

1. Legal Ad

Documents:

[PB LEGAL AD 4-6-17.PDF](#)

2. Agenda

Documents:

[PB AGENDA 4-6-17.PDF](#)

3. 383 Commercial Street

3.I. Memo And Attachments

Documents:

[COMMERCIAL ST. - 383 \(MEMO AND ATTACHMENTS\).PDF](#)

3.II. Applicants Submittal

Documents:

[COMMERCIAL ST. - 383 \(APPLICANTS SUBMITTAL\).PDF](#)

3.III. Plans (Master Development Plan)

Documents:

[COMMERCIAL ST. - 383 \(PLANS - MDP\).PDF](#)

3.IV. Plans (Phase 1 For Information)

Documents:

[COMMERCIAL ST. - 383 \(PLANS - PHASE 1 FOR INFORMATION\).PDF](#)

4. 1700 Westbrook Street

4.I. Memo And Attachments

Documents:

[WESTBROOK ST. - 1700 \(MEMO AND ATTACHMENTS\).PDF](#)

4.II. Public Comments

Documents:

[WESTBROOK ST. - 1700 \(PUBLIC COMMENTS\).PDF](#)

4.III. Applicants Submittal

Documents:

[WESTBROOK ST. - 1700 \(APPLICANTS SUBMITTAL\).PDF](#)

4.IV. Plans

Documents:

[WESTBROOK ST. - 1700 \(PLANS\).PDF](#)

5. 122 Anderson Street

5.I. Report

Documents:

[ANDERSON ST. - 122 \(REPORT\).PDF](#)

5.II. Report Attachments

Documents:

[ANDERSON ST. - 122 \(REPORT ATTACHMENTS\).PDF](#)

5.III. Applicants Submittal

Documents:

[ANDERSON ST. - 122 \(APPLICANTS SUBMITTAL\).PDF](#)

5.IV. Plans

Documents:

[ANDERSON ST. - 122 \(PLANS\).PDF](#)

6. 221 Congress Street

6.I. Cover Memo

Documents:

[CONGRESS ST. - 221 \(COVER MEMO\).PDF](#)

6.II. Report And Report Attachments

Documents:

[CONGRESS ST. - 221 \(REPORT AND REPORT ATTACH.\).PDF](#)

6.III. Applicants Submittal

Documents:

[CONGRESS ST. - 221 \(APPLICANTS SUBMITTAL\).PDF](#)

6.IV. Plans

Documents:

[CONGRESS ST. - 221 \(PLANS\).PDF](#)

7. 547 Riverside Street

7.I. Memo

Documents:

[RIVERSIDE ST. - 547 \(MEMO\).PDF](#)

7.II. Staff Attachments

Documents:

[RIVERSIDE ST. - 547 \(STAFF ATTACHMENTS\).PDF](#)

7.III. Applicants Submittal

Documents:

[RIVERSIDE ST. - 547 \(APPLICANTS SUBMITTAL\).PDF](#)

7.IV. Plans

Documents:

[RIVERSIDE ST. - 547 \(PLANS\).PDF](#)

8. Zoning Text Amendments For Emergency Shelters

8.I. Report And Attachments

Documents:

[EMERGENCY SHELTER AMENDMENTS \(REPORT AND ATTACHMENTS\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will meet on Thursday, April 6, 2017, Council Chambers, 2nd Floor, City Hall, 389 Congress Street.

Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov

Workshop – 4:30 p.m.

- i. Master Development Plan; 383 Commercial Street, Deering Property Management, LLC, Applicant. (estimated time 4:30- 5:30). The Planning Board will consider a phased Master Development Plan for the redevelopment of the Rufus Deering Lumber Yard into a mixed use project with 22,691 sq. ft. of retail space along Commercial Street, 275 residential condominiums, and structured parking accessed from both York and Maple Streets. The site is within the B-5b zone.
- ii. Zoning Map Amendments for R-1 to R-3 and ROS and Removal of Flexible Housing Zone in the vicinity of 1700 Westbrook Street; Camelot Holdings, LLC., Applicant. (5:30- 6:30 p.m. estimated time) The Board will consider a map amendment from R-1 to R-3 and ROS to allow the development of the 45-acre site into a traditional single-family development with approximately 95 house lots and preservation of open space along the Stroudwater River. The proposal includes removing the Flexible Housing Zone from the property in this vicinity.

Public Hearing – 7:00 p.m.

- i. Level III Site Plan, 122 Anderson Street, Anderson Street Realty, LLC, Applicant (7:00- 8:00 p.m. estimated time) The Planning Board will hold a public hearing on the Level 3: Site Plan application for a 22,400 sq. ft. industrial building at 122 Anderson Street. The building is proposed behind the existing structures along Anderson Street with parking for 54 vehicles and bicycle parking for 6 bikes. The proposed 10-unit mixed use industrial/warehouse building is located in the IL-b zone.
- ii. Level III Subdivision Plan and Inclusionary Zoning Conditional Use, 221 Congress Street, Caleb Johnson Architects and Builders, Applicant. (8:00 – 9:00 p.m. estimated time) The Planning Board will hold a public hearing on a Level III Application for subdivision review of a mixed use project at 221 Congress Street. Commercial uses are proposed on the first floor with a total of 17 residential units on the upper floors of the 5-story structure. The proposed building footprint is 4,283 sq. ft. with a total floor area of 27,636 sq. ft. Parking for 16 vehicles is proposed within the structure. The site is located within the India Street Form Based Code (ISFBC) and a conditional use application will also be reviewed under the City's Ensure Workforce Housing Requirements.

Evening Workshop (immediately following the public hearing)

- iii. Level III Site Plan; 547 Riverside Street; Riverside Self Storage; 547 Riverside LLC., Applicant. (9:00 -9:30 p.m. estimated time). The Planning Board will hold an evening workshop on a proposed development of a commercial self-storage facility in order to use 504 recycled shipping containers as self-storage units with a total floor area of 80,960 sq. ft. The proposed impervious surface area is 156,865 sq. ft. and the site is located in the Industrial I-M zone. The proposal will be reviewed under the standards contained in Portland's Site Plan Ordinance and under the City's delegated review authority for a Site Location of Development Act application.

- iv. Zoning Text Amendments for Emergency Shelters in B-4, B5, IL, Ilb, IM and IH zones, City of Portland, Applicant. (estimated time 9:30 p.m.) The Planning Board will consider proposed text amendments to the zoning ordinance to update the conditional use standards for emergency shelters, and to allow emergency shelters as conditional uses in the B-4, B-5, IL, IL-b, IM and IH zones. They are currently permitted as conditional uses in the B-3 zone, which would not change.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE
PLANNING BOARD

Elizabeth Boepple, Chair
Sean Dundon, Vice Chair
Carol Morrisette
David Eaton
Brandon Mazer
Maggie Stanley
Lisa Whited

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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 MARCH 28, 2017:**
Afternoon Public Hearing: All Present
Public Hearing: Boepple, Dundon, Eaton, Morrisette (left at 7:50), Nichols, Stanley, Whited present
- 4. REPORT OF DECISIONS AT THE MEETING HELD ON MARCH 28, 2017:**
 - i. Institutional Overlay Zone; City of Portland, Applicant. Dundon moved and Morrisette seconded a motion to find the proposed amendments consistent with the Comprehensive Plan and to recommend the proposed Institutional Overlay Zone, including the amended language of “or shall require an amendment to the IDP” to subsection III e. ii, to the City Council for adoption. Vote: 7-0
 - ii. Level III Site Plan and Subdivision; 161 York Street; York Street Redevelopment, LLC., Applicant. Dundon moved and Morrisette seconded a motion to find the conditional use application for inclusionary zoning meets the standard subject to the condition that the applicant

pay \$110,000 into the Housing Trust fund prior to the issuance of a certificate of occupancy. Vote: 7-0. Dundon moved and Morrisette seconded a motion to waive the technical standard for driveway width to allow a 23.39' aisle in the lower-level parking garage. Vote: 7-0 Dundon moved and Morrisette seconded a motion to waive the driveway separation requirement to allow a separation of 54 feet between the new driveway and existing driveway on the easterly side of the property. Vote: 5-2, Boepple and Stanley opposed. Dundon moved and Morrisette seconded a motion to approve the subdivision plan with three conditions of approval. Vote: 6-1, Boepple opposed. Dundon moved and Morrisette seconded a motion to approve the site plan ordinance with 7 conditions of approval. Vote: 4-3, Boepple, Morrisette, and Stanley opposed.

- iii. Level III Site Plan and Conditional Use; 23 Orono Road; Hall School; City of Portland, Applicant. Dundon moved and Nichols seconded the motion to find the proposed school meets the conditional use standards of Section 14-474 and 14-88 (c)(1). Voted: 6-0, Morrisette absent. Dundon moved and Nichols seconded a motion to waive the technical standard and allow one sidewalk along Riggs and the public portion of Lomond Street. Vote: 6-0, Morrisette absent. Dundon moved and Nichols seconded a motion to waive the technical standard for paved street width to allow a 31-foot street width with a 4-foot esplanade. Vote: 6-0, Morrisette absent. Dundon moved and Nichols seconded a motion to approve the site plan with seven (7) conditions of approval. Vote: 6-0, Morrisette absent.
- iv. Level III Site Plan; 185 Lancaster Street; Relocation of Baxter Academy; Baxter Academies of Maine, Applicant. Dundon moved and Nichols seconded the motion to approved the Traffic Movement Permit with 4 conditions of approval. Vote: 6-0, Morrisette absent. Dundon moved and Nichols seconded a motion to approve the site plan application with six (6) conditions of approval. Vote: 6-0, Morrisette absent.
- v. Level III Site Plan and Subdivision; 502 Stevens Avenue; Mixed Use Building; Denis Lachman, Applicant. Dundon moved and Nichols seconded a motion to approve a waiver from the technical standard for driveways to allow a 21-foot wide aisle width in the parking area. Vote: 6-0, Morrisette absent. Dundon moved and Whited seconded a motion to waive the technical standard for driveway width to allow an 18-foot wide two-way driveway. Vote: 6-0, Morrisette absent. Dundon moved and Whited seconded a motion to waive the technical standard for a 25-foot separation from the property line for a subsurface stormwater infiltration to allow a lesser separation. Vote: 6-0, Morrisette absent. Dundon moved and Whited seconded a motion to approve the subdivision plan with two (2) conditions of approval. Vote: 6-0, Morrisette absent. Dundon moved and Whited seconded a motion to approve the site plan with six (6) conditions of approval. Voted: 6-0, Morrisette absent.

5. NEW BUSINESS

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Memorandum

Planning and Urban Development Department

Planning Division

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

From: Jean Fraser, Planner

Date: March 31, 2017

Re: Level III Master Development Plan; 383 Commercial Street (Rufus Deering site)
(IZ Conditional Use and Level III Site Plan for Phase I have also been submitted)

Deering Property Development, LLC, Applicant
Project #: 2017-005 CBL: 042 A001001

Meeting Date: March 22, 2016

I. INTRODUCTION

Sebago Technics, on behalf of Deering Property Development, LLC, has submitted a Level III Master Development Plan (MDP) for a mixed use development comprising 275 dwelling units, 25,253 sq ft of retail space, and a 386 space parking garage. The development is proposed on a 2.58 acre lot currently occupied by Rufus Deering Lumber, bounded by Commercial, Maple, York and High Streets in the B5b zone.

The site does not include the building currently occupied by the Baxter Academy at the corner of York and Maple Streets.

It is understood that the development is to be implemented in three phases from east to west, starting with "Phase 1" comprising 82 dwellings, about 6000 sq ft of retail, a loading area, and 149 parking spaces at surface level.

The applicant has separately requested an advisory review from the Historic Preservation Board, as it is within 100 feet of a historic district. The HP Board comments are included in this Memo ([Attachment 1](#)).

A Level III Site Plan application for Phase I of the MDP was received very recently and the applicant has requested that it be reviewed concurrently with the MDP review. The Phase 1 application was not completed in time for it to be noticed and reviewed formally as part of this Memo, but key information regarding the Level III Phase 1 has been included to inform the discussion. This Memo focusses on several threshold questions (mainly phasing and servicing), and it is anticipated that there will be a second workshop where both the MDP and the Phase 1 Level III Site Plan will be presented in more detail.



Required Review:

Review	Applicable Standards
Master Development Plan	14-527.a.3.c

A total of 158 notices were sent to property owners within 500 feet of the site and interested parties, and a legal ad was published in the *Portland Press Herald* on March 27 & 28, 2017. A Neighborhood Meeting is required but has not been held. It should be noted that the Site Plan ordinance requires separate neighborhood meeting for Master Development Plans and Level III applications. As of the time of completing this Memorandum, the Planning Division has not received any written public comments.

II. PROJECT DATA

Existing Zoning	B-5b
Existing Use	Lumber company; retail.
Proposed Use	Mixed use (including retail and residential and structured parking)
Proposed Development Program	Three phases, starting with Maple Street building (Phase 1) (In Phase 1 the existing Rufus Deering building at the corner with High Street is likely to remain)
Property Size	2.58 acres

	<i>Existing whole site</i>	<i>Proposed whole site</i>	<i>Net Change for whole site</i>	<i>Includes these approx for Phase 1</i>
Building Footprint	32,100 sq ft	96,392 sq ft	64,292 sq ft	Approx 17,000 sf excluding courtyard area
Building Floor Area	35,000 sq ft	483,870 sq ft (comprising 275 dwelling units, mix of sizes; and 25,253 sq ft retail)		Approx. 140,000 sf (comprising 82 dwelling units and approx. 6000sf retail)
Impervious Surface Area	2.43 acres	2.50 acres	.7 acre	?
Parking Spaces (on site)	?	386	?	149
Bicycle Parking Spaces	?	131	?	57
Estimated Cost of Project	Not identified			

III. THE SITE and CONTEXT

The Rufus Deering site is a prominent parcel on Commercial Street, east of High Street. To the south is a gas station and to the north is the recently completed Marriott Courtyard Hotel. To the west across York Street is a new 5 story mixed use development currently under construction. To the west (across Commercial Street) is the Gulf of Maine Research Institute and the waterfront.



The submitted plan set includes a boundary survey, existing conditions plans and an aerial of the site.

IV. MASTER DEVELOPMENT PLAN PROGRAM

The MDP application does not include a project description and some of the details are currently under reconsideration, but the general concepts are clear from the submission and include:

- Three sections of 6 story buildings, separated at the second level by three open plazas
- A full buildout of 275 dwellings (mixed sizes) and 25,253 sq ft of retail along Commercial Street
- A 2-level parking garage (386 spaces) behind the retail and under the residential buildings
- Loading facilities in Maple Street
- Pedestrian link between York and Maple Streets between the site and the building at 54 York Street
- Limited landscape
- Three phases, starting at Maple Street



Rendering as seen from Waterfront looking across Commercial Street with Maple St at right (see [Plan P11](#))

V. ZONING ANALYSIS

The Master Development Plan proposals comply with the zoning requirements of the B5b zone. The proposed height of the buildings is about 72 ft in absolute terms as from Commercial Street, but if measured using the zoning definition it is just under the 65 ft maximum for this zone.

The first phase of the project comprises the zig zag building at the Maple Street end of the site, along with 149 surface parking spaces which may not all serve the phase 1 building. The use for surface parking as a principal use is allowed in this zone in this area.

VI. STAFF REVIEW

A. MASTER DEVELOPMENT PLAN OBJECTIVES

The Site Plan ordinance outlines that an approved Master Development Plan (MDP) establishes the general parameters to be adhered to for the development where the site is greater than one acre. The objective is to ensure the overall lot is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements built in phases over an extended timeframe, including the supporting documentation for floor area ratio and/or residential density, general types of uses, building coverage, generalized open space plans and infrastructure systems. It is not a final authorization for development, but it does confer pending proceeding status upon the development with the effect of maintaining the applicability of regulations in effect at the time of the approval for as long as the MDP approval remains valid. All Level III site plans for each phase shall be in general conformance with the approved MDP (6 years initially, which may be extended).

B. MASTER DEVELOPMENT PLAN SUBMISSION REQUIREMENTS (Section 14-527(e))

Section 14-527 of the city's site plan ordinance outlines Master Development Plan submittal requirements. The Planning Authority or Planning Board may give direction regarding the form of the information required for the MDP review.

Staff met with the applicant and his consultants on March 1 to better understand the proposals and to clarify the information that needed to be submitted to address the MDP submittal requirements, as confirmed in staff e-mails (Attachment 6).

The design information is fairly complete, partly because of the earlier HP advisory review and subsequent discussions with the City's Urban Designer. The remainder of the key MDP submissions requirements need further work to meet the submittal requirements, either because the details/data of the proposals are inconsistent, or because key pieces of information are not included.

Staff has nevertheless considered it would be helpful to bring this project to a Workshop given the prominence of the site and the scale of the proposal, with the focus of the discussion on the implications of the site constraints (eg change of grade) and the approach to phasing and servicing in particular.

C. MASTER DEVELOPMENT PLAN STANDARDS (Section 14-524(a)3.c(iii))

Section 14-524 of the city's land use code establishes standards under which Master Development Plan applications must be reviewed. Per this section, Master Development Plans shall adhere to the following general requirements and features:

a. A designated tract of land consisting of a parcel or parcels of contiguous land or land on both sides of a public street, totaling one (1) acre or more;

Staff comments: The 2.58 acre site meets this requirement.

b. Developed in a comprehensive, design-integrated manner, according to an overall master development plan;

Staff comments: The overall build out appears to meet this requirement.

c. Consistent with the objectives of this ordinance; and d. Consistent with the City's Comprehensive Plan and consistent with City Council approved master plans and facility plans for off-premise infrastructure, including but not limited to, trails, pedestrian and bicycle network, view corridors, environmental management, sewer and stormwater, streets, or other facilities (see Section 15 of the Technical Manual);

Staff comments: This is still under review and additional information is needed. This will be discussed in detail at the second Workshop.

e. Developed so as to locate buildings and improvements in a manner that provides usable open space, preserves significant natural features, as defined by the site plan ordinance standards, and preserves existing trees to the maximum extent possible;

Staff comments: The existing site is 94 % impervious with no existing significant tree vegetation. The proposals envisage mostly "hard" landscape "plazas" over the parking to address this standard. A narrative regarding the extent and nature of plazas and balconies and their "open space" functions was requested but not received to date. (See also standard *l* below which references relevant design standards).

f. Ordinance standards for designated landmarks or for properties within designated historic districts or designated historic landscapes, if applicable. When proposed adjacent to or within one hundred (100) feet of designated landmarks, historic districts or historic landscapes, the Master Plan

shall be developed so as to be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development;

Staff comments: The applicant submitted an application to the Historic Preservation Board in November, 2016 requesting an advisory review in relation to this standard. The corner lot at 54 York Street (currently Baxter Academy) is within the Old Port Historic District. The Historic Preservation Program manager has provided a Memo confirming the Historic Preservation Board finding that the proposal, as fully built out, would be generally compatible with the historic district (Attachment 1).

Regarding the first phase, the Historic Preservation Board commented:

There was general acknowledgement that the developer's choice to phase the overall project would result, at least in the short term, in a rather curious—and much less compatible—development. This was especially the case because the easternmost “block”, which is proposed to be built first, features the most non-contextual massing. Also, the Phase One building would present challenges in terms of providing a satisfactory terminus for the precast colonnade at the sidewalk level. In sum, Board members stressed that because the proposed design solution is predicated on a repetition of forms, compatibility of the project is achieved at full build-out. The concern would be if all the phases are not constructed as proposed.

g. An efficient use of land which properly considers topography and protects significant natural features including, but not limited to, waterways, wetlands, floodplains and wildlife;

Staff comments: The Existing Conditions Plan (Plan P2) illustrates that there is a significant retaining wall (former wharf) along the boundary of the site with York Street, and within the site at the Maple Street end there is a grade change of 4-5 feet between York Street and Commercial Street. The proposals envisage a second retaining wall alongside this existing wall so that the full extent of the site can be developed. Further geotechnical information and structural engineering design information will be required at the Site Plan stage to demonstrate that the proposed new wall is adequately designed.

On Maple Street there are remnants of the historic cobbles in the sidewalk and existing curb cut, and further discussion is needed as to whether and how these may be preserved.



h. An efficient use of land demonstrating full coordination of its own site development and surrounding context including, but not limited to, the land uses and functions contemplated, architecture, open space and pedestrian networks, vehicular access and circulation, and all other infrastructure;

i. Linked and coordinated with surrounding land uses, infrastructure and off-site public facilities, including but not limited to the public school system, where appropriate, in a manner that is safe, efficient, non-injurious to the public, and an improvement or benefit to the public where possible; and

j. Designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the Master Plan;

k. Designed to create a street grid pattern that reflects average city block sizes of the neighborhood for street connectivity;

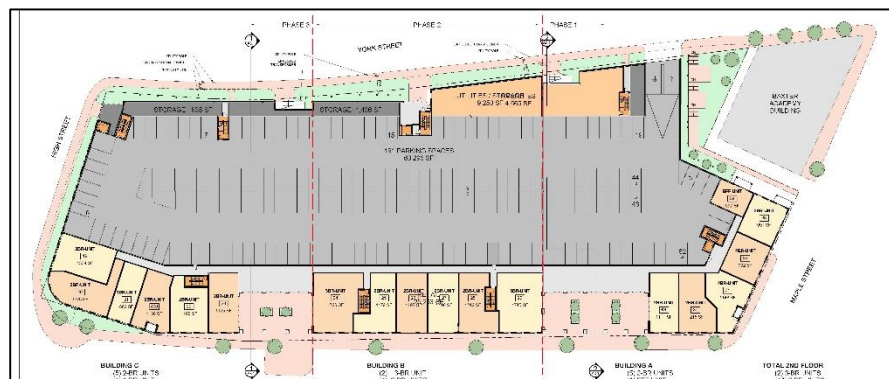
Staff comment: The lower two levels (parking garage) and the floorplan for the upper levels are abstracted below as reference for the staff comments.

Ground level, second level and upper level MDP Plans (see Plans Layout (buildings over)
(See Plans P5, P6 and P7)

Lowest level:



Second level:



Third and upper levels:



- ***Loading and Servicing:*** The MDP currently proposes that all servicing take place from Maple Street, where there is a loading dock and pedestrian walkway along the boundary with the Baxter Building, and the garage access just downhill. Staff have the following concerns:
 - That this loading area is remote from the residential and retail occupants located in the western part of the development, and that this will result on congestion elsewhere;

- That Maple Street is a narrow street and also serves the hotel and JB Brown lots across the street. Tom Errico, the City's Traffic Reviewer, has commented:

[An MDP] Submission Requirement is (quote from Site Plan Ordinance): "Major circulation patterns surrounding and serving the site, the existing and proposed lines of streets (including the street width), ways, easements and any public areas within or next to the site."

- *The project will be providing parking on-site with access proposed on Maple Street and York Street. The applicant will need to provide information at the proposed driveways including sight distance, driveway separation, and intersection corner clearance. Additionally, information that the driveway locations will not present traffic operational problems should be provided. Maple Street is a low volume street (and the lowest volume street for which access could be provided) and would appear to be a good location. I would finally note that details on truck delivery accommodations should be defined.*
- **Pedestrian linkages/sidewalks:** It is understood that the applicant had originally included a pedestrian link from Commercial Street across to York Street, with stairs at each end so that pedestrians would walk across the second level plaza(s). This pedestrian link was relocated at the encouragement of the HP Board to be at ground level and follow a likely desire line between York and Commercial Streets. The current proposal is for the pedestrian route to be along the boundary between the site and the Baxter Building.

Staff are concerned that this pedestrian route may be impacted by the loading bay immediately adjacent to it at the Maple Street end. The Planning Board may wish to give direction regarding this proposal and also whether greater permeability is desirable for this long block.

At the meeting in early March staff advised the applicant that sidewalk bump-outs and wide sidewalks along Commercial Street should be incorporated to match those along the Marriott Courtyard Hotel on the other corner of Maple Street. The plans need to be revised to address these comments.

- **Traffic:** Tom Errico, Traffic Engineering reviewer, has provided the following comment:
[An MDP] Submission Requirement is (quote from Site Plan Ordinance): "A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the street system to absorb the increased traffic without decreasing the level of service below an acceptable level – said level to be determined by the Planning Authority in concert with the Department of Public Services. In cases where the Master Development Plan is subject to a Traffic Movement Permit (TMP) for all phases, the TMP submissions and review shall supersede these requirements."
 - *The applicant has submitted a Traffic Study for Phase 1 of the project and a Traffic Movement Permit Application for the full build-out of the project. Following review of the Traffic Movement Permit Application, a Traffic Study Scoping meeting will be scheduled. Review of specific traffic impacts associated with the Full Build Project will occur following submission of the traffic study as defined at the Scoping Meeting.*

- *Stormwater:* The applicant has submitted a Utility Plan that includes general information regarding stormwater and the broad approach is considered acceptable (Attachment 4). The Peer Engineering reviewer has also noted the need for additional information in respect of the phase 1 proposals.

l. Designed as to create a cohesive identity through building scale, massing, and articulation; use of quality exterior materials, architectural detailing at pedestrian scale; consistency of design and materials for streetscape and pedestrian amenities; framing of outdoor open space and linkages; a clear conveyance of the function and significance of various buildings, entrances, and features; and to generally comply with design and development standards of the zone in which it is located;

Staff comments: The applicant has submitted a range of renderings and aerials (Plan P11), and provide the model digitally, to address the MDP submission standards. These have been reviewed by the City's Urban Designer and the proposals for the full build out are considered to meet the MDP review standards (Attachment 2).

It is noted that these proposals are also subject to the B5b and Multiple Family design standards. In respect of those standards there are a couple of issues:

- Surface Parking Lot areas until full build out is completed: The B5b Design Standards include: “(1) d. Parking lots shall be located to the maximum extent practicable toward the rear.” The Multiple Family Design Standards include a standard that states: “The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;” The surface parking lot shown in the Phase 1 site layout (Plan P12 and below) shows the parking lot very near the Commercial street sidewalk, and in Plan P15 Phase I Landscaping there is not landscape treatment.
- Provision of Open Space: The Multiple Family Design Standards also include this standard, and it is not clear as to how this is addressed in the MDP proposals:
“Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;”

m. Inclusive of provisions for the ownership and maintenance of usable open space as appropriate;

Staff comments: Not yet addressed.

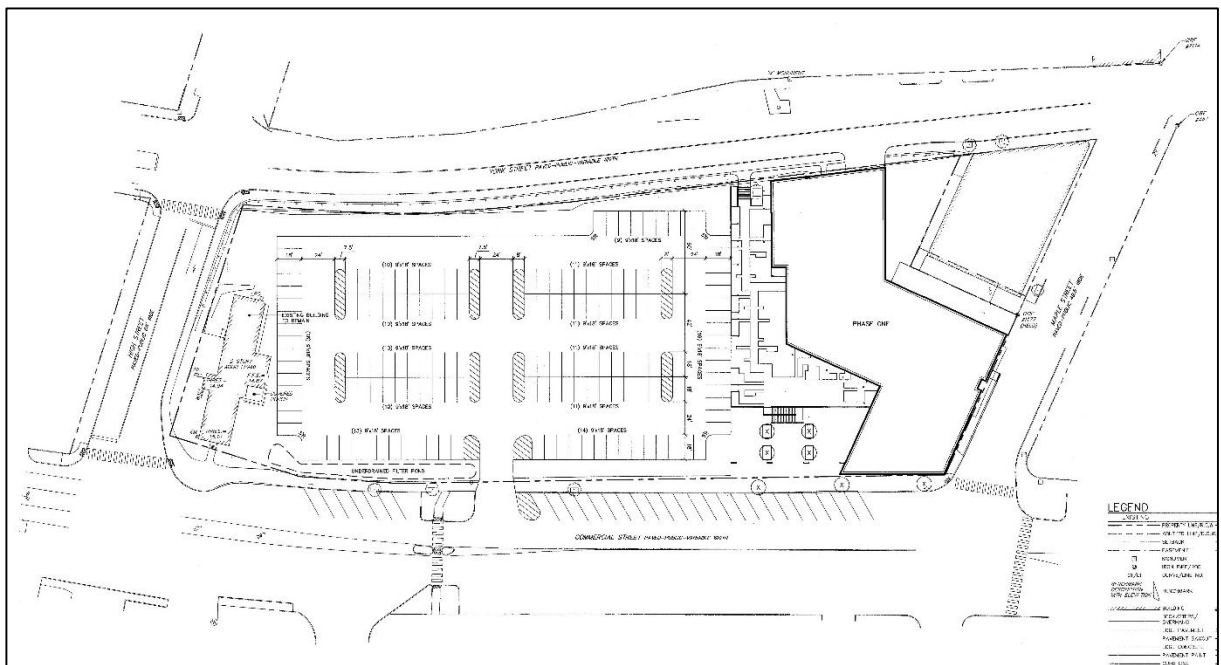
n. For areas proposed as future development phase(s), the proposed interim conditions shall be managed and maintained to ensure stable, safe and attractive site conditions.

Staff comments: A phasing plan has been requested but not yet received. The proposals for phase 1 are shown in Plans P12 to P16 which illustrate that the 6 story building will end abruptly with a 2-story high blank wall, with the remainder of the site comprising a large surface parking lot with no landscaping (Plan 15). (See below)

Similar issues are likely to arise with Phase 2 which would be the middle third of the site and would leave surface parking to the west.



Phase 1 as viewed from Commercial Street (open plaza on top of open second level) (see Plan P11)



Phase 1 Site Layout Plan (Plan P12)

The first phase and its relationship to the rest of the site is problematic because:

- The Historic Preservation Board have noted the Phase 1 is much less compatible with the historic context (Attachment 1 and above);
- The City Arborist, Jeff Tarling, is particularly concerned regarding the lack of buffering and landscape for the rest of the site (Attachment 5).
- As noted above the Phase 1 layout and landscaping plans do not meet the zone and multifamily design standards;
- The appearance as viewed from the west would not be “attractive” (the wording from the standard).

Staff recommend that the applicant submit a phasing plan which shows each phase and how it is integrated into the site and local context, including information regarding access, servicing, and landscaping including the extent of sidewalk and pedestrian improvements.

VII. NEXT STEPS re Master Development Plan (MDP)

Please note that the Phase 1 Level III Site Plan has not been reviewed by all staff and review comments on Phase 1 will be prepared and forwarded to the applicant in the near future. As noted above, the Phase I application was not submitted in time to be included for this workshop and another workshop is recommended.

Prior to the second PB Workshop on the Master Development Plan, the following action needs to be taken:

1. Hold a Neighborhood Meeting for the Master Development Plan (please note a separate neighborhood meeting for the Level III application is also required);
2. Submit further information as outlined in the PB Memorandum, including:
 - Loading, servicing and driveway information and impacts on Maple Street
 - Phasing plan (s) and how phases will be integrated and meet standards
 - Landscaping and open space information and details
3. Address detailed review comments eg re sidewalks;
4. Confirm all details of RTI, floorspace and other data; and
5. Discuss preservation of the cobbles in Maple Street with HP and staff.

ATTACHMENTS

MEMORANDUM ATTACHMENTS

1. HP Board comments
2. Preliminary Design Review
3. Transportation comments
4. Peer Engineer Comments
5. City Arborist comments
6. Staff comments

PUBLIC COMMENTS (None received to date)

APPLICANT'S SUBMITTAL

- A. Master Development Plan Development Review Application
- B. RTI
- C. State & Federal Approvals Zoning Assessment
- D. Zoning Assessment
- E. Easements
- F. Waivers
- G. Technical and Financial Capability
- H. Boundary Survey
- I. Traffic Study
- J. TMP
- K. Natural Features
- L. Stormwater Management
- M. City Master Plans
- N. Utilities

APPLICANT'S SUBMITTAL, continued

- O. Solid Waste
- P. Fire
- Q. Design Review
- R. School Capacity Impact

PLANS - MDP

- P1. Boundary Survey
- P2. Existing Conditions Plan
- P3. Neighborhood Context Plan
- P4. Utility Plan
- P5. Level 1 Plan
- P6. Level 2 Plan
- P7. Level 3 Plan
- P8. Elevations
- P9. Site Section
- P10. Site Section
- P11. Renderings (11 sheets)

PLANS – PHASE 1 FOR INFORMATION

- P12. Phase 1 Site Plan
- P13. Floor Plans (5 sheets)
- P14. Elevations
- P15. Landscape Plans (2 sheets)
- P16. Phase 1 Rendering

Memorandum
Department of Planning and Development
Historic Preservation Office



To: Chair Boepple and Members of the Planning Board
From: Deborah Andrews, Historic Preservation Program Manager
Cc: Jean Fraser, Planner
Date: March 29, 2017
Re: Historic Preservation Board Advisory Review of Proposed Development at 383 Commercial Street

Under Sec. 14-526 (b) of the site plan ordinance, proposed developments located within 100 feet of a historic district boundary must be found to be “generally compatible with the major character-defining elements of the ... portion of the district in the immediate vicinity of the proposed development.” Although the Planning Board makes the ultimate determination regarding compatibility, the site plan ordinance requires that historic preservation staff “provide a written analysis of the proposed development’s immediate context, identifying the major character-defining elements and any established building patterns that characterize the context”. In the case of major developments, it has also been customary for the Historic Preservation Board to forward its assessment of the development’s compatibility for consideration by the Planning Board. This memo includes both a description of the project’s historic context and an analysis of its compatibility with that context.

As the following map illustrates, the subject parcel immediately abuts the western boundary of the Portland Waterfront Historic District on both its Commercial Street and York Street frontages. As each of these major corridors has its own distinct character, the proposed should be examined for its compatibility with both its immediate York Street and Commercial Street contexts.



Cross-hatched area: subject parcel
Shaded area: Portland Waterfront Historic District

Project Context

Immediate Context

The proposed development's immediate context is quite disparate. East of the property and separated by Maple Street is the new Courtyard Marriott at 321 Commercial. Completed in 2014, the six-story structure extends in an easterly direction to Foundry Lane and exhibits many of Commercial Street's identifiable, shared building characteristics (discussed below.) West of the development parcel, on the other side of High Street, is Cumberland Farms, which departs from Commercial Street's typical development character in every respect. Across Commercial Street is the Gulf of Maine Research Institute, a large-scale, architecturally notable, corrugated-metal-sided structure. While the building exhibits its own distinctive architectural character, it takes its inspiration from vernacular New England building forms. North of the proposed development parcel, on the other side of York Street, the character of existing development is decidedly mixed, due in large part to the transitional nature of the block. With the completion of the large residential building currently under construction at the corner of York and High, it is likely this area will be redeveloped in the not-so-distant future. Completing the new development's immediate context is the small-scale historic warehouse structure that houses Baxter Academy. This building forms the western terminus of the Portland Waterfront Historic District on York Street.

General Context



While the development site's immediate context is varied, its larger Commercial Street context (inland side) is one of the most architecturally cohesive in the city. Once built, the proposed

development will function as the western terminus of what is today an almost continuous row of similarly-scaled and architecturally unified commercial blocks that stretch along the inland side of Commercial Street to the Galt Block east of Franklin Street. Given this architectural unity and the compelling streetscape that results from it, it is important that Commercial Street's salient building characteristics be studied and reinforced in any new development.

As Board members are aware, Commercial Street was created in the early 1850's on filled land. It was the coming of the railroad in the 1840's that mandated its creation. Starting in 1850, the land downhill from Fore Street was filled to create a mile-long, 100'-wide street to accommodate tracks, traffic and the business blocks and warehouses of an expanding economy. The fact that Commercial Street was almost fully developed within a very brief time period and that many of its structures were built for the same general function, accounts for Commercial Street's striking uniformity in scale, materials and architectural expression.

While most of the existing structures on the north side of Commercial were built shortly after the street was created in 1850, at least one building (the former Porteous warehouse between Center St. and Foundry Lane) was built in the early 20th century (1902.) Because of its form, scale, material palette and compatible architectural treatment, the Porteous warehouse continued and reinforced the established development pattern to the east. In 2013, approval was granted for the new Courtyard Marriot, immediately west of the Porteous Warehouse. Although the parcel was undeveloped when the Portland Waterfront Historic District was created, the boundary encompassed this open parcel to ensure compatible development on this site. As with the Porteous warehouse building, great care was taken to ensure that the new structure built upon the strongly consistent building patterns and characteristics that unify Commercial Street.

On the previous page are aerial views of several segments of the north side of Commercial Street. From the photographs, one can observe the following **unifying characteristics**:

Relationship to the street:

- With few exceptions, the entire width of each block is developed with wall-to-wall buildings. On a few blocks, individual buildings with large footprints fill the entire width of the block. More often, individual, smaller-footprint buildings directly abut each other, sharing party walls. This creates a strong continuous streetwall, interrupted only by intersecting side streets. The few gaps in this continuous streetwall pattern are the result of demolition and reuse of the subject site for surface parking.
- Buildings are oriented with their principal facades facing Commercial Street, with no setback from the sidewalk.
- The flatness and unusual breadth of Commercial Street, together with its broad sweeping curve as one travels from one end to the other, makes possible expansive views of the continuous streetwall on the inland side of the street. This configuration allows one to appreciate the relationship between individual buildings.

Scale, Form and Architectural Composition of Individual Structures:

- A strong base, typically executed in granite, which is clearly distinguished from the upper floors. A continuous horizontal datum is established by the frieze/cornice above abutting storefronts
- Building heights that generally range from 3-5 stories. Courtyard Marriott is 6 stories.

- Overall simplicity of massing
- Very regular fenestration, individual punched window openings, windows of vertical proportions
- A defined cornice
- Roof forms are typically flat or gambrel, with few exceptions
- Consistent and limited material palette.

Variety of Architectural Detail

- Within the generally uniform architectural framework described above, the individual buildings exhibit a great deal of architectural variety. Architectural detail is provided through corbelling of brick, projecting and recessed elements, decorative cornices, alternating bay treatments, granite detailing, etc. Observing the various ways in which granite alone is employed in buildings along Commercial Street, one sees a wide range of surface treatments and detailing. This lends textural and architectural interest to the street.

Historic Preservation Board Review Process

The Historic Preservation Board held two workshops (January 4 and March 1) on the proposed design solution for the 383 Commercial Street development. While a second workshop was not required, the development team volunteered to return with design revisions developed in response to the Board's comments and concerns at the January review session. Following are images of the project as submitted for the second workshop:



Commercial Street elevations





Looking west on Commercial Street toward proposed development



York Street elevations





Initial proposal



Revised Proposal

The photos above illustrate some of the major design revisions which were made in response to HP Board comments at the January 4 workshop. Note that the brick façade on Commercial Street was extended further into the interior courtyards to provide more visual mass and to avoid the appearance of a shallow brick “veneer” on Commercial. The brick façade was also carried around the Maple Street elevation. The pergola treatment at the top floor was revised, the balconies were modified and the courtyard treatment was simplified. The ground floor granite arcade that continues across the entire width of the building was revised to step up to a two-story arcade in front of the courtyards. Although not apparent in the images, the level of tonal contrast between the front elevations and the interior courtyard elevations was reduced to better unify the structure. Note that the Board recommended a number of additional design revisions at the second workshop. These are itemized in the following section.

Modifications were made to the York Street elevation as well, although not as substantive.

HP Board Assessment of Compatibility, Outstanding Design Issues as of March 1 Wkshp

At the conclusion of the March 1 workshop, there was a consensus among Historic Preservation Board members that the proposed development—once full build-out was achieved--would be generally compatible with its respective historic context(s).

In reviewing the proposal, the Board accepted the basic organization and massing of the proposed development as being a result of the developer’s stated priorities for the project (i.e. providing light and views for as many of the upper story residential units as possible.) Although wide spacing between individual buildings is not characteristic of Commercial Street’s development pattern (most structures directly abut each other), the Board did not recommend significant changes in the project’s massing, such as reducing or consolidating the number of individual “buildings” as viewed from Commercial Street. Rather, the Board focused its discussion on key elements of the design and contributing details. Given that the existing character of development on the inland side of Commercial Street differs significantly from that on York Street, compatibility factors for consideration differed as well. In the Board’s view,

York Street could support a higher degree of architectural and material variety than Commercial Street because the streetscape was more varied and less visually “weighty”.

There was general acknowledgement that the developer’s choice to phase the overall project would result, at least in the short term, in a rather curious—and much less compatible—development. This was especially the case because the easternmost “block”, which is proposed to be built first, features the most non-contextual massing. Also, the Phase One building would present challenges in terms of providing a satisfactory terminus for the precast colonnade at the sidewalk level. In sum, Board members stressed that because the proposed design solution is predicated on a repetition of forms, *compatibility of the project is achieved at full build-out*. The concern would be if all the phases are not constructed as proposed.

In addition to this general observation, the HP Board identified several elements of the design that warranted further revision/reconsideration, including:

- The ground level treatment of the building’s Commercial/High Street corner remained unresolved.
- The spacing of the precast piers in front of the recessed arcades creates openings that appear too monumental and “heroic” in proportions. The architect was encouraged to add an additional pier to the eastern and western colonnades to achieve the proportions shown in the center arcade. This would reduce the size of the openings and provide a more appropriate scale at the street level.
- Given the varied façade treatment across the York Street elevation, Board members suggested that a continuous brick base might provide a unifying element to the overall composition. Also, a suggestion was made to reduce the depth of the overhangs on York Street.
- Although Board members acknowledged that the question of use is not within the HP Board’s purview, the developer was encouraged to consider including a retail, personal service or other commercial use along a portion of York Street’s frontage. This would further engage the development with the street and serve a growing residential population in the area.

Note: In reviewing the most recent submission prepared for the Planning Board workshop, staff notes that the design has been revised to respond to most of these suggestions.

Planning and Urban Development Department Planning Division



Subject: MDP and B-5 Design Review – 383 Commercial Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Wednesday, March 29, 2017

The project at 383 Commercial Avenue was reviewed according to the *Master Development Plan Standards of Review* by Caitlin Cameron, Urban Designer, Matt Grooms, Planner, and Jean Fraser, Planner. The project is also within 100' of a historic district and included an advisory design review by the Historic Preservation Board.

The proposed master plan for multi-family residential buildings is only reviewed according to the Master Plan criteria. In future Site Plan design reviews, the projects will be subject to the R-5 and Multi-family design guidelines – some initial comments are provided at the end of this memo regarding the future Phase I Site Plan application submitted.

Design Review Comments:

(iii) Standards of Review.

b. Developed in a comprehensive, design-integrated manner, according to an overall master development plan

- There is a clear cohesive design approach and architectural aesthetic applied to an overall master plan.

d. Consistent with the City's Comprehensive Plan and consistent with City Council approved master plans . . .

- The project is not within a Pedestrian Activities District Overlay zone (PAD)
- The project is not located within a view corridor protection area

f. When proposed adjacent to or within one hundred (100) feet of designated landmarks, historic districts or historic landscapes, the Master Plan shall be developed so as to be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development

- See memo from Historic Preservation staff regarding the Historic Preservation Board review comments for compatibility with the Old Port Historic District.

l. Designed as to create a cohesive identity through building scale, massing, and articulation; use of quality exterior material, architectural detailing at pedestrian scale; consistency of design and materials for streetscape and pedestrian amenities; framing of outdoor open space and linkages; a clear conveyance of the function and significance of various buildings, entrances, and features; and to generally comply with design and development standards of the zone in which it is located;

(c) B-5 and B-5b Urban Commercial Business Zones

Standard (1) a. Shared Infrastructure – Met – Project is located near the property line and creates strong street wall on street-facing façade consistent with other commercial or mixed use building placement while keeping bay projections above private property.

Standard (1) b. Buildings and Uses shall be located close to the street . . . – Met- Building is mixed-use with commercial ground floor and residential upper floors.

Standard (1) c. Buildings shall be oriented toward the street . . . – Met – Primary building entrance is oriented to the street.

Standard (1) d. Parking lots shall be located to the maximum extent practicable toward the rear . . . – More information needed – Ground floor street frontage has an adequate amount of fenestration and at a level that provides some views into the building while maintaining some privacy for the users. Fenestration should meet the minimum transparency standard of .7 VT.

(i) Multiple-family:

Standard (1) – Met – Project is located near the property line and

Standard (2) – Met – Project is located near the property line and

Standard (3) – Met – Project is located near the property line and

Standard (4) – Met – Project includes ample windows for light and air.

Standard (5) – More information needed – the

Standard (6) – Not applicable

383 Commercial Street - Preliminary Traffic Comments Related to the MDP

1 message

Tom Errico <thomas.errico@tylin.com>

Fri, Mar 31, 2017 at 8:48 AM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett

<JBartlett@portlandmaine.gov>, Jeff Tarling <jst@portlandmaine.gov>, Lauren Swett

<lswett@woodardcurran.com>

Hi Jean - the following summarizes my initial traffic comments as it relates to the Master Development Plan and the City's submission requirements.

Submission Requirement: Major circulation patterns surrounding and serving the site, the existing and proposed lines of streets (including the street width), ways, easements and any public areas within or next to the site

- **The project will be providing parking on-site with access proposed on Maple Street and York Street. The applicant will need to provide information at the proposed driveways including sight distance, driveway separation, and intersection corner clearance. Additionally, information that the driveway locations will not present traffic operational problems should be provided. Maple Street is a low volume street (and the lowest volume street for which access could be provided) and would appear to be a good location. I would finally note that details on truck delivery accommodations should be defined.**

Submission Requirement: A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the street system to absorb the increased traffic without decreasing the level of service below an acceptable level – said level to be determined by the Planning Authority in concert with the Department of Public Services. In cases where the Master Development Plan is subject to a Traffic Movement Permit (TMP) for all phases, the TMP submissions and review shall supersede these requirements.

- **The applicant has submitted a Traffic Study for Phase 1 of the project and a Traffic Movement Permit Application for the full build-out of the project. Following review of the Traffic Movement Permit Application, a Traffic Study Scoping meeting will be scheduled. Review of specific traffic impacts associated with the**

Full Build Project will occur following submission of the traffic study as defined at the Scoping Meeting.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLININTERNATIONAL

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383 Commercial

1 message

Lauren Swett <lswett@woodardcurran.com>

Thu, Mar 30, 2017 at 9:14 PM

To: Jean Fraser <jf@portlandmaine.gov>

Hi Jean,

I have done a quick review of the 383 Commercial Street Phase 1 application. In general it looks OK, but they will need to provide some additional information.

- They have written their stormwater management plan around the Maine DEP Chapter 500 standards only, and have not addressed it to the City of Portland Standards. It appears that they will meet the standards – for example, City threshold requires meeting the Flooding Standard, and DEP does not, but they do appear to be meeting it.
- They will need to provide additional information on the sizing of their Filterra and subsurface systems to show that they are appropriately sized for the proposed use. Some of this will be standard information from the manufacturer, but they also need to show that their subsurface system is sized appropriately for the proposed flow. They currently do not model this in their HydroCAD model.
- I'm not completely clear on how the Filterra units proposed within the parking lot will work. The details for the units show inlets located on only one side of each Filterra, but the units are located in low points on the site, so additional clarity on the location of the inlet, and how flow from the lot will enter the unit is needed. It also doesn't appear that the islands are curbed, so there will need to be more information provided on how these will be installed.
- The Filterra trees are called out to be provided by Contech and are not shown on the landscaping plan.

Stormdrain ties into both High and Maple Street systems. I believe they've already had discussions with DPW, but I can work with Brad as part of a more detailed review to make sure what they are doing works for DPW.

Those are my early comments. The overall approach to stormwater seems to be OK, just more detail should be provided.

Thanks,

Lauren

Lauren Swett, P.E.

Technical Manager

Woodard & Curran

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Portland, Maine 04102

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383 Commercial Street tree & landscape Phase 1

1 message

Jeff Tarling <jst@portlandmaine.gov>
To: Jean Fraser <jf@portlandmaine.gov>

Fri, Mar 31, 2017 at 9:41 AM

Jean -

Would like to see more landscape details for the proposed Phase 1 plan at 383 Commcerial Street.

This would include the following:

a) Phase 1 surface parking lot -

Note we have 8 parking lot islands = 16 parking lot trees at two per island along with 2 near the entrance parking lot island. This would help add some landscape buffering and parking lot shade. Similar to what the Hampton Inn has done on Fore Street that seems to be successful as an interim landscape improvement.

b) Phase 1 Building - Streetscape

We should look at options for the Commercial Street sidewalk edge. New street trees would be in raised planters that could include other herbaceous landscape plants or seasonal flowers, rain planter similar to next door if streetscape design warrents bump-out or perhaps in later phases.

c) Green roof / patio - The second floor patio space appears to have green roof or landscape features built into the design. This could be a project amenity vs requirement.

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103

Fwd: 383 Commercial Street

1 message

Jean Fraser <jf@portlandmaine.gov>

Fri, Mar 24, 2017 at 3:17 PM

To: "Lloyd, David" <lloyd@archetypepa.com>, Will Conway
<wconway@sebagotechnics.com>

Cc: Joe Dasco <joedasco@comcast.net>, "Barhydt, Barbara" <bab@portlandmaine.gov>

Hello all,

Status Update: the MDP is scheduled for a PB workshop on Thursday, April 6th (time to be confirmed). Further information is needed asap as outlined below.

This morning we undertook a design review based on the MDP and the recent Site Plan submissions in order to prepare the PB memo next week for the April 6th PB workshop.

Regarding the MDP Design Review: In order to complete the design review (Design Standards for B5b; Multi family development and MDP submissions and review apply) we need the following in the next day or two in order for the review comments to be included in the Planning Board Memo next week:

- aerial view that shows more of the surrounding context (and updated design)
- model file
- visual representation of project in context on Maple Street

Regarding the rest of the MDP Review: A neighborhood meeting is required on the MDP proposals, so please update us regarding that. We requested additional information at the March 1 meeting as summarized in my e-mail dated March 7 - please send this info urgently so that we are able to complete the rest of the MDP review next week:

- RTI information as outlined in a previous e-mail
- Traffic information to address the MDP submittal requirements which state:

A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the street system to absorb the increased traffic without decreasing the level of service below an acceptable level – said level to be determined by the Planning Authority in concert with the Department of Public Services. In cases where the Master Development Plan is subject to a Traffic Movement Permit (TMP) for all phases, the TMP submissions and review shall supersede these requirements.

- Phasing Plan, showing how the rest of the site is modified to ensure each phase can work prior to other phases being implemented
- Detail re loading and how that will work in Maple Street and in relation to the pedestrian link (and detail re any loading arrangements at the other end of the site)
- Open Space narrative to address this MDP submittal requirement: Drawings/info showing: *Major landscaping elements, features, open space, and plans for preservation of natural features.*

Regarding the Level III (Phase 1) Site Plan Review: Unfortunately the Level III plans & docs were submitted too late for us to advertise this (for the PB Workshop) as legally required. So the emphasis for the April 6th Planning Board meeting will be the MDP Review, and we will include the level III submittals (without a full staff review) so the Board (and public) would understand how it relates to the MDP and be able to offer comments and direction if they wish.

As the plans and docs were received late yesterday we have not had time to review the Site Plan application in full, and I will send a separate e-mail with questions/comments etc asap.

Please note that we would not be able to complete a design review of the level III application until we receive the Phase 1 elevations (with material call outs and correct locations of entrances shown), so I suggest that information be submitted asap.

Please let me know if you have any questions.

Thank you
Jean

Fwd: 383 Commercial St MDP - update and note of 3.1.17 meeting

1 message

Jean Fraser <jf@portlandmaine.gov>

Tue, Mar 21, 2017 at 2:08 PM

To: Will Conway <wconway@sebagotechnics.com>

Will

As noted at the meeting, the MDP application needs more info as noted above and discussed at the meeting. I don't see that anything has been sent to me or uploaded into e-plan- could you advise me where this stands and whether there is more info coming our way.

thank you
Jean.

----- Forwarded message -----

From: **Jean Fraser** <jf@portlandmaine.gov>

Date: Tue, Mar 7, 2017 at 2:37 PM

Subject: 383 Commercial St MDP - update and note of 3.1.17 meeting

To: Will Conway <wconway@sebagotechnics.com>, Joe Dasco
<joedasco@comcast.net>, "Lloyd, David" <lloyd@archetypepepa.com>

Cc: Virginie Stanley <virginie@archetypepepa.com>, Derek Caldwell
<dcaldwell@sebagotechnics.com>, "Barhydt, Barbara" <bab@portlandmaine.gov>,
"Errico, Thomas" <thomas.errico@tylin.com>, "Hyman, Bruce"
<bhyman@portlandmaine.gov>, "Bartlett, Jeremiah" <jbartlett@portlandmaine.gov>,
"Peverada, John" <jbp@portlandmaine.gov>, "Swett, Lauren"
<lszett@woodardcurran.com>, "Tarling, Jeff" <jst@portlandmaine.gov>, "Gautreau,
Keith" <kng@portlandmaine.gov>, "Cameron, Caitlin" <ccameron@portlandmaine.gov>,
"Andrews, Deb" <dga@portlandmaine.gov>

Hello all,

This is going to both the applicants team and reviewers - it is a brief note of the meeting held on Wed March 1 which was set up to better understand the MDP proposals and clarify regarding further information that was needed for the review. Please let me know if you feel I have misrepresented anything or omitted an important item.

[The next steps are:

- Applicants team to submit additional info and plans for the MDP (see below, and including RTI clarification as requested in previous separate e-mail)
- Applicants team to submit the Level III Site Plan (and IZ application) for Phase 1 (details in previous e-mail)
- Applicants team to arrange Neighborhood Meeting on MDP asap (copy invitation to us)
- (note- a separate Neighborhood Meeting is required re the Site Plan)
- Transportation reviewers are planning to meet with Derek Caldwell next week
- The first PB workshop is tentatively scheduled for April 6th (Thursday) subject to receiving the Site Plan application in the very near future.]

NOTE OF MARCH 1 MEETING

Attendance:

Applicants team: Joe Dasco; David Lloyd, Virginia Stanley; Derek Caldwell (Will Conway unable to attend)

Reviewers: Barbara Barhydt; Jean Fraser; Jeremiah Bartlett; Bruce Hyman; Jeff Tarling; John Peverada; Lauren Swett (Tom Errico unable to attend)

Key points:

- HP (within 100 ft of Historic District): Separate application made to HP to get their recommendation to PB- second Workshop that night; had revised architecture to address HP Board comments including moving the pedestrian link east to the area between the site and the Baxter Academy building (which is a separate lot). Reviewers noted that the Design Standards review and PB may conclude a mid block connection still needed.
- Structural: Proposal involves construction of new structural retaining wall inside the existing along York. Allows for widened area (total of 8 ft) between road and building (discussion re this - would not support trees).
- Transportation/Traffic: Submissions need to address MDP submittal requirements, which includes a circulation plan and info about the capacity of surrounding streets and intersections. TMP not a requirement until site plan but can be done now. Reviewers are concerned about phasing and long timeframe- need to submit a phasing plan as each phase needs to be workable without the next one. Need info re users of the proposed interim surface parking lot and on proposed pedestrian amenities. Reviewers to meet separately with Derek to clarify.
- Loading: Proposal at present is for all loading from Maple via "dock"; reviewers expressed concern as servicing of the third phase would be difficult and mean likely more servicing from middle of Commercial St.. Suggested rear access corridor within the structured garage to rear of all retail. What about moving vans for residential? Some of the submitted plans show loading area from Commercial between phase 2 and 3 but this is not a definite proposal .

- York sidewalk: Existing is recent and 6 ft wide so discussion of what might be best there - how to use additional 2 ft. Needs further consideration.
- Commercial St sidewalk: Reviewers requested that the treatment now in front of Marriott be extended in front of this site, including bump outs. Question of phasing. Needs further discussion.
- Open space and Landscape: Reviewers noted that Design Standards require open space and submittals should clarify how being provided. (Design Standards sent to applicants team on 3/3/17). Landscape Plan for MDP needed.
- Stormwater/Utilities: Broad approach re stormwater OK but interim pond may be problematic. Utilities Plan needs to show all utility connections.

During the discussion it came to light that the applicant had intended this to be reviewed as a Master Development Plan in conjunction with a Phase 1 Level III Site Plan application (for 82 unit zig zag building at Maple Street end). The City had not received a Level III Site Plan application (which would be a separate application) so the applicant will address that asap.

Reviewers noted that many of the MDP submittal requirements are not fully met in the current application, so that when the Phase I Site Plan application is being prepared, some additional submissions are needed for the MDP. The MDP submittal requirements are listed below for reference.

Thank you
Jean

MDP submission requirements:

(e) *Master Development Plan*. A Master Development Plan is an optional submittal as part of the Level III site plan application review process. If the applicant elects to submit a Master Development Plan for review, it shall include the following information in addition to the general submission requirements of Sec. 14-527 (c)(d):

1. A neighborhood context map, at a scale not less than one (1) inch equals one hundred (100) feet, providing a graphic description of the neighborhood in which the tract lies, including roads, utilities and other public facilities, major existing buildings and structures. There shall also be a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable).
2. A conceptual site plan drawn to a scale of not less than one (1) inch equaling fifty (50) feet, or series of drawings at the same scale, and any necessary supporting information, showing:

(i) The approximate boundary lines of existing and proposed lots within and immediately adjacent to the Master Development Plan, with approximate areas and dimensions. With respect to residential areas, the proposed density, lot configuration, circulation and a typical plot plan shall be included in the application.

(ii) An analysis of the natural features of the site, including existing and/or adjacent natural waterways, wetlands, floodplains, topography, soil conditions and other natural features requested or required by the Planning Authority.

(iii) An analysis of the designated view corridors, historic resources, and archeological resource associated with the site.

(iv) Existing/proposed buildings and other significant structures, building groupings, exterior building elevations and entrances, parking areas, and other significant physical features of the site.

(v) Context drawings, perspective renderings, photographic montages, or computer generated graphics depicting the proposed development within the surrounding building and environmental context. Building elevation drawings shall include the following:

- a. Illustrations of all sides of the structures;
- b. Views of major entries or prominent building features;
- c. Illustration of building articulation and elements;
- d. Building finish composition; and
- e. Pedestrian and streetscape elements of the Master Development Plan.

The submission shall include a digital three-dimensional model tied to a specific location that is submitted as a KML, KMZ, DXF, or DWG file on a CD or DVD or such format as approved by the Planning Authority. It is the applicant's

responsibility that the model is complete and represents the proposed development accurately using best practice modeling techniques and layering standards.

(vi) Major circulation patterns surrounding and serving the site, the existing and proposed lines of streets (including the street width), ways, easements and any public areas within or next to the site.

(vii) Major landscaping elements, features, open space, and plans for preservation of natural features.

(viii) An analysis of the public safety services needed to support the master plan.

(ix) An analysis of the anticipated impacts on the public school system to support the Master Development Plan.

(x) A generalized drainage plan for the site, indicating drainage ways, flow, points of outfall, and indicating impacts of development on affected drainage basins. The plan shall include contour information at not less than two-foot (2') contour intervals and document anticipated quantities of run-off characteristics. General statements concerning storm water management techniques shall also be submitted with the application.

(xi) The plan shall clearly show Master Development Plan boundaries, north arrow, date, scale, legend, the title "Master Development Plan Concept Site Plan" followed by the formal project name, and the name(s) of applicant(s), engineer(s), designer(s) and/or agent(s).

(xii) A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the street system to absorb the increased traffic without decreasing the level of service below an acceptable level – said level to be determined by the Planning Authority in concert with the Department of Public Services. In cases where the Master Development Plan is subject to a Traffic Movement Permit (TMP) for all phases, the TMP submissions and review shall supersede these requirements.

(xiii) A utilities analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies. Said analysis shall contain an inventory

of existing utilities including, but not limited to, storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, curb and gutter, etc. Said inventory shall illustrate utility locations, sizes, diameters, carrying capacity and present load on the system. The engineer's report shall state if the current system is capable of adequately serving the proposed development. If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City; and

(xiv) Any other supportive information the applicant feels may be beneficial in the evaluation of the request.

(xv) The Planning Authority or Planning Board may reduce the level of information required at the Master Development Plan review stage, provided more detailed supportive documentation is provided at final Level III Site Plan Review of the Master Development Plan or phases thereof.

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Jean Fraser, Planner
City of Portland
874 8728

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Jean Fraser, Planner
City of Portland
874 8728

383 Commercial Street applications

1 message

Jean Fraser <jf@portlandmaine.gov>

Fri, Mar 3, 2017 at 4:55 PM

To: Will Conway <wconway@sebagotechnics.com>, "Lloyd, David" <lloyd@archetypepa.com>

Cc: Joe Dasco <joedasco@comcast.net>, "Barhydt, Barbara" <bab@portlandmaine.gov>, Jennifer Munson <jmy@portlandmaine.gov>, "Norod, Tyler" <tnn@portlandmaine.gov>

Hello all,

I am preparing a draft note of Wednesday's meeting (re review issues) as there were several key people who were unable to attend the meeting - but I wanted to separately advise you about several key pieces re the applications that need urgent attention:

- Right, Title and Interest info submitted for the MDP is incomplete for the following reasons:
 - Applicant listed on application form (Deering Property Management LLC) is different from the "buyer" in the P&S Agreement (Deering Property Development LLC)
 - The P&S Agreement does not have the signature of the "Buyer"
 - The letter confirming financial capacity does not reference the applicant (Reger Holdings is referenced);
 - We can see that Gordon Reger is associated with most of the referenced LLCs in some way, but the applicant and "buyer" need to be the same entity and we need evidence that Reger Holdings (as referenced in the bank's letter) is legally connected to/responsible for funding of the applicant.
- Site Plan - we confirmed at the meeting that you had intended to submit a Level III Site plan (and Subdivision) application for Phase 1 and will now be arranging for its urgent submission; please note:
 - This will be a separate application so please submit the usual set of plans that support a site plan application including the boundary survey, demo, site plan, grading plan, utilities plan, landscape plan and how meeting the B5b design (and multiple family) standards (these are extracted and listed below - note particularly open space and surface parking standards);
 - Please clarify if "preliminary" or "final" and ensure RTI references are consistent;
 - Please complete the data sheet in the application and address the submission requirements in Section 14-527 (a) and (c) (if preliminary) (d) if final.
- Inclusionary Zoning (IZ) Conditional Use Application: concurrent with the Level III site plan you also need to submit a separate IZ application- please note:

- o The application is available at this link: <https://me-portland.civicplus.com/DocumentCenter/View/11916>
- o This also goes to the Planning Board and is part of the Boards approval;
- o The staff contact for this is Tyler Norod in the Housing Division of my Department- I understand you have already contacted him so the IZ application would presumably confirm what has been agreed but also note the calculations and other supporting data.

thank you
Jean

DESIGN STANDARDS:

(c) B-5 AND B5-B URBAN COMMERCIAL BUSINESS ZONES:

(1) **STANDARDS.** Development located in the B-5 and B-5b zones shall meet the following additional standards:

- Shared infrastructure: Shared circulation, parking, and transportation infrastructure shall be provided to the extent practicable, with utilization of joint curb cuts, walkways, service alleys, bus pull-out areas, and related infrastructure shared with abutting lots and roadways. Easements for access for abutting properties and shared internal access points at property lines shall be provided where possible to facilitate present or future sharing of access and infrastructure.
- Buildings and uses shall be located close to the street where practicable. Corner lots shall fill into the corner and shall provide an architectural presence and focus to mark the corner.
- Buildings shall be oriented toward the street and shall include prominent facades with windows and entrances oriented toward the street. Uses that include public access to a building or commercial/office uses in mixed-use developments shall be oriented toward major streets whenever possible.
- Parking lots shall be located to the maximum extent practicable toward the rear of the property and shall be located along property lines where joint use or combined parking areas with abutting properties are proposed or anticipated.

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

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

- Proposed structures and related site improvements shall meet the following standards:
 - The exterior design of the proposed structures, including architectural style, facade materials, roof pitch, building form and height, window pattern and spacing, porches and entryways, cornerboard and trim details, and facade variation in projecting or recessed building elements, shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements;
 - The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other

streetscape elements;

3. Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;
4. The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;
5. The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;
6. Two-family or multiple-family dwellings shall not be converted to lodging houses unless all units in the building have been vacant for at least one (1) year prior to the date conversion is sought or unless the individual multiple-family units are less than one thousand (1,000) square feet in size. In no event shall any single-family dwelling in the R-5 or R-6 zone be converted in whole or in part to a lodging house.

Jean Fraser, Planner
City of Portland
874 8728



383 Commercial Street
Master Development Plan
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 to be used for a Master Development 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.

Purpose of a Master Development Plan:

- The purpose of a Master Development Plan is to provide for a mix of land uses at designated locations to achieve a land development responsive to the assets of a site. A Master Development Plan is a well-integrated development in terms of land uses, functional activities, and major design elements such as buildings, roads, utilities, drainage systems and open space. The Master Development Plan is deemed appropriate to large scale mixed use projects that are intended to be developed in phases. The Master Development Plan shall be reviewed by the Planning Board and may be reviewed independently or concurrently with review of a Level III site plan application for a phased development.

A Master Development Plan is applicable as follows:

- A Master Development Plan is applicable for a site with one acre or larger in cumulative lot area that is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements proposed to be built in phases.
- The Master Development Plan option shall not apply in residential zones, except for institutional uses.

Planning Board Decision:

- A Master Development Plan approval shall not be construed as final authorization of the development. An approval shall confer pending proceeding status upon the development with the effect of maintaining the applicability of regulations in effect at the time of approval for as long as the Master Development approval remains valid (6 years from date of approval), including permissible extensions if granted (two 2-year extensions may be granted based upon criteria). All Level III site plans for each phase shall be in general conformance with the Master Development Plan.

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

planning@portlandmaine.gov

Office Hours

Monday thru Friday

8:00 a.m. – 4:30 p.m.

PROJECT NAME:383 Commercial Street**PROPOSED DEVELOPMENT ADDRESS:**383 Commercial Street**PROJECT DESCRIPTION:**Mixed Use Retail (22,691 SF) and Residential
Condominiums (275 units) and Structured Parking**CHART/BLOCK/LOT:** 42/A/1**PRELIMINARY PLAN** _____ (date)**FINAL PLAN** _____ (date)**CONTACT INFORMATION:**

Applicant – must be owner, Lessee or Buyer Name: <u>Deering Property Management LLC</u> Business Name, if applicable: Address: <u>2730 Transit Road</u> City/State: <u>West Seneca NY</u> Zip Code: <u>14224</u>	Applicant Contact Information Work #: Home #: Cell #: <u>413.244.9092</u> Fax#: e-mail: <u>joeclasco@comcast.net</u>
Owner – (if different from Applicant) Name: <u>Milliken Smith Block LLC</u> Address: City/State: Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: <u>Sebrgo Technics / Will Conway</u> Address: <u>75 John Roberts Road</u> City/State: <u>So. Portland ME</u> Zip Code: <u>04106</u>	Agent/Representative Contact information Work #: <u>207.280.2055</u> Home #: Cell #: Fax#: e-mail: <u>wconway@sebrgo technics.com</u>
Billing Information Name: <u>Sebrgo Technics Inc</u> Address: City/State: Zip Code:	Billing Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer Name: <u>Sebygo Technics Inc.</u> Address: City/State : Zip Code:	Engineer Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Surveyor Name: <u>Owen Haskell, Inc.</u> Address: City/State : Zip Code:	Surveyor Contact Information Home #: Work #: Cell #: Fax#: e-mail:
Architect Name: <u>Archetype PA/ David Lloyd</u> Address: <u>48 Union Street</u> City/State : <u>Portland</u> Zip Code: <u>04101</u> <u>ME</u>	Architect Contact Information Work #: <u>207. 772. 6022</u> Home #: Cell #: Fax#: e-mail: <u>lloyd @ archetypepa . com</u>
Attorney Name: <u>—</u> Address: City/State : Zip Code:	Attorney Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Designated person/person(s) for uploading to e-Plan: Name: <u>William Conway</u> e-mail: <u>wconway @ sebygo technics . com</u> Name: e-mail: Name: e-mail:	

APPLICATION FEES:

Master Development Plan (check applicable reviews) ☒ Application Fee (\$1,000.00)	The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$50.00 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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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mailed to you. Payments can be made on-line at [Pay Your Invoice](#), by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

Applying Online Instructions

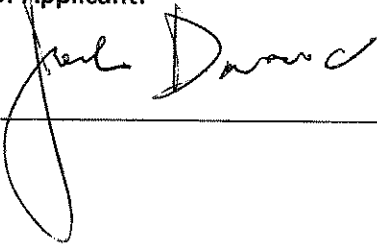
5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

APPLICANT SIGNATURE:

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.

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 Master Development 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: 1/9/17
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PROJECT DATA

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

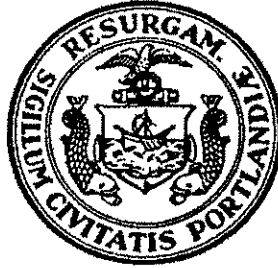
Total Area of Site	2.58 AC	sq. ft.
Proposed Total Disturbed Area of the Site	2.58	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland		
Impervious Surface Area		
Impervious Area (Total Existing)	2.43 AC	sq. ft.
Impervious Area (Total Proposed)	2.50 AC	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	2,950	sq. ft.
Building Footprint (Total Proposed)	96,392	sq. ft.
Floor Area (Total Existing)	5,900	sq. ft.
Floor Area (Total Proposed)	483,870	sq. ft.
Zoning		
Existing	B5b	
Proposed, if applicable	B5b	
Land Use		
Existing	LUMBER RETAIL	
Proposed	RETAIL / RESIDENTIAL	
Residential, If applicable		
# Residential Units (Total Existing)	0	
# Residential Units (Total Proposed)	275	
# Number of Lots (Total Proposed)	1	
# Affordable Housing Units (Total Proposed)	TBD	
Proposed Bedroom Mix		
# Efficiency Units (Total Proposed)	40	
# One-Bedroom Units (Total Proposed)	117	
# Two-Bedroom Units (Total Proposed)	101	
# Three-Bedroom Units (Total Proposed)	17	
Parking Spaces		
# Parking Spaces (Total Existing)		
# Parking Spaces (Total Proposed)	386	
# Handicapped Spaces (Total Proposed)	8	
Bicycle Parking Spaces		
# Bicycle Spaces (Total Existing)	0	
# Bicycle Spaces (Total Proposed)	131	
Estimated Cost of Project		
	TBD	

MASTER DEVELOPMENT PLAN SUBMISSIONS			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST Sec. 14-527 (c) and (e)
✓		1	Completed Application form
✓		1	Application fees
✓		1	Written description of project
✓		1	A written statement and/or plan as to the general impact of the proposed Master Development plan upon the area, relationship to surrounding properties, and measures to create appropriate transitions and access to abutting public properties and neighboring tracts.
✓		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	General statements concerning storm water management techniques.
✓		1	Traffic Analysis and recommendations prepared by a registered professional engineer, including current traffic counts, existing street capacity, traffic generation projections, and ability to absorb the increased traffic. If Traffic Movement Permit applies, the TMP submissions and review supersede. (Section 14-527 (e) xii)
✓		1	Utilities analysis and recommendations prepared by registered professional engineer. (see utility plan below) Analysis shall assess capacity, identify deficiencies and recommend improvements, including timing, funding mechanisms and coordination with City (14-527 (e) xiii)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST Sec. 14-527 (c) and (e)
✓		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
✓		1	Master Development Plan Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase) – scale not less than 1 inch equaling 50 feet
✓			Neighborhood context map, at a scale not less than 1 inch 100 feet
✓			Approximate boundary lines of existing and proposed lots with areas and dimensions
✓			Plan show north arrow, date, scale, legend, title Master Development Concept Site Plan, followed by project name, applicant, engineer, designer, and/or agents
✓			For residential areas, proposed density, lot configuration, circulation and plot plan
✓			Analysis of natural features of the site, including natural waterways, wetlands, floodplains, topography, soil conditions and other natural features
✓			Analysis of designated view corridors, historic resources, and archeological resources associated with the site
✓			Existing/proposed buildings and other significant structures, building groupings, exterior building elevations and entrances, parking areas and other significant physical features of the site

✓		Context drawings, perspective renderings, photographic montages, or computer generated graphics depicting the proposed development within the surrounding building and environmental context
✓		Building elevation drawings shall include:
✓		• Illustration of all sides of the structures
✓		• Views of major entries or prominent building features
✓		• Illustration of building articulation and elements
✓		• Building finish composition
✓		• Pedestrian and streetscape elements of the Master Development Plan
		Digital 3-D model tied to specific location that is submitted as a KML, KMZ, DXF or DWG file on a CD or DVD or such format as approved by the Planning Authority (Sec. 14527 (e)2)
✓		Major circulation patterns surrounding and serving the site, existing and proposed street lines, ways, easement and public areas within or next to the site
✓		Major landscaping elements, features, open space, and plans for preservation of natural features
		Analysis of the public safety services needed to support the Master Development Plan
✓		Analysis of the anticipated impacts on the public school system to support the Master Development Plan
✓		Generalized drainage plan for the site, drainage ways, flows, points of outfall and indicating impacts of development on affected drainage basins. Contour information at not less than 2 ft. intervals and document run-off characteristics
✓		Inventory of existing utilities (storm water, sanitary, electrical, fire alarm boxes & lines, gas, water, lighting, curb and gutter and etc.) illustrating locations, sizes, diameters carrying capacity and present load

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division

Date: _____

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

Site Address: 323 Commercial Street

Chart Block Lot Number: 42/A/1

Proposed Use: Retail / Residential

Previous Use: Lumber Yard

Existing Sanitary Flows: TBD GPD

Existing Process Flows: 0 GPD

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

Commercial Street

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

Clearly, indicate the proposed connections, on the submitted plans.

2. Please, Submit Contact Information.

City Planner's Name: TBD Phone: _____

Owner/Developer Name: _____

Owner/Developer Address: _____

Phone: _____ Fax: _____ E-mail: _____

Engineering Consultant Name: _____

Engineering Consultant Address: _____

Phone: _____ Fax: _____ E-mail: _____

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 42,150 GPD

Peaking Factor/ Peak Times: _____

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify) _____

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

Flow Calculations:

Retail - 45 employees @ 12 gpd = 540 gpd
(157) Efficiency / 1 BR units @ 120 gpd = 18,840 " "
(101) 2 BR units @ 180 gpd = 18,180 "
(17) 3 BR units @ 270 gpd = 4,590 "
TOTAL = 42,150 gpd

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values:

TBD

Size of External Grease Interceptor:

Retention Time:

Peaking Factor/ Peak Times:

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time.

Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated:

N/A

GPD

Do you currently hold Federal or State discharge permits?

Yes No

Is the process wastewater termed categorical under CFR 40?

Yes No

OSHA Standard Industrial Code (SIC):

(<http://www.osha.gov/oshstats/sicser.html>)

Peaking Factor/Peak Process Times:

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided, or attached, as a separate sheet.

PURCHASE AND SALE AGREEMENT

This Purchase and Sale Agreement ("Agreement") is made and entered into as of this 8TH day of July 2016 (the "Effective Date"), by and between Milliken Smith Block, LLC, a Maine limited liability company with a mailing address of c/o William M. Moody Jr., 5 High Street, Yarmouth, ME., 04096 ("Seller") and Deering Property Development LLC, a Maine limited liability company with a mailing address of 2730 Transit Road, West Seneca, New York 14224 Attn: Gordon Reger ("Buyer").

In consideration of the mutual covenants and promises hereinafter set forth, Seller and Buyer agree as follows:

1. PREMISES. Seller agrees to sell and Buyer agrees to purchase, on the terms and conditions contained in this Agreement, the approximately 110,000 square foot parcel of land located at or near 383 Commercial Street in Portland, Cumberland County, Maine, and bounded by Commercial Street, High Street, York Street, and Maple Street, and all other improvements remaining thereon on the date of Closing and all rights and easements appurtenant thereto (together, the "Premises"). The Premises is approximately depicted on Exhibit A attached hereto and shown on Tax Map 42, Block A as Lot 1. The Premises does not include the building currently occupied by the Charter School and related land located on the northwest corner of the block described above and depicted on Tax Map 42, Block A as Lot 7, and the related 15-foot wide passageway depicted on Tax Map 42, Block A as Lot 8 (together, the "Charter School Property"). The Premises does not include the lumber business currently operated on the Premises by Rufus Deering Lumber Company ("RDC") pursuant to a lease by and between Seller and RDC (the "RDC Lease").

2. PURCHASE PRICE Subject to any adjustments and prorations hereinafter described, the purchase price for the Premises shall be [REDACTED] Dollars per square foot of land area in the Premises, which would be [REDACTED] (\$ [REDACTED]) based on the estimated land area of 110,000 square feet, to be paid by immediately-available funds at the Closing. The actual purchase price paid by Buyer at Closing shall be calculated using the foregoing price per square foot and the actual land area of the Premises as determined according to an ALTA/NSPS survey of the Premises performed by a reputable surveyor, which Buyer agrees to obtain at Buyer's expense.

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Promptly upon full execution of this Agreement, Buyer shall deliver to Malone Commercial ("Escrow Agent"), an earnest money deposit (the "Deposit") in the amount of [REDACTED] U.S. Dollars (\$ [REDACTED]), as security for Buyer's performance under this Agreement. The Deposit shall be held in escrow by Escrow Agent pursuant to this Agreement. Upon the expiration of the initial 60-day Inspection Contingency Period, unless Buyer has terminated this Agreement, the Deposit shall become non-refundable.

If Buyer has not terminated this Agreement by the expiration of the Inspection Contingency Period and not terminated this agreement pursuant to Buyer's Approvals Contingency in Paragraph 6 below, Buyer shall make the following monthly payments, all of which payments shall be nonrefundable (except in the event of a Seller default) and included in the definition of Deposit:

(a) Beginning on or before ninety (90) days from the Effective Date and continuing on or before the first day of each month until [REDACTED] Buyer shall deliver to Escrow Agent [REDACTED] Dollars (\$ [REDACTED]) per month, prorated for any portion of a month.

(b) Beginning [REDACTED], and continuing on or before the first day of each month until [REDACTED] Buyer shall deliver to Escrow Agent [REDACTED] Dollars (\$ [REDACTED]) per month, prorated for any portion of a month.

(c) Beginning [REDACTED], and continuing on or before the first day of each month until the Approvals Contingency Period Expiration, Buyer shall deliver to Escrow Agent [REDACTED] Dollars (\$ [REDACTED]) per month, prorated for any portion of a month.

Buyer shall not be in default of this Agreement for failure to make any of the Deposit payments above unless and until Buyer fails to make such payment within seven (7) days of when due. All of the Deposit shall credited towards the purchase price at the Closing or otherwise disbursed in accordance with this Agreement.

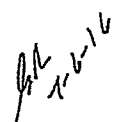
3. TITLE. Seller shall convey the Premises to Buyer at the Closing in fee simple, subject to the Permitted Encumbrances (as defined below), but free and clear of all liens, except for liens for real estate taxes not yet due and payable. Seller may, at the time of delivery of the deed, use the purchase proceeds or any portion thereof to clear the title of liens and encumbrances that are not Permitted Encumbrances, including without limitation consideration for the early termination of the RDC lease, provided that all instruments so procured are delivered simultaneously with the delivery of the deed.

Within sixty (60) days of the Effective Date (the "Title Review Period"), Buyer shall notify Seller in

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writing (the "Title Objection Notice") of matters of record at the Cumberland County Registry of Deeds adversely affecting title to the Premises that are objectionable to Buyer in Buyer's sole discretion ("Title Defects"). Buyer shall be deemed to have waived the right to object to any matter affecting title as of the Effective Date, excluding any mortgage, tax lien, mechanics' lien, judgment lien, or other liens encumbering the Premises (for which no title objection is required), if Buyer fails to specifically identify such matters in the Title Objection Notice (each matter not objected to being a "Permitted Encumbrance"). The RDC Lease shall not be a Permitted Encumbrance. Seller shall use good faith efforts to cure such Title Defects and shall have a period of not more than sixty (60) days after Seller's receipt of the Title Objection Notice within which to cure any such Title Defects (the "Title Cure Period"). Seller agrees that after the Effective Date, it shall not permit or suffer encumbrance of the Premises with any liens, easements, leases, or other encumbrances. On or before the Closing, Seller shall remove at its sole cost any matters affecting the title to the Premises suffered or created by or consented to by Seller, whether voluntarily or involuntarily, after the Effective Date that are not approved in writing by Buyer. If Seller fails to cure any Title Defects within the Title Cure Period, then Buyer shall elect, by written notice to Seller on or before ten (10) days from the expiration of the Title Cure Period, either (i) to accept title to the Premises subject to such uncured Title Defects without reduction of the purchase price and without any liability on the part of Seller therefor, in which case such Title Defects shall be Permitted Encumbrances, or (ii) to terminate this Agreement, whereupon the Deposit immediately shall be returned to Buyer and neither party shall have any further obligations under this Agreement, except for provisions that expressly survive termination. In the event that Buyer does not timely elect either option (i) or (ii) above, Buyer shall be deemed to have elected option (i).

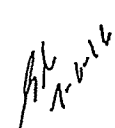
4. BUYER'S INSPECTION AND INVESTIGATIONS CONTINGENCY. Buyer or its agents may enter onto the Premises at any time after the date of this Agreement until the Closing, subject to compliance with the conditions below in this paragraph 4, in order to conduct surveys, engineering studies, soil studies, and such other investigations of the Premises as Buyer elects. Following the exercise of any of Buyer's inspection rights hereunder, Buyer promptly shall use reasonable efforts to restore any portion of the Premises disturbed to its condition prior to disturbance. Buyer shall indemnify and hold Seller harmless for all claims, damages, causes of action, judgments, penalties, fines, costs and expenses, including without limitation attorneys', paralegals' and expert witnesses' fees and court costs, incurred by Seller in connection with the exercise by Buyer or its employees, agents, or contractors, of the investigation and inspection rights contained in this paragraph except for pre-existing conditions and matters



resulting from Seller's negligence, which indemnity shall survive the Closing or any termination of this Agreement. Buyer also intends to investigate the zoning and other land use restrictions on the Premises, which investigations may include discussions with City of Portland officials, and investigate the feasibility of development of the Premises. In the event that Buyer is not satisfied with any of Buyer's inspections or other investigations of the Premises or the potential development of the Premises, in Buyer's sole discretion, Buyer shall so notify Seller in writing (which notice does not have to set forth the reasons for termination) within [REDACTED] days from the Effective Date (the "Inspection Contingency Period"), whereupon this Agreement shall automatically terminate, and the Deposit promptly shall be returned to Buyer, and thereafter, neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. In the event that Buyer does not terminate this Agreement by the expiration of the Inspection Contingency Period, Buyer shall be deemed to have waived the foregoing inspection contingency. In the event that Buyer terminates this Agreement pursuant to this Section 4, Buyer shall deliver to Seller simultaneously with such termination notice copies of all reports, studies, plans, surveys, title insurance commitments, and other matters prepared by or for Buyer in connection with its inspections and investigations.

Buyer shall coordinate all due diligence that requires physical inspection or investigation on the Premises with Seller and have such on-site work performed when RDC is not open to the public and only after Seller approves by email the scope, time, and manner of any physical inspection or investigation on the Property, such approval not to be unreasonably withheld, conditioned, or delayed. All of Buyer's due diligence reports relating to the Premises will be owned by Buyer. Buyer shall have such reports certified to Seller, or provide Seller with a reliance letter from the consultant producing such reports, and deliver copies of such reports to Seller, all to the end that Seller may rely on such reports in the event that Buyer does not proceed with the purchase of the Premises. Seller shall not use or disclose the contents of any such report unless the Agreement is terminated or the Closing otherwise fails to occur. Buyer shall obtain from those due diligence consultants conducting on-site investigations confidentiality agreements reasonably satisfactory to Seller, for the benefit of Seller and RDC, the parties acknowledging that RDC's business could be adversely impacted if the potential sale of the Premises became known to RDC's employees or the public.

5. SELLER DELIVERABLES. Within five (5) days of the Effective Date, Seller shall deliver to Buyer the following: (i) a copy of any surveys and plans of the Premises; (ii) any Phase I or Phase II Environmental

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Site Assessments; (iii) copies of any soils engineering reports, all to the extent such items are in Seller's possession or control that are in effect on the date of this Agreement (together, the "Seller Deliverables"). For purposes of this paragraph, "control" means in the possession of a person who Seller has contractually engaged to provide services to Seller. Buyer acknowledges and agrees that (a) the Seller Deliverables are being provided by Seller to Buyer as a courtesy, and therefore, Seller makes no representation or warranty regarding the accuracy and/or completeness of the Seller Deliverables, and (b) Buyer and any person to whom Buyer provides the Seller Deliverables shall rely on the same at their own risk.

Buyer agrees, acknowledges and represents that except as specifically set forth in this Agreement, Buyer is entering into this Agreement and shall perform all of its obligations hereunder and consummate the transaction contemplated by this Agreement solely in reliance on and as a result of Buyer's own investigations and efforts (including Buyer's inspection of the Premises and such other investigations, examinations and inspections as Buyer has chosen to make or has made) and at Buyer's sole risk, cost and expense, including, without limitation, the risk that Buyer's inspection of the Premises and such other investigations, examinations and inspections may not reveal any or all adverse or existing conditions, aspects or attributes of the Premises. Buyer acknowledges that Seller has afforded, and, during the Inspection Contingency Period, shall afford, Buyer the opportunity for full and complete investigation, examination and inspection of the Land. Buyer acknowledges that this paragraph was a negotiated part of this Agreement and serves as an essential component of consideration for the same. Without limiting the generality of the foregoing, the parties specifically acknowledge that Buyer has had, and, during the Inspection Contingency Period shall have, an opportunity to fully inspect the Premises, including, but not limited to, the physical condition of the Premises (including all environmental concerns), and the purchase price has been negotiated to eliminate all claims except those arising under representations, warranties or agreements contained in this Agreement, whether known or unknown, relating to the condition of the Premises as of the date of this Agreement and all aspects and attributes thereof, including, without limitation, all environmental matters. Buyer acknowledges and agrees that Seller has made and shall make no representation or warranty with respect to the Premises, except as expressly set forth in this Agreement. The Premises shall be sold and conveyed "AS IS, WHERE IS" without representation or warranty of any kind except as otherwise explicitly set forth herein.

6. BUYER APPROVALS CONTINGENCY. Buyer's obligation to close on the purchase of the

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Premises shall be conditioned upon Buyer's receipt of all necessary, final and unappealable, land-use approvals (the "Approvals") for Buyer's intended development of the Premises (the "Development") by [REDACTED]. Buyer shall notify Seller of the Approvals required for the Development by [REDACTED], which notification shall include Buyer's estimate of the milestone dates to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals by [REDACTED], Buyer's approvals contingency deadline automatically shall be extended to [REDACTED], provided that Buyer continues to make good faith effort to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals (or Buyer's earlier determines in its sole discretion that the Approvals are unlikely to be obtained) by [REDACTED] or [REDACTED], if the Approvals deadline is extended as provided above (as such date is determined, the "Approvals Contingency Expiration"), Buyer shall so notify Seller in writing on or before the Approvals Contingency Expiration whereupon this Agreement shall automatically terminate, and the Deposit shall be delivered by Escrow Agent to Seller and thereafter neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. Seller agrees to cooperate with Buyer is applying for and seeking any Approvals, such cooperation to include joining as the land owner in any applications for Approvals, provided that Seller shall not be obligated to incur any material out-of-pocket expense to provide such cooperation.

7. CLOSING: DEED. The closing shall take place on the business day that is closest to sixty (60) days from the Approvals Contingency Expiration at 10:00 a.m., at the offices of Bernstein Shur, 100 Middle Street, Portland, Maine, or at such other time and place as Seller and Buyer may mutually agree upon in writing (as determined, the "Closing"). At the Closing, Seller shall execute and deliver to Buyer, or Buyer's nominee, against payment of the balance of the purchase price, a Quitclaim Deed with Covenant for the Premises in accordance with the Short Form Deeds Act, 33 M.R.S.A. 761 et seq. (the "Deed"). Seller also shall execute and deliver to Buyer at the Closing the following: a customary and reasonable title insurance Seller's Affidavit regarding persons in possession and mechanics' liens; a 1099-S data form, a FIRPTA affidavit; REW-3; W-9 form; an underground storage tank affidavit to comply with 38 M.R.S.A. § 563(6); evidence of Seller's existence and authority to satisfy the customary seller authority requirements for issuance of an owner's title insurance policy; a real estate transfer tax declaration of value form; and a settlement statement.

8. REPRESENTATIONS.

- (a) Except as actually known to Buyer prior to Closing as a result of Buyer's investigations of the

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1-6-16

Land, Seller represents and warrants to Buyer as follows, which representations and warranties, and the restatement thereof at Closing, shall survive Closing for a period of one (1) year:

(i) Seller has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Seller of its obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Seller is a party or by which it is bound.

(ii) There are no tenancies, occupancies or licenses affecting the Premises, except for the RDC Lease.

(b) Buyer has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Buyer of its obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Buyer is a party or by which it is bound.

9. AFFIRMATIVE COVENANTS OF SELLER. Seller agrees, pending closing, that:

(a) Seller shall pay, when due, all taxes and assessments of every type or nature levied or assessed against the Premises and any valid lien against the Premises.

(b) Seller (i) shall not commit or suffer waste and (ii) shall materially comply with all laws, ordinances, regulations, covenants, conditions and restrictions affecting the Premises and will not suffer or permit any material violation thereof.

10. ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.

(a) Real estate taxes and municipal assessments shall be prorated as of the Closing on the basis of the latest available tax bill.

(b) The Maine real estate transfer tax shall be paid equally by Seller and Buyer in accordance with 36 M.R.S.A. Section 4641-A.

(c) The recording fee for the deed of conveyance and any expenses related to any financing for Buyer in connection with the purchase of the Premises shall be paid by Buyer.

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(d) A portion of the purchase price shall be withheld at the Closing by Buyer if required by 36 M.R.S.A. § 5250-A.

11. POSSESSION. Seller shall deliver possession of the Premises to Buyer at the Closing, free of all leases, tenancies or occupancies, including without limitation the RDC Lease. Seller or RDC may remove from the Premises any and all equipment, fixtures and improvements provide that no debris or waste therefrom remains on the Premises and none of RDC's hazardous, toxic, or special materials inventory or wastes remain on the Premises. RDC shall have the right to occupy the Premises for the operation of its business until the Closing.

12. DEFAULT; REMEDIES. In the event that Buyer fails to close hereunder for a reason other than the default of Seller, Seller may terminate this Agreement by written notice to Buyer and thereupon Seller shall be entitled to the Deposit as Seller's sole and exclusive remedy for Buyer's breach, and Escrow Agent shall be authorized to disburse the Deposit to Seller. Seller and Buyer acknowledge and agree that the damages for Buyer's breach of this Agreement are difficult to calculate and that the Deposit is a reasonable estimate of such damages. In the event that Seller breaches this Agreement for a reason other than the default of Buyer, Buyer shall be entitled to either (i) terminate this Agreement by written notice to the Seller, in which case Buyer shall be entitled to a return of the Deposit and Escrow Agent shall be authorized to disburse the Deposit to Buyer or (ii) pursue the remedy of specific performance. In the event of litigation regarding breach of this Agreement by either party, the party who obtains a final, un-appealable judgment in its favor shall be entitled to collect its reasonable attorneys' and paralegals' fees and court costs from the other party.

13. BROKERAGE/ESCROW AGENT. Seller and Buyer each represent to the other that they have not dealt or had contact with any broker in connection with this transaction other than Malone Commercial. Seller shall pay Malone Commercial a commission equal to [REDACTED] of the purchase price at the Closing, and Buyer shall pay Malone Commercial a commission equal to [REDACTED] of the purchase price at the Closing.

14. MISCELLANEOUS.

(a) Time. Time is of the essence hereof.

(b) Notices. Except as expressly provided to the contrary in this Agreement, all notices,

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demands and other communications hereunder shall be in writing and shall be given by electronic mail: if to Seller:

William Moody ([REDACTED]) and Mike Pearce (mpearce@pearcedow.com), and if to Buyer: Gordon Reger ([REDACTED]) and Tom Hanson (thanson@bssn.com), with a copy of such notice to Seller or Buyer at their addresses set forth in the preamble to this Agreement sent by certified mail, return receipt requested. Notices and communications of any kind shall never be sent to Bill Moody or anyone else at RDC or care of the RDC address. All notices shall be deemed to have been duly given if the electronic mail time stamp is prior to the expiration date and time specified herein. Attorneys are authorized to give notices on behalf of their clients. Either party may change the notice electronic mail addresses and certified mail notice addresses for purposes of this subparagraph by giving the other party notice of the new address in the manner described herein.

(c) Assignment. Buyer's rights under this Agreement may not be assigned without Seller's prior written approval, which approval shall be conditioned on Seller being satisfied that Buyer's assignee has in Seller's opinion the financial ability to acquire the Premises; notwithstanding the foregoing, Buyer may assign this Agreement to any entity of which Reger Holdings, LLC or Gordon Reger or his family or some combination thereof are the controlling principals without Seller consent, but with notice to the Seller. Buyer shall remain liable under this Agreement notwithstanding any such assignment. This Agreement will inure to the benefit of and bind the respective successors and assigns of Seller and Buyer.

(d) 1031 Exchange. Seller may elect to perform an IRC §1031 tax deferred exchange. Buyer agrees to cooperate in such an exchange and to sign the documents customarily used in such an exchange, provided that such documents do not modify the terms and conditions of this Agreement or impose additional liabilities or obligations on Buyer.

(e) Entire Agreement. This Agreement constitutes the entire agreement between Seller and Buyer with respect to the sale of the Premises, and there are no representations, warranties, agreements or understandings between the parties except as set forth herein.

(f) Construction. This Agreement shall be governed by and construed in accordance with the laws of Maine, without taking into account choice of law principles. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

(g) Confidentiality. Seller, Buyer and Escrow Agent agree not to disclose the terms, conditions or existence of this Agreement to any persons except lawyers, accountants, financial advisors, lenders,

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appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

(h) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:

Seller: Milliken Smith Bock, LLC

By: _____
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

Edith M. Blum

By: *Gordon Reger*
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

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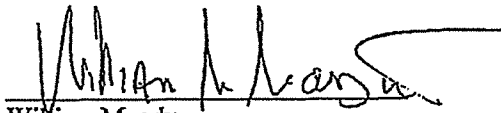
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By: _____
Gordon Reger
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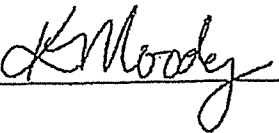
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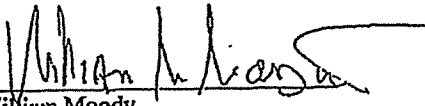
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By:



William Moody
Its duly-authorized Manager

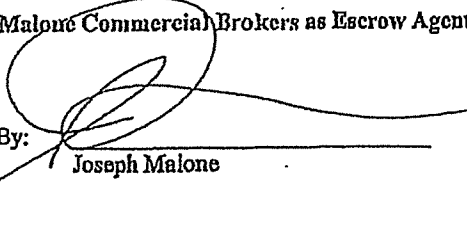
Buyer: Deering Property Development LLC

By:

Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

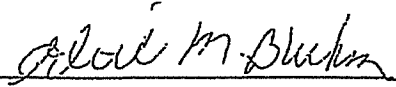
By:



Joseph Malone

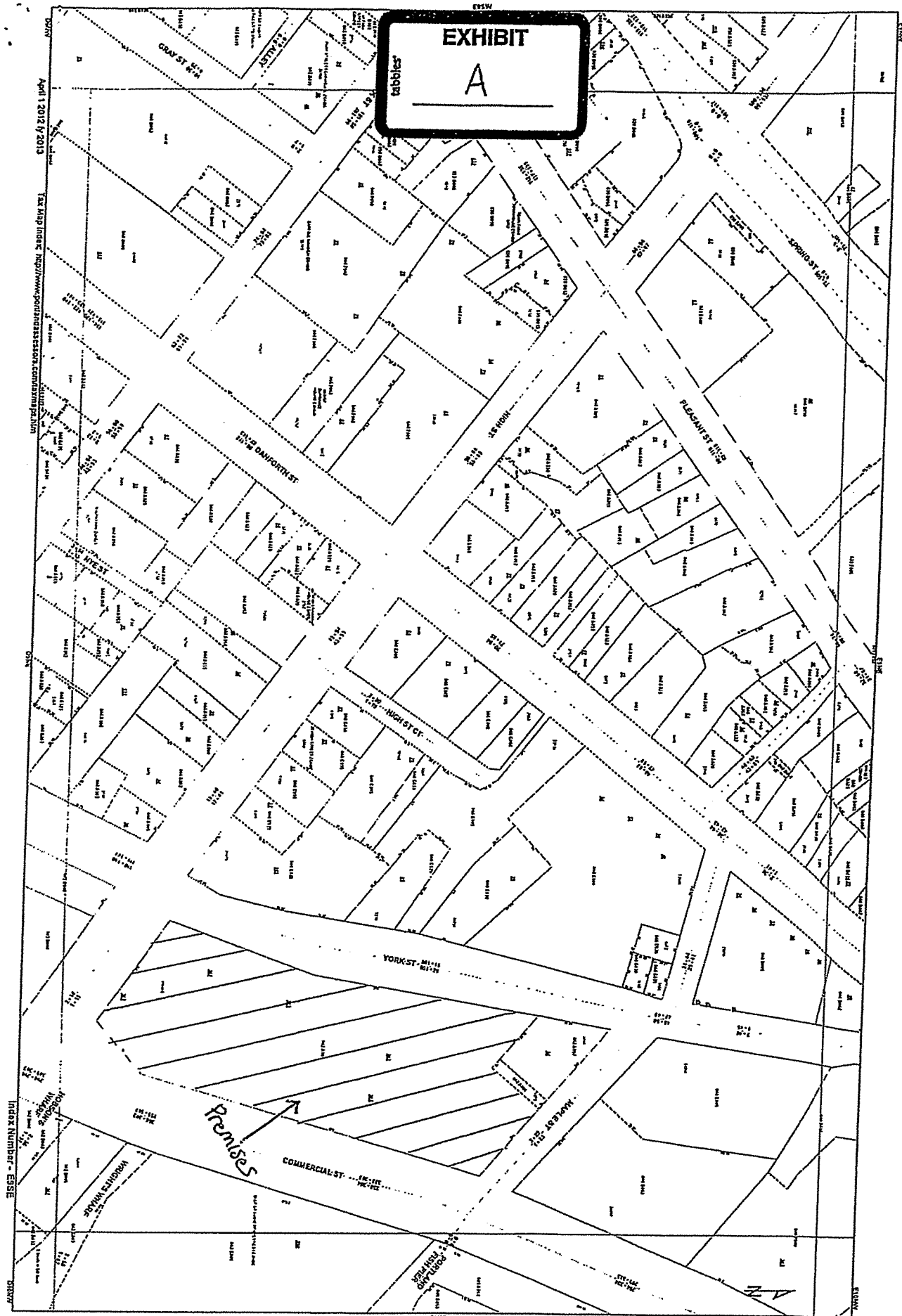
Reger Holdings, LLC hereby joins this Agreement, jointly and severally with Buyer, with respect to Buyer's obligations under this Agreement.

Reger Holdings, LLC



By:


Gordon Reger
Its duly-authorized Manager



EXHIBIT

A

Premises

Index Number - ESSE

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION C – STATE/FEDERAL APPROVALS

STATE OF MAINE SITE LOCATION OF DEVELOPMENT ACT, CHAPTER 500 STORMWATER, AND TRAFFIC MOVEMENT PERMITS ARE REQUIRED FOR THIS PROJECT. THESE WILL BE SUBMITTED TO AND REVIEWED BY THE CITY INDER DELEGATED REVIEW AUTHORITY.

THERE ARE NO FEDERAL PERMITS REQUIRED.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION S2 – ZONING ASSESSMENT

THE PROJECT IS LOCATED WITHIN THE B5b ZONING DISTRICT , AND CONFORMS TO THE PURPOSE OF THE DISTRICT – TO REDEVELOP UNDERDEVELOPED LOTS WITH DENSER, MIXED USES THAT RELY ON SHARED INFRASTRUCTURE, INCLUDING SERVICE ALLEYS, PARKING LOTS, PUBLIC TRANSPORTATION FACILITIES, STORMWATER MANAGEMENT, AND DRIVEWAYS.

THE RETAIL, RESIDENTIAL , SURFACE PARKING AND PARKING GARAGE USES ARE ALL PERMITTED USES IN THE B5b DISTRICT.

IN THE B5b DISTRICT THERE ARE NO DIMENSIONAL REQUIREMENTS FOR LOT SIZE, STREET FRONTAGE, LOT COVERAGE NOR MINIMUM YARD SETBACKS. THE PROJECT CONFORMS TO THE REQUIREMENT OF A MAXIMUM FRONT YARD SETBACK OF 10 FEET.

THE AVERAGE FINISH GRADE AT THE BUILDING PERIMETER IS CALCULATED AS FOLLOWS “
ELEV 15.00 CORNER OF COMMERCIAL/ HIGH STREETS
ELEV 30.00 CORNER OF HIGH / YORK STREETS
ELEV 27.00 AT NW BUILDING CORNER/ YORK STREET
ELEV. 14.00 AT NE BUILDING CORNER / MAPLE STREET
ELEV. 12.00 CORNER OF MAPLE / COMMERCIAL STREET

ADDING THE ABOVE = 98 FEET DIVIDED BY FIVE DATA POINTS = 19.6 AVERAGE FINISH GRADE
MAXIMUM BUILDING HEIGHT = $19.60 + 65.00 = 84.60$ FEET
PROPOSED BUILDING HEIGHT = 84.00 FEET

THE PROJECT WILL CONFORM TO ALL OF THE PERFORMANCE STANDARDS IN THE B5b DISTRICT, AS STIPULATED IN ZONING SECTION 14 - 230.5.

ARCHETYPE HAS DESIGNED A BUILDING THAT COMPLIMENTS THE COMMERCIAL STREET CORRIDOR AND IS ENGAGED IN A REVIEW PROCESS WITH THE HP BOARD. A PUBLIC ACCESS WALKWAY WILL TRAVERSE THE SITE FROM YORK STREET TO COMMERCIAL STREET, LOCATED BETWEEN THE PHASE 1 AND PHASE 2 RESIDENTIAL TOWERS.

WITH RESPECT TO OFF STREET PARKING , 1 SPACE PER 275 UNITS = 275 SPACES. AT 1 PER 200 AFTER 2,000 SF, 104 SPACES ARE REQUIRED FOR RETAIL USES. $275 + 104 = 379$ SPACES REQUIRED ; 390 SPACES ARE PROPOSED. REQUIRED BICYCLE PARKING WILL BE PROVIDED IN THE TWO PLAZA SPACES ON COMMERCIAL STREET, AND WITHIN THE STORAGE AREAS ON THE TWO GARAGE LEVELS. TWO OFF STREET LOADING AREAS ARE PROPOSED, ONE ON MAPLE STREET AND ONE AT COMMERCIAL STREET.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION E – EASEMENTS

THERE ARE NO EXISTING OR PROPOSED EASEMENT AREAS RELATING TO THIS PROJECT .

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION F - WAIVERS

1 . THE APPLICANT DOES NOT ANTICIPATE THAT ANY WAIVERS WILL BE REQUESTED.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION G- FINANCIAL AND TECHNICAL CAPABILITY

THE APPLICANT'S FINANCIAL AND TECHNICAL CAPABILITY IS EVIDENCED BY THE ATTACHED LETTER FROM ITS FINANCING PARTNER. ARCHETYPE PA HAS BEEN RETAINED AS PROJECT ARCHITECT, SEBAGO TECHNICS HAS BEEN RETAINED AS THE LANDSCAPE ARCHITECT / CIVIL ENGINEER.

THE APPLICANT HAS DEMONSTRATED ITS TECHNICAL ABILITY EVIDENCED BY ITS SUCCESSFUL COMPLETION OF THE BAY HOUSE, A MIXED USE RETAIL / RESIDENTIAL PROJECT WITH A PARKING GARAGE; AND SEAPORT LOFTS, A RESIDENTIAL PROJECT ; BOTH OF THESE ARE LOCATED IN THE INDIA STREET PROJECT.

ARCHETYPE IS AN EXPERIENCED PROFESSIONAL ARCHITECTURE AND PLANNING FIRM LOCATED ON THE PORTLAND WATERFRONT. THEIR STAFF, HEADED BY PRINCIPAL DAVID LLOYD, HAVE EXTENSIVE DESIGN TALENT AND KNOWLEDGE OF BUILDING CONSTRUCTION REQUIREMENTS.

SEBAGO TECHNICS, INC. IS PROVIDING LANDSCAPE ARCHITECTURE AND CIVIL ENGINEERING SERVICES FOR THE PROJECT. SEBAGO IS THE DESIGN FIRM OF RECORD FOR THE BAY HOUSE, SEAPORT LOFTS, MAINE MEDICAL CENTER, WHOLE FOODS , AND SEVERAL ADDITIONAL PROJECTS IN PORTLAND, INCLUDING PROJECTS FOR THE CITY .



**Newmark Grubb
Knight Frank**

December 22, 2016

Mrs. Barbara Barhydt
Portland Planning Staff
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: Commercial Street in Portland

Dear Mrs. Barhydt:

I'm writing regarding the future development of Commercial Street in Portland being proposed by Reger Holdings. Our firm NGKF and my prior firm has acted as a financing intermediary for Reger Holdings for the past 15 years on numerous projects from condominiums to industrial. In the last 3 years alone, we arranged the financing for over \$100 million of development in Maine, Massachusetts and South Carolina. One example locally was the Bay House Condominiums in Downtown Portland; a \$20 million dollar construction loan arranged with a Boston Bank that had a very successful sellout.

NGKF Debt group in Boston has the capacity to finance large development projects thru our long term relationships. We also have access to sources thru our owner BGC Partners (NYSE: BGCP) and our proprietary lending platforms in Canter Commercial and Berkeley Point Capital.

Reger Holdings is a third generation well respected real estate company with numerous holdings and experience. The company is run and spearheaded by Mr. Gordon Reger. Our dealing with him and his firm have always been handled in a first class manner. As a result, we would highly recommend Reger Holdings for the development of Commercial Street.

If I can be of any assistance in your decision, please do not hesitate to give me a call. Thank you.

Regards,

David M. Douvadjian



Head of Mortgage Banking

New England

(617) 863-8388

ddouvadjian@ngkf.com

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION H- BOUNDARY SURVEY

THE BOUNDARY SURVEY HAS BEEN COMPLETED AND IS SUBMITTED AS PLAN SUBMISSION – PLAN 2.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION J – TRAFFIC STUDY

THE APPLICANT HAS COMPLETED A TRIP GENERATION BASED UPON THE ITE TRIP GENERATION MANUAL, WHICH IS ATTACHED. THE PROJECT WILL REQUIRE A TRAFFIC MOVEMENT PERMIT IN THE 100 TO 200 TRIP CATEGORY.

ONCE THE PROJECT HAS BEEN ASSIGNED THE APPLICANT WILL MEET WITH APPROPRIATE CITY STAFF TO DEVELOP THE DATA REQUESTED PRIOR TO A FORMAL SCOPING MEETING.

SEBAGO

T E C H N I C S

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Memorandum

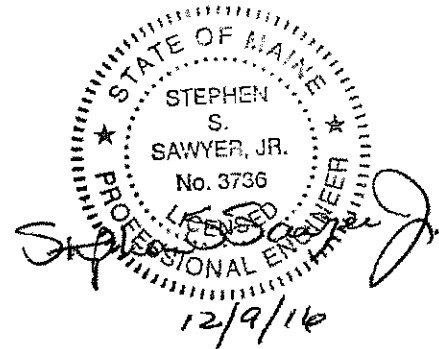
16324

To: Will Conway

From: Steve Sawyer/Derek Caldwell

Date: December 9, 2016

Subject: Trip Generation
383 Commercial Street Development



Per your request, we have completed Trip Generation calculations for the proposed retail and condominium project located at 383 Commercial Street in Portland, Maine. It is our understanding that the proposed development will include 22,691 square feet of retail at ground level on Commercial Street and a total of 275 condominium units on the second thru fifth floors. The project will also include a 390-space parking garage. 197 of these spaces will be accessed by an entrance on Maple Street and 193 will be accessed by an entrance on York Street.

Trip Generation

Using the 9th Edition of ITE's Trip Generation Manual we have estimated the following trip generation shown within Tables 1 and 2 located on the following page. The retail spaces and condominiums have ITE land uses of 826 – Specialty Retail Center and 230 – Residential Condominium/Townhouse, respectively. The proposed full build development includes 22,691 square feet of retail space and 275 condominium units.

Table 1: Trip Generation
Land Use 826 – Specialty Retail Center
(22,691 Square Feet)

Time Period	Trip Generation Rate (trips/1,000 square feet)	Total Trips	Entering	Exiting
Weekday (Daily)	44.32/KSF	1006	503	503
AM Peak Hour of Adjacent Street (7-9 AM)	0/KSF ^A	0	0	0
PM Peak Hour of Adjacent Street (4-6 PM)	2.71/KSF	61	27	34
AM Peak Hour of Generator	6.84/KSF	155	68	87
PM Peak Hour of Generator	5.01/KSF	114	50	64
Saturday (Daily)	41.04/KSF	934	477	457
Saturday Peak Hour of Generator	6.49/KSF ^B	147	65	82
Sunday (Daily)	10.43/KSF	464	232	232
Sunday Peak Hour of Generator	1.32/KSF ^B	72	36	36

- A. Trip generation estimate not available for AM Hour of Adjacent Street. It is assumed that this land use will not produce trips during this time period.
- B. Trip Generation data for Saturday Peak and Sunday Peak is not provided. Rate calculated by a ratio of the weekend and weekday daily rates to find peak hourly rate

Table 2: Trip Generation
Land Use 230 – Residential Condominium/Townhouse
(275 Units)

Time Period	Trip Generation Formula	Total Trips	Entering	Exiting
Weekday (Daily)	$\ln(T) = 0.87 \ln(X) + 2.46$	1350	775	775
AM Peak Hour of Adjacent Street (7-9 AM)	$\ln(T) = 0.80 \ln(X) + 0.26$	116	20	96
PM Peak Hour of Adjacent Street (4-6 PM)	$\ln(T) = 0.82 \ln(X) + 0.15$	138	92	46
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.32$	116	72	54
PM Peak Hour of Generator	$T = 0.34(X) + 35.87$	129	83	47
Saturday (Daily)	$T = 1.62(X) - 427.91$	1424	712	712
Saturday Peak Hour of Generator	$T = 0.29(X) + 42.63$	122	66	56
Sunday (Daily)	$T = 1.13(X) - 357.24$	1218	609	609
Sunday Peak Hour of Generator	$T = 0.23(X) + 50.01$	113	55	58

* T=No. of Trips, X=No. of Dwelling Units (275)

Due to the downtown location of this development, we believe a number of the new external trips will be taken by walking and public transit to and from the development. We calculated the amount of expected external trips to be made by these modes of transportation using two methods. The first method used was the Environmental Protection Agency (EPA) Mixed-Use Trip Generation Model. This model utilizes data from the land use of the development and employment data of the surrounding area to arrive at a percentage of trips to be made by walking as well as public transit. In tangent with the report a Microsoft Excel file was developed by the firm Fehr & Peers that calculates the internal capture, walking, and public transit use data for the subject project using the EPA Model. A copy of this spreadsheet is attached. For this project, the estimated external trips taken by walking is 15% and the amount by public transit to be 2%, for a total reduction in external trips of 17%. The second method was to use data from the U.S. Census Bureau's American Community Survey 2009-2013 5 Year Estimates (census tract geography). This data lists the percentage each mode of transportation used for commuting in each respective census tract. In this data, it is seen that the project site is on the border between two tracts. The tract the project site is located in lists the percentage of commuters walking to work as 45.9% and the adjacent tract lists the percentage as 23.8%.

Based on this information and the above mentioned EPA Model, we applied a reduction of 20% in external trips due to walking and transit. Table 3 shows the resulting external trips generated by the proposed development. These values are calculated by summing of the trip generation values of each land use found in Tables 1 and 2. This value is then reduced by 20% to account for the external trips to be completed by walking and transit.

Table 3: Trip Generation
Gross External Vehicle Trips

Time Period	ITE Land Use 812 – Building Materials and Lumber Store	ITE Land Use 813 – Office	ITE Land Use 814 – Retail
Weekday (Daily)	2045	1023	1023
AM Peak Hour of Adjacent Street (7-9 AM)	93	15	77
PM Peak Hour of Adjacent Street (4-6 PM)	150	26	64
AM Peak Hour of Generator	213	72	145
PM Peak Hour of Generator	195	110	88
Saturday (Daily)	1002	511	511
Saturday Peak Hour of Generator	116	175	111
Sunday (Daily)	1345	673	673
Sunday Peak Hour of Generator	148	73	75

Furthermore, we calculated the existing trips from the former Rufus Deering Lumber site in order to establish a trip credit. This trip credit is subtracted from the above calculated gross external vehicle trips in order to establish the Net External Vehicle Trips for the proposed development. ITE Land use 812 – Building Materials and Lumber Store was used for this calculation. The gross floor area of the former building was found to be 6,028 square feet. Table 4 shows the results of the prior site use trip generation calculation.

Table 4: Trip Generation
Land Use 812 –Building Materials and Lumber Store
(6,028 Sq. Ft.)

Time Period	Trip Generation Rate (Trips/1,000 square feet)	Total Trips	Entering	Exiting
Weekday (Daily)	45.16/KSF	274	137	137
AM Peak Hour of Adjacent Street (7-9 AM)	1.60/KSF	16	11	5
PM Peak Hour of Adjacent Street (4-6 PM)	4.49/KSF	27	13	14
AM Peak Hour of Generator	4.16/KSF	25	14	11
PM Peak Hour of Generator	5.56/KSF	34	17	17
Saturday (Daily)	51.60/KSF	313	156	156
Saturday Peak Hour of Generator	9.58/KSF	58	30	28
Sunday (Daily)	24.50/KSF	148	74	74
Sunday Peak Hour of Generator	4.57/KSF	28	12	15

Conclusions

Table 5 shows the Total Net External Trips expected from the development. These totals are calculated by subtracting the estimated trip generation for the prior land use found in Table 4 from the gross external trips shown in Table 3. The AM Peak Hour of the Generator is shown to have the highest value of external trips with 192. We believe this is a conservative number as the AM Peak Hour of the condominiums and the AM Peak Hour of the retail are not expected to occur simultaneously. The Peak Hour of traffic associated with the condominium land use is expected to occur during the Peak Hour of the adjacent roadways. Regardless, though, it appears from our calculations that the Project will require a MaineDOT Traffic Movement Permit in the 100 to 200 trip category.

Table 5: Trip Generation
Total Net External Trips

Time Period	Total Trips	Entering	Exiting
Weekday (Daily)	1772	886	886
AM Peak Hour of Adjacent Street (7-9 AM)	77	5	72
PM Peak Hour of Adjacent Street (4-6 PM)	132	83	50
AM Peak Hour of Generator	190	14	174
PM Peak Hour of Generator	151	90	71
Saturday (Daily)	1590	795	795
Saturday Peak Hour of Generator	156	75	81
Sunday (Daily)	1196	598	598
Sunday Peak Hour of Generator	1201	61	60

Attachments:

EPA Model Spreadsheet

MIXED USE TRIP GENERATION MODEL V4 - RESULTS



MODEL APPLICATION - ALL TRIPS

	Daily				AM Peak Hour				PM Peak Hour			
	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total
Baseline # of External Trips (ITE Model)	854	1025	387	2266	149	69	8	225	117	80	41	238
% External Trip Reduction (predicted by MXD Model)												
Internal Capture	3.42%	1.96%	2.34%	2.58%	3.42%	1.96%	2.34%	2.94%	3.42%	1.96%	2.34%	2.74%
Walking External	3.53%	24.69%	19.08%	15.82%	3.53%	24.69%	19.08%	10.57%	3.53%	24.69%	19.08%	13.39%
Transit External	3.23%	1.82%	2.86%	2.52%	3.23%	1.82%	2.86%	2.78%	3.23%	1.82%	2.86%	2.69%
# of Trips Reduced (predicted by MXD Model)												
Internal Capture	29	20	9	58	5	1	0	7	4	2	1	7
Walking External	29	248	72	349	5	17	1	23	4	19	8	31
Transit External	27	18	11	56	5	1	0	6	4	1	1	6
MXD Model # of Vehicle Trips	769	738	295	1803	134	49	6	189	105	58	31	194
Results												
External Vehicle Trips				Total Trips Reduced								
Baseline				HBW	HBO			NHB			Total	
Daily				2,266	1,803			20%			463	
AM Peak Hour				225	189			16%			36	
PM Peak Hour				238	194			18%			44	

MODEL APPLICATION - TRIP ENDS ASSOCIATED WITH HOUSES IN THE PROJECT ONLY

	Daily				AM Peak Hour				PM Peak Hour			
	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total
Baseline # of External Trips (ITE Model)	259	819	182	1260	49	56	4	109	31	61	17	109
% External Trip Reduction (predicted by MXD Model)												
Internal Capture	3.42%	1.96%	2.34%	2.31%	3.42%	1.96%	2.34%	2.63%	3.42%	1.96%	2.34%	2.43%
Walking External	3.53%	24.69%	19.08%	19.58%	3.53%	24.69%	19.08%	15.08%	3.53%	24.69%	19.08%	17.92%
Transit External	3.23%	1.82%	2.86%	2.25%	3.23%	1.82%	2.86%	2.48%	3.23%	1.82%	2.86%	2.37%
# of Trips Reduced (predicted by MXD Model)												
Internal Capture	9	16	4	29	2	1	0	3	1	1	0	3
Walking External	9	198	34	241	2	14	1	16	1	15	3	19
Transit External	8	15	5	28	2	1	0	3	1	1	0	3
Adjusted # (MXD Model) of Vehicle Trips generated by Project Residences	233	590	139	962	44	40	3	87	28	44	13	85
Results												
External Vehicle Trips												
Baseline				HBW	HBO			NHB			Total	
Daily				1,260	962			24%			302	
AM Peak Hour				109	87			20%			27	
PM Peak Hour				109	85			22%			27	



**MaineDOT
Traffic Movement Permit Application
Sections 1-6**

**383 Commercial Street
Portland, Maine 04104**

Applicant:
Deering Property Development, LLC
2730 Transit Road
West Seneca, New York 14224

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 1A
South Portland, Maine 04106

March 15, 2017



March 15, 2017
16324

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

383 Commercial Street Development – Traffic Movement Permit Application Sections 1-6

Dear Barbara:

Sebago Technics is working with Deering Property Development, LLC on a mixed-use development at 383 Commercial Street. The proposed development is to include a total of 290 condominium units and 25,263 square feet of retail space. This project is proposed to be constructed over three phases.

The included Traffic Movement Permit (TMP) Application is for the proposed full build development and intended to accompany the previously submitted Master Plan Application (PEZ.2017-005). A Level III Site Plan application is being submitted separately for Phase One of the Project. This phase will not require a TMP due to generating less than 100 trips.

Please do not hesitate to contact me should you require additional information or have any questions. We look forward to the opportunity to meet with you in the future at the formal scoping meeting.

Sincerely,

SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read "D Caldwell", is written over a horizontal line.

Derek H. Caldwell, P.E.
Traffic Engineer
Sebago Technics, Inc.

DHC/Ilg
Enc.

Table of Contents

Traffic Movement Permit Application

Notice of Intent to File

Abutter's List and Map

Section 1	Site and Traffic Information
Section 2	Traffic Accidents
Section 3	Development Entrances and Exits
Section 4	Title, Right, or Interest
Section 5	Public or Private Right-of-Ways
Section 6	Construction Schedule
Appendix	Site Plan Locus Map Trip Distribution Figure Trip Assignment Figure Sight Distance Plan Crash Data

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-287-3775

FOR MDOT USE
ID #

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
Traffic 200+ PCE's X

Name of Applicant: Deering Property Development, LLC

Address: 2730 Transit Road West Seneca, NY 14224 Telephone: (413) 244-9092

Name of local contact or agent: Derek H. Caldwell, P.E. Sebago Technics, Inc.

Address: 75 John Roberts Road Suite 1A South Portland, ME 04106 Telephone: (207) 200-2100

Name and type of development: 383 Commercial Street, Mixed Use – Retail and Residential
Condominiums, and structured Parking.

Location of development including road, street, or nearest route number: 383 Commercial Street (Route
1A)

City/Town/Plantation: Portland, County: Cumberland, Tax Map #42, Lot #A01

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? NO

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 X 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): N/A

Name(s) of DOT staff person(s) contacted concerning this application: Tom Errico, P.E., City of Portland
Traffic Review Engineer

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications:

1/2000

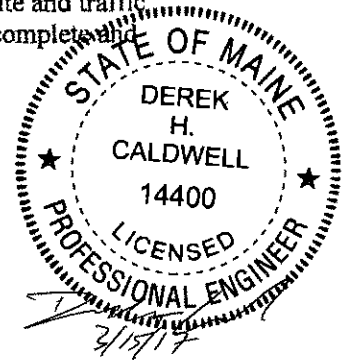
CERTIFICATION

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: [Signature] Re/Cert/Lic No.: 14400

Name (print): Derek H. Caldwell, P.E.

Date: 3/15/17



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."

[Signature] 3/15/17
Signature of applicant Date

NOTICE OF INTENT TO FILE

Please take notice that

Deering Property Development, LLC
2730 Transit Road
West Seneca, NY 14224
(413) 244-9092

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

March 15, 2017

The application is for

A mixed-use development on the site of the former Rufus Deering Lumber Company at 383 Commercial Street in Portland. The development will consist of 290 residential condominium units and 25,263 square feet of retail space, including an indoor parking structure. The site will be served by a proposed entrances on York Street and Maple Street. New trips generated by the development will consist of 210 new trip ends during the AM Peak Hour and 176 new trip ends during the PM Peak Hour. Construction and occupancy are anticipated in 2018.

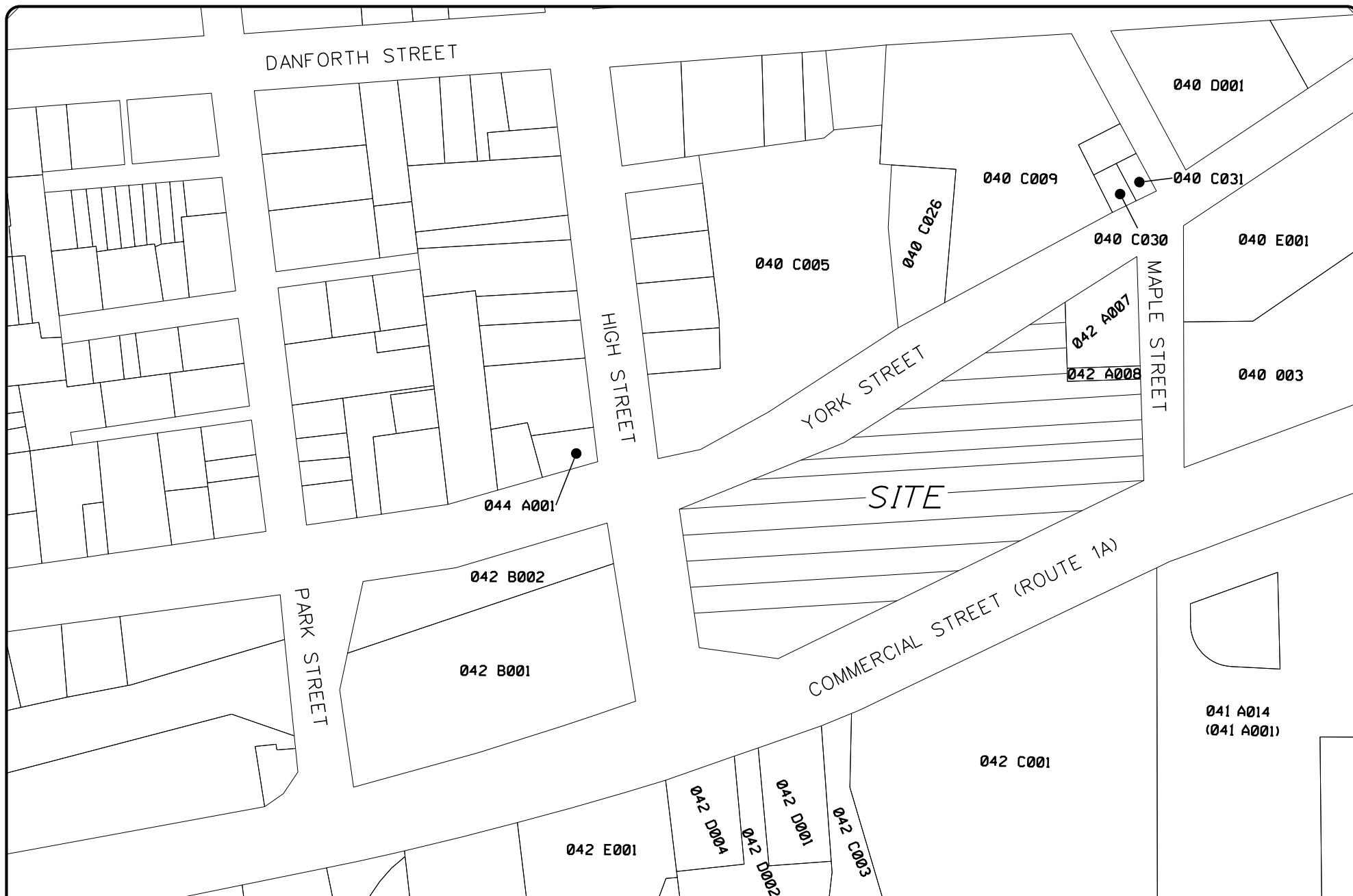
at the following location:

383 Commercial Street
Portland, ME

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 (Scarborough) 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.



SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd. Suite 1A South Portland, ME 04106
250 Goddard Rd. Suite B Lewiston, ME 04240
Tel. 207-200-2100 Tel. 207-783-5656

ABUTTERS MAP OF: 383 COMMERCIAL STREET

LOCATION:
383 COMMERCIAL STREET (ROUTE 1A)
PORTLAND, MAINE

FOR: DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

SCALE: 1"=150'

DATE: 01/23/2017

SHEET:
1 OF 1

Map-Book-LOT	PROPERTY LOCATION	OWNER NAME	MAILING ADDRESS	CITY	STATE	ZIP
040 C005001	101 YORK ST	101 YORK STREET LLC	PO BOX 207	PORTLAND	ME	04112
040 C026001	75 YORK ST	75 YORK STREET LLC	75 YORK ST	PORTLAND	ME	04101
040 C031001	53 YORK ST	CASTINE 53 LLC	152 COMMERCIAL ST	SUNNYVALE	CA	94086
040 E001001	40 YORK ST	BROWN J B & SONS	PO BOX 207	PORTLAND	ME	04112
040 E003001	311 COMMERCIAL ST CONDO 1	JR SEELY COMPANY LLC	24 CHRISTOPHER TOPPI DR	SOUTH PORTLAND	ME	04106
040 E003002	311 COMMERCIAL ST CONDO 2	BANKS, MICHAEL D	190 US ROUTE 1 BOX 122	FALMOUTH	ME	04106
040 E003003	311 COMMERCIAL ST CONDO 3	SMITH JANEW W TRUSTEE	7 MAPLE ST # 3	PORTLAND	ME	04101
040 E003004	311 COMMERCIAL ST CONDO 4	LEVIN-MARTIN MINDY F & ROGER L MARTIN JTS	220 S 31ST AVE # 3302	OMAHA	NE	68131
040 E003005	311 COMMERCIAL ST CONDO 5	TAYLOR-CHIARELLO, ROBIN	7 MAPLE ST # 5	PORTLAND	ME	04101
040 E003006	311 COMMERCIAL ST CONDO 6	JR SEELY COMPANY LLC	24 CHRISTOPHER TOPPI DR	SOUTH PORTLAND	ME	04106
040 E003007	311 COMMERCIAL ST CONDO 7	KRUITHOFF CATHERINE H & WAYNE A KRUITOFF TRUSTEE	7 MAPLE ST # 7	PORTLAND ME	ME	04101
040 E003008	311 COMMERCIAL ST CONDO 8	JR SEELY COMPANY LLC	24 CHRISTOPHER TOPPI DR	SOUTH PORTLAND	ME	04106
040 E003009	311 COMMERCIAL ST CONDO 9	KROON THOMAS J & MARIANNE M KROON TRUSTEES	7 MAPLE ST # 9	PORTLAND	ME	04101
040 E003010	311 COMMERCIAL ST CONDO 10	NSD 10-7 MAPLE LLC	819 GATEMORE RD	BRYN MAWR	PA	19010
040 E003011	311 COMMERCIAL ST CONDO 11	CLANCY, PAUL	3431 NW 103 RD DR	GAINESVILLE	FL	32606
040 E003012	311 COMMERCIAL ST CONDO 12	PIPER ,JOHN M & REBECCA A WEI JTS	7 MAPLE ST # 12	PORTLAND	ME	04101
040 E003013	311 COMMERCIAL ST CONDO 13	PARDI, KATHLEEN A	7 MAPLE ST # 13	PORTLAND	ME	04101
040 E003014	311 COMMERCIAL ST CONDO 14	SIMARK ACQUISITIONS LLC	9725 WOODS DR # 1905	SKOKIE	IL	60077
040 E00300H	311 COMMERCIAL ST CONDO H	JBB HOSPITALITY I LLC	15 MAIN ST STE 210	FREEPORT	ME	04032
040 E00300R	311 COMMERCIAL ST CONDO R	TIQA LEGACY LLC	327 COMMERCIAL ST	PORTLAND	ME	04101
041 A001001	1 PORTLAND FISH PIER	CITY OF PORTLAND	389 CONGRESS ST	PORTLAND	ME	04101
041 A001002	1 PORTLAND FISH PIER	VESSEL SERVICES INC	PORTLAND FISH PIER	PORTLAND	ME	04101
042 A007001	54 YORK ST	RUFUS DEERING COMPANY	383 COMMERCIAL ST	PORTLAND	ME	04101
042 B001001	393 COMMERCIAL ST	420 FORE LLC	PO BOX 4894	PORTLAND	ME	04112
042 C001001	344 COMMERCIAL ST	GULF OF MAINE PROPERTIES INC.	350 COMMERCIAL ST	PORTLAND	ME	04101
042 C003001	378 COMMERCIAL ST	GULF OF MAINE RESEARCH INSTITUTE	350 COMMERCIAL ST	PORTLAND	ME	04101
042 D001001	382 COMMERCIAL ST	GULF OF MAINE PROPERTIES INC.	350 COMMERCIAL ST	PORTLAND	ME	04101
042 D002001	390 COMMERCIAL ST	HOBSON PIER INC	PO BOX 924	PORTLAND	ME	04104
042 D004001	390 COMMERCIAL ST	RAND, REBECCA B	3 PINE GROVE WAY	FALMOUTH	ME	04105
044 A001001	20 HIGH ST	FERNALD, SETH W	20 HIGH ST	PORTLAND	ME	04101

Section 1 – Site and Traffic Information

A.) Site Plan

Deering Property Management, LLC is proposing to develop the 2.586 acre lot bounded by Commercial Street to the east, High Street to the south, York Street to the west and Maple Street to the north in Portland, Maine. The site is generally level and at similar elevation with Commercial Street and Maple Street and below the elevation of High and York Streets. The site features a stone masonry retaining wall along the westerly boundary and a granite block retaining wall along the southerly boundary. See attached site plan.

B.) Existing and Proposed Uses

The development area was formerly the site of the Rufus Deering Lumber Company at 383 Commercial Street in Portland, Maine. The company has closed permanently as of December 1, 2016. The site included a two story office structure and four separate enclosed materials storage areas. The site had access via entrance only and exit only drives on Commercial Street approximately 260 feet and 100 feet north of the intersection with High Street, respectively. The site also had a gated driveway onto Maple Street.

The applicant proposes to construct a six story structure in three phases that includes 25,263 square feet of retail space and 290 condominium units. The retail is proposed on the first level with access along Commercial Street and 5 floors of residential units above. Within the structure, there will also be a 384-space two level parking garage. The two levels are not to be connected. The first level of the garage will have 193 spaces and be accessed by an entrance on Maple Street. The second level of the garage will have 191 spaces and be accessed by an entrance on York Street.

C.) Site and Vicinity Boundaries

The site is bordered by Commercial Street to the east, High Street to the south, York Street to the west, and Maple street to the north. The northwest corner of the site is adjacent to the existing Baxter Academy Building, which is to remain.

After discussions with City of Portland staff, the Study Area will include the following intersections in addition to the project access points:

- Maple Street and Commercial Street
- Maple Street and York Street
- York Street and High Street
- High Street and Commercial Street
- Commercial Street and Park Street

The attached locus map shows the project site in relation to the surrounding area.

D.) Proposed Uses in the Vicinity of the Proposed Development

Within the vicinity as described above, the following developments proposed by others and not as yet built but will generate additional traffic have been identified:

- York Street Mixed Used Development – Intersection of High Street and York Street.

According to a trip generation forecast conducted by Gorrill Palmer in August, 2015, this development will generate new trips as follows:

1. AM Peak Hour of Generator – 93 Trips
2. AM Peak Hour of Adjacent Street – 65 Trips
3. PM Peak Hour of Generator - 83 Trips
4. PM Peak Hour of Adjacent Street – 31 Trips.

Due to no traffic movement permit being obtained for this development, anticipated traffic routing information is not available.

E.) Trip Generation

Using the 7th Edition of ITE's Trip Generation Manual we have estimated the following trip generation shown within Tables 1 and 2 located on the following page. The retail spaces and condominiums have ITE land uses of 826 – Specialty Retail Center and 230 – Residential Condominium/Townhouse, respectively. The proposed full build development includes 25,263 square feet of retail space and 290 condominium units.

Table 1: Trip Generation
Land Use 826 – Specialty Retail Center
(25,263 Square Feet)

Time Period	Trip Generation Rate (trips/ 1,000 square feet)	Total Trips	Entering	Exiting
Weekday (Daily)	44.32/KSF	1120	560	560
AM Peak Hour of Adjacent Street (7-9 AM)	0/KSF ^A	0	0	0
PM Peak Hour of Adjacent Street (4-6 PM)	2.71/KSF	68	30	38
AM Peak Hour of Generator	6.84/KSF	173	76	97
PM Peak Hour of Generator	5.02/KSF	127	56	71
Saturday (Daily)	42.04/KSF	1062	531	531
Saturday Peak Hour of Generator	6.49/KSF ^B	164	72	92
Sunday (Daily)	20.43/KSF	516	258	258
Sunday Peak Hour of Generator	3.32/KSF ^B	80	40	40

- A. Trip generation estimate not available for AM Hour of Adjacent Street. It is assumed that this land use will not produce trips during this time period.**
- B. Trip Generation data for Saturday Peak and Sunday Peak is not provided. Rate calculated by a ratio of the weekend and weekday daily rates to find peak hourly rate**

Table 2: Trip Generation
Land Use 230 – Residential Condominium/Townhouse
(290 Units)

Time Period	Trip Generation Formula	Total Trips	Entering	Exiting
Weekday (Daily)	$\ln(T) = 0.87 \ln(X) + 2.46$	1624	812	812
AM Peak Hour of Adjacent Street (7-9 AM)	$\ln(T) = 0.80 \ln(X) + 0.26$	121	21	100
PM Peak Hour of Adjacent Street (4-6 PM)	$\ln(T) = 0.82 \ln(X) + 0.15$	144	97	47
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.32$	121	23	98
PM Peak Hour of Generator	$T = 0.34 (X) + 35.87$	134	86	48
Saturday (Daily)	$T = 3.62(X) + 427.93$	1624	812	812
Saturday Peak Hour of Generator	$T = 0.29(X) + 42.63$	127	69	58
Sunday (Daily)	$T = 3.13(X) + 357.26$	1265	633	632
Sunday Peak Hour of Generator	$T = 0.23(X) + 50.01$	117	57	60

- **T=No. of Trips, X=No. of Dwelling Units (290)**

Due to the downtown location of this development, we believe a number of the new external trips will be taken by walking and public transit to and from the development. We calculated the amount of expected external trips to be made by these modes of transportation using two methods. The first method was the Environmental Protection Agency (EPA) Mixed-Use Trip Generation Model. This model utilizes data from the land use of the development and employment data of the surrounding area to arrive at a percentage of trips to be made by walking as well as public transit. In tangent with the report a Microsoft Excel file was developed by the firm Fehr & Peers that calculates the internal capture, walking, and public transit use data for the subject project using the EPA Model. A copy of this spreadsheet is attached. For this project, the estimated external trips taken by walking is 15% and the amount by public transit to be 2%, for a total reduction in external trips of 17%. The second method was to use data from the U.S. Census Bureau's American Community Survey 2009-2013 5 Year Estimates (census tract geography). This data lists the percentage each mode of transportation used for commuting in

each respective census tract. In this data, it is seen that the project site is on the border between two tracts. The tract the project site is located in lists the percentage of commuters walking to work as 45.9% and the adjacent tract lists the percentage as 23.8%.

Based on this information and the above mentioned EPA Model, we applied a conservative reduction of 20% in external trips due to walking and transit. Table 3 shows the resulting external trips generated by the proposed development. These values are calculated by summing of the trip generation values of each land use found in Tables 1 and 2. This value is then reduced by 20% to account for the external trips to be completed by walking and transit.

Table 3: Trip Generation
Gross External Vehicle Trips

Time Period	Total Trips	Entering	Exiting
Weekday (Daily)	2195	1098	1098
AM Peak Hour of Adjacent Street (7-9 AM)	97	16	80
PM Peak Hour of Adjacent Street (4-6 PM)	170	101	69
AM Peak Hour of Generator	235	79	156
PM Peak Hour of Generator	209	113	96
Saturday (Daily)	2032	1016	1016
Saturday Peak Hour of Generator	233	113	120
Sunday (Daily)	1425	713	712
Sunday Peak Hour of Generator	157	78	79

Furthermore, we calculated the existing trips from the former Rufus Deering Lumber site in order to establish a trip credit. This trip credit is subtracted from the above calculated gross external vehicle trips in order to establish the Net External Vehicle Trips for the proposed development. ITE Land use 812 – Building Materials and Lumber Store was used for this calculation. The gross floor area of the former building was found to be 6,028 square feet. Table 4 shows the results of the prior site use trip generation calculation.

Table 4: Trip Generation
Land Use 812 –Building Materials and Lumber Store
(6,028 Sq. Ft.)

Time Period	Trip Generation Rate (trips/ 1,000 square feet)	Total Trips	Entering	Exiting
Weekday (Daily)	45.16/KSF	272	136	136
AM Peak Hour of Adjacent Street (7-9 AM)	2.60/KSF	16	11	5
PM Peak Hour of Adjacent Street (4-6 PM)	4.49/KSF	27	13	14
AM Peak Hour of Generator	4.16/KSF	25	14	11
PM Peak Hour of Generator	5.56/KSF	34	17	17
Saturday (Daily)	51.60/KSF	312	156	156
Saturday Peak Hour of Generator	9.58/KSF	58	30	28
Sunday (Daily)	24.50/KSF	148	74	74
Sunday Peak Hour of Generator	4.57/KSF	27	12	15

Table 5 shows the Total Net External Trips expected from the development. These totals are calculated by subtracting the estimated trip generation for the prior land use found in Table 4 from the gross external trips shown in Table 3.

Table 5: Trip Generation
Total Net External Trips

Time Period	Total Trips	Entering	Exiting
Weekday (Daily)	1923	961	961
AM Peak Hour of Adjacent Street (7-9 AM)	81	6	75
PM Peak Hour of Adjacent Street (4-6 PM)	143	89	54
AM Peak Hour of Generator	210	65	145
PM Peak Hour of Generator	176	97	78
Saturday (Daily)	1721	860	860
Saturday Peak Hour of Generator	175	83	92
Sunday (Daily)	1278	639	639
Sunday Peak Hour of Generator	129	65	64

F.) Trip Distribution

Access to the site will be via the two access locations described above in Section 1.B... It is assumed that traffic entering and exiting the site will be split evenly between the two proposed access points. Traffic was distributed from the access points based upon AADT volumes from the *2015 Maine Transportation Count Book* at multiple locations on Commercial Street and York Street in the vicinity of the site. Approximately 8% of traffic is projected to be distributed to/from York Street to the north, 25% to/from Commercial Street to the north, 28% to/from Commercial Street to the south, and 39% to/from York Street to the south. The attached figure shows the anticipated trip distribution from the site driveways.

G.) Trip Assignment

Trip assignment was completed using the previously mentioned volumes from the *2015 Maine Transportation Count Book* at multiple locations on Commercial Street and York Street in the vicinity of the site. It is assumed that all traffic travelling to and from Commercial Street will

utilize Maple Street to reach both driveways. The attached figure shows the anticipated trip assignment during both the AM and PM Peak hour of the adjacent street.

Section 2 – Traffic Accidents

The most recent 3-year crash history (2013-2015) was obtained from MaineDOT for the intersections and roadway links in the vicinity of the project site. Intersections and roadway links are considered to be High Crash Locations (HCL's) if they have a Critical Rate Factor (CRF) greater than 1.0 and have minimum of 8 accidents in a three-year period. Four locations within the project Study Area have been identified as HCL's. A summary of this information is presented below and the MaineDOT Summary Report is contained in the Appendix.

Intersections

Node	Description	# of Crashes	CRF	HCL
16784	Commercial Street & High Street	10	1.41	Yes
16785	Commercial Street & Maple Street	4	0.60	No
16783	Commercial Street & Park Street	20	2.32	Yes
18980	Maple Street & York Street	2	0.73	No
18529	High Street & York Street	9	0.64	No

Roadway Segments

Link	Description	# of Crashes	CRF	HCL
16783-16784	Commercial Street – Park to High	9	1.34	Yes
16784-16785	Commercial Street – High to Maple	13	1.40	Yes
16785-18980	Maple Street	4	5.03	No
18529-18980	York Street	1	0.14	No
16784-18529	High Street	1	0.60	No

Section 3 – Development Entrances and Exits

- A.) Access to the full-build development is proposed by two separate entrances.

One drive will provide access to Maple Street at a point approximately 110 feet northwest of the intersection with Commercial Street. This entrance will provide direct access to the first level of the parking garage. This entrance is proposed to be 28 feet wide - including one 13 foot ingress lane, one 13 foot egress lane, and a 1 foot curb offset on both sides. The drive is to be constructed of concrete.

The other drive will provide access to York Street at a point approximately 475 feet north of the intersection with High Street. This entrance will provide direct access to the second level of the parking garage. This entrance is proposed to be 28 feet wide and include one 13 foot ingress lane, one 13 foot egress lane, and a 1 foot curb offset on both sides. The drive is to be constructed of concrete.

During Phase One of construction, prior to full build out of the parking garage, access to at-grade parking will be provided by one of the existing drives onto Commercial Street. The remaining existing drives will be closed. This existing drive is approximately 25 feet wide. Commercial Street at this location is approximately 90 feet wide with on-street angle parking present on both sides of the roadway.

- B.) Maple Street is a functionally classified local two-way roadway oriented in a northwesterly/southeasterly direction. The roadway is 35 feet wide and contains no pavement markings. There is brick sidewalk present on both sides of the roadway. The posted speed limit is 25 miles per hour. On-street parking is currently permitted on both sides of the roadway. The segment on which the entrance is proposed is approximately 275 feet in length between Commercial Street and York Street. Both ends of this segment have stop control at each respective intersection. Due to this short segment length, sight distance of the drive will be limited to each adjacent intersection. Sight distance is measured to be to the intersection with Commercial Street when looking to the right from the proposed access drive, a distance of approximately 110 feet, and to the intersection with York Street when looking to the left, a distance of approximately 160 feet. Sight distance could also be limited if cars are parked on the southwesterly side of the road. Immediately to the northwest of the proposed entrance there is an existing driveway in which the property line travels thru the center of. This drive is presently used by the Baxter Academy Building. On the opposite side of Maple Street there is an existing 27 foot wide drive which provides access to parking at the adjacent Courtyard Marriott Hotel.

York Street is a functionally classified local two-way roadway oriented in a north-south direction. The roadway is approximately 45 feet wide consisting of one travel lane in each direction

separated by a double yellow center line. On-street parking is prohibited on the eastern side of the road and permitted on the western side. There is sidewalk on both sides of the roadway. The posted speed limit of York Street is 25 miles per hour. Sight distance is measured to be to the intersection of High Street when looking left from the proposed access point, a distance of 450 feet, and to the intersection with Danforth Street when looking right, a distance of approximately 600'. These distances exceed the minimum value of 200 feet for a 25 mile per hour roadway. On the opposite side of the road from the proposed entrance location there is an existing driveway which provides access to a private parking lot.

Commercial Street at this location is a two lane urban minor arterial oriented in a generally north-south direction. The roadway is approximately 90 feet wide consisting of one travel lane in each direction separated by a double yellow centerline and on-street angle parking on both sides of the roadway. The posted speed limit of Commercial Street is 30 miles per hour. Sight distance is measured to be to the intersection with High Street when looking to the right, a distance of 300 feet. Sight distance looking to the left was measured to be 300 feet.

The attached plan shows the sight distance measurements completed on January 23rd, 2017.

Section 4 – Title, Right, or Interest

A Deed for the parcel comprising the proposed development follows.

PURCHASE AND SALE AGREEMENT

This Purchase and Sale Agreement ("Agreement") is made and entered into as of this 8TH day of July 2016 (the "Effective Date"), by and between Milliken Smith Block, LLC, a Maine limited liability company with a mailing address of c/o William M. Moody Jr., 5 High Street, Yarmouth, ME., 04096 ("Seller") and Deering Property Development LLC, a Maine limited liability company with a mailing address of 2730 Transit Road, West Seneca, New York 14224 Attn: Gordon Reger ("Buyer").

In consideration of the mutual covenants and promises hereinafter set forth, Seller and Buyer agree as follows:

1. PREMISES. Seller agrees to sell and Buyer agrees to purchase, on the terms and conditions contained in this Agreement, the approximately 110,000 square foot parcel of land located at or near 383 Commercial Street in Portland, Cumberland County, Maine, and bounded by Commercial Street, High Street, York Street, and Maple Street, and all other improvements remaining thereon on the date of Closing and all rights and easements appurtenant thereto (together, the "Premises"). The Premises is approximately depicted on Exhibit A attached hereto and shown on Tax Map 42, Block A as Lot 1. The Premises does not include the building currently occupied by the Charter School and related land located on the northwest corner of the block described above and depicted on Tax Map 42, Block A as Lot 7, and the related 15-foot wide passageway depicted on Tax Map 42, Block A as Lot 8 (together, the "Charter School Property"). The Premises does not include the lumber business currently operated on the Premises by Rufus Deering Lumber Company ("RDC") pursuant to a lease by and between Seller and RDC (the "RDC Lease").

2. PURCHASE PRICE Subject to any adjustments and prorations hereinafter described, the purchase price for the Premises shall be [REDACTED] Dollars per square foot of land area in the Premises, which would be [REDACTED] (\$ [REDACTED]) based on the estimated land area of 110,000 square feet, to be paid by immediately-available funds at the Closing. The actual purchase price paid by Buyer at Closing shall be calculated using the foregoing price per square foot and the actual land area of the Premises as determined according to an ALTA/NSPS survey of the Premises performed by a reputable surveyor, which Buyer agrees to obtain at Buyer's expense.

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Promptly upon full execution of this Agreement, Buyer shall deliver to Malone Commercial ("Escrow Agent"), an earnest money deposit (the "Deposit") in the amount of [REDACTED] U.S. Dollars (\$ [REDACTED]), as security for Buyer's performance under this Agreement. The Deposit shall be held in escrow by Escrow Agent pursuant to this Agreement. Upon the expiration of the initial 60-day Inspection Contingency Period, unless Buyer has terminated this Agreement, the Deposit shall become non-refundable.

If Buyer has not terminated this Agreement by the expiration of the Inspection Contingency Period and not terminated this agreement pursuant to Buyer's Approvals Contingency in Paragraph 6 below, Buyer shall make the following monthly payments, all of which payments shall be nonrefundable (except in the event of a Seller default) and included in the definition of Deposit:

(a) Beginning on or before ninety (90) days from the Effective Date and continuing on or before the first day of each month until [REDACTED] Buyer shall deliver to Escrow Agent [REDACTED] Dollars (\$ [REDACTED]) per month, prorated for any portion of a month.

(b) Beginning [REDACTED], and continuing on or before the first day of each month until [REDACTED] Buyer shall deliver to Escrow Agent [REDACTED] Dollars (\$ [REDACTED]) per month, prorated for any portion of a month.

(c) Beginning [REDACTED], and continuing on or before the first day of each month until the Approvals Contingency Period Expiration, Buyer shall deliver to Escrow Agent [REDACTED] Dollars (\$ [REDACTED]) per month, prorated for any portion of a month.

Buyer shall not be in default of this Agreement for failure to make any of the Deposit payments above unless and until Buyer fails to make such payment within seven (7) days of when due. All of the Deposit shall be credited towards the purchase price at the Closing or otherwise disbursed in accordance with this Agreement.

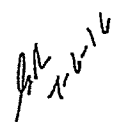
3. TITLE. Seller shall convey the Premises to Buyer at the Closing in fee simple, subject to the Permitted Encumbrances (as defined below), but free and clear of all liens, except for liens for real estate taxes not yet due and payable. Seller may, at the time of delivery of the deed, use the purchase proceeds or any portion thereof to clear the title of liens and encumbrances that are not Permitted Encumbrances, including without limitation consideration for the early termination of the RDC lease, provided that all instruments so procured are delivered simultaneously with the delivery of the deed.

Within sixty (60) days of the Effective Date (the "Title Review Period"), Buyer shall notify Seller in

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writing (the "Title Objection Notice") of matters of record at the Cumberland County Registry of Deeds adversely affecting title to the Premises that are objectionable to Buyer in Buyer's sole discretion ("Title Defects"). Buyer shall be deemed to have waived the right to object to any matter affecting title as of the Effective Date, excluding any mortgage, tax lien, mechanics' lien, judgment lien, or other liens encumbering the Premises (for which no title objection is required), if Buyer fails to specifically identify such matters in the Title Objection Notice (each matter not objected to being a "Permitted Encumbrance"). The RDC Lease shall not be a Permitted Encumbrance. Seller shall use good faith efforts to cure such Title Defects and shall have a period of not more than sixty (60) days after Seller's receipt of the Title Objection Notice within which to cure any such Title Defects (the "Title Cure Period"). Seller agrees that after the Effective Date, it shall not permit or suffer encumbrance of the Premises with any liens, easements, leases, or other encumbrances. On or before the Closing, Seller shall remove at its sole cost any matters affecting the title to the Premises suffered or created by or consented to by Seller, whether voluntarily or involuntarily, after the Effective Date that are not approved in writing by Buyer. If Seller fails to cure any Title Defects within the Title Cure Period, then Buyer shall elect, by written notice to Seller on or before ten (10) days from the expiration of the Title Cure Period, either (i) to accept title to the Premises subject to such uncured Title Defects without reduction of the purchase price and without any liability on the part of Seller therefor, in which case such Title Defects shall be Permitted Encumbrances, or (ii) to terminate this Agreement, whereupon the Deposit immediately shall be returned to Buyer and neither party shall have any further obligations under this Agreement, except for provisions that expressly survive termination. In the event that Buyer does not timely elect either option (i) or (ii) above, Buyer shall be deemed to have elected option (i).

4. BUYER'S INSPECTION AND INVESTIGATIONS CONTINGENCY. Buyer or its agents may enter onto the Premises at any time after the date of this Agreement until the Closing, subject to compliance with the conditions below in this paragraph 4, in order to conduct surveys, engineering studies, soil studies, and such other investigations of the Premises as Buyer elects. Following the exercise of any of Buyer's inspection rights hereunder, Buyer promptly shall use reasonable efforts to restore any portion of the Premises disturbed to its condition prior to disturbance. Buyer shall indemnify and hold Seller harmless for all claims, damages, causes of action, judgments, penalties, fines, costs and expenses, including without limitation attorneys', paralegals' and expert witnesses' fees and court costs, incurred by Seller in connection with the exercise by Buyer or its employees, agents, or contractors, of the investigation and inspection rights contained in this paragraph except for pre-existing conditions and matters



resulting from Seller's negligence, which indemnity shall survive the Closing or any termination of this Agreement. Buyer also intends to investigate the zoning and other land use restrictions on the Premises, which investigations may include discussions with City of Portland officials, and investigate the feasibility of development of the Premises. In the event that Buyer is not satisfied with any of Buyer's inspections or other investigations of the Premises or the potential development of the Premises, in Buyer's sole discretion, Buyer shall so notify Seller in writing (which notice does not have to set forth the reasons for termination) within [REDACTED] days from the Effective Date (the "Inspection Contingency Period"), whereupon this Agreement shall automatically terminate, and the Deposit promptly shall be returned to Buyer, and thereafter, neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. In the event that Buyer does not terminate this Agreement by the expiration of the Inspection Contingency Period, Buyer shall be deemed to have waived the foregoing inspection contingency. In the event that Buyer terminates this Agreement pursuant to this Section 4, Buyer shall deliver to Seller simultaneously with such termination notice copies of all reports, studies, plans, surveys, title insurance commitments, and other matters prepared by or for Buyer in connection with its inspections and investigations.

Buyer shall coordinate all due diligence that requires physical inspection or investigation on the Premises with Seller and have such on-site work performed when RDC is not open to the public and only after Seller approves by email the scope, time, and manner of any physical inspection or investigation on the Property, such approval not to be unreasonably withheld, conditioned, or delayed. All of Buyer's due diligence reports relating to the Premises will be owned by Buyer. Buyer shall have such reports certified to Seller, or provide Seller with a reliance letter from the consultant producing such reports, and deliver copies of such reports to Seller, all to the end that Seller may rely on such reports in the event that Buyer does not proceed with the purchase of the Premises. Seller shall not use or disclose the contents of any such report unless the Agreement is terminated or the Closing otherwise fails to occur. Buyer shall obtain from those due diligence consultants conducting on-site investigations confidentiality agreements reasonably satisfactory to Seller, for the benefit of Seller and RDC, the parties acknowledging that RDC's business could be adversely impacted if the potential sale of the Premises became known to RDC's employees or the public.

5. SELLER DELIVERABLES. Within five (5) days of the Effective Date, Seller shall deliver to Buyer the following: (i) a copy of any surveys and plans of the Premises; (ii) any Phase I or Phase II Environmental

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Site Assessments; (iii) copies of any soils engineering reports, all to the extent such items are in Seller's possession or control that are in effect on the date of this Agreement (together, the "Seller Deliverables"). For purposes of this paragraph, "control" means in the possession of a person who Seller has contractually engaged to provide services to Seller. Buyer acknowledges and agrees that (a) the Seller Deliverables are being provided by Seller to Buyer as a courtesy, and therefore, Seller makes no representation or warranty regarding the accuracy and/or completeness of the Seller Deliverables, and (b) Buyer and any person to whom Buyer provides the Seller Deliverables shall rely on the same at their own risk.

Buyer agrees, acknowledges and represents that except as specifically set forth in this Agreement, Buyer is entering into this Agreement and shall perform all of its obligations hereunder and consummate the transaction contemplated by this Agreement solely in reliance on and as a result of Buyer's own investigations and efforts (including Buyer's inspection of the Premises and such other investigations, examinations and inspections as Buyer has chosen to make or has made) and at Buyer's sole risk, cost and expense, including, without limitation, the risk that Buyer's inspection of the Premises and such other investigations, examinations and inspections may not reveal any or all adverse or existing conditions, aspects or attributes of the Premises. Buyer acknowledges that Seller has afforded, and, during the Inspection Contingency Period, shall afford, Buyer the opportunity for full and complete investigation, examination and inspection of the Land. Buyer acknowledges that this paragraph was a negotiated part of this Agreement and serves as an essential component of consideration for the same. Without limiting the generality of the foregoing, the parties specifically acknowledge that Buyer has had, and, during the Inspection Contingency Period shall have, an opportunity to fully inspect the Premises, including, but not limited to, the physical condition of the Premises (including all environmental concerns), and the purchase price has been negotiated to eliminate all claims except those arising under representations, warranties or agreements contained in this Agreement, whether known or unknown, relating to the condition of the Premises as of the date of this Agreement and all aspects and attributes thereof, including, without limitation, all environmental matters. Buyer acknowledges and agrees that Seller has made and shall make no representation or warranty with respect to the Premises, except as expressly set forth in this Agreement. The Premises shall be sold and conveyed "AS IS, WHERE IS" without representation or warranty of any kind except as otherwise explicitly set forth herein.

