: APRIL 2015 SCALE: AS NOTED JOB NO. 3091.04 C-3.2
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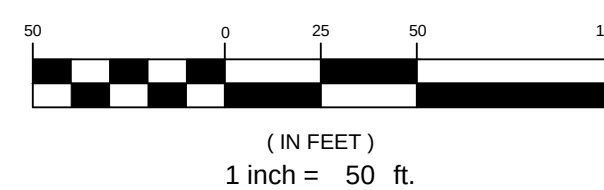
**PLAN REFERENCES**

1. "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
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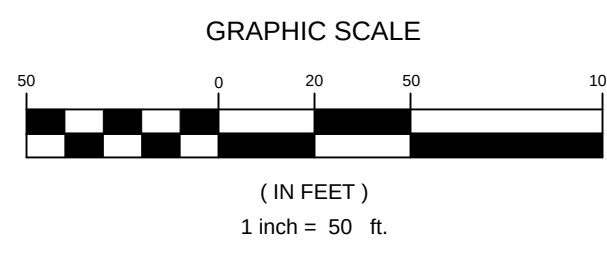
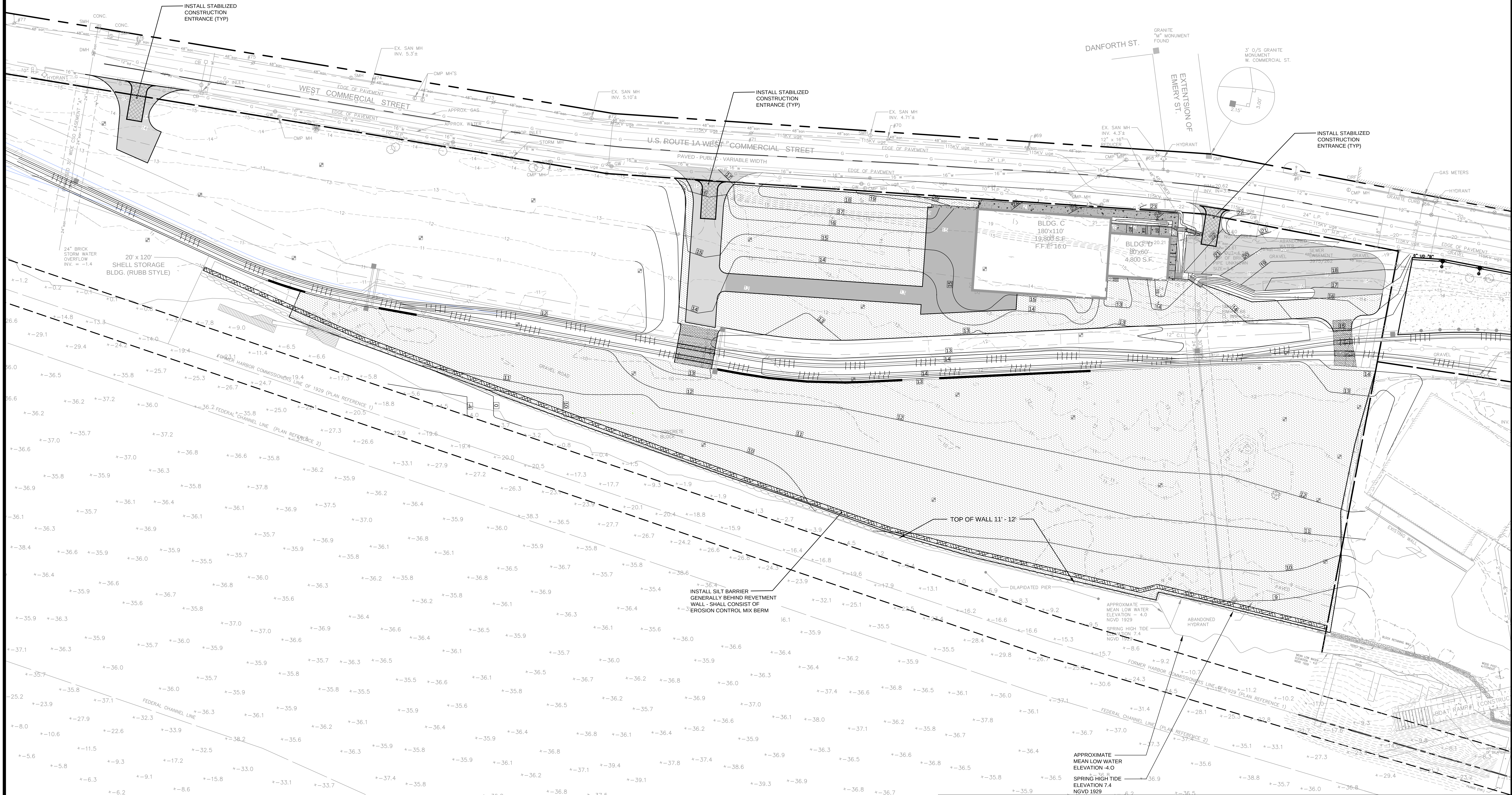
STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.

LEGEND

- EXISTING BUILDING
- PROPOSED BUILDING (PHASE III)
- PREPARED PAVEMENT SURFACE FOR VESSEL STORAGE AND MAINTENANCE



				PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III	
3	11.10.15	REVISED FINAL PLAN SUBMISSION	P.E. STEPHEN BUSHEY C. # 7429	SHEET TITLE PHASE III UTILITY PLAN	
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND		CLIENT CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101	
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND			
REV	DATE	DESCRIPTION			DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 3091.04-UTILITY SHEET
		REVISIONS			DATE: APRIL 2015 SCALE: 1" = 50' JOB NO. 3091.04 C-4.1



					PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III			
			SHEET TITLE PHASE III EROSION AND SEDIMENT CONTROL PLAN		CLIENT CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101		DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 3091.04-CONCEPT GRADING SHEET	
			DATE 11.10.15 09.04.15 06.15.15		DESCRIPTION REVISED FINAL PLAN SUBMISSION FINAL PLAN SUBMISSION TO CITY OF PORTLAND PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND		DATE APRIL 2015 SCALE: 1" = 50' JOB NO. 3091.04	
REV			DATE		DESCRIPTION		C-6.1	
					REVISIONS			

N. **CONTRACTING PROCEDURE**

THE ONSITE COMPONENTS OF THE PROJECT WILL BE CONSTRUCTED BY A GENERAL CONTRACTOR UNDER CONTRACT TO THE APPLICANT. THE CONTRACTOR SHALL SUBMIT A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE FOLLOWING CRITERIA:

1. THE CONSTRUCTION SEQUENCE OF SECTION M SHOULD GENERALLY BE COMPLETED IN THE SPECIFIED ORDER; HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO PREVENT THE DURATION OF AREAS EXPOSED OR SUSCEPTIBLE TO EROSION AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT BARRIERS AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE DENUDED.
2. THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH WILL:
 - a) LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PRECEDING 30 DAYS.
 - b) REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING AND TEMPORARILY STABILIZED WITHIN 7 DAYS OF INITIAL DISTURBANCE OR BEFORE A PREDICTED STORM EVENT OF OVER 1" OF RAIN.
 - c) INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE. THE DITCHES SHALL BE IMMEDIATELY LINED OR REVEGETATED AS SOON AS THEIR INSTALLATION IS COMPLETE.
3. ONCE FINAL GRADE HAS BEEN ESTABLISHED, THE CONTRACTOR MAY CHOOSE TO DORMANT SEED THE DISTURBED AREAS PRIOR TO PLACEMENT OF MULCH AND PLACEMENT OF FABRIC NETTING ANCHORED WITH STAPLES.
 - a) IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 6" OF LOAM AND SEED AT AN APPLICATION RATE OF 5#/1,000 S.F.
ALL AREAS SEEDED DURING THE WINTER MONTHS WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75 PERCENT CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED, AND MULCH.
 - b) IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.
4. THE AREA OF DENUDED, NON-STABILIZED CONSTRUCTION SHALL BE LIMITED TO THE MINIMUM AREA PRACTICABLE. AN AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN PARKING AREAS, OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED, AND MULCHED. THE MULCH RATE SHALL BE TWICE THE RATE SPECIFIED IN THE SEEDING PLAN. [FOR EXAMPLE, 115#/1,000 S.F. X 2 = 230#/S.F.]
5. WITHIN THE EXPOSED WORK AREA, TEMPORARY SEDIMENTATION SUMPS SHALL BE PROVIDED IN ANY CONCENTRATED FLOW AREA WITH A SAND FILTER OR CHEMICAL COAGULATION. ADDITIONAL INFORMATION IS PROVIDED IN PRIOR SECTIONS OF THIS NARRATIVE AND ON THE EROSION CONTROL DETAILS OF THE PLAN SET. ALONG THE SEDIMENTATION SUMPS, BARRIERS SHALL BE PROVIDED AT SUFFICIENT INTERVALS TO PERMIT RUNOFF TO BE ACCUMULATED TO A MINIMUM DEPTH OF 12" BEFORE OVERFLOWING.
6. THE SCHEDULE SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER.
7. THE CONTRACTOR MUST MAINTAIN AN ACCURATE SET OF RECORD DRAWINGS INDICATING THE DATE WHEN AN AREA IS FIRST DENUDED, THE DATE OF TEMPORARY STABILIZATION, AND THE DATE OF FINAL STABILIZATION.
8. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION AND FUGITIVE DUST EMISSIONS FROM THE SITE, WITH ADJUSTMENTS MADE DEPENDENT UPON FORECASTED AND ACTUAL SITE AND WEATHER CONDITIONS.
9. THE CONTRACTOR SHALL NOTE THAT NO AREA WITHIN 50 FEET OF A SLOPE WITH A VERTICAL DROP OF MORE THAN 3' IN 50 FEET SHALL REMAIN DENUDED FOR A PERIOD OF OVER 5 DAYS BEFORE IT IS TEMPORARILY STABILIZED. TEMPORARY STABILIZATION SHALL BE THE INSTALLATION OF MULCHING. ALL OTHER AREAS SHALL BE STABILIZED WITHIN 7 DAYS OR BEFORE A PREDICTED RAIN EVENT. FOR CONSTRUCTION BETWEEN SEPTEMBER 15 AND APRIL 15 OF ANY CALENDAR YEAR, ALL AREAS SHALL BE TEMPORARILY STABILIZED AT THE EARLIER TIME FRAMES SPECIFIED ABOVE.
10. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS DEFINED TO CONSIST OF THE EROSION CONTROL REPORT, THE STORMWATER MANAGEMENT PLAN, AND THE STORMWATER O&M PLAN. THE SWPPP SHALL BE MAINTAINED AT A SECURE LOCKED LOCATION AT THE CONTRACTOR'S FIELD TRAILER FROM COMMENCEMENT OF THE PROJECT. THESE DOCUMENTS SHALL BE MOVED TO A DESIGNATED LOCKED LOCATION INSIDE THE BUILDING(S) AT THE PERIOD WHEN THE CONTRACTOR'S TRAILERS ARE REMOVED AND MAINTAINED UNTIL THE NOTICE OF TERMINATION HAS BEEN FILED BY THE OWNER.
A NOTICE AND POINT OF CONTACT WITH CELL PHONE NUMBER SHALL BE POSTED AT THE TRAILER TO PERMIT ACCESS TO THE RECORDS DURING NORMAL WORK HOURS AND IN CASE OF EMERGENCY AT OTHER TIMES. ALL ADDITIONS AND CONSTRUCTION RECORDS SHALL BE COPIED VIA E-MAIL TO THE FOLLOWING ADDRESSES:

SBUSHEY@FSTINC.COM
PHIN@PORTLANDYACHT.COM

THE OWNER RESERVES THE RIGHT TO ADD ADDITIONAL PERSONNEL TO THIS LIST AT THE PRE-CONSTRUCTION CONFERENCE OR AT REASONABLE INTERVALS DURING THE PROJECT.

11. THE OWNER WILL PROVIDE A COPY OF THE NOI ACCEPTANCE LETTER TO THE CONTRACTOR. THIS LETTER SHALL BE MAINTAINED AT THE SITE WITH THE SWPPP.

12. ANY REVISIONS TO THE SWPPP MUST BE AUTHORIZED IN WRITING BY THE PREPARER OF THE PLAN (DELUCA-HOFFMAN ASSOCIATES, INC.) THE PREPARER OF THE PLAN SHALL BE PERMITTED REASONABLE TIME TO REVIEW AND NOTIFY THE CITY AND OTHER AGENCIES OF SAID CHANGES. REVISIONS TO THE SWPPP WILL BE REQUIRED:

- a. WHENEVER THE CURRENT PROVISIONS PROVE TO BE INEFFECTIVE IN MINIMIZING POLLUTANTS IN STORMWATER DISCHARGES FROM THE SITE;
 - b. WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OR OPERATION AT THE CONSTRUCTION SITE THAT HAS OR COULD HAVE AN EFFECT ON THE DISCHARGE OF POLLUTANTS; AND
 - c. TO ADDRESS ISSUES OR DEFICIENCIES IDENTIFIED DURING AN INSPECTION BY THE *QUALIFIED REPRESENTATIVE*, THE DEPARTMENT, OR OTHER REGULATORY AUTHORITY.
13. SHOULD THE OWNER NOTIFY THE CONTRACTOR THAT THE ACTIVITY ON THE SITE IS IN VIOLATION OF THE SWPPP, THE CONTRACTOR SHALL AT ITS SOLE COST CORRECT THE DEFICIENCIES AND FILE A PHOTOGRAPHIC LOG WITH A LIST OF CORRECTIVE ACTIONS WITH THE OWNER WITHIN 7 DAYS OF NOTIFICATION BY THE OWNER.
 14. THE PROJECT IS CURRENTLY UNDERGOING ENVIRONMENTAL STUDY. THE RESULTS OF THIS STUDY WILL BE PROVIDED AS PART OF THE VRAP PLAN AND AS AN APPENDIX TO THE SWPPP PLAN PRIOR TO THE PRECONSTRUCTION CONFERENCE, AND SHALL BE INCORPORATED BY REFERENCE WHEN APPENDED.
 15. THE CONTRACTOR SHALL ENGAGE A QUALIFIED REPRESENTATIVE TO MONITOR THE WORK. THIS REPRESENTATIVE SHALL BE APPROVED BY THE OWNER PRIOR TO THE INDIVIDUAL BEING ENGAGED ON THE PROJECT. THIS INSPECTION SHALL BE A PART OF THE CONTRACTOR'S QUALITY CONTROL PLAN FOR THE PROJECT BY THE CONTRACTOR. THE REPRESENTATIVES QUALIFICATIONS AND DUTIES THAT HE SHALL PERFORM ARE AS FOLLOWS:

- a. LICENSED PROFESSIONAL ENGINEER OR CERTIFIED PROFESSIONAL IN EROSION CONTROL;
- b. COVERED BY WORKMAN'S COMPENSATION INSURANCE
- c. EXPERIENCED IN THIS TYPE OF WORK, THE SPECIFIC EROSION CONTROLS APPLICABLE TO THIS PROJECT WITH A RESUME APPROVED BY THE ENGINEER
- d. COMPENSATED ON A UNIT RATE BASIS WITH NO INCENTIVES FOR REDUCED COSTS OR SUBJECT TO ANY TYPE OF COMPENSATION FOR PASSING INSPECTIONS
- e. APPROVED BY THE OWNER AND THE PREPARER OF THIS PLAN

THE *QUALIFIED REPRESENTATIVES* SHALL CONDUCT SITE INSPECTIONS IN ACCORDANCE WITH THE FOLLOWING TIMETABLE:

- a. WHERE SOIL DISTURBANCE ACTIVITIES ARE ON-GOING, THE QUALIFIED REPRESENTATIVE SHALL CONDUCT A SITE INSPECTION AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS.
- b. WHERE SOIL DISTURBANCE ACTIVITIES HAVE BEEN TEMPORARILY SUSPENDED (E.G. WINTER SHUTDOWN) AND TEMPORARY STABILIZATION MEASURES HAVE BEEN APPLIED TO ALL DISTURBED AREAS, THE QUALIFIED REPRESENTATIVE SHALL CONDUCT A SITE INSPECTION AT LEAST ONCE EVERY THIRTY (30) CALENDAR DAYS. THE OWNER OR OPERATOR SHALL NOTIFY THE CITY'S STORMWATER CONTACT PERSON OR, IN AREAS UNDER THE JURISDICTION OF A REGULATED TRADITIONAL LAND USE CONTROL M54, THE M54 (PROVIDED THE M54 IS NOT THE OWNER OR OPERATOR OF THE CONSTRUCTION ACTIVITY) IN WRITING PRIOR TO REDUCING THE FREQUENCY OF INSPECTIONS.
- c. WHERE SOIL DISTURBANCE ACTIVITIES HAVE BEEN SHUT DOWN WITH PARTIAL PROJECT COMPLETION, THE QUALIFIED REPRESENTATIVE CAN STOP CONDUCTING INSPECTIONS IF ALL AREAS DISTURBED AS OF THE PROJECT SHUTDOWN DATE HAVE ACHIEVED FINAL STABILIZATION AND ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES

REQUIRED FOR THE COMPLETED PORTION OF THE PROJECT HAVE BEEN CONSTRUCTED IN CONFORMANCE WITH THE SWPPP AND ARE OPERATIONAL. THE OWNER OR OPERATOR SHALL NOTIFY THE CITY'S STORMWATER CONTACT PERSON IN WRITING PRIOR TO THE SHUTDOWN. IF SOIL DISTURBANCE ACTIVITIES ARE NOT RESUMED WITHIN 2 YEARS FROM THE DATE OF SHUTDOWN, THE CONTRACTOR SHALL HAVE THE QUALIFIED REPRESENTATIVE PERFORM A FINAL INSPECTION AND CERTIFY THAT ALL DISTURBED AREAS HAVE ACHIEVED FINAL STABILIZATION, AND ALL TEMPORARY, STRUCTURAL EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN REMOVED, AND THAT ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES HAVE BEEN CONSTRUCTED IN CONFORMANCE WITH THE SWPPP BY SIGNING THE "FINAL STABILIZATION" AND "POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICE" CERTIFICATION STATEMENTS ON THE NOTICE OF TERMINATION. THE OWNER OR OPERATOR SHALL THEN SUBMIT THE COMPLETED NOTICE OF TERMINATION FORM TO THE CITY OF PORTLAND.