6. BUYER APPROVALS CONTINGENCY. Buyer's obligation to close on the purchase of the

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Premises shall be conditioned upon Buyer's receipt of all necessary, final and unappealable, land-use approvals (the "Approvals") for Buyer's intended development of the Premises (the "Development") by [REDACTED]. Buyer shall notify Seller of the Approvals required for the Development by [REDACTED], which notification shall include Buyer's estimate of the milestone dates to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals by [REDACTED], Buyer's approvals contingency deadline automatically shall be extended to [REDACTED], provided that Buyer continues to make good faith effort to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals (or Buyer's earlier determines in its sole discretion that the Approvals are unlikely to be obtained) by [REDACTED] or [REDACTED], if the Approvals deadline is extended as provided above (as such date is determined, the "Approvals Contingency Expiration"), Buyer shall so notify Seller in writing on or before the Approvals Contingency Expiration whereupon this Agreement shall automatically terminate, and the Deposit shall be delivered by Escrow Agent to Seller and thereafter neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. Seller agrees to cooperate with Buyer is applying for and seeking any Approvals, such cooperation to include joining as the land owner in any applications for Approvals, provided that Seller shall not be obligated to incur any material out-of-pocket expense to provide such cooperation.

7. CLOSING: DEED. The closing shall take place on the business day that is closest to sixty (60) days from the Approvals Contingency Expiration at 10:00 a.m., at the offices of Bernstein Shur, 100 Middle Street, Portland, Maine, or at such other time and place as Seller and Buyer may mutually agree upon in writing (as determined, the "Closing"). At the Closing, Seller shall execute and deliver to Buyer, or Buyer's nominee, against payment of the balance of the purchase price, a Quitclaim Deed with Covenant for the Premises in accordance with the Short Form Deeds Act, 33 M.R.S.A. 761 et seq. (the "Deed"). Seller also shall execute and deliver to Buyer at the Closing the following: a customary and reasonable title insurance Seller's Affidavit regarding persons in possession and mechanics' liens; a 1099-S data form, a FIRPTA affidavit; REW-3; W-9 form; an underground storage tank affidavit to comply with 38 M.R.S.A. § 563(6); evidence of Seller's existence and authority to satisfy the customary seller authority requirements for issuance of an owner's title insurance policy; a real estate transfer tax declaration of value form; and a settlement statement.

8. REPRESENTATIONS.

- (a) Except as actually known to Buyer prior to Closing as a result of Buyer's investigations of the

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Land, Seller represents and warrants to Buyer as follows, which representations and warranties, and the restatement thereof at Closing, shall survive Closing for a period of one (1) year:

(i) Seller has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Seller of its obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Seller is a party or by which it is bound.

(ii) There are no tenancies, occupancies or licenses affecting the Premises, except for the RDC Lease.

(b) Buyer has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Buyer of its obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Buyer is a party or by which it is bound.

9. AFFIRMATIVE COVENANTS OF SELLER. Seller agrees, pending closing, that:

(a) Seller shall pay, when due, all taxes and assessments of every type or nature levied or assessed against the Premises and any valid lien against the Premises.

(b) Seller (i) shall not commit or suffer waste and (ii) shall materially comply with all laws, ordinances, regulations, covenants, conditions and restrictions affecting the Premises and will not suffer or permit any material violation thereof.

10. ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.

(a) Real estate taxes and municipal assessments shall be prorated as of the Closing on the basis of the latest available tax bill.

(b) The Maine real estate transfer tax shall be paid equally by Seller and Buyer in accordance with 36 M.R.S.A. Section 4641-A.

(c) The recording fee for the deed of conveyance and any expenses related to any financing for Buyer in connection with the purchase of the Premises shall be paid by Buyer.

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(d) A portion of the purchase price shall be withheld at the Closing by Buyer if required by 36 M.R.S.A. § 5250-A.

11. POSSESSION. Seller shall deliver possession of the Premises to Buyer at the Closing, free of all leases, tenancies or occupancies, including without limitation the RDC Lease. Seller or RDC may remove from the Premises any and all equipment, fixtures and improvements provide that no debris or waste therefrom remains on the Premises and none of RDC's hazardous, toxic, or special materials inventory or wastes remain on the Premises. RDC shall have the right to occupy the Premises for the operation of its business until the Closing.

12. DEFAULT; REMEDIES. In the event that Buyer fails to close hereunder for a reason other than the default of Seller, Seller may terminate this Agreement by written notice to Buyer and thereupon Seller shall be entitled to the Deposit as Seller's sole and exclusive remedy for Buyer's breach, and Escrow Agent shall be authorized to disburse the Deposit to Seller. Seller and Buyer acknowledge and agree that the damages for Buyer's breach of this Agreement are difficult to calculate and that the Deposit is a reasonable estimate of such damages. In the event that Seller breaches this Agreement for a reason other than the default of Buyer, Buyer shall be entitled to either (i) terminate this Agreement by written notice to the Seller, in which case Buyer shall be entitled to a return of the Deposit and Escrow Agent shall be authorized to disburse the Deposit to Buyer or (ii) pursue the remedy of specific performance. In the event of litigation regarding breach of this Agreement by either party, the party who obtains a final, un-appealable judgment in its favor shall be entitled to collect its reasonable attorneys' and paralegals' fees and court costs from the other party.

13. BROKERAGE/ESCROW AGENT. Seller and Buyer each represent to the other that they have not dealt or had contact with any broker in connection with this transaction other than Malone Commercial. Seller shall pay Malone Commercial a commission equal to [REDACTED] of the purchase price at the Closing, and Buyer shall pay Malone Commercial a commission equal to [REDACTED] of the purchase price at the Closing.

14. MISCELLANEOUS.

(a) Time. Time is of the essence hereof.

(b) Notices. Except as expressly provided to the contrary in this Agreement, all notices,

Handwritten signature/initials

demands and other communications hereunder shall be in writing and shall be given by electronic mail: if to Seller:

William Moody ([REDACTED]) and Mike Pearce (mpearce@pearcedow.com), and if to Buyer: Gordon Reger ([REDACTED]) and Tom Hanson (thanson@bssn.com), with a copy of such notice to Seller or Buyer at their addresses set forth in the preamble to this Agreement sent by certified mail, return receipt requested. Notices and communications of any kind shall never be sent to Bill Moody or anyone else at RDC or care of the RDC address. All notices shall be deemed to have been duly given if the electronic mail time stamp is prior to the expiration date and time specified herein. Attorneys are authorized to give notices on behalf of their clients. Either party may change the notice electronic mail addresses and certified mail notice addresses for purposes of this subparagraph by giving the other party notice of the new address in the manner described herein.

(c) Assignment. Buyer's rights under this Agreement may not be assigned without Seller's prior written approval, which approval shall be conditioned on Seller being satisfied that Buyer's assignee has in Seller's opinion the financial ability to acquire the Premises; notwithstanding the foregoing, Buyer may assign this Agreement to any entity of which Reger Holdings, LLC or Gordon Reger or his family or some combination thereof are the controlling principals without Seller consent, but with notice to the Seller. Buyer shall remain liable under this Agreement notwithstanding any such assignment. This Agreement will inure to the benefit of and bind the respective successors and assigns of Seller and Buyer.

(d) 1031 Exchange. Seller may elect to perform an IRC §1031 tax deferred exchange. Buyer agrees to cooperate in such an exchange and to sign the documents customarily used in such an exchange, provided that such documents do not modify the terms and conditions of this Agreement or impose additional liabilities or obligations on Buyer.

(e) Entire Agreement. This Agreement constitutes the entire agreement between Seller and Buyer with respect to the sale of the Premises, and there are no representations, warranties, agreements or understandings between the parties except as set forth herein.

(f) Construction. This Agreement shall be governed by and construed in accordance with the laws of Maine, without taking into account choice of law principles. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

(g) Confidentiality. Seller, Buyer and Escrow Agent agree not to disclose the terms, conditions or existence of this Agreement to any persons except lawyers, accountants, financial advisors, lenders,

Handwritten signature/initials

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

(h) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

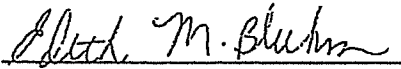
IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:

Seller: Milliken Smith Bock, LLC

By: _____
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC



By: 
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

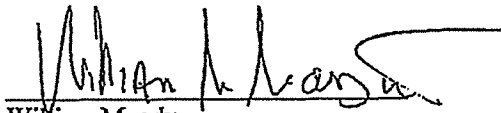
(h) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:

Seller: Milliken Smith Bock, LLC



By: 
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

By: _____
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

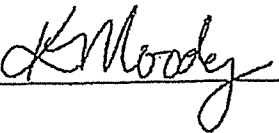
appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

(h) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

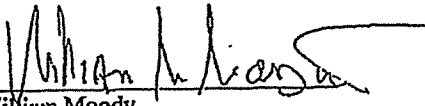
IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:

Seller: Milliken Smith Bock, LLC



By:



William Moody
Its duly-authorized Manager

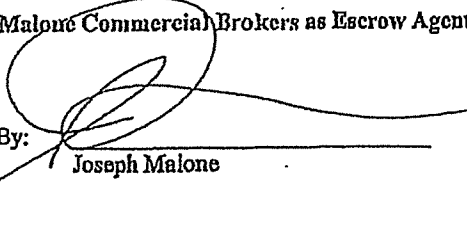
Buyer: Deering Property Development LLC

By:

Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

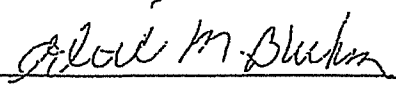
By:



Joseph Malone

Reger Holdings, LLC hereby joins this Agreement, jointly and severally with Buyer, with respect to Buyer's obligations under this Agreement.

Reger Holdings, LLC



By:


Gordon Reger
Its duly-authorized Manager

tables

A

April 1 2012 by 2013

Tax Map Index <http://www.pottlandassessors.com/taxmaps.pl>

Index Number - E95E

DIARY

Section 5 – Public or Private Rights-of-Way

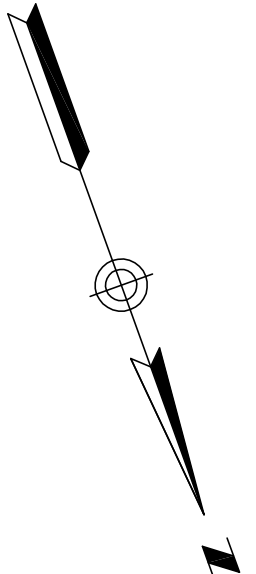
There are no public or private Rights-of-Way across the proposed development period.

Section 6 – Construction Schedule

Construction is scheduled to begin in 2017, with full build out of all three phases currently scheduled to be completed over 7 years.

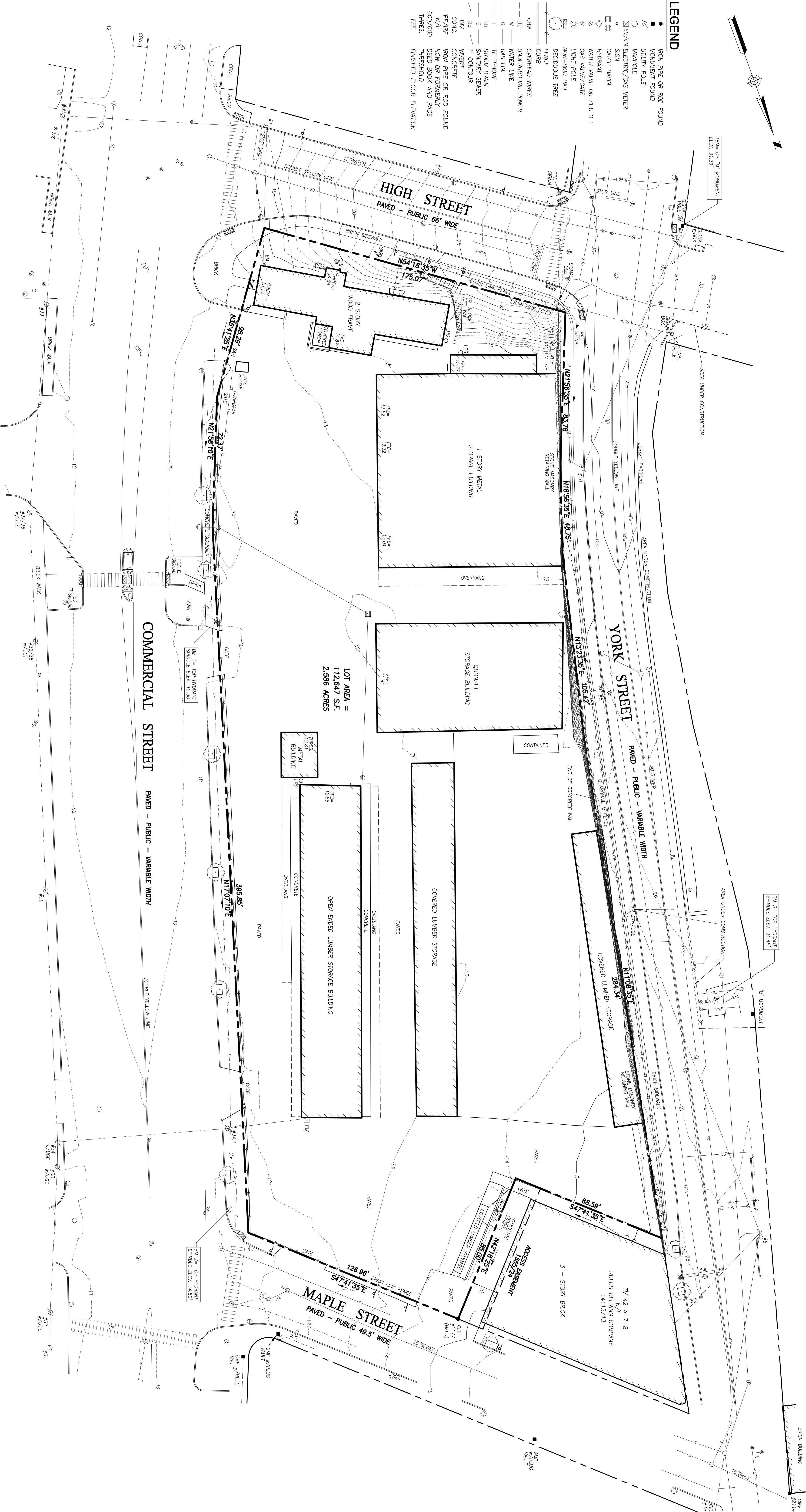
Appendix

Site Plan



LEGEND

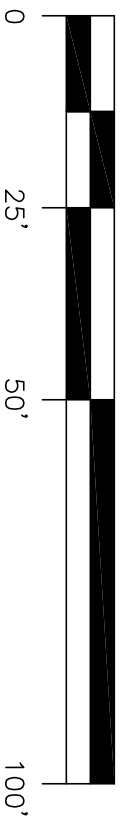
- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EV/GM ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- GAS VALVE GATE
- LIGHT POLE
- NON-SOLID PAD
- DECIDUOUS TREE
- FENCE
- CURB
- OVERHEAD WIRES
- UNDERGROUND POWER
- WATER LINE
- GAS LINE
- TELEPHONE
- STORM DRAIN
- SANITARY SEWER
- 1' CONTOUR
- INVERT
- CONC.
- CONCRETE
- IRON PIPE OR ROD FOUND
- N/F
- NOW OR FORMERLY
- DEED BOOK AND PAGE
- THRESHOLD
- FINISHED FLOOR ELEVATION



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 UTILITIES IN THE AREA. THE SURVEYOR DOES NOT WARRANT THAT THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DISSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA GOVERNED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

GRAPHIC SCALE



PLAN REFERENCES

- "PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY," BY OWEN HASKELL, INC. DATED JANUARY 9, 1989.
- STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE* BY D.A. MAYFIELD, JR. DATED NOVEMBER, 1987.
- "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS MADE FOR J.B. BROWN & SONS," BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.

GENERAL NOTES

- OWNER OF RECORD: WILLIEN SMITH BLOCK, LLC
TAX MAP 42 BLOCK A LOT 1
C.C.R.D. BOOK 22473 PAGE 307
- BEARINGS ARE TRUE NORTH BASED ON PLAN REFERENCE 1.
- ELEVATIONS ARE BASED ON CITY DATUM.

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.

DATE _____

JOHN W. SWAN, PLS NO. 10328

CONFIDENTIAL

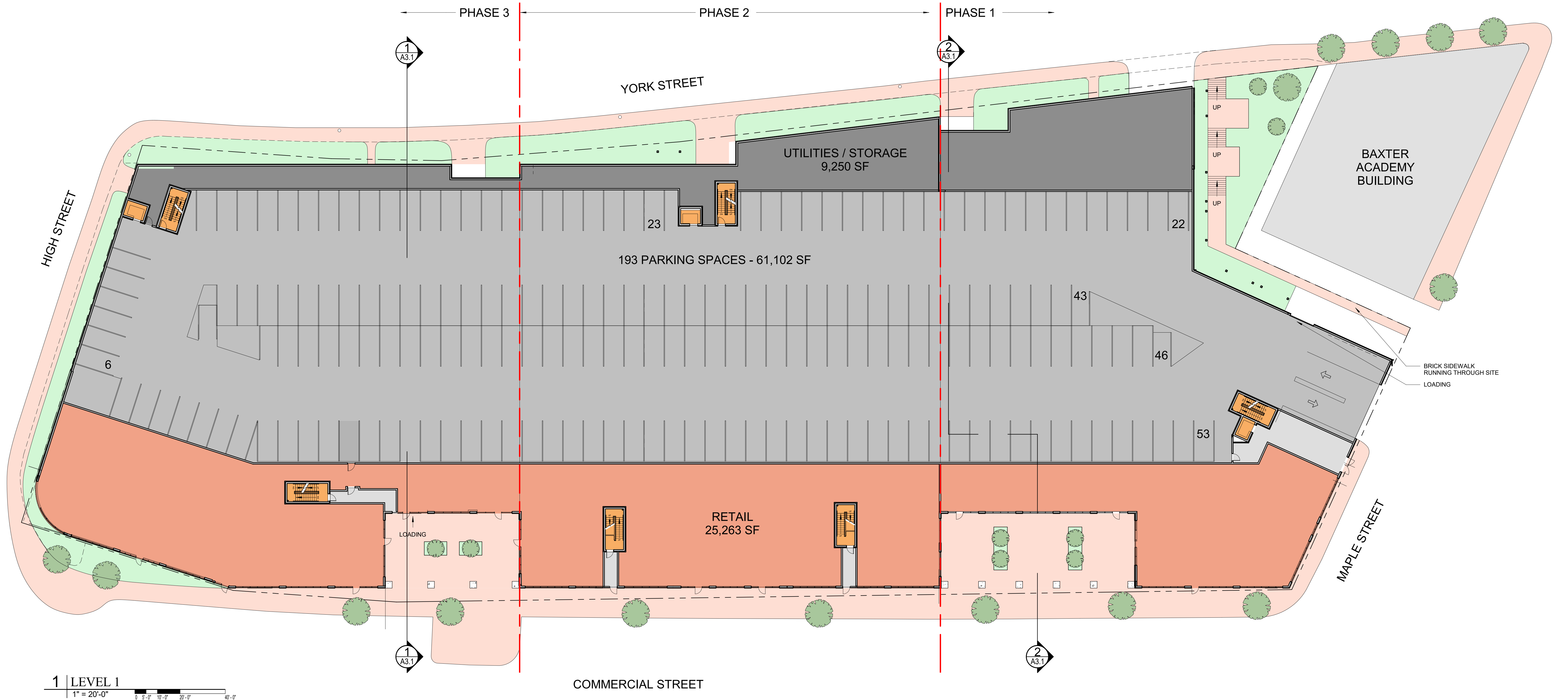
BOUNDARY & TOPOGRAPHIC SURVEY ON COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BERNSTEIN SHUR

OWEN HASKELL, INC.

PROFESSIONAL LAND SURVEYORS

390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424

Drawn By	SDG	Date	Job No.
Trace By	JLW	SEPT. 6, 2016	2016-245P
Check By	JWS	Scale	Dwg. No.
Book No.	1149	1" = 25'	1



1 | LEVEL 1
1" = 20'-0"
0 5'-0" 10'-0" 20'-0" 40'-0"

OVERALL PROJECT GROSS SQUARE FOOTAGES	
LEVEL 1	99,154 GSF
LEVEL 2	99,154 GSF
LEVEL 3	73,665 GSF
LEVEL 4	73,665 GSF
LEVEL 5	73,665 GSF
LEVEL 6	71,180 GSF +
490,483 GSF	

OVERALL PROJECT	
RETAIL:	25,263 SF
PARKING:	121,398 SF (384 SPACES)
RES. UNITS:	260,411 SF (290 UNITS)
(6) 3-BR UNITS	
(114) 2-BR UNITS	
(129) 1-BR UNITS	
(41) EFF - UNITS	

PHASE 1	
LEV. 1	29,321 GSF
LEV. 2	29,321 GSF
LEV. 3	20,103 GSF
LEV. 4	20,103 GSF
LEV. 5	20,103 GSF
LEV. 6	19,535 GSF +
138,486 GSF	

PHASE 1	
RETAIL:	6,219 SF
PARKING:	34,544 SF (82 SPACES)
RES. UNITS:	72,310 SF (82 UNITS)
(33) 2-BR UNITS	
(28) 1-BR UNITS	
(21) EFF - UNITS	

PHASE 2	
LEV. 1	36,284 GSF
LEV. 2	36,284 GSF
LEV. 3	30,214 GSF
LEV. 4	30,214 GSF
LEV. 5	30,214 GSF
LEV. 6	29,342 GSF +
192,552 GSF	

PHASE 2	
RETAIL:	9,619 SF
PARKING:	44,044 SF (152 SPACES)
RES. UNITS:	106,365 SF (114 UNITS)
(6) 3-BR UNITS	
(44) 2-BR UNITS	
(56) 1-BR UNITS	
(8) EFF - UNITS	

PHASE 3	
LEV. 1	33,549 GSF
LEV. 2	33,549 GSF
LEV. 3	23,348 GSF
LEV. 4	23,348 GSF
LEV. 5	23,348 GSF
LEV. 6	22,303 GSF +
159,445 GSF	

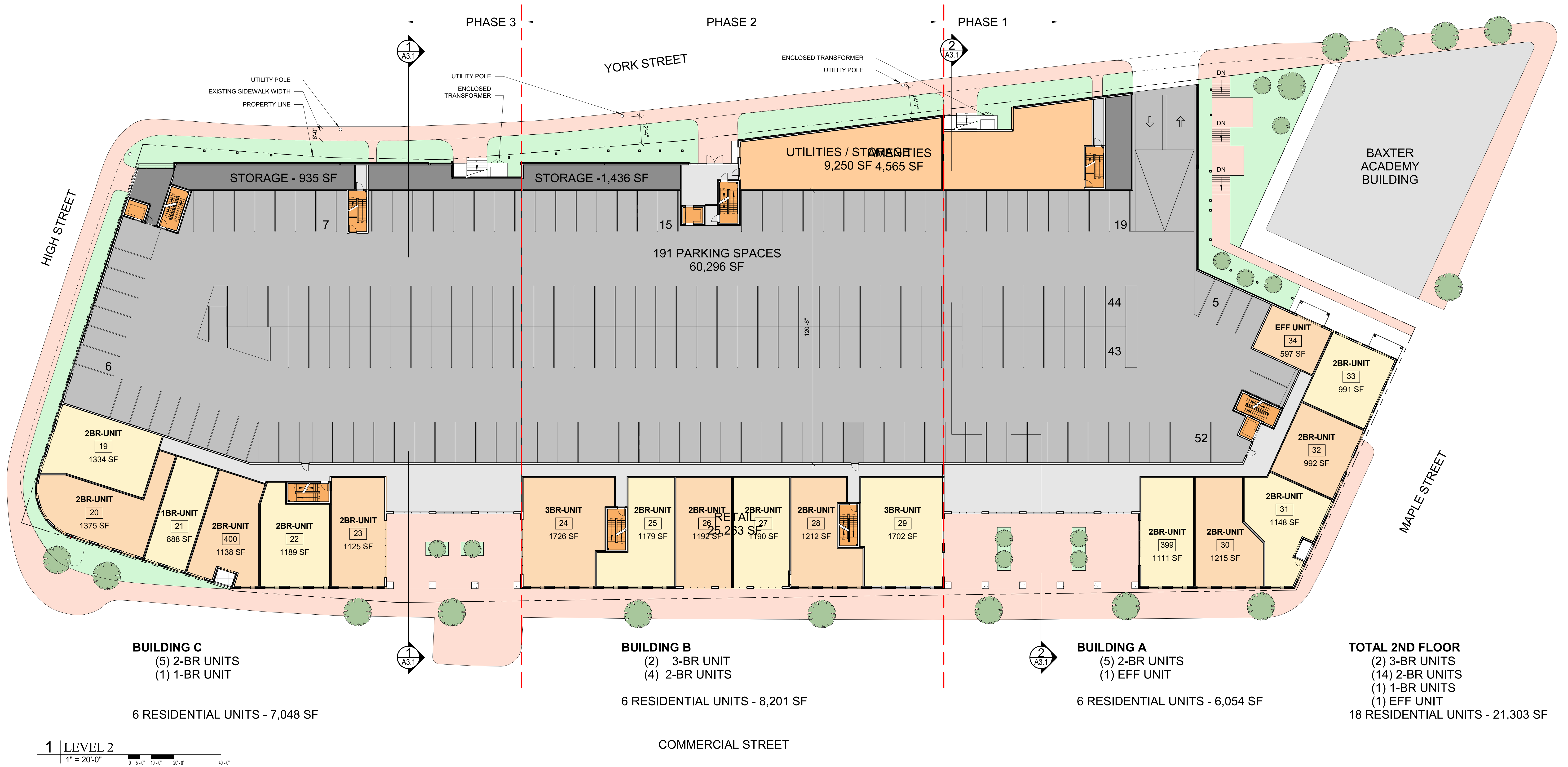
PHASE 3	
RETAIL:	9,425 SF
PARKING:	42,808 SF (156 SPACES)
RES. UNITS:	81,736 SF (94 UNITS)
(37) 2-BR UNITS	
(45) 1-BR UNITS	
(12) EFF - UNITS	

383 COMMERCIAL STREET

Portland, Maine

MARCH 2, 2017

A1.1



383 COMMERCIAL STREET

Portland, Maine

MARCH 2, 2017

A1.2

Locus Map



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community



WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd. - Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd. - Suite B
Lewiston, ME 04240
Tel. 207-783-5656

LOCUS MAP OF 383 COMMERCIAL STREET

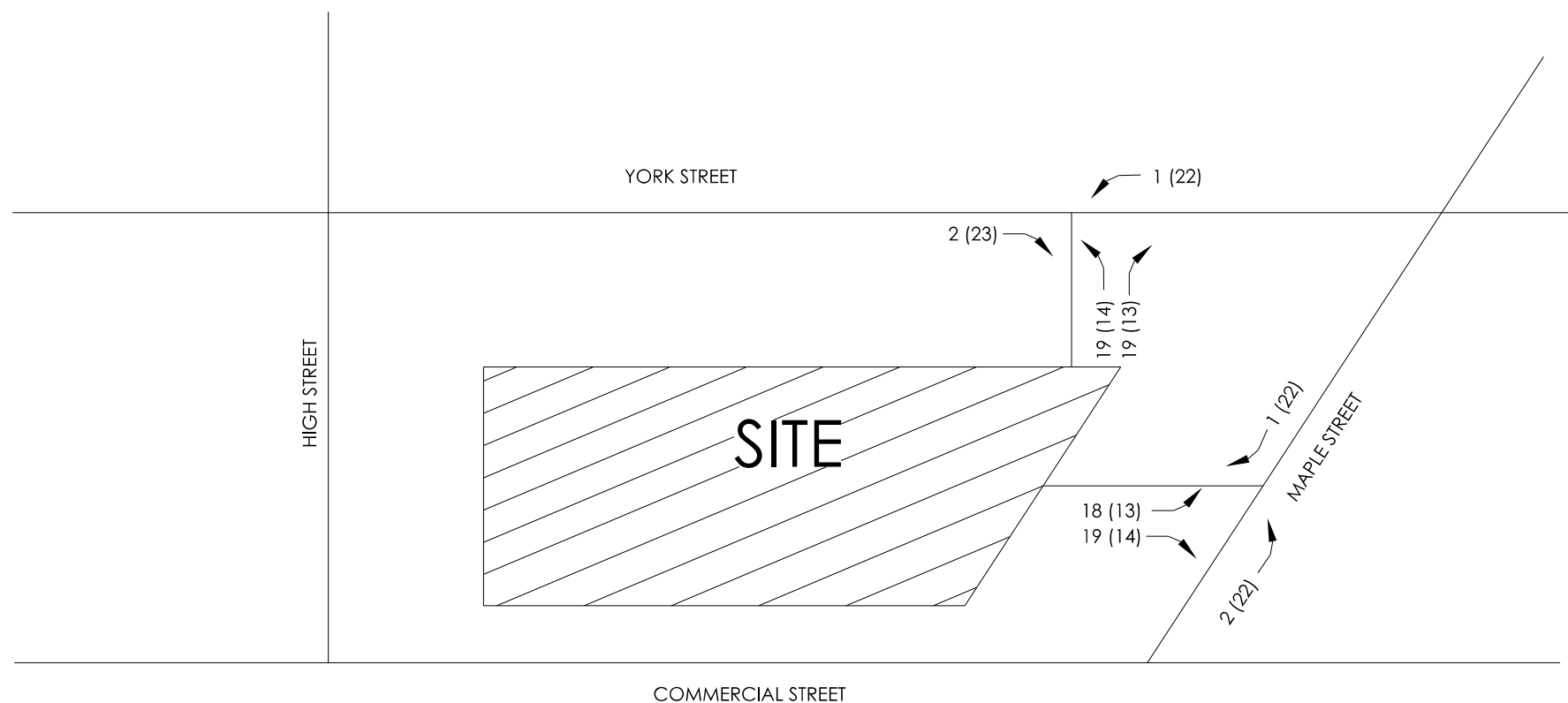
LOCATION:
383 COMMERCIAL STREET (ROUTE 1A)
PORTLAND, ME 04104

FOR:
DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

SCALE: 1" = 0.1 miles

DATE: 01/24/2017

Trip Distribution Figure



KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR



75 John Roberts Rd. - Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd. - Suite B
Lewiston, ME 04240
Tel. 207-783-5656

TRIP DISTRIBUTION 383 COMMERCIAL STREET DEVELOPMENT

LOCATION: 383 COMMERCIAL STREET
PORTLAND, MAINE

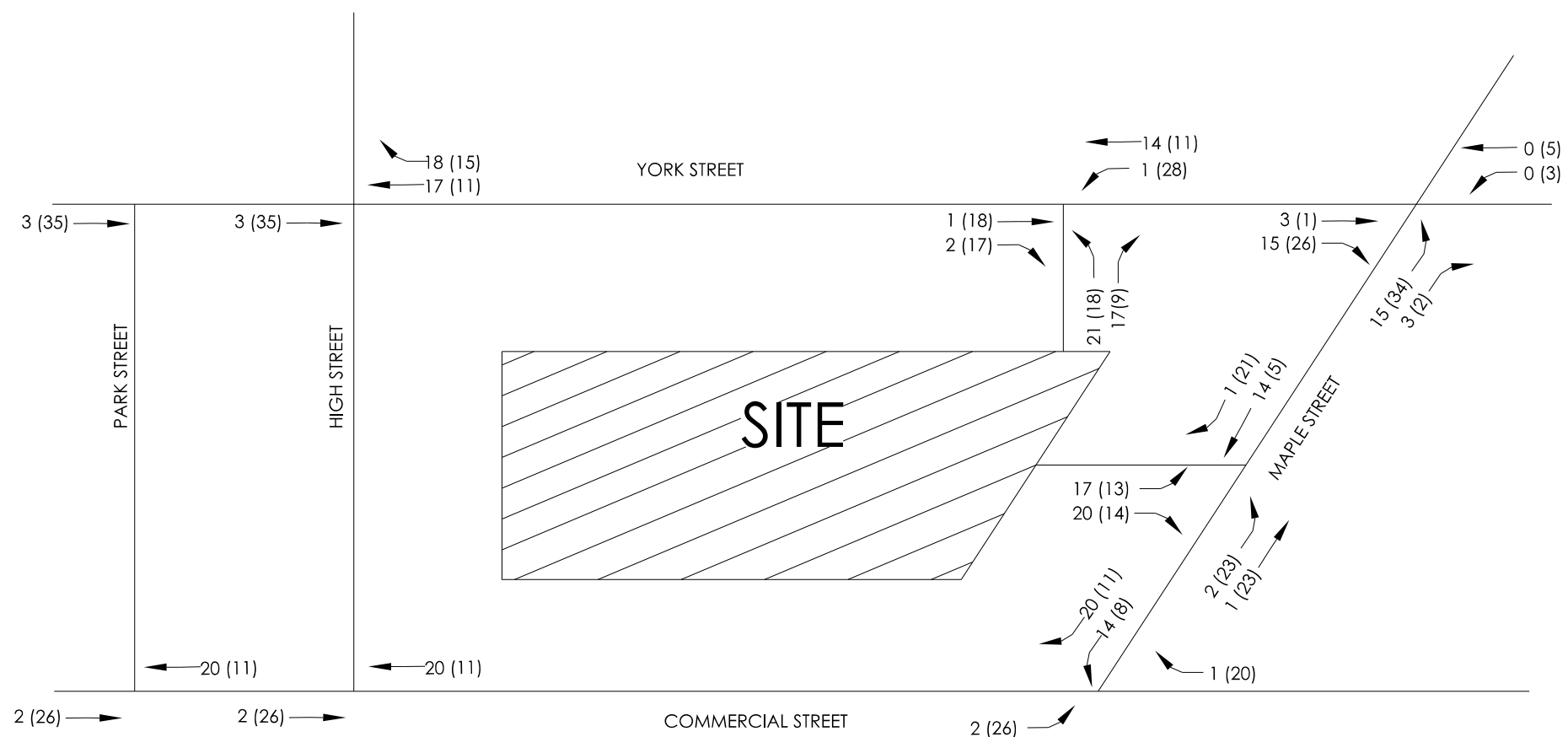
FOR: DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

SCALE: N.T.S.

DATE: 03/10/2017

FIGURE:
1 OF 1

Trip Assignment Figure



KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR



75 John Roberts Rd. - Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd. - Suite B
Lewiston, ME 04240
Tel. 207-783-5656

TRIP ASSIGNMENT 383 COMMERCIAL STREET DEVELOPMENT

LOCATION: 383 COMMERCIAL STREET
PORTLAND, MAINE

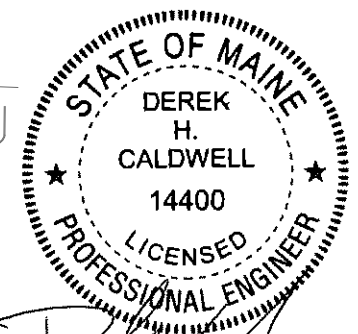
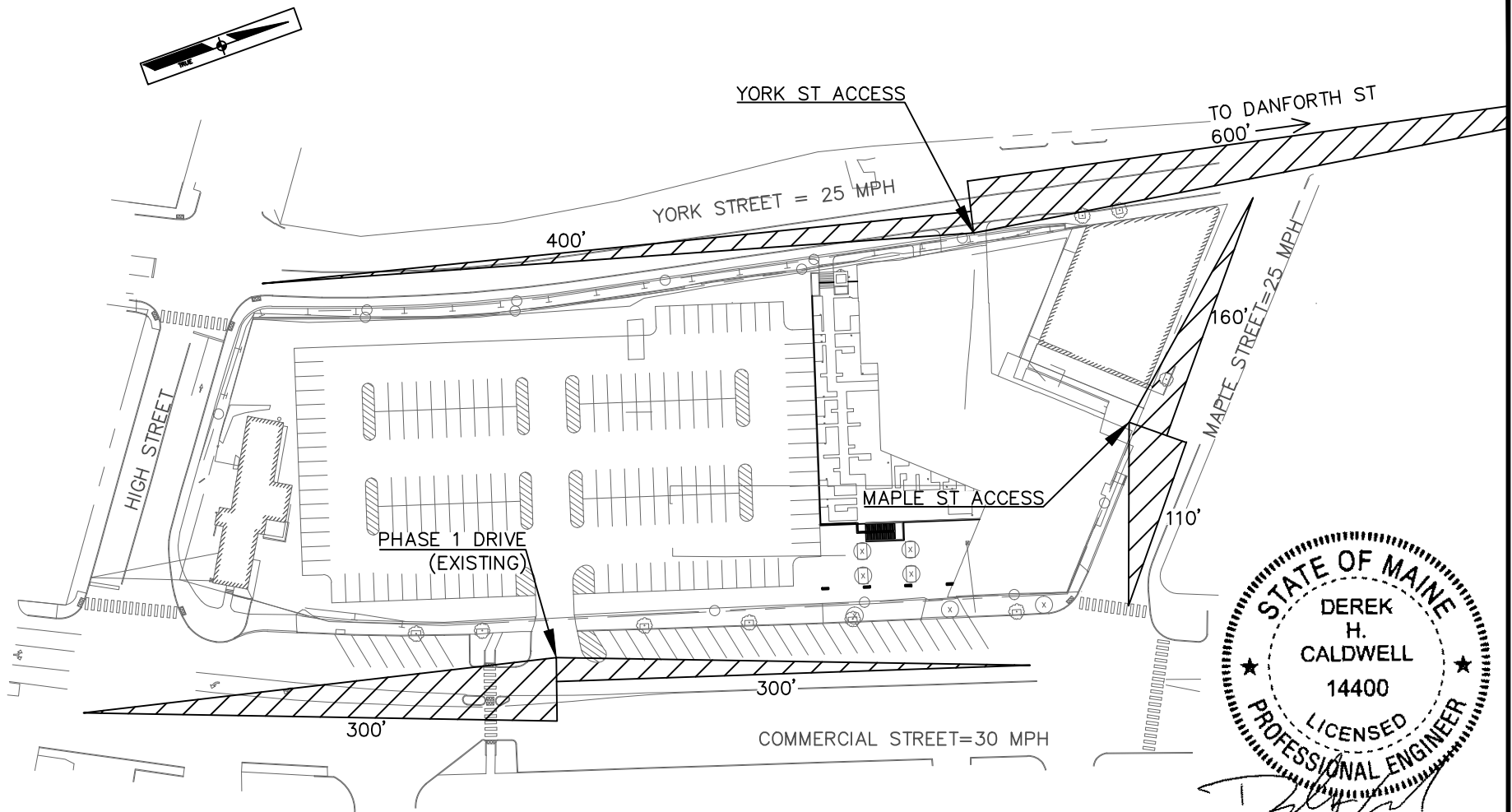
FOR: DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

SCALE: N.T.S.

DATE: 03/10/2017

FIGURE:
1 OF 1

Sight Distance Plan



FOR SIGHT DISTANCE ONLY

*FOR SIGHT DISTANCE ONLY. SITE PLAN BY OTHERS.



75 John Roberts Rd. Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd. Suite B
Lewiston, ME 04240
Tel. 207-783-5656

SIGHT DISTANCE MEASUREMENTS OF 383 COMMERCIAL STREET

LOCATION:
383 COMMERCIAL STREET (ROUTE 1A)
PORTLAND, MAINE

FOR: DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

SCALE: 1"=100'

DATE: 01/24/2017

SHEET:
1 OF 1

Crash Data

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☒ 1320 Summary

REPORT DESCRIPTION

York St area

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: 0001A	Start Node: 16784 End Node: 16785	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0560475	Start Node: 16785 End Node: 18980	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 3200508	Start Node: 18980 End Node: 18529	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560365	Start Node: 16784 End Node: 18529	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16784	0001A - 11.14	Int of COMMERCIAL ST HIGH ST	2	10	0	0	0	2	8	20.0	6.819	0.49	0.35	1.41
												Statewide Crash Rate:	0.15	
16785	0001A - 11.26	Int of COMMERCIAL ST MAPLE ST	2	4	0	0	0	2	2	50.0	6.273	0.21	0.35	0.00
												Statewide Crash Rate:	0.15	
18980	0560475 - 0.07	0509400 POR,MAPLE,YORK ST.	2	2	0	0	0	0	2	0.0	2.038	0.33	0.45	0.00
												Statewide Crash Rate:	0.14	
18529	3200508 - 0.24	Int of HIGH ST YORK ST	9	11	0	0	1	2	7	30.0	4.827	0.76	1.19	0.00
												Statewide Crash Rate:	0.67	
Study Years: 3.00		NODE TOTALS:		27	0	0	1	6	19	25.9	19.957	0.45	0.44	1.02

Crash Summary I

Sections																												
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF											
16784	16785	3116402	0 - 0.12	0001A - 11.14 US 1A	0.12	2	13	0	0	0	3	10	23.1	0.00736	588.97	419.83	1.40											
Int of COMMERCIAL ST HIGH ST															Statewide Crash Rate: 198.31													
16785	18980	192461	0 - 0.07	0560475 - 0 RD INV 05 60475	0.07	2	4	0	0	0	0	4	0.0	0.00016	8283.37	1646.42	5.03											
Int of COMMERCIAL ST MAPLE ST															Statewide Crash Rate: 384.18													
18529	18980	194048	0 - 0.14	3200508 - 0.10 RD INV 3200508	0.14	2	1	0	0	0	0	1	0.0	0.00280	119.14	875.73	0.00											
Int of HIGH ST YORK ST															Statewide Crash Rate: 384.18													
16784	18529	3115419	0 - 0.05	0560365 - 0 RD INV 05 60365	0.05	2	1	0	0	0	0	0	0.0	0.00076	439.90	739.20	0.00											
Int of COMMERCIAL ST HIGH ST															Statewide Crash Rate: 198.31													
Study Years:		3.00		Section Totals:		0.38		19		0		0		3		15		15.8		0.01107		571.91		455.47		1.26		
Grand Totals:					0.38		46		0		0		1		9		34		21.7		0.01107		1384.63		596.07		2.32	

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
16784	16785	3116402	0 - 0.12	0001A - 11.14	13	0	0	0	3	10	2013-18804	08/02/2013	11.15	PD
											2015-21518	07/26/2015	11.16	C
											2015-8837	03/09/2015	11.16	PD
											2015-16251	06/02/2015	11.19	PD
											2015-41542	09/13/2015	11.21	C
											2015-2402	01/21/2015	11.21	PD
											2013-26150	10/22/2013	11.21	PD
											2014-7699	03/07/2014	11.21	PD
											2013-4469	02/15/2013	11.22	PD
											2014-1756	01/13/2014	11.23	PD
											2015-21604	07/27/2015	11.23	PD
											2014-14614	05/28/2014	11.24	PD
											2013-4035	02/15/2013	11.25	C
16785	18980	192461	0 - 0.07	0560475 - 0	4	0	0	0	0	4	2013-27090	10/31/2013	0.03	PD
											2015-4344	02/03/2015	0.04	PD
											2013-24880	10/04/2013	0.05	PD
											2015-45726	10/19/2015	0.06	PD
18529	18980	194048	0 - 0.14	3200508 - 0.10	1	0	0	0	0	1	2014-12456	04/29/2014	0.12	PD
16784	18529	3115419	0 - 0.05	0560365 - 0	1	0	0	0	0	0	2015-5667	02/11/2015	0.01	
Totals:					19	0	0	0	3	15				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM											Hour of Day											PM												
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot									
SUNDAY	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3									
MONDAY	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	5									
TUESDAY	0	0	0	0	0	0	0	1	2	1	0	2	0	1	2	1	1	2	0	0	0	0	0	0	0	13									
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	1	0	1	0	0	0	0	0	0	6									
THURSDAY	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	6									
FRIDAY	0	0	0	0	0	0	0	1	0	2	0	2	1	1	0	0	0	0	1	1	0	0	0	0	0	9									
SATURDAY	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	4									
Totals	0	2	0	0	0	0	0	2	5	6	0	6	4	2	4	2	4	3	2	1	1	1	0	1	0	46									

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	45	23-Bicyclist	3
2-(Sport) Utility Vehicle	21	24-Witness	5
3-Passenger Van	3	25-Other	2
4-Cargo Van (10K lbs or Less)	0	Total	99
5-Pickup	14		
6-Motor Home	0		
7-School Bus	1		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	1		
17-Medium/Heavy Trucks (More than 10,000 lbs)	4		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	21	23	2	0	0	0	46
Ran Off Roadway	0	1	0	0	0	0	1
Failed to Yield Right-of-Way	6	5	0	0	0	0	11
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	2	0	0	0	0	0	2
Improper Backing	2	4	0	0	0	0	6
Improper Passing	1	3	0	0	0	0	4
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	4	4	0	0	0	0	8
Failed to Keep in Proper Lane	3	0	0	0	0	0	3
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	2	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0
Total	43	41	2	0	0	0	86

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	42	40	2	0	0	3	87
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	1	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	43	41	2	0	0	3	89

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	9	0	0	0	0	9
25-29	12	0	0	0	0	12
30-39	18	0	0	0	0	18
40-49	17	0	0	0	0	17
50-59	13	0	0	0	0	13
60-69	11	0	0	0	0	11
70-79	3	0	0	0	0	3
80-Over	2	0	0	0	0	2
Unknown	3	3	0	0	0	6
Total	91	3	0	0	0	94

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	89
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	78		
14-Parked Motor Vehicle	11		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	9	
2-Traffic Signals (Flashing)	1	
3-Advisory/Warning Sign	1	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	10	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	1	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	24	
14-Other	0	
Total	46	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	9	11
PD	34	0
Total	44	12

Road Character	
Road Grade	Total
1-Level	31
2-On Grade	13
3-Top of Hill	0
4-Bottom of Hill	2
5-Other	0
Total	46

Light	
Light Condition	Total
1-Daylight	34
2-Dawn	1
3-Dusk	1
4-Dark - Lighted	9
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	1
Total	46

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	1	1	1	3
FEBRUARY	2	1	3	6
MARCH	1	1	2	4
APRIL	0	1	1	2
MAY	0	2	0	2
JUNE	1	2	1	4
JULY	1	1	3	5
AUGUST	1	1	0	2
SEPTEMBER	1	0	2	3
OCTOBER	5	1	1	7
NOVEMBER	0	1	3	4
DECEMBER	2	2	0	4
Total	15	14	17	46

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	14	0	10	7	0	4	0	0	0	0	0	0	0	35
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	4	2	0	1	0	0	0	0	0	0	0	7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	1	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	2	0	0	0	0	0	0	0	0	0	3
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	0	15	12	0	5	0	0	0	0	0	0	0	46

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	4	0	0	0	0	0	0	0	0	0	1	5
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	18	0	0	0	0	0	0	2	0	0	2	22
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	0	0	1
Cloudy												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	2	0	0	3	8
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	4	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	30	0	0	0	0	0	0	4	1	0	0	46

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☒ 1320 Summary

REPORT DESCRIPTION

Rt 1A

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: 0001A

Start Node: 16783

Start Offset: 0

☐ Exclude First Node

End Node: 16784

End Offset: 0

☒ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16783	0001A - 11.06	Int of COMMERCIAL ST PARK ST	2	20	0	0	2	2	16	20.0	8.867	0.75	0.32	2.32
				Statewide Crash Rate: 0.15										
Study Years:	3.00	NODE TOTALS:		20	0	0	2	2	16	20.0	8.867	0.75	0.32	2.32

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16783	16784	3116401	0 - 0.08	0001A - 11.06	0.08	2	9	0	1	0	0	8	11.1	0.00479	625.85	465.78	1.34
Int of COMMERCIAL ST PARK ST				US 1A											Statewide Crash Rate: 198.16		
Study Years: 3.00				Section Totals:	0.08		9	0	1	0	0	8	11.1	0.00479	625.85	465.78	1.34
				Grand Totals:	0.08		29	0	1	2	2	24	17.2	0.00479	2016.63	634.09	3.18

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
16783	16784	3116401	0 - 0.08	0001A - 11.06	9	0	1	0	0	8	2014-8599	03/14/2014	11.07	PD
											2013-36076	11/26/2013	11.08	PD
											2015-8353	03/01/2015	11.08	PD
											2015-10385	03/22/2015	11.11	PD
											2013-27351	11/04/2013	11.12	PD
											2015-3113	01/28/2015	11.12	PD
											2015-49315	11/25/2015	11.13	A
											2015-17700	06/17/2015	11.13	PD
											2013-13820	06/09/2013	11.13	PD
											Totals:			

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM											Hour of Day											PM												
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot									
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	4									
MONDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2									
TUESDAY	0	0	0	0	0	0	0	1	1	0	2	0	1	1	0	0	1	1	0	0	0	0	0	0	0	8									
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	1	1	0	1	0	1	0	0	9									
THURSDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2									
FRIDAY	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2									
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2									
Totals	0	0	0	0	0	0	0	2	2	0	6	2	3	3	0	1	3	2	1	1	1	0	2	0	0	29									

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	33	23-Bicyclist	0
2-(Sport) Utility Vehicle	7	24-Witness	3
3-Passenger Van	1	25-Other	1
4-Cargo Van (10K lbs or Less)	0	Total	60
5-Pickup	8		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	5		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	2		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	14	11	0	0	0	0	25
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	3	6	0	0	0	0	9
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	1	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	1	1	0	0	0	0	2
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	6	3	0	0	0	0	9
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	2	0	0	0	0	2
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	2	1	0	0	0	0	3
Total	27	26	0	0	0	0	53

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	27	25	0	0	0	2	54
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	1	0	0	0	0	1
Total	27	26	0	0	0	2	55

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	5	0	0	0	0	5
25-29	7	0	0	0	0	7
30-39	9	0	0	0	0	9
40-49	7	0	0	0	0	7
50-59	11	0	0	0	0	11
60-69	6	0	0	0	0	6
70-79	2	0	0	0	0	2
80-Over	2	0	0	0	0	2
Unknown	3	0	0	2	0	5
Total	55	0	0	2	0	57

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	53
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	2		
9-Pedestrian	1		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	50		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	0	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	2	
5-Stop Signs - Other	20	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	7	
14-Other	0	
Total	29	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	2	2
C	2	2
PD	24	0
Total	29	5

Road Character	
Road Grade	Total
1-Level	11
2-On Grade	14
3-Top of Hill	0
4-Bottom of Hill	4
5-Other	0
Total	29

Light	
Light Condition	Total
1-Daylight	26
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	3
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	29

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	0	1	2	3
FEBRUARY	3	0	1	4
MARCH	0	2	3	5
APRIL	0	1	0	1
MAY	0	0	1	1
JUNE	2	0	1	3
JULY	0	1	0	1
AUGUST	1	2	0	3
SEPTEMBER	0	1	0	1
OCTOBER	2	0	0	2
NOVEMBER	2	1	1	4
DECEMBER	1	0	0	1
Total	11	9	9	29

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	3	0	10	0	0	2	0	0	0	0	0	0	0	15
Head-on / Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	9	0	0	1	0	0	0	0	0	0	0	10
Pedestrians	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	1	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	20	0	0	4	0	0	0	0	0	0	0	29

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	16	0	0	0	0	0	0	1	0	0	1	18
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	3	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	21	0	0	0	0	0	0	5	0	0	0	29

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION K – NATURAL FEATURES

THERE ARE NO SIGNIFICANT NATURAL FEATURES ON THIS SITE .

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION L – STORMWATER MANAGEMENT

THE EXISTING 2.58 ACRE SITE IS ALMOST ENTIRELY OCCUPIED BY EXISTING BUILDINGS AND PAVED AREAS, EXCEPT FOR THE AREA IMMEDIATELY ADJACENT TO HIGH STREET. THE POST – DEVELOPMENT IMPERVIOUS AREA WILL BE APPROXIMATELY THE SAME AS THE EXISTING CONDITION.

AS REQUIRED BY THE CITY TECHNICAL STANDARDS , 50 % OF THE REDEVELOPED IMPERVIOUS AREAS WILL BE COLLECTED AND TREATMENT WILL BE PROVIDED MEETING MDEP CHAPTER 500 STANDARDS. TREATMENT WILL BE PROVIDED USING SUBSURFACE STORMTECH CHAMBERS BELOW THE GROUND LEVEL PARKING GRADE. DURING PHASE ONE AND PHASE TWO, 50 % OF THE SURFACE PARKING AREAS WILL BE TREATED USING AN UNDERDRAINED SOIL FILTER POND.

IN ACCORDANCE WITH A MEETING WITH BRAD ROLAND, THE STORM DRAIN OUTFALL FROM PHASE ONE WILL BE DIRECTED TO THE MUNICIPAL SYSTEM IN MAPLE STREET, WHICH EVENTUALLY CROSSES COMMERCIAL STREET AND DAYLIGHTS TO THE FORE RIVER.

THE STORM DRAIN OUTFALL FROM PHASE TWO AND THREE WILL BE DIRECTED TO THE MUNICIPAL SYSTEM IN HIGH STREET, WHICH EVENTUALLY CROSSES COMMERCIAL STREET AND DAYLIGHTS TO THE FORE RIVER.

A SCHEMATIC DESIGN FOR THE STORMWATER INFRASTRUCTURE IS INCLUDED IN PLAN SUBMISSION – PLAN 6 – UTILITY PLAN AND PLAN SUBMISSION – PLAN 5D – PHASE ONE SITE PLAN .

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION M – CITY MASTER PLANS

THERE ARE NO CITY MASTER PLANS RELATED TO THIS SITE .

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION N - UTILITIES

THIS PROJECT WILL BE SERVED WITH WATER SUPPLY FROM THE PORTLAND WATER DISTRICT – AN ABILITY TO SERVE LETTER IS PENDING .

PUBLIC SEWER WILL BE PROVIDED BY THE CITY OF PORTLAND – A WASTEWATER CAPACITY APPLICATION IS ATTACHED.

ELECTRICAL SERVICE WILL BE PROVIDED BY CENTRAL MAINE POWER, NATURAL GAS WILL BE SERVED BY UNITIL, PHONE AND DATA WILL BE PROVIDED BY FAIRPOINT AND TIME WARNER CABLE.

EXISTING UTILITIES ARE EXPECTED TO BE ADEQUATE TO SERVE THE PROJECT WITHOUT UPGRADES OR OFF – SITE IMPROVEMENTS.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION O- SOLID WASTE

NORMAL HOUSEHOLD WASTE WILL BE GENERATED AT A RATE OF 915 CUBIC YARDS PER MONTH. ALL CONSTRUCTION DEBRIS AND HOUSEHOLD WASTES WILL BE TRANSPORTED TO AN APPROVED SOLID WASTE HANDLING FACILITY.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION P - FIRE

THE PORTLAND FIRE DEPARTMENT CHECKLIST AND REQUESTED INFORMATION WILL BE SUBMITTED
FOR THE LEVEL III SITE PLAN APPLICATION FOR PHASE ONE .

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION Q – DESIGN REVIEW

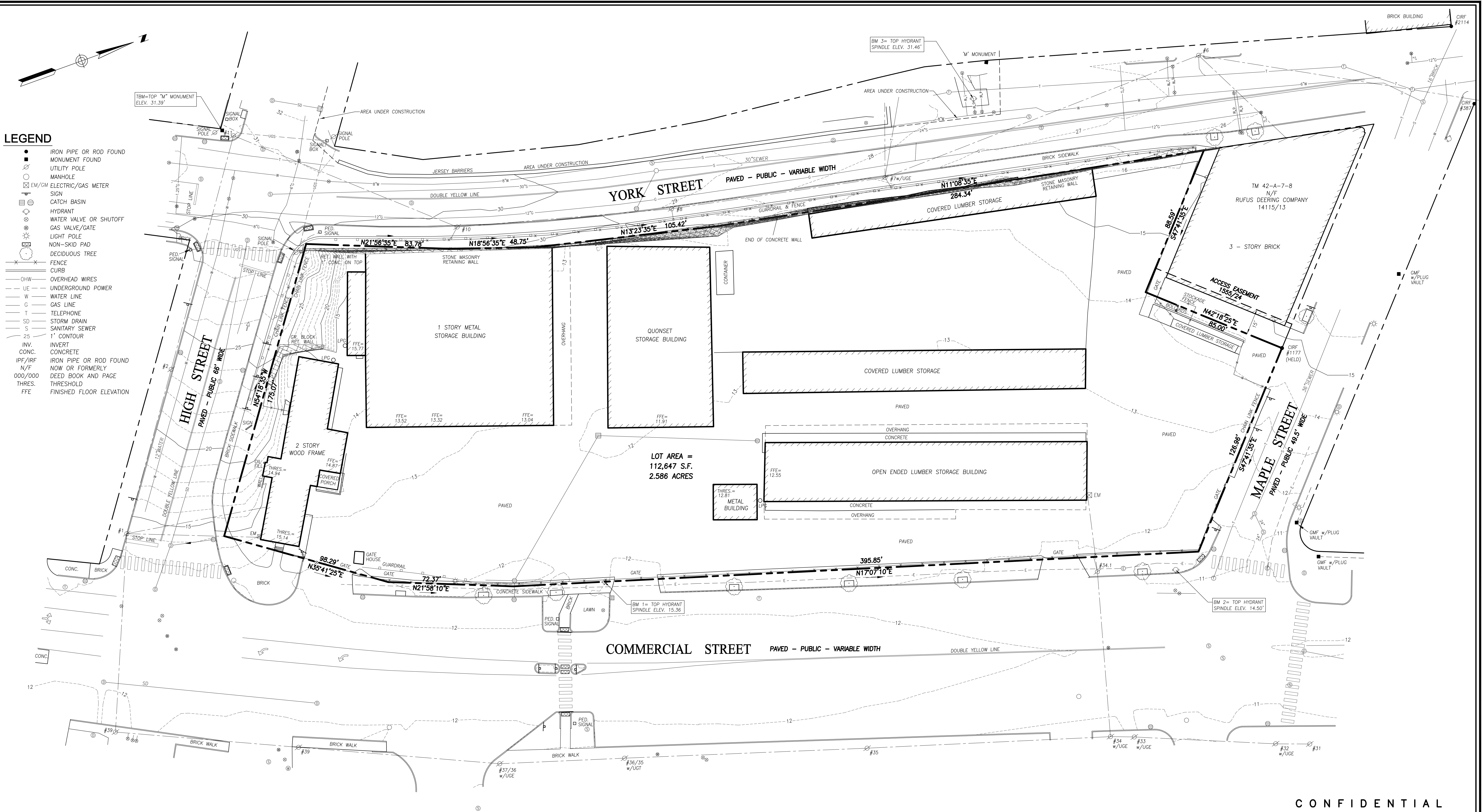
DESIGN REVIEW IS NOT REQUIRED FOR THIS PROJECT, HOWEVER, THE HISTORIC PRESERVATION BOARD WILL REVIEW THE BUILDING DESIGN, CONCURRENTLY WITH THE PLANNING DEPARTMENT REVIEW.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION SI – SCHOOL CAPACITY IMPACT

THE APPLICANT EXPECTS THE DEMOGRAPHIC POULATION OF 383 COMMERCIAL STREET RESIDENCES WILL BE SIMILAR TO RESIDENTIAL UNITS SOLD AT THE BAY HOUSE AND INDIA / NEWBURY RESIDENCES. IN THOSE PROJECTS , 108 UNITS HAVE BEEN SOLD AND THERE IS ONE SCHOOL AGED CHILD. WITH A TOTAL OF 275 UNITS, THE 383 COMMERCIAL STREET PROJECT CAN BE EXPECTED TO GENERATE THREE SCHOOL AGED CHILDREN, AND WILL NOT HAVE AN ADVERSE IMPACT ON THE SCHOOL SYSTEM.

LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- GAS VALVE/GATE
- LIGHT POLE
- NON-SKID PAD
- DECIDUOUS TREE
- FENCE
- CURB
- OHW OVERHEAD WIRES
- UE UNDERGROUND POWER
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- SD STORM DRAIN
- S SANITARY SEWER
- 25 1' CONTOUR
- INV. INVERT
- CONC. CONCRETE
- IPF/IRF IRON PIPE OR ROD FOUND NOW OR FORMERLY
- N/F DEED BOOK AND PAGE
- 000/000 THRESHOLD
- FFE FINISHED FLOOR ELEVATION



UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

PLAN REFERENCES

- "PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY," BY OWEN HASKELL, INC. DATED JANUARY 9, 1989.
- STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE," BY D.A. MAXFIELD, JR. DATED NOVEMBER, 1987.
- "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS MADE FOR J.B. BROWN & SONS," BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.

GENERAL NOTES

- OWNER OF RECORD: MILLIKEN SMITH BLOCK LLC
TAX MAP 42 BLOCK A LOT 1
C.C.R.D. BOOK 22473 PAGE 307
- BEARINGS ARE TRUE NORTH BASED ON PLAN REFERENCE 1.
- ELEVATIONS ARE BASED ON CITY DATUM.

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.

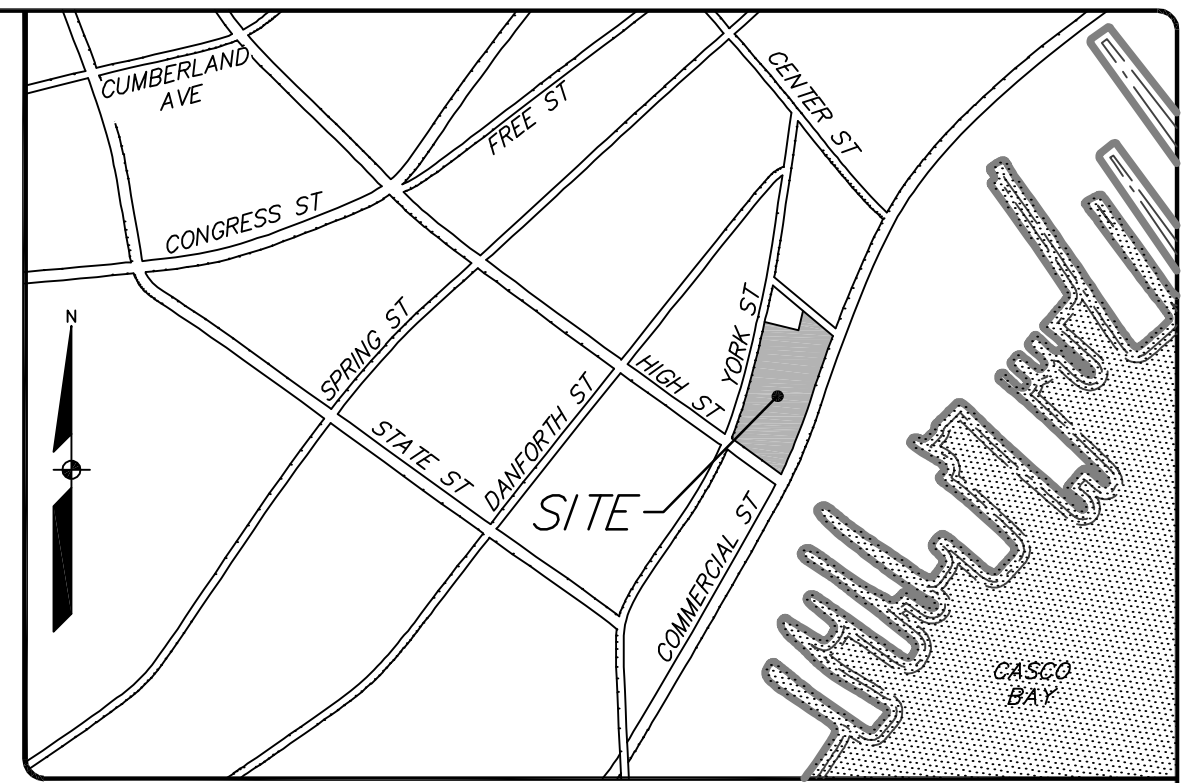
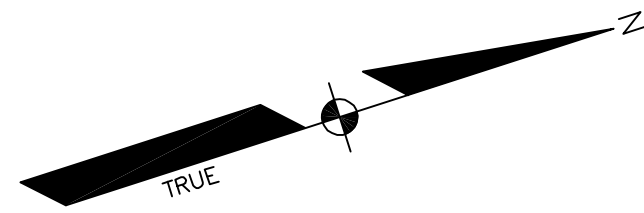
DATE

JOHN W. SWAN, PLS NO. 1038

CONFIDENTIAL

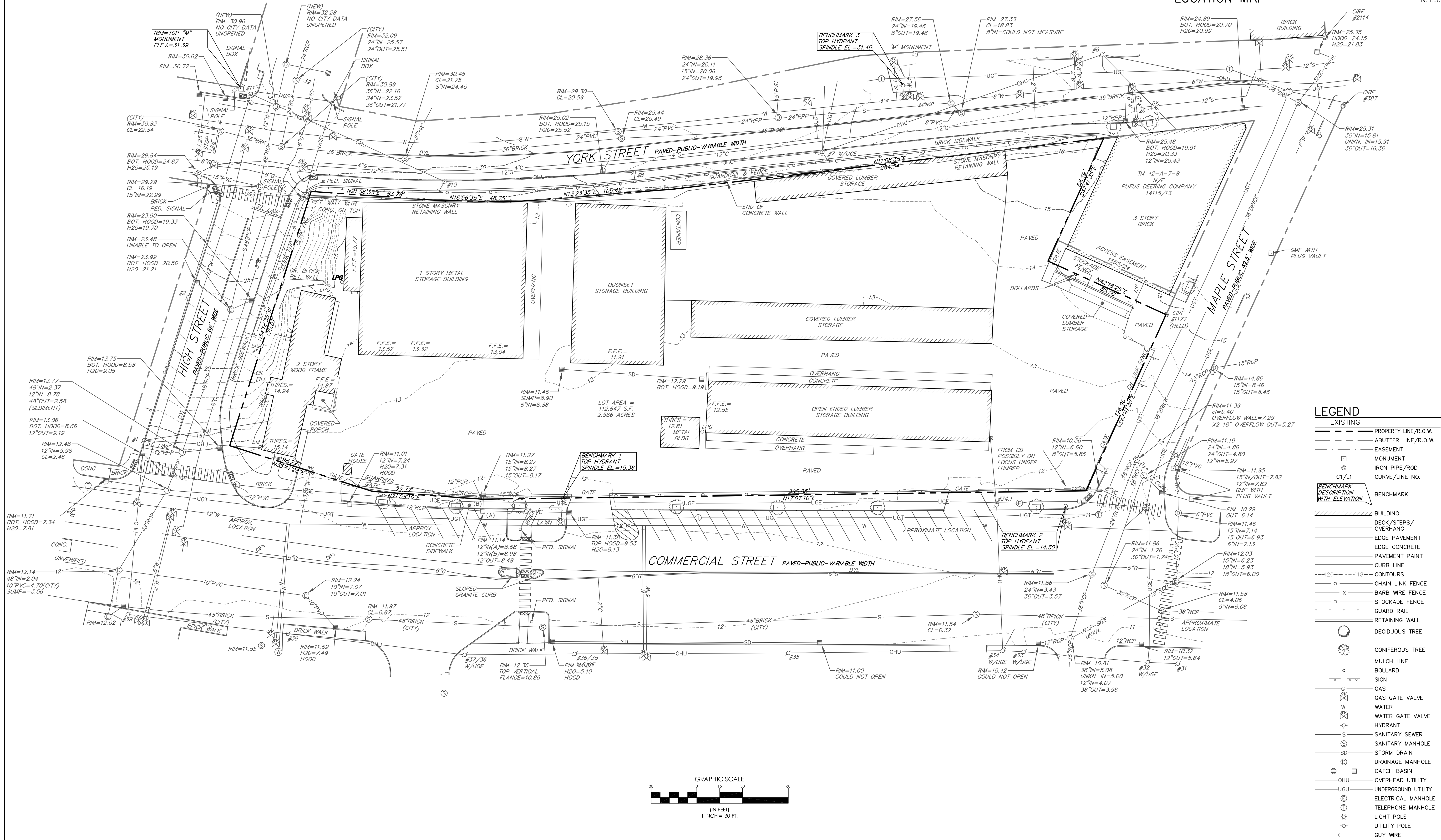
**BOUNDARY &
TOPOGRAPHIC SURVEY**
ON
COMMERCIAL STREET, PORTLAND, MAINE
MADE FOR
BERNSTEIN SHUR
100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, ME

OWEN HASKELL, INC. PROFESSIONAL LAND SURVEYORS 390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424		
Drawn By SDG	Date SEPT. 6, 2016	Job No. 2016-245P
Trace By JLW	Scale	Drwg. No.
Check By JWS	1" = 25'	
Book No. 1149		1



LOCATION MAP

N.T.S.



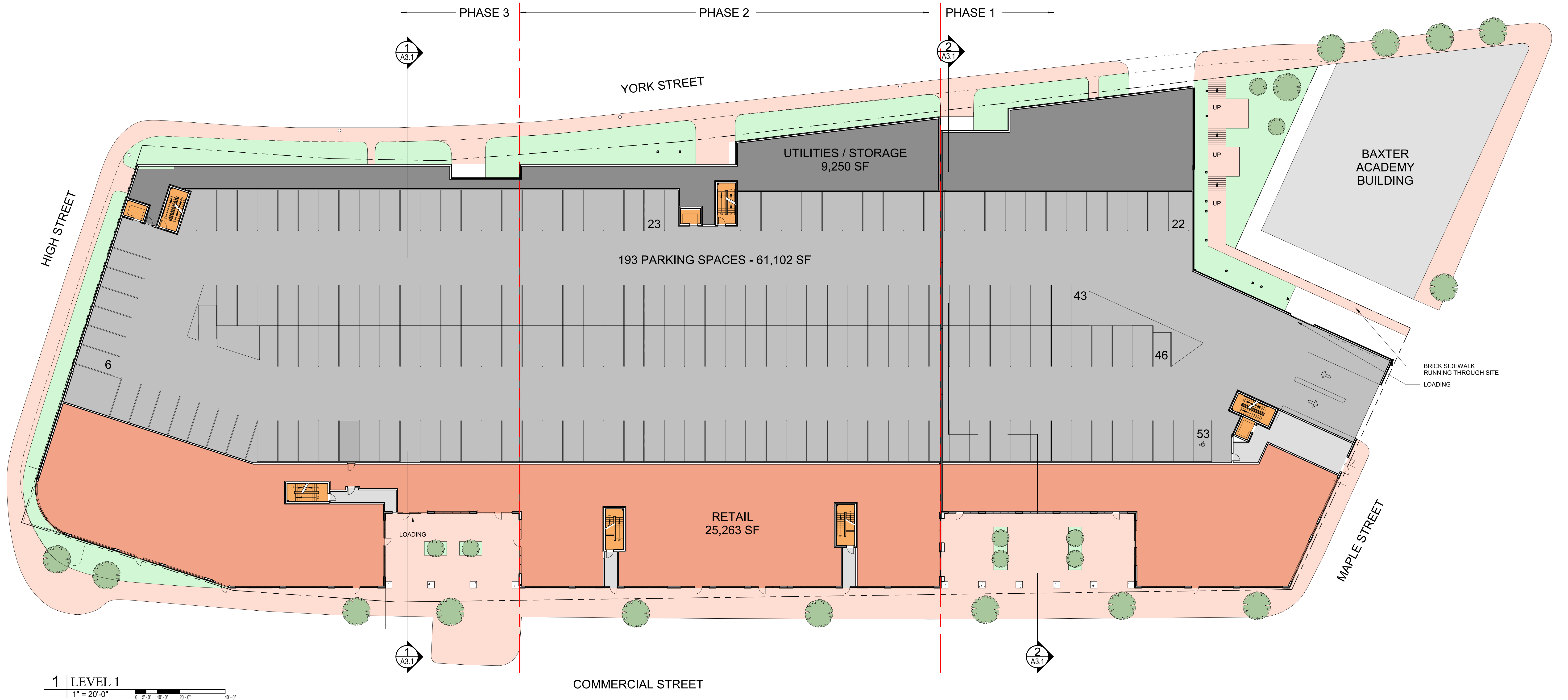
DESIGNED	CHECKED
RLM	WTC
A. RLM 03/22/17 SUBMIT LEVEL III APPLICATION TO CITY	
REV. BY:	DATE:
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQUES, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQUES, INC.	

SEBAGO TECHNIQUES
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite B
South Portland, ME 04106
Tel: 207-200-2100 Tel: 207-783-5656

EXISTING CONDITIONS PLAN
OF:
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENEC, NEW YORK

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 2 OF 13



OVERALL PROJECT GROSS SQUARE FOOTAGES

LEVEL 1	99,154 GSF
LEVEL 2	99,154 GSF
LEVEL 3	73,665 GSF
LEVEL 4	73,665 GSF
LEVEL 5	73,665 GSF
LEVEL 6	71,180 GSF +
	490,483 GSF

OVERALL PROJECT

RETAIL:	25,263 SF
PARKING:	121,398 SF (384 SPACES)
RES. UNITS:	260,411 SF (290 UNITS)
	(6) 3-BR UNITS
	(114) 2-BR UNITS
	(129) 1-BR UNITS
	(41) EFF - UNITS

PHASE 1

LEV. 1	29,321 GSF
LEV. 2	29,321 GSF
LEV. 3	20,103 GSF
LEV. 4	20,103 GSF
LEV. 5	20,103 GSF
LEV. 6	<u>19,535 GSF +</u>
	138,486 GSF

PHASE 1

RETAIL:	6,219 SF
PARKING:	34,544 SF (82 SPACES)
RES. UNITS:	72,310 SF (82 UNITS)
	(33) 2-BR UNITS
	(28) 1-BR UNITS
	(21) EFF - UNITS

PHASE 2

LEV. 1	36,284 GSF
LEV. 2	36,284 GSF
LEV. 3	30,214 GSF
LEV. 4	30,214 GSF
LEV. 5	30,214 GSF
LEV. 6	<u>29,342 GSF +</u>
	192,552 GSF

PHASE 2

RETAIL:	9,619 SF
PARKING:	44,044 SF (152 SPACES)
RES. UNITS:	106,365 SF (114 UNITS)
	(6) 3-BR UNITS
	(44) 2-BR UNITS
	(56) 1-BR UNITS
	(8) EFF - UNITS

PHASE 3

LEV. 1	33,549 GSF
LEV. 2	33,549 GSF
LEV. 3	23,348 GSF
LEV. 4	23,348 GSF
LEV. 5	23,348 GSF
LEV. 6	<u>22,303 GSF +</u>
	159,445 GSF

PHASE 3

RETAIL:	9,425 SF
PARKING:	42,808 SF (156 SPACES)
RES. UNITS:	81,736 SF (94 UNITS)
	(37) 2-BR UNITS
	(45) 1-BR UNITS
	(12) EFF - UNITS

383 COMMERCIAL STREET

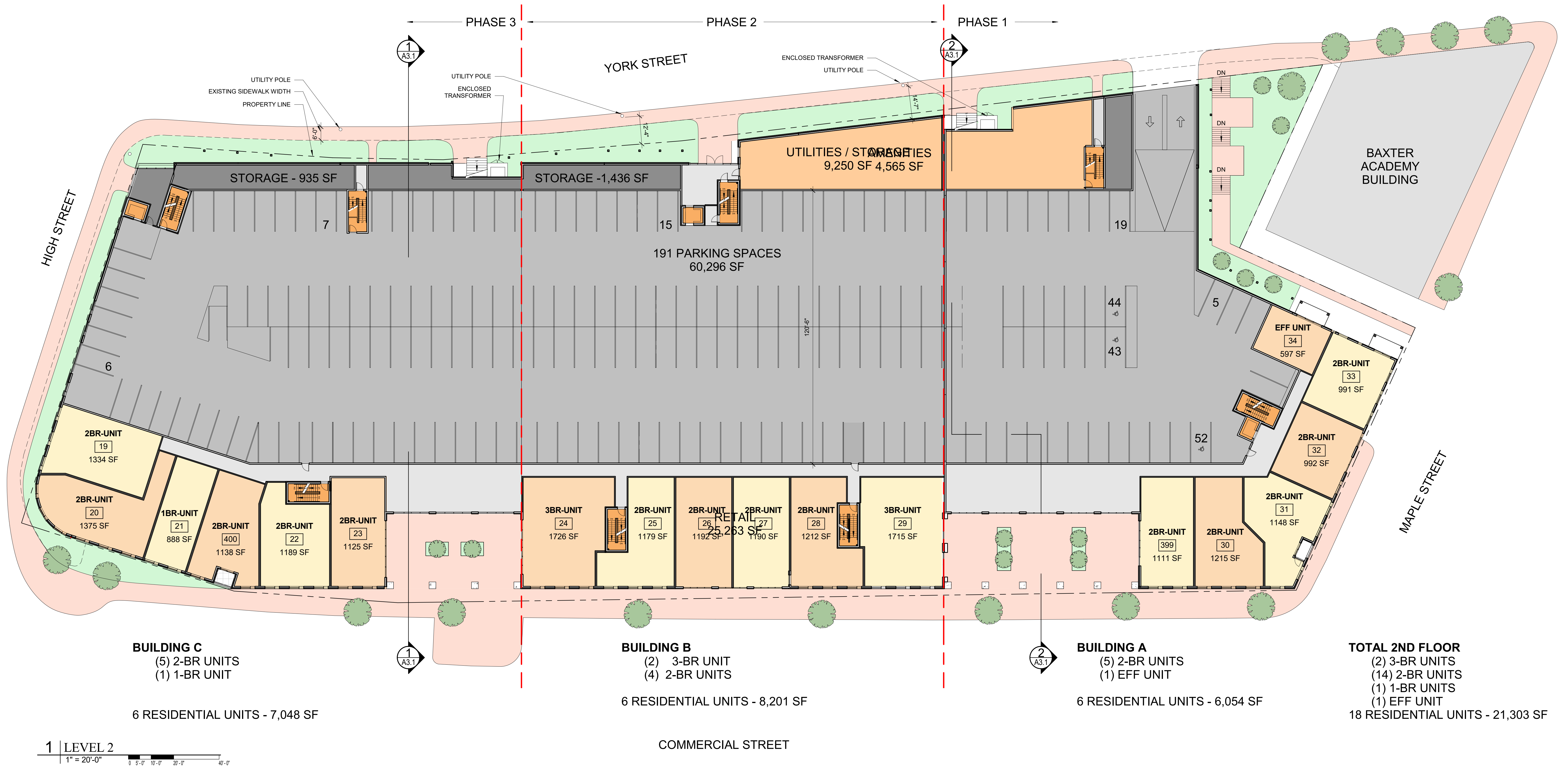
Portland, Maine

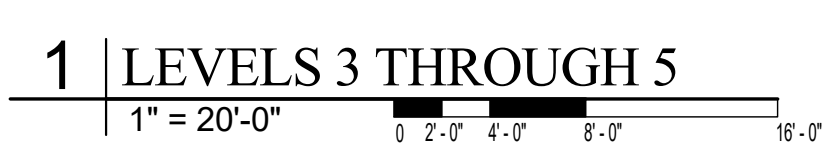
MAR 22, 2017

A1.1



48 Union Wharf Portland, Maine 04101





383 COMMERCIAL STREET

Portland, Maine

MAR 22, 2017



A1.3



1 | MAPLE ST
1" = 20'-0"

GENERAL NOTES:
1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE - NW 30' + NE 27' + SE 12' + SW 15' = 84' / 4 = 21'- 0" (AVERAGE GRADE)
2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 65' - 0"



2. | COMMERCIAL ST
1" = 20'-0"



3 | HIGH ST
1" = 20'-0"



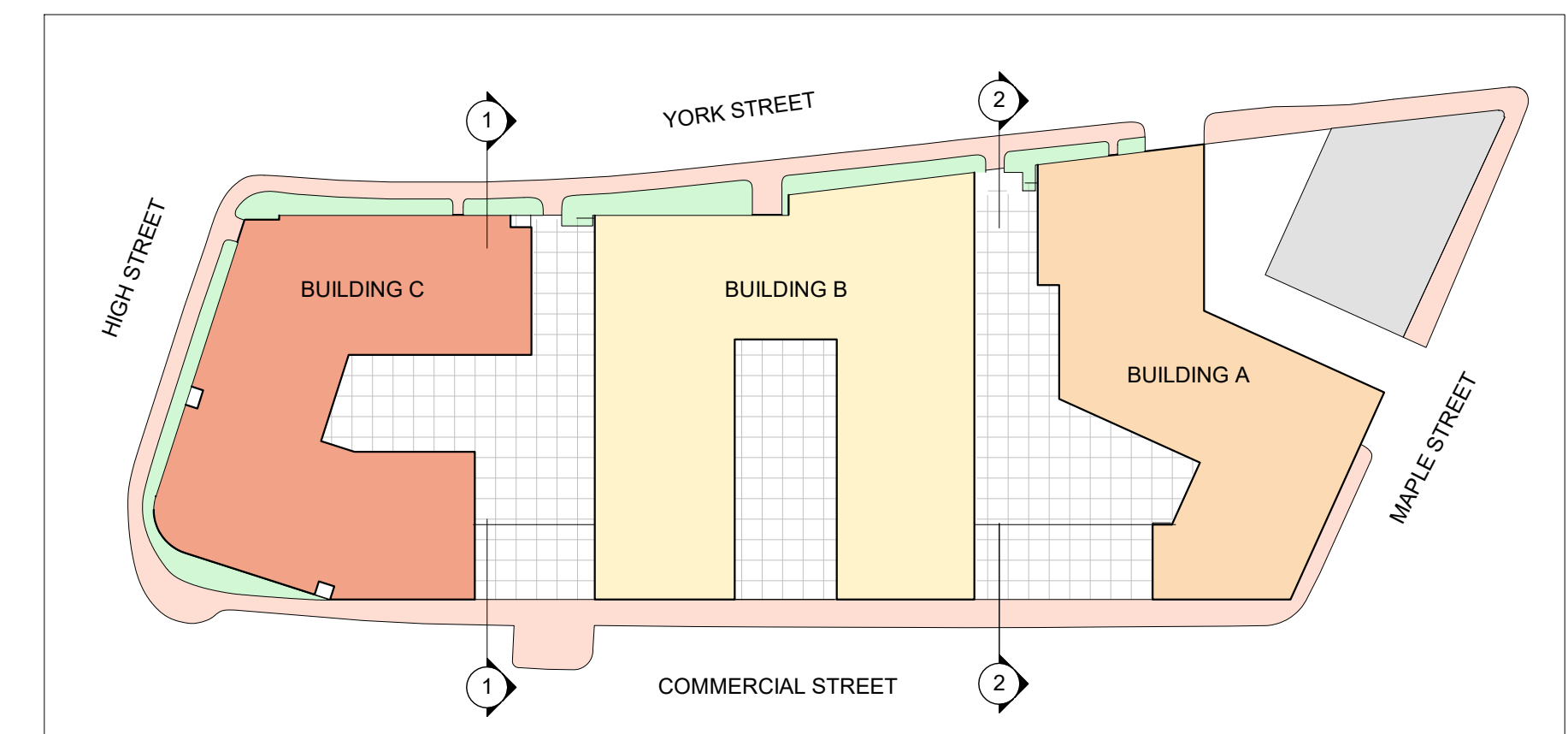
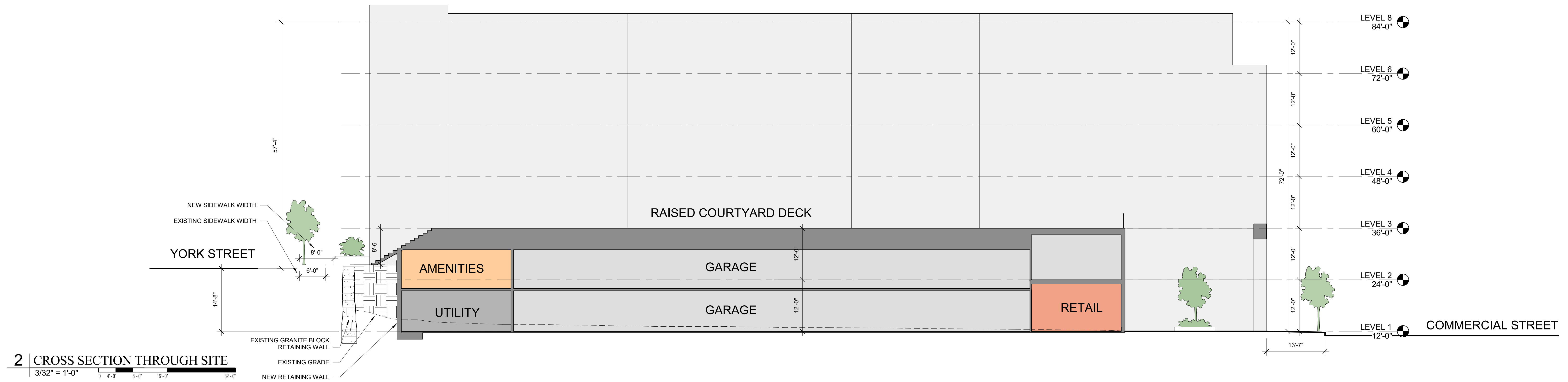
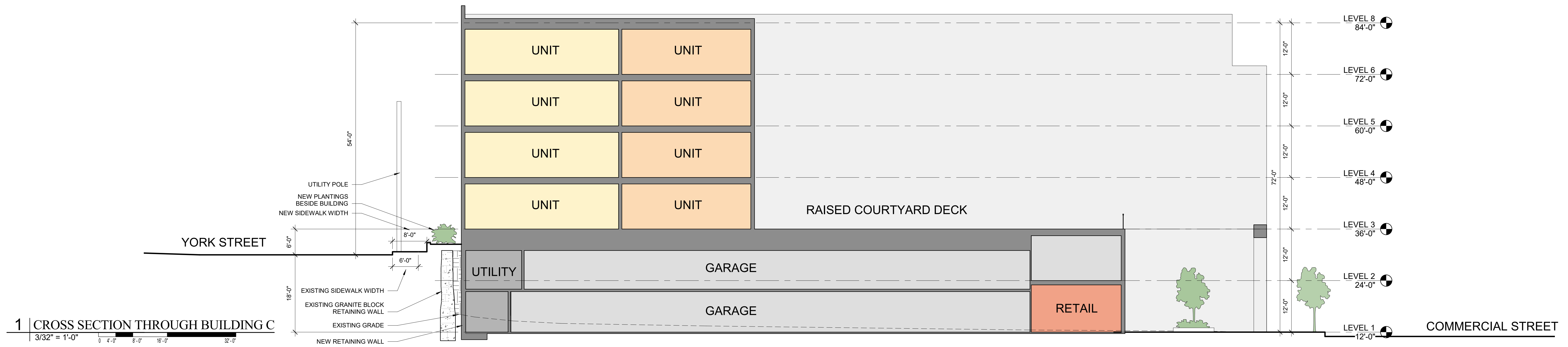
4 | YORK STREET
1" = 20'-0"

383 COMMERCIAL STREET

Portland, Maine

MAR 27, 2017

A2.1

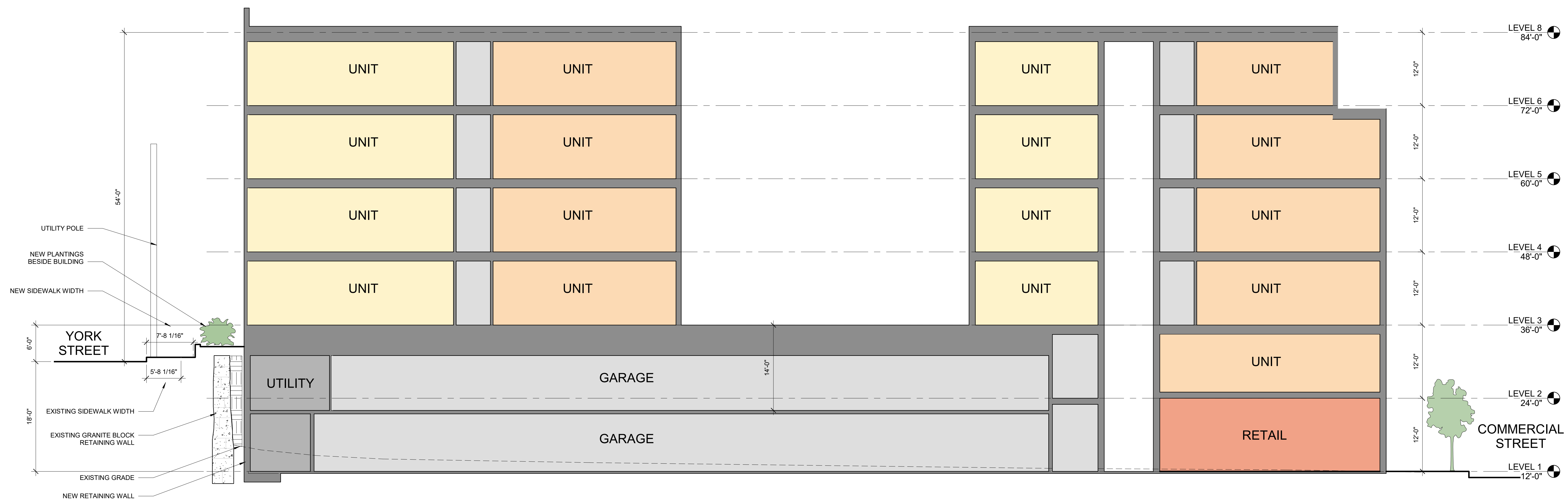


383 COMMERCIAL STREET

Portland, Maine

MAR 22, 2017

A3.1









383 Commercial Street

Portland, Maine

February 2017













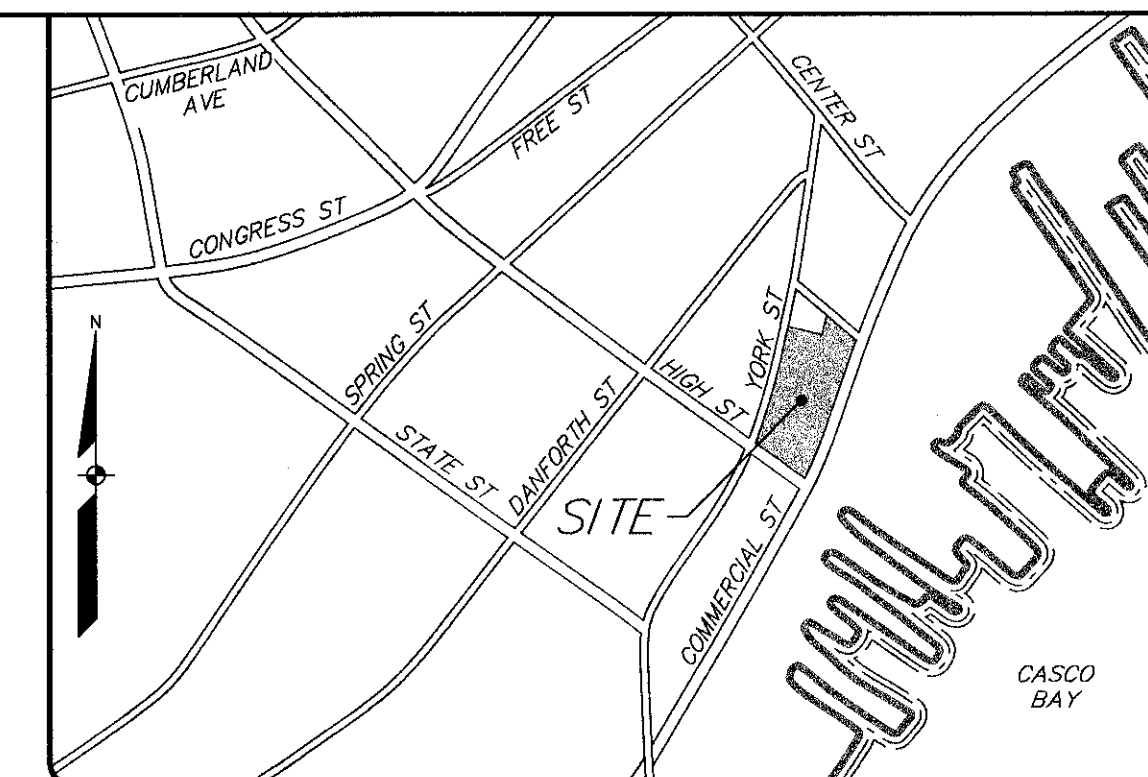






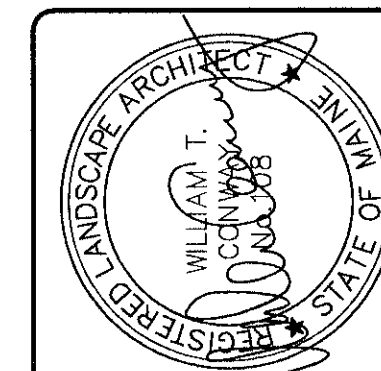
383 Commercial Street

Portland, Maine



LOCATION MAP

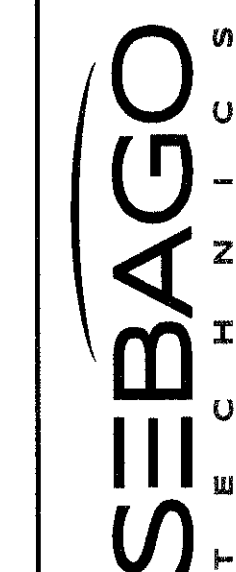
N.T.S.



DESIGNED	CHECKED
WTC	WTC

A	WTC 12/28/16	FOR REVIEW
EV:	BY:	DATE:
STATUS:		

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS,



WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd. Suite 1A
 250 Goddard Rd. Suite B
 South Portland, ME 04106 Lewiston, ME 04240

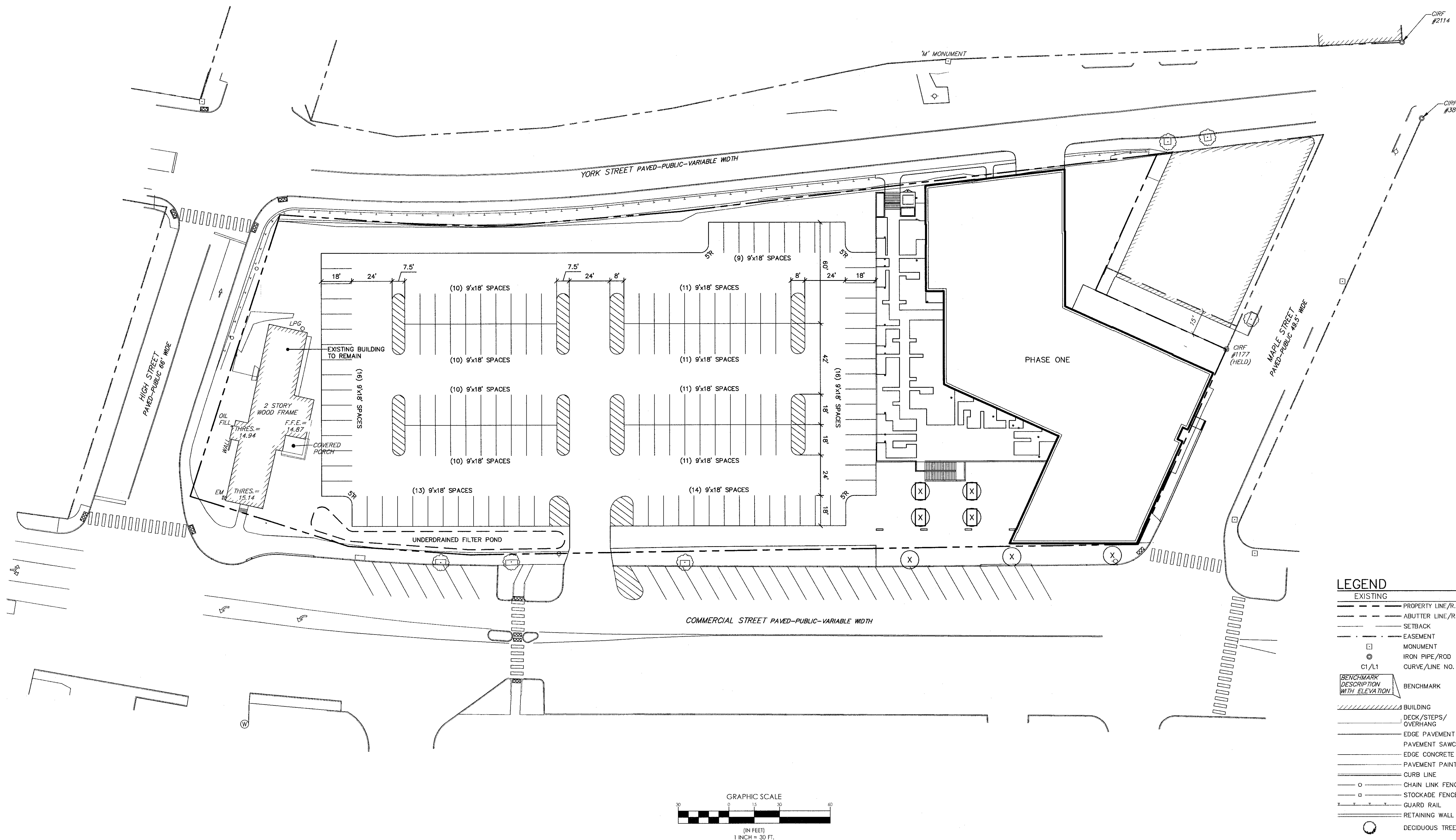
PHASE 1 SITE PLAN
OF: 383 COMMERCIAL STREET
PORTLAND, MAINE

FOR: DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD

PROJECT NO.	SCALE
16.324	1" = 30'

SHEET 4 OF-

WEST SEN



COMMERCIAL STREET



1 | LEVEL 1 - phase 1
3/32" = 1'-0"

Date: MAR 2, 2017

Scale: 3/32" = 1'-0"

FIRST FLOOR PLAN

Revisions:

Project: 383 COMMERCIAL STREET
Portland, Maine

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

Consultant:

Prepared For:

Owner

A1.01



1 LEVEL 2 - phase 1
3/32" = 1'-0"

A1.02		SECOND FLOOR PLAN		Revisions:		Project:		Architect:		Consultant:		Prepared For:			
Date:		MAR 2, 2017		Scale:		3/32" = 1'-0"		ARCHETYPE A rchitects		48 Union Wharf Portland, Maine 04101		Owner			
								383 COMMERCIAL STREET		(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM					
								Portland, Maine							



BUILDING A - 3RD FLOOR
18 RESIDENTIAL UNITS - 16,542 SF

1 | LEVELS 3 THROUGH 5
3/32" = 1'-0"

Date: MAR 14, 2017		Scale: 3/32" = 1'-0"		Revisions:	
THIRD FLOOR PLAN		Project: 383 COMMERCIAL STREET		Architect: ARCHETYPE architects	
THIRD FLOOR PLAN		48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM		Consultant:	
A1.03		Owner		Prepared For:	



Date: MAR 2, 2017

Scale: 3/32" = 1'-0"

SIXTH FLOOR PLAN

Revisions:

Project:

383 COMMERCIAL STREET

Portland, Maine

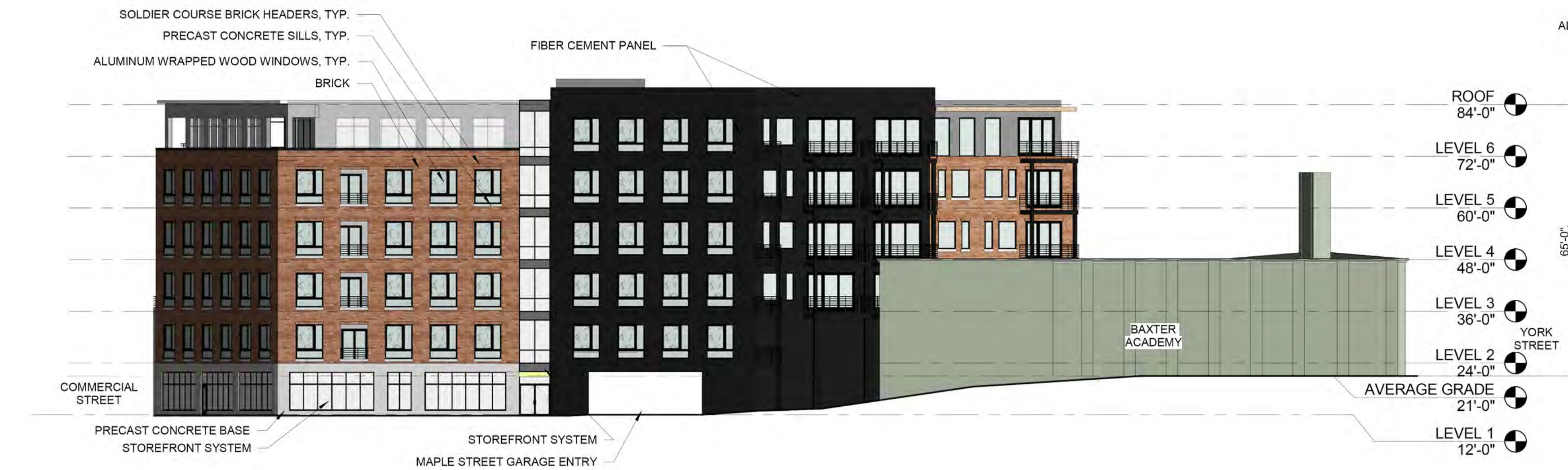
Architect:

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

Consultant:

Prepared For:

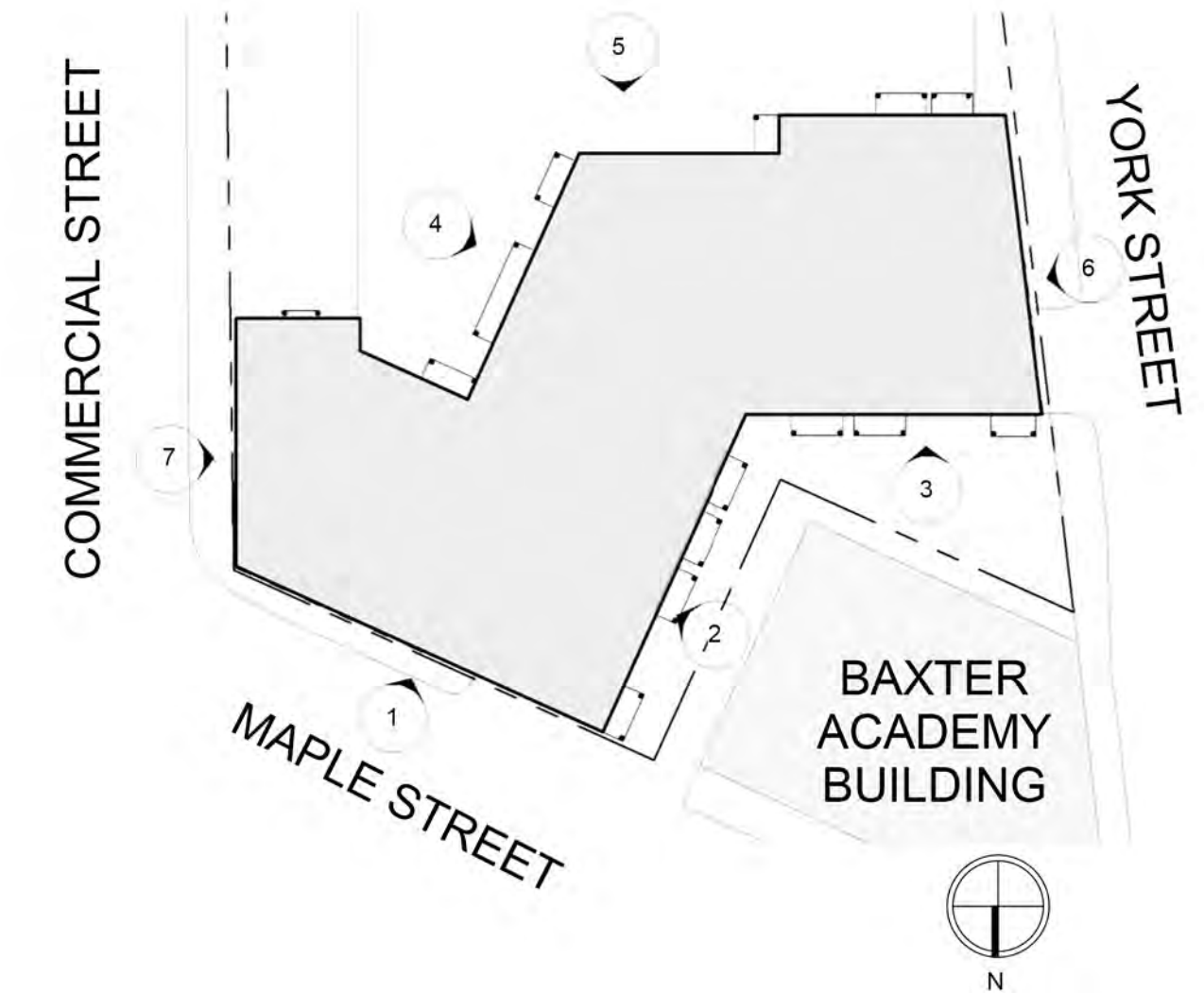
Owner



1 | PHASE 1 - MAPLE ST ELEVATION
1" = 20'-0"



2 | PHASE 1 - WEST ELEVATION
1" = 20'-0"



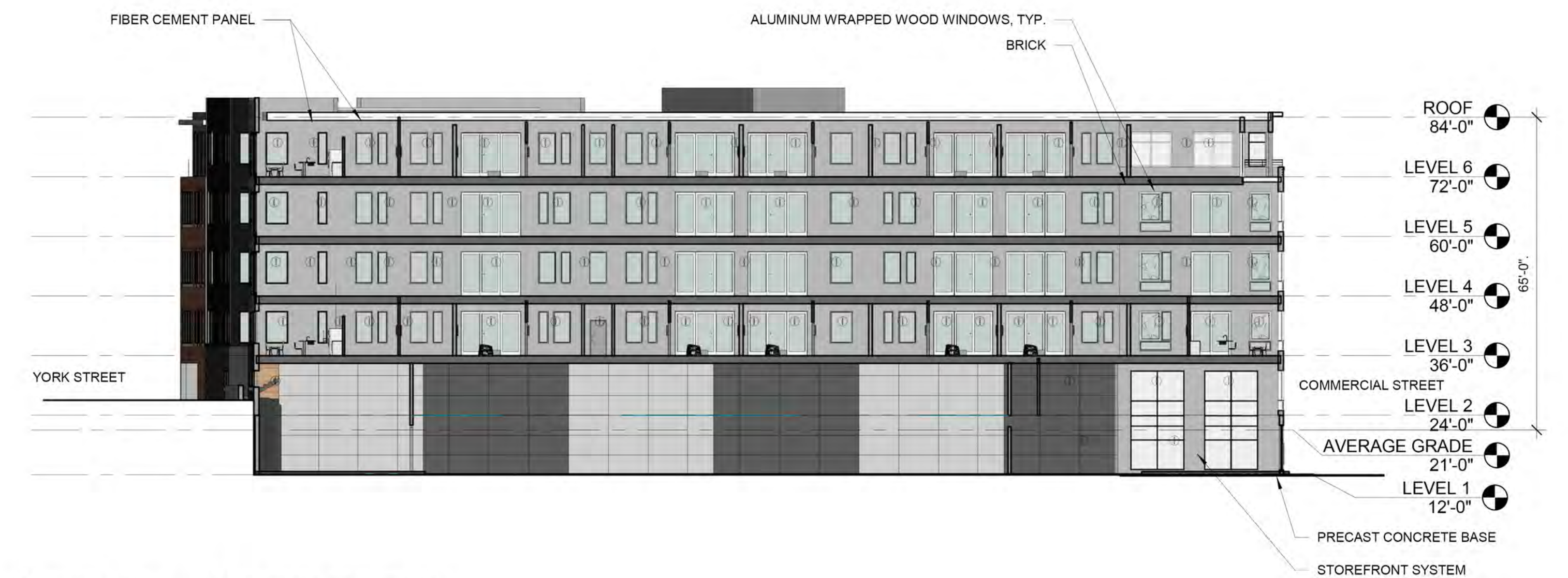
GENERAL NOTES:
1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE - NW 30' + NE 27' + SE 12' + SW 15' = 84' / 4 = 21'-0" (AVERAGE GRADE)
2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 65' - 0"



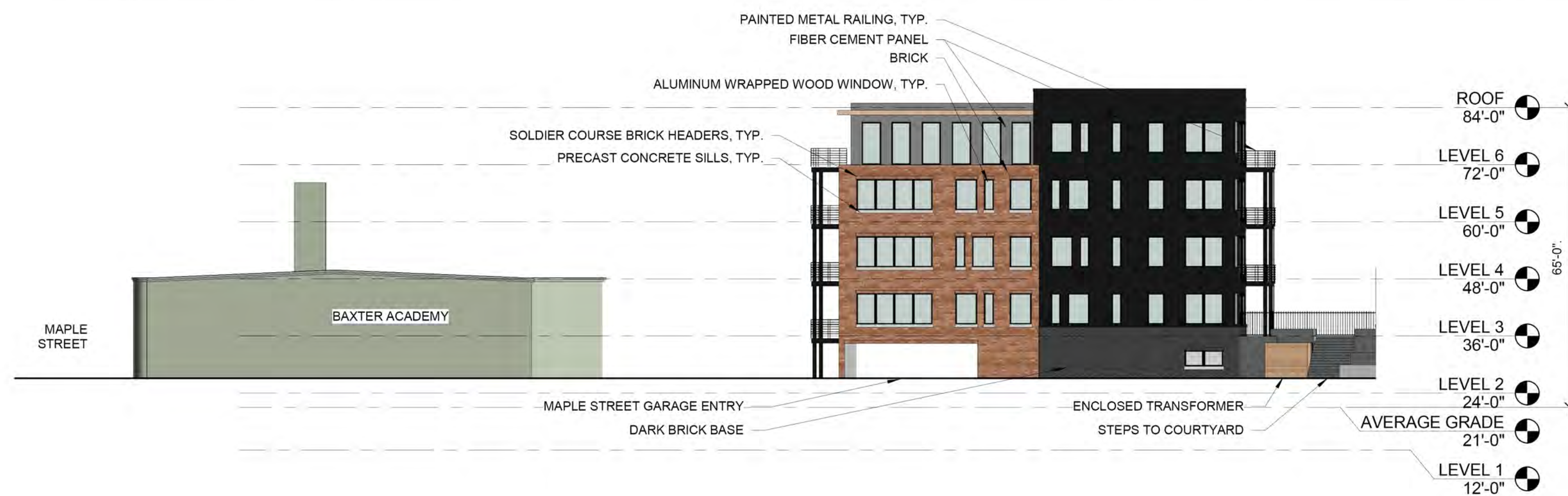
3 | PHASE 1 - EAST ELEVATION
1" = 20'-0"



4 | PHASE 1 - SOUTH EAST ELEVATION
1" = 20'-0"



5 | PHASE 1 - SOUTH ELEVATION
1" = 20'-0"



6 | PHASE 1 - YORK ST ELEVATION
1" = 20'-0"



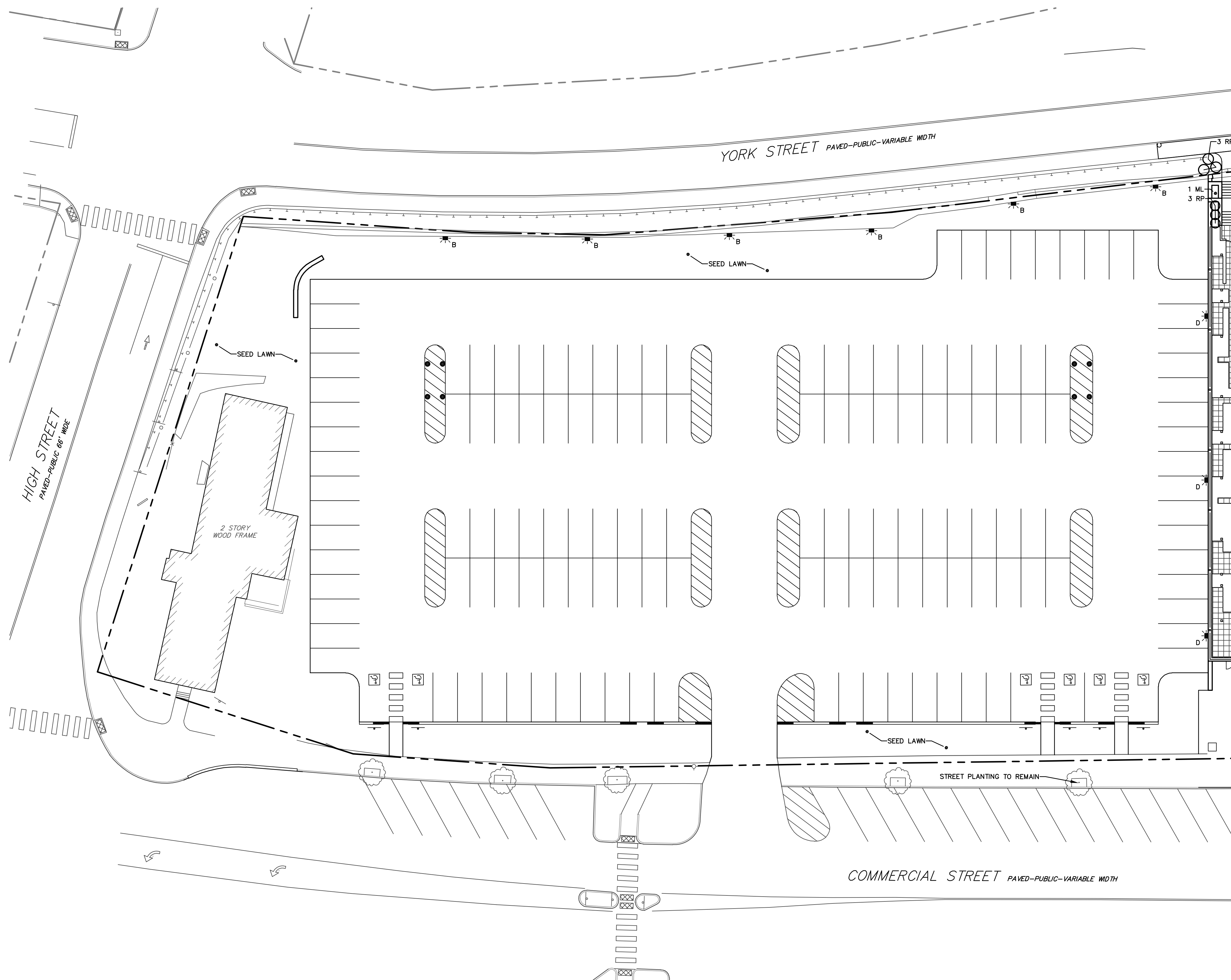
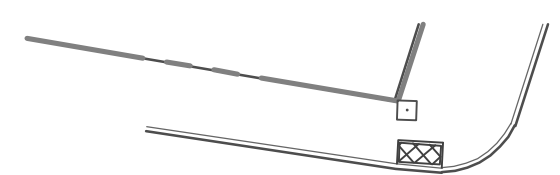
7 | PHASE 1 - COMMERCIAL ST ELEVATION
1" = 20'-0"

383 COMMERCIAL STREET

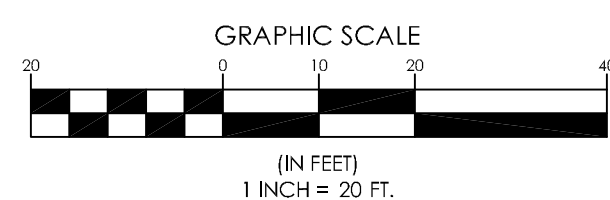
Portland, Maine

MAR 27, 2017

A2.01

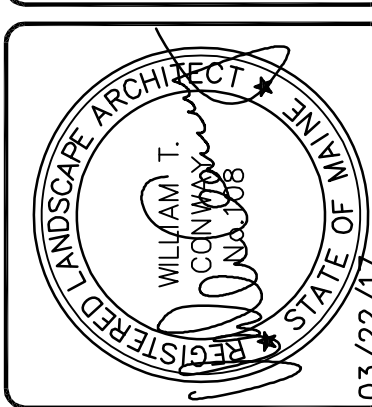


SEE SHEET 10 FOR CONTINUATION



EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	PAVEMENT SAWCUT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
	CHAIN LINK FENCE	
	STOCKADE FENCE	
	GUARD RAIL	
	RETAINING WALL	
	DECIDUOUS TREE	
	CONIFEROUS TREE	
	BOLLARD	
	SIGN	
	CIRCULAR DRIVE	
	DECIDUOUS TREE	
	CONIFEROUS TREE	

WILLIAM T. CONWAY, RLA 108



	DESIGNED	CHECKED
	R/LM	WTC
A.	R/LM	03/22/17 SUBMIT LEVEL III APPLICATION TO CITY
REV:	DATE:	STATUS:
B.T.	DATE:	STATUS:
		WITHOUT WRITTEN PERMISSION FROM SEAGRAM TECHNIQS, INC., ANY ALTERATIONS OR MODIFICATIONS TO THE DRAWINGS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEAGRAM TECHNIQS, INC. AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEAGRAM TECHNIQS, INC.

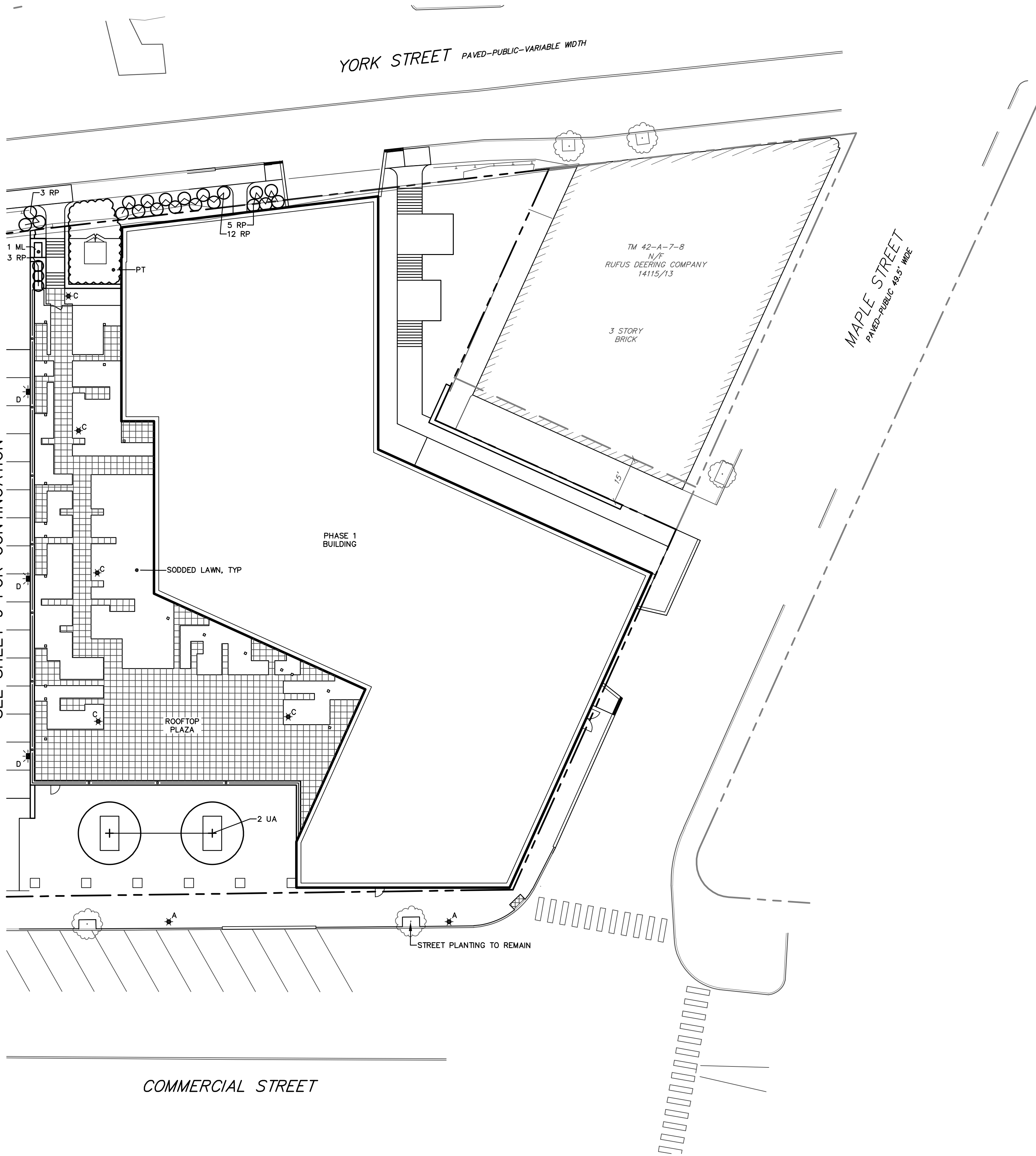


LANDSCAPE PLAN
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENeca, NEW YORK

PROJECT NO.	SCALE
16324	1" = 20'

SHEET 8 OF 13

6324L.dwg, TAB:L-1



EXISTING	PROPOSED
—	PROPERTY LINE/R.O.W.
—	ABUTMENT LINE/R.O.W.
	BUILDING
—	DECK/STEPS/ OVERHANG
—	EDGE PAVEMENT
—	PAVEMENT SAWCUT
—	EDGE CONCRETE
—	PAVEMENT PAINT
—	CURB LINE
○	CHAIN LINK FENCE
—	STOCKADE FENCE
—	GUARD RAIL
—	RETAINING WALL
●	DECIDUOUS TREE
●	CONIFEROUS TREE
—	BOLLARD
—	SIGN
●	DECIDUOUS TREE
●	CONIFEROUS TREE

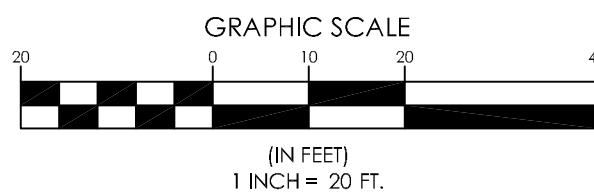


Diagram illustrating the correct method for staking a tree trunk. The diagram shows a cross-section of the trunk with a 4'-0" diameter. A 2"x2"x4' wood stake is driven through the center, secured by a 2"x4' cross member. The distance between the stakes is 18". The stakes are secured with 2-2" drywall screws, 2" typ. The diagram also shows a side view of the trunk with stakes and pruning instructions: REMOVE ALL LABELS, TAGS OR OTHER FOREIGN MATERIAL FROM LIMBS; PRUNE OR PINCH BACK CANDLE GROWTH 1/3; MAINTAIN FORM, DO NOT PRUNE LEADER; CINCH TIE TREE; HOSE.

AL.T. TREE STAKING PLAN
NOT TO SCALE

Diagram illustrating the components and specifications for a tree staking system:

- 2"x2" WOOD STAKE AT ANGLE TOWARDS PREVAILING WIND
- SLOW RELEASE FERTILIZER PACKET 6-8" DEPTH 3 PACKETS REQUIRED
- DO NOT MULCH DIRECTLY AGAINST TRUNK
- 4" BARK MULCH
- EARTH SAUCER
- FINISH GRADE
- EXISTING SOIL
- REMOVE ALL METAL OR ROPE BINDINGS & WRAP FROM TOP 1/3 OF ROOT BALL
- 12" MIN. WITH BACKFILL MIXTURE AS SPECIFIED
- 2 1/2" DRYALL SCREWS
- 2"x2"x4" WOOD CROSS MEMBER
- 2"x2"x4" WOOD STAKE WITH LONG TAPER MIN. 18"
- 2" MIN.
- ALT. TREE STAKING
- HOSE

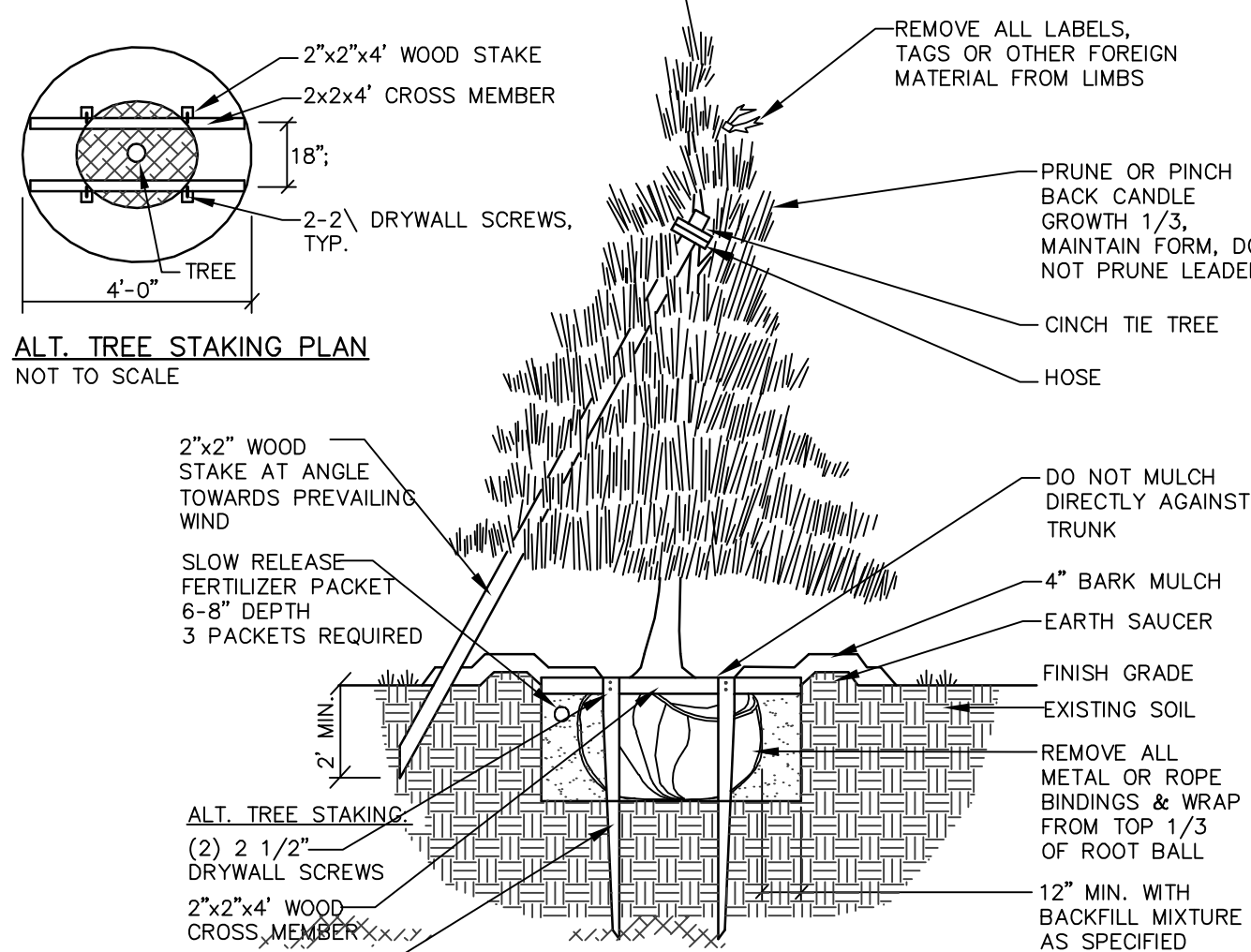
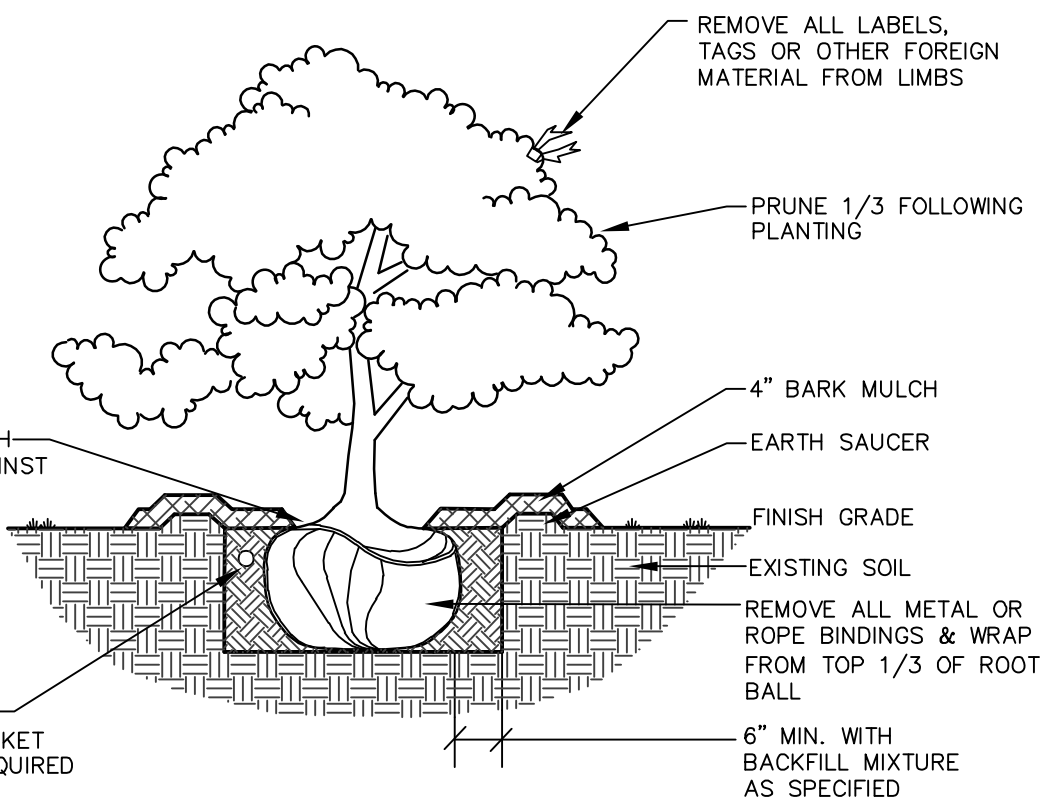
1. THE TREE IS OF SUBSTANTIAL SIZE.
2. THE PLANTING LOCATION IS EXTREMELY WINDY, AS ON OPEN UNDEVELOPED SITES.
3. THE PLANTING LOCATION IS COMPRISED OF SAND OR OTHER LOOSE TEXTURED SOILS.
4. IF STAKES AND GUYS ARE REQUIRED, REMOVE AFTER ONE YEAR TIME.

UNDER 2" CALIPER OR
UNDER 8' IN HEIGHT

7'-0" IN HEIGHT & UND

1. PLANT QUANTITIES SHOWN ON PLANT LISTS ARE FOR CONVENIENCE TO THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL INSTALLATION AS SHOWN ON PLANS.
2. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
3. ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR CUYING, STAKING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE BY THE OWNER.
5. PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BY THE CONTRACTOR AND A PERIOD OF TWO YEARS THEREAFTER BY THE OWNER FROM DATE OF INSTALLATION. DURING THE ONE YEAR GUARANTEE PERIOD, DEAD PLANT MATERIAL SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE ONE YEAR PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
6. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
7. EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
8. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES, PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO THE OWNER.
9. ALL SHRUB BEDS SHALL BE MULCHED WITH 3" CLEAN SHREDED DARK BROWN BARK MULCH.
10. THE CONTRACTOR SHALL PROVIDE 4" LOAM FOR ALL AREAS TO BE SODDED OR SEEDED. PLANTING AREAS SHALL RECEIVE 12" ROLLED THICKNESS OF LOAM. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
11. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
12. WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR PERENNIAL AND ANNUAL FLOWER BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPAGNUM PEAT MOSS, AND ONE PART VERMICULITE. PERENNIAL PLANT BEDS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.

KEY	BOTANICAL NAME/COMMON NAME	SIZE/COMMENTS
UA	ULMUS A. 'VALLEY FORGE'/VALLEY FORGE ELM	3" CALIPER
ML	MAGNOLIA X. 'LEONARD MESSEL'/MAGNOLIA	6'-8' CLUMP
RP	RHODODENDRON P.J.M. 'COMPACTA'/RHODODENDRON	N. 5 CONTAINER
PT	PACHYSANDRA TERMINALIS/JAPANESE SPURGE	FLATS, PLANTED 6' O.C.







Memorandum

Department of Planning and Urban Development

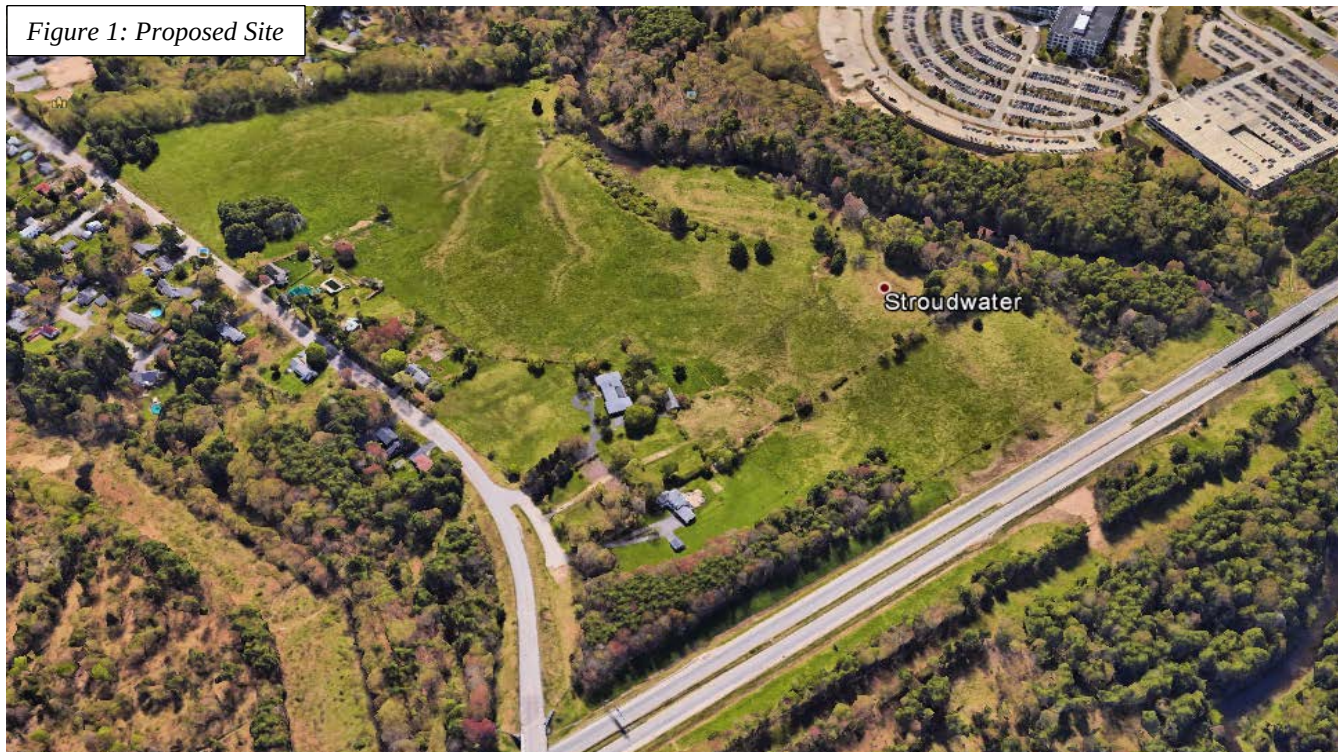
Planning Division

To: Elizabeth Boapple, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: March 31, 2017
Re: Camelot Farm, 1700 Westbrook Street, Camelot Holdings, LLC
Project: 2016-282 CBL: 229 A002 001
Meeting Date: April 6, 2017

I. INTRODUCTION

Camelot Holding LLC has requested another Planning Board workshop to consider proposed rezoning from Residential R-1 to Residential R-3 and Recreational Open Space ROS for the property at 1700 Westbrook Street, commonly referred to as Camelot Farms. The Resource Protection zone (RPZ) portion of the property will not be rezoned. The proposed zoning map amendment would enable the applicant to construct approximately a one hundred (100) lot subdivision of which ninety-five (95) lots will be for single-family homes and four will be open space lots. The intent and purpose of the rezone is for the proposed development to have smaller-scaled residential lots, while providing more green space directly along Westbrook Street and the Stroudwater River.

Figure 1: Proposed Site



This will be the third workshop with the Planning Board for this project; the first workshop was held on January 17th, 2017 and the second was held February 28, 2017. The applicant has purchased the rear portion of the parcel at 1714 Westbrook Street, which is now part of the pending rezone application. The Planning Board members at the February workshop asked the applicant to provide more information regarding their request and noted there were a number of concerns to be addressed for the third workshop submission:

- What is the potential full buildout under R-1 zone;
- What is the full buildout of the site under a R-5a zone concept;
- What are the details of the open space and public access.

Applicant and Property Owner:
Engineer:

Camelot Holdings LLC
William Savage, Acorn Engineering Inc.

II. PUBLIC COMMENT

Notices were sent to ninety-five (95) residents and the interested citizen list. The notice also appeared in the Portland Press Herald on March 27th and 28th, 2017, as well as being posted on the City's web page. The mailed notice for the April 6th workshop contained the correct date, but listed the day as Tuesday rather than Thursday. A second notice was mailed on March 28 to state the workshop was being held on Thursday April 6. In addition, the workshop will be continued to April 13th for receiving any additional public comment and notices were mailed regarding the continuation on March 30th. E-mail notices were sent at the same time as the mailed notices as well as being posted on the City's web page and posted on the legal ad.

The applicant has held two introductory neighborhood meetings in September and December and meetings with the Stroudwater Village Association Board in January and February 2017. As part of this application, a neighborhood meeting was held on January 24, 2017. The neighborhood meeting packet and minutes are included in the Applicant's Submittals G.

No additional written public comments that have been received by the Planning Office since the last workshop.

III. PROJECT DATA

Existing Zoning	Residential R-1, Resource Protection Zone and Shoreland Overlay Zone
Proposed Zoning	Residential R-3 for the front of parcel and ROS for the rear portion
Existing Use	One Single-family
Proposed Use	95 single-family lots and four open spaces lots
Parcel Size	~27.6 acres for original parcel and roughly 45 acres with the new parcel.
Impervious Surface Area	
-Existing	20,884 SF
-Proposed	275,424 SF

IV. EXISTING CONDITIONS

The Camelot Farm parcel is approximately 45 acres on five different parcels. The property has frontage along Westbrook Street and extends to the Maine Turnpike and Stroudwater River. Presently the parcel has a single-story ranch house and a small barn on it, built in 1961. Most of the site consists of cleared fields used historically as farmland and pastures. The property has a total of 1,500 feet of frontage along the Stroudwater River. A portion of the site is zoned Resource Protection along the river and the Shoreland Overlay Zone extends 250 feet from the high-water line, which is subject to Shoreland Zone site development standards. The site has two existing utility easements for the Portland Water District and Portland Pipeline Company, which bisect the property. There are single family homes along both sides of Westbrook Street in the vicinity of the site.

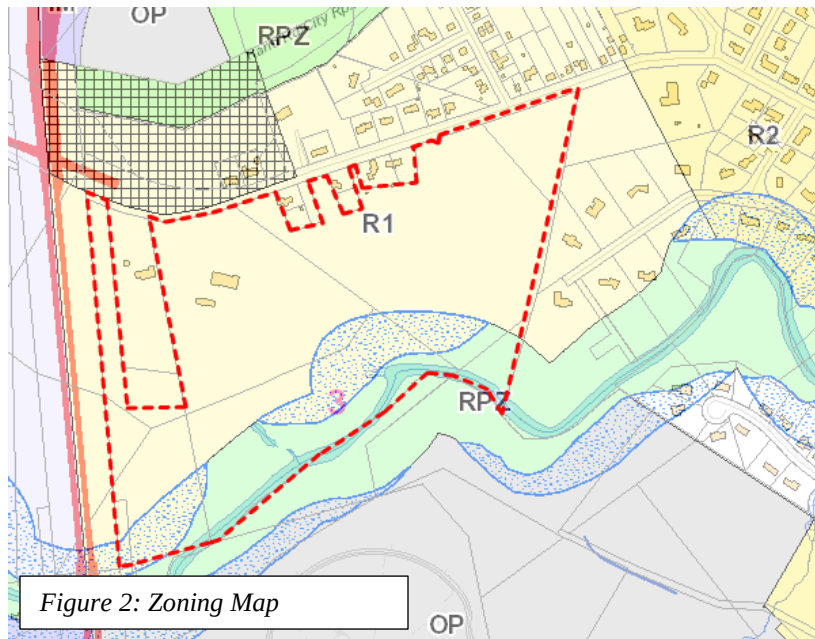


Figure 2: Zoning Map

V. PROPOSED DEVELOPMENT

The project proposes to redevelop the existing, small farm into a traditional single-family development within the Stroudwater neighborhood. Approximately 95 house lots are proposing ranging in size between 6,500 sf to 20,000 sf. The proposed roads are to be built to City standards. The applicant is proposing to phase the development into four phases; each phase will have 20 to 25 lots and accompanying infrastructure. The newly acquired land will be used as a buffer between the Stroudwater Neighborhood and the turnpike with the potential for some more residential development. The applicant is proposing adding additional landscape buffer to help with the noise coming from the highway.

Development may occur under the Shoreland Overlay Zone. The overlay zone requires that any development be 75 feet from high watermark and additional development standards apply within 250 feet from the river. The Resource Protection Zone, does allow for some limited development, but does not permit residential structures and is in general is a conservation zone. The finished building footprints of any proposed homes will also have to comply with floodplain regulations, where applicable. The site does have steep slopes around the bank of the Stroudwater River; it is the intent of the applicant to keep most of the development away from these slopes develop on the more level portion of the site. Due to the smaller lots size under the R-3 zone, the development can be designed to stay farther away from the Stroudwater River; thus, providing for more green space and less impervious area.

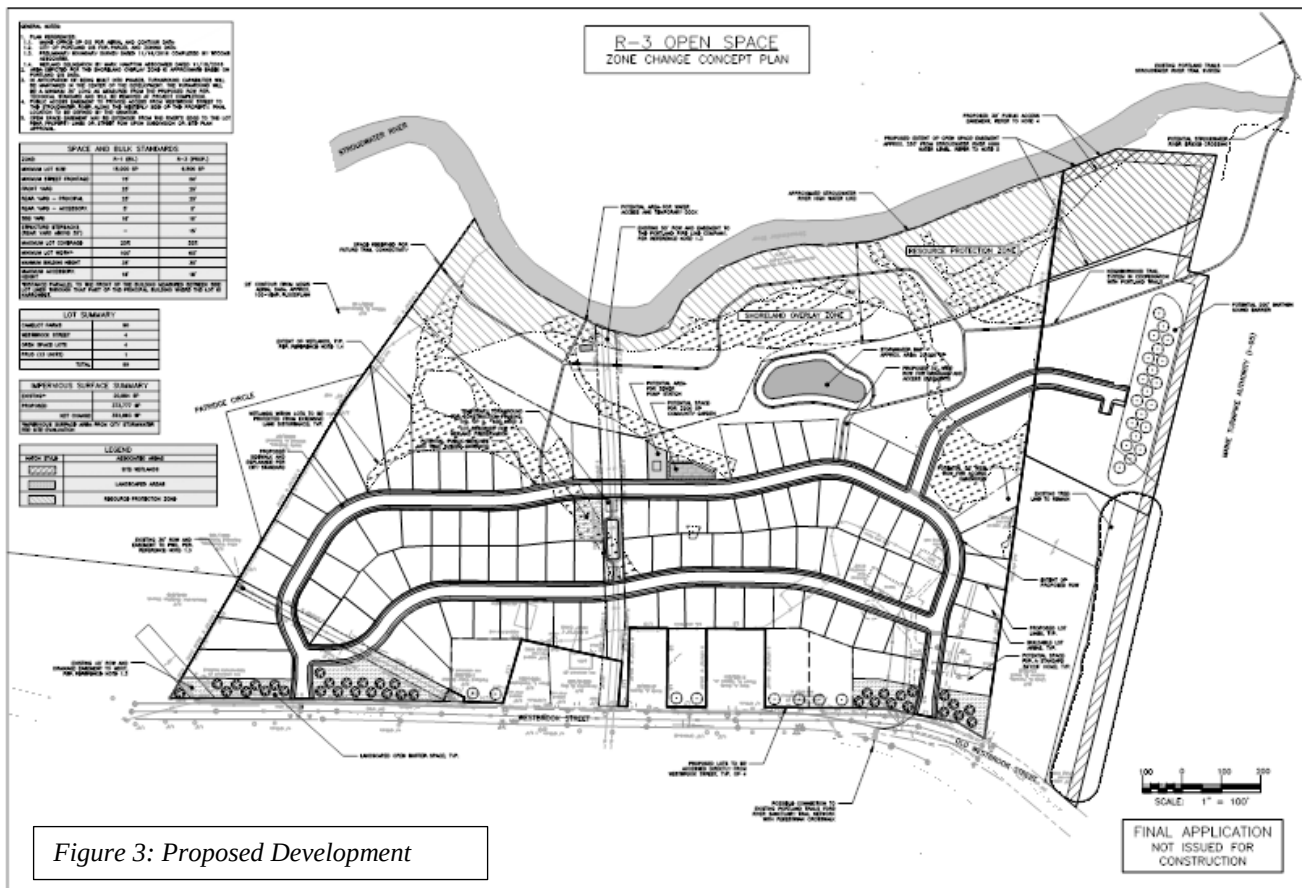


Figure 3: Proposed Development

The applicant's request is to rezone the front portion of the property to R-3 zone and the rear portion to ROS zone, excluding the RPZ areas. In order to rezone to ROS, there needs to be easements on the that portion of the site and be conveyed to the City as public access and preserved open space. The applicant will provide a zoning map of the exact locations of the rezones on the site at the Board's upcoming workshop. The applicant is proposing to place easements on the site to convey public access and preserve open space, primarily along the Stroudwater River. The public access and open space easements provide the basis for meeting the purpose statement of the ROS zone and thus eligible to be included in an ROS map amendment. The intent is for the property to be used for passive recreation with a neighborhood trail system connections and other shared amenities all with direct waterfront access to the river. The proposed open space easement will extend from the Stroudwater River high

water line to the single-family subdivision, which is the proposed R-3 zone. Currently staff and corporation counsel are working on a series of easements to effectuate this approach to the open space and public access easement. The proposed open, shared-use green space includes more than 55% of the total site.

Since the applicant owns the property along the Maine Turnpike, a 30-foot wide public easement is currently proposed along the common boundary line with the turnpike. In the applicant's cover letter dated 03.30.2017, they state the following as to how the open space easements will be handled:

The open space and public access to the site is to be assured by the Applicant via an easement completed in two steps. The initial Open Space and Public Access Easement will be signed and issued to the public for the parcel directly abutting the Turnpike immediately following a successful rezone of the parcel to R- 3 and ROS. Because the larger parcel is subject to a Purchase and Sale Agreement, the Open Space and Public Access Easement will be held in escrow until the exchange of ownership of the parcel is complete at the conclusion on the PS&A. At a minimum, all land within 250 feet. of the Stroudwater River will be rezoned ROS, however the final Open Space and Public Access Easement will be continued and expanded beyond the 250-foot buffer to the proposed property lines and/or public right-of-way.

The proposed project will also be subject to the Inclusionary Zoning Ordinance, which requires a minimum of 10% of the project to be restricted for workforce households and that the number of bedrooms required under Section 14-487(e)3 be at least 10% of the total number of bedrooms made available as part of the project. According to the applicant's cover letter, dated 03.30.2017, which states the following in regard to Inclusionary Zoning Ordinance:

Under the R-3 rezone, the smaller lot sizes would drive the house price point closer to the affordability requirements set by the Inclusionary Zoning Ordinance. Because it is proposed that the IZ units be provided within the development, the lesser home costs of the R-3 zone would create a more cohesive neighborhood with less distinction between the R-3 and IZ homes. This idea is described in further detail within the attached Housing Attainability Summary (Attachment I).

VI. POLICY CONSIDERATIONS

A. Proposed Development Under Residential R-1, R-2, R-3 and R-5a Zone:

The applicant as provided conceptual development plans under various residential zones. The following chart illustrates the comparison between the current R-1 zone, R-2 zone, R-3 zone, and R-5a zone; the chart shows the purpose statements, permitted uses, and dimensional requirements of each zone. The minimum lot size varies in R-1, R-2, R-3 and R-5a zones with R-1 having the largest minimum lot size of 15,000 square feet. Generally, the R-3 and R-5a has more flexible dimensional requirements than R-1 and R-2. The intent of the rezone is to provide the proposed project a medium density residential development, which can be accomplished with the R-3 zone and R-5a.

	R-1 Zone	R-2 Zone	R-3 Zone	R-5a
Purpose Statements	To provide for lower density residential development characterized by single-family homes on individual lots in outlying areas of the city and along traffic corridors with limited additional traffic capacity.	To provide for low-density residential development characterized by single-family homes on individual lots in outlying areas of the city and along traffic corridors with limited additional traffic capacity.	To provide for medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels. Such development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.	To provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible

				with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density zone.
Permitted Uses	Residential: Single family; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Agriculture and Agriculture parking; Parks; Accessory uses; Home occupation; Municipal uses; Wind energy systems	Residential: Single family; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Parks; Agriculture; Accessory uses; Home occupation; Municipal uses; Wind energy systems	Residential: Single family; PRUD; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Parks; Accessory uses; Home occupation; Municipal uses; Wind energy systems	Residential: Single family; PRUD; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Multifamily dwellings; Congregate care Other: Parks; Accessory uses; Home occupation; Municipal uses; Intermediate, extended and long-term care facilities; Wind energy systems
Conditional Uses	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; intermediate care facilities; places of assembly; hospital; Other: Utility substations; Cemeteries; Raising of domestic animals for noncommercial; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; places of assembly; College, university, trade school Other: Utility substations; Cemeteries; Raising of domestic animals for noncommercial; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; intermediate care facilities; places of assembly; hospital; Other: Off-street parking; utility substations; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.	Residential: Sheltered Care group homes; Institutional: Schools; Long term and extended care facilities; intermediate care facilities; places of assembly; hospital; Other: Utility substations; Nursery school and kindergartens; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.
Dimensional Standards				
Minimum lot size	15,000 SF	10,000 SF	6,500 SF	Residential: 6,000 SF
Street Frontage	75 feet	50 feet	50 feet	50 feet
Front Yard (Min)	25 feet	25 feet	25 feet	25 feet
Rear Yard	25 Feet	25 feet	25 feet	25 feet
Side Yard	14 feet for 2-story building	14 feet for 2-story building	14 feet for 2-story building	14 feet for 2-story building
Structure Height	35 feet	35 feet	35 feet	35 feet; Multifamily development of 4 or more dwelling units – 55feet
Lot Coverage (max)	20%	20%	35%	30%
Parking	Two parking spaces for each dwelling unit.	Two parking spaces for each dwelling unit.	Two parking spaces for each dwelling unit.	Two parking spaces for each dwelling unit.

B. Recreation Open Space, Resource Protection and Shoreland Overlay Zones:

The following chart illustrates the comparison between the Recreation and Open Space R-OS (proposed for a portion of the site) and the Resource Protection zone (existing along the river); the chart shows the purpose statements, permitted uses, and dimensional requirements of each zone when stated in the ordinance.

	Recreation Open Space (ROS)	Resource Protection Zone (RPZ)
Purpose	(a) The purpose of this division is: 1. To preserve and protect open space as a limited and valuable resource;	

	2. To permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development; 3. To coordinate with and carry out federal, state, regional, and city recreation and open space plans; 4. To provide a suitable location for large-scale regional sports and athletic facilities; and 5. To develop an open space system throughout the downtown, which provides the highest quality parks, plazas, and pedestrian environment. (b) The recreation open space zone may include parcels of public property, and private property legally restricted from intensive use or development through deed, covenant, or otherwise.	
Permitted Uses	Municipal parks, public open spaces, picnic areas, playgrounds and play lots; Cemeteries; Arboretums; Golf courses; Boat landings, beaches, and marinas for public uses; Outdoor ballfields and public athletic fields; Swimming pools and tennis courts; Picnic groves and areas; Natural parks and scenic overlooks; Hiking, walking, bicycling or cross-country ski trails; Community gardens for cultivation by and for city residents; Sewage pumping stations and sewage treatment facilities; Sports complexes; Accessory uses; Wind energy systems; Street vendors licensed pursuant to Chapter 19; Events, activities, and uses licensed by the city, including but not limited to markets, festivals, café seating, concerts, and other gatherings.	No building shall be erected, altered, enlarged, rebuilt or used, and no premises shall be used, in a R-P resource protection zone except for the following uses: Non-intensive recreational uses not requiring structures; Motorized and nonmotorized vehicular traffic on existing roads, trails and rails, as appropriate; Bikeways, pedestrian trails and walkways; Fire prevention activities; Wildlife management activities; Soil and water conservation activities; Surveying and natural resource analysis; Emergency operations as defined in section 14-47; Harvesting of wild crops; Nonresidential structures for educational, scientific or nature interpretation purposes; Public and private parks and recreational areas; Permanent and temporary piers, docks, wharves, bridges and uses projecting into water bodies; Storehouses for fishermen's gear; Signs, as allowed in division 22 of this article; Road construction; Parking facilities for uses permitted under this section; Landfill and other earth-moving activity.
Conditional Uses	Accessory uses of two thousand five hundred (2,500) SF or more of floor area; Other recreational facilities and uses that are open to the public; Water pumping stations; Temporary wind anemometer towers; Wind energy systems.	The following uses are permitted in the R-P zone only upon the issuance of a conditional use permit, subject to the provisions of section 14-474 (conditional uses) of this article and any special provisions, standards or requirements specified below. 1. Temporary wind anemometer towers, 2. Wind energy systems.
Dimensional Standards		
Minimum lot size	n/a	20,000 SF
Minimum width of lot	n/a	100 feet

Street Frontage	n/a	100 feet (Street Frontage or Shoreline)
Front Yard (Min)	25 feet	25 feet
Rear Yard	25 feet	75 feet
Side Yard	12 feet	15 feet
Structure Height	35 feet; buildings located more than 1,000 feet from a shoreland zone - 45 feet.	25 feet for a 2-story structure
Minimum Shoreline Setback	n/a	75 feet

It is important to note that the Shoreland Overlay Zone extends over the current R-1 zone and in general extends 250 from the high-water line of the Stroudwater River (excluding the RPZ zone). As noted above, development may occur within the Shoreland Overlay Zone with additional applicable development standards. The overlay zone limits clearing, site improvements and maintains a 75-foot setback from the high-water mark for most structures. Below is a chart that illustrates the Shoreland Overlay Zone purpose statement and applicability:

Purpose	The purposes of this division are to further the maintenance of safe and healthful conditions; prevent and control water pollution; protect fish spawning grounds, aquatic life, bird and other wildlife habitat; protect buildings and lands from flooding and accelerated erosion; protect archaeological and historic resources; protect commercial fishing and maritime industries; protect freshwater and coastal wetlands; control building sites, placement of structures and land uses; conserve shore cover, visual as well as actual points of access to inland and coastal waters and natural beauty, as appropriate in an urbanized environment; and to anticipate and respond to the impact of development in shoreland areas.
Applicability	This division applies to all land areas, uses, structures and land use activities within two hundred fifty (250) feet, horizontal distance, of the normal high water line of any river; within two hundred fifty (250) feet, horizontal distance, of the upland edge of a coastal wetland, including all areas affected by tidal actions within two hundred fifty (250) feet, horizontal distances, of the upland edge of a freshwater wetland; and within seventy-five (75) feet, horizontal distance, of the normal high water line of a stream. This division also applies to any structure built on, over or abutting a dock, wharf or pier, or other structure extending beyond the normal high water line of a water body or within a wetland.
Zoning districts and shoreland regulations	The regulations and controls of this division apply to all land areas, uses, structures and land use activities cited in section 14-447, in all zones of the city.
Principal and accessory structures	75 feet Setback from Normal High Water Mark

C. Development Concepts Under the Various Zones:

The applicant has submitted plans of the proposed subdivision development under the R-1 zone with the new acquired lot and R-5a zone. Rezoning from R1 zone to R3 zone will permit the developer to build a smaller buildable footprint that would result in less impervious area and less wetland impact, while providing a significantly larger buffer to the Stroudwater River and greater open space. The proposed development will provide more housing and is intended to blend with the surrounding neighborhood. The green spaces along Westbrook Street and Stroudwater River will be a buffer between this development and the existing neighborhood. The R-3 zones are found along several of the city's collectors and arterials, such as Washington Avenue, Allen Avenue, outer Brighton Avenue, and on the Forest Avenue corridor, which may offer opportunities for a moderate density infill project.

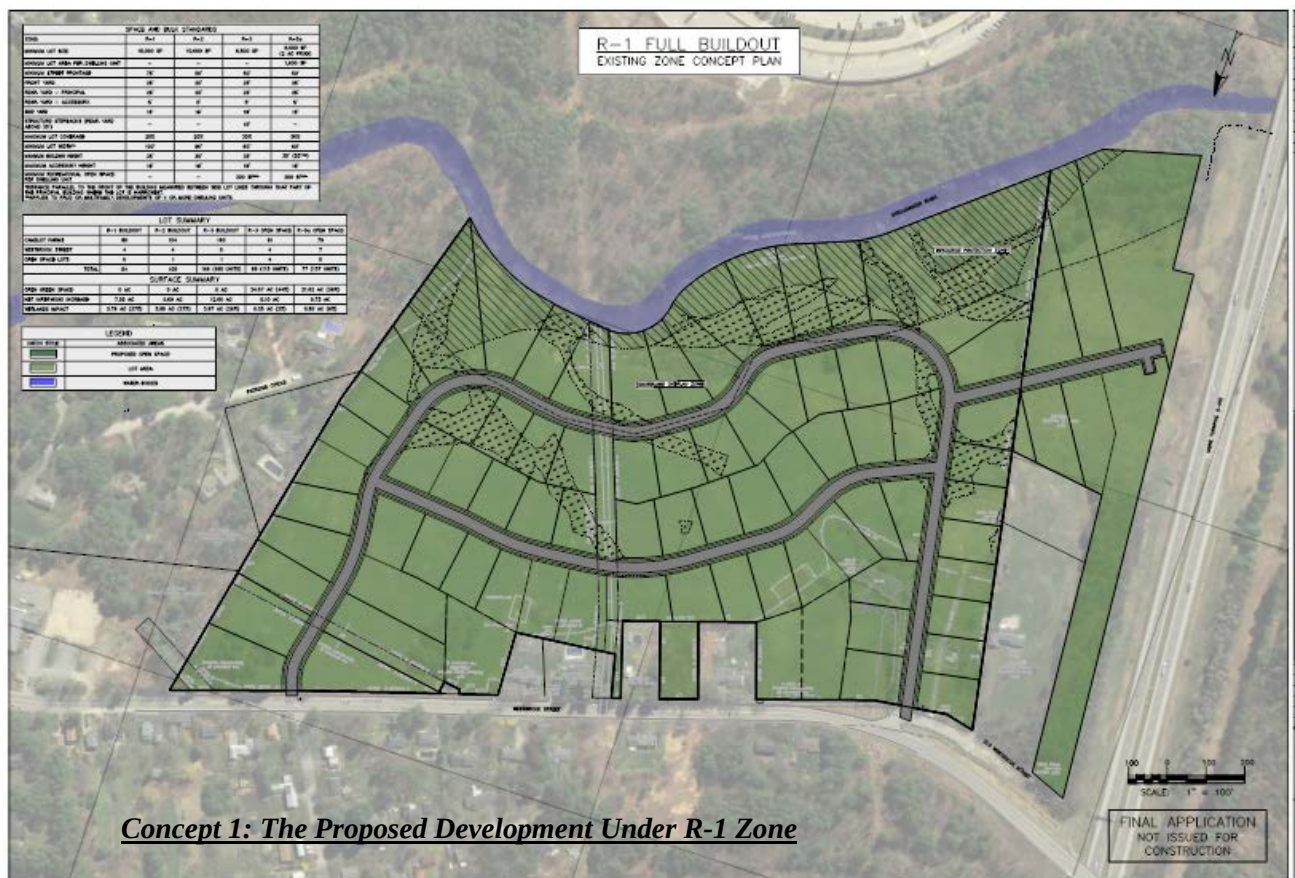
Below is the R-5a concept that the Planning Board requested at the second workshop, as well as the concepts under R-1 and R-3 zones. The concepts contain developing the acquired parcel, adjacent to the Turnpike. As such, the previously submitted concepts were also updated to propose additional lots within the parcel. As a result, the overall open green space, net impervious surface, and wetland impacts has changed slightly since the last application submittal. The concepts are under the current zoning, the R-1 zone, and the full buildout under the R-5a; the light green is the proposed residential lots and the darker green is the proposed open space. A brief summary of the concepts was provided by the applicant and are as follows:

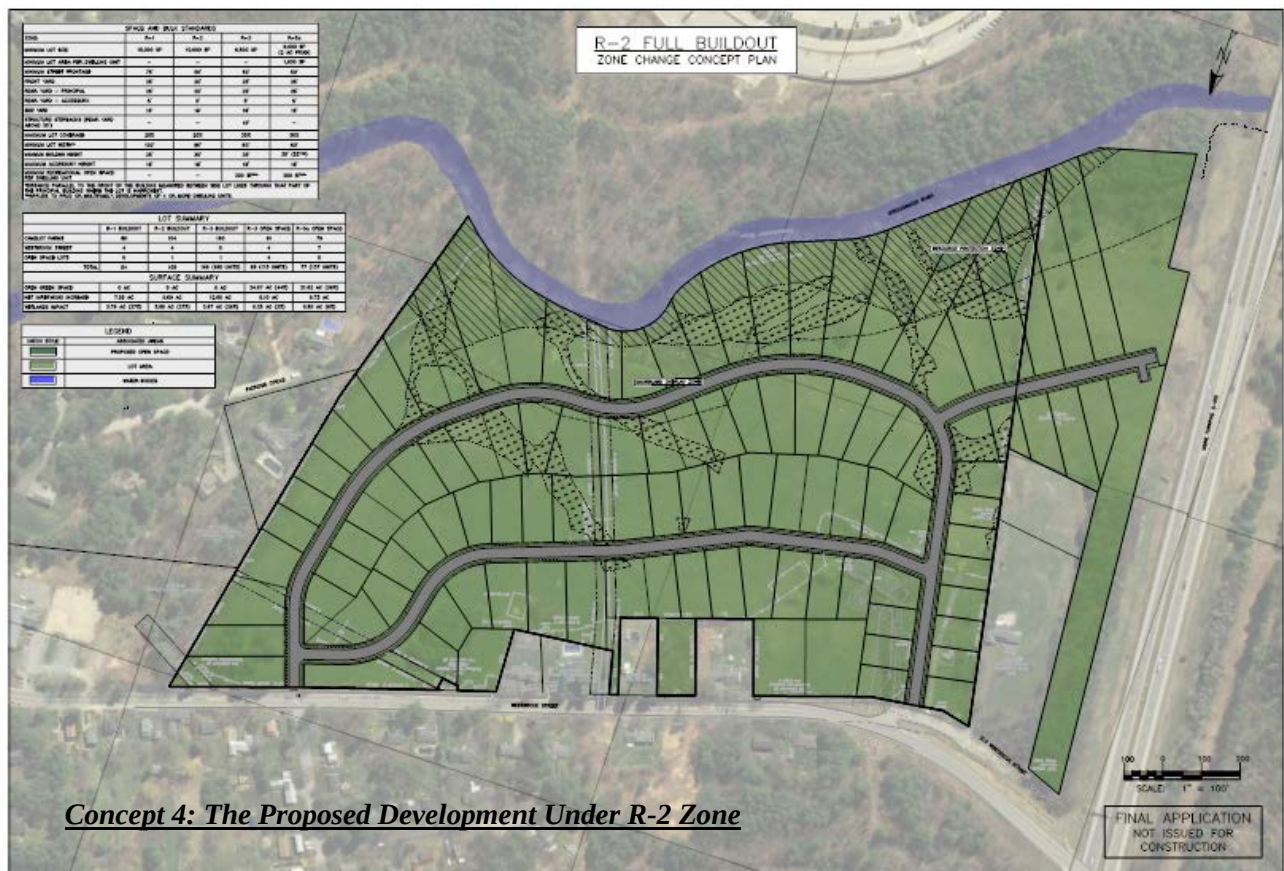
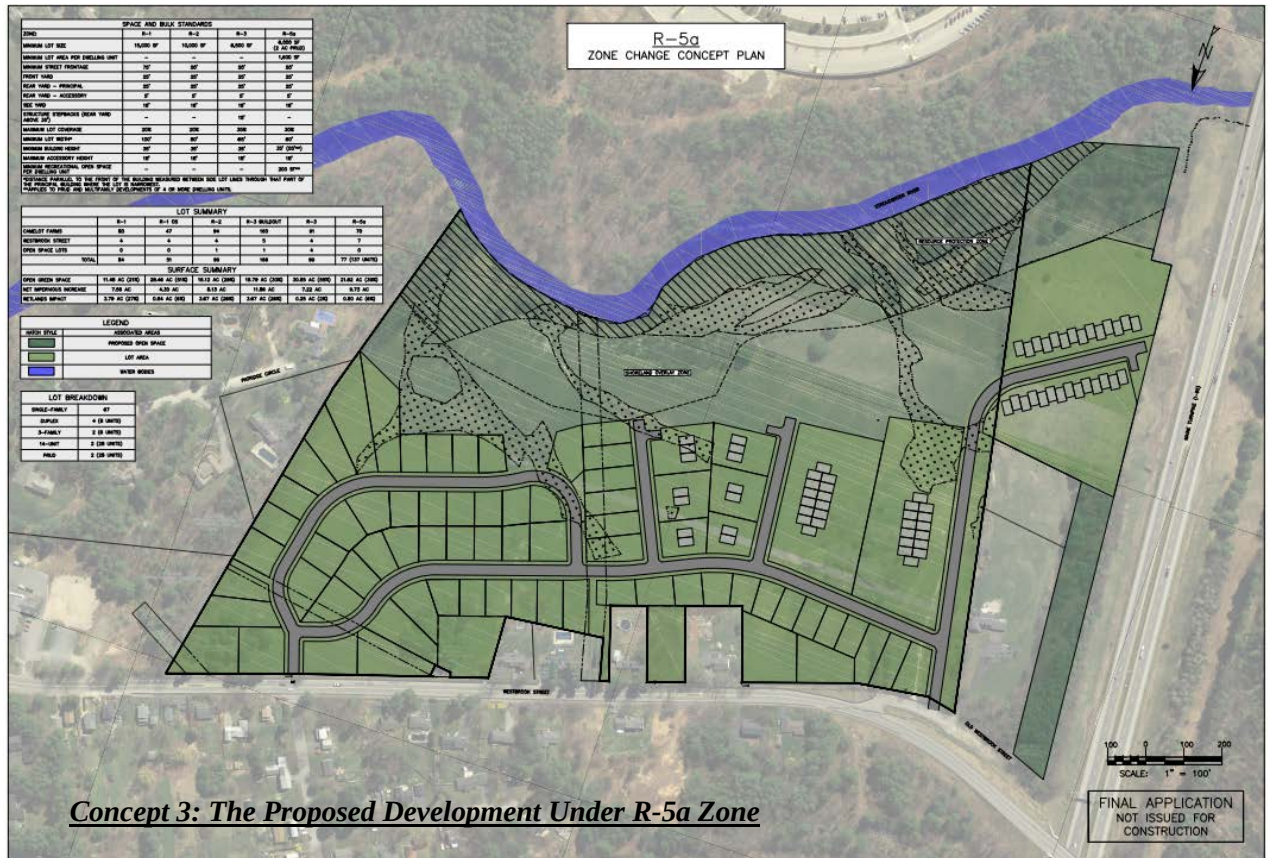
- Aerial Site Plan – R-1 (Updated): An additional 6 parcels and a turnaround access road were added to the recently acquired parcel abutting the Turnpike; the remaining layout previously submitted is the same (84 total lots).
- Aerial Site Plan – R-5a (New): Also addressed in the Workshop meeting, the R-5a rezone layout is to propose a higher unit density layout and the concept assumes a mix of redevelopment opportunities ranging from single-family, 2-family, 3-family, multi-unit, and PRUD lots; this concept includes 77 lots with 137 dwelling units.

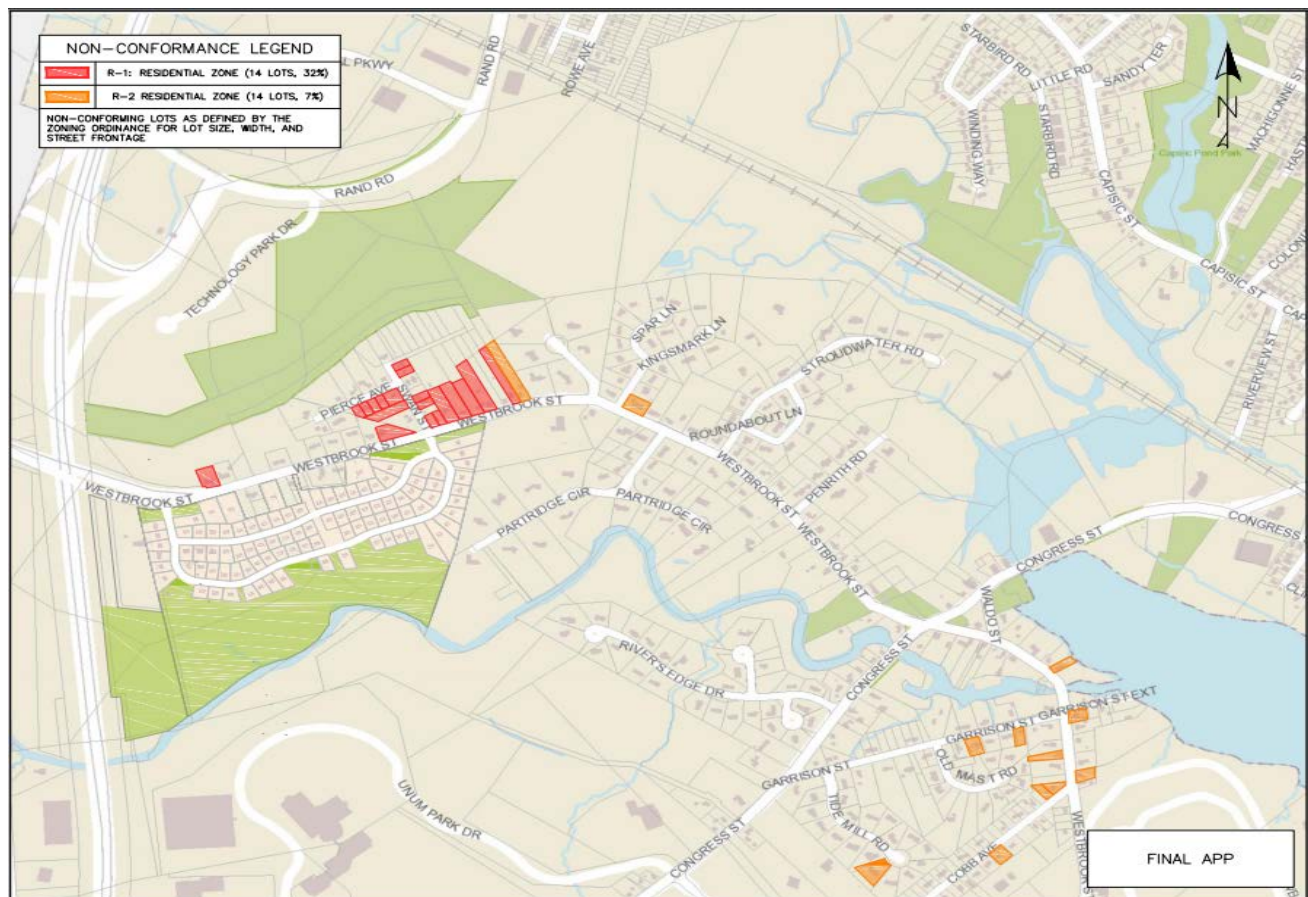
At the last workshop, members of the public stated that the full buildout of the R-1 concept that the applicant has submitted was not feasible. The applicant responded to the concern in their cover letter:

The Applicant has completed additional environmental due diligence normally associated with a Site Plan/Subdivision Application in response to site impact concerns addressed by the neighbors. In addition to Wetland Delineation and outreach to State and Federal Agencies (Army Corps, US Fish & Wildlife Service, Maine Natural Areas Program, Maine Inland Fisheries & Wildlife, and Maine Historic Preservation Commission) completed in the Fall, an Ecological Habitat Assessment Report has been developed and included in this submission package.

There has also been a concern from select neighbors that a full buildout R-1 concept as submitted is not feasible. After reviewing the information received to date from our Environmental Consultants and Regulatory Agencies, and standards and regulations set by the City of Portland's Chapter 14 Land Use Code, it is our professional opinion that the full buildout of the R-1 concept is feasible.







D. Similar Rezones from R-1 to R-3

The two areas in Portland that are zoned R-1 are shown on the map to the right. The light-yellow areas are R-1 and encompass land along outer Westbrook Street and an area along outer Congress Street.

In response to public inquiries, the staff researched whether other R-1 zones had been rezoned to R-3. In 1992, the City Council approved the project, River's Edge, as a Conditional Rezone to R-3. Greater Portland Development Group requested a conditional rezone from R-1 and R-2 to R-3 for a parcel of land located on outer Congress Street, along the Stroudwater River. The parcel has a total of 27.41 acres. The conditional rezoning allowed the applicant to have a privately owned and maintained road serving 29 single-family lots.

Figure 4: The R-1 Zones

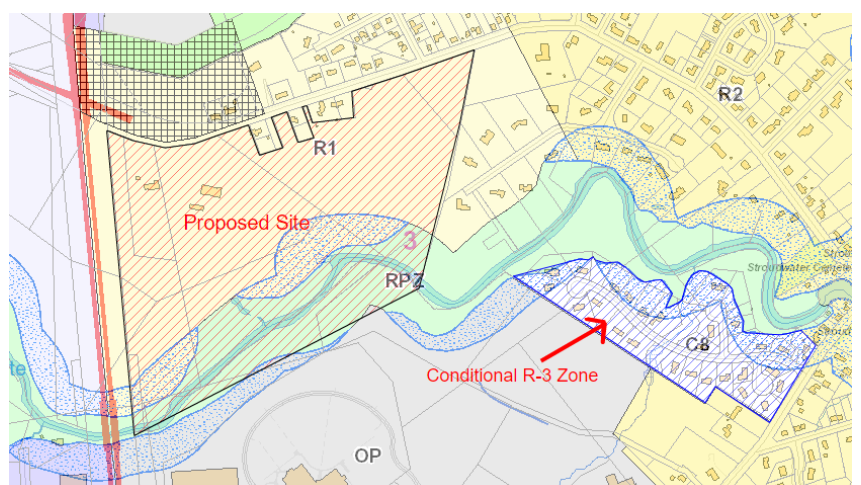
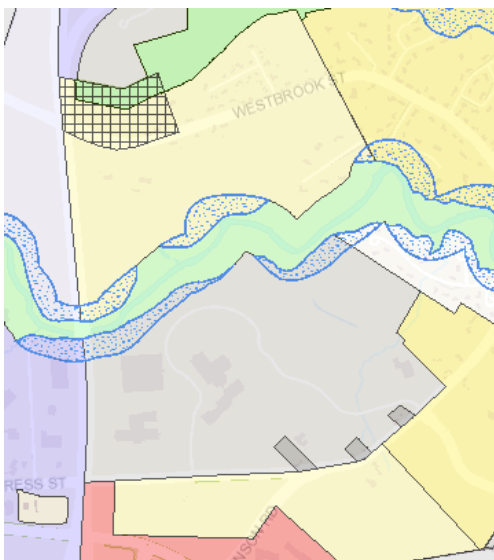


Figure 5: Conditional R-3 Zone (C8)

The conditional zone change was requested to the R-3 zone because R-3 allowed a Planned Residential Unit Development (PRUD) for single family homes at that time. The applicant kept the density of the proposed subdivision at 29 lots which was the same density as permitted under the R-1 and R-2 zones. The applicant built a 24-foot private road which is allowed only in PRUD; an association was formed to maintain the road, land held in common, and any utilities. As part of the proposal, the applicant deeded a 10-acre parcel located along the Stroudwater River for use as public pedestrian trail to Portland Trails; the easement also provided access to the trail from Congress Street is also part of the proposal. It should be noted that the City Council amended the R-3 zone, so that single family PRUD's are no longer a permitted use and only attached housing may be built as a PRUD.

E. R-3 Proposed Development and Traffic Impacts

The applicant has provided calculations of the proposed development buildout of the site under the R-3 rezone with the 100 lots of which approximately 95 will be single-family house lots and four would be open space lots on a 45-acre parcel. Access to the proposed subdivision will be provided with construction of two proposed roadways that will be offered for public street acceptance.

The applicant has provided Tom Errico, Consulting Traffic Engineer, with the estimated trips that would be generated under all proposed development scenario. Tom Errico's comments are as follows:

I have reviewed the application materials and offer the following traffic comments as it specifically relates to the rezoning proposal. My comments focus on the traffic implication of the rezoning request and items that would be reviewed during the site plan permitting process.

- *The key traffic issue related to the rezoning of the subject property is the increase in trip generation expected with the change. According to application materials, under current zoning (R1), 83 residential units can be construction. With full build-out of the property under the proposed zone (R3), 166 residential units could be construction. The applicant has provided plans that note construction of 100 residential units. Accordingly, the zone change would be expected to add traffic levels above current zoning requirements by 17 residential units. (Although a maximum increase could be 83 residential units, this level of development may not be possible given site constraints). During the worst-case peak hour trip generating scenario, the increase in 17 residential units would correlate to an additional 17 vehicles entering and exiting the project site during the PM peak hour (under the current application proposal). In my professional opinion, this level of traffic increase would not have a significant impact on traffic operations and therefore the zone change would not be expected to have a significant impact on traffic conditions.*
- *Whether under current zoning and the construction of 83 residential units or under the rezoned scenario with 100 residential units, the following traffic issues/requirements would be considered during site plan permitting.*
 - o The applicant has provided a traffic study and the general content of the study is appropriate and would be used during the site plan review process.*
 - o Traffic conditions would be reviewed at the Congress Street/Westbrook Street intersection. Current traffic congestion would likely require mitigation improvements.*
 - o A traffic speed study along Westbrook Street would likely be required with recommendations on addressing specific vehicle speed issues an recommendations.*
 - o Intersection/Driveway design conditions including sight distance, driveway separation, and geometric features would be reviewed.*
 - o A pedestrian and bicycle facility analysis would be expected within the vicinity of the project.*
 - o Crash data would be reviewed in the vicinity of the project and for locations that are determined to have deficiencies, the applicant would be expected to mitigate problems.*

VII. Comprehensive Plan Analysis

The applicant has submitted their analysis of the projects conformance with the Comprehensive Plan (refer to Attachment C). The staff has identified the additional goals and policies which are relevant to the proposed

housing development and finds the proposal in conformance with the Comprehensive Plan. As stated the purpose of the R-3 Residential Zone is:

To provide for medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels. Such development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.

Housing: Sustaining Portland's Future contains several goals which are applicable to this proposed map amendment. The relevant goals and policies as identified by staff are as follows:

Housing Sustaining Portland's Future

Housing Policy #1

Ensure an Adequate and Diverse Supply of Housing for All

- Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels for both renter and owner-occupied;
- A variety of housing choices should be available such that no one should have to spend more than 30% of their income for housing.
 - Encourage and support Portland Housing Authority to become active in development of more housing.
- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation.

Housing Policy #3

Maintain and enhance the livability of Portland's neighborhoods as the City grows and evolves through careful land use regulation, design and public participation that respects neighborhood integrity.

- Encourage innovative new housing development, which is designed to be compatible with the scale, character, and traditional development patterns of each individual residential neighborhood.
 - Evaluate and update, as needed, the current zoning and subdivision codes to encourage new residential development that:
 - Offers diverse and quality living options;
 - Provides traditional neighborhood elements;
 - Promotes a walkable city; and
 - Is compatible with Portland's existing neighborhoods.
- Encourage new housing development in proximity to neighborhood assets such as open space, schools, community services and public transportation.
- Ensure the integrity and economic value of Portland's neighborhoods
- Encourage neighborhood populations that are economically, socially, culturally and ethnically diverse.
 - Encourage a mix of housing types for all ages, household sizes, and incomes throughout the city.
 - Increase density where appropriate in order to achieve neighborhood diversity.
- Locate and design housing to reduce impacts on environmentally sensitive areas.

Green Spaces, Blue Edges: An Open Space and Recreation Plan

Conservation of natural resources should include a complete array of natural features and habitats, so that the public may learn about and experience the full realm of Portland's natural environment.

- Develop high point parks, open spaces located on the higher elevations of the city, in neighborhoods throughout the city such as the Ocean Avenue landfill, hilltop on Ocean Avenue by rock shop, Rocky Hill and hills in Stroudwater.

VIII. CONSIDERATION OF MAP AMENDMENT AREA

At the first workshop, the Planning Board requested an analysis of extending the R-3 map amendment to include the four single-family home lots abutting the site, as well as the property along the turnpike, which is now part of the application (the red dotted line), see map. The Board felt the other adjacent areas may be appropriate candidates for a similar rezoning. The applicant will be presenting the extent of the R-3 map amendment that they are seeking at the workshop and it will also show the area proposed for the ROS zone.

At the second workshop, the Board considered the appropriateness of the Flexible Housing Zone in this area and recommended advertising that it be rescinded. As shown on the zoning map, the properties to the north, across Westbrook Street from the site, is zoned R-1 and RPZ with the Flexible Housing Overlay Zone. The purpose of the Flexible Housing Zone is as follows:

The intention of this division is to establish an overlay zone in which manufactured housing development is permitted in addition to those uses permitted in the underlying residential zone.

The purpose of this division is to accommodate additional housing types in appropriate areas of the city, while protecting the value and integrity of established residential neighborhoods and ensuring a balanced and orderly pattern of residential development.

The Flexible Housing Zone allows manufactured housing parks or subdivisions. The properties to the north of the applicant's site have not been developed. There are two single-family homes abutting the site along Westbrook Street. There are other sites in Portland that have the Flexible Housing Overlay Zone. As shown in Figure 6, the underlying residential zone is R-1 and it is adjacent to a natural resource area that is zoned RPZ. The staff is suggesting that the Board consider advertising the removal of the FH zone in this location.

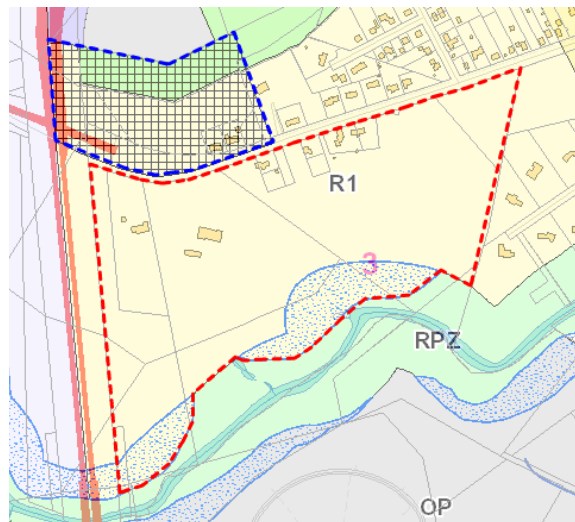


Figure 6: Other Potential Properties to be included in the Rezone/Plan

IX. Next Steps

1. Address any additional information requested by the Planning Board.
2. Address and finalize all staff comments before the public hearing.

X. ATTACHMENTS

PUBLIC COMMENTS

PC1 Art McEvoy Dated 01.11.2017
PC2 Mark Senglemann
PC3 Stroudwater Village Assoc. 1-16-17
PC4 Angela Wheaton 1-16-17
PC5 Sandy Beal 1-16-17
PC6 Michael Scannell 1-16-17
PC7 Colleen Griffin 1-16-17
PC8 Bruce Harrington 1-14-17
PC9 Ryan Scipione 1-16-17
PC10 Tom Minervino 1-16-17
PC11 Jen Borland 1-17-17
PC12 David Silk 1-17-17
PC13 Martha McEvoy 1-17-17

PC14 Christian MilNeil 1-17-17
PC15 Mary Davis 1-17-17
PC16 Mark Senglemann 1-17-17
PC17 Lisa McLaughlin 1-17-17
PC18 Eugenia O'Brien 1-17-17
PC19 Meagan Smith 1-13-17
PC20 Marc Hodroff 1-20-17
PC21 Raelene Gardner 2-7-17
PC22 David Walter 1-21-17
PC23 Mihku PaulAnderson 2-8-17
PC24 Jackie Day 2-20-17
PC25 Kevin Regan 2-21-17
PC26 Bruce Harrington 2-20-17

PC27 Holly Hoffman 2-22-17
PC28 Shaun Donlin and Silvia Vasquez 2-23-17
PC29 Linda Dambrie 2-23-17
PC30 Richard Michel 2.24.2017
PC31 Art McEvoy 2.14.207
PC32 Angela Wheaton 02.27.2017
PC33 James Mooney 2-26-17
PC34 Janet Page 02.26.2017

PC35 Colleen Griffin 2-27-17
PC36 Eugenia O'Brien 2-27-17
PC37 Xiao Jun Huang 02.28.2017
PC38 Linda Dambrie 02.28.2017
PC39 Michael Archibald 2-28-17
PC40 Dan Koloski 2-28-17
PC41 Carolyn Claiborn 2-28-17
PC42 Lisa McLaughlin 2-28-17

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Review (Tom Errico) 02.23.2017

APPLICANT'S SUBMITTALS

- A. Cover Letter (from Will Savage of Acorn Engineering, Inc., 03.30.2017)
- B. Zoning Map Amendment Application
- C. Project Narrative
- D. Purchase and Sale Agreement
- E. Non-Conforming Lot Summary
- F. Architectural Design Examples
- G. Neighborhood Meeting
 1. Camelot - Neighborhood Meeting Certification_2-1-17
 2. Camelot - Neighborhood Meeting Letter_1-6-17
 3. Camelot - Neighborhood Meeting Minutes_1-31-17
 4. Camelot - Neighborhood Meeting Sign-In Sheet_1-24-17
- H. Ecological Habitat Assessment Report, by Verdanterra
- I. Housing Attainability Summary, by Camelot Holdings, LLC

PLANS

- Plan 1 R-3 Open Space Concept Aerial Site Plan, C-11
Plan 2 R-3 Full Buildout Concept Aerial Site Plan, C-12
Plan 3 R-2 Full Buildout Concept Aerial Site Plan, C-21
Plan 4 R-1 Full Buildout Concept Aerial Site Plan, C-31
Plan 5 R-5a Open Space Concept Aerial Site Plan, C-41
Plan 6 Ex-2 Parcel Exhibit, Dated 2/14/17



Shukria Wiar <shukriaw@portlandmaine.gov>

1700 Westbrook Street - Camelot Farms - Initial Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Thu, Feb 23, 2017 at 4:43 PM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>, Jeff Tarling <jst@portlandmaine.gov>

Hi Shukria – I have reviewed the application materials and offer the following traffic comments as it specifically relates to the rezoning proposal. My comments focus on the traffic implication of the rezoning request and items that would be reviewed during the site plan permitting process.

- The key traffic issue related to the rezoning of the subject property is the increase in trip generation expected with the change. According to application materials, under current zoning (R1), 83 residential units can be construction. With full build-out of the property under the proposed zone (R3), 166 residential units could be construction. The applicant has provided plans that note construction of 100 residential units. Accordingly, the zone change would be expected to add traffic levels above current zoning requirements by 17 residential units. (Although a maximum increase could be 83 residential units, this level of development may not be possible given site constraints). During the worst-case peak hour trip generating scenario, the increase in 17 residential units would correlate to an additional 17 vehicles entering and exiting the project site during the PM peak hour (under the current application proposal). In my professional opinion, this level of traffic increase would not have a significant impact on traffic operations and therefore the zone change would not be expected to have a significant impact on traffic conditions.
- Whether under current zoning and the construction of 83 residential units or under the rezoned scenario with 100 residential units, the following traffic issues/requirements would be considered during site plan permitting.
 - The applicant has provided a traffic study and the general content of the study is appropriate and would be used during the site plan review process.
 - Traffic conditions would be reviewed at the Congress Street/Westbrook Street intersection. Current traffic congestion would likely require mitigation improvements.
 - A traffic speed study along Westbrook Street would likely be required with recommendations on addressing specific vehicle speed issues an recommendations.
 - Intersection/Driveway design conditions including sight distance, driveway separation, and geometric features would be reviewed.
 - A pedestrian and bicycle facility analysis would be expected within the vicinity of the project.
 - Crash data would be reviewed in the vicinity of the project and for locations that are determined to have deficiencies, the applicant would be expected to mitigate problems.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate

Traffic Engineering Director

TYLININTERNATIONAL

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"One Vision, One Company"

Please consider the environment before printing.

Arthur F. McEvoy
89 Partridge Circle
Portland ME 04102-1632
(207) 773-4738

January 11, 2017

Shukria Wiar, Planner
Planning Division
City Hall, 4th Floor
389 Congress St.
Portland, Maine 04101

re: Application ID#2016-282

I am commenting on the application to rezone property at 1700 Westbrook Street, Portland from Residential R1 to Residential R3.

I would like to be on record as in opposition to this application.

This 45 +/- acre parcel is, I understand, the largest undeveloped tract of land remaining in Portland. The Residential R-1 designation was originally assigned to these properties to establish and maintain the pastoral/residential character of this neighborhood. It seems that any time a developer(s) comes forward with a proposal to change, not add to and enhance, the established character of an area or neighborhood, the amendment is approved without recourse. This zoning amendment application, if approved, will allow the developers to proceed with the construction of 97 (their estimate) single family homes, increasing the density of Stroudwater Village from 270 homes to 367 and adding an additional approximately 150 vehicles to the traffic flow, using 1.5 vehicles per household. If this application by Camelot Holdings is approved Stroudwater Village will never be able to be described as pastoral/residential again. The strong history of this neighborhood having served as the founding village of Portland and the source of His Majesty's masts will be forever lost.

In the two Stroudwater Village Association meetings that I have attended regarding this application I have inquired of the "representative of the developers", Michael Barton, about the developers identification and about their credentials as they relate to their history of construction of similar projects. He has steadfastly refused to respond. I, and others, have serious concerns about the experience and financial

capacity of this development group, whomever they are. Neither the city nor the residents of Stroudwater Village wants a partially completed and abandoned project for lack of resources.

A higher and preferred use of this property is to place it into use as a public recreational area for cross country skiing, track and as an extension of the existing Portland Trail, the trailhead for which is directly across the street. A citizen group is currently exploring financing options for securing this land parcel.

I strongly recommend that the Planning Board not pass their approval of this application along to the City Council.

Sincerely,

Arthur F. McEvoy



Shukria Wiar <shukriaw@portlandmaine.gov>

1700 Westbrook St

Mark Sengelmann <mark@alphaarchitects.com>
To: shukriaw@portlandmaine.gov

Wed, Jan 11, 2017 at 10:58 AM

Hi Shukria,

Can you send me a link to the documents for 1700 Westbrook St.?

I live on Stroudwater Rd in Portland.

In early December I attended a presentation of the subdivision plan for the Roger's property on Westbrook St in Portland.

I've been thinking of this proposal a lot and I wanted to give you some feedback.

I was disappointed with the 'squeezed out of a tube' design. Rezoning to smaller lots is a bad idea in my opinion.

I brought up the idea of Cohousing at the meeting with the developer.

<http://www.mainecohousing.org/available/available.html>

Note how the buildings are staggered so that no one is looking directly into another residence.

- Parking is merged for efficiency.
- A very wide number of unit types and price ranges.
- Common open Space and a Community Center for large gatherings.
- I believe that this thoughtful use of the Roger's property will be supported by the neighborhood.

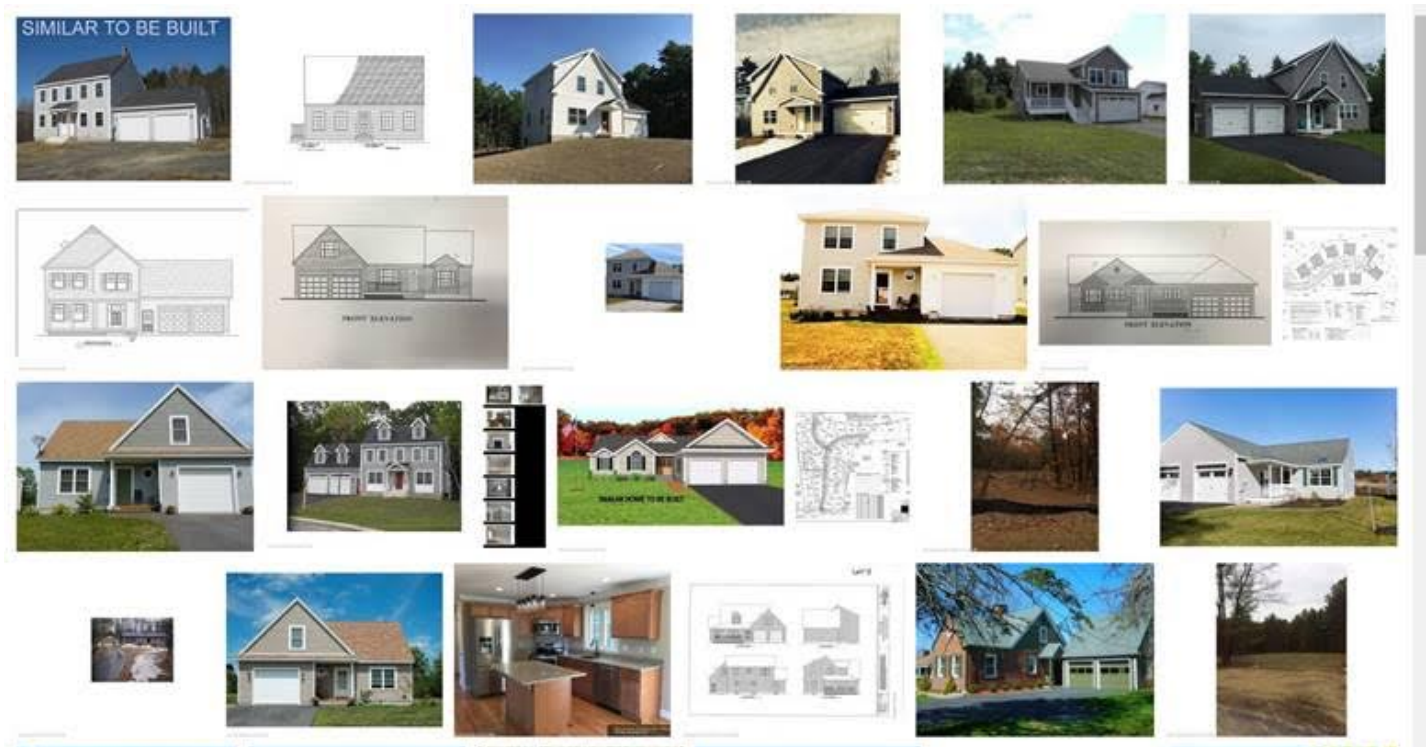
<http://www.peterboroughcohousing.org/content/site-plan>

I am opposed to the banal uniformity of traditional subdivisions that have filled in the farmland in Gorham in the past and present.

I hope this ticky-tacky design does not come to the Stroudwater Village.



Current Gorham Housing



Mark

Mark Sengelmann
NCARB Principal
ALPHAarchitects

1/13/2017

City of Portland Mail - 1700 Westbrook St

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Statement from Stroudwater Village Association regarding proposed zone change at 1700 Westbrook Street (Camelot Farms property), January 2017

Stroudwater Village Association Board of Trustees <stroudwatervillageassociation@gmail.com> Jan 16, 2017 10:40 AM
Posted in group: **Planning Board**

Hello Planning Board, please find below a statement from the Stroudwater Village Association regarding the proposed rezoning of the Camelot Farms property. Please submit it to the record. Thank you.

-Dan Koloski, SVA President

Statement from Stroudwater Village Association regarding proposed zone change at 1700 Westbrook Street (Camelot Farms property), January 2017

Based on what the SVA and area residents have learned so far about potential development plans for the 45-acre 1700 Westbrook Street property, the Stroudwater Village Association does NOT believe a zone change from R-1 to R-3 is appropriate at this time, and request that the Planning Board deny the request to allow for more discussion about the highest and best use of the property.

It's important to note that we have appreciated the willingness of the proposed buyer/developer to work with area residents, and hope to come back to the Planning Board with a combined proposal that reflects continued discussions. A revised proposal may have different zoning implications, which is partially why we recommend against this change.

Mostly we are recommending against this change at this time because the current plan of record on which the zone change is based is not the right approach, and we believe a different starting point is needed. Specific resident concerns about the plan and zone change at this point include:

* Too much development volume. The proposal for ~96 single family homes would effectively double the number of homes on the stretch of Westbrook Street from Congress St. NW to the Westbrook line (currently there are ~110 homes in primarily R-1 and R-2 zones along Westbrook Street). There are meaningful questions about the downstream effects of a doubling of development in the area on traffic conditions on already-overcrowded Westbrook Street, the environmental status of the already-urban-impaired Stroudwater River and the existing abutting and nearby residents. — Action: The SVA has already requested alternatives from the developer that would involve numerically far less homes (more like in the 30-40 range, similar to the scale of the very successful River's Edge and Tide Mill developments). In addition, there are potentially higher-density cohousing options that could be explored to reduce land footprint. We would like time to work with the developer on alternative options.

* Unclear project viability. The project as proposed does not feel thoroughly vetted at this point and there is concern that the result will be a "half-done" project. For example, currently, the proposal includes a substantial number of homes (30-40) that are situated quite close to the Maine Turnpike and its attendant noise, which existing residents believe will be non-viable for prospective buyers. Similarly, a substantial portion of the lot is unbuildable due to riverfront protection zone (RPZ) and floodplain concerns, and resident experience shows that some of the areas proposed for development may be at-risk. Third, we have received only a limited amount of information as to the previous experience of the development team.

— Action; The SVA would like to understand how any development would address noise concerns from the Maine Turnpike.

— Action: The SVA would like to see a plan that includes an overlay with an accurate assessment of both existing RPZ zoning and floodplain analysis.

— Action: The SVA and area residents have also requested the development backgrounds/bios of the (silent) limited partners in the project, as the (visible) partners appear to lack the experience for a project of this scale and complexity.

* Missed opportunity to do something better. Camelot Farms is the largest remaining parcel of open space in Portland, and sits on the Stroudwater River, which remains one of the few areas of Portland with meaningful wild natural amenities, flora and fauna. Existing access to the Stroudwater River and Fore River Sanctuary via Portland Trails and small watercraft is a wonderful, non-intrusive experience. The developer is proposing public access to some of the land via a partnership with Portland Trails (and the SVA very much applaud this idea!), but the proposal has limited the undeveloped land to the largely unbuildable wetlands in the RPZ. We would like the developer to think about doing something even bigger in the area of conservation and access. There are numerous opportunities for partnership with

organizations in farming, outdoor recreation, land trusts and conservation/environmental organizations to create something very special in this location that would be a gem in Portland's crown. Those conversations are ongoing, but early, and require time to unfold.

-- Action: The SVA has asked the developer to provide partial buyout options for additional portions of the parcel that might be better suited to conservation and similar efforts.

As stated above, we have appreciated the opportunity to work with the developer so far on early exploration of possible uses for the parcel. And we would like to continue to do so. However, a preemptive decision to rezone the entire 45 acres to R-3 would render many of the conversations impossible, and we believe the proposal on which the rezone request is based is the wrong starting point for this conversation.

As such, the Stroudwater Village Association does NOT believe a zone change from R-1 to R-3 is appropriate at this time, and request that the Planning Board deny the request to allow for more discussion about the highest and best use of the property.

The Stroudwater Village Association is a Maine Non-Profit corporation. All residents of Stroudwater are members and invited to participate in all of our activities.

Find us on the web at <http://www.stroudwatervillage.org> and <http://www.livinginportland.org/stroudwater.htm>
Find us on Facebook at <https://www.facebook.com/StroudwaterVillageAssociation>

Deny Camelot Farms Rezone

Angela J. Wheaton <angelajwheaton@yahoo.com>

Jan 16, 2017 1:46 PM

Posted in group: **Planning Board**

Dear Portland Planning Board,

As a resident of the Stroudwater neighborhood, I ask that you deny the zoning conversion request re: the Camelot Farms property. As you know, the property is the last open farmland in the city, and is currently zoned in keeping with that use. Rezoning from R-1 to R-3 is a significant change, is not consistent with neighboring properties, and will result in widespread impacts to this part of our city. Changes such as this should be carefully studied from all perspectives, work that I do not believe has yet been done.

I greatly appreciate your thoughtful review and consideration of this proposal as well as your inclusion of neighboring residents in the process. I strongly urge you to deny this request in favor of a more comprehensive plan that would take the entire area and all options into consideration.

Thanks for your time and consideration. Sincerely, AJW

Angela J. Wheaton 30 Partridge Rd. Portland, ME 04102

Camelot Farms proposal to change zoning from R-1 to R-3

Sandy Beal <luckymainer@gmail.com>

Jan 16, 2017 2:18 PM

Posted in group: **Planning Board**

Hi all,

My wife and I understand that the current zoning is R-1 and we are of the opinion that the developer should comply with the current zoning. We understand that the green space near the river is not developable by nature of the topography, et al., and we see no reason why the PB should support a zoning change to R-3 just so that the developer can have an opportunity to make (more) money with a higher density project. If the project can't be profitably developed within R-1 zoning from the developer's standpoint, we see that as the developer's problem. This area of Stroudwater is single-family residential, and those who have settled nearby may have relied on the zoning to be R-1, and it should be kept that way.

Alexander (Sandy) and Joan Beal
37 Old Mast Rd.
Portland, ME 04102

Concerned Neighbor

Michael Scannell <sohoinn@msn.com>

Jan 16, 2017 8:32 PM

Posted in group: **Planning Board**

To whom it may concern,

I am writing on behalf of myself and family of 5 from 121 Partridge Circle. We live in one of the 8 homes in the Stroudwater Woods Association, and our home is abutting the Camelot site. We have been anxious to vocalize our disappointment of the development of the Camelot property. We have been blessed with the views of rolling hills and cows for over 12 years.

We understand the development of the property, but want it to be known there is **no way** the land should be changed from a R1 to a R3 zone. We purchased our homes (myself and my neighbors), with the comfort of privacy and buffers between them. R3 would put homes in our close proximity, a buffer of R1 is one of the main reasons we purchased at this location, and we feel that should be respected. As one of the largest neighboring abutting homes, our loss of privacy and views should be taken into consideration. Camelot Holdings, LLC is trying to take this away from us, and our hopes is that you will not let it happen.

I am disappointed that I am not able to attend the meeting and express my concerns in person. This change in our backyard can not be allowed. Development yes, but under our existing zoning **ONLY**.

Other concerns are: length of time, earth moving (dust), etc.

Sincerely,

Michael Scannell

Zoning Change for 1700 Westbrook St

Colleen Griffin <colleen_griffin@msn.com>

Jan 16, 2017 9:19 PM

Posted in group: **Planning Board**

Dear Members of the Portland Planning Board,

My name is Colleen E. Griffin. I reside at 42 Penrith Road in the Stroudwater neighborhood. I write to you today to express my concern with the development of Camelot Farm located at 1700 Westbrook Street. I have several concerns with the purposed development of this beautiful lot of land.

1. **Traffic Concerns:** 96 homes condensed onto this property seems **outrageous**. What does 96 new homes mean for traffic flow up and down Westbrook St.? At this time, **without** the proposed 96 homes, it is a challenge to pull out of my street and on to Westbrook St. anywhere from 7:25 to 8:45am and again from 4:30 to 6:00pm. Penrith Road like most side streets in the area are dead-end streets. There is only one way out. If I happen to be traveling west from Westbrook toward Congress St. and need to make a left-hand turn onto Penrith Road, I stop traffic completely in the east bound lane as I look for a safe time to make that turn. I have on multiple occasions cringed when I hear breaks squeal as the cars behind me attempt to stop. 96 new homes could easily equal 200 more cars on this narrow stretch of road. What is the plan to keep our neighborhood safe? Widen the street? Add additional lanes and traffic lights to allow residents to safely pull out of their street? Would the very narrow sidewalks be widened from the city line to Congress St. for foot traffic?

1. **Pesticide and herbicide pollutants flowing into the Stroudwater River:**

This is a major concern. I currently hold a Private Applicator Pesticide License with the State of Maine. I have spent the last two years studying the issue of ground water contamination from residential use of pesticide and herbicides, causing algae blooms and destruction of the surrounding ecosystem. This property is covered with a considerable percentage of wetland. There is also a considerable downward slope towards the river. Once contaminated, the groundwater will be pulled by gravity into the slow moving Stroudwater River. With 96 new lawns to be installed and chemicals used to make every one green and beautiful, not to mention the pesticides that will be applied to keep the mosquitos at bay, a major algae bloom will be unavoidable. Destruction of the incredible ecosystem that so many of us enjoy will be imminent. This issue will not be contained to the Stroudwater River but will continue on to the Fore River and into Casco Bay.

1. **Green space in the city of Portland is disappearing at an alarming rate.** I frequently walk from my home to the entrance of Portland Trails. Walking past the wide-open space of Camelot Farm fills one with a sense of joy and peacefulness. I am grateful to live within walking distance of such a beautiful landscape. It is restorative in an increasingly chaotic world. Now, instead of being filled with peacefulness I will soon be witness to one of the last open green spaces in the city being ripped to shreds in the name of progress. What a shame.

I strongly urge the Portland Planning Board to keep the property at 1700 Westbrook St. a R-1 zone.

Thank you for your time.

Colleen E. Griffin

42 Penrith Road

Portland, ME

Sent from Mail for Windows 10

14 January 2017

To: City of Portland Planning Division
City Hall, 4th Floor
389 Congress St., Portland, ME 04101

From: Bruce L. Harrington
1618 Westbrook Street
Portland, ME 04102

RE: ID#2016-282 or CBL #229 A002001
Camelot Holdings, 1700 Westbrook Street

Subject: Opposition to rezoning from R-1 to R-3

Dear Shukria Wiar,

Article in Portland Press Herald dated 12.24.2016

Mr. Barton stated that the 45-acre parcel under current R-1 zoning with a minimum lot size of 15,000 sq. ft. could support approximately 100 homes. AS you know he has requested a zoning change to R-3 with a minimum lot size of just 6,500 sq. ft.

If the parcel will support 100 lots at 15,000 sq., Why would you rezone for 95 lots at 6,500 sq.

These small lots will create cluster housing as he said with all the homes built on the top 2/3 of the parcel along Westbrook and that 17 acres or 43% of the land along the river would remain preservation land or green space (undeveloped).

Isn't it more the point that these 17 acres are located in Flood Zone -C or Wetlands and placing it in Preservation status eliminates paying property taxes on that portion of the parcel that they can't build on but was purchased as a whole.

When viewing Camelot's site plan, I could not help but notice that house lots appear to be located in the direct path of deeded Right of Ways that run from Westbrook Street to the Stroudwater River and further. When will we be able to see an accurate plan for this parcel,

City of Westbrook has placed a six month moratorium on building to reevaluate the impact of cluster housing off Spring Street. I viewed that development recently and saw the impact that this development has on the landscape and would not want to look at that from my backyard.

I believe that If the City of Portland allows a change in zoning, that our property's will be devalued and I am opposed to radically changing the continuity of this safe and beautiful neighborhood.

R-1 zoning has made Stroudwater a place that people want to live and raise a family and it has worked out well.

I would like to make a request that the city do a traffic impact study on Westbrook Street. Almost every weekday during morning commute, the inbound traffic is backed up past my house at 1618 Westbrook St. to Congress St.

This development will add a minimum of 100-200 vehicles onto Westbrook St. Most probably working in the City of Portland.

Today we received a letter from Camelot Holdings for a meeting at the Baptist Church on the 24th. This raises flags as to their true intentions for this parcel and that they want desperately for us to support the rezoning to R-3.

In closing, I oppose the zoning change from R-1 to R-3.

Thank You for your attention in advance,

Bruce L. Harrington

Fwd: Camelot Farm Development

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Jan 17, 2017 at 10:24 AM

----- Forwarded message -----

From: **Ryan Scipione** <ryan@mjmacaluso.com>
Date: Mon, Jan 16, 2017 at 1:23 PM
Subject: Camelot Farm Development
To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>

Dear Ms. Wiar,

My name is Ryan Scipione, and I am resident of City Council District 3, as I live and own the home at 45 Machigonne Street, within the Rosemont Neighborhood. I am writing to you to express my support for the proposed Camelot Farm Residential Development, and urge you and the members of the Planning Board to move forward with the necessary zoning adjustments to make possible the development that has been thoughtfully proposed for the Camelot Farm land.

From the information that has been currently available to date, the Proposed Camelot Development is a welcome enhancement to the property and our district as a whole. When I first was made aware of what is being proposed, it very quickly reminded me of the composition of my own neighborhood, where neighbors are close in relationship, encouraged by closeness in physical distance. Such neighborhoods where families or individuals own homes with modest land plots, inherently take pride in their own properties, and are outside maintaining and enjoying them. This produces not only uniquely beautiful properties, but neighbor-to-neighbor conversations (whether over a flower planting, ball playing, snow shoveling, or lemonade drinking). This yields what makes a great neighborhood; beauty, closeness, and uniqueness. I know when I look around my neighborhood, the home ownership varies across the spectrum, we have residents who have lived there for 25+ years and their children who grew up there now have children of their own who visit. There are young families with children just starting out in the Portland School system, and there are even younger professionals who have recently moved in and are looking to stay for quite a long time, and that reason is very likely because of the type of the neighborhood that we live in. – The kind of neighborhood we need more of! A neighborhood where properties are respected, neighbors are close, and residents look out for one another.

On that note, it is no secret that we need more housing in Portland. To use my neighborhood again as an example, specifically my very street; three houses on my street were sold and purchased within the past year or so, and none of them even had to post a sign on the lawn. I know two of the three did not even make it to the public market and were sold within a week of the previous owners reaching out to real estate agents. –That is unbelievable! And is a clear sign of the need and desirability for neighborhood housing like is being proposed for Camelot Farm.

The Camelot Development is exciting in that it embodies so many goals of the City's Comprehensive Plan. From the development of clear orderly growth, via organized lots naturally derived from existing nearby infrastructure and amenities, to respecting green space and waterfront areas. Certainly the development of this neighborhood would be an economic promotion to the City of Portland. Beyond the additional taxable real estate, the neighborhoods planned location is incredibly attractive as it is within easy striking distance to Downtown via congress street, is right around the corner from the Jetport, and is within close proximity to small and large businesses alike, from yoga studios and child care facilities, to insurance and grocery/retail giants.

With Camelot Development's proposed diverse housing, it suggests that varied decent housing will be provided, creating opportunities for diverse residents, in the historic spirit of Portland. Additionally, the proposed maintenance, respect, and enhancement of greenspace and the Stroudwater River waterfront, with the possible addition/ connection to the Portland Trail system, certainly embodies many of the goals laid out in the Comprehensive Plan. For me, this is an appealing prospect, as the proposed development is between two of my favorite city trail areas; Fore River Sanctuary and

Stroudwater Trail.

I want to thank you for your time, and I know that you and members of the Planning Board understand the many positive aspects that a Development like that which is being proposed for Camelot Farm will bring to the City of Portland. It is more of this “good” that we need and want, and I support development that will bring this, and trust you will as well.

Respectfully,

Ryan Scipione, AIA, ARA
Partner, Architect
MJM+A architects
Email: Ryan@mjmcaluso.com
ME, NY, VT Licensed Architect

Portland
46 Romasco Lane
Portland, ME 04101
Phone: [207.619.7466](tel:207.619.7466)
www.mjmaarchitects.com

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Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258

Fwd: Camelot Farm development

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Jan 17, 2017 at 10:24 AM

----- Forwarded message -----

From: **Tom Minervino** <tom.minervino@gmail.com>
Date: Mon, Jan 16, 2017 at 4:15 PM
Subject: Camelot Farm development
To: shukriaw@portlandmaine.gov

Dear Ms. Wiar:

I am writing to support the proposed Camelot Farm residential development project on Westbrook Street in the Stroudwater neighborhood. I live at 60 Starbird Road in Portland with my wife and three young sons. It's a great neighborhood with a mix of young couples, families with kids, and retirees. Kids can ride bikes and residents help elderly neighbors shovel their walkways and driveways. It's very similar to the neighborhood I grew up in in Libbytown and is exactly what my wife and I were looking for when we bought a home several years ago.

The Camelot Farm plan calls for this type of traditional neighborhood, which Portland, with its growing demand for housing, desperately needs. So much of the recent residential development in Portland has been geared toward high-end, urban condominiums that aren't affordable or practical for most. Camelot Farm is different, proposing modest lots, green space and a walkable, environmentally responsible neighborhood that adds nearly 100 units of much-needed housing, as called for in the city's Comprehensive Plan.

Both my grandfathers built homes in Portland for their young families decades ago -- one in Back Cove and the other in Deering Center. They lived in those homes for over 30 years and their neighbors became their lifelong friends. I am still close with friends I made at Longfellow Elementary School and Lincoln Middle School. I think the sense of camaraderie that's built in traditional neighborhoods, where kids can gather for wiffle ball games and adults get together for barbecues, leads people to take pride in their homes, community, schools and city. Camelot Farm is one of the last spaces within the city bounds where a neighborhood like this can be created, so I hope Portland doesn't miss out on this opportunity.

Sincerely,
Tom Minervino
(207) 831-3634

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Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258

Camelot Farms

1 message

Jen Borland <jen.robinson.borland@gmail.com>
To: shukriaw@portlandmaine.gov, planningboard@portlandmaine.gov
Cc: stroudwatervillageassociation@gmail.com

Tue, Jan 17, 2017 at 11:35 AM

Planning Division
City Hall, 4th Floor
389 Congress Street
Portland, Maine 04101

I hope you will take the time to read and consider the following:

As a Portland native, I have witnessed the transformation of our beautiful city by the sea over the last few decades. The redevelopment of downtown as a thriving business and arts district, renovation of older and addition of new housing for people of all income levels throughout the city, investment in the colleges and universities, and land conservation efforts have greatly improved Portland. The development of Camelot Farms on Westbrook Street could be an opportunity to continue in the right direction. As a Stroudwater resident I have questions and concerns about the possible re-zoning of the property. It is my understanding that the proposal to change from R-1 zoning to R-3 zoning is to allow for 96 homes to be built on the 45 acres of land abutting the Stroudwater River and the Maine Turnpike.

I believe this is one of the largest remaining undeveloped tracts of land in the city. Land conservation has been tremendously popular and positive in recent years. I have witnessed the transformation of many of our city's greenspaces; most recently the reclamation of Capisic Pond Park. To see so many families and their pets enjoying the outdoor recreation spaces year round is wonderful. It seems to me that there is an opportunity to do more with this space than build housing, a chance to conserve nature and provide outdoor public space. Public access to more greenspace and the river for recreation purposes would be appreciated by so many. I would love to have more places in Portland to take my Girl Scout troop skating, cross-country skiing, kayaking, and spending time enjoying and observing nature.

The addition of this many single-family homes in one of the most desirable areas of the city would surely add a great number of children to our public schools. Plans for a new school to replace Hall School have been approved and construction will begin soon, will the new school be large enough to absorb the additional students from a development this size? And King Middle School and the public high schools? Besides the school buildings, will the busses have capacity or will additional busses be needed?

The increased traffic is of great concern. Adding nearly 100 homes to the neighborhood would approximately double the number of homes between Congress Street and the Westbrook-Portland line. The traffic volume would undoubtedly increase. Morning traffic on Westbrook Street is heavy currently; pulling out of driveways or side streets often requires a very long wait. Adding 100 - 200 drivers to morning traffic would inevitably congest traffic further. How would this be mitigated? What additional costs will be incurred (paving, plowing, signage, etc.)? How will this be funded?

I also wonder about the viability of the development. Will homes so close to the noise of the Turnpike be desirable enough to sell? Could this end up being an unfinished development or a street with vacant homes? Vacant homes can be an "attractive nuisance." Most residents in our area are aware that there are people living in the Fore River Sanctuary, on land

adjacent to the Turnpike, under Veterans' Bridge, and in other places nearby. Would vacant or unfinished homes attract squatters and the costs and issues that can follow?

At this time, I hope the Planning Board will not change the zoning at this time so there can be more time for discussion about the best use of the property. There are many questions to be answered and ideas to be considered before a final plan should be set in place.

Thank you.

Jennifer Borland
1473 Westbrook Street
Portland, Maine 04102
[207-671-0037](tel:207-671-0037)
jen.robinson.borland@gmail.com

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Fwd: Camelot Farms PB Workshop 1/17

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Jan 17, 2017 at 12:12 PM

----- Forwarded message -----

From: **David Silk** <DSilk@curtisthaxter.com>
Date: Tue, Jan 17, 2017 at 8:37 AM
Subject: Camelot Farms PB Workshop 1/17
To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>

Hi Shukria: I may have missed this but when I looked at the material in the PB packet regarding the Camelot Farm rezone request, I did not see a map showing the location on the site of both the RPZ and Shoreland Overlay Zone. It would be helpful to see on the applicant's R-3 build out sketch the depiction on the sketch of both of these zones and to confirm that the applicant is not seeking to modify the location on the parcels of these two zones.

Also I have several questions that perhaps can be asked tonight at the workshop.

First, when the applicant compares the number of possible lots under R-1 to R-3, is the applicant taking into account the existing RPZ and Shoreland Overlay Zone? If not what would the count be when taking into consideration these two overlay zones?

Second, is new residential development permitted in either the RPZ or the Shoreland Overlay Zone?

Third, in looking at the zoning map, I notice the R-2 zone almost extends to the easterly side of the combined parcels. When was the R-2 put in place? What would be the number of lots permitted if Camelot Farms was rezoned from R-1 (min. lot size 15,000SF) to R-2 (min. lot size 10,000SF)? Looking at the purpose sections of R-1 and R-2 they appear to be the same.

To provide for low-density residential development characterized by single-family homes on individual lots in outlying areas

of the city and along traffic corridors with limited additional traffic capacity.

Camelot Farms is in an outlying area and along a traffic corridor. Has Tom Errico been asked to weigh in on the amount of additional traffic capacity for the relevant traffic corridors?

The R-3 purpose is bit different. It says:

To provide for medium-density residential development characterized by single-family homes on individual lots and also to provide

for planned residential unit development on substantially sized parcels. Such development shall respond to the physical qualities

of a site and complement the scale, character and style of the surrounding neighborhood.

Given Camelot Farms is a substantially sized parcel, if rezoned to R-3, is it the developer's intent to proceed with a PRUD? What is the scale, character and style of the surrounding neighborhood? An overview may be helpful to get a sense of that.

Thanks for taking my questions. Please feel free to share with the PB and the applicant.

David Silk

1187 Westbrook St

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Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258



Camelot Present Zoning.pdf
70K

Camelot Farm proposal to rezone

1 message

Martham3 <martham3@maine.rr.com>

Tue, Jan 17, 2017 at 12:12 PM

To: shukriaw@portlandmaine.gov, planningboard@portlandmaine.gov

Cc: stroudwatervillageassociation@gmail.com

One of the reasons I live in Portland is because of the vibrancy and diversity of the city. It is arguably the most diverse city in the state. It is a city composed of different types of neighborhoods and areas including but not limited to- our charming downtown Old Port, the apartment and multi story buildings in the evolving hip Eastern Prom area, the stately homes along the Western Prom, our more densely packed Northgate and Brighton Ave areas and our more rural and historic Stroudwater.

This diversity in neighborhoods and housing attracts all kinds of people to Portland.

There is an opportunity to do something with this land. It could be providing a different type of housing than we have in the area. It could be leaving the land as is. It could be combination of housing and recreational area (other than just the unbuildable part along the river that the current development proposes). It could even include a small area off of Westbrook St for neighborhood amenities (coffee? Small fitness center?). This opportunity should not be squandered for duplication of the type of housing that we already have plenty of in Portland and that fundamentally changes a neighborhood.

As an abutting owner and a Stroudwater resident, I oppose the rezoning from R-1 to R-3.

Thank you.

Martha McEvoy

89 Partridge Circle

Fwd: 1700 Westbrook Street comments

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Jan 17, 2017 at 12:23 PM

----- Forwarded message -----

From: **Christian MilNeil** <c.neal.milneil@gmail.com>

Date: Tue, Jan 17, 2017 at 12:21 PM

Subject: 1700 Westbrook Street comments

To: "Shukria Wiar (shukriaw@portlandmaine.gov)" <shukriaw@portlandmaine.gov>

Cc: Stuart O'Brien <sgo@portlandmaine.gov>, William Savage <wsavage@acorn-engineering.com>, mark@alphaarchitects.com

Hi Shukria, Stuart and William,

Please accept this as a formal public comment re: 1700 Westbrook Street in advance of tonight's workshop.

While I welcome any addition of new housing in our city, I'm concerned that the auto-dependent tract housing model in this proposal (the only kind of housing allowed in the R-3 zone) is classic sprawl, and a huge missed opportunity for the site.

I'd appreciate it if neighbors, the developer and the planning board considered an alternative model – currently being employed with considerable success in Scarborough's Eastern Village and Dunstan Crossing subdivisions – to allow smaller lot sizes and a greater variety of housing types to create a more compact, walkable neighborhood with more open space preservation than would be possible in the current plan.

Here's a view of the current proposal, with 96 large lots dictated by the rules of the R-3 zone.



And here's a view of what might be possible with a mix of R-5a and B-1b zoning, to allow (for instance) 75 single-family homes on smaller, clustered lots, 24 units in slightly duplex buildings, and 10-12 townhouse units in mixed-use buildings near the intersection of Swan Street, where 2-3 small retail units could accommodate neighborhood-oriented businesses and reduce the number of automotive trips made for daily errands. The rest could be preserved as public open space or community gardens/farmland with the ROS zoning designation:





Clustered R-5a and B-1b zoning would allow the developer to build more units in a considerably smaller footprint, thus preserving more open space and reducing infrastructure cost. Besides reducing costs and increasing the number of potential home sales, more compact and walkable neighborhoods also reliably command a premium for each house on the market – not only for the residents of the development, but also for existing homeowners along Stroudwater Street. Lower costs and higher revenues, in turn, could make it possible for the developer to subsidize a greater number of affordable workforce units here.

The R-3 zoning under the planning board's consideration makes a walkable, mixed-use neighborhood illegal to build, and instead mandates a car-dependent suburb. The R-3 zone meets a pressing city need for more housing, but at the expense of other city goals, like reducing greenhouse gas pollution, reducing traffic, and preserving open space.

Now, maybe business-as-usual sprawl is what Stroudwater residents want, in which case, R-3 makes sense. But if the neighborhood is open to a more creative development, and the developer is open to selling more homes at a lower cost of development, then the city as a whole would benefit considerably from a clustered R-5a and B-1b zone instead.

More images of new urbanist mixed-use housing below. Speaking as one citizen, I'd much rather you legalize this kind of neighborhood instead of legalizing expensive tract housing. I have a hunch that the developer and neighbors might also prefer this.

Yours,
Christian MilNeil
45 Smith Street

[double u double u double u dot christianmilneil dot com](mailto:double_u_double_u_double_u_dot_christianmilneil_dot_com)

Eastern Village in Scarborough:



Serenbe, near Atlanta, GA:



Serenbe:



***Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258***

Mary Davis
1666 Westbrook Street
Portland, ME 04102

January 17, 2017

Shukria Wiar, Planner
Planning Division
City Hall, 4th Floor
389 Congress St.
Portland, Maine 04101

re: Application ID#2016-282

I am writing to convey my strong objection to allowing the high density development proposed for 1700 Westbrook Street. This developer is not proposing to follow the rules that have been set and are currently in place to protect the character of the neighborhood. Instead, the developer asks that the rules be changed to allow him to jump zones from Residential R1 to Residential R3. The purpose of the change request is to make greater profits for the developer.

I would be surrounded on three sides by five new houses. I have 30,000 square feet in my lot and understand the R3 requirement is only 6,500 square feet. That drastic a change does not mesh with the surrounding area and would totally ruin its rural character.

I hope the planning board rejects this application and gives the land a reprieve in the hopes that it can be saved from development. Remember, please, that this developer is not planning to follow the rules. Had the developer proposed housing in compliance with R-1 zoning, we would not have the same opportunity to gain time. Once gone, this natural land is gone forever.

The beautiful open field goes down to the tree line and the river. It provides a habitat for native plants which are necessary for native insects and caterpillars which are necessary for birds and reptiles. Now, there are owls and hawks and many varieties of song birds. There is also a habitat for mammals. I see coyotes and fox. If the high density development goes through, instead of land that benefits the whole environment, we will have dirty air from approximately 200 additional cars and the congestion they would cause. We will have fertilizer, pesticides and herbicides along with other pollution in the water. Casco Bay is already in trouble. Grass, instead of native vegetation, is sterile and cannot support the native

diversity of life. This development would be bad for the earth as a whole as well as the neighborhood.

Neighboring towns have seen the importance of land trusts saving both wild and farmland from development. The city of Augusta just announced the preservation of a piece of land. We are just beginning to discover the benefits to human beings from having natural, undeveloped land around them.

The zone change would be bad for all the residents of Portland. First, Portland is made of diverse neighborhoods which adds to the quality and charm of the city for all of us. The character of Stroudwater is rural. Second, all Portland residents can enjoy open space even outside our own small neighborhood. Canco Woods, Baxter Park, the Boulevard for example are good for all Portlanders. Third, residents of all neighborhoods should be able to count on public officials to protect them by enforcing zoning. I feel the responsibility of the board is to protect residents who rely on zoning rather than developers who want special treatment by changing the rules to help them make profits. Fourth, everybody loves the cows. They are a special feature of Portland.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mary Davis". The signature is fluid and written in dark ink.

Mary Davis

Fwd: 1700 Westbrook Street comments.2

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Jan 17, 2017 a

----- Forwarded message -----

From: **Mark Sengelmann** <mark@alphaarchitects.com>
Date: Tue, Jan 17, 2017 at 1:10 PM
Subject: RE: 1700 Westbrook Street comments.2
To: Christian MilNeil <c.neal.milneil@gmail.com>, Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Stuart O Brien <sgo@portlandmaine.gov>, William Savage <wsavage@acom-engineering.com>

Shukria,

As a Portland architect and Stroudwater resident, I support Christian Milneil's approach to creating a more desirable neighborhood in Stroudwater.

Turk and members of the Planning Board, I urge you to take a careful look at this property.

Mark

Mark Sengelmann
NCARB Principal
ALPHAarchitects
17 Chestnut Street
Portland, ME 04101-2211
(207) 761-9500
fax 207.761.9595
cell 207.671.4110
mark@ALPHAarchitects.com

Maine, New Hampshire and Massachusetts Licensed Architect

ALPHAarchitects.com

From: Christian MilNeil [mailto:c.neal.milneil@gmail.com]
Sent: Tuesday, January 17, 2017 12:21 PM
To: Shukria Wiar (shukriaw@portlandmaine.gov) <shukriaw@portlandmaine.gov>
Cc: Stuart O Brien <sgo@portlandmaine.gov>; William Savage <wsavage@acorn-engineering.com>; mark@alphaarchitects.com
Subject: 1700 Westbrook Street comments

Hi Shukria, Stuart and William,

Please accept this as a formal public comment re: 1700 Westbrook Street in advance of tonight's workshop.

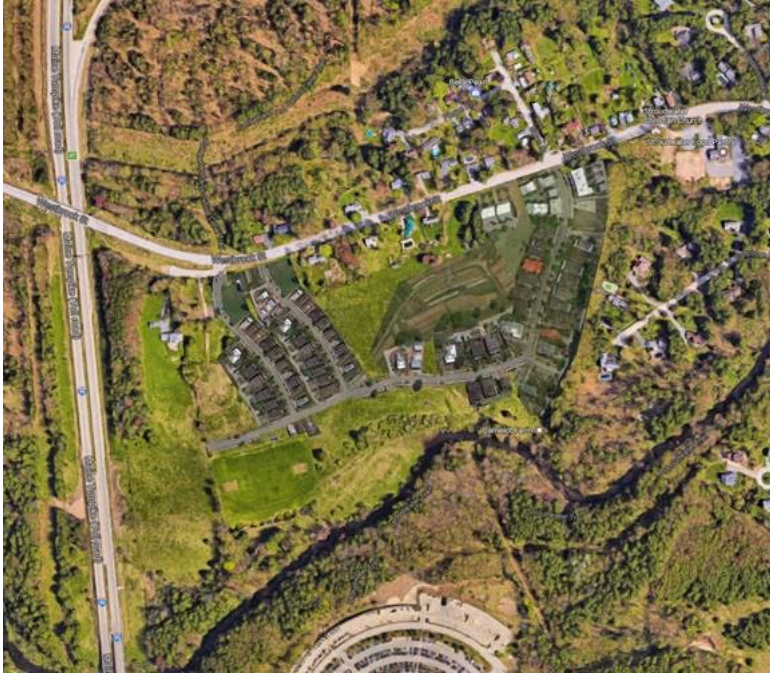
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I'd appreciate it if neighbors, the developer and the planning board considered an alternative model – currently being employed with considerable success in Scarborough's Eastern and Dunstan Crossing subdivisions – to allow smaller lot sizes and a greater variety of housing types to create a more compact, walkable neighborhood with more open space present than would be possible in the current plan.

Here's a view of the current proposal, with 96 large lots dictated by the rules of the R-3 zone.



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Now, maybe business-as-usual sprawl is what Stroudwater residents want, in which case, R-3 makes sense. But if the neighborhood is open to a more creative development, and the developer is open to selling more homes at a lower cost of development, then the city as a whole would benefit considerably from a clustered R-5a and B-1b zone instead.

More images of new urbanist mixed-use housing below. Speaking as one citizen, I'd much rather you legalize this kind of neighborhood instead of legalizing expensive tract housing. I have a hunch that the developer and neighbors might also prefer this.

Yours,

Christian MilNeil

45 Smith Street

doubleu@doubleu.com

Eastern Village in Scarborough:



Serenbe, near Atlanta, GA:



Serenbe:



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***Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258***

Deny Rezoning of Camelot Farms/Stroudwater Village

1 message

Lisa McLaughlin <torrey@maine.rr.com>
To: planningboard <planningboard@portlandmaine.gov>

Tue, Jan 17, 2017 at 1:42 PM

Dear Portland Planning Board members,

I strongly and respectfully ask that you deny the rezoning request for the Camelot Farms property.

I am a resident of Partridge Road in the Stroudwater Village neighborhood, and am very concerned about the potential impact to our area of Portland. As you know, the property is the last open farmland in the city, and is currently zoned in keeping with that use. Rezoning from R-1 to R-3 is a significant change, inconsistent with neighboring properties.

Please consider supporting a plan that better supports open space and ecological/environmental needs.

Thank you for your thoughtful review and inclusion of neighboring residents in the process.

Again, I strongly urge you to deny this request in favor of a more comprehensive plan that takes the entire area and all options into consideration.

Sincerely,

Lisa McLaughlin
30 Partridge Rd.
Portland, ME 04102

1700 Westbrook Street parcel for zone change

1 message

Eugenia O'Brien <genieme@maine.rr.com>

Tue, Jan 17, 2017 at 3:34 PM

To: shukriaw@portlandmaine.gov, planningboard@portlandmaine.gov, Stroudwater Village
<stroudwatervillageassociation@gmail.com>

Alas, a prior commitment keeps from attending this meeting tonight - Please delay a zone change for 1700 Westbrook Street.

See below or attached:

January 17, 2017

Re: 1700 Westbrook Street

Dear Members of the Portland Planning Board,

Please do not re-zone the property at 1700 Westbrook Street from R-1 to R-3. This effort reveals a lack of understanding for the texture of the neighborhood and the wants of the people living here. Please keep this conversation open to further discussion by delaying this vote tonight.

You are choosing to increase our total residences by 33% in one neighborhood at a single location. Taking the last pastureland STILL USED for cows within the city of Portland appears rash and inexplicable during a time when our farmlands are disappearing and needing to be saved, not paved.

Stroudwater is a large neighborhood with low density housing and this is a missed opportunity for what could be at this 1700 Westbrook Street site. Changing the zoning this early in discussions would close doors to more ideas that could be embraced. We are not against development or more neighbors, we are, however, not going to endorse proposals that are so far astray from the reality of the texture and tenor of what is already here. It is the gateway to historic Stroudwater, and farmland is part of the charm and allure. Even the Jetport remains unique nationally for its green welcome to the city. It is okay to not pave everything within city limits.

Oh, and yes, the wildlife uses that field to cross over to the larger old Audubon-now-Portland Trails and the Fore River Sanctuary and estuary - it will totally hamper the foxes, deer herds and the songbirds who are finding diminishing territory. Even bears have had to be removed from this area in the past.

The deliberate dismissal of pre-existing zoning by the city's Planning Board is occurring at an alarming rate. This development's impact on the roads and infrastructure, along with the volume of increased transportation (potentially an additional 250 cars?) and the influx of students at our public schools are all a jolt. Stroudwater residents have selected a rural setting with many homes possessing acreage, views and wildlife. You are destroying why we are here and I am terribly upset by your actions and lack of understanding for them.

Please delay this vote and allow a better plan to come forward.

Thank you.

Eugenia O'Brien
1376 Westbrook Street, Portland, ME 04102

(207) 773-5610



Dear Planning Board 1.17.17.pages

103K



Meagan J Smith, Associate Broker
330 Forest Avenue
Portland, ME 04101
207.423.2208
SOLDbyMeg@gmail.com

January 13, 2017

Shukria Wiar, Planner
Planning Division
City Hall, 4th Floor
389 Congress St.
Portland, ME 04101

Re: Application ID #2016-282

I am writing to comment on the application to rezone the property located at 1700 Westbrook St, Portland from Res R1 to Res R3.

As a resident of Portland and real estate professional in Greater Portland, I'm writing in favor of the development of 1700 Westbrook Street.

This undeveloped parcel has the potential to bring many residents to Portland, while preserving land for recreation and connection to Portland Trails. The vision represent an old fashioned neighborhood nestled in a natural environment.

If the parcel was left solely for recreational use, concerns arise around where the funding would come to create appropriate parking. Without a proper road that leads to a parking lot, traffic problems and congestion could become problematic for the local residents.

This project is an opportunity to allow more families to purchase homes in Portland. Many buyers prefer a new construction, desire to be in Portland and seek a walkable neighborhood- something we are currently lacking in the market.

I fully support this project based on the need and desire in the Portland marketplace, as well true excitement for the plans of this development itself.

Sincerely,

A handwritten signature in blue ink that reads "Meagan J Smith". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Meagan J Smith

Zoning change Camelot Farms Proposal

1 message

'Marc Hodroff' via Planning Board <planningboard@portlandmaine.gov>

Fri, Jan 20, 2017 at 9:06 AM

Reply-To: Marc Hodroff <marchodroff@yahoo.com>

To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>, "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>

Cc: "stroudwatervillageassociation@gmail.com" <stroudwatervillageassociation@gmail.com>

1/20/17

Regarding: zoning conversion request of the Camelot Farms property.

Dear Portland Planning Board,

I am a resident of the Stroudwater neighborhood. I was present at the meeting at City Hall on 1/17/17.

There were a few questions raised and comments I feel require additional thought as you considering potentially rezoning.

1. A board member inquired why the builder didn't request R2 rather than R3 zoning. The answer, to paraphrase, "because this would reduce the green space." The math was a bit fuzzy to me. That statement is absolutely true if one is still trying to maximize building numbers and profit, but not true if one really focused on green space as well as reduce the number of units and not encroaching on designated green space.
 - I would like to further point out that the builder purchased this with the full knowledge it is currently designated as an R1. I imagine they are very knowledgeable and know that the request for change to R3 was only a request. They still proceeded to purchase and I imagine looked at cost/profit even at R1 designation and still proceeded knowing they would still profit, albeit less.
 - In any zoning request I would think the burden to justify a change falls on the builder/owner of the new property. As noted by several board members, there seems to be a lack of justification for this significant change where no property or sites along this area, nor immediately adjacent areas reflect that building style or code or plan.
2. A board member felt this R3 designation would be great to help new, "first time home owners," as well as the comment its so nice to get to know your neighbors in closer spaces.
 - the proposed lots are extremely small on the order of ~ .11 acres. Moreover these homes will reflect a smaller size and these would have a majority of "starter homes." Two problems with this—The average so so building costs will be at least 150-200\$ per square foot. (I don't know what the builder feels they can build this for nor the average square foot). However with this and the cost of building materials as compared to older housing, this has doubled in the last 10 years for most supplies. Thus I would pose the question: the homes are starter home-like with small lots and likely smaller sq ft. Yet the pricing will likely be 300,000K plus to purchase (again part in due to cost to build and part due to supply and demand). I would like to caution that I am not aware of too many first time home owners (generally in their mid to late 20s to early 30s) that can afford 300-350k esp with interest rates guaranteed to go up by the Fed.
 - Second problem with the model is that it becomes a turn over community. While one member noted how nice it was to be close to her neighbors to know them...she moved after a few years to go to a bigger home with more space. Me too. In fact so did all but two homes in my prior neighborhood on the short end of Bradley Street. I mean all turned over, truly all but two. The average first time home buyer stays in their home less than 10 years.
 - If one looked at the board room that night, all the persons opposed (in fact everyone in the room) were not 20-30 year old persons but persons of maturity. 40+ years old. Persons who raised their family in homes that were NOT first time home designations—those with small lots and smaller sq ft—ie what is currently not in the Stroudwater region. These are families that have been here for years, raised their children here, sent their kids to school here, pay taxes here and want to stay here. Not a community that has < 10 year turn over rate and moves to areas that are more affordable with more room. This is the type of area Portland needs more of, not less. All my prior neighbors had a hard time looking for that in Portland. These are the people that stay, invest and love to be here despite the expenses.

- Even with 100 homes, this will have no impact on supply and demand costs. Portland is a very desirable area and to have an impact on cost, which is more than solely a supply issue, that would require thousands of individual homes, not hundreds.

We all realize this can be developed but there is a huge difference in R1 than R3. Huge. There should also be close and careful consideration as to the issues above. I know this is important to you all as you live here and care about the area and our children and sustainability in keeping people here beyond just their "first home."

I appreciate your consideration and pause as we all know that with an R3 designation, there is no going back and Pandora's Box is open as to what can be done there.

Sincerely,

Marc Hodroff, 48 Partridge Circle, Portland.

Fwd: Camelot Farms

raeleneg <raeleneg@maine.rr.com>

Feb 7, 2017 7:20 AM

Posted in group: **Planning Board**

Sent from my U.S. Cellular® Smartphone

----- Original message -----

From: raeleneg <raeleneg@maine.rr.com>

Date: 2/7/17 7:10 AM (GMT-05:00)

To: sld@portlandmaine.gov

Subject: Camelot Farms

Dear Land Bank

Pls protect Camelot Farms from rezoning and development. This is a Stroudwater landmark and should be preserved. Like a park would be.

Thank you.

Raelene Gardner

22 Heritage Court

Portland ME 04102

Sent from my U.S. Cellular® Smartphone

Camelot Farms

David Walter <dwalter@maine.rr.com>

Jan 21, 2017 7:22 PM

Posted in group: **Planning Board**

Hello. We live off Kingsmark and have a question about the proposed development. Currently, all high schoolers take the Metro which drops off the kids down near Stroudwater Church. The city has not been clearing the sidewalks all the way to Kingsmark, and while they're usually clear up the Stroudwater Road, so the kids need to walk along the shoulder of Westbrook Street. This would not be an of itself would not be as much of issue except with any significant snowfall the shoulder is also covered, forcing kids along the very edge of the street. If you're familiar with Westbrook street, drivers tend to follow the speed limit.

With this new development, would there be consideration of a Metro route being extended down Westbrook Street. I'd be worried about high schoolers having to walk even further along Westbrook with sidewalks that may or may not be clear.

Thanks you,
David Walter

Sent from my iPhone

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David

Sent from my iPhone

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David

Sent from my iPhone

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Fwd: Camelot Farms

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Wed, Feb 8, 2017 at 1:42 PM

----- Forwarded message -----

From: **Mihku Paul-Anderson** <mihkupaul@gmail.com>
Date: Wed, Feb 8, 2017 at 1:38 PM
Subject: Camelot Farms
To: shukriaw@portlandmaine.gov

Dear Shukria,

I am writing to oppose the zoning request for Camelot Holdings, LLC, for the parcel located on Westbrook St. in Portland. I am already aware that the city is in favor of granting this request. As disappointing as that is, I am still going to voice my opinion on this. I have lived in Stroudwater for 4 years as a homeowner. We have an active neighborhood association of which I am a member. Like many neighborhoods in Portland, we love where we live and would like to maintain the quality of our neighborhood.

I realize that Portland needs housing. It is growing rapidly. However, I don't see this sub-division solving some of the real housing issues we have, except for *those who can afford it*. I don't believe that "single-family" homes costing more than 300k are affordable. And some will no doubt cost even more. Even if a measly 10% of these is sold at so-called affordable prices, those guideline do little to nothing to assist those in Portland who truly need help with housing; the working poor, our young people just starting out and the homeless.

Development has been going on at an accelerated pace in Portland for more than 5 years. I don't see any meaningful changes or reductions in our taxes. What I see is more, taller buildings on the peninsula and businesses playing musical chairs downtown or just folding due to the higher and higher cost of overhead. Yes, we live in a city. But that is no good reason to race toward an uncertain future with run-away development when we have such a special place in Portland.

I oppose the zoning change for the Camelot Farms parcel for numerous reasons:

1. The impact on the Stroudwater River has not been evaluated properly. The city green-lighted the Elks project and now there are going to be even more parking spaces (impervious surface) than typically allowed. And within 75 feet of a compromised waterway. The impact of 3.5 +/- acres of asphalt on our side of the river will damage it even further.
2. This plan is not in keeping with the home lots already here. It doesn't fit and will permanently alter the feel of the area. That is not good urban planning.
3. Natural eco-systems will be permanently removed or damaged. The wildlife corridor will be ruined. Wetlands and wildlife will die out.
4. Removal of all the buffer trees will greatly increase noise, and decrease air quality.
5. The increased traffic will have a deleterious and unsafe impact on the neighborhood. We have been given NO GUARANTEE from the developers that they will push to keep the speed limit at 35 or lower. Having hundreds of cars flying past homes at highway speeds does not "create a neighborhood" as Mr. Barton states. It destroys a neighborhood.
6. It remains to be seen whether this project will even be completed past Phase 1. The development team is not tested on this size project. We could end up with damaged land that just sits there.

7. A change from R-1 to R-3 will open up the possibility of commercial development. To most of the people I have spoken with, this is unacceptable.

Most Respectfully Yours,

Mihku Paul
Stroudwater Homeowner

--
***Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258***

Zoning Change

JACKIE DAY <feetup100@yahoo.com>

Feb 20, 2017 3:32 PM

Posted in group: **Planning Board**

20 February 2017

Dear Members of the Planning Board,

I am a resident of Stroudwater and live at 1630 Westbrook Street. I am writing to state my strong opposition to the zoning change proposed for 1700 Westbrook Street, a property known as Camelot Farm. A group of developers are requesting that the Planning Board change Camelot Farm's zoning from R-1 to R-3. Under the property's current zoning, the developers would be permitted to build 61 homes. This is consistent with the density and character of the Stroudwater neighborhood. As you are undoubtedly aware, Stroudwater is the oldest residential community in Portland and is currently home to 250 families.

A change in the zoning to R-3 would allow 96 homes to be built on Camelot Farm. This level of density is completely out of character with the neighborhood and should not be allowed in an area that has been R-1 for decades. In addition, the infrastructure on the area cannot accommodate this extreme deviation from the existing designation. For example, Westbrook Street cannot accommodate an additional 144 vehicles during morning and evening commutes, assuming conservatively that each family has 1.5 vehicles. And the Stroudwater River cannot handle the runoff from 96 new homes.

I would like to make it clear that this is not a well-considered and planned development. There are many examples of this in the Greater Portland area. A development with an R-3 density in Stroudwater, however, would totally change the character of the neighborhood.

Sincerely,
Jackie Day

Fwd: Proposed Camelot Farms Development

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Feb 21, 2017 at 9:15 AM

Public Comment...

----- Forwarded message -----

From: **Kevin Regan** <regan.kevin1@gmail.com>
Date: Sun, Feb 19, 2017 at 10:55 AM
Subject: Proposed Camelot Farms Development
To: shukriaw@portlandmaine.gov

Dear Planning Board Members

I reside in the Stroudwater area at 1646 Westbrook Street that abuts the proposed development as known as Camelot Farms. This letter is written to advise that I am strongly against any zoning change to assist the Developers in creating their plans for this area. Under current property zonings (established with rationale) they would be permitted to build 61 homes. When the zoning rules were established it was with reason and intent to maintain the character and density of the Stroudwater neighborhood. This area is the oldest residential community in Portland growing to 250 families.

Changing zoning regulations to R-3 would allow 96 homes to be built. This is not consistent with the character of the neighborhood and should NOT be allowed in an area that for decades had been regulated zone R-1. Over the years traffic has increased through our neighborhood with commuters from surrounding area. With the zoning change this would rapidly allow heavy increases to this flow. Given the assumption that 98 homes have 1.5 cars would add another 144 cars in the morning and evening commute. In a small matter of time traffic lights would have to be constructed to safely allow cars turning and out of this development. I live along Westbrook Street close to the Westbrook line. I can attest first hand that it can be dangerous pulling out and entering my property at busy times. With this proposed development I can assure you, in the not so distant future, safety problems will occur with the added home owners. Rest assured traffic lights will be needed or Westbrook Street will have to be widened in areas to mitigate these safety or congestion issues.

I DO NOT think this is a well-considered or planned development. These zoning change, if allowed will change the neighborhood's character and create more traffic problems for the City in the future.

Thank you for your time and consideration,

Kevin Regan

1646 Westbrook Street, Portland

***Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258***

20 February 2017

Dear Members of the Planning Board

I am a resident of Stroudwater and live at 1618 Westbrook Street. I am writing to state my strong opposition to the zoning change proposed for 1700 Westbrook Street, a property known as Camelot Farm. A group of developers are requesting that the Planning Board change Camelot Farm's zoning from R-1 to R-3. Under the property's current zoning, the developers would be permitted to build 61 homes. This is consistent with the density and character of the Stroudwater neighborhood. As you are undoubtedly aware, Stroudwater is the oldest residential community in Portland and is currently home to 250 families.

A change in the zoning to R-3 would allow 96 homes to be built on Camelot Farm. This level of density is completely out of character with the neighborhood and should not be allowed in an area that has been R-1 for decades. In addition, the infrastructure on the area cannot accommodate this extreme deviation from the existing designation. For example, Westbrook Street cannot accommodate an additional 144 vehicles during morning and evening commutes, assuming conservatively that each family has 1.5 vehicles. And the Stroudwater River cannot handle the runoff from 96 new homes.

I would like to make it clear that this is not a well-considered and planned development. There are many examples of this in the Greater Portland area. A development with an R-3 density in Stroudwater, however, would totally change the character of the neighborhood

Bruce Harrington

Fwd: Camelot Farm Development Concerns

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Wed, Feb 22, 2017 at 6:38 PM

----- Forwarded message -----

From: **Holly Hoffman** <HHOFFMAN4@maine.rr.com>
Date: Tue, Feb 21, 2017 at 2:10 PM
Subject: Camelot Farm Development Concerns
To: shukriaw@portlandmaine.gov

February 21, 2017

City of Portland

389 Congress St

Portland, ME 04101

Dear Members of the Planning Board,

I am a resident of Stroudwater Village and live at 1619 Westbrook Street. I am writing to voice opposition to the proposed zoning change for a new development located at 1700 Westbrook Street formerly known as Camelot Farms. The developers are requesting a zoning change from R1 to R3. Under current zoning laws approximately 61 houses would be permitted to be built keeping the density in line with current R1 zoning. An R3 zoning change would allow 96 houses to be built at the site. There is concern about the added number of cars (estimated 144 per day) and infrastructure issues concerning flooding and runoff into the Stroudwater River.

As Stroudwater is the oldest residential neighborhood in Portland a lower number of houses would better blend into the area helping to preserve the historical character.

I ask the Planning Board to consider the zoning change carefully before making a final decision.

Respectfully,

Holly S. Hoffman

Holly S. Hoffman
1619 Westbrook Street
Portland, ME 04102

--
Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258

City of Portland Planning Board -

My name is Shaun Donlin and my family and I live at 1557 Westbrook Street. I wanted to voice my opinion on the potential development of the property formerly known as Camelot Farms, located at 1700 Westbrook Street, which is directly across the road from my family's home. The group of developers that purchased the farm are requesting that the Planning Board change the zoning from R-1 to R-3, which would allow the developers to increase the number of homes they would be permitted to build, from 61 to 96. That is a 57% escalation in new homes that would be added to our historic residential community.

We bought our home here 7 years ago with the hopes of raising our 3 children in a peaceful place, set away from the hustle and bustle of in-town Portland. Now, instead of my daughter looking at the towering pine trees, wild turkeys, cows and all the other beautiful things mother nature has blessed this area with as she waits for the school bus in the morning, she will see only cookie cutter homes and the mass departure of cars leaving this new development as the hundreds of new residents head to work on a daily basis.

The commuter traffic between Westbrook and Portland is already heavy on this road and with the addition of 100+ new vehicles that would now be forced to use this road daily, it can only lead to bigger problems. Congestion, which will inevitably slow down commute times for our neighborhood residents, school buses and those who commute between Portland and Westbrook. The inclusion of more cars to our neighborhood will absolutely raise the potential for more traffic accidents and MOST importantly, it will increase the risk of a child being harmed as they play, walk to a friends or to and from the school bus stop, ride bicycles or any other activity that they've been accustom to their whole lives. Now the neighborhood kids will have to constantly look over their shoulder due to the massive influx of new vehicles in our neighborhood.

Last year there was a similar development built on farm land at Spring Street in Westbrook and it's a tremendous eye sore that destroys any continuity that once rural area had. If the proposed development at 1700 Westbrook Street in Portland is going to look anything like that, it surely will detract from our neighborhood's natural beauty and appeal. So, naturally I am fearful that this will also lower the property values in our community.

In conclusion, my family and many of our neighbors are strongly against not just the rezoning of the Camelot Farms property, but this development at a whole. It will damage a significant portion of the natural beauty and the eco-system of our neighborhood by leveling most, if not all, of the woodlands on that piece of land. Stroadwater Village has literally existed for centuries and with an unnecessary rise in traffic flow due to this development, it can only add an increased level of danger for our children, commuters, pedestrians, cyclists and our pets.

This is a very close community and the residents enjoy its serenity. I truly hope the Planning Board will take into consideration the historic value that this neighborhood has possessed for generations. If this development were to move forward, that value will surely be lost forever.

Respectfully,

Shaun Donlin and Silvia Vasquez

Fwd:

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Thu, Feb 23, 2017 at 12:24 PM

A public Comment for Camelot Farms. Thanks.

----- Forwarded message -----

From: **SysterSynergy** <systersynergy@gmail.com>
Date: Thu, Feb 23, 2017 at 12:15 PM
Subject: Fwd:
To: shukriaw@portlandmaine.gov

Sent from my Verizon Wireless 4G LTE DROID

----- Original Message -----

Subject:
From: SysterSynergy <systersynergy@gmail.com>
To: estrimling@portlandmaine.gov
CC:

Dear:
Elizabeth Boepple
Sean Funding
Carol Morrissey's
David Eaton
Kristien Nichols
Lisa Whited
Maggie Stanley

I am a resident of Stroudwater and have lived at 1465 Westbrook Street since it was built in 1956.

I am writing to state my very strong opposition to the proposed zoning change for 1700 Westbrook Street a property known as Camelot Farms.

The area cannot support the extreme deviation from the existing zoning designation.

Its impact on the neighborhood and the environment are detrimental.

Thank you for your consideration

Linda Dambrie

Sent from my Verizon Wireless 4G LTE DROID

--
Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083

Fax: 207.756.8258

Fwd: Stroudwater re zoning

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Fri, Feb 24, 2017 at 9:16 AM

Please this to the public comments. Thanks.

----- Forwarded message -----

From: **richard michel** <richard.michel88@yahoo.com>
Date: Thu, Feb 23, 2017 at 6:42 PM
Subject: Stroudwater re zoning
To: shukriaw@portlandmaine.gov

Dear Planning Board Members,

I am writing in concern of the re zoning of the Camelot Farm property at 1700 Westbrook street in Portland. I/we live at 1683 Westbrook Street directly across the street of the Roger's home. The new zoning would affect us quite a bit and is not welcomed. The changes in the already horrible traffic would only increase, have a negative effect on the trail system, and be devastating to the natural wildlife and water system. I think the change of zoning from R-1 to R-3 would a terrible mistake for the area, neighborhood, and certainly the local environment.

I also think the change is driven by the cash boxes of the city and not really for helping in the housing issues of the city. The majority of those needing housing cannot afford a house with starting cost of 250,000 or more. Therefore my question is to whose benefit is the re zoning for ? ,the Stroudwater community or the cash boxes of the city ?

I submit this request to all of you in the hope you will hear my/ our concerns.

Thank you for your attention.

Richard Michel
1683 Westbrook Street
Portland

Sent from my iPad

--
Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258

Arthur F. McEvoy
89 Partridge Circle
Portland ME 04102-1632
(207) 773-4738

February 14, 2017

David Eaton
City of Portland Planning Board

Dear Dave,

This is not a Public Comment.

I'm disappointed that the Angler's Club dinner was cancelled but I understand the reasoning. This would have been the first one attended since early last season. L.L.Bean has had the uncanny ability to schedule me to work on every dinner occasion. I had to do some sharp horse trading to get tomorrow off.

Not only was I interested in Nick Mills, the scheduled speaker, but I also wanted to corner you for a couple minutes discussion of the Camelot Farm application. I live on Partridge Circle so I have a special interest in the Village. I have less concern about a well thought out residential development than I have about a change in the existing Residential R-1 zoning. One hundred, (yes, there are 100 lots defined) Disney World style small cottages on postage stamp-sized lots that will introduce twice annual applications of lawn fertilizer and weed control products ultimately finding their way to the fragile Stroudwater River is not what I want in my neighborhood or my city. You know what always flows downhill.

At the first Planning Board Workshop you seemed willing to give the zone change application more consideration. The two ladies to your left were, in my opinion, completely out of touch, one citing irrelevant anecdotes about living on Frances Street. I lived close by on Orland Street for 13 years. It's an entirely different environment. The Chair clearly had already reached a decision and Sean was secure in her shadow. One of my concerns, as well as that of many other concerned neighbors, is the financial viability of the two developers, Mike Barton and his sidekick who always appears in his parking lot striping outfit.

At \$350,000 to \$450,000 per house this would require a +/- \$20,000 deposit, a monthly mortgage payment out of reach of the typical first time home buyer that this targets and real estate taxes estimated by Mike Barton to be \$5,000 to \$6,000 per year. Those who can afford to buy don't want tiny shoulder to shoulder lots, uncomfortably close proximity to existing homes or to the turnpike, all of which exist within this plan.

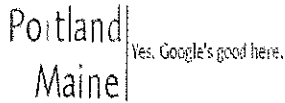
If the marketing plan for Camelot Farm fails this part of the city will bear the scar. A new developer will reset the clock and we'll enter the unknown zone again..

I am certainly not opposed to well considered and planned development. There are many examples in the greater Portland area. It's this particular zoning change application that has my feathers ruffled.

Tight lines.

Sincerely,

Art McEvoy
element89@maine.rr.com



Shukria Wiar <shukriaw@portlandmaine.gov>

Stroudwater Neighborhood

1 message

Angela J. Wheaton <angelajwheaton@yahoo.com>

Mon, Feb 27, 2017 at 3:25 PM

Reply-To: "Angela J. Wheaton" <angelajwheaton@yahoo.com>

To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>

Dear Portland Planning Board,

I live at 30 Partridge Road in the Stroudwater neighborhood. Stroudwater is the oldest residential community in Portland and is currently home to roughly 250 families living in single family dwellings on property that is largely zoned Residential-1 (R-1). When I moved to Portland four years ago, Stroudwater was exactly the type of neighborhood I sought, in large part because of the existing zoning. I had confidence that the city would honor the existing zoning and that my quality of life and property value would not be impacted by other land uses.

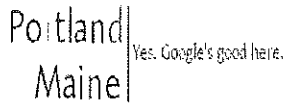
I am writing to state my strong opposition to the zoning change proposed for a portion of the Stroudwater neighborhood, 1700 Westbrook Street, also known as Camelot Farm. A group of developers is requesting that Camelot Farm's zoning be changed from R-1 to R-3. Under the property's current zoning, the developers would be permitted to build 61 homes. This number is consistent with the density and character of our Stroudwater neighborhood. A change in the zoning to R-3 would allow 96 homes to be built on Camelot Farm. This level of density is inconsistent with the design and character of the neighborhood and should not be permitted in an area that has been zoned R-1 for decades.

I also have serious concerns that the infrastructure of the area cannot support this deviation from the existing zoning designation. It has been estimated that during morning and evening commutes, the proposed development would add about 144 cars to the already congested Westbrook Street/Congress Street intersection, and significant traffic to Westbrook Street in general. Also, the Camelot Farms property borders the Stroudwater River, an important ecosystem which likely cannot handle the runoff from 96 new homes.

I am not opposed to well-considered and carefully planned development. There are many examples of this in the greater Portland area. A development with an R-3 density in Stroudwater, however, does not reflect the current flavor and design of our neighborhood.

Thanks for reading and considering my thoughts. I would be more than happy to discuss our neighborhood at any time.

Angela J. Wheaton 30 Partridge Rd. Portland, ME 04102



Shukria Wiar <shukriaw@portlandmaine.gov>

Camelot Farm Development-1700 Westbrook Street

1 message

James Mooney <jtmooney3232@yahoo.com>

Sun, Feb 26, 2017 at 12:47 PM

To: planningboard@portlandmaine.gov

Cc: shukriaw@portlandmaine.gov

I am in total opposition to the zoning from R-1 to R-3. It is the right of the past owners to be able to sell that property for its designated zoning of R-1. I have lived at 54 Stroudwater Road since 1998 and have enjoyed the area tremendously. It's always been the countryside portion of Portland. Until now.

Stroudwater Village is an area of deep historical roots where many parents currently living here have families with young children. Also, we have couples who are retired and enjoy the area as well. Many of us already know how challenging it can be to walk, push a stroller, run and bicycle on Westbrook Street. It's a major artery for going to work in the morning and returning home after work. It's a major route of getting ambulances to Maine Medical Center. The city has tried desperately to control speeding traffic to no avail. There is a speed sign that clocks vehicle pace and it's always flashing indicating a high speed of travel. Every day!

As an employee of Maine Medical Center one of my major responsibilities is to protect the safety and health of patients, employees and visitors to the hospital. I find this expansion from R-1 to R-3 a benefit to the investors but not to the citizens of Stroudwater Village. The increase in vehicles created by this expansion will draw more cars, delivery trucks and service trucks let alone all the heavy truck traffic during the construction phase of this project. The Safety of all those currently living here should be paramount now and after the R-1 work begins.

I am opposed to the R-3 density plan. I am for the R-1 plan. Let's promote growth but not at the price of making a great neighborhood less desirable for those of us who have been living and recreating here for many years.

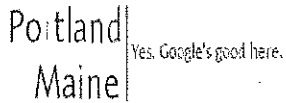
Sent from the iPad of:

James T. Mooney

Maine Medical Center

Department of Safety-Emergency Management

207.712.4672

**Shukria Wiar** <shukriaw@portlandmaine.gov>

1700 Westbrook Street

1 message

javaj@maine.rr.com <javaj@maine.rr.com>

Sun, Feb 26, 2017 at 1:26 PM

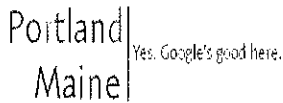
To: shukriaw@portlandmaine.gov

Cc: bbatson@portlandmaine.gov

Dear city legislators and fellow concerned citizens,

My name is Janet Page and I am the homeowner and resident of 1487 Westbrook Street. I am writing to express my opposition to the proposed zoning change for the "Camelot Farm" development at 1700 Westbrook Street. If the change is allowed the development would totally overwhelm our neighborhood and an already busy city street. Thank you for your careful consideration.

Sincerely, Janet Page



James Dealaman <jdealaman@portlandmaine.gov>

PLEASE READ MY LETTER

Colleen Griffin <colleen_griffin@msn.com>

Mon, Feb 27, 2017 at 3:28 PM

To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>, "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>

Dear Planning Board,

I am writing once again to voice my **strong opposition** to the zoning change, R-1 to R-3, proposed for 1700 Westbrook St. As a resident of Stroudwater (42 Penrith Road), I fear that my neighborhood will be forever changed and not for the better.

The addition of 96 new homes on the Camelot Farms property will forever change and truly destroy the character of Portland's oldest neighborhood. Development of this property is of course unavoidable, but 96 homes is clearly **over-development**. The property is currently zoned as R-1 which will allow for 61 homes to be built. This is a much more sane and safe plan.

My fear is that the property will not be able to ecologically support 96 homes. With the current use of lawn chemicals, specifically nitrogen and phosphorus, an algae bloom in the Stroudwater River is imminent and will be devastating. The Fore River and Casco Bay will also suffer the effects of over development of this property.

Traffic is another very big concern. Will the city be installing traffic lights, widening Westbrook St., Installing sidewalks to accommodate the influx of traffic from 96 new homes? Without these infrastructure improvements, Westbrook St will become a major highway. It is a challenge to pull out safely into traffic on Westbrook St now. If I had the option to travel another way I certainly would. Since Penrith Rd (like most all others in the area) are dead end, I have no other option.

Shouldn't the current residents of the Stroudwater neighborhood have as much of a voice as the developer in this matter? Please consider carefully the full extent of the zone change for 1700 Westbrook St. **Your decision** to change the zone from R-1 to R-3 will forever change the character of **my neighborhood**.

Thank You,

Colleen Griffin

Sent from Mail for Windows 10



James Dealaman <jdealaman@portlandmaine.gov>

1700 Westbrook Street (Camelot Farm)

1 message

Eugenia O'Brien <genieme@maine.rr.com>

Mon, Feb 27, 2017 at 3:55 PM

To: planningboard@portlandmaine.gov, shukriaw@portlandmaine.gov

February 25, 2017

Portland Planning Board

re: no zone change for 1700 Westbrook Street (Camelot Farm)

Dear Elizabeth Boepple (Chair), Sean Dundon, Carol Morrisette, David Eaton, Kristien Nichols, Lisa Whited, and Maggie Stanley:

I strongly question the proposed zone change for Camelot Farm from R-1 to R-3 to permit a 'grow-smart' hyper-density housing development of 96 homes on 30 acres.

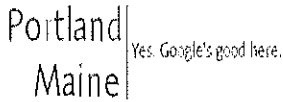
A change to allow a density which is so completely out of character with the oldest residential community in Portland is counter-intuitive in an area that has been zoned R-1 for decades. It was only when such a dense plan was put forward that the alarm was sounded regarding this sale, as no signage announced there would be a zone change that went with the acquisition of this large open property. Intent was unknown. Until now.

In addition, the infrastructure of the area cannot accommodate this extreme deviation from the existing zoning designation. For example, Westbrook Street cannot accommodate an additional 144 cars during morning and evening commutes, assuming conservatively that each family has 1.5 cars. And the Stroudwater River cannot handle the runoff from 96 new homes. And are schools really ready to cope with the influx of close to 100 new homes and the school children associated with this new development marketed to be family-friendly?

By denying this zone change, you would allow for a public-private purchase of this private property prior to a finalized sale. Portland has an amazing history of reverence for green space and it deserves equal consideration in Portland's future. Vacant space does not always cry out for housing and tar.

There are many examples of well-considered and carefully planned developments in the greater Portland area. As presented, this development would not be well-considered or well-planned and forever alters the rural ambiance and natural allure that is the heart of Stroudwater. This 45+ acre site deserves a larger conversation in the context of Portland's Strategic Plan.

Eugenia O'Brien
1376 Westbrook Street, Portland, Maine
(207) 773-5610 / (207) 232-0717



James Dealaman <jdealaman@portlandmaine.gov>

Fwd: Opposition to zoning change in Stroudwater

1 message

Shukria Wiar <shukriaw@portlandmaine.gov>

Tue, Feb 28, 2017 at 8:56 AM

To: James Dealaman <jdealaman@portlandmaine.gov>

Please save and print.

----- Forwarded message -----

From: **huang june** <junehuang71@hotmail.com>

Date: Mon, Feb 27, 2017 at 4:17 PM

Subject: Opposition to zoning change in Stroudwater

To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>

Dear Members of the Portland Planning Board,

I am a resident of Stroudwater who resides at 18 Spar Lane. I am writing this email to state my strong opposition to the zoning change proposed for 1700 Westbrook Street (Camelot Farm). As you are aware, a group of developers is requesting that the Planning Board change the zoning from R-1 to R-3 on Camelot Farm. Under the current R-1 zoning, the developers are permitted to build 56 houses. This number is consistent with the density and character of the Stroudwater neighborhood. Stroudwater is the oldest residential community in Portland, and is currently home to 210 families.

A change in zoning from R-1 to R-3 would allow developers to build 96 houses on the same plot of land. This level of density is completely out of character with the neighborhood and should not be allowed in an area that has been classified as R-1 for decades. Additionally, the the infrastructure of the area cannot accommodate this extreme deviation from the existing zoning designation. For example, Westbrook Street simply cannot accommodate an additional 144 cars during morning and evening commutes, assuming conservatively that each family has 1.5 cars.

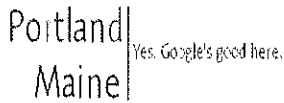
I would like to make it clear that I am not opposed to well-considered and planned development. There are many examples of this in the greater Portland area. However, a development with an R-3 density in Stroudwater would not be well-considered or well-planned.

Thank you for your time and consideration.

Sincerely,

Xiao Jun Huang

Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258



James Dealaman <jdealaman@portlandmaine.gov>

Fwd: Camelot Farms

James Dealaman <jdealaman@portlandmaine.gov>
To: Syster Synergy <systersynergy@gmail.com>
Cc: Shukria Wiar <shukriaw@portlandmaine.gov>

Tue, Feb 28, 2017 at 12:00 PM

Thank you for your e-mail. Your public comment will be included in the review and will become part of the public record.

If you have any further questions, please contact me.

—
James Dealaman, Administrative Officer
Planning and Urban Development Department
City Hall, 389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8721 (T)
(207) 756-8258 (F)
planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

----- Forwarded message -----

From: **SysterSynergy** <systersynergy@gmail.com>
Date: Tue, Feb 28, 2017 at 9:02 AM
Subject: Fwd: Camelot Farms
To: shukriaw@portlandmaine.gov

Sent from my Verizon Wireless 4G LTE DROID

----- Original Message -----

Subject: Camelot Farms
From: SysterSynergy <systersynergy@gmail.com>
To: shukriaw@portlandmaine.gov
CC:

Hello

My name is Linda Dambrie, I own 1465 Westbrook St. Portland Maine
I have been a resident here since 1956. I am writing to let you know that I am apposed to the rezoning of Camelot Farms from r1 to r3.

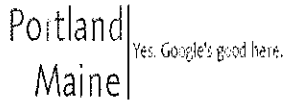
Please forward this to all members of the planning board.

Could you also keep me informed of all meetings or presentations which one or more of the applicants for the zoning change for 1700 Westbrook St application id #2016-282 or CBL #229 A002 have with any member of the planning board or member of its staff. I also request notification and transcript of any ex parte discussion via phone, text, or email that one or more of the applicants have with any member of the planning board or member of its staff. I can be contacted by the email and phone listed below.

Any transcripts can be mailed to 1465 Westbrook St.

Thank you for your time and consideration.

Linda Dambrie
1465 Westbrook St
Portland Maine 04102
Systersynergy@gmail.com
207-774-7353



James Dealaman <jdealaman@portlandmaine.gov>

Re-zoning of 1700 Westbrook St

1 message

Michael Archibald <marchie1962@gmail.com>

Tue, Feb 28, 2017 at 9:46 AM

To: planningboard@portlandmaine.gov, shukriaw@portlandmaine.gov

Dear Members of the Portland Planning Board,

I am a resident of Stroudwater and live at 126 Stroudwater Road. I am writing to state my strong opposition to the zoning change proposed for 1700 Westbrook Street, a property known as Camelot Farm. A group of developers are requesting that the Planning Board change Camelot Farm's zoning from R-1 to R-3. Under the property's current zoning, the developers would be permitted to build 56 homes. This number is consistent with the density and character of the Stroudwater neighborhood. As you are undoubtedly aware, Stroudwater is the oldest residential community in Portland and is currently home to 210 households.

A change in the zoning R-3 would allow 96 homes to be built on Camelot Farm. This level of density is completely out of character with the neighborhood and should not be allowed in an area that has been zoned R-1 for decades. Currently, there are 150 households situated between Congress Street and the Westbrook border (north of Stroudwater River) that use Westbrook Street as their main arterial route in and out of the neighborhood. That would be a huge increase of 65% of households. The infrastructure of the area cannot accommodate this extreme deviation from the existing zoning designation. For example, Westbrook Street cannot accommodate an additional 144 cars during morning and evening commutes, assuming conservatively that each family has 1.5 cars. Also, winter sidewalk snow removal has been sketchy at best along Westbrook Street where children, the elderly, and others try to walk. An increase in the number of children (probably 25-50) with such a re-zoning is dangerous and should also be addressed by the developer. And finally, Stroudwater River may be damaged by an increase in excessive runoff from inorganic yard and waste chemicals.

I would like to make it clear that I am not opposed to a well-considered and well-planned development at Camelot Farm, especially in light of the fact that Portland and Southern Maine are hoping to attract a younger generation to settle here. There are many examples of such developments in the Greater Portland area. I would encourage both the developer and the Planning Board to look to these developments for inspiration. A development with a R-3 density in Stroudwater Village, however, would NOT be well-considered or well-planned.

Sincerely,
Michael Archibald
126 Stroudwater Rd
Portland ME 04102
617-699-3017



James Dealaman <jdealaman@portlandmaine.gov>

Statement from Stroudwater Village Association regarding proposed zone change at 1700 Westbrook Street (Camelot Farms property), February 2017

1 message

Stroudwater Village Association Board of Trustees

<stroudwatervillageassociation@gmail.com>

To: shukriaw@portlandmaine.gov, planningboard@portlandmaine.gov

Cc: Brian Batson <bbatson@portlandmaine.gov>, Charlton Smith <charltonsmith@mac.com>

Tue, Feb 28, 2017 at 10:12 AM

Hello, please see the statement below (also attached for convenience) from the SVA, and please add it to the public comments for tonight's Planning Board Workshop. SVA VP Carl Smith (copied) will be at the meeting to represent the SVA. Thank you. -Dan Koloski, SVA President

Statement from Stroudwater Village Association regarding proposed zone change at 1700 Westbrook Street (Camelot Farms property), February 2017

Summary: The Stroudwater Village Association restates its January 2017 position that it does NOT believe a zone change from R-1 to R-3 is appropriate at this time, and requests that the Planning Board table or deny the request as presented to allow for more discussion about the highest and best use of the property.

1. Lack of notice impedes due process

To begin with, the SVA would like to register its disappointment that once again, no formal notice of this workshop was sent to the official SVA email address which receives all other city notices. We are unable to help the city provide due process to residents/taxpayers without timely notice, and we most certainly qualify as an "interested party." We also note that 4:30PM is a very difficult time for working residents to attend meetings, thereby increasing the importance of time to prepare written feedback.

Action: Please ensure electronic notifications regarding ANY properties in the Stroudwater area are sent to stroudwatervillageassociation@gmail.com with proper notice timing.

2. Parcel-by-parcel re-zoning is not "planning"

The SVA continues to have serious concerns with the reactive policy/process approach from the city regarding re-zoning proposals in our area. We point out that is the third major re-zoning application in the last 12 months in which the seller and buyer operated under a presumption that re-zoning would be simply "rubber-stamped" as part of a parcel sale (the prior two were the Northland/Elks Club and Verizon Wireless proposals). We believe that the current "anything goes" mentality among sellers in the neighborhood is the direct result of tacit encouragement and incentives from the city due to the lack of planning for the area, and this potential re-zoning will only encourage more of the same.

In several meetings surrounding the revised Comprehensive Plan, it was noted that the next step should be neighborhood-specific plans developed collaboratively by the city, neighborhood associations and residents. No such plan exists for Stroudwater, and we've been given no indication that one is forthcoming. The city produced the "Outer Congress Street Land use" white paper only at the very tail end of the Elks Club debate and after considerable pressure from residents, but even in that very brief paper it noted that "As development pressure continues on Outer Congress

Street, it is important that the city establish a policy direction for future land use decisions in this area." The same is true of the Westbrook Street corridor. We do not believe neighborhood transformation should happen by accident.

We also note with alarm the Planning Board's explicitly-stated desire (in the current materials, staff memo) to additionally rezone existing adjacent occupied parcels over the objections of the current (and in many cases, longstanding) residents. This feels like unnecessary overreach and raises many questions about the future of other residential properties in the area and adverse incentives for future sellers.

Action: The SVA requests that the city table parcel-by-parcel rezoning in our area until a vision process is complete.

3. This re-zoning is proposed in support of a project that may not be viable

In the last Planning Board Workshop, Board members noted the risk associated with re-zoning around a particular proposal is that there is no guarantee that the ultimate plan will bear any semblance to the existing proposal, especially if the property ownership changes hands post re-zoning.

The project has been described as a multi-year, multi-phase, build-on-presale business model even though initial infrastructure costs (new roads, sewer, etc.) will be substantial. Furthermore, the project is described as having "starter homes in the \$350-450K range." Many residents have questioned both the existence of financing required to sustain such a project over many years as well as the level of demand for "starter homes" above \$350K, and as such we have previously asked the developer for background on previous projects they have completed, as well as the full background on the team and its resources.

To date we have not received any additional information that would give us confidence that this team has the ability to execute what they are proposing...which leads directly back to the risk of re-zoning.

Action: Since this re-zoning is only being proposed to support a particular project, the SVA requests that any future zoning revert back to previous (R-1) zoning if there are substantial changes to the underlying project on which the re-zoning was approved.

4. There are meaningful concerns about the project even if financially viable

The developer has been willing to engage with residents on aspects of the proposal, and we are appreciative of these efforts. We also note some areas in which the developer has been responsive to resident suggestions such as Tumpike noise buffering. We think more time is needed for ongoing collaborative discussion to resolve major outstanding issues, including the ones noted below.

4A. Too much automobile volume: We reiterate our serious concerns about arbitrarily doubling the number of single-family (1.5/2-car-per-household) homes on this section of Westbrook Street. As anyone who lives or commutes on Westbrook Street knows, there is no easy way the existing thoroughfare can absorb that level of rush-hour increase, and there is no alternative ingress/egress possible. The traffic study cited incorrectly focused on the incremental effect from a hypothetical full R-1 buildout (83 homes) to the proposal under R-3 (96 homes). That is the wrong metric, as there is no existing housing in place, and so, regardless of underlying zoning, every single car is incremental in this circumstance.

Action: The SVA has previously requested alternatives from the developer that would involve numerically far less homes (more like in the 30-40 range, similar to the scale of the very successful River's Edge and Tide Mill developments) as well as phase-by-phase development plans and buyout options that would prevent incremental development. To date, we have not received any of this information.

Action: Regardless of whether we are talking about 30 homes or 90 homes, the SVA requests specific traffic demand management plans from the developer and MDOT including stoplights at parcel ingress/egress as well as ways to encourage alternative routing for non-resident commuters (such as additional Westbrook Street traffic calming to reduce non-peak-hour speeds and regional efforts such as removal of local turnpike tolls).

4B. Unknown environmental effects: There is also meaningful concern about environmental impacts of incremental development on the Stroudwater River and surrounding ecosystem, and changes to the river flow may also negatively impact the already-damaged historic Stroudwater Dam.

Action: The SVA requests a full inventory of environmental impact and mitigation plans for the project. Thus far we have seen some information about stormwater management, but no information about pesticides and impacts on existing conditions (wetlands, vernal pools, etc.).

Action: The SVA requests the city release its plans for Stroudwater Dam repair before any large-scale development that borders the river would be undertaken.

4C. Incompatible density/layout with existing development patterns. There is no existing precedent for the proposed combination of density and layout anywhere in Stroudwater. The applicant's materials and staff memo note approximately 28 existing nonconforming (to R-1 and R-2 zoning) lots in the Stroudwater area, as well as the River's Edge "Conditional R-3" rezoning from 1992, as precedent for this re-zoning. However, these precedents actually argue against the current plans.

- The majority of nonconforming lots with overall sizes close to the sq. ft range for this project (~9,070 sqft average) are not near the site but rather in the Stroudwater Historic District (cited lots are in the ~1100-1300 Westbrook Street range as well as Cobb Ave. and Garrison St., all to the southeast of the Westbrook/Congress St. intersection). The nonconforming lots that are closer to 1700 Westbrook Street (cited lots are in the ~1500-1600 Westbrook Street range, though notably on the opposite side of Westbrook Street, as well as on Swan St. and Pierce Avenue) are mostly cited based on lot width, but most are substantially larger than the average proposed size. The point being, this combination of thin-width lots AND densely packed lots doesn't really exist in the neighborhood today.
- Even the River's Edge example provides a precedent for less density/volume, not more, as the staff memo notes, "The reason for the conditional zone change request to the R-3 zone was because the R-3 zone allowed a Planned Residential Unit Development (PRUD) for single family homes at that time. The applicant kept the density of the proposed subdivision at 29 lots which was the same density as permitted under the R-1 and R-2 zones."

The bottom line on all of this is that more discussion is needed. We are all simply "not there yet."

The Stroudwater Village Association restates its January 2017 position that it does NOT believe a zone change from R-1 to R-3 is appropriate at this time, and requests that the Planning Board table or deny the request as presented to allow for more discussion about the highest and best use of the property.

The Stroudwater Village Association is a Maine Non-Profit corporation. All residents of Stroudwater are members and invited to participate in all of our activities.

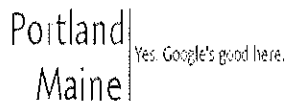
Find us on the web at <http://www.stroudwatervillage.org> and <http://www.livinginportland.org/stroudwater.htm>

Find us on Facebook at <https://www.facebook.com/StroudwaterVillageAssociation>



Statement from Stroudwater Village Association regarding proposed zone change at 1700 Westbrook Street-20170226.pdf

128K



James Dealaman <jdealaman@portlandmaine.gov>

Camelot Farms rezoning proposal1 message

Carolyn Claiborn <c_claiborn@hotmail.com>

Tue, Feb 28, 2017 at 10:48 AM

To: "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>, "Angela J. Wheaton" <angelajwheaton@yahoo.com>, "Strimling@portlandmaine.gov" <Strimling@portlandmaine.gov>, "bsr@portlandmaine.gov" <bsr@portlandmaine.gov>, "sthibodeau@portlandmaine.gov" <sthibodeau@portlandmaine.gov>, "bbatson@portlandmaine.gov" <bbatson@portlandmaine.gov>, "jcosta@portlandmaine.gov" <jcosta@portlandmaine.gov>, "dbrenaman@portlandmaine.gov" <dbrenaman@portlandmaine.gov>, jim claiborn <anxietyshrink@gmail.com>

Thank you for giving me the time to read my message. I have been a resident of the Stroudwater area for the past thirteen years. I want to register my opposition to the proposed zoning changes for the development of Camelot Farms from R1 to R3.

Maine is an old state. Residents of Maine are an average of 45 years old. Females in Portland average 50 years. In our neighborhood, the average is much higher. Most of the residents of Partridge Road and Circle are retired or nearing retirement. Most of the residents have owned their houses for more than twenty years. They have owned these houses with the promise that once they were unable to care for the houses or themselves, they would be able to sell their homes to finance the next steps in their retirement.

The Stroudwater neighborhood is attractive to new buyers because of the wooded back yards, views of the river and the historic sense that permeates the area. The proposed development of Camelot Farms will radically alter the ambiance of this neighborhood, making it less attractive to potential buyers. If residents of this area were younger, the threat to the value of their homes might have less impact given that they have more years to compensate for the loss.

In our small neighborhood, that's not the case. Loss of value of the residents' most important asset can negatively affect their remaining years. I think this is a critical factor to be considered by the planning board when weighing the benefits and risks of changing the zoning.

The residents of Partridge Road and Circle have earned your consideration. They are teachers and businessmen who have given back to Portland in many, many ways. We owe them the ability to maintain their retirement assets as was always promised them.

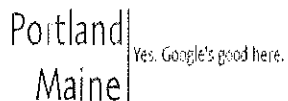
Thank you for your attention.

Sincerely,

Carolyn Claiborn

24 Partridge Circle

Portland, Maine 04102



James Dealaman <jdealaman@portlandmaine.gov>

Oppose Re-Zoning of Camelot Farms

1 message

Lisa McLaughlin <torrey@maine.rr.com>

Tue, Feb 28, 2017 at 11:34 AM

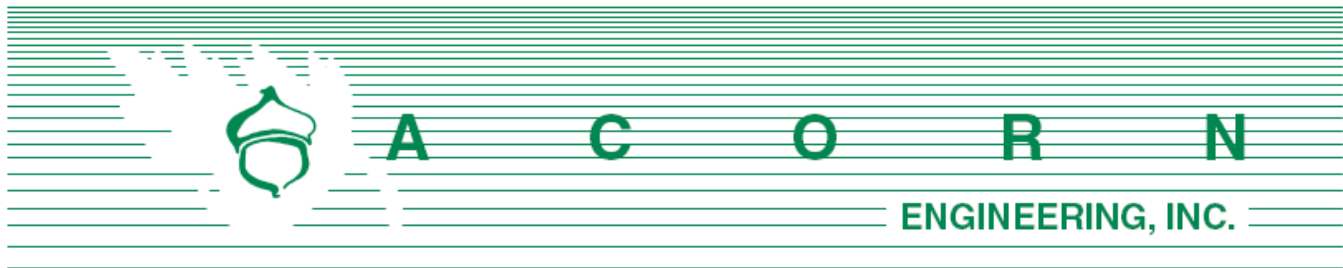
To: shukriaw@portlandmaine.gov, planningboard <planningboard@portlandmaine.gov>

Cc: stroudwatervillageassociation@gmail.com

Dear Portland Planning Board Members,

I am writing to express my strong opposition to the re-zoning of the Camelot Farms area of Stroudwater Village from R-1 to R-3. Although I will not be able to attend the planning board meeting this afternoon, I agree with my neighbors who will be there to present concerns. Please give this matter your careful consideration and work for us to preserve the character and environmental integrity of the village. Thank you,

Lisa McLaughlin
30 Partridge Road
Portland ME 04102



Attn: Shukria Wiar
Planning and Urban Development Department
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

March 30, 2017

Subject: Zoning Map/Text Amendment Application – Final Submission
Camelot Farms Subdivision

Dear Shukria,

Camelot Holdings, LLC is pleased to submit the accompanying package of submission materials for the proposed Camelot Farms zone change. The new and updated materials were developed in response to the feedback from the second Planning Board Workshop meeting (2/28/17), in preparation for the third Workshop meeting to be held on April 6th, 2017.

During the February Workshop meeting, the Planning Board identified their need to see a R-5a zone change concept. The R-5a rezone layout is to propose a higher unit density layout. The resulting concept consist of 77 lots for the R-5a Zone that includes a mix of single-family, duplex, three-family, multi-unit and PRUD lots, 137 units total.

The concept includes developing the acquired parcel, adjacent to the Turnpike. As such, the previously submitted concepts were also updated to propose additional lots within the parcel. As a result, the overall open green space, net impervious surface, and wetland impacts has changed slightly since the last application submittal.

When comparing the potential number of lots and units, and corresponding surface and site impacts, the rezone to the R-3 Open Space Concept provides the basis for a sustainable, cohesive project design that implements smart growth principles. By allowing smaller lot areas, the extent of construction can remain closer to Westbrook Street, away from the Stroudwater River providing a vegetated buffer between the developed areas and the river. The proposed lot layout will reflect characteristics of a Conservation Subdivision by clustering the site development and designating a preserved natural area for shared public use. Within the developed areas, there is also the opportunity for incorporating decentralized LID stormwater techniques to mitigate and treat onsite runoff.

Under the R-3 rezone, the smaller lot sizes would drive the house price point closer to the affordability requirements set by the Inclusionary Zoning Ordinance. Because it is proposed that the IZ units be provided within the development, the lesser home costs of the R-3 zone would create a more cohesive neighborhood with less distinction between the R-3 and IZ homes. This idea is described in further detail within the attached Housing Attainability Summary (Attachment I).

A summary of the lots and surfaces for each concept are as follows (also noted on the Site Plans):

Concept Lot Summary					
	R-1 Buildout	R-2 Buildout	R-3 Buildout	R-3 Open Space	R-5a Open Space
<i>Camelot Farms</i>	80	104	160	91	70
<i>Westbrook Street</i>	4	4	5	4	7
<i>Open Space Lots</i>	0	1	1	4	0
TOTAL	84	109	166 (180 units)	99 (108 units)	77 (137 units)
Concept Surface Summary					
<i>Open Green Space</i>	0 ac	0 ac	0 ac	24.67 ac (44%)	21.62 ac (39%)
<i>Net Impervious Surface Increase</i>	7.58 ac	9.09 ac	12.75 ac	8.10 ac	9.73 ac
<i>Wetlands Impact</i>	3.79 ac (27%)	3.85 ac (27%)	3.67 ac (26%)	0.25 ac (2%)	0.80 ac (6%)

The open space and public access to the site is to be assured by the Applicant via an easement completed in two steps. The initial Open Space and Public Access Easement will be signed and issued to the public for the parcel directly abutting the Turnpike immediately following a successful rezone of the parcel to R-3 and ROS. Because the larger parcel is subject to a Purchase and Sale Agreement, the Open Space and Public Access Easement will be held in escrow until the exchange of ownership of the parcel is complete at the conclusion on the PS&A. At a minimum, all land within 250 feet. of the Stroudwater River will be rezoned ROS, however the final Open Space and Public Access Easement will be continued and expanded beyond the 250-foot buffer to the proposed property lines and/or public right-of-way.

The Applicant has completed additional environmental due diligence normally associated with a Site Plan/Subdivision Application in response to site impact concerns addressed by the neighbors. In addition to Wetland Delineation and outreach to State and Federal Agencies (Army Corps, US Fish & Wildlife Service, Maine Natural Areas Program, Maine Inland Fisheries & Wildlife, and Maine Historic Preservation Commission) completed in the Fall, an Ecological Habitat Assessment Report has been developed and included in this submission package.

There has also been a concern from select neighbors that a full buildout R-1 concept as submitted is not feasible. After reviewing the information received to date from our Environmental Consultants and Regulatory Agencies, and standards and regulations set by the City of Portland's Chapter 14 Land Use Code, it is our professional opinion that the full buildout of the R-1 concept is feasible.

This final submission package is intended to meet and expand upon the City's Submission Requirements as outlined in the Zoning Map/Text Amendment. The following documents and drawings are to be uploaded onto the City's electronic submission site in addition to the previously uploaded documents (please note that all new and updated documents are as highlighted):

Documents:

- A. Cover Letter – *Updated*
- B. Zoning Map Amendment Application – *Updated*
- H. Ecological Habitat Assessment Report, by Verdanterra Dated 3/15/17 – *New*
- I. Housing Attainability Summary, by Camelot Holdings, LLC Dated 3/30/17 - *New*

Drawings:

- R-3 Open Space Concept Site Plan, C-10 Dated 10/26/16 – *Updated 3/29/17*
- R-3 Open Space Concept Aerial Site Plan, C-11 Dated 12/9/16 – *Updated 3/29/17*
- R-3 Full Buildout Concept Aerial Site Plan, C-12 Dated 2/10/17 – *Updated 3/29/17*
- R-2 Full Buildout Concept Aerial Site Plan, C-21 Dated 2/10/17 – *Updated 3/29/17*
- R-1 Full Buildout Concept Aerial Site Plan, C-31 Dated 1/17/17 – *Updated 3/28/17*
- R-5a Open Space Concept Aerial Site Plan, C-41 Dated 3/28/17 – *New*
- Ex-2 Parcel Exhibit, Dated 2/14/17 - *Updated*

Camelot Holdings, LLC and the design team look forward to your review of these updated and new additions to the final project application to be presented at and spoken to at the next Planning Board Workshop meeting. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,



William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Zoning Map/Text Amendment/Contract or Conditional Rezoning Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the review of requests for zoning map amendments, zoning text amendments and contract or conditional re-zoning. The Division also coordinates site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Zone Change.

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

planning@portlandmaine.gov

Office Hours

Monday thru Friday

8:00 a.m. – 4:30 p.m.

PROJECT NAME:CAMELOT FARMS

PROPOSED DEVELOPMENT ADDRESS:1700 WESTBROOK STREET

PROJECT DESCRIPTION:

Proposed redevelopment of existing farmland into a traditional single-family development within the Stroudwater neighborhood. A portion of the site is to be preserved as a recreational, green space using the Recreational Open Space Zone.

CHART/BLOCK/LOT: 229-A-2, 246-A-3, 247-A-3, 248-A-9, 256-A-3, 246-A-6, 247-A-2, 245-B-5**CONTACT INFORMATION:**

Applicant – must be owner, Lessee or Buyer Name: Michael Barton Business Name, if applicable: Camelot Holdings, LLC Address: 62 Portland Road, Suite 25 City/State : Kennebunk Zip Code: 04043	Applicant Contact Information Work #: Home #: Cell #: (207) 939-5432 Fax#: e-mail: michael.corbett.barton@gmail.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Address: City/State : Zip Code:	Agent/Representative Contact information Work #: Home #: Cell #: Fax#: e-mail:
Billing Information Name: [See Applicant Information] Address: City/State : Zip Code:	Billing Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer Name: William H. Savage, P.E. Acorn Engineering, Inc. Address: PO Box 3372 City/State : Portland, ME Zip Code: 04104	Engineer Contact Information Work #: (207) 775-2655 Home #: Cell #: (207) 317-1884 Fax#: e-mail: wsavage@acorn-engineering.com
Surveyor Name: David Titcomb, PLS Titcomb Associates Address: 133 Gray Road City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Home #: Work #: (207) 797-9199 Cell #: Fax#: e-mail: DTitcomb@titcombsurvey.com
Architect Name: Address: City/State : Zip Code:	Architect Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Designated person/person(s) for uploading to e-Plan: Name: Olivia Dawson e-mail: odawson@acorn-engineering.com Name: William Savage e-mail: wsavage@acorn-engineering.com Name: e-mail:	

Right, Title, or Interest: Please identify the status of the applicant's right, title, or interest in the subject property:

The application submission includes the purchase and sale agreement for the lots 229-A-2, 246-A-3, 247-A-3, 248-A-9, 256-A-3 and the deed to the additional parcel (CBL, 246-A-6, 247-A-2, 245-B-5).

Provide documentary evidence, attached to this application, of applicant's right, title, or interest in the subject property.
(For example, a deed, option or contract to purchase or lease the subject property.)

Vicinity Map: Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use.
(Applicant may utilize the City Zoning Map or Parcel Map as a source.)

Existing Use: Describe the existing use of the subject property:

The existing property is comprised of a single family home with accessory barn and storage structures. The majority of the site is farmland and fronts the Stroudwater River.

Current Zoning Designation(s): R-1, RESIDENTIAL ZONE

Proposed Use of Property: Please describe the proposed use of the subject property. If construction or development is proposed, please describe any changes to the physical condition of the property.

The project proposes to redevelop the existing, small farm with a single-story home and accessory shed and barn structures into a traditional single-family development within the Stroudwater neighborhood; house lots will range in size between 6,500 sf to 20,000 sf. The portion of the site adjacent to Westbrook Street is proposed to be regraded to support a road network, subdivided lots, and ancillary infrastructure. The remaining space will remain a shared green space.

Site Plan: On a separate sheet, please provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan, to scale, by the applicant. (Scale to suit, range from 1" = 10' to 1" = 50'.) Contract and conditional rezoning applications may require additional site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood.

APPLICATION FEES:

Zoning Map Amendment _____ \$3,000.00 (from R-1 zone to R-3 & ROS zone) *fee provided in previous application submission Zoning Text Amendment _____ \$3,000.00 (to Section 14- _____) Combination Zoning Text Amendment and Zoning Map Amendment _____ \$4,000.00 Conditional or Contract Zone _____ \$5,000.00 (A conditional or contract rezoning map be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Sections 14-60 to 62.)	The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$50.00 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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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov
(Please be sure to designate a person who will be responsible for uploading documents and drawings.)
This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mail to you. Payments can be made on-line at [Pay Your Invoice](#) , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

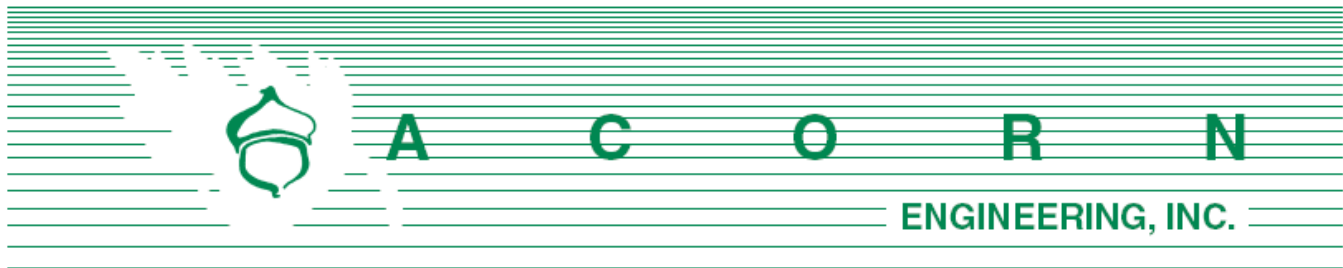
APPLICANT SIGNATURE:

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.

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: 3/30/17
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C. Project Narrative

Camelot Farm Residential Development

Revised February 2017

The Camelot Farm parcel is an approximately 54-acre piece of pastureland with frontage along Westbrook Street and the Stroudwater River. It offers a unique opportunity to provide something the City of Portland has not experienced in generations: a chance to create an innovative, environmentally thoughtful, and diverse mix of home ownership options unified by a comprehensive approach to its implementation. Neighborhood amenities will also include zone protected access to shoreland areas and preserve recreational space for diverse, shared-uses. The anticipated plans call for the creation of approximately 95 homeownership opportunities.

In alignment with the current and goals of the future comprehensive plan, the proposed development intends to take queues in consideration as a whole. The following goals have been highlighted from the plan and are not intended to be an exhaustive list:

As Highlighted from the Current Comprehensive Plan:

- **Maximize development where infrastructure exists**
 - Westbrook Street contains access to water, sewer, electricity, and natural gas and is within 200 feet of the proposed development
- **Balance the natural and built environment**
 - Concentration of infrastructure and proposed house lots towards the Westbrook Street frontage will maximize the use of the land that lends itself to responsible development and provides access to several acres of shared natural spaces currently in place on the parcel. Opportunities for recreational space on lower portions of the site are also being explored.
 - Providing green buffer spaces directly along Westbrook Street that flank the access points to the development intend to provide a natural transition that respects the history of the parcel
- **Link existing trail systems and provide access to shoreline areas**
 - Provide Green Spaces with Blue Edges that naturally transition from the residential development towards the Stroudwater River
 - Promote walkability and bike-ability within the neighborhood and onsite amenities

- With the addition of the 9-acre parcel, new opportunities are provided within the site to access the Stroudwater River and provide connectivity between the Fore River Sanctuary to the Stroudwater River trail systems.
- **Offer a diverse mix of housing options to help increase homeownership opportunities for all types of households**
 - The home offerings are intended to be without bias. The goal is to provide equal opportunities for first time home buyers, empty nesters, growing families, and working professionals alike.
- **Provide innovative new housing development near service centers and employers while maintaining proximity to neighborhood assets**
 - The Stroudwater area has a classic neighborhood feel to which this development intends to respect. It includes single family lot sizes within the range of those being proposed (both minimum and maximum). The area also lays claim to large employers such as Unum to which the convenience of new housing product might inspire employees to consider relocation to the city. Additionally, there is the Portland International Jetport a mere mile away and the Portland Transportation Center and Thompson's a manageable 2.5-mile travel via vehicle or trail making this location appealing to those who work remotely but choose Portland as their place to live and enjoy.
 - Innovation also shows through the intent to amend the current zone from R-1 to R-3. This is an attempt to reverse the trend of lower density in the outskirts of the city associated with sprawl, while respecting the existing housing stock in the area. The intended result is to provide as many new residents as is practical the opportunity to enjoy the unique amenities the Stroudwater area has to offer. An added benefit of the increase in density is the access to several acres of shared green space within the parcel.
- **Utilize new technologies and materials to provide quality, efficient, and sustainable homes**
 - New residences will be constructed using high quality materials that provide ease of maintenance and operation, and consider the total life cycle a home experiences. Interior finish materials will be sensitive to the end users well-being with indoor air quality taking high priority.
 - The site will utilize innovative management techniques to control and treat stormwater run-off as the site transitions from an historically agrarian impact to residential. Design will also respect natural topography and resources with intentions to preserve or improve those that could be pre-existing on the parcel.



As Highlighted from the Future Comprehensive Plan Goals and Strategies:

- **Incorporate multiple functions in recreation & open space**
 - The proposed project site is an underutilized piece of pastureland that has the capacity to be developed into a diverse space of both residential and recreational open space to create a complementary, shared-use of the land.
 - The property presents the opportunity to link the Stroudwater River Trail with the Fore River Sanctuary system under a partnership with Portland Trails to create a more integrated trail network.
 - The project proposes open space that can potentially be used as a Community Garden to be accessed and utilized by the entire neighborhood.
 - The open space within the site also offers the potential for a mixed-use pond functioning as a stormwater quality and quantity device as well as recreationally as a seasonal ice skating rink.
- **Create economic prosperity by growing Portland's tax and employment base**
 - The proposed project has the capacity to attract new professionals to the area by providing a less urban, greater green space appeal still within the City limits and a shorter commute to the greater Portland businesses
- **Improve water quality**
 - The proposed project will be designed to meet and potentially exceed the stormwater quality and quantity control measures as outlined by the Maine Department of Environmental Protection's (MDEP) Chapter 500 – Stormwater Management Law rules and regulations. The runoff is proposed to not enter the existing municipal combined sewer system within Westbrook Street and instead be treated and detained within the property before dispersing into the existing onsite buffer area to be preserved and maintained as such after construction.
 - Stormwater will be treated using best management practices (BMP) designed to the standards set by the MDEP BMP Manual
 - Construction and maintenance activities will incorporate erosion and sedimentation control practices to limit sediment transport, wetland and waterbody impact, and land disturbance. Erosion Control Inspection will be provided by a MDEP Approved Third-Party Inspector.

In closing, this development should be viewed to provide some relief to the pressures of low housing inventories that some believe are hampering growth within the city. It will provide chances for those who want to relocate to or within this city, downsize or upsize, and/or transition from rental to homeownership. It will give Portland a chance to create a modern neighborhood to take pride in and will do so on a scale that should make noticeable differences in a relatively short timeframe at a price point that is attainable.



ATTACHMENT D

Purchase and Sale Agreement for Lots: 229-A-2, 246-A-3, 247-A-3, 248-A-9, 256-A-3

PURCHASE AND SALE AGREEMENT
(Real Estate)

Agreement made and entered into this day by and between ONEX CO., a/k/a Onex Company, a Maine business corporation having a mailing address of 399 Old Brunswick Rd., Bath, ME ("Seller") and DIVERSACORP, LLC, a Maine limited liability company having a mailing address of 5 Stone Pony Circle, Saco, ME, or its assigns ("Buyer"). In consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. **PURCHASE AND SALE OF PREMISES.** Seller agrees to sell and Buyer agrees to buy, on the terms and conditions hereinafter set forth, the land and buildings commonly known and designated as "Camelot Farm," located generally at 1700 Westbrook Street, Portland, Maine, and consisting of roughly 44.8 acres of real property, together with all improvements and fixtures thereon and all rights appurtenant thereto, being more particularly described in a Warranty Deed recorded in the Cumberland County Registry of Deeds in Book 14598, Page 346 (the "Deed") ("Premises" or "Property"). A copy of the deed is attached hereto as **EXHIBIT A** and made a part hereof. The description of the Premises in the Deed is understood to be general in nature and the description in the deed of conveyance contemplated herein shall be subject to approval by Buyer.

2. **PURCHASE PRICE.** Subject to any adjustments and prorations hereinafter described, Buyer agrees to pay for the Premises the sum of [REDACTED] payable as follows:

a. The sum of [REDACTED] as Deposit payable upon the signing of this Agreement by both parties ("Deposit"). This Deposit shall be held by ~~State Street Bank~~ ("Escrow Agent") in a non-interest bearing account. It shall be applied as credit to the purchase price at closing or disposed of as set forth herein. In the event of a dispute over the return or forfeiture of any deposit held by the Escrow Agent, the Escrow Agent shall continue to hold the deposit until it has received a written release from the parties consenting to its disposition, or until a final order. Regardless of its representation of any party to this Agreement, Escrow Agent shall not, as Escrow Agent, have any responsibility or liability to any party beyond the proper disposition of the escrow funds actually paid over to it. All parties agree to indemnify and hold the Escrow Agent harmless from any and all costs, actions, failure to act, or payment or refusal to pay, so long as said actions are made in good faith and are not a result of willful misconduct, including any defense costs or attorney's fees. The Escrow Agent shall incur no liability in acting upon any signature, notice, request, waiver, consent or other document believed by the Escrow Agent to be genuine.

b. The BALANCE of the purchase price, the sum of [REDACTED] by bank check, wire transfer or equivalent, at the time of closing subject to adjustment and as set forth in the Prorations.

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KD
8-15-16
ADL
8-18-16

3. **VESTING OF DEPOSIT.** The Deposit set forth in Section 3 above shall be refundable in full until the following occurrences, at which point, such portions of the deposit shall become non-refundable and shall vest in, and be released to, Seller: (a) [REDACTED] shall become non-refundable upon final approval of the subdivision plan by the City of Portland; (b) [REDACTED] shall become non-refundable upon satisfaction of the financing contingency set forth below.

4. **CLOSING.** The closing shall take place at the offices of Bergen & Parkinson, 62 Portland Road, Kennebunk, Maine within sixty (60) days after the later of: a) receipt of final subdivision approval from the City of Portland, or; b) satisfaction of any of the conditions precedent to buyers obligation to purchase set forth below. Notwithstanding the intended deadline set forth in the preceding sentence, Buyer and Seller agree that Buyer may extend the closing date up to sixty (60) additional days.

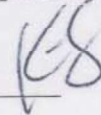
5. **TRANSFER OF TITLE.** Seller shall convey the Premises to Buyer at the closing in fee simple with good and marketable title, free and clear of liens and encumbrances, subject to the following:

a. Buyer shall have until thirty (30) days after the Effective Date to determine if title to the Premises is acceptable and notify Seller of the same. In the event that Buyer determines that Seller would be unable to convey title to the Premises as aforesaid and Buyer properly notifies Seller, then Seller shall have thirty (30) days notice from Buyer in which either to: notify Buyer that Seller via its own counsel shall remedy such title defects, to the satisfaction of Buyer's Counsel, at Seller's expense, or; notify Buyer that Seller shall reimburse Buyer at closing all Buyer's legal and other costs associated with remedying such title defects. If Seller fails to provide notice to Buyer within 30 days as set forth in the preceding sentence, then Seller hereby agrees that Buyer's costs of curing such title issues, including legal and other fees and costs, shall be offset against the purchase price at closing. Any period of time ninety (90) days after Seller received notice of a title defect, and the final recording or filing of any curative documents shall toll all deadlines and periods for any contingencies set forth anywhere in this agreement. In the event that said defects cannot be corrected or remedied within said time period to the satisfaction of Buyer's counsel, Buyer may terminate this Agreement by written notice to the parties and any non-vested portion of the Deposit shall be returned to Buyer. Buyer may, however, at its sole discretion elect to close notwithstanding such defects as may exist. Seller and Buyer understand and agree that any mortgages and liens on the Premises shall not be considered title defects provided that the same shall be discharged at or prior to the closing at Seller's expense. Seller may use purchase money proceeds for this purpose.

b. Seller agrees that it will not further encumber or permit to be encumbered the Premises by any liens, mortgages, attachments, covenants, restrictions or easements after the date of this Agreement.

c. At the closing, Seller shall execute and deliver to Buyer, against payment of the purchase price, a Quitclaim Deed with Covenants to the Premises, in accordance

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with the Short Form Deeds Act, 33 M.R.S.A. § 761 et seq., (the "Deed") together with a Bill of Sale for personal or intangible property, and such other rights as may be associated with the Property, if any. If Seller fails to execute and deliver a separate Bill of Sale or Assignments, then this Agreement shall be deemed to convey the same and this Provision survives closing, and in such instance, Seller hereby grants and assigns to Buyer all such personal property as of the date of Closing.

d. Seller further agrees to execute and deliver to Buyer at the closing such Affidavits and Certificates as are reasonably necessary for Buyer's acquisition and financing of the Premises, including without limitation a Certificate of Non-Foreign Status (as required by Internal Revenue Service regulations), an affidavit regarding underground storage tanks (as required by Maine Laws), and a title insurance "Seller's Affidavit" regarding mechanics liens and persons in possession.

e. Seller is a corporation and Seller certifies that it is duly authorized and validly existing under the Laws of the State of Maine and agrees to provide evidence satisfactory to Buyer of due organization, authority, and good standing, including an opinion of counsel evidencing the same, which opinion may be required at Buyer's sole discretion.

6. **CONDITION OF IMPROVEMENTS.** Improvements at the Premises shall be delivered to Buyer at closing in "broom clean" condition. The improvements shall be sold and conveyed strictly on an "as is", "where is" and "with all defects" basis. Notwithstanding the foregoing, Seller covenants that it has no knowledge that the improvements violate any federal, state, municipal or local statutes, laws, rules, regulations or ordinances, including, without limitation, those pertaining to land use (or permits issued in connection therewith), zoning, lead paint, urea formaldehyde foam insulation, asbestos, hazardous or toxic wastes or substances, pollutants, contaminants or other environmental matters. The provisions of this paragraph shall survive the Closing and delivery of the Deed (as hereinafter defined) or any expiration or termination of this Agreement.

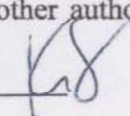
7. **RISK OF LOSS, DAMAGE AND INSURANCE.**

a. All risk of loss to the Premises prior to the closing shall be borne by Seller. Seller shall keep the Premises fully insured against fire and other extended coverage risks until the closing.

b. In the event that, prior to the closing, the improvements which are part of the Premises are destroyed or, in the opinion of Buyer, substantially damaged, Buyer may either (i) terminate this Agreement and receive back any non-vested earnest money deposit, or (ii) accept the insurance proceeds payable by reason of such damage, destruction or taking and close this transaction notwithstanding the same. Seller agrees and hereby assigns any proceeds payable pursuant hereto to Buyer, and shall name Buyer as an additional insured as Buyer's interest may appear.

8. **INSPECTION/DUE DILIGENCE.** So long as Buyer is accompanied by Seller's Broker or another authorized agent of the Broker and upon reasonable advance notice, Buyer

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may enter into any part of the Premises at all reasonable times prior to the closing in order to inspect the Premises, conduct surveys, soil tests and engineering studies and to do such things as are reasonably necessary with respect to its acquisition, improvement or development of the Premises. Nothing in this paragraph shall limit the inspections necessary to complete due diligence and to meet any contingencies precedent to Buyer's obligation to close as set forth below. Except as otherwise set forth elsewhere in this Agreement, Buyer shall have one hundred twenty (120) days within which to complete general due diligence.

9. **POSSESSION OF THE PREMISES AND LEASES.** The Premises shall be delivered to the Buyer at the time of the closing free and clear of all tenancies or occupancies by any person or entity.

10. **REPRESENTATIONS AND WARRANTIES OF SELLER.** Seller represents and warrants to Buyer that the following are true as of the date of this Agreement and will be true as of the closing:

a. Seller has no knowledge, after reasonable investigation, that the Premises violates any applicable laws, ordinances, or regulations.

b. Seller has no knowledge, after reasonable investigation, that the Premises contains any special wastes, underground storage tanks urea-formaldehyde foam insulation, radon, asbestos containing materials, lead-based paint, waste oil, petroleum and any other hazardous, biomedical, radioactive or toxic, substances, materials or wastes. The terms used in the foregoing sentence shall include, without limitation, all substances, materials, etc., designated by such terms under any laws, ordinances or regulations, whether federal, state or local. Notwithstanding the foregoing, Seller believes there is or may have been an underground oil storage tank located in the front yard of the Premises, being further described in the Disclosure Form Delivered to Buyer.

c. There are no outstanding pending or threatened liens, claims, rights of first refusal, or encumbrances against the Premises.

d. All outstanding bills and/or accounts payable concerning the Premises are either paid or will be paid prior to or at the time of closing.

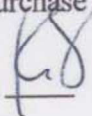
e. There are no outstanding claims, losses or demands against Seller by any tenant or other person respecting Seller's ownership, use and/or occupancy of the Premises.

f. There are no leases on the Premises.

g. No portion of the Premises is currently classified as Farm land or Tree Growth under applicable provisions of Title 36 M.R.S.A.

h. The Premises, is classified as Open Space the City of Portland and shall be withdrawn from such classification prior to or at closing at Seller's expense. Seller may use purchase money proceeds for this purpose.

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i. To the best of Seller's knowledge, there are rights of ingress and egress in perpetuity from the Premises to public highways or roads for both vehicular and pedestrian traffic and utilities.

j. Seller has provided Buyer with a copy of a survey made by Nadeau & Lodge, Inc., dated Feb. 21, 2003 entitled "Plan Depicting the Results of a Standard Boundary Survey Made for Onex Company [sic], Southerly Sideline of Westbrook Street, Portland, Maine" (the "Onex Plan"). Other than encroachments listed on the Onex Plan, there are no known boundary disputes or other encroachments affecting the Premises. For the avoidance of doubt, Buyer's knowledge of encroachments on the Onex Plan is not a waiver of Buyer's right to require reasonable curative boundary work as a condition hereof.

k. Seller has transacted business under the name "Onex Co." as registered with the Maine Secretary of State, and also as "Onex Company," as identified in a certain deed by which it took title (CCRD Book 14598, Page 346), and Seller certifies that that "Onex Co." and "Onex Company" as listed on said deed are one and the same.

l. Seller shall obtain authorization from its shareholders to enter into this Agreement, and to take all actions required hereunder, and further, that any notices given in advance of such meeting for the approval of this agreement shall be timely and duly given in accordance with the Bylaws, and any other governing documents, of the Seller.

11. **DEFAULT AND REMEDIES.** Upon default by either party, the non-defaulting party shall have all rights and remedies available to it in equity or at law, including Buyer's right to specific performance under this Agreement.

12. **CONDITIONS PRECEDENT TO BUYER'S OBLIGATION TO CLOSE.** The obligation of Buyer to close is subject to the satisfaction at or before the closing of all of the following conditions:

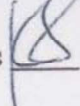
a. All representations and warranties of Seller contained in this Agreement shall be true as of the closing.

b. Buyer may, at its sole option, order its own survey of the Property, and any boundary encroachments, whether on Buyer's survey, or the Onex Plan, or otherwise, shall have been cured.

c. Buyer shall have determined within the timeframe set forth in Section 5 above that Seller can convey title in form and substance satisfactory to Buyer and Buyer's counsel.

d. Within 240 days after the Effective Date, Buyer shall have satisfactorily completed all inspections, testing, permit applications, or other requirements necessary to receive subdivision approval ("Necessary Investigations"), it being understood that each such Necessary Investigation constitutes its own condition precedent.