AT A MINIMUM, THE *QUALIFIED REPRESENTATIVE* SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL PRACTICES TO ENSURE INTEGRITY AND EFFECTIVENESS, ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES UNDER CONSTRUCTION TO ENSURE THAT THEY ARE CONSTRUCTED IN CONFORMANCE WITH THE SWPPP. ALL AREAS OF DISTURBANCE THAT HAVE NOT ACHIEVED *FINAL STABILIZATION*, ALL POINTS OF DISCHARGE TO NATURAL SURFACE WATER BODIES LOCATED WITHIN, OR IMMEDIATELY ADJACENT TO, THE PROPERTY BOUNDARIES OF THE CONSTRUCTION SITE, AND ALL POINTS OF DISCHARGE FROM THE CONSTRUCTION SITE.

THE *QUALIFIED REPRESENTATIVE* SHALL PREPARE AN INSPECTION REPORT SUBSEQUENT TO EACH AND EVERY INSPECTION. AT A MINIMUM, THE INSPECTION REPORT SHALL INCLUDE AND/OR ADDRESS THE FOLLOWING:

- a. DATE AND TIME OF INSPECTION;
- b. NAME AND TITLE OF PERSON(S) PERFORMING INSPECTION;
- c. A DESCRIPTION OF THE WEATHER WHICH SHALL BE CONSISTENT WITH THE NATIONAL WEATHER SERVICE FORECAST OFFICE, PORTLAND-GRAY, ME AND SOIL CONDITIONS (E.G. DRY, WET, SATURATED) AT THE TIME OF THE INSPECTION;
- d. A DESCRIPTION OF THE CONDITION OF THE RUNOFF AT ALL POINTS OF DISCHARGE FROM THE CONSTRUCTION SITE. THIS SHALL INCLUDE IDENTIFICATION OF ANY DISCHARGES OF SEDIMENT FROM THE CONSTRUCTION SITE. INCLUDE DISCHARGES FROM CONVEYANCE SYSTEMS (I.E. PIPES, CULVERTS, DITCHES, ETC.) AND OVERLAND FLOW;
- e. A DESCRIPTION OF THE CONDITION OF ALL NATURAL SURFACE WATER BODIES LOCATED WITHIN, OR IMMEDIATELY ADJACENT TO, THE PROPERTY BOUNDARIES OF THE CONSTRUCTION SITE WHICH RECEIVED RUNOFF FROM DISTURBED AREAS. THIS SHALL INCLUDE IDENTIFICATION OF ANY DISCHARGE OF SEDIMENT TO THE SURFACE WATER BODY;
- f. IDENTIFICATION OF ALL EROSION AND SEDIMENT CONTROL PRACTICES THAT NEED REPAIR OR MAINTENANCE;
- g. IDENTIFICATION OF ALL EROSION AND SEDIMENT CONTROL PRACTICES THAT WERE NOT INSTALLED PROPERLY OR ARE NOT FUNCTIONING AS DESIGNED AND NEED TO BE REINSTALLED OR REPLACED;
- h. DESCRIPTION AND SKETCH OF AREAS THAT ARE DISTURBED AT THE TIME OF THE INSPECTION AND AREAS THAT HAVE BEEN STABILIZED (TEMPORARY AND/OR FINAL) SINCE THE LAST INSPECTION;
- i. CURRENT PHASE OF CONSTRUCTION OF ALL POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES AND IDENTIFICATION OF ALL CONSTRUCTION THAT IS NOT IN CONFORMANCE WITH THE SWPPP AND TECHNICAL STANDARDS;
- j. CORRECTIVE ACTION(S) THAT MUST BE TAKEN TO INSTALL, REPAIR, REPLACE OR MAINTAIN EROSION AND SEDIMENT CONTROL PRACTICES; AND TO CORRECT DEFICIENCIES IDENTIFIED WITH THE CONSTRUCTION OF THE POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICE(S); AND
- k. DIGITAL PHOTOGRAPHS, WITH DATE STAMP, THAT CLEARLY SHOW THE CONDITION OF ALL PRACTICES THAT HAVE BEEN IDENTIFIED AS NEEDING CORRECTIVE ACTIONS. THE QUALIFIED REPRESENTATIVE SHALL ATTACH PAPER COLOR COPIES OF THE DIGITAL PHOTOGRAPHS TO THE INSPECTION REPORT BEING MAINTAINED ONSITE. WITHIN SEVEN (7) CALENDAR DAYS OF THE DATE OF THE INSPECTION, THE QUALIFIED REPRESENTATIVE SHALL ALSO TAKE DIGITAL PHOTOGRAPHS, WITH DATE STAMP, THAT CLEARLY SHOW THE CONDITION OF THE PRACTICE(S) AFTER THE CORRECTIVE ACTION HAS BEEN COMPLETED. THE QUALIFIED REPRESENTATIVE SHALL ATTACH PAPER COLOR COPIES OF THE DIGITAL PHOTOGRAPHS TO THE INSPECTION REPORT THAT DOCUMENTS THE COMPLETION OF THE CORRECTIVE ACTION WORK WITHIN SEVEN (7) CALENDAR DAYS OF THAT INSPECTION.

WITHIN ONE BUSINESS DAY OF THE COMPLETION OF AN INSPECTION, THE *QUALIFIED REPRESENTATIVE* SHALL NOTIFY THE OWNER THE APPROPRIATE CONTRACTOR OR SUBCONTRACTOR OF ANY CORRECTIVE ACTIONS THAT NEED TO BE TAKEN. THE CONTRACTOR OR SUBCONTRACTOR SHALL BEGIN IMPLEMENTING THE CORRECTIVE ACTIONS WITHIN ONE BUSINESS DAY OF THIS NOTIFICATION AND SHALL COMPLETE THE CORRECTIVE ACTIONS IN A REASONABLE TIME FRAME, AT ITS SOLE COST.

ALL INSPECTION REPORTS SHALL BE SIGNED BY THE *QUALIFIED REPRESENTATIVE*. THE INSPECTION REPORTS SHALL BE MAINTAINED ON SITE WITH THE SWPPP AND DISTRIBUTED VIA EMAIL AT THE TIME OF FILING.

16. THE OWNER RESERVES THE RIGHT TO HAVE QUALITY ASSURANCE MONITORING OF THE WORK. THE CONTRACTOR SHALL, AT ITS SOLE COST, COOPERATE WITH THE OWNER AND THEIR QUALITY ASSURANCE MONITORING OF THE WORK INCLUDING MAINTAINING AN ACCURATE SCHEDULE FOR PERFORMING THE WORK. THE OWNER WILL NOTIFY THE CONTRACTOR IF ANY PARTICULAR ELEMENTS OF THE WORK SHOULD BE UNCOVERED OR AVAILABLE FOR OBSERVATION BY THE QUALITY ASSURANCE MONITOR SELECTED BY THE OWNER. THE OWNER RESERVES THE RIGHT TO CONDUCT THE QUALITY ASSURANCE MONITORING DURING WORKING HOURS AT ANY TIME DURING THE PROJECT.

N. **PROVISIONS FOR MAINTENANCE OF THE EROSION/SEDIMENTATION CONTROL FEATURES**

THE PROJECT WILL BE CONTRACTED TO A GENERAL CONTRACTOR. THE PROJECT IS SUBJECT TO THE REQUIREMENTS OF THE LOCAL PERMITS, AND A STATE REGULATED CONSTRUCTION GENERAL PERMIT AND SITE LOCATION OF DEVELOPMENT PERMIT (ADMINISTERED BY THE CITY OF PORTLAND).

THIS PROJECT REQUIRES THE CONTRACTOR TO PREPARE A LIST AND DESIGNATE BY NAME, ADDRESS AND TELEPHONE NUMBER ALL INDIVIDUALS WHO WILL BE RESPONSIBLE FOR IMPLEMENTATION, INSPECTION, AND MAINTENANCE OF ALL EROSION CONTROL MEASURES IDENTIFIED WITHIN THIS SECTION AND AS CONTAINED IN THE EROSION AND SEDIMENTATION CONTROL PLAN OF THE CONTRACT DRAWINGS. SPECIFIC RESPONSIBILITIES OF THE QUALIFIED REPRESENTATIVE(S) WILL INCLUDE:

1. EXECUTION OF THE CONTRACTOR/SUBCONTRACTOR CERTIFICATION CONTAINED IN APPENDIX B BY ANY AND ALL PARTIES RESPONSIBLE FOR EROSION CONTROL MEASURES ON THE SITE AS REQUIRED BY THE PERMIT AUTHORITIES
2. ASSURING AND CERTIFYING THE OWNER'S CONSTRUCTION SEQUENCE IS IN CONFORMANCE WITH THE SPECIFIED SCHEDULE OF THIS SECTION. A WEEKLY CERTIFICATION STATING COMPLIANCE, ANY DEVIATIONS, AND CORRECTIVE MEASURES NECESSARY TO COMPLY WITH THE EROSION CONTROL REQUIREMENTS OF THIS SECTION SHALL BE PREPARED AND SIGNED BY THE QUALIFIED REPRESENTATIVE(S).
3. IN ADDITION TO THE WEEKLY CERTIFICATIONS, THE REPRESENTATIVE(S) SHALL MAINTAIN WRITTEN REPORTS RECORDING CONSTRUCTION ACTIVITIES ON SITE WHICH INCLUDE:
 - DATES WHEN MAJOR GRADING ACTIVITIES OCCUR IN A PARTICULAR AREAS.
 - DATES WHEN MAJOR CONSTRUCTION ACTIVITIES CEASE IN A PARTICULAR AREA, EITHER TEMPORARILY OR PERMANENTLY.
 - DATES WHEN AN AREA IS STABILIZED.
4. INSPECTION OF THIS PROJECT WORK SITE ON A WEEKLY BASIS AND AFTER EACH SIGNIFICANT RAINFALL EVENT (0.5 INCH OR MORE WITHIN ANY CONSECUTIVE 24-HOUR PERIOD) DURING CONSTRUCTION UNTIL PERMANENT EROSION CONTROL MEASURES HAVE BEEN PROPERLY INSTALLED AND THE SITE HAS BEEN STABILIZED. INSPECTION OF THE PROJECT WORK SITE SHALL INCLUDE:
 - IDENTIFICATION OF PROPER EROSION CONTROL MEASURE INSTALLATION IN ACCORDANCE WITH THE EROSION CONTROL DETAIL SHEET OR AS SPECIFIED IN THIS SECTION.
 - DETERMINE WHETHER EACH EROSION CONTROL MEASURE IS PROPERLY OPERATING. IF NOT, IDENTIFY DAMAGE TO THE CONTROL DEVICE AND DETERMINE REMEDIAL MEASURES.
 - IDENTIFY AREAS WHICH APPEAR VULNERABLE TO EROSION AND DETERMINE ADDITIONAL EROSION CONTROL MEASURES WHICH SHOULD BE USED TO IMPROVE CONDITIONS.
 - INSPECT AREAS OF RECENT SEEDING TO DETERMINE PERCENT CATCH OF GRASS. A MINIMUM CATCH OF 90 PERCENT IS REQUIRED PRIOR TO REMOVAL OF EROSION CONTROL MEASURES.
 - ALL EROSION CONTROLS SHALL BE REMOVED WITHIN 30 DAYS OF PERMANENT STABILIZATION EXCEPT FOR MULCH AND NETTING NOT DETRIMENTAL TO THE PROJECT. REMOVALS SHALL INCLUDE BUT NOT BE LIMITED TO ALL SILT FENCE OR BARRIER, HAY BALES, INLET PROTECTION, AND STONE CHECK DAMS.
 - ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED WHEN THE DEPTH OF SEDIMENT REACHES 50 PERCENT OF THE BARRIER HEIGHT. ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED FROM BEHIND SILT FENCING WHEN THE DEPTH OF THE SEDIMENT REACHES 6 INCHES.
 - SILT SACKS SHOULD BE REMOVED AND REPLACED AT LEAST EVERY THREE MONTHS AND AT ANY TIME WHERE THE WEEKLY INSPECTION REVEALS THAT SILTATION HAS SIGNIFICANTLY RETARDED THE RATE OF FLOW THROUGH THE SILT SACK.
 - DISCHARGES SHOULD BE MEASURED DURING STORM EVENTS TO DOCUMENT THE TURBIDITY OF STORMWATER DISCHARGE IS <280 NTU.
5. IF INSPECTION OF THE SITE INDICATES A CHANGE SHOULD BE MADE TO THE EROSION CONTROL PLAN, TO EITHER IMPROVE EFFECTIVENESS OR CORRECT A SITE-SPECIFIC DEFICIENCY, THE REPRESENTATIVE SHALL IMMEDIATELY IMPLEMENT THE CORRECTIVE MEASURE AND NOTIFY THE OWNER OF THE CHANGE.
6. ARRANGING FOR AN ON-SITE MEETING PRIOR TO COMMENCING WINTER CONSTRUCTION TO ASSURE THAT ALL SPECIAL WINTER CONSTRUCTION MEASURES WILL BE IMPLEMENTED AND TO REVIEW THE SPECIFIC REQUIREMENTS OF THIS PLAN FOR WINTER CONSTRUCTION.
ALL CERTIFICATIONS, INSPECTION FORMS, AND WRITTEN REPORTS PREPARED BY THE QUALIFIED REPRESENTATIVE(S) SHALL BE FILED WITH THE OWNER, AND THE PERMIT FILE CONTAINED ON THE PROJECT SITE. ALL WRITTEN CERTIFICATIONS, INSPECTION FORMS, AND WRITTEN REPORTS MUST BE FILED WITHIN ONE (1) WEEK OF THE INSPECTION DATE.