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e. Within 300 days after the Effective Date, Buyer shall have received final subdivision approval, granted in full and without any remaining contingencies to be fulfilled. In the event this condition is not met at the end of 300 days, and provided further that Buyer has diligently pursued the same, then Buyer may extend this contingency deadline by 60 days by giving Seller or its agents notice thereof, and paying to Seller an additional \$5,000, which payment shall be in addition to the purchase price.

f. Within 60 days after final subdivision approval, Buyer shall have received financing for a mortgage loan in such amount and upon such terms and conditions as are satisfactory to Buyer.

g. Within the first 120 days after the Effective Date, Buyer shall have obtained an inspection of the Premises and determined them to be free of wetlands, endangered or threatened wildlife or plant habitats, coastal sand dunes, great ponds, rivers and streams and in compliance with all applicable laws, ordinances, and regulations. In the event the Premises or a portion thereof is determined to be in wetlands, etc. as described above, then so long as such condition does not materially or adversely impair the Buyer's development of the Premises then this condition shall be deemed satisfied.

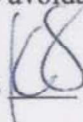
h. Within 90 days after the Effective Date, Buyer shall have obtained a general building inspection of any structures on the Premises disclosing the Premises to be structurally sound (except for a leak in the roof, some rot in the exterior wood on the house, and some rotten wood in the stable, all as disclosed to the Buyer) and in good repair and all of the mechanical systems, including without limitation, plumbing, heating, electrical, drainage, water, sewer/septic to be in working order and repair and adequate to serve the premises, all to the satisfaction of the Buyer.

i. Within the first 90 days after the Effective Date, Buyer shall have obtained an environmental site assessment of the Premises disclosing the Premises to be free of urea-formaldehyde foam insulation, hazardous substances, underground storage tanks (other than as disclosed by the Buyer on Seller's Property Disclosure), asbestos containing materials, lead-based paint, radon and special wastes. The terms used in the foregoing sentence shall have those meanings ascribed to them under Federal, State and/or Local Law.

j. Within 60 days after final subdivision approval, Buyer shall have obtained an appraisal of the Premises with a valuation equal to or greater than the purchase price hereunder.

k. Prior to closing, any action by any officer, director, or shareholder of Seller, or any other party claiming via rights to, through, or associated with Seller challenging this Agreement or the proposed sale or subdivision development contemplated hereunder shall thereafter toll all deadlines set forth herein, which deadlines shall remain tolled until either final settlement, bonding off, or final adjudication of such matter, which, for the avoidance of doubt, includes the passage of any appeals period.

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1. Prior to closing, Seller shall have conducted necessary tests to locate the buried tank referenced in its disclosure, and shall have removed such tank at its sole expense in compliance with any applicable laws, evidence of which compliance is a condition precedent to closing.

13. **BROKERAGE.** Seller is responsible for the payment of all fees and commissions due any real estate brokers with respect to this transaction. Seller agrees to indemnify and hold Buyer harmless from any and all claims made by real estate brokers with respect to this transaction. This indemnity shall include all costs and expenses including attorney's fees incurred by Buyer in defense against any such claim, and shall include claims made post-closing.

14. **ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.**

a. Real estate taxes, assessments, rentals and utilities shall be prorated as of the closing.

b. The Maine real estate transfer tax shall be paid by Seller and Buyer in accordance with 36 M.R.S.A. § 4641-A.

c. The recording fee for the deed of conveyance will be paid by Buyer.

d. A portion of the purchase price shall be withheld at the closing by Buyer if required by 36 M.R.S.A. § 5250-A.

e. Utilities shall be prorated as of the closing date and Buyer shall reimburse Seller for any unused fuel oil or gas.

f. Seller shall pay any penalties due to the City of Portland which relate to Seller's removal of the Premises from any Open Space, Tree Growth, Farmland, or other such tax program set forth under Title 36 of the Maine Revised Statutes.

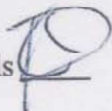
15. **CONFIDENTIALITY.** Seller and Buyer covenant and agree to keep confidential the terms of the transaction contemplated hereby and not to disclose to any person either the fact that discussions or negotiations are taking place (other than Buyer's lender or attorney) concerning the acquisition of the Property or the substance or status thereof, except as is necessary to perform obligations pursuant hereto.

16. **MISCELLANEOUS.** The parties further agree as follows:

a. **Binding Agreement / Assignment.** This Agreement shall inure to the benefit of and shall be binding upon the parties hereto and their respective heirs, legal representatives, successors, and assigns. Buyer reserves the right to assign this Agreement to an entity to be formed.

b. **Joint & Several.** Seller shall refer to each selling party as their interests

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appear but each Seller shall be responsible for all warranties and representation on a joint and several basis.

c. Amendment. This Agreement shall not be changed in any respect except by written instrument signed by the parties hereto.

d. Governing Law / Jurisdiction. This Agreement and all rights and obligations hereunder, including matters of construction, validity, and performance, shall be governed by the laws of the State of Maine and parties recognize Maine as the courts of Cumberland County having sole forum having jurisdiction hereover.

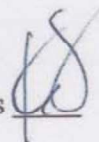
e. Severability. If any term, condition, or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be held invalid or unenforceable according to the law, then the remaining terms, conditions, and provisions of his Agreement, or the application of any such invalid or unenforceable terms, condition or provision to persons or circumstances other than those to which it is held invalid or unenforceable shall not be affected thereby, and each term, condition, and provision of this Agreement shall be valid and enforced to the fullest extent permitted by law.

f. Headings. The descriptive headings of the sections of this Agreement have been inserted for the convenience and reference only and shall not control or affect the meaning or construction of any of the contents hereof.

g. Integration. This Agreement may be executed in multiple originals and embodies the entire understanding of the parties. All prior discussions and representations are merged herein.

h. Notice. Any demand or notice required or permitted hereunder, shall be effective if either: (i) hand-delivered to the addressee, or (ii) deposited in the mail, registered or certified, return receipt requested and postage prepaid, or delivered to a private express company addressed to the addressee: (A) at the address shown below, or (B) if such party has provided the other in writing with a change of address, at the last address so provided. Any notice or demand mailed as provided in this paragraph shall be deemed given and received on the earlier of: (i) the date received, or; (ii) the dated of delivery, refusal or non-delivery as indicated on the return receipt, if sent my mail or private express as provided above. All notices required to be given, or which may be given hereunder, shall be in writing and if mailed, shall be sent by mail to the party to be notified as follows:

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Seller: Onex Co.
Attn: Kerrin Dorne.
68 Old Farm Road
Newton, MA 02459

With a copy to:
Alexandra E. Caulfield
Drummond Woodsum
84 Marginal Way, Suite 600
Portland, Maine 04101-2480

Buyer: Diversacorp, LLC
Attn: Nate Libby
5 Stone Pony Cir.
Saco, ME 04072

With Mandatory Copy To:
Jason G. Howe, Esq.
Bergen & Parkinson, LLC
62 Portland Road, Suite 25
Kennebunk, ME 04043

or to such other addresses as one party may from time to time hereafter designate by like notice to the other.

i. Gender and Number. All words denoting gender or number shall be construed to include any other gender or number as the context and facts require.

j. Survival / Merger. All representations of Seller survive closing unless extinguished in writing by agreement of the parties signed at closing. For the avoidance of doubt, acceptance of the Deed by Buyer does not merge the provisions of this Agreement or satisfies all obligations and representations of Seller.

k. Time. Time is of the essence in this Agreement.

l. Survey. Survey means a map of a staked survey of the Real Property and Improvements constituting the Property prepared by a surveyor who prepared one or both of the Existing Surveys (as defined herein), such Survey to comply with the ALTA/ACSM Survey Requirements 1999 for ALTA/ACSM land title surveys jointly established and adopted in 1999, by the American Land Title Association, American Congress on Surveying and Mapping, and the National Society of Professional Engineers, including optional items 1, 2, 3, 4, 6, 7, 8, 9, 19 and 11 of Table "A" thereof, which meets the accuracy standards (as adopted by ALTA and ACSM and in effect on the date of the Survey), or a state standard which is comparable to the foregoing ALTA/ACSM standard.

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m. Professional Advice. Each party hereby acknowledges that they have read and understand this Agreement and have had an opportunity to obtain professional advice regarding the same.

n. Recording. Buyer reserves the right to record a memorandum of this agreement at the Cumberland County Registry of Deeds at its expense, and Seller agrees to sign a memorandum hereof.

o. Authority. Seller warrants and represents that it / they have full authority to execute this Agreement and perform all obligations contained herein. All such actions have been properly authorized by any required votes and the party signing on behalf of Seller is duly appointed to so act in said capacity to make this Agreement binding upon Seller.

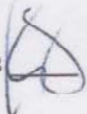
p. Signatures/Counterparts. Facsimile or Electronic Signatures shall be deemed to be and treated as originals. This agreement may be signed in counterpart, the combination of which counterparts constitutes a binding final agreement.

q. Improvident Transfers. Seller warrants and represents that they have fully complied with the Improvident Transfer Act and that this Agreement is enforceable pursuant to the provisions thereof.

17. **AGREEMENT OF ESCROW AGENT.** In the event of any dispute regarding the disposition of the escrowed funds held by Escrow Agent, Escrow Agent shall have the right to deliver said funds to a court of competent jurisdiction and commence an interpleader action to determine the proper disposition of said funds. Seller and Buyer agree to reimburse Escrow Agent for all expenses incurred by Escrow Agent in the interpleader action, including, without limitation, attorney's fees. Seller and Buyer further agree to hold Escrow Agent harmless for any action taken in good faith pursuant to the terms of this Agreement.

(Signatures Below)

Onex Initials



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IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of this
day of August 2016 ("Effective Date").

ONEX CO.
("Seller")

Witness Kevin Capen

By: [Signature]

Print Name: Kerrin Dorne.
Its: Secretary
Thereunto Duly Authorized

DIVERSACORP, LLC
("Buyer")

Witness [Signature]

By: [Signature]

Nate Libby, its Manager
Thereunto Duly Authorized

Nate Libby
(President)

(Exhibit A Below)

Onex Initials [Signature]

Diversacorp [Signature]

EXHIBIT A

MAINE REAL ESTATE TAX PAID

P 10211 - Warranty deed, warranty deed form, 10-03

BK14598P6366

0017208

Warranty Deed

Peter J. Rogers and Mary K. Rogers
 of Portland
 (being married), for consideration paid,
 gave to Onex Company, A Maine Corporation with a principal place of business
 at 440 Forest Avenue
 of Portland, Cumberland, County
 with Warranty Covenants,
 the land in Portland Cumberland, County, Maine.

See Exhibit A attached hereto and made a part hereof.

Witness our hands and seals this fourth day of March 1999

Peter J. Rogers
 Peter J. Rogers

Mary K. Rogers
 Mary K. Rogers

State of Maine, County of _____

Then personally appeared the above named Peter J. Rogers and Mary K. Rogers
 and acknowledged the foregoing instruments to be their free act and deed.

Before me, Rachel Davis

☐ Justice of the Peace
☐ Attorney at Law
☒ Notary Public

RACHEL DAVIS
 NOTARY PUBLIC LICENSE
 MY COMMISSION EXPIRES MARCH 31, 2001

Onex Initials

Diversacorp

BK 14598PG347

EXHIBIT A

A certain lot or parcel of land, together with the buildings thereon, situated in Portland, in the County of Cumberland and State of Maine, in that part of Portland which was formerly Deering, on the southerly side of the road leading from Stroudwater Village, so-called, to Westbrook formerly called Saccarappa; being all and the same property which was conveyed to Allura S. Castner by Rufus T. Boothby and Frank P. Tibbetts, et als., by their deeds of warranty dated March 11, 1899, as recorded in Cumberland County Registry of Deeds in Book 671, Pages 424 and 425, said property being bounded and described in said deeds as follows:

Northerly by said road, easterly by land now or formerly of N.H. Dole and land of the heirs of M. Quimby, southerly by the Stroudwater River and westerly by land now or formerly of Royal Burnham, containing forty-eight (48) acres, more or less, reference being made to said deeds and the record thereof for a more particular description of the premises.

Excepting from the above described premises those parcels of land conveyed by the grantor by the following conveyances: On June 7, 1938 to Carroll E. Hackett, recorded in Cumberland County Registry of Deeds in Book 1548, Page 418; on April 25, 1949 to Granville F. Allen et al., recorded in said Registry of Deeds in Book 1952, Page 354; on May 28, 1954 to Portland Water District recorded in said Registry of Deeds in Book 2198, Page 386; on July 14, 1955 to Frederick A. Butts et al., recorded in said Registry of Deeds in Book 2236, Page 405; on November 4, 1956 to Rosamond J. Allen, recorded in said Registry of Deeds in Book 2325, Page 358; on November 14, 1957 to Rosamond J. Allen, recorded in said Registry of Deeds in Book 2386, Page 205.

This conveyance is made subject to a right of way over the above described land taken by the Portland Pipe Line Corporation by condemnation proceedings and recorded in Cumberland County Registry of Deeds in Book 1655, Page 294 to which reference is hereby made.

This conveyance is also subject to an easement granted to the Portland Water District recorded in the Cumberland County Registry of Deeds in Book 1399, Page 462 to which reference is hereby made.

This conveyance is also made subject to an easement for a sewer pipe granted to Frederick A. Butts et al. in deed recorded in Cumberland County Registry of Deeds in Book 2236, Page 405.

Also excepting and reserving from the above described premises another certain lot or parcel of land adjoining and to the south of land of Lillian E. Hackett, formerly of Carroll E. Hackett mentioned above. Said lot or parcel of land being bounded and described as follows: Beginning at the southwest corner of said Hackett land; thence southerly projecting the line marking the western boundary of the said Hackett land and which projection would form a 90 degree angle with said Westbrook Street, one hundred (100) feet to an iron stake; thence at an angle of 90 degrees 46' easterly ninety-seven and sixty-two hundredths (97.62) feet to an iron stake; thence northerly one hundred (100) feet to a stake at the southeasterly corner of said Hackett land; thence westerly ninety-seven and sixty-two hundredths (97.62) feet along southern boundary of said Hackett land to the point of beginning.

Meaning and intending to convey and hereby conveying the same premises conveyed to the Grantors by deed of Ruby H. Young dated October 27, 1960, recorded in the Cumberland County Registry of Deeds in Book 2574, Page 161.

RECEIVED
RECORDED REGISTRY OF DEEDS

1999 MAR -9 PM 3:27

CUMBERLAND COUNTY

John B. O'Brien

M.H.R.
P.J.D.

Onex Initials

Diversacorp

Deed for Lots: 246-A-6, 247-A-2, 245-B-5

After recording return to:

Jason G. Howe, Esq.
Bergen & Parkinson, LLC
62 Portland Road, Suite 25
Kennebunk, ME 04043

Space Above This Line For Recording Data

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS, that **JUDITH A. CAMINITI**, f/k/a Judith C. Green, having a mailing address of 67 Goose Cove Road, Trenton, ME 04605, FOR CONSIDERATION PAID, hereby grants to **DIVERSACORP, LLC**, a Maine limited liability company whose mailing address is 5 Stone Pony Circle, Saco, Maine, with Warranty Covenants, a certain lot or parcel of land, together with any improvements thereon and all rights appurtenant thereto, commonly know and designated as 1714 Westbrook Street, Portland, Maine; being more particularly described as follows:

SEE EXHIBIT A ATTACHED HERETO AND
INCORPORATED HEREIN BY REFERENCE

IN WITNESS WHEREOF, Judith A. Caminiti, f/k/a Judith C. Green, has hereunder set her hand and seal as of this _____ day of February, 2017.

WITNESS

Judith A. Caminiti

STATE OF MAINE

_____ County, ss.

Date: _____

Personally appeared the above-named Judith A. Caminiti, being formerly known as Judith C. Green, and acknowledged the foregoing instrument to be her free act and deed.

Before me,

Attorney at Law / Notary Public

Print: _____

[SEAL]

(Exhibit A Below)

EXHIBIT A
(1714 Westbrook St., Portland)

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

BEGINNING on the southeasterly side of Westbrook Street at a fir stump marked at the corner of land now or formerly of one Leavitt;

THENCE southeasterly by said Westbrook Street, ten (10) chains and sixty-three (63) links to land formerly of Solomon Conant, et als;

THENCE southerly by said Conant land twenty (20) chains eighty-seven (87) links to the Stroudwater River, across said river to land formerly of James Trickey, et als;

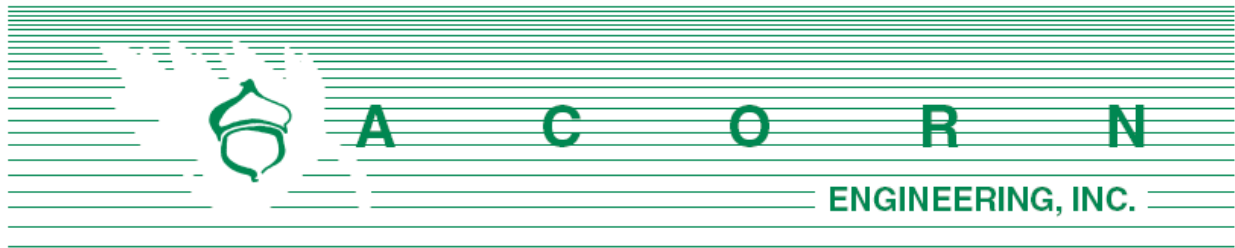
THENCE westerly by said River by said Trickey land and land formerly of George B. Leavitt to a stake;

THENCE by Leavitt land North 12° East (subject to variations since established) twenty-seven (27) chains and ninety-two (92) links to the first mentioned bounds, containing thirty (30) acres, more or less.

Excepting from the above-described premises those portions conveyed to Maine Turnpike Authority by Maurice S. Tomlinson, et al, by deed dated February 11, 1954, and recorded in the Cumberland County Registry of Deeds in Book 2166, Page 135; and by deed dated September 2, 1954, and recorded in said Registry of Deeds in Book 2166, Page 135.

Excepting from the above-described premises the parcel with a house thereon conveyed to Andrew D. Green and Judith C. Green by deed dated March 4, 1994, and recorded in the Cumberland County Registry of Deeds in Book 11319, Page 55.

Excepting from the above-described premises the 1 acre parcel conveyed to Andrew D. Green by deed dated December 20, 2004, and recorded in the Cumberland County Registry of Deeds in Book 22163, Page 81. Regarding this exception, further reference is made to a certain Agreement Concerning Marital Property recorded in said Registry in Book 22163, Page 80, and a certain Abstract of Divorce recorded in said Registry in Book 22735, Page 32.



E. Non-Conforming Lot Summary

Camelot Farm Zoning Map Amendment Application

Based on feedback from the Planning Board, the abutting and surrounding lots to Camelot Farms zoned as R-1 or R-2 were evaluated for conformance with the City zoning standards. The Camelot Farms property is currently zoned as R-1 Residential Zone abutting the Stroudwater neighborhood as zoned as R-2 Residential. Upon review of the City of Portland's Zoning Map Viewer, it is apparent that there are multiple properties within each zone that do not meet the zoning standards as set by Chapter 14 of the Code of Ordinances. Instead, these lots represent a more dense and narrower configuration that would comply with a R-3 zone as proposed within the Camelot Farms neighborhood. It was identified that there are fourteen (14) existing non-conforming lots within the R-1 zone and fourteen (14) within R-2. Non-conforming lots were defined as not meeting the minimum lot size, lot width, or street frontage; building setback requirements were omitted from the list.

A summary of the space and bulk standards per zone is as follows:

<i>Zone</i>	<i>Min Lot Size</i>	<i>Min Lot Width</i>	<i>Min Street Frontage</i>
R-1 Residential	15,000 sf	100 ft	75 ft
R-2 Residential	10,000 sf	80 ft	50 ft

A table of the identified parcels are as listed below:

	<i>Address</i>	<i>Chart, Block, Lot</i>	<i>Non-Conforming Attribute</i>
R-1: Residential Zone			
<i>1</i>	<i>1683 Westbrook St</i>	<i>249-A-1</i>	<i>Lot Size - 14,375 sf</i>
<i>2</i>	<i>1593 Westbrook St</i>	<i>248-B-9</i>	<i>Lot Size - 14,600 sf</i>
<i>3</i>	<i>16 Swan St</i>	<i>250-B-7</i>	<i>Lot Width - 65 ft</i>
<i>4</i>	<i>6 Pierce Ave</i>	<i>250-B-6</i>	<i>Lot Size - 9,025 sf</i>
<i>5</i>	<i>10 Pierce Ave</i>	<i>250-B-4</i>	<i>Lot Size - 9,500 sf</i>
<i>6</i>	<i>18 Pierce Ave</i>	<i>250-B-1</i>	<i>Lot Size - 10,671 sf</i>
<i>7</i>	<i>37 Swan St</i>	<i>250-C-5,6</i>	<i>Lot Size - 9,500 sf</i>

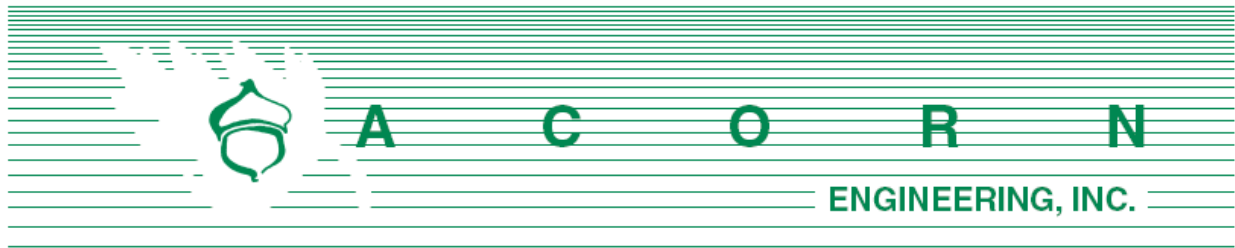
8	13 Swan St	250-C-1,2 256-B-4	Lot Size – 14,250 sf
9	1567 Westbrook St	256-B-1,2,3	Lot Size – 14,139 sf
10	1563 Westbrook St	256-B-5	Lot Width – 76 ft
11	1557 Westbrook St	256-B-13	Lot Width – 76 ft
12	1549 Westbrook St	256-B-6	Lot Width – 76 ft
13	1543 Westbrook St	250-C-9	Lot Width – 76 ft
14	1533 Westbrook St	250-A-14	Lot Width – 51 ft
R-2: Residential Zone			
1	1527 Westbrook St	250-C-13	Lot Width – 61 ft
2	3 Stroudwater Rd	227-C-1	Lot Size – 9901 sf
3	1221 Westbrook St	213-E-7	Lot Size – 6,702 sf
4	1193 Westbrook St	213-F-6	Lot Size – 8,400 sf
5	1161 Westbrook St	213-F-3	Lot Size – 8,675 sf
6	1157 Westbrook St	207-B-6	Lot Size – 4,198 sf
7	50 Cobb Ave	210-B-33	Lot Size – 9,500 sf
8	111 Cobb Ave	210-A-10,11	Lot Size – 9,609 sf
9	9 Cobb Ave	213-A-4	Lot Size – 5,776 sf
10	1 Cobb Ave	213-A-5	Lot Size – 6,412 sf
11	1174 Westbrook St	213-A-8	Lot Size – 7618 sf
12	24 Garrison St	213-A-13	Lot Size – 7,043 sf
13	36 Garrison St	212-A-33	Lot Size – 9,600 sf
14	67 Tide Mill Rd	212-A-51	Street Frontage – 42 ft



Omitting the lot with less than 50 feet of street frontage, all the existing lots listed above would conform to the standards set by the R-3 Residential Zone. Most of these lots also have the space and bulk characteristics of the proposed Camelot Farms conceptual layout. The current plan proposes 95 lots at an average area of 9,079 square feet with the smallest lot at 6,517 square feet and the largest at 24,357 square feet all with a minimum 50-foot street frontage and 65-foot width at center (assumed structure location). It is also assumed that homes are to be between 900 – 1800 square feet of building footprint. Under these specific characteristics, eighteen (18) existing lots within the R-1 and R-2 neighborhood would fit into Camelot Farms; specific lots are as italicized in the table above.

In all, the zone change from R-1 to R-3 for the residential section of Camelot Farms gives the flexibility for more narrow lots with lesser required street frontage that allows for efficient use of space and total road infrastructure. By studying the surrounding R-1 and R-2 neighborhoods, the proposed zone change is compatible with the existing neighborhood size and scale.





F. Architectural Design Examples

Camelot Farm Zoning Map Amendment Application

Camelot Farms is proposed to be comprised of homes that reflect classic New England facades and complement the existing styling and massing of the surrounding neighborhoods. The homes are to be modestly sized and orientated within the lot to encourage both interaction with the neighboring home as well as privacy in the form of open-air front porches also found in the existing lots within the Stroudwater Neighborhood. The homes are to be designed to be adaptable and expandable within the lot to allow for future renovation and additions for growing families or upsizing homeowners.

Provided below is a list of images with design elements and features that reflect the project goals:

Example Design and Massing to be Considered for Development:



Craftsman Home

2,250 Square Feet, 2-Floor, 4-Bedroom Floor Plan



Bungalow Craftsman Home

1,600 Square Feet, 2-Floor, 2-Bedroom Floor Plan





Craftsman Home

1,612 Square Feet, 2-Floor, 3 Bedroom Floor Plan



Traditional Home

2,533 Square Feet, 2-Floor, 3 Bedroom Floor Plan





Classic Cape Home

1,525 - 2,047 Square Feet, 2-Floor, 3 Bedroom Floor Plan
Eastern Village, Scarborough - As-Built Plans



Edenville Home

1,800 Square Feet, 2-Floor, 3 Bedroom Floor Plan
Eastern Village, Scarborough - As-Built Plans



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This idea of more densely orientated homes with front porches and craftsman-like styling is reflected in the abutting areas as well. The below listed images are Google street views of existing properties that harmonize with the size, setbacks, and style proposed for the Camelot Farms homes.

Existing Homes Within the Surrounding Neighborhood:



Address: 1533 & 1527 Westbrook Street



Address: 10 & 18 Pierce Ave





Address: 44 & 40 Spar Ln



Address: 36 Partridge Cir



Address: 42 & 37 Swan Street



Address: 59 Kingsmark Ln



Address: 1646 Westbrook Street



Address: 1630 Westbrook Street

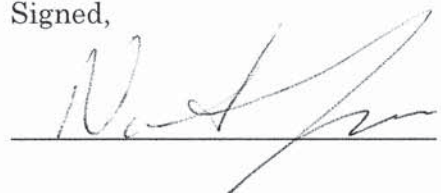
Camelot Farms (1700 Westbrook Street) Zoning Map Amendment Application
Neighborhood Meeting Certification

I, (Applicant/Consultant) hereby certify that a neighborhood meeting was held on **January 24th, 2017** at the **Stroudwater Baptist Church** at **6:00pm**.

I also certify that on **January 12th, 2017**, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (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,

 2-1-17 (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Neighborhood Meeting Sign-In Sheet
3. Neighborhood Meeting Minutes

Camelot Holdings, LLC

62 Portland Rd, Suite 25
Kennebunk, ME 04043
(207) 939-5432
michael.corbett.barton@gmail.com

January 6, 2017

Dear Neighbor,

On behalf of Camelot Holdings, LLC we are pleased to invite you to a neighborhood meeting to discuss our concept plans for the proposed Camelot site. One goal of the proposed plan is to create a modern take on the traditional neighborhoods that have historically made Portland a city which affords its residents the opportunity to live, work, grow, and enjoy. A second goal is to utilize the land in such a fashion as to conserve and provide access to the natural resources it has to offer. A third goal is to respect the context of existing housing in place along the Westbrook Street corridor while providing flexibility further inbound on the property for a variety of different housing options. It is believed that these and other goals can be achieved by modifying the existing land use from an R1 to an R3 zone. The proposed plan anticipates a 4-5 phase implementation of 20-30 housing units each expected to span several years. The project site provides a unique opportunity for the surrounding neighborhood and the city and we are eager to discuss the benefits it is staged to present for the residents and stakeholders.

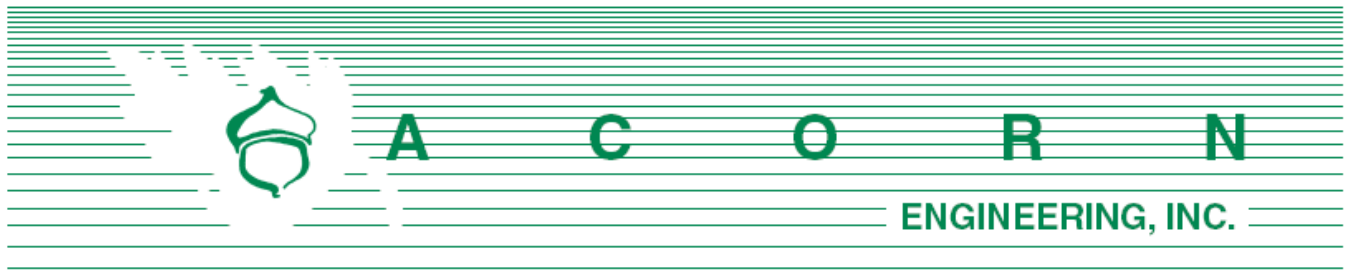
Meeting Location:	Stroudwater Baptist Church, 1737 Congress St.
Meeting Date:	Tuesday, January 24, 2017
Meeting Time:	6 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an “interested parties list” be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board. If you have any questions regarding the neighborhood meeting, please don’t hesitate to call me at (207) 939-5432. We look forward to seeing you at the meeting.

Sincerely,



Michael Barton



Camelot Farms (1700 Westbrook Street) Zoning Map Amendment Application

Neighborhood Meeting Minutes

January 24th, 2017 6:00pm

Stroudwater Baptist Church

Design Team Attendees:

Mike Barton	Developer/Presenter
Nate Libby	Developer
Will Savage	Civil Engineer/Presenter
Olivia Dawson	Civil Engineer

Presentation:

Mike Barton:

- Introduced the design team in attendance and elaborated how each of the members and companies are based in Portland
- Reviewed the timeline of the development:
 - o Summer 2016 – Informal meetings and discussions with City Planning and initial outreach to Portland Trails and Stroudwater Village Association
 - o September 2016 – Informal meeting with neighbors that addressed their initial concerns such as preserving land within the site, maintaining a landscaped buffer between Westbrook Street and the development, and proposing larger lots abutting the existing lots on Partridge Circle
 - o September – December 2016 – Concept plan refinement and development
 - o December 2016 – Preliminary zoning map amendment application submitted
 - o January 17th, 2017 – First Workshop Meeting with the Planning Board
 - Planning Board requested a second workshop meeting
- Reviewed the development concept plans and how the proposed R-3 zoning map amendment meets the goals set by the Comprehensive Plan
 - o Described the goal to provide single-family lots for first time home buyers and downsizing retirees
 - o Reviewed the benefits of developing pocket neighborhoods to preserve shared-use green space
 - Emphasized continued conversations with Portland Trails in an effort to

create connectivity with the existing Fore River trail system across Westbrook Street and provide designated public use trails within the development

- Discussed the potential for developing a Planned Residential Unit Development as allowed in the R-3 zone but emphasized that the decision to include the PRUD units is up for discussion with the abutting and surrounding neighbors
- Mentioned the possibility of including an additional zone change later in the design process to allow for commercial amenities within the neighborhood such as a small convenience store if this was supported by the Stroudwater Neighborhood
 - Goal is to reduce traffic into Westbrook Street from the neighborhood by providing some goods and/or services within the site
- Reviewed examples of general massing and housing styles that the neighborhood could embody
 - Emphasized street presence with a porch and garage set back into the lot
 - Introduced the possibility of shared front yards or walking alleyways instead of traditional subdivision design with the house frontage to the road

Will Savage:

- Discussed the idea to design the neighborhood around conservation subdivision standards used and defined by municipalities other than Portland
 - Conservation subdivisions emphasize the grouping and arrangement of lots as to create green space pockets within the neighborhoods as well as a larger open, shared-use space
 - Benefits include a lesser construction footprint and a reduction in total roadway impervious surfaces
- Described that before any concept plan was developed, we conducted an existing conditions analysis including the following:
 - Approximately 45 acres of land that is relatively flat along Westbrook Street and has steep slopes down to the Stroudwater River within the rear of the site
 - Completed a wetlands inventory; identified that there are wetlands within the site
 - Land cover is primarily open grassland with limited forested areas and pockets within the center and at the river's edge
 - Identified the extent of the riparian areas into the site from the river edge as well as the general area of the Resource Protection Zone as defined by the City of Portland
- Discussed the concept design process from the current R-1 zoning to R-2 and R-3 while speaking to the concept drawings for the R-1 and R-3 zones
 - R-1 Zone: Developed a concept plan that included about 80 lots with little open space and significant impacts to slopes, forested area, wildlife corridors, and wetlands.
 - Would require extensive roadway, sewer, and stormwater infrastructure
 - Lots would be at least 150 ft deep/100 ft wide pushing the development 200 ft closer to the river
 - R-2 Zone: Estimated that the lot would support about 86 lots with slightly more open space but still significant impacts to slopes, forests, wetlands, etc.
 - Lots would be at least 125 ft deep/80 ft wide still pushing the development 100 ft towards the river
 - R-3 Zone: 96-lot concept plan is a modern take on a traditional neighborhood



- Density allows for a conservation subdivision layout, flexibility with lot size (6,500-20,000 sf/lot), 43% open space with public access to the river, wetland avoidance, and less impacts to natural resources
 - Lots at least 100' deep/65' wide allow for a greater buffer (> 250 ft) between the development and the river
 - Overall reduction in development and public infrastructure footprint
- Further emphasized that the development will be designed to meet and/or exceed the Maine DEP's Chapter 500 Stormwater Rules

Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting.

Q: What kind of community amenities could be provided as part of the R-3 zone change and potential business zone change? Would that increase traffic into the site? Would there be parking provided for these amenities?

A (Mike): The idea behind the added business amenities, such as a local or small community convenience store, is to deter the residents from traveling outside the neighborhood and increasing the congestion within Westbrook Street. It is anticipated that additional parking would be provided for the business. However, it is possible that outside residents could utilize the store and enter the neighborhood. If we were to move forward with adding a small business element to the site, we would need to apply for an additional zone change for a portion of the parcel from R-3.

Q: Could you please elaborate on the application procedure and steps to achieve the proposed zone change.

A (Mike): There will need to be another Workshop Meeting, not yet scheduled, and then a Final Application Meeting with the Planning Board to approve the zone change. The application is then reviewed by the City Council for final approval. Then we will submit a plan for Site Plan approval that would include another Workshop meeting or series of Workshop meetings before final approval by the Planning Board.

Q: Could you elaborate on the proposed traffic speeds for Westbrook Street? It was addressed in the Workshop meeting that the street could support a faster limit.

A (Mike): We do not intend to change the speed limit on Westbrook Street.

Q: Are there any limitations on agricultural activity within the R-3 zone more specifically regarding the potential for a community garden?

A (Mike): We are not positive on the limitations stated within the R-3 zone description but we will review the description and get back to the community.

Q: Has the existing topography of the site been reviewed?



A (Will): The existing topography has been initially reviewed using public data and the concept plan takes the existing grades into consideration.

Q: How long will construction last?

A (Mike): Ideally, the project will be split in four different phases to be completed in five years. Each phase will include only a buildout of that section; therefore, the road will only be built to serve the lots of that phase and not built in entirety until project completion.

Q: Will the surrounding elementary/public schools have the capacity to serve a neighborhood of this size?

A (Mike): I believe that the nearby Hall School has the capacity for 400 students and the newly approved school has the capacity for 560 students. However, we are continuing the conversation with the City and related officials to ensure that this development will not be a burden on the surrounding school system.

Q: What affect will the proposed development have on the existing utilities within Westbrook Street?

A (Mike & Will): There are existing sewer and water mains within Westbrook Street; there is also a large water main that traverses across the site as part of an existing easement. Due to the downward slope towards the river, it is anticipated that we will need a pump station to bring the site-generated sewer waste back into Westbrook Street. The stormwater runoff generated by the site will be collected, treated, detained, and outletted into the 250 ft river buffer area. As part of the site plan application and design process the respective utilities will be contacted for an ability to serve letter verifying the proposed services to the site. If need be, we will improve the existing utilities in Westbrook Street to better serve the site and limit impacts to the surrounding neighborhood. It is our intent to design the homes in an energy efficient way with the use of heat pumps and potentially solar energy (the site and current orientation of the lots have valuable southern sun exposure).

Q: Is there any possibility of having less homes than 90-100 like currently proposed in the R-1 or R-2 zones while still being profitable?

A (Mike): This range must be maintained for the development to be profitable. If the R-3 zone was not achieved the project would not be moving forward.

Q: Will the project require blasting as part of construction?

A (Mike): Not that we know of.

Q: What are you proposing for treatment of the stormwater generated from the site development? Stroudwater River is already an urban-impaired waterbody; how will this development not pollute the river further?

A (Will): The stormwater runoff will be designed to meet and/or exceed the stormwater management requirements as set by the Maine DEP. It is proposed that the stormwater be first



treated for quality purposed in decentralized locations directly abutting the inner roadway such as tree boxes. The stormwater is to then be directed into a detention basin, that could double as a skating pond in the winter, to fulfill the flooding requirement set by the state department.

Q: Who owns the abutting parcel between the site and the Turnpike? Is it part of the Turnpike right of way?

A (Mike): We are exploring the ownership of the abutting parcel and will get back to you on the existing parcel and use.

Q: Is there any manufactured housing planned as part of the project?

A (Mike): None at this time.

Q: Would it be possible to provide a thickly landscaped buffer between the development and Westbrook Street to screen the homes from street view such as planting tall evergreens?

A (Mike): That is definitely an option and during the site plan process we would be open to discuss what the intent of the proposed buffer will be and if it can act as a natural screen for the development. I should note that the site does slope downwards away from the street view so it is likely that the new rooftops of the homes will not be as prevent as a view from Westbrook Street.

Q: Christian MilNeil's proposed alternative zoning plan was handed out during this meeting proposing a mix of R-5a and B-1b zone changes in additional to preserving a large section of green space. Was this option of using R-5a to create denser residential planning considered?

A (Mike): It was the design team's understanding that increasing the density of the residential units beyond what we are currently proposing would not be favorable for the abutting landowners. We do support the idea of implementing a small zone change to allow for a business to operate within the neighborhood (potentially a B-1b zone) in order to reduce car traffic and travel.

Q: Do you think that it is feasible to build and sell 96 homes within this neighborhood?

A (Mike): Based on initial assessments of the existing housing market for single family lots within Portland and the lack thereof, we feel that building and selling this many homes is a viable investment.

Q: What is the anticipated cost of the homes and is this affordable the target buyers? Do you believe that there are enough jobs within the area to support this anticipated cost? How does this apply to the new Inclusionary Zoning requirement?

A (Mike): It is anticipated that the homes will range in the \$300K – 450K range depending on the lot location and size which typical for the greater Portland area for new homes. The site is in a great location in terms of proximity to the airport, UNUM, the Maine Mall, downtown Portland, and other employers in the area. The development will be subject to the standards and requirements set by the City's Inclusionary Zoning process and application. This includes setting aside at least 10% of all units to be deed restricted to the affordability standards as set by the City.



Q: Has the traffic sight of the proposed entrances been evaluated and reviewed? Will there be a traffic survey performed?

A (Mike): We have completed a Traffic Study and anticipate continued review on the traffic impacts during the site plan process.

Q: Will you be bringing in additional designers for the subdivision layout to the design team? Also, the City is selling other pieces of property potentially more valuable from a development standpoint; would you and your partner be open to a land swap?

A (Mike): It is not anticipated at this time to bring in additional design help. And we have not actively considered the land swap but will explore that possibility with the City.

Q: Will you be using local labor for the construction of the project?

A (Mike): Yes, most definitely.

Q: What is the accountability of this project and the developer if the zone change is approved?

A (Mike): We feel that this a positive zone change that will enhance the value and use of the existing parcel. By keeping the community and neighbors involved we are hoping to gain support and momentum for the project throughout the site plan process after the zone change application.

Q: There has been a big development boom in Portland and the surrounding areas. What makes this development compete with the anticipated flooding of units into the housing market?

A (Mike): These lots are single-family homes that differ from the majority of the products that are currently being developed or are entering the housing market. The units in which you mention are mostly, if not completely, attached residential 1-2 bedroom apartment or condo units. There is also a draw to live within the City of Portland city limits.

Q: What about the higher taxes in Portland versus the surrounding towns?

A (Mike): Based on recent reports and studies on the benefits of living close to where you work, the commute savings from a year of travelling to work could equate to what is paid more in taxes for living within the city.

Q: Would you support and encourage the neighbors to meet and review the proposed project amongst ourselves?

A (Mike): Most definitely. We would be open to even facilitate these meetings by setting up a location for the discussion to take place. The more feedback we receive from the abutting neighbors the better.

Q: Could you provide us with an example of an existing neighborhood within the R-3 zone in Portland? Will these new homes have the classic cookie-cutter design as past subdivisions? Will the home designs be reviewed before construction?



A (Mike & Olivia): The neighborhood by Ludlow Street and the Deering High School is within the R-3 zone. The homes will be constructed to a set design book outlining colors and features cohesive with the other homes including the porch element as mentioned earlier. These design features and example home facades will be reviewed as part of the Planning Board's decision during the site plan application process.

Q: Will there be public access to the river? Is it proposed to build a bridge to connect the neighborhood trails to the Stroudwater River Trail directly across from the river?

A (Mike): The proposed neighborhood trail will provide public access to the Stroudwater River but it is not anticipated that the project would include building a bridge; we will continue to collaborate with Portland Trails on how the trails are to be built and maintained.

Meeting concluded at approximately 8:00pm.

The abovementioned material was as interpreted and recorded from handwritten notes. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted as necessary.

Recorded by,



Olivia Dawson, E.I.
Design Engineer
Acorn Engineering, Inc.

odawson@acorn-engineering.com



Camelot Farms

Neighborhood Meeting Sign-In Sheet - January 24th, 2017

Please Print your Name and Address

1. Art McEvoy 89 Partridge Cir.
2. Gloria Hodgdon 1629 Westbrook St
3. Diane Diconzo 54 Pennick Rd
4. Holly Hoffner 1619 Westbrook St
5. Bruce Harrington 1619 Westbrook St.
6. Jackie Day 1630 Westbrook St.
7. Derek Carpine 1630 Westbrook St
8. Dick Farnsworth 55 Old Mast Rd.
9. Andrew & Linda Green 1714 Westbrock St.
10. BILL DOBROWOLSKI - 132 PARTRIDGE CIRCLE & 6 PARTRIDGE ROAD
11. PETER DASCANIO 18 PARTRIDGE RD
12. Carl Smith 85 Pine Edge Dr
13. Joey Brunelle 61 Kellogg St. #2
14. Tom Minemiro 60 Starbird Rd.
15. Anita B Jones 33 Old Mast Rd.
16. John-Paul Bilodeau 1535 Westbrook St.
17. Joe & Carla McDonnell 1413 Westbrook St
18. Mike & Paul 1603 Westbrook St.
19. Jennifer Barland 1413 Westbrook St.
20. Carol Heasley 1832 Congress St
21. Joe Heasley 1832 Congress
22. Joan & Sandy Bell 37 Old Mast Rd.

23. Angela Wheaton 30 Partridge Rd.
24. Lisa Melanelli 30 Partridge Road
25. Marc Hodroff 48 Partridge Circle
26. John Haslam Pastor of Stroudwater Village Church (formerly Stroudwater Baptist)
27. John Kilbride 1543 Westbrook St
28. Julie Kilbride 1543 Westbrook St Portland, Me.
29. JAMES EVERHART 1647 WESTBROOK ST, Portland
30. Mella McEay 89 Partridge Circle
31. _____
32. _____
33. _____
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43. _____
44. _____
45. _____



Ecological Habitat Assessment Report

1700 Westbrook Street, Portland Maine

Camelot Holdings, LLC

**5 Stone Pony Circle
Saco, ME 04072**

Prepared by:

Verdanterra, LLC
47 Richards Lane
Freeport, Maine 04032
www.verdanterra.com

March 15, 2017

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Figure 1. Camelot Farms - Project Location Map

Figure 2. Project Limits of Disturbance – Aerial Background

Figure 3. Project Limits of Disturbance – Topographic Background

Appendices

Appendix A. Verdanterra Resume

Appendix B. Site Visit Photodocumentation

Appendix C. Agency Correspondence

1. Introduction

On March 13, 2017, Verdanterra, LLC (Verdanterra) conducted an ecological assessment for the proposed Camelot Holdings, LLC (Camelot) residential development project at 1700 Westbrook Street, Portland, Maine (Project). On November 10, 2016, Maine Natural Areas Program (MNAP) provided a list of rare plants and natural communities that occur within the vicinity of the project area. MNAP has not documented rare plants or natural communities on the Project parcel. Wetland delineations were completed by Mark Hampton Associates, Inc. on November 21, 2016. Maine Department of Inland Fisheries and Wildlife (MDIFW) indicated that there are no Endangered, Threatened, or Special Concern species that occur on the property on December 2, 2016. This ecological assessment was prepared to evaluate Rare and Exemplary Botanical Features habitat and potential New England cottontail (*Sylvilagus transitionalis*) habitat in the Project Area.

This report describes the objectives, methodology, and results of the ecological assessment. The survey and subsequent report were completed by Gino Giumarro, a Wildlife Biologist Certified by the Wildlife Society. Gino has a Bachelor of Science degree in Wildlife Biology from the University of Massachusetts at Amherst and a Master of Science degree in Natural Resources Planning from the University of Vermont. Mr. Giumarro has been conducting wildlife habitat assessments professionally since 1996. A resume is included in Appendix A.

1.1. Regulatory Context

Endangered and threatened inland fish and wildlife species in Maine are listed either under Maine's Endangered Species Act (MESA; Title 12 M.R.S.A. Sections 7751 to 7759), the U.S. Endangered Species Act (ESA; Title 16 U.S. Code Sections 1531 to 1544), or both. Species listed under MESA receive state protection; species listed under ESA receive federal protection; and species listed under both receive state and federal protection. The presence of endangered or threatened species can have implications on defining other resources status protected under different legislation (e.g. Significant Wildlife Habitat or Wetlands of Special Significance).

The MDIFW holds management responsibility for inland fish and wildlife listed under MESA, and shares responsibility with the U.S. Fish and Wildlife Service (USFWS) for inland fish and wildlife listed under ESA. MDIFW indicated in their December 2, 2016 correspondence (Appendix C) that there are no known locations of Endangered, Threatened, or Special Concern species within the Project area that would be directly affected by your project. Additionally, MDIFW has not mapped any Essential or Significant Wildlife Habitats that would be affected directly by the Project. MDIFW further suggested maintaining buffers along sensitive fisheries. As planned (shown on the Site Plan Drawing Number C-10 – Acorn Engineering – 2/14/2017; Attachment C), the project maintains more than the suggested 100-foot vegetative buffer along the Stoudwater River.

On March 20, 2017, Verdanterra conducted an unofficial Information for Planning and Conservation (IPaC; part of the Environmental Conservation Online System¹) analysis for the Project to obtain a draft list of potentially occurring federally protected threatened or endangered species and critical habitats managed by the USFWS. The USFWS also implements the regulations of the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. A formal request can be made to the USFWS should further endangered species coordination be required. For instance, Section 7 of the ESA requires Federal agencies (such as the U.S. Army Corps of Engineers for wetland permitting) request from the USFWS information on whether any species which is listed or proposed to be listed may be present

¹ The Environmental Conservation Online System (ECOS) is a gateway web site that provides access to data systems in the U.S. Fish and Wildlife Service (Service) and other government data sources. This central point of access assists Service personnel in managing data and information, and it provides public access to information from numerous Service databases. Available <https://ecos.fws.gov/ipac/>. Accessed March 20, 2017.

in the area of such proposed action (e.g. filing an application for a Section 404 of the Clean Water Act wetland fill permit).

The report indicated that northern long-eared bat (*Myotis septentrionalis*; threatened) has the potential to occur in the Project Area. There are no critical habitats for protected species in the Project Area, however there are a number of migratory birds of conservation concern protected under the Migratory Bird Treaty Act with the potential to occur in the Project Area. USFWS stresses the importance to avoid and minimize impacts to birds of conservation concern.

A wetland or waterbody permit is considered a federal action by the U.S. Army Corps of Engineers. As a threatened species, impacts to the northern long-eared bat would require a Section 7 Consultation between the U.S. Army Corps of Engineers and the USFWS. Under the Section 4(d) of the Endangered Species Act, the USFWS can issue regulations deemed "necessary and advisable to provide for the conservation of threatened species." It allows the USFWS to promulgate special rules for species listed as threatened (not endangered) that provide flexibility in implementing the Endangered Species Act. Federal actions that cause incidental take that is **not** prohibited under the 4(d) rule may still affect individual northern long-eared bats. Under Section 7 of the Endangered Species Act, a federal agency must consult with the Service if their action may affect a listed species, which includes effects to individuals. However, for the northern long-eared bat 4(d) rule, the USFWS has provided a framework to streamline Section 7 consultations when federal actions may affect the northern long-eared bat, but not cause prohibited take. The incidental take prohibition for known occupied maternity roost trees applies only during the during the pup season (June 1 through July 31). Including the streamlined 4(d) rule compliance form with any necessary federal permitting is helpful to the permitting agency. This compliance includes the following determinations (among others).

- Does the Project occur within the White-Nosed Syndrome (WNS) zone?
- Is the USFWS aware of hibernacula or maternity roost trees within 0.25 miles of the Project?
- Would the Project cut trees within 150 feet of a known maternity roost tree?

Federal agencies may fulfill their project-specific Section 7 responsibilities by using the USFWS's framework. The notification would include a determination that the action would not cause prohibited incidental take. USFWS concurrence is not required, but the USFWS may advise the agency whether additional information indicates that project-level consultation is required. If the USFWS does not respond within 30 days, the action agency may consider its Section 7 responsibilities fulfilled with respect to the northern long-eared bat.

MNAP searched the Biological and Conservation Data System files and provided a response on November 10, 2016 for information on the presence of rare or unique botanical features documented from the vicinity of the Project. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. According to the information currently in MNAP's Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. There are, however, several of species of plants that are known to occur within 4 miles of the Project. Many of the plant species on this list are known to occur in very particular ecological communities.

1.2. New England Cottontail Habitat Requirements

The New England cottontail was listed as state endangered species in Maine in 2007. In 2010, Maine's New England cottontail population was estimated to be less than 200 rabbits. MDIFW determined the number of New England cottontail in Maine by conducting intensive winter surveys to locate occupied patches of habitat and estimating the number of rabbits per acre based on the size of the habitat patch.

The region-wide decline of New England cottontail has been attributed to habitat loss, and in particular, the loss of old field and shrubby habitat. New England cottontails need dense shrubby habitat to protect them from avian and terrestrial predators. Ideally, this dense cover should be interspersed with some grassy areas when the rabbits can find adequate food. Habitat blocks of at least 25 acres in size (ideally much larger) and close to additional patches of habitat are necessary for the species to survive².

New England cottontail depend more upon the structure of the vegetation (its form, height, and density) rather than specific species. In old fields, New England cottontail are commonly associated with juniper (*Juniperus spp.*), blackberry (*Rubus spp.*), spirea (*Spiraea spp.*), dogwoods (*Cornus spp.*), and a variety of young deciduous tree species (red maple [*Acer rubraum*], birch [*Betula spp.*], and aspen [*Populus spp.*])². Old fields are also where New England cottontail are sometimes associated with exotics such as honeysuckle (*Lonicera spp.*), autumn olive (*Elaeagnus umbellata*), multiflora rose (*Rosa multiflora*), and Japanese barberry (*Berberis thunbergii*)². On wetter sites, alder (*Alnus spp.*), and willow (*Salix spp.*) are frequent dominants. Barbour and Litvaitis (1993) investigated selection of microhabitats in winter among New England cottontail preferred to use sites with >50,000 stem-cover units/ha (20,234 stem-cover units/acre)³.

2. Methods

A Certified Wildlife Biologist⁴ conducted a flora and fauna ecological assessment at the Project site. Prior to conducting the field survey, Verdanterra ecologists conducted a remote landscape analysis to better understand the ecological and regional context of the Project area. This landscape analysis approach to habitat evaluation considered a wide range of published literature, multi-year aerial photography, and wildlife biologist experience. Ecologists remotely characterized the ecological communities present on and adjacent to the Project area to guide a determination of landscape connectivity, with particular focus on identifying large habitat blocks or connecting corridors of habitat suitable for New England cottontail. The ecological community characterization was conducted in a GIS and considered landforms and land use as determined from aerial photographs, topography, wetlands and waterbodies, soil types, rare natural communities, and proximity of other habitats.

Verdanterra developed a list of habitats required for the rare and unique botanical features reported by MNAP to occur within 4 miles of the Project as well as for the New England cottontail. Remote sensing was used to preliminarily characterize the ecological habitat present in the Project Area. A field survey was conducted to verify these communities and to determine if the microhabitat requirements for individual plants occurs. This information was used to determine the likelihood of occurrence for these species at the Project. While many of the species could not be identified at this time of the year, it was feasible to identify potential habitat for these species. Should suitable habitat be identified for any of the species that were provided by MNAP, targeted species surveys would be recommended for the appropriate growing season phase (flowering or fruiting). Growing season surveys were not conducted. If identified in the field, the location of groups of rare plants identified will be recorded using a GPS (i.e. a GPS location of each individual plant will not be collected) with sub-meter accuracy and a MNAP rare species form will be completed.

Verdanterra ecologists conducted a field survey to support the remote landscape analysis. The on-site habitat assessment was based on a pre-determined list of habitat features developed for the site that are required for the

² Litvaitis, J.A., and W.J. Jakubas. 2004. New England Cottontail (*Sylvilagus transitionalis*) Assessment 2004. Unpublished report. 59pp.

³ Barbour, M.S., and J.A. Litvaitis. 1993. Niche dimensions of New England cottontails in relation to habitat patch size. *Oecologia* 95:321-327.

⁴ As certified by the Wildlife Society, Bethesda Maryland

species to occur. Ecologists also searched the area for signs of cottontail tracks, browse, or pellets. This list of habitat requirements is based on biologist knowledge, published papers and reports, and comparisons to reference habitats familiar to the ecologist. The quality of habitats was evaluated based on strength of species associations with particular natural communities, landscape position and connectivity, and other ecological metrics (e.g. canopy cover, ground cover, water depth, soils, plant species composition, distance from potential feeding and/or breeding locations, etc.). Natural community delineation and habitat assessment is not intended to determine presence/absence, but rather allow informed decisions to be made during the permitting process.

The wildlife biologist evaluated the overall habitat quality and position in the landscape to develop suggested conservation management strategies that could be implemented to avoid or minimize impacts to listed species. Photographs were taken to aid in the discussion of various habitat attributes or conditions that illustrate the findings of this assessment (Appendix B).

3. Results

A landscape analysis finds that the parcel is predominantly an active cattle pasture bordered to the west by Interstate 95, the south by the Stroudwater River, and mixed residential / forested land use to the north and east. The limits of disturbance of the Project are predominantly active cattle pasture with a south facing aspect that slopes down to the Stroudwater River. An east-west running electric transmission corridor occurs north of the site and an oil pipeline bisects the parcel north to south. Neither of these transmission corridors are significant wildlife pathways considering the barriers provided by Interstate 95, Stroudwater River, and the dense mixed residential / commercial development of Deering, Deer Hill, and Nasons Corners neighborhoods.

The field survey was conducted on March 13, 2017 and confirmed that land use was consistent with current aerial photography. The weather during the survey was sunny, 15° F and a light dusting of snow covered the ground early in the morning. There are several small groves of white pine (*Pinus strobus*) and various maple and oak trees that are part of the landscaping of the existing residential structure, however the majority of the area within the limits of disturbance is herbaceous in nature. There is a forested fence line on the western part of the parcel and several palustrine emergent wetland drainages. The wooded fence line is composed of several white pine, northern red oak (*Quercus rubra*), and black cherry (*Prunus serotina*). The pasture has been maintained through cattle grazing and occasional mowing. Cropped grasses observed include Kentucky bluegrass (*Poa pratensis*), timothy (*Phleum pratense*), and smooth brome grass (*Bromus inermis*); intermixed with hawksweed (*Hieracium* spp.), Queen Anne's lace (*Daucus carota*), milkweed (*Asclepias syriaca*), Canada thistle (*Cirsium arvense*), bull thistle (*Cirsium vulgare*), and goldendrod (*Solidago* spp.). Shrub sprouts in the meadow include raspberry, quaking aspen, and multiflora rose (*Rosa multiflora*). Wetland areas are comprised of cattail (*Typha* spp.), rushes, sedges, common reed (*Phragmites australis*), steeplebush (*Spirea tomentosa*), speckled alder (*Alnus incana*), and American pussy willow (*Salix discolor*). There was evidence of past earth disturbance on site including the pipeline right of way, access roads, and old structure foundations throughout much of the site.

A steep slope occurs at the southern limit of disturbance that has several white pine and black cherry interspersed with shrubs such as multiflora rose, red maple, and hawthorn (*Crataegus* spp.). The shrubs remain in small clusters with little to no vegetation underneath due to cattle grazing. Much of this sideslope will not be within the limits of disturbance.

3.1. Rare or Unique Botanical Features Evaluation

MNAP indicated that there are 22 rare or unique botanical features that occur within 4 miles of the Project. Most of the species on this list (Table 1) are only found in ecological communities not present in the Project Area (e.g. rocky summits, tidal wetlands, dry barrens, forested wetlands, etc.). Habitat requirements for two of these species generally includes open wetland communities. Creeping spike-moss (*Selaginella apoda*, state endangered) and hollow Joe-pye weed (*Eutrochium fistulosum*, state special concern) generally occur in open herbaceous wetlands, roadside ditches, and old fields.

State endangered species creeping spike-moss is at the northern extent of its range and has been historically identified (1924) within 4 miles of the Project and in 10 other southern Maine towns. This plant is unlikely to occur in the Project Area due to the disturbances associated with cattle grazing and occasional vegetation management. State special concern species hollow Joe-pye weed can tolerate occasional disturbances caused by mowing, but generally is not found in highly grazed pastures. The vegetative cover was thin throughout the site and plants from the last growing season can often be found standing or laying over during the winter. No dead stalks were identified that resembled hollow Joe-pye weed.

Areas within the Project Area that are unmaintained (e.g. steep slopes, around trees, fence lines) are dominated by small dense patches of invasive shrubs. While this assessment was conducted outside of the growing season, it is unlikely that rare or unique botanical features occur within the Project Area.

Table 1. Rare and Exemplary Botanical Features within 4 Miles of 1700 Westbrook Street

Common Name	State Status	State Rank	Global Rank	Last Observed	Occurrence Number	Habitat Requirement	Habitat in Project Area?
Allegheny vine	E	S1	G4	10/1860	9	Rocky summits and outcrops (non-forested, upland), Dry barrens (partly forested, upland)	No
American sea-blite	T	S2	G5	9/12/1932	5	Tidal wetland (non-forested, wetland)	No
	T	S2	G5	8/15/2011	17		
beach plum	E	S1	G4	5/19/1933	10	Rocky coastal (non-forested, upland)	No
broad beech fern	SC	S2	G5	8/1872	15	Hardwood to mixed forest (forest, upland)	No
creeping spike-moss	E	S2	G5	8/20/1924	3	Open wetland, not coastal nor rivershore (non-forested, wetland), Old field/roadside (non-forested, wetland or upland)	Potential
	E	S2	G5	8/21/1924	8		
dioecious sedge	SC	S3	G4	7/14/1936	7	Non-tidal rivershore (non-forested, seasonally wet), open wetland, not coastal nor rivershore (non-forested, wetland)	No
ebony spleenwort	SC	S2	G5	6/6/1910	10	Rocky summits and outcrops (non-forested, upland), Hardwood to mixed forest (forest, upland)	No
Engelmann's spikerush	PE	SH	G4G5 Q	8/31/1916	2	Open wetland, not coastal nor rivershore (non-forested, wetland); wet sand, peat, mud	No
fern-leaved false foxglove	SC	S3	G5	9/2/1902	13	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)	No
great blue lobelia	PE	SX	G5	9/1/1905	3	Forested wetland, Non-tidal rivershore (non-forested, seasonally wet)	No
hollow joe-pye weed	SC	S2	G5?	6/18/2014	24	Open wetland, not coastal nor rivershore (non-forested, wetland), old field/roadside (non-forested, wetland or upland)	Potential
	SC	S2	G5?	10/22/2007	18		
horned pondweed	SC	S2	G5	9/13/1913	9	Tidal wetland (non-forested, wetland)	No
	SC	S2	G5	6/13/1972	3		
marsh milkwort	PE	SH	G5T4	8/18/1903	1	Dry barrens (partly forested, upland), Open wetland, not coastal nor rivershore (non-forested, wetland)	No
Missouri rockcress	T	S1	G5?Q	6/11/1905	5	Rocky summits and outcrops (non-forested, upland), Hardwood to mixed forest (forest, upland)	No
mountain honeysuckle	E	S2	G5	7/16/2015	16	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)	No
	E	S2	G5	7/7/2015	17		
Parker's pipewort	SC	S3	G3	8/20/1924	8	Tidal wetland (non-forested, wetland)	No
pitch pine bog	<null>	S2	G3G5	7/31/2012	16	Forested wetland, coastal non-tidal wetland (non-forested, wetland)	No
tidal marsh estuary ecosystem	<null>	S3	GNR	8/25/2011	8	Tidal wetland (non-forested, wetland)	No
variable sedge	E	S1	G3	3/25/1905	8	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)	No
	E	S1	G3	6/29/1911	9		
Vasey's pondweed	SC	S2	G4	8/4/1901	7	Open water (non-forested, wetland)	No
water-plantain spearwort	PE	SH	G4	8/1862	3	Open water (non-forested, wetland)	No
wild leek	SC	S3	G5	5/10/2006	19	Hardwood to mixed forest (forest, upland), Forested wetland	No

Table 1 Notes

STATE RARITY RANKS	
S1	Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
S2	Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
S3	Rare in Maine (20-100 occurrences).
S4	Apparently secure in Maine.
S5	Demonstrably secure in Maine.
SU	Under consideration for assigning rarity status; more information needed on threats or distribution.
SNR	Not yet ranked.
SNA	Rank not applicable.
S#?	Current occurrence data suggests assigned rank, but lack of survey effort along with amount of potential habitat create uncertainty (e.g. S3?).
NOTE:	State Rarity Ranks are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines State Rarity Ranks for animals.
GLOBAL RARITY RANKS	
G1	Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extinction.
G2	Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
G3	Globally rare (20-100 occurrences).
G4	Apparently secure globally.
G5	Demonstrably secure globally.
GNR	Not yet ranked.
NOTE:	Global Ranks are determined by NatureServe.
STATE LEGAL STATUS	
NOTE:	State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's Endangered and Threatened plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.
E	ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.
T	THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.
NON-LEGAL STATUS	
SC	SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
PE	Potentially Extirpated; Species has not been documented in Maine in past 20 years or loss of last known occurrence has been documented.

3.2. Wildlife Habitat Evaluation

A number of wildlife were observed during the field visit (Table 2) typical for the season in this habitat. The light snow provided some opportunity to track on the otherwise frozen ground, but it was not so deep that scat, burrows, trails, or other wildlife signs were not visible. Several regular paths used by coyote (*Canis latrans*), red fox (*Vulpes vulpes*), and striped skunk (*Mephitis mephitis*) were observed. Scat, tracks, and venting frost from a red fox den were observed on the site. A variety of winter resident and early spring migrant birds were observed in the Project Area.

Table 2. Wildlife Observed at 1700 Westbrook Street (3/13/2017)

Common Name	Scientific name
Birds	
downy woodpecker	<i>Picoides pubescens</i>
northern cardinal	<i>Cardinalis cardinalis</i>
pileated woodpecker	<i>Dryocopus pileatus</i>
black-capped chickadee	<i>Poecile atricapillus</i>
red-winged blackbird	<i>Agelaius phoeniceus</i>
American crow	<i>Corvus brachyrhynchos</i>
blue jay	<i>Cyanocitta cristata</i>
herring gull	<i>Larus argentatus</i>
red-tailed hawk	<i>Buteo jamaicensis</i>
American crow	<i>Corvus brachyrhynchos</i>
Mammals	
red fox	<i>Vulpes vulpes</i>
Eastern coyote	<i>Canis latrans</i>
striped skunk	<i>Mephitis mephitis</i>

A thorough evaluation of the sideslope dominated by invasive shrubs did not show signs of cottontail use such as scat, tracks, or sign of browse. The multiflora rose, hawthorn, and other shrubs are separated by cattle paths, thereby separating most of the shrubs from each other. The areas under shrubs were free of vegetation due to heavy browse and foot traffic by cattle. The cattle use the area as shelter from the sun, making this area unsuitable for New England cottontail. The patch of shrubby habitat is too small, lacks the proper vegetative structure, lacks the preferred stem density, and is largely unconnected to other areas of suitable New England cottontail habitat.

It is unlikely that the USFWS has hibernacula or maternity roost records for northern long-eared bat (*Myotis septentrionalis*) in the vicinity of the Project based on other work conducted by Verdanterra in the area. There was nothing observed in the field visit to suggest otherwise. Therefore, we believe the 4(d) rule for the northern long-eared bat could be applied.

If there is a federal nexus for the project (e.g., federal permits required to construct), no tree clearing should occur on any portion of the Project Area until consultation under Section 7 of the Endangered Species Act, between the USFWS and the federal action agency, is completed. The applicant can prepare the 4(d) notification form and submit it with their wetland permit for use by the U.S. Army Corps during the Section 7 consultation.

4. Conclusions and Recommendations

The results of the landscape analysis and subsequent field assessment found that rare or unique botanical features previously documented in the area by MNAP are unlikely to occur within the limits of disturbance of the Project. Many of the habitats required do not occur on the Project site. The herbaceous wetlands present on site are impacted by decades (at least since 1984) of cattle grazing and occasional vegetation management, making them unsuitable for any of these rare or unique botanical features. No further evaluation of plant or protected natural communities are recommended at the Project.

Several species of wildlife or their signs were observed within the Project area. While several areas of dense shrubs exist on the edges of the limits of disturbance, none of these areas are suitable to support populations of New England cottontail. The islands of invasive shrubs lack the density, aerial coverage, or connectivity to support a population of New England cottontail.

There are trees of size and quality to act as potential northern long-eared bat at the Project, however, any tree cutting required would qualify under the 4(d) rules as incidental take. While there are no specific cutting restrictions for northern long-eared bats, providing this information along with any required federal permits will hopefully speed up the consultation between the U.S. Army Corps of Engineers and the USFWS. Additionally, there are not likely to be significant adverse impacts to birds of conservation concern listed as occurring within Cumberland County, Maine.

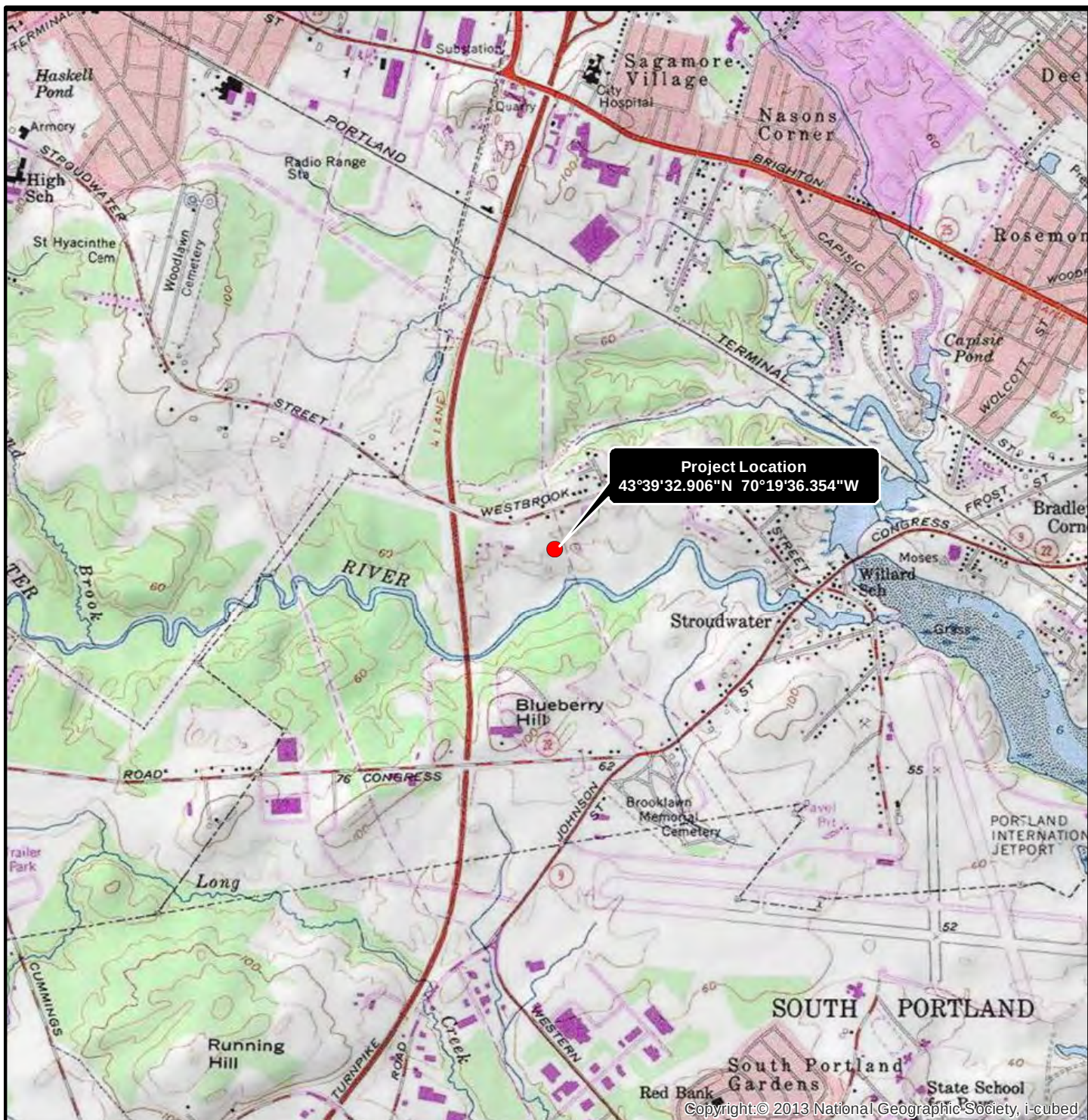


Figures

Figure 1. Camelot Farms - Project Location Map

Figure 2. Project Limits of Disturbance – Aerial Background

Figure 3. Project Limits of Disturbance – Topographic Background



VERDANTERRA

Map Details

Location

Cumberland County,
Maine

Last Modified: March 17, 2017

REVISION

00

CREATOR

AS 03/16/2017

REVIEWED

GG 03/16/2017

Page 01 of 01

Legend

● Project Location

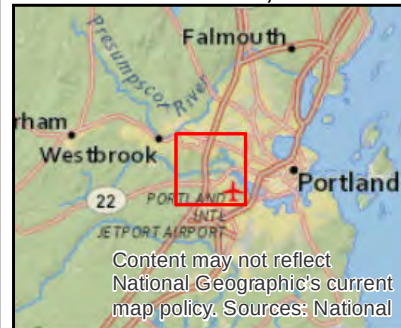
Data Sources include: USGS, VT
 Orthophotography: USGS Topographic Quad



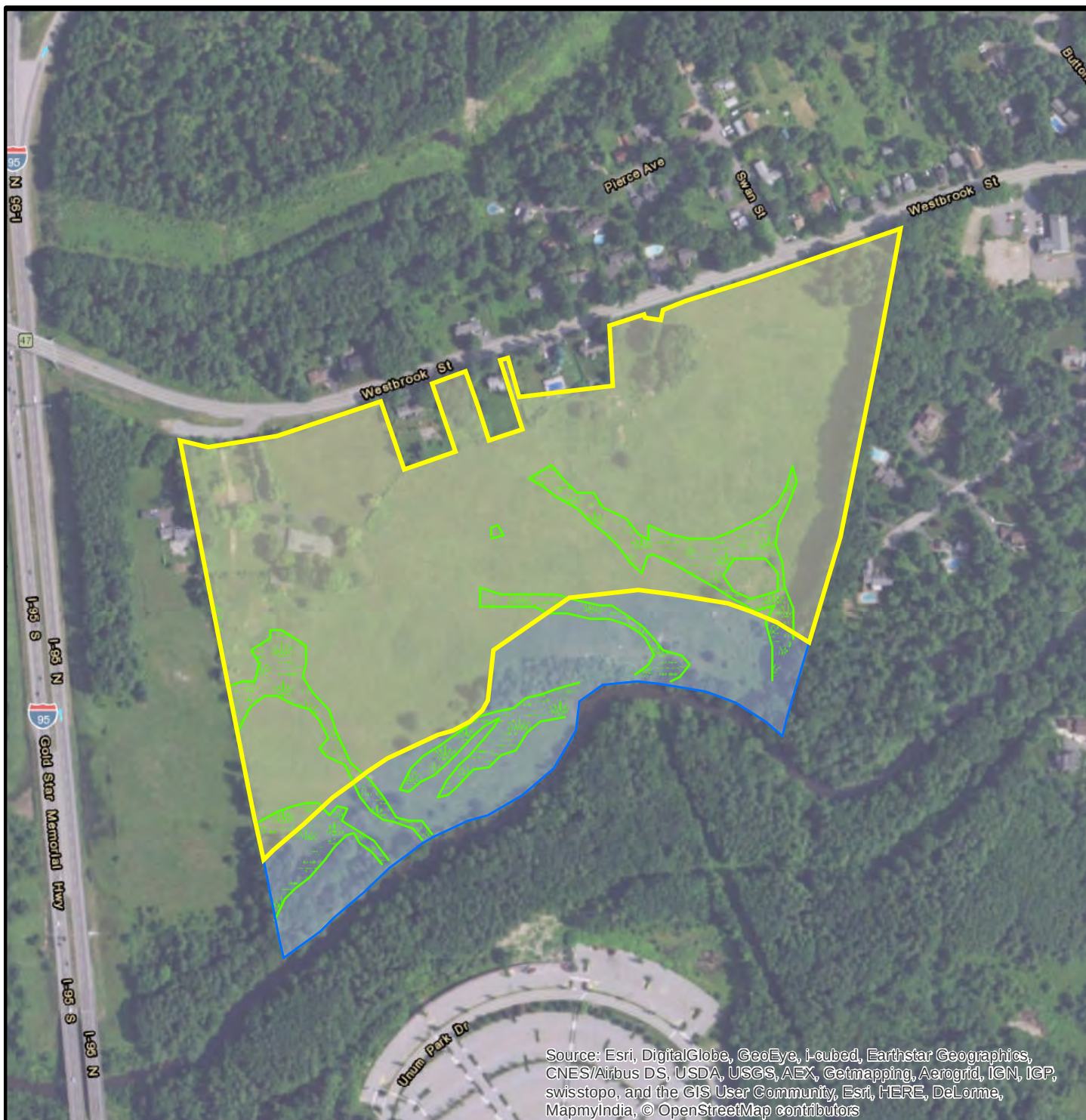
0 1,000 2,000
 Feet

Figure 1.

Project Location
Camelot Farms
1700 Westbrook Street, Portland ME



Map Location in Red



Map Details

Location

Cumberland County,
Maine

Last Modified: March 17, 2017

REVISION

00

CREATOR

AS 03/17/2017

REVIEWED

GG 03/17/2017

Page 01 of 01

Legend

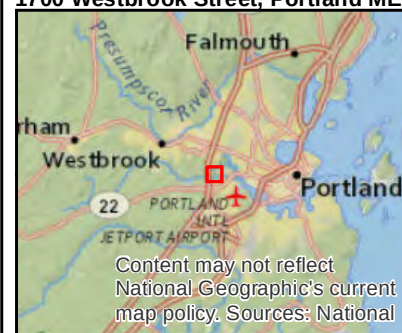
- Limit of Disturbance
- Shoreland Protection Zone
- Wetland Areas

Data Sources include: USGS, VT
Orthophotography: USGS Topographic Quad

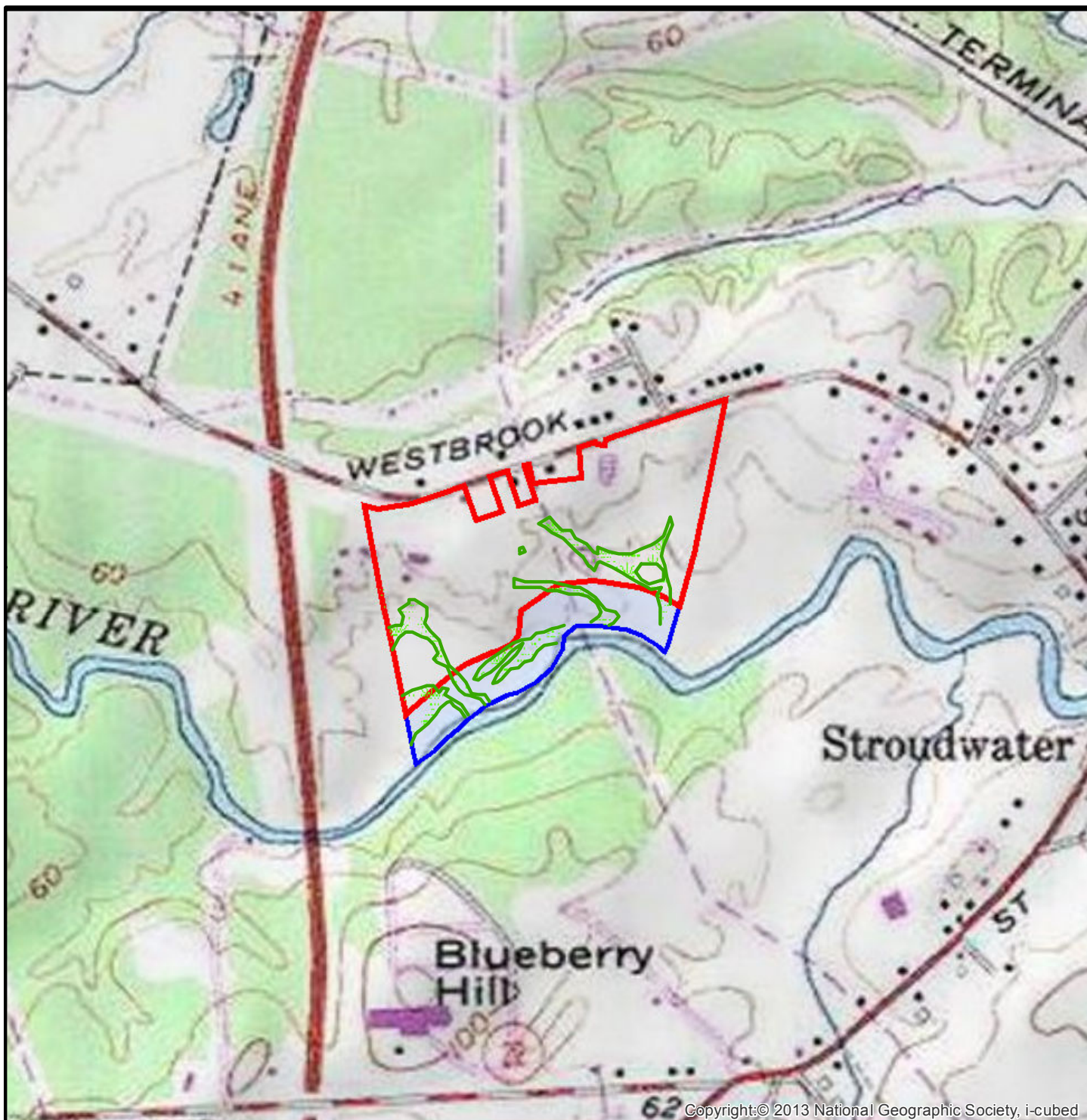


Figure 2.

**Project Limits of Disturbance (Aerial)
Camelot Farms
1700 Westbrook Street, Portland ME**



Map Location in Red



VERDANTERRA

Map Details

Location

Cumberland County,
Maine

Last Modified: March 27, 2017

REVISION

00

CREATOR

AS 03/17/2017

REVIEWED

GG 03/17/2017

Page 01 of 01

Legend



Limit of Disturbance



Shoreland Protection Zone



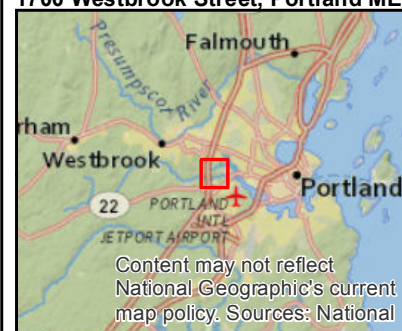
Wetland Areas

Data Sources include: USGS, VT
Orthophotography: USGS Topographic Quad



Figure 3.

Project Limits of Disturbance (Topo)
Camelot Farms
1700 Westbrook Street, Portland ME



Map Location in Red



Appendix A. Verdanterra Resume

Gino is a Certified Wildlife Biologist and Director of Ecological Services that leads our team of biologists who complete natural resources assessment and permitting, pipeline/transmission line assessment and permitting, wind power assessments, regional natural resources planning, wildlife management planning, and permitting. He has specialty expertise with bird and bat surveys, with a focus on rare species surveys and consultations under the Endangered Species Act.

Gino oversees FERC license applications, RTE surveys, ecological community characterizations, biological assessments, Section 7 consultations, Clean Water Act permitting, and document preparation in accordance with the NEPA.

Gino's client experience includes a wide array of federal, state, local, and private clients. He is certified by the US Army Center for Health Promotion and Preventative Medicine in the Evaluation of Environmental Noise and is a Qualified Airport Biologist as recognized by the FAA.

REPRESENTATIVE PROJECT EXPERIENCE

RANGER SOLAR INDUSTRIAL SCALE SOLAR FACILITIES Project Manager and Lead Ecologist

Gino is the Project Manager and Lead Ecologist for Ranger Solar's development of five utility scale solar facilities throughout New England. Each of the sites were surveyed for vernal pools, wetlands and waterbodies, and rare vernal pool dependent species. Resources were characterized according to applicable state and federal standards and definitions.

NORWOTTUCK RAILTRAIL REHABILITATION PROJECT, MA Senior Ecologist

Provided oversight natural community, general wildlife, and rare species habitat assessments within the 11- mile rail trail corridor. Evaluated habitat conditions for 19 state-listed rare wildlife and plant species documented by the NHESP and provided impact minimization recommendations to the engineer to comply with MESA. Evaluated current beaver damage to the rail trail corridor and reviewed beaver management planning in accordance with MWPA and MESA performance standards.

EDUCATION

MS, Natural Resources Planning,
University of Vermont,
Burlington, Vermont

BS, Wildlife Biology, University of
Massachusetts, Amherst,
Massachusetts

TRAINING

Airport Wildlife Hazard
Management Workshop (meets
requirements of 14 CFR 139 and
FAA Circ 150/5200-36), Embry-
Riddle Aeronautical University,
Daytona Beach, Florida, 2010

Qualified Airport Wildlife
Biologist, Federal Aviation
Administration

Certified Wildlife Biologist,
The Wildlife Society

SPOTTED TURTLE HABITAT ASSESSMENT AND SURVEYS, MA

Senior Ecologist

Conducted an assessment of suitable habitat conditions and visual surveys for spotted turtles at the site of a proposed major commercial and residential development. Assisted with the development of wildlife crossing structure and exclusion barrier design and placement. Coordinated project planning and mitigation design with local and state agencies in compliance with MESA.

REGIONAL BLANDING'S TURTLE RAPID HABITAT ASSESSMENT, NH

Senior Ecologist

Conducted and managed landscape analysis, habitat assessment, and field survey of Blanding's turtle habitat modeling results in southern and central New Hampshire. Developed regional study plan in coordination with the New Hampshire Fish and Game Department to assess modeling results of 15 sites (> 1500 acres). Results evaluated suitable habitat conditions, new observations of Blanding's turtles, and conservation planning and management recommendations.

KINDER MORGAN PARKWAY PIPELINE PROJECT

Principal Scientist

The Parkway Pipeline Project (PWP) proposes to construct a new 136-mile, 16-inch diameter liquid products pipeline originating at Valero Energy Corporation's St. Charles Refinery in Norco, Louisiana and terminating at Kinder Morgan's pipeline terminal in Collins, Mississippi. The purpose of the project is to transport refined petroleum products from Norco to Collins, where these products can be further distributed to the southeastern United States. Mr. Giumarro assisted with permitting and routing studies for this project.

NEXUS GAS TRANSMISSION PROJECT

Project Manager

Gino managed wetland and waterbody surveys and delineations on an approximate 250 mile proposed pipeline corridor crossing portions of Ohio and Michigan. Daily data collection and reporting included USACE wetland data forms, Ohio Rapid Assessment Method (ORAM), stream assessments (HHEI/QHEI), and GPS survey within the proposed pipeline right-of-way.

NATURAL RESOURCE SERVICES

Senior Ecologist and Project Manager

Conducted assessment and surveys of numerous project sites throughout New England to identify suitable habitat conditions for a variety of rare, threatened, and endangered species; or rare communities; wetlands; and vernal pools. Determinations were provided to assist with project planning and permit applications in compliance with applicable local, state, and federal natural resource regulations.

OTHER REPRESENTATIVE PROJECTS

Sandpiper Pipeline Project
(Minnesota)

Downeast LNG Export Terminal
(Maine)

TransCanada Pipeline
Groundbed Anode Replacement
(Michigan)

Blue Racer Midstream Natrium
Residue Pipeline (Ohio/West
Virginia)

Blue Racer Midstream Carlisle
Dos Looping Project (Ohio)

Access Midstream Rare Bat
Surveys (Ohio)

National Park Service Cape Cod
NS Hunting EIS (Massachusetts)

Wind Farm Development Surveys
and Risk Assessments (New York,
New Hampshire, Vermont,
Maine, Virginia, West Virginia,
and Pennsylvania)

Mount Rushmore National
Memorial Air Tour Management
Plan Environmental Assessment
(South Dakota)

NASA Wallops Island Flight
Facility Bat Evaluation, Wallops
Island (Virginia)



Appendix B. Site Visit Photodocumentation



Photo 1 – Property access off 1700 Westbrook Street, Portland, Maine



Photo 2 – Wet ditch paralleling Westbrook Street



Photo 3 – Shrub and treeline at the western edge of the limits of disturbance; north to south



Photo 4 – Narrow treeline surrounded by pasture does not connect other dense shrub habitat



Photo 5 – Narrow treeline on the western edge of the limits of disturbance



Photo 6 – The meadow has thin grass, herb, and raspberry cover; many signs of grazing



Photo 7 – Forested edge near Stroudwater River is free of dense shrub cover



Photo 8 – Open floodplain forest adjacent to Stroudwater River



Photo 9 – Numerous fox tracks were observed



Photo 10 – Small patches of multiflora rose occur in areas that cannot be mowed



Photo 11 – Black cherry, multiflora rose and speckled alder occur along wetland / toe of slope



Photo 12 – Shrubby areas are kept open by cattle grazing



Photo 13 – Cattle paths occur under the canopy and within shrub areas



Photo 14 – Cattle path on sideslope south of Stroudwater River



Photo 15 – Numerous signs of past land uses such as this access road and an oil pipeline



Photo 16 – Fox den



Photo 17 – Thin cover of goldenrod, grasses, thistle, hawksweed; raspberry



Photo 18 – No understory in the small grove of white pine adjacent to Westbrook Street



Photo 19 – Vegetative cover is typical of cattle pastures in southern Maine



Photo 20 – Emergent wetland seep adjacent to a slope has allowed multiflora rose to grow in isolated places in the pasture

Appendix C. Agency Correspondence

1. Site Plan Drawing Number C-10 – Acorn Engineering – 2/14/2017
2. Maine Natural Areas Program Letter – 11/10/2016
3. Maine Division of Inland Fisheries and Wildlife Letter – 12/2/2016
4. United States Fish and Wildlife Service IPaC Analysis – 3/20/2017
5. Maine Historic Preservation Commission Letter – 12/9/2016

GENERAL NOTES:

1. PLAN REFERENCES:

1.1. MAINE OFFICE OF GIS FOR AERIAL AND CONTOUR DATA

1.2. CITY OF PORTLAND GIS FOR PARCEL AND ZONING DATA

1.3. PRELIMINARY BOUNDARY SURVEY DATED 11/16/2016 COMPLETED BY TITCOMB ASSOCIATES.

1.4. WETLAND DELINEATION BY MARK HAMPTON ASSOCIATES DATED 11/18/2016

2. AREA DEPICTED FOR THE SHORELAND OVERLAY ZONE IS APPROXIMATE BASED ON PORTLAND GIS DATA.

3. IN ANTICIPATION OF BEING BUILT INTO PHASES, TURNAROUND CAPABILITIES WILL BE MAINTAINED IN THE CENTER OF THE DEVELOPMENT. THE TURNAROUND WILL BE A MINIMUM 30' LONG AS MEASURED FROM THE PROPOSED ROW PER TECHNICAL STANDARD AND WILL BE REMOVED AT PROJECT COMPLETION.

SPACE AND BULK STANDARDS		
ZONE:	R-1 (EX.)	R-3 (PROP.)
MINIMUM LOT SIZE	15,000 SF	6,500 SF
MINIMUM STREET FRONTAGE	75'	50'
FRONT YARD	25'	25'
REAR YARD - PRINCIPAL	25'	25'
REAR YARD - ACCESSORY	5'	5'
SIDE YARD	16'	16'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	-	15'
MAXIMUM LOT COVERAGE	20%	35%
MINIMUM LOT WIDTH*	100'	65'
MAXIMUM BUILDING HEIGHT	35'	35'
MAXIMUM ACCESSORY HEIGHT	18'	18'

*DISTANCE PARALLEL TO THE FRONT OF THE BUILDING MEASURED BETWEEN SIDE LOT LINES THROUGH THAT PART OF THE PRINCIPAL BUILDING WHERE THE LOT IS NARROWEST.

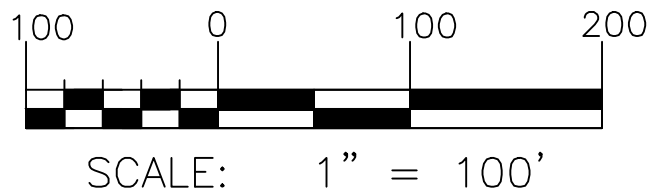
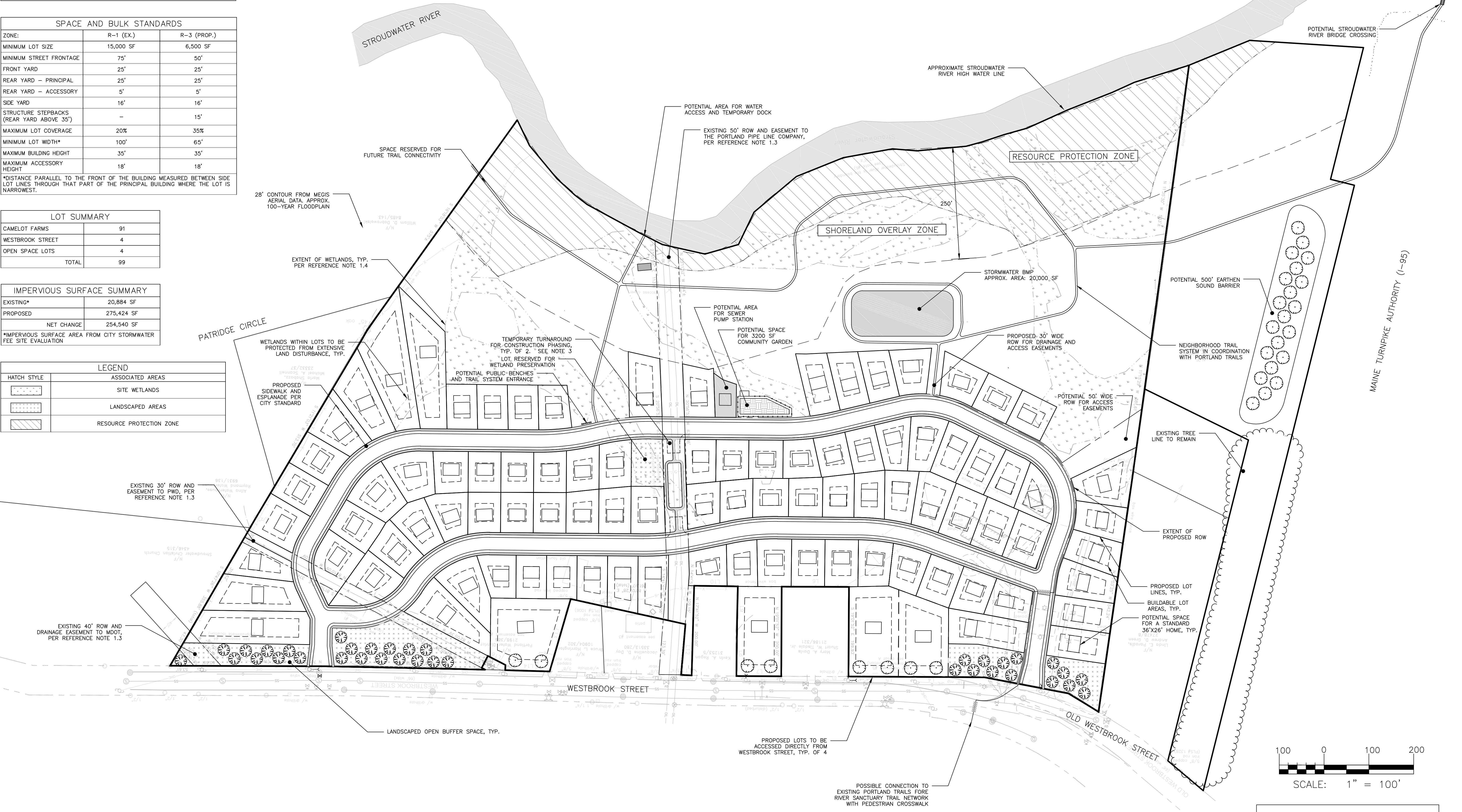
LOT SUMMARY	
CAMELOT FARMS	91
WESTBROOK STREET	4
OPEN SPACE LOTS	4
TOTAL	99

IMPERVIOUS SURFACE SUMMARY	
EXISTING*	20,884 SF
PROPOSED	275,424 SF
NET CHANGE	254,540 SF

*IMPERVIOUS SURFACE AREA FROM CITY STORMWATER FEE SITE EVALUATION

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	SITE WETLANDS
	LANDSCAPED AREAS
	RESOURCE PROTECTION ZONE

R-3 ZONE CHANGE CONCEPT PLAN



FINAL APPLICATION
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
PRE-APP	WHS
PRELIM APP	WHS
FINAL APP	WHS
DATE	
10/27/16	
12/2/16	
2/14/17	

SITE PLAN - R-3 CONCEPT	
CAMELOT VILLAGE	
CAMELOT HOLDINGS, LLC	
KENNEBUNK, MAINE 04043	
DRAWING NAME:	CLIENT:
PROJECT NAME:	

ENGINEERING, INC.	
ACORN	
158 BANCROFT ST. PORTLAND, MAINE 04102	
(207) 775-2655	

FILE:	1079_CIVIL
JN:	1079
SCALE:	1"=100'
DESIGNED BY:	OJD
DRAWN BY:	OJD
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM SAVAGE
2-14-17
PROFESSIONAL ENGINEER

DRAWING NO.
C-10



PAUL R. LePAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

WALTER E. WHITCOMB
COMMISSIONER

November 10, 2016

Olivia Dawson
Acorn Engineering
PO Box 3372
Portland, ME 04104

Via email: odawson@acorn-engineering.com

Re: Rare and exemplary botanical features in proximity to: Camelot Farms Subdivision, Portland, Maine

Dear Ms. Dawson:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request received November 10, 2016 for information on the presence of rare or unique botanical features documented from the vicinity of the project in Portland, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

MOLLY DOCHERTY, DIRECTOR
MAINE NATURAL AREAS PROGRAM



PHONE: (207) 287-8044
FAX: (207) 287-8040
WWW.MAINE.GOV/DACF/MNAP

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$150.00 for two hours of our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,



Don Cameron | Ecologist | Maine Natural Areas Program
207-287-8041 | don.s.cameron@maine.gov

Rare and Exemplary Botanical Features within 4 miles of Project: Camelot Farms Subdivision, Portland, Maine

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Allegheny Vine						
	E	S1	G4	1860-10	9	Rocky summits and outcrops (non-forested, upland),Dry barrens (partly forested, upland)
American Sea-blite						
	T	S2	G5	1932-09-12	5	Tidal wetland (non-forested, wetland)
	T	S2	G5	2011-08-15	17	Tidal wetland (non-forested, wetland)
Beach Plum						
	E	S1	G4	1933-05-19	10	Rocky coastal (non-forested, upland)
Broad Beech Fern						
	SC	S2	G5	1872-08	15	Hardwood to mixed forest (forest, upland)
Creeping Spike-moss						
	E	S2	G5	1924-08-20	3	Open wetland, not coastal nor rivershore (non-forested, wetland),Old field/roadside (non-forested, wetland or upland)
	E	S2	G5	1924-08-21	8	Open wetland, not coastal nor rivershore (non-forested, wetland),Old field/roadside (non-forested, wetland or upland)
Dioecious Sedge						
	SC	S3	G4	1936-07-14	7	Non-tidal rivershore (non-forested, seasonally wet),Open wetland, not coastal nor rivershore (non-forested, wetland)
Ebony Spleenwort						
	SC	S2	G5	1910-06-06	10	Rocky summits and outcrops (non-forested, upland),Hardwood to mixed forest (forest, upland)
Engelmann's Spikerush						
	PE	SH	G4G5Q	1916-08-31	2	Open wetland, not coastal nor rivershore (non-forested, wetland)
Fern-leaved False Foxglove						
	SC	S3	G5	1902-09-02	13	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
Great Blue Lobelia						

Rare and Exemplary Botanical Features within 4 miles of Project: Camelot Farms Subdivision, Portland, Maine

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
	PE	SX	G5	1905-09	3	Forested wetland,Non-tidal rivershore (non-forested, seasonally wet)
Hollow Joe-pye Weed						
	SC	S2	G5?	2014-06-18	24	Open wetland, not coastal nor rivershore (non-forested, wetland),Old field/roadside (non-forested, wetland or upland)
	SC	S2	G5?	2007-10-22	18	Open wetland, not coastal nor rivershore (non-forested, wetland),Old field/roadside (non-forested, wetland or upland)
Horned Pondweed						
	SC	S2	G5	1913-09-13	9	Tidal wetland (non-forested, wetland)
	SC	S2	G5	1972-06-13	3	Tidal wetland (non-forested, wetland)
Marsh Milkwort						
	PE	SH	G5T4	1903-08-18	1	Dry barrens (partly forested, upland),Open wetland, not coastal nor rivershore (non-forested, wetland)
Missouri Rockcress						
	T	S1	G5?Q	1905-06-11	5	Rocky summits and outcrops (non-forested, upland),Hardwood to mixed forest (forest, upland)
Mountain Honeysuckle						
	E	S2	G5	2015-07-16	16	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
	E	S2	G5	2015-07-07	17	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
Parker's Pipewort						
	SC	S3	G3	1924-08-20	8	Tidal wetland (non-forested, wetland)
Pitch Pine Bog						
	<null>	S2	G3G5	2012-07-31	16	Forested wetland,Coastal non-tidal wetland (non-forested, wetland)
Tidal Marsh Estuary Ecosystem						
	<null>	S3	GNR	2011-08-25	8	Tidal wetland (non-forested, wetland)
Variable Sedge						

Rare and Exemplary Botanical Features within 4 miles of Project: Camelot Farms Subdivision, Portland, Maine

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
	E	S1	G3	1911	8	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
	E	S1	G3	1911-06-29	9	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
Vasey's Pondweed						
	SC	S2	G4	1901-08-04	7	Open water (non-forested, wetland)
Water-plantain Spearwort						
	PE	SH	G4	1862-08	3	Open water (non-forested, wetland)
Wild Leek						
	SC	S3	G5	2006-05-10	19	Hardwood to mixed forest (forest, upland),Forested wetland

STATE RARITY RANKS

- S1** Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- S2** Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3** Rare in Maine (20-100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- SU** Under consideration for assigning rarity status; more information needed on threats or distribution.
- SNR** Not yet ranked.
- SNA** Rank not applicable.
- S#?** Current occurrence data suggests assigned rank, but lack of survey effort along with amount of potential habitat create uncertainty (e.g. S3?).

Note: **State Rarity Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines State Rarity Ranks for animals.

GLOBAL RARITY RANKS

- G1** Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extinction.
- G2** Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3** Globally rare (20-100 occurrences).
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.
- GNR** Not yet ranked.

Note: **Global Ranks** are determined by NatureServe.

STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's **Endangered** and **Threatened** plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

- E** ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.
- T** THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.

NON-LEGAL STATUS

- SC** SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE** Potentially Extirpated; Species has not been documented in Maine in past 20 years or loss of last known occurrence has been documented.

ELEMENT OCCURRENCE RANKS - EO RANKS

Element Occurrence ranks are used to describe the quality of a rare plant population or natural community based on three factors:

- **Size**: Size of community or population relative to other known examples in Maine. Community or population's viability, capability to maintain itself.
- **Condition**: For communities, condition includes presence of representative species, maturity of species, and evidence of human-caused disturbance. For plants, factors include species vigor and evidence of human-caused disturbance.
- **Landscape context**: Land uses and/or condition of natural communities surrounding the observed area. Ability of the observed community or population to be protected from effects of adjacent land uses.

These three factors are combined into an overall ranking of the feature of **A**, **B**, **C**, or **D**, where **A** indicates an **excellent** example of the community or population and **D** indicates a **poor** example of the community or population. A rank of **E** indicates that the community or population is **extant** but there is not enough data to assign a quality rank. The Maine Natural Areas Program tracks all occurrences of rare (S1-S3) plants and natural communities as well as A and B ranked common (S4-S5) natural communities.

Note: **Element Occurrence Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines Element Occurrence ranks for animals.

Visit our website for more information on rare, threatened, and endangered species!
<http://www.maine.gov/dacf/mnap>



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

December 2, 2016

Olivia Dawson
Acorn Engineering, Inc.
158 Danforth Street
Portland, ME 04102

RE: Information Request - Camelot Farms subdivision, Portland

Dear Olivia:

Per your request received November 10, 2016, 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 *Camelot Farms subdivision project* in Portland. For purposes of this review, we are assuming that the development will occur primarily within maintained fields and tree clearing will not be necessary. If tree clearing is ultimately proposed, please contact our Department for further guidance

Our information indicates no locations of Endangered, Threatened, or Special Concern species within the project area that would be directly affected by your project. Additionally, our Department has not mapped any Essential or Significant Wildlife Habitats that would be directly affected by your project.

Fisheries Habitat

Without details, it is difficult to know what impacts your project may have on the Stroudwater River. That being said, MDIFW makes the following general recommendations as they pertain to work around rivers and streams.

Maintaining buffers along coldwater fisheries is critical to the protection of water temperatures, water quality, and inputs of coarse woody debris necessary to support conditions required by brook trout. We generally recommend that a 100-foot undisturbed vegetated buffer be maintained along streams. Buffers should be measured from the edge of stream or associated fringe and floodplain wetlands. Construction Best Management Practices should be closely followed to avoid erosion, sedimentation, alteration of stream flow, and other impacts as eroding soils from construction activities can travel significant distances as well as transport other pollutants resulting in direct impacts to fish and fisheries habitat. In addition, we recommend that any necessary instream work or work within 100 feet of streams occur between July 15 and October 1.

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

Letter to Olivia Dawson
Comments RE: Camelot Farms subdivision, Portland
December 2, 2016

Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

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 black ink, appearing to read "John MacLaine". The signature is fluid and cursive, with a large initial "J" and "M".

John MacLaine
Biologist

IPaC resource list

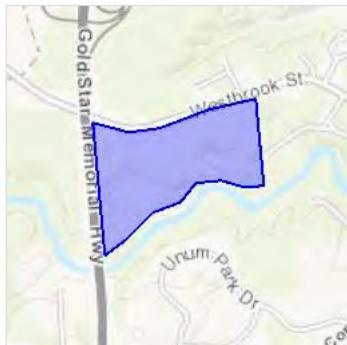
Project information

NAME

Camelot Farms

LOCATION

Cumberland County, Maine



DESCRIPTION

Residential development

Local office

Maine Ecological Services Field Office

☎ (207) 469-7300

📠 (207) 902-1588

MAILING ADDRESS

P. O. Box A
East Orland, ME 04431

PHYSICAL ADDRESS

306 Hatchery Road
East Orland, ME 04431

<http://www.fws.gov/mainefieldoffice/index.html>

Endangered species

This resource list is for informational purposes only and should not be used for planning or analyzing project level impacts.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to “request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action” for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Review section in IPaC or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by creating a project and making a request from the Regulatory Review section.

Listed species¹ are managed by the [Endangered Species Program](#) of the U.S. Fish and Wildlife Service.

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. http://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any activity that results in the take (to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct) of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service³. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data <http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The migratory birds species listed below are species of particular conservation concern (e.g. [Birds of Conservation Concern](#)) that may be potentially affected by activities in this location, not a list of every bird species you may find in this location. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To view available data on other bird species that may occur in your project area, please visit the [AKN Histogram Tools](#) and [Other Bird Data Resources](#).

NAME	SEASON(S)
American Bittern <i>Botaurus lentiginosus</i> http://ecos.fws.gov/ecp/species/6582	On Land: Breeding
American Oystercatcher <i>Haematopus palliatus</i> http://ecos.fws.gov/ecp/species/8935	On Land: Breeding
Bald Eagle <i>Haliaeetus leucocephalus</i> http://ecos.fws.gov/ecp/species/1626	On Land: Year-round
Bay-breasted Warbler <i>Dendroica castanea</i>	On Land: Breeding
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> http://ecos.fws.gov/ecp/species/9399	On Land: Breeding

Blue-winged Warbler	<i>Vermivora pinus</i>	On Land: Breeding
Canada Warbler	<i>Wilsonia canadensis</i>	On Land: Breeding
Great Cormorant	<i>Phalacrocorax carbo</i>	On Land: Wintering
Hudsonian Godwit	<i>Limosa haemastica</i>	At Sea: Migrating
Least Bittern	<i>Ixobrychus exilis</i> http://ecos.fws.gov/ecp/species/6175	On Land: Breeding
Nelson's Sparrow	<i>Ammodramus nelsoni</i>	On Land: Breeding
Olive-sided Flycatcher	<i>Contopus cooperi</i> http://ecos.fws.gov/ecp/species/3914	On Land: Breeding
Peregrine Falcon	<i>Falco peregrinus</i> http://ecos.fws.gov/ecp/species/8831	On Land: Breeding
Pied-billed Grebe	<i>Podilymbus podiceps</i>	On Land: Breeding
Prairie Warbler	<i>Dendroica discolor</i>	On Land: Breeding
Purple Sandpiper	<i>Calidris maritima</i>	On Land: Wintering
Saltmarsh Sparrow	<i>Ammodramus caudacutus</i>	On Land: Breeding
Short-eared Owl	<i>Asio flammeus</i> http://ecos.fws.gov/ecp/species/9295	On Land: Wintering
Snowy Egret	<i>Egretta thula</i>	On Land: Breeding
Upland Sandpiper	<i>Bartramia longicauda</i> http://ecos.fws.gov/ecp/species/9294	On Land: Breeding
Willow Flycatcher	<i>Empidonax traillii</i> http://ecos.fws.gov/ecp/species/3482	On Land: Breeding
Wood Thrush	<i>Hylocichla mustelina</i>	On Land: Breeding

What does IPaC use to generate the list of migratory bird species potentially occurring in my specified location?

Landbirds:

Migratory birds that are displayed on the IPaC species list are based on ranges in the latest edition of the National Geographic Guide, Birds of North America (6th Edition, 2011 by Jon L. Dunn, and Jonathan Alderfer). Although these ranges are coarse in nature, a number of U.S. Fish and Wildlife Service migratory bird biologists agree that these maps are some of the best range maps to date. These ranges were clipped to a specific Bird Conservation Region (BCR) or USFWS Region/Regions, if it was indicated in the 2008 list of Birds of Conservation Concern (BCC) that a species was a BCC species only in a particular Region/Regions. Additional modifications have been made to some ranges based on more local or refined range information and/or information provided by U.S. Fish and Wildlife Service biologists with species expertise. All migratory birds that show in areas on land in IPaC are those that appear in the 2008 Birds of Conservation Concern report.

Atlantic Seabirds:

Ranges in IPaC for birds off the Atlantic coast are derived from species distribution models developed by the National Oceanic and Atmospheric Association (NOAA) National Centers for Coastal Ocean Science (NCCOS) using the best available seabird survey data for the offshore Atlantic Coastal region to date. NOAA/NCCOS assisted USFWS in developing seasonal species ranges from their models for specific use in IPaC. Some of these birds are not BCC species but were of interest for inclusion because they may occur in high abundance off the coast at different times throughout the year, which potentially makes them more susceptible to certain types of development and activities taking place in that area. For more refined details

about the abundance and richness of bird species within your project area off the Atlantic Coast, see the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other types of taxa that may be helpful in your project review.

About the NOAANCCOS models: the models were developed as part of the NOAANCCOS project: [Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#). The models resulting from this project are being used in a number of decision-support/mapping products in order to help guide decision-making on activities off the Atlantic Coast with the goal of reducing impacts to migratory birds. One such product is the [Northeast Ocean Data Portal](#), which can be used to explore details about the relative occurrence and abundance of bird species in a particular area off the Atlantic Coast.

All migratory bird range maps within IPaC are continuously being updated as new and better information becomes available.

Can I get additional information about the levels of occurrence in my project area of specific birds or groups of birds listed in IPaC?

Landbirds:

The [Avian Knowledge Network \(AKN\)](#) provides a tool currently called the "Histogram Tool", which draws from the data within the AKN (latest, survey, point count, citizen science datasets) to create a view of relative abundance of species within a particular location over the course of the year. The results of the tool depict the frequency of detection of a species in survey events, averaged between multiple datasets within AKN in a particular week of the year. You may access the histogram tools through the [Migratory Bird Programs AKN Histogram Tools](#) webpage.

The tool is currently available for 4 regions (California, Northeast U.S., Southeast U.S. and Midwest), which encompasses the following 32 states: Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

In the near future, there are plans to expand this tool nationwide within the AKN, and allow the graphs produced to appear with the list of trust resources generated by IPaC, providing you with an additional level of detail about the level of occurrence of the species of particular concern potentially occurring in your project area throughout the course of the year.

Atlantic Seabirds:

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAANCCOS [Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project](#) webpage.

Facilities

Wildlife refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGES AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.



MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

December 9, 2016

Olivia Dawson, E.I.
Acorn Engineering, Inc.
P.O. Box 3372
Portland, ME 04104

Project: MHPC# 1678-16 - Camelot Holdings, Inc., 1700 Westbrook Street; redevelop
existing farm with single family homes
Town: Portland, ME

Dear Ms. Dawson:

In response to your recent request, I have reviewed the information received November 16, 2016 to initiate consultation on the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

In order to complete our review, we are requesting the following information:

1. Submit photos (keyed to a topographic map) of any buildings that are fifty years or older that are on or adjacent to the project site. If no such buildings exist, please indicate this in writing.
2. An archeological Phase I survey for prehistoric archaeological sites is necessary for all land on this project area below the 40 foot contour or within 100 yards of the Stroudwater River. A list of approved archaeologists is enclosed. Please note that we must review the proposal/scope of work for this survey that you choose. Please contact Dr. Arthur Spiess, Senior Archaeologist arthur.spiess@maine.gov with any questions.

Once this information is received, we will forward a response regarding the results of our evaluation.

Sincerely,

Kirk F. Mohney
State Historic Preservation Officer

Enc.

Maine.gov Agencies Online Services Help Page Tools GO		State Search: GO																								
 Maine Historic Preservation Commission STATE OF MAINE																										
Home Contact Us FAQ News		Site Map Search MHPC: Go																								
Home > Project Review > Architectural & Archaeological Consultants > Prehistoric Archaeologists																										
Prehistoric Archaeologists Prehistoric Archeologists Approved List: Review and Compliance Consulting/Contracting (Active)																										
AGENCY INFORMATION <table border="1"> <tr><td>About Us</td></tr> <tr><td>National Register of Historic Places</td></tr> <tr><td>Project Review</td></tr> <tr><td>Architectural & Archaeological Consultants</td></tr> <tr><td>Architectural Consultants</td></tr> <tr><td>Historic Archaeologists</td></tr> <tr><td>Pre-Historic Archaeologists</td></tr> <tr><td>Architectural Survey Guidelines</td></tr> <tr><td>Architectural Survey Forms</td></tr> <tr><td>Archaeological Survey Guidelines</td></tr> <tr><td>Required Materials</td></tr> <tr><td>Topographic Quad Maps</td></tr> <tr><td>Map/Photo Examples</td></tr> <tr><td>Tax Incentives</td></tr> <tr><td>Grants</td></tr> <tr><td>Restoration Resources</td></tr> <tr><td>Archaeology</td></tr> <tr><td>Architectural Survey</td></tr> <tr><td>Certified Local Government (CLG) Program</td></tr> <tr><td>Preservation Planning</td></tr> <tr><td>Laws & Regulations</td></tr> <tr><td>Historic Preservation Easements</td></tr> <tr><td>Office of the State Historian</td></tr> <tr><td>Biographical Dictionary of Architects in Maine</td></tr> </table>	About Us	National Register of Historic Places	Project Review	Architectural & Archaeological Consultants	Architectural Consultants	Historic Archaeologists	Pre-Historic Archaeologists	Architectural Survey Guidelines	Architectural Survey Forms	Archaeological Survey Guidelines	Required Materials	Topographic Quad Maps	Map/Photo Examples	Tax Incentives	Grants	Restoration Resources	Archaeology	Architectural Survey	Certified Local Government (CLG) Program	Preservation Planning	Laws & Regulations	Historic Preservation Easements	Office of the State Historian	Biographical Dictionary of Architects in Maine	LEVEL I Mr. Michael Brigham P.O. Box 274 New Vineyard, ME 04956-0274 Email: brigham@nearchaeology.com James A Clark TRC/Northeast Cultural Resources 71 Oak Street Ellsworth, ME 04605 Phone: 207-667-4055 Email: clark_ja@gmail.com Ms Edna Feighner 5 Thomas Street, Apt 3 Concord, NH 03301 Phone: 603-228-8091 Email: Edna.Feighner@dcrr.nh.gov Ms. Sarah Haugh Tetra Tech 451 Presumpscot Street Portland, ME 04103 Phone: 207-879-9496 x238 Email: sarah.haugh@tetratech.com Mark Penney The Louis Berger Group Inc. 20 Corporate Woods Blvd. Albany, NY 12211-2370 Phone: 518-432-9545 Email: mpenney@louisberger.com Mary Lynne Rainey RGA Cultural Resource Consultants 1376 Kingstown Road Wakefield, RI 02879 Phone: 401-487-1636 Email: marylynn.rainey@verizon.net Jacob Tumelaire Independent Archaeological Consulting 801 Islington Street Suite 31 Portsmouth, NH 03801 Phone: 603-430-2970 Email: jtumelaire@iac-llc.net Mr. Brian Valimont New England Archaeology Co. LLC 128R Main Street Plaistow, NH 03865 Phone: 603-560-8720 Email: Newarch1@comcast.net	
About Us																										
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	LEVEL II Geraldine Baldwin 4 Dickson Lane Bedford Corners, NY 10549 Phone: 914-271-0897 Email: GeraldineBaldwin@aol.com Robert N. Bartone Northeast Archaeology Research Center 382 Fairbanks Road Farmington, ME 04938 Phone: 207-860-4032 Fax: 207-860-4031 Email: bartone@nearchaeology.com Dr. William R. Belcher U.S. Army CILHI 310 Worcester Avenue, Bldg 45 Hickam AFB, HI 96853-5530 Email: wbelcher@msn.com Dr. Bruce J. Bourque Maine State Museum 83 State House Station Augusta, ME 04333-0083 Phone: 207-287-3909 Email: bbourque@abacus.bates.edu Dr. Victoria Bunker P.O. Box 16 New Durham, NH 03809-0016 Phone: 603-776-4306 Email: vbi@worldpath.net Dr. Ellen Cowie Northeast Archaeology Research Center 382 Fairbanks Road Farmington, ME 04938 Phone: 207-860-4032 Fax: 207-860-4031 Email: cowie@nearchaeology.com Dr. Christopher Donta HRA Gray and Pape, LLC 60 Valley Street., Suite 103 Providence, RI 02909 Phone: 401-279-990 Email: cdonta@graypape.com Dr. Dianna Doucette Public Archaeology Laboratory 26 Main Street Pawtucket, RI 02860 Phone: 401-728-8780 Email: ddoucette@palinc.com Dr. Stuart A. Eldridge Power Engineers, Inc. 303 US Route 1, Suite 2A Freeport, ME 04032 Phone: 207-869-1261 Email: Stuart.Eldridge@powereng.com Website: http://www.powereng.com Jacob Freedman SEARCH, Inc. 55 Melville Avenue Boston, MA 02124 Phone: 207-266-7709 Email: jacob@searchinc.com																									

Website: www.searchinc.com

Dr. Robert Goodby

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Phone: 603-446-2366
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Email: putnamd@umpl.edu

Dr. Richard Will

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Email: rwill@trcsolutions.com

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Camelot Holdings, LLC

March 30, 2017

Planning and Urban Development Department
Attn: Shukria Weir
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

Subject: Housing Attainability Summary – R1 vs. R3 –Camelot Farm Neighborhood

Dear Shukria,

The following is a summary of the differences in development approach when looking at the current land use designation of R1 as compared to the proposed land use designation of R3 with Open Space.

R1 Concept – 45 Acre Parcel

- 84 Home Lots – 1.8 dwelling units per acre
- 100% Privately Held without open space
- Lots along the river would have private direct access to the resource.
- 25% more road/infrastructure to access home lots
- More intense earthwork activities across the site
- Maximum lot coverage permits larger house footprints (3,000 sft +/- minimum)
- It is estimated that the housing sizes/types will be within 150%-200% of the Workforce Housing Unit price point.

R3 Concept – 45 Acre Parcel

- 95 Home Lots – 3.8 dwelling units per acre
- Approximately 55% Privately Held, 45 % Open Space with Public Access and buffer spaces
- River Access would be open to the public
- More efficient road/infrastructure access to house lots
- Less disturbed earthwork activity across the site resulting in better preservation of the existing conditions near the resource
- Maximum lot coverage permits more compact/efficient house footprints (2,000 sft +/- minimum)
- It is estimated that the housing sizes/types will be within 90%-120% of the Workforce Housing Unit price point.

In addition to items identified within other application materials regarding compliance with the City comprehensive plan, the lack of this housing product offer, and providing public access to a currently privately held parcel, we feel that the combination of R3 or R5A with open space would provide the best opportunity to collectively create a traditional neighborhood with a modern feel from which the pride derived would be mutually beneficial.

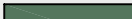
Sincerely,



Michael Barton

*DISTANCE PARALLEL TO THE FRONT OF THE BUILDING MEASURED BETWEEN SIDE LOT LINES THROUGH THAT PART OF THE PRINCIPAL BUILDING WHERE THE LOT IS NARROWEST.
**APPLIES TO PRUD OR MULTIFAMILY DEVELOPMENTS OF 4 OR MORE DWELLING UNITS.

SURFACE SUMMARY					
OPEN GREEN SPACE	0 AC	0 AC	0 AC	24.67 AC (44%)	21.62 AC (39%)
NET IMPERVIOUS INCREASE	7.58 AC	9.09 AC	12.60 AC	8.10 AC	9.73 AC
WETLANDS IMPACT	3.79 AC (27%)	3.85 AC (27%)	3.67 AC (26%)	0.25 AC (2%)	0.80 AC (6%)

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	PROPOSED OPEN SPACE
	LOT AREA
	WATER BODIES

R-3 FULL BUILDOUT ZONE CHANGE CONCEPT PLAN



FINAL APPLICATION
NOT ISSUED FOR
CONSTRUCTION

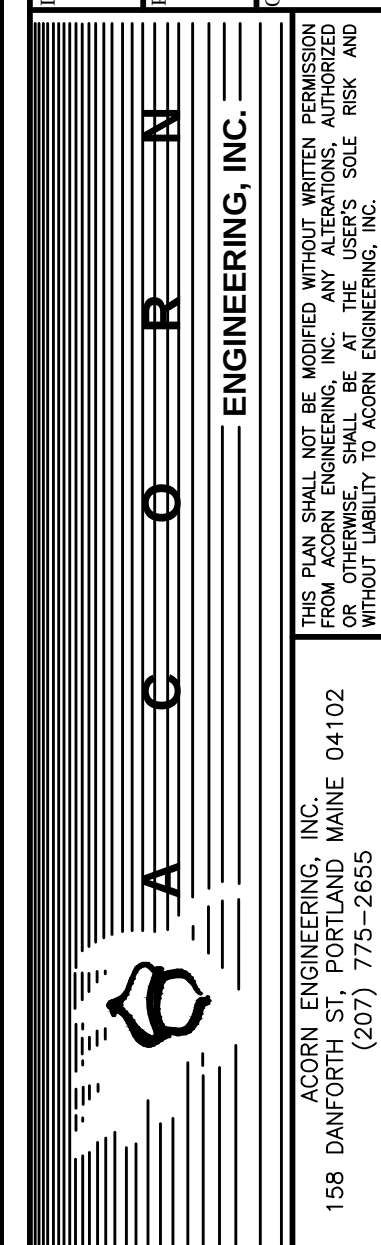
[illegible]

DRAWING NAME:
SITE PLAN - R-3 FULL BUILDOUT CONCEPT

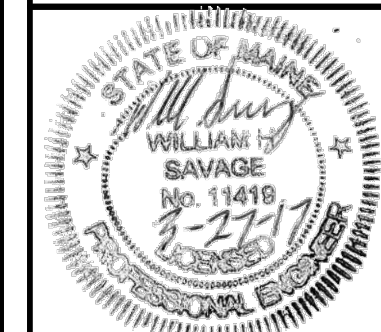
CAMELOT FARMS

CAMELOT HOLDINGS, LLC
KENNEBUNK, MAINE 04043

CLIENT:



FILE:	1079_CIVIL
JN:	1079
SCALE:	1"=100'
DESIGNED BY:	OJD
DRAWN BY:	OJD
CHECKED BY:	WHS



DRAWING NO.

C-12

SPACE AND BULK STANDARDS				
ZONE:	R-1	R-2	R-3	R-5a
MINIMUM LOT SIZE	15,000 SF	10,000 SF	6,500 SF	6,000 SF (2 AC PRUD)
MINIMUM LOT AREA PER DWELLING UNIT	—	—	—	1,600 SF
MINIMUM STREET FRONTAGE	75'	50'	50'	50'
FRONT YARD	25'	25'	25'	25'
REAR YARD – PRINCIPAL	25'	25'	25'	25'
REAR YARD – ACCESSORY	5'	5'	5'	5'
SIDE YARD	16'	16'	16'	16'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	—	—	15'	—
MAXIMUM LOT COVERAGE	20%	20%	35%	30%
MINIMUM LOT WIDTH*	100'	80'	65'	60'
MAXIMUM BUILDING HEIGHT	35'	35'	35'	35' (55'**)
MAXIMUM ACCESSORY HEIGHT	18'	18'	18'	18'
MINIMUM RECREATIONAL OPEN SPACE PER DWELLING UNIT	—	—	300 SF**	200 SF**

*DISTANCE PARALLEL TO THE FRONT OF THE BUILDING MEASURED BETWEEN SIDE LOT LINES THROUGH THAT PART OF THE PRINCIPAL BUILDING WHERE THE LOT IS NARROWEST.
**APPLIES TO PRUD OR MULTIFAMILY DEVELOPMENTS OF 4 OR MORE DWELLING UNITS.

LOT SUMMARY					
	R-1 BUILDOUT	R-2 BUILDOUT	R-3 BUILDOUT	R-3 OPEN SPACE	R-5a OPEN SPACE
CAMELOT FARMS	80	104	160	91	70
WESTBROOK STREET	4	4	5	4	7
OPEN SPACE LOTS	0	1	1	4	0
TOTAL	84	109	166 (180 UNITS)	99 (113 UNITS)	77 (137 UNITS)

SURFACE SUMMARY					
OPEN GREEN SPACE	0 AC	0 AC	0 AC	24.67 AC (44%)	21.62 AC (39%)
NET IMPERVIOUS INCREASE	7.58 AC	9.09 AC	12.60 AC	8.10 AC	9.73 AC
WETLANDS IMPACT	3.79 AC (27%)	3.85 AC (27%)	3.67 AC (26%)	0.25 AC (2%)	0.80 AC (6%)

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	PROPOSED OPEN SPACE
	LOT AREA
	WATER BODIES

R-2 FULL BUILDOUT
ZONE CHANGE CONCEPT PLAN



ISSUED FOR
FINAL APP
WORKSHOP III

BY
WHS
WHS
2/7/21
2/2/21

DRAWING NAME
SITE PLAN – R-2 FULL BUILDOUT CONCEPT

PROJECT NAME
CAMELOT FARMS

CLIENT
CAMELOT HOLDINGS, LLC
KENNEBUNK, MAINE 04043

A C O R N
ENGINEERING, INC.

FOR THIS PLAN, I, THE ENGINEER, HAVE REVIEWED THE INFORMATION SUBMITTED TO ME AND, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE INFORMATION IS TRUE AND CORRECT. I AM NOT PROVIDING ANY GUARANTEE, WARRANTY, OR ASSURANCE OF ANY KIND, INCLUDING BUT NOT LIMITED TO, THE ACCURACY, COMPLETENESS, OR RELIABILITY OF THE INFORMATION. I AM NOT PROVIDING ANY GUARANTEE, WARRANTY, OR ASSURANCE OF ANY KIND, INCLUDING BUT NOT LIMITED TO, THE ACCURACY, COMPLETENESS, OR RELIABILITY OF THE INFORMATION.

FILE: 1079_CIVIL
JN: 1079
SCALE: 1"=100'
DESIGNED BY: OJD
DRAWN BY: OJD
CHECKED BY: WHS

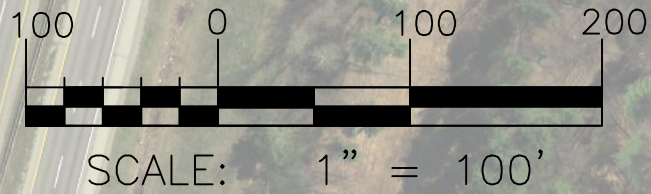
DRAWING NO.
C-21

SPACE AND BULK STANDARDS				
ZONE:	R-1	R-2	R-3	R-5a
MINIMUM LOT SIZE	15,000 SF	10,000 SF	6,500 SF	6,000 SF (2 AC PRUD)
MINIMUM LOT AREA PER DWELLING UNIT	—	—	—	1,600 SF
MINIMUM STREET FRONTAGE	75'	50'	50'	50'
FRONT YARD	25'	25'	25'	25'
REAR YARD – PRINCIPAL	25'	25'	25'	25'
REAR YARD – ACCESSORY	5'	5'	5'	5'
SIDE YARD	16'	16'	16'	16'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	—	—	15'	—
MAXIMUM LOT COVERAGE	20%	20%	35%	30%
MINIMUM LOT WIDTH*	100'	80'	65'	60'
MAXIMUM BUILDING HEIGHT	35'	35'	35'	35' (55'**)
MAXIMUM ACCESSORY HEIGHT	18'	18'	18'	18'
MINIMUM RECREATIONAL OPEN SPACE PER DWELLING UNIT	—	—	300 SF**	200 SF**
*DISTANCE PARALLEL TO THE FRONT OF THE BUILDING MEASURED BETWEEN SIDE LOT LINES THROUGH THAT PART OF THE PRINCIPAL BUILDING WHERE THE LOT IS NARROWEST.				
**APPLIES TO PRUD OR MULTIFAMILY DEVELOPMENTS OF 4 OR MORE DWELLING UNITS.				

LOT SUMMARY					
	R-1 BUILDOUT	R-2 BUILDOUT	R-3 BUILDOUT	R-3 OPEN SPACE	R-5a OPEN SPACE
CAMELOT FARMS	80	104	160	91	70
WESTBROOK STREET	4	4	5	4	7
OPEN SPACE LOTS	0	1	1	4	0
TOTAL	84	109	166 (180 UNITS)	99 (113 UNITS)	77 (137 UNITS)
SURFACE SUMMARY					
OPEN GREEN SPACE	0 AC	0 AC	0 AC	24.67 AC (44%)	21.62 AC (39%)
NET IMPERVIOUS INCREASE	7.58 AC	9.09 AC	12.60 AC	8.10 AC	9.73 AC
WETLANDS IMPACT	3.79 AC (27%)	3.85 AC (27%)	3.67 AC (26%)	0.25 AC (2%)	0.80 AC (6%)

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	PROPOSED OPEN SPACE
	LOT AREA
	WATER BODIES

R-1 FULL BUILDOUT
EXISTING ZONE CONCEPT PLAN



FINAL APPLICATION
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR
PRELIM APP
FINAL APP
WORKSHOP III

BY
WHS
WHS
WHS

DATE
12/2/16
2/2/17
3/28/17

DRAWING NAME
SITE PLAN – R-1 FULL BUILDOUT CONCEPT

PROJECT NAME
CAMELOT FARMS

CLIENT
CAMELOT HOLDINGS, LLC
KENNEBUNK, MAINE 04043

A C O R N
ENGINEERING, INC.

FOR THIS PLAN, I, THE DESIGNER, HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MAINE, AND THAT I AM THE DESIGNER OF THIS PROJECT. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY, EXPRESS OR IMPLIED, FOR THE ACCURACY OR COMPLETENESS OF THIS PLAN. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY, EXPRESS OR IMPLIED, FOR THE ACCURACY OR COMPLETENESS OF THIS PLAN.

FILE: 1079_CIVIL
JN: 1079
SCALE: 1"=100'
DESIGNED BY: OJD
DRAWN BY: OJD
CHECKED BY: WHS

DRAWING NO.
C-31

SPACE AND BULK STANDARDS				
ZONE:	R-1	R-2	R-3	R-5a
MINIMUM LOT SIZE	15,000 SF	10,000 SF	6,500 SF	6,000 SF (2 AC PRUD)
MINIMUM LOT AREA PER DWELLING UNIT	—	—	—	1,600 SF
MINIMUM STREET FRONTAGE	75'	50'	50'	50'
FRONT YARD	25'	25'	25'	25'
REAR YARD – PRINCIPAL	25'	25'	25'	25'
REAR YARD – ACCESSORY	5'	5'	5'	5'
SIDE YARD	16'	16'	16'	16'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	—	—	15'	—
MAXIMUM LOT COVERAGE	20%	20%	35%	30%
MINIMUM LOT WIDTH*	100'	80'	65'	60'
MAXIMUM BUILDING HEIGHT	35'	35'	35'	35' (55'**)
MAXIMUM ACCESSORY HEIGHT	18'	18'	18'	18'
MINIMUM RECREATIONAL OPEN SPACE PER DWELLING UNIT	—	—	—	200 SF**

*DISTANCE PARALLEL TO THE FRONT OF THE BUILDING MEASURED BETWEEN SIDE LOT LINES THROUGH THAT PART OF THE PRINCIPAL BUILDING WHERE THE LOT IS NARROWEST.
**APPLIES TO PRUD AND MULTIFAMILY DEVELOPMENTS OF 4 OR MORE DWELLING UNITS.

LOT SUMMARY						
	R-1	R-1 OS	R-2	R-3 BUILDOUT	R-3	R-5a
CAMELOT FARMS	80	47	94	160	91	70
WESTBROOK STREET	4	4	4	5	4	7
OPEN SPACE LOTS	0	0	1	1	4	0
TOTAL	84	51	99	166	99	77 (137 UNITS)

SURFACE SUMMARY						
OPEN GREEN SPACE	11.48 AC (21%)	28.46 AC (51%)	16.12 AC (29%)	16.79 AC (30%)	30.85 AC (55%)	21.62 AC (39%)
NET IMPERVIOUS INCREASE	7.58 AC	4.30 AC	8.13 AC	11.86 AC	7.22 AC	9.73 AC
WETLANDS IMPACT	3.79 AC (27%)	0.84 AC (6%)	3.67 AC (26%)	3.67 AC (26%)	0.25 AC (2%)	0.80 AC (6%)

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	PROPOSED OPEN SPACE
	LOT AREA
	WATER BODIES

LOT BREAKDOWN	
SINGLE-FAMILY	67
DUPLEX	4 (8 UNITS)
3-FAMILY	2 (6 UNITS)
14-UNIT	2 (28 UNITS)
PRUD	2 (28 UNITS)

R-5a
ZONE CHANGE CONCEPT PLAN



ISSUED FOR: WORKSHOP III

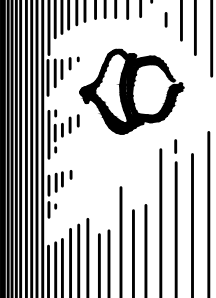
BY: WHS

DATE: 3/27/17

SITE PLAN – R-5a CONCEPT

PROJECT NAME: CAMELOT FARMS

CLIENT: CAMELOT HOLDINGS, LLC
KENNEBUNK, MAINE 04043



A C O R N
ENGINEERING, INC.

158 DANFORTH ST. PORTLAND, MAINE 04102
(207) 775-2655

FOR THIS PLAN, I HAVE REVIEWED THE PROJECT INFORMATION PROVIDED BY THE CLIENT AND THE INFORMATION FROM OTHER SOURCES. I HAVE CONDUCTED A VISUAL VERIFICATION OF THE SITE AND THE INFORMATION PROVIDED BY THE CLIENT. I HAVE CONDUCTED A VISUAL VERIFICATION OF THE SITE AND THE INFORMATION PROVIDED BY THE CLIENT. I HAVE CONDUCTED A VISUAL VERIFICATION OF THE SITE AND THE INFORMATION PROVIDED BY THE CLIENT.

FILE: 1079_CIVIL

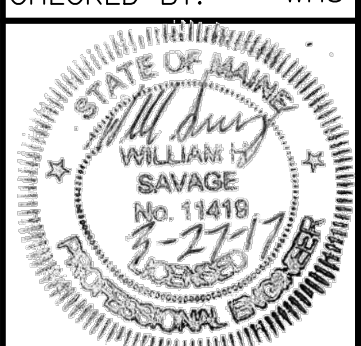
JN: 1079

SCALE: 1"=100'

DESIGNED BY: OJD

DRAWN BY: OJD

CHECKED BY: WHS



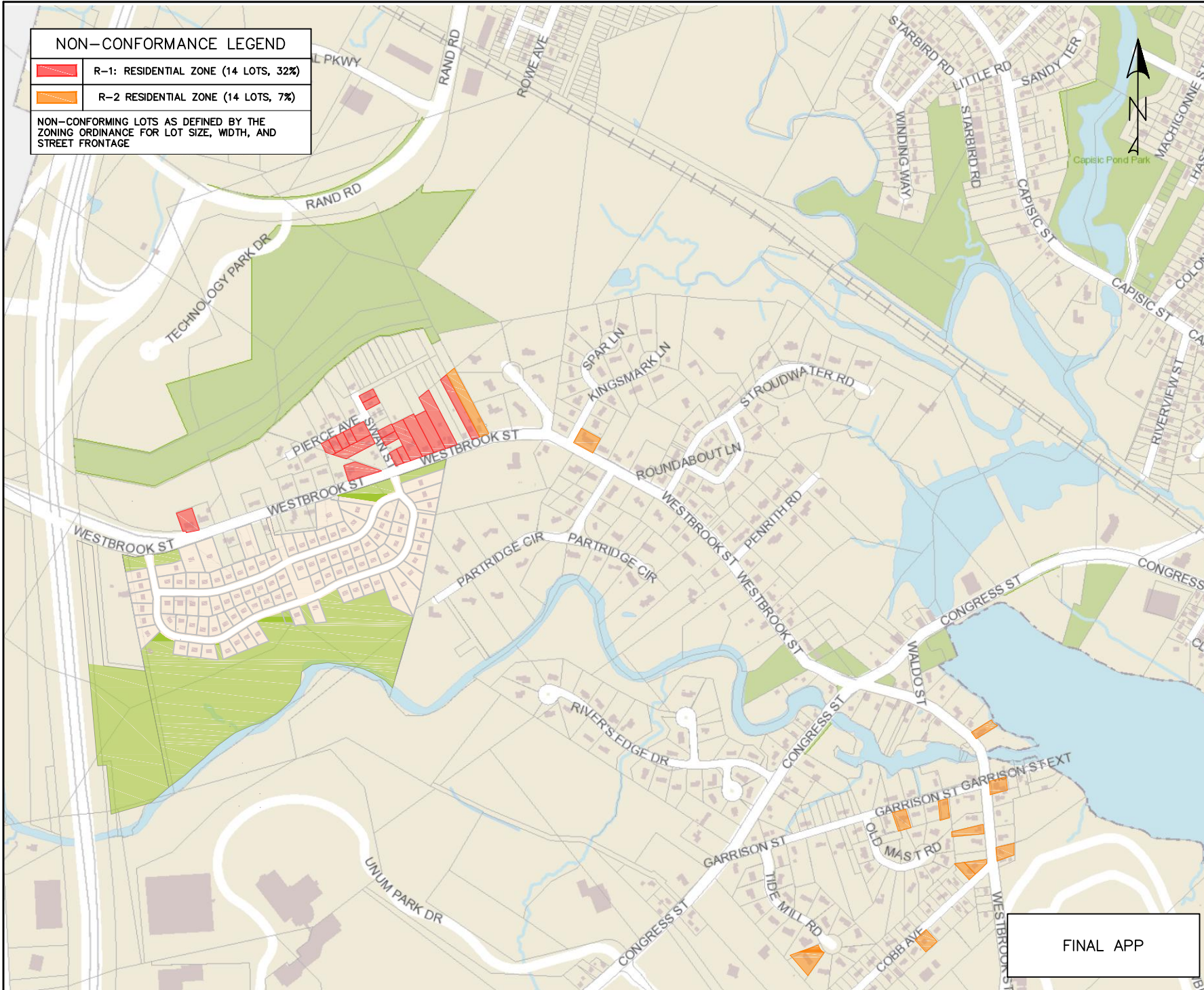
DRAWING NO. C-41

FINAL APPLICATION
NOT ISSUED FOR
CONSTRUCTION

NON-CONFORMANCE LEGEND

- R-1: RESIDENTIAL ZONE (14 LOTS, 32%)
- R-2 RESIDENTIAL ZONE (14 LOTS, 7%)

NON-CONFORMING LOTS AS DEFINED BY THE ZONING ORDINANCE FOR LOT SIZE, WIDTH, AND STREET FRONTAGE



FINAL APP

ISSUED FOR	BY DATE
FINAL APP	WHS 2/14/17
WORKSHOP III	WHS 3/28/17

REV DATE

DRAWING NAME: PARCEL EXHIBIT
 PROJECT NAME: CAMELOT FARMS SUBDIVISION
 CLIENT: CAMELOT HOLDINGS, LLC



FILE:	CIVIL 1079
JN:	1079
SCALE:	1"=800'
DESIGN BY:	OJD
DRAWN BY:	OJD
CHECKED BY:	WHS

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

DRAWING NO.

EX-2



Memorandum

Planning and Urban Development Department

Planning Division

To: Elizabeth Boepple, Chair, and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: March 30, 2017
Re: Proposed Flex Building at 122 Anderson Street
Meeting Date: April 6, 2017

I. INTRODUCTION

Michael Cardente of Anderson Street Realty LLC has requested a Level III Site Plan review for the proposed construction of a ten (10) multi-tenant industrial flex building. The project is for a 22,400 square foot multi-tenant commercial building on the north side of the existing developed site. The flex building concept is to accommodate separate users for a space by altering interior walls to match their needs. The proposed development will utilize an enclosed area of about 72,000 SF at the rear of the site, on the area that was subject to VRAP remediation in 2008 as the previous use was a scrap yard (considered a brownfield site). Environmental improvements, including stormwater management, had been carried out previously in association with another use that did not go forward. The proposed development does include additional site improvements, such as parking, pedestrian access, and stormwater improvements. The site is zoned Light Industrial (IL-b). Any potential or proposed use will need to meet the permitted uses in the zone.



Figure 1: Site of Proposed Development

The proposed use is being reviewed under the Site Plan Standards of the Portland Land Use Code, as a Level III Site Plan.

Applicant: Michael Cardente, Anderson Street Realty LLC

Consultants: Jim Seymour, Sebago Technics Inc.

II. REQUIRED REVIEW

Waiver Requests	Applicable Standards
Aisle width – To allow a 26-foot aisle in the new parking area and improve the width to 16 feet in the existing lot. <i>Supported by consulting traffic engineer</i>	Technical Manual, Section 1.14, requiring that aisle width for right-angle parking be 24 feet per Figure I-27
Review	Applicable Standards
Site Plan	Section 14-526

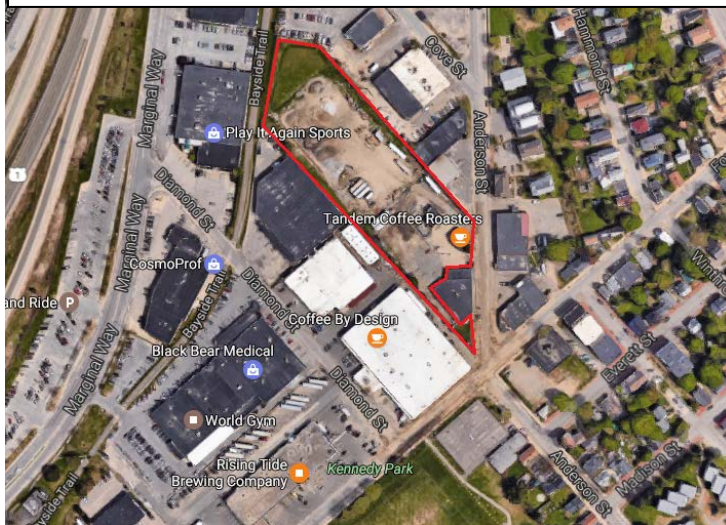
III. PROJECT DATA

Existing Zoning:	IL-b
Existing Use:	Warehouse/ Multiuse Office
Proposed Use:	Industrial/ Warehouse

Parcel Size:	117,516 SF
Impervious Surface Area:	
Existing:	100,933 SF
Proposed:	998 SF
Net Change:	101,991 SF
Total Disturbed Area:	72,000 SF
Building Area:	
Existing Building Area:	2,216 SF
Proposed Building Area:	22,400 SF
Proposed Building Net Change:	20,184 SF
Existing Building Footprint:	2,216 SF
Proposed Building Footprint:	22,400 SF
Building Height:	24'
Parking Spaces:	
Existing:	35
Proposed:	72
Number of Handicapped Spaces:	4
Bicycle Parking Spaces:	
Existing:	0
Proposed:	16 (14 required)
Estimated Cost of Project:	\$1.2 Million

III. EXISTING CONDITIONS

Figure 2: Site of Proposed Development with the Existing Uses



The parcel is approximately 2.70 acres, which is currently developed as industrial and commercial uses. The site has three buildings along the Anderson Street frontage (two on the applicant's property and one on abutting land) and the site was previously used for metal recycling (scrap yard). There are two existing curb cuts, both of which accommodate two-way vehicle movements. The northernmost curb cut is angled to Anderson Street to facilitate large truck movements, and the site layout remains as it has been for many years.

Of the existing buildings, one is owned by the Muslim Community Center (separate parcel, formerly part of the site) and is located at the corner of Fox and Anderson Streets. It is located the farthest from the truck drive access and uses a different driveway; it is also separated by a "jersey

barrier" to provide vehicle movement safety. A paved parking lot for the Muslim Community Center occupies a portion of the property, however the center is not part of that property.

The other two existing building are used by Tandem Coffee, which are shown on the proposed development site. The property also includes paved and gravel areas for parking and vehicular traffic and vegetated area for stormwater management. Tandem Coffee

Figure 3: The Two Existing Buildings on Site



(manufacturing and retail tenant) is open from early morning to mid-afternoon and their customers use the smaller two-way drive shared with the community center or walk in via a segregated path direct from Anderson Street.

IV. PROPOSED DEVELOPMENT

The applicant is proposing to construct a multi-tenant industrial and commercial flex building with an accompanying parking area at the vacant rear portion of the site. The building will offer up to 10 (ten) units for small business and services. The concept is to accommodate individual users for a space by altering interior walls to match their needs. The submitted proposed development does include construction of a forty-three (43) spaced surface parking lot, pedestrian, and stormwater improvements to the existing brownfield lot. Some of the environmental improvements, including stormwater management, had already been carried out in association with another proposal that did not go forward. Any potential or proposed use will need to meet the permitted uses in the zone. All proposed uses will be enclosed inside the proposed structure, with no outdoor storage of materials will be allowed. The existing two buildings will stay as is; no changes are proposed.

The applicant has not requested waivers, but the Traffic Engineering reviewer has identified the need for a waiver in regards to the aisle width provision for driveways on the site (both proposed and an existing site condition. He supports granting the waivers subject to the conditions of site plan approval.

V. PUBLIC NOTICING AND COMMENTS

A total of 331 were sent to property owners within 500 feet of the site and to those on the "Interested parties" list and appeared in the *Portland Press Herald* on March 27th and March 28th, 2017. The Planning Division has received letters of concern from a couple neighbors. Peter Bass of 50 Cove Street has contacted the Planning Division with concerns of stormwater coming into his property due to the new development. He also contacted the applicant of this concern as well. The applicant, along with the City's Consultant Engineer and Peter Bass' Engineer (Steve Tibbets) have been working together address the concerns. Please refer to Paragraph VII (B) 2 c for more details. A neighborhood meeting was held on October 25, 2016.

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

a. The owner of the property is 122 Anderson Street, LLC. The applicant has provided a copy of a quitclaim deed, recorded at the Cumberland County Registry of Deeds (Book 24689 Page 111), which demonstrates their right, title and interest in the property.

b. The estimated cost of the development is \$ 1.2 Million. The applicant has submitted a letter from People's United Bank, dated 09.21.2016, as demonstration of their financial and technical capacity to complete the proposed development.

VII. ZONING ASSESSMENT

A. ZONING REVIEW

As part of the proposed development, the applicant is proposing parking spaces along the property line to the south of the site (near the Muslim Community Center). Section 14-234 (h) states:

(h) Pavement setback from lot boundary: Driveways, parking lots and other paved circulation areas: Fifteen (15) feet.

Reviewing the aerial chronology of the site over the years, pavement always existed up to the property line and cars were being parked in this area. However, the paved area had been increased recently with new spaces located in the setback, which did not meet zoning. The applicant requested a Practical Difficulty Variance from the Zoning Board of Appeals (ZBA) to reduce the pavement setback from the required 15 feet to 0 feet. On January 19, 2017, the ZBA voted unanimously 5-0 to deny the Practical Difficulty Variance Appeal to reduce the pavement setback. The revised site plan shows removing the expanded pavement area, and restoring the area to grass. The former parking spaces are to remain.

The IL-b zone has performance standards that needs to be met (Section 14-236), see below:

- (a) Noise
- (b) Electromagnetic interference: There shall be no electromagnetic interference that adversely affects the operation of any equipment other than that belonging to the creator of such interference, or that does not conform to the regulations of the Federal Communications Commission.
- (c) Vibrations: Vibrations inherently and recurrently generated shall be imperceptible without instruments at lot boundaries.
- (d) Glare, heat: Any use shall be in an enclosed structure in such a manner that glare and heat shall be imperceptible from neighboring properties.
- (e) Discharge of toxic or noxious matter: All discharges of toxic or noxious matter shall be made in accordance with all applicable state and federal regulations.
- (f) Odor: It shall be a violation of this chapter to create an odor nuisance.
- (g) Smoke: Discharges of smoke shall not exceed opacity percentage of forty (40) percent or number 2 on the Ringelmann chart.
- (h) Emissions: All emissions shall be made in accordance with all applicable state and federal regulations.
- (i) Radiation: Radiation at a site shall comply with all applicable state and federal regulations.

Staff Comments: All proposed uses will be enclosed inside the proposed structure, with no outdoor storage of materials will be allowed. Any future truck traffic and proposed mechanical equipment would be required to meet the sound standards of the IL-b zone which limit the dBA levels at the property line to 60dBA during the day until 10pm.

According to the applicant's Response to IL-b Zoning Standards letter (Attachment J) states,

No nuisance from noise, electromagnetic fields, or vibrations are anticipated as the uses will be internal and given the multitenant formation of the structure such nuisances will be counterproductive to the arrangements of the lessor for long tenure leases.

Additionally, we anticipate that there will be no impacts from glare, heat, nor discharge of toxic or noxious matter, nor odor, nor smoke emissions that will impact any abutter of general neighborhood.

- (j) Discharge into sewers: No discharge shall be permitted at any point into any private sewage disposal system, or stream, or into the ground of any materials in such a way or of such nature or temperature as to contaminate any water supply, or otherwise cause the emission of dangerous or objectionable elements, except in accordance with standards approved by the health authority or by the public works authority.

Staff Comments: Currently the business in the existing buildings on site are on public infrastructure for water, sewer, and stormwater. The applicant is proposing to connect the new building, as well, to the public infrastructure.

- (k) Lighting: All lighting shall be designed and installed with cut-off fixtures to direct illumination onto the site and to prevent illumination from such fixtures on neighboring properties.

Staff Comments: The applicant is proposing lighting on the façade and at the parking lot. A photometric plan has been submitted for review and meets the lighting standards. According to the catalogues cuts for the proposed lighting fixtures will be full-offs.

The staff finds that the proposed building meets the requirements of the IL-b zone. There are no uses proposed at this time. At the time tenants seek building permits to fit up the individual spaces, a review of the uses for compliance with the IL-b zone will be conducted by the Zoning Administrator.

B. SITE PLAN STANDARDS (Section 14-526)

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

1. Transportation Standards

a. Impact on Surrounding Street Systems

The incremental volume of traffic, vehicular loading and unloading, and parking will not create or aggravate any significant hazard to safety at and including intersections.

b. Access and Circulation

i. Site Access and Circulation

Currently, Tandem Coffee and the Muslim Community Center use both existing driveways and this will continue in the future. The proposed development will also utilize these driveways. Tom Errico, Consultant Engineer, has reviewed the access and circulation of the site and had offered a recommendation that the applicant has met:

- *The circulation layout in the area of Tandem Coffee/Bunker Brewery/Maine Muslim Community Center is confusing. I recognize that this is an existing condition, but defining circulation aisles and how traffic interacts near the Community Center drive is required. I would also note that if specific design waivers are required, they should be noted with supporting documentation.*

Final Status: I find the suggested one-way circulation system to be acceptable. I support waivers for the aisle width configurations given that conditions are being improved from the existing layout.

ii. Loading and Servicing.

The vehicular loading and unloading will be at the rear of the former Bunker Brewery building, so that there will remain a safe access through the lot. The site plan shows an additional pull off delivery area, along the access drive curb line, for a short-term delivery trucks. Once vehicles reach the rear part of the site there is over an acre of land available for the maneuvering of truck vehicles. The applicant is proposing a twenty-six (26') foot aisle width at the parking, which will allow sufficient area for internal circulation and queuing movements. Mr. Errico has reviewed the wider aisle width and offerings the following in regard to it:

- *The current design of parking spaces in front of the building will result in vehicle overhang encroachment onto the walkway and thus reduce the effective width of the walkway. The design shall be revised to avoid this condition.*

Final Status: The plans have been revised to provide a wider walkway and I find conditions to be acceptable. The plans note a 26-foot parking aisle. This exceed City standards. The applicant has noted that given the likelihood of truck maneuvering into and out of the proposed building, a wider aisle is required. I support a waiver from City standards.

iii. Sidewalks.

A new sidewalk along this frontage was installed as part of the Anderson Street Neighborhood Byway Project. The three other users of this site have pedestrian and vehicle access via the southernmost drive and there is a segregated pedestrian walkway to Tandem Coffee direct from Anderson Street. The application originally proposed a five-foot internal walkway from the public sidewalk at the northern driveway. Tom Errico has reviewed this and stated that he expects a lot of the pedestrians will be coming to the site from the south. Therefore, he recommended that there be a direct and continuous internal walkway between the proposed building and the public sidewalk either at the southernmost drive or along the parking area leased

to Coffee by Design and Young's furniture be included on the plan. This recommendation of a second sidewalk was in addition to the original proposed walkway at the north, see comment below:

- *The proposed sidewalk between Anderson Street and the proposed building should include a formalized safe crossing to the entrance of the building. I would also note that pedestrians with destinations toward Fox Street, would not likely take the circulation route via the proposed sidewalk. Additionally, a significant number of pedestrians walk to and from the Community Center. I would suggest that an overall pedestrian facility plan be considered for the site.*

Final Status: *The applicant expressed concern regarding the provision of an internal walkway given existing traffic circulation and parking maneuvers. The plans do not address my initial comment. I continue to be concerned about pedestrian safety. The site is a very busy and is a complicated parking lot where current activity at the Community Center and Tandem Coffee create potential unsafe conditions. I would note that my concern is premised on the fact that the tenant type/land use for the proposed building is unknown at this time. Recent development projects and business openings in the neighborhood would suggest the possibility of a pedestrian-orientate type development, and therefore increased foot traffic through the parking lot is possible. The applicant is providing a sidewalk on the north side of the property and I believe it will provide safe pedestrian accommodations for pedestrians originating from the north along Anderson Street. In my professional opinion, most pedestrians from Fox Street and origins to the south will not use this proposed internal sidewalk given the indirectness of the route. Accordingly, I recommend that the site plan be revised to provide safe pedestrian facilities from all point of origins on Anderson Street.*

At the time of writing this report, the applicant is only proposing to install the mid-parcel walkway and not the second walkway at the north. While this has been a staff recommendation, the applicant is requesting that the Planning Board decide whether two internal sidewalks are needed to serve the site in order to meet the site plan condition of approval. The site plan standard is as follows:

- (iii) Continuous internal walkways shall be provided between existing or planned public sidewalks adjacent to the site, transit stops and street crossings and primary building entrances on the site.

A condition of approval is proposed for the Board's consideration, which would require a second walkway on site.

The rear of this site abuts the Bayside Trails. Portland Trails are interested in a walkway connection on this property from Anderson Street to the trail at the rear of the property. There has been discussion between the applicant and Portland Trails, as well as the City and the applicant. At this time, the applicant is not proposing a connection; however, the proposed development does not preclude a possible future connection. The City staff encourages the trail connection but it is not a site plan requirement. Tom Errico states the following in regard to this opportunity:

- *There may be some benefit in providing a connection to the Bayside Trail through the subject property. It is my understanding that Portland Trails will be providing feedback on a desired route location. I would note that during my field investigation and review of the plan, a pedestrian connection between the Community Center building and the Coffee-By-Design/Young's Furniture site may make sense (on the applicant's property). That area of the property is currently occupied by parking spaces for Coffee-By-Design/Young's Furniture, and prevents this route selection. As noted above, the applicant should provide a comprehensive review of the site as it relates to all land uses and integration of a possible Bayside Trail Connection and recommend safe on-site pedestrian accommodations.*

Final Status: *The applicant has noted that this Trail Connection is no longer desired by Portland Trails and I have no further comment.*

c. Public Transit Access

A public transit facility is not required under the Site Plan Ordinance.

d. Parking

As part of the proposed flex building, there will be a total of seventy-two (72) parking spaces of which four will be handicapped space and six will be compact spaces (8%) on site. The new surface parking lot will contain three (3) handicapped spaces and forty-three (43) standard spaces. There are twenty-six (26) existing spaces at the front of the site of which ten spaces are being leased to the Muslim Community Center.