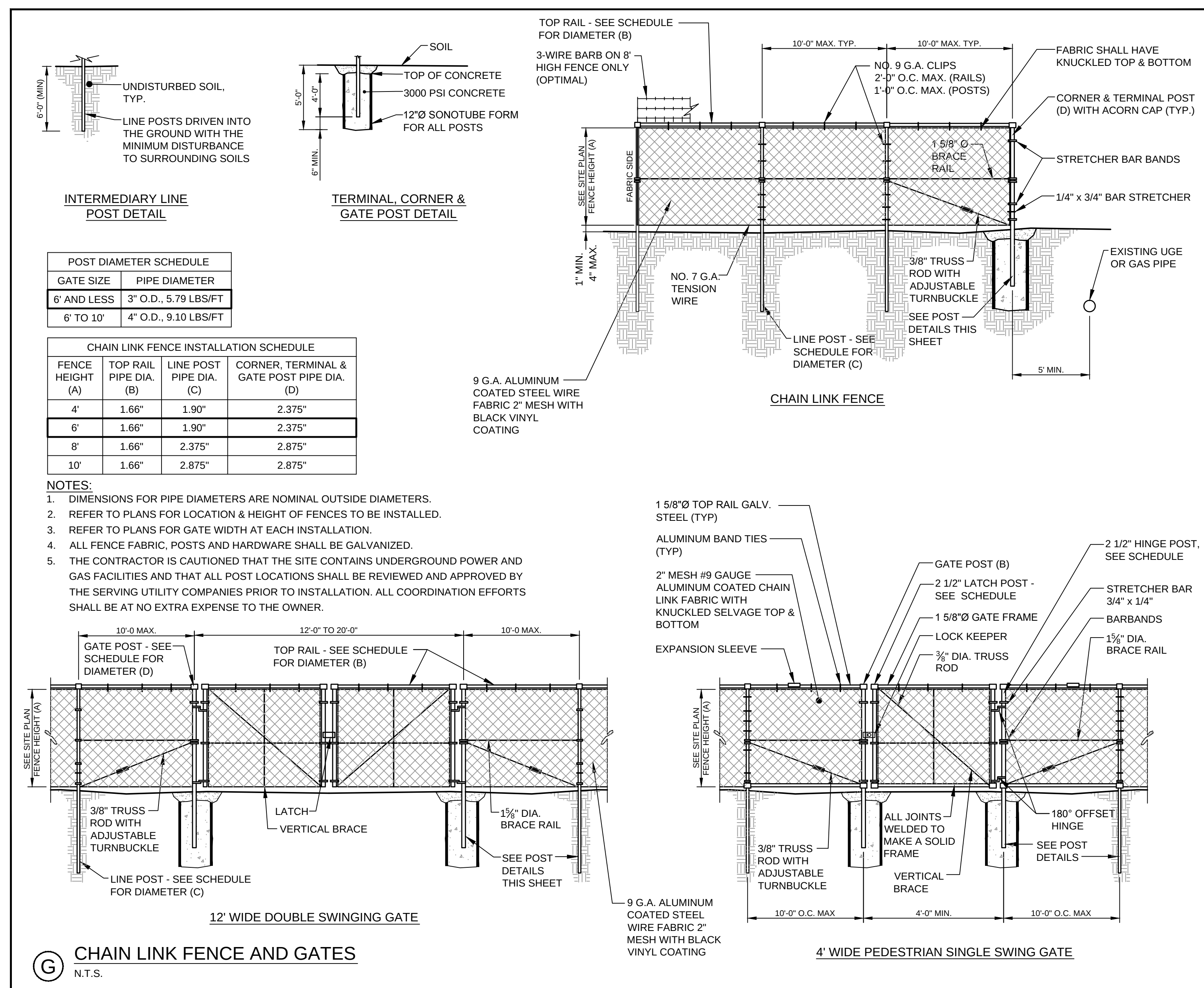
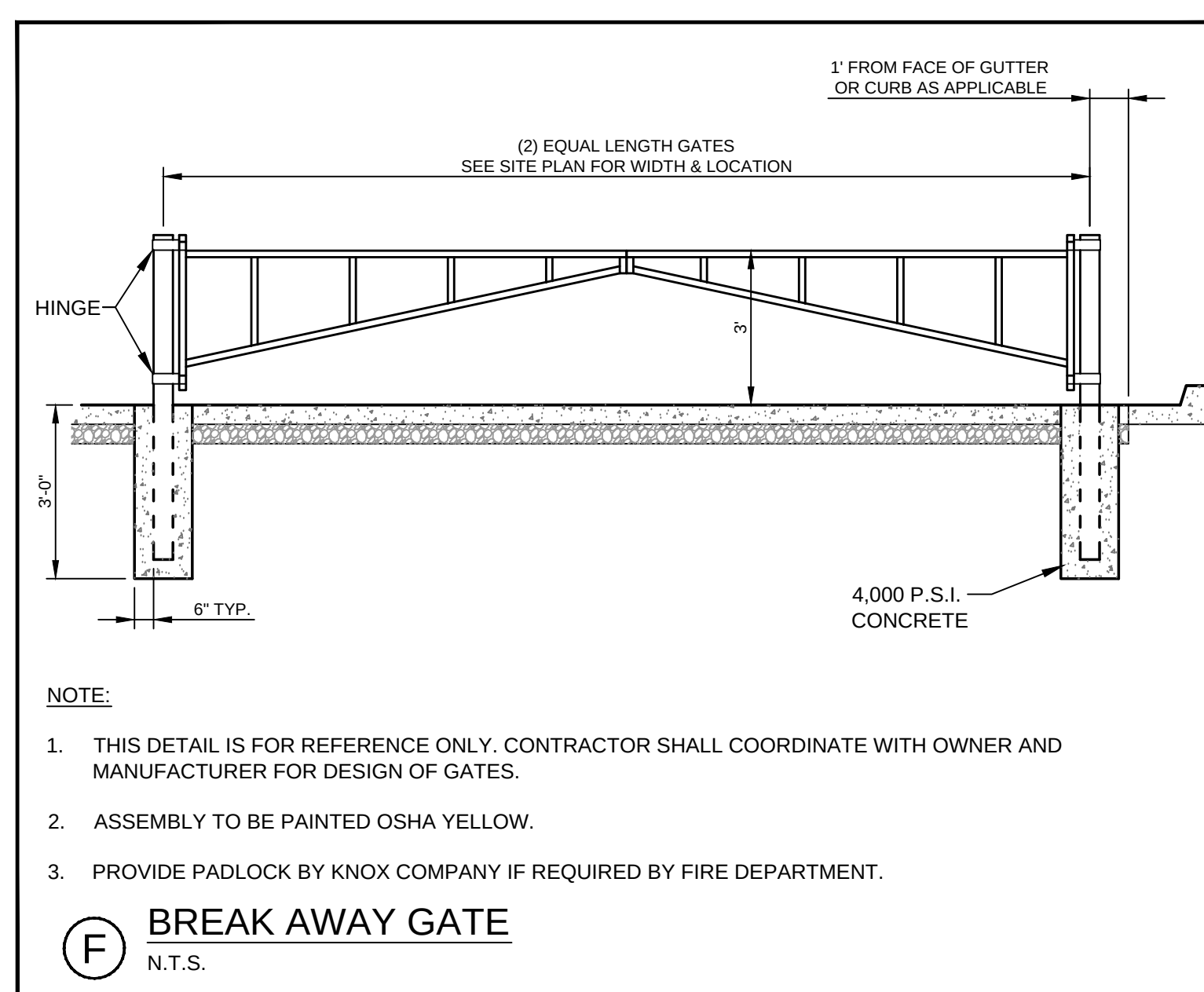
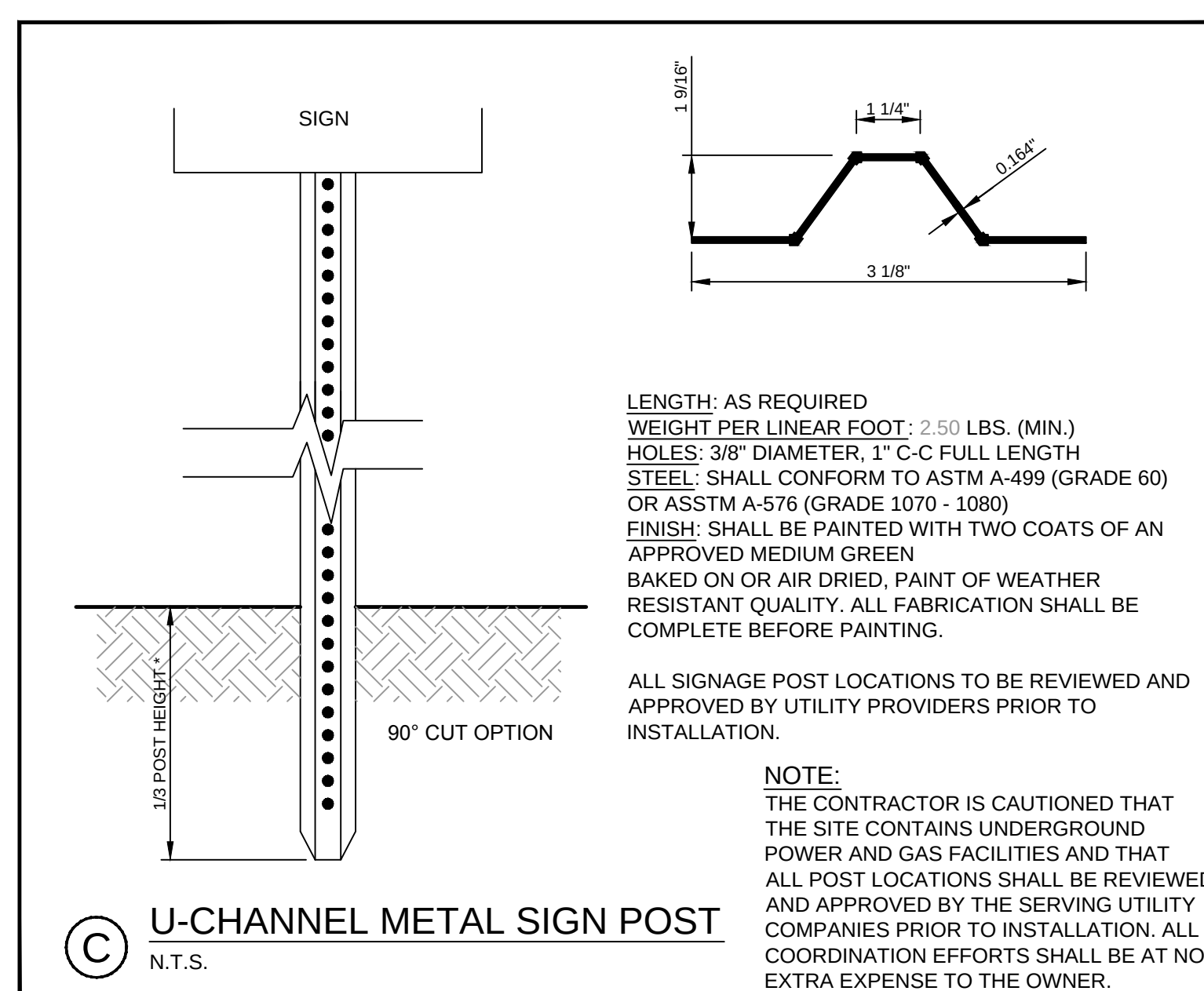
THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION/SEDIMENT CONTROL REPORT,

INCLUDING CONTROL OF FUGITIVE DUST, AND SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

P. **PRECONSTRUCTION CONFERENCE**

PRIOR TO ANY CONSTRUCTION AT THE SITE, REPRESENTATIVES OF THE CONTRACTOR, THE OWNER, THE CITY OF PORTLAND, AND THE SITE DESIGN ENGINEER AND ANY PERSONNEL IDENTIFIED IN THE PERMIT CONDITIONS SHALL MEET TO DISCUSS THE SCHEDULING OF THE SITE CONSTRUCTION AND THE DESIGNATION OF THE RESPONSIBLE PARTIES FOR IMPLEMENTING THE PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING THE MEETING. PRIOR TO THE MEETING, THE CONTRACTOR WILL PREPARE A DETAILED SCHEDULE AND A MARKED-UP SITE PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL CONDUCT A MEETING WITH EMPLOYEES AND SUB-CONTRACTORS TO REVIEW THE EROSION CONTROL PLAN, THE CONSTRUCTION TECHNIQUES WHICH WILL BE EMPLOYED TO IMPLEMENT THE PLAN, AND PROVIDE A LIST OF ATTENDEES AND ITEMS DISCUSSED AT THE MEETING TO THE OWNER. THREE COPIES OF THE SCHEDULE, THE CONTRACTOR'S MEETING MINUTES, AND MARKED-UP SITE PLAN SHALL BE PROVIDED TO THE OWNER.

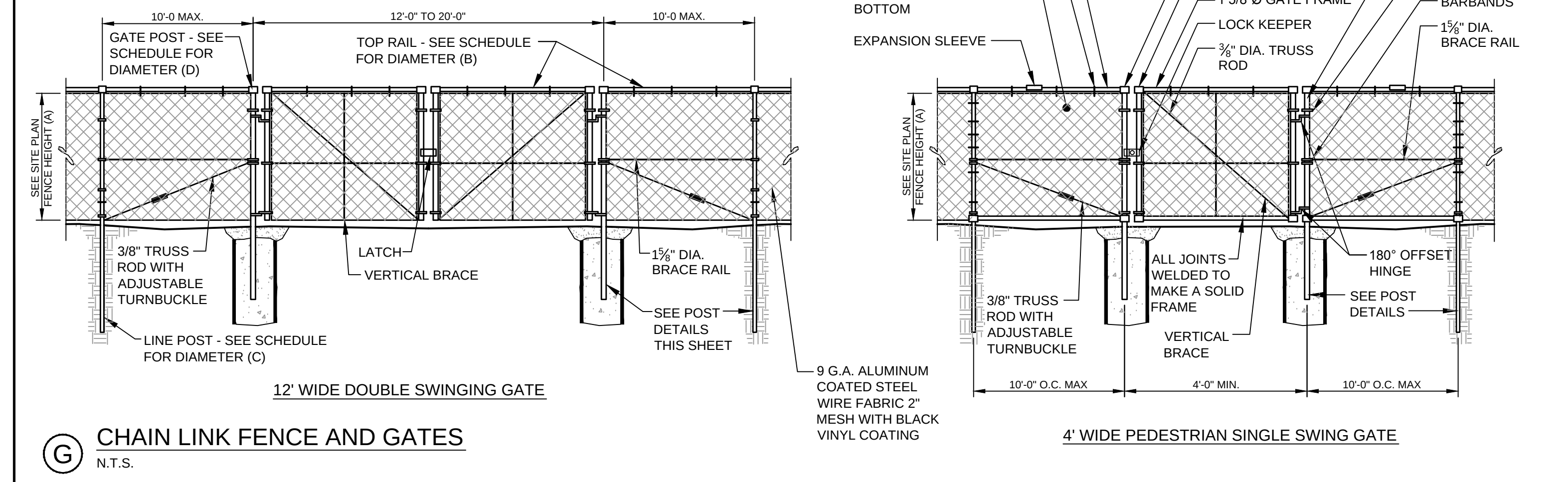
Plan 17



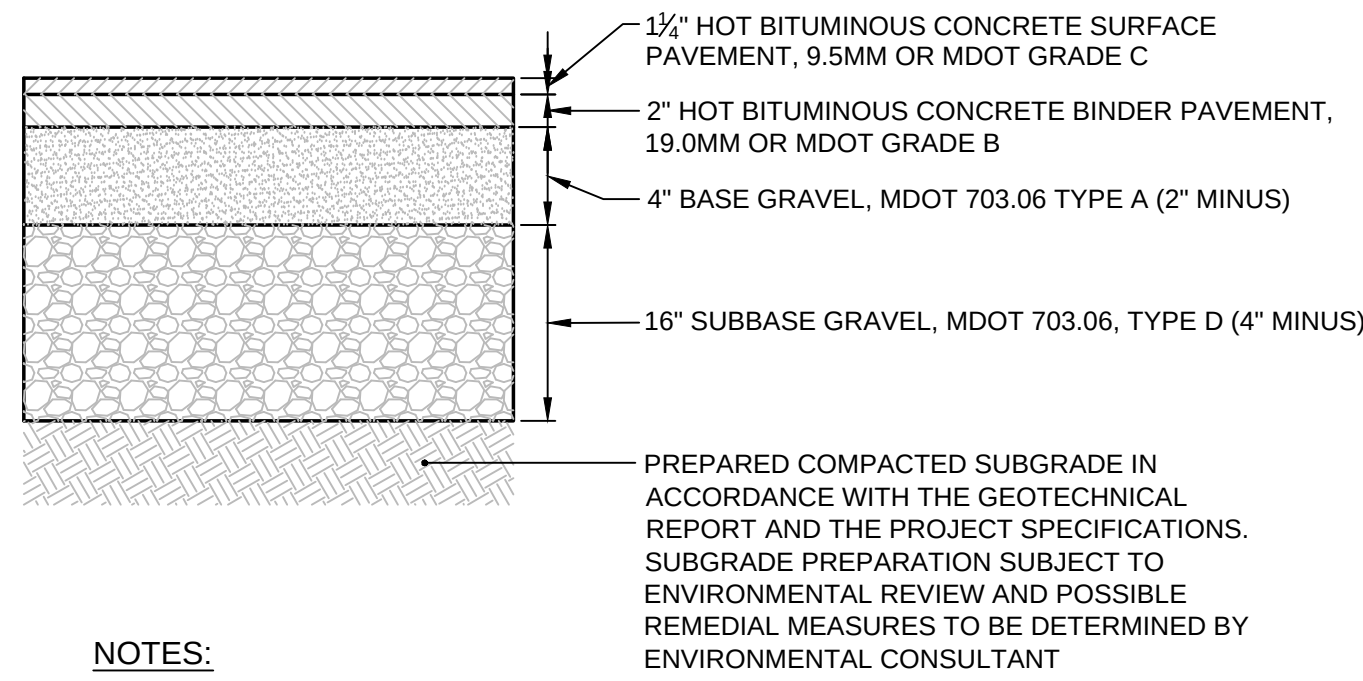
CHAIN LINK FENCE INSTALLATION SCHEDULE			
FENCE HEIGHT (A)	TOP RAIL PIPE DIA. (B)	LINE POST PIPE DIA. (C)	CORNER, TERMINAL & GATE POST PIPE DIA. (D)
4'	1.66"	1.90"	2.375"
6'	1.66"	1.90"	2.375"
8'	1.66"	2.375"	2.875"
10'	1.66"	2.875"	2.875"

NOTES:

1. DIMENSIONS FOR PIPE DIAMETERS ARE NOMINAL OUTSIDE DIAMETERS.
2. REFER TO PLANS FOR LOCATION & HEIGHT OF FENCES TO BE INSTALLED.
3. REFER TO PLANS FOR GATE WIDTH AT EACH INSTALLATION.
4. ALL FENCE FABRIC, POSTS AND HARDWARE SHALL BE GALVANIZED.
5. THE CONTRACTOR IS CAUTIONED THAT THE SITE CONTAINS UNDERGROUND POWER AND GAS FACILITIES AND THAT ALL POST LOCATIONS SHALL BE REVIEWED AND APPROVED BY THE SERVING UTILITY COMPANIES PRIOR TO INSTALLATION. ALL COORDINATION EFFORTS SHALL BE AT NO EXTRA EXPENSE TO THE OWNER.