The zoning ordinance requires one parking space per very 1,000 SF of industrial floor space. According the applicant's submittal, there will be a total of 25,000 SF of area on the site with the existing and proposed structures. Based on this, the parking requirement is twenty-five (25) spaces. Deducting the ten spaces that are for the Muslim Community Center, the site will have a total of sixty-two (62) spaces. The proposed parking meets the zoning requirements.

In addition to the seventy-two (72) parking spaces, the applicant is showing the existing fifteen (15) spaces along the property line at the Muslim Community Center (the existing spaces to remain per the ZBA decision). According to the applicant, these spaces are being rented to Young's Furniture and Coffee by Design.

Since the proposed tenant use is not identified, Tom Errico has requested a traffic monitoring condition:

- *Given that the building tenant use is not known and that final occupancy could influence the amount of traffic generated to and from the site, it is recommended that a traffic monitoring study be conducted that documents traffic levels entering and existing the proposed building and a traffic study shall be conducted if the project meets thresholds contained in the City's Technical Standards or a Traffic Movement Permit shall be obtained if the project generates in excess of 100 peak hour trips. The scope of work for the monitoring study shall be coordinated with City staff.*

A potential condition of approval is included in the motions.

e. Bicycle Parking

As for bicycle parking, the applicant is proposing six bicycle racks for twelve (12) spaces at the entrance of the new building. The applicant will also install one bicycle rack at Bunker Brewery (two spaces) and one rack in front of Tandem Coffee. The total bicycle spaces for the site is sixteen (16) spaces, which exceeds the fourteen (14) zoning required spaces.

f. Transportation Demand Management (TDM):

The proposed development is not subject to TDM requirements since it will not accommodate one hundred (100) or more employees, which is the threshold for a TDM. Currently the runoff from the site sheets flows to two general locations.

2. **Environmental Quality Standards**

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation

Currently the site does not have any landscaping due to the industrial use of the parcel. Under this development, the site will have landscaping along the front of the proposed building as well as trees along the back of the parking lot. The frontage of the site has an existing tree and no other landscaping is being proposed at this existing location. Jeff Tarling, City Arborist, reviewed the landscaping plan and states the following:

The proposed 122 Anderson Street project adds landscape elements to the site that is currently void of greenery mostly due to past industrial, commercial uses. Trees and shrubs proposed maybe in mulched beds or other?

The Landscape Plan view seems unsure of landscape treatment plans for the area outside the parking lot / paved area. Establishing the treatment plan for no- paved areas should be defined for approval construction phase, this could be 'loam & seed', mulch, 'rip rap' etc. This includes the parking lot edges especially on the Anderson Street or east side of the project.

Overall with some definition of the landscape treatment of the non-paved areas the plan is acceptable as shown.

A condition of approval to provide a revised landscaping plan that addresses the details of Mr. Tarling's comments is proposed.

c. Water Quality, Storm Water Management and Erosion Control

Stormwater management measures were installed when the VRAP site was the subject of a site plan for mitigation of the stormwater impacts. Most of the stormwater from the site flows toward the north/ northeast, this then enters into a swale that flows into an existing stormwater infiltration pond located at the northern property line. Currently the runoff from the site sheets flows to two general locations. The runoff that flows southeast toward Anderson Street enters into the existing closed drainage system located along the street. The proposed development will increase the amount of impervious surfaces by 4,682 SF. The stormwater management plan is designed so the existing drainage patterns will not be altered significantly from the current drainage pattern. Lauren Swett, Consultant Engineer, has reviewed the information and state the applicant is providing for adequate stormwater treatment, the only comments she had is the following:

The proposed porous concrete and guard rail is shown on the site plan extending into the Existing Treatment Basin located to the northwest of the building. Per the grading plan, the treatment basin is being regraded, and the boundary is changing. It is recommended that the site plan be modified to show the new treatment basin boundary, taking into consideration the basin regrading that is being proposed.

Peter Bass of 50 Cove Street has contacted the Planning Division and the applicant with concerns of stormwater coming onto his property due to the new development. Ms. Swett has reviewed the applicant's stormwater documentation and grading plan, as well as the information and concerns presented by Peter Bass and his Engineer (Steve Tibbets). Following are her comments:

I have reviewed the latest proposed plans for 122 Anderson Street with consideration of the concerns raised by the abutter at 50 Cove Street.

Based on a review of the available information, it is my opinion that the swale that has been designed along the property boundary of 122 Anderson Street will provide adequate capacity to manage stormwater from the 122 Anderson site during the modeled 2-, 10-, and 25-year storm event. The swale has a minimum depth of 1 foot at its eastern end. Using available data from the stormwater model and some additional modeling of the proposed swale cross section, it appears that during a Type III, 25-year storm event the flow within the swale will be shallower than a foot in depth. The swale drains to the infiltration basin on the western end of the property. The Applicant's stormwater model indicates that the peak water elevation in the infiltration basin will be 7.85, which is lower than the infiltration basin berm and the adjacent property.

It is noted that the stormwater model as presented is conservative as it includes a significant amount of impervious area on the 50 Cove Street property draining to the swale and infiltration basin. With the construction of a berm along the swale and the proposed storm drain system on the 50 Cove Street property, this area will no longer drain to the 122 Anderson Street system, further reducing the flow managed in the swale and infiltration basin.

Based on my review of the latest plans, the 122 Anderson Street Applicant will be meeting the requirements for the Flooding Standards, as required by the City of Portland's stormwater standards.

3. Public Infrastructure and Community Safety Standards

a. Consistency with City Master Plans

The proposed access makes use of an existing driveway, and the widening of this driveway for the truck use

does not impact the design and installation of the proposed Anderson Street Byway Project along this frontage. It should be noted that the IL-b zone, and this proposal, are consistent with the comprehensive plan, which specifically refers to industrial warehouse facilities as appropriate in low impact industrial areas that are located near residential uses.

b. Public Safety (Crime Prevention through Environmental Design) and Fire Prevention

The proposed walkway area behind the proposed building is enclosed with chain link fencing so access is limited and façade lighting is proposed. The site is not gated to maintain emergency access, and the fire hydrant is less than 500 feet from the main part of the site.

Since the proposed uses of the industrial flex building are not known at this time, Capt. Keith Gautreau, Fire Department, has concerns in regard to the life safety standards. He has reviewed the proposed development and offers the following comments:

- *"Industrial Flex Building" makes it difficult to know how much emergency access is needed, whether or not there's enough water supply for the future occupancies, Life Safety concerns, etc.*
- *If the Occupancies are not known by the time the Building Permit is applied for then the Construction requirements and Life Safety requirements will be the most restrictive.*
- *Emergency access width from Anderson appears to be adequate.*

A potential condition of approval is part of the Board's motions for consideration.

c. Availability and Adequate Capacity of Public Utilities

The proposals will have new utilities from Anderson Street. These new utilities have been stubbed as part Anderson Neighborhood Byway project, therefore no work will be done in Anderson Street, which is a moratorium street.

4. Site Design Standards

a. Exterior Lighting

The applicant is proposing lighting on the façade and at the parking lot. A photometric plan has been submitted for review and meets the lighting standards. According to the catalogues cuts for the proposed lighting fixtures will be full-offs.

b. Noise and Vibration

Any future truck traffic and proposed mechanical equipment would be required to meet the sound standards of the IL-b zone which limit the dBA levels at the property line to 60dBA during the day until 10pm.

c. Signage and Wayfinding

No new signage or wayfinding is proposed except for pedestrian and vehicle safety.

d. Zoning-Related Design Standards

There are no design standards for development in the IL-b zone. However, the IL-b Zone ordinance includes a set of Performance Standards that would apply to this site.

VIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed development.

IX. 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 April 6, 2017 for application 2016-234 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board [**finds/does not find**], based upon the consulting transportation engineer's review (*Attachment 1*), that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.14*) which requires that aisle width for right-angle parking be 24 feet per *Figure I-27*. The Planning Board [**waives/does not waive**] the *Technical Manual* standard (*Section 1.14*) to allow a 26-foot-wide aisle in the parking lot at the interior of the site and to allow the improvement to 16 feet in the existing parking lot;

B. DEVELOPMENT REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on April 6, 2017 for application 2016-234 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. Prior to the issuance of building permit for each tenant fit-up, the applicant shall provide revised trip generation information for review and approval by the Department of Public Services. If a Traffic Movement Permit is triggered, an application must be submitted for review and approval by the Department of Public Services and the Planning Board;
2. Prior to the issuance of building permit for each tenant fit-up, the applicant shall meet the requirement of the Fire Department's Life Safety standards.
3. The site plan shall be modified to show the new treatment basin boundary, taking into consideration the basin regrading that is being proposed.
4. Design and details for a second safe pedestrian walkway, to be located at the northerly side of the parcel, shall be provided for review and approval by the Planning Authority and Department of Public Works.
5. The developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment and erosion control plan based on City standards and state guidelines. The owner/operator of the approved stormwater management system and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form with any changes to be approved by Corporation Counsel, shall be signed, recorded, and submitted prior to the issuance of a building permit with a copy to the Department of Public Services.
6. A final Landscape Plan must be submitted that establishes the treatment plan for the non-paved areas for review and approval by the City Arborist and Planning Authority.

X. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Engineer review (memo from Thomas Errico, 03.09.2017)
2. Civil Engineer and Department of Public Services review (memo from Lauren Swett, 03.09.2017 and email 03.29.2017)
3. City Arborist review (memo from Jeff Tarling, 03.09.2017)
4. Fire Prevention Department review (memo from Keith Gautreau, 11.03.2017)
5. Public Comment

PC 1 Grey Tansley 10.24.2016

PC 2 Peter Bass 03.13.2017, 03.20.2017 and 03.29.2017

APPLICANT'S SUBMITTALS

- A. Cover Letter
- B. Level III Site Plan Application
- C. Site Plan Review Standards
- D. Respond Letter to Staff Comments
- E. Description of Project
- F. Evidence of Right, Title, and Interest
- G. Evidence of Financial Capacity
- H. Evidence of Solid Waste
- I. Evidence of Technical Capacity
- J. Zoning Analysis
- K. Utility Capacity Letter
- L. Lighting Catalogue Cuts
- M. Stormwater Management Report
- N. Traffic Estimation
- O. Neighborhood Meeting Notice
 - O1. Locus Map

PLANS

- Plan 1. Cover Sheet
- Plan 2. Existing Conditions Plan
- Plan 3. Site Plan
- Plan 4. Grading and Drainage Plan
- Plan 5. Landscaping Plan
- Plan 6. EC Notes
- Plan 7. Details - 1
- Plan 8. Details - 2
- Plan 9. Details- 3
- Plan 10. Pre-SWM
- Plan 11. Post-SWM
- Plan 12. Photometric
- Plan 13. Construction Management Plan
- Plan 14. Survey
- Plan 15. Building View Plan



Shukria Wiar <shukriaw@portlandmaine.gov>

122 Anderson Street - Final Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Fri, Feb 17, 2017 at 11:16 AM

To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Lauren Swett <lszett@woodardcurran.com>, Jeff Tarling <jst@portlandmaine.gov>

Hi Shukria – The following summarizes a status update of my previous comments and represents Final Traffic Comments.

- The proposed sidewalk between Anderson Street and the proposed building should include a formalized safe crossing to the entrance of the building. I would also note that pedestrians with destinations toward Fox Street, would not likely take the circulation route via the proposed sidewalk. Additionally, a significant number of pedestrians walk to and from the Community Center. I would suggest that an overall pedestrian facility plan be considered for the site.

Status: The applicant expressed concern regarding the provision of an internal walkway given existing traffic circulation and parking maneuvers. The plans do not address my initial comment. I continue to be concerned about pedestrian safety. The site is a very busy and is a complicated parking lot where current activity at the Community Center and Tandem Coffee create potential unsafe conditions. I would note that my concern is premised on the fact that the tenant type/land use for the proposed building is unknown at this time. Recent development projects and business openings in the neighborhood would suggest the possibility of a pedestrian-orientate type development, and therefore increased foot traffic through the parking lot is possible. The applicant is providing a sidewalk on the north side of the property and I believe it will provide safe pedestrian accommodations for pedestrians originating from the north along Anderson Street. In my professional opinion most pedestrians from Fox Street and origins to the south will not use this proposed internal sidewalk given the indirectness of the route. Accordingly, I recommend that the site plan be revised to provide safe pedestrian facilities from all point of origins on Anderson Street.

- The current design of parking spaces in front of the building will result in vehicle overhang encroachment onto the walkway and thus reduce the effective width of the walkway. The design shall be revised to avoid this condition.

Status: The plans have been revised to provide a wider walkway and I find conditions to be acceptable. The plans note a 26-foot parking aisle. This exceed City standards. The applicant has noted that given the likelihood of truck maneuvering into and out of the proposed building, a wider aisle is required. I support a waiver from City standards.

- The circulation layout in the area of Tandem Coffee/Bunker Brewery/Maine Muslim Community Center is confusing. I recognize that this is an existing condition, but defining circulation aisles and how traffic interacts near the Community Center drive is required. I would also note that if specific design waivers are required, they should be noted with supporting documentation.

Status: I find the suggested one-way circulation system to be acceptable. I support waivers for the aisle width configurations given that conditions are being improved from the existing layout.

- There may be some benefit in providing a connection to the Bayside Trail through the subject property. It is my understanding that Portland Trails will be providing feedback on a desired route location. I would note that during my field investigation and review of the plan, a pedestrian connection between the Community Center building and the Coffee-By-Design/Young's Furniture site may make sense (on the applicants property). That area of the property is currently occupied by parking spaces for Coffee-By-Design/Young's Furniture, and prevents this route selection. As noted above, the applicant should provide a comprehensive review of the site as it relates to all land

uses and integration of a possible Bayside Trail Connection and recommend safe on-site pedestrian accommodations.

Status: The applicant has noted that this Trail Connection is no longer desired by Portland Trails and I have no further comment.

- Anderson Street will be a moratorium street in the near future and the applicant should note that the project will not include any disturbance to the roadway.

Status: The applicant has acknowledged the moratorium status and indicates no disturbance is anticipated. I have no further comment.

- The applicant will likely be disturbing existing newly constructed sidewalk and street frontage cross-sectional elements. The applicant shall be responsible for renovating any disturbed area to its original condition prior to construction, to the satisfaction of the City.

Status: The applicant has noted that no impacts are expected. I would note that if disturbed, the applicant will be responsible for all work necessary to restore the sidewalk to its original condition.

- Given that the building tenant use is not known and that final occupancy could influence the amount of traffic generated to and from the site, it is recommended that a traffic monitoring study be conducted that documents traffic levels entering and existing the proposed building and a traffic study shall be conducted if the project meets thresholds contained in the City's Technical Standards or a Traffic Movement Permit shall be obtained if the project generates in excess of 100 peak hour trips. The scope of work for the monitoring study shall be coordinated with City staff.

Status: The applicant has agreed to conducting the suggested monitoring study. I have no further comment.

Additional Comments

- It is unclear how the proposed sidewalk will transition to the existing sidewalk on Anderson Street. Specifically, how the proposed vertical curb will transition to the existing Anderson Street sidewalk and how this transition will accommodate vehicle turns into the site. The applicant shall provide a detail of the subject area.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL

12 Northbrook Drive

Falmouth, ME 04105

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MEMORANDUM



TO: Shukria Wiar, Planner
FROM: Lauren Swett, PE
DATE: March 9, 2017
RE: 122 Anderson Street, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Response to Comments for the proposed redevelopment located at 122 Anderson Street in Portland, Maine. The project involves the construction of a 22,400 square foot multi-tenant commercial building on the northern side of the existing developed site.

Documents Reviewed by Woodard & Curran

- Stormwater Management Report Update and attachments, dated February 8, 2017, prepared by Sebago Technics, on behalf Anderson Street Realty, LLC.
- Engineering Plans, Sheets 1-11, dated January 24, 2017 prepared by Sebago Technics, on behalf of Anderson Street Realty, LLC.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. The project proposed to increase impervious area on the site by 4,682 square feet. We offer the following comments:
 - a) Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
 - b) General Standard: The City of Portland's Technical Standards require that the General Standards be met if there is greater than 1,000 square feet of new impervious surface. The project proposes to regrade the existing infiltration basin and provide a roof drip edge and porous pavement to provide for treatment for existing and proposed impervious and developed areas in excess of required percentages.
 - c) Flooding Standard: The project is required to comply with the Flooding Standard. The project's proposed stormwater management features provide adequate flood control such that flows are not increased from the pre-development to post development condition.
- 2) The proposed porous concrete and guard rail is shown on the site plan extending into the Existing Treatment Basin located to the northwest of the building. Per the grading plan, the treatment basin is being regraded, and the boundary is changing. It is recommended that the site plan be modified to show the new treatment basin boundary, taking into consideration the basin regrading that is being proposed.
- 3) All other comments have been addressed at this time.



Shukria Wiar <shukriaw@portlandmaine.gov>

Comments for 122 Anderson Street Please

Jeff Tarling <jst@portlandmaine.gov>

Thu, Mar 9, 2017 at 12:00 PM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Hi Shukria -

The proposed 122 Anderson Street project adds landscape elements to the site that is currently void of greenery mostly due to past industrial, commercial uses. Trees and shrubs proposed maybe in mulched beds or other?

The Landscape Plan view seems unsure of landscape treatment plans for the area outside the parking lot / paved area. Establishing the treatment plan for non paved areas should be defined for approval construction phase, this could be 'loam & seed', mulch, 'rip rap' etc. This includes the parking lot edges especially on the Anderson Street or east side of the project.

Overall with some definition of the landscape treatment of the non paved areas the plan is acceptable as shown.

Jeff Tarling
City Arborist

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103
(207) 808-5446
jst@portlandmaine.gov
[Quoted text hidden]

MEMORANDUM

To: FILE
From: Shukria Wiar
Subject: Application ID: 2016-234
Date: 3/9/2017

Comments Submitted by: Keith Gautreau/Fire on 11/3/2016

"Industrial Flex Building" makes it difficult to know how much emergency access is needed, whether or not there's enough water supply for the future occupancies, Life Safety concerns, etc.

Comments Submitted by: Keith Gautreau/Fire on 11/4/2016

Emergency access width from Anderson appears to be adequate.

Comments Submitted by: Keith Gautreau/Fire on 11/4/2016

If the Occupancies are not known by the time the Building Permit is applied for then the Construction requirements and Life Safety requirements will be the most restrictive.



Shukria Wiar <shukriaw@portlandmaine.gov>

(no subject)

Greg Tansley <gtansley13@gmail.com>

Mon, Oct 24, 2016 at 7:54 AM

To: Jeff Levine <jlevine@portlandmaine.gov>

Cc: Jan Piribeck <janp@maine.edu>, shukriaw@portlandmaine.gov, EBNO <info@eastbayside.org>, Brian Cronin <katzcronin@maine.rr.com>, bsr@portlandmaine.gov

Good Morning Jeff,

A couple years ago when we met for coffee at CBD on Washington Street, during which time the Nova Star Ferry truck staging proposal for 122 Anderson street was under review by the City, you expressed to me that the City was remiss in addressing zoning in my neighborhood. You may recall I live at 145 Anderson Street. Given the notice below, is it fair to say that in those two years the City has not accomplished anything to address the inconsistency between the vision and the zoning for this area?

It would be most appreciated if someone could address this. It seems that so much time and resources have been put towards the area, both private (e.g., the new market rate apartments at Fox and Anderson) and public (e.g., the bicycle and pedestrian improvements, traffic calming (albeit so far not effective), and streetscaping of Anderson Street) that a single-story 22,400 SF industrial/warehouse building, likely bringing additional truck traffic into a road-diet street/neighborhood, is entirely inappropriate. Two years ago the vision that the City had did not match the zoning, and two-years later, not only does the vision not match the zoning but this proposal flies in the face of what the City appears to have been trying to accomplish as illustrated above by private and public investment.

Please let me know your thoughts on this.

Also, I do not know if I can get in to see the plans before tomorrow. Are they in .pdf format, and if so, can they be e-mailed to me, along with any other information available at this time?

Respectfully,

Greg Tansley, AICP
145 Anderson Street #3**122 Anderson Street (District 1)**

To residents and property owners: A Level 3: Site Plan application was submitted to the City of Portland Planning Division by Douglas Cardente of Anderson Street Realty. The applicant is proposing a 22,400 sq. ft. industrial building at 122 Anderson Street. The building is proposed behind the existing structures along Anderson Street with parking for 54 vehicles and bicycle parking for 6 bikes. Pedestrian access is also provided. The proposed 10 unit multi-tenant is a mixed use industrial/warehouse building and the site is located in the IL-b zone.

In accordance with the Portland Land Use Ordinance, notices of receipt of a Level 3: Site Plan application must be sent to property owners within 1000 ft. of an industrial zone. You will be notified of future Planning Board meetings by receiving notices from the Planning Division prior to any workshops or public hearings.

Plans are available for viewing, in person, in the Planning Division, 4th Floor, City Hall by referencing Application ID# 2016-234 or CBL # 010 H005001. If you wish to submit written comments, address them to Shukria Wiar, Planner, Planning Division, City Hall, 4th Floor, 389 Congress Street, Portland Maine 04101; contact by phone at (207) 756-8083 or at shukriaw@portlandmaine.gov



Shukria Wiar <shukriaw@portlandmaine.gov>

122 Anderson

Peter Bass <pbass@maine.rr.com>

Mon, Mar 13, 2017 at 3:31 PM

To: shukriaw@portlandmaine.gov

Cc: Stephen Tibbetts <stibbettspe@comcast.net>

Shukria,

Thanks for taking the time to listen to my issues concerning wastewater management and how the new development at 122 Anderson will impact my property at 50 Cove. It is good to know that you are up to speed with the history of the VRAP improvements, how they initially impacted 50 Cove and how they were mostly resolved. Also, it is good to know that you will be observant to be sure the new improvements don't repeat the problems of the old. I would like to reiterate my concerns in writing so they are clear and can be presented to the planning board.

1. History: The 122 Anderson site was a scrap yard the was mitigated under a VRAP. The mitigation plan included capping the site with 2 feet of clean fill. Prior to the mitigation the site had some low ponding areas that served as drainage for a catchment area that included the rear of abutting properties that front on Cove (including 50 Cove) These ponds still appear on the base map for parcels used by the city and the reduction of the size of the ponds can be seen on the more current aerial maps. This catchment area appears to have been defined by the VRAP and continues to define the catchment area that is used to design stormwater management for the project as shown by the developer's submitted plans. The previous owner of 50 Cove has informed me that the original capping of the property was applied on the entire property -up to the common boundary. This not only did not allow drainage off of the Cove St properties but stormwater from 122 Anderson drained on to 50 Cove. The actions of the previous owner and the city forced the owners of 122 to recreate a drainage pond and a swale along the common boundary which appears to have mitigated the flow of stormwater from 122 Anderson to 50 Cove but was not completely successful in re-establishing the earlier pattern of stormwater flowing from the Cove properties to the ponding areas. These areas have since significantly deteriorated due to standing water to the point that I have begun to investigate plans to redevelop the parking area to improve the drainage and protect my building. I met with Doug Cardente and Jim Seymore early in both processes to see if we could find some overlap in the two projects to make sure they worked together. Unfortunately I didn't get anywhere with them. Now that I review the submitted plans I find areas of concern that could have been addressed then.

2. Incomplete Plans: The stormwater plans show the catchment area including the off property area of the Cove St properties. They include this area in calculations for the pond but the don't show contours or elevations for the off property portion and therefore how and where this area drains and how the new grading of 122 Anderson relates to the other properties. If this is an engineered catchment area the picture needs to be complete.

3. Grades at The Common Property Line: As I stated above, it appears that the grades of the swale were created without regard to the existing elevations on the Cove sites. There appears to be no effective swale on a good portion of our common boundary and worse, an area where there is no swale-only a significant slope leading directly to my property.

4. Snow Storage: Snow storage is designated for the swale area near the common boundary. This will completely change the dynamic and usefulness of the swale when loaded with snow. I predict that the water from the melting snow will wind up ponding in my parking area.

5. Pond Overflow: The stormwater management plan states that if there is overflow from the pond it will flow from a low point in the ponds berm onto property owned by the city and identified as "Bayside Trail". I can't locate this "low area" and it appears there is no spot on the berm that has an elevation lower then what is the lowest on the Cove boundaries. The plan needs to be more specific as to how overflow will be handled and assurances that it will not wind up on the Cove properties.

I am completely in favor of the is project and I am sure it will be a great improvement to East Bayside. Given these issues though, I request that you give this project back to the technical reviewers for further review. I also think that it is imperative that you require the design team to complete the information needed in the catchment area, determine the relationship between the properties and encourage a joint design for the best possible outcomes. I plan to reach out again to Mr. Cardente to see if we can work together.

--

Peter Bass

Random Orbit, Inc.

30 Danforth St. #213

3/30/2017

City of Portland Mail - 122 Anderson

Portland, Maine 04101

207-712-0954 cell



<http://www.randomorbitinc.com>

2 attachments



Cove.pdf
3992K



50 Cove Street Existing grades.pdf
191K



Shukria Wiar <shukriaw@portlandmaine.gov>

122Anderson/50 Cove St.

Peter Bass <pbass@maine.rr.com>

Mon, Mar 20, 2017 at 4:26 PM

To: Barbara Barhydt <bab@portlandmaine.gov>, Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Stephen Tibbetts <stibbettspe@comcast.net>

Barbara,

I have had a chance to take a close look at the historical plans and "improvements" for 122 Anderson, the proposed plans pending approval and to talk to my neighbors and the past owner of 50 Cove to get first hand knowledge of conditions on the ground over the past ten years. Because of what I have learned, I will be submitting a very different stormwater plan for the improvements to my rear parking lot at 50 Cove. It is clear that the stormwater management plans for 122 and their execution have had a very negative impact on the abutting properties that front on Cove St. and having the most impact on my property at 50 Cove. Prior to the VRAP at 122 Anderson, stormwater from the rear of these properties drained into significantly larger and lower ponding areas on the 122 Anderson property. The civil engineer for the initial changes in 2008, Pinkham and Greer, rightfully designated the property's subcatchment area to include the rear of the Cove St. properties. This clearly defined the full ecosystem that needed to be addressed. Unfortunately, the designed solution ignored the off property areas.

The initial implementation of the VRAP was to overlay the entire property with 2 feet of fill as a cap. This had enormous consequences to the neighboring properties because not only did the entire property drain to its abutters but the historical drainage had been altered and there was no place for water to go causing serious flooding and damage. Through the persistence of the previous owner of 50 Cove, the city required the owner of 122 to reestablish a drainage pond and create a swale along the abutting properties. (believe that he relied on 14-526-3.-a.-(i) and (ii) copied below) This was partially successful in that it directed most of the runoff from the property to the pond but did nothing to reestablish the original drainage patterns by allowing the off site portion of the defined catchment area to drain to the pond. The new plan by Sebago Technics must have been based on the original Pinkham and Greer. It defines the project with the same catchment area including the off property parts. The plan includes the off site area in the "Redevelopment Area". All square footage calculations include the off site area for purposes of calculating; catchment area, redevelopment area, area draining to pond and percentage of total project that has stormwater treatment. Once again the plan ignores the conditions off site in two ways: showing no contours it does not show that the water from the off site area really doesn't drain to the pond even though it is proposed to do so, and second there is no way for the City and it's reviewers to tell how the new grading and drainage from 122 relates to the existing conditions off site.

I contacted you earlier because I saw red flags on the Sebege Technics plan that I could foresee repeating the problems created by the initial capping and continued lack of historical drainage. Jim Seymore has agree to improve the swale although I haven't seen that revision yet. It is no coincidence that I need to rebuild my parking lot precisely in the area that has been defined to be included as the subcatchment for 122 and, since changes have been made to that property ignoring existing conditions, ponding and poor drainage have been constant. I do not foresee conditions improving with the new construction and can see good likelihood that they could worsen. Even if the swale bounding my property is improved, the relationship with the next property has not been well thought out.

These are tight lots and when water drains uncontrolled on to my neighbors lot, it will find its way to mine. I am very uncomfortable with snow being stored in the swale. If the drainage in the swale is blocked from the stored snow, melting snow and any rain water will wind up on my property being mostly 3 feet lower than 122.

All this being said, I want to repeat that I like this project. It will be a great improvement over a vacant lot and all the current activities. I really don't want to give them a hard time and cause any delays for them. The end result of digging deeper into the engineering for 122 is that I will be submitting a very different stormwater plan than I presented at our pre app meeting and was reviewed by Lauren at Woodard and Curran. I am no longer thinking of the improvements as "redevelopment" but as defensive, remedial action to protect my property from the past sins and future actions of my neighbor. The City has once approved a plan that looked at the defined catchment area as a single redevelopment area and is about to do it a second time, both times to the disadvantage of the abutters. I would expect the City to look at the my improvements through the lens of the complete historical watershed/subcatchment area that has been established. I do not consider these improvements to be a separate redevelopment project. They are an extension, completion and correction to the 122 project. Sebago Technics uses the square footage of my property, assuming it drains to the pond, to calculate the percentage of stormwater it treats. Even if you remove that square footage from their calculations, allowing me to successfully redirect my problem areas, they still treat 80% of their total stormwater. There is no harm to them by taking this approach. I need a system that will positively remove water from my site. My civil engineer and I agree that having any

treatment system, including what I originally proposed, to be located in a yet lower area could easily and most likely be overwhelmed by water from off site. I am proposing a simple system with two catch basins and pipes connected to the new separated storm drain into the stubs that were provided for my property when Anderson St was redone.

Please see the sketch plan attached. I would appreciate your quick review of the concept of this proposal given the impending final approval of the 122 Anderson project. Thank you.

Peter

Attachments:

Proposed stormwater plan

Tax map showing historical drainage ponds

(i)

Any stormwater draining onto or across the lot in its pre-improvement state will not be impeded or re-directed so as to create ponding on, or flooding of, adjacent lots;

(ii)

Any increase in volume or rate of stormwater draining from the lot onto an adjacent lot following the improvement can be handled on the adjacent lot without creating ponding, flooding or other drainage problems and that the owner of the lot being improved has the legal right to increase the flow of stormwater onto the adjacent lot;

--

Peter Bass

Random Orbit, Inc.

30 Danforth St. #213

Portland, Maine 04101

[207-712-0954](tel:207-712-0954) cell



<http://www.randomorbitinc.com>

2 attachments



Cove St-Revised Site Plan-3-20-17.pdf

852K



Cove.pdf

3992K



"What's the use of a fine house if you haven't got a tolerable planet to put it on?"

— Henry David Thoreau

?

----- End of Forwarded Message

2 attachments



PastedGraphic-2.pdf

33K



122 Anderson st-50 Cove st comparison.pdf

1224K



September 22, 2016
16037

Barbara Barhydt, Senior Planner
City of Portland Planning Division
City Hall, 4th Floor
389 Congress St.
Portland, ME 04101

Site Plan Level 3 Application Submittal – Anderson Street Realty, LLC
Proposed Multi-tenant Industrial Flex Building and Parking Lot Improvements;
122 Anderson Street, Portland, Maine

Dear Ms. Barhydt:

On behalf of Anderson Street Realty, LLC please find attached 1 (one) paper copy and one diskette with the site plan application and site plans for the Level 3 Site Plan application for the proposed proposed Multi-tenant Industrial Flex Building and Parking Lot Improvements for the project located at 122 Anderson Street. The applicant is requesting a site plan review but is technically an amended site plan as the site was approved in 2008 for a container trucking storage yard. The project will entail plans to construct a 22,400 SF multi-tenant commercial building with associated parking area where a previous trucking sand container storage yard existed. The Owner, Mr. Cardente, feels the site will offer a positive opportunity for small commercial/industrial services or other low impact commercial/industrial uses for local expansion and growth, and can continue to rejuvenate the Bayside portion of the City. Additionally, it will displace a previous vacant brownfield site, and provide small business opportunities with benefits to the City.

The parcel is on a mostly vacant 2.70 acre site classified as a Brownfield industrial site, but was capped during the construction of the container yard in 2008, and since has been used as a construction staging area during the City's reconstruction of Anderson Street. Two existing small production buildings will remain unchanged near the front of the property closest to Anderson Street (Tandem Coffee and Bunker Beer). In the place of the expansive vacant rear section, the owner has requested that a rear 10 unit commercial multi-tenant building with new parking area be constructed. To provide off-street parking spaces for his multi-tenant building, the site was reconfigured to actually reduce impervious area. Our understanding is that this plan and application will be reviewed by the Planning Board given the building footprint exceeds the 20,000 SF threshold. We are hopeful that we might be able to commence subsurface construction prior to the winter season. We anticipate hosting a neighborhood meeting immediately planned approximately for October 4th and we will forward notices and results upon its conclusion.

There currently is some off street parking provided for the existing production building/units (Tandem Coffee Producers and Bunker Beer Brewery). The proposed design would create a total of 72 spaces for the entire lot, and paved access to proposed Building at the rear of the lot, as well improve general circulation around the entire street such access to Anderson Street is streamlined and convenient for incoming traffic. As seen by the attached plans, the northernmost access by the existing scales, is an acute angle and currently congested by the scales. The trucking scales will be removed, the entrance will

be controlled to 24 feet width, and a sidewalk will be added for pedestrian access from the lot to Anderson Street. The sites internal access will be improved with curbed radius islands, clear aisles conforming to City standards, and access provided to return outward bound traffic back onto Anderson Street closer to Fox Street.

The existing site structures will be unchanged, requiring no additional utilities or improvements. We have provided four bike racks in the rear and front, and have decreased the impervious area of the lot by widening green areas and adding landscaping internal points/islands. Given the proposed roof top will shed runoff to the western edge of the lot we have incorporated an infiltration drip edge and maintained the existing infiltration treatment pond and accompanied swales as were approved previously for stormwater treatment, we feel we have reduced impervious surface areas while further improving water quality. There is no addition space or depths available to treat the runoff that is in this confined lot and close to existing Trails and abandoned railroad spurs. Current flows would match existing patterns draining the areas towards the Bayside Trail.

To prove this project meeting the Level 3 requirements, we are formerly preparing Stormwater Management Plan and treatment calculations, which indicate the levels of stormwater treatment. We will be connecting underground utilities to services that were stubbed during recent street reconstruction in Anderson Street, or are existing into the site, like power and telco. We are adding some parking and exterior building lighting to promote a secure location, all lighting will be LED lighting with full shielded cut off fixtures. And finally we will be landscaping the site to make a pedestrian friendly and pleasing appearance for the site and surrounding neighborhood.

The applicant is under a strict construction schedule and would appreciate the earliest opportunity to review and meet with the Planning Board such that the owner can commence foundation construction as soon as possible prior to the cold winter temperatures. The site is currently in a compacted gravel surface/state following the construction staging area. And as such the site is well equipped to stage the construction of the building without much complication.

If you have any questions on this application, please do not hesitate to contact us. We look forward to hearing from you.

Sincerely,

SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read "James R. Seymour".

James R. Seymour, P.E.
Project Manager

JRS/llg
Enc.

cc: Doug Cardente-122 Anderson Street Realty LLC
Greg Patterson- PATCO Construction

PROJECT NAME:

122 ANDERSON STREET INDUSTRIAL FLEX BUILDING

PROPOSED DEVELOPMENT ADDRESS:

122 ANDERSON ST, PORTLAND ME.

PROJECT DESCRIPTION:

PROPOSED 22,400 SF 10 UNIT MULTI-TENANT INDUSTRIAL FLEX BUILDING/DEVELOPMENT TO INCLUDE PARKING, PEDESTRIAN AND STORMWATER IMPROVEMENTS TO AN EXISTING BROWNFIELD LOT.

CHART/BLOCK/LOT: MAP 10, BLOCK H, LOT 5& MAP 12 BLOCK N, LOT 1MAP 10 BLOCK H, LOT 8

PRELIMINARY PLAN

(date)

FINAL PLAN

9/21/16 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: <u>DOUG CARDENTE</u> Business Name, if applicable: <u>ANDERSON STREET REALTY, LLC</u> Address: <u>322 FORE STREET</u> City/State: <u>PORTLAND, ME</u> Zip Code: <u>04101</u>	Applicant Contact Information Work #: <u>207 775-7363</u> Home #: Cell #: Fax#: <u>773-0066</u> e-mail: <u>doug@cardente.com</u>
Owner – (if different from Applicant) Name: <u>SAME AS ABOVE</u> Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: <u>JAMES SEYMOUR, P.E.</u> <u>SEBAGO TECHNICS INC</u> Address: <u>75 JOHN ROBERTS RD, STE 1A</u> City/State : Zip Code: <u>04106</u> <u>SOUTH PORTLAND, ME</u>	Agent/Representative Contact information Work #: <u>207-200-2083</u> Home #: Cell #: <u>207 632-1199</u> Fax#: <u>207 856-2206</u> e-mail: <u>jseymour@sebagotechnics.com</u>
Billing Information Name: <u>SAME AS APPLICANT.</u> Address: City/State : Zip Code:	Billing Contact Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer JAMES R. SEYMOUR PE Name: SEBAGO TECHNICS INC Address: 75 JOHN ROBERTS RD, STE 1A City/State: SOUTH PORTLAND ME Zip Code: 04106	Engineer Contact Information Work #: Home #: SAME AS AGENT. Cell #: Fax#: e-mail:
Surveyor CHARLIE MARCHESE PLS Name: SEBAGO TECHNICS INC Address: 75 JOHN ROBERTS RD, STE 1A City/State: SO. PORTLAND, ME Zip Code: 04106	Surveyor Contact Information Home #: Work #: 207 200-2069 Cell #: Fax#: e-mail: cmarchese@sebagotechnics.com
Architect Name: Address: City/State: Zip Code:	Architect Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Attorney Name: Address: City/State: Zip Code:	Attorney Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Designated person/person(s) for uploading to e-Plan: Name: e-mail: Name: e-mail: Name: e-mail:	

APPLICATION FEES:

Level III Development (check applicable reviews) ☒ Less than 50,000 sq. ft. (\$750.00) ☐ 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 300,000 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 (\$50.00 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 (\$1,500) ☒ Stormwater Quality (\$250) ☐ Subdivisions (\$500 + \$25/lot) # of Lots _____ x \$25/lot = _____ ☐ Site Location (\$3,500, 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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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mailed to you. Payments can be made on-line at [Pay Your Invoice](#), by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from epplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

Applying Online Instructions

5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"

6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

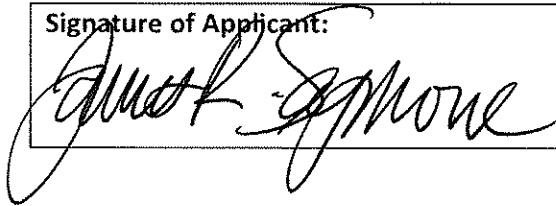
APPLICANT SIGNATURE:

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.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant:



Date:

9/22/16

PROJECT DATA

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

Total Area of Site	117,516 sq. ft.
Proposed Total Disturbed Area of the Site	Approx 72,000 sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.	
Impervious Surface Area	
Impervious Area (Total Existing)	100,933 sq. ft.
Impervious Area (Total Proposed)	998 sq. ft.
	SITE TOTAL = 101,991
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	2216 sq. ft.
Building Footprint (Total Proposed)	22,400 sq. ft.
Building Floor Area (Total Existing)	2216 sq. ft.
Building Floor Area (Total Proposed)	22,400 sq. ft.
Zoning	
Existing	ILB
Proposed, if applicable	
Land Use	
Existing	WAREHOUSE / MULTIPLE OFFICE
Proposed	INDUSTRIAL / WAREHOUSE / MULT. USE
Residential, If applicable	
# of Residential Units (Total Existing)	
# of Residential Units (Total Proposed)	
# of Lots (Total Proposed)	
# of Affordable Housing Units (Total Proposed)	
Proposed Bedroom Mix	
# 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)	35+
# of Parking Spaces (Total Proposed)	72
# of Handicapped Spaces (Total Proposed)	4 HC.
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	8
Estimated Cost of Project	1.2 million

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
✓		1	* Completed Application form
✓		1	* Application fees
✓		1	* Written description of project
✓		1	* Evidence of right, title and interest
✓		1	* Evidence of state and/or federal permits
✓		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
✓		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
✓		1	* Evidence of financial and technical capacity
✓		1	Construction Management Plan
✓		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
✓		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
✓		1	Stormwater management plan and stormwater calculations
✓		1	Written summary of project's consistency with related city master plans
✓		1	Evidence of utility capacity to serve
✓		1	Written summary of solid waste generation and proposed management of solid waste
✓		1	A code summary referencing NFPA 1 and all Fire Department technical standards
✓		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
✓		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

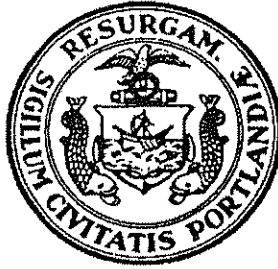
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
✓		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
✓			Existing and proposed structures, as applicable, and distance from propertyline (including location of proposed piers, docks or wharves if in Shoreland Zone);
✓			Existing and proposed structures on parcels abutting site;
✓			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
✓			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
✓			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
✓			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
NA			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
✓			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
✓			Location of all snow storage areas and/or a snow removal plan;
✓			A traffic control plan as detailed in Section 1 of the Technical Manual;
✓			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
✓			Location and proposed alteration to any watercourse;
NA			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
NA			Proposed buffers and preservation measures for wetlands;
✓			Existing soil conditions and location of test pits and test borings;
✓			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
✓			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
✓			Grading plan;
✓			Ground water protection measures;
✓			Existing and proposed sewer mains and connections;

- Continued on next page -

✓		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
✓		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
✓		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
✓		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
NA		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
NA		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
—		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
✓		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
—		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
✓		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division

Date: 9/21/16

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

Site Address: 122 ANDERSON ST.

Proposed Use: MULTI-USE INDUSTRIAL FLEX

Previous Use: WAREHOUSE/MULTI-USE

Existing Sanitary Flows: UNKNOWN GPD

Existing Process Flows: 0 GPD

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

ANDERSON ST.

Chart Block Lot Number: MAP 10, BLK H, Lot 5
MAP 10, BLK H, Lot 8, MAP 12, BLK N Lot 1

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

Clearly, indicate the proposed connections, on the submitted plans.

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____
Owner/Developer Name: ANDERSON STREET REALTY LLC 40 DOUG CARDENTE
Owner/Developer Address: 322 FORE ST. PORTLAND, ME 04101
Phone: 207-775-7363 Fax: 773-0066 E-mail: d.
Engineering Consultant Name: James Seymour P.E. (Sebago Technics)
Engineering Consultant Address: 75 JOHN ROBERTS RD, STE 1A, So. Portland, ME
Phone: 200-2083 Fax: 856-2206 E-mail: jseymour@sebagotechnics.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 40 emp x 15 gal/d = 600 GPD *

Peaking Factor/ Peak Times: NA

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records,

Other (specify) MAINE STATE PLUMBING CODE

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

* FROM STATE OF MAINE PLUMBING CODE.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values:

FLOOR DRAIN (TRAP)

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:

0 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, or attached, as a separate sheet.



PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant **ANDERSON STREET REALTY LLC**
2. **322 FORE ST. PORTLAND, ME 04101**
3. Name address, telephone number of architect **C/O DOUG CARDENTE 775-7563**
4. **DATCO Construction, c/o Greg Patterson, 1293 Main St. Sanford, ME 04073**
5. Proposed uses of any structures [NFPA and IBC classification] **By others (metal building) TEL: 207 324-5574**
6. Square footage of all structures [total and per story] **Proposed Bldg. 22,400 SF**
7. Elevation of all structures **Attached w/ plan set.**
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations **@ the corner of Cove St & Anderson St.**
10. Water main[s] size and location **280' from the site.**
11. Access to all structures [min. 2 sides] **8" ductile iron main in Anderson St.**
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards. **Yes.**
13. **To be provided by others.**

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

Section 5 Site Plan Review Standards

The Project falls under a Level 3 Site Alteration Development Review Application and must comply with the following site plan standards as contained in Section 14-526 of the City of Portland Land Use Code

a.) Transportation Standards-

1.) Impact on Surrounding Street Systems:

The project will have no impact on existing street systems and will not promote a hazard to adjacent public streets as the curb cut and entrances exist and will not be modified. There will be no substantial increase over what was originally approved in traffic flow. The new use will actually slightly decrease the intensity or level of service. The site improvements will help the community by making industrial/commercial parking more available for others off the public street by putting it on private property. Per Exhibit 9 the estimated traffic flow will be well under any threshold requiring a Traffic Movement permit as the peak hourly estimated rate is 15 trips per hour at both the AM and PM peak hour.

2.) Access and Circulation

The project's site access and circulation will provide safe access through properly spaced aisles and routes to allow the employees and deliveries easy access to the rear at the proposed use and return through the westerly side of the existing lot and return to Anderson Street.

Loading will be established at the rear of the Bunker brewery such that that there will remain safe access through the lot, and an additional pull off delivery area has been established for short term delivery truck parking along the proposed curved curb line along the access to the rear. In addition there are units available with overhead delivery doors for storage and deliverables. The service aisles are 24 feet wide, which can accommodate most typical delivery (box truck) vehicles.

Sidewalks have been provided along the buildings extensive 320 foot front and a sidewalk has been proposed from the lot access lane from the middle of the lot to Anderson Street over bituminous surfaced sidewalk, and modified esplanade.

3.) Public Transit Access:

No transit access or facilities are planned.

4.) Parking:

The proposed project will provide 43 new spaces in the rear yard of the property to serve the new industrial flex building with 3 handicap spaces. Due to the confined width

of the site this appears to be the maximum amount of cars that can be parked and provide reasonable aisle widths of 24 feet. The existing paved parking lot behind the Muslim Center has been modified to accommodate 23 spaces and 1 Handicap Van Accessible space, and then another 6 spaces appear to be present between the existing brick structures.

Based on the requirement of 1 space for each 1000Sf of Industrial floor space the site has just under 25,000 total SF such 25 spaces are required. It should be noted that the 122 Anderson Street property also has leased 10 spaces to the Muslim Center thereby driving the requirement for parking to 35. With a proposal of 72 overall parking spaces the site easily meets the parking requirement. We have also added four bicycle racks to accommodate another 8 bicycles which is a popular mode of transportation in the bayside areas of Portland. One rack was placed in the front of Tandem Coffee and tree were positioned in the rear along the new southern end of the proposed structure. The existing access on the side yard will remain clear of parked employee cars, but will allow deliverable drop off/pickup area for product/materials for the existing small brewery. There is currently sidewalks along the building frontage on Anderson Street, but current no paved pedestrian access to the buildings and parking areas. Services for loading still can be provided through the existing side lane servicing the rear of the property but no parking will be allowed on the side access closest to the existing building, as well as now we are proposing five foot sidewalk with curb along the same stretch but opposite side of the access lane, to link Anderson Street to the proposed site.

Parking space sizes comply with City standards and we have provided a modest landscape plan to improve the parking lot and site appearance.

Snow Storage allows for storage along the easterly side of the parking area where a grassed sideslope and swale will capture any sediment prior to reaching the existing infiltration pond. In addition stone lined forebays will also provide protection to the treatment infrastructure.

5.) Transportation Demand Management was not applicable to this site.

b.) Environmental Quality Standards

1. Preservation of Significant Natural Features:

The site is located on a very urban gravel surfaced lot having no significant natural features, waterbodies, or species of significant or endangered trees or wildlife.

2. Landscaping and landscaping preservation:

The site is currently a denuded lot with mixed patches of pavement, small buildings, and gravel surfaces with little tree or landscaping. The small patch of grass and trees at the existing Tandem Coffee will stay intact. We have provided a plan presenting much more plantings along the side access and parking end islands and foundation plantings along the proposed building front. Island landscaping is a mix of trees and shrubs

protected with concrete extruded curbing, and is shown in a separate Landscape plan attached. Efforts were made to additionally offer some moderate screening the proposed building end from the Bayside Trail.

3.) Water Quality, Stormwater Management, and Erosion Control:

Given that this site was previously approved for a larger impervious area as a trucking/container yard and has an existing infiltration pond we are simply modifying the layout and formerly preparing a new Stormwater Management. We have provided more green area along the eastern property line and widened the swale collection area, to assist in the sediment capture of runoff and snow storage. We have decreased the impervious area of the lot by 4650 SF. In addition, the proposed industrial flex building rooftop is a singled pitch shed like roofline that sheets runoff into a designed treatment drip edge filtration system that provided added treatment for the lot. Current flows would match existing patterns draining the areas to the Bayside Trail and small watershed in the front of the lot would continue to sheet flow into Anderson Street. No new catch basin structures nor storm drains will be required to connect into Anderson Street.

Due to the decrease in impervious surface and introduction of an additional filtration system the peak rate of runoff will also decrease. Computations and Calculations are attached as Section 6.

c.) Public Infrastructure and Community safety standards:

1.) Consistency with Master Plans:

We feel the plan as proposed is consistent with concepts and facilities plans for low impact industrial uses and commercial development employing new opportunities and amenities in the Bayside setting of typical high lot coverage/density. We have incorporated necessary parking and landscaping concepts to improve the aesthetics and quality in this neighborhood. We have also supported use of bicycle transportation, and supported environmental efforts by decreasing our impervious footprint and increasing our vegetation plantings on the lot.

2.) Public Safety and Fire Prevention:

The site will remain accessible for fire prevention, and will be a safe location for employees and users to park vehicles off the public streets. Added pole lights are anticipated to light the rear lot and access. Other exterior/ outdoor lighting on the building sides and exits will be added for safety and security. Lighting catalogue cuts are attached for review.

3.) Availability of Adequate Capacity of Public Facilities:

There will be new underground utilities to serve the proposed site or building. The existing structures utilities will remain unchanged. Letters for adequate water service is attached. We have held discussions with the City Engineer and it is felt given the limited anticipated domestic wastewater flows of 600gpd that the new site project will have no issues with sewer capacity in Anderson Street. Capacity letters are located in Section 7.

A hydrant is located 280 feet north of the northernmost entrance off Anderson Street and is approximately 600 feet travel distance to the proposed building.

d.) Site Design Standards:

4.) Massing, Ventilation and Wind Impacts:

The proposed building is a single story building of 320 Ft by 70 Ft with a north to south long-side orientation. The building is proposed to be one story with a one pitched roof. The mass and size of the building is consistent with other structures (warehouses/storage) in the immediate vicinity. The spacing will have no adverse impact onto abutting properties as the closest property is separated by a 20 foot wide railroad access and is 35 feet from the nearest structure. The one story height will have no adverse effects of wind climate and the HVAC systems will be roof mounted and as such the ventilation primarily for heating systems will not impact abutters. A building view rendering is attached.

5.) Shadows:

With the north south orientation the Shadow impact is not of concern or impact to the neighborhood.

6.) Snow and Ice Loading: The site has been constructed with a one pitch roof and a designed dripedge to drain roof runoff and melt away. Ice and snow which may accumulate in the building rear will be able to drain along the existing railroad spur and eventually captured into the on-site infiltration pond.

7.) View Corridors: The height and massing will not obstruct views as the site and area is nearly level and as such is already obstructed by adjacent structures of similar height.

8.) Historic Resources

There will be no changes to the existing structures, and thereby no purpose to present an impact to the district which is not listed as an historic district. The purpose of the site plan improvement is to simply convert a once contaminated site area to become a viable industrial and commercial leased development. All efforts have been made to not impose visual, grading, or stormwater impacts to the adjacent neighbors.

9.) Exterior Lighting:

The applicant add pole lighting specifically for the parking area and will light the exterior sides of the building for security concerns of vagrancy and to reduce criminal mischief, and will add door lighting at each exit. Pole lights will be 25 feet tall with LED fixtures with full cutoff lenses, and building lighting will be full cutoff wall pack style lighting. Catalogue cuts have been attached for review in Section 8 of this application. Because of the full cut off fixtures there will be no intrusive impacts of lighting to abutters.

10.) Noise and Vibration:

No vibrations and noise are anticipated as all proposed uses will be limited to interior closed spaces, and the uses will likely be linked to small industrial, commercial, or storage type uses for small contractors, services, or businesses.

11.) Signage and Wayfinding:

We have signs which are planned to be installed for the project providing assistance with wayfinding, limiting parking and no parking areas, and delineating handicap accessibility parking. The Applicant has not proposed site signs but it is anticipated that it will likely be building mounted. At such time the owner provided or completes design concepts they will submit such sign design to the City Code Enforcement and acquire necessary permits to install in accordance with City codes.

12.) Zoning related design standards:

The standards appear to not apply to structural construction in the ILb zone.

**Response to Site Plan Standards for Review of Level 3 Site Alteration
122 Anderson Street
Proposed Multi-Tenant Industrial Flex Building**

**Section 1
Development Description**

Narrative

The applicant is requesting a Level 3 site plan review of their plans to construct a Multi-Tenant Industrial Flex Building and parking area at the vacant end of the 122 Anderson Street lot. Our understanding is that this plan and application will be reviewed by the Planning Board at their earliest convenience.

The parcel is long previous industrial site that was classified as a Brownfield and was remediated for a site plan in 2008 which approved the lot as a container truck trailer storage lot, and is located in the ILb District. The front of the lot current houses Bunker Brewery and Tandem Coffee, in small production brick structures. The rear of the site has recently been used for staging of construction for the redevelopment and reconstruction of Anderson Street by the City of Portland.

All previous parking for the existing uses has been subject to space availability in an existing parking lot behind the Muslim Center and between the existing brick structures. The proposed design would create a total of 72 parking spaces, and paved access to link the rear of the site to utilize both curb cuts existing for the lot. As seen by the attached aerial view the lots are very densely industrial developed and are typically of older construction. The proposed site will offer a flex industrial and commercial flex building offering up to ten units for small business and service lease. The concept is to accommodate users for a space to fit their individual needs by altering interior walls to match their spatial needs.



January 24, 2017
16037

Shukria Wiar, Planner
City of Portland Planning Division
City Hall, 4th Floor
389 Congress St.
Portland, ME 04101

Site Plan Level 3 Application Traffic Review Responses Anderson Street Realty, LLC
Proposed Multi-tenant Industrial Flex Building and Parking Lot Improvements;
122 Anderson Street, Portland, Maine

Dear Ms. Wiar:

On behalf of Anderson Street Realty, LLC please find attached 2 (two) paper copies of the site plan for the Level 3 Site Plan application in response to Traffic comments raised by Tom Errico for the proposed Multi-tenant Industrial Flex Building and Parking Lot Improvements located at 122 Anderson Street.

The project plans to construct a 22,400 SF multi-tenant commercial building with associated parking area where a previous trucking sand container storage yard existed. The Owner, Mr. Cardente, feels the site will offer a positive opportunity for small commercial/industrial services or other low impact commercial/industrial uses for local expansion and growth, and can continue to rejuvenate the Bayside portion of the City. Two existing small production buildings will remain unchanged near the front of the property closest to Anderson Street (both part of Tandem Coffee).

In the place of the expansive vacant rear section, the owner requested that a commercial multi-tenant building with new parking area be constructed. To provide off-street parking spaces for his multi-tenant building, the site was reconfigured to actually reduce impervious area. There currently is some off street parking provided for the existing production building/units (Tandem Coffee Producers). The proposed design would create a total of 72 spaces for the entire lot, and paved access to proposed Building at the rear of the lot, as well improve general circulation around the entire street such access to Anderson Street is streamlined and convenient for incoming traffic. As seen by the attached plans, the northernmost access by the existing scales, is an acute angle and currently congested by the scales. The trucking scales will be remain, the entrance will be controlled to 24 feet width, and a sidewalk will be added for pedestrian access from the lot to Anderson Street. The sites internal access will be improved with curbed radius islands, clear aisles conforming to City standards, and access provided to return outward bound traffic back onto Anderson Street closer to Fox Street.

Below are the questions raised and our formal responses to, the peer traffic engineer review by Tom Errico, PE. comments dated November 3, 2016:

- The proposed sidewalk between Anderson Street and the proposed building should include a formalized safe crossing to the entrance of the building. I would also note that pedestrians with destinations toward Fox Street, would not likely take the circulation route via the

proposed sidewalk. Additionally, a significant number of pedestrians walk to and from the Community Center. I would suggest that an overall pedestrian facility plan be considered for the site.

Response: We have consulted with the owner and he wishes to have any pedestrians to cross the parking lot and access the sidewalk along the eastern sideline which connects into Anderson Street and that existing street sidewalk which is mere short distance to Fox Street. We extended the island on the Street end of the proposed building and shifted the access to make a more direct route across the parking lot. We did look at alternate routes across that site but they were deemed to be disruptive to the parking alignments of both existing and proposed parking, had potential conflicts with the Muslim Center property, and were deemed by us to be likely more unsafe by crossing the middle of the site on a curved approach or merging entry point behind Tandem Coffee. A concept was considered along the western edge to the Muslim Center from the proposed building, but had limitations due to need of adequate spacing for parking overhang or guardrail on both sides due to parking alignments.

After reviewing with our client they felt the option as shown was the safest and most effective manner to access their proposed building for pedestrians to a City street sidewalk network.

- The current design of parking spaces in front of the building will result in vehicle overhang encroachment onto the walkway and thus reduce the effective width of the walkway. The design shall be revised to avoid this condition.

Response: We widened the sidewalk to 6.5 feet to accommodate the concern of vehicle overhang for those parking spaces along the proposed building front. Aisles remain 26ft wide.

- The circulation layout in the area of Tandem Coffee/Bunker Brewery/Maine Muslim Community Center is confusing. I recognize that this is an existing condition, but defining circulation aisles and how traffic interacts near the Community Center drive is required. I would also note that if specific design waivers are required, they should be noted with supporting documentation.

Response: We have concluded that the small circulation area between buildings operated by Tandem Coffee has been a congested area that can be modified to assist with safety concerns. We recommend that the container be either removed or relocated, and that the circulation be one way around the structure in a counter clockwise fashion. Exit only and entrance only signs have been added to the plan along with slanted parking spaces and painted parking exclusion areas to avoid hazardous parking and storage. The area has been limited to 5 total spaces.

- There may be some benefit in providing a connection to the Bayside Trail through the subject property. It is my understanding that Portland Trails will be providing feedback on a desired route location. I would note that during my field investigation and review of the plan, a pedestrian connection between the Community Center building and the Coffee-By-Design/Young's Furniture site may make sense (on the applicant's property). That area of the property is currently occupied by parking spaces for Coffee-By-Design/Young's Furniture, and prevents this route selection. As noted above, the applicant should provide a comprehensive

review of the site as it relates to all land uses and integration of a possible Bayside Trail Connection and recommend safe on-site pedestrian accommodations.

Response: During recent discussions with Portland Trails it was determined that the connection to Anderson Street is not advantageous at the location available on the site, and that the owner has concerns with liability and safety. It is our understanding that Portland Trails has communicated with the Cardentes' and now longer is seeking this connection of trail to sidewalk at this location.

- Anderson Street will be a moratorium street in the near future and the applicant should note that the project will not include any disturbance to the roadway.

Response: We understand that the street is in moratorium and the owners' have coordinated with Gorham Sand and Gravel during the construction of Anderson Street to make necessary utility connections. In addition we reviewed the plan with the site contractor and deemed it was easy to connect the sidewalk as proposed to meet the new brick sidewalk on Andersen Street without disruption or need to alter the new sidewalk.

- The applicant will likely be disturbing existing newly constructed sidewalk and street frontage cross-sectional elements. The applicant shall be responsible for renovating any disturbed area to its original condition prior to construction, to the satisfaction of the City.

Response: We reviewed the plan with the site contractor and deemed it was easy to connect the sidewalk as proposed to meet the new brick sidewalk on Andersen Street without disruption or need to alter the new sidewalk. Other options to connect into Anderson Street or Fox Street as requested, with an alternate sidewalk route, could require street or curb alteration and be difficult under the moratorium.

- Given that the building tenant use is not known and that final occupancy could influence the amount of traffic generated to and from the site, it is recommended that a traffic monitoring study be conducted that documents traffic levels entering and existing the proposed building and a traffic study shall be conducted if the project meets thresholds contained in the City's Technical Standards or a Traffic Movement Permit shall be obtained if the project generates in excess of 100 peak hour trips. The scope of work for the monitoring study shall be coordinated with City staff.

Response: We are amenable to making this a condition of the site plan approval and acknowledge that with the flex building approach, that permitted uses of the building could utilize more or less parking demands, or differ in trip generation to and from the site, and that it makes sense to review each new use to the building space prior to occupancy, for their impact on both parking and traffic trip generation.

Finally, the Zoning Board of Appeals denied the approval for the request to allow added spaces along the Fox Street side of the site, immediately adjacent to the Muslim Center. Due to that finding, we have hereby removed the 5 parking spaces from the site plan and added notes that area in question will cut and remove pavement, and be revegetated with grass lawn.

January 24, 2017

Given the fast approach of spring we are hopeful to be placed on February Planning Board agenda such that we may potentially gain approvals prior to spring, such we can begin construction once frost is out of the ground. We look forward to hearing from you.

Sincerely,
SEBAGO TECHNICS, INC.

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

James R. Seymour, P.E.
Project Manager

JRS/llg
Enc.cc:
Doug Cardente-122 Anderson Street Realty LLC

Section 2
Title, Right or Interest

The property is owned by 122 Anderson Street, LLC and is shown on City of Portland Block H, Tax Map 10, Lot 1 and Block N, Tax Map 10 Lot 08. A copy of the quitclaim deed has been attached as recorded in the Cumberland Co. Registry of Deeds in Deed Book 24689 Page 111 as recorded December 22, 2006.

**QUITCLAIM DEED WITH COVENANT
KNOW ALL MEN BY THESE PRESENTS**

THAT, **CHADBALLS, INC.**, a Maine corporation with a place of business in Freeport, Maine, in consideration of one dollar and other valuable consideration paid, grant to **ANDERSON STREET REALTY, LLC**, a Maine limited liability company, whose mailing address is 299 Forest Avenue, Portland, Maine 04101, with quitclaim covenant the land in the City of Portland, County of Cumberland and State of Maine and more specifically described as:

SEE EXHIBIT A ATTACHED HERETO

Together with all rights of the Grantor, insofar as the Grantor has any rights to convey, to any land between the land described above and of Sleepy Hollow Development, Inc., which land is identified as "SEE NOTE #1" on Plan for Tewksbury Industries, Inc., dated August, 1994 by Anderson-Livingston Engineers, Inc.

Being the same premises conveyed to the Grantor herein by deed from Bayside Beautification Project, LLC dated August 24, 2005 and recorded in the Cumberland County Registry of Deeds in Book 23077, Page 200. Also a second deed being the same premises conveyed to the Grantor herein by Sleepy Hollow Development, Inc. dated August 25, 2005 and recorded in said Registry of Deeds in Book 23077, Page 198.

IN WITNESS WHEREOF, the said William P. Simpson, President of Chadballs, Inc. has hereunto set his hand this 22 day of December, 2006.

Witness

CHADBALLS, INC.

BY: William P. Simpson
William P. Simpson
Its: President

STATE OF MAINE
COUNTY OF CUMBERLAND

December 22 2006

Then personally appeared the above-named William P. Simpson, President of Chadballs, Inc. and acknowledged the foregoing instrument to be his free act and deed and the free act and deed of said corporation.

Before me,

Thomas J. Seavey
Notary Public/Attorney-at-Law

Thomas Seavey
Typed or printed name of person
taking acknowledgment

EXHIBIT A

PARCEL ONE

A certain lot or parcel of land together with any buildings or improvements thereon, located in Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at a point on the westerly side line of Anderson Street in said Portland where a prolongation southeasterly of a line nine (9) feet northeasterly from and running parallel with the center line of a certain railroad track known as Track No. 33, formerly owned by Casco Company, would intersect said westerly side line of said Anderson Street; thence, from said point northerly by the westerly side line of said Anderson Street two hundred forty-eight and thirteen-hundredths (248.13) feet to a point where a straight line at right angles to said center line of said railroad Track No. 33 and one hundred sixty-seven feet (167) feet long would intersect said westerly side line of Anderson Street; thence, northwesterly on a line parallel with and one hundred sixty-seven (167) feet northeasterly from said center line of said railroad Track No. 33, five hundred thirty-seven and twenty-five hundredths (537.25) feet to a point; thence, southwesterly with an included angle of ninety (90) degrees, one hundred fifty-eight (158) feet to a point nine (9) feet northeasterly from the center line of said railroad Track No. 33; thence, southeasterly on a line parallel with and nine (9) feet northeasterly from said center line of said railroad Track No. 33, seven hundred twenty-eight and fifty-seven hundredths (728.57) feet to the point of beginning on the westerly side of said Anderson Street; containing one hundred thousand (100,000) square feet, more or less.

EXCEPTING a small triangle parcel of land in the northwesterly corner of the premises conveyed to Frank B. Gordon by Casco Company in the first paragraph of deed dated March 27, 1940, and recorded in the Cumberland County Registry of Deeds in Book 1601, Page 237, the premises hereby excepted being so much of said premises conveyed to Frank B. Gordon, as aforesaid, as extends northwesterly of the southeasterly line of land conveyed by Industries, Inc., to Portland Terminal Company by deed dated December 4, 1945, and recorded in said Registry of Deeds in Book 1802, Page 432. Reference is made to the deed from Frank B. Gordon to Industries, Inc., dated December 4, 1945, and recorded in said Registry of Deeds in Book 1794, Page 455.

SUBJECT to rights granted to Industries, Inc., its successors and assigns, to construct and maintain an additional spur railroad track across the northwesterly corner of said land of Frank B. Gordon, northwesterly of railroad Track No. 33 as relocated.

PARCEL TWO

A certain lot or parcel of land, situated in said City of Portland, County of Cumberland and State of Maine, bounded and described as follows: Beginning at a point on the westerly side line of Anderson Street where a prolongation southeasterly of a line nine (9) feet northeasterly from and running parallel with center line of a railroad track known as Track No. 33 would intersect said side of Anderson Street; said point of beginning being the southerly corner of land conveyed by Casco Company to Frank B. Gordon by deed dated March 27, 1940, and recorded in the Cumberland County Registry of Deeds, Book 1601, Page 237; thence, southerly by said westerly side of Anderson Street thirty-two and twenty-six hundredths (32.26) feet; thence northwesterly with an included angle of $39^{\circ} 34''$ degrees, a distance of seven hundred, twenty-five (725) feet, more or less, to the easterly line of land conveyed by Industries, Inc. to Portland Terminal Company by deed dated December 4, 1945, and recorded in the Cumberland County Registry of Deeds in Book 1802, Page 432; thence, northerly by said land of Portland Terminal Company to the southwesterly line of land conveyed by Casco Company to Frank B. Gordon, as hereinbefore stated; thence, southeasterly by said Gordon land about seven hundred and ten (710) feet to said Anderson Street at the point of beginning.

Together with and including herein the railroad side track located on said lot.

EXCEPTING AND RESERVING, however, the right to locate a spur railroad track across the northwesterly corner of the lot herein conveyed, northwesterly of side track No. 33 as relocated.

Also a certain lot or parcel of land situated in said Portland, bounded and described as follows:

Beginning on said westerly side of Anderson Street at the northeasterly corner of said land conveyed by Casco Company to Frank B. Gordon, as aforesaid; thence, northerly by Anderson Street thirteen and twenty-two hundredths (13.22) feet; thence, northwesterly with an included angle of $39^{\circ} 34''$ degrees, five hundred thirty (530) feet, more or less to a point in line with the northwesterly line of the land conveyed by Casco Company to said Gordon, as aforesaid, thence, southwesterly to the most northerly corner of said Gordon land; thence, southeasterly by said Gordon land five hundred thirty-seven and twenty-five hundredths (537.25) feet to said Anderson Street to the point of beginning.

Together with and also conveying the right to maintain said Track No. 33 across a portion of the remaining land of Industries, Inc. situated northwesterly of said Frank B. Gordon's land and connecting with the line of the Portland Terminal Company, to the extent now in force and applicable.

ALSO CONVEYING the right to construct, maintain and operate an additional side track from land of the Portland Terminal Company to land of said Frank B. Gordon across the remaining land of Industries, Inc. situated northwesterly of land of Frank B. Gordon, to the extent now in

force and applicable.

Also conveying a right to maintain a gasoline tank near the northeasterly line of the premises conveyed in the second parcel hereinbefore described, to the extent now in force and applicable.

Parcels One and Two described above are conveyed SUBJECT to the following:

1. Rights and easements granted to Central Maine Power Company and New England Telephone and Telegraph Company by Harcon Iron & Steel Co. by deed dated June 2, 1977, and recorded in said Registry of Deeds in Book 4079, Page 47.
2. Installation of groundwater extraction wells and excavation of soils greater than one (1) foot below the surface is prohibited except with the consent of the State of Maine Department of Environmental Protection, or any successor agency. Nothing herein shall obligate the Grantee herein, or its successors and assigns to obtain the consent of any party other than the Maine Department of Environmental Protection or its successor agency, including without limitation the Grantor herein or its successors or assigns, in order to undertake any of the activities specified in this paragraph.

This conveyance is made together with all the Grantor's right, title and interest in any appurtenant rights which may continue to benefit the above-described premises.

Reference may be had to a deed from Harcon Iron & Steel Co., dated August 27, 2001, and recorded in the Cumberland County Registry of Deeds in Book 16782, Page 251.

This conveyance is also made subject to the following:

1. Rights granted to AK110 LLC by Bayside Beautification Project LLC as set forth in a deed dated May 10, 2002 and recorded in the Cumberland County Registry of Deeds in Book 17622, Page 135, including but not limited to rights for parking, access, rights in an "outdoor circulation easement area", installation of utilities, encroachments and location of a dumpster.
2. Matters shown on the Site Plan and provisions of a Development Agreement, both as referred to in the deed from Bayside Beautification Project LLC to AK110 LLC as set forth in said deed in Book 17622, Page 135.

EXCEPTING from the above-described premises a certain lot or parcel of land together with all buildings and improvements thereon, located on the westerly side of Anderson Street in Portland, County of Cumberland and State of Maine, and being the existing "Warehouse" building at 110 Anderson Street, together with all land between it and the westerly side of Anderson Street, and all other land within 0.5 feet of the face of said Warehouse walls, all as depicted on that plan entitled "Site Plan made for Bayside Beautification Project, LLC by Titcomb Associates dated April 8, 2002 ("Site Plan") to be recorded in the Cumberland County

Registry of Deeds. The real estate herein conveyed being more particularly bounded and described as follows:

Beginning at an iron pin on the westerly side of Anderson Street located 87.37 feet northerly from the most southerly corner of the land described in the deed to Bayside Beautification Project, LLC from Harcon Iron & Steel Co. dated August 27, 2001 and recorded in said Registry of Deeds in Book 16782, Page 251; thence S 48° 54' 37" W 36.73 feet to a point; then N 40° 56' 44" W 99.35 feet to a point; thence N 49° 15' 46" E 37.66 feet to a point; thence N 86° 41' 29" E 5.27 feet to a point; N 03° 18' 31" W 20.60 feet to a point; thence N 86° 41' 29" E 57.67 feet to an iron pin on the westerly side of Anderson Street; thence southerly by the westerly side of Anderson Street 99.72 feet to the point of beginning.

The above described parcel contains 7,335 square feet and is designated on the Site Plan as "Buyer's Property."

Bayside Beautification Project, LLC herein retains the remaining land and appurtenant rights thereto which it acquired from Harcon Iron & Steel Co. by said deed recorded in the Cumberland County Registry of Deeds in Book 16782, Page 251, which it intends to further develop. Bayside Beautification Project, LLC's intent is that the above-described premises conveyed to AK110 LLC will be developed and used by said AK110 LLC in a manner consistent and compatible with Bayside Beautification Project, LLC's development. Accordingly, the above-described premises are conveyed subject to the following easements, covenants and restrictions, all of which shall be considered covenants running with the land for the benefit of the land retained by Bayside Beautification Project, LLC and binding upon Bayside Beautification Project, LLC and AK110 LLC and their respective heirs, successors and assigns.

Reference is hereby made to the Site Plan which depicts the land which Bayside Beautification Project, LLC acquired from Harcon Iron & Steel Co. ("Development Parcel"). The Site Plan shows portions of the Development Parcel as "Buyer's Property" and Seller's Retained Property". Seller's Retained Property is the Development Parcel, less "Buyer's Property," but including "Proximate Parking Area" and "Outdoor Circulation Easement Area." References to other discreet areas listed herein are as depicted on the Site Plan which is incorporated herein.

The respective rights and obligations of Bayside Beautification Project, LLC and AK110 LLC are further specified in that "Development Agreement" of even or near date herewith, as it may be amended from time to time, provided that nothing in said Development Agreement shall in any way materially change the basic rights and responsibilities set forth in this Deed.

1. **Parking.** Buyer's Property shall have the non-exclusive right to park up to twenty-four (24) passenger vehicles or light trucks on Seller's Retained Property in locations to be determined from time-to-time by Bayside Beautification Project, LLC. Six (6) of those parking spaces shall be within the Proximate Parking Area. All parking shall be subject to such reasonable rules and regulations as Bayside Beautification Project, LLC shall impose.

When any parking areas are constructed or further improved, AK110 LLC shall pay Bayside Beautification Project, LLC its pro rata portion of Bayside Beautification Project, LLC's Parking Space Development Cost, as defined in the Development Agreement. AK110 LLC shall also be responsible for its pro rata share of on-going maintenance expenses of the parking areas as set forth in the Development Agreement.

Nothing herein or in the Development Agreement shall obligate Bayside Beautification Project, LLC to further develop the Development Parcel or require AK110 LLC to elect to utilize its parking rights. Any permanent reduction in the number of spaces dedicated to AK110 LLC on the Development Parcel shall be reflected in an amendment hereto recorded in said Registry of Deeds.

2. Access. AK110 LLC's primary access to Buyer's Property shall be from its frontage on Anderson Street. AK110 LLC shall also have access to its designated parking spaces through reasonable direct routes laid out from time to time by Bayside Beautification Project, LLC. AK110 LLC's access to exterior loading docks as shown on the Site Plan or otherwise shall be solely at Bayside Beautification Project, LLC's discretion and pursuant to specific written approval of Bayside Beautification Project, LLC, subject to the terms of the Development Agreement and any conditions contained in Bayside Beautification Project, LLC's approval.

AK110 LLC may utilize one of the areas designated on the Site Plan as "possible location of exterior stairs" for purposes of providing pedestrian access to Buyer's Property. All steps, ramps, or other improvements constructed within these areas shall be of good quality and maintained in a safe and clean condition by AK110 LLC for the benefit of Bayside Beautification Project, LLC. If AK110 LLC shall elect to so utilize a designated area, Bayside Beautification Project, LLC shall designate pedestrian access to that area.

3. Circulation Area. AK110 LLC shall have a non-exclusive easement in the "Outdoor Circulation Easement Area" shown on the Site Plan to construct pedestrian walkways and customary landscaping attendant to the pedestrian entrance to Buyer's Property, and installation of customary utilities serving Buyer's Property. All of AK110 LLC's improvements shall be of good quality and maintained in a safe and clean condition by AK110 LLC for the benefit of Bayside Beautification Project, LLC. Bayside Beautification Project, LLC specifically reserves to itself all rights which do not materially interfere with AK110 LLC's rights hereunder, including the installation of overhead and underground utilities in and through this area, provided Bayside Beautification Project, LLC shall restore the surface of the land to its former condition following the exercise of such reserved rights.

4. Building Restoration and Maintenance. AK110 LLC is hereby conveyed a perpetual, non-exclusive easement for encroachments for customary building structures

which currently extend beyond the boundary lines of Buyer's Property, including minor variations in exterior wall plants, roof overhangs, gutters, window details, entrance details and canopies.

AK110 LLC may install dumpsters or trash collection devices on Seller's Retained Property or Proximate Parking Area as provided in the Development Agreement in locations as may be directed from time to time by Bayside Beautification Project, LLC. The cost of installing the dumpster pad and equipment, and of maintaining same, shall be born solely by the AK110 LLC.

Following six (6) months advance written notice to AK110 LLC by Bayside Beautification Project, LLC, AK110 LLC shall complete certain exterior improvements to Buyer's Property as specified in the Development Agreement. At the request of Bayside Beautification Project, LLC, AK110 LLC shall also join a lot owners association which shall include the other owner(s) of the Development Parcel provided that in so doing, AK110 LLC will not incur obligations or costs beyond those provided in the Development Agreement.

Any notices to be provided hereunder shall be in writing and delivered to the respective addresses as set forth herein, or as otherwise agreed in the Development Agreement. Any disputes arising hereunder or under the Development Agreement shall be submitted to the dispute resolution process set forth in the Development Agreement.

Reference to the above-excepted parcel may be had to a deed from Bayside Beautification Project, LLC to AK110 LLC dated May 10, 2002 and recorded in the Cumberland County Registry of Deeds in Book 17622, Page 135.

PARCEL THREE

A certain parcel of land situated southerly of, but not adjacent to, Cove Street in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows:

Beginning on the easterly sideline of land formerly of the Portland Terminal Company, now or formerly of the State of Maine, reference Book 16707 Page 206 and land now or formerly of Bayside Beautification Project, Inc., reference Book 16782 Page 251 as shown on a plan entitled "Standard Boundary Survey for Tewksbury Industries, Inc. Anderson Street Portland, Maine" dated august 1994 by Anderson-Livingston;

Thence N 7° 31' 00" E along said land of the State of Maine a distance of 115.91 feet;

Thence S 82° 29' 00" E a distance of 102.30 feet to land of said Bayside Beautification Project, Inc.;

Thence S 48° 56' 55" W along said land a distance of 154.59 feet to the point of

beginning, containing, 5,298 square feet, more or less.

This description was prepared without the benefit of a current survey and is based on the above referenced plan.

Also being a portion of the premises conveyed to Sleepy Hollow Development, Inc. by deed of Investment Associates, Inc. dated September 1, 1995 and recorded in the Cumberland County Registry of Deeds in Book 12102, Page 108.

Received
Recorded Register of Deeds
Dec 22, 2004 11:31:35A
Cumberland County
John B. O'Brien

Section 3
Financial Capacity

A. Anticipated Project Costs

Anticipated construction costs associated with the project include the construction of the site improvements as described above. The anticipated project construction cost is under \$1,200,000. The applicant has provide a separate proof of financial capacity with an attached letter from Peoples United Bank.



September 21, 2016

Re: Proposed Industrial Flex Building, Portland, Maine

To Whom It May Concern:

People's United Bank, N.A. has been in discussion with Douglas Cardente regarding a proposed industrial flex building to be developed at 122 Anderson Street, Portland, Maine. Our understanding is that the estimated cost of this project is approximately \$1.2 million. We are sufficiently familiar with Douglas Cardente, as he has been a client of this bank for more than 25 years. Based on our knowledge of his financial and development capabilities, he possesses the qualifications necessary to obtain financing and to successfully carry out a project of this magnitude.

Please be advised the foregoing should not be construed as an agreement or commitment by People's United Bank to provide financing for this project at this time. However, we are presently considering a request for financing, with any approval of such financing being subject to our underwriting and approval policies and procedures.

If I may be of any further assistance, please contact me at (207) 828-3023 or timothy.mcmachen@peoples.com. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy J McMachen". The signature is fluid and cursive, with a prominent "T" and "M".

Timothy J McMachen
Senior Vice President
Commercial Real Estate Finance

Section 10
Solid Waste
122 Anderson Street Industrial Flex Building

A. Commercial Solid Waste

Solid waste generated from the daily operations of the project will be removed by a licensed private waste hauler contracted by Anderson Street Realty LLC. Municipal type solid waste will be transported to Regional Waste Systems, Inc. in Portland, Maine. A private dumpster has been located on the premises which will be fully enclosed.

All site generated construction and demolition debris will be disposed of by the site and building contractors. The contract documents for construction will require that the contractors dispose of all construction and demolition debris at licensed disposal sites in accordance with the Maine Solid Waste Management Regulations. No on-site disposal will be permitted.

Local recycling and/or disposal facilities include:

- Commercial Recycling Services on Pleasant Hill Road in Scarborough
- Riverside Recycling Facility in Portland

During construction the Contractor will be responsible for removal of construction debris with a contracted removal service hauler that is licensed with the Maine Department of Environmental Protection.

Section 4

Technical Ability

Sebago Technics, Inc. has been contracted to provide the Surveying, Engineering, Landscape and Permitting services associated with the proposed facility. Sebago Technics has been consulting and working in the Greater Portland communities for nearly 30 years.

James Seymour PE is the senior project manager for the project. He has extensive experience working with the City of Portland and with understanding Planning permit processes throughout Cumberland County and the State of Maine.

PATCO Construction has constructed several residential and commercial projects throughout the State of Maine and has worked within the City of Portland, for many clients and has also an extensive history of successful projects within the greater Portland area. Their expertise includes pre-fabricated metal structures, commercial structures and industrial applications.

All team members have successfully collaborated on prior projects. Each of these companies employs professionals with experience in the design and construction of similar scale facilities. All of the team members have consulted on projects that have been reviewed and approved by the City of Portland.

**Response to IL-b Zoning Standards for Review of Level 3 Site Plan
122 Anderson Street
Proposed Multi-Tenant Industrial Flex Building**

Narrative

The applicant is requesting a Level 3 site plan review of their plans to construct a Multi-Tenant Industrial Flex Building and parking area at the vacant end of the 122 Anderson Street lot. Our understanding is that this plan and application will be reviewed by the Planning Board at their earliest convenience.

The parcel is long previous industrial site that was classified as a Brownfield and was remediated for a site plan in 2008 which approved the lot as a container truck trailer storage lot, and is located in the IL-b District. The front of the lot current houses Bunker Brewery and Tandem Coffee, in small production brick structures. The rear of the site has recently been used for staging of construction for the redevelopment and reconstruction of Anderson Street by the City of Portland.

Zoning Requirements:

The proposed site/parcel meets the space and bulk standards for the ILb Zone District:

The IL-b Zone has no minimal lot size, and may use up to 100% impervious cover, and there is no side setback or rear setback unless the lot abuts a residential zone which it does not. The lot is also not subject to any Shoreland or Floodplain Zoning

Pavement setbacks are to be 15 feet from the boundary line.

The Lot area as shown on the site plan has 2.7+/- acres and just under 70% lot coverage. The owner has proposed the new structure be set with a 10 foot setback on the sideline, and is 47 feet from the rear at the closest point and is as much as 68 feet at the farthest point (abutting Bayside Trail).

We have kept the proposed parking lot paved sections, with a 15 foot setback from the property boundary, the access for the lot will be retained from the existing driveway which is along the easternmost sideline. The driveway access has been narrowed and provided pedestrian access via a proposed sidewalk into the lot. The area for vehicle access tapers five feet to 15 feet in this described section of access.

The property has 193.74 feet of total street frontage on Anderson Street which exceeds the minimum requirement of 60 feet.

All proposed off-street parking designs meet the requirements for parking space sizing, aisle widths, alignments, and setbacks. All previous parking for the existing uses has been subject to space availability in an existing parking lot behind the Muslim Center and between the existing

brick structures. The proposed design would create a total of 72 parking spaces, and paved access to link the rear of the site to utilize both curb cuts existing for the lot. 4 handicap spaces are included and the site will provide provisions for 8 bicycle parking sites with use of

The proposed site will offer a flex industrial and commercial flex building offering up to ten units for small business and service lease. The concept is to accommodate users for a space to fit their individual needs by altering interior walls to match their spatial needs.

All proposed uses shall be enclosed inside the proposed structure, with no outdoor storage of materials allowed. No nuisance from noise, electromagnetic fields, or vibrations are anticipated as the uses will be internal and given the multitenant formation of the structure such nuisances will be counterproductive to the arrangements of the lessor for long tenure leases.

Additionally we anticipate that there will be no impacts from glare, heat, nor discharge of toxic or noxious matter, nor odor, nor smoke emissions that will impact any abutter of general neighborhood.

All sewer discharges are anticipated to be nothing more than domestic wastewater classification and lighting will be contained to the lot with use of full cutoff lighting fixtures. We have shown lighting along the building rear to discourage loitering and for security of the businesses. Pole lighting in the parking lot will be controlled to meet site Plan requirements of no impacts at the property line.

Thereby, we feel the property has met the zoning regulations for the Light Industrial IL-b zone.

Section 7
Water Utility Capacity Letter



Portland Water District

FROM SERAGO LAKE TO CASCO BAY

May 4, 2016

Mr. Douglas Cardente
322 Fore Street
Portland, ME 04101

Re: 122 Anderson Street - Portland
Ability to Serve with PWD Water

Dear Mr. Cardente:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on March 31, 2016. 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:

- New speculative 2-inch domestic and 6-inch fire services may be installed from the water main in Anderson Street. The services should enter through the properties frontage on Anderson Street at least 10-feet from any side property lines.
- The existing 1" service must be terminated by shutting the corporation valve and cutting the pipe from the water main.
- 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.
- Once the project is ready for construction, the owner or contractor will need to make an appointment to come in and complete a service application form and pay the necessary fees.

Existing Site Service

According to District records, the project site does currently have existing water service. A 1-inch diameter copper water service line, located as shown on the attached water service card, provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.



Water System Characteristics

According to District records, there is an 8-inch diameter ductile iron water main on the west side of Anderson Street and a public fire hydrant located 250 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 110 psi on October 23, 2015.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

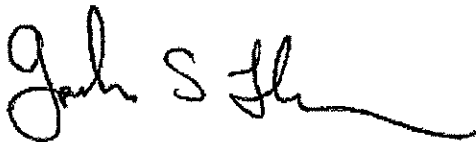
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing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

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read "Gordon S. Johnson", with a long horizontal flourish extending to the right.

Gordon S. Johnson
Engineering Services Manager

CODE No. ~~3227-205A~~ ~~4-67A~~ P-4-67AK DISTRICT PORTLAND

REG. No. 3268 No. 122 Anderson ST

NAME The Harcon Corp.

NAME

NAME

SERVICE RECORD RENEWAL RECORDS

KIND OF PIPE Cap.

SIZE OF PIPE 1"

MAIN TO STOP 9' 15"

STOP TO ST. LINE 8' ON

ST. LINE TO BUILDING ON

TOTAL LENGTH

DATE 3/3/40

REMARKS (3/4" Cap. Private) 4 1/2' Deep

SERVICE SHUT AT CORP.

10/33

[illegible]

PORTLAND WATER DISTRICT

Exhibit 8
Lighting Fixtures Catalogue Cut Sheets

CIMARRON HIGH PERFORMANCE LED area/site lighting

Cimarron

CL1

ARCHITECTURAL LUMINAIRE

Spaulding's most popular area site lighting fixture delivers energy efficiency, safety and security. Ready to meet today's outdoor site lighting needs – Cimarron LED features high brightness LEDs, providing superior optical performance while reducing energy consumption and lowering maintenance costs. Cimarron LED – a perfect balance of design, form, function and efficiency.



For more information
on the Cimarron LED
use your smart phone
to scan this code.

You Tube

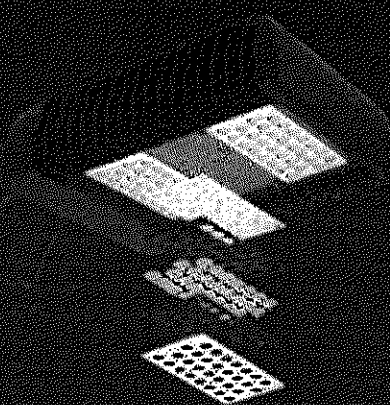
Control Ready

The Cimarron LED uses less than 50% of the energy of an equivalent HID at full brightness. Additional energy-saving options include:

- Bi-Level Control – 2 circuits allow for half of the LEDs to be turned off during off-peak hours.
- Continuous Dimming – lower energy consumption and light output from 100% to 10% with a 0-10V input.
- Sensor control option for 20%, 50% or 70% light output and energy savings for off-peak activity hours.

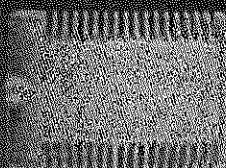
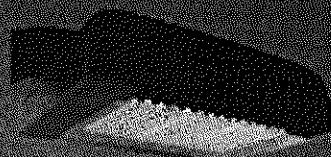
High brightness LED technology

Design flexibility is optimized with 72 high brightness LED light engine configurations in IES Type II, III, IV and V distributions. Ideal for mounting heights from 12 ft to 40 ft.



Maintenance Free - Vandal Resistant

The Cimarron LED will perform virtually maintenance-free. In addition to the unique housing designed to reduce unwanted collection of debris, the fixture is designed to IP65 and providing long life - there is no need to touch it for many years. Additionally, Hubbell Lighting's durable Lektrocote® TGIC thermoset polyester powder paint finish assures long life and maintenance-free service. Optional vandal resistant guard provides additional protection when necessary.



Unique Design

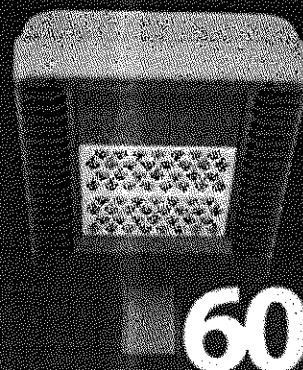
Keeping the same sleek profile and aesthetic lines as the HLD generation, the Cimarron LED incorporates a unique vertically-finned die-cast housing that optimizes heat transfer to keep the fixture cool and maximizes component life.

Choose from traditional straight, architectural up-cast die-cast aluminum arm designs or optional mast filler. The arm is shipped installed to the fixture for ease of installation. Future installation and supply wire connections are made through the wiring access door located in the arm, so there is no need to open the fixture during installation.



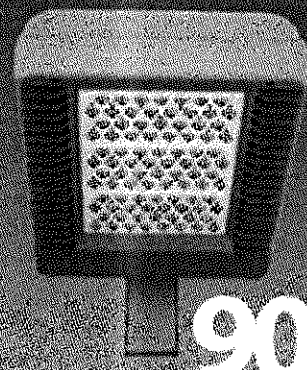
30

- 12-18 ft mounting heights
- Single light engine
- 7,000 lumens
- 101 LPW efficiency



60

- 18-25 ft mounting heights
- Two light engines
- 13,000 lumens
- 95 LPW efficiency



90

- Up to 40 ft mounting heights
- Three light engines
- 27,000 lumens
- 88 LPW efficiency

ORDERING INFORMATION

ORDERING EXAMPLE

CL1S

A

Series

Mounting

Number of LEDs

Voltage

CCT

Distribution

Drive Current

Color

Options

SERIES

CL1S Cimarron LED Pedestrian Scale

MOUNTING

A 4" Straight arm attached to housing complete with quick-mount plate

NUMBER OF LEDs

16L 16 High brightness LEDs

32L 32 High brightness LEDs

48L 48 High brightness LEDs

VOLTAGE

U² Universal 120V-277V, 50/60 Hz

1¹ 120V

2¹ 208V

3¹ 240V

4¹ 277V

5 480V, 60 Hz

F 347V, 60 Hz

E³ 220V, 50 Hz

CCT

3K 3000K, 80 CRI

4K 4000K, 70 CRI

5K 5100K, 67 CRI

AM Amber available for "Turtle friendly" applications (pending, consult factory)

DISTRIBUTION

2 Type II

3 Type III

4 Type IV

5M Type V Medium

5S Type V Short

5W Type V Wide

2L Type II Rotated 90° left

3L Type III Rotated 90° left

4L Type IV Rotated 90° left

2R Type II Rotated 90° right

3R Type III Rotated 90° right

4R Type IV Rotated 90° right

(see page 9 for assistance in selecting rotated optics)

DRIVE CURRENT

Leave blank for 700mA (standard)

035 350mA (32L, 48L)

053 525mA (32L), 520mA (48L)

COLOR

DB Dark Bronze

BL Black

WH White

GR Gray

PS Platinum Silver

RD Red (premium color)

FG Forest Green (premium color)

CC Custom Color (premium color)

OPTIONS

BC⁴ Backlight control

CD^{2,3} Continuous dimming

F(X)^{2,3} Fusing (replace X with voltage:
1-120V, 2-208V, 3-240V,
4-277V, 5-480V, 6-347V)

RPA3 3" Round pole adapter

RPA4 4" Round pole adapter

TB Terminal block

WB Wall bracket

WHB⁶ White LED bezel

CONTROL OPTIONS

SCD Motion control, no light output/ On-Off control

SCP Programmable motion control, factory default is 50%

PR(X) NEMA Photo cell receptacle (replace X with voltage: U=120-277, 5=480, 6=347)

¹ Select only when using voltage specific options F, WH

² Fuse option not available with U voltage

³ Select F3 fusing option for 220V

⁴ Not recommended for Type SS, 5M or 5W

⁵ Order to match larger Cimarron CL1 with white bezels

⁶ Dimming leads accessible for connection to third party dimming systems

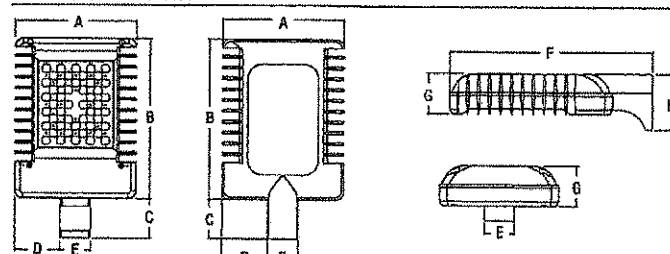
SURGE PROTECTION

To protect your investment, the Cimarron LED area lighter is protected from electrical surges up to 20KA

LISTINGS AND RATINGS

- Listed to UL1598 for use in wet locations
- DesignLights Consortium qualified
- IP65
- 40°C to 40°C Ambient temperature rating

PICTURE DIMENSIONS



A	B	C	D	E	F	G	H	EPA	Weight
12"	16.312"	4"	4.5"	3"	20.312"	4.13"	5.625"	.45 ft ²	19 lbs.
305mm	414mm	102mm	114mm	76mm	515mm	105mm	143mm	.14 m ²	8.62 kg



CIMARRON LED

Cat.#

Job

Type



SPRULDING
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

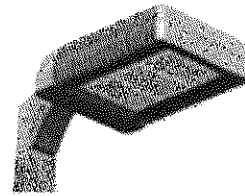
Warranty:

Five year limited warranty (for more information visit: <http://www.hubbelloutdoor.com/resources/warranty/>)

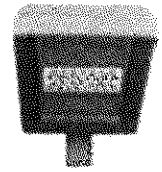
Listings:

- 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

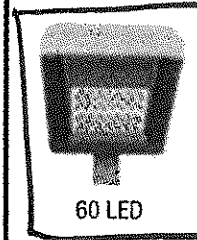
PRODUCT IMAGE(S)



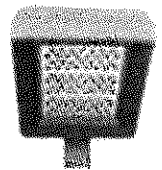
90 LED 3/4 VIEW



30 LED

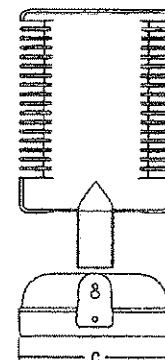
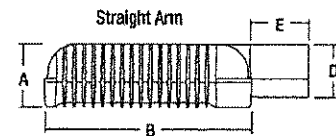
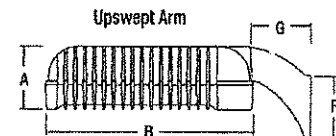


60 LED



90 LED

DIMENSIONS



A	B	C	D	E	F	G
6 3/4" 171mm	21 3/4" 552mm	16" 406mm	6 5/8" 168mm	6 5/16" 160mm	5 5/8" 143mm	6 1/8" 159mm

CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only

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

ORDERING INFORMATION

ORDERING EXAMPLE: CL1-A-90LU-5K-3-DB-RPA3

Notes:

- 1- Fuse option not available with universal voltage
- 2- Select F3 fusing option for 220V
- 3- Recommended for Type II and II distributions only
- 4- Available in 350mA drive current only (Type II, 5M)
- 5- 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, must order minimum of one SCP-REMOTE control to program dimming settings (see accessories)
- 6- Not available with AD arm
- 7- Not available with WFI or WRSC
- 8- Not available with SCQ, SCL, SCP or SCPW

As energy codes become more restrictive and we push for sustainable lighting designs, the integration of lighting controls and luminaires have become more and more important. Hubbell Lighting offers numerous outdoor lighting controls solutions for the most demanding applications. Visit the link below to learn more about energy-saving controls.

www.hubbelllighting.com/solutions/controls/

WIRELESS CONTROL OPTIONS

- WIR^s** wiSCAPE Fixture Module, in-fixture relay for wireless lighting control
- WIRSC^{6,s}** wiSCAPE Fixture Module, in-fixture relay for wireless lighting control and motion/occupancy control



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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)					Amber (590)				
		120-277V	347-480V		LUMENS	LPW'	B	U	G	LUMENS	LPW'	B	U	G	LUMENS	LPW'	B	U	G
30	700 mA	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	—	—	—	—	—
				1A	16171	120	1	0	2	16011	119	1	0	1	—	—	—	—	—
				2A	16088	119	1	0	2	15929	118	1	0	2	—	—	—	—	—
60	700 mA	135W	150W	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	2488	51	0	0	1
				5S	16426	122	4	0	0	16263	120	4	0	0	—	—	—	—	—
				5M	15575	115	4	0	2	15421	114	4	0	2	2533	51	2	0	1
				5W	15040	111	4	0	3	14891	110	4	0	3	—	—	—	—	—
				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	—	—	—	—	—
90	700 mA	205W	225W	4	22509	110	3	0	4	22286	109	3	0	4	3558	76	1	0	1
				5S	24156	118	5	0	0	23916	117	5	0	0	—	—	—	—	—
				5M	22905	112	4	0	2	22678	111	4	0	2	3586	76	2	0	1
				5W	22117	108	5	0	3	21899	107	5	0	3	—	—	—	—	—
				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	29357	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	—	—	—	—	—
90	1050mA	325W	350W	5M	30539	94	5	0	3	30237	93	5	0	3	—	—	—	—	—
				5W	28490	91	5	0	4	29198	90	5	0	4	—	—	—	—	—

ENERGY DATA	
Power Factor	>.9
Total Harmonic Distortion	<10%

AUTOMOTIVE DEALERSHIP OPTICS

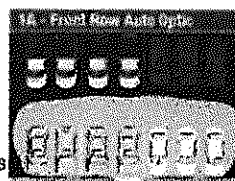
For Automotive Dealership applications Spaulding Lighting has developed two optics designed for enhanced and proper lighting of the auto dealership merchandise and the front row 1A and interior rows 2A (See CL1 distribution information for details)

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

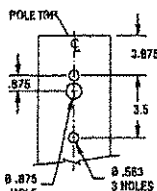


ACCESSORIES/REPLACEMENT PARTS - Order Separately

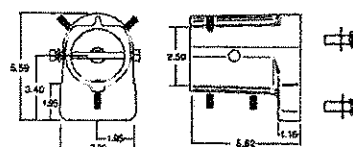
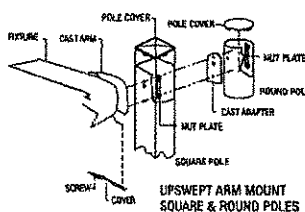
Catalog Number	Description
CR-RPA3-XX'	Round pole adapter for straight arm (3/4" - 3/4")
CR-RPA4-XX'	Round pole adapter for straight arm (3/4" - 4 1/2")
CR-RPA5-XX'	Round pole adapter for straight arm (5")
CR-RPA6-XX'	Round pole adapter for straight arm (6")
CRD-RPA2-XX'	Round pole adapter for upswept arm (2 3/4" - 3 1/4")
CRD-RPA3-XX'	Round pole adapter for upswept arm (3/4" - 3/4")
CRD-RPA4-XX'	Round pole adapter for upswept arm (3/4" - 4 1/2")
CRD-RPA5-XX'	Round pole adapter for upswept arm (5")
CRD-RPA6-XX'	Round pole adapter for upswept arm (6")
WB-AREA-XX'	Wall bracket
TPLB-XX'	Twin parallel luminaire bracket
MAF-CL-XX'	Horizontal mast arm fitter for 2 3/8" OD arm. Mounts to standard 6" arm (ordered with fixture)

Catalog Number	Description
SCP-REMOTE'	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



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MOUNTING ACCESSORIES

Catalog Number	Description
ARM-CL-K-TA-XX ¹	Adjustable mounting arm for single fixture (2-3/8" tenon) – 5 lbs. 2.3 kgs.
ARM-CL-TK-TA-XX ¹	Adjustable mounting arm for two fixtures at 180° (2-3/8" tenon) – 7 lbs. 3.2 kgs.
ARM-CL-K-S-XX ¹	10" adjustable arm – .5 lbs. .05 kgs. – 5.75 lbs. 2.6 kgs.

¹ Replace XX with color choice, eg.: DB for Dark Bronze
² Fixture must include standard 6" straight arm

ARM-CL-K-TA-XX
 ARM-CL-TK-TA-XX



ARM-CL-K-S-XX



TENON TOP POLE BRACKET ACCESSORIES

(2 3/8" OD tenon) (RSS version requires 4" round pole adapter)

Catalog Number	Description
SETA2-XX ¹	Square pole tenon adapter (4 at 90 degrees)
RETA-XX ¹	Round pole tenon adapter (4 at 90 degrees)
TETA-XX ¹	Hexagonal pole tenon adapter (3 at 120 degrees)

¹ Replace XX with color choice, eg.: DB for Dark Bronze

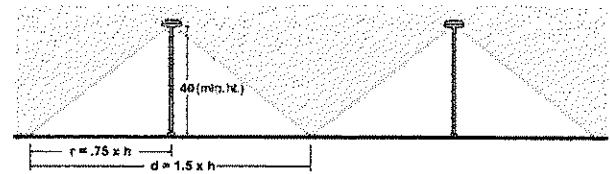
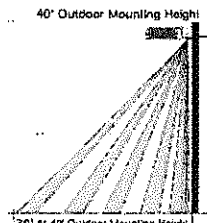
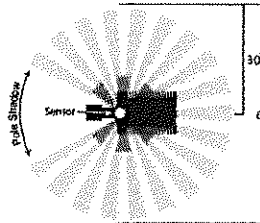
PHOTOCONTROL EQUIPMENT

Catalog Number	Description
PTL-1	Photocontrol - twist-lock cell (120V)
PTL-8	Photocontrol - twist-lock cell (120-277V)
PTL-5	Photocontrol - twist-lock cell (480V)
PTL-6	Photocontrol - twist-lock cell (347V)
PSC	Shorting cap - twist-lock

MOTION CONTROLS

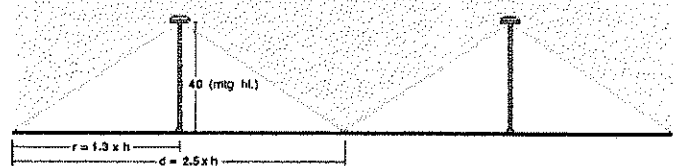
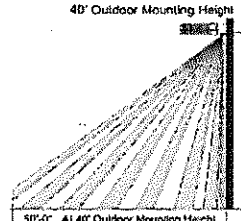
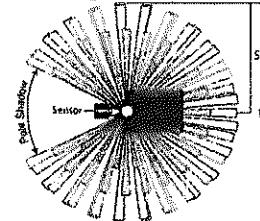
- Start up delay from initial motion detection to fixture illumination is approximately 1-2 seconds
- Vehicle detection is possible however less reliable than human detection; Vehicle detection is dependent upon the following: rate of speed, mounting height of luminaire and vehicle temperature

SCP - Designed for intermediate coverage area



Note: Extreme heat or cold temperatures may limit detection.

SCPW - Designed for widest coverage area



Note: Extreme heat or cold temperatures may limit detection.

SURGE PROTECTION

- Field replaceable surge protection device (SPD) provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3
- The SPD is designed with a clamping voltage of 1600V at 20KA using industry standard 8/20µs waveform
- Max surge current = 20,000 Amps (see table)
- LED indicator - Green LED is unlit at end of life

Pulse Rating (8 x 20 µSec)	
Strikes	Surge
1	20,000 A
2	15,000 A
15	10,000 A
120	3,000 A

	cRUds	CE
I _o	10KA	5KA



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HUBBELL
Lighting

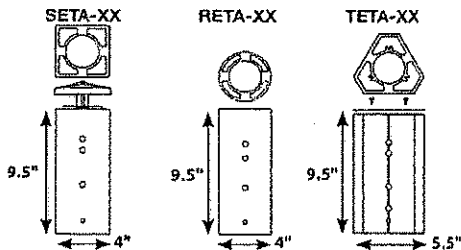
ACCESSORIES (order separately)

CIMARRON ACCESSORIES

Catalog #	Description
CL1S-RPA3-ACC-XX ¹	Round pole adapter for (3 1/4" - 3 3/4")
CL1S-RPA4-ACC-XX ¹	Round pole adapter for (3 3/4" - 4 1/2")
WB-CR-XX	Wall bracket

TENON TOP POLE BRACKET ACCESSORIES (ORDER SEPARATELY)

Catalog #	Description	sq ft	Weight
SETA-XX ¹	4" Square pole top tenon adapter 2 3/8" OD slipfitter for max. four fixtures (90°)	0.4 ft ²	20lbs. 9 kgs.
RETA-XX ¹	4" Round pole top tenon adapter. 2 3/8" OD slipfitter for max. four fixtures (90°)	0.2 ft ² 0.02 m ²	20lbs. 9 kgs.
TETA-XX ¹	Three sided pole top tenon adapter 2 3/8" OD slipfitter for max. three fixtures (120°)	0.2 ft ² 0.02 m ²	20lbs. 9 kgs.



ADDITIONAL ACCESSORIES (order separately)

Catalog #	Description
PTL-1	Photocontrol - twist-lock cell (120V)
PTL-8	Photocontrol - twist-lock cell (120-277V)
PTL-5	Photocontrol - twist-lock cell (480V)
PTL-6	Photocontrol - twist-lock cell (347V)
PSC	Shorting cap - twist-lock

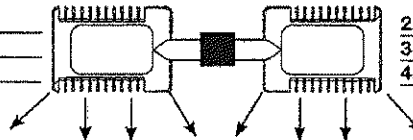
¹ Replace XX with color choice, eg.: DB for Dark Bronze

FIXTURE MOUNTING

Factory Rotated Optics

For proper light distribution and performance, rotated optics must be mounted as referenced in illustration. Consult instruction sheet included when mounting.

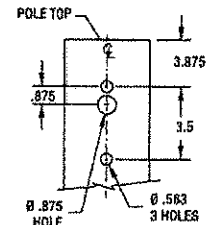
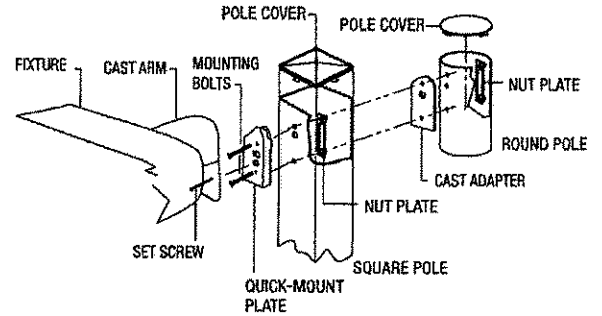
- 2L Type II rotated 90° left
- 3L Type III rotated 90° left
- 4L Type IV rotated 90° left



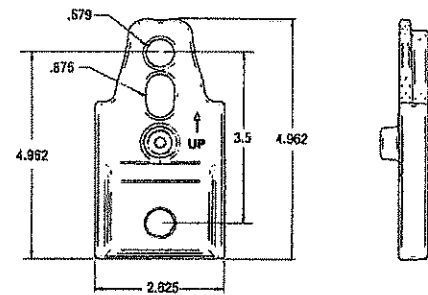
- 2R Type II rotated 90° right
- 3R Type III rotated 90° right
- 4R Type IV rotated 90° right

FIXTURE MOUNTING

Square & Round



#2 DRILL PATTERN FOR POLES



QUICK-MOUNT PLATE

LEKTROCOTE® FINISH PROCESS

Lektrocote® is a proprietary process where the thermosetting, acid-functional polyester powder resin is electrostatically applied only after a thorough cleaning process. Luminaires receive a five-step wash with both acid and alkaline-based liquid cleaners followed by the deposit of a thin layer of proprietary compound to promote maximum corrosion resistance and paint adhesion. Finally, the decorative finish coat is applied.

Lektrocote® meets or exceeds the following standards:

- ASTM B-117 1000 hour salt spray test
- ASTM B-2247 1000 hour humidity test
- ASTM D-2794 impact test resistant to 160 inch pounds
- ASTM D-522 Flexibility test
- AAMA 603 Blister/adhesion test

COLOR SELECTIONS

- 5 standard (Bronze, Black, White, Gray, Platinum Silver)
- 2 premium (Red, Forest Green) and Custom Colors (consult factory) are available



- Note:
- Actual colors may vary due to printing process
 - All colors are textured except Platinum Silver and Red

ORDERING EXAMPLE

SERIES

MOUNTING

MAF	Mast arm filter for mounting to standard 2 3/8" mast arm bracket, includes 6" straight arm (Can also be ordered as an accessory)
-----	--

NUMBER OF LEDS

90L ¹	90 High brightness LEDs
60L ¹	60 High brightness LEDs
30L	30 High brightness LEDs

VOLTAGE

U ³	Universal 120V-277V, 50/60 Hz
S ¹	480V, 60 Hz
F ¹	347V, 60 Hz
E ⁴	220V, 50 Hz

GCT

3K	3000K, 80 CRI
4K	4000K, 70 CRI
5K	5000K, 67 CRI

AM Amber available for "Turtle friendly" applications (consult factory)

DISTRIBUTION

2	Type II
3	Type III
4	Type IV
5M	Type V Medium
5S	Type V Short
5W	Type V Wide
2L	Type II Rotated 90° left
3L	Type III Rotated 90° left
4L	Type IV Rotated 90° left
2R	Type II Rotated 90° right
3R	Type III Rotated 90° right
4R	Type IV Rotated 90° right

DRIVE CURRENT

	Leave blank for 700mA (standard)
105	1050 mA (use with 90L – higher lumen output)
035	350mA Amber CCT only

COLON

DB	Dark Bronze
BL	Black
WH	White
GR	Gray
PS	Platinum Silver
RD	Red (premium color)
FG	Forest Green (premium color)
CC	Custom Color (premium color)

OPTIONS

BC ⁵	Backlight control
BL ^{1,2,6}	Bi-level control
CD ²	Continuous dimming

OPTIONS

WB	Wall bracket
RPA3	3" Round pole adapter
RPA4	4" Round pole adapter
RPA5	5" Round pole adapter
RPA6	6" Round pole adapter
Fxx ^{3,4}	Fusing (replace X with voltage; 1-120V, 2-208V, 3-240V, 4-277V, 5-480V, 6-347V)
VG	Vandal guard
SSB	Stainless Steel LED Bezel

CONTROL OPTIONS

SC0	Motion control, no light output/ On-Off control
SC30	Motion control, dimmed to 30% light output
SC50	Motion control, dimmed to 50% light output
SC70	Motion control, dimmed to 70% light output
PRU ⁵	NEMA photocell receptacle - 120-277V
PR5 ⁵	NEMA photocell receptacle - 480V
PR6 ⁵	NEMA photocell receptacle - 347V

¹ 8L option for 90L and 60L and 120-277V only

² BL & CD cannot be combined

³ Fuse option not available with universal voltage.

* Select F3 fusing option for 220V

⁵ Photocell receptacle not available with BL option

⁶ Recommended for Type II, III and IV only

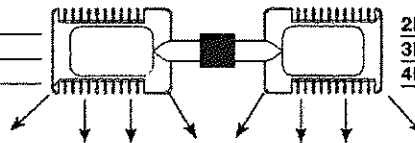
FIXTURE MOUNTING

Further Reading

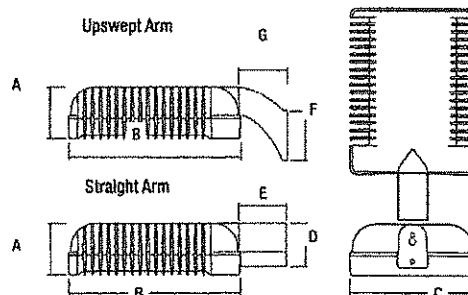
For proper light distribution and performance, rotated optics must be mounted as referenced in illustration. Consult instruction sheet included when mounting.

2L Type II rotated 90° left
 3L Type III rotated 90° left
 4L Type IV rotated 90° left

2R Type II rotated 90° right
 3R Type III rotated 90° right
 4R Type IV rotated 90° right



FIXTURE DIMENSIONS



A	B	C	D	E	F	G	EPA	Weight
6 3/4"	21 3/4"	16"	6 5/8"	6 5/16"	5 5/8"	6 1/8"	1.3 ft ²	45 lbs.
171mm	552mm	406mm	168mm	160mm	143mm	155mm	.12m ²	20.4 kg

SUN'S PROTECTION

To protect your investment, the Cimarron LED area lighter is protected from electrical surges up to 20KA

LISTINGS AND RATINGS

- Listed to UL1598 for use in wet locations
- IP65
- -40°C to 40°C Ambient temperature rating
- DesignLights Consortium qualified



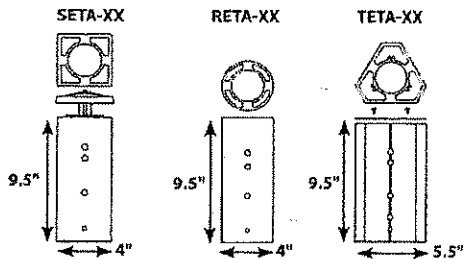
ACCESSORIES (order separately)

CIMARRON ACCESSORIES

Catalog #	Description
CR-RPA3-XX ¹	Round pole adapter for straight arm (3 1/4 - 3 3/4")
CR-RPA4-XX ¹	Round pole adapter for straight arm (3 1/8 - 4 1/2")
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 (2 3/4 - 3 1/8")
CRD-RPA3-XX ¹	Round pole adapter for upswept arm (3 1/4 - 3 3/4")
CRD-RPA4-XX ¹	Round pole adapter for upswept arm (3 1/8 - 4 1/2")
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)

TENON TOP POLE BRACKET ACCESSORIES

Catalog #	Description	EPA	WEIGHT
SETA-XX ¹	4" Square pole top tenon adapter 2 3/8" OD slipfitter for max. four fixtures (90°)	0.4 ft ² 0.04 m ²	20lbs. 9 kgs.
RETA-XX ¹	4" Round pole top tenon adapter. 2 3/8" OD	0.2 ft ² 0.02 m ²	20lbs. 9 kgs.
TETA-XX ¹	Three sided pole top tenon adapter 2 3/8" OD slipfitter for max. three fixtures (120°)	0.2 ft ² 0.02 m ²	20lbs. 9 kgs.



MOUNTING ACCESSORIES (order separately)

Catalog #	Description	EPA	WEIGHT
ARM-CL-K-TA-XX ¹	Adjustable mounting arm for single fixture (2-3/8 tenon)	-	5 lbs. 2.3 kgs.
ARM-CL-TK-TA-XX ¹	Adjustable mounting arm for two fixtures at 180° (2-3/8 tenon)	-	7 lbs. 3.2 kgs.
ARM-CL-K-S-XX ¹	10" adjustable arm	.5 (.05)	5.75 (2.6)

1 Replace XX with color choice, eg.: DB for Dark Bronze
2 Fixture must include standard 6" straight arm

LEKTROCOTE® FINISH PROCESS

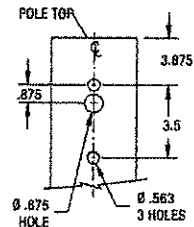
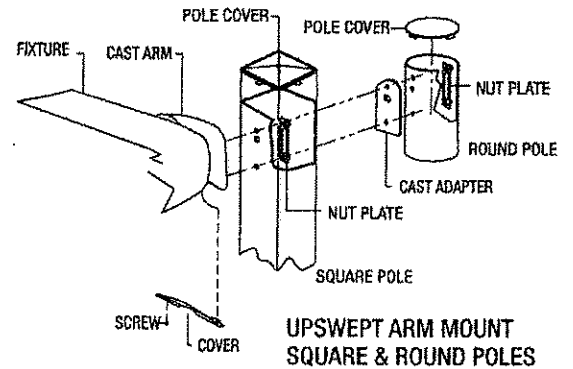
Lektrocote® is a proprietary process where the thermosetting acid-functional polyester powder resin is electrostatically applied only after a thorough cleaning process. Luminaires receive a five-step wash with both acid and alkaline-based liquid cleaners followed by the deposit of a thin layer of proprietary compound to provide maximum corrosion-resistance and paint adhesion. Finally, the decorative finish coat is applied.

Lektrocote® meets or exceeds the following standards:

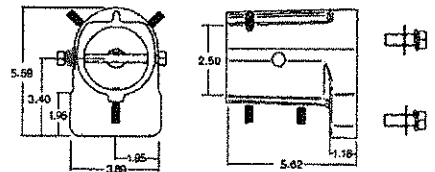
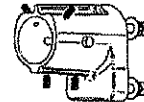
- ASTM B-117 1000 hour salt spray test
- ASTM B-2247 1000 hour humidity test
- ASTM D-2794 Impact test resistant to 100 inch pounds
- ASTM D-522 Flexibility test
- AAMA 603 Adhesion test

FIXTURE MOUNTING

Square & Round



#2 DRILL PATTERN FOR POLES



MAF - HORIZONTAL MAST ARM FITTER

ADDITIONAL ACCESSORIES

Catalog #	Description
PTL-1	Photocontrol - twist-lock cell (120V)
PTL-8	Photocontrol - twist-lock cell (120-277V)
PTL-5	Photocontrol - twist-lock cell (480V)
PTL-6	Photocontrol - twist-lock cell (347V)
PSC	Shorting cap - twist-lock

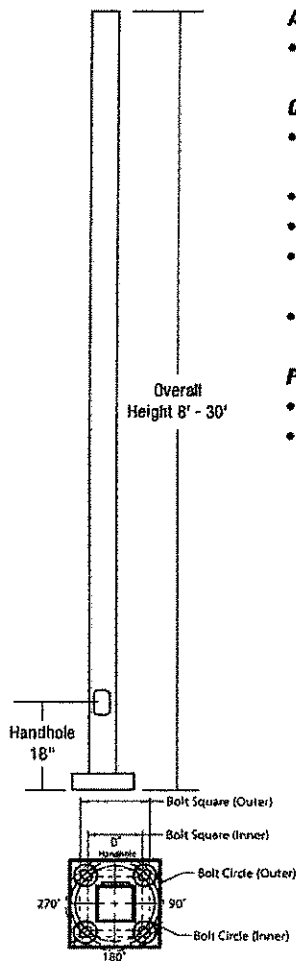
COLOR SELECTIONS

- 5 standard (Bronze, Black, White, Gray, Platinum Silver)
- 2 premium (Red, Forest Green) and Custom Colors (consult factory) are available

Note: Actual colors may vary due to printing process.

- All colors are factory finish except Platinum Silver and Red.

SSA-S SERIES POLES SQUARE STRAIGHT ALUMINUM	Cat.#		 SPAULDING LIGHTING
	Job	Type	
			Approvals



APPLICATIONS

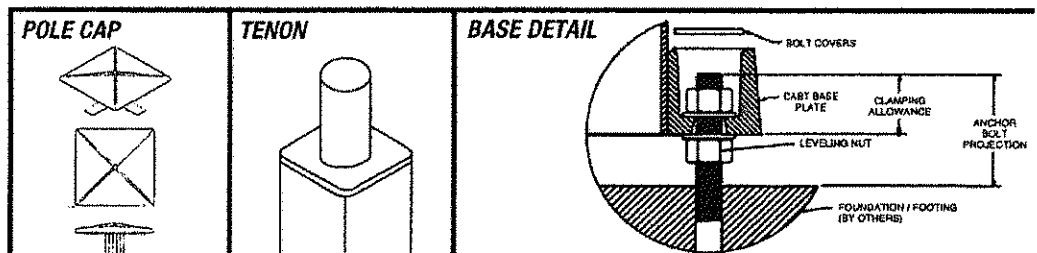
- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

CONSTRUCTION

- SHAFT:** One-piece straight aluminum with square cross section, flat sides and minimum radius on all corners; Extruded shafts of 6061-T6 aluminum in 1/8", 3/16", or 1/4" thickness. Base plate of 356 cast aluminum.
- BASE COVER:** Four (4) individual bolt covers provided, painted to match pole and base finish.
- POLE CAP:** Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- HAND HOLE:** Rectangular 3x5 aluminum hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- ANCHOR BOLTS:** Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

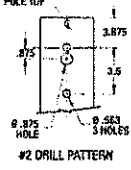
FINISH

- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint finish coat available in seven standard colors; Custom colors available; RAL number preferable; Internal protective coating available

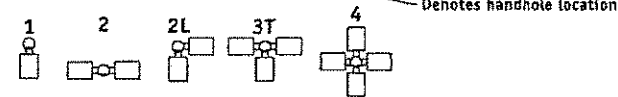


ORDERING EXAMPLE:

SSA-S - 25 - 40 - A/B/C - 2L - S2 - DB - VM2

SERIES	HEIGHT	SHAFT	THICKNESS	MOUNTING	DRILL PATTERN	FINISH	OPTIONS
SSA-S Square Straight Aluminum Pole Spaulding	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	1 Single arm mount 2 Two fixtures at 180° 2L Two fixtures at 90° 3T Three fixtures at 90° 4 Four fixtures at 90° TA Tenon (2.375" OD) TB Tenon (2.875" OD) OT Open Top (includes pole cap)	S2 Spaulding #2 2 bolt 3.5" pattern  #2 DRILL PATTERN	DB Dark Bronze BL Black WH White GR Gray PS Platinum Silver RD Red (premium color) FG Forest Green (premium color) CC Custom Color	GF1 20 Amp GFCI Receptacle and Cover EHH Extra Handhole C05 .5" Coupling C07 .75" Coupling C20 2" Coupling VM1 Mode vibration damper VM2 2nd mode vibration damper LAB Less Anchor Bolts

MOUNTING ORIENTATION



ACCESSORIES- Order Separately

Catalog Number	Description
VM1 ²	1st mode vibration damper
VM2SXX	2nd mode vibration damper

1 Specify option location using logic found on page 2 (Option Orientation)
 2 VM1 recommended on poles 20' and taller with EPA of less than 1.



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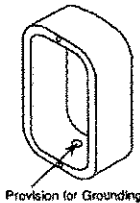


ORDERING INFORMATION Cont.

Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight (lbs)
	Feet	Meters									
SSA-S-08-40-A	8	2.4	4" Square	.125"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	32
SSA-S-10-40-A	10	3.0	4" Square	.125"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	37
SSA-S-12-40-A	12	3.7	4" Square	.125"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	42
SSA-S-14-40-A	14	4.3	4" Square	.125"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	47
SSA-S-16-40-A	16	4.9	4" Square	.125"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	52
SSA-S-18-40-A	18	5.5	4" Square	.125"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	57
SSA-S-20-40-A	20	6.1	4" Square	.125"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	62
SSA-S-16-40-B	16	4.9	4" Square	.188"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	74
SSA-S-18-40-B	18	5.5	4" Square	.188"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	80
SSA-S-20-40-B	20	6.1	4" Square	.188"	8.5"	8.5" - 9.5"	6.01" - 6.72"	9.88 x 2"	3/4 x 30 x 3"	3"	85
SSA-S-18-50-B	18	5.5	5" Square	.188"	10.5"	10.5" - 11.5"	7.42" - 8.13"	10.44 x 2.5"	3/4 x 30 x 3"	3"	91
SSA-S-20-50-B	20	6.1	5" Square	.188"	10.5"	10.5" - 11.5"	7.42" - 8.13"	10.44 x 2.5"	3/4 x 30 x 3"	3"	107
SSA-S-25-50-B	25	7.6	5" Square	.188"	10.5"	10.5" - 11.5"	7.42" - 8.13"	10.44 x 2.5"	3/4 x 30 x 3"	3"	130
SSA-S-16-60-B	16	2.4	6" Square	.188"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	105
SSA-S-18-60-B	18	3.0	6" Square	.188"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	130
SSA-S-20-60-B	20	3.7	6" Square	.188"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	155
SSA-S-25-60-B	25	4.3	6" Square	.188"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	180
SSA-S-30-60-B	30	4.9	6" Square	.188"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	210
SSA-S-16-60-C	16	4.9	6" Square	.250"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	121
SSA-S-18-60-C	18	5.5	6" Square	.250"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	144
SSA-S-20-60-C	20	6.1	6" Square	.250"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	166
SSA-S-25-60-C	25	7.6	6" Square	.250"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	224
SSA-S-30-60-C	30	9.1	6" Square	.250"	12"	12" - 13"	8.49" - 9.19"	11.96 x 2.75"	1 x 36 x 4"	3.5	258

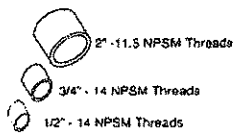
NOTE: Factory supplied template must be used when setting anchor bolts. Hubbell Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

EHH - EXTRA HANDHOLE



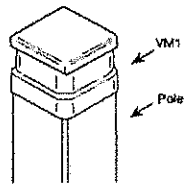
Provision for Grounding

C05 - C07 - C20 - COUPLING



2" - 11.5 NPSM Threads
3/4" - 14 NPSM Threads
1/2" - 14 NPSM Threads

VM1 - VIBRATION DAMPER 1ST MODE



Field installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is required for pole systems 20' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE



Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

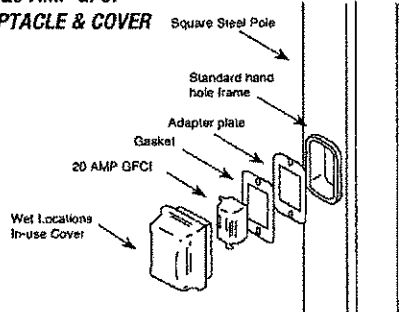
VM2SXX - VIBRATION DAMPER 2ND MODE



VM2S08 - 8'
VM2S12 - 12'
VM2S16 - 16'
VM2S20 - 20'
VM2S24 - 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

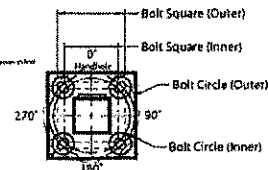
GFI - 20 AMP GFCI RECEPTACLE & COVER



Wet Locations
In-use Cover

OPTION ORIENTATION

Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: SSA-S-20-40-A-TA-DB-C07-0-15 (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.



For more information about pole vibration and vibration dampers, please consult http://www.spauldinglighting.com/co-ent/products/dampers/vibration-dampers/Pole_Vibration_Flyer_H10022.pdf. Due to our continued efforts to improve our products, product specifications are subject to change without notice.



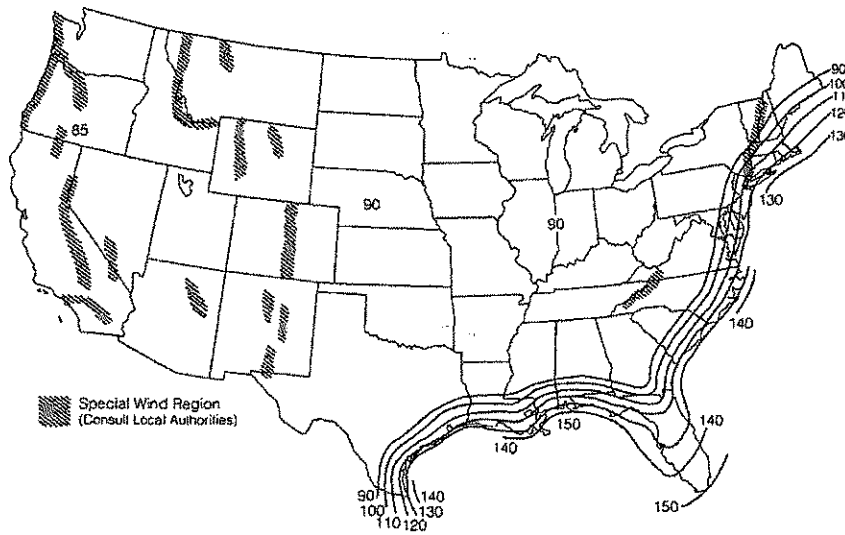
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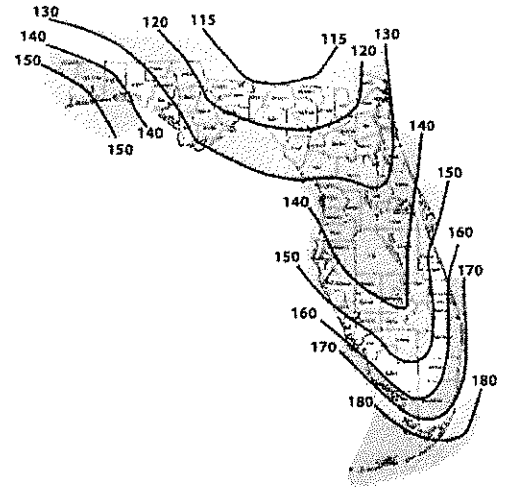


ASCE7-05 WIND MAP



HAWAII – 105 mph
PUERTO RICO – 145 mph

FLORIDA REGION WIND MAP



- Florida region wind map above is based upon 3-second gust winds and the 2014 Florida Building Code

ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds										
Catalog Number	85	90	100	105	110	120	130	140	145	150
SSA-S-08-40-A	17.3	15.2	12.0	10.7	9.6	7.7	6.2	5.0	4.5	4.0
SSA-S-10-40-A	12.6	11.0	8.4	7.4	6.5	4.9	3.7	2.8	2.4	2.0
SSA-S-12-40-A	9.3	7.9	5.8	4.9	4.2	2.9	1.9	1.1	0.8	0.5
SSA-S-14-40-A	6.7	5.6	3.8	3.0	2.4	1.3	NR	NR	NR	NR
SSA-S-16-40-A	4.7	3.7	2.1	1.4	0.9	NR	NR	NR	NR	NR
SSA-S-18-40-A	2.9	2.1	0.5	NR	NR	NR	NR	NR	NR	NR
SSA-S-20-40-A	1.4	0.6	NR	NR	NR	NR	NR	NR	NR	NR
SSA-S-16-40-B	9.2	7.7	5.4	4.5	3.7	2.3	1.2	NR	NR	NR
SSA-S-18-40-B	6.8	5.6	3.8	2.7	2.0	0.8	NR	NR	NR	NR
SSA-S-20-40-B	4.8	3.7	1.9	1.2	0.6	NR	NR	NR	NR	NR
SSA-S-18-50-B	12.9	10.9	7.6	6.3	5.1	3.2	1.7	0.5	NR	NR
SSA-S-20-50-B	9.8	8.1	5.2	4.0	3.0	1.3	NR	NR	NR	NR
SSA-S-25-50-B	4.0	2.7	0.5	NR	NR	NR	NR	NR	NR	NR
SSA-S-16-60-B	25.0	22.3	16.9	14.7	12.7	9.8	7.0	5.0	4.2	3.4
SSA-S-18-60-B	20.7	17.7	13.0	11.0	9.3	6.5	4.3	2.6	1.8	1.1
SSA-S-20-60-B	16.4	13.8	9.8	7.9	6.4	3.9	2.0	NR	NR	NR
SSA-S-25-60-B	8.3	6.3	3.1	1.8	0.7	NR	NR	NR	NR	NR
SSA-S-30-60-B	2.5	0.8	NR	NR	NR	NR	NR	NR	NR	NR
SSA-S-16-60-C	25.0	25.0	24.5	21.5	19.0	14.9	11.6	9.0	7.9	6.8
SSA-S-18-60-C	25.0	25.0	19.5	17.1	14.9	11.2	8.3	6.0	5.1	4.2
SSA-S-20-60-C	24.2	20.9	15.4	13.2	11.2	8.0	5.5	3.5	2.6	1.8
SSA-S-25-60-C	14.2	11.6	7.5	5.8	4.3	1.9	NR	NR	NR	NR
SSA-S-30-60-C	7.1	5.0	1.7	NR	NR	NR	NR	NR	NR	NR

Florida Building Code 2014 EPA Load Rating - 3 second gust wind speeds										
Catalog Number	115	120	130	140	150	160	170	180		
SSA-S-08-40-A	14.8	13.4	11	9.1	7.6	6.3	5.3	4.4		
SSA-S-10-40-A	10.9	9.8	7.9	6.3	5.1	4.1	3.2	2.5		
SSA-S-12-40-A	7.9	7.0	5.4	4.1	3.0	2.2	1.5	0.9		
SSA-S-14-40-A	5.6	4.8	3.4	2.3	1.4	0.6	NR	NR		
SSA-S-16-40-A	3.6	2.9	1.7	0.7	NR	NR	NR	NR		
SSA-S-18-40-A	1.8	1.2	NR	NR	NR	NR	NR	NR		
SSA-S-20-40-A	NR	NR	NR	NR	NR	NR	NR	NR		
SSA-S-16-40-B	7.7	6.7	4.9	3.5	2.4	1.5	0.7	NR		
SSA-S-18-40-B	5.4	4.5	3	1.8	0.8	NR	NR	NR		
SSA-S-20-40-B	3.5	2.7	1.3	NR	NR	NR	NR	NR		
SSA-S-18-50-B	10.6	9.2	6.8	4.9	3.3	2	1	NR		
SSA-S-20-50-B	7.8	6.5	4.4	2.7	1.3	NR	NR	NR		
SSA-S-25-50-B	2.2	1.2	NR	NR	NR	NR	NR	NR		
SSA-S-16-60-B	22	19.8	15.5	12.4	9.8	7.7	5.9	4.4		
SSA-S-18-60-B	17.2	15.2	11.7	8.9	6.6	4.8	3.3	2		
SSA-S-20-60-B	13.4	11.5	8.4	6.4	4	2.4	1	NR		
SSA-S-25-60-B	6.7	4.4	2	NR	NR	NR	NR	NR		
SSA-S-30-60-B	NR	NR	NR	NR	NR	NR	NR	NR		
SSA-S-16-60-C	25	25	22.8	18.8	15.2	12.5	10.1	8.2		
SSA-S-18-60-C	25	22.5	18	14.3	11.3	9	7	5.3		
SSA-S-20-60-C	20.4	18	14	10.8	8.2	6	4.3	2.8		
SSA-S-25-60-C	11.2	9.3	6.2	3.8	1.8	NR	NR	NR		
SSA-S-30-60-C	4.3	2.9	NR	NR	NR	NR	NR	NR		

LITEPAK SERIES LNC4	Cat.#	Type	 HUBBELL Outdoor Lighting
	Job		Approvals

SPECIFICATIONS

Intended Use:

Largest in the Litepak product family, the LNC4 is designed for perimeter illumination for safety, security and identity. Replaces up to 400w HID luminaires one-for-one replacement covering existing installation footprint. No uplight and lower glare lenses offer neighbor friendly lighting at typical mounting heights of 15-25'. Units have protective polyester powder coat finish for long lasting appearance. Ideal for schools, factories, hospitals, warehouses and retail applications. Energy efficient LEDs provide 70%+ energy savings with little to no maintenance when compared to traditional light sources. Battery backup option for meeting path of egress requirements.

Construction:

Die-cast aluminum housing protects components and provides an architectural appearance. Casting thermally conducts LED heat to optimize performance and long life. Powder paint finish provides durability in outdoor environments. Four 1/2" conduit entries (top, bottom, and sides) provided for surface conduit.

Electrical:

- 120-277, 347 and 480 voltage, 50/60Hz, 0-10V dimming drivers
- Electronic driver
- 10 kA surge protection (parallel); Automatically takes fixture off-line when device is consumed
- Ambient operating temperature -40°C to 40°C

LED(s) CCT:

- 3000K, 4000K and 5000K CCT nominal with 70 CRI
- 36 and 44 LED configurations available, see page 2 for electrical and photometric data

Lenses:

- Zero uplight distributions using individual acrylic LED optics provide IES type II, III and IV distributions
- CS - Frosted acrylic diffuser option for reduced glare
- CSU - Frosted acrylic diffuser for inverted "up" mounting applications (lens required)

Lumen Maintenance:

L96 at 25,000 hrs (Projected per IESNA TM-21-11), see table on page 2 for all values

Installation:

Quick-mount adapter with gasket seal provides easy installation to wall or to recessed junction box (4" square junction box). Fixture attaches by two Allen-head hidden fasteners for tamper resistance. Designed for direct J-box mount or conduit feed on all four sides in single SKU.

Options/Controls

- Button photocontrol for dusk to dawn energy savings
- 7-pin photo-receptacle available for twist lock photocell and controls by others
- Occupancy sensor options available for complete on/off and dimming control

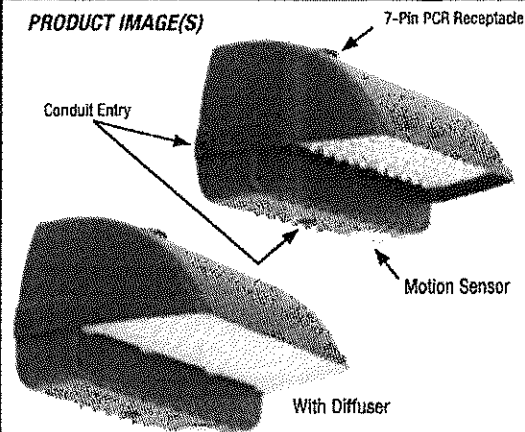
Listings

- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Listed to UL1598 and CSAC22.2#250.0-24 for wet locations
- IP65 Assembly
- IDA Approved (3000K configurations)

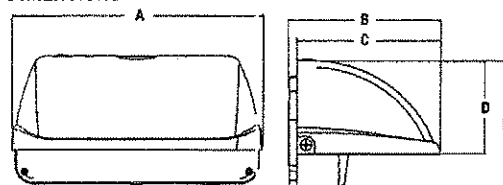
Warranty:

Five year limited warranty (for more information visit: <http://www.hubbelllighting.com/resources/warranty/>)

PRODUCT IMAGE(S)



DIMENSIONS



Fixture Weight: 27 pounds

A	B	C	D	E	Weight
17.2"	10.5"	9.9"	6.5"	8.9"	27 lbs.
436 mm	266 mm	251 mm	165 mm	226 mm	12.3 kg

SHIPPING INFORMATION

Catalog Number	G.W(kg)/CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC4-36L	27.0 (12.2)	19.7 (50)	13 (33)	13 (33)	1
LNC4-44L					

CERTIFICATIONS/LISTINGS



C US 3000K and warmer CCTs only



ORDERING INFORMATION - CONFIGURABLE (ORDERING EXAMPLE: LNC4-36L3K-105-3-U-BL-PCU-CS)

LNC4	-	36L	4K	-	-	-	-	-	-	-
FAMILY	NUMBER OF LEDS	CCT	DRIVE CURRENT	IES DISTRIBUTION	VOLTAGE	FINISH	CONTROL OPTIONS	OPTIONS		
LNC4 Large Litepak Wallpack	36L 36LED 44L 44LED	3K 3000K 4K 4000K 5K 5000K	065 ⁵ 650mA 105 1050mA	2 Type II 3 Type III 4 Type IV	U 120V-277V 1 120V ¹ 2 208V ¹ 3 240V ¹ 4 277V ¹ 5 480V ¹ F 347V ¹	DB Bronze BL Black WH White GR Gray PS Platinum CC Custom Color	PCU Universal Button PC 7PR ⁵ 7-pin photocell receptacle SCP ^{3,4} Programmable motion sensor	F ¹ Fusing (must specify voltage per footnote) CS Frosted acrylic diffuser CSU ² Frosted acrylic diffuser required for Inverted fixture installations (Factory install only see page 3)		

CALL 2018

065 650mA versions
Available Fall 2016

CALL 2018

5 480V option
F 347V option

CALL 2018

BBU Battery backup

¹ Specify voltage for voltage specific option (only 120V or 277V available for Fusing)

² Factory install only. Not available with 7PR or SCP control options

³ Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only.

⁴ PCU option not applicable, included in sensor

⁵ Accepts standard 3, 5, and 7-Pin ANSI controls (by others)

⁶ Not available in 347/480V



065 650mA versions
Available Fall 2016

- ¹ Specify voltage for voltage specific option (only 120V or 277V available for Fusing)
² Factory install only. Not available with 7PR or SCP control options
³ Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only.
⁴ PCU option not applicable, included in sensor
⁵ Accepts standard 3, 5, and 7-Pin ANSI controls (by others)
⁶ Not available in 347/480V



5 480V option
F 347V option



BBU Battery backup

REPLACEMENT PART/ACCESSORIES

CATALOG NUMBER	DESCRIPTION
LNC4-CS	Frosted acrylic diffuser reduces surface brightness and glare with a roughly 20% lumen reduction
SCP-REMOTE	Remote control for SCP option. Order at least one per project to program and control fixtures

*Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120V or 277V only



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LNC4-SPEC 8/16

ORDERING INFORMATION – STOCKED VERSIONS (ORDERING EXAMPLE: LNC4-44L-4K)

Catalog Number	Wattage	Number of LEDs	Voltage	Dist. Type	Lumens	LPW	CCT	Weight lbs. (Kg)	Number of Drivers	LED Current
LNC4-36L-4K	124.6	36	120-277	4	10,754	86.3	4000°K	27.0 (12.2)	2	1050mA
LNC4-44L-4K	152.6	44			13,477	88.3				
LNC4-44L-5K	152.1	44			13,342	87.7				
LNC4-44L-4K-7PR	152.6	44			13,477	88.3				

PERFORMANCE DATA

PERFORMANCE DATA				5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
36	650mA	80	2	7,627	95.3	2	0	2	7,440	93.0	2	0	2	6,756	84.4	2	0	2
			3	7,590	94.9	1	0	2	7,404	92.5	1	0	2	6,723	84.0	1	0	2
			4	7,611	95.1	1	0	3	7,424	92.8	1	0	3	6,742	84.3	1	0	3
44		96	2	9,094	94.7	2	0	2	9,221	96.0	2	0	2	8,572	89.3	2	0	2
			3	9,472	98.7	2	0	2	9,298	96.9	1	0	2	8,644	90.0	1	0	2
			4	8,916	92.9	1	0	3	9,040	94.2	1	0	3	8,405	87.6	1	0	3
36	1150mA	140	2	11,911	86.6	2	0	2	11,619	84.5	2	0	2	10,551	76.7	2	0	2
			3	11,853	90.2	2	0	2	11,563	88.0	2	0	2	10,500	79.9	2	0	2
			4	11,886	84.9	1	0	3	11,595	82.8	1	0	3	10,529	75.2	1	0	3
44		170	2	14,202	83.6	2	0	3	14,400	84.7	3	0	3	13,387	78.7	2	0	2
			3	14,793	87.0	2	0	3	14,521	86.2	2	0	3	13,499	82.0	2	0	3
			4	13,924	81.9	2	0	3	14,118	83.0	2	0	3	13,127	77.2	2	0	3

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

Configurable Versions

# of LEDS	Drive Current (mA)	Input Voltage	Current (Amps)	System Power	
36	650mA	120	0.66	80	
		277	0.29	80	
		347	0.23	80	
		480	0.17	80	
44		120	0.80	96	
		277	0.35	96	
		347	0.28	96	
		480	0.20	96	
36		1150mA	120	1.17	140
			277	0.51	140
			347	0.40	140
			480	0.29	140
44	120		1.42	170	
	277		0.61	170	
	347		0.49	170	
	480		0.35	170	

Stocked Versions

# of LEDs	Drive Current (mA)	Input Voltage	Current (Amps)	System Power
36	STD. (1050)mA	120	1.03	124
		277	0.46	124
44		120	1.27	152
		277	0.55	152

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	OPERATING HOURS					
	0	25,000	50,000	TM-21-11 ¹ L96 60,000	100,000	L70 (hours)
25°C / 77°F	1.00	0.96	0.92	0.91	0.85	223,000
40°C / 104°F	1.00	0.94	0.89	0.87	0.80	159,000

1. Projected per IESNA TM-21-11 * (Nichia 2198, 700mA, 85°C T_s, 10,000hrs)
Data references the extrapolated performance projections for the LNC-12LU-5K base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE	LUMEN MULTIPLIER
0° C	1.02
10° C	1.01
20° C	1.00
25° C	1.00
30° C	1.00
40° C	0.99

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).



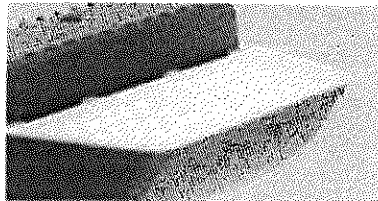
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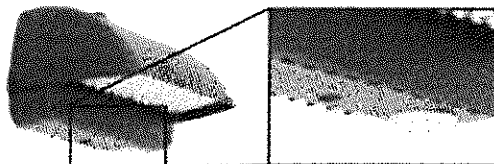
LNC4-SPEC 8/16

CSU – INVERTED MOUNTING OPTION
(Requires Factory installed lens option)



Inverted mounting capabilities for uplighting applications. Specially designed frosted acrylic diffuser option softens output, improves uniformity and protects LED lenses.

MOTION SENSOR OPTION

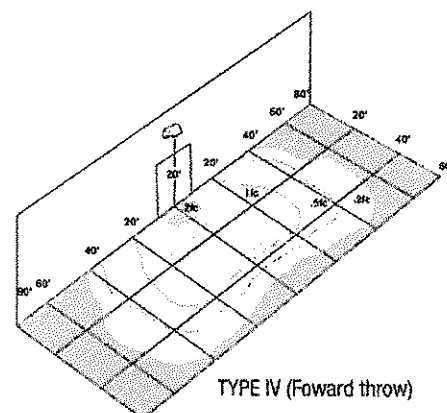
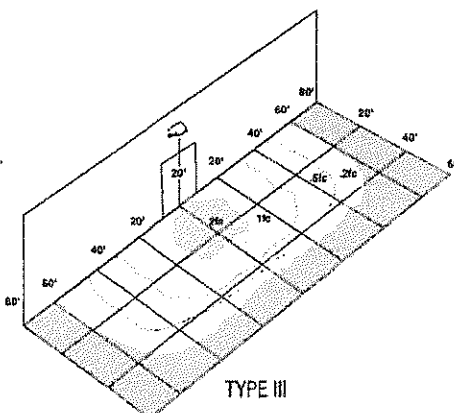
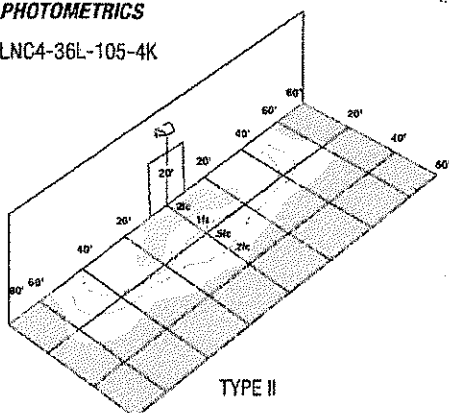


Sensor offers greater control and energy savings with SCP programmable sensor with adjustable delay and dimming levels (Factory default is 10%)

Visit: <http://www.hubbelloighting.com/solutions/controls/> for control application information

PHOTOMETRICS

LNC4-36L-105-4K



HUBBELL
Outdoor Lighting

Hubbell Outdoor 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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LNC4-SPEC 3/16

STORMWATER MANAGEMENT REPORT (Revised 2/8/17)

**Anderson Street Realty, LLC.
122 Anderson Street
Portland, Maine 04101**

A. Existing Conditions

The existing property occupies approximately 2.70 acres of land is currently developed for industrial and commercial use. The property includes two buildings, paved and gravel areas for parking and vehicular traffic and vegetated areas for stormwater management. A Paved parking lot for the Maine Muslim Community Center occupies a portion of the property but the Maine Muslim Community Center is not a part of the property.

Runoff from the site sheet flows to two general locations. The majority of the stormwater from the site flows toward the north/northeast. The stormwater that flows toward the northeastern property line enters into a swale that flows in to an existing stormwater infiltration pond located along the northern property line. Stormwater that flows toward the north enters directly into the stormwater infiltration pond. There is no apparent outlet control structure to discharge the collected stormwater during large storm events safely offsite. In the event that the stormwater infiltration pond over tops, the stormwater would flow through a low point in the pond's berm onto the property owned by the City of Portland and designated Bayside Trail.

Runoff that flows southeast toward Anderson Street enters into the existing closed drainage system located along the street. This stormwater is not treated prior to discharging from property.

B. Proposed Site Improvements

The proposed development will include the construction of a 22,500 square foot building, paved surfaces for vehicular traffic and parking, and 8 foot wide access along the building's rear. The proposed development will increase the amount of rooftop impervious area and will increase the overall amount of impervious area that exists above predevelopment conditions. The proposed development will increase the amount of impervious surfaces by approximately 4,682 square feet.

The stormwater management plan was designed so that existing drainage patterns are not significantly altered from the existing drainage pattern that exist today. The majority of the stormwater from the site will still flow toward the north/northeast. The stormwater that flows toward the northeastern property line will enter into a regraded grass ditch that flows in to the existing stormwater infiltration pond.

The runoff from the proposed building will flow off the rooftop toward the southwest. The stormwater from the roof will enter into the proposed Roofline Drip Edge BMP. The Roofline

Drip Edge BMP has been designed in accordance with the MDEP Stormwater Management Design Manual.

The stormwater flowing across the 8-foot wide walkway to the southwest of the proposed building will enter to Porous Concrete BMP. The Porous Concrete BMP has been designed in accordance with the MDEP Stormwater Management Design Manual. After passing through the Roofline Drip Edge and the Porous Concrete, the stormwater will be discharged into the existing stormwater infiltration pond. The introduction of the Roofline Drip Edge, the Porous Concrete and the reduction of the overall impervious area has reduced the amount of stormwater flow in post development compared to the pre development stormwater flows.

Since the site is considered a Redevelopment Land Use, and under the MDEP ranked impact Change due to redevelopment the project computes a score of 0.046. Therefore the project is required to attain a treatment for a minimum of 60% of the developed area. See Table 2 attached. Following our Table 1, MDEP General Standard Calculations, the site treats over 87% of the developed area which exceeds the level required.

We have attached the inspections and maintenance requirements in a separate exhibit for each of the treatment measures provided on the project site.

The primary outlet for stormwater entering into the stormwater infiltration pond will still remain as infiltration into the ground during post development conditions. In the event that the stormwater infiltration pond over tops, the stormwater would still flow through a low point in the pond's berm onto the property owned by the City of Portland and designated Bayside Trail.

Runoff that flows southeast toward Anderson Street enters into the existing closed drainage system located along the street. This stormwater is not treated prior to discharging from property.

Prepared by

SEBAGO TECHNICS, INC.



SEBAGO TECHNICS, INC.

James R. Seymour, P.E.

Senior Project Manager

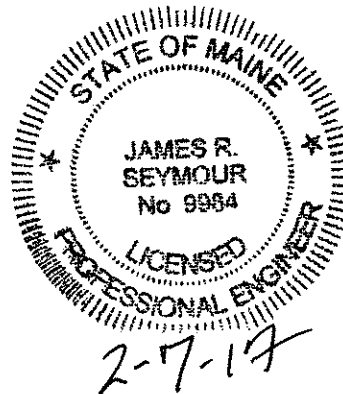


TABLE 1

Table 1: MDEP GENERAL STANDARD CALCULATIONS
Anderson Street Realty, Inc.
Job #16037

A	B	C	D	E	F	G	H	I	J	K	L	M
AREA ID	WATERSHED SIZE (S.F.)	EXISTING ONSITE IMPERVIOUS AREA (S.F.)	NEW ONSITE IMPERVIOUS AREA (S.F.)	EXISTING ONSITE LANDSCAPED AREA (S.F.)	NEW ONSITE LANDSCAPED AREA (S.F.)	NET NEW DEVELOPED AREA (S.F.)	NET EXISTING DEVELOPED AREA (S.F.)	TREATMENT PROVIDED?	IMPERVIOUS AREA TREATED* (S.F.)	LANDSCAPED AREA TREATED* (S.F.)	DEVELOPED AREA TREATED* (S.F.)	TREATMENT BMP
15	96,525	61,361	2,567	26,248	6,349	8,916	87,609	YES	63,928	32,597	96,525	Infiltration Basin
25	23,540	23,413	127	0	0	127	23,413	YES	23,540	0	23,540	Roof Drip Edge
35	17,259	14,717	0	2,542	0	0	17,259	No	0	0	0	None
45	4,786	2,193	1,988	347	258	2,246	2,540	YES	4,181	605	4,786	Porous Concrete
TOTAL (S.F.)	142,110	101,684	4,682	29,137	6,607	11,289	130,821		91,649	33,202	124,851	

TOTAL NEW IMPERVIOUS AREA (S.F.)	4,682	TOTAL NEW DEVELOPED AREA (S.F.)	11,289
EXISTING IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	84,774	EXISTING DEV. AREA RECEIVING TREATMENT (S.F.)	111,022
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	91,649	TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)	124,851
TOTAL IMPERVIOUS AREA (S.F.)	106,366	TOTAL DEV. AREA (S.F.)	142,110
% OF IMPERVIOUS AREA RECEIVING TREATMENT	86.16%	% OF DEV. AREA RECEIVING TREATMENT	87.86%

Net New Development Area (G)= D + F = G

Net Existing Development Area (H)= C + E = H

TABLE 2

SEBAGO TECHNICS INC.

75 John Roberts Rd

Suite 1A

South Portland, ME 04106

(207)200-2100 Fax (207)856-2206

MDEP Redevelopment Land Use

Anderson Street Realty, Inc.

Job #16037

Land Use (Pollutant Ranking)	Existing Conditions (Ac)	Existing Condition Pollutant Ranking	Existing Condition Weighted Average	Proposed Conditions (Ac)	Proposed Condition Pollutant Ranking	Proposed Condition Weighted Average
High use parking lots (5)	0.000	5	0.00	0.000	5	0.00
Medium use parking lots (4)	0.000	4	0.00	0.000	4	0.00
Parking lots and driveways, Flat Asphalt rooftops (3)	2.447	3	7.34	1.800	3	5.40
Other rooftops, Bikeways, Grassed areas mowed more than twice per year, walkways/foot traffic only pavement (2)	0.058	2	0.12	1.203	2	2.41
Non-grass landscaped areas, Stormwater treatment/storage systems (1)	0.757	1	0.76	0.260	1	0.26
Forest, Meadow mowed no more than twice per year (0)	0.000	0	0.00	0.000	0	0.00
Total (Ac.)	3.262	Total Existing Impact Rating	8.21	3.262	Total Proposed Impact Rating	8.06

Existing Impact Rating / Total Redevelopment Acres	2.518
Proposed Impact Rating / Total Redevelopment Acres	2.472
Ranked Impact Change due to Redevelopment	0.046

Ranked Impact Change due to Redevelopment of between 20.0 to 5
1.0 require 60% of the developed areas to be treated as stated in
Table 3 of Chapter 500 Stormwater Management

INSPECTION, MAINTENANCE, AND HOUSEKEEPING PLAN

Anderson Street Industrial Flex Building Portland, ME

Introduction

Upon completion of the proposed development, the owner, Anderson Street Realty, LLC will be the responsible party for maintaining the stormwater management system. The owner's address is 322 Fore Street Portland, Maine. The owner shall be responsible for maintaining the stormwater management system. The responsible party shall schedule maintenance of all stormwater management structures, the establishment of any contract services required to implement the program, and the keeping of records and maintenance logbook.

Records of all inspections and maintenance work accomplished must be kept on file and retained for a minimum 5-year time span. The maintenance logbook will be made available to the Maine Department of Environmental Protection (MDEP) and the City of Portland upon request. At a minimum, the appropriate and relevant activities for each of the stormwater management systems will be performed on the prescribed schedule.

The following plan outlines the anticipated inspection, maintenance, and housekeeping procedures for the erosion and sedimentation controls as well as stormwater management devices for the project site. Also, this plan outlines several housekeeping requirements that shall be followed during and after construction. These procedures should be followed in order to ensure the intended function of the designed measures and to prevent unreasonable adverse impacts to the surrounding environment.

The procedures outlined in the Inspection, Maintenance, and Housekeeping Plan is provided as an overview of the anticipated practices to be used on this site. In some instances, additional measures may be required due to unexpected conditions. For additional details on any of the erosion and sedimentation control measures or stormwater management devices to be utilized on this project, refer to the most recently revised edition of the "Maine Erosion and Sedimentation Control BMP" manual and/or the "Stormwater Management for Maine: Best Management Practices" manual as published by the MDEP.