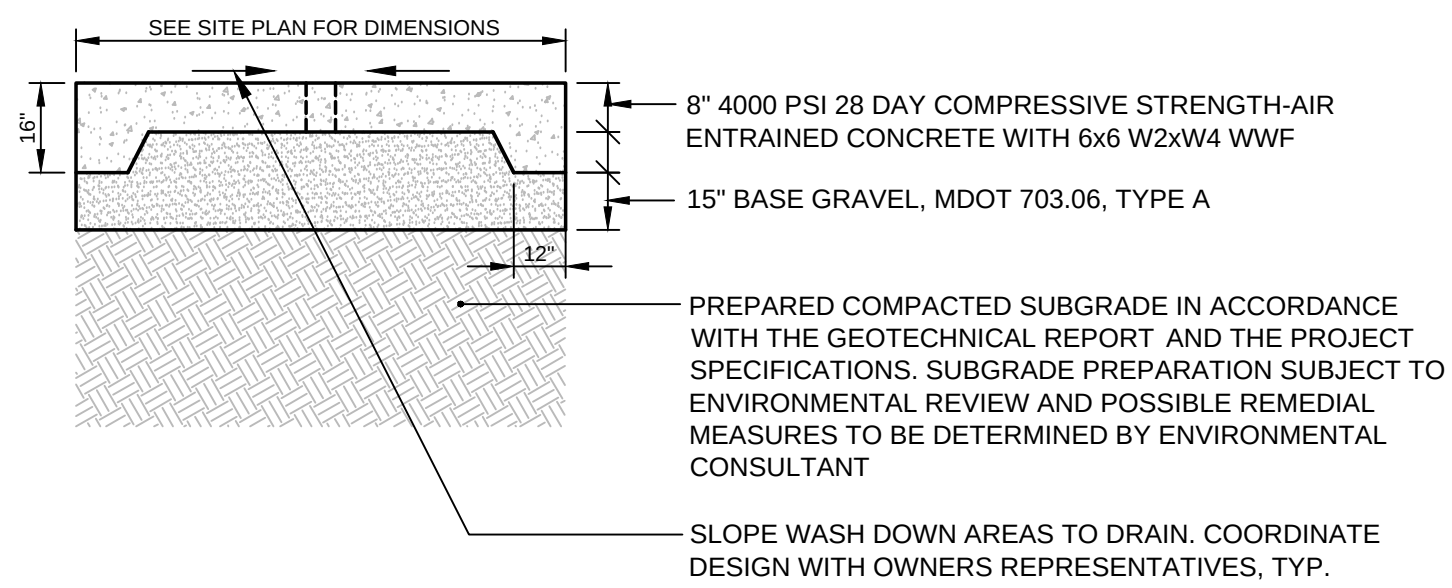
				PROJECT	CANAL LANDING AMENDED SITE PLAN PHASE III		 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106			
3	11.10.15	REVISED FINAL PLAN SUBMISSION			SHEET TITLE	SITE DETAILS 1 OF 2		DRAWN: PBF DESIGNED: SRB CHECKED: SRB	DATE: APRIL 2015 SCALE: AS SHOWN JOB NO. 3091.04	
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND								
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND			CLIENT	CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101		FILE NAME: 3091.04-DET SHEET C-8.0		
REV	DATE	DESCRIPTION		P.E. STEPHEN BUSHEY						
		REVISIONS	LIC. # 7429							



- NOTES:
1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
 2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND THE GEOTECHNICAL RECOMMENDATIONS.

**HEAVY DUTY
BITUMINOUS CONCRETE PAVEMENT SECTION**

(A)
N.T.S.

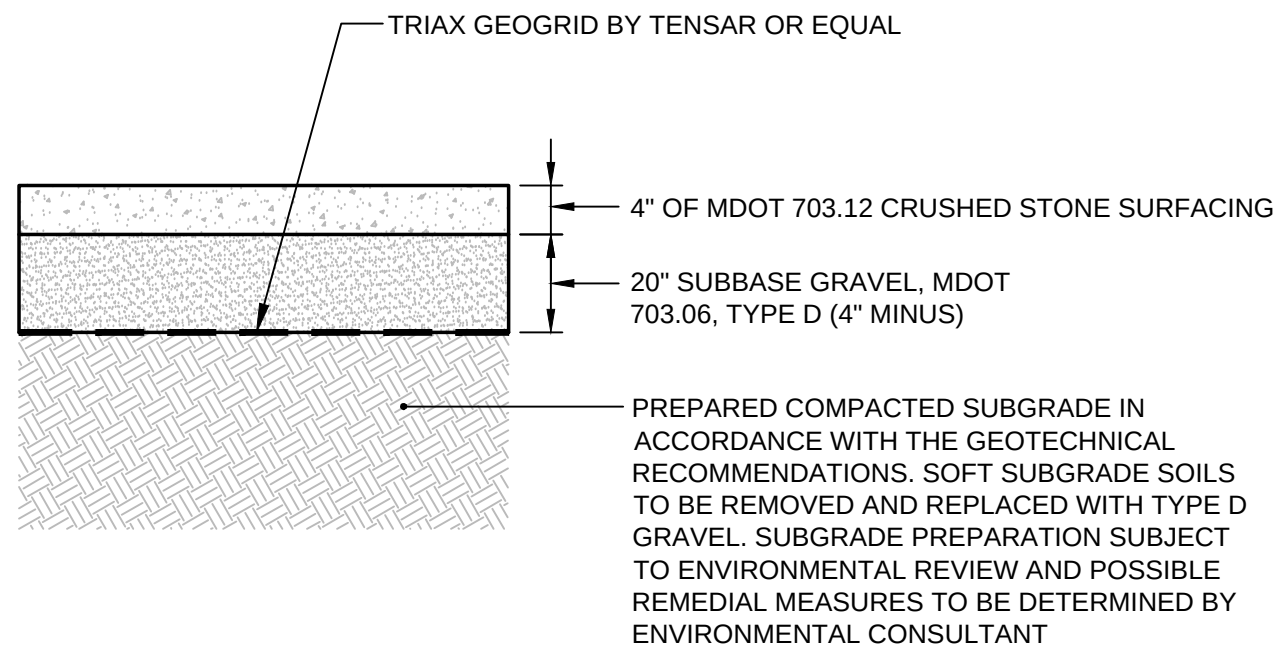


- NOTE:
- ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND THE GEOTECHNICAL REPORT. (PENDING)

*DUMPSTER PAD AREAS AND WHERE RCCP (REINFORCED CONCRETE PAVEMENT) IS NOTED ON SITE PLAN.

**PORTLAND CEMENT CONCRETE
SECTION FOR WASHDOWN AREAS**

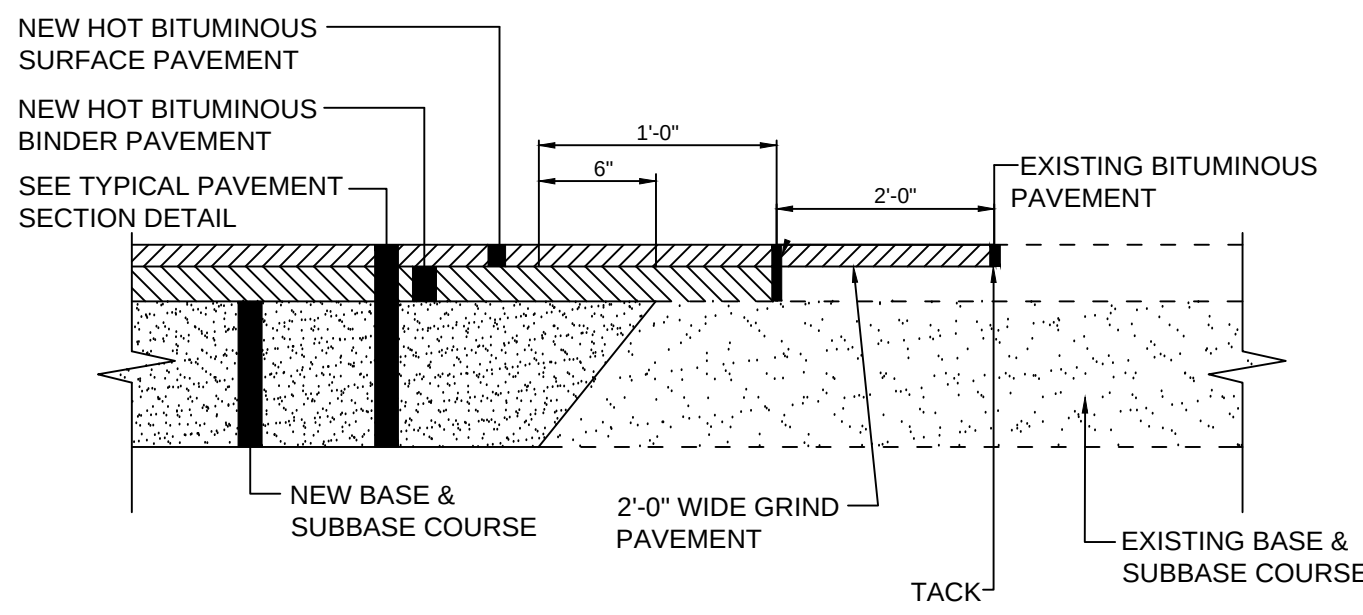
(B)
N.T.S.



- NOTES:
- ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND GEOTECHNICAL RECOMMENDATIONS.

BOAT YARD SURFACE SECTION

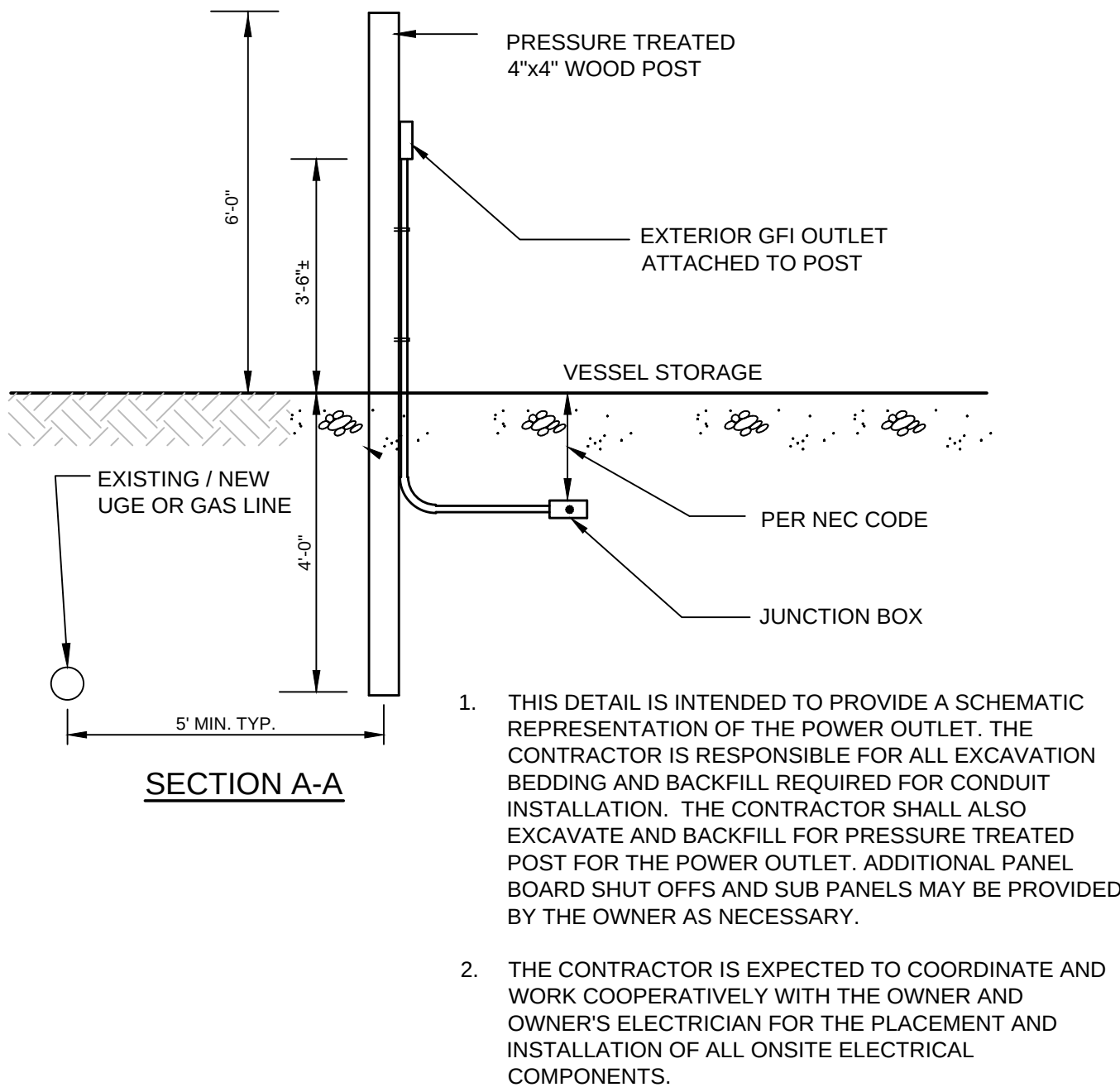
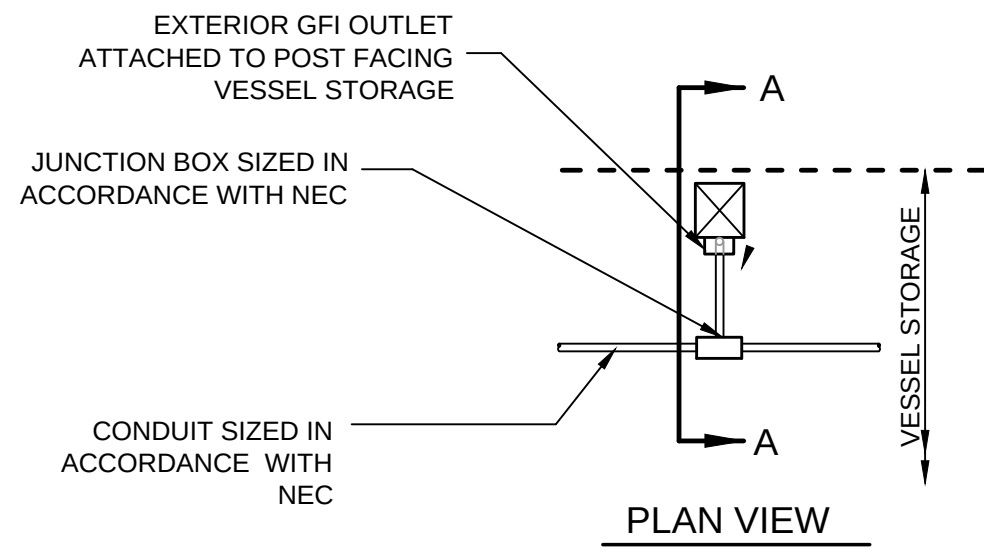
(C)
N.T.S.



- NOTES:
1. USE THIS DETAIL FOR THE RADIUS FILLET AT THE DRIVEWAY ENTRANCE TO THE PUBLIC STREETS OR TO MATCH PARKING LOT/DRIVE PAVEMENTS WHERE WIDENING OF EXISTING PAVEMENT AREA IS REQUIRED.
 2. WHERE SURFACE PAVEMENT HAS NOT BEEN INSTALLED THE 2'-0" WIDE GRIND IS NOT REQUIRED.

PAVEMENT SAWCUT SECTION

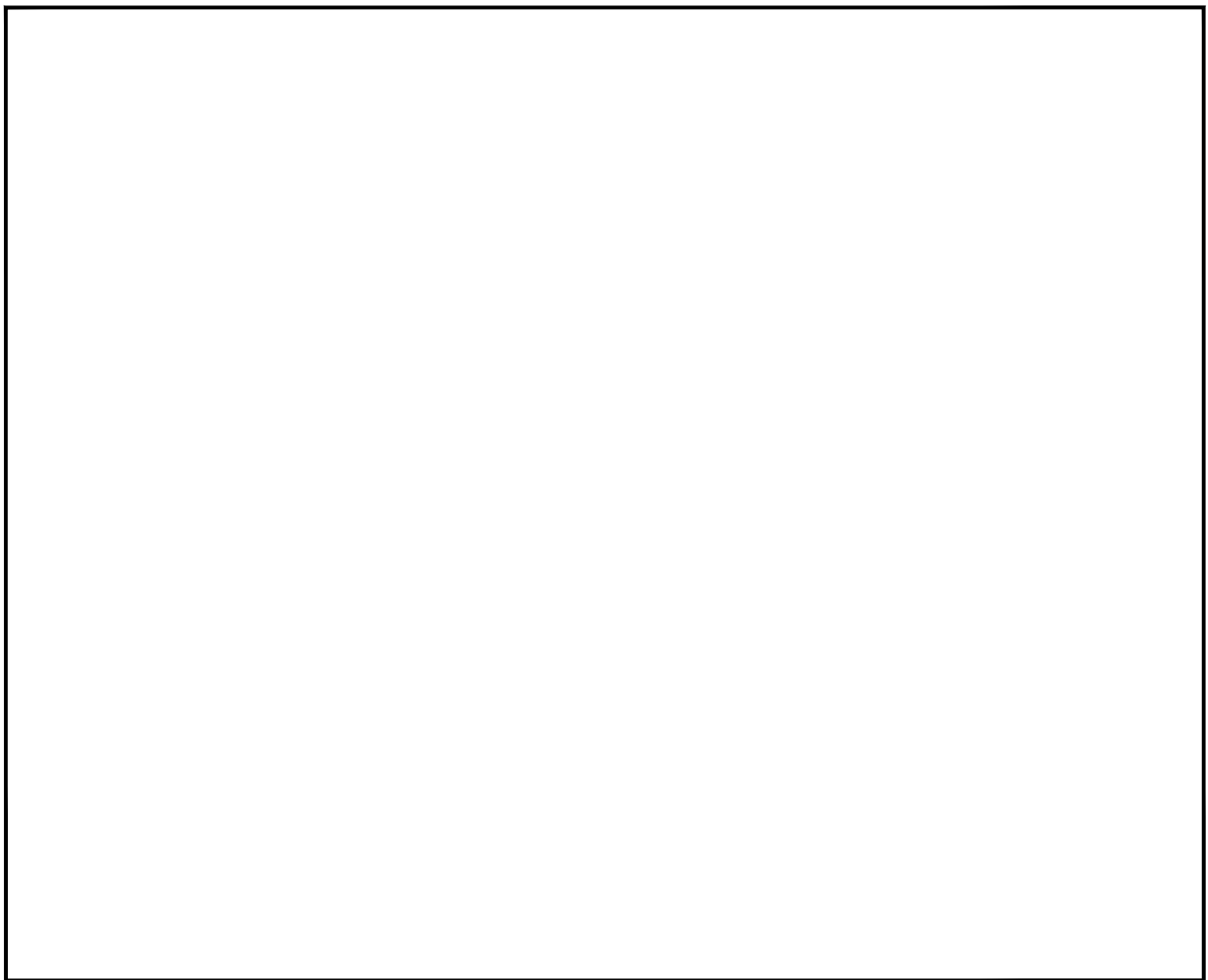
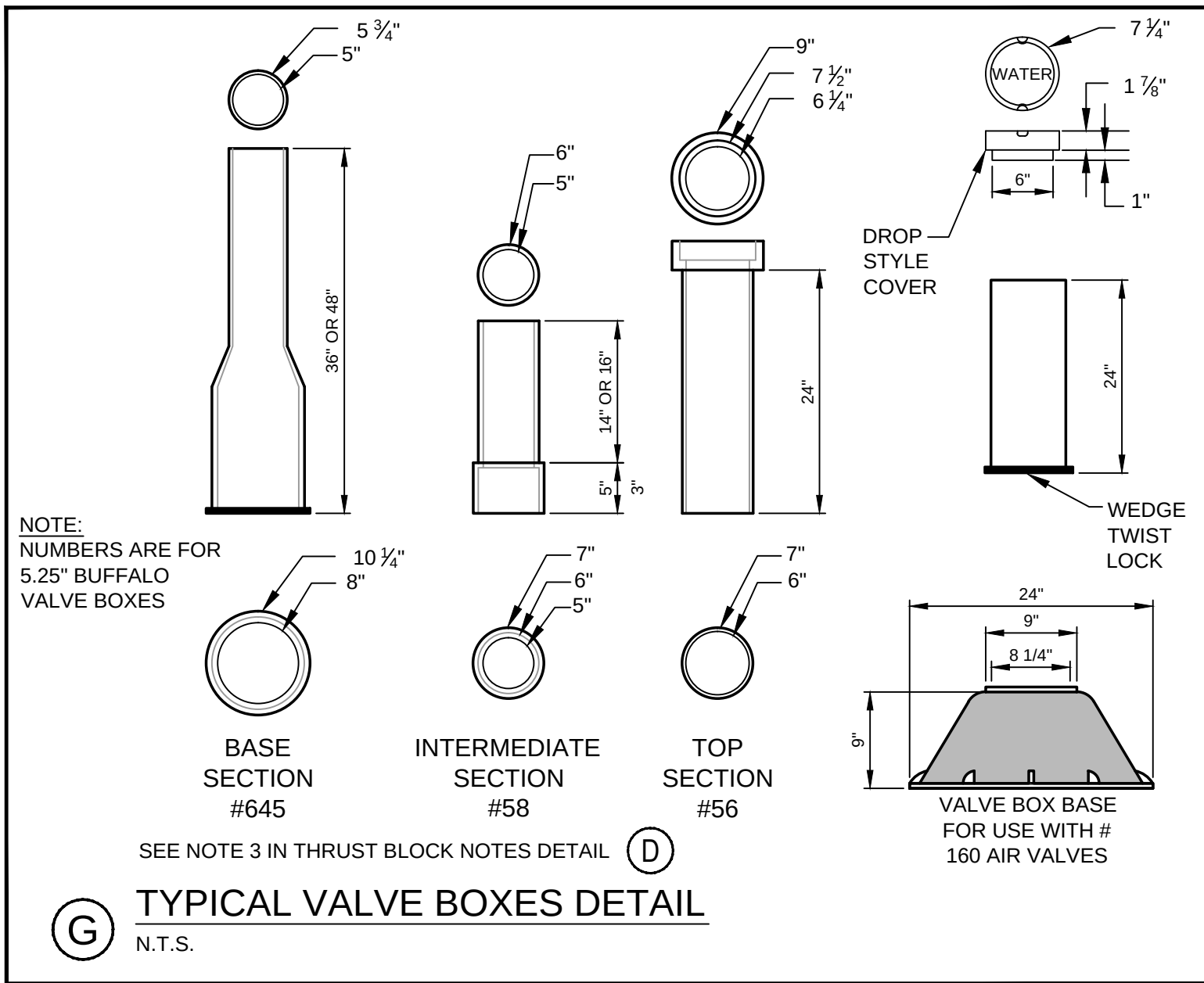
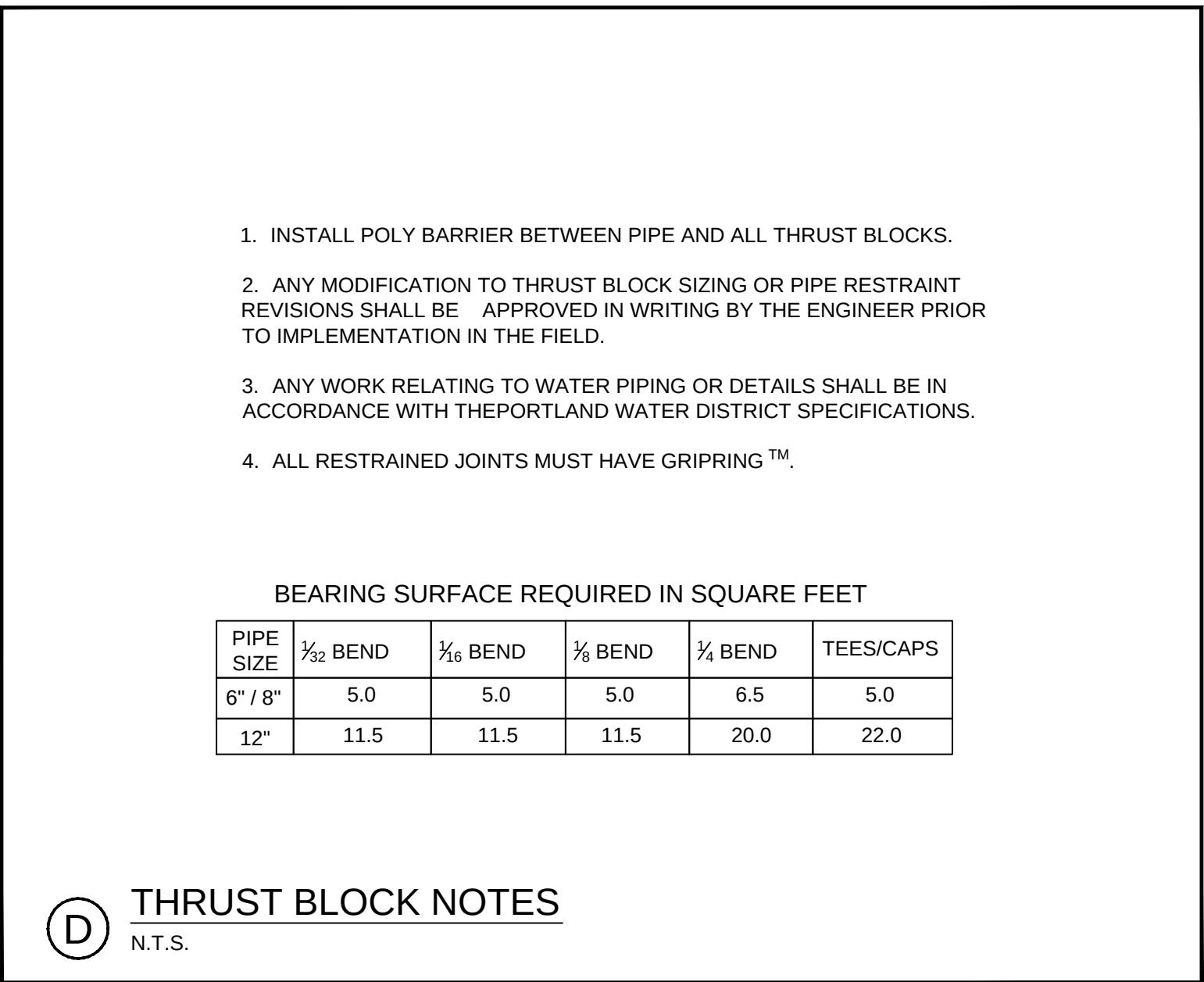
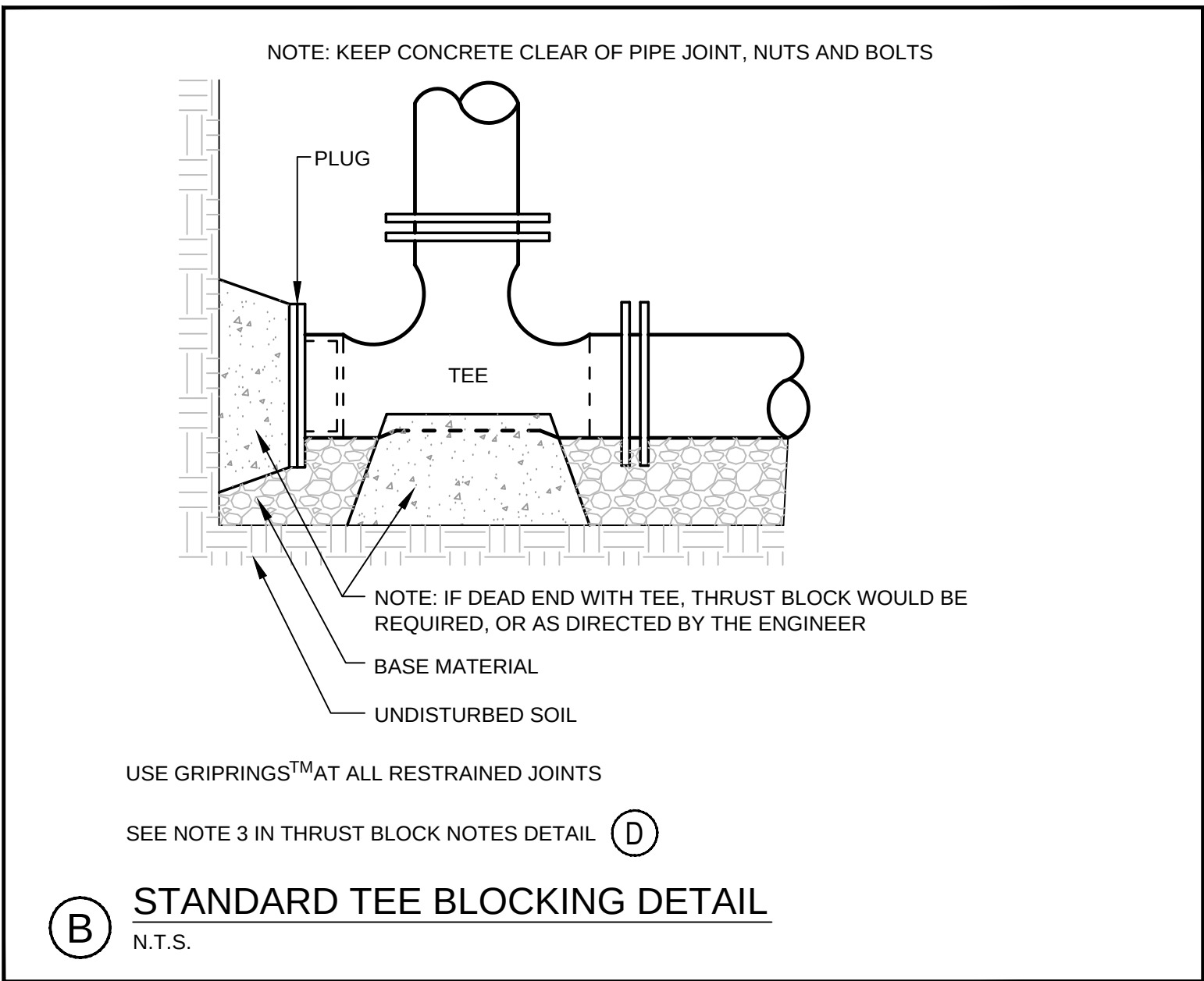
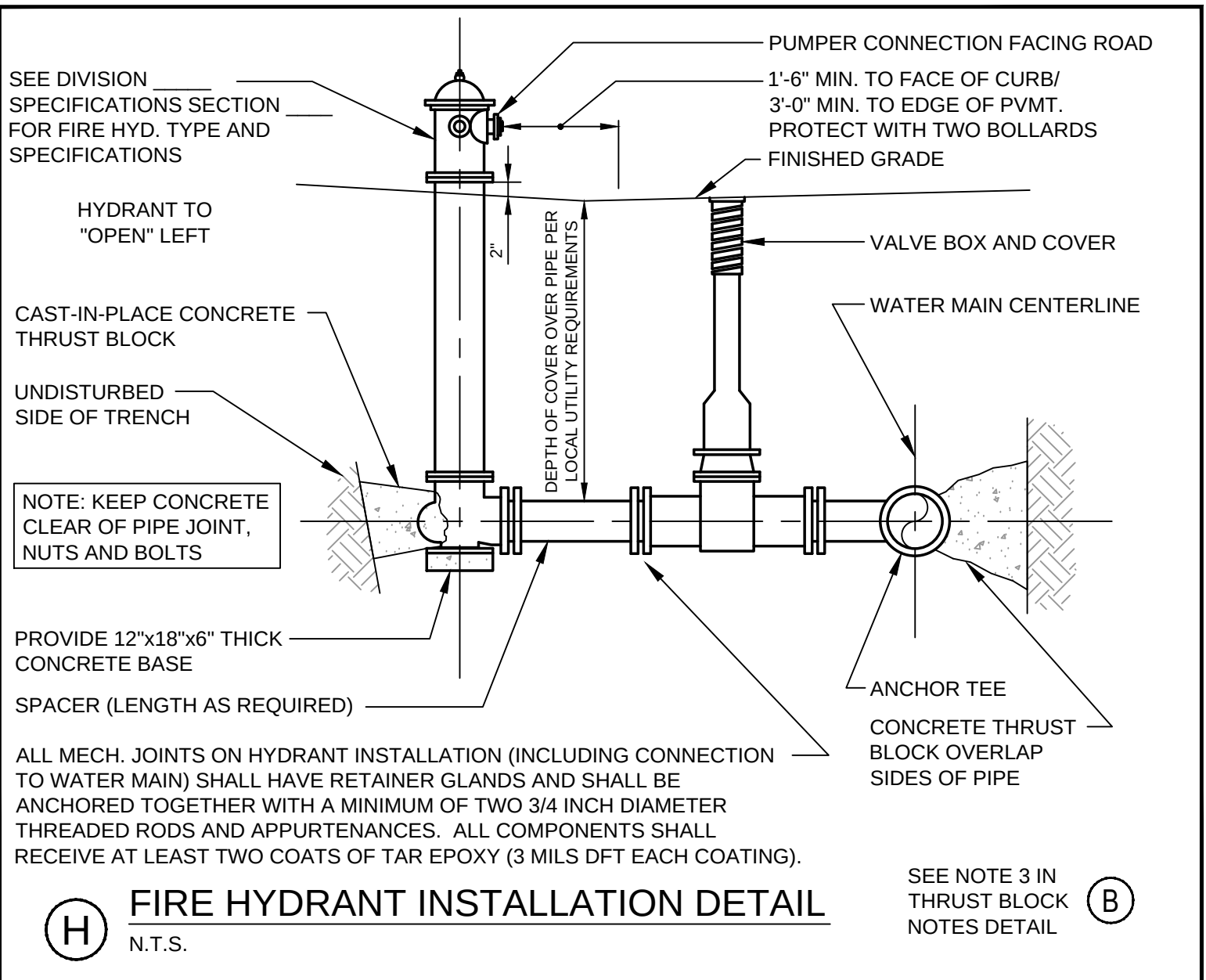
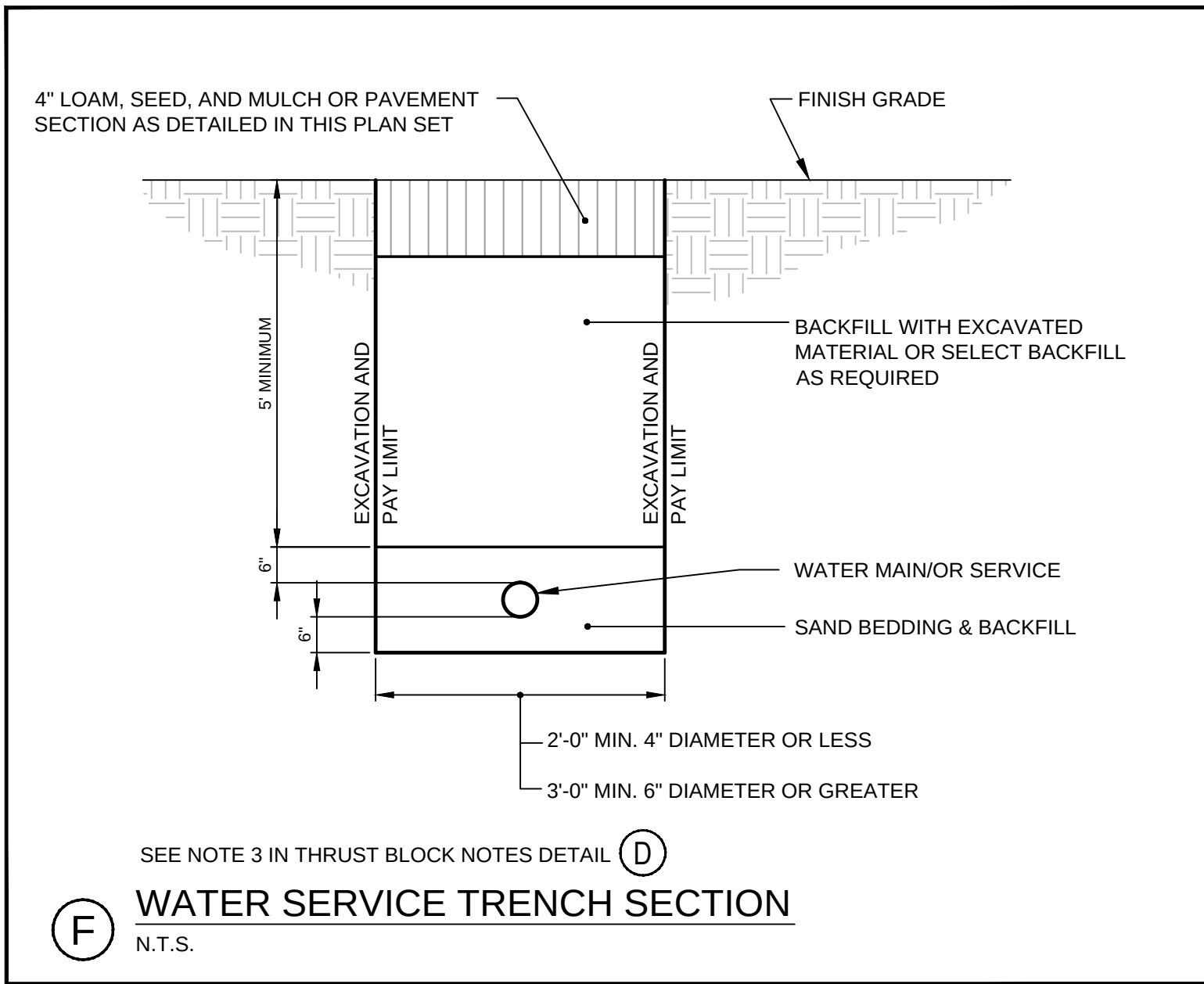
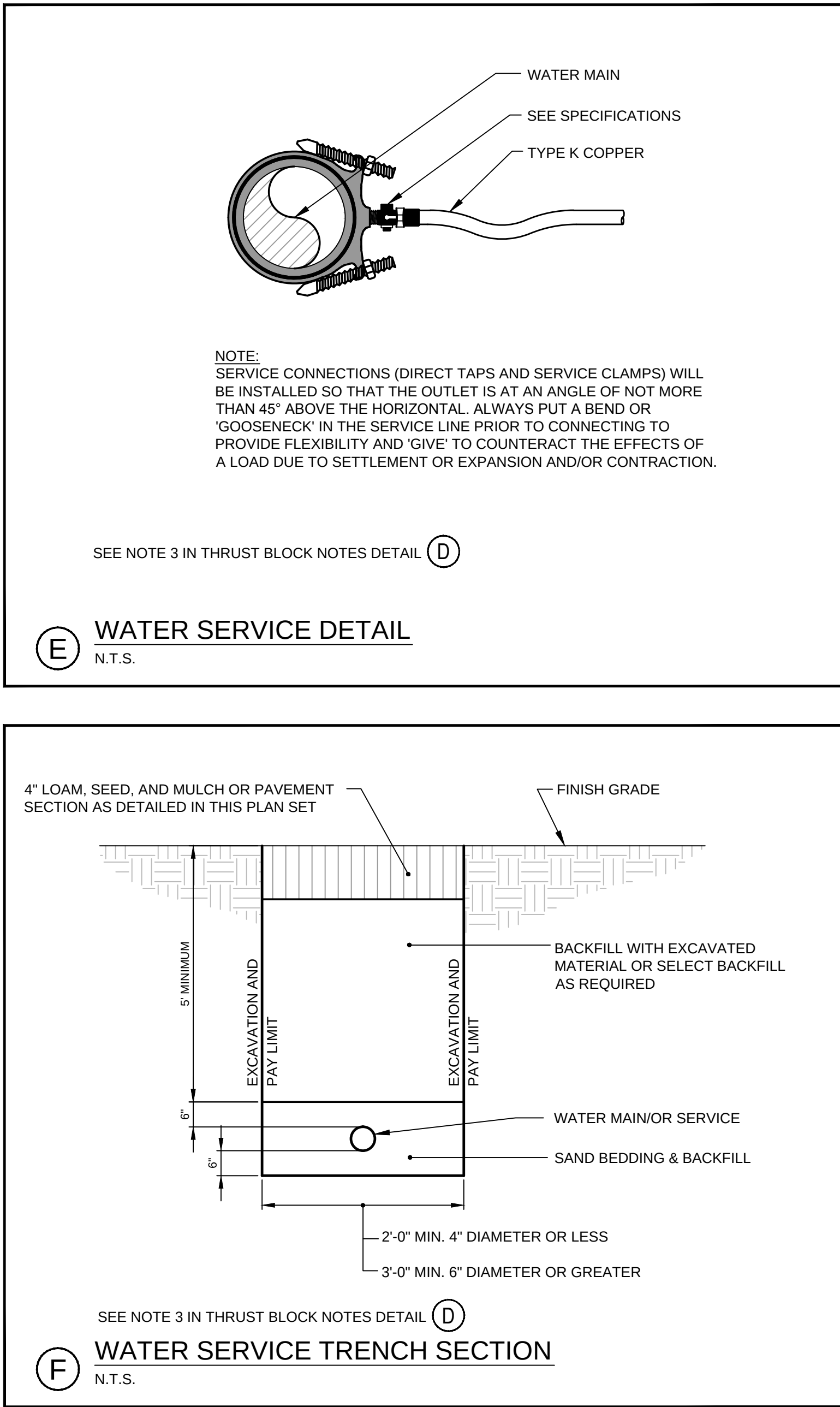
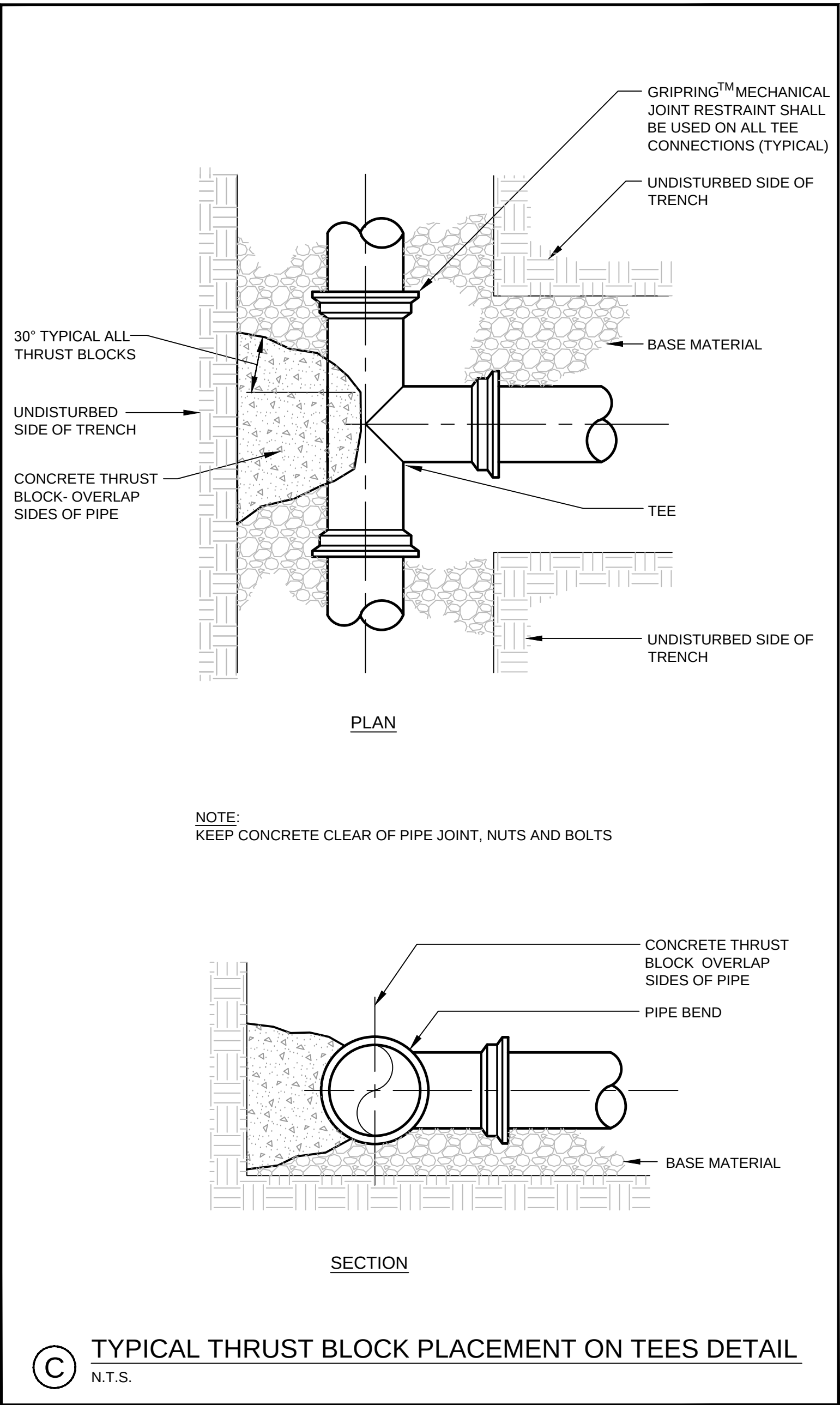
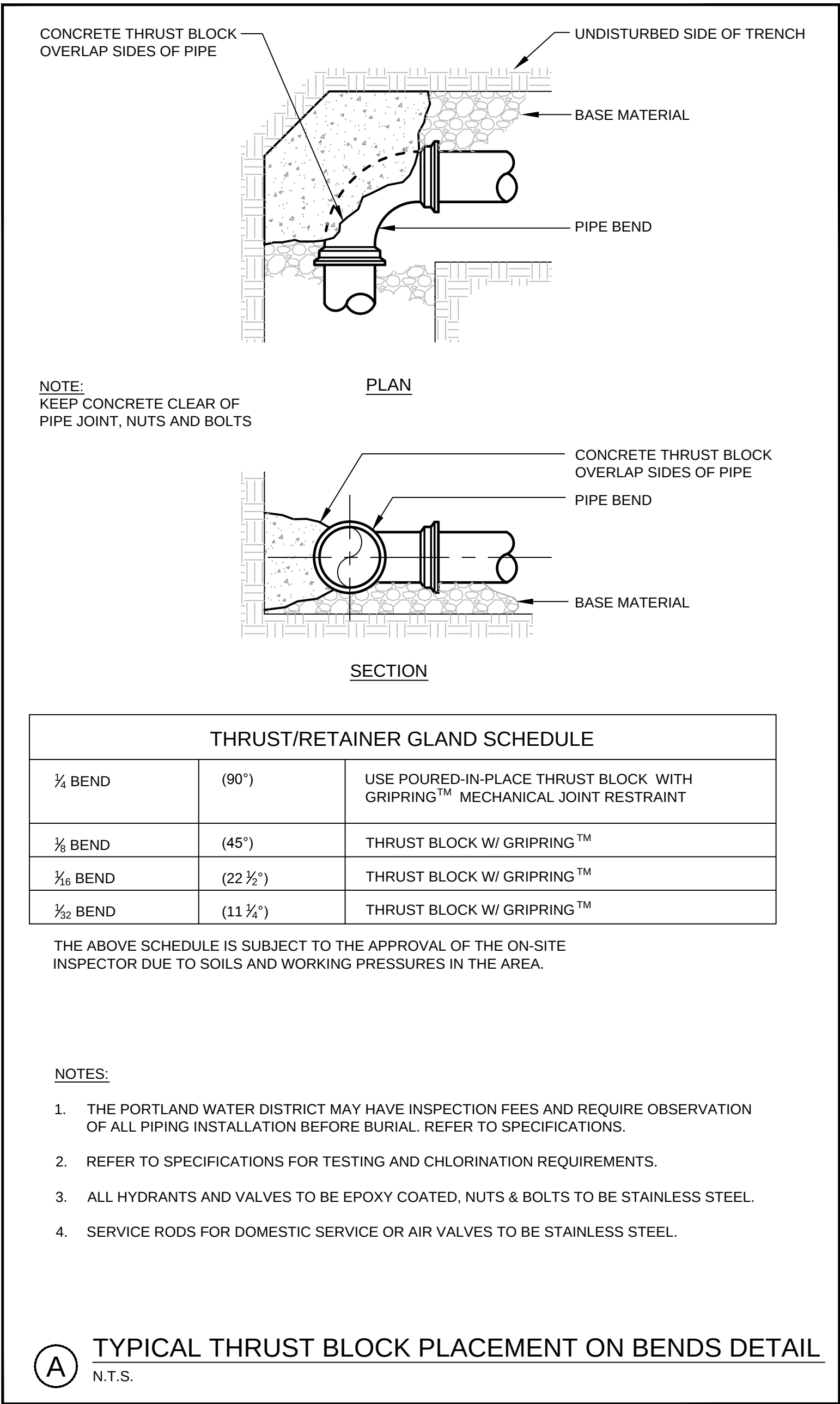
(D)
N.T.S.