During Construction

1. **Inspection:** During the construction process, it is the Contractor's responsibility to comply with the inspection and maintenance procedures outlined in this section. These responsibilities include

inspecting disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. These areas shall be inspected at least once a week as well as before and after a storm event, and prior to completing permanent stabilization measures. A person with knowledge of erosion and stormwater control, including the standards and conditions in any applicable permits, shall conduct the inspections.

2. **Maintenance:** All measures shall be maintained in an effective operating condition until areas are permanently stabilized. If Best Management Practices (BMPs) need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation must be completed within seven (7) calendar days and prior to any storm event (rainfall).
3. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained on-site. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of erosion and sedimentation controls, material storage areas, and vehicle access points to the site. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken.

The log must be made accessible to the appropriate regulatory agency upon request. The permittee shall retain a copy of the log for a period of at least three (3) years from the completion of permanent stabilization.

4. **Specific Inspection and Maintenance Tasks:** The following is a list of erosion control and stormwater management measures and the specific inspection and maintenance tasks to be performed during construction.

A. Sediment Barriers:

- Hay bale barriers, silt fences, and filter berms shall be inspected immediately after each rainfall and at least daily during prolonged rainfall.
- If the fabric on silt fence or filter barrier should decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, it shall be replaced.
- Sediment deposits should be removed after each storm event. They must be removed before deposits reach approximately one-half the height of the barrier.
- Filter berms shall be reshaped as needed.
- Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared, and seeded.

B. Riprap Materials:

- Once a riprap installation has been completed, it should require very little maintenance. It shall, however, be inspected periodically to determine if high flows have caused scour beneath the riprap or dislodged any of the stone.

C. Erosion Control Blankets:

- Inspect these reinforced areas semi-annually and after significant rainfall events for slumping, sliding, seepage, and scour. Pay close attention to unreinforced areas adjacent to the erosion control blankets, which may experience accelerated erosion.
- Review all applicable inspection and maintenance procedures recommended by the specific blanket manufacturer. These tasks shall be included in addition to this plan.

D. Temporary Storm Drain Inlet Protection:

- The inlet protection structure shall be inspected before each rain event and repaired as necessary.
- Sediment shall be removed and the storm drain sediment barrier restored to its original dimensions when the sediment has accumulated to half of the design depth of the trap.
- Structures shall be removed upon permanent stabilization of the tributary area.
- Upon removal of the structure, all accumulated sediments downstream of the structure shall be cleaned from the storm drain system.

E. Stabilized Construction Entrances/Exits:

- The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way.
- When the control pad becomes ineffective, the stone shall be removed along with the collected soil material. The entrance should then be reconstructed.
- Areas that have received mud-tracking or sediment deposits shall be swept or washed. Washing shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device (not into storm drains, ditches, or waterways).

F. Temporary Seed and Mulch:

- Mulched areas should be inspected after rain events to check for rill erosion.
- If less than 90% of the soil surface is covered by mulch, additional mulch shall be applied in bare areas.
- In applications where seeding and mulch have been applied in conjunction with erosion

control blankets, the blankets must be inspected after rain events for dislocation or undercutting.

- Mulch shall continue to be reapplied until 95% of the soil surface has established temporary vegetative cover.

G. Stabilized Drainage Swales:

- Sediment accumulation in the swale shall be removed once the cross section of the swale is reduced by 25%.
- The swales shall be inspected after rainfall events. Any evidence of sloughing of the side slopes or channel erosion shall be repaired and corrective action should be taken to prevent reoccurrence of the problem.
- In addition to the stabilized lining of the channel (i.e. erosion control blankets), stone check dams may be needed to further reduce channel velocity.

5. **Housekeeping:** The following general performance standards apply to the proposed project.

- A. Spill Prevention: Controls must be used to prevent pollutants from being discharged from materials on-site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation.
- B. Groundwater Protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors, accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials.
- C. Fugitive Sediment and Dust: Actions must be taken to insure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control.
- D. Debris and Other Materials: Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.
- E. Trench or Foundation Dewatering: Trench dewatering is the removal of water from trenches, foundations, cofferdams, ponds, and other areas within the construction area that retain water after excavation. In most cases, the collected water is heavily silted and hinders correct and safe construction practices. The collected water must be removed from the ponded area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over

disturbed areas of the site. Equivalent measures may be taken if approved.

After Construction

1. **Inspection:** After construction, the owner or operator shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.
2. **Maintenance, and repair:** If a BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator shall take corrective actions to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective actions to the Department of Public Services (DPS). The following is a list of permanent erosion control and stormwater management measures and the inspection, maintenance, and housekeeping tasks to be performed after construction.
 - A. Vegetated Areas:
 - Inspect vegetated areas, particularly slopes and embankments, early in the growing season or after heavy rains to identify active or potential erosion problems.
 - Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows.
 - B. Ditches, Swales and Other Open Channels:
 - Inspect ditches, swales, and other open stormwater channels in the spring, in the late fall, and after heavy rains to remove any obstructions to the flow. Remove accumulated sediments and debris, remove woody vegetative growth that could obstruct flow and repair any erosion of the ditch lining.
 - Vegetated ditches must be mowed at least annually or otherwise maintained to control the growth of woody vegetation and maintain flow capacity.
 - Any woody vegetation growing through riprap linings must also be removed. Repair any slumping side slopes as soon as practicable.
 - Replace riprap in areas where any underlying filter fabric or underlying gravel is showing through the stone or where stones have dislodged.
 - C. Winter Sanding:
 - Clear accumulations of winter sand in parking lots and along roadways at least once a year, preferably in the spring.
 - Accumulations on pavement may be removed by pavement sweeping.
 - Accumulations of sand along road shoulders may be removed by grading excess sand to

the pavement edge and removing it manually or by a front-end loader or other acceptable method.

D. Infiltration Basin:

- During the first year, the basin shall be inspected semi-annually and following major storm events to check for surface ponding at the inlet that may indicate clogging.
- Sediment Removal: Sediment and plant debris should be removed from the forebay and basin at least annually.
- Mowing of a grassed basin can occur semiannually to a height no less than 6 inches. Any bare area or erosion rills shall be repaired with new filter media or sandy loam then seeded and mulched. Maintaining good grass cover will minimize clogging with fine sediments.
- Mowing: If mowing is desired, only handheld string trimmers or push-mowers are allowed on the filter (no tractor) and the grass bed should be mowed no more than 2 times per growing season to maintain grass heights of no less than 6 inches.
- Fertilization: Fertilization of the infiltration basin should be avoided unless absolutely necessary to establish vegetation.
- Harvesting and Weeding: Harvesting and pruning of excessive growth will need to be done occasionally. Weeding to control unwanted or invasive plants may also be necessary.

E. Catch Basins:

- Inspect and, if required, clean-out catch basins at least once a year, preferably in early spring.
- Clean out must include the removal and legal disposal of accumulated sediments and debris at the bottom of the basin, at any inlet grates, at any inflow channels to the basin, and at any pipes between basins.

F. Roof Dripline Filter:

- During the first year, the filter shall be inspected semi-annually and following major storm events to check for surface ponding at the inlet that may indicate clogging.
- Sediment Removal: Sediment and plant debris should be removed from the filter at least annually.
- Harvesting and Weeding: Harvesting and pruning of growth will need to be done occasionally. Weeding to control unwanted or invasive plants may also be necessary.

G. Porous Concrete Section:

- Check for standing water on the surface of the concrete after a precipitation event. If standing water remains within 30 minutes after rainfall had ended, cleaning of porous concrete is recommended.
- Vacuum sweeper shall be used regularly to remove sediment and organic debris on the concrete surface. The sweeper may be fitted with water jets.
- Concrete vacuuming should occur during spring cleanup following the last snow event to

remove accumulated debris, at minimum.

- Concrete vacuuming should occur during fall cleanup to remove dead leaves, at minimum.
- Power washing can be an effective tool for cleaning clogged areas. This should occur at mid pressure typically less than 500 psi and at an angle of 30 degrees or less.
- Check for debris accumulating on concrete, especially debris buildup in winter.
- For loose debris, a power/leaf blower or gutter broom can be used to remove leaves and trash.
- Check for damage to porous concrete from non-design loads.

H. Culverts:

- Inspect culverts in the spring, in the late fall, and after heavy rains to remove any obstructions to flow.
- Remove accumulated sediments and debris at the inlet, at the outlet, and within the conduit.
- Inspect and repair any erosion damage at the culvert's inlet and outlet.
- Inspect embankment for erosion, settling, and structural failure.

3. **Annual Report:** The owner or operator or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification that the person has inspected the BMPs and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective actions taken. Annual reporting shall be submitted to the City of Portland Director of Water Resource Protection.
4. **Duration of Maintenance:** Perform maintenance as described and required for any associated permits unless and until the system is formally accepted by a municipality or quasi-municipal district, or is placed under the jurisdiction of a legally created association that will be responsible for the maintenance of the system. If a municipality or quasi-municipal district chooses to accept a stormwater management system, or a component of a stormwater system, it must provide a letter to the MDEP stating that it assumes responsibility for the system. The letter must specify the components of the system for which the municipality or district will assume responsibility, and that the municipality or district agrees to maintain those components of the system in compliance with MDEP standards. Upon such assumption of responsibility, and approval by the MDEP, the municipality, quasi-municipal district, or association becomes a co-permittee for this purpose only and must comply with all terms and conditions of the permit.

Attachments

Attachment 1 – Sample Stormwater Inspection and Maintenance Form

Sample Stormwater Inspection and Maintenance Form

Anderson Street Industrial Flex Building; Portland, ME Attachment 1

This log is intended to accompany the stormwater Inspection, Maintenance and Housekeeping Plan for the Anderson Street Industrial Flex Building. The following items shall be checked, cleaned and maintained on a regular basis as specified in the Maintenance Plan and as described in the table below. This log shall be kept on file for a minimum of five (5) years and shall be available for review. Qualified personnel familiar with drainage systems and soils shall perform all inspections. Attached is a copy of the construction and post-construction maintenance logs.

Item	Maintenance Required & Frequency	Date Completed	Maintenance Personnel	Comments
Ditches and Swales	Inspect after major rainfall event producing greater than 3" of rain in 2 hours.			
	Repair erosion or damage immediately.			
Catch Basins and Culverts	Remove accumulated sediment and debris			
	Sump depth			
Vegetated Areas	Inspect Slopes			
	Replant Bare Areas			
	Check after Major Storms			
Winter Sanding	Clean annually (Spring)			
	Remove sand and sediment			
Infiltration Basin	Remove Sediment and Debris			
	Remove weeds			
	Inspection after major storm to verify proper function			
	Erosion			
Porous Concrete	Vacuum sweep and/or power wash			
	Inspection after major storm to verify proper function			
Roof Dripline Filter	Inspection after major storm to verify proper function			
	Remove Sediment and Debris			
	Remove weeds			



1. UNDERDRAIN INSTALLATION AND MATERIAL GRADATION RECOMMENDATIONS SHALL BE COORDINATED WITH THE GEOTECHNICAL REPORT.

2. THIS DETAIL IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. CONSTRUCTION OF THE FOUNDATION DRAIN, FOOTING & ASSOCIATED MATERIALS SHALL BE COORDINATED WITH THE GEOTECHNICAL REPORT.

THIS DETAIL IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. CONSTRUCTION OF THE FOUNDATION DRAIN, FOOTING & ASSOCIATED MATERIALS SHALL BE COORDINATED WITH THE GEOTECHNICAL REPORT.

FINISH FLOOR

6" - 3/4" CRUSHED STONE

2" - PEASTONE CHOKER COARSE

8" PERFORATED PVC UNDERDRAIN, INSTALL TO COLLECT STORMWATER FROM THE ROOF. COARSE GRAVEL EQUAL TO (MDOT 703.22) UNDERDRAIN BACKFILL MATERIAL, TYPE B

BUILDING FOOTING (SEE ARCHITECTURAL PLANS)

STRUCTURAL FILL

6" MIN. STRUCTURAL FILL (SOIL SUBGRADE) OR 6" MIN. CRUSHED STONE (BEDROCK SUBGRADE)

BUILDING

48"

#10 85-100
#20 70-100
#60 15-50
#200 8-15

NOTE: LESS THAN 2% CLAY CONTENT

POROUS CONCRETE, SEE DETAIL

6"

18" MIN. (DEPTH VARIES) LOAMY COARSE SAND, (SEE TABLE 1)

12"

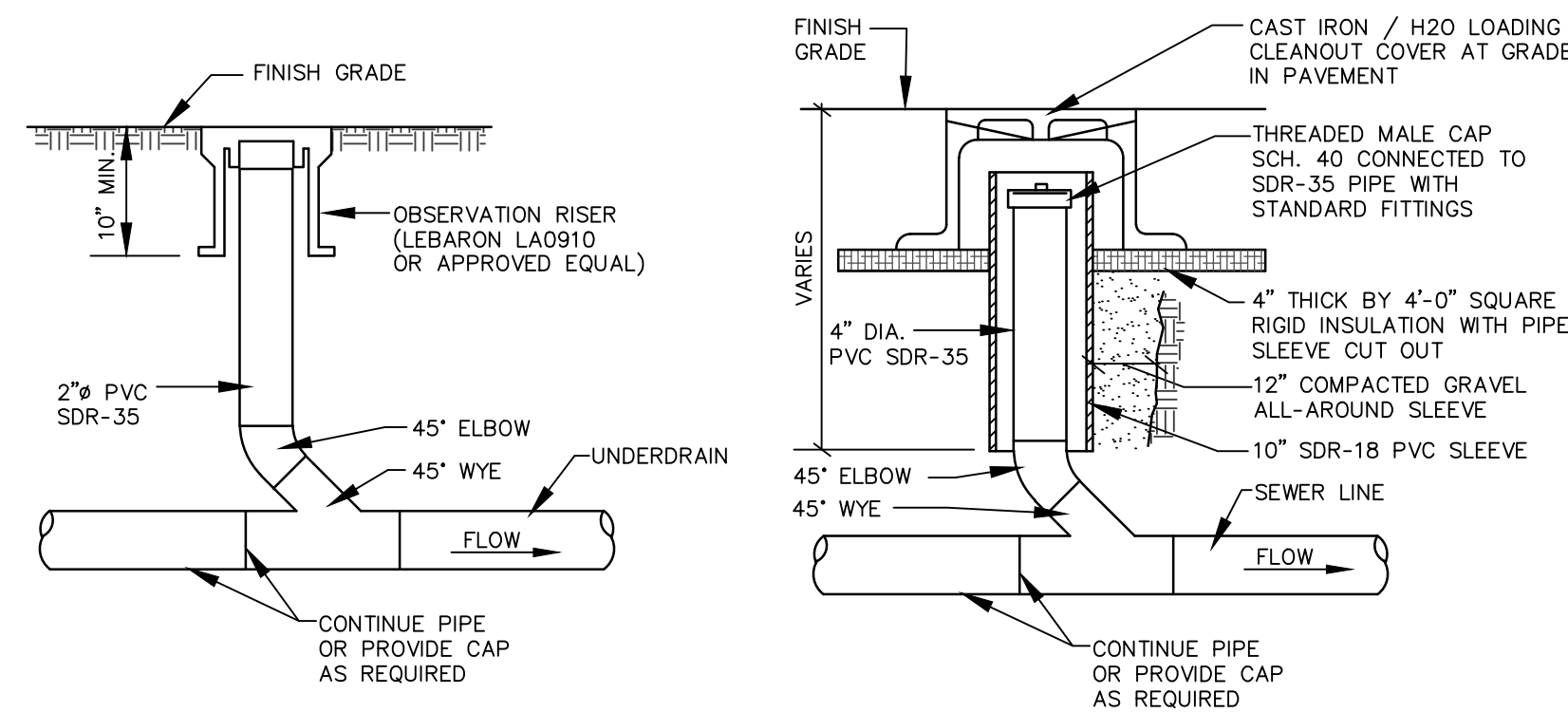
INSTALL HAY LAYER

FILTER FABRIC TO BE MIRAFI 140N OR EQUAL

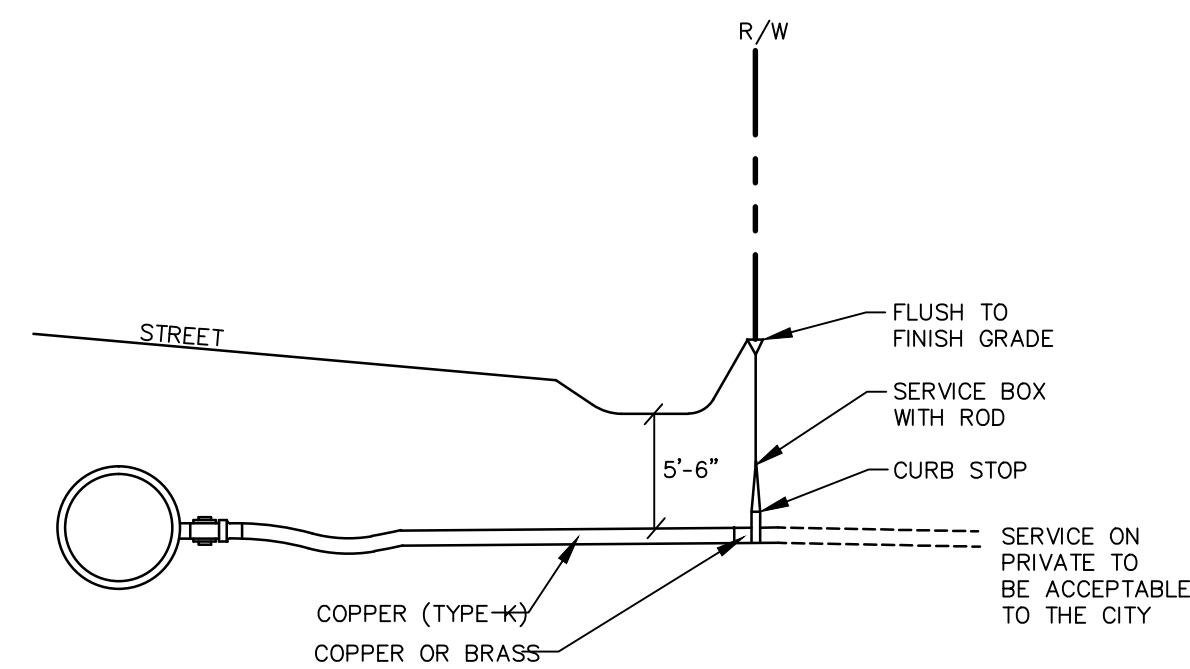
STRUCTURAL FILL

ROOF DRIP EDGE DETAIL

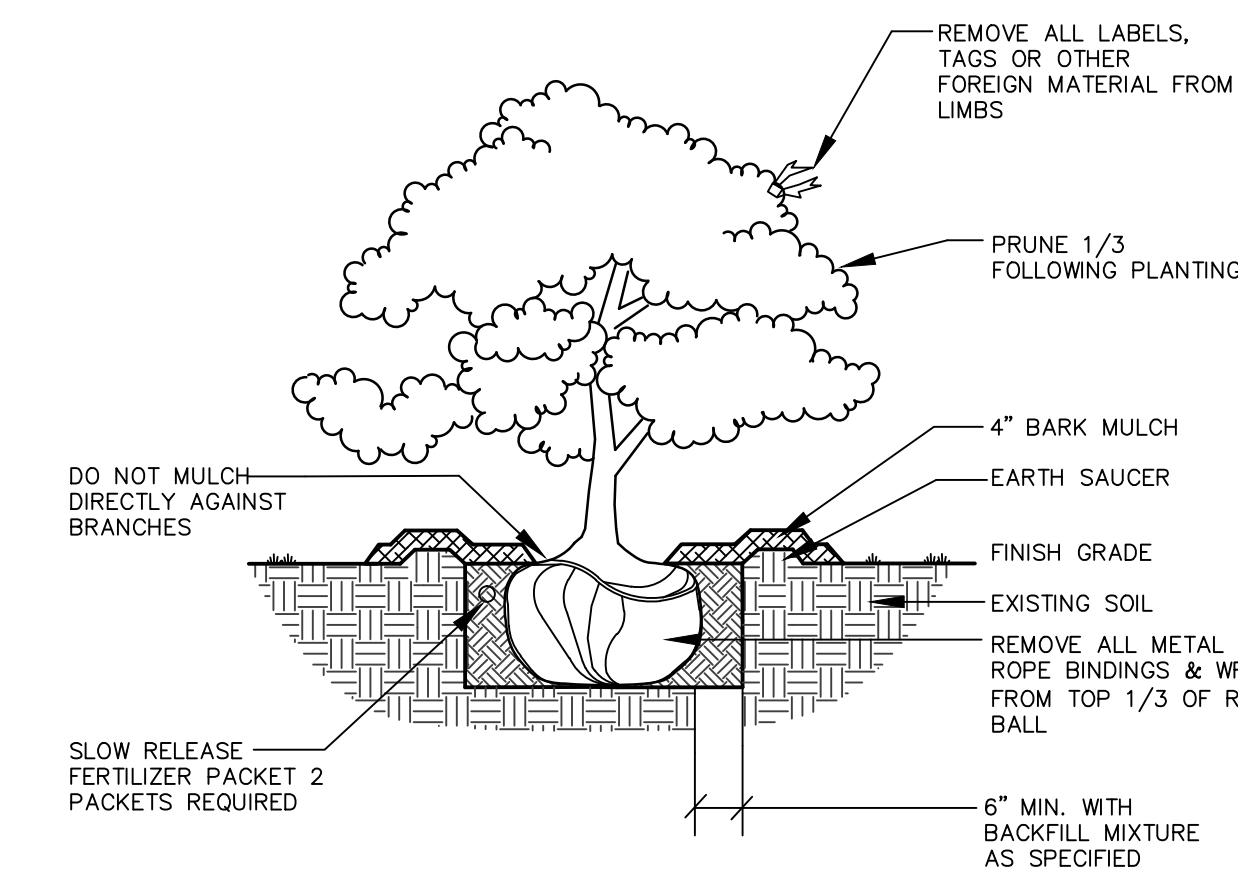
NOT TO SCALE



CLEANOUT IN
GRASSED AREAS
NOT TO SCALE



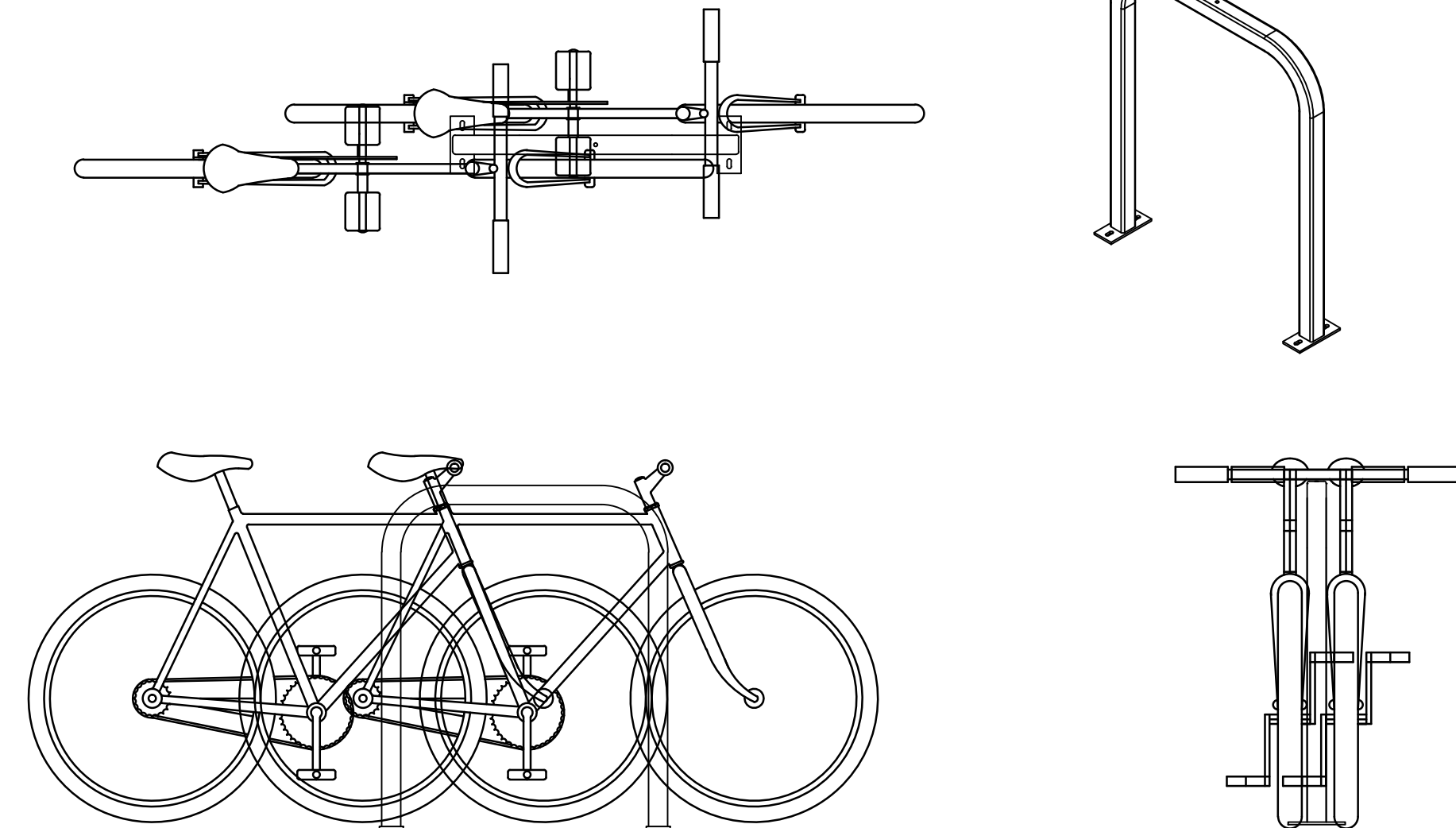
TYPICAL WATER SERVICE CONNECTION



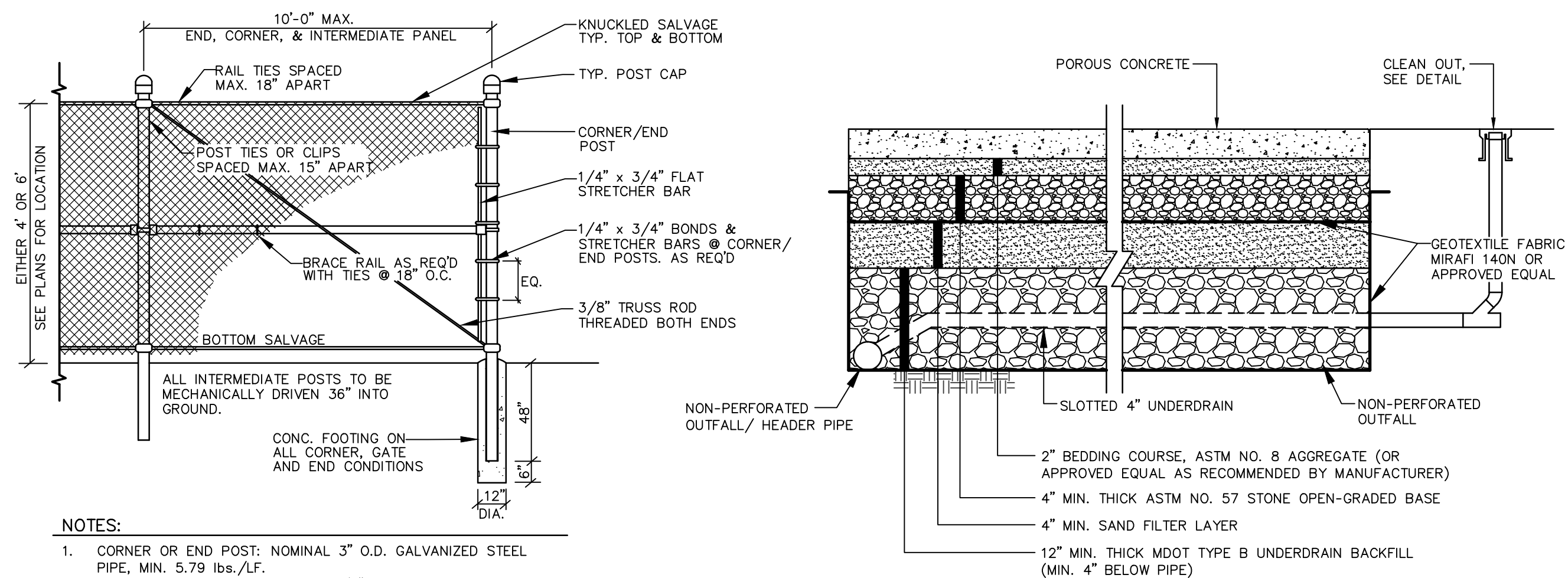
DECIDUOUS & EVERGREEN SHRUB
NOT TO SCALE

1. PLANT QUANTITIES SHOWN ON PLANT LISTS ARE FOR CONVENIENCE TO THE CONTRACTOR ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLANT MATERIAL INSTALLATION AS SHOWN ON PLANS, SIZE AND GRADING STANDARDS OF PLANT MATERIAL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. ALL PLANT MATERIAL SHALL BE FREE FROM ALL DISEASE AND DEFECTS.
2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. PLANTING SHALL INCLUDE: PREPARATION OF PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, MULCHING, WATERING AND FERTILIZING.
3. MAINTENANCE UNTIL ACCEPTANCE BY THE OWNER. PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR FROM THE DATE OF INSTALLATION. PERIOD OF TWO YEARS THEREAFTER BY THE OWNER FROM DATE OF INSTALLATION. DURING THE ONE YEAR GUARANTEED PERIOD, ANY PLANT MATERIAL SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE ONE YEAR PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
4. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING. EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
5. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE UNDERGROUND UTILITIES AND THE EXISTING UTILITY LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO THE OWNER.
6. ALL SUBSOIL BEDS SHALL BE MULCHED WITH 3" CLEAN SHREDDED DASK OR BARK.
7. THE CONTRACTOR SHALL PROVIDE 4" LOAM FOR ALL AREAS TO BE SODDED OR SEEDED. PLANTING AREAS SHALL RECEIVE 12" ROLLED THICKNESS OF LOAM. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR TO AVOID CONFLICTS.
8. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, SPECIES, OR CONDITION, SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
9. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS. PERENNIAL AND ANNUAL FLOWER BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SUBSOIL AND TWO PARTS PLANT MATERIAL. HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR COMPOSTED MANURE OR COMPOST. ROTTEN BEDS TO A DEPTH OF 8 INCHES.

CLEANOUT IN
PAVEMENT AREAS
NOT TO SCALE



DOWNTOWN BIKE RACK
NOT TO SCALE



1. CORNER OR END BUTT: NOMINAL 3" O.D. GALVANIZED STEEL PIPE, MIN. 5.79 lbs./LF.
2. INTERMEDIATE POST: NOMINAL 2-1/2" O.D. GALVANIZED STEEL PIPE, MIN. 3.65 lbs./LF.
3. BRACE (TOP & BOTTOM): NOMINAL 1-5/8" O.D. GALVANIZED STEEL PIPE, MIN. 2.27 lbs./LF.
4. THE OUTSIDE OF THE FENCE FABRIC SHALL BE 3" INSIDE THE EDGE OF PAVEMENT.
5. EACH AND EVERY DIAGONAL BRACE ROD SHALL BE INSTALLED AT EACH 10' CORNER SECTION OF ENCLOSURE.
6. CONCRETE SHALL HAVE MINIMUM COMPRESSIVE STRENGTH (f_c) OF 3,000 psi WITH 6% AIR ENTRAINMENT.
7. SUBMIT SHOP DRAWINGS FOR OWNER'S/ENGINEER'S APPROVAL.
8. FENCE FABRIC, POSTS AND APPURTENANCES SHALL BE VINYL CLAD; COLOR: BLACK

TYPICAL CHAIN LINK FENCE
NOT TO SCALE

1. PAVERS SHALL BE "STORMWATER BRICK" PERMEABLE INTERLOCKING CONCRETE PAVERS 4"X8"X3-1/8" BY GENEST CONCRETE OR APPROVED EQUAL.
2. SEE SPECIFICATIONS FOR PAVEMENT COLOR, INSTALLATION PATTERN AND LOCATION.
3. THE SAND LAYER SHALL BE MINERAL SOIL WITH BETWEEN 4% AND 7% FINES PASSING THE #200 SIEVE.
4. BRING TO SUBGRADE AS REQUIRED WITH COMMON BORROW. COMPACT SUBGRADE TO 95% OF MODIFIED PROCTOR (ASTM D-1557). REFER TO GEOTECHNICAL REPORT.

POROUS CONCRETE SECTION
NOT TO SCALE

DESIGNED		CHECKED	
JRS		JRS	
A	JRS	9/21/16	LEVEL 3 SITE PLAN APPLICATION STATUS:
REV:	BY:	DATE:	THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd.
Suite B
Lewiston, ME 04203
Tel. 207-783-5656

DETAILS

OF: ANDERSON STREET INDUSTRIAL FLEX BUILDING
122 ANDERSON STREET
PORTLAND, MAINE

FOR: ANDERSON STREET REALTY, LLC
322 FORE STREET, THIRD FLOOR
PORTLAND, MAINE 04101

PROJECT NO.	SCALE
16037	1" = 30'

SHEET10 OF12

16037D.dwg, TAB: D-4

Table 1: MDEP GENERAL STANDARD CALCULATIONS

Anderson Street Realty, Inc.

Job #16037

A	B	C	D	E	F	G	H	I	J	K	L	M
AREA ID	WATERSHED SIZE (S.F.)	EXISTING ONSITE IMPERVIOUS AREA (S.F.)	NEW ONSITE IMPERVIOUS AREA (S.F.)	EXISTING ONSITE LANDSCAPED AREA (S.F.)	NEW ONSITE LANDSCAPED AREA (S.F.)	NET NEW DEVELOPED AREA (S.F.)	NET EXISTING DEVELOPED AREA (S.F.)	TREATMENT PROVIDED?	IMPERVIOUS AREA TREATED* (S.F.)	LANDSCAPED AREA TREATED* (S.F.)	DEVELOPED AREA TREATED* (S.F.)	TREATMENT BMP
1S	96,525	61,361	2,567	26,248	6,349	8,916	87,609	YES	63,928	32,597	96,525	Infiltration Basin
2S	23,540	23,413	127	0	0	127	23,413	YES	23,540	0	23,540	Roof Drip Edge
3S	17,259	14,717	0	2,542	0	0	17,259	No	0	0	0	None
4S	4,786	2,193	1,988	347	258	2,246	2,540	YES	4,181	605	4,786	Porous Concrete
TOTAL (S.F.)	142,110	101,684	4,682	29,137	6,607	11,289	130,821		91,649	33,202	124,851	

TOTAL NEW IMPERVIOUS AREA (S.F.)	4,682	TOTAL NEW DEVELOPED AREA (S.F.)	11,289
EXISTING IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	84,774	EXISTING DEV. AREA RECEIVING TREATMENT (S.F.)	111,022
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	91,649	TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)	124,851
TOTAL IMPERVIOUS AREA (S.F.)	106,366	TOTAL DEV. AREA (S.F.)	142,110
% OF IMPERVIOUS AREA RECEIVING TREATMENT	86.16%	% OF DEV. AREA RECEIVING TREATMENT	87.86%

Net New Development Area (G)= D + F = G

Net Existing Development Area (H)= C + E = H

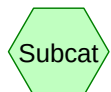
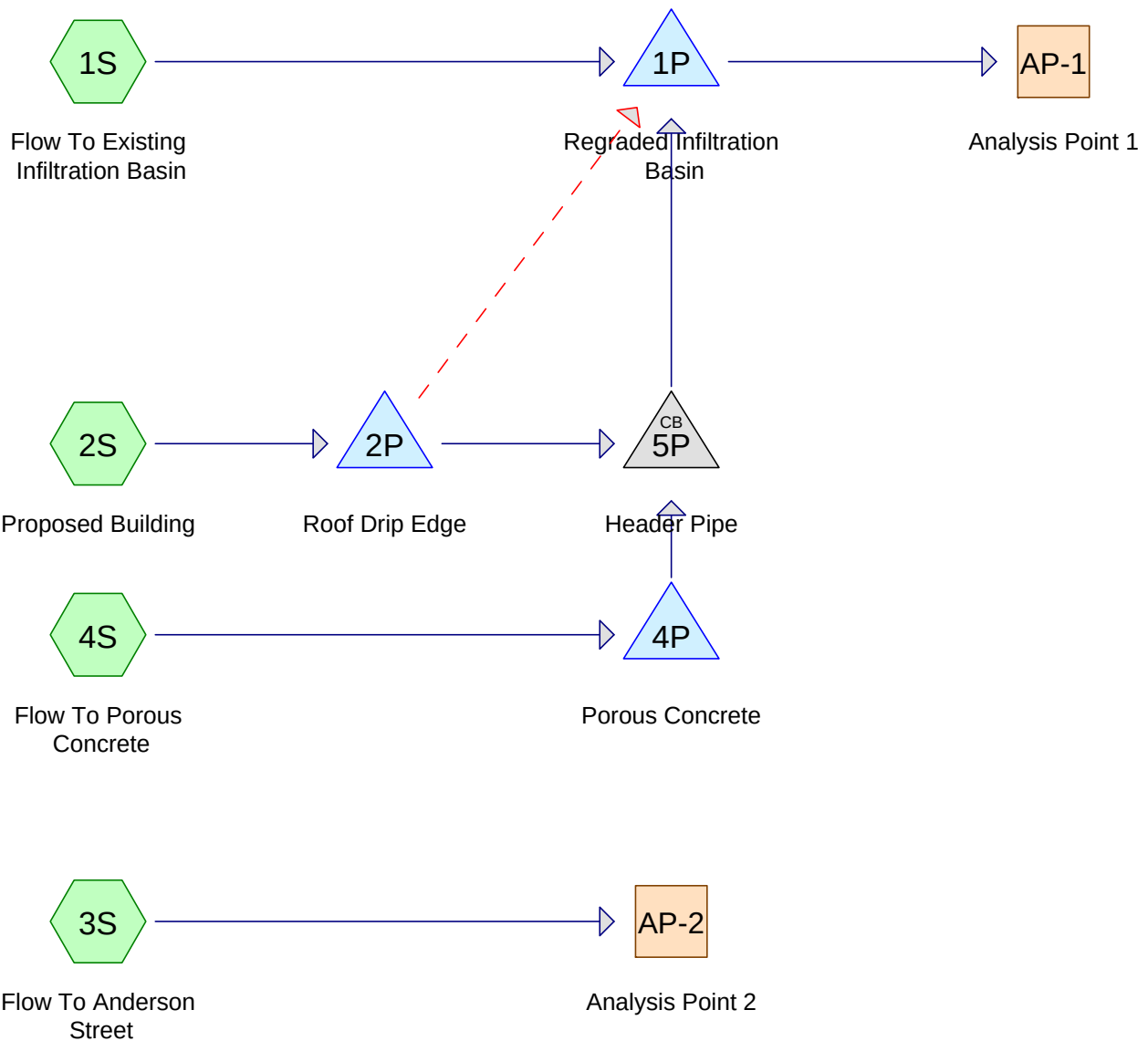
SEBAGO TECHNICS, INC.
 75 John Roberts Road, Suite 1A
 South Portland, ME 04106
(207) 856-0277 FAX (207) 856-2206

JOB	16037		
SHEET NO.	1	OF	1
CALCULATED BY	BJB	DATE	12/20/2016
CHECKED BY	JRS		
FILE NAME	16037 WQV CALCS	PRINT DATE	2/8/2017

MDEP Site Location of Development Submission

Note: Permeable Pavers are sized in accordance with Chapter 7.7 of the Maine Department of Environmental Protection BMPs Technical Design Manual, latest revision

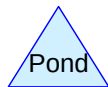
Treatment Calculations for Proposed Porous Concrete									
WQV Calculation									
(WQV = Water Quality Volume)									
Total Impervious Area =						4,181.0	sf		
Total Landscaped Area=						605.0	sf		
Total Watershed Area=						4,786.0	sf		
Area of Porous Concrete=						3,823.0	sf		
WQV Required= 1" x Impervious Area + 0.4"x Landscape Area =						368.6	cf		
Total Depth of Open Graded Base (Reservoir Coarse Varies)=						4.0	in.		
Porosity=	40.0%								
WQV within Reservoir Coarse=						509.7	c.f.		
Maximum Run-on Flow Path=						9	l.f.		
Filter Layer Depth Required=						3.2	in.		
Filter Layer Depth Provided=						4.0	in.		
Porosity=	30.0%								
WQV within Filter Layer=						382.3	c.f.		
WQV Provided=						892.0	c.f.		



Subcat



Reach



Pond



Link

Routing Diagram for 16037 Post Development

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Page 2

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
35,744	39	>75% Grass cover, Good, HSG A (1S, 3S, 4S)
4,263	96	Gravel surface, HSG A (1S, 2S)
69,543	98	Paved parking, HSG A (1S, 2S, 3S, 4S)
32,560	98	Roofs, HSG A (1S, 2S, 3S)
142,110	83	TOTAL AREA

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Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
142,110	HSG A	1S, 2S, 3S, 4S
0	HSG B	
0	HSG C	
0	HSG D	
0	Other	
142,110		TOTAL AREA

16037 Post Development

Type III 24-hr 2-YR Rainfall=3.10"

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Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Flow To Existing Runoff Area=96,525 sf 62.78% Impervious Runoff Depth=1.20"
Flow Length=308' Tc=6.0 min CN=78 Runoff=3.05 cfs 9,657 cf

Subcatchment2S: Proposed Building Runoff Area=23,540 sf 96.05% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=1.62 cfs 5,626 cf

Subcatchment3S: Flow To Anderson Runoff Area=17,259 sf 85.27% Impervious Runoff Depth=1.99"
Flow Length=95' Slope=0.0200 '/' Tc=6.0 min CN=89 Runoff=0.92 cfs 2,863 cf

Subcatchment4S: Flow To Porous Concrete Runoff Area=4,786 sf 87.36% Impervious Runoff Depth=2.16"
Tc=6.0 min CN=91 Runoff=0.27 cfs 863 cf

Reach AP-1: Analysis Point 1 Inflow=0.00 cfs 0 cf
Outflow=0.00 cfs 0 cf

Reach AP-2: Analysis Point 2 Inflow=0.92 cfs 2,863 cf
Outflow=0.92 cfs 2,863 cf

Pond 1P: Regraded Infiltration Basin Peak Elev=6.52' Storage=5,952 cf Inflow=4.15 cfs 16,146 cf
Discarded=0.53 cfs 16,146 cf Primary=0.00 cfs 0 cf Outflow=0.53 cfs 16,146 cf

Pond 2P: Roof Drip Edge Peak Elev=9.03' Storage=638 cf Inflow=1.62 cfs 5,626 cf
Primary=0.94 cfs 5,626 cf Secondary=0.00 cfs 0 cf Outflow=0.94 cfs 5,626 cf

Pond 4P: Porous Concrete Peak Elev=8.85' Storage=31 cf Inflow=0.27 cfs 863 cf
Outflow=0.21 cfs 863 cf

Pond 5P: Header Pipe Peak Elev=7.29' Inflow=1.16 cfs 6,489 cf
8.0" Round Culvert n=0.013 L=32.0' S=0.0050 '/' Outflow=1.16 cfs 6,489 cf

Total Runoff Area = 142,110 sf Runoff Volume = 19,009 cf Average Runoff Depth = 1.61"
28.15% Pervious = 40,007 sf 71.85% Impervious = 102,103 sf

16037 Post Development

Type III 24-hr 10-YR Rainfall=4.60"

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Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Flow To Existing Runoff Area=96,525 sf 62.78% Impervious Runoff Depth=2.38"
Flow Length=308' Tc=6.0 min CN=78 Runoff=6.17 cfs 19,109 cf

Subcatchment2S: Proposed Building Runoff Area=23,540 sf 96.05% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=2.43 cfs 8,560 cf

Subcatchment3S: Flow To Anderson Runoff Area=17,259 sf 85.27% Impervious Runoff Depth=3.39"
Flow Length=95' Slope=0.0200 '/' Tc=6.0 min CN=89 Runoff=1.54 cfs 4,876 cf

Subcatchment4S: Flow To Porous Concrete Runoff Area=4,786 sf 87.36% Impervious Runoff Depth=3.59"
Tc=6.0 min CN=91 Runoff=0.45 cfs 1,434 cf

Reach AP-1: Analysis Point 1 Inflow=0.00 cfs 0 cf
Outflow=0.00 cfs 0 cf

Reach AP-2: Analysis Point 2 Inflow=1.54 cfs 4,876 cf
Outflow=1.54 cfs 4,876 cf

Pond 1P: Regraded Infiltration Basin Peak Elev=7.24' Storage=13,226 cf Inflow=7.40 cfs 29,103 cf
Discarded=0.60 cfs 29,103 cf Primary=0.00 cfs 0 cf Outflow=0.60 cfs 29,103 cf

Pond 2P: Roof Drip Edge Peak Elev=10.01' Storage=1,163 cf Inflow=2.43 cfs 8,560 cf
Primary=1.13 cfs 8,560 cf Secondary=0.00 cfs 0 cf Outflow=1.13 cfs 8,560 cf

Pond 4P: Porous Concrete Peak Elev=8.92' Storage=130 cf Inflow=0.45 cfs 1,434 cf
Outflow=0.21 cfs 1,434 cf

Pond 5P: Header Pipe Peak Elev=7.53' Inflow=1.35 cfs 9,994 cf
8.0" Round Culvert n=0.013 L=32.0' S=0.0050 '/' Outflow=1.35 cfs 9,994 cf

Total Runoff Area = 142,110 sf Runoff Volume = 33,979 cf Average Runoff Depth = 2.87"
28.15% Pervious = 40,007 sf 71.85% Impervious = 102,103 sf

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Type III 24-hr 25-YR Rainfall=5.80"

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Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Flow To Existing Runoff Area=96,525 sf 62.78% Impervious Runoff Depth=3.40"
Flow Length=308' Tc=6.0 min CN=78 Runoff=8.84 cfs 27,372 cf

Subcatchment2S: Proposed Building Runoff Area=23,540 sf 96.05% Impervious Runoff Depth=5.56"
Tc=6.0 min CN=98 Runoff=3.07 cfs 10,911 cf

Subcatchment3S: Flow To Anderson Runoff Area=17,259 sf 85.27% Impervious Runoff Depth=4.54"
Flow Length=95' Slope=0.0200 '/' Tc=6.0 min CN=89 Runoff=2.03 cfs 6,532 cf

Subcatchment4S: Flow To Porous Concrete Runoff Area=4,786 sf 87.36% Impervious Runoff Depth=4.76"
Tc=6.0 min CN=91 Runoff=0.58 cfs 1,899 cf

Reach AP-1: Analysis Point 1 Inflow=0.00 cfs 0 cf
Outflow=0.00 cfs 0 cf

Reach AP-2: Analysis Point 2 Inflow=2.03 cfs 6,532 cf
Outflow=2.03 cfs 6,532 cf

Pond 1P: Regraded Infiltration Basin Peak Elev=7.85' Storage=20,115 cf Inflow=10.18 cfs 40,182 cf
Discarded=0.67 cfs 40,182 cf Primary=0.00 cfs 0 cf Outflow=0.67 cfs 40,182 cf

Pond 2P: Roof Drip Edge Peak Elev=10.94' Storage=1,663 cf Inflow=3.07 cfs 10,911 cf
Primary=1.29 cfs 10,911 cf Secondary=0.00 cfs 0 cf Outflow=1.29 cfs 10,911 cf

Pond 4P: Porous Concrete Peak Elev=8.99' Storage=248 cf Inflow=0.58 cfs 1,899 cf
Outflow=0.21 cfs 1,899 cf

Pond 5P: Header Pipe Peak Elev=7.78' Inflow=1.50 cfs 12,810 cf
8.0" Round Culvert n=0.013 L=32.0' S=0.0050 '/' Outflow=1.50 cfs 12,810 cf

Total Runoff Area = 142,110 sf Runoff Volume = 46,714 cf Average Runoff Depth = 3.94"
28.15% Pervious = 40,007 sf 71.85% Impervious = 102,103 sf

16037 Post Development

Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Subcatchment 1S: Flow To Existing Infiltration Basin

Runoff = 8.84 cfs @ 12.09 hrs, Volume= 27,372 cf, Depth= 3.40"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
8,873	98	Roofs, HSG A
51,723	98	Paved parking, HSG A
3,332	96	Gravel surface, HSG A
32,597	39	>75% Grass cover, Good, HSG A
96,525	78	Weighted Average
35,929		37.22% Pervious Area
60,596		62.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.0	71	0.0180	1.21		Sheet Flow, Smooth surfaces n= 0.011 P2= 3.10"
0.1	13	0.2000	3.13		Shallow Concentrated Flow, Short Grass Pasture Kv= 7.0 fps
1.0	224	0.0130	3.75	18.74	Trap/Vee/Rect Channel Flow, Bot.W=1.00' D=1.00' Z= 4.0 '/' Top.W=9.00' n= 0.030 Earth, grassed & winding
3.9					Direct Entry, Direct Entry
6.0	308	Total			

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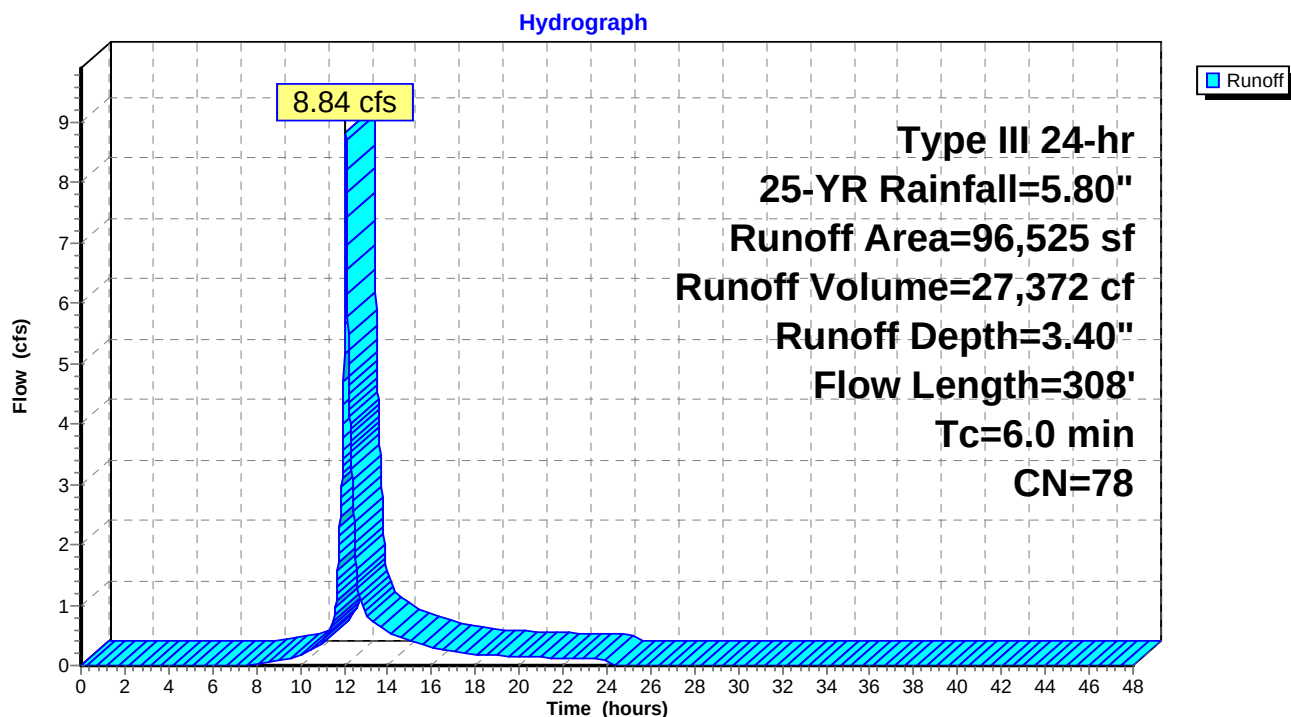
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Type III 24-hr 25-YR Rainfall=5.80"

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Subcatchment 1S: Flow To Existing Infiltration Basin



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Subcatchment 2S: Proposed Building

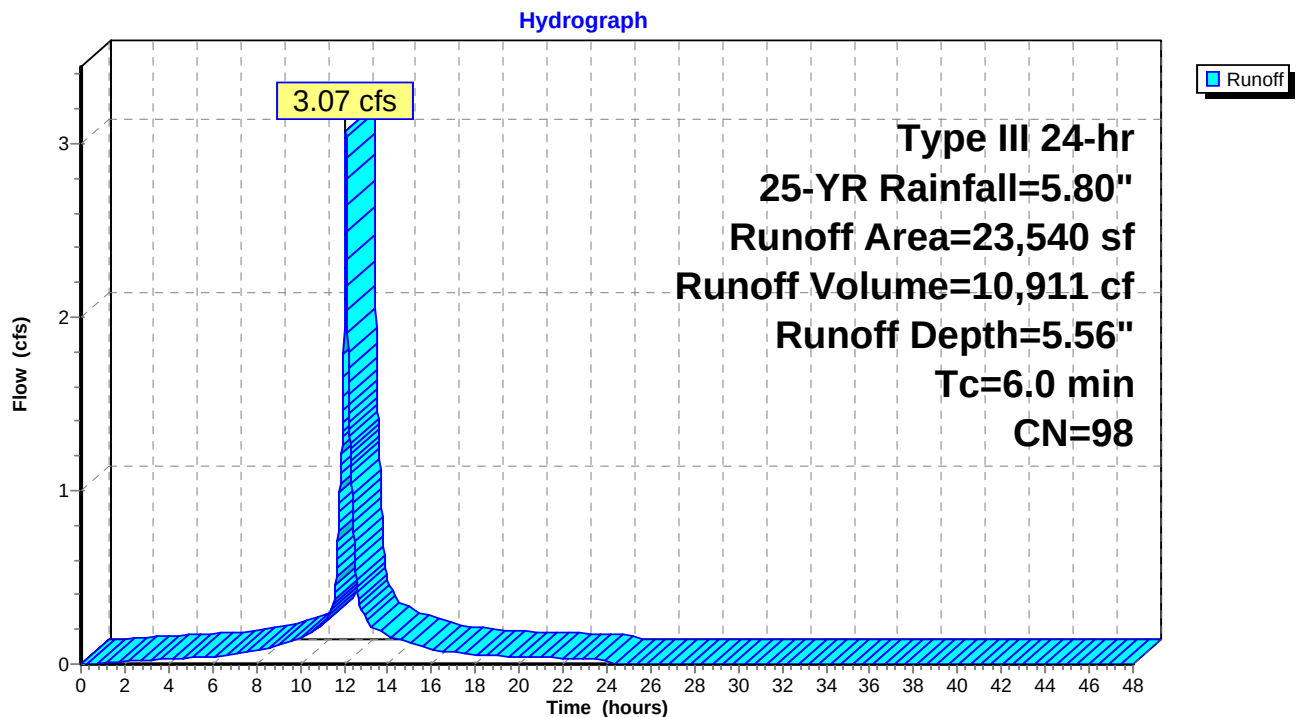
Runoff = 3.07 cfs @ 12.08 hrs, Volume= 10,911 cf, Depth= 5.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
22,544	98	Roofs, HSG A
931	96	Gravel surface, HSG A
65	98	Paved parking, HSG A
23,540	98	Weighted Average
931		3.95% Pervious Area
22,609		96.05% Impervious Area

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

Subcatchment 2S: Proposed Building



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Type III 24-hr 25-YR Rainfall=5.80"

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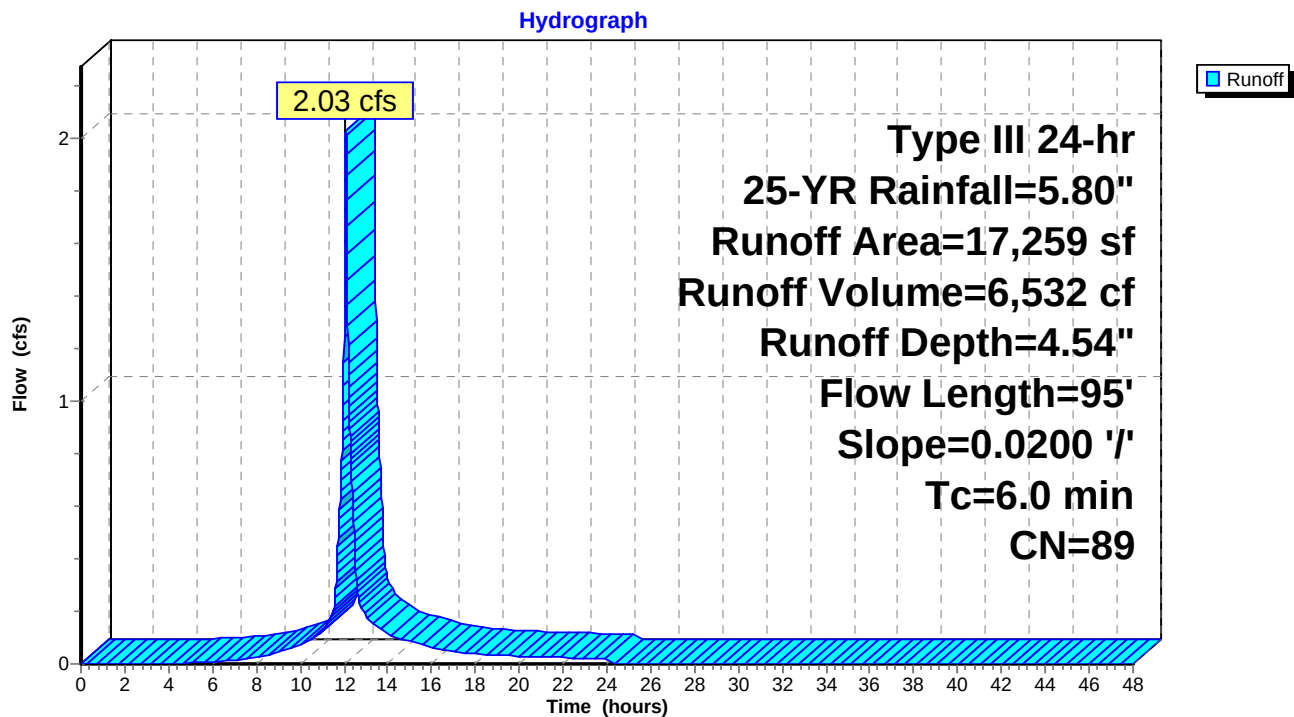
Summary for Subcatchment 3S: Flow To Anderson Street

Runoff = 2.03 cfs @ 12.08 hrs, Volume= 6,532 cf, Depth= 4.54"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
1,143	98	Roofs, HSG A
13,574	98	Paved parking, HSG A
2,542	39	>75% Grass cover, Good, HSG A
17,259	89	Weighted Average
2,542		14.73% Pervious Area
14,717		85.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	95	0.0200	1.34		Sheet Flow, Smooth surfaces n= 0.011 P2= 3.10"
4.8					Direct Entry, Direct Entry
6.0	95	Total			

Subcatchment 3S: Flow To Anderson Street

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Type III 24-hr 25-YR Rainfall=5.80"

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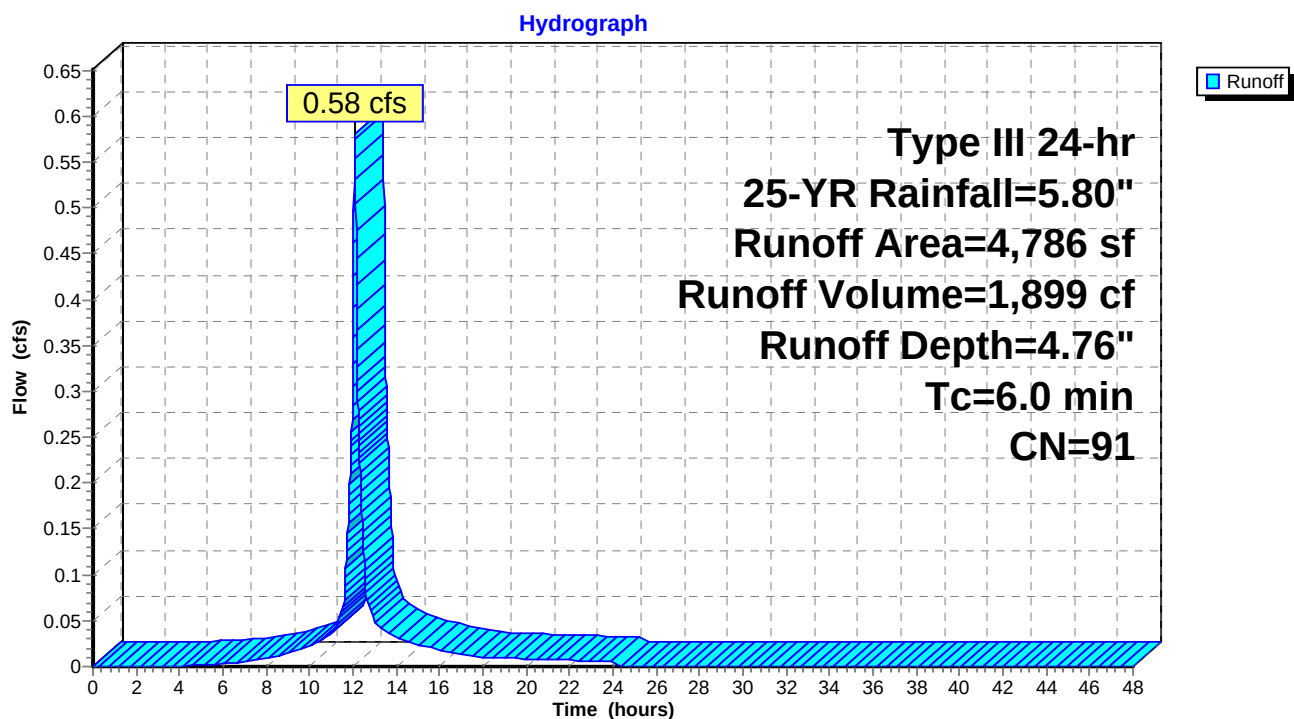
Summary for Subcatchment 4S: Flow To Porous Concrete

Runoff = 0.58 cfs @ 12.08 hrs, Volume= 1,899 cf, Depth= 4.76"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
4,181	98	Paved parking, HSG A
605	39	>75% Grass cover, Good, HSG A
4,786	91	Weighted Average
605		12.64% Pervious Area
4,181		87.36% Impervious Area

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

Subcatchment 4S: Flow To Porous Concrete

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Type III 24-hr 25-YR Rainfall=5.80"

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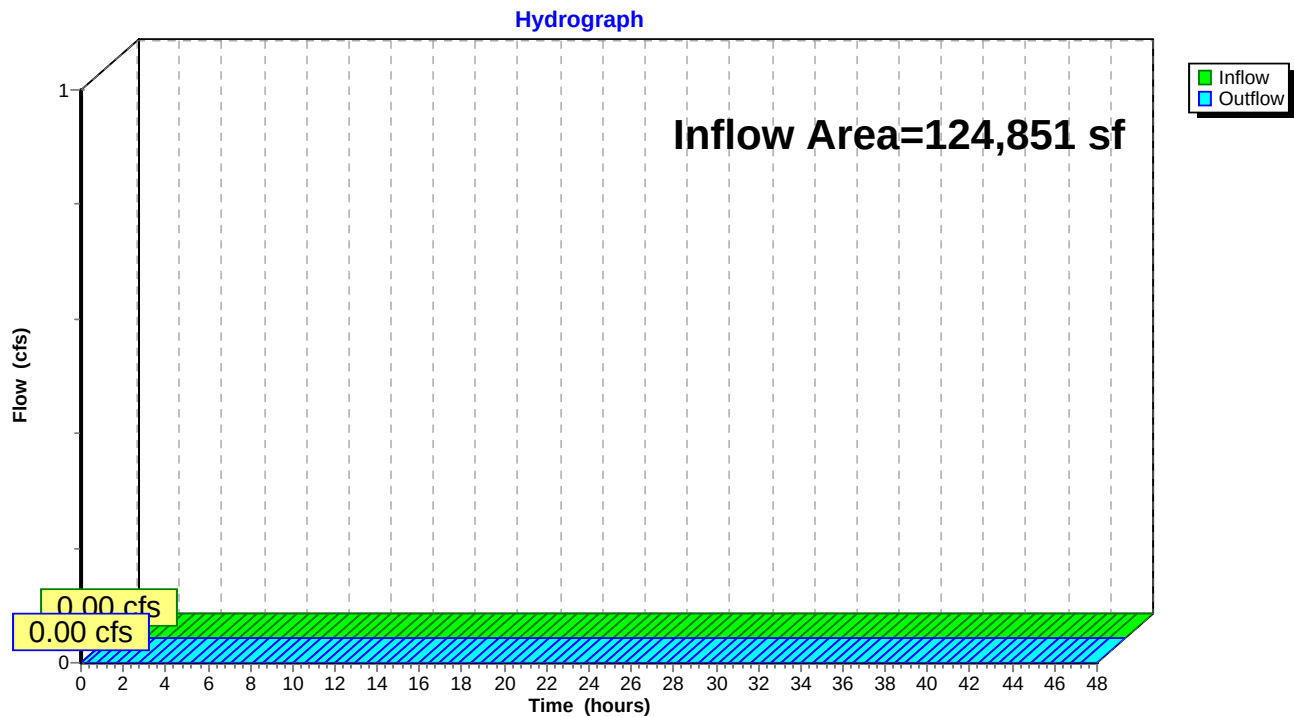
Page 8

Summary for Reach AP-1: Analysis Point 1

Inflow Area = 124,851 sf, 69.99% Impervious, Inflow Depth = 0.00" for 25-YR event
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Reach AP-1: Analysis Point 1



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Type III 24-hr 25-YR Rainfall=5.80"

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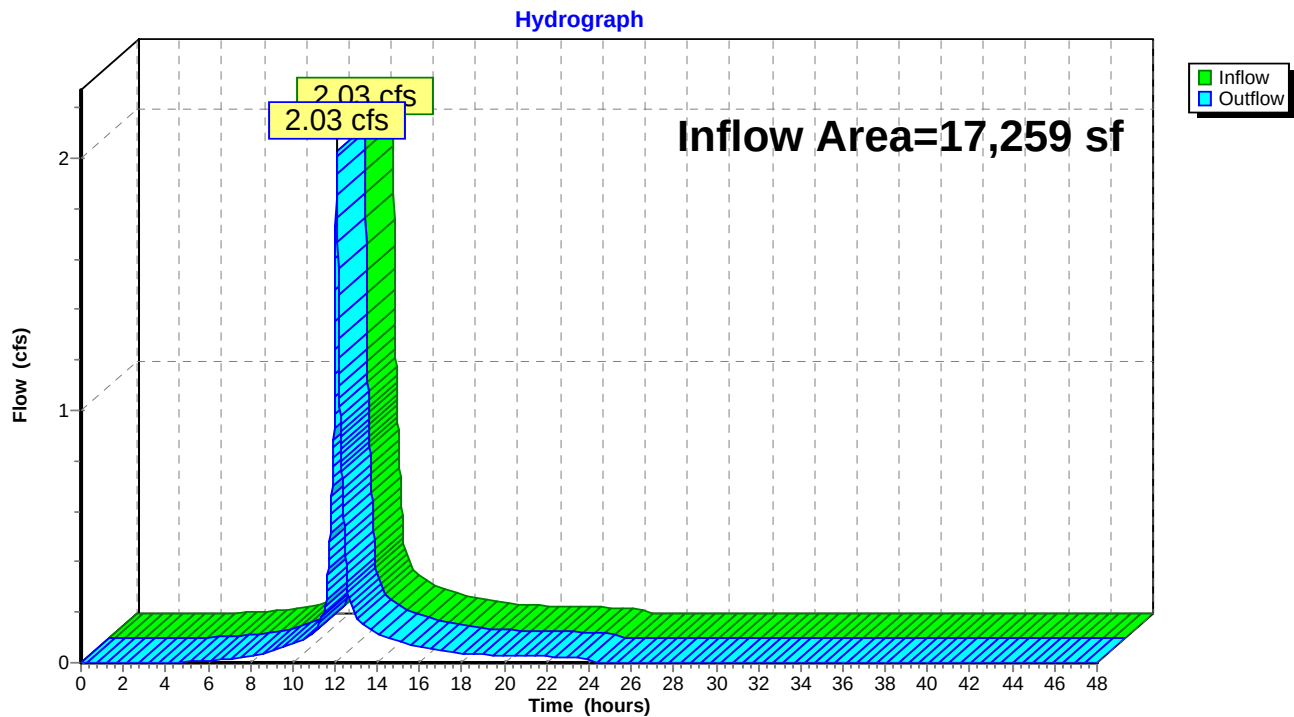
Page 9

Summary for Reach AP-2: Analysis Point 2

Inflow Area = 17,259 sf, 85.27% Impervious, Inflow Depth = 4.54" for 25-YR event
Inflow = 2.03 cfs @ 12.08 hrs, Volume= 6,532 cf
Outflow = 2.03 cfs @ 12.08 hrs, Volume= 6,532 cf, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Reach AP-2: Analysis Point 2



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 1P: Regraded Infiltration Basin

Inflow Area = 124,851 sf, 69.99% Impervious, Inflow Depth = 3.86" for 25-YR event
 Inflow = 10.18 cfs @ 12.09 hrs, Volume= 40,182 cf
 Outflow = 0.67 cfs @ 14.40 hrs, Volume= 40,182 cf, Atten= 93%, Lag= 138.9 min
 Discarded = 0.67 cfs @ 14.40 hrs, Volume= 40,182 cf
 Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
 Peak Elev= 7.85' @ 14.40 hrs Surf.Area= 12,025 sf Storage= 20,115 cf
 Flood Elev= 9.50' Surf.Area= 17,373 sf Storage= 36,845 cf

Plug-Flow detention time= 308.8 min calculated for 40,173 cf (100% of inflow)
 Center-of-Mass det. time= 308.8 min (1,111.9 - 803.1)

Volume	Invert	Avail.Storage	Storage Description
#1	5.80'	36,845 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
5.80	4,413	0	0
6.00	8,409	1,282	1,282
7.00	10,340	9,375	10,657
8.00	12,332	11,336	21,993
9.00	17,373	14,853	36,845

Device	Routing	Invert	Outlet Devices
#1	Discarded	5.80'	2.410 in/hr Infiltration over Surface area
#2	Primary	9.00'	5.0' long x 4.0' breadth Broad-Crested Rectangular Weir
			Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00
			2.50 3.00 3.50 4.00 4.50 5.00 5.50
			Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66
			2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Discarded OutFlow Max=0.67 cfs @ 14.40 hrs HW=7.85' (Free Discharge)

↑**1=Infiltration** (Exfiltration Controls 0.67 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=5.80' (Free Discharge)

↑**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

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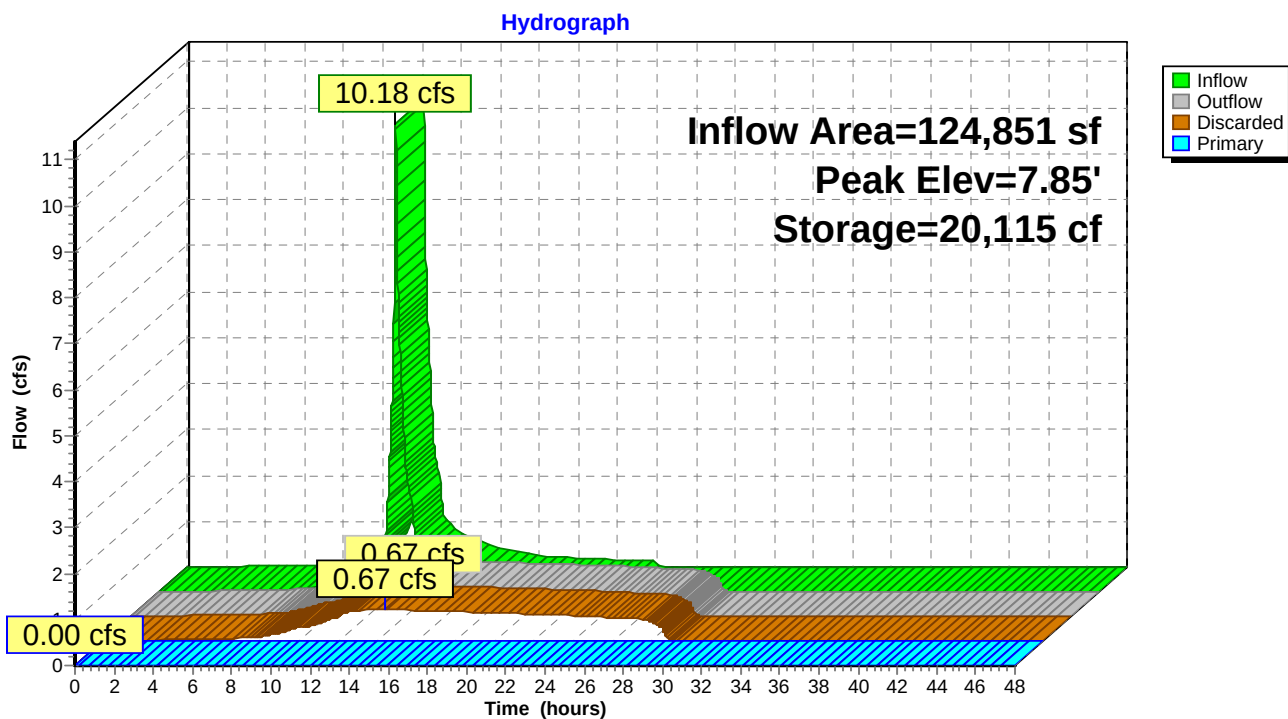
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Type III 24-hr 25-YR Rainfall=5.80"

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Pond 1P: Regraded Infiltration Basin



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 2P: Roof Drip Edge

Inflow Area = 23,540 sf, 96.05% Impervious, Inflow Depth = 5.56" for 25-YR event
 Inflow = 3.07 cfs @ 12.08 hrs, Volume= 10,911 cf
 Outflow = 1.29 cfs @ 12.28 hrs, Volume= 10,911 cf, Atten= 58%, Lag= 11.6 min
 Primary = 1.29 cfs @ 12.28 hrs, Volume= 10,911 cf
 Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
 Peak Elev= 10.94' @ 12.28 hrs Surf.Area= 1,340 sf Storage= 1,663 cf
 Flood Elev= 11.05' Surf.Area= 1,340 sf Storage= 1,702 cf

Plug-Flow detention time= 16.3 min calculated for 10,909 cf (100% of inflow)
 Center-of-Mass det. time= 16.3 min (762.0 - 745.7)

Volume	Invert	Avail.Storage	Storage Description	
#1	7.84'	1,702 cf	Custom Stage Data (Prismatic) Listed below (Recalc)	
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
7.84	1,340	0.0	0	0
7.85	1,340	40.0	5	5
8.00	1,340	40.0	80	86
9.00	1,340	40.0	536	622
10.00	1,340	40.0	536	1,158
10.99	1,340	40.0	531	1,688
11.00	1,340	100.0	13	1,702

Device	Routing	Invert	Outlet Devices
#1	Primary	7.82'	8.0" Round Outlet Pipe L= 332.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 7.82' / 6.16' S= 0.0050 '/ Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.35 sf
#2	Secondary	11.00'	332.0' long x 3.0' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 Coef. (English) 2.44 2.58 2.68 2.67 2.65 2.64 2.64 2.68 2.68 2.72 2.81 2.92 2.97 3.07 3.32

Primary OutFlow Max=1.29 cfs @ 12.28 hrs HW=10.94' (Free Discharge)

↑ **1=Outlet Pipe** (Barrel Controls 1.29 cfs @ 3.70 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=7.84' (Free Discharge)

↑ **2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

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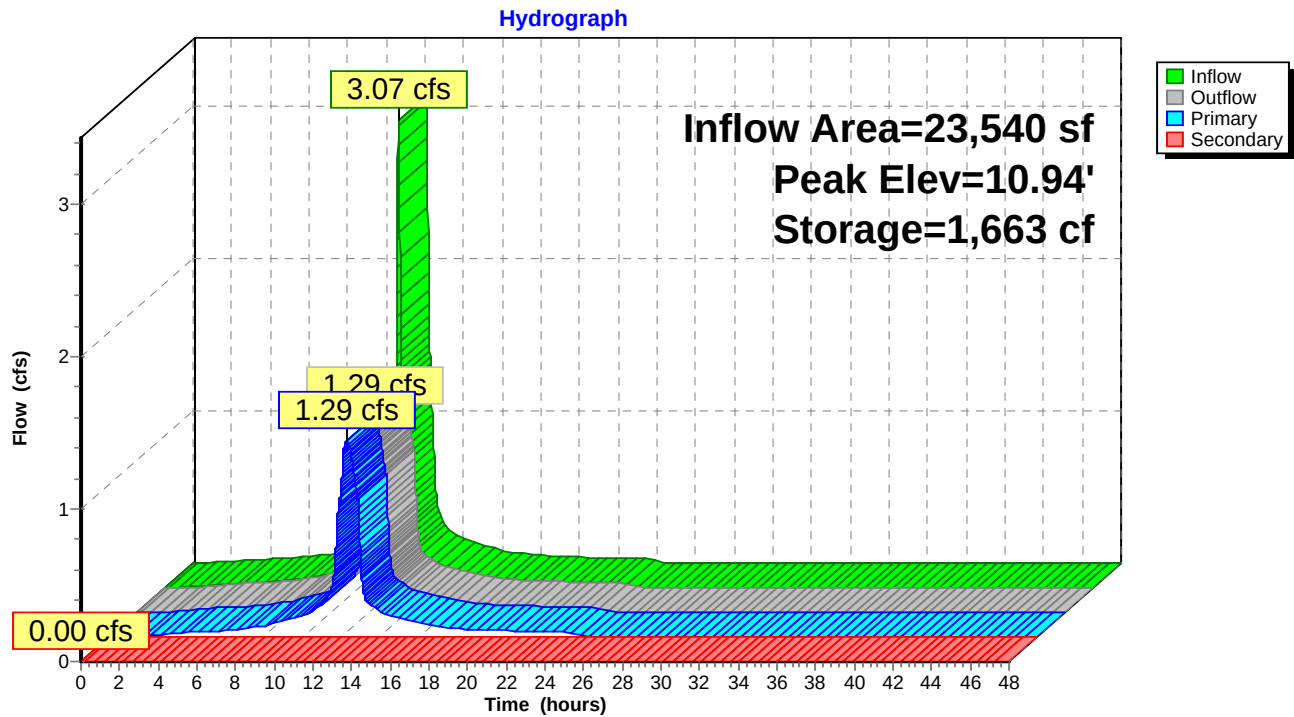
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Type III 24-hr 25-YR Rainfall=5.80"

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Pond 2P: Roof Drip Edge



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 4P: Porous Concrete

Inflow Area = 4,786 sf, 87.36% Impervious, Inflow Depth = 4.76" for 25-YR event
 Inflow = 0.58 cfs @ 12.08 hrs, Volume= 1,899 cf
 Outflow = 0.21 cfs @ 11.91 hrs, Volume= 1,899 cf, Atten= 63%, Lag= 0.0 min
 Primary = 0.21 cfs @ 11.91 hrs, Volume= 1,899 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
 Peak Elev= 8.99' @ 12.33 hrs Surf.Area= 3,823 sf Storage= 248 cf
 Flood Elev= 11.05' Surf.Area= 3,823 sf Storage= 4,144 cf

Plug-Flow detention time= 5.5 min calculated for 1,899 cf (100% of inflow)
 Center-of-Mass det. time= 5.5 min (787.6 - 782.1)

Volume	Invert	Avail.Storage	Storage Description
#1	8.83'	4,144 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
8.83	3,823	0.0	0	0
8.84	3,823	40.0	15	15
10.49	3,823	40.0	2,523	2,538
10.50	3,823	10.0	4	2,542
10.59	3,823	10.0	34	2,577
11.00	3,823	100.0	1,567	4,144

Device	Routing	Invert	Outlet Devices
#1	Primary	7.25'	4.0" Round Culvert L= 8.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 7.25' / 6.10' S= 0.1438 ' / ' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.09 sf
#2	Device 1	8.83'	2.410 in/hr Filtration over Surface area

Primary OutFlow Max=0.21 cfs @ 11.91 hrs HW=8.84' (Free Discharge)

↑ **1=Culvert** (Passes 0.21 cfs of 0.50 cfs potential flow)

↑ **2=Filtration** (Exfiltration Controls 0.21 cfs)

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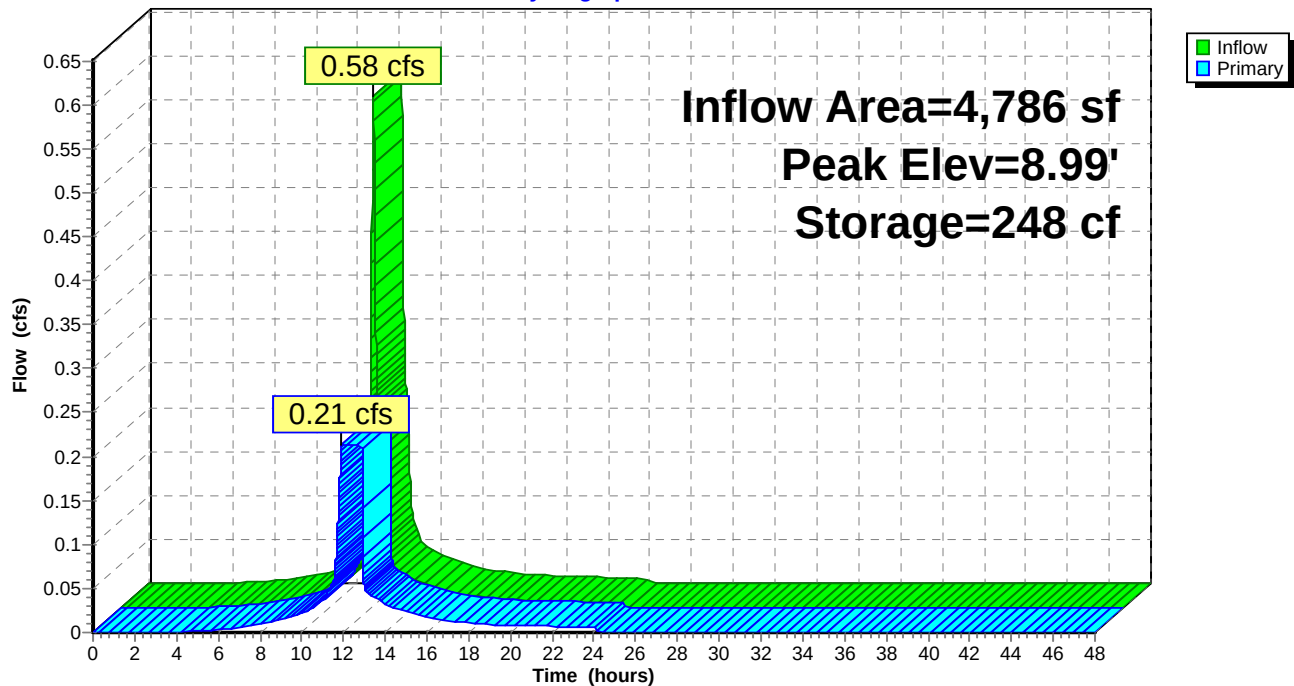
Type III 24-hr 25-YR Rainfall=5.80"

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Pond 4P: Porous Concrete

Hydrograph



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 5P: Header Pipe

Inflow Area = 28,326 sf, 94.58% Impervious, Inflow Depth = 5.43" for 25-YR event
Inflow = 1.50 cfs @ 12.28 hrs, Volume= 12,810 cf
Outflow = 1.50 cfs @ 12.28 hrs, Volume= 12,810 cf, Atten= 0%, Lag= 0.0 min
Primary = 1.50 cfs @ 12.28 hrs, Volume= 12,810 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Peak Elev= 7.78' @ 12.28 hrs

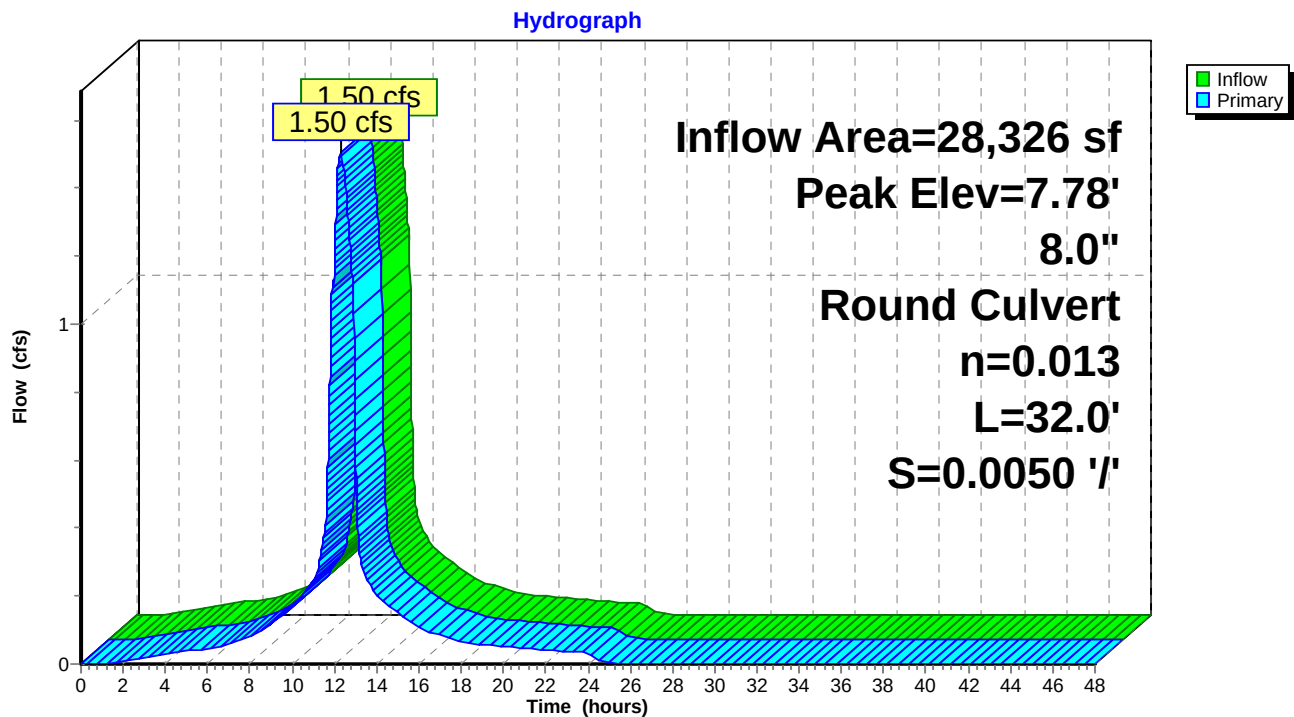
Flood Elev= 11.00'

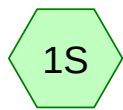
Device	Routing	Invert	Outlet Devices
#1	Primary	6.16'	8.0" Round 8" Header Pipe L= 32.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 6.16' / 6.00' S= 0.0050 '/ Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.35 sf

Primary OutFlow Max=1.50 cfs @ 12.28 hrs HW=7.78' (Free Discharge)

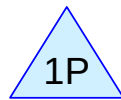
↑ **1=8" Header Pipe** (Inlet Controls 1.50 cfs @ 4.31 fps)

Pond 5P: Header Pipe





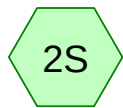
Flow To Existing
Infiltration Basin



Existing Infiltration Basin



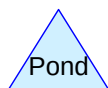
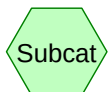
Analysis Point 1



Flow To Anderson
Street



Analysis Point 2



Routing Diagram for 16037 Pre Development

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Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
35,187	39	>75% Grass cover, Good, HSG A (1S, 2S)
54,400	96	Gravel surface, HSG A (1S)
42,507	98	Paved parking, HSG A (1S, 2S)
10,016	98	Roofs, HSG A (1S, 2S)
142,110	83	TOTAL AREA

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Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
142,110	HSG A	1S, 2S
0	HSG B	
0	HSG C	
0	HSG D	
0	Other	
142,110		TOTAL AREA

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Type III 24-hr 2-YR Rainfall=3.10"

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Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Flow To Existing

Runoff Area=124,851 sf 30.01% Impervious Runoff Depth=1.46"
Flow Length=418' Tc=6.0 min CN=82 Runoff=4.88 cfs 15,171 cf

Subcatchment2S: Flow To Anderson

Runoff Area=17,259 sf 87.23% Impervious Runoff Depth=2.08"
Flow Length=95' Slope=0.0200 '/' Tc=6.0 min CN=90 Runoff=0.96 cfs 2,986 cf

Reach AP-1: Analysis Point 1

Inflow=0.00 cfs 0 cf
Outflow=0.00 cfs 0 cf

Reach AP-2: Analysis Point 2

Inflow=0.96 cfs 2,986 cf
Outflow=0.96 cfs 2,986 cf

Pond 1P: Existing Infiltration Basin

Peak Elev=6.55' Storage=5,800 cf Inflow=4.88 cfs 15,171 cf
Discarded=0.51 cfs 15,173 cf Primary=0.00 cfs 0 cf Outflow=0.51 cfs 15,173 cf

Total Runoff Area = 142,110 sf Runoff Volume = 18,157 cf Average Runoff Depth = 1.53"
63.04% Pervious = 89,587 sf 36.96% Impervious = 52,523 sf

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Type III 24-hr 10-YR Rainfall=4.60"

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Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Flow To Existing

Runoff Area=124,851 sf 30.01% Impervious Runoff Depth=2.72"
Flow Length=418' Tc=6.0 min CN=82 Runoff=9.15 cfs 28,341 cf

Subcatchment2S: Flow To Anderson

Runoff Area=17,259 sf 87.23% Impervious Runoff Depth=3.49"
Flow Length=95' Slope=0.0200 '/' Tc=6.0 min CN=90 Runoff=1.57 cfs 5,022 cf

Reach AP-1: Analysis Point 1

Inflow=0.00 cfs 0 cf
Outflow=0.00 cfs 0 cf

Reach AP-2: Analysis Point 2

Inflow=1.57 cfs 5,022 cf
Outflow=1.57 cfs 5,022 cf

Pond 1P: Existing Infiltration Basin

Peak Elev=7.29' Storage=13,234 cf Inflow=9.15 cfs 28,341 cf
Discarded=0.62 cfs 28,345 cf Primary=0.00 cfs 0 cf Outflow=0.62 cfs 28,345 cf

Total Runoff Area = 142,110 sf Runoff Volume = 33,362 cf Average Runoff Depth = 2.82"
63.04% Pervious = 89,587 sf 36.96% Impervious = 52,523 sf

16037 Pre Development

Type III 24-hr 25-YR Rainfall=5.80"

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Page 1

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Flow To Existing

Runoff Area=124,851 sf 30.01% Impervious Runoff Depth=3.80"
Flow Length=418' Tc=6.0 min CN=82 Runoff=12.69 cfs 39,573 cf

Subcatchment2S: Flow To Anderson

Runoff Area=17,259 sf 87.23% Impervious Runoff Depth=4.65"
Flow Length=95' Slope=0.0200 '/' Tc=6.0 min CN=90 Runoff=2.06 cfs 6,690 cf

Reach AP-1: Analysis Point 1

Inflow=0.00 cfs 0 cf
Outflow=0.00 cfs 0 cf

Reach AP-2: Analysis Point 2

Inflow=2.06 cfs 6,690 cf
Outflow=2.06 cfs 6,690 cf

Pond 1P: Existing Infiltration Basin

Peak Elev=7.87' Storage=20,185 cf Inflow=12.69 cfs 39,573 cf
Discarded=0.71 cfs 39,574 cf Primary=0.00 cfs 0 cf Outflow=0.71 cfs 39,574 cf

Total Runoff Area = 142,110 sf Runoff Volume = 46,263 cf Average Runoff Depth = 3.91"
63.04% Pervious = 89,587 sf 36.96% Impervious = 52,523 sf

16037 Pre Development

Type III 24-hr 25-YR Rainfall=5.80"

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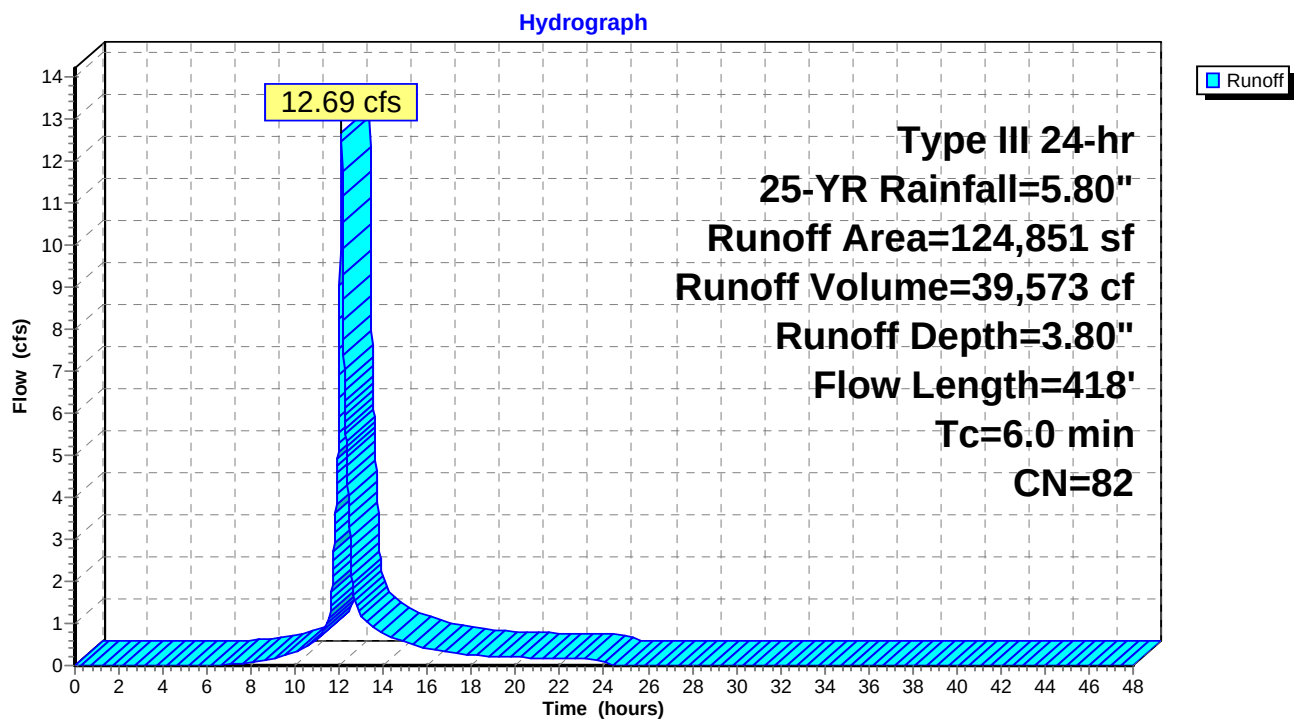
Summary for Subcatchment 1S: Flow To Existing Infiltration Basin

Runoff = 12.69 cfs @ 12.09 hrs, Volume= 39,573 cf, Depth= 3.80"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
8,873	98	Roofs, HSG A
28,595	98	Paved parking, HSG A
54,400	96	Gravel surface, HSG A
32,983	39	>75% Grass cover, Good, HSG A
124,851	82	Weighted Average
87,383		69.99% Pervious Area
37,468		30.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.6	66	0.0450	1.72		Sheet Flow, Smooth surfaces n= 0.011 P2= 3.10"
3.2	94	0.0050	0.49		Shallow Concentrated Flow, Short Grass Pasture Kv= 7.0 fps
1.2	258	0.0155	3.51	17.54	Trap/Vee/Rect Channel Flow, Bot.W=1.00' D=1.00' Z= 4.0 '/' Top.W=9.00' n= 0.035 Earth, dense weeds
1.0					Direct Entry, Direct Entry
6.0	418	Total			

Subcatchment 1S: Flow To Existing Infiltration Basin

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Type III 24-hr 25-YR Rainfall=5.80"

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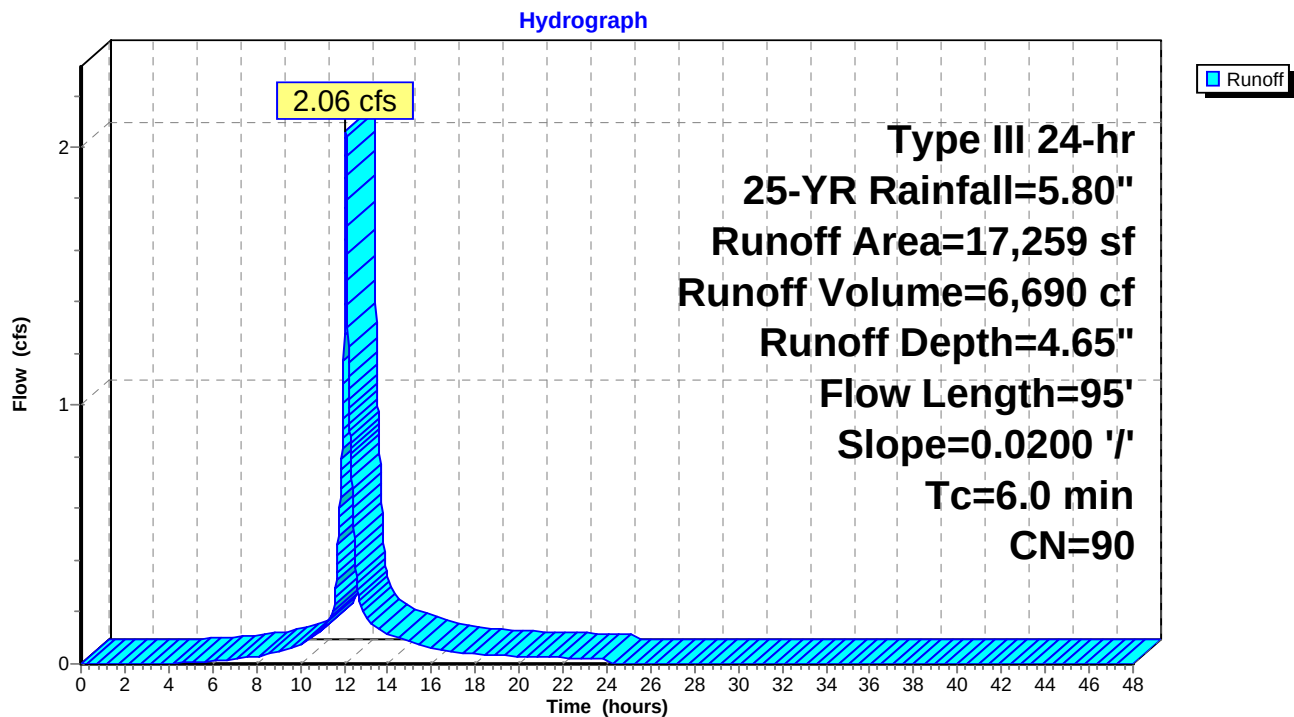
Summary for Subcatchment 2S: Flow To Anderson Street

Runoff = 2.06 cfs @ 12.08 hrs, Volume= 6,690 cf, Depth= 4.65"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
1,143	98	Roofs, HSG A
13,912	98	Paved parking, HSG A
2,204	39	>75% Grass cover, Good, HSG A
17,259	90	Weighted Average
2,204		12.77% Pervious Area
15,055		87.23% Impervious Area

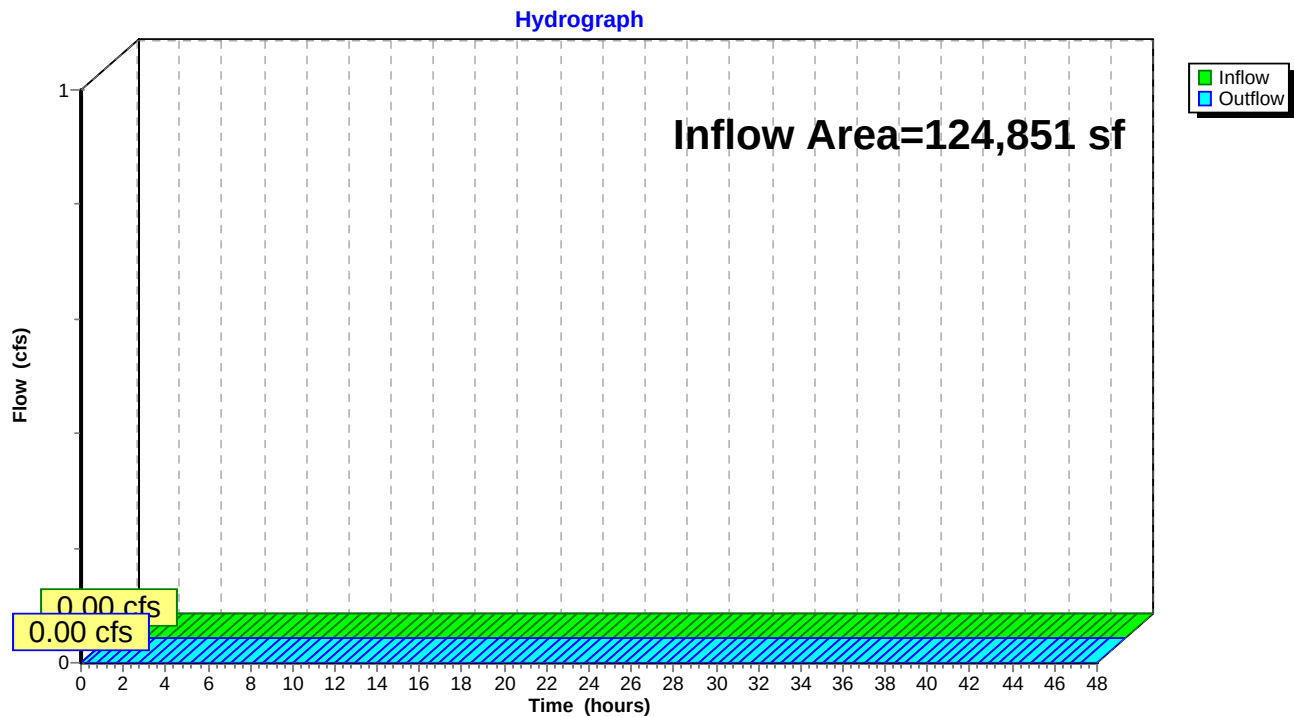
Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	95	0.0200	1.34		Sheet Flow, Smooth surfaces n= 0.011 P2= 3.10"
4.8					Direct Entry, Direct Entry
6.0	95	Total			

Subcatchment 2S: Flow To Anderson Street

Summary for Reach AP-1: Analysis Point 1

Inflow Area = 124,851 sf, 30.01% Impervious, Inflow Depth = 0.00" for 25-YR event
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Atten= 0%, Lag= 0.0 min

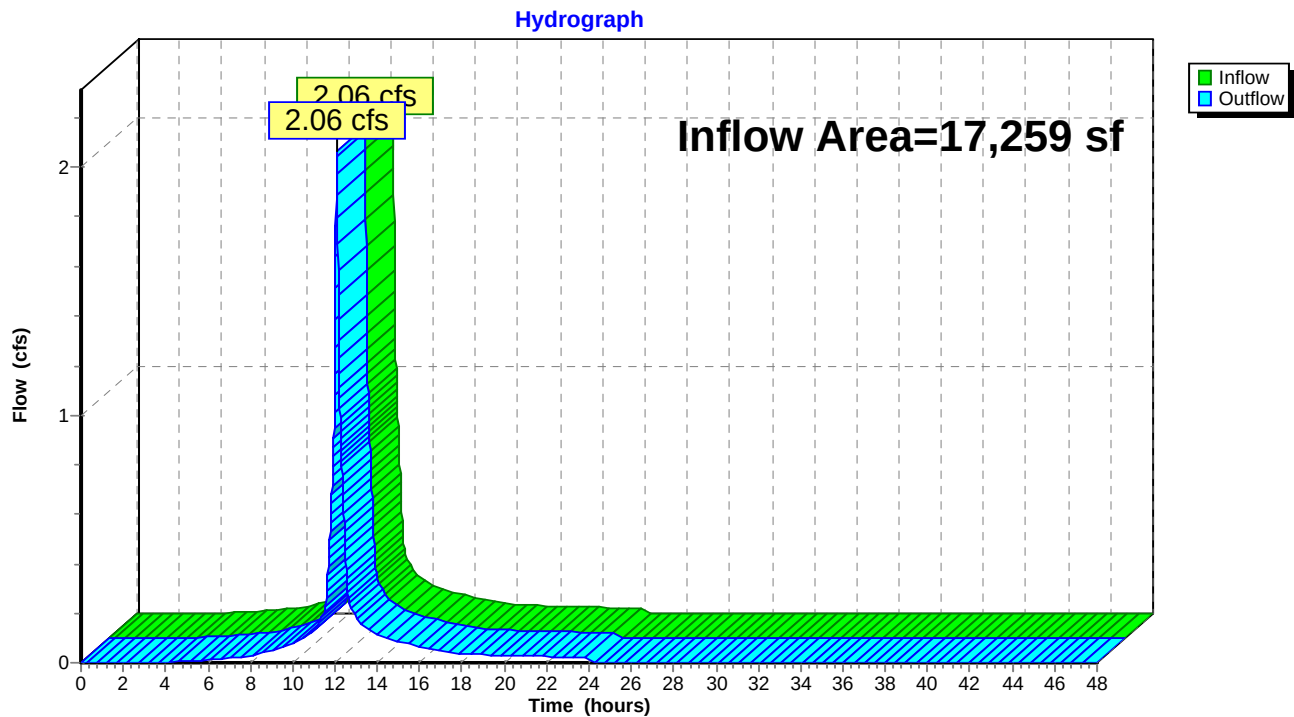
Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs / 2

Reach AP-1: Analysis Point 1

Summary for Reach AP-2: Analysis Point 2

Inflow Area = 17,259 sf, 87.23% Impervious, Inflow Depth = 4.65" for 25-YR event
Inflow = 2.06 cfs @ 12.08 hrs, Volume= 6,690 cf
Outflow = 2.06 cfs @ 12.08 hrs, Volume= 6,690 cf, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs / 2

Reach AP-2: Analysis Point 2

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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 1P: Existing Infiltration Basin

Inflow Area = 124,851 sf, 30.01% Impervious, Inflow Depth = 3.80" for 25-YR event
 Inflow = 12.69 cfs @ 12.09 hrs, Volume= 39,573 cf
 Outflow = 0.71 cfs @ 14.22 hrs, Volume= 39,574 cf, Atten= 94%, Lag= 128.2 min
 Discarded = 0.71 cfs @ 14.22 hrs, Volume= 39,574 cf
 Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs / 2

Peak Elev= 7.87' @ 14.22 hrs Surf.Area= 12,645 sf Storage= 20,185 cf

Flood Elev= 9.50' Surf.Area= 18,425 sf Storage= 37,545 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)

Center-of-Mass det. time= 308.7 min (1,119.0 - 810.3)

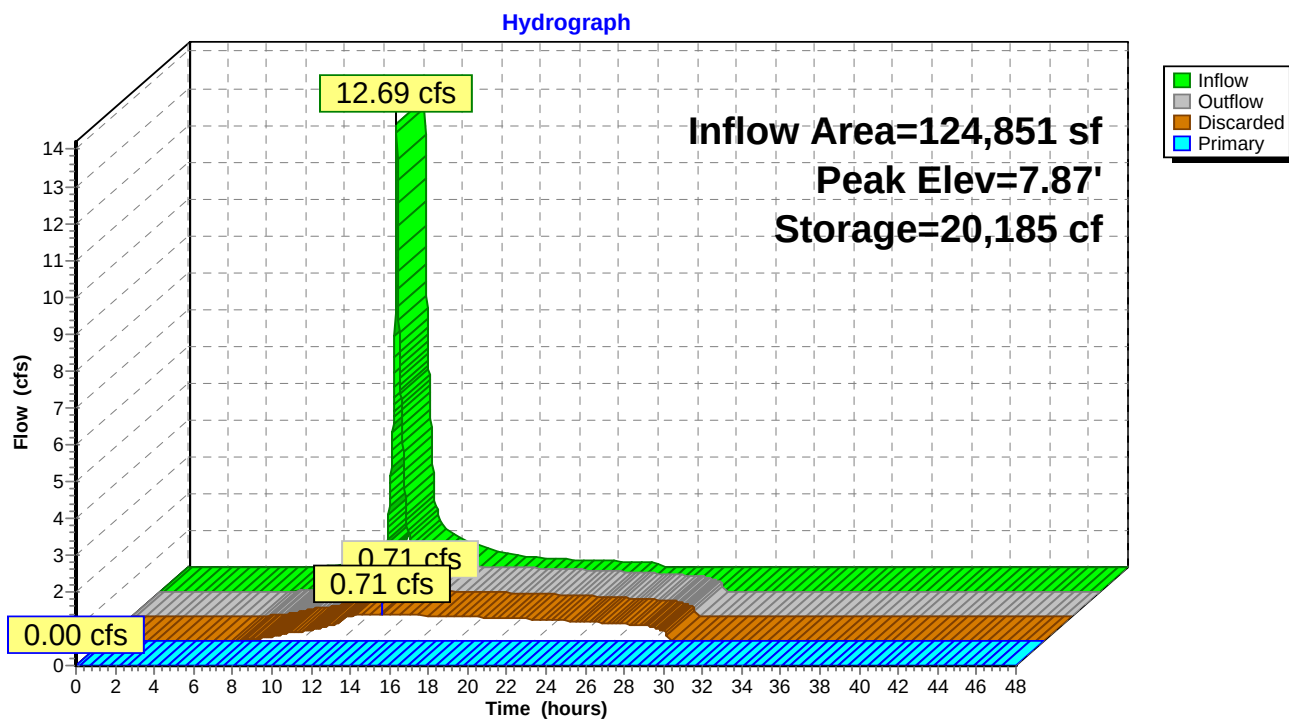
Volume	Invert	Avail.Storage	Storage Description
#1	5.80'	37,545 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
5.80	4,413	0	0
6.00	7,557	1,197	1,197
7.00	10,375	8,966	10,163
8.00	12,982	11,679	21,842
9.00	18,425	15,704	37,545

Device	Routing	Invert	Outlet Devices
#1	Discarded	5.80'	2.410 in/hr Infiltration over Surface area
#2	Primary	9.00'	5.0' long x 4.0' breadth Broad-Crested Rectangular Weir
			Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00
			2.50 3.00 3.50 4.00 4.50 5.00 5.50
			Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66
			2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Discarded OutFlow Max=0.71 cfs @ 14.22 hrs HW=7.87' (Free Discharge)↑**1=Infiltration** (Exfiltration Controls 0.71 cfs)**Primary OutFlow** Max=0.00 cfs @ 0.00 hrs HW=5.80' TW=0.00' (Dynamic Tailwater)↑**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 1P: Existing Infiltration Basin



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MDEP Redevelopment Land Use
Anderson Steet Realty, Inc.
Job #16037

Land Use (Pollutant Ranking)	Existing Conditions (Ac)	Existing Condition Pollutant Ranking	Existing Condition Weighted Average	Proposed Conditions (Ac)	Proposed Condition Pollutant Ranking	Proposed Condition Weighted Average
High use parking lots (5)	0.000	5	0.00	0.000	5	0.00
Medium use parking lots (4)	0.000	4	0.00	0.000	4	0.00
Parking lots and driveways, Flat Asphalt rooftops (3)	2.447	3	7.34	1.800	3	5.40
Other rooftops, Bikeways, Grassed areas mowed more that twice per year, walkways/foot traffic only pavement (2)	0.058	2	0.12	1.203	2	2.41
Non-grass landscaped areas, Stormwater treatment/storage systems (1)	0.757	1	0.76	0.260	1	0.26
Forest, Meadow mowed no more than twice per year (0)	0.000	0	0.00	0.000	0	0.00
Total (Ac.)	3.262			3.262		
			Total Existing Impact Rating		Total Proposed Impact Rating	
			8.21			8.06

Existing Impact Rating /Total Redevelopment Acres	2.518
Proposed Impact Rating /Total Redevelopment Acres	2.472
Ranked Impact Change due to Redevelopment	0.046

Ranked Impact Change due to Redevelopment of between ≥ 0.0 to ≤ 1.0 require 60% of the developed areas to be treated as stated in Table 3 of Chapter 500 Stormwater Management



CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Section 9

Traffic Estimation

Project Description

Based on the site plan proposed, the proposed 122 Anderson Street development consists of a 22,400 sf industrial warehouse building in a multi-tenant building. The development is to be located on a vacant parcel of land at 122 Anderson Street in Portland, Maine. There is an existing use similar to what is proposed consuming two buildings with a combined footprint of 2216 SF. The entire site will now consist of 24,616 SF of similar uses.

Trip Generation

Proposed trip generation has been calculated utilizing the 7th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Land Use Code (LUC) 150, General Warehousing has been chosen for the 22,400 sf of industrial/commercial storage and 2216 SF of existing space, to determine trip generation associated with the proposed site. Tables 1, below, summarize the calculations:

Table 1
Proposed Trip Generation
Land Use Code 150, 24,616 sf Warehousing

By Square Footage	Square Footage	Rate (Trips / 1,000 sf)	Total Trips
Weekday AM Peak Hour of Generator	24,616	$T=0.57(X)$	15
Weekday PM Peak Hour of Generator	22,400	$T=0.61(X)$	15
Saturday Peak Hour of Generator	22,400	$T=0.12(X)$	3
Sunday Peak Hour of Generator	22,400	$T=0.07(X)$	2

Overall, the proposed development will be well under the minimum threshold of 100 peak hour trips and thus will not require a Traffic Movement Permit from the MaineDOT.

16037

Public Notice Neighborhood Meeting

Please join us for a Neighborhood Meeting to discuss our development plans for:

Anderson Street Realty Inc. **For the proposed site development for a 22,400 SF. Industrial/Commercial Flex-Multi-unit, one story building and parking improvements, located at 122 Anderson Street in Portland.**

Date: **Tuesday, October 25, 2016**

Time: **6:00 PM**

Location: **Portland Public Library
Meeting Room #3
5 Monument Square, Portland, ME**

The City code requires that property owners within 1000 feet of the proposed development when the project is located in an industrial zone, and includes 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 questions, please call James Seymour, P.E., Sebago Technics, Inc., (207-200-2083).

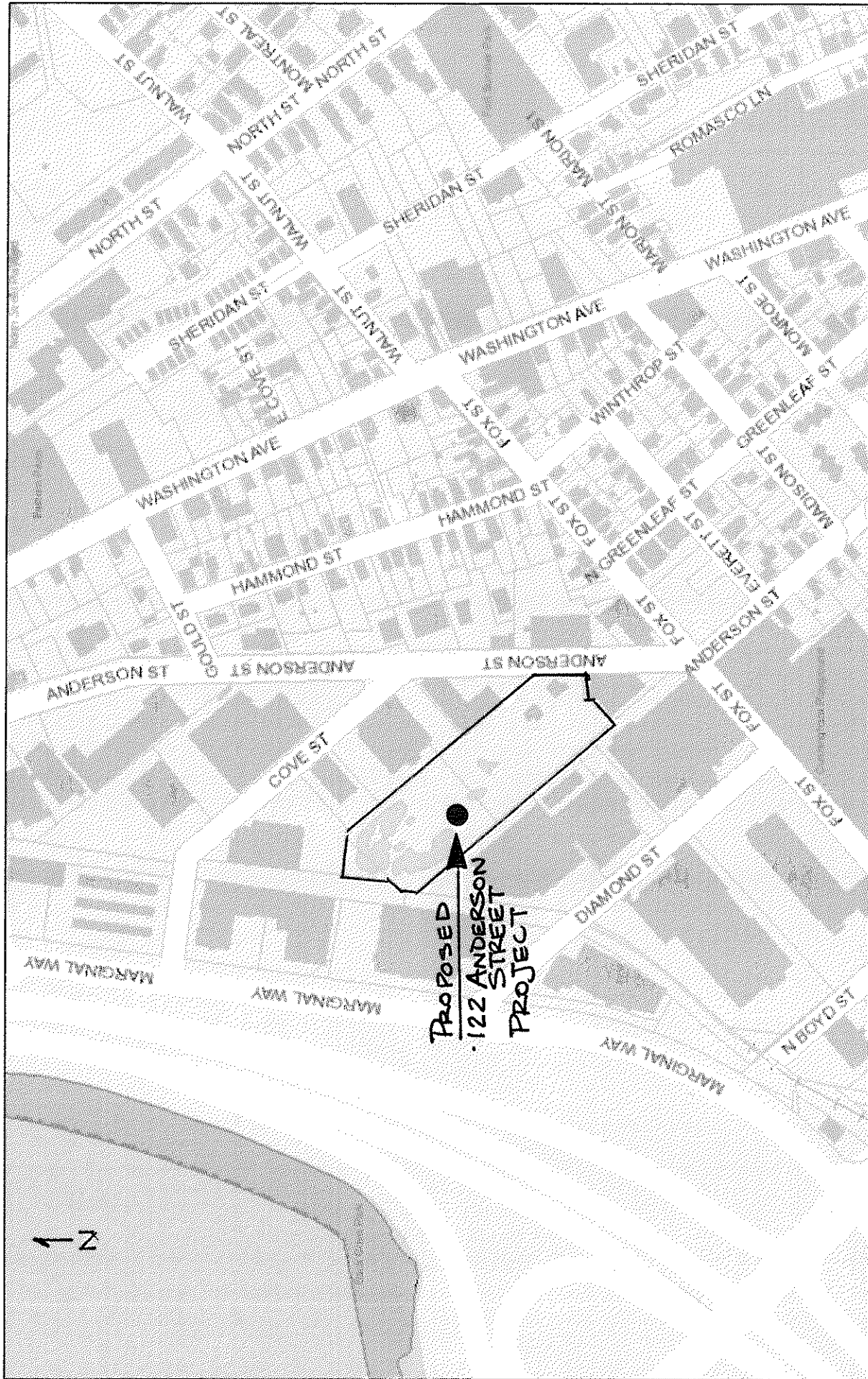
Sincerely,



James R. Seymour, Project Manager
Sebago Technics, Inc.
75 John Roberts Road
South Portland, ME 04106

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 final plan application, if a preliminary plans were not submit. 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

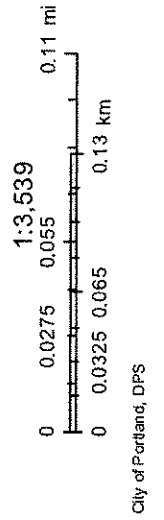
ArcGIS Web Map



October 12, 2016

☐ Parcels

LOCUS MAP



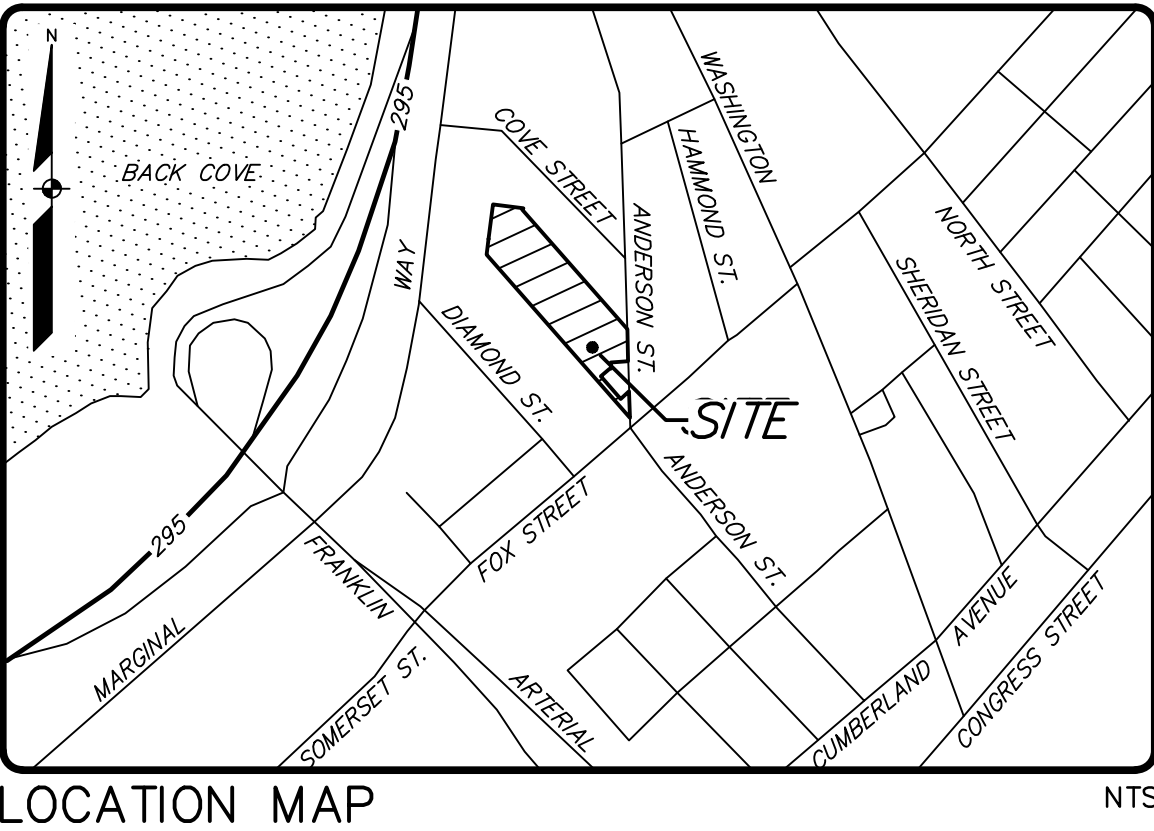
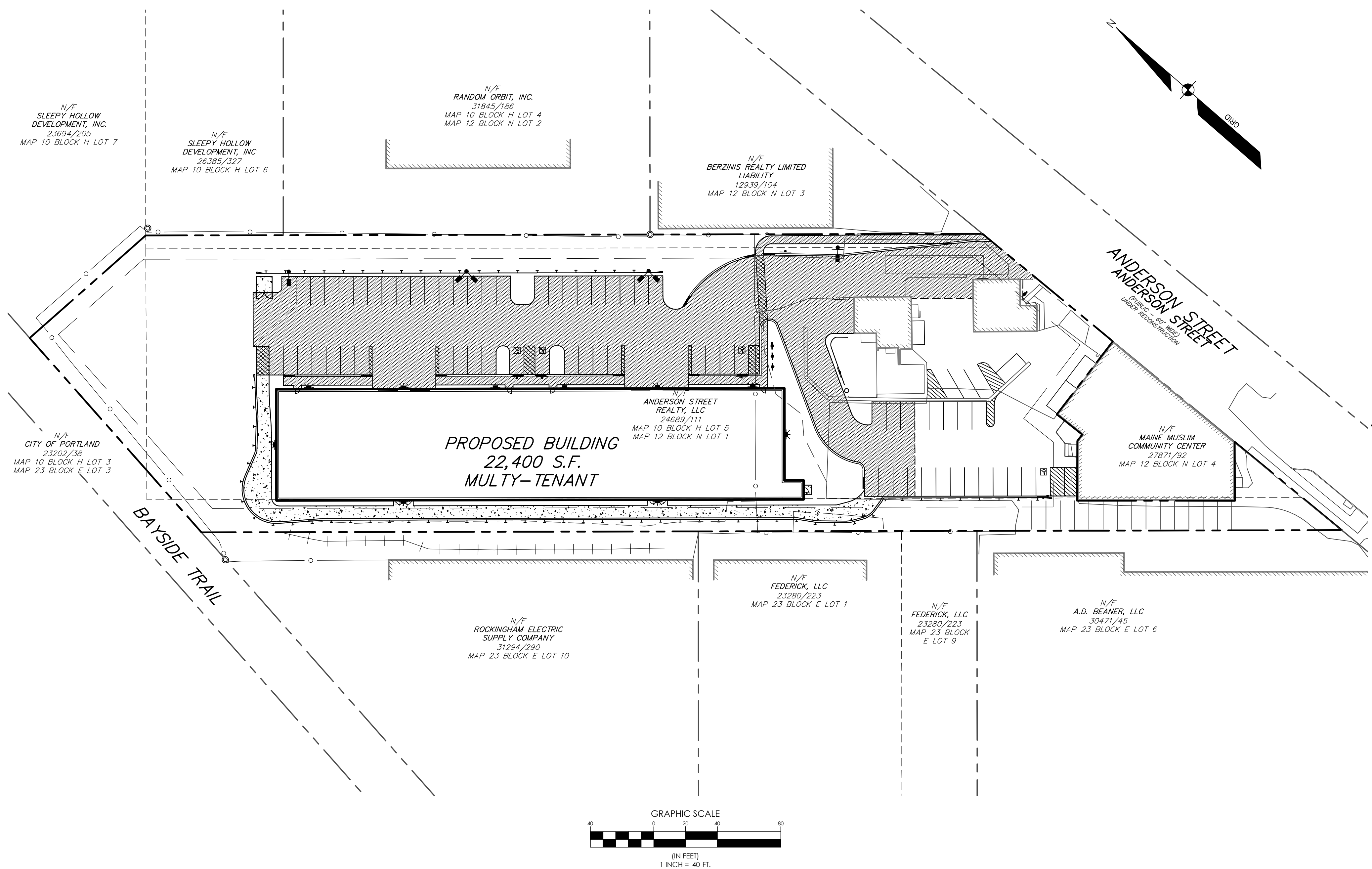
ANDERSON STREET INDUSTRIAL FLEX BUILDING

122 ANDERSON STREET
PORTLAND, MAINE

APPLICANT:
ANDERSON STREET
REALTY, LLC
322 FORE STREET, THIRD FLOOR
PORTLAND, MAINE 04101

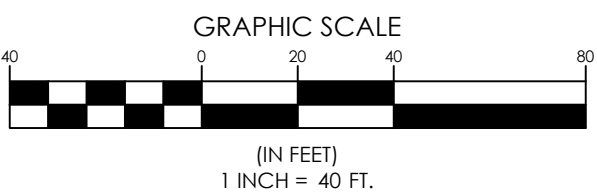
ENGINEER/SURVEYOR:

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite 1A
South Portland, ME 04106
Tel. 207-200-2100
250 Goddard Rd. Suite B
Lewiston, ME 04240
Tel. 207-783-5656



Sheet List Table	
Sheet Number	Sheet Title
1	COVER SHEET
2	EXISTING CONDITIONS
3	AMENDED SITE PLAN
4	GRADING AND UTILITY PLAN
5	LANDSCAPE PLAN
6	PHOTOMETRIC PLAN
7	DETAILS
8	DETAILS
9	DETAILS
10	DETAILS
11	PRE DEVELOPMENT DRAINAGE PLAN
12	POST DEVELOPMENT DRAINAGE PLAN

ARCHITECTURAL PLANS
FOUNDATION PLAN LAYOUT
FIRST FLOOR PLAN LAYOUT
ELEVATIONS & RENDERINGS



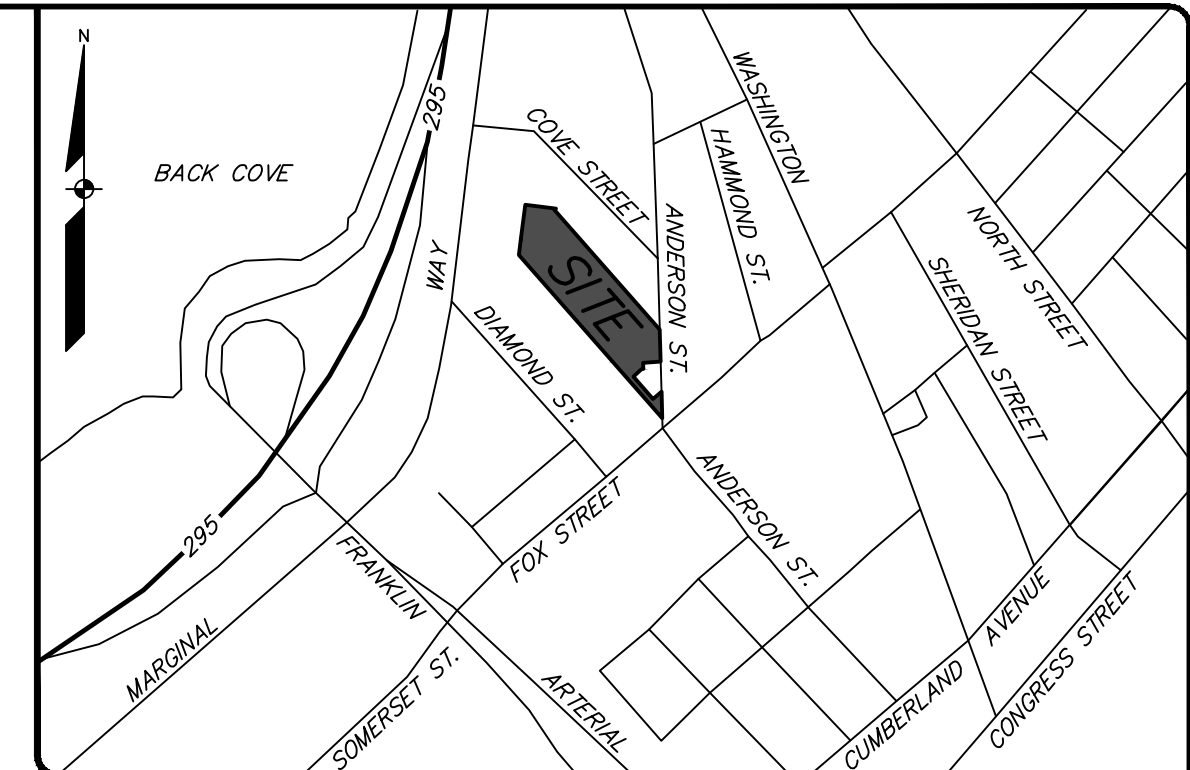
7. PLAN ORIENTATION IS GRID NORTH, MAIN STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
8. UTILITIES OR UTILITIES DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
9. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051 0013 B, HAVING AN EFFECTIVE DATE OF JULY 17, 1986. THE LOCUS FALLS WITHIN AN AREA DESIGNATED AS ZONE 1. AREAS OF MINOR FLOODING.
10. STREET LINES HAVE BEEN RETRACED BASED ON PLAN REFERENCE 6E HEREON.
11. INSTALLATION OF GROUNDWATER EXTRACTION WELLS AND EXCAVATION OF SOILS GREATER THAN ONE (1) FOOT BELOW THE SURFACE IS PROHIBITED EXCEPT WITH THE CONSENT OF THE STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION. SEE CCRD BOOK 24639, PAGE 111.
12. REFERENCE IS MADE TO RIGHTS AND OBLIGATIONS OF BAYSIDE BEAUTIFICATION PROJECT, LLC AND AK110 LLC REGARDING COVENANTS RUNNING WITH THE LAND FOR THE BENEFIT OF LAND RETAINED BY BAYSIDE BEAUTIFICATION PROJECT, LLC AND BINDING UPON AK110 LLC AND THEIR RESPECTIVE HEIRS, SUCCESSORS AND ASSIGNS. SEE CCRD BOOK 24639, PAGE 111.
13. THERE ARE NUMEROUS EASEMENTS RECITED IN CCRD BOOK 24639, PAGE 111 REGARDING RAILROAD EASEMENTS AFFECTING THIS PROPERTY. THE MAIN LINE RAILROAD AND ALL RELATING INFRASTRUCTURE HAS BEEN REMOVED AND REPLACED BY THE BAYSIDE TRAIL. IT IS RECOMMENDED THAT THE ATTORNEY REGARDING THE RAILROAD EASEMENTS RECITED IN THE HEREIN REFERENCED DEED.

LINE	DIRECTION	DISTANCE
L1	S 86°29'18" W	58.00'
L2	S 2°30'27" E	20.43'
L3	S 86°19'52" W	5.05'
L4	S 49°13'20" W	37.64'
L5	S 40°57'47" E	99.40'
L6	N 48°51'20" E	37.12'

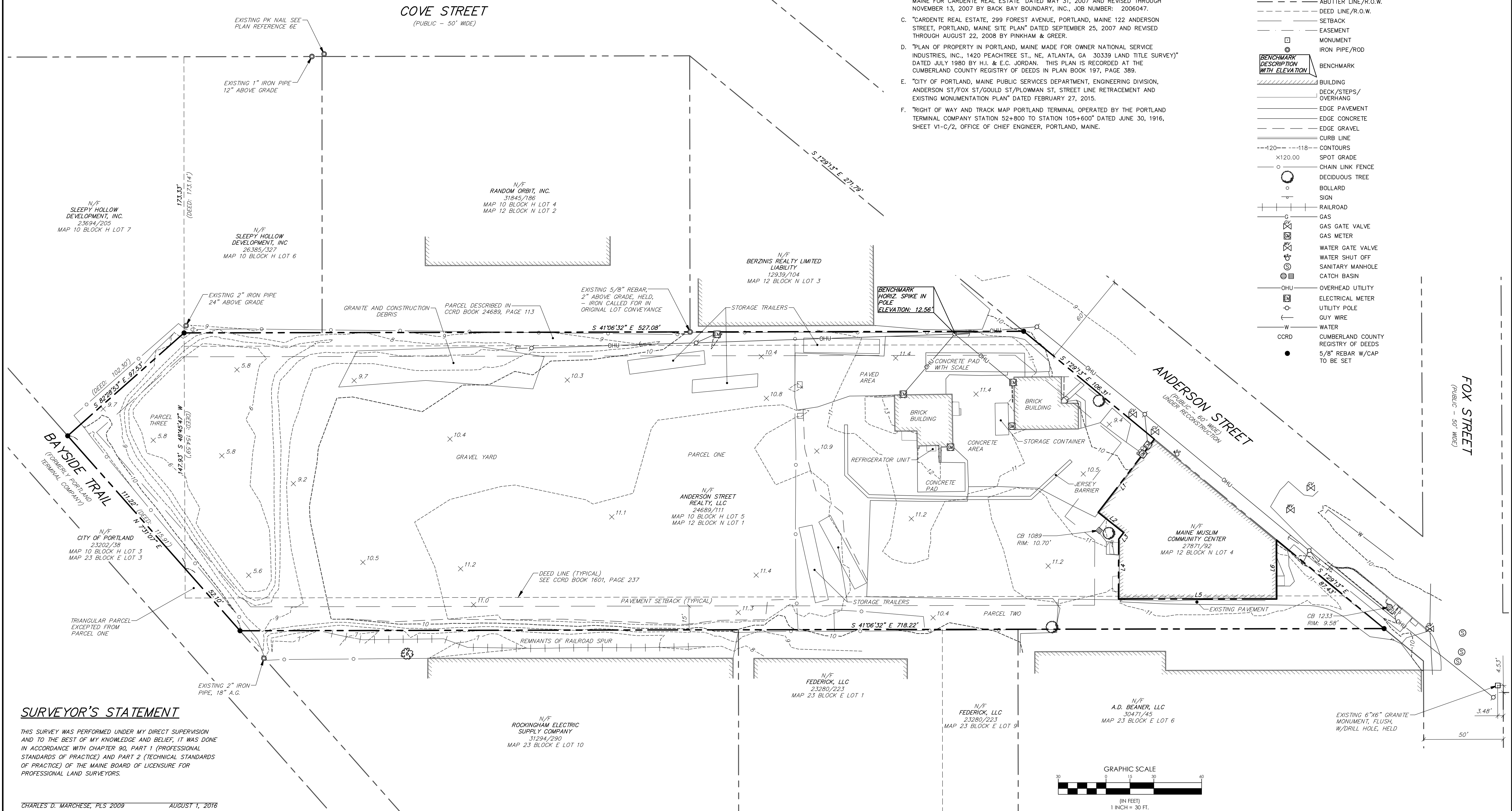
1. THE RECORD OWNER OF THE PARCEL IS ANDERSON STREET REALTY, LLC BY DEED DATED DECEMBER 22, 2006 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 24689, PAGE 111.
2. THE PROPERTY IS DEPICTED AS LOT 5, BLOCK H ON THE CITY OF PORTLAND TAX MAP 10, LOT 1, BLOCK N ON THE CITY OF PORTLAND TAX MAP 12 AND LOT 8, BLOCK H ON THE CITY OF PORTLAND TAX MAP 10 AND IS LOCATED IN THE I-LB INDUSTRIAL ZONE.
3. SPACE AND BULK CRITERIA FOR THE I-LB INDUSTRIAL ZONE ARE AS FOLLOWS:

MAXIMUM IMPERVIOUS SURFACE RATIO:	100%
MINIMUM LOT SIZE:	NONE
MINIMUM STREET FRONTAGE:	60 FEET
MINIMUM FRONT YARD:	NONE PRINCIPAL & ACCESSORY
MINIMUM SIDE YARD:	NONE - 25' ABUTTING RESIDENTIAL
MINIMUM REAR YARD:	NONE - 25' ABUTTING RESIDENTIAL
MAXIMUM BUILDING HEIGHT:	45 FEET
MINIMUM PAVEMENT SETBACK:	15 FEET

 - SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 117,516 SQUARE FEET OR 2.70 ACRES.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREIN IS BASED UPON FIELD SURVEY PERFORMED BY SEBAGO TECHNIQS, INC. IN JULY 2016.
6. PLAN REFERENCES:
 - A. "STANDARD BOUNDARY SURVEY FOR TEWKSBURY INDUSTRIES, INC., ANDERSON STREET, PORTLAND, MAINE" BY ROBERT HARGON IRON & STEEL CO. ANDERSON STREET, PORTLAND, ME, 04112, DATED AUGUST 1994 BY ANDERSON LIVINGSTON ENGINEERS, INC., FILE NO. 5433, PLAN NO. 1198.940801.
 - B. "BOUNDARY SURVEY/TOPOGRAPHIC SITE PLAN AT 122 ANDERSON STREET, PORTLAND, MAINE FOR CARDENTE REAL ESTATE" DATED MAY 31, 2007 AND REVISED THROUGH NOVEMBER 13, 2007 BY BACK BAY BOUNDARY, INC., JOB NUMBER: 2006047.
 - C. "CARDENTE REAL ESTATE, 299 FOREST AVENUE, PORTLAND, MAINE 122 ANDERSON STREET, PORTLAND, MAINE SITE PLAN" DATED SEPTEMBER 25, 2007 AND REVISED THROUGH AUGUST 22, 2008 BY PINKHAM & GREER.
 - D. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR OWNER NATIONAL SERVICE INDUSTRIES, INC., 1420 PEACHTREE ST., NE, ATLANTA, GA 30339 (LAND TITLE SURVEY)" DATED JULY 1980 BY H.J. & E.C. JORDAN. THIS PLAN IS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 197, PAGE 389.
 - E. "CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT, ENGINEERING DIVISION, ANDERSON ST/FOX ST/GOULD ST/PLAINMAN ST, STREET LINE RETRACEMENT AND EXISTING MONUMENTATION PLAN" DATED FEBRUARY 27, 2015.
 - F. "RIGHT OF WAY AND TRACK MAP PORTLAND TERMINAL OPERATED BY THE PORTLAND TERMINAL COMPANY OF STATION 52+800 TO STATION 105+600" DATED JUNE 30, 1916, SHEET VI-C/2, OFFICE OF CHIEF ENGINEER, PORTLAND, MAINE.

LOCATION MAP N.T.S.

EXISTING	PROPOSED
—————	PROPERTY LINE/R.O.W.
—————	ABUTTER LINE/R.O.W.
-----	DEED LINE/R.O.W.
—————	SETBACK
—————	EASEMENT
□	MONUMENT
○	IRON PIPE/ROD
	BENCHMARK
	BUILDING
—————	DECK/STEPS/ OVERHANG
—————	EDGE PAVEMENT
—————	EDGE CONCRETE
—————	EDGE GRAVEL
—————	CURB LINE
---+20--- ---+18---	CONTOURS
○ X120.00	SPOT GRADE
○	CHAIN LINK FENCE
	DECIDUOUS TREE
○	BOLLARD
—V—	SIGN
—+—+—+—+—+—+—+—+—+—	RAILROAD
G	GAS
	GAS GATE VALVE
	GAS METER
	WATER GATE VALVE
	WATER SHUT OFF
	SANITARY MANHOLE
⊕	CATCH BASIN
—OHU—	OVERHEAD UTILITY
	ELECTRICAL METER
○	UTILITY POLE
←	GUY WIRE
—W—	WATER
CORD	CUMBERLAND COUNTY REGISTRY OF DEEDS
●	5/8" REBAR W/CAP 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.

CHARLES D. MARCHESE, PLS 2009 AUGUST 1, 2016

[illegible]

SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd.
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Tel. 207-200-2100

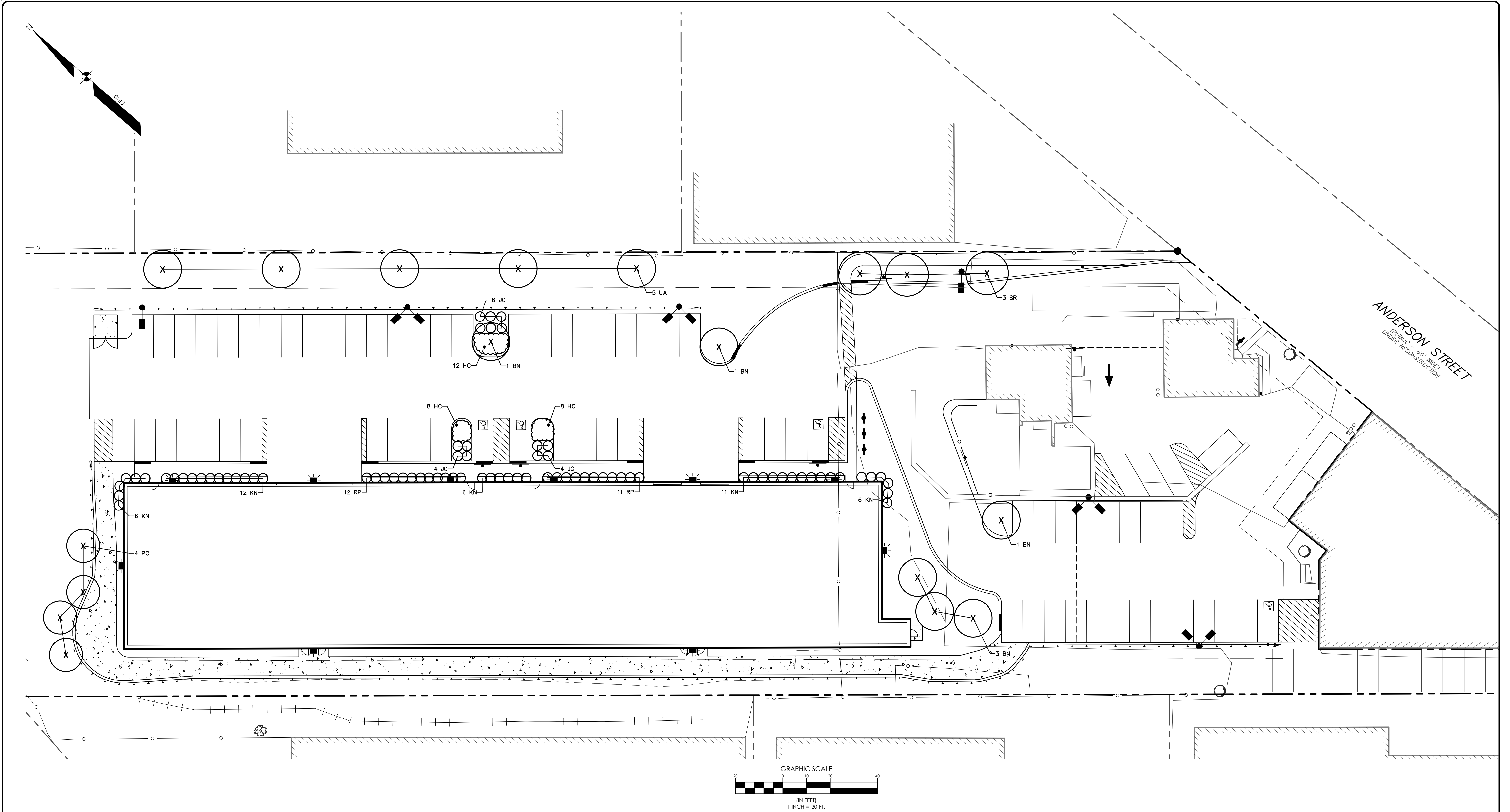
250 Goddard Rd.
Suite B
Lewiston, ME 04203
Tel. 207-783-5661

EXISTING CONDITIONS
OF LAND OWNED BY:
ANDERSON STREET INDUSTRIAL FLEX
122 ANDERSON STREET
PORTLAND, MAINE
PREPARED FOR:
ANDERSON STREET REALTY, LLC
322 FORE STREET, THIRD FLOOR
PORTLAND, MAINE 04101

PROJECT NO.	SCALE
16037	1" = 30'

SHEET 2 OF 12

16037EC.dwg, TAB:16037EC



LEGEND	
EXISTING	PROPOSED
	PROPERTY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/R.O.W.
	SETBACK
	EASEMENT
	BUILDING
	DECK/STEPS/OVERHANG
	EDGE PAVEMENT
	STONE DUST PATH
	EDGE CONCRETE
	PAVEMENT PAINT
	EDGE GRAVEL
	CURB LINE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	MULCH LINE
	BOLLARD
	SIGN
	RAILROAD

PLANT LIST:

KEY BOTANICAL NAME / COMMON NAME	SIZE / REMARKS
BN BETULA NIGRA / RIVER BIRCH	8 FT. - 10 FT. CLUMP
PO PICEA OMORICA / SERBIAL SPRUCE	8 FT. HEIGHT
KN KALMIA L. 'NATHAN HALE' / MOUNTAIN LAUREL	NO. 3 CONT.
RP RHODODENDRON X. 'MIDNIGHT RUBY' / RHODODENDRON	NO. 3 CONT.
JC JUNIPERUS X. 'SARGENTII' / SARGENT JUNIPER	NO. 3 CONT
HC HEMEROCALLIS X. 'STELLA D'ORO' / DAYLILLY	NO. 1 CONT.
UA ULMUS A. 'VALLEY FORGE' / VALLEY FORGE ELM	2.5" CALIPER

DESIGNED	CHECKED
WTC	JRS
B JRS 12/22/16 REVISED PER CITY COMMENT	
A JRS 9/21/16 LEVEL 3 SITE PLAN APPLICATION	
REV. BY:	DATE:
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.	

WWW/SEBAGOTECHINCS.COM

75 John Roberts Rd. Suite B
South Portland, ME 04106
Tel. 207-200-9100 Tel. 207-783-5656

LANDSCAPE PLAN

OF:
ANDERSON STREET INDUSTRIAL FLEX BUILDING
122 ANDERSON STREET
PORTLAND, MAINE

FOR:
ANDERSON STREET REALTY, LLC
322 FORE STREET, THIRD FLOOR
PORTLAND, MAINE 04101

PROJECT NO.	SCALE
16037	1" = 20'

SHEET 5 OF 12

16037L.dwg TAB.L

EROSION CONTROL MEASURES

PRE-CONSTRUCTION PHASE

PRIOR TO CONSTRUCTION, PROPERLY INSTALL SEDIMENT BARRIERS AT THE DOWNGRADIENT EDGE OF ANY AREA TO BE DISTURBED AND ADJACENT TO ANY DRAINAGE CHANNELS WITHIN THE DISTURBED AREA. SEDIMENT BARRIERS SHOULD BE INSTALLED DOWNGRADIENT OF SOIL OR SEDIMENT STOCKPILES AND STORMWATER PREVENTED FROM RUNNING ONTO THE STOCKPILE. MAINTAIN THE SEDIMENT BARRIERS BY REMOVING ACCUMULATED SEDIMENT, OR REMOVING AND REPLACING THE BARRIER, UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED. WHERE A DISCHARGE TO A STORM DRAIN INLET OCCURS, IF THE STORM DRAIN CARRIES WATER DIRECTLY TO A SURFACE WATER AND YOU HAVE AUTHORITY TO ACCESS THE STORM DRAIN INLET, YOU MUST INSTALL AND MAINTAIN PROTECTION MEASURES THAT REMOVE SEDIMENT FROM THE DISCHARGE.

PRIOR TO CONSTRUCTION, PROPERLY INSTALL A STABILIZED CONSTRUCTION ENTRANCE (SCE) AT ALL POINTS OF EGRESS FROM THE SITE. THE SCE IS A STABILIZED PAD OF AGGREGATE, UNDERLAIN BY A GEOTEXTILE FILTER FABRIC, USED TO PREVENT TRAFFIC FROM TRACKING MATERIAL AWAY FROM THE SITE ONTO PUBLIC ROWS. MAINTAIN THE SCE UNTIL ALL DISTURBED AREAS ARE STABILIZED.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE A DETAILED SCHEDULE AND MARKED UP PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE MUNICIPAL STAFF. THREE COPIES OF THE SCHEDULE AND MARKED UP PLAN SHALL BE PROVIDED TO THE MUNICIPALITY THREE DAYS PRIOR TO THE SCHEDULED PRE-CONSTRUCTION MEETING. SPECIAL ATTENTION SHALL BE GIVEN TO THE 14 DAY LIMIT OF DISTURBANCE IN THE SCHEDULE ADDRESSING TEMPORARY AND PERMANENT VEGETATION MEASURES.

CONSTRUCTION AND POST-CONSTRUCTION PHASE

DURING CONSTRUCTION

- INSPECTION AND CORRECTIVE ACTION:
INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION CONTROL MEASURES, MATERIALS STORAGE AREAS THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. INSPECT THESE AREAS AT LEAST ONCE A WEEK AS WELL AS BEFORE AND WITHIN 24 HOURS AFTER A STORM EVENT (RAINFALL), AND PRIOR TO COMPLETING PERMANENT STABILIZATION MEASURES. A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT THE INSPECTIONS.
- MAINTENANCE:
IF BEST MANAGEMENT PRACTICES (BMPs) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. IF ADDITIONAL BMPs OR SIGNIFICANT REPAIR OF BMPs ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (RAINFALL). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.
- DOCUMENTATION:
KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLES ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPs THAT NEED MAINTENANCE, BMPs THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPs ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPs, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN.

THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

POST-CONSTRUCTION

- PLAN:
CARRY OUT AN APPROVED INSPECTION AND MAINTENANCE PLAN THAT IS CONSISTENT WITH THE MINIMUM REQUIREMENTS OF THIS SECTION. THE PLAN MUST ADDRESS INSPECTION AND MAINTENANCE OF THE PROJECT'S PERMANENT EROSION CONTROL MEASURES AND STORMWATER MANAGEMENT SYSTEM. THIS PLAN MAY BE COMBINED WITH THE PLAN LISTED IN SECTION 2(A) OF THIS APPENDIX. SEE SECTION 7(C)(2) FOR SUBMISSION REQUIREMENTS.
- INSPECTION AND MAINTENANCE:
ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION. A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT THE INSPECTIONS. THE FOLLOWING AREAS, FACILITIES, AND MEASURES MUST BE INSPECTED AND IDENTIFIED DEFICIENCIES MUST BE CORRECTED. AREAS, FACILITIES, AND MEASURES OTHER THAN THOSE LISTED BELOW MAY ALSO BE INSPECTED ON A SPECIFIC SITE. INSPECTION OR MAINTENANCE TASKS OTHER THAN THOSE DISCUSSED BELOW MUST BE INCLUDED IN THE MAINTENANCE PLAN DEVELOPED FOR A SPECIFIC SITE.
- REGULAR MAINTENANCE:
CLEAR ACCUMULATIONS OF WINTER SAND IN PARKING LOTS AND ALONG ROADWAYS AT LEAST ONCE A YEAR, PREFERABLY IN THE SPRING. ACCUMULATIONS ON PAVEMENT MAY BE REMOVED BY PAVEMENT SWEEPING. ACCUMULATIONS OF SAND ALONG ROAD SHOULDERS MAY BE REMOVED BY GRADING EXCESS SAND TO THE PAVEMENT EDGE AND REMOVING IT MANUALLY OR BY A FRONT-END LOADER. GRADING OF GRAVEL ROADS, OR GRAVEL SHOULDERS OF GRAVEL OR PAVED ROADS, MUST BE ROUTINELY PERFORMED TO ENSURE THAT STORMWATER DRAINS IMMEDIATELY OFF THE ROAD SURFACE TO ADJACENT BUFFER AREAS OR STABLE DITCHES, AND IS NOT IMPEDED BY ACCUMULATIONS OF GRADED MATERIAL ON THE ROAD SHOULDER OR BY EXCAVATION OF FALSE DITCHES IN THE SHOULDER. IF WATER BARS OR OPEN-TOP CULVERTS ARE USED TO DIVERT RUNOFF FROM ROAD SURFACES, CLEAN-OUT ANY SEDIMENTS WITHIN OR AT THE OUTLET OF THESE STRUCTURES TO RESTORE THEIR FUNCTION.
- DOCUMENTATION:
KEEP A LOG (REPORT) SUMMARIZING INSPECTIONS, MAINTENANCE, AND ANY CORRECTIVE ACTIONS TAKEN. THE LOG MUST INCLUDE THE DATE ON WHICH EACH INSPECTION OR MAINTENANCE TASK WAS PERFORMED, A DESCRIPTION OF THE INSPECTION FINDINGS OR MAINTENANCE COMPLETED, AND THE NAME OF THE INSPECTOR OR MAINTENANCE PERSONNEL PERFORMING THE TASK. IF A MAINTENANCE TASK REQUIRES THE CLEAN-OUT OF ANY SEDIMENTS OR DEBRIS, INDICATE WHERE THE SEDIMENT AND DEBRIS WAS DISPOSED AFTER REMOVAL. THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY PROVIDED TO THE DEPARTMENT UPON REQUEST. THE PERMITEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST FIVE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

EROSION CONTROL APPLICATIONS & MEASURES

THE PLACEMENT OF EROSION CONTROL MEASURES SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED WITHIN THE CURRENT MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION CHAPTER 500 RULES. THE DEPARTMENTS BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS IN THE PLAN SET. EROSION CONTROL MEASURES MUST BE IN PLACE BEFORE THE ACTIVITY BEGINS. MEASURES MUST REMAIN IN PLACE AND FUNCTIONAL UNTIL THE SITE IS PERMANENTLY STABILIZED. ADEQUATE AND TIMELY TEMPORARY AND PERMANENT STABILIZATION MEASURES MUST BE TAKEN.