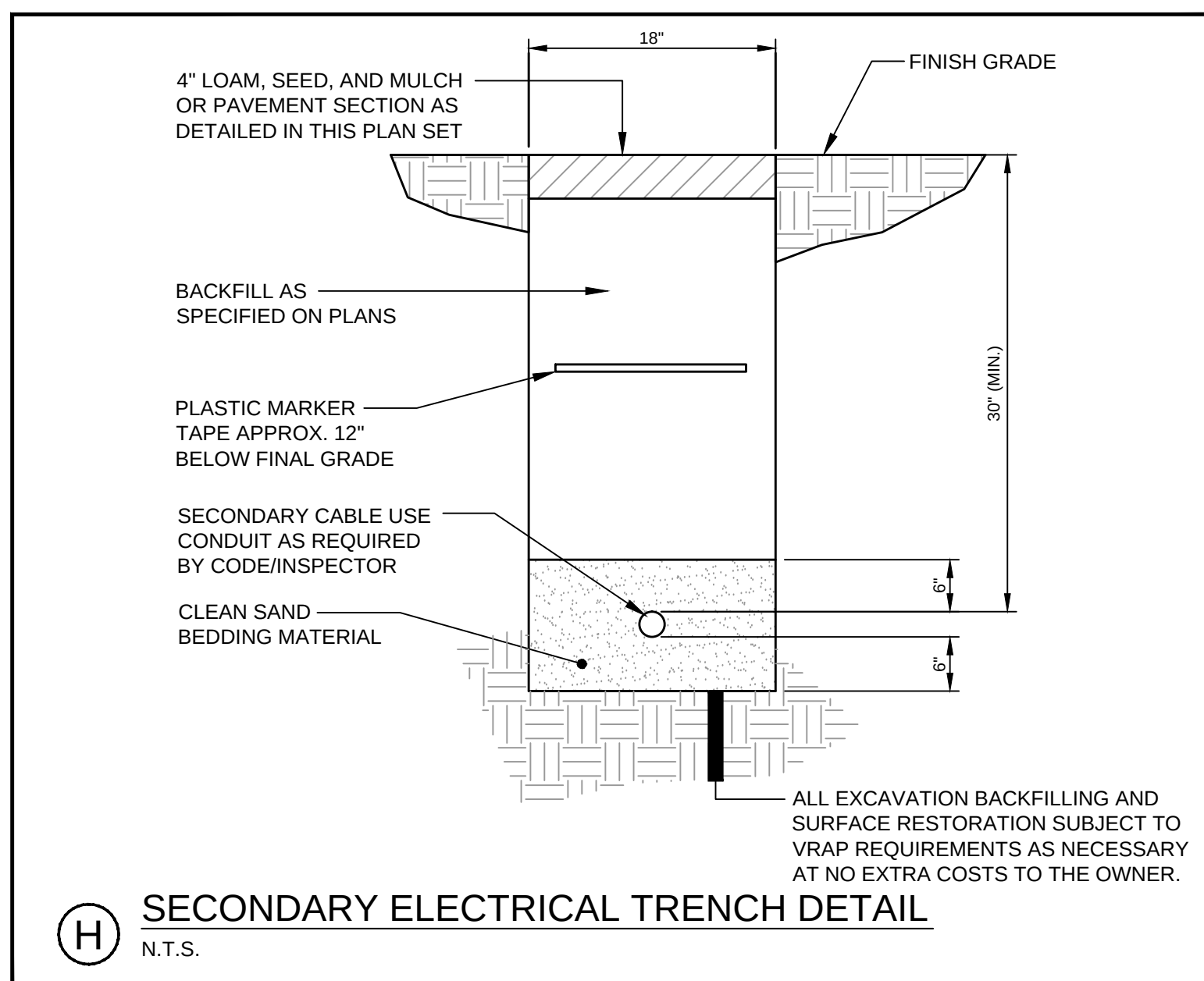
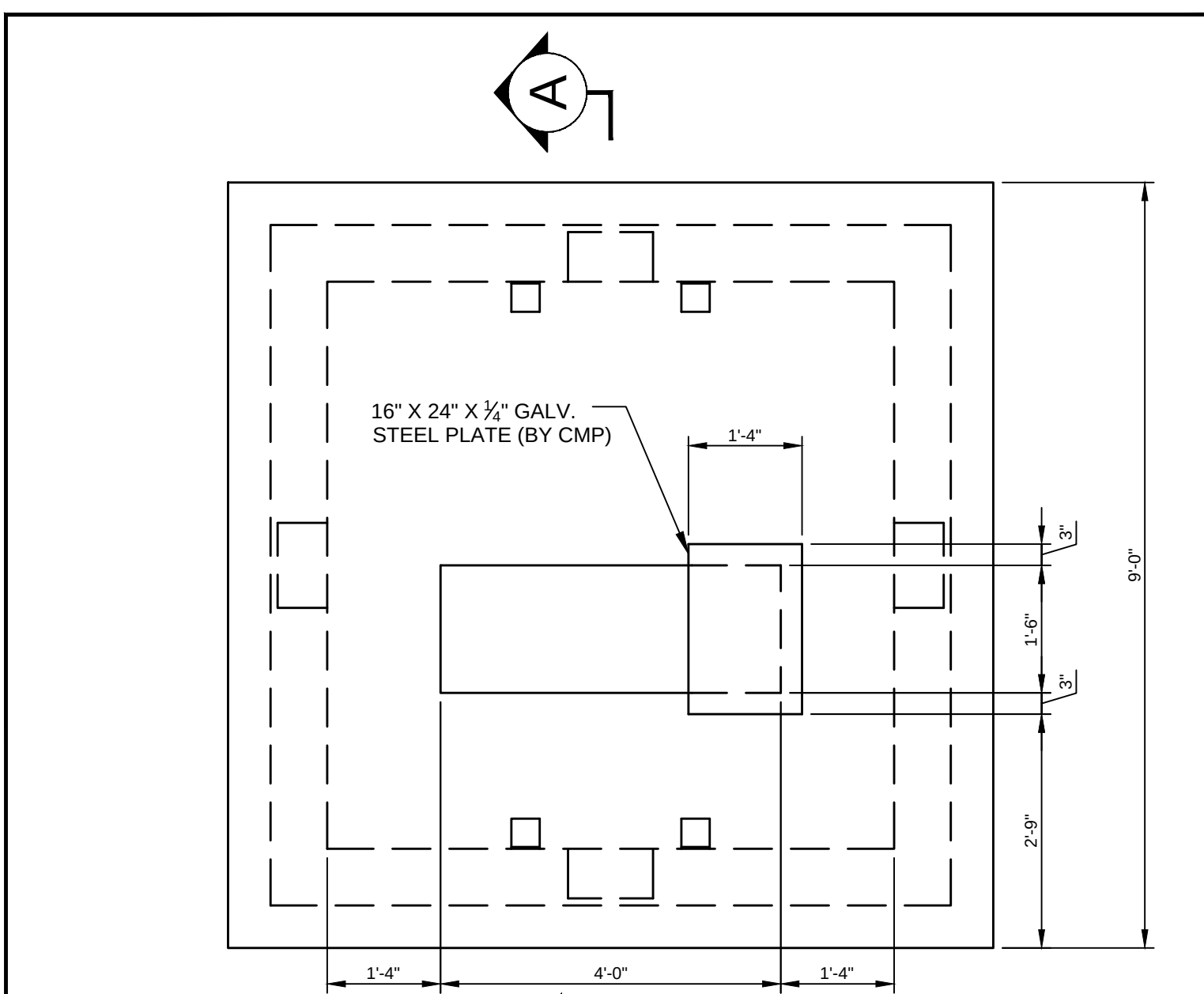
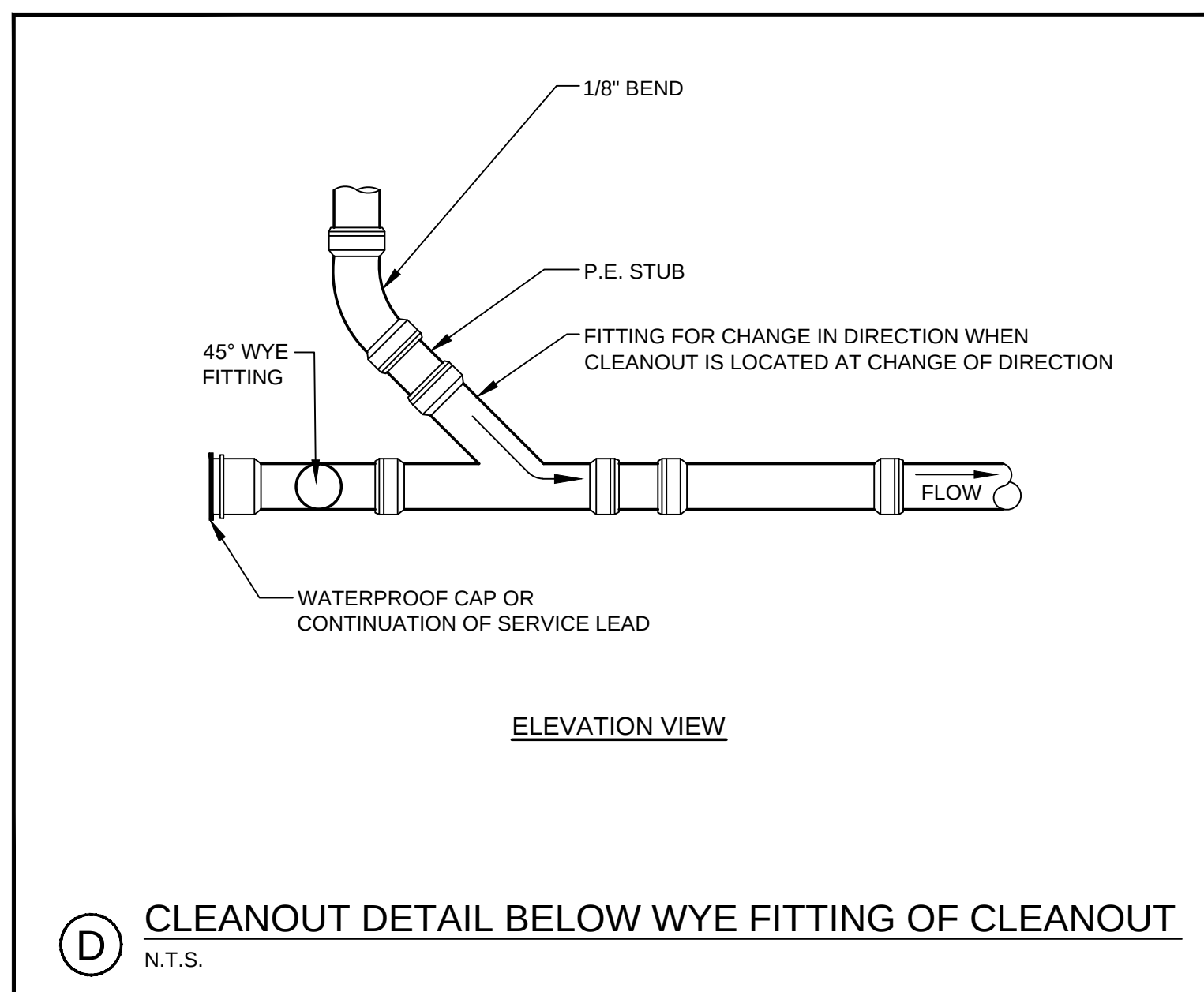
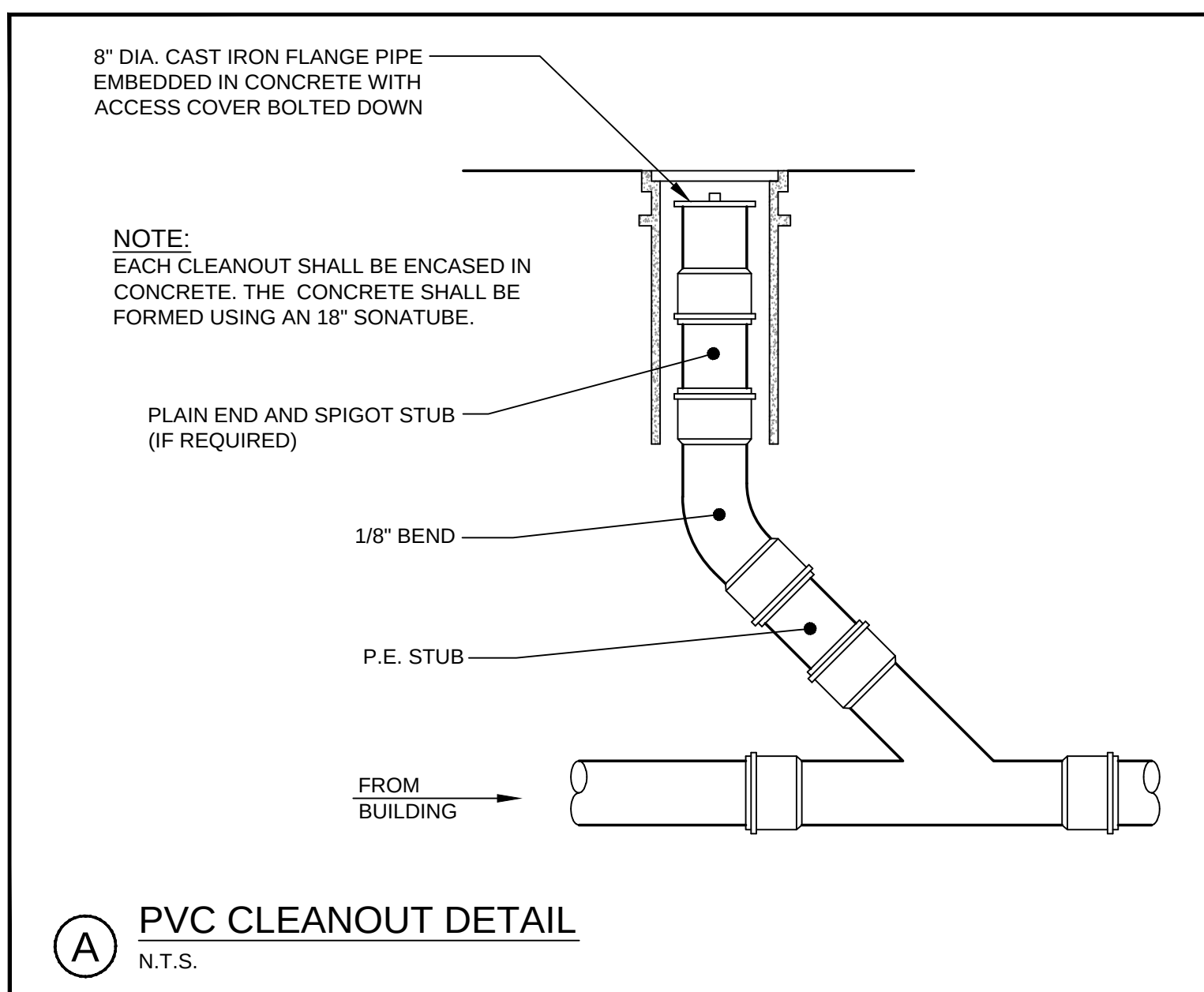
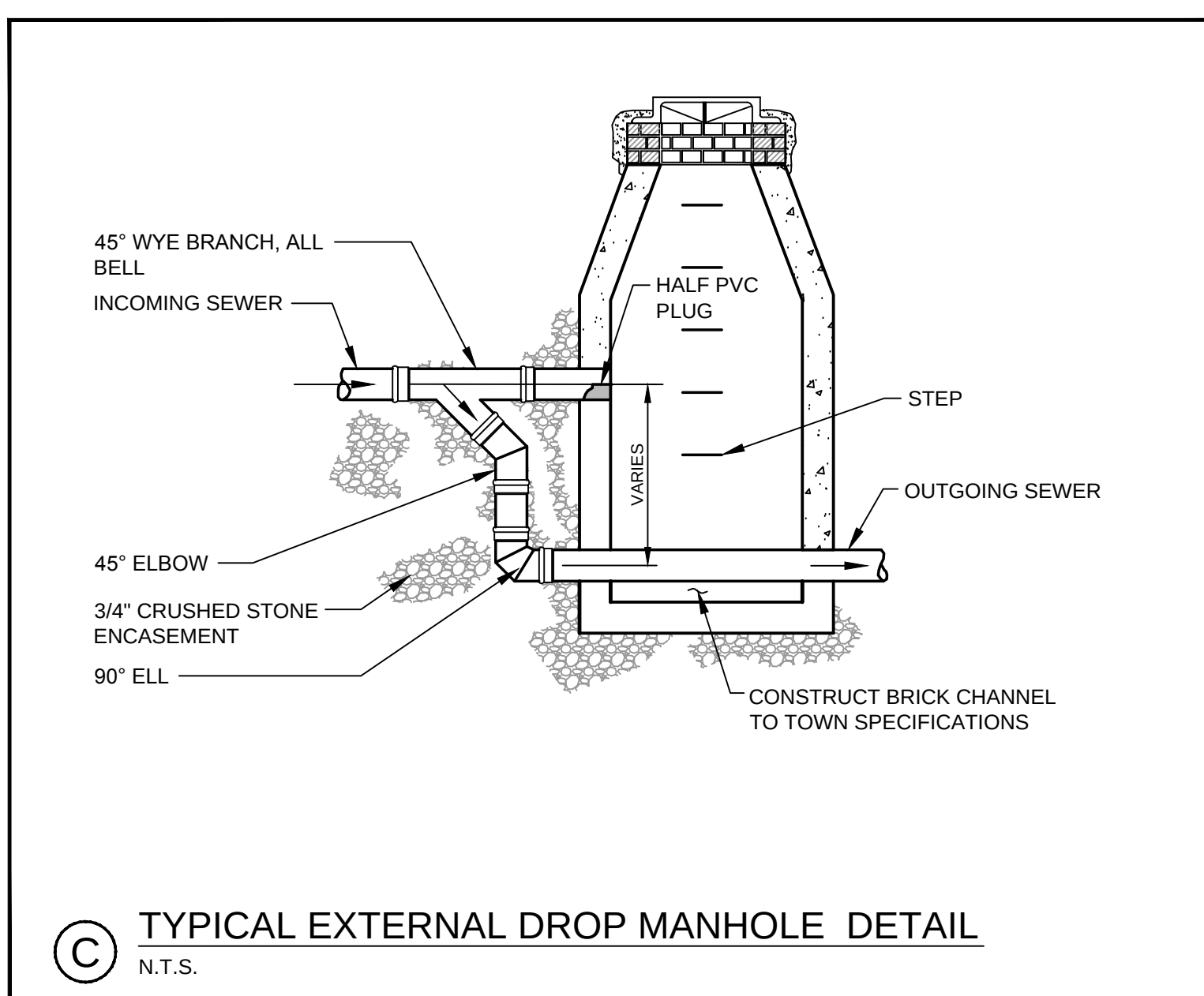
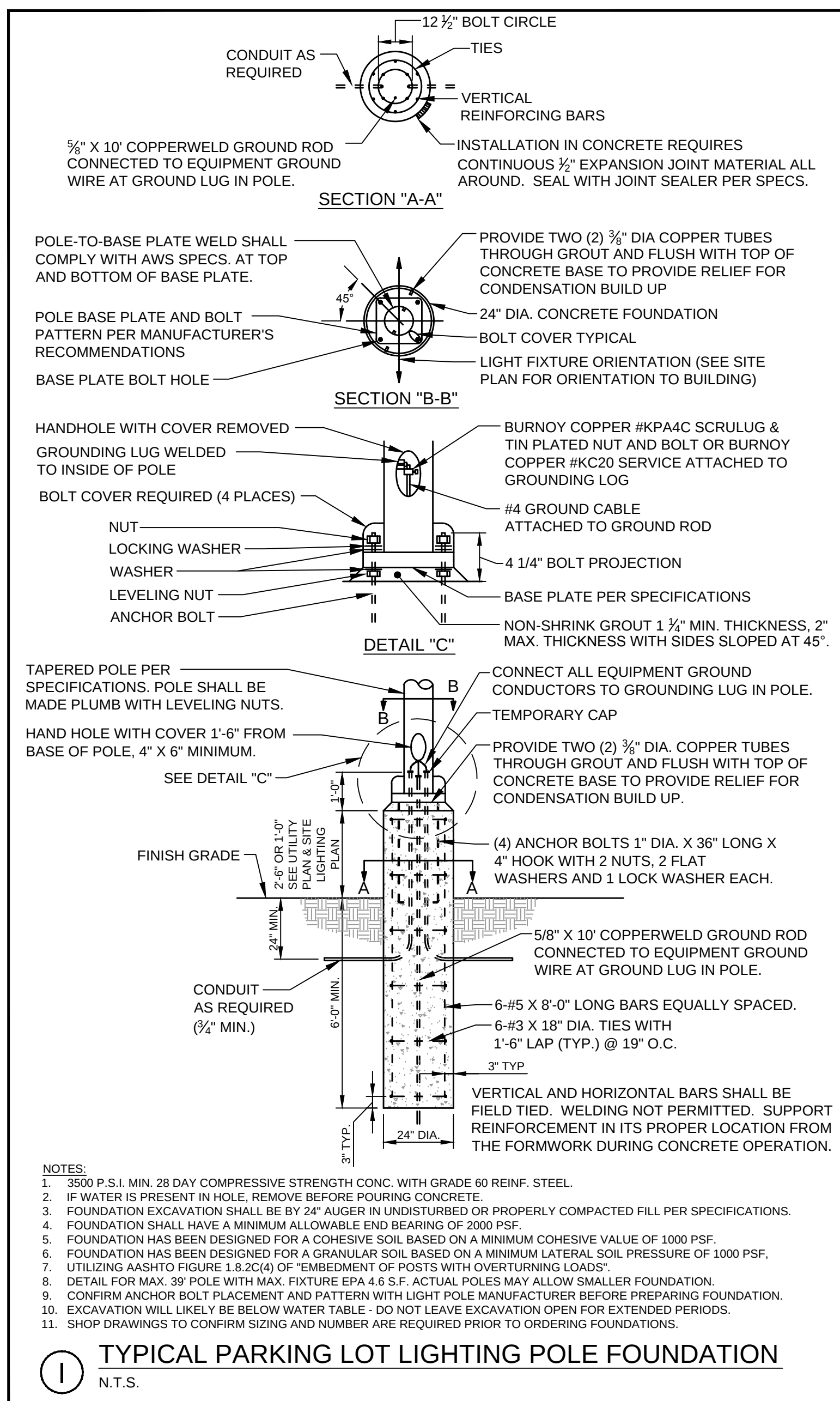
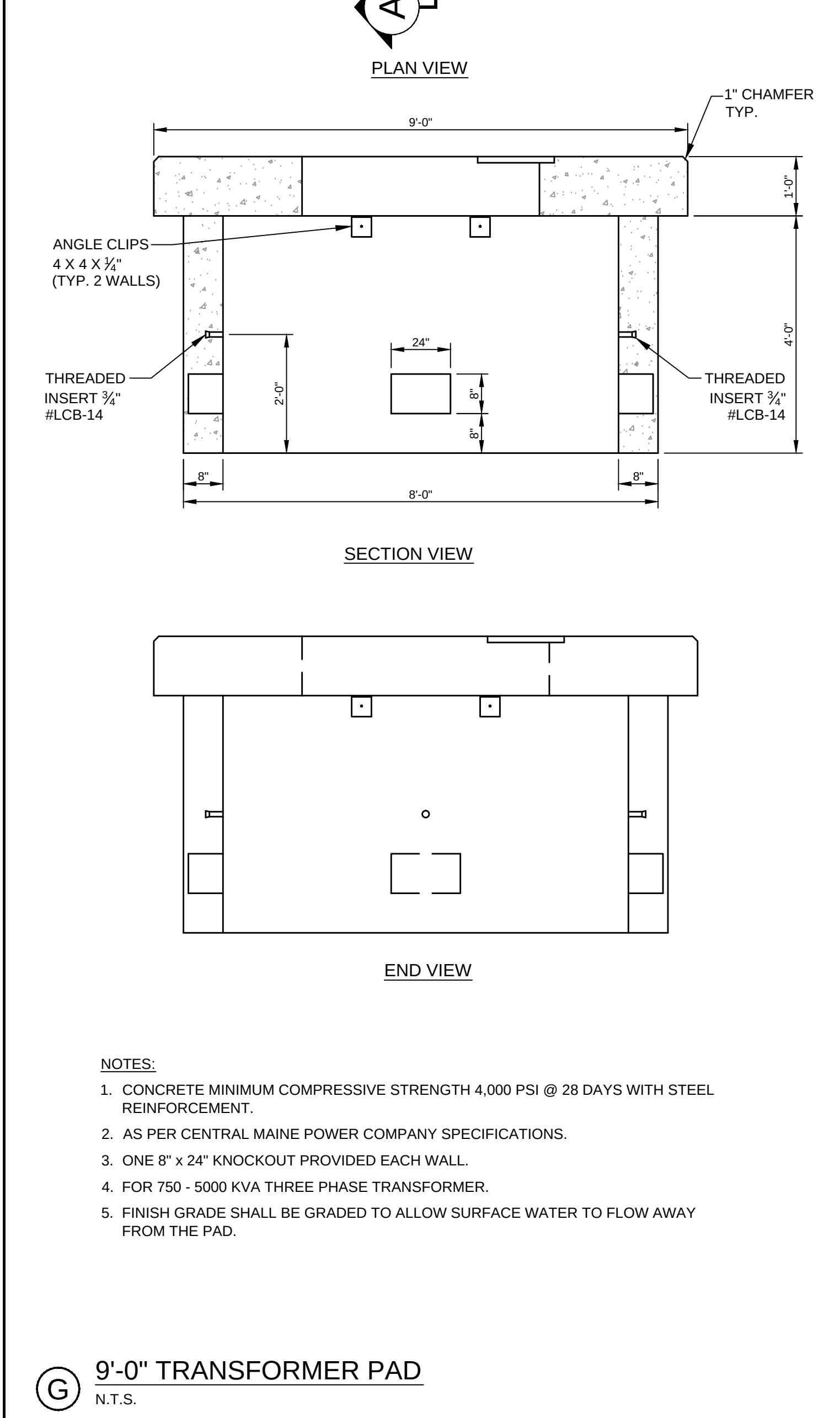
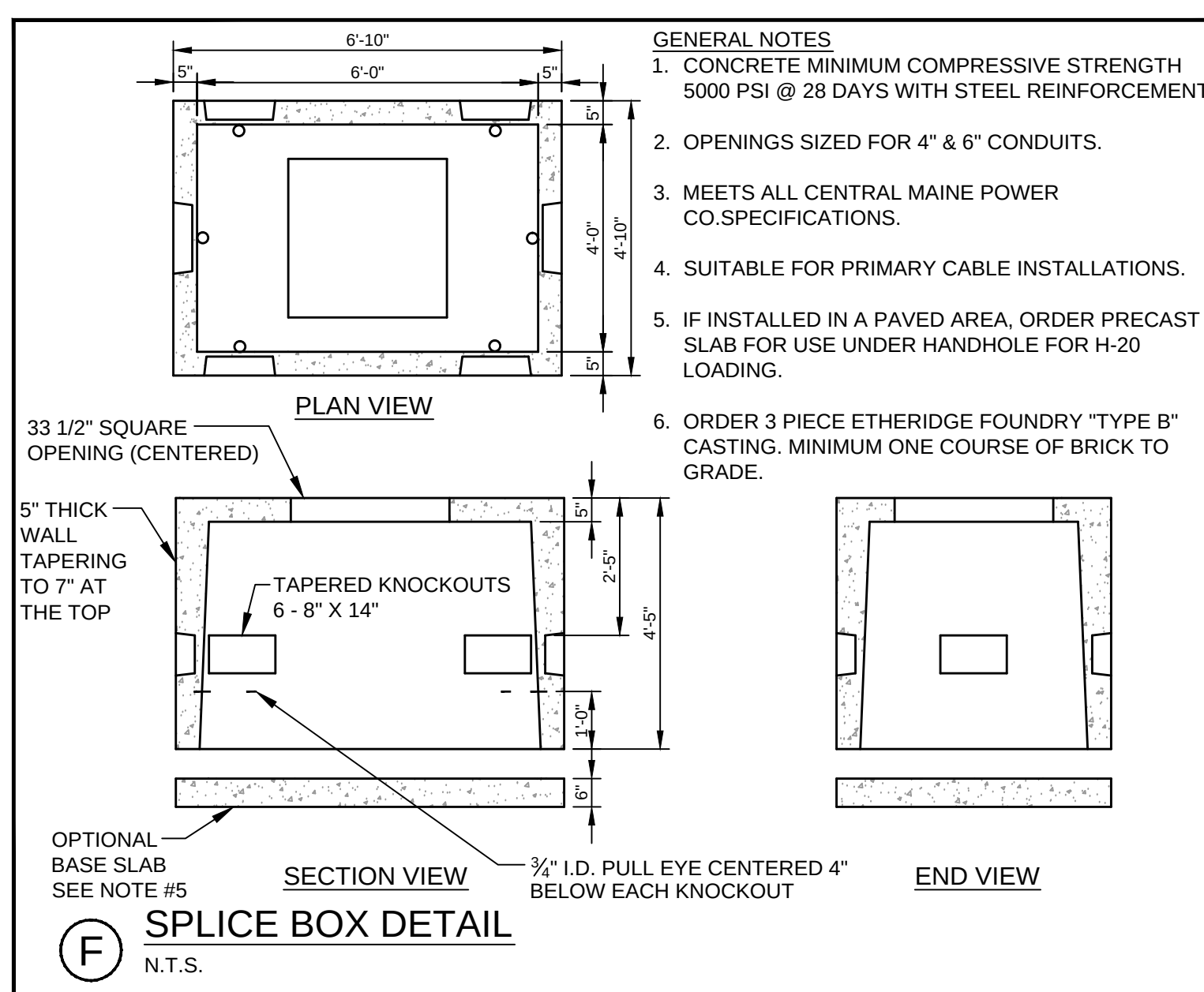
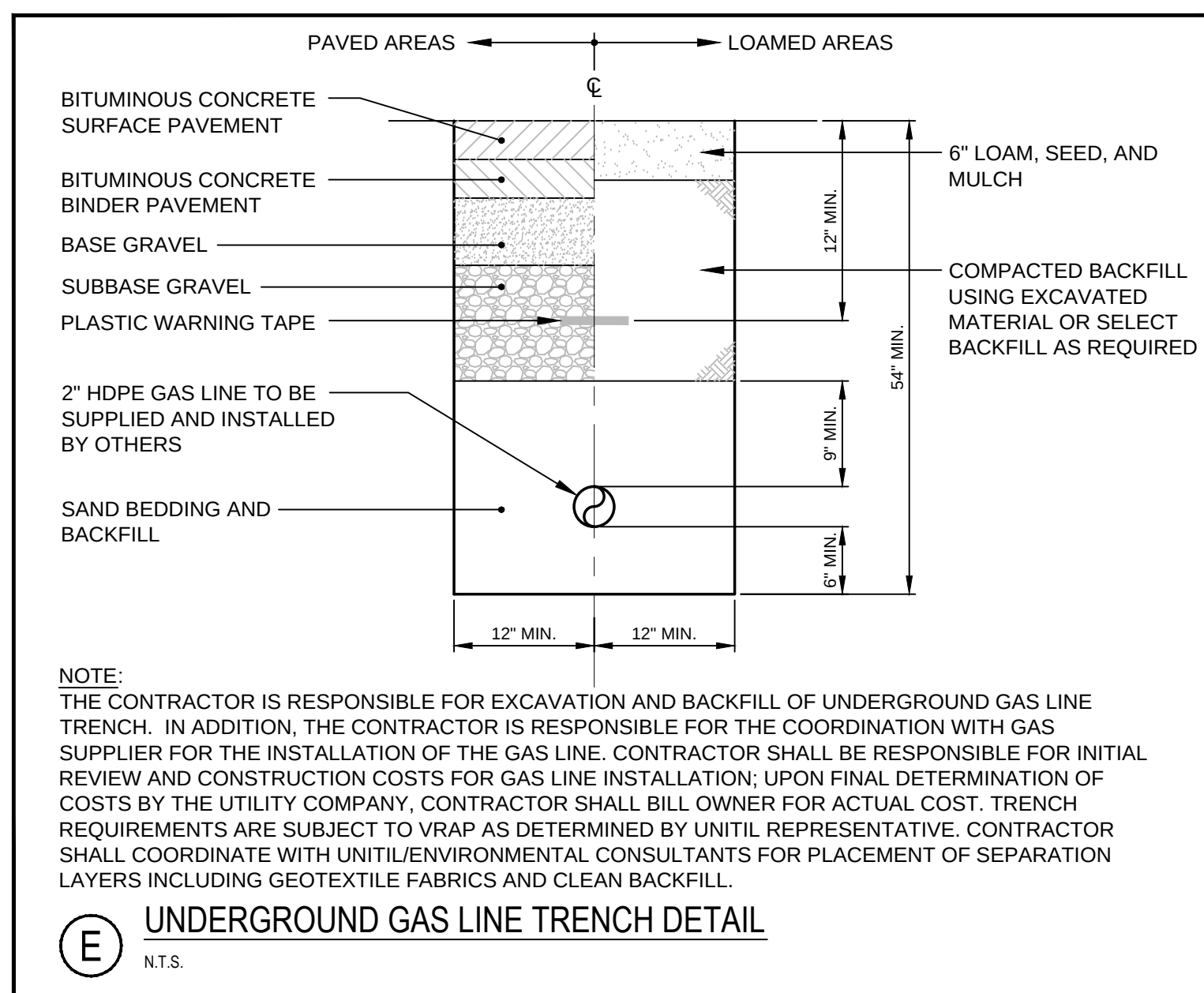
POWER OUTLET DETAIL