- POLLUTION PREVENTION:
WHENEVER PRACTICABLE, NO DISTURBANCE ACTIVITIES SHOULD TAKE PLACE WITHIN 50 FEET OF ANY PROTECTED NATURAL RESOURCE. IF DISTURBANCE ACTIVITIES TAKE PLACE BETWEEN 30 FEET AND 50 FEET OF ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES WOULD AFFECT THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED. IF DISTURBANCE ACTIVITIES TAKE PLACE LESS THAN 30 FEET FROM ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED AND DISTURBED AREAS MUST BE TEMPORARILY OR PERMANENTLY STABILIZED WITHIN 7 DAYS.
- TEMPORARY MULCHING:
ALL DISTURBED AREAS SHALL BE MULCHED WITH MATERIALS SPECIFIED BELOW PRIOR TO ANY STORM EVENT. ALL DISTURBED AREAS NOT FINAL GRADED WITHIN 14 DAYS SHALL BE MULCHED. ALSO, AREAS, WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED, SHALL BE MULCHED IMMEDIATELY FOLLOWING SEEDING. EROSION CONTROL BLANKETS ARE RECOMMENDED TO BE USED AT THE BASE OF GRASSED WATERWAYS. MULCHING SHALL BE INSTALLED PRIOR TO ANY STORM EVENT. MULCH SHALL BE USED ON SLOPES GREATER THAN 5% AFTER SEPTEMBER 15TH OF THE CONSTRUCTION YEAR (SEE WINTER EROSION CONTROL NOTES).
HAY OR STRAW SHALL BE APPLIED AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE).
EROSION CONTROL MIX SHALL BE PLACED EVENLY AND MUST PROVIDE 100% SOIL COVERAGE. EROSION CONTROL MIX SHALL BE APPLIED SUCH THAT THE THICKNESS ON SLOPES 3:1 OR LESS IS 2 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THE THICKNESS ON SLOPES BETWEEN 3:1 AND 2:1 SHALL BE 4 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THIS SHALL NOT BE USED ON SLOPES GREATER THAN 2:1.
EROSION CONTROL BLANKETS SHALL BE INSTALLED SUCH THAT CONTINUOUS CONTACT BETWEEN THE MAT AND THE SOIL IS OBTAINED. INSTALL BLANKETS AND STAPLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- SOIL STOCKPILES:
STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED WITH HAY OR STRAW AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.
- NATURAL RESOURCES PROTECTION:
ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED USING TEMPORARY MULCHING (AS DESCRIBED IN PART 1. OF THIS SECTION) WITHIN 7 DAYS OF EXPOSURE OR PRIOR TO ANY STORM EVENT. SEDIMENT BARRIERS (AS DESCRIBED IN PART 4. OF THIS SECTION) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA.
PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE.
- SEDIMENT BARRIERS:
PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS SHALL BE STAKED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE POINTS OF EROSION OR GRUBBING, AND/OR ABOVE ANY ADJACENT RYOE LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. SEDIMENT BARRIERS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 85%-90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION.

SILT FENCE: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE EFFECTIVE HEIGHT OF THE FENCE SHALL NOT EXCEED 36 INCHES. IT IS RECOMMENDED THAT SILT FENCE BE REMOVED BY CUTTING THE FENCE MATERIALS AT GROUND LEVEL SO AS TO AVOID ADDITIONAL SOIL DISTURBANCE.

HAY BALES: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. BALES SHALL BE WIRE-BUND OR STRING-TIED AND THESE BINDINGS MUST REMAIN PARALLEL WITH THE GROUND SURFACE DURING INSTALLATION TO PREVENT DETERIORATION OF THE BINDINGS. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER.

EROSION CONTROL MIX: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE MIX SHALL CONSIST PRIMARILY OF ORGANIC MATERIAL AND CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4 INCHES IN DIAMETER. THE MIX COMPOSITION SHALL MEET THE STANDARDS DESCRIBED WITHIN THE MDEP BEST MANAGEMENT PRACTICES. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

CONTINUOUS CONTAINED BERM: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THIS SEDIMENT BARRIER IS EROSION CONTROL MIX PLACED WITHIN A SYNTHETIC TUBULAR NETTING AND PERFORMS AS A STURD SEDIMENT BARRIER THAT WORKS WELL ON A SLOPE THAT IS NOT AS FROZEN CONDITIONS, TRAVELED AREAS OR PAVEMENT. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

TEMPORARY CHECK DAMS: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. CHECK DAMS ARE TO BE PLACED WITHIN DITCHES/ SWALES AS SPECIFIED ON THE DESIGN PLANS IMMEDIATELY AFTER FINAL GRADING. CHECK DAMS SHALL BE 2 FEET HIGH. TEMPORARY CHECK DAMS MAY BE REMOVED ONLY AFTER THE ROADWAYS ARE PAVED AND THE VEGETATED SWALE ARE ESTABLISHED WITH AT LEAST 90% OF VIGOROUS PERENNIAL GROWTH. THE AREA BENEATH THE CHECK DAM MUST BE SEEDED AND MULCHED IMMEDIATELY AFTER REMOVAL OF THE CHECK DAM.

STONE CHECK DAMS: SHOULD BE CONSTRUCTED OF 2 TO 3 INCH STONE AND PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAT THE OUTER EDGES.

HAY BALE CHECK DAMS: WE DO NOT RECOMMEND THE USE OF HAY BALES AS CHECK DAMS.

MANUFACTURED CHECK DAMS: MANUFACTURED CHECK DAMS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF AUTHORIZED BY THE PROPER LOCAL, STATE OR FEDERAL REGULATING AGENCIES. THESE UNITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

- STORMDRAIN INLET PROTECTION:
INLET PROTECTION SHALL BE PLACED AROUND A STORMDRAIN DROP INLET OR CURB INLET PRIOR TO PERMANENT STABILIZATION OF THE IMMEDIATE AND UPSTREAM DISTURBED AREAS. THEY SHALL BE CONSTRUCTED IN A MANNER THAT WILL FACILITATE CLEAN-OUT AND DISPOSAL OF TRAPPED SEDIMENTS AND MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES. ANY RESULTANT PONDING OF WATER FROM THE PROTECTION METHOD MUST NOT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT AREAS OR STRUCTURES.

HAY BALE DROP INLET PROTECTION: WE DO NOT RECOMMEND THE USE OF HAY BALES AS INLET PROTECTION.

CONCRETE BLOCK AND STONE INLET SEDIMENT FILTER (DROP OR CURB INLET): SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE HEIGHT OF THE CONCRETE BLOCK BARRIER CAN VARY BUT MUST BE BETWEEN 12 AND 24 INCHES TALL. A MINIMUM OF 1 INCH CRUSHED STONE SHALL BE USED.

MANUFACTURED SEDIMENT BARRIERS AND FILTER (DROP OR CURB INLET): MANUFACTURED FILTERS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

- STABILIZED CONSTRUCTION EXIT:
PRIOR TO CLEARING AND/OR GRUBBING THE SITE A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED WHEREVER TRAFFIC WILL EXIT THE CONSTRUCTION SITE ONTO A PAVED ROADWAY IN ORDER TO MINIMIZE THE TRACKING OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION SITE ONTO PUBLIC ROADWAYS. THE ENTRANCES AND ADJACENT ROADWAY AREAS SHALL BE PERIODICALLY SWEEPED AND WASHED TO MINIMIZE THE TRACKING OF MUD, DUST OR DEBRIS FROM THE CONSTRUCTION AREA. STABILIZED CONSTRUCTION EXITS SHALL BE CONSTRUCTED IN AREAS SPECIFIED ON THE PLANS AND AS DETAILED ON THE PLANS.
- DUST CONTROL:
DUST CONTROL DURING CONSTRUCTION SHALL BE ACHIEVED BY THE USE OF A WATERING TRUCK TO PERIODICALLY SPRINKLE THE EXPOSED ROADWAY AREAS AS NECESSARY TO REDUCE DUST DURING THE DRY MONTHS. APPLYING OTHER DUST CONTROL PRODUCTS SUCH AS CALCIUM CHLORIDE OR OTHER MANUFACTURED PRODUCTS ARE ALLOWED IF AUTHORIZED BY THE PROPER LOCAL, STATE AND/OR FEDERAL REGULATING AGENCIES. HOWEVER, IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO MITIGATE DUST AND SOIL LOSS FROM THE SITE.
- TEMPORARY VEGETATION:
TEMPORARY VEGETATION SHALL BE APPLIED TO DISTURBED AREAS THAT WILL NOT RECEIVE FINAL GRADING FOR PERIODS UP TO 12 MONTHS. THIS PROCEDURE SHOULD BE USED EXTENSIVELY IN AREAS ADJACENT TO NATURAL RESOURCES. SEEDED PREPARATION AND APPLICATION OF SEED SHALL BE CONDUCTED AS INDICATED IN THE PERMANENT VEGETATION SECTION OF THIS NARRATIVE. SPECIFIC SEEDS (FAST GROWING AND SHORT LIVING) SHALL BE SELECTED FROM THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER. ALTERNATIVE EROSION CONTROL MEASURES SHOULD BE USED IF SEEDING CAN NOT BE DONE BEFORE SEPTEMBER 15TH OF THE CONSTRUCTION YEAR.

- PERMANENT VEGETATION:
REVEGETATION MEASURES SHALL COMMENCE IMMEDIATELY UPON COMPLETION OF FINAL GRADING OF AREAS TO BE LOAMED AND SEEDED. THE APPLICATION OF SEED SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR, PLEASE REFER TO THE WINTER EROSION CONTROL NOTES FOR MORE DETAIL. REVEGETATION MEASURES SHALL CONSIST OF THE FOLLOWING:
SEEDED PREPARATION:
A. FOUR (4) INCHES OF LOAM SHALL BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE. LOAM SHALL BE FREE OF SUBSOIL, CLAY LUMPS, STONES AND OTHER OBJECTS OVER 2 INCHES OR LARGER IN ANY DIMENSION, AND WITHOUT WEEDS, ROOTS OR OTHER OBJECTIONABLE MATERIAL.
B. SOILS TESTS SHALL BE TAKEN AT THE TIME OF SOIL STRIPPING TO DETERMINE FERTILIZATION REQUIREMENTS. SOIL TESTS SHALL BE TAKEN PROMPTLY AS TO NOT INTERFERE WITH THE 14-DAY LIMIT ON SOIL EXPOSURE. BASED UPON TEST RESULTS, SOIL AMENDMENTS SHALL BE INCORPORATED INTO THE SOIL PRIOR TO FINAL SEEDING. IN LIEU OF SOIL TESTS, SOIL AMENDMENTS MAY BE APPLIED AS FOLLOWS:

ITEM	APPLICATION RATE
10-20-20 FERTILIZER (N-P205-K20 OR EQUAL)	18.4 LBS./1,000 S.F.
GROUND LIMESTONE (50% CALCIUM & MAGNESIUM OXIDE)	138 LBS./1,000 S.F.

C. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH PROPER EQUIPMENT. ROLL THE AREA TO FIRM THE SEEDED EXCEPT ON CLAY OR SILTY SOILS OR COARSE SAND.

APPLICATION OF SEED:

A. SEEDING: SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. GENERALLY A SEED MIXTURE MAY BE APPLIED AS FOLLOWS: (MDEP SEED MIX 2 IS DISPLAYED)

SEED TYPE	APPLICATION RATE
CREeping RED FESCUE	0.46 LBS./1,000 S.F. (20 LBS/ACRE)
REDTOP	0.05 LBS./1,000 S.F. (2 LBS/ACRE)
TALL FESCUE	0.46 LBS./1,000 S.F. (20 LBS/ACRE)
TOTAL	0.97 LBS./1,000 S.F. (42 LBS/ACRE)

NOTE: A SPECIFIC SEED MIXTURE SHOULD BE CHOSEN TO MATCH THE SOILS CONDITION OF THE SITE. VARIOUS AGENCIES CAN PROVIDE SEED MIXTURES. MDEP RECOMMENDED SEED MIXTURES ARE IN THE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER.

- HYDROSEEDING: SHALL BE CONDUCTED ON PREPARED AREAS WITH SLOPES LESS THAN 2:1. LIME AND FERTILIZER MAY BE APPLIED SIMULTANEOUSLY WITH THE SEED. RECOMMENDED SEEDING RATES MUST BE INCREASED BY 10% WHEN HYDROSEEDING.
- MULCHING: SHALL COMMENCE IMMEDIATELY AFTER SEED IS APPLIED. REFER TO THE TEMPORARY MULCHING SECTION OF THIS NARRATIVE FOR DETAILS.

SODDING:

FOLLOWING SEEDED PREPARATION, SOD CAN BE APPLIED IN LIEU OF SEEDING IN AREAS WHERE IMMEDIATE VEGETATION IS MOST BENEFICIAL SUCH AS DITCHES, AROUND STORMWATER DROP INLETS AND AREAS OF AESTHETIC VALUE. SOD SHOULD BE LAID AT RIGHT ANGLES TO THE DIRECTION OF FLOW, STARTING AT THE LOWEST ELEVATION. SODS SHOULD BE ROLLED OR TAMPED DOWN TO EVEN OUT THE JOINTS ONCE LAID DOWN. WHERE FLOW IS PREVALENT THE SOD MUST BE PROPERLY ANCHORED DOWN. IRRIGATE THE SOD IMMEDIATELY AFTER INSTALLATION. IN MOST CASES, SOD CAN BE ESTABLISHED BETWEEN APRIL 1ST AND NOVEMBER 15TH OF THE CONSTRUCTION YEAR, HOWEVER, REFER TO THE WINTER EROSION CONTROL NOTES FOR ANY ACTIVITIES AFTER OCTOBER 1ST.

TRENCH DEWATERING AND TEMPORARY STREAM DIVERSION:

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

STANDARDS FOR TIMELY STABILIZATION:

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE MDEP WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (6.67H:1V) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE THE SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT WILL COVER THE SLOPE WITH A LAYER OF WOOD WASTE COMPOST AS DESCRIBED IN ITEM 2(C) OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM 2(D) OF THIS STANDARD.
- STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY NOVEMBER 15. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
- STABILIZE THE SLOPE WITH WOOD WASTE COMPOST -- PRIOR TO PLACING THE WOOD WASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SLOPE WITH STONE RIPRAP -- THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

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

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM 3(C) OF THIS STANDARD.
- STABILIZE THE SOIL WITH SOD -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH -- BY NOVEMBER 15 THE APPLICANT WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

CONSTRUCTION SCHEDULE

SITE IMPROVEMENTS WILL MOST LIKELY BEGIN IN FALL OF 2015, DEPENDING UPON FINAL PROJECT APPROVAL, AND COMPLETED IN SPRING/SUMMER OF 2016.

HOUSEKEEPING:

THE FOLLOWING GENERAL PERFORMANCE STANDARDS APPLY TO THE PROPOSED PROJECT.

- SPILL PREVENTION:
CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.
- GROUNDWATER PROTECTION:
DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WILL BE MULCHED AND ANCHORED WITH PEG AND STAPLES. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8% MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8% EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES 8% EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.
- FUGITIVE SEDIMENT AND DUST:
ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EMISSIONS OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT FROM THE CONSTRUCTION AREA. THE CONTRACTOR SHALL PROVIDE AN IN-ROAD TREATMENT IN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODDED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.
- AUTHORIZED NON-STORMWATER DISCHARGES:
IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:
DISCHARGES FROM FIREFIGHTING ACTIVITY; FIRE HYDRANT FLUSHINGS;
VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS;
ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
UNCONTAMINATED GROUNDWATER OR SPRING WATER;
FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
UNCONTAMINATED EXCAVATION DEWATERING;
POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS;
LANDSCAPE IRRIGATION;
- UNAUTHORIZED NON-STORMWATER DISCHARGES:
THE DEP DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON-STORMWATER, SPECIFICALLY, THE DEPARTMENTS APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:
WASTEWATER FROM THE WASHOUT OR CLEANOUT OF CONCRETE, STUCCO, PAINT, FLOORING, BUILDING WASHDOWN, OR CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;
FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE;
SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING;
TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE

WINTER EROSION CONTROL MEASURES

THE WINTER CONSTRUCTION PERIOD IS FROM OCTOBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

- SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE). (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

- NATURAL RESOURCES PROTECTION
ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED USING TEMPORARY MULCHING (AS DESCRIBED IN PART 1. OF THIS SECTION) WITHIN 7 DAYS OF EXPOSURE OR PRIOR TO ANY STORM EVENT. SEDIMENT BARRIERS (AS DESCRIBED IN PART 4. OF THIS SECTION) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA.
PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

- SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOOD WASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

- MULCHING
ALL AREA SHALL BE CONSIDERED TO BE DENUEDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS PER ACRE. THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (STONED/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH.

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

- MULCHING ON SLOPES AND DITCHES
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8% MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8% EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES 8% EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

- SEEDING
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES, FINISHED AREAS SHALL BE FINE SEEDED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 6 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS SUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

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

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

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

- STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS -- THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 15. IF THE APPLICANT FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 15, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOW

3. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.

4. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIMSELF OR HERSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HERSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

5. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.

6. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.

7. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.

8. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.

9. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.

10. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.

11. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES" PUBLISHED BY THE BUREAU OF LAND AND WATER, QUALITY OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.

12. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (811) AT LEAST THREE (3) BUT NOT MORE THAN FIFTY (50) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.

13. CONTRACTOR SHALL BE AWARE THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE TOWN OR CITY WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES, AS WELL AS USE PUBLIC WORKS SYSTEMS.

14. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRS.A 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.

15. ALL PAVEMENT MARKINGS AND DIRECTIONAL SIGNAGE SHOWN ON THE PLAN SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.

16. ALL PAVEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.

17. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.

18. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE A M.D.O.T. PERMIT AS WELL AS PERMITS FROM THE TOWN AS APPLICABLE.

19. THE PROPOSED LIMITS OF CLEARING SHOWN HEREON ARE APPROXIMATE BASED UPON THE PROPOSED LIMITS OF SITE GRADING. THE APPLICANT RESERVES THE RIGHT TO PERFORM NORMAL FOREST MANAGEMENT ACTIVITIES OUTSIDE OF THE CLEARING LIMIT AS SHOWN. TREE REMOVAL OUTSIDE OF THE LIMITS OF CLEARING MAY BE NECESSARY TO REMOVE DEAD OR DYING TREES OR TREE LIMBS. THIS REMOVAL IS DUE TO POTENTIAL SAFETY HAZARDS AND TO PROMOTE PROPER FOREST GROWTH.

20. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.

21. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR THE REMOVAL, REPLACEMENT AND RECTIFICATION OF ALL DAMAGED AND DEFECTIVE MATERIALS AND WORKMANSHIP IN CONNECTION WITH THE CONTRACT WORK. THE CONTRACTOR SHALL REPLACE OR REPAIR AS DIRECTED BY THE OWNER ALL SUCH DAMAGED OR DEFECTIVE MATERIALS WHICH APPEAR WITHIN A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.

22. ALL WORK PERFORMED BY THE GENERAL CONTRACTOR AND/OR TRADE SUBCONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF LOCAL, STATE OR FEDERAL LAWS, AS WELL AS ANY OTHER GOVERNING REQUIREMENTS, WHETHER OR NOT SPECIFIED ON THE DRAWINGS.

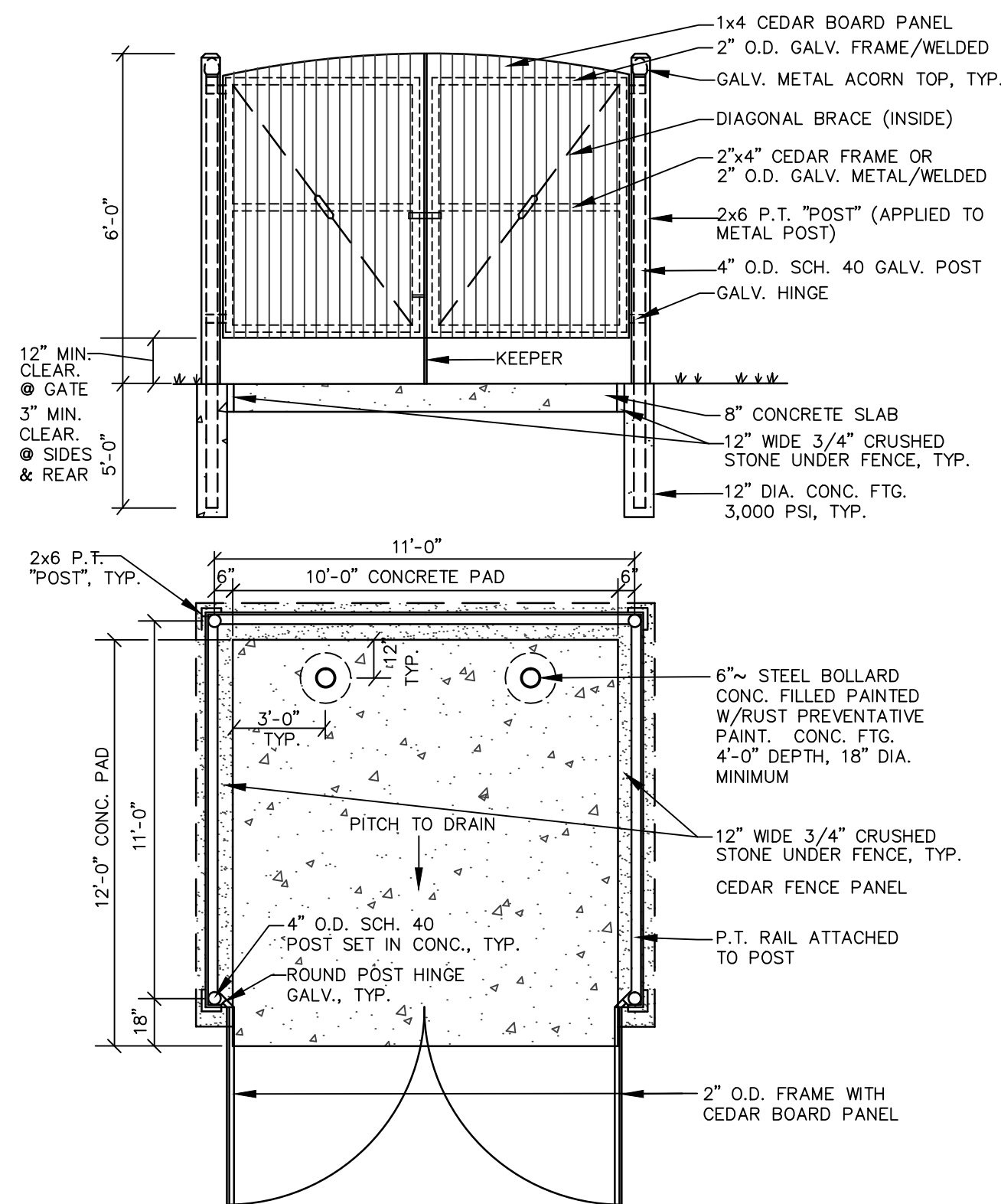
23. WHERE THE TERMS "APPROVED EQUAL," "OTHER APPROVED," "EQUAL TO," "ACCEPTABLE" OR OTHER GENERAL QUALIFYING TERMS ARE USED IN THESE NOTICES, IT SHALL BE UNDERSTOOD THAT REFERENCE IS MADE TO THE RULING AND JUDGMENT OF SEBAGO TECHNICS, INC.

24. THE GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR THE WORK UNTIL TURNED OVER TO THE OWNER.

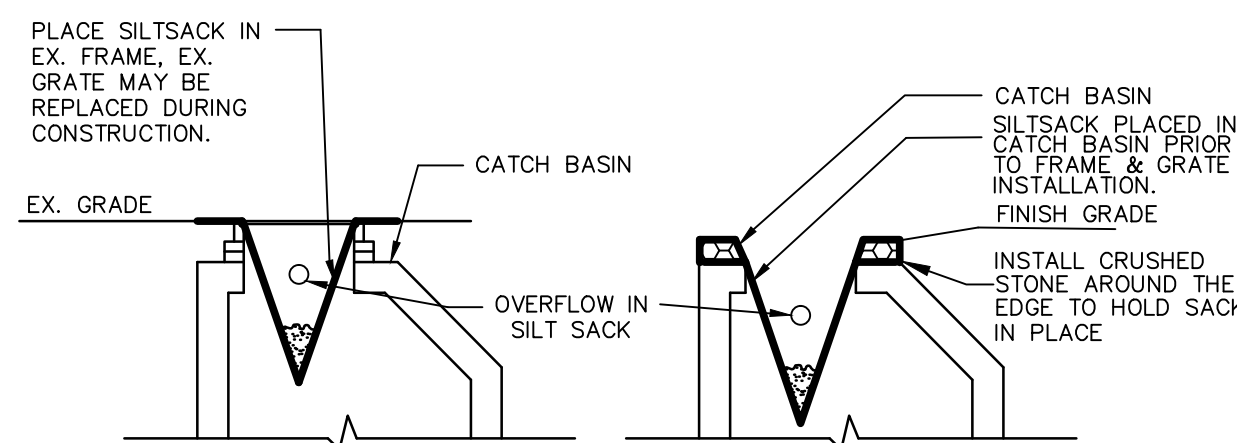
25. THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DRAWINGS ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES.

26. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.

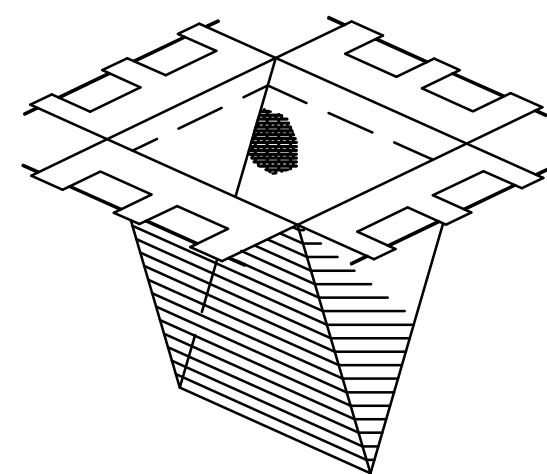
27. DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. ANY MODIFICATION TO SUIT FIELD DIMENSION AND CONDITION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY WORK.



TYPICAL DUMPSTER ENCLOSURE
NOT TO SCALE



EXISTING BASIN	NEW INSTALLATION
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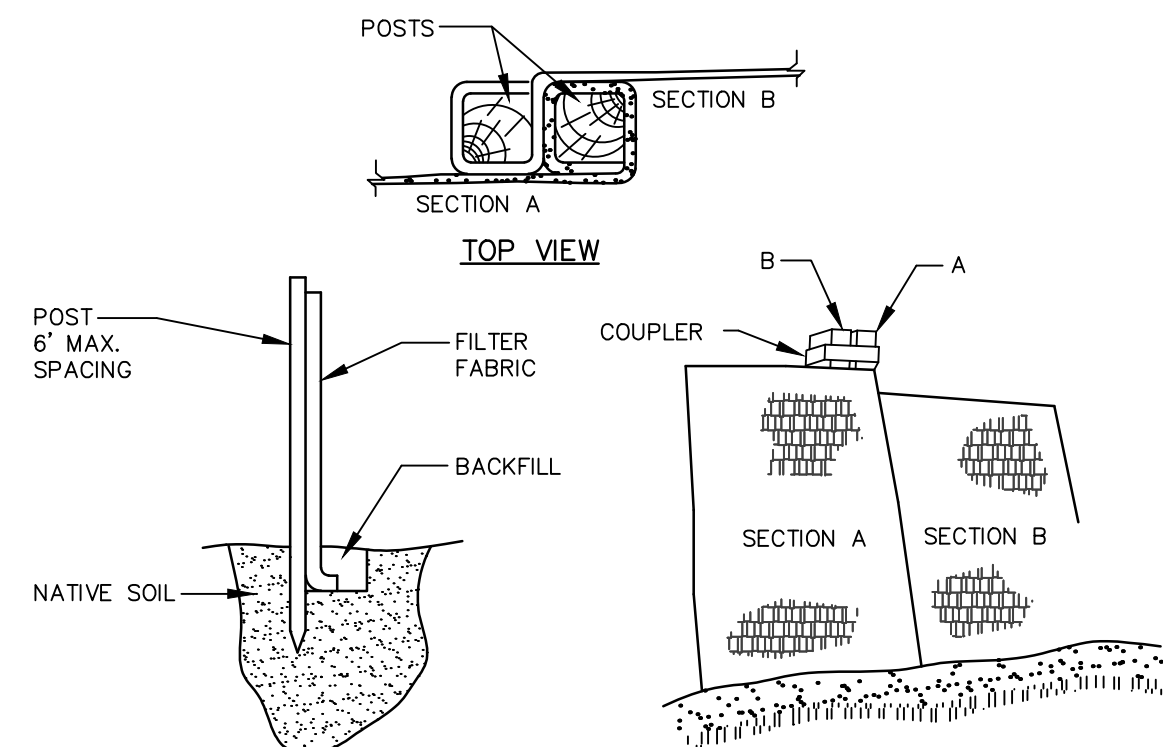
SILT SACK PROTECTION

NOTES:

PRIOR TO FINAL GRADING AND PAVING OPERATIONS BEGIN A CATCH BASIN INSERT (SUCH AS A SILT SACK® OR A DANDY BAG II®) MUST BE INSTALLED IN EACH BASIN PER MANUFACTURERS INSTRUCTIONS. HAY BALES SHOULD BE REMOVED ONCE INSERTS ARE INSTALLED.

CATCH BASIN PROTECTION DETAIL

NOT TO SCALE

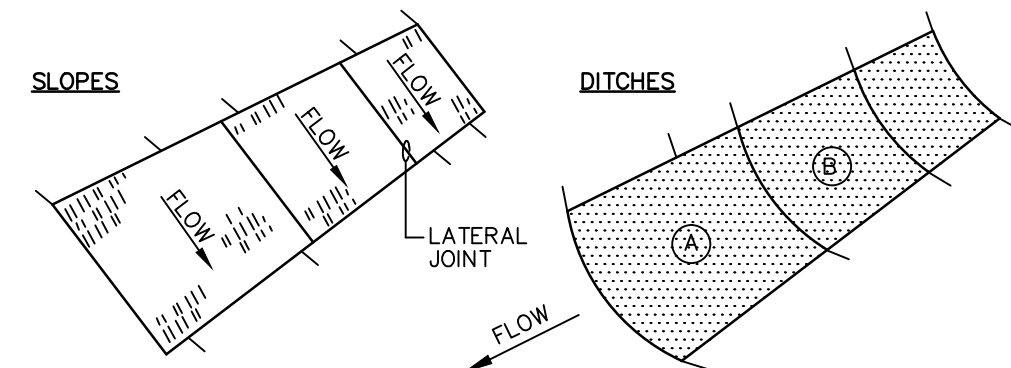


INSTALLATION:

1. EXCAVATE A 6' x 6" TRENCH ALONG THE LINE OF PLACEMENT FOR THE FILTER BARRIER.
2. UNROLL A SECTION AT A TIME AND POSITION THE POSTS AGAINST THE BACK (DOWNSTREAM) WALL OF THE TRENCH.
3. DRIVE POSTS INTO THE GROUND UNTIL APPROXIMATELY 2" OF FABRIC IS LYING ON THE TRENCH BOTTOM.
4. LAY THE TOE-IN FLAP OF FABRIC ONTO THE UNDISTURBED BOTTOM OF THE TRENCH, BE BEING AND TAMP THE SOIL. THE TOE-IN CAN ALSO BE ACCOMPLISHED BY LAYING THE FABRIC FLAP ON UNDISTURBED GROUND AND PILING AND TAMPING FILL AT THE BASE, BUT MUST BE ACCOMPANIED BY AN INTERCEPTION DITCH.
5. JOIN SECTION AS SHOWN ABOVE.
6. BARRIER SHALL BE MIRAFI SILT FENCE OR EQUAL.

SILT FENCE

NOT TO SCALE

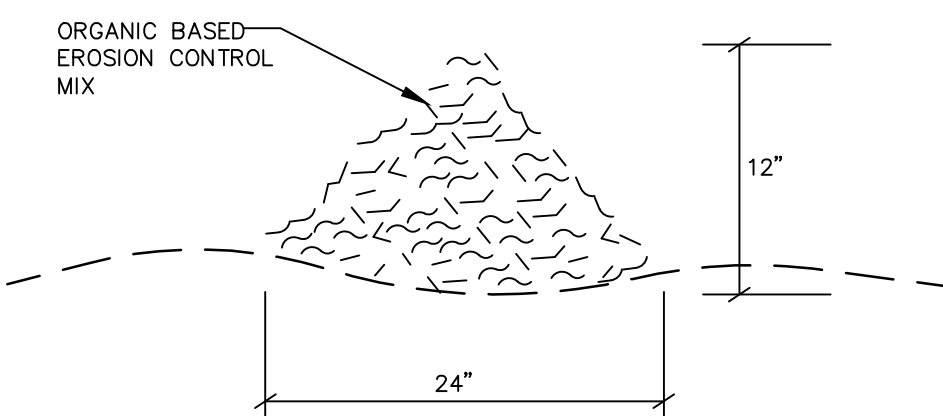


NOTES:

1. BURY THE TOP END OF THE MESH MATERIAL IN A 6" TRENCH AND BACKFILL AND TAMP TRENCHING SECURE END WITH STAPLES AT 6" SPACING, 4" DOWN FROM EXPOSED END.
2. FLOW DIRECTION JOINTS TO HAVE UPPER END OF LOWER STRIP BURIED WITH UPPER LAYERS OVERLAPPED 4" AND STAPLED. OVERLAP B OVER A.
3. LATERAL JOINTS TO HAVE A 4" OVERLAP OF STRIPS. STAPLE 18" ON CENTER.
4. STAPLE OUTSIDE LATERAL EDGE 2' ON CENTER.
5. WIRE STAPLES TO BE MIN. OF # 11 WIRE 6" LONG AND 1-1/2" WIDE.
6. USE NORTH AMERICAN GREEN DS 1550 OR APPROVED EQUAL.
7. EROSION CONTROL BLANKET SHALL MEET ALL M.D.O.T. SPECIFICATIONS.

EROSION CONTROL BLANKET

NOT TO SCALE

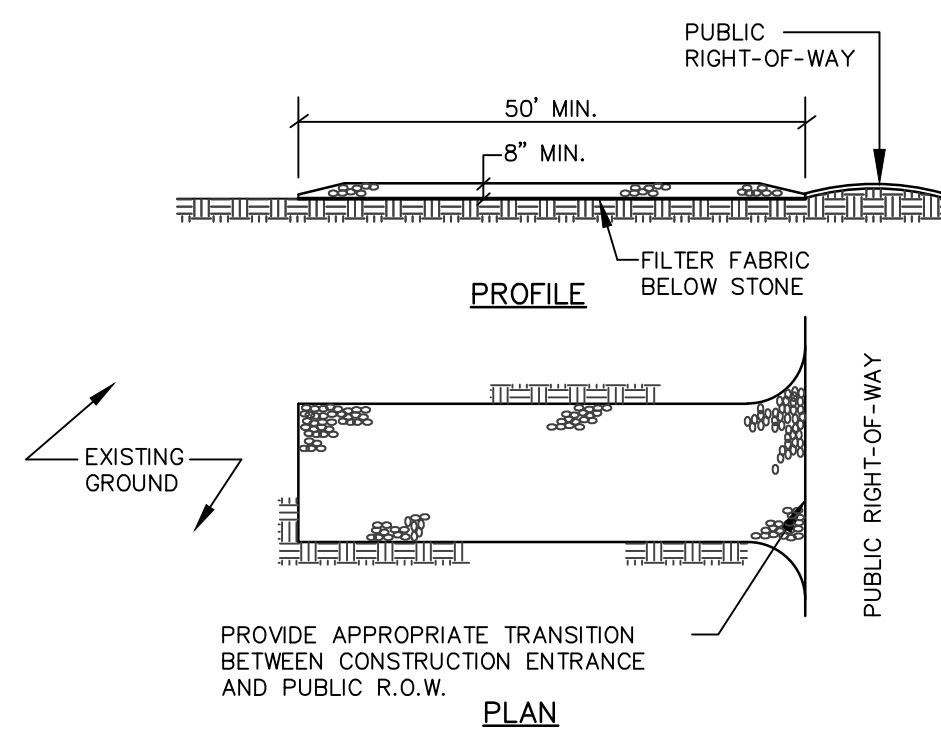


COMPOSITION

EROSION CONTROL MIX SHALL BE MANUFACTURED ON OR OFF THE PROJECT SITE SUCH THAT ITS COMPOSITION IS IN ACCORDANCE WITH THE MDEP MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL, LAST REVISED 3/2003 OR LATER. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL, SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, COMPOSTED BARK, OR ACCEPTABLE MANUFACTURED PRODUCTS. WOOD AND BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS WILL NOT BE ACCEPTABLE AS THE ORGANIC COMPONENT OF THE MIX.

INSTALLATION:

1. THE BARRIER MUST BE PLACED ACROSS THE SLOPE, ALONG THE CONTOUR.
2. EXISTING GROUND SHALL BE PREPARED SUCH THAT THE BARRIER MAY LIE NEARLY FLAT.
3. THE BARRIER SHALL BE MADE OF LOGS, BRUSH AND BRIDGES IN ORDER TO MINIMIZE THE POTENTIAL OF WASH OUTS UNDER THE BARRIER.
4. THE BARRIER SHALL BE A MINIMUM OF 1 FOOT HIGH (AS MEASURED ON THE HILL SIDE) AND 12 INCHES WIDE ON THE FLAT SIDE. THE BARRIER SHALL BE DESIGNED TO ACCOMMODATE THE ADDITIONAL RUNOFF.
5. EROSION CONTROL MIX CAN BE INSTALLED WHERE SILT FENCE IS ILLUSTRATED ON THE PLAN. THE MIX CAN BE INSTALLED ANYWHERE, NOT LIMITED TO, THE FOLLOWING AREAS: WETLAND AREAS, AT POINTS OF CONCENTRATED FLOW, BELOW CULVERT OUTLET APRONS, AROUND CATCH BASINS, AT THE TOP OF SLOPES, AND AT THE BOTTOM OF STEEP SLOPES THAT ARE MORE THAN 50 FEET FROM TOP TO BOTTOM.

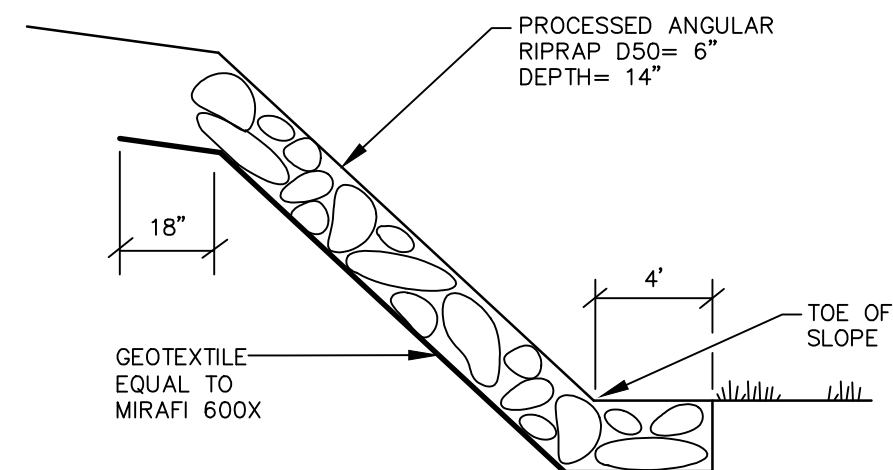


NOTES:

1. STONE SIZE- ASHTO DESIGNATION M43, SIZE NO. 2 (2 1/2" to 1 1/2"). USE CRUSHED STONE.
2. LENGTH- AS SHOWN ON PLANS, MIN. 50 FEET.
3. THICKNESS- NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH- NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
5. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHEREBY IT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SHOWN DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

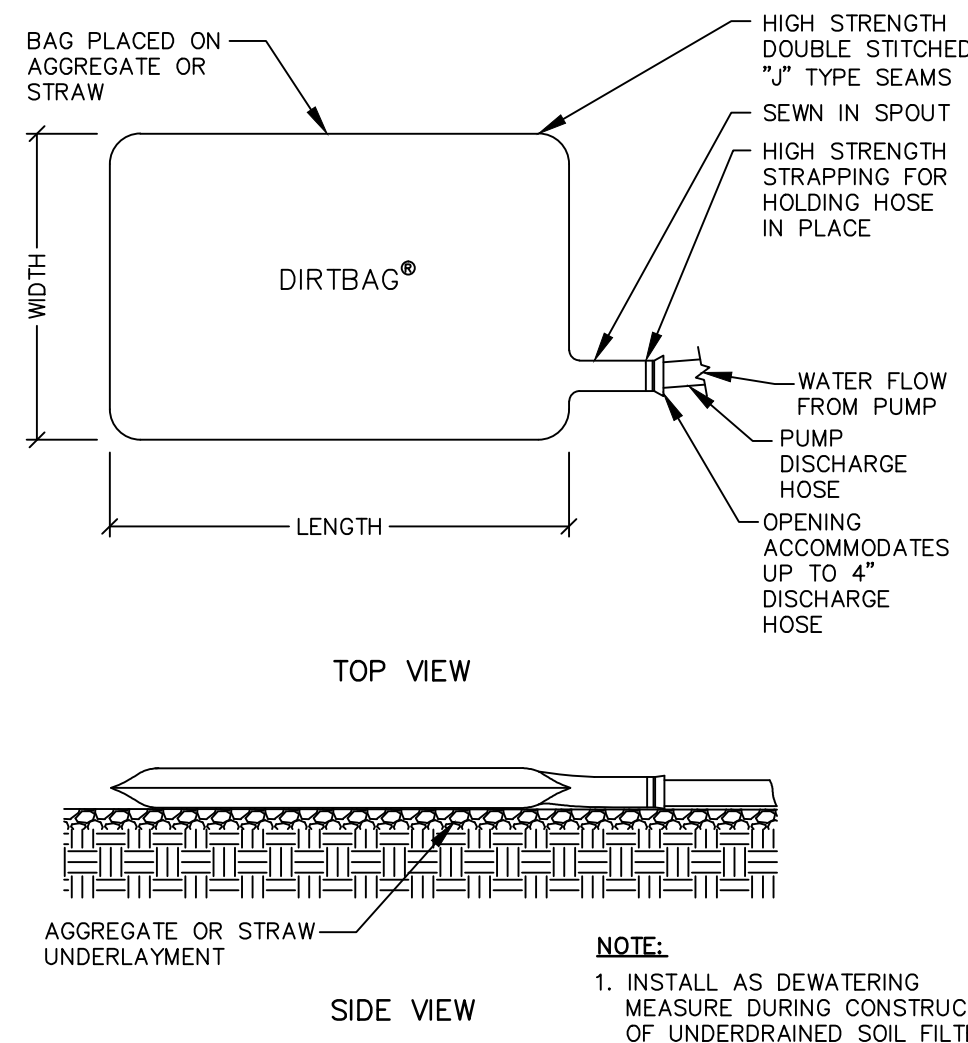
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



SIDE SLOPE RIPRAP

NOT TO SCALE



DIRTBAG PUMPED SILT CONTROL SYSTEM

NOT TO SCALE

[illegible]

DETAILS
TO: ANDERSON STREET INDUSTRIAL FLEX BUILDING
2 ANDERSON STREET
PORTLAND, MAINE
FROM: ANDERSON STREET REALTY, LLC
2 FORE STREET, THIRD FLOOR
PORTLAND, MAINE 04101

PROJECT NO.	SCALE
16037	1" = 30'

SHEET 8 OF 12



2. THIS DETAIL IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. CONSTRUCTION OF THE FOUNDATION DRAIN, FOOTING & ASSOCIATED MATERIALS SHALL BE COORDINATED WITH THE GEOTECHNICAL REPORT.

THIS DETAIL IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. CONSTRUCTION OF THE FOUNDATION DRAIN, FOOTING & ASSOCIATED MATERIALS SHALL BE COORDINATED WITH THE GEOTECHNICAL REPORT.

FINISH FLOOR

6" - 3/4" CRUSHED STONE

2" - PEASTONE CHOKER COARSE

8" PERFORATED PVC UNDERDRAIN, INSTALL TO COLLECT STORMWATER FROM THE ROOF. COARSE GRAVEL EQUAL TO (MDOT 703.22) UNDERDRAIN BACKFILL MATERIAL, TYPE B

BUILDING FOOTING (SEE ARCHITECTURAL PLANS)

STRUCTURAL FILL

6" MIN. STRUCTURAL FILL (SOIL SUBGRADE) OR 6" MIN. CRUSHED STONE (BEDROCK SUBGRADE)

BUILDING

48"

POROUS CONCRETE, SEE DETAIL

6"

2"

12 MIN. LOAMY COARSE SAND, (SEE TABLE 1)

12"

INSTALL HAY LAYER

FILTER FABRIC TO BE MIRAFI 140N OR EQUAL

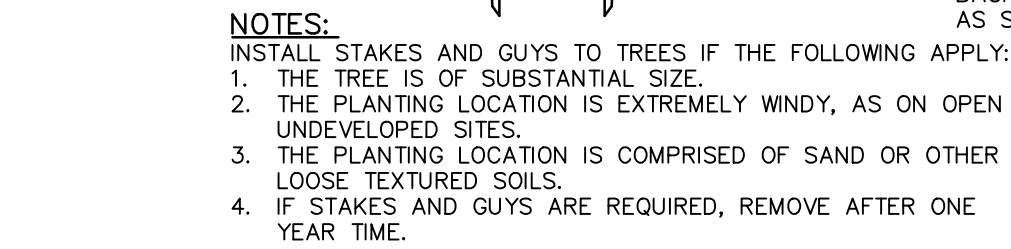
#10	85-100
#20	70-100
#40	15-50
#200	8-15

NOTE: LESS THAN 2% CLAY CONTENT

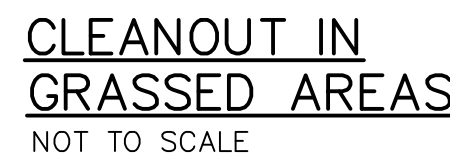
STRUCTURAL FILL

ROOF DRIP EDGE DETAIL

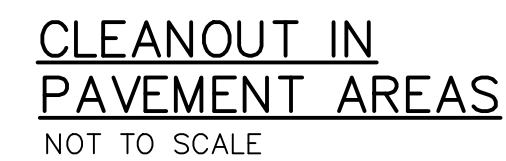
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TREE PLANTING DETAIL
NOT TO SCALE

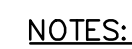


1. PLANT QUANTITIES SHOWN ON PLANT LISTS ARE FOR CONVENIENCE TO THE CONTRACTOR ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLANT MATERIAL INSTALLATION AS SHOWN ON PLANS, SIZE AND GRADING STANDARDS OF PLANT MATERIAL SHALL BE AS SHOWN ON THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. ALL PLANT MATERIAL SHALL BE FREE FROM ALL DISEASE AND DEFECTS.
2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. PLANTING SHALL INCLUDE PREPARATION OF PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, MULCHING, AND WATERING.
3. MAINTENANCE UNTIL ACCEPTANCE BY THE OWNER. PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR FROM DATE OF INSTALLATION. A PERIOD OF TWO YEARS THEREAFTER BY THE OWNER FROM DATE OF INSTALLATION. DURING THE ONE YEAR GUARANTEED PERIOD, ANY PLANT MATERIAL SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE ONE YEAR PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
4. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING. EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION. CONTRACTOR SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
5. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE UNDERGROUND UTILITIES AND THE EXISTING UTILITY LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO THE OWNER.
6. ALL SUBSOIL BEDS SHALL BE MULCHED WITH 3" CLEAN SHREDDED DASK OR COMPOST.
7. THE CONTRACTOR SHALL PROVIDE 4" LOAM FOR ALL AREAS TO BE SODDED OR SEEDED. PLANTING AREAS SHALL RECEIVE 12" ROLLED THICKNESS OF LOAM. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR TO AVOID CONFLICTS. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, SPECIES, OR CONDITION, SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
8. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE LANDSCAPE PLAN. PLANTING MATERIAL FOR PERENNIAL AND ANNUAL FLOWER BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SUBSOIL AND ONE PART FERTILIZER. PLANTING MATERIAL SHALL BE HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR COMPOSTED MANURE OR COMPOST. ROTTEN BEDS TO A DEPTH OF 8 INCHES.



1. CORNER OR END BUTT: NOMINAL 3" O.D. GALVANIZED STEEL PIPE, MIN. 5.79 lbs./LF.
2. INTERMEDIATE POST: NOMINAL 2-1/2" O.D. GALVANIZED STEEL PIPE, MIN. 3.65 lbs./LF.
3. BRACE (TOP & BOTTOM): NOMINAL 1-5/8" O.D. GALVANIZED STEEL PIPE, MIN. 2.27 lbs./LF.
4. THE OUTSIDE OF THE FENCE FABRIC SHALL BE 3" INSIDE THE EDGE OF PAVEMENT.
5. EACH AND EVERY DIAGONAL BRACE ROD SHALL BE INSTALLED AT EACH 10' CORNER SECTION OF ENCLOSURE.
6. CONCRETE SHALL HAVE MINIMUM COMPRESSIVE STRENGTH (f_c) OF 3,000 psi WITH 6% AIR ENTRAINMENT.
7. SUBMIT SHOP DRAWINGS FOR OWNER'S/ENGINEER'S APPROVAL.
8. FENCE FABRIC, POSTS AND APPURTENANCES SHALL BE VINYL CLAD; COLOR: BLACK.

TYPICAL CHAIN LINK FENCE
NOT TO SCALE



1. PAVERS SHALL BE "STORMWATER BRICK" PERMEABLE INTERLOCKING CONCRETE PAVERS 4"x8"x1-1/8" BY GENEST CONCRETE OR APPROVED EQUAL.
2. SEE SPECS. FOR PAVES COLOR, INSTALLATION PATTERN AND LOCATION.
3. THE SAND LAYER SHALL BE MINERAL SOIL WITH BETWEEN 4% AND 7% FINES PASSING THE #200 SIEVE.
4. BRING TO SUBGRADE AS REQUIRED WITH COMMON BORROW. COMPACT SUBGRADE TO 95% OF MODIFIED PROCTOR (ASTM D-1557). REFER TO GEOTECHNICAL REPORT.

POROUS CONCRETE SECTION
NOT TO SCALE

	DESIGNED	CHECKED
	JRS	JRS
B JRS 12/22/16 REVISED PER CITY COMMENT		
A JRS 9/27/16 LEVEL 3 SITE PLAN APPLICATION		
REVIEW BY: DATE: STATUS:		
APPROVED BY: DATE: STATUS:		
AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEABOARD TECHNIQUES, INC.		

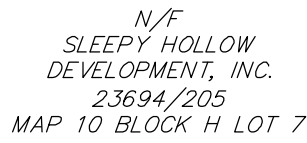


DETAILS
OF: ANDERSON STREET INDUSTRIAL FLEX BUILDING
122 ANDERSON STREET
PORTLAND, MAINE
FOR: ANDERSON STREET REALTY, LLC
322 FORE STREET, THIRD FLOOR
PORTLAND, MAINE 04101

PROJECT NO.	SCALE
16037	1" = 30'

SHEET 10 OF 12

16037D.dwg, TAB: D-4



N/F
SLEEPY HOLLOW
DEVELOPMENT, INC.
23694/205
MAP 10 BLOCK H LOT 7

N/F
SLEEPY HOLLOW
DEVELOPMENT, INC
26385/327
MAP 10 BLOCK H LOT 6

N/F
RANDOM ORBIT, INC.
31845/186
MAP 10 BLOCK H LOT
MAP 12 BLOCK N LOT

N/F
BERZINIS REALTY LIMITED
LIABILITY
12939/104
MAP 12 BLOCK N LOT 3

N/F
CITY OF PORTLAND
23202/38
MAP 10 BLOCK H LOT 3
MAP 23 BLOCK E LOT 3

ANDERSON STREET
REALTY, LLC
24689/111
MAP 10 BLOCK H LOT 5
MAP 12 BLOCK N LOT 1

N/F
MAINE MUSLIM
COMMUNITY CENTER
27871/92
MAP 12 BLOCK N LOT 4

N/F
ROCKINGHAM ELECTRIC
SUPPLY COMPANY
31294/290
MAP 23 BLOCK E LOT 10

N/F
FEDERICK, LLC
23280/223
MAP 23 BLOCK E LOT 1

N/F
FEDERICK, LLC
23280/223
MAP 23 BLOCK E LOT 9

N/F
A.D. BEANER, LLC
30471/45
MAP 23 BLOCK E LOT 6

GRAPHIC SCALE

(IN FEET)
1 INCH = 30 FT.

EXISTING	PROPOSED
----------	----------

— — — — — PROPERTY LINE/R.O.W.

— — — — — ABUTTER LINE/R.O.W.
 - - - - - DEED LINE/R.O.W.

————— SETBACK

— — — EASEMENT

① MONUMENT
② IRON PIPE / ROD

/// BUILDING

DECK/STEPS/

OVERHANG

EDGE PAVEMENT

EDGE PAVEMENT —————

PAVEMENT SAWCUT - - - - -

STONE DUST PATH

EDGE CONCRETE
BASEMENT PAINT

PAVEMENT PAINT _____

DRAINAGE FLOW _____ ➡ _____

— — — — EDGE GRAVEL

CURB LINE

—○— CHAIN LINK FENCE
 DECIDUOUS TREE

DECIDUOUS TREE
BOLLARD

— SIGN —

RAILROAD

===== EDGE OF WATER

- 1 INSTALL MAIN TEMPORARY CONSTRUCTION GATE
- 2 INSTALL SECONDARY ACCESS / SECURE PARKING LOT ACCESS
- 3 PROVIDE MATERIAL / EQUIPMENT LAYDOWN AREAS
- 4 REMOVE / RELOCATE EXISTING BARRIERS
- 5 PREPARE MAIN ENTRANCE GRADING BASE PAVING
- 6 PREPARE EXISTING PARKING LOT - PAVEMENT REMOVAL / CURBING / GUARDRAIL REMOVAL
- 7 INSTALL REAR ACCESS - POROUS CONCRETE BASE / SURFACE
- 8 FINAL PARKING PAVING & PROPOSED SIDEWALKS, GUARDRAILS
- 9 PREPARE LOAM, SEED & MULCH. ALL PROPOSED GRASS AREAS & INSTALL FINAL LANDSCAPING PLANTS

- A UTILITY SERVICE CONNECTIONS TO EDGE OF R.O.W
- B UTILITY SERVICE CONNECTIONS TO THRU / PARKING AREAS
- C FILLING / EXCAVATION / GRADING FOR PARKING LOT DRAINAGE
- D BUILDING FOUNDATION & STRUCTURAL CONST.
- E PREPARING MAIN PARKING LOT GRADING & UTILITIES / LIGHTS
- F CUT PAVEMENT - RE-SEED AREA OF RECLAIMED PARKING SPACES

SPACES PROVIDED WITH STRUCTURE = 1 SPACE PER 1,000 S.F. INDUSTRIAL BUILDING
PROPOSED BUILDING AREA:
22,400 S.F. + EX. BUILDING AREA 2,216 S.F. = 24,616 S.F.
REQUIRES:
25 PARKING SPACES
10 SPACES LEASED TO MAINE MUSLIM COMMUNITY CENTER
35 TOTAL PARKING SPACES REQUIRED
PROVIDED:
39 SPACES + 4 H.C. SPACES @ MAIN LOT
23 SPACES @ SOUTH LOT (9 SPACES + 1 H.C. @ MUSLIM CENTER)
6 SPACES BETWEEN COFFEE & BREWERY
1 BICYCLE SPACE PER 10 PROPOSED SPACES = 8 PROVIDED

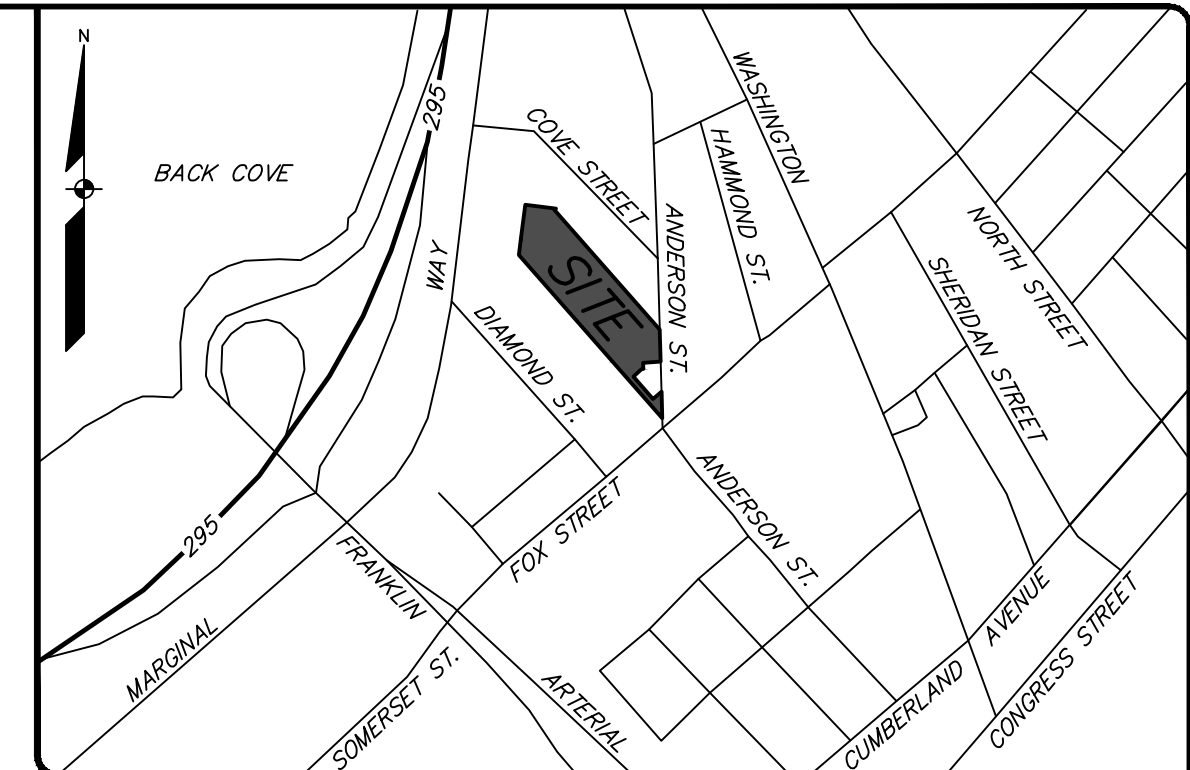
7. PLAN ORIENTATION IS GRID NORTH, MAIN STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
8. UTILITIES OR UTILITIES DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
9. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051 0013 B, HAVING AN EFFECTIVE DATE OF JULY 17, 1986. THE LOCUS FALLS WITHIN AN AREA DESIGNATED AS ZONE A. AREAS OF MINOR FLOODING.
10. STREET LINES HAVE BEEN RETRACED BASED ON PLAN REFERENCE 6E HEREON.
11. INSTALLATION OF GROUNDWATER EXTRACTION WELLS AND EXCAVATION OF SOILS GREATER THAN ONE (1) FOOT BELOW THE SURFACE IS PROHIBITED EXCEPT WITH THE CONSENT OF THE STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION. SEE CCRD BOOK 24639, PAGE 111.
12. REFERENCE IS MADE TO RIGHTS AND OBLIGATIONS OF BAYSIDE BEAUTIFICATION PROJECT, LLC AND AK110 LLC REGARDING COVENANTS RUNNING WITH THE LAND FOR THE BENEFIT OF LAND RETAINED BY BAYSIDE BEAUTIFICATION PROJECT, LLC AND BINDING UPON AK110 LLC AND THEIR RESPECTIVE HEIRS, SUCCESSORS AND ASSIGNS. SEE CCRD BOOK 24639, PAGE 111.
13. THERE ARE NUMEROUS EASEMENTS RECITED IN CCRD BOOK 24639, PAGE 111 REGARDING RAILROAD EASEMENTS AFFECTING THIS PROPERTY. THE MAIN LINE RAILROAD AND ALL RELATING INFRASTRUCTURE HAS BEEN REMOVED AND REPLACED BY THE BAYSIDE TRAIL. IT IS RECOMMENDED THAT THE ATTORNEY REGARDING THE RAILROAD EASEMENTS RECITED IN THE HEREIN REFERENCED DEED.

LINE	DIRECTION	DISTANCE
L1	S 86°29'18" W	58.00'
L2	S 2°30'27" E	20.43'
L3	S 86°19'52" W	5.05'
L4	S 49°13'20" W	37.64'
L5	S 40°57'47" E	99.40'
L6	N 48°51'20" E	37.12'

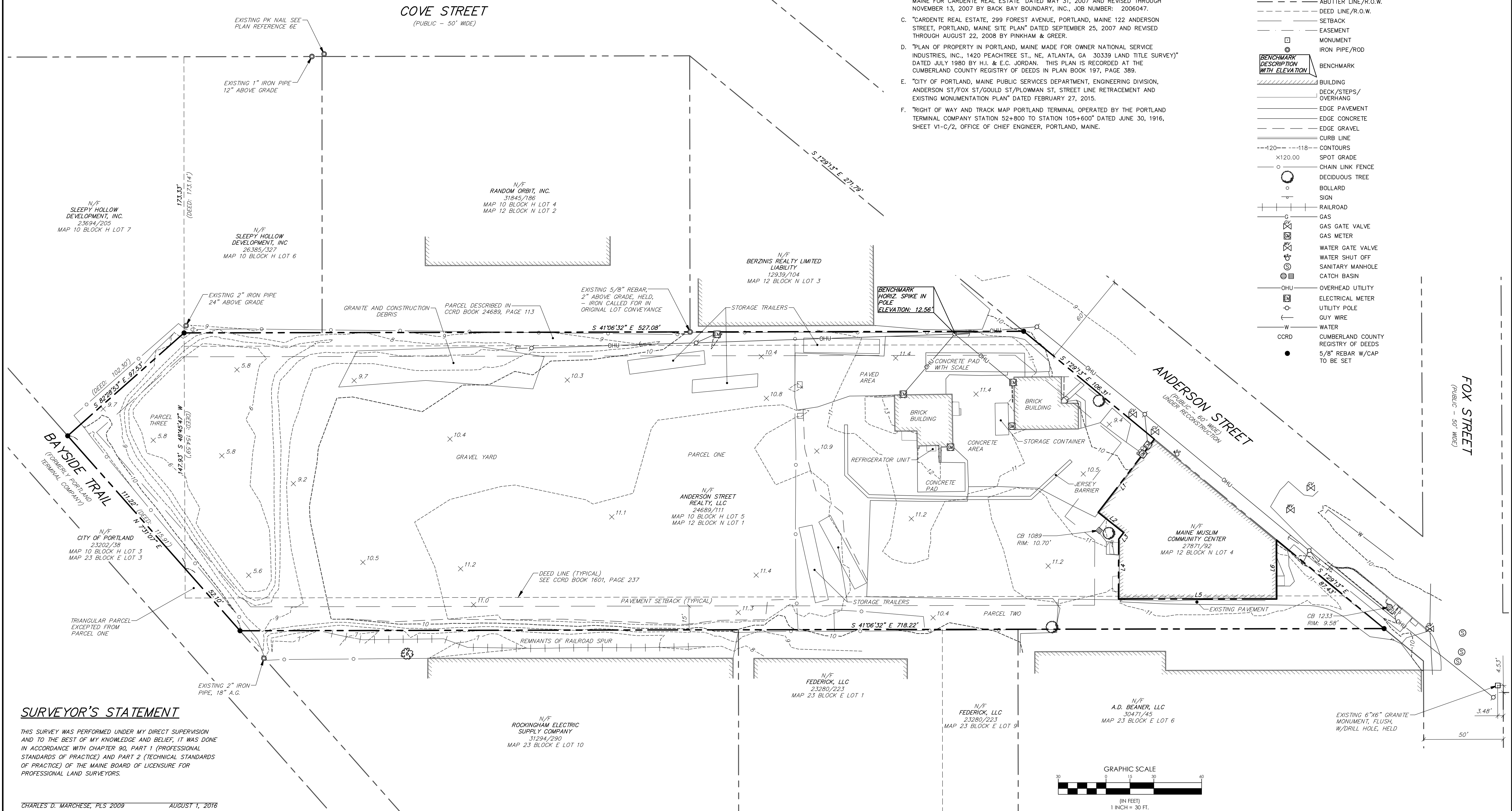
1. THE RECORD OWNER OF THE PARCEL IS ANDERSON STREET REALTY, LLC BY DEED DATED DECEMBER 22, 2006 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 24689, PAGE 111.
2. THE PROPERTY IS DEPICTED AS LOT 5, BLOCK H ON THE CITY OF PORTLAND TAX MAP 10, LOT 1, BLOCK N ON THE CITY OF PORTLAND TAX MAP 12 AND LOT 8, BLOCK H ON THE CITY OF PORTLAND TAX MAP 10 AND IS LOCATED IN THE I-LB INDUSTRIAL ZONE.
3. SPACE AND BULK CRITERIA FOR THE I-LB INDUSTRIAL ZONE ARE AS FOLLOWS:

MAXIMUM IMPERVIOUS SURFACE RATIO:	100%
MINIMUM LOT SIZE:	NONE
MINIMUM STREET FRONTAGE:	60 FEET
MINIMUM FRONT YARD:	NONE PRINCIPAL & ACCESSORY
MINIMUM SIDE YARD:	NONE - 25' ABUTTING RESIDENTIAL
MINIMUM REAR YARD:	NONE - 25' ABUTTING RESIDENTIAL
MAXIMUM BUILDING HEIGHT:	45 FEET
MINIMUM PAVEMENT SETBACK:	15 FEET

 - SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 117,516 SQUARE FEET OR 2.70 ACRES.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREIN IS BASED UPON FIELD SURVEY PERFORMED BY SEBAGO TECHINCS, INC. IN JULY 2016.
6. PLAN REFERENCES:
 - A. "STANDARD BOUNDARY SURVEY FOR TEWKSBURY INDUSTRIES, INC., ANDERSON STREET, PORTLAND, MAINE" BY ROBERT HARGON IRON & STEEL CO. ANDERSON STREET, PORTLAND, ME, 04112, DATED AUGUST 1994 BY ANDERSON LIVINGSTON ENGINEERS, INC., FILE NO. 5433, PLAN NO. 1198.940801.
 - B. "BOUNDARY SURVEY/TOPOGRAPHIC SITE PLAN AT 122 ANDERSON STREET, PORTLAND, MAINE FOR CARDENTE REAL ESTATE" DATED MAY 31, 2007 AND REVISED THROUGH NOVEMBER 13, 2007 BY BACK BAY BOUNDARY, INC., JOB NUMBER: 2006047.
 - C. "CARDENTE REAL ESTATE, 299 FOREST AVENUE, PORTLAND, MAINE 122 ANDERSON STREET, PORTLAND, MAINE SITE PLAN" DATED SEPTEMBER 25, 2007 AND REVISED THROUGH AUGUST 22, 2008 BY PINKHAM & GREER.
 - D. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR OWNER NATIONAL SERVICE INDUSTRIES, INC., 1420 PEACHTREE ST., NE, ATLANTA, GA 30339 (LAND TITLE SURVEY)" DATED JULY 1980 BY H.J. & E.C. JORDAN. THIS PLAN IS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 197, PAGE 389.
 - E. "CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT, ENGINEERING DIVISION, ANDERSON ST/FOX ST/GOULD ST/PLAINMAN ST, STREET LINE RETRACEMENT AND EXISTING MONUMENTATION PLAN" DATED FEBRUARY 27, 2015.
 - F. "RIGHT OF WAY AND TRACK MAP PORTLAND TERMINAL OPERATED BY THE PORTLAND TERMINAL COMPANY OF STATION 52+800 TO STATION 105+600" DATED JUNE 30, 1916, SHEET VI-C/2, OFFICE OF CHIEF ENGINEER, PORTLAND, MAINE.

LOCATION MAP N.T.S.

EXISTING	PROPOSED
	PROPERTY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/R.O.W.
	SETBACK
	EASEMENT
	MONUMENT
	IRON PIPE/ROD
	BENCHMARK
	BUILDING
	DECK/STEPS/ OVERHANG
	EDGE PAVEMENT
	EDGE CONCRETE
	EDGE GRAVEL
	CURB LINE
	CONTOURS
	SPOT GRADE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	BOLLARD
	SIGN
	RAILROAD
	GAS
	GAS GATE VALVE
	GAS METER
	WATER GATE VALVE
	WATER SHUT OFF
	SANITARY MANHOLE
	CATCH BASIN
	OVERHEAD UTILITY
	ELECTRICAL METER
	UTILITY POLE
	GUY WIRE
	WATER
	CUMBERLAND COUNTY REGISTRY OF DEEDS
	5/8" REBAR W/CAP 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.

CHARLES D. MARCHESE, PLS 2009 AUGUST 1, 2016

[illegible]

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

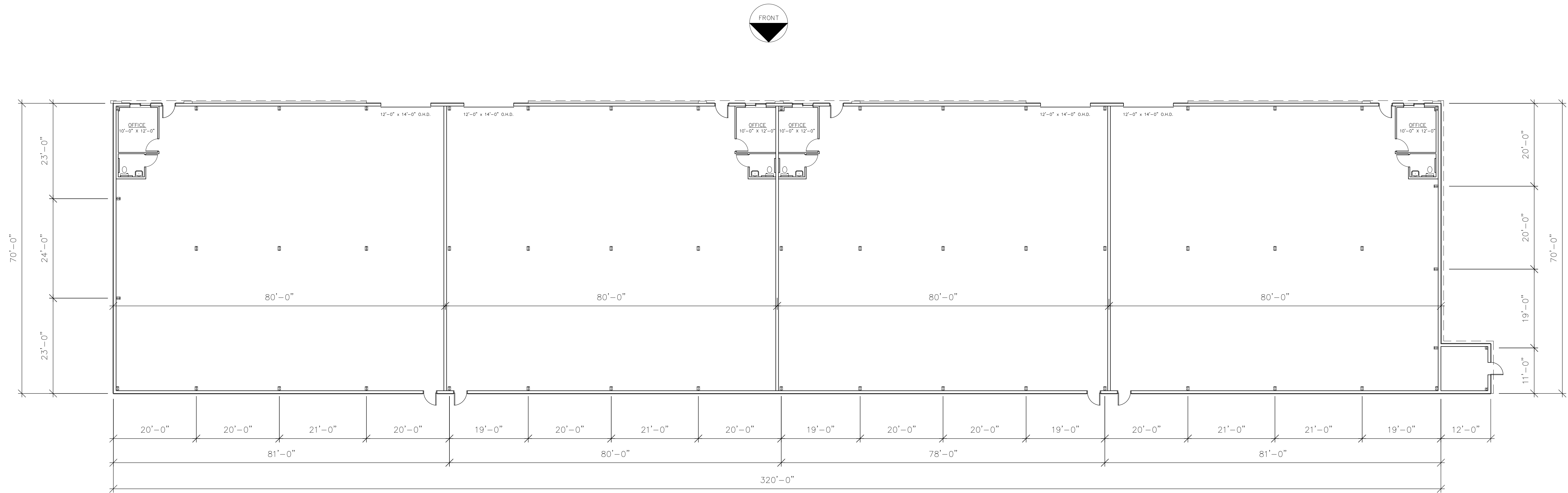
250 Goddard Rd.
Suite B 0421
Lewiston, ME 04210
Tel. 207-783-5661

EXISTING CONDITIONS
OF LAND OWNED BY:
ANDERSON STREET INDUSTRIAL FLEX
122 ANDERSON STREET
PORTLAND, MAINE
PREPARED FOR:
ANDERSON STREET REALTY, LLC
322 FORE STREET, THIRD FLOOR
PORTLAND, MAINE 04101

PROJECT NO.	SCALE
16037	1" = 30'

SHEET 2 OF 12

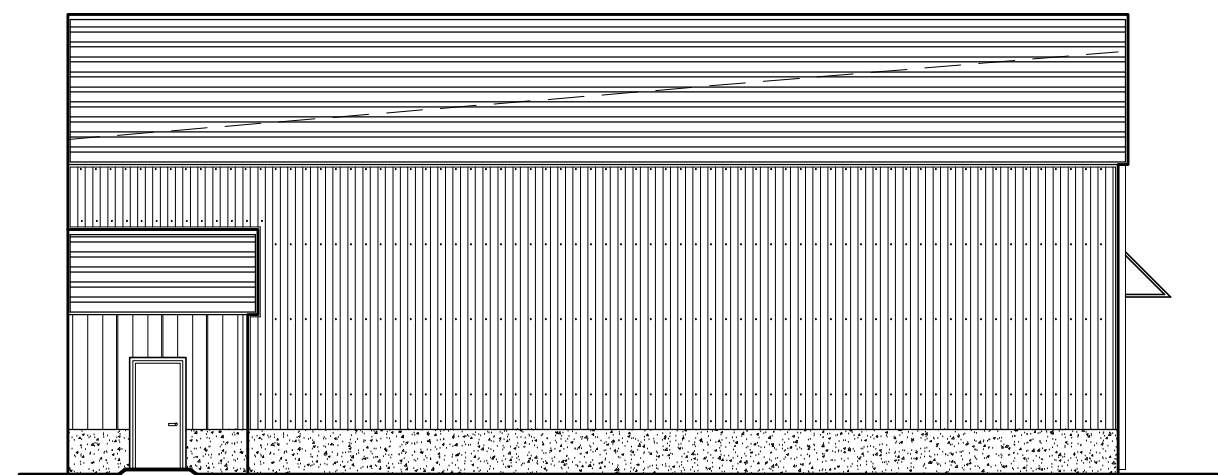
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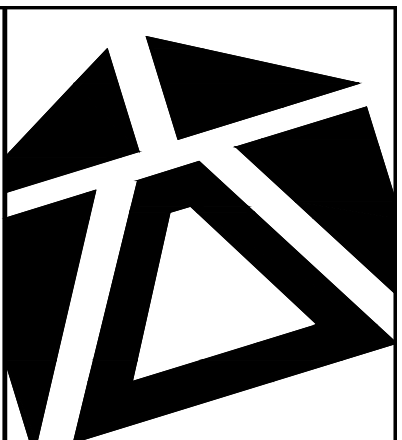
FLOOR PLAN
SCALE: 5/64" = 1'-0"



FRONT ELEVATION
SCALE: 5/64" = 1'-0"



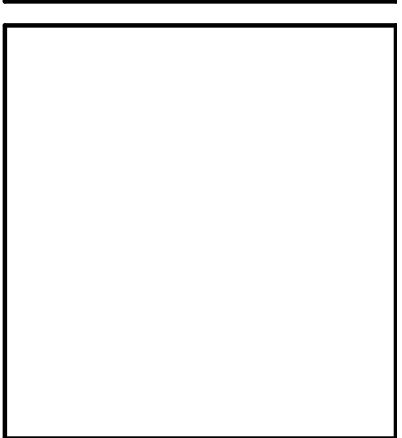
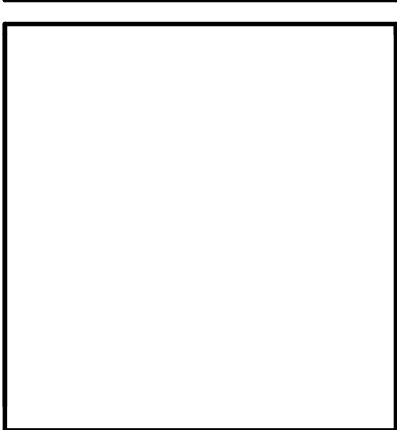
SIDE ELEVATION
SCALE: 5/64" = 1'-0"



PATCO
CONSTRUCTION INC

1293 MAIN STREET
SANFORD, ME 04073
TEL: (207)324-5574
FAX: (207)324-1643
www.patco.com
or www.patcocommercial.com

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REV.	DESCRIPTION	DATE	BY

PROPOSED BUILDING FOR:

CARDENTE 320 X 70
122 ANDERSON STREET
PORTLAND, MAINE

FLOOR PLAN/ELEVATION

DATE:	AUG. 21, 2016
SCALE:	AS SHOWN
DRAWN BY:	M.T.PELLETTIER
CHECKED BY:	
JOB NUMBER:	####
SHEET	

SK-1

Memorandum
Planning and Urban Development Department
Planning Division



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

From: Barbara Barhydt, Development Review Services Manager

Date: March 31, 2017

Re: Planning Board Hearing on 221 Congress Street

Meeting Date: April 6, 2017

The public hearing for 221 Congress Street was scheduled for March 14, 2017. The Board meeting was cancelled due to weather and this item was re-noticed for the Board's April 6th meeting. Attached is the report that was prepared for the March 14th meeting.

Notices were sent to 505 property owners and the legal ad appeared in the newspaper on March 27 and 28, 2017. Notices were also posted on the web site and sent to the interested citizens list. No additional public comment has been received.

PLANNING BOARD REPORT PORTLAND, MAINE



221 Congress Street
Subdivision & Conditional Use Review
2016-260 and 2016-283
Hay Runner, LLC

Submitted to: Portland Planning Board Date: March 10, 2017 Public Hearing Date: March 14, 2017	Prepared by: Caitlin Cameron, Urban Designer CBLs: 013G012001 Project #: 2016-260 and 2016-283
--	--

I. INTRODUCTION

Hay Runner, LLC has requested a final subdivision and conditional use review for a five-story residential development at 221 Congress Street at Washington Avenue at the edge of the India Street neighborhood. The proposed 27,636 SF development includes structured parking below ground and 17 market rate condominiums, commercial retail space, and roof access/a green roof. The project includes a parking structure has 16 spaces, sidewalk and landscaping improvements, and stormwater treatment facilities in the form of a green roof. The green roof qualifies the project for a height bonus of a fifth floor. The site is currently occupied by surface parking and is vacant.

This development is in the process of a staff level site plan approval for compliance with the standards of the India Street Form Based Code. The Planning Board is only reviewing the subdivision and compliance with Division 30 (inclusionary zoning).

A total of 169 notices were sent to property owners within 500 feet of the site and a legal ad ran in the *Portland Press Herald* on March 6 and March 7, 2017.

Applicant: Caleb Johnson, Hay Runner, LLC

Consultants: Steve Blais, PE, Blais Civil Engineers, Civil Engineers; Caleb Johnson Architects; Sebago Technics

II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Location and spacing of driveways – to allow a curb cut closer than 150' from an intersection. In this case the separation is approximately 86 feet as shown on the Layout and Materials Plan. <i>Supported by Traffic Engineer</i>	Technical Manual, <i>Section 1.7.2.7</i> . Along arterial, collector and local streets, minimum acceptable spacing between double or multiple driveways for driveways on adjacent lots or on the same parcel shall meet the criteria below: Speed limit (mph) 25 or less = 100' minimum separation
Location and spacing of driveways – to allow a curb cut closer than 150' from an intersection. In this case the separation is approximately 86 feet as shown on the Layout and Materials Plan. <i>Supported by Traffic Engineer</i>	Technical Manual, <i>Section 1.7.2.7</i> . The location and spacing of driveways shall be determined as follows: Along arterial a collector streets, access driveways to corner lots shall be located a minimum of one hundred fifty (150) feet from the intersection of the projection of right-of-way lines to the center line of the driveway except as provided hereafter.
<i>Review</i>	<i>Applicable Standards</i>
Site Plan Level II (staff level review/approval) Subdivision	<i>Section 14-526</i> , including IS-FBC Building Design Standards <i>Section 14-497</i>

III. PROJECT DATA

Existing Zoning	IS-FBC UA
Existing Use	Vacant
Proposed Use	Residential, Commercial

Proposed Development Program	17 condominium units (5 1-bedroom, 11 2-bedroom, 1 3-bedroom)
Parcel Size	7,171 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	n/a	4,283 SF	4,283 SF
Building Floor Area	n/a	27,636 SF	27,636 SF
Impervious Surface Area	7,171 SF	3,585 SF (50%)	3,586 SF
Parking Spaces (on-site)	0	16 structured	16
Bicycle Parking Spaces	none	8	8
Estimated Cost of Project	\$6,000,000		



Figure 1

IV. BACKGROUND & EXISTING CONDITIONS

221 Congress Street lies at the corner of Congress Street and Washington Avenue. The parcels are currently vacant. The City proposes intersection improvements at this location and coordinated with the applicant the appropriate sidewalk design. The site is zoned India Street Form-based Code Zone with an Urban Active (UA) subdistrict, but borders the B-2b. The site is not in the India Street Historic District and the 100' rule does not apply here. The site is an important gateway location into the neighborhood from Washington Avenue and Munjoy Hill.

V. PROPOSED DEVELOPMENT

The applicant proposes to combine three existing lots in order to create a single contiguous lot for purposes of this development (*Plan 2*). The development would consist of a five-story mixed-use building with approximately 20

feet of frontage on Congress Street and 110 feet of frontage on Washington Avenue. A commercial space and residential lobby will be on the ground floor with 17 residential apartments would occupy the upper four floors, with principal access from Washington Avenue and commercial access from Congress Street. Structured parking will be underground with garage access occupying part of the ground floor, with a driveway and pedestrian entrance facing Washington Avenue. Vehicular parking for 16 cars would be provided in a two-level automated structure situated under the proposed building.

Intersection improvements are planned by the City and the applicant worked with City staff to determine the appropriate level of site and sidewalk improvements to be made. The sidewalk will be widened, street trees and street lights introduced on Washington Avenue, and the intersection will be made ADA accessible. New brick sidewalks proposed on both streets. Street trees, curb cut, and site lighting shall be provided on Washington Avenue with new street lights and additional lighting is added by the building lighting. The landscape plan (*Attachment 7*) also includes low landscaping along the building sides and rear. Stormwater treatment is proposed as a green roof on the 4th and 5th floors (see Plans).



Figure 2

VI. PUBLIC COMMENT

No public comments have been received.

The applicant hosted a neighborhood meeting on January 13, 2017 in conformance with the subdivision ordinance. There were four attendees. The meeting minutes show that neighbors raised questions about project timeline and process, the parking system, stormwater management and green roof, and generally were supportive of project and design (*Attachment K*).

VII. RIGHT, TITLE, & INTEREST

The applicant's submittal includes a purchase and sale agreement and amendment as evidence of right, title, and interest. The applicant has proposed to reconfigure three lots to create a development site on what will be one newly defined parcel (*Attachment D*).

VIII. FINANCIAL & TECHNICAL CAPACITY

The estimated cost of the development is approximately \$6 million. The applicant has submitted a letter from Bangor Savings Bank indicating that their intent to consider financing for the project. The applicant has also provided documents attesting to the technical capacity of Caleb Johnson Architects and Blais Engineers (*Attachment E*).

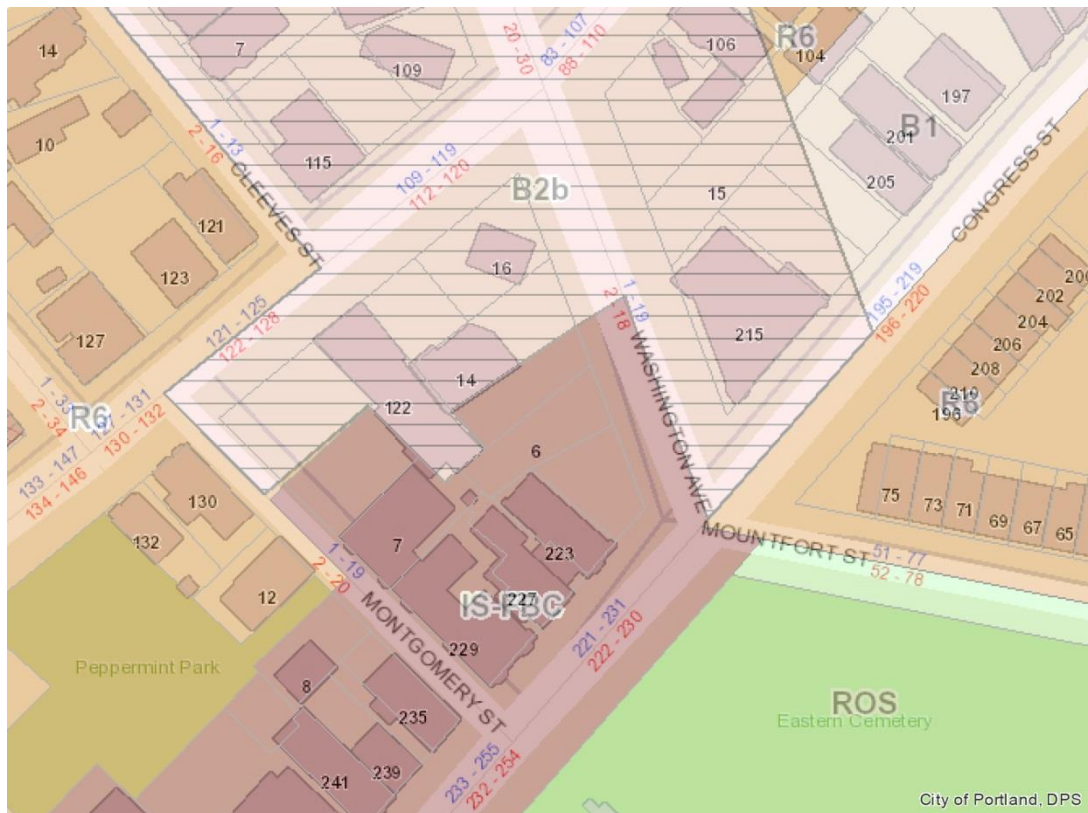


Figure 3

IX. ZONING & LEVEL II SITE PLAN

The project is in the India Street Form-based Code zone and faces two Urban Active subdistrict streets (Congress Street and Washington Avenue). The total project area is under 50,000 square feet and is therefore subject to Level II Site Plan review which is a staff level review and approval. Site Plan review includes review of zoning, design, and site design such as landscape, traffic, stormwater, and parking. The project is currently in review and Level II Site Plan approval is included as a Subdivision condition of approval.

X. SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (*Section 14-496*)

The applicant has provided a subdivision plat for review by the city's surveyor. Finalizing this plat per *Section 14-496* has been included as a condition of approval. In addition, the project includes condominium units. As such, condominium documents have also been included as a condition of approval.

In the submittal, the applicant proposes the following easements and licenses:

- License to the City of Portland from Hay Runner, LLC for public sidewalk access on Washington Avenue and Congress Street rights-of-way;

If any construction easements are necessary from the City of Portland, they should also be noted on the construction

management plans. Final construction management plans shall be required as part of Site Plan Level II.

All of these easements have been suggested as conditions of approval.

XI. SUBDIVISION REVIEW

(14-497(a). Review Criteria)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. Staff comments are below and in *Attachments 1-3*.

1. Water, Air Pollution

The project is not anticipated to result in undue air or water pollution (*Attachment 1*).

2 & 3. Adequacy of Water Supply

The plans show water service from a main in Washington Avenue. The applicant has provided evidence of capacity from the Portland Water District with conditions (*Attachment F*).

4. Soil Erosion

No unreasonable soil erosion or reduction in the capacity of the land to hold water is anticipated. An approved construction management plan including erosion control plan required as a condition of approval.

5. Impacts on Existing or Proposed Highways and Public Roads

The applicant has provided a traffic and transportation analysis (*Attachment J*). Tom Errico, the city's consulting traffic engineer, has reviewed the study and provided comments (*Attachment 2*), which states the project is not expected to cause unreasonable highway or public road congestion or unsafe conditions.

There are two waiver requests for the proposed driveway. The first request is waive the 100 foot separation between the existing gas station driveway and the proposed drive to allow a distance of roughly 26 feet. The second request seeks a waiver of the corner clearance requirement of 150 feet to allow roughly 87 feet as shown on the site plan. Tom Errico, PE, has reviewed the waiver requests and supports the waivers as follows:

Driveway Waiver

The proposed driveway does not meet City standards as it relates to Intersection Corner Clearance and Driveway Separation. The project locates the driveway the maximum distance possible along Washington Avenue from Congress Street (which I view as the most critical design standard) and thus I support waivers for the previously noted standards. I would note that as discussed above the project will need to provide details on managing waiting vehicles and that will be addressed through the site plan review process.

6. Sanitary Sewer/Stormwater Disposal

A 6-inch sewer line are proposed to service the building and would outlet to Newbury Street. A grease trap is proposed for the commercial use on the ground floor. The applicant has submitted a wastewater capacity application to the Department of Public Works with an approval letter granted 12/20/17 (*Attachment G*).

The applicant has provided stormwater management and utility plans as well as information for the green roof. The proposed stormwater management agreement has been submitted for review and is included as an attachment. Lauren Swett, the city's consulting civil engineer has provided comment that this subdivision s is met and will

review these plans further as part of the Site Plan review (*Attachments 1*).

7. Solid Waste

The applicant has proposed a trash and recycling room adjacent to the residential entrance and has indicated in the condominium documents that residents are responsible for engaging a waste management contractor to provide waste removal service. The correspondence from March 8th confirms that the trash will be picked up from the trash room next to the garage entry twice a week. Trojano has confirmed the serviceability via either roll away bins or 2-4 cu yd dumpsters. The project is not anticipated to cause an unreasonable burden on the ability of the city to dispose of solid waste.

8. Scenic Beauty

This proposal is not deemed to have an adverse impact on the scenic beauty of the area. The project is within 100' of a historic landscape – Historic Program Manager Deb Andrews determined the project is not subject to advisory historic preservation review given the historic resource is a landscape rather than a landmark and the project has no direct impact on that historic resource.

9. Comprehensive Plan

India Street Sustainable Neighborhood Plan

The neighborhood plan includes the following goals and principles which are met by this proposal:

Goal – Vitality – the project adds 17 new units bringing more people to the neighborhood

Principle 7: Guided Growth – the project provides dense residential development on the Congress Street corridor, one of the areas identified as potential growth and infill development sites.

Principle 8: Form of Development – High residential density, maintaining the pedestrian-scale blocks, continuous sidewalks, and street-oriented buildings – these concepts are all included in the project.

Principle 13: Responsive to Climate Change – this will be the second project in the neighborhood to have a green roof and aggressively address stormwater runoff.

Incentives for Affordable Housing and Housing – Sustaining Portland's Future

The city believes that it is in the public interest to promote an adequate supply of affordable housing for its residents. The proposed project is required under the newly adopted Division 30, Section 14-487, Ensuring Workforce Housing to provide at least 10% workforce housing units. As described below and in (*Attachment 3*), the project will pay a fee-in-lieu into the Housing Trust Fund. The new housing stock is placed in a multi-modal neighborhood with good connections to several neighborhoods, offices, and services.

10. Financial and Technical Capacity

As noted above, the applicant has provided evidence of financial and technical capacity (*Attachment E*).

11. Wetland/Water Body Impacts

Project is not located within a watershed of any pond or lake or within 250 feet of any wetland, great pond or river.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies (*Attachment 1*).

13. Flood-Prone Area

Per the FEMA flood maps, the site is not located in a flood zone.

14. Wetland/Water Body Impacts

No potential wetlands within the proposed subdivision.

15. Wetland/Water Body Impacts

No river, stream or brook within or abutting the proposed subdivision.

(14-497(c) Conformity with Code) Any proposed subdivision shall be in conformity with all relevant provisions of this Code. Project has not completed Level II Site Plan approval at the time of this public hearing to determine conformity with all relevant provisions of the Code. Staff proposes a condition of approval that the project shall receive Level II Site Plan Approval.

(14-499 Required improvements)

(a) Street Grading: Not applicable

(b) Street Materials: Not applicable

(c) Water, gas, sanitary sewer: Not applicable

(d) Sidewalk and Curb: Replacement sidewalk and curb will be designed as required in section 14-498, according to the Technical Manual, and in coordination with staff. The applicant submitted revised plans on March 8th, which have been reviewed by Bruce Hyman and Jeremiah Bartlett. The staff found the plans to be closer to meeting requirements, but are seeking more detail about the grades and transitions at the proposed driveway and asking if the ramps and crosswalk on the eastbound Congress approach can be slightly adjusted toward the intersection. A condition of approval regarding the submission of detailed improvements for review and approval is proposed.

(e) Storm Drains: Not applicable

(f) Street Trees: 17 trees are required, 3 are provided as part of the project. The remaining 14 trees will be accommodated through a fee-in-lieu to the amount of \$5,600 (\$400 per tree).

(g) Permanent markers: As described in the approved subdivision plat.

(h) Utility Lines: The project will underground utility lines from the public right-of-way to their building.

(i) Street Lighting: Project will include street lights as specified by the Technical Manual and staff to be placed on Washington Avenue.

(j) Water Supply: Portland Water District has approved water supply for the project.

(k) Erosion Control: An approved construction management plan including erosion control plan required as a condition of approval.

XII. INCLUSIONARY ZONING CONDITIONAL USE

Housing Planner Tyler Norod reviewed the Conditional Use for Affordable Housing application at 221 Congress Street. Conditional Use is authorized by Division 30, Section 14-487, Ensuring Workforce Housing, to secure the creation of Workforce Housing Units as part of new residential projects that propose 10 or more units. The ordinance requires a minimum of 10% of the project to be restricted for Workforce Households and that the number of bedrooms required under Section 14-487(e)3 be at least 10% of the total number of bedrooms made available as part of the project. The project located at 221 Congress Street proposes the creation of 17 condominium units. Based on the total number of units the project will be required to provide at least one (1) workforce unit.

The project has proposed to pay a fee-in-lieu of \$170,000 into the City's Housing Trust Fund meet the requirements of this ordinance.

Please refer to the memo from the Housing Planner for the complete analysis (*Attachment 3*).

XIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the planning board approve the Subdivision and Conditional Use for the proposed residential development at 221 Congress Street.

XIV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the planning board report for the public hearing on March 22, 2016 for application 2016-021 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the planning board hearing:

1. The planning board **finds/does not find**, based upon the consulting transportation engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance of *Technical Manual* standard (Section 1.7.2.7) which requires a minimum separation of 100 feet between driveways on an arterial or collector street. The Planning Board [**waives/does not waives**] the driveway separation requirement to allow a separation of 26 feet between driveways as shown on the Layout and Materials Plan.
2. The planning board **finds/does not find**, based upon the consulting transportation engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance of *Technical Manual* standard (Section 1.7.2.7) which requires a corner clearance of 150 feet. The Planning Board [**waives/does not waive**] the corner clearance standard to allow a separation of 87 feet between the driveway and the corner as shown on the Layout and Materials Plan.

C. 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 March 14, 2017 for application 2016-260 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 and **approves/does not approve** the application, subject to the following conditions of approval, which must be met prior to the signing of the plat:

1. The applicant shall submit a final subdivision plat reflecting the approved Level II Site Plan, including the final engineered details for the grades and transitions at the proposed driveway and the ramps and crosswalk on the eastbound Congress approach as approved by the Department of Public Works and the Planning Authority.
2. The applicant shall submit a final subdivision plat listing conditions of approval for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority;
3. Prior to Certificate of Occupancy, the applicant shall provide condominium documents for review and approval by Corporation Counsel;
4. That the applicant and all assigns shall comply with the conditions of Chapter 32 stormwater including Article III, post-construction storm water management, which specifies the annual inspections and reporting requirements. The developer/contractor/subcontractor must comply

with conditions of the construction stormwater management plan and sediment and erosion control plan based on City standards and State guidelines. A Maintenance Agreement for the stormwater drainage system and green roof as described in Attachment I of this report, shall be approved by Corporation Counsel and the Department of Public Works, and submitted and signed prior to the issuance of a Certificate of Occupancy with a copy to the Department of Public Works;

5. Prior to Building Permit, the applicant shall pay \$5,600 as fee-in-lieu of 14 street trees not provided on-site;
6. The applicant shall obtain Level II Site Plan approval; and
7. The applicant shall provide drafts of all necessary easements, including but not limited to:
 - a. License to the City of Portland from Hay Runner, LLC for public sidewalk access on Washington Avenue and Congress Street rights-of-way;
 for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority, with evidence of executed easements to be submitted prior to the issuance of a building permit.

D. INCLUSIONARY ZONING CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on March 14, 2017 for application 2016-283 relevant to the Conditional Use as authorized by Division 30, Section 14-487 Ensuring Workforce Housing; and the testimony presented at the planning board hearing, the planning board finds that the Conditional Use **is/is not** in conformance with the standards of the land use code and **approves/does not approve** the application, subject to the following conditions of approval:

- a. Provided the Applicant pays a fee in full of \$170,000 into the City's Housing Trust Fund based on the 17 units being created as part of the project before a Certificate of Occupancy may be issued.

XV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Civil Engineer review (memo from Lauren Swett, 2/28/17)
2. Traffic Engineer review (memo from Thomas Errico, 3/28/17)
3. Housing Planner review (memo from Tyler Norod, 1/4/17)

APPLICANT'S SUBMITTALS

- A. Level III Subdivision application
- B. Conditional Use application
- C. Project Description
- D. Evidence of Right, Title, and Interest
- E. Financial and Technical Capacity
- F. Water Capacity Letter
- G. Wastewater Capacity Letter
- H. Stormwater Management Report
- I. Stormwater Maintenance Plan
- J. Traffic and Transportation Analysis

- K. Neighborhood Meeting Minutes
- L. Stormwater Maintenance Agreement

PLANS

- Plan 1. Cover Sheet
- Plan 2. Boundary Survey
- Plan 3. Subdivision Plan
- Plan 4. Existing Conditions and Demolition Plan
- Plan 5. Site Plan
- Plan 6. Grading and Utilities Plan
- Plan 7. Landscape Plan
- Plan 8. Pre-Development Drainage Plan
- Plan 9. Post-Development Drainage Plan
- Plan 10. Site Details1
- Plan 11. Site Details 2
- Plan 12. Site Details 3
- Plan 13. Site Details 4
- Plan 14. A1.1 Floor Plans Subgrade and 1st Floor
- Plan 15. A1.2 Floor Plans 2nd, 3rd, 4th Floor
- Plan 16. A1.3 5th Floor and Roof Plan
- Plan 17. Elevations
- Plan 18. Traffic Improvements – revised
- Plan 19. Layout & Materials – revised
- Plan 20. Grade & Utility Plan- revised

221 Congress - looking for subdivision comments

Lauren Swett <lswett@woodardcurran.com>

Mon, Feb 27, 2017 at 7:11 PM

To: Caitlin Cameron <ccameron@portlandmaine.gov>, "thomas.errico@tylin.com" <thomas.errico@tylin.com>

Hi Caitlin,

Based on my review:

1. The project will not result in undue water or air pollution. It is not located in the flood plain; there is no plan for subsurface waste disposal; the site is graded adequately to manage stormwater; there are no streams or natural resources in the vicinity; and it is in conformance with water resource regulations.
4. An erosion and sedimentation control plan is in place such that it will not cause unreasonable soil erosion. The existing and proposed site is primarily impervious so there will be no reduction in the capacity of the land to hold water.
6. The project provides for adequate sanitary waste and stormwater disposal.
12. The existing and proposed site is impervious, and as such, the project will not adversely affect the quality or quantity of groundwater. The proposed green roof will serve to decrease site impervious surface, improving stormwater quality and helping to manage stormwater quantity.

Let me know if you have any other questions, or need any additional info for the Subdivision report. I had a voicemail this afternoon from the applicant with some questions on green roof comments. I haven't been able to reach them, but will give them a call in the morning.

Thanks,

Lauren

From: Caitlin Cameron [mailto:ccameron@portlandmaine.gov]

Sent: Monday, February 27, 2017 10:57 AM

To: thomas.errico@tylin.com; Lauren Swett <lswett@woodardcurran.com>

Subject: 221 Congress - looking for subdivision comments

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.



Caitlin Cameron <ccameron@portlandmaine.gov>

221 Congress Street - Subdivision Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Mon, Feb 27, 2017 at 3:34 PM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>, Jeff Tarling <jst@portlandmaine.gov>

Hi Caitlin – I have reviewed the project according to City Subdivision standards, specifically traffic impacts to the surrounding public roadways. Based upon the traffic study prepared for the project and the estimated additional traffic to be added to area streets, the project would not be expected to create unreasonable congestion or unsafe conditions.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLIN INTERNATIONAL

12 Northbrook Drive

Falmouth, ME 04105

207.781.4721 (main)

207.347.4354 (direct)

207.400.0719 (mobile)

207.781.4753 (fax)

thomas.errico@tylin.comVisit us online at www.tylin.com

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Please consider the environment before printing.



Planning & Urban Development Department

To: Caitlin Cameron, Urban Designer, Planning & Urban Development Department

From: Tyler Norod, Housing Planner, Housing & Community Development Division

Date: January 4, 2017

Subject: 221 Congress Street – Inclusionary Zoning Conditional Use

Conditional Use is authorized by Division 30, Section 14-487, Ensuring Workforce Housing, to secure the creation of Workforce Housing Units as part of new residential projects that propose 10 or more units. The ordinance requires a minimum of 10% of the project to be restricted for Workforce Households and that the number of bedrooms required under Section 14-487(e)3 be at least 10% of the total number of bedrooms made available as part of the project. The project located at 221 Congress Street proposes the creation of 17 units of for-sale housing. The Applicant has chosen to fulfill the inclusionary zoning requirements by paying a fee-in lieu equivalent to today's rate of \$100,000 per owed workforce unit. The proposed project would thus be required to pay a total fee of \$170,000 into the City's Housing Trust Fund in lieu of the creation of actual housing units for workforce households. Should at a later date any change in total unit count be considered, a revised proportional fee-in lieu payment will also be required. As such, the project has met the minimum requirements set forth in Section 14-487.

Staff recommends the Board Approve this Conditional Use provided the Applicant pays a fee in full of \$170,000 into the City's Housing Trust Fund based on the 17 units being created as part of the project before a Certificate of Occupancy may be issued. The Applicant and the City may enter into a written agreement to codify this requirement and a Certificate of Compliance may be issued by the Planning Authority at the Applicant's request once the full payment has been received by the City.

Sincerely,

Tyler Norod
Housing Planner



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
p.m. (207) 874-8719
planning@portlandmaine.gov

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

PROJECT NAME:221 Congress Street**PROPOSED DEVELOPMENT ADDRESS:**221 Congress Street Portland, Maine**PROJECT DESCRIPTION:**

The proposed project is a 27,636 sf, 5-Story mixed-use building, the primary use is intended to be residential on floors 2-5 consisting of 17 condominium units.

The ground floor will contain two tenants for either retail or restaurant use. The parking will be held below grade utilizing a "parkmatic" vehicle storage system.

CHART/BLOCK/LOT: Map 3/Block G/Lot 12**PRELIMINARY PLAN**
FINAL PLAN10/26/16 (date)
_____ (date)**CONTACT INFORMATION:**

Applicant – must be owner, Lessee or Buyer Name: Caleb Johnson Business Name, if applicable: Caleb Johnson Architects + Builders Address: 2065 Main St. City/State : Biddeford, ME Zip Code: 04005	Applicant Contact Information Work #: 207-283-8777 Home #: Cell #: 207-590-2503 Fax#: e-mail: caleb@cjab.me
Owner – (if different from Applicant) Name: Greg's Properties Washington Ave. LLC Address: 26 Village Brook Rd City/State : Yarmouth, ME Zip Code: 04096	Owner Contact Information Work #: Home #: Cell #: 914-261-4440 Fax#: e-mail: aln.altman@kattenlaw.com
Agent/ Representative Name: Steve Blais, PE Address: 27 Gorham Rd. ste. 207 City/State : Scarborough, ME Zip Code: 04074	Agent/Representative Contact information Work #: 207-730-7200 Home #: Cell #: Fax#: e-mail: sblais@blaisce.com
Billing Information Name: Hay Runner, LLC Address: 265 Main Street, ste 201 City/State : Biddeford, ME Zip Code: 04005	Billing Contact Information Work #: 207-283-8777 Home #: Cell #: Fax#: e-mail: amanda@cjab.me

Engineer Name: Blais Civil Engineers Address: 27 Gorham Rd. ste 207 City/State : Scarborough, ME Zip Code: 04074	Engineer Contact Information Work #: 207-730-7200 Home #: Cell #: Fax#: e-mail: sblais@blaisce.com
Surveyor Name: Sebago Technics Address: 75 Johnson Roberts Rd. ste 1A City/State : South Portland, ME Zip Code: 04106	Surveyor Contact Information Home #: Work #: 207-200-2069 Cell #: 603-781-1405 Fax#: e-mail: CMarchese@sebagotechnics.com
Architect Name: Patrick Boothe Address: 265 Main St. ste 201 City/State : Biddeford, ME Zip Code: 04005	Architect Contact Information Work #: 207-283-8777 Home #: Cell #: 740-418-5475 Fax#: e-mail: patrick@ciab.me
Attorney Name: Pierce Atwood LLP Address: 254 Commercial St. City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work #: 207-791-1246 Home #: Cell #: Fax#: 207-791-1350 e-mail: rgreenfield@pierceatwood.com
Designated person/person(s) for uploading to e-Plan: Name: Jordan Young e-mail: jyoung@blaisce.com Name: e-mail: Name: e-mail:	

APPLICATION FEES:

Level III Development (check applicable reviews) ☐ Less than 50,000 sq. ft. (\$750.00) ☐ 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 300,000 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 (\$50.00 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 (\$1,500) ☐ Stormwater Quality (\$250) ☐ Subdivisions (\$500 + \$25/lot) # of Lots ___ x \$25/lot = ____ ☐ Site Location (\$3,500, 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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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mailed to you. Payments can be made on-line at [Pay Your Invoice](#), by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"

6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

APPLICANT SIGNATURE:

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.

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:

11.7.16

PROJECT DATA

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

Total Area of Site	7,171 sq. ft.
Proposed Total Disturbed Area of the Site	7,171 sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.	
Impervious Surface Area	
Impervious Area (Total Existing)	7,171 sq. ft.
Impervious Area (Total Proposed)	3,585 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	0 sq. ft.
Building Footprint (Total Proposed)	4,283 sq. ft.
Building Floor Area (Total Existing)	0 sq. ft.
Building Floor Area (Total Proposed)	27,636 sq. ft.
Zoning	
Existing	IS-FBC and B2-b
Proposed, if applicable	IS-FBC
Land Use	
Existing	Vacant Land, Parking
Proposed	Commercial and Residential
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	17
# of Lots (Total Proposed)	1
# of Affordable Housing Units (Total Proposed)	0
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	17
# of One-Bedroom Units (Total Proposed)	5
# of Two-Bedroom Units (Total Proposed)	11
# of Three-Bedroom Units (Total Proposed)	1
Parking Spaces	
# of Parking Spaces (Total Existing)	0
# of Parking Spaces (Total Proposed)	16
# of Handicapped Spaces (Total Proposed)	See Note 1
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	8
Estimated Cost of Project	\$5,500,000 - \$6,000,000

Note 1: Underground parking will be designed to accommodate accessibility for most vehicles

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Completed Application form
		1	* Application fees
		1	* Written description of project
		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
		1	* Evidence of financial and technical capacity
		1	Construction Management Plan
		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
		1	Stormwater management plan and stormwater calculations
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
			Existing and proposed structures on parcels abutting site;
			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
			Location of all snow storage areas and/or a snow removal plan;
			A traffic control plan as detailed in Section 1 of the Technical Manual;
			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
			Location and proposed alteration to any watercourse;
			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
			Proposed buffers and preservation measures for wetlands;
			Existing soil conditions and location of test pits and test borings;
			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
			Grading plan;
			Ground water protection measures;
			Existing and proposed sewer mains and connections;

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



Conditional Use for Ensuring Workforce Housing Inclusionary Zoning Planning Board Review Application Portland, Maine

Planning and Urban Development Department
Planning Division and Housing and Community Development

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Conditional Use review of applications to ensure workforce housing in development projects that create ten or more new dwelling units. The units may be for rent or for sale and 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. At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or rent. All developments of ten units or more a conditional uses subject to Planning Board review on the condition that they comply with the requirements of section 14-487.

A. Ensuring Workforce Housing: Standards -Section 14-484

(d) 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 providing units on- or off-site, or shall include a fractional value in cases where a project prefers to pay a fee-in-lieu as per (e)3. below.

(e) Standards

1. Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, affordable units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.
2. 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.
3. 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 10 percent of the total number of bedrooms in the development. For the purposes of this section, for 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.
4. As an alternative to providing workforce housing units, projects may pay a fee in lieu of some or all of the units. In-lieu fees shall be paid into the Housing Trust Fund as defined in Sec. 14-489. The fee for affordable units not provided shall be \$100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement.
5. Workforce housing units for sale, if converted to workforce housing units for rent, shall become subject to the income limits and other requirements of such units.
6. If at least 33 percent of the units in a development are workforce units, the development is eligible for subsidy through an Affordable Housing TIF, subject to City Council approval.

7. The term of affordability for the required 10 percent workforce units provided shall be defined as follows:

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

(f) Implementing Regulations. Regulations 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”.

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

Housing and Community Development

Room 313, Third Floor, City Hall
389 Congress Street
(207)482-5028

Office Hours

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

PROJECT NAME:
221 Congress Street

PROPOSED DEVELOPMENT ADDRESS:
221 Congress Street Portland, ME

CHART/BLOCK/LOT (s): Map 3/Block G/Lot 12 **Applicable Zone:** IS-FBC

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Caleb Johnson Business Name, if applicable: Caleb Johnson Architects + Builders Address: 2065 Main Street City/State : Biddeford, ME Zip Code: 04005	Applicant Contact Information Work # 207-283-8777 Home# Cell # 207-590-2503 Fax# e-mail: caleb@cjab.me
Owner – (if different from Applicant) Name: Greg's Properties Washington Ave. LLC Address: 26 Village Brook Rd. City/State : Yarmouth, ME Zip Code: 04096	Owner Contact Information Work # Home# Cell # 914-261-4440 Fax# e-mail: aln.altman@kattenlaw.com
Billing Information Name: Hayrunner, LLC Address: 265 Main Street, ste 201 City/State : Biddeford, ME Zip Code: 04005	Billing Information Work # 207-283-8777 Cell # Fax# e-mail: amanda@cjab.me
Designated person/person(s) for uploading to e-Plan: Name: Patrick Boothe e-mail: patrick@cjab.me Name: e-mail: Name: e-mail:	

RIGHT, TITLE OR INTEREST:**Purchase of Sale Agreement**

(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.)

EXISTING USE: Describe the existing use of the subject property.

Vacant, Parking Lot

PROJECT DESCRIPTION:

The proposed project is a 27,636 sf, 5-Story mixed-use building, the primary use is intended to be residential on floors 2-5 consisting of 17 condominium units.

The ground floor will contain two tenants for either retail or restaurant use. The parking will be held below grade utilizing a "parkmatic" vehicle storage system.

INCLUSIONARY ZONING:	
# IZ Units	0
On-Site IZ Units	0
Off-Site IZ Units	0
# IZ Homeownership Units	0
# IZ Rental Units	0
# IZ Efficiencies	0
# IZ 1-Beds	0
# IZ 2-Beds	0
# IZ 3-Beds	0
IZ Fee In-Lieu	\$170,000

APPLICATION FEES:

☒ Conditional Use Review to Ensure Workforce Housing (\$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 (\$50.00 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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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mailed to you. Payments can be made on-line at [Pay Your Invoice](#), by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

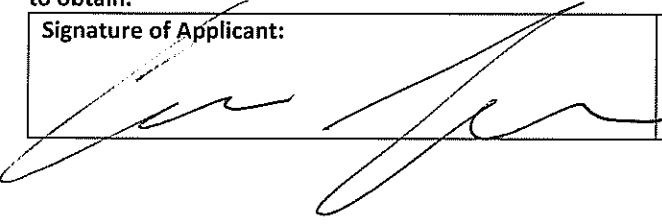
5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application Form
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. 14-484, including unit size and bedroom count
N/A		1	Draft Workforce Housing Agreement
N/A		1	Proposed Marketing Strategy
X		1	Written Proposal for providing workforce units on-site, off-site, or payment of fee-in-lieu.
X		1	If the project is to be phased, provide written description of project phasing and accommodation of workforce units.
			Plans and Construction Details Submission Checklist
X		1	An accompanying site plan application, as applicable.
X		1	Floor Plans of all units and identifying proposed designated workforce housing units
X		1	Interior Standards for Units for market rate and workforce housing units, including kitchen, bathroom, flooring and closet amenities
X		1	If workforce units are proposed off-site, provide vicinity map with project location and workforce unit locations within the applicable census block group map or within 1500 feet of the project.

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 IZ 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:
	12/9/16

Portland Planning and Urban Development
Housing & Community Development Division
389 Congress Street
Room 312
Portland, ME 04101
207-874-8300

Re: 221 Congress Street Inclusionary Zoning Requirements

Dear Mr. Norod,

Caleb Johnson Architects is submitting this letter as record that the Developer of the project, Hay Runner LLC, at 221 Congress Street intends to choose the cash payment in-lieu of fee option to comply with inclusionary zoning requirements in accordance with Section 14-487(e)4 of the City Code. The Developer recognizes that this fee is a one-tenth fraction of required units. As the proposed project is 17 units, the Developer will pay a fee of \$170,000 to Portland's Housing Trust Fund and will be paid for before issuance of a Certificate of Occupancy. If at anytime the number of units change, the Developer will adjust payment accordingly.

As the Developer intends to pay the in-lieu of fee, a proposed marketing strategy, a draft workforce housing agreement or workforce unit interior standards have not been provided.

We are happy to answer any questions regarding the project or the application.

Thank You,



Patrick Boothe, AIA
ME License #4204
Project Architect
patrick@cjab.me
207-283-8777
740-418-5475 cell

November 7th, 2016
BCE File: 16123

Caitlin Cameron, Urban Planner
City of Portland
389 Congress St.
Portland, ME 04101

**Re: Site Plan/Subdivision Application for
The 221 Congress Street Project, Portland, ME**

Dear Caitlin:

On behalf of Hayrunner, LLC, we are pleased to submit the enclosed level II Preliminary Site Plan Application as well as a Level III Preliminary Site Plan Application for the above-referenced project.

“Hayrunner, LLC” has executed a purchase and sales agreement for two vacant parcels, Map 13, Block G, Lot 7 and 12 at 221 Congress Street Portland, ME. A zoning map amendment application was submitted to the city on 9/21/2016 to change Lot 7, which was in the B2b district, to be IS-FBC.

The proposed project is a 5-Story building where the primary use is intended to be residential on floors 2-5 consisting of 17 condominium units ranging in size from 1 to 3 bedrooms. The ground floor will contain two tenants for either retail or restaurant use. The ground floor will also have a private lobby entrance to the residential uses above and vehicular access to an underground automated parking structure. The 5th level will have a shared amenity space for all residences as well as several private terraces surrounded by a green roof.

The project is located in the India Street Form Based Code, in which a 5 story mixed use residential/commercial building is allowed. The proposed building will be connected into the existing water, sewer, and gas utility lines on Washington Avenue. We are sending in a Capacity to Serve Application for sewer and water utilities. Unitol Gas has been contacted and has given the client information on how this proposed site will be serviced. A new utility pole will need to be installed for a transformer to connect power to the building. We are working with Central Maine Power and intend to place existing overhead utilities underground.

Listed below are narratives explaining how this project relates to Site Plan Standards required by Article V of the Land Use Ordinance.

Site Plan Standards

(a) Transportation Standards

1. Impact on Surrounding Street Systems

It does not appear that the proposed building will substantially increase traffic volume on the adjacent streets. Parking for the restaurant's customers will be held off site and the residential unit's parking is held in an underground vehicle storage system. There is a turn table inside the structure that turns the vehicles around so backing out into the street will not be needed.

We are having traffic reviewed by a traffic consultant and we will provide more information when this process is complete.

2. Access and Circulation

The internal traveling by vehicles and pedestrians will be clearly displayed and will provide safe maneuvering. The proposed glass garage door is placed on Washington Avenue as far as possible from the intersection of Congress St. and Washington Avenue, to provide the safest entrance to Washington Avenue. We are seeking a waiver for the required distance from a new entrance to an existing driveway of a gas station. We are proposing a driveway as far away from the intersection of Congress Street and Washington Avenue as possible.

3. Public Transit Access

There is a bus stop for multiple bus lines in front of "The Snug" restaurant and bar adjacent to the Site.

4. Parking

Off-street parking regulations from Division 20 of the Land Use Ordinance require 1 parking space per dwelling unit, not counting the first 3 units. The applicant is proposing 17 units, which will require 14 parking spaces. The first floor of the building will be a 1,371 square foot restaurant. The off-street parking regulations require 1 parking space every 150 square feet. The restaurant will require 10 spaces. In total, there are 24 parking space required for the proposed building base on the above calculations, however less parking may be required due to foot traffic and proximity to public transportation.

The proposed parking will include motorcycle parking. The automatic vehicle storage system is handicap accessible for most vehicles including standard sized vans such as a Dodge Caravan.

The applicant has proposed an underground automatic vehicle storage system. With the allotted space in the parcel, 16 parking spaces is the maximum amount of spaces that can fit on site. The developer plans to use the in-lieu fee option of any parking spaces the City deems necessary.

Section 1 of the Technical Manual requires 2 bicycles spaces for every 5 residential units and 2 bicycle spaces for every 10 motor vehicle spaces. This project will require 10 bicycle spaces. We are proposing 18 interior bicycle spaces for tenants as well as 6 spaces in the public right of way.

Most of the site for the proposed building will be covered by a flat roof. Snow will be removed from paths of egress and be placed on the patio area at the rear of the property.

5. Transportation Demand Management

This proposed project does not require Transportation Demand Management.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features

The site is all impervious surface and does not contain any natural resources.

2. Landscaping and Landscape Preservation

The applicant is proposing 4 street trees, a green roof that will contain several medium sized shrubs and potted trees, then a shrub buffer along the restaurant patio from the abutting parcel. Section 4.6 of the Technical Manual requires one street tree per dwelling unit for multi-family residential or, 17 street trees. According to the same section of the technical manual the street trees must be spaced 25 to 35 feet apart. This proposed project only allows for 4 street trees given the size of the parcel. The applicant requests a waiver for the required number of street trees on the site.

3. Water Quality, Stormwater Management and Erosion Control

The proposed changes to land cover (from 100% impervious to 50% vegetated) will decrease peak flow rates and total volume of stormwater leaving the site and entering the city sewer system. All work will be constructed in accordance with the latest Maine erosion sediment control standards.

(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans

The project was designed to be consistent with the city's master plan. Easements for utilities will be determined as utilities are designed.

2. Public Safety and Fire Prevention

There is adequate lighting on the site from street lights and proposed building lights, to provide a safe environment. Emergency vehicles will have access to the building from Congress Street and Washington Avenue. There is an existing fire hydrant on Washington Avenue in front of the proposed building. A 10 foot set back from the neighboring "The Snug" building to the neighboring apartment windows has been provided to allow fire department ladder access.

3. Availability and Adequate Capacity of Public Utilities

Unitil Gas has been contacted and told the client that gas would be connected to a 6 inch gas line on Washington Ave., which would provide 2 psi of pressure. Water and

sewer will be connected to existing lines one Washington Avenue, capacity to serve applications has been completed for both utilities. Central Maine Power (CMP) conducted a site walk to evaluate how power would be connected to the site. Central Maine Power predicted that a new utility pole will need to be installed to place a new transformer near the site. We continue to work with CMP towards a design that buries the overhead utilities, and serves the proposed project.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact

The proposed structure is set back a minimum of 5 feet from the surrounding structures and will cause ventilation or wind climate issues to abutting properties.

The proposed structure is similar in scale to the surrounding structures and does not prevent access to abutting properties.

HVAC will be designed to direct exhaust away from residential properties and public spaces to the maximum extent practicable and will meet all safety regulations and standards.

2. Shadows

The proposed building will not cast shadows that would adversely affect the visibility of surrounding publicly accessible open spaces. The site is surrounded by other buildings and public sidewalks/streets.

3. Snow and Ice Loading

The proposed building has a flat roof, designed to hold snow and ice.

4. View corridors

This proposed building will not substantially obstruct public views due to the fact that there are existing tall structures surrounding the site.

5. Historic Resources

The site is not in a historic district.

6. Exterior Lighting

The applicant is proposing full cut off lights on each entrance of the building to provide a well-lit entrance and sidewalk for safety and comfort for the pedestrians. The types of lights will be consistent with section 12 of the Technical Manual.

7. Noise and Vibration

There will be outdoor condensing units on the roof which will be screened. There will also be a generator in the building that will be designed to minimize the noise vibration to public spaces and residential abutting properties to meet all safety regulations and standards. All equipment provided will meet the City's noise and vibration standards.

8. Signage and Wayfinding

The Restaurant and Café will have signs to clearly direct public to the main entrance. The underground parking storage will be clearly marked for residential use only. The signs for the commercial businesses will be designed to complement the architectural attributes of the structure, and meet the standards of section 14-526 (e) 2. Details of the signs will be submitted under a separate cover. There will be appropriate egress signage to the public way particularly at the stair that discharges into the space between the existing "The Snug" building and the proposed building pointing to Congress Street.

9. Zoning Related Design Standards

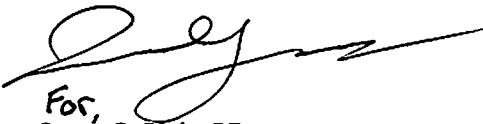
The zoning related design standards are addressed in the enclosed architectural drawings. The applicant is not proposing a work-force housing unit in the proposed building. The developer plans to use the in-lieu fee option of any work-force housing units the City deems necessary.

List of Waivers

- Curb cut distance from driveway for adjacent lot.
- Number of street trees

We trust that this application will satisfy the Preliminary Site Plan submission requirements and we respectfully request to be placed on the next available Workshop agenda. Please contact me if you have any questions or require further information.

Sincerely,
BLAIS CIVIL ENGINEERS


For,
Steve G. Blais, PE

11/14/16

Cc:

Purchase and Sale Agreement
6 & 10 Washington Avenue, Portland, Maine and
221 Congress Street, Portland, Maine

7/20/2016

This Agreement, dated _____, 2016, by and between **GREG'S PROPERTIES WASHAVE LLC**, a Maine limited liability company, whose mailing address is 26 Village Brook Road, Yarmouth, Maine 04096 (hereinafter referred to as "Seller") and **HAY RUNNER, LLC**, a Maine limited liability company, whose mailing address is 265 Main Street, Biddeford, Maine 04005 (hereinafter referred to as "Buyer")

Recitals:

A. Seller owns property situated in the City of Portland, County of Cumberland and State of Maine, located at 6 and 10 Washington Avenue and 221 Congress Street, as more particularly described in a Warranty Deed dated March 20, 2006 from Umbel Properties, LLC, recorded in Book 23771, Page 200 of the Cumberland County Registry of Deeds (the "Property" or the "Premises"). The Premises is also described by the City of Portland Tax Assessor as Tam Map 13, Block G, Lots 5, 7, and 12.

B. Buyer wishes to acquire the Property from the Seller and Seller wishes to convey the Property to the Buyer in exchange for the purchase price, all upon the terms and subject to the conditions hereinafter set forth.

Now, Therefore, in consideration of the mutual promises herein contained, and intending to be legally bound hereby, the parties hereby agree as follows:

1. **Closing.** The consummation of the transaction referred to in this Agreement (the "Closing") shall take place at the Law Offices of Robert E. Danielson, 65 West Commercial Street, Portland, Maine 04112-0545, thirty (30) days after the expiration of the Planning Board Approval and Financing Contingency Period, as hereinafter defined ("Closing Date"), or at such earlier time, date, and location as shall be mutually agreed upon by the parties.

2. **Sale of Real Estate.** Seller agrees to sell, convey, transfer and assign to Buyer and Buyer agrees to buy at the Closing, for the consideration hereinafter described, the Property.

3. **Title.** Seller shall convey the Premises at Closing in fee simple by a good and sufficient Quitclaim Deed With Covenant with good and marketable title, free and clear of all mortgages, liens, and encumbrances. Buyer agrees to complete its initial examination of title to the Property within Thirty (30) days from the Effective Date of this Agreement, and to give written notice to Seller if any matters appearing of record as of the date of Buyer's title search are objectionable to Buyer. Buyer hereby waives any matters not so objected to within Thirty (30) days from the Effective Date of this Agreement. Buyer shall also have the right to specify

in writing any additional objections to title not of record or otherwise known to Buyer as of the date of Buyer's initial title search, but appearing of record prior to Closing, except that if the same have been caused by Buyer, then the Buyer shall not be entitled to object to the same. If title to the Property to be conveyed hereunder should prove unmarketable, then Seller shall have a reasonable time beyond the date set for Closing to remedy the title defects. If Seller is unable or fails to remedy the title defects as to which notice is timely given hereunder, then Buyer may elect either (a) to terminate this Agreement, and all parties shall be relieved from all obligations and liabilities hereunder, or (b) to purchase the Property as contemplated herein without deduction from the Purchase Price, and accept such title as Seller can deliver to the Property.

Sellers may, at the time of delivery of the deed, use the purchase money or any portion thereof to clear the title of any and all encumbrances or interests.

4. **Transfers at Closing.** Seller agrees to deliver to Buyer at the Closing:
 - (a) A Quitclaim Deed conveying to Buyer good and marketable title to the Property, free and clear of all encumbrances.
 - (b) All other documents and/or property as required by this Agreement to be delivered by Seller to Buyer.

5. **Sketch Plan and Bridge Loan Contingency.** Buyer shall have Thirty (30) days from the Effective Date of this Agreement (the "Sketch Plan and Bridge Loan Contingency Period") to obtain an initial bridge loan ("Bridge Loan") of One Hundred Thousand Dollars (\$100,000.00) and obtain sketch plan approval ("Sketch Plan Approval") from the City of Portland for conceptual architectural plan for a 25 to 30 unit mixed use building that will conform to the City of Portland's Land-Use Ordinance (the "Proposed Project"). If Buyer, using good faith efforts, is unable to obtain a Bridge Loan and Sketch Plan Approval, Buyer shall provide Seller with written notice within said Sketch Plan and Bridge Loan Contingency Period and this Agreement shall be terminated, the Deposit returned to Buyer, and neither party shall have any further obligations under this Agreement. If no such notice is given within such time period, the contingency referred to in this Paragraph 5 shall be deemed satisfied and waived by the Buyer.

6. **Planning Board Approval and Financing Contingency.** If Buyer has not terminated this Agreement at the expiration of the Sketch Plan and Bridge Loan Contingency Period in accordance with the provisions of Paragraph 5, Buyer shall have Sixty (60) days from the expiration of the Sketch Plan and Bridge Loan Contingency Period (the "Planning Board Approval and Financing Contingency Period") to obtain approval from the Planning Board of the City of Portland Planning ("Planning Board Approval") and to obtain financing for the Proposed Project ("Financing Approval") on terms and conditions that are satisfactory to Buyer in Buyer's sole discretion. If Buyer, using good faith efforts, is unable to obtain a Planning Board Approval and Financing Approval, Buyer shall provide Seller with written notice within said Planning Board Approval and Financing Contingency Period and this

Agreement shall be terminated, the Additional Deposit, as hereinafter defined, returned to Buyer, and neither party shall have any further obligations under this Agreement. If no such notice is given within such time period, the contingency referred to in this Paragraph 6 shall be deemed satisfied and waived by the Buyer.

7. **Purchase Price and Payment.** The total purchase price (the "Purchase Price") to be paid by Buyer to Seller upon receipt from them of the above instruments effecting the conveyance of the Property to Buyer, and subject to the conditions set forth herein, shall be which shall be paid by Buyer to Seller as follows:

(a) On the Effective Date Buyer shall deposit the sum of \$100,000.00 with The Law Offices of Robert E. Danielson to be held as an earnest money deposit (the "Deposit") in a non-interest-bearing escrow account, which Deposit shall be credited towards the Purchase Price at the Closing. Buyer and Seller agree to hold The Law Offices of Robert E. Danielson harmless from damages, losses or expenses arising out of this Agreement. Seller discloses and Buyer acknowledges that Seller is represented in this transaction by The Law Offices of Robert E. Danielson. In the event of Seller's non-acceptance, this earnest money shall be promptly returned to Buyer.

(b) If Buyer has not terminated this Agreement at the expiration of the Sketch Plan and Bridge Loan Contingency Period in accordance with the provisions of Paragraph 5, the Deposit shall become non-refundable but otherwise applicable towards the Purchase Price at the Closing, and Buyer shall deposit the additional sum of \$100,000.00 with The Law Offices of Robert E. Danielson to be held as an earnest money deposit (the "Additional Deposit") in a non-interest-bearing escrow account, which Additional Deposit shall be credited towards the Purchase Price at the Closing. The Additional Deposit shall become non-refundable at the expiration of the Planning Board Approval and Financing Contingency Period but shall otherwise be applied towards the Purchase Price at the Closing.

(c) At the Closing Buyer shall pay the sum of \$100,000.00 directly to the Seller in the form of a certified check, bank cashier's check or wired funds.

(d) At the Closing Buyer shall execute and deliver to Seller a Promissory Note (the "Note") for the balance of the Purchase Price,

Said Note shall be amortized over a twenty (20) year period, provide interest only payments for the first twenty-four (24) months, and bear interest at the rate of six percent (6.0%) per annum. The Note shall be secured by a junior priority mortgage on the Property (the "Mortgage"), subject only to the Buyer's first mortgage lender.

8. **No Representations, Warranties and Agreements of Seller.** Buyer acknowledges that Seller makes and has made no representation or warranty whatsoever,

including the suitability of the Premises for any particular purpose or the physical condition of the Premises. In particular and without limitation, Seller makes and has made no representation or warranty as to the presence or absence of any hazardous, toxic or special waste, substance, or material in, on, under, or about the Premises. Buyer acknowledges that in determining the suitability of the Premises for any purpose and with respect to the presence or absence of any of the aforementioned substances, Buyer will be relying solely on investigations conducted by it, its employees, agents or subcontractors.

9. **Additional Undertakings.** Each party to this Agreement shall execute and deliver or use its best efforts to cause to be executed and delivered such additional instruments as any other party may reasonably request for the purpose of carrying out the stated purposes of this Agreement.

10. **Notices.** Any notice or communication required or performed hereunder shall be sufficiently given if e-mailed, delivered in hand, or if sent by registered or certified mail, postage prepaid, to the following addresses, or to such other address as any party may designate:

If to the Seller: Greg's Properties Washave LLC
Attn: Alec Altman
26 Village Brook Road
Yarmouth, Maine 04096
E-Mail: alec@bingaswingas.com
Tel: (914) 261-4440

with a copy to: Robert E. Danielson, Esq.
The Law Offices of Robert E. Danielson
65 West Commercial Street
Portland, Maine 04112-0545

If to the Buyer: Hay Runner, LLC
Attn: Caleb Johnson
265 Main Street, Biddeford, ME 04005
E-Mail: caleb@cjab.me
Tel: (207) 590-2503

with a copy to: _____

Any such notice shall be effective as of the second business day after the day of mailing thereof.

11. **Contents of Agreement.** This Agreement sets forth the entire understanding of the parties and supersedes any prior agreement or understanding relating to the subject matter of this Agreement. It shall be changed or terminated only by an instrument executed by all parties hereto in writing. Neither party shall be bound by any terms, conditions, promises, statements or representations, oral or written, not herein contained.

12. **No Broker.** The Buyer and Seller represent to each other that neither of them has dealt with any broker in any connection with the sale contemplated hereby. Any commission claimed by any broker on account of the sale contemplated herein shall be the sole responsibility of the party who dealt with such real estate broker, or whose actions gave rise to such claim. This provision shall survive the closing and the delivery of the deed.

13. **Possession.** Buyer shall be entitled to possession of the Property at Closing.

14. **Real Estate Taxes.** Real estate taxes and other municipal assessments assessed by the City of Portland against the Property shall be prorated according to its tax year as of the Closing Date.

15. **Risk of Loss.** The risk of loss or damage to the Property by fire or otherwise is assumed by the Seller until Closing. In the event of substantial loss or damage to the Property prior to the date set for closing, Buyer shall be entitled to terminate this Agreement, but if Buyer elects to complete the Closing, the Buyer shall be entitled to all of insurance proceeds or eminent domain award attributable to such taking, less only the amounts actually expended or incurred by Seller in efforts to obtain such proceeds or such award.

16. **Transfer Taxes.** Each of Buyer and Seller shall pay at Closing one-half of the real property transfer tax imposed on the sale of the Property contemplated hereby.

17. **Default.** If Buyer fails to make any payment as agreed, or otherwise defaults hereunder for a reason other than the default of the Seller, Seller shall be entitled to pursue all available legal and equitable remedies. Should Seller default on its obligations under this Agreement, the Buyer's sole and exclusive remedy shall be to terminate this Agreement and all parties shall be relieved from all obligations and liabilities hereunder.

18. **Withholding:** Seller is aware that Maine law requires Buyer to withhold 2.5% of the sale proceeds unless Seller certifies residency in Maine at the time of closing or is otherwise exempt from this provision.

19. **Binding on Successors.** All the terms and provisions of this Agreement shall be binding upon and inure to the benefit of and be enforceable by the respective successors, personal representatives, heirs and assigns of the parties hereto.

20. **Effective Date.** This Agreement is a binding contract when the last party has caused a paper or electronic copy of the fully executed Agreement to be delivered to the other party which shall be the Effective Date. Except as expressly set forth to the contrary, the use

of the term “days” in this Agreement, including all addenda made a part hereof, shall mean calendar days defined as including Saturday, Sundays and any observed Maine State/Federal holidays. Deadlines in this Agreement, including all addenda, expressed as “within x days” shall be counted from the Effective Date, unless another starting date is expressly set forth, beginning with the first days after the Effective Date, or such other established starting date, and ending at 5:00 p.m. Eastern Time on the last day counted

21. **Maine Law to Govern.** This Agreement is being delivered and is intended to be performed in the State of Maine and shall be construed and enforced in accordance with the laws of the State of Maine.

22. **Interpretation.** Wherever used herein the masculine gender shall include the feminine and neuter genders, and vice versa, as the context shall require. The paragraph headings are included solely for convenience and shall in no event affect, or be used in connection with, the interpretation of this Agreement. Time is of the essence of each and every provision of this Agreement.

23. **Miscellaneous.** This Agreement may be executed in any number of counterparts, each of which shall be an original but all of which together shall constitute one and the same instrument. All parties hereby acknowledge that they have executed this Agreement after the opportunity for investigation and consultation with an attorney, and in executing this Agreement they have not been induced, persuaded or motivated by any promise or representation made by any other party, except as may expressly be set forth herein. No oral representations have been made by or on behalf of Seller to induce Buyer to sign this agreement. All provisions of this Agreement shall survive the Closing and the delivery of the Deed. No invalidity or unenforceability of any provision of this Agreement shall affect in any way the continued validity or enforceability of the remaining terms and provisions hereof. The use of captions in this Agreement is for purposes of convenience only, and no caption or paragraph heading shall be construed or interpreted so as to affect in any way the meaning of this Agreement.

In Witness Whereof, the parties have executed this Agreement as of the date below.

Buyer:

Hay Runner, LLC

DocuSigned by:



Caleb Johnson, Its Manager

Date: 7/19/2016

Seller:

Greg's Properties Washave LLC

DocuSigned by:



Alec Altman, Its Manager

Date: 7/20/2016

FIRST AMENDMENT TO PURCHASE AND SALE AGREEMENT

THIS FIRST AMENDMENT TO PURCHASE AND SALE AGREEMENT (the "First Amendment") is made as of this ____ of August 2016, between **GREG'S PROPERTIES WASHAVE LLC**, a Maine limited liability company ("Seller"), and **HAY RUNNER, LLC**, a Maine limited liability company (the "Buyer").

RECITALS:

WHEREAS, Seller and Buyer entered into an Purchase and Sale Agreement with an effective date of July 20, 2016 (the "Original Contract"), relating to the purchase and sale of certain undeveloped property situated in the City of Portland, County of Cumberland, State of Maine, located at 6 and 10 Washington Avenue and 221 Congress Street, as more particularly described in the Original Contract (the "Property");

WHEREAS, pursuant to Section 3 and Section 5 of the Original Contract Buyer was afforded a thirty (30) day contingency period to review title and to obtain Sketch Plan Approval and a Bridge Loan and sixty (60) days to obtain Planning Board Approval and Financing Approval.

WHEREAS, Buyer has now requested, and Seller has agreed to provide, an extension of said contingency period and an expansion to cover certain typical due diligence period that a lender would require in connection with acquisition and construction financing, all upon the terms and conditions provided herein.

AGREEMENT:

NOW THEREFORE, in the consideration of the mutual covenants and agreements hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree to the following:

1. **Due Diligence Contingency Periods.** The Original Contract is hereby amended to provide for the following extensions and amendments:

(a) Section 3 of the Original Contract is amended to provide that the period during which Buyer may examine and object to title matters of record affecting the Property and existing as of the Effective Date shall be sixty (60) days from the Effective Date. Buyer shall also have until the date of Closing to object to any matters affecting title to the Property that either are not of record as of the Effective Date or first arise after the Effective Date, except that if the same have been caused by Buyer, then Buyer shall not be entitled to object to the same.

(b) The last sentence of the first paragraph of Section 3 is amended to provide that if the Agreement is terminated in accordance with the terms of such sentence then the Deposit shall be returned to Buyer.

(c) Section 5 of the Original Contract is amended to provide that the Sketch Plan and Bridge Loan Contingency Period shall be for a period of sixty (60) days from the Effective Date.

(d) Buyer shall have the right to do a complete investigation and analysis of the Property, at its own expense, within sixty (60) days from the Effective Date, (the "Due Diligence Period"). Such investigation and analysis may include such matters as Buyer deems appropriate or necessary, in its sole discretion, with respect to the acquisition of the Property and may include without limitation, environmental assessments, zoning analysis,

physical inspections and preparation of survey. Buyer may seek information from independent professionals regarding any specific issue of concern, and Buyer and its agents and consultants may enter into and onto any part of the Property at their own risk at all reasonable times during the Due Diligence Period in order to inspect the Property, conduct assessments and studies, prepare surveys, and do such other things as are reasonably necessary with respect to Buyer's investigation and analysis. Buyer agrees that in the event it shall not purchase the Property, it shall restore the Property to the condition which existed immediately prior to such work being undertaken to the extent reasonable practicable. Buyer shall have the right to terminate this Agreement if Buyer determines, in its sole discretion, that it is not satisfied with the Property for any reason during the Due Diligence Period. To exercise such termination right, Buyer shall give written notice of termination to Seller on or before the last day of the Due Diligence Period. If Buyer gives notice of termination on or before either deadline, then this Agreement shall be deemed terminated as of the date on which Seller receives such notice, the Deposit shall be returned to Buyer, and neither party shall have any further obligations or liabilities under this Agreement except as expressly set forth in this Agreement.

2. **Effect of This Amendment.** Except as amended or modified by this First Amendment, the Original Contract is hereby ratified and confirmed and all other terms of the Original Contract shall remain in full force and effect. In the event of any conflict between the provisions of the Original Contract and this First Amendment, the provisions of this First Amendment shall prevail.

3. **Counterparts.** This First Amendment may be executed in any number of counterparts, each of which shall be deemed an original, but all of which when taken together will constitute one and the same instrument. Signatures by facsimile shall be as effective as originals.

4. **Capitalized Terms.** All capitalized terms set forth herein and not otherwise specifically defined herein shall have the meaning set forth in the Original Contract. The Original Contract, as amended hereby, shall be referred to as the "Agreement".

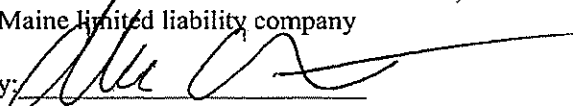
[Signature Page to First Amendment Follows]

IN WITNESS WHEREOF, the parties have duly executed this First Amendment as of the date first written above.

SELLER:

GREG'S PROPERTIES WASHAVE LLC,
a Maine limited liability company

By:

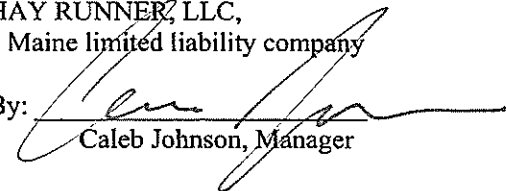

Alec Altman, Manager

8/12/16

BUYER:

HAY RUNNER, LLC,
a Maine limited liability company

By:


Caleb Johnson, Manager



November 1, 2016

RE: Caleb Johnson Construction - Financial Capability Support Letter

To Whom It May Concern:

On behalf of Bangor Savings Bank I am pleased to provide this letter of support for Caleb Johnson Construction (CJC). Based on our experience with CJC, we believe that they have the experience and financial wherewithal to successfully redevelop commercial real estate in Maine.

While this letter of support is not a commitment to lend, Bangor Savings Bank would welcome the opportunity to be a resource to CJC for financing necessary in connection with new development projects. Caleb Johnson Construction is a highly valued client of Bangor Savings Bank. All accounts are in good standing and being handled in a professional and satisfactory manner.

Please feel free to call me (207-571-2127) if I can be of assistance in any way.

Yours truly,

A handwritten signature in black ink that reads "Laura Huddy". The signature is written in a cursive, flowing style.

Laura Huddy
Vice President

QUALIFICATIONS

Caleb Johnson Architects and Builders has extensive experience with 19th century masonry buildings working from Main Street Biddeford in the heart of one the northeast's largest mill districts.



265 Main Street Biddeford was a dilapidated vacant Main Street building that we purchased and invested \$1.8 million in with a financial partner, taking advantage of federal and state subsidies. This instilled new life into this historic building and the surrounding neighborhood. Thoroughly modern on the inside with hints of the 19th century for texture, it is a model building in a city that needs it.

As you review the enclosed information, we ask that you keep in mind a few key points about our firm:

We have daily experience in comprehensive remodeling projects in historically significant buildings. Working in and on them throughout Southern Maine as demonstrated in our project list.

CJA+B's in-house Estimators and Construction Managers are part of our design process from day one in order to control budget and understand the issues involved. This makes our designers particularly adept at understanding issues that arise on budgets and in the field.

We are a LEED certified firm that would bring intense focus to energy efficiency and sustainable construction practice. We are also experienced in managing building committees and boards with differing opinions - whether it be school building committees or municipal legislators.



This project, currently in development on Congress Street in Portland demonstrates a sensitive eye towards respecting the beauty of the old and complimenting it with a clean new building devoid of historic imitation. This buildings energy usage will be offset with a solar array placed offsite.



208 Main Street is a historic bank that we are currently working on a redevelopment plan for with Bangor Savings Bank. We hope that this project will eventually result in a brand new branch office for Bangor Savings as well as mixed used development involving a 60 bedroom hotel in downtown Biddeford.

PROFESSIONAL SERVICES:

Existing Conditions Surveys
Feasibility Studies
Master Planning and Programing
Cost Engineering / Estimating
Construction Documents and Specifications
Bid and Contract Documentation
Preconstruction Services
Construction Administration

Our office has a robust staff made up of:

9 - Architects, 4 licensed in Maine
1 - Full-time Estimator
6 - Construction Managers
6 - Field Staff
3 - Administrators



RELEVANT PROJECTS

Land Port of Entry, Van Buren, Maine

US General Services Administration

Andy Herbine

Project Manager

Van Buren, ME

40,000 sq. ft.

Value: \$40 Million

LEED Gold-projected, 40,000 sq. ft. land port of entry in Van Buren, Maine. This project involves multiple uses inside the building and sophisticated MEP and security systems.

Land Port of Entry, Tornillo, Texas

US General Services Administration

Andy Herbine

Project Executive

Tornillo, TX

86,000 + sq. ft.

Value: \$95 Million

(Ongoing) LEED Silver-projected, 86,000 sq. ft. land port of entry in Tornillo, Texas. This project involves multiple uses inside the building and sophisticated MEP and security systems.

Land Port of Entry, Derby Line, Vermont

US General Services Administration

Andy Herbine

Preconstruction Manager

Derby Line, VT

51,500 sq. ft.

Value: \$30 Million

(In Design) LEED-certified, 51,500 sq. ft. land port of entry in Derby Line, Vermont. This project involves multiple uses inside the building and sophisticated MEP and security systems.

Wakefield High School 2009-2011

Arlington Public Schools

David Duncan Morris, AIA NCARB

385,000sf

David's responsibilities included design, coordination and drawing production for media center, athletic facilities and natatorium, coordination of complex Interior Finish Package. The project was LEED certified Gold

Waterboro Middle School

Waterboro, ME

Michael Chestnutt

Concept design assistance and documentation for a \$16 million, 800 student Middle School and a \$10 million, 425 student Elementary School.

RECENTLY COMPLETED PROJECTS + CONTACTS

CONSTRUCTION COMPLETE

Biddeford Vocational School Renovation - \$600K Renovation

Phil Radding

Director of Facilities - Biddeford High School

(P) 207-571-1602

(E) pradding@biddefordmaine.org

Jeremy Ray

Biddeford Schools Superintendent

(P) 207-671-8067

(E) jray@biddefordschooldepartment.org

Abacus Retail Store Ogunquit - \$500k New build

Sal Scaglione

Owner, Abacus

(P) 207-838-8338

(E) guyincharge@ymail.com

Warren Library Conversion - \$600k Renovation

Westbrook Maine

265 Main Street Biddeford - \$1.8 Million Renovation

David Flood

Councilman - City of Biddeford

(P) 207-283-4244

(E) davidcflood@yahoo.com

IN DESIGN

Waterhouse field - \$5 million project

Jeremy Ray

Biddeford Schools Superintendent

(P) 207-671-8067

(E) jray@biddefordschooldepartment.org



Principal Architect :

Caleb Johnson, AIA

Founding Principal of Firm, Caleb is responsible for all coordination, communication, planning and execution of project initiatives.

265 Main Street (Architect/Contractor/Developer),

Biddeford, ME

NNEC (Northern New England Conference) Office,

Westbrook, ME

26 Old Orchard Street, Old Orchard Beach, ME



Commercial Studio Manager, Project Architect:

Patrick Boothe, AIA, NCARB, LEED AP BD+C

Painesville Township Fire Station, Painesville, OH (while at RP Architects)

Oberlin Headquarters Fire Station, Oberlin, OH (while at RP Architects)

City Center DC Apartments, Washington, DC (while at Shalom Baranes Architects)

Biddeford Intermediate School Auxiliary Gym Renovation, Biddeford, ME



Director of Design, Project Architect:

David Duncan Morris, AIA NCARB

David would serve as an additional licensed architect overseeing project providing critical peer review and insight from his 15 years of commercial practice experience.

Biddeford Center of Technology Renovations, Biddeford, ME

Arlington Public Schools, Wakefield High School, Arlington, VA (while at Bowie Gridley Architects)

Chevy Chase Club Fitness Center, Chevy Chase, MD (while at Bowie Gridley Architects)

Biddeford Center of Technology Renovations, Biddeford, ME



Project Architect: Michael Chestnutt, RA, LEED AP BD+C Michael, also a licensed architect, will provide additional support for regulatory research, schedule and quality control. Michael has 20+ years of significant experience with large, commercial, publically funded projects.

Waterboro Middle School, Waterboro, ME (while at Stephen Blatt Architects)



Director of Construction:

Andy Herbine

Andy is responsible for construction collaboration, planning and managing CJB construction projects. Andy would provide support to the architecture team to ensure best construction methods are in place.

The Margaret Chase Smith Federal Building (\$

New Land Port of Entry, Calais, ME (\$

New Land Port of Entry, Van Buren, ME (\$15 million budget)

New Land Port of Entry, Derby Line, VT (\$

New Land Port of Entry, Tornillo, TX (\$

North and South High Schools, Nashua, NH (\$150 million budget)

Keene State Univ.Math/Science Building, Keene, NH (\$15 mil)



Construction Manager, Estimator:

Lisa Hoffritz

Lisa is a Project Manager for Caleb Johnson Builders as well as the Cost Engineer. Lisa will be providing the cost estimating based from the CJA conceptual design of the project.

PV School District Offices, Phoenix AZ (\$15 million budget)

Mesa Fire Station, AZ (\$3 million budget)

Various Public Works Projects, AZ (\$280k-\$12m budgets)



Architectural Intern:

Leah Schaffer

Leah will be assisting in the Measuring and Documenting of existing conditions as well as production of conceptual design deliverables. Proud to contribute to local communities, Leah spent a year in the Americorps VISTA program working on neighborhood development on the Northwest side of Milwaukee.



Experience

- ◆ Over 19 years

Licenses & Certifications

- ◆ Licensed Professional Engineer in: ME, NH, MA, and VA
- ◆ US Green Building Council LEED® Accredited Professional

Education

Villanova University

- ◆ BS, Civil Engineering, 1996, Business Minor
- ◆ Member of Chi Epsilon National Engineering Honors Society

Affiliations

- ◆ Associate member of the American Society of Civil Engineers
- ◆ Member of Maine Real Estate Development Association Legislative Committee

Affiliations continued

- ◆ Member of Maine Aggregates Association

Recognition

- ◆ 2013 MEREDA Public Policy Award Recipient

STEVE G. BLAIS, P.E. President

Steve's experience in civil engineering includes site design, permitting, planning and construction administration. He has engineered and managed large and small projects for residential, commercial and institutional clients. Steve is familiar with many local, state, and federal permitting processes.

Prior to starting Blais Civil Engineers, PA (formerly Land Consulting Engineers) based in South Portland, Maine in 2005, Steve gained diverse experience by working in both small and large consulting companies in Virginia, Massachusetts, and Maine.

Representative projects Steve has been involved with include:

Friends School of Portland

Cumberland, Maine

Provided civil/site design, construction documentation, construction administration and local/state regulatory permitting for the construction of a new school building for up to 125 Pre-K through 8th grade students with two parking areas, sidewalks, basketball court and multiple play fields.

North Haven Community School

North Haven, Maine

Designed and inspected site utilities including a stormwater mitigation system. Soil filters were used to reach Maine DEP stormwater standards and attain a stormwater permit. Efforts also included Maine DEP wetlands permitting and participating in planning board meetings.

Maine Yacht Center

Portland, Maine

Worked with client's attorney to rezone a portion of the Maine Yacht Center property to allow additional storage of boats. Provided permitting, design, construction documentation, and construction administration services. Stormwater was treated using a under-drained, grassed, soil filter before it was discharged into Casco Bay.

Sebasco Harbor Resort

Phippsburg, Maine

Designed a stormwater mitigation system on the 593 acre resort to offset environmental impacts associated with the subdivision of 5 residential lots on Harbor Island. The design included soil filtering systems up against the waterfront.

Riverside Drainage Study at Sugarloaf

Carrabassett Valley, Maine

Analyzed an existing problem-prone stormwater system for the Riverside Homeowners Association. The study encompassed approximately 170 acres and several single family and townhouse units. Recommended improvements to mitigate the steep slopes, erodible soils, and large quantities of concentrated stormwater flows. These improvements were ranked in order of importance and will be carried out in the association's long term plan.

Tidewater Landing

Wells, Maine

Provided research, permitting and associated design services to develop a 21-lot subdivision on a 15 acre parcel of land to include 1 existing and 16 new single family residential lots and 4 additional open space lots. Advanced this project through municipal & state agency approvals.

West End Place

Portland, Maine

Provided civil and site engineering plans, regulatory permitting, a stormwater management report and a construction management plan for a new 4-story project providing 39 modern energy-efficient residential apartments, 2 ground level retail spaces and covered parking.

Kents Hill School Stormwater Analysis

Kents Hill, Maine

Performed overall campus stormwater analysis for the Kents Hill School Campus using the current DEP phosphorus standard resulting in surplus capacity in the school's existing wet pond and bark filter basin. Also worked with Maine DOT in creating a maintenance agreement for these devices. 254 acres of land were studied in this analysis.

Massachusetts Golf Association Headquarters and Museum

Norton, MA

Provided site design and permitting for 16,000 SF building on the TPC Boston Golf Course.

Third Party Inspections - UNE Athletic Complex MDEP 3PI

Biddeford, Maine

Performed MDEP 3PI as mandated by the MDEP Site Location of Development Permit Conditions and filed weekly reports during the construction of a new facility.



Experience

- ◆ Over 19 years

Licenses & Certifications

- ◆ Licensed Professional Engineer in: ME
- ◆ Land-Surveyor-in-Training, ME, 2001, # TR10002327

Education

University of Maine, Orono

- ◆ BS, Civil Engineering, 1995

TODD GAMMON, P.E. Senior Civil Engineer

Todd has managed a wide variety of commercial, industrial, federal/military and municipal land development and capital improvement projects. He has also performed town engineering and peer review duties as well as MS-4 related services for local Southern Maine towns. Todd is committed to providing high caliber services to clients in a variety of disciplines. He offers considerable experience covering all aspects of environmental and land use permitting, infrastructure design, site layout & grading, water and wastewater utility design, roadway design, geotechnical design, hydrologic/hydraulic analysis and stormwater BMP design, surveying, recreational field design, low impact design (LID) techniques, pedestrian facilities, and construction estimating, specifications, management & inspection.

A sampling of Todd's project experience includes:

Site Stormwater Management National Semiconductor/Fairchild Semiconductor South Portland, Maine

Todd performed a drainage analysis for the 75 acre site which included both facilities. The project consisted of the civil design and city/state permitting to improve the stormwater quality for the facilities, including the construction of a gravel wetland, bioretention cells, a wet pond, and a wet vegetated treatment system. The project was designed and permitted as part of the overall Long Creek Watershed Comprehensive Plan to improve water quality for the stream. The project conformed to the latest low impact stormwater design principles.

Sales and Service Facility Site Design - Milton Cat North Reading, Massachusetts - Lead Engineer

Todd provided services for the site civil design for a new Milton Cat sales and service facility. This facility will have a 23,527 SF footprint that will include a warehouse, service bays, and office space. The facility is to be constructed on a 12.9-acre site where an existing trucking terminal is located. Todd attended various Town, County, and State meetings to permit the facility and coordinated with all major utilities, including power, gas, cable, telephone, water, sewer and data. Permitting through the Community Planning Commission, Conservation Commission, and Zoning Board of Appeals was required for this project.

Family Wellness Scarborough, Maine

Todd provided site and utility design, grading, drainage analysis, and permitting for a 4,000 square foot Wellness Center in Scarborough. The facility hosts services including chiropractic, acupuncture, massage

therapy, and yoga.

Gateway at Scarborough
Scarborough, Maine

Todd provided civil design services for the Gateway at Scarborough, a mixed-use development located on 75 acres of land on Payne Road in Scarborough which features a 130,000 square foot Cabela's store as an anchor tenant. Permitting with entities such as Maine Department of Transportation (MDOT), Town of Scarborough, Maine Department of Environmental Protection (DEP), and the U.S. Army Corps of Engineers was coordinated by others. This development included over 60,000 square feet of retail space and 80,000 square feet of offices and restaurants. The project also included the mitigation of wetlands and the reconfiguration and reuse of an existing pond on the site.

Friends School of Portland
Cumberland, Maine

Todd provided civil/site design, construction documentation, construction administration and local/state regulatory permitting for the construction of a new school building for up to 125 Pre-K through 8th grade students with two parking areas, sidewalks, basketball court and multiple play fields.

Co-Generation Facility, University of Southern Maine
Gorham, Maine - Civil Engineer

Todd provided services for a new cogeneration facility that will provide electrical power and hot water heating throughout the USM-Gorham campus. The permitting process required full site plan review through the Town of Gorham and Maine Department of Environmental Protection site plan permitting.

Christmas Tree Shops/Michaels Store
Scarborough, Maine

Mr. Gammon provided civil engineering design, local/state permitting, and construction administration oversight for the construction of 130,000 SF retail project in Scarborough. The project consisted of two underground corrugated metal pipe bed systems for quantity control, and proprietary treatment systems for water quality control.

Coastal Commons
Wiscasset, Maine - Civil Engineer

Todd provided the design and permitting of over 40,000 SF of retail and office space. He oversaw all town and state permitting for the project.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

January 27, 2017

Jordan Young
Blais Civil Engineers
27 Gorham Road, Suite 207
Gorham, ME 04074

Re: 221 Congress Street, PO
Ability to Serve with PWD Water

Dear Mr. Young:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on January 17, 2017. Based on the information provided per PWD marked up plans dated 1/27/17, 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. Review and approval of final plans is required.**

Conditions of Service

The following conditions of service apply:

- A new 4-inch domestic service and 6-inch fire service may be installed from the water main in Washington Avenue. The service should enter through the properties frontage on Washington Avenue at least 10-feet from any side property lines.
- It is the District's understanding that the existing lot will be converted into a 5-story mixed use building. The existing site is currently served with a ¾-inch domestic water service; the size of this service is undersized for the proposed use. This service must be terminated by shutting the corporation valve and cutting the pipe from the water main.
- 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.
- Once the project is ready for construction, the owner or contractor will need to make an appointment to come in and complete a service application form and pay the necessary fees.



Existing Site Service

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

Water System Characteristics

According to District records, there is an 12-inch diameter cast iron water main in Washington Avenue and a public fire hydrant located 10 feet from the site. The most recent static pressure reading was 74 psi on September 14, 2016.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District’s Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read "Gordon S. Johnson", with a long, sweeping horizontal line extending from the end of the signature.

Gordon S. Johnson, P.E.
Engineering Services Manager

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division

Date: _____

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

Site Address: 221 Congress Street Portland ME

Chart Block Lot Number: Map 3/Block G/Lot 12

Proposed Use: Commercial and Residential

Previous Use: Vacant, Parking Lot

Existing Sanitary Flows: 0 GPD

Existing Process Flows: 0 GPD

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

Sewer line is directly across from 221 Congress st., on Congress St.