(E)
N.T.S.

				PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III	FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106	
				SHEET TITLE SITE DETAILS 2 OF 2		
				CLIENT CANAL LANDING LLC 100 WEST COMMERCIAL STREET PORTLAND, ME 04101		
				REVISIONS		
3	11.10.15	REVISED FINAL PLAN SUBMISSION		DRAWN: PBF	DATE: APRIL 2015	
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND		DESIGNED: SRB	SCALE: AS SHOWN	
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND		CHECKED: SRB	JOB NO. 3091.04	
REV	DATE	DESCRIPTION		FILE NAME: 3091.04-DET		
				SHEET	C-8.1	



				PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III	 FAY, SPOFFORD & THORNDIKE ENGINEERS • PLANNERS • SCIENTISTS 778 MAIN ST., SUITE 8, SOUTH PORTLAND, ME 04106
				SHEET TITLE WATER SYSTEM DETAILS	
3	11.10.15	REVISED FINAL PLAN SUBMISSION		CLIENT CANAL LANDING LLC	DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 3091.04-DET SHEET C-8.2
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND		100 WEST COMMERCIAL STREET PORTLAND, ME 04101	DATE: APRIL 2015 SCALE: AS SHOWN JOB NO. 3091.04
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND			
REV	DATE	DESCRIPTION			
		REVISIONS			

[illegible]

				PROJECT CANAL LANDING AMENDED SITE PLAN PHASE III	 FAY, SPOFFORD & THORNDIKE ENGINEERS - PLANNERS - SCIENTISTS 778 MAIN ST., SUITE 8, SOWTH PORTLAND, ME 04106		
3	11.10.15	REVISED FINAL PLAN SUBMISSION		SHEET TITLE UTILITY DETAILS		DRAWN: PBF	DATE: APRIL 2015
2	09.04.15	FINAL PLAN SUBMISSION TO CITY OF PORTLAND		CLIENT CANAL LANDING LLC		DESIGNED: SRB	SCALE: AS SHOWN
1	06.15.15	PRELIMINARY PHASE III AMENDED SITE PLAN TO CITY OF PORTLAND		100 WEST COMMERCIAL STREET PORTLAND, ME 04101		CHECKED: SRB	JOB NO. 3091.04
REV	DATE	DESCRIPTION		P.E. STEPHEN BUSHEY		FILE NAME: 3091.04-DET	SHEET C-8.3
REVISIONS			LIC. # 7429				