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

☒
☐
☐
☒
☐

Clearly, indicate the proposed connections, on the submitted plans.

2. Please, Submit Contact Information.

City Planner's Name: Caitlin Cameron Phone: 207-874-8901

Owner/Developer Name: The ground floor will contain two tenants for either retail or restaurant use. The parking will be held below grade utilizing a "parkmatic" vehicle storage system.

Owner/Developer Address: 2065 Main St.. Biddeford, ME

Phone: 207-283-8777

Fax: _____

E-mail: _____

Engineering Consultant Name: Blais Civil Engineers

Engineering Consultant Address: 27 Gorham Rd. Scarborough, ME

Phone: 207-730-7200

Fax: _____

E-mail: sblais@blaisce.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 5,685 GPD

Peaking Factor/ Peak Times: _____

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify) Handbook of Subsurface Wastewater Disposal in Maine

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: <15

Size of External Grease Interceptor: 1,000 gallon

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: NA GPD

Do you currently hold Federal or State discharge permits? Yes NA No NA

Is the process wastewater termed categorical under CFR 40? Yes NA No NA

OSHA Standard Industrial Code (SIC): _____ (<http://www.osha.gov/oshstats/sicser.html>)

Peaking Factor/Peak Process Times: NA

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, or attached, as a separate sheet.

**STORMWATER MANAGEMENT REPORT
221 CONGRESS STREET
PORTLAND, MAINE
DECEMBER 13, 2016
REVISED JANUARY 24, 2017**

INTRODUCTION

The subject property (the Site) is located at 221 Congress Street, Portland, Maine and is 7,171 square feet (0.165 acres). The applicant intends to construct a 5-Story mixed-use building with a floor area of 27,636 square feet. Floors 2-5 of the will be residential condominiums, and the ground floor will contain one retail or restaurant tenant. The parking will be held below grade utilizing a "parkmatic" vehicle storage system. The site is currently a vacant parking lot, and is completely impervious. The project requires site plan and subdivision approval by the City of Portland. This report discusses the Site's hydrological conditions and compares stormwater runoff between existing and proposed conditions.

DATA COLLECTION AND ASSUMPTIONS

Site data was gathered from an on-site survey performed by Sebago Technics of South Portland, Maine. A HydroCAD stormwater model was created which is based on the United States Department of Agriculture's (USDA) Technical Release 20 (TR-20) and Technical Release 55 (TR-55) hydraulic programs.

Curve numbers (CN's) assigned to differing land cover and soil types were taken from tables within the HydroCAD software, which are from the SCS TR-55 manual, revised 1986. Twenty-four-hour rainfall depths were taken from the "Stormwater Management for Maine: Volume III BMP's Technical Design Manual, May 2016". Time of concentrations were calculated with the HydroCAD software using the TR-55 direct entry method.

The existing and proposed watershed subcatchments for this analysis are shown on plan sheets D-100 - Pre Development Drainage Plan, and D-101 - Post Development Drainage Plan. Modeling assumptions are summarized in the attached HydroCAD output.

PRECIPITATION

The storm events utilized in this study include the 2, 10 and 25-year ,24 hour storm events. The one day precipitation values for the proposed site are as follows:

2 Year	3.1 Inches
10 Year	4.6 Inches
25 Year	5.8 Inches

EXISTING SITE CONDITIONS

The existing property is currently all impervious with approximately 50 percent bituminous asphalt and 3 concrete pads located on the north side of the parcel, and 50 percent compacted gravel, with.

There are two (2) subcatchments for this Site in the pre-development condition. Subcatchment 1S is the larger of the two subareas. It drains to Washington Avenue and continues down the edge of the curb to a catch basin located at the intersection of Cumberland Avenue and Washington Avenue. Subcatchment 2S drains to Congress street and continues southwest down the edge of the curb to a curb inlet approximately 25 feet before the centerline of Cleeve street. Stormwater from these two stormwater inlets eventually join at the Northeast pump station, per our discussions with the Portland's Public Works Department.

PROPOSED SITE CONDITIONS

The proposed project includes new construction of a 4,283 square feet building (footprint). The applicant is proposing a 3,182 square feet green roof, which will reduce impervious surface of the site to 3,576 square feet, a 50 percent reduction. The new subcatchment areas will be directed to the same stormwater inlets as in the pre-development condition. The green roof will be drained with roof leaders that are connected directly to the combined sewer line in Washington Avenue. The total developed area is 7,171 square feet for the project, the entire site

Please refer to the supporting calculations in the HydroCAD diagram and model for details of the existing and proposed Site characteristics.

WATER QUANTITY

The HydroCAD model compares the peak flows for each subcatchment area for pre-development and post-development. The calculations were performed for 2, 10, and 25 year storm events. The table below shows peak flows leaving the Site for these storm events.

Table 1: Summary of Pre-Development Flows

Subareas	Pre-development		
	2-year Peak Flow (cfs)	10-year Peak Flow (cfs)	25-year Peak Flow (cfs)
1S	0.70	1.10	1.36
2S	0.25	0.39	0.48

Table 2: Summary of Post-Development Flow

Subareas	Post-development		
	2-year Peak Flow (cfs)	10-year Peak Flow (cfs)	25-year Peak Flow (cfs)
1.1S	0.48	0.98	1.31
2.1S	0.08	0.13	0.16

WATER QUALITY

In order to meet the Chapter 500 general standards of the Maine Department of Environmental Protection, stormwater quality treatment must be provided, which includes treatment of 95% of new impervious areas and 80% of total new developed areas. This project will not create any new impervious area. Rather it will decrease impervious areas by constructing 3, ground-level, landscaped areas and a green roof, totaling approximately 3,595 square feet of landscaped area. This reduces the amount of impervious area from 7,171 square feet to 3,576 square feet (50%).

CONCLUSIONS

By decreasing the amount of impervious area, we are reducing the amount of stormwater runoff from the site and meeting the water quality requirements. The Pre and Post- development calculations show that in both subareas the peak flows decrease in a 2, 10 and 25-year storm event.

This project will use long-term and short-term erosion control measures as well as Stormwater quantity and quality treatment measures that will mitigate environmental impacts from stormwater. This project will have no significant adverse impacts on downstream properties as a result of stormwater.

BLAIS CIVIL ENGINEERS

Steve G. Blais, PE

**Post Stormwater Management Plan: Inspection and Maintenance
For Stormwater Best Management Practices (BMPS)**

**221 Congress Street
Portland, Maine**

January 2017

Stormwater management facilities include paved surfaces, vegetated areas, and green roof. During construction activities, the maintenance of all stormwater measures will be the direct responsibility of the Contractor. After acceptance by the Owner/Home Owners Associations, the maintenance of all stormwater management facilities, the establishment of any contract services required for implementing the program, and the keeping of records and maintenance log book will be the responsibility of the Owner/Home Owners Association. At a minimum, the following maintenance activities for each stormwater management system shall be performed on the prescribed schedule.

RECERTIFICATION REQUIREMENT

Each one-year interval from June 30, within 12 months of the date of issuance of the permit, the permittee shall certify the following to the City of Portland, Department of Public Services, as described in Chapter 32 of the City of Portland, Maine Ordinances.

(a) All areas of the project site have been inspected for areas of erosion, and appropriate steps have been taken to permanently stabilize these areas. (b) All aspects of the stormwater control system have been inspected for damage, wear, and malfunction, and appropriate steps have been taken to repair or replace the facilities. (c) The erosion and stormwater maintenance plan for the site is being implemented as written, or modifications to the plan have been submitted to and approved by the City of Portland and by June 30 or each year, provide a completed and signed certification to the Department of Public Services on the proper form.

PAVED SURFACES

Accumulations of sediment, wood debris, and winter sand along paved surfaces shall be cleared at least once a month, and periodically during the year on an as-needed basis, to minimize transportation of sediment during rainfall events. Accumulations on pavement may be removed by pavement sweeping or vacuuming.

LANDSCAPED AREAS

Landscaped areas should be inspected monthly and after significant rainfall/snow melt events. Bare areas or areas with sparse growth should be re-vegetated as soon as possible to prevent erosion. Areas of rill erosion should be lined with an appropriate lining or the erosive flow diverted to an area able to withstand the concentrated flow.

A maintenance program should be set up to maintain the vegetative cover of the landscaped area. Periodic fertilizing shall be based on soil tests or visual observations. Shrubs and bushes should be trimmed at least once annually.

The removed material must be disposed of in accordance with all applicable federal, state, and local regulations.

The date and initials of the inspector should be recorded on the forms provided as well as notations of any corrective actions that were taken and the approximated volume of sediment or materials that were removed. Any damage, unusual conditions, or maintenance procedures needed/performed should be noted by the inspector on the forms provided.

VEGETATED ROOF

The vegetated roof should be inspected annually for erosion, fungal diseases, insect problems, etc. Replacement of the vegetation will be required if it is found to be unhealthy, or dying. Any bare area or erosion rills should be repaired with growing media, seeded and mulched.

- Post-Installation (first full summer growing season): Vegetation should be watered once a week. All vegetation free zones, including roof drains should be inspected for stray vegetation, sticks, pebbles, trash, etc., every two weeks or after a major storm event.
- Irrigation: The vegetated roof shall be properly irrigated during extreme drought conditions.
- Weeding: Weeding should be done monthly by hand. The homeowners association/Owner will be held accountable for the proper maintenance to be completed.
- Fertilization: Fertilization will be required as needed during the first few years after installation of the vegetated roof.

CATCH BASINS/AREA DRAINS

Catch basins and/or area drains shall be inspected on an annual basis to remove any obstructions to flow; remove accumulated sediments and debris at the inlet, and within the conduit; and to repair any erosion damage at the pipe inlet and outlet. Sediment should be removed when its level exceeds 6" from the sump. Casco Bay traps or hoods (if required) shall be inspected and cleared of any sediment or other accumulation that may inhibit their effectiveness. This may be accomplished by hydraulic flushing or any mechanical means; however, care should be taken to contain the sediment at the ultimate pipe outlets, and not flush the sediments into the public system.

STORM DRAINAGE PIPES

Piped drainage systems shall be inspected on an annual basis to remove any obstructions to flow; remove accumulated sediments and debris at the inlet, at the outlet, and within the conduit; and to repair any erosion damage at the pipe inlet and outlet. Sediment should be removed when its level exceeds 20% of the pipe diameter. This may be accomplished by hydraulic flushing or any mechanical means; however, care should be taken to contain the sediment at the pipe outlet, and not flush the sediments into the public system.

DISPOSAL

Any sediment or debris removed during maintenance of the stormwater system must be disposed of in accordance with the Maine Solid Waste Disposal Rules, and any other applicable local, state, or Federal regulations.

Enclosures:

1. Maintenance Log
2. Green Roof Maintenance Log

Traffic Impact Study

TO: **Steve Blais, P.E.**
Blais Civil Engineers, Inc.
27 Gorham Road, Suite 207
Scarborough, ME 04074

FROM: John Q. Adams, P.E., PTOE
Senior Transportation Engineer
Milone & MacBroom, Inc.
121 Middle St, Suite 201
Portland, ME 04101

DATE: January 23, 2017

RE: **Traffic Assessment**
Proposed Mixed-Use Development
221 Congress Street
Portland, Maine



Introduction/Overview

Milone and MacBroom, Inc. (MMI) has completed a traffic assessment for the proposed Mixed-Use development located at 221 Congress Street at the corner of Congress Street and Washington Avenue in Portland. The development will consist of seventeen (17) residential condominiums, and a restaurant use consisting of 1,029 sf outside space and 1,936 sf inside space, for a total of 2,965 sf of restaurant space. At this point in time the restaurant is assumed to be a full-service, serving breakfast, lunch and dinner. The existing site is vacant and currently serves as a parking lot. The existing site has an entrance onto Washington Avenue that is approximately 50 ft. from the curb-line extension of Congress Street.

Access to the site will be provided by Congress Street and Washington Avenue. The intersection of Washington Avenue and Congress Street is signalized and provides an exclusive pedestrian phase with crosswalks on each of the four approaches. Washington Avenue in the vicinity of the project is a two-lane bi-directional roadway with a posted speed of 25 mph and an average daily traffic (ADT) of 9,220 based on available 2013 Maine DOT data. Congress Street in the vicinity of the project is a two-lane bi-directional roadway with a posted speed of 25 mph and an average daily traffic of 9,550 based on available 2013 Maine DOT data. Both Washington Avenue and Congress Street provide parallel on-street parking throughout the

area. The proposed mixed-use development will be served by a single entrance located on Cumberland Avenue. This entrance is located on the west side of Washington Avenue, approximately 100 ft. from the curb-line extension of Congress St. This is an improvement over the existing site entrance which is approximately 50 ft. from Washington Avenue.

Parking will be provided on-site for the 17 residential condominium units in a basement/subgrade level parking garage. Parking for the restaurant use, as is typical in this area of Portland and throughout the city, will be provided by on-street parking in the neighborhood.

In preparing this traffic impact study we have reviewed the following:

1. Expected new trip generation for the proposed mixed-use residential and restaurant development.
2. Distribution of site generated trips for the weekday AM and PM peak hours.
3. Accident data for the immediate vicinity of the site on Washington Street and Congress Street.
4. Sight distance for the proposed site entrances on Washington Avenue.

Site Trip Generation

We have calculated expected site trip generation based on the uses listed below:

- Land Use Code 230, Residential Townhouse/Condominium.
- Land Use Code 932, High Turnover Restaurant.

We have selected High Turnover Restaurant for trip generation to be conservative with this traffic assessment. It should be noted that as this project continues to develop and progress, restaurant use will be confirmed and a lower trip generator, such as defined by Land Use Code 931, Quality Restaurant, may be used.

The trip generation included the 17 proposed residential units and the restaurant use of 2,965 sf with 79 seats. The restaurant use will consist of 1,936 sf of indoor restaurant space and 1,029 sf of outdoor space. Trip generation calculations for the restaurant were calculated by taking the average of the calculations completed by square footage and number of seats.

We have summarized the trip generation calculations for each of the uses in Table 1 on the next page.

TABLE 1

221 Congress St, Portland			
Mixed-Use Development (Residential Condos & Restaurant)			
Trip Generation Calculations			
LUC 932 High-Turnover Restaurant: BY SF			
Time Period	Size (sf)	Rate (trips/1000sf)	Trip-Ends
Weekday AM Peak Hour Roadway 7-9 AM	2,965	11.52	34.2
Weekday PM Peak Hour Roadway 4-6 PM	2,965	11.15	33.1
Weekday AM Peak Hour Generator	2,965	13.53	40.1
Weekday PM Peak Hour Generator	2,965	18.49	54.8
Saturday Peak Hour Generator	2,985	14.07	42.0
LUC 932 High-Turnover Restaurant: BY SEATS			
Time Period	# of Seats	Rate (trips/seat)	Trip-Ends
Weekday AM Peak Hour Roadway 7-9 AM	78	0.47	36.7
Weekday PM Peak Hour Roadway 4-6 PM	78	0.41	32.0
Weekday AM Peak Hour Generator	78	0.60	46.8
Weekday PM Peak Hour Generator	78	0.72	56.2
Saturday Peak Hour Generator	78	0.50	39.0
LUC 932 High-Turnover Restaurant AVERAGE			
Time Period			AVG Trip-Ends
Weekday AM Peak Hour Roadway 7-9 AM			35.4
Weekday PM Peak Hour Roadway 4-6 PM			32.5
Weekday AM Peak Hour Generator			43.5
Weekday PM Peak Hour Generator			55.5
Saturday Peak Hour Generator			40.5
LUC 230 Residential Townhouse/Condo			
Time Period	Units	Rate (trips/Unit)	Trip-Ends
Weekday AM Peak Hour Roadway 7-9 AM	17	0.44	7.48
Weekday PM Peak Hour Roadway 4-6 PM	17	0.52	8.84
Weekday AM Peak Hour Generator	17	0.44	7.48
Weekday PM Peak Hour Generator	17	0.52	8.84
Saturday Peak Hour Generator	17	0.47	7.99
Total Trip-Ends			Total
Weekday AM Peak Hour Roadway 7-9 AM			43
Weekday PM Peak Hour Roadway 4-6 PM			41
Weekday AM Peak Hour Generator			51
Weekday PM Peak Hour Generator			64
Saturday Peak Hour Generator			48

Our review and calculation of expected trip generation indicates that this development will produce 43 trip-ends during the weekday AM peak hour of the roadway (7 to 9 AM), 51 trip-ends during the weekday AM peak hour of the generator, 41 trip-ends during the weekday PM peak hour of the roadway (4 to 6 PM), 64 trip-ends during the PM peak hour of the generator, and 48 trip-ends during the Saturday peak hour. This indicates that the development will be a relatively low trip generator. Based on these calculations, the development will not require a Maine DOT Traffic Movement Permit (TMP) as it does not generate the minimum threshold of 100 new peak hour trip-ends.

Traffic Distribution

The weekday AM peak hour of the roadway (7 to 9 AM) and the PM peak hour of the roadway (4 to 6 PM) were selected for further analysis. The trip-ends associated with these time periods are 8 and 9 trip-ends respectively. These time periods were selected to be able to show the site generated trip for the proposed development during the peak commuter time periods of the area roadway network. The site generated trips for the residential use have been shown on Figure 1 which is enclosed at the end of this traffic assessment.

Based on existing ADT volumes on Washington Avenue and Congress Street, likely destinations to and from downtown Portland, the Old Port District and the I-295 Ramps on Franklin Arterial, we have distributed the weekday AM (7 to 9 AM) and PM (4 to 6 PM) peak hour trips. For both the AM and PM time periods we have assumed that approximately 75% of trips exiting the site will turn right out of the site entrance and 25% will turn left. For entering trips we have assumed an approximate 50/50 split of vehicles turning right into the site and left into the site. Most vehicles returning to the site will be coming from areas to the southwest and therefore may be utilizing Congress Street, Cumberland Avenue or Washington Avenue.

Trips associated with restaurant use will utilize on-street parking in the area, may walk or bike to the use, or utilize mass transit. Some of the restaurant use trips may also come from within the mixed-use development as residents utilize it.

Accident Data

We have reviewed Maine DOT accident data for the latest available three-year period (2013-2015) for Congress Street and Washington Avenue in the immediate area of the development. Our initial analysis included a review of the current Maine DOT High Crash Location (HCL) list. Our review of the Maine DOT HCL intersection list indicates that the intersection of Washington Avenue and Congress Street are not classified as a high crash location. We also review the HCL Section list. Both the section of Congress Street from Montgomery Street to Washington Avenue, and Washington Avenue from Cumberland Avenue to Congress Street are not considered high crash locations.

Additional Data & Review: As of the submission of this traffic assessment, we have requested individual accident summaries for the subject intersection and sections of roadway. We expect to receive this data in the next day or two from Maine DOT. Once received, we will review and submit a supplemental memo summarizing the accident data.

Sight Distance

Sight distance measurements were taken from the proposed site entrance location on Washington Avenue in accordance with regulations. The sight distance at the site entrance looking right (east) was found to be in excess of 200 ft. and the sight distance extended through the signalized intersection of Congress Street and Washington Avenue onto Mountfort Street. Looking left, the sight distance was measured and was greater than 300 ft. with a view extending beyond the signalized intersection of Washington Avenue and Cumberland Avenue. Additionally, the traffic signals at both adjacent intersections to the site entrance will also provide gaps in the oncoming traffic on Washington Avenue which should assist vehicles entering and exiting the site. The minimum required site distance based on City of Portland/MDOT standards for 25 mph, is 200 ft. Based on our measurements, field observations, and the location of adjacent traffic signals, the site entrance should provide satisfactory sight distances.

Table 2
Intersection Sight Distances

Posted Speed (mph)	MDOT Required Sight Distance (feet)
25	200
30	250
35	305
40	360
45	425
50	495
55	570

We also recommend as the site is redeveloped sight-distance obstructions such as existing fencing and minor signs should be removed and relocated out of the sight view. We have included photos below looking both right (east) and left (west) from the proposed site entrance locations under existing conditions.



At Site Entrance – Looking Right (east) on Washington Avenue



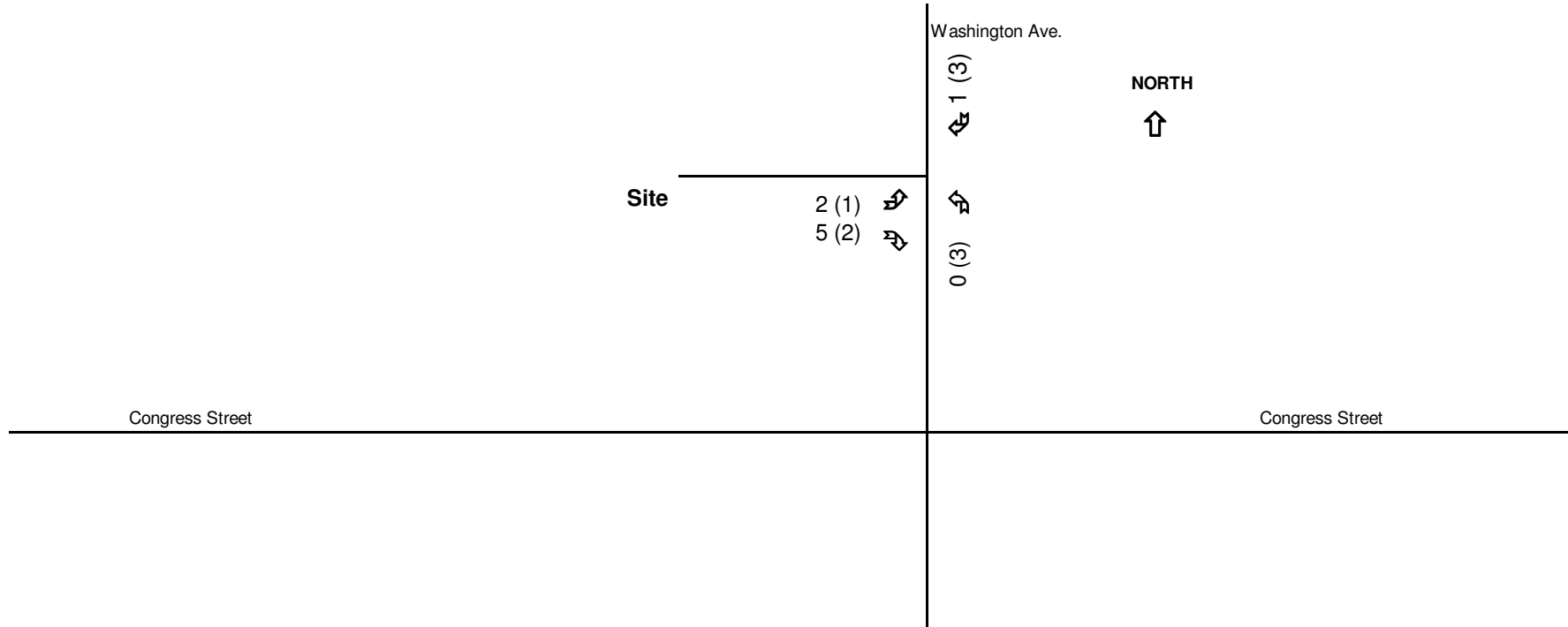
At Site Entrance – Looking Left (west) on Washington Avenue

Conclusions

Based on the above traffic assessment, we offer the following conclusions:

Milone & MacBroom, Inc., 121 Middle Street – Suite 201, Portland, ME 04101 (207) 541-9544 Fax (207) 541-9548

- A mixed-use development is proposed to be located at 221 Congress Street at the corner of Congress Street and Washington Avenue in Portland. The development will consist of seventeen (17) residential condominiums, and a restaurant use consisting of \$1,029 sf outside space and 1,936 sf inside space, for a total of 2,965 sf of restaurant space. At this point in time the restaurant is assumed to be a full-service, serving breakfast, lunch and dinner. The existing site is vacant and currently serves as a parking lot.
- A single full-access site entrance is proposed on Washington Avenue. This site entrance location is an improvement over the existing site entrance on Washington Avenue which was only 50 ft. from the signalized intersection of Washington Avenue and Congress Street. The new site entrance was located with a goal of maximizing the distance from the signalized intersection, which under the proposed condition will be approximately 100 ft. from the Congress Street curb-line extension.
- Our review and calculation of expected trip generation indicates that this development will produce 43 trip-ends during the weekday AM peak hour of the roadway (7 to 9 AM), 51 trip-ends during the weekday AM peak hour of the generator, 41 trip-ends during the weekday PM peak hour of the roadway (4 to 6 PM), 64 trip-ends during the PM peak hour of the generator, and 48 trip-ends during the Saturday peak hour. This indicates that the development will be a relatively low trip generator. Based on these calculations, the development will not require a Maine DOT Traffic Movement Permit (TMP) as it does not generate the minimum threshold of 100 new peak hour trip-ends.
- The site will provide parking for the seventeen proposed residential units in a subgrade/basement parking garage. Weekday AM and PM peak hour site trip assignments have been shown on Figure 1 for the residential uses. Trips associated with restaurant use will utilize; on-street parking in the area, may walk or bike to the use, or utilize mass transit. Some of the restaurant use trips may also come from within the mixed-use development as residents utilize it.
- We have reviewed the Maine DOT High Crash Location list accident data for the latest available three-year period (2013-2015) for Congress Street and Washington Avenue in the immediate area of the development. Our review of the Maine DOT HCL intersection list indicates that the intersection of Washington Avenue and Congress St is not classified as a high crash location. We also reviewed the HCL Section list. Both the section of Congress Street from Montgomery Street to Washington Avenue, and Washington Avenue from Cumberland Avenue to Congress Street are not considered high crash locations.
- The minimum required site distance based on City of Portland/MDOT standards for the posted speed of 25 mph, is 200 ft. Based on our measurements, field observations, and the location of adjacent traffic signals, the site entrance should provide satisfactory sight distances.
- Overall it is our professional opinion that the proposed mixed-use development located at 221 Congress Street should not have significant impact to traffic operations and safety in this area of Washington Avenue and Congress Street.



* Note: Trips represent Residential Condominium Trips utilizing on-site parking garage

Weekday AM & PM Site Generated Trips

XX: AM Trip-ends, 8 total

(XX): PM Trip-ends, 9 total

WEEKDAY AM & PM SITE GENERATED TRIPS

221 CONGRESS ST DEVELOPMENT

221 Congress St.
Portland, Maine



121 Middle St, Suite 201, Portland, ME 04101
Ph: 207-541-9544, Fx: 207-541-9548

Figure 1

By : KJP Check: JQA

APPENDIX

1. Maine DOT Traffic Count Data

2. Maine DOT HCL Accident Data

2015 Maine Transportation Count Book

County

Cumberland

TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT11	AADT12	AADT13	AADT14	AADT15
05 PORTLAND	07003	0022X	SR 22/25 (PARK AVE) E/O SR 25 (DEERING)	T	I	11500	-	-	-	-
05 PORTLAND	07007	0022X	SR 22 (PARK AVE) W/O SR 25 (DEERING AVE)	C	I	8940	-	9450	-	-
05 PORTLAND	12904	0022X	SR 22 (EB)(CONGRESS) SE/O US 1A(FORE RV)	C	I	-	-	12420	-	-
05 PORTLAND	12908	0022X	SR 22 (EB)(CONGRESS) NW/O US 1A(FORE RV)	C	I	-	-	16080	-	-
05 PORTLAND	14803	0022X	SR 22 (PARK AVE) E/O VALLEY ST (NB)	C	I	-	-	10520	-	-
05 PORTLAND	14807	0022X	SR 22 (PARK AVE) W/O VALLEY ST (NB)	T	I	10040	-	-	-	-
05 PORTLAND	18507	0022X	SR 22 (CONGRESS ST) W/O UNUM ENT(W JCT)	C	I	-	-	11260	-	-
05 PORTLAND	20908	0022X	SR 22 (EB)(CONGRESS) NW/O WESTFIELD ST	C	I	-	-	12560	-	-
05 PORTLAND	06807	0025B	SR 25B (BRIGHTON AVE) W/O SR 25 (RAND)	C	I	-	-	9380	-	-
05 PORTLAND	06817	0025B	SR 25B (BRIGHTON) (WB) W/O SR 25 (RAND)	C	I	-	-	10310	-	-
05 PORTLAND	07607	0025B	SR 25B (BRIGHTON)(EB) W/O RIVERSIDE ST	C	I	-	-	6170	-	-
05 PORTLAND	06815	0025S	SR 25 (RAND) (SB) S/O SR 25B (BRIGHTON)	C	I	-	-	3340	-	-
05 PORTLAND	03107	0025X	SR 25 (BRIGHTON AVE) W/O ST JOHN ST @ RR	C	I	-	-	18720	-	-
05 PORTLAND	03204	0025X	SR 25 (DEERING AVE) SE/O BRIGHTON AVE	C	I	-	-	7830	-	-
05 PORTLAND	03208	0025X	SR 25 (BRIGHTON AVE) NW/O WOODMONT ST	C	I	-	-	11530	-	-
05 PORTLAND	06604	0025X	SR 25 (BRIGHTON AVE) SE/O SR 9 (STEVENS)	C	I	-	-	17390	-	-
05 PORTLAND	06608	0025X	SR 25 (BRIGHTON AVE) NW/O SR 9 (STEVENS)	C	I	-	-	15500	-	-
05 PORTLAND	06708	0025X	SR 25 (BRIGHTON AVE) NW/O COLONIAL RD	C	I	-	-	20160	-	-
05 PORTLAND	06805	0025X	SR 25 (RAND RD) S/O SR 25B(BRIGHTON AVE)	C	I	-	-	4670	-	-
05 PORTLAND	07001	0025X	SR 25 (DEERING AVE) N/O SR 25 (PARK AVE)	T	I	8840	-	-	-	-
05 PORTLAND	07104	0025X	SR 25 (BRIGHTON AVE) SE/O DARTMOUTH ST	C	I	-	-	12410	-	-
05 PORTLAND	08504	0025X	SR 25(DEERING) SE/O WASHBURN AVE @BR6280	C	I	-	-	8520	-	-
05 PORTLAND	10805	0025X	SR 25 (RAND) S/O PINE TREE SHOP CTR ENT	C	I	-	-	8620	-	-
05 PORTLAND	16404	0025X	SR 25 (BRIGHTON AVE) SE/O KENT ST	C	I	-	-	19250	-	-
05 PORTLAND	20808	0025X	SR 25 (BRIGHTON AVE) NW/O DEVON ST	C	I	-	-	25220	-	-
05 PORTLAND	22004	0026S	SR 26 (SB)(WASHINGTON) SE/O ANDERSON ST	C	I	-	5740	-	5345	-
05 PORTLAND	00801	0026X	SR 26 (WASHINGTON AV) N/O CUMBERLAND AVE	C	I	-	-	9220	-	-
05 PORTLAND	00908	0026X	SR 26 (WASHINGTON AVE) NW/O EASTERN PROM	C	I	-	-	10970	-	-
05 PORTLAND	05308	0026X	SR 26 (WASHINGTON AVE) NW/O VERANDA ST	C	I	-	-	25120	-	-
05 PORTLAND	05404	0026X	SR 26 (WASHINGTON AVE) SE/O SR 9 (OCEAN)	C	I	-	-	19030	-	-
05 PORTLAND	05504	0026X	SR 26(WASHINGTON AVE) SE/O SR 100(ALLEN)	C	I	-	-	17420	-	-
05 PORTLAND	05801	0026X	SR 26/100 (AUBURN) N/O WASHINGTON AVE	C	I	-	-	18220	-	-
05 PORTLAND	10501	0026X	SR 26 (AUBURN AVE) N/O CHAPMAN ST	C	I	-	-	13380	-	-
05 PORTLAND	13104	0026X	SR 26 (WASHINGTON AVE) SE/O JOHANSEN ST	C	I	-	-	19160	-	-

2015 Maine Transportation Count Book

County

Cumberland

TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT11	AADT12	AADT13	AADT14	AADT15
05 PORTLAND	07806	60160	CONGRESS ST SW/O ELM ST	C	I	-	-	9840	-	-
05 PORTLAND	08206	60160	CONGRESS ST SW/O EASTERN PROM	C	I	-	-	1670	-	-
05 PORTLAND	09502	60160	CONGRESS ST NE/O MOUNTFORT ST	C	I	-	-	5300	-	-
05 PORTLAND	09506	60160	CONGRESS ST SW/O WASHINGTON AVE	C	I	-	-	9550	-	-
05 PORTLAND	12804	60160	CONGRESS ST SE/O ELLSWORTH ST	C	I	-	-	12550	-	-
05 PORTLAND	12808	60160	CONGRESS ST NW/O ELLSWORTH ST	C	I	-	-	13630	-	-
05 PORTLAND	16902	60160	CONGRESS ST NE/O US 1A (FRANKLIN ST)	C	I	9300	-	8980	-	-
05 PORTLAND	16906	60160	CONGRESS ST SW/O US 1A (FRANKLIN ST)	C	I	9630	-	9690	-	-
05 PORTLAND	17407	60160	CONGRESS ST W/O SR 77 (NB)(HIGH ST)	C	I	-	-	10500	-	-
05 PORTLAND	17702	60160	CONGRESS ST NE/O TEMPLE ST	C	I	-	-	9140	-	-
05 PORTLAND	17706	60160	CONGRESS ST SW/O TEMPLE ST	C	I	-	-	10070	-	-
05 PORTLAND	17904	60160	CONGRESS ST SE/O MACMILLAN RD	C	I	-	-	11480	-	-
05 PORTLAND	19806	60160	CONGRESS ST SW/O PEARL ST	C	I	-	-	9000	-	-
05 PORTLAND	21203	60160	CONGRESS ST E/O GILMAN ST	C	I	-	-	14790	-	-
05 PORTLAND	03707	60168	COYLE ST W/O DEERING AVE	C	I	-	-	640	-	-
05 PORTLAND	00806	60175	CUMBERLAND AVE SW/O SR 26 (WASHINGTON)	C	I	-	-	5100	-	-
05 PORTLAND	01302	60175	CUMBERLAND AVE NE/O US 1A (FRANKLIN ST)	C	I	6730	-	6860	-	-
05 PORTLAND	01306	60175	CUMBERLAND AVE SW/O US 1A (FRANKLIN ST)	C	I	6250	-	6840	-	-
05 PORTLAND	17502	60175	CUMBERLAND AVE NE/O FOREST AVE	C	I	-	-	7330	-	-
05 PORTLAND	17506	60175	CUMBERLAND AVE SW/O FOREST AVE	C	I	-	-	6190	-	-
05 PORTLAND	17603	60175	CUMBERLAND AVE E/O SR 77 (SB)(STATE ST)	C	I	-	-	5340	-	-
05 PORTLAND	17903	60175	CUMBERLAND AVE E/O DEERING AVE	C	I	-	-	2610	-	-
05 PORTLAND	00302	60191	DANFORTH ST NE/O VAUGHAN ST	C	I	-	-	4540	-	-
05 PORTLAND	00306	60191	DANFORTH ST SW/O VAUGHAN ST	S	I	-	-	6870	-	-
05 PORTLAND	16006	60191	DANFORTH ST SW/O CLARK ST	C	I	-	-	4550	-	-
05 PORTLAND	17106	60191	DANFORTH ST SW/O YORK ST	C	I	-	-	1970	-	-
05 PORTLAND	17206	60191	DANFORTH ST SW/O SR 77 (NB)(HIGH ST)	C	I	-	-	4100	-	-
05 PORTLAND	17306	60191	DANFORTH ST SW/O BRACKETT ST	C	I	-	-	4060	-	-
05 PORTLAND	07102	60192	DARTMOUTH ST NE/O SR 25 (BRIGHTON AVE)	C	I	-	-	1920	-	-
05 PORTLAND	07106	60192	DARTMOUTH ST SW/O SR 25 (BRIGHTON AVE)	C	I	-	-	750	-	-
05 PORTLAND	02005	60202	DEERING AVE S/O PROSPECT ST	C	I	-	-	8360	-	-
05 PORTLAND	03805	60202	DEERING AVE(OW) S/O SR 100/US302(FOREST)	T	I	-	-	-	4560	-
05 PORTLAND	14608	60202	DEERING AVE NW/O WILLIAM ST	C	I	-	-	4630	-	-
05 PORTLAND	14704	60202	DEERING AVE SE/O NOYES ST	C	I	-	-	4920	-	-

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

High Crash Locations

Locations with CRF's >=1 and 8 or more crashes for 1/1/2013 to 12/31/2015

NODES FOR THE TOWN OF Portland (05170), IN THE COUNTY OF Cumberland (05)

Node	Node Description	U/R	Total Crashes	K	Injury A	Crashes B C	PD	Percent Injury	Number of Injuries				Annual MEV	Crash Rate	Critical Rate	CRF	Ranking State/County
12690	0503102 POR,DARTMOUTH ST,DEERING AVE.	9	13	0	0	1 9	3	76.9	0	0	1	10	2.619	1.65	1.36	1.22	212 / 83
12701	Int of DEERING AV, NOYES ST	2	8	0	0	2 3	3	62.5	0	0	2	4	2.253	1.18	0.44	2.71	110 / 36
12928	Int of BRIGHTON AV STEVENS AV	9	44	0	0	1 13	30	31.8	0	0	1	14	10.352	1.42	1.03	1.37	197 / 74
P13040	Int of CAPISIC ST FROST ST	2	9	0	0	0 1	7	12.5	0	0	0	1	5.050	0.59	0.34	1.77	169 / 58
13367	Int of CANCO RD READ ST	2	10	0	0	0 5	5	50.0	0	0	0	6	3.030	1.10	0.38	2.87	100 / 33
15893	Int of RIVERSIDE ST WARREN AV	9	51	0	0	0 14	37	27.5	0	0	0	20	12.957	1.31	1.00	1.32	202 / 79
16752	Int of CONGRESS ST VALLEY ST	9	20	0	0	1 2	17	15.0	0	0	1	3	5.781	1.15	1.15	1.00	234 / 99
16768	Int of CONGRESS ST FREDERIC ST MARSTON ST	2	11	0	0	0 0	11	0.0	0	0	0	0	5.561	0.66	0.35	1.91	159 / 52
16770	Int of PARK AV ST JOHN ST	9	35	0	0	2 3	30	14.3	0	0	4	5	5.570	2.09	1.16	1.81	166 / 56
16773	Int of LOWELL ST PARK AV	2	15	0	0	0 3	12	20.0	0	0	0	3	5.109	0.98	0.35	2.77	106 / 35
16783	Int of COMMERCIAL ST PARK ST	2	20	0	0	2 2	16	20.0	0	0	2	2	8.867	0.75	0.31	2.44	123 / 40
16784	Int of COMMERCIAL ST HIGH ST	2	10	0	0	0 2	8	20.0	0	0	0	2	6.819	0.49	0.33	1.49	190 / 68
16817	Int of PINE ST STATE ST	2	9	0	0	0 0	9	0.0	0	0	0	0	5.938	0.51	0.34	1.48	191 / 69
16820	Int of CONGRESS ST DOW ST	2	11	0	0	2 5	4	63.6	0	0	2	5	4.550	0.81	0.36	2.21	140 / 47
16825	Int of BRAMHALL ST CONGRESS ST DEERING AV	9	28	0	1	2 3	22	21.4	0	1	2	4	7.783	1.20	1.08	1.11	223 / 91
P16836	Int of FOREST AV KENNEBEC ST MARGINAL WY STATE ST EXT	9	54	0	0	2 10	42	22.2	0	0	2	11	13.319	1.35	0.99	1.36	198 / 75
16842	Int of FESSENDEN ST FOREST AV	2	9	0	0	1 1	7	22.2	0	0	1	4	9.576	0.31	0.29	1.10	224 / 92
16843	Int of FOREST AV PITT ST	2	9	1	0	0 1	7	22.2	1	0	0	1	9.489	0.32	0.29	1.10	224 / 92
16848	Int of COYLE ST FOREST AV	2	12	0	0	0 5	7	41.7	0	0	0	10	8.274	0.48	0.30	1.63	179 / 62
16849	Int of CLIFTON ST FOREST AV	2	9	0	1	0 1	7	22.2	0	1	0	2	8.190	0.37	0.30	1.23	211 / 82
16850	Int of ARLINGTON ST, FOREST AV	2	11	0	0	0 3	8	27.3	0	0	0	4	7.764	0.47	0.30	1.57	184 / 64
16852	Int of DEERING AV FOREST AV WOODFORD ST	9	39	0	0	1 11	27	30.8	0	0	1	14	11.833	1.10	1.01	1.09	225 / 93
16856	Int of FOREST AV, PLEASANT AV	2	9	0	0	0 2	7	22.2	0	0	0	2	9.069	0.33	0.29	1.14	220 / 89
16860	Int of FOREST AV WALTON ST	9	40	0	1	1 14	24	40.0	0	1	1	22	9.777	1.36	1.04	1.31	203 / 80
16864	Int of FOREST AV WAVERLY ST	2	8	0	0	1 1	6	25.0	0	0	2	2	8.100	0.33	0.30	1.11	223 / 91
16867	Int of ADELAIDE ST FOREST AV READ ST	2	14	0	0	2 4	8	42.9	0	0	3	4	9.670	0.48	0.29	1.69	176 / 61
16887	Int of FOREST AV LANE AV	2	8	0	0	0 3	5	37.5	0	0	0	3	6.091	0.44	0.32	1.37	197 / 74
P16892	Int of FOREST AV RIVERSIDE ST	9	37	0	0	5 7	25	32.4	0	0	5	9	10.898	1.13	1.02	1.11	223 / 91
17028	Int of ALLEN AV GOODRIDGE AV	2	8	0	0	1 1	6	25.0	0	0	1	1	7.430	0.36	0.32	1.12	222 / 90
17031	Int of ALLEN AV HARVARD ST	2	8	0	2	0 0	6	25.0	0	2	0	0	7.169	0.37	0.32	1.15	219 / 88
17045	Int of OCEAN AV WASHINGTON AV	9	35	0	0	2 11	22	37.1	0	0	2	13	9.080	1.28	1.06	1.22	212 / 83
17061	Int of ALLEN AV WASHINGTON AV	9	42	0	0	0 14	28	33.3	0	0	0	14	11.844	1.18	1.01	1.17	217 / 86

High Crash Locations

Locations with CRF's >=1 and 8 or more crashes for 1/1/2013 to 12/31/2015

NODES FOR THE TOWN OF Portland (05170), IN THE COUNTY OF Cumberland (05)

Node	Node Description	U/R	Total Crashes	K	Injury A	Crashes B C	PD	Percent Injury	Number of Injuries				Annual MEV	Crash Rate	Critical Rate	CRF	Ranking State/County
18518	Int of FRANKLIN ST MIDDLE ST	9	20	0	0	1 5	14	30.0	0	0	1	5	5.287	1.26	1.17	1.08	226 / 94
18523	Int of ELM ST MARGINAL WY PREBLE ST PREBLE ST EXT	9	35	0	0	2 8	25	28.6	0	0	3	14	10.320	1.13	1.03	1.09	225 / 93
18531	Int of HIGH ST PLEASANT ST	2	12	0	0	2 2	8	33.3	0	0	2	2	6.831	0.59	0.33	1.78	168 / 57
18534	Int of DEERING ST HIGH ST	2	15	0	0	0 3	11	21.4	0	0	0	4	5.464	0.92	0.35	2.63	115 / 38
18536	Int of HIGH ST SHERMAN ST	2	8	0	0	0 2	6	25.0	0	0	0	2	4.548	0.59	0.36	1.61	181 / 63
18538	Int of HIGH ST HIGH ST EXT PARK AV	9	36	0	0	2 7	27	25.0	0	0	3	8	7.883	1.52	1.08	1.41	193 / 70
18571	Int of CONGRESS ST GILMAN ST	2	21	0	0	0 4	17	19.0	0	0	0	4	5.852	1.20	0.34	3.50	69 / 22
P18670	Int of LARRABEE RD RAMP OFF TO RIVERSIDE ST LARRABEE RD RIVERSIDE ST	9	73	0	0	3 7	63	13.7	0	0	3	9	12.587	1.93	1.00	1.93	158 / 51
18737	Int of BATES ST VERANDA ST WASH AV SB WASHINGTON AV	9	38	0	0	1 6	30	18.9	0	0	1	7	12.040	1.05	1.01	1.04	230 / 96
P18879	Int of WALNUT ST, WASHINGTON AV	2	11	0	0	0 1	10	9.1	0	0	0	1	4.284	0.86	0.37	2.31	134 / 44
18999	Int of HANOVER ST MARGINAL WY	2	8	0	0	0 4	4	50.0	0	0	0	4	4.266	0.63	0.37	1.69	176 / 61
19000	Int of FRANKLIN ST FRANKLIN ST ART MARGINAL WAY MARGINAL WY	9	64	0	0	1 16	47	26.6	0	0	1	16	14.511	1.47	0.98	1.50	189 / 67
19010	Int of KENNEBEC ST PREBLE ST	2	11	0	1	0 3	7	36.4	0	1	0	7	2.001	1.83	0.45	4.07	49 / 12
19011	Int of ELM ST KENNEBEC ST	2	8	0	0	0 0	8	0.0	0	0	0	0	1.910	1.40	0.46	3.07	85 / 29
19015	Int of ELM ST LANCASTER ST	2	9	0	1	2 1	5	44.4	0	1	2	1	1.572	1.91	0.48	3.99	51 / 14
19029	Int of CUMBERLAND AV FOREST AV	9	28	0	0	4 5	19	32.1	0	0	8	7	5.444	1.71	1.16	1.48	191 / 69
19040	Int of CHESTNUT ST CUMBERLAND AV	2	9	0	0	1 4	4	55.6	0	0	1	4	3.136	0.96	0.38	2.52	119 / 39
19088	Int of PARK ST YORK ST	2	11	0	0	1 4	6	45.5	0	0	1	4	7.509	0.49	0.32	1.52	188 / 66
19183	Int of CONGRESS ST RAMP OFF TO CONGRESS ST	2	17	0	0	1 2	14	17.6	0	0	1	2	5.082	1.12	0.32	3.53	68 / 21
19193	Int of FOREST AV RAMP E OFF TO FOREST AV	2	50	0	1	3 9	37	26.0	0	1	3	10	5.884	2.83	0.30	9.32	6 / 2
19197	Int of FRANKLIN ST RAMP A OFF TO FRANKLIN ST ART	9	23	0	0	2 4	17	26.1	0	0	3	6	4.844	1.58	1.19	1.33	201 / 78
19216	Int of FOREST AV RAMP D OFF TO FOREST AV	2	28	0	0	0 5	23	17.9	0	0	0	6	5.497	1.70	0.31	5.49	21 / 6
19911	Int of INTERNATIONAL PKWY JETPORT BLVD	2	12	0	0	3 5	4	66.7	0	0	4	6	3.999	1	0.36	2.81	104 / 34
59410	Int of RAMP ON FROM CONGRESS ST SLIP RAMP ON OFF 295 NB	2	12	0	0	0 2	10	16.7	0	0	0	2	1.898	2.11	0.41	5.19	26 / 7
60334	Int of I 295 RD RAMP ON FROM VERANDA ST RD INV 3200501	2	14	0	1	3 2	8	42.9	0	1	4	7	2.434	1.92	0.38	5.02	30 / 8
60338	Int of FOREST AV RAMP H OFF TO FOREST AV	2	60	0	0	5 17	38	36.7	0	0	6	18	6.869	2.91	0.29	9.96	5 / 1
60342	Int of FOREST AV RAMP A OFF TO FOREST AV	2	20	0	0	1 4	15	25.0	0	0	1	4	5.905	1.13	0.30	3.72	59 / 18

High Crash Locations

Locations with CRF's >=1 and 8 or more crashes for 1/1/2013 to 12/31/2015

SECTIONS FOR THE TOWN OF Portland (05170), IN THE COUNTY OF Cumberland (05)

Element	Section Description Start Node and Description; End Node and Description	U/R	Total Crashes	Injury K	Crashes A B C	PD	Percent Injury	Number of Injuries K A B C	Annual HMVM	Crash Rate	Critical Rate	CRF	Ranking State/County
188387	13571: Int of PRESUMPCOT ST SHERWOOD ST 13572: Int of SHERWOOD ST VERANDA ST	2	10	0	1 1 0	7	22.2	0 1 2 0	0.000	17829.79	1623.21	10.98	3 / 2
194361	18780: 0509200 POR,EXCHANGE,MILK ST. 18784: Int of EXCHANGE ST MIDDLE ST SPRING ST	2	10	0	0 0 0	9	0.0	0 0 0 0	0.001	6666.49	1353.46	4.93	10 / 6
194381	18792: Int of FEDERAL ST W PEARL ST 18793: End of FEDERAL ST W	2	20	0	0 0 0	18	0.0	0 0 0 0	0.000	33544.24	1611.93	20.81	2 / 1
194519	18873: Int of CUMBERLAND AV ROMASCO ST 19042: Int of CUMBERLAND AV WASHINGTON AV	2	8	0	0 0 1	5	16.7	0 0 0 1	0.001	2792.15	1152.08	2.42	71 / 35
194735	19026: Int of CUMBERLAND AV DEERING AV 19027: 0509447 POR,MELLEN ST,CUMBERLAND AVE.	2	16	0	0 0 2	13	13.3	0 0 0 2	0.001	4392.70	1082.70	4.06	19 / 11
194764	19050: 0509470 POR,FREE,BROWN ST. 19056: Int of FREE ST OAK ST	2	9	0	0 0 0	8	0.0	0 0 0 0	0.001	2178.42	1047.90	2.08	91 / 47
194770	19057: Int of CONGRESS ST OAK ST 19058: Int of OAK ST SHEPLEY ST	2	9	0	0 0 0	9	0.0	0 0 0 0	0.000	6783.18	1392.39	4.87	11 / 7
194784	19068: 0509488 POR,MELLEN,GRANT ST. 19071: Int of DEERING AV GRANT ST	2	9	0	0 0 0	8	0.0	0 0 0 0	0.000	12695.67	1573.87	8.07	4 / 3
194785	19069: 0509489 POR,MELLEN,SHERMAN ST. 19073: Int of DEERING AV SHERMAN ST	2	8	0	0 0 0	7	0.0	0 0 0 0	0.000	11212.30	1572.30	7.13	5 / 4
194797	19084: Int of CONGRESS ST PARK ST 19085: Int of PARK ST SPRING ST	2	15	0	0 0 1	12	7.7	0 0 0 1	0.001	5165.40	1148.09	4.50	15 / 8
194824	19103: 0509523 POR,BRACKETT,SPRUCE ST. 19104: 0509524 POR,BRACKETT,PINE ST.	2	13	0	0 0 1	10	9.1	0 0 0 1	0.002	2047.63	938.39	2.18	85 / 44
2763132	15397: Int of COMMERCIAL ST FRANKLIN ST MAINE STATE PIER 16796: Int of COMMERCIAL ST CUSTOM HOUSE ST	2	17	0	0 1 5	10	37.5	0 0 1 7	0.003	1767.59	516.30	3.42	31 / 15
3106012	15135: TL Portland Westbrook 15893: Int of RIVERSIDE ST WARREN AV	2	23	0	0 0 4	19	17.4	0 0 0 4	0.010	765.96	391.06	1.96	101 / 54
3106192	12633: Int of BOWLINGGREEN DR DEERING AV 12748: Int of DEERING AV TENNIS CT RD	2	8	0	1 0 2	5	37.5	0 1 0 2	0.004	642.72	483.36	1.33	155 / 93
3106200	12669: Non-Int FOREST AV 16841: Int of FALMOUTH ST FOREST AV PREBLE ST EXT	2	17	0	0 1 6	10	41.2	0 0 1 7	0.004	1564.97	476.67	3.28	34 / 18
3106201	12672: Int of DEERFIELD RD, FOREST AV 16843: Int of FOREST AV PITT ST	2	8	0	0 1 2	5	37.5	0 0 1 2	0.004	707.14	471.73	1.50	138 / 81
3106207	12704: Int of CONGRESS ST, FOREST AV 19029: Int of CUMBERLAND AV FOREST AV	2	14	0	0 0 4	10	28.6	0 0 0 4	0.004	1118.88	410.09	2.73	53 / 28
3106257	13369: Int of GLENGARDEN ST READ ST 13370: Int of ENT TO CHEVERUS HS OCEAN AV READ ST	2	9	0	0 1 1	7	22.2	0 0 1 1	0.008	399.21	353.74	1.13	175 / 108
3106401	16770: Int of PARK AV ST JOHN ST 16771: Int of MARSTON ST, PARK AV	2	30	0	0 1 5	24	20.0	0 0 1 5	0.005	1907.83	455.87	4.19	17 / 10
3106407	16823: Int of CONGRESS ST NEAL ST	2	8	0	1 0 2	5	37.5	0 1 0 3	0.003	998.90	541.31	1.85	106 / 59

High Crash Locations

Locations with CRF's >=1 and 8 or more crashes for 1/1/2013 to 12/31/2015

SECTIONS FOR THE TOWN OF Portland (05170), IN THE COUNTY OF Cumberland (05)

Element	Section Description Start Node and Description; End Node and Description	U/R	Total Crashes	Injury K	Crashes A B C	PD	Percent Injury	Number of Injuries K A B C	Annual HMVM	Crash Rate	Critical Rate	CRF	Ranking State/County					
3106417	16824: Int of CONGRESS ST MACMILLAN RD 16846: Int of FOREST AV NOYES ST 16847: Int of ASHMONT ST BELMONT ST FOREST AV	2	28	0	1	3	3	21	25.0	0	1	3	5	0.009	1069.86	383.74	2.79	52 / 27
3106419	16850: Int of ARLINGTON ST, FOREST AV 16851: Int of FOREST AV FRANKLIN ST	2	8	0	0	1	1	6	25.0	0	0	1	1	0.005	586.88	449.86	1.30	158 / 95
3106422	16858: Int of FOREST AV HARTLEY ST 16859: Int of FOREST AV HOLLY ST	2	39	0	1	0	10	27	28.9	0	1	0	13	0.024	533.75	308.86	1.73	116 / 67
3106425	16869: Int of FOREST AV MORRILL ST 16870: Int of BISHOP ST FOREST AV STEVENS AV	2	15	0	0	2	3	10	33.3	0	0	2	4	0.010	508.09	373.22	1.36	152 / 90
3106427	16872: Int of ALLEN AV ENTRANCE TO MCDONALDS Z RD FOREST AV 16873: Int of ELEANOR ST, FOREST AV	2	23	0	0	0	3	20	13.0	0	0	0	3	0.011	705.81	364.97	1.93	103 / 56
3106439	16892: Int of FOREST AV RIVERSIDE ST 18508: Int of FOREST AV RIVERTON DR	2	15	0	0	1	1	13	13.3	0	0	1	1	0.004	1269.90	466.55	2.72	54 / 29
3106677	18523: Int of ELM ST MARGINAL WY PREBLE ST PREBLE ST EXT 19000: Int of FRANKLIN ST FRANKLIN ST ART MARGINAL WAY MARGINAL WY	2	66	0	0	7	15	44	33.3	0	0	7	17	0.020	1083.43	337.13	3.21	36 / 20
3106682	18528: Int of FOREST AV, HIGH ST EXT 19049: Int of FOREST AV PARK AV PORTLAND ST	2	13	0	1	1	2	9	30.8	0	1	1	2	0.006	743.94	376.73	1.97	100 / 53
3106689	18532: Int of HIGH ST SPRING ST 18533: Int of CONGRESS ST FREE ST HIGH ST	2	9	0	0	0	1	8	11.1	0	0	0	2	0.006	524.76	446.22	1.18	170 / 105
3106691	18533: Int of CONGRESS ST FREE ST HIGH ST 19084: Int of CONGRESS ST PARK ST	2	10	0	0	1	1	8	20.0	0	0	1	1	0.004	910.06	498.94	1.82	108 / 61
3106748	18659: Int of CHAS LORING SB, I 295 SB 18741: Int of I 295 SB RAMP ON FROM VERANDA ST	2	9	0	0	2	0	7	22.2	0	0	2	0	0.015	204.68	170.49	1.20	168 / 104
3106784	18734: Int of I 295 SB WASH AV SB 18738: Int of I 295 SB WASH AV SB	2	15	0	0	4	0	11	26.7	0	0	6	0	0.029	174.02	145.61	1.20	168 / 104
3106809	18789: Int of CONGRESS ST TEMPLE ST 18790: Int of CONGRESS ST, ELM ST, FEDERAL ST	2	9	0	0	0	1	8	11.1	0	0	0	1	0.002	1281.20	560.03	2.29	77 / 38
3106815	18820: Int of FORE ST, MOUNTFORT ST 18822: Int of FORE ST INDIA ST	2	9	0	0	1	1	7	22.2	0	0	1	1	0.003	929.24	438.14	2.12	88 / 46
3106838	19029: Int of CUMBERLAND AV FOREST AV 19049: Int of FOREST AV PARK AV PORTLAND ST	2	10	0	0	2	1	6	33.3	0	0	2	2	0.004	830.24	414.13	2.00	98 / 52
3106842	19060: Int of AVON ST, CONGRESS ST 19084: Int of CONGRESS ST PARK ST	2	8	0	0	0	1	7	12.5	0	0	0	1	0.003	999.72	541.43	1.85	106 / 59
3106850	19184: Int of CONGRESS ST, PARK AV, RINV 3200153 19187: Int of PARK AV RAMP ON FROM PARK AV	2	10	0	0	1	0	9	10.0	0	0	1	0	0.001	2892.57	670.75	4.31	16 / 9
3106869	19214: Int of I 295 SB RAMP H OFF TO FOREST AV 19219: Int of I 295 SB RAMP B ON FROM FOREST AV	2	9	0	0	1	1	7	22.2	0	0	1	1	0.007	461.88	209.73	2.20	84 / 43
3106872	19220: Int of I 295 SB RAMP D OFF TO FOREST AV 19221: Int of I 295 SB RAMP B ON FROM FRANKLIN ST ART	2	18	1	2	1	5	9	50.0	1	2	4	7	0.040	150.77	135.78	1.11	177 / 110

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

High Crash Locations

Locations with CRF's >=1 and 8 or more crashes for 1/1/2013 to 12/31/2015

SECTIONS FOR THE TOWN OF Portland (05170), IN THE COUNTY OF Cumberland (05)

Element	Section Description Start Node and Description; End Node and Description	U/R	Total Crashes	Injury K	Crashes A B C	PD	Percent Injury	Number of Injuries K A B C	Annual HMVM	Crash Rate	Critical Rate	CRF	Ranking State/County
3116235	63963: Int of BUILDING FOR LEASE ENT TO HOME DEPOT RIVERSIDE ST 15893: Int of RIVERSIDE ST WARREN AV	2	13	0	0 0 2	11	15.4	0 0 0 3	0.008	553.02	393.55	1.41	147 / 86
3116401	16783: Int of COMMERCIAL ST PARK ST 16784: Int of COMMERCIAL ST HIGH ST	2	9	0	1 0 0	8	11.1	0 1 0 0	0.005	625.85	466.12	1.34	154 / 92
3116402	16784: Int of COMMERCIAL ST HIGH ST 16785: Int of COMMERCIAL ST MAPLE ST	2	13	0	0 0 3	10	23.1	0 0 0 4	0.007	588.97	419.89	1.40	148 / 87
3116598	15890: Int of RIVERSIDE CT RIVERSIDE ST 65548: Int of RAMP OFF TO RIVERSIDE ST LARRABEE RD RIVERSIDE ST	2	24	0	0 1 1	22	8.3	0 0 1 2	0.015	544.77	341.74	1.59	129 / 75
3117641	10387: Int of MCALLISTER FARM, RIVERSIDE ST 15893: Int of RIVERSIDE ST WARREN AV	2	13	0	1 1 1	9	25.0	0 1 2 1	0.011	391.96	363.53	1.08	180 / 112
3117925	15537: Int of EXIT 7A CONN RD, JETPORT BLVD 1, JOHNSON ST, JOHNSON ST WB 19901: Int of CUT 9X TO 22X JOHNSON ST JOHNSON ST WB ROUTE 22 SB	2	10	0	0 0 3	7	30.0	0 0 0 3	0.007	457.77	400.48	1.14	174 / 107
3117968	18936: Int of E OXFORD ST EXT, WASHINGTON AV 19042: Int of CUMBERLAND AV WASHINGTON AV	2	14	0	0 0 1	11	8.3	0 0 0 1	0.004	1305.83	502.09	2.60	59 / 32
3119273	18536: Int of HIGH ST SHERMAN ST 18537: Int of GRANT ST HIGH ST	2	11	0	0 2 1	8	27.3	0 0 2 1	0.002	1695.90	571.73	2.97	44 / 22
3119930	65549: Int of RAMP OFF TO RIVERSIDE ST LARRABEE RD RIVERSIDE ST 18673: Int of RAMP C ON FROM RIVERSIDE ST LARRABEE RD RAMP D OFF TO RIVERSIDE ST LAR	2	10	0	0 0 0	10	0.0	0 0 0 0	0.005	691.38	226.55	3.05	41 / 21
3120728	16827: Int of CONGRESS ST WEYMOUTH ST 16828: Int of CONGRESS ST FOREST ST	2	12	0	0 0 3	9	25.0	0 0 0 3	0.006	707.89	447.50	1.58	130 / 76
3121545	16782: RRX 837536 COMMERCIAL ST 16783: Int of COMMERCIAL ST PARK ST	2	9	0	0 1 2	6	33.3	0 0 1 3	0.007	456.01	431.26	1.06	182 / 114
3122195	13340: Int of CYPRESS ST, WASHINGTON AV 17061: Int of ALLEN AV WASHINGTON AV	2	10	0	1 0 1	8	20.0	0 1 0 2	0.003	990.93	485.79	2.04	94 / 49
3122272	17035: Int of ABBOTT ST ALLEN AV 17061: Int of ALLEN AV WASHINGTON AV	2	9	0	0 0 0	9	0.0	0 0 0 0	0.005	661.35	472.61	1.40	148 / 87
3122275	17045: Int of OCEAN AV WASHINGTON AV 17046: Int of BYFIELD RD WASHINGTON AV	2	12	0	0 1 2	9	25.0	0 0 1 7	0.007	571.22	404.26	1.41	147 / 86
3123140	63966: Int of ENT TO BUISNESS RD INV 3201824 RIVERSIDE ST 65550: Non Int RIVERSIDE ST	2	8	0	0 0 2	6	25.0	0 0 0 2	0.005	497.65	453.39	1.10	178 / 111
3123552	18533: Int of CONGRESS ST FREE ST HIGH ST 18534: Int of DEERING ST HIGH ST	2	10	0	1 0 2	7	30.0	0 2 0 2	0.004	882.52	495.04	1.78	111 / 64
3123985	17036: Int of GALVIN ST, WASHINGTON AV 18737: Int of BATES ST VERANDA ST WASH AV SB WASHINGTON AV	2	15	0	0 0 3	12	20.0	0 0 0 5	0.006	855.93	422.51	2.03	95 / 50
3123995	18719: Int of I 295 NB WASHINGTON AV 18737: Int of BATES ST VERANDA ST WASH AV SB	2	8	0	0 1 1	6	25.0	0 0 1 1	0.011	234.34	181.60	1.29	159 / 96

High Crash Locations

Locations with CRF's >=1 and 8 or more crashes for 1/1/2013 to 12/31/2015

SECTIONS FOR THE TOWN OF Portland (05170), IN THE COUNTY OF Cumberland (05)

Element	Section Description Start Node and Description; End Node and Description	U/R	Total Crashes	Injury K	Crashes A	B	C	PD	Percent Injury	Number of Injuries				Annual HMVM	Crash Rate	Critical Rate	CRF	Ranking State/County
3124003	WASHINGTON AV 18941: Int of MADISON ST WASHINGTON AV 18960: Int of FOX ST WASHINGTON AV	2	8	0	0	0	1	7	12.5	0	0	0	1	0.003	994.17	540.65	1.84	107 / 60
3129252	12929: Int of CONGRESS ST STEVENS AV WESTGATE MALL ENTRANCE 12940: Int of CONGRESS ST WESTLAND AV	2	18	0	0	4	2	11	35.3	0	0	5	4	0.012	510.17	358.56	1.42	146 / 85
3129283	16868: Int of ARBOR ST FOREST AV 16869: Int of FOREST AV MORRILL ST	2	11	0	0	0	2	9	18.2	0	0	0	2	0.008	482.67	396.45	1.22	166 / 102
3129290	17038: Int of PRESUMPCOT ST W PRESUMPCOT ST WASHINGTON AV 17039: Int of CUMMINGS ST WASHINGTON AV	2	10	0	0	1	0	9	10.0	0	0	1	0	0.007	494.38	407.97	1.21	167 / 103
3129692	18719: Int of I 295 NB WASHINGTON AV 18720: Int of I 295 NB US 1 NB	2	12	0	0	1	1	10	16.7	0	0	4	1	0.025	157.24	149.63	1.05	183 / 115
3129804	13200: Int of ARBOR ST STEVENS AV 66108: Non Int STEVENS AV	2	8	0	0	0	0	7	0.0	0	0	0	0	0.004	622.41	479.45	1.30	158 / 95
3130458	12816: Int of NEVENS ST WOODFORD ST 16852: Int of DEERING AV FOREST AV WOODFORD ST	2	13	0	1	0	1	10	16.7	0	1	0	1	0.006	718.51	440.43	1.63	125 / 72
3130489	16816: Int of SPRING ST, STATE ST 16817: Int of PINE ST STATE ST	2	16	0	0	3	0	13	18.8	0	0	4	0	0.008	709.59	417.78	1.70	118 / 69
3130490	16818: Int of CONGRESS ST, STATE ST 16820: Int of CONGRESS ST DOW ST	2	22	0	1	2	3	16	27.3	0	1	2	3	0.004	1737.52	481.28	3.61	27 / 13
3130498	17060: Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV 17061: Int of ALLEN AV WASHINGTON AV	2	20	0	0	1	5	14	30.0	0	0	1	7	0.007	897.68	398.60	2.25	80 / 41
3131532	12631: Int of DEERING AV PARK AV 19075: Int of PARK AV WEYMOUTH ST	2	12	0	0	1	2	9	25.0	0	0	1	2	0.005	728.12	450.61	1.62	126 / 73
3131553	13050: Int of BRIGHTON AV, ROWE AV 13131: Int of BRIGHTON AV LOMOND ST	2	8	0	0	2	3	3	62.5	0	0	2	3	0.003	900.10	501.99	1.79	110 / 63
3131651	16818: Int of CONGRESS ST, STATE ST 16829: Int of DEERING ST STATE ST	2	10	0	0	0	0	8	0.0	0	0	0	0	0.004	752.85	475.49	1.58	130 / 76
3131687	18535: Int of CUMBERLAND AV HIGH ST 18536: Int of HIGH ST SHERMAN ST	2	11	0	0	0	2	8	20.0	0	0	0	2	0.002	1612.34	564.29	2.86	48 / 24
3131689	18537: Int of GRANT ST HIGH ST 18538: Int of HIGH ST HIGH ST EXT PARK AV	2	9	0	0	0	1	8	11.1	0	0	0	1	0.002	1290.09	561.04	2.30	76 / 37
3139303	17642: Int of I 295 NB US 1 NB 18720: Int of I 295 NB US 1 NB	2	12	0	0	2	0	10	16.7	0	0	3	0	0.017	232.82	164.03	1.42	146 / 85
3139304	18718: Int of I 295 NB WASHINGTON AV 18719: Int of I 295 NB WASHINGTON AV	2	15	0	0	3	1	11	26.7	0	0	3	1	0.025	203.70	150.85	1.35	153 / 91
3139446	12631: Int of DEERING AV PARK AV 19067: Int of MELLEN ST PARK AV	2	10	0	0	1	1	8	20.0	0	0	1	1	0.006	548.31	439.58	1.25	163 / 99
3155094	16765: Int of CONGRESS ST ST JOHN ST 66777: Non Int ST JOHN ST	2	28	0	0	2	5	21	25.0	0	0	2	7	0.008	1228.63	416.73	2.95	46 / 23

High Crash Locations

Locations with CRF's >=1 and 8 or more crashes for 1/1/2013 to 12/31/2015

SECTIONS FOR THE TOWN OF Portland (05170), IN THE COUNTY OF Cumberland (05)

Element	Section Description Start Node and Description; End Node and Description	U/R	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Number of Injuries K	A	B	C	Annual HMVM	Crash Rate	Critical Rate	CRF	Ranking State/County
3509284	19071: Int of DEERING AV GRANT ST 19073: Int of DEERING AV SHERMAN ST	2	8	0	0	0	0	8	0.0	0	0	0	0	0.001	1963.17	546.05	3.60	28 / 14
3509285	19026: Int of CUMBERLAND AV DEERING AV 19073: Int of DEERING AV SHERMAN ST	2	13	0	0	0	0	12	0.0	0	0	0	0	0.001	3208.69	546.81	5.87	8 / 5
3943875	12658: Int of BEDFORD ST GRAND ST WINSLOW ST 12660: Int of BEDFORD ST DURHAM ST	2	10	0	0	1	2	7	30.0	0	0	1	4	0.004	800.11	459.88	1.74	115 / 66
3943878	13351: Int of ALLEN AV BROOK RD 17061: Int of ALLEN AV WASHINGTON AV	2	17	0	0	0	3	14	17.6	0	0	0	4	0.006	949.90	374.48	2.54	64 / 34
3943896	15893: Int of RIVERSIDE ST WARREN AV 15895: Int of NEWCOMB ST WARREN AV	2	47	0	1	3	11	32	31.9	0	1	3	13	0.054	288.64	285.19	1.01	187 / 118
3943904	16765: Int of CONGRESS ST ST JOHN ST 12314: Int of CONGRESS ST COUNTY WY MMC OVERFLOW PARKING Z RD	2	8	0	0	0	1	7	12.5	0	0	0	1	0.004	742.96	501.54	1.48	140 / 83
3943906	16790: Int of COMMERCIAL ST UNION ST UNION WHARF Z RD 16792: Int of COMMERCIAL ST DANA ST	2	10	0	0	0	0	10	0.0	0	0	0	0	0.004	898.82	497.36	1.81	109 / 62
3943907	16853: Int of FOREST AV OCEAN AV SAUNDER ST 16855: Int of CONCORD ST FOREST AV	2	14	0	0	1	2	11	21.4	0	0	1	2	0.005	877.13	432.40	2.03	95 / 50
3944346	16870: Int of BISHOP ST FOREST AV STEVENS AV 16872: Int of ALLEN AV ENTRANCE TO MCDONALDS Z RD FOREST AV	2	14	0	0	0	3	11	21.4	0	0	0	3	0.009	525.85	382.22	1.38	150 / 88
3944348	12700: Int of BRIGHTON AV DEVONSHIRE ST NOYES ST ST JOHN ST 12877: Int of BRIGHTON AV DOUGLASS ST	2	11	0	0	0	1	10	9.1	0	0	0	2	0.004	1010.73	476.44	2.12	88 / 46



Neighborhood Meeting Certification

221 Congress Street Project

I, Patrick Boothe, Project Architect for the applicant "Hay Runner, LLC" for the proposed project at 221 Congress Street in Portland, ME hereby certify that a neighborhood meeting was held on January 13th, 2017 at East End Community at 5:30pm.

I also certify that on January 3rd, 2017, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (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,

Patrick Boothe, AIA

Project Architect on behalf of the Developer, Hayrunner, LLC

Attached to this certification are:

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



Neighborhood Meeting Invitation

January 3rd, 2017

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a 5-story, 17-unit condominium building with 1st floor retail/restaurant space to be located at the current vacant lot at the corner of Congress Street and Washington Ave (221 Congress Street)

Meeting Location: **East End Community School, Community Room**

Meeting Date: **Friday, January 13th, 2017**

Meeting Time: **5:30pm-7:00pm**

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

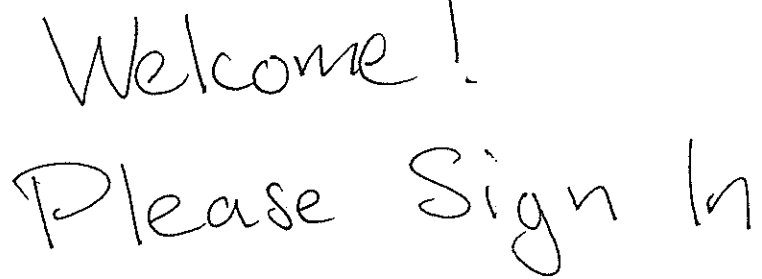
If you have any questions, please call Amanda Cleary at 207-283-8777.

Sincerely,

Patrick Boothe, AIA

Project Architect on behalf of the Developer, Hay Runner, LLC

Note: Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov



January 13th, 2017 5:30pm East End Community School

[illegible]

Neighborhood Meeting Minutes

Project: 221 Congress Street
Date: January 13, 2017
Meeting: Neighborhood Meeting
Location: East End Community School
Attendees:

CJAB:	Patrick Boothe	patrick@cjab.me
	Josh Jacques	josh@cjab.me
	Caleb Johnson	caleb@cjab.me
	Shannon Richards	shannon@cjab.me
Blais Engineering:	Steve Blais	sblais@blaisce.com
Neighbors:	Peter Brown	122 Cumberland Ave
	Nina Hope	25 Anderson St
	Steve Davis	25 Anderson St
	G R Hewitt	West Bayside

MINUTES:

1. Meeting commencement at 5:30 pm
2. Caleb Johnson (Architect) introduces design team
3. Caleb Johnson begins project presentation
 - a. Introduction to Project location and general information
 - b. Explanation of IS-FBC zoning and how it differs from traditional zoning in the city.
 - c. Explanation of design intentions with building's street frontage and engagement with pedestrians.
4. Neighborhood Q&A @ 5:45pm:
 - a. Peter Brown (Neighbor) expresses appreciation for building's contextual design.
 - b. Nina Hope (Neighbor) asks about exterior materials and intended brick. Caleb Johnson explains intention with exterior materials. Nina Hope expresses approval.
 - c. Peter Brown asks about parking. Caleb Johnson explains system to be used, and answers question about quantity of parking.
 - d. General Neighborhood approval of filling in lot as it is susceptible to graffiti and trash.
 - e. Peter Brown asks about brick color and states personal approval, but raises question about Planning Board approval.
 - f. Steve Davis (neighbor) asks about area between project lot and adjacent building, 223 Congress Street. Concerned about pedestrian access to area between

buildings. Caleb Johnson replies by explaining zoning requirement for space between buildings, and intention to put locked fence between buildings to prevent unauthorized access.

- g. Nina Hope asks about project schedule. Caleb Johnson responds with tentative construction start and end dates.
 - h. Steve Davis asks about process of preselling units. Shannon Richards (Architect) explains process and how it relates to project funding.
 - i. Peter Brown asks about typical Unit pricing. Shannon Richards gives preliminary price range.
 - j. G R Hewitt (neighbor) asks about stormwater management. Steve Blais (Engineer) explains green roof system and how it impacts immediate site, as well as the management goals of city.
 - k. General Neighborhood approval and expressed excitement for on-site parking.
5. Meeting Adjourned at 6:15pm.

March 10th, 2017

Portland City Hall
Planning and Urban Development
389 Congress Street
Portland, Maine 04101

RE: Stormwater Drainage Maintenance Agreement for 221 Congress Street Development

Dear Caitlin,

We are submitting this letter in response to the request to have a Stormwater Drainage Maintenance Agreement on file as part of requirement to obtain a Level III Subdivision Site Plan approval from the city.

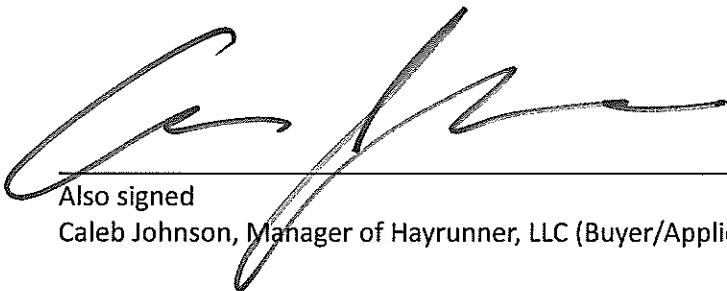
We were provided the attached template to ensure the green roof and landscaped areas affecting stormwater maintenance is properly maintained. The applicant, Hayrunner, LLC is in a purchase and sale agreement on the subject property, however the transaction has not yet been closed before the scheduled March 14th, 2017 Planning Board meeting.

Please accept this letter as our confirmation to submit the completed Stormwater Maintenance Agreement shown on the following pages after ownership of the property is transferred to Hayrunner, LLC and before building occupancy.

Regards,



Patrick Boothe, AIA
Project Architect



Also signed
Caleb Johnson, Manager of Hayrunner, LLC (Buyer/Applicant)

STORMWATER DRAINAGE SYSTEM MAINTENANCE AGREEMENT

For Hayrunner, LLC

IN CONSIDERATION OF the site plan and subdivision approval granted by the Planning Board of the City of Portland to the proposed 221 Congress Condominium project shown on the Subdivision Plat (Exhibit A) recorded in Cumberland Registry of Deeds in Plan Book _____ Page _____ submitted by Sebago Technics, and associated Grading and Utility Plan (Exhibit B) prepared by Blais Civil Engineers, 27 Gorham Road, Scarborough Maine 04074, dated _____ and pursuant to a condition thereof, Hayrunner LLC, a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of 110 Exchange Street, Floor 2, Portland, Maine 04101, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the "Owner"), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order, the Green Roof, underdrained soil filter, catch basins, and drain pipes, (hereinafter collectively referred to as the "stormwater system"), as shown on the C-104 - Grading and Utility Plan in Exhibit B and in strict compliance with the approved Inspection and Maintenance of Stormwater Management Facilities prepared for the Owner by Blais Civil Engineers (copy attached in Exhibit C) and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the

Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the subdivision and/or site plan most recently and formally approved by the Reviewing Authority of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear.

The Owner agrees to record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and lienied if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S .A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor's Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or lienied it or create a cause of action against the City.

Dated at Portland, Maine this ___ day of __, 2016.

(name of company)

(representative of owner, name and title)

STATE OF MAINE
CUMBERLAND, SS.

Date: _____

Personally appeared the above-named _____ *(name and title)*, and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

Notary Public/Attorney at Law Print

Print name:

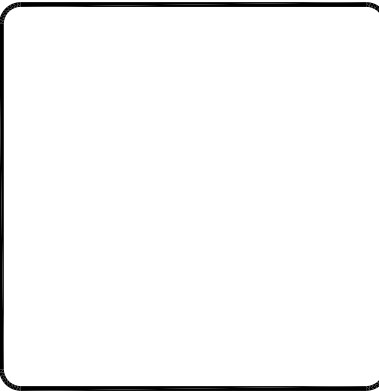
Exhibit A: Subdivision Plat

Exhibit B: Grading and Utilities Plan

Exhibit C: Approved Stormwater Maintenance and Inspection Agreement

Exhibit D: Maintenance Log

Exhibit A



DESIGNED	CHECKED
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SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd.
Suite B
Lewiston, ME 04240
Tel. 207-783-5656

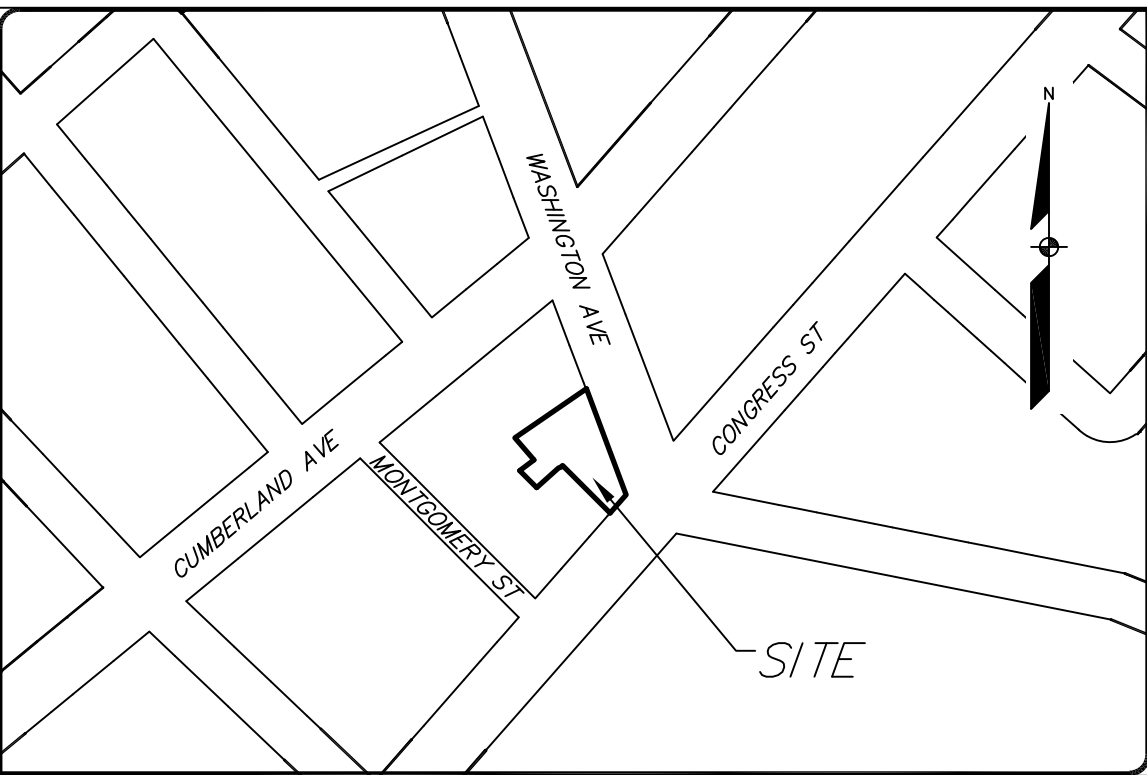
CONDOMINIUM PLAT

OF RECORD OWNER:
GREGG'S PROPERTIES WASHAVE LLC
221 CONGRESS STREET
PORTLAND, MAINE 04101

PREPARED FOR:
CALEB JOHNSON ARCHITECTS & BUILDERS
2065 MAIN STREET
BIDDEFORD, MAINE 04005

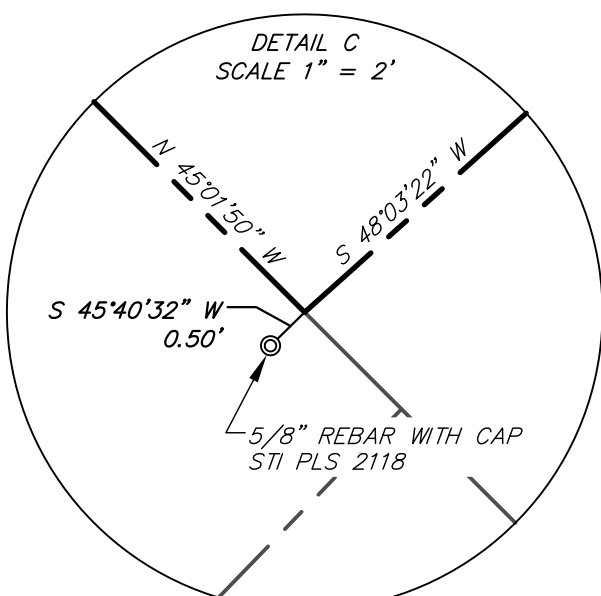
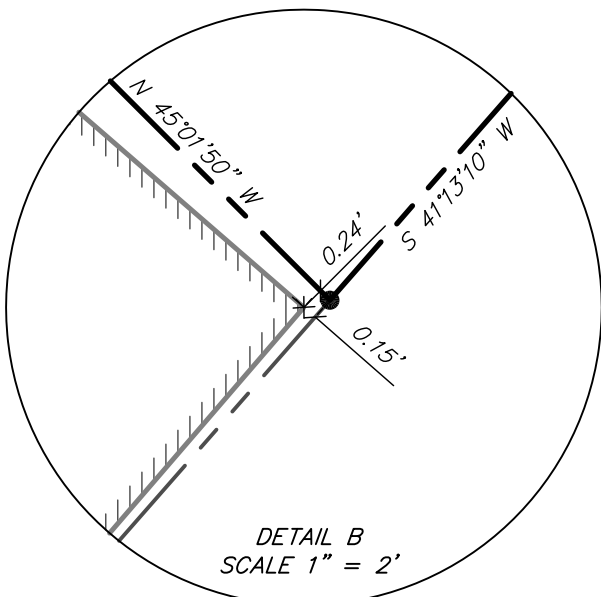
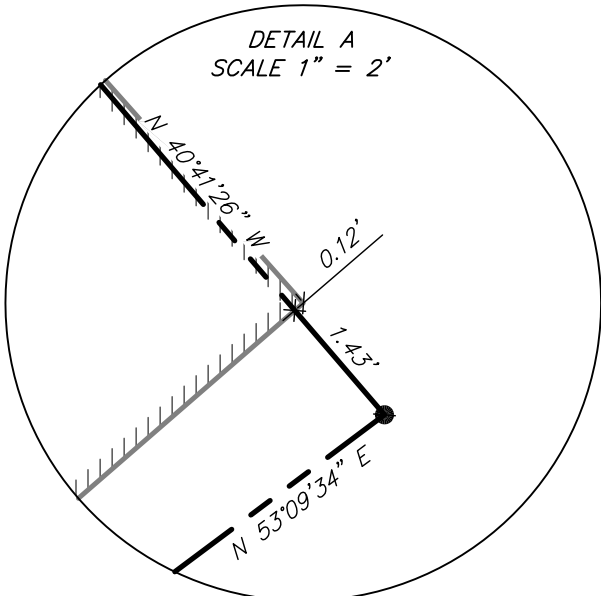
PROJECT NO.	SCALE
16314	1" = 10'

SHEET 1 OF 1



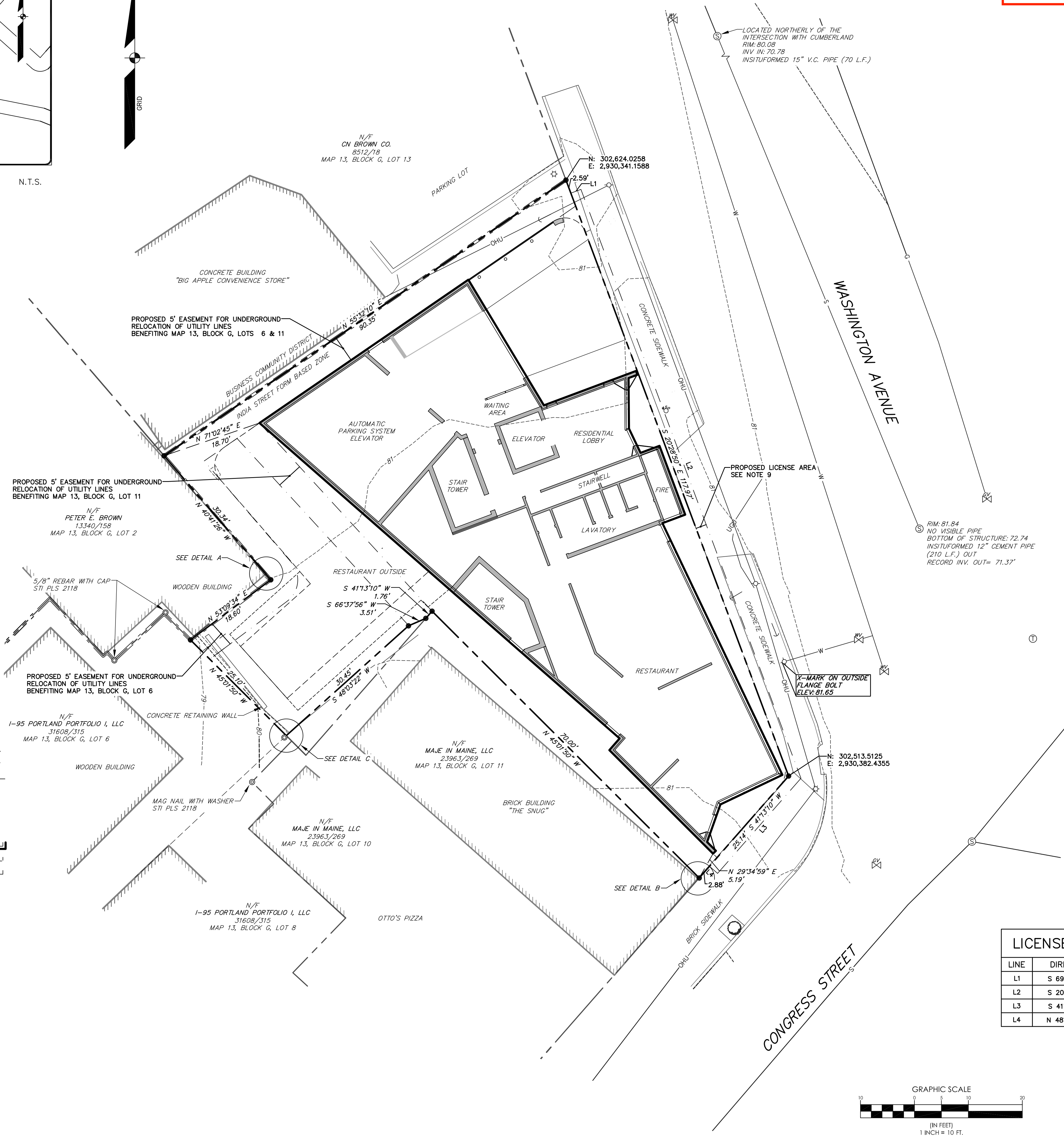
LOCATION MAP

N.T.S.



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	EASEMENT/LICENSE	
	REBAR SET WITH CAP MARKED	
●	"STI PLS 2513 NH RLS 1003"	
---	ABUTTER LINE/R.O.W.	
---	TIE LINE	
==	ZONE LINE ON PL	
///	BUILDING	==
	CONCRETE PATIO	----
	FACE OF BRICK	----
---	EDGE PAVEMENT	
---	EDGE CONCRETE	
---	CURB LINE	
---	RETAINING WALL	
OHU	OVERHEAD UTILITY	
UGU	UNDERGROUND UTILITY	
S	SANITARY SEWER	
---	ZONE LINE	
G	GAS	
W	WATER	
---120--- --118---	CONTOURS	
⊙	IRON PIPE/ROD	
⊙	DECIDUOUS TREE	
⊗	GAS GATE VALVE	
⊗	WATER GATE VALVE	
⊗	WATER SHUT OFF	
⊙	HYDRANT	
⊙	SANITARY MANHOLE	
①	TELEPHONE MANHOLE	
☆	LIGHT POLE	
⊙	UTILITY POLE	
←	GUY WIRE	
BENCHMARK DESCRIPTION WITH ELEVATION	BENCHMARK	



LICENSE LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 69°31'10" W	2.00'
L2	S 20°28'50" E	116.57'
L3	S 41°13'10" W	23.46'
L4	N 48°46'50" W	2.00'

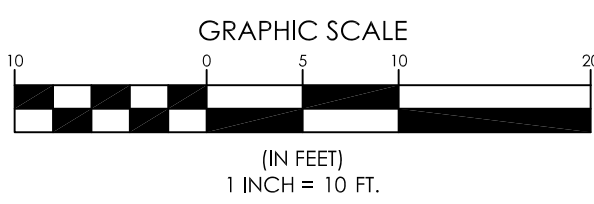
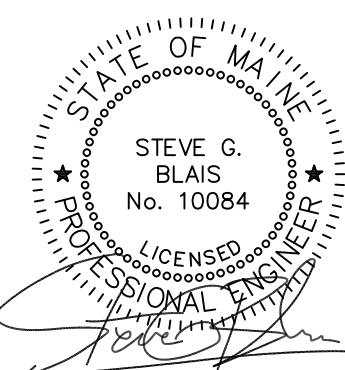


Exhibit B

REV.	DESCRIPTION	DATE
1.	REVISED PER CITY COMMENTS	1/17/17
2.	REVISIONS PER PWD	1/27/17
3.	REVISED PER CITY COMMENTS	3/1/17



GRADING & UTILITY PLAN
221 CONGRESS STREET
221 CONGRESS STREET
PORTLAND, MAINE 04101

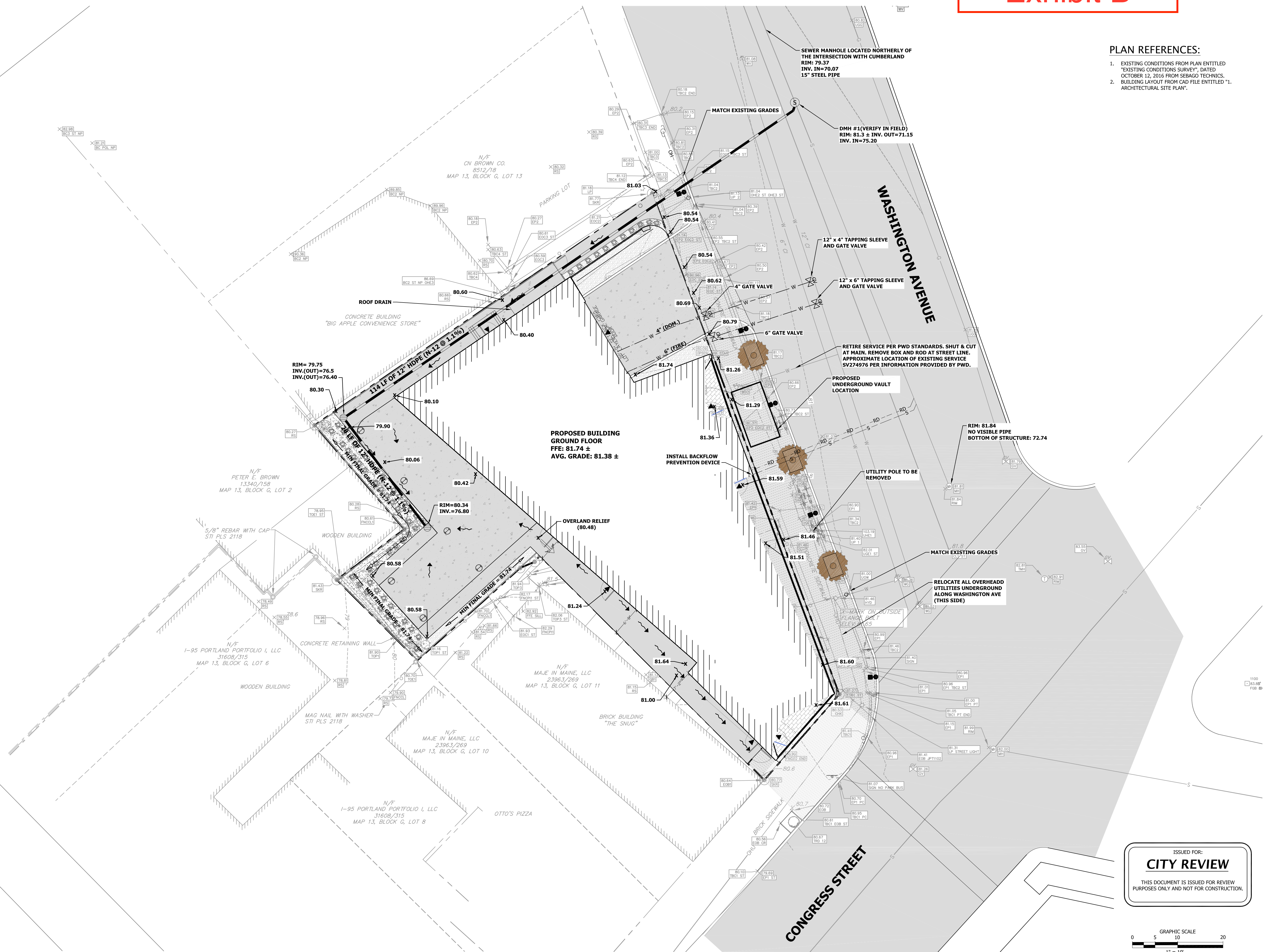
DRAWING:
PROJECT:

ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-104

PLAN REFERENCES:

- EXISTING CONDITIONS FROM PLAN ENTITLED "EXISTING CONDITIONS SURVEY", DATED OCTOBER 12, 2016 FROM SEBAGO TECHNICS.
- BUILDING LAYOUT FROM CAD FILE ENTITLED "1. ARCHITECTURAL SITE PLAN".



ISSUED FOR:
CITY REVIEW
THIS DOCUMENT IS ISSUED FOR REVIEW
PURPOSES ONLY AND NOT FOR CONSTRUCTION.

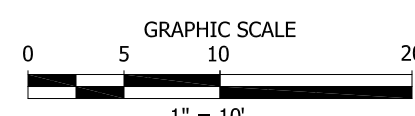


EXHIBIT C

INSPECTION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES

POST CONSTRUCTION MONITORING:

The Condominium Association is required to hire a qualified post construction stormwater inspector to inspect the stormwater system on an annual basis. This includes the inspection of the Green Roof and all other components of the Stormwater system, in accordance with Section 32-38 of the City's Ordinance.

Based on the inspection, the Owners shall take corrective action on any systems requiring maintenance . A record of all inspections and corrective action must be kept.

Reporting: On or before June 30th of every year the qualified inspector shall file a report with DPS, of the City, noting the system's condition and any maintenance or corrective action that has been taken.

Green Roof:

The Green Roof is designed to temporarily store runoff and release it at a controlled rate. The Green Roof is designed to infiltrate stormwater and attenuate peak flow from the project.

The Green Roof should be inspected annually. Stormwater functions of the Green Roof are dependent on the maintenance of the health of the plantings in the Green Roof. Care for the plantings and its soil, re-plantings, or other corrective action should be taken immediately upon identification of problems.

Inspections should be documented on forms similar to those provided. The date and initials of the inspector should be recorded as well as a description of conditions and any repair effort.

Project Name: 221 Congress Street
 Form Title: Inspection/ Maintenance Log
 Area inspected: Vegetated Roof, Catch Basins, Paved Areas, and Landscaped Areas



Summary					
Date	Initials/ Organization		Inspection Observation	Maintenance Activity Performed	Comments
			Landscaped Areas		
			Paved surfaces		
			Vegetated roof		
			Storm Drainage Pipes		
			Catch Basins/Area Drains		

Exhibit D

221 CONGRESS STREET PORTLAND, MAINE 04101

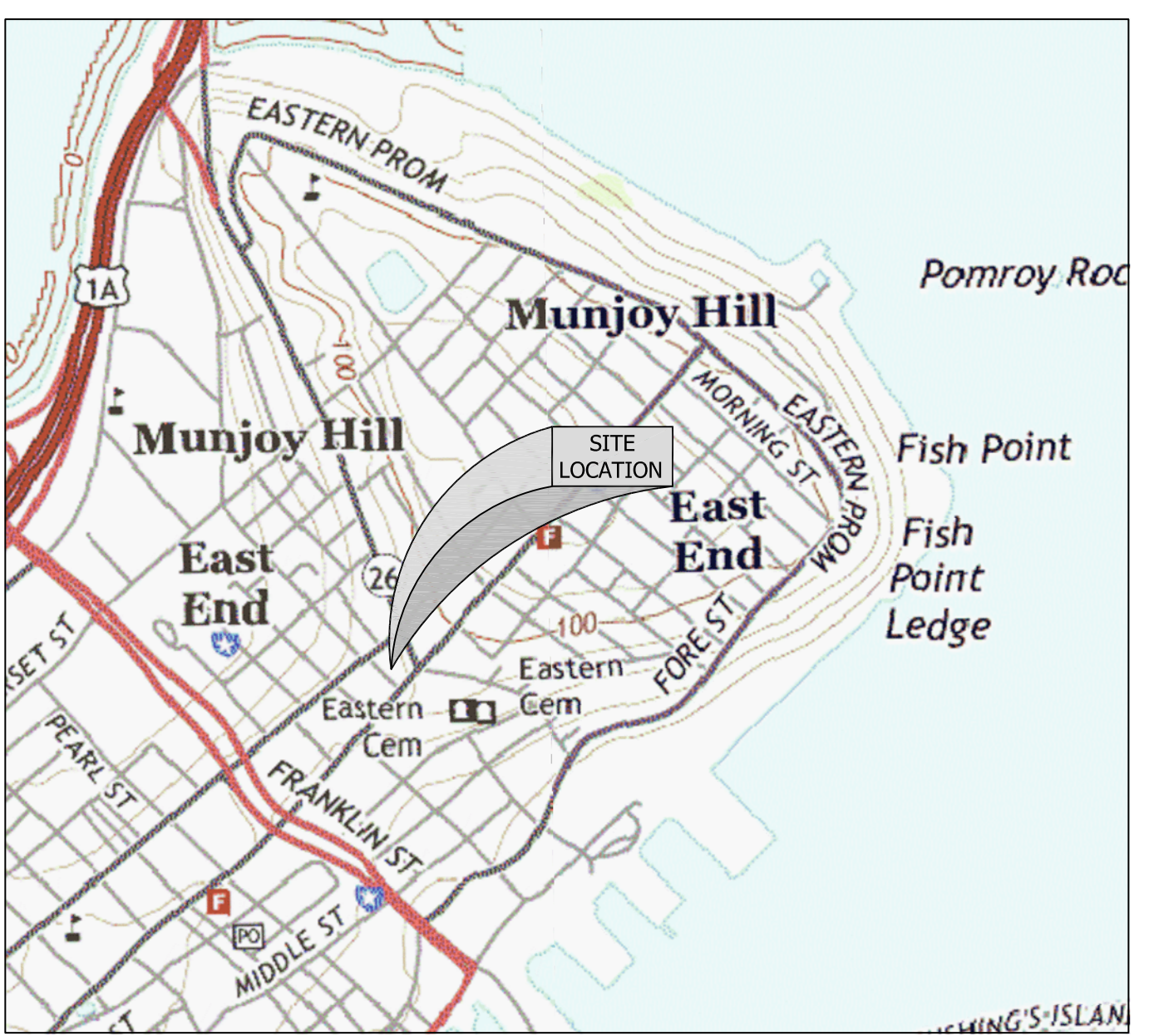
PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

PROJECT TEAM:

ENGINEER:
BLAIS CIVIL ENGINEERS, PA
27 GORHAM ROAD, SUITE 207
SCARBOROUGH, MAINE 04074
(207) 730-7200

SURVEYOR:
SEBAGO TECHNICS
75 JOHN ROBERTS ROAD, SUITE 1A
SOUTH PORTLAND, MAINE 04106
(207) 200-2100

ARCHITECT:
CALEB JOHNSON ARCHITECTS + BUILDERS
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005
(207) 283-8777



VICINITY MAP
1"=1000'

PREPARED BY:
BLAIS CIVIL ENGINEERS, PA
27 GORHAM ROAD, SUITE 207
SCARBOROUGH, MAINE 04074
(207) 730-7200

INDEX OF DRAWINGS:

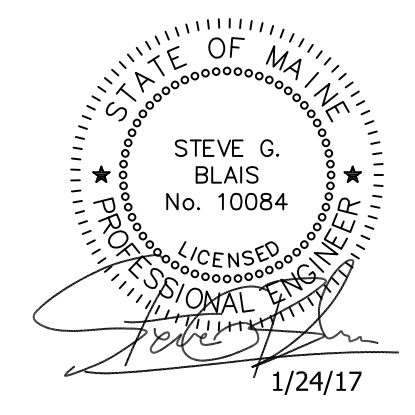
SHEET NO.	DRAWING TITLE
T-100	TITLE SHEET
REF-1	EXISTING CONDITIONS SURVEY
C-101	NOTES & LEGEND
C-102	EROSION CONTROL & DEMO PLAN
C-103	LAYOUT & MATERIALS PLAN
C-104	GRADING & UTILITY PLAN
C-105	LANDSCAPE PLAN
C-106	PRE-DEVELOPMENT DRAINAGE PLAN
C-107	POST-DEVELOPMENT DRAINAGE PLAN
C-301	SITE DETAILS I
C-302	SITE DETAILS II
C-303	SITE DETAILS III
C-304	EROSION CONTROL NOTES & DETAILS
REF-2	A-0.1 ZONING ANALYSIS: IS-FPB
REF-3	A-2.1 PROPOSED ELEVATIONS

ISSUED FOR:
CITY REVIEW
THIS DOCUMENT IS ISSUED FOR REVIEW
PURPOSES ONLY AND NOT FOR CONSTRUCTION.

27 GORHAM ROAD SUITE 207
SCARBOROUGH, ME 04074
T: (207) 730-7200
W: WWW.BLAISCE.COM

265 MAIN STREET
BIDDEFORD, ME 04005
T: (207) 283-8777
W: WWW.CJAB.ME

REV.	DESCRIPTION	DATE
1.	REVISED PER CITY COMMENTS	1/24/17



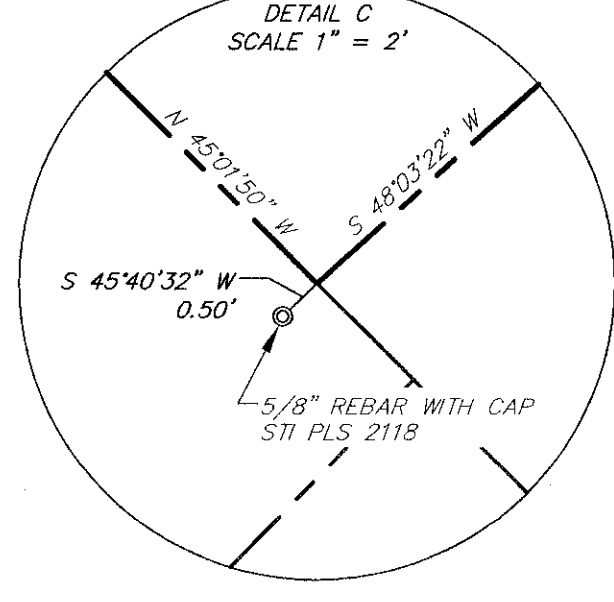
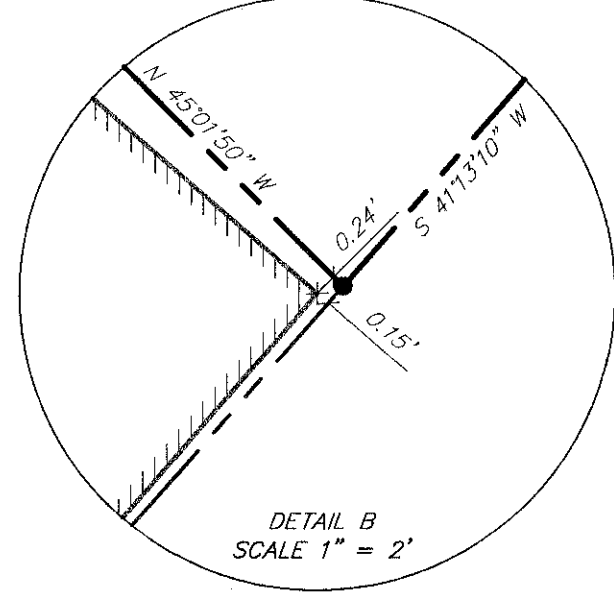
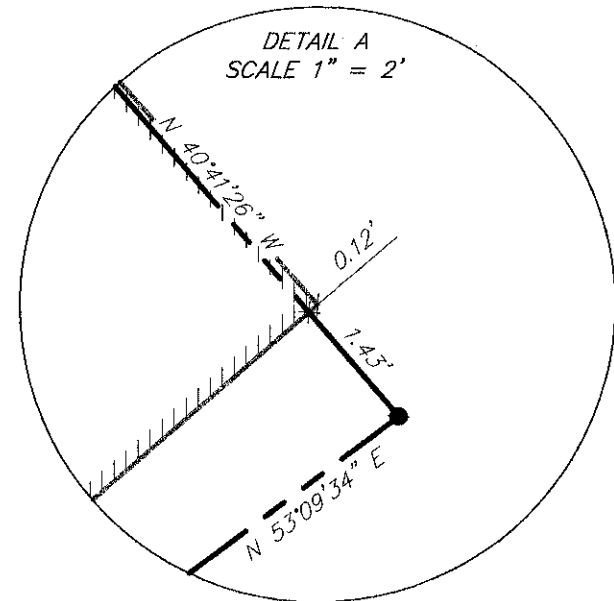
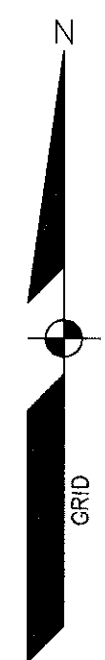
TITLE SHEET
221 CONGRESS STREET
221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWING:
PROJECT:

DRAWINGS PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

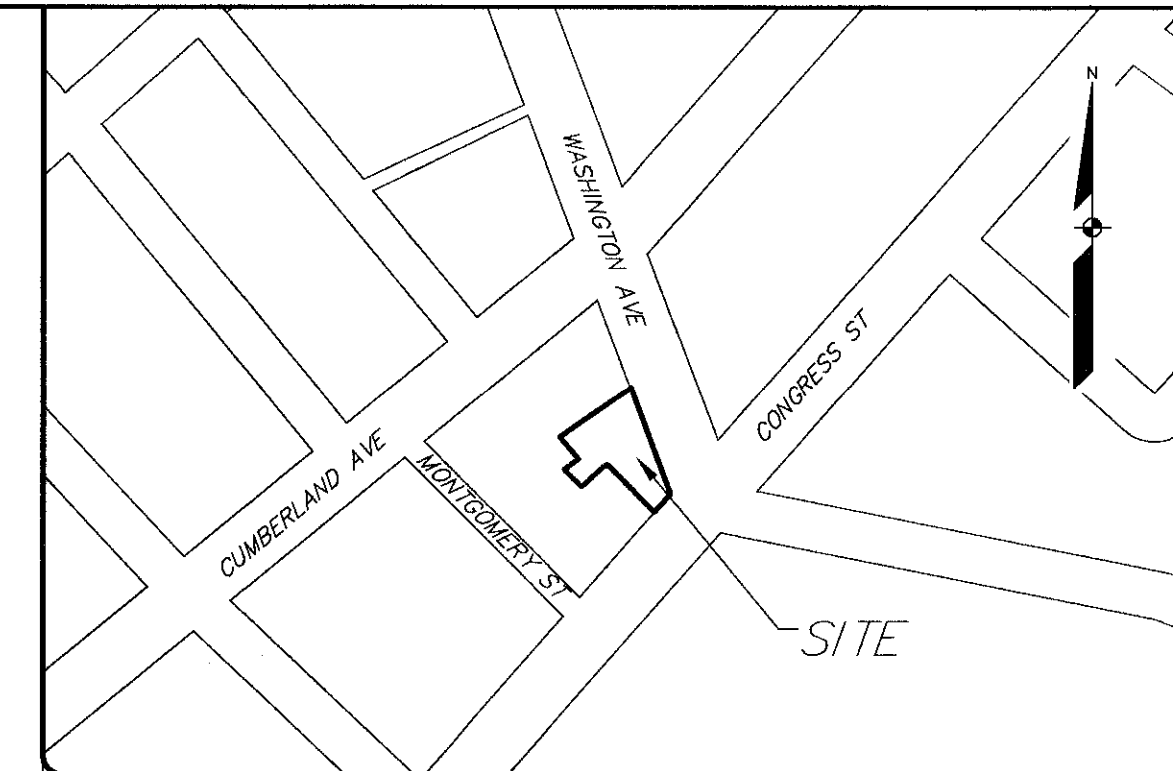
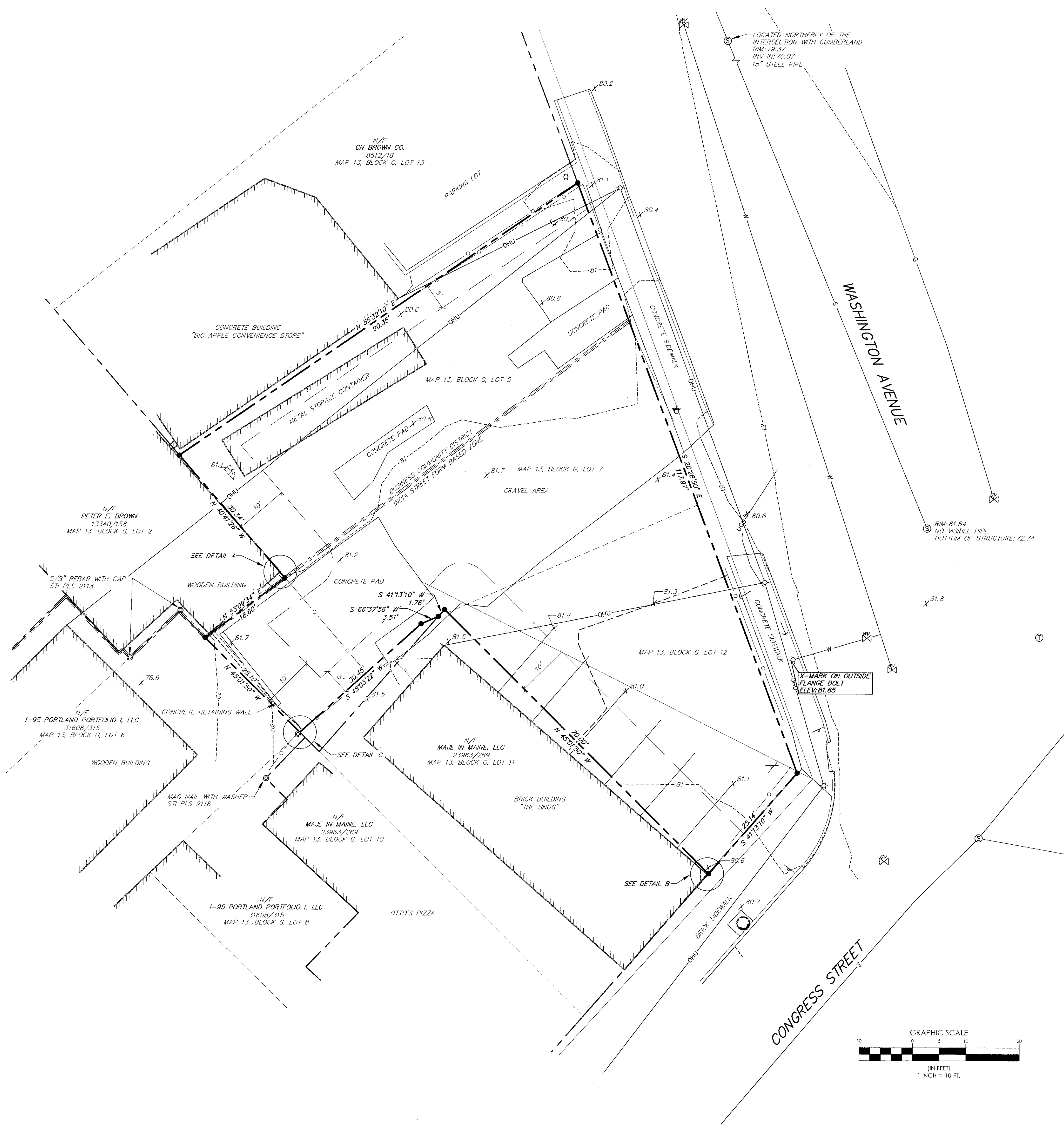
ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

T-100



LEGEND

EXISTING	
●	PROPERTY LINE/R.O.W.
—●—	REBAR SET WITH CAP MARKED "STI PLS 2513 NH RLS 1003"
---	ABUTTER LINE/R.O.W.
---	DEED LINE/R.O.W.
---	ZONE LINE ON PL
---	SETBACK
▬	BUILDING
▬	DECK/STEPS/OVERHANG
▬	EDGE PAVEMENT
▬	PAVEMENT SAWCUT
▬	EDGE CONCRETE
▬	PAVEMENT PAINT
▬	CURB LINE
○	CHAIN LINK FENCE
▬	WOODEN FENCE
▬	RETAINING WALL
—○—	OVERHEAD UTILITY
—○—	UNDERGROUND UTILITY
—S—	SANITARY SEWER
---	ZONE LINE
—G—	GAS
—W—	WATER
---120---118---	CONTOURS
×120.00	SPOT GRADE
□	MONUMENT
○	IRON PIPE/ROD
○	SIGN
○	DECIDUOUS TREE
○	GAS GATE VALVE
○	WATER GATE VALVE
○	WATER SHUT OFF
○	HYDRANT
○	SANITARY MANHOLE
○	TELEPHONE MANHOLE
○	LIGHT POLE
○	UTILITY POLE
○	GUY WIRE
○	BENCHMARK
○	BENCHMARK WITH ELEVATION



LOCATION MAP

GENERAL NOTES:

- THE RECORD OWNER OF THE PARCEL IS GREG'S PROPERTIES WASHAVE LLC BY DEED DATED MARCH 20, 2006 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 23711, PAGE 200.
- THE PROPERTY IS SHOWN AS LOTS 12, 7, AND 5 ON THE CITY OF PORTLAND TAX MAP 13, BLOCK G AND IS LOCATED IN THE INDIA ST. FORM BASED(S-FBC)-URBAN ACTIVE SUBDISTRICT, AND BUSINESS COMMUNITY (B2b) ZONES.
- SPACE AND BULK CRITERIA FOR THE IS-FBC-URBAN ACTIVE ZONE ARE AS FOLLOWS:
NET RESIDENTIAL DENSITY:
MINIMUM LOT SIZE: N/A
MINIMUM STREET FRONTAGE: N/A
MAXIMUM FRONT YARD: 5 FEET
MINIMUM SIDE YARD: 5 FEET
MINIMUM REAR YARD: 10 FEET
MAXIMUM BUILDING HEIGHT: 50 FEET, UP TO 4 STORIES
MAXIMUM LOT COVERAGE: 90%

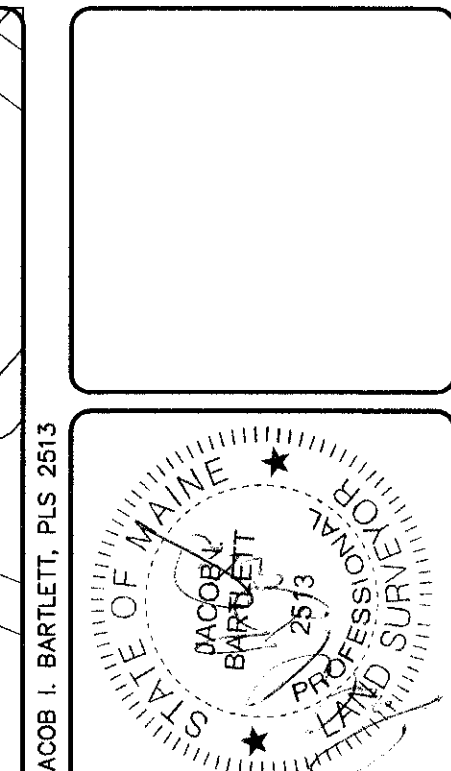
SPACE AND BULK CRITERIA FOR THE COMMUNITY BUSINESS ZONE ARE AS FOLLOWS:
NET RESIDENTIAL DENSITY:
MINIMUM LOT SIZE: N/A
MINIMUM STREET FRONTAGE: 20 FEET
MINIMUM FRONT YARD: NONE
MAXIMUM FRONT YARD: 10 FEET
MINIMUM SIDE YARD: NONE
MINIMUM REAR YARD: 10 FEET
MAXIMUM BUILDING HEIGHT: 45 FEET
MAXIMUM LOT COVERAGE: 90%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 7,170 SQUARE FEET.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNIQS INC. IN AUGUST 2016 AND JUNE 2014.
- PLAN REFERENCES:
A. LAND OF JOHN SWETT, ESQ. FILED AS PLAN 376/5 IN CITY OF PORTLAND PUBLIC WORKS ENGINEERING ARCHIVES.
B. "WASHINGTON AVE. GREG'S PROPERTIES WASHAVE LLC" DATED OCTOBER 17, 2007, SURVEYED BY THOMAS J. RAYMOND, PLS 1021 AND FILED AS PLAN 1008/3 IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
C. WASHINGTON AVENUE BLUE SHEET PAGE 1 FILED IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
D. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP WASHINGTON AVENUE PORTLAND CUMBERLAND COUNTY FEDERAL AID PROJECT NO. M-0675(1)" DATED MARCH 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 163, PAGE 19.
E. FIELD NOTES IN RE-VALUATION FIELD BOOK VOLUME 1 FILED IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
F. FIELD NOTES FOR "WASHINGTON AVE. FROM CONGRESS ST. TO TUKEY ST. LOCATION OF LINE & TIES TO MONS PAYING SURVEY" DATED APRIL 21, 1947, AND FILED IN LEVEL BOOK VOLUME 473, PAGE 2 IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
- DEED REFERENCES (ALL BOOK AND PAGE REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS):
A. JOSHUA RICHARDSON TO SAMUEL M. QUINCEY, DATED JULY 10, 1828, AND RECORDED IN BOOK 113, PAGE 352.
B. JOSHUA RICHARDSON TO WILLIAM NOULTON, DATED AUGUST 21, 1828, AND RECORDED IN BOOK 115, PAGE 38.
C. MARY A. HEAD & MARY A. SWETT TO EDWARD DUDDY, DATED OCTOBER 5, 1922, AND RECORDED IN BOOK 1118, PAGE 120.
D. SIDNEY S. NASON, EUNICE NASON, ELIZA A. SMITH, AND ROSANNA COLLINS TO JOHN C. PRESTON, DATED NOVEMBER 16, 1881, AND RECORDED IN BOOK 482, PAGE 314.
E. SIDNEY S. NASON TO JOHN F. PROCTOR, DATED JANUARY 21, 1890, AND RECORDED IN BOOK 560, PAGE 376.
F. NOTICE OF LAYOUT AND TAKING, DATED APRIL 24, 1984 AND RECORDED IN BOOK 6444, PAGE 79.
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NGVD29, CONVERTED (UTILIZING VERTCON FROM NOAA) FROM NAVD88, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
- UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD AND WORK PERFORMED BY DIG SMART OF MAINE. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.

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.

JACOB I. BARTLETT, PLS 2513
OCTOBER 12, 2016



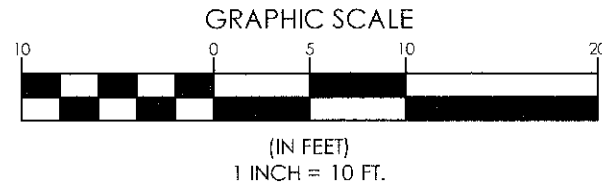
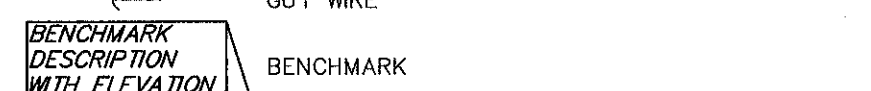
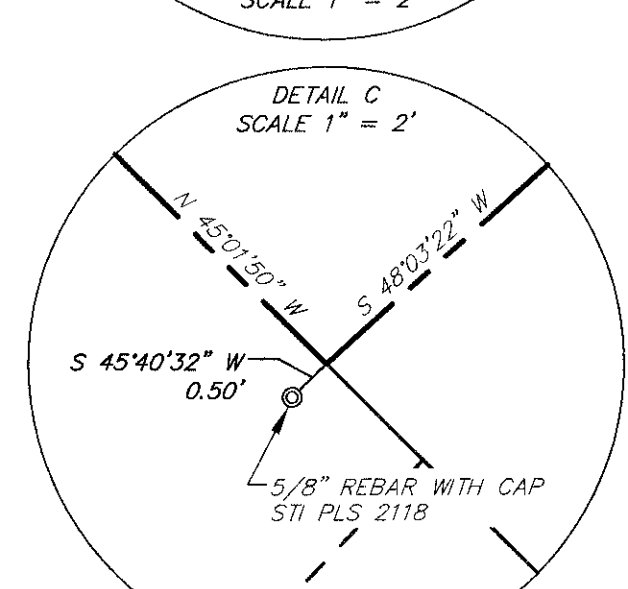
DESIGNED	CHECKED
JIB	CDM
10-12-16 ADDED STRUCTURE INFORMATION AND SET MONUMENTS	
09-15-16 PRELIMINARY COPY ISSUED TO CLIENT FOR REVIEW	
BY:	DATE:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.	

SEBAGO
TECHNIQS
WWW.SEAGOTECHNIQS.COM
250 Sedge Rd.
South Portland, ME 04106
Tel. 207-200-2100

EXISTING CONDITIONS SURVEY
OF LAND FOR RECORD OWNER:
GREG'S PROPERTIES WASHAVE LLC
221 CONGRESS STREET
PORTLAND, MAINE 04101
PREPARED FOR:
CALEB JOHNSON ARCHITECTS & BUILDERS
2065 MAIN STREET
BIDDEFORD, MAINE 04005

PROJECT NO.	SCALE
16314	1" = 10'

SHEET 1 OF 1



1. THE RECORD OWNER OF THE PARCEL IS GREG'S PROPERTIES WASHAVE LLC BY DEED DATED MARCH 20, 2006 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 23771, PAGE 200.
2. THE PROPERTY IS SHOWN AS LOTS 12, 7, AND 5 ON THE CITY OF PORTLAND TAX MAP 13, BLOCK C AND IS LOCATED IN THE INDIA ST. FORM BASED(S-FBC)-URBAN ACTIVE SUBDISTRICT ZONE.
3. SPACE AND BULK CRITERIA FOR THE IS-FBC-URBAN ACTIVE ZONE ARE AS FOLLOWS:

MINIMUM LOT SIZE:	N/A
MINIMUM STREET FRONTAGE:	N/A
MAXIMUM FRONT YARD:	5 FEET
MINIMUM SIDE YARD:	5 FEET
MINIMUM REAR YARD:	10 FEET
MAXIMUM BUILDING HEIGHT:	50 FEET, UP TO 4 STORES
MAXIMUM LOT COVERAGE:	90%

 - * SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 7,170 SQUARE FEET.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS INC. IN AUGUST 2016 AND JUNE 2014.
6. PLAN REFERENCES:
 - A. LAND OF JOHN SWETT, ESQ. FILED AS PLAN 376/S IN CITY OF PORTLAND PUBLIC WORKS ENGINEERING ARCHIVES.
 - B. "6 WASHINGTON AVE. GREG'S PROPERTIES WASHAVE LLC." DATED OCTOBER 17, 2007, SURVEYED BY THOMAS J. RAYMOND, PLS 1021 AND FILED AS PLAN 1006/S IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
 - C. WASHINGTON AVENUE BLUE SHEET PAGE 1 FILED IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
 - D. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP WASHINGTON AVENUE PORTLAND CUMBERLAND COUNTY FEDERAL AID PROJECT NO. M-0675(1)" DATED MARCH 1984 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 163, PAGE 19.
 - E. FIELD NOTES IN RE-VALUATION FIELD BOOK VOLUME 1 FILED IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
 - F. FIELD NOTES FOR "WASHINGTON AVE. FROM CONGRESS ST. TO TUKEY ST. LOCATION OF LINE & TIES TO MONS PAVING SURVEY" DATED APRIL 21, 1947, AND FILED IN LEVEL BOOK VOLUME 473, PAGE 2 IN THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING ARCHIVES.
 - G. "EXISTING CONDITIONS SURVEY OF LAND FOR RECORD OWNER: GREG'S PROPERTIES WASHAVE LLC PREPARED FOR CALEB JOHNSON ARCHITECTS & BUILDERS" DATED OCTOBER 17, 2016 BY SEBAGO TECHNICS INC.
7. DEED REFERENCES (ALL BOOK AND PAGE REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS):
 - A. JOSHUA RICHARDSON TO SAMUEL M. QUINCEY, DATED JULY 10, 1828, AND RECORDED IN BOOK 113, PAGE 352.
 - B. JOSHUA RICHARDSON TO WILLIAM MOULTON, DATED AUGUST 21, 1828, AND RECORDED IN BOOK 115, PAGE 38.
 - C. MARY A. HEAD & MARY A. SWETT TO EDWARD DUDDY, DATED OCTOBER 5, 1922, AND RECORDED IN BOOK 1118, PAGE 120.
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8. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-N 1883. ELEVATIONS DEPICTED HEREON ARE NAVD83, CONVERTED (UTILIZING VERTCON FROM NAVD83 TO MGS83, BASED ON DUAL FREQUENCY GPS OBSERVATIONS).
9. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD AND WORK PERFORMED BY DIG SMART OF MAINE. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
10. PLAN DEPICTS A PROPOSED LICENSE FROM THE CITY OF PORTLAND TO ALLOW THE CONSTRUCTION OF BUILDING FOUNDATIONS AND OVERHANGS. THE AREA SHOWN IS SUBJECT TO CHANGE BASED ON FINAL STRUCTURAL DRAWINGS. THE APPLICANT SHALL PROVIDE A LEGAL DESCRIPTION OF THIS LICENSE AREA PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

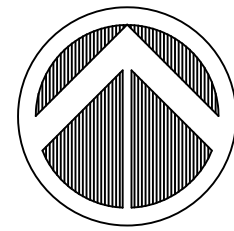
SEBAGO
T E C H N I C S
WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd.
Suite B
Lewiston, ME 04240
Tel. 207-783-5856

PROJECT NO.	SCALE
16314	1" = 10'

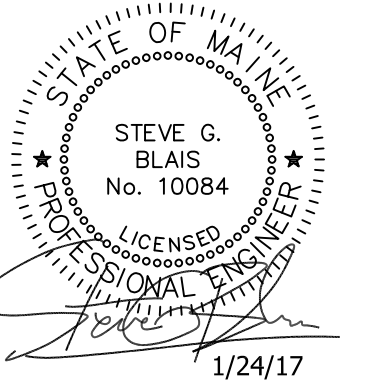
SHEET 1 OF 1



PLAN REFERENCES:

- EXISTING CONDITIONS FROM PLAN ENTITLED "EXISTING CONDITIONS SURVEY", DATED OCTOBER 12, 2016 FROM SEBAGO TECHNIQS.
- BUILDING LAYOUT FROM CAD FILE ENTITLED "1. ARCHITECTURAL SITE PLAN".

REV.	DESCRIPTION	DATE
1.	REVISED PER CITY COMMENTS	1/17/17



EROSION CONTROL & DEMOLITIONS PLAN

221 CONGRESS STREET

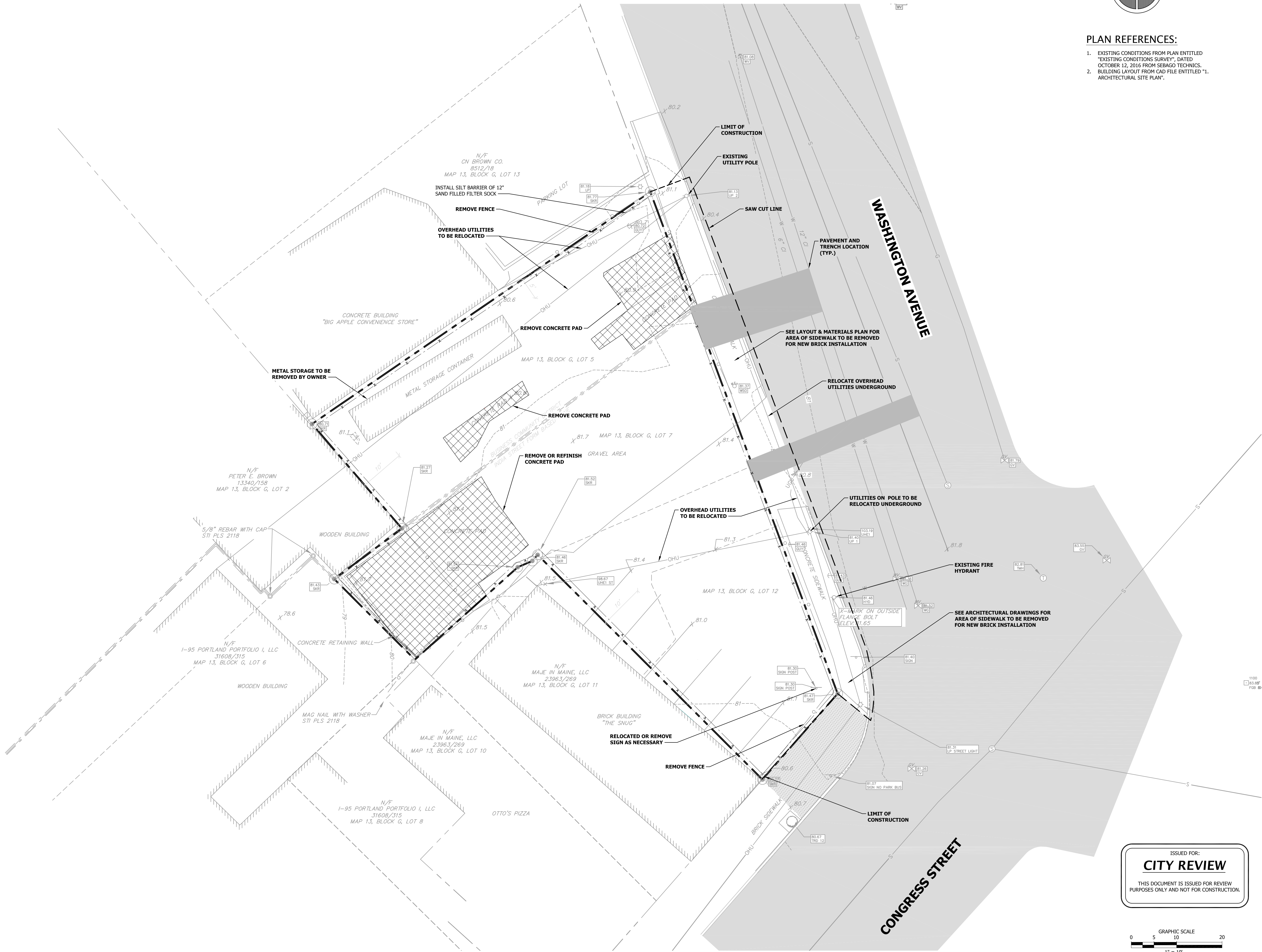
221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWING PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

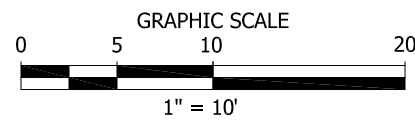
DRAWING:
PROJECT:

ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-102



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CALEB JOHNSON
ARCHITECTS + BUILDERS

REV.	DESCRIPTION	DATE
1.	REVISED PER CITY COMMENTS	1/17/17



- | SPACE AND BULK REGULATIONS | | |
|--|----------|----------|
| DESCRIPTION | REQUIRED | PROVIDED |
| MAXIMUM BUILDING FRONTAGE LENGTH | 50 LF | 20 LF |
| MINIMUM FRONTAGE | 200 LF | 250 LF |
| MAXIMUM FRONT YARD SETBACK | 5 LF | 1 LF |
| CUMULATIVE MINIMUM SIDE YARD SETBACK | 10 LF | 11 LF |
| MINIMUM REAR YARD SETBACK | 10 LF | 10 LF |
| MAXIMUM BUILDING COVERAGE | 90 % | 74% |
| MAXIMUM BUILDING HEIGHT (WITH BONUS FLOOR) | 62.5 FT | 60 FT |

SITE INFORMATION		
DESCRIPTION	EXISTING	PROPOSED
AREA OF PARCEL	7,171 SF	7,171 SF
IMPERVIOUS AREA	7,171 SF	3,576 SF
BUILDING FOOTPRINT	0 SF	5,296 SF

LAYOUT SUMMARY		
DESCRIPTION	UNITS	TOTAL AREA
RESIDENTIAL	17	17,718 SF
1 BEDROOM	5	3,266 SF
2 BEDROOM	11	11,382 SF
3 BEDROOM	1	3,070 SF
RESTAURANT WITH OUTDOOR SEATING	1	2,965 SF

LAYOUT & MATERIALS PLAN

221 CONGRESS STREET

221 CONGRESS STREET

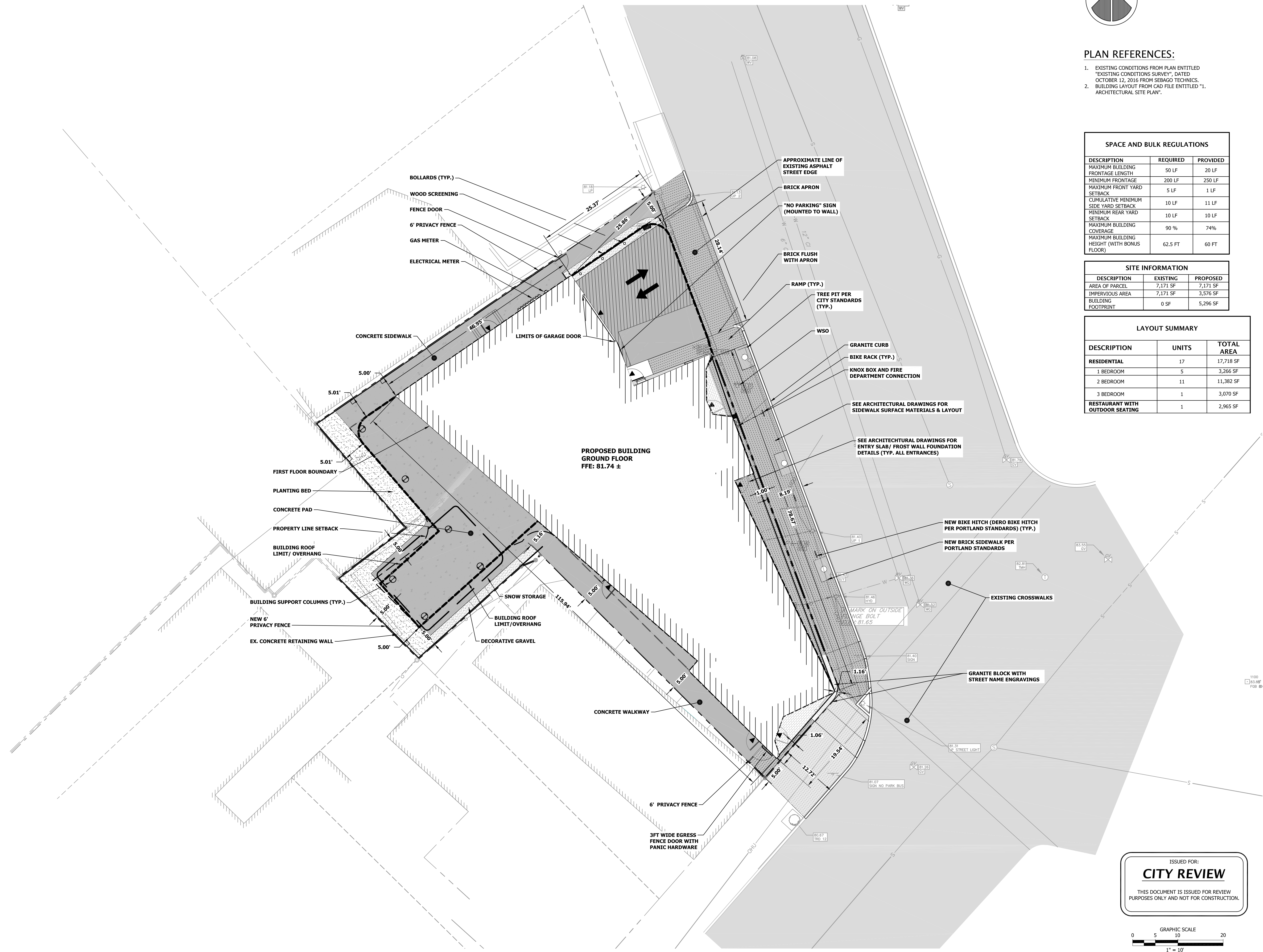
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

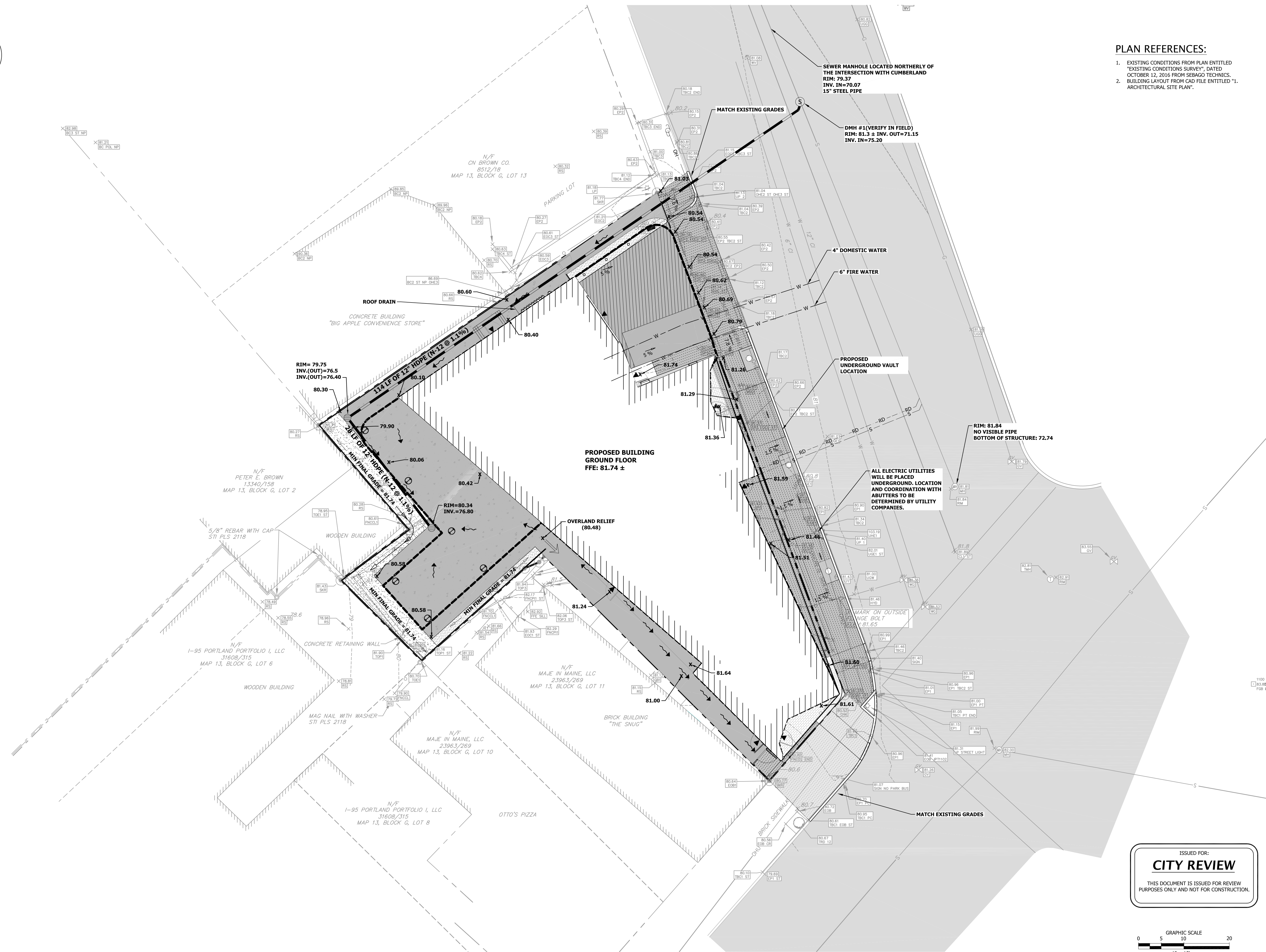
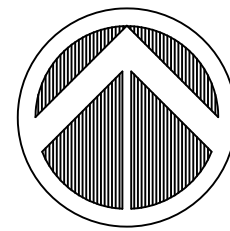
DRAWING:

ISSUED DATE: 11/08/16
DESIGNED BY: JDY
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PROJECT NUMBER: 16123

C-103

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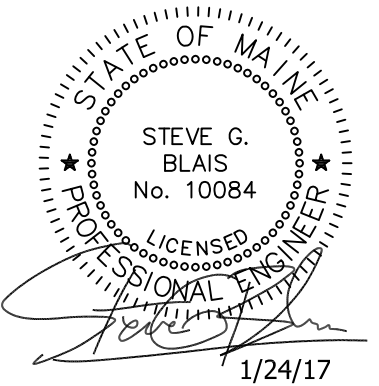




PLAN REFERENCES:

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- BUILDING LAYOUT FROM CAD FILE ENTITLED "1. ARCHITECTURAL SITE PLAN".

REV.	DESCRIPTION	DATE
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GRADING & UTILITY PLAN

221 CONGRESS STREET

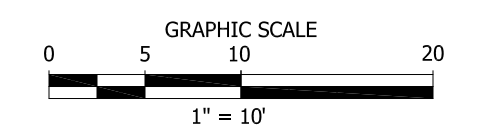
221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWING PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

DRAWING:
PROJECT:

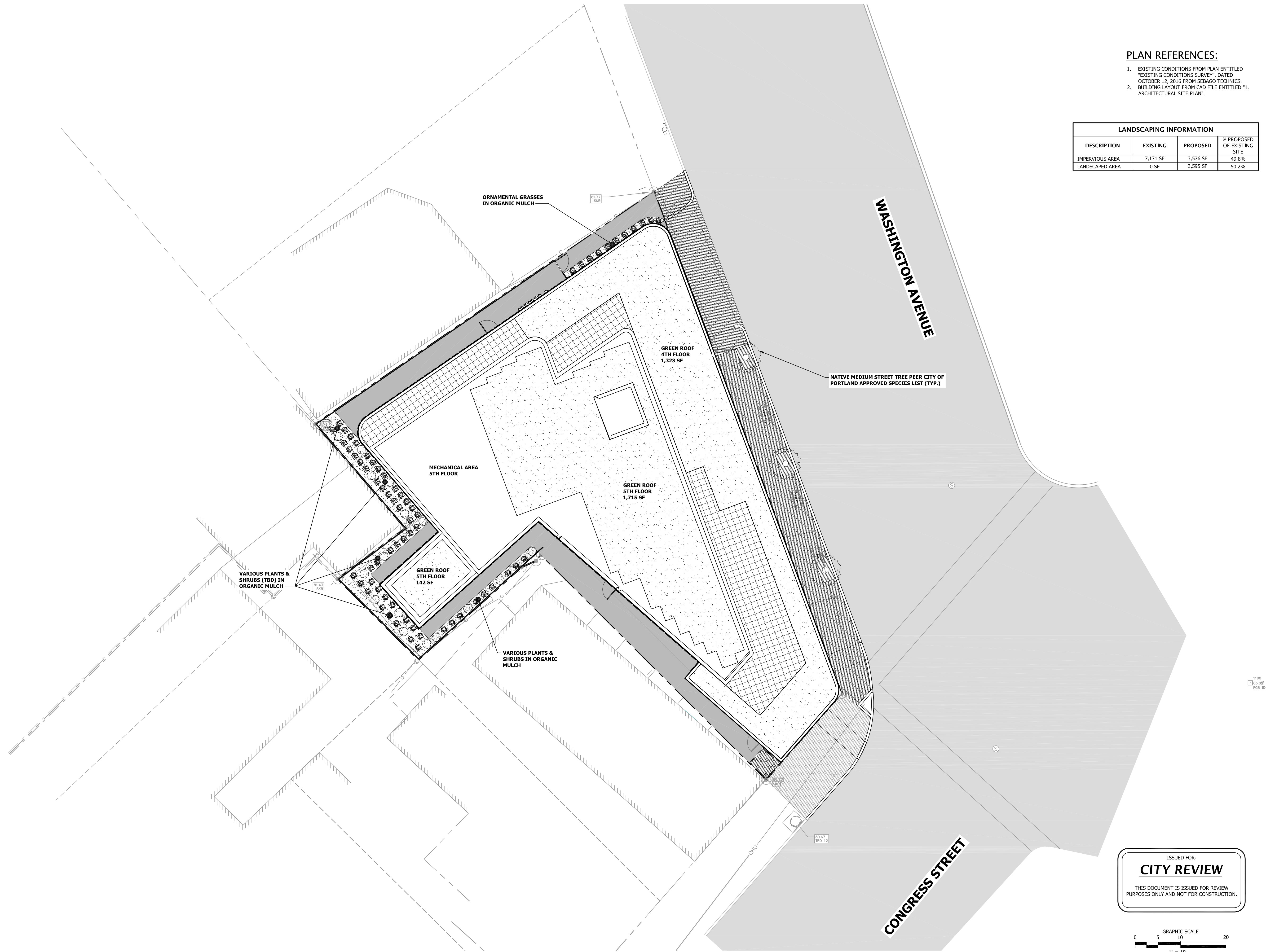
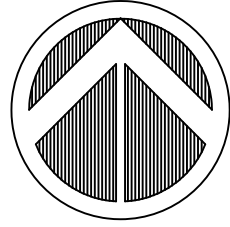
ISSUED FOR: CITY REVIEW

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ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-104

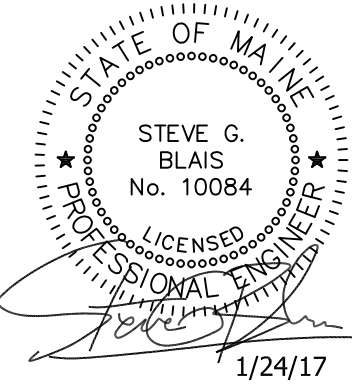


PLAN REFERENCES:

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2. BUILDING LAYOUT FROM CAD FILE ENTITLED "1. ARCHITECTURAL SITE PLAN".

LANDSCAPING INFORMATION			
DESCRIPTION	EXISTING	PROPOSED	% PROPOSED OF EXISTING SITE
IMPERVIOUS AREA	7,171 SF	3,576 SF	49.8%
LANDSCAPED AREA	0 SF	3,595 SF	50.2%

REV.	DESCRIPTION	DATE
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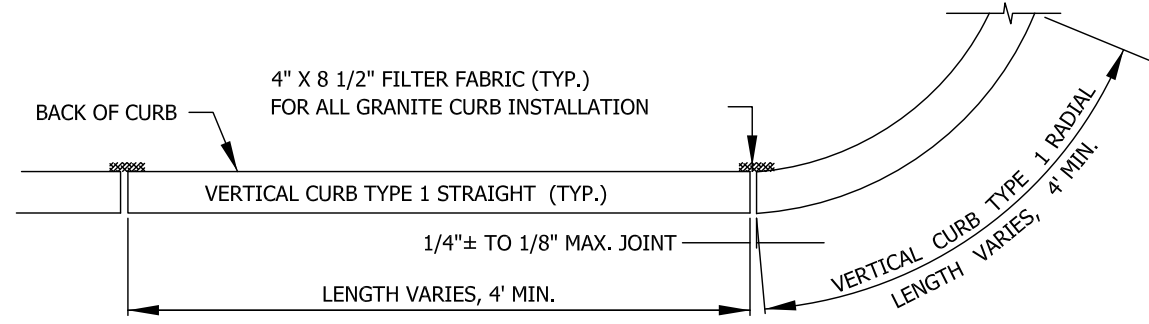
LANDSCAPE PLAN
221 CONGRESS STREET
221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWINGS PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

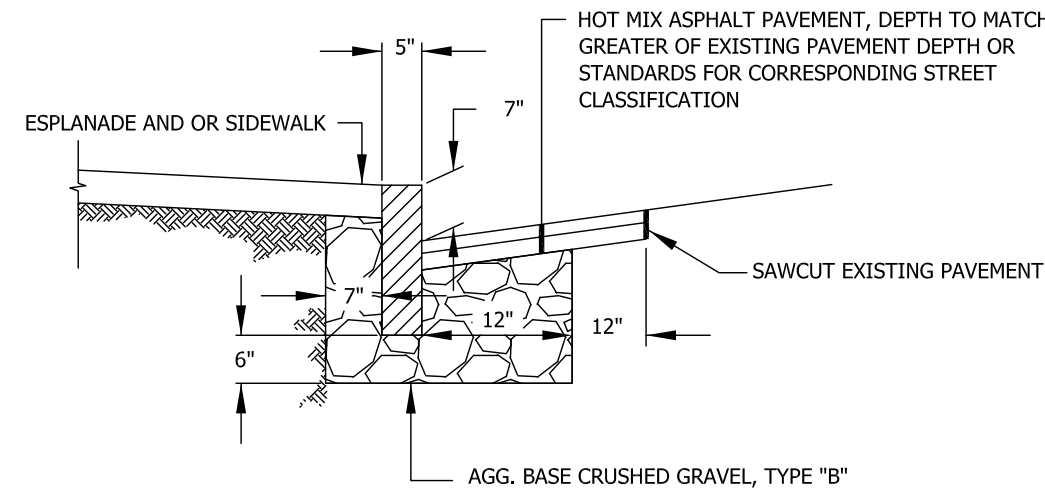
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PROJECT:

ISSUED DATE: 11/08/16
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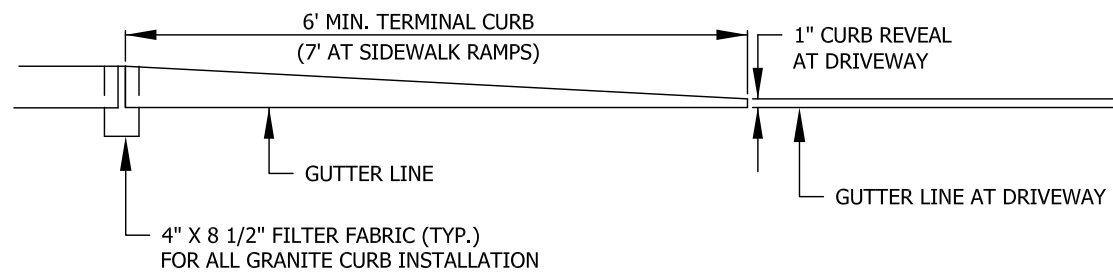
\\C0018\Projects\16125-221 Congress St. Portland, ME\Drawings\16125-221 Detail\Drawings\16125-221.dwg Date: 10/20/17 10:33:00am



VERTICAL GRANITE CURB PLAN VIEW



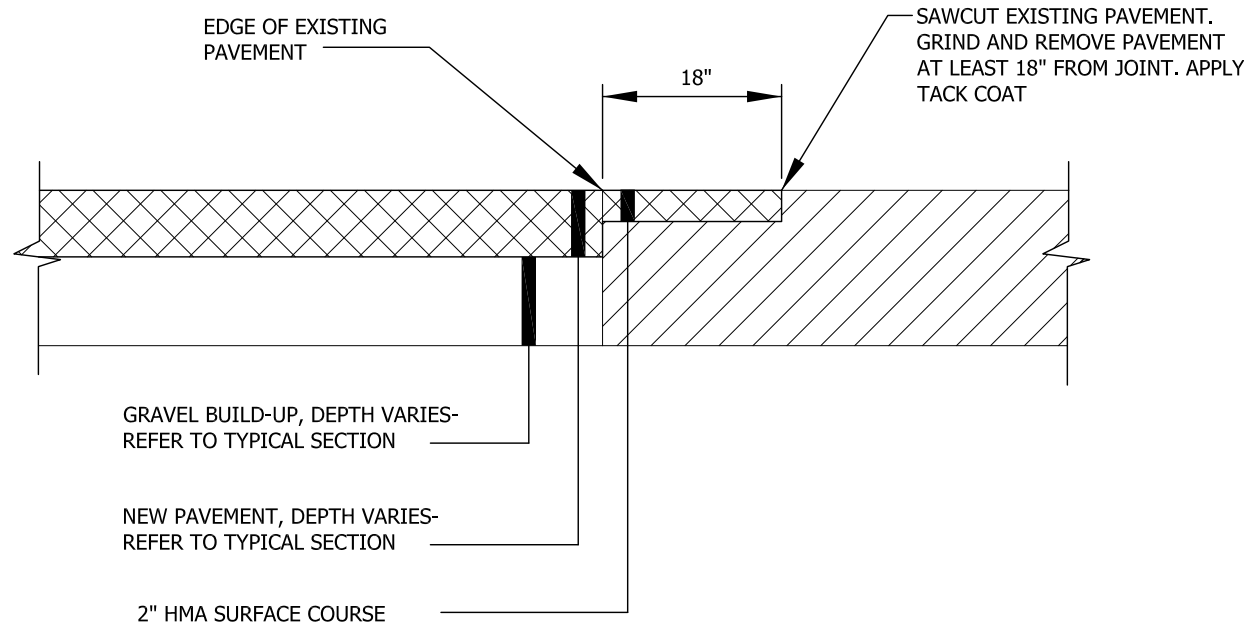
VERTICAL GRANITE CURB CROSS SECTION



TERMINAL CURB PROFILE

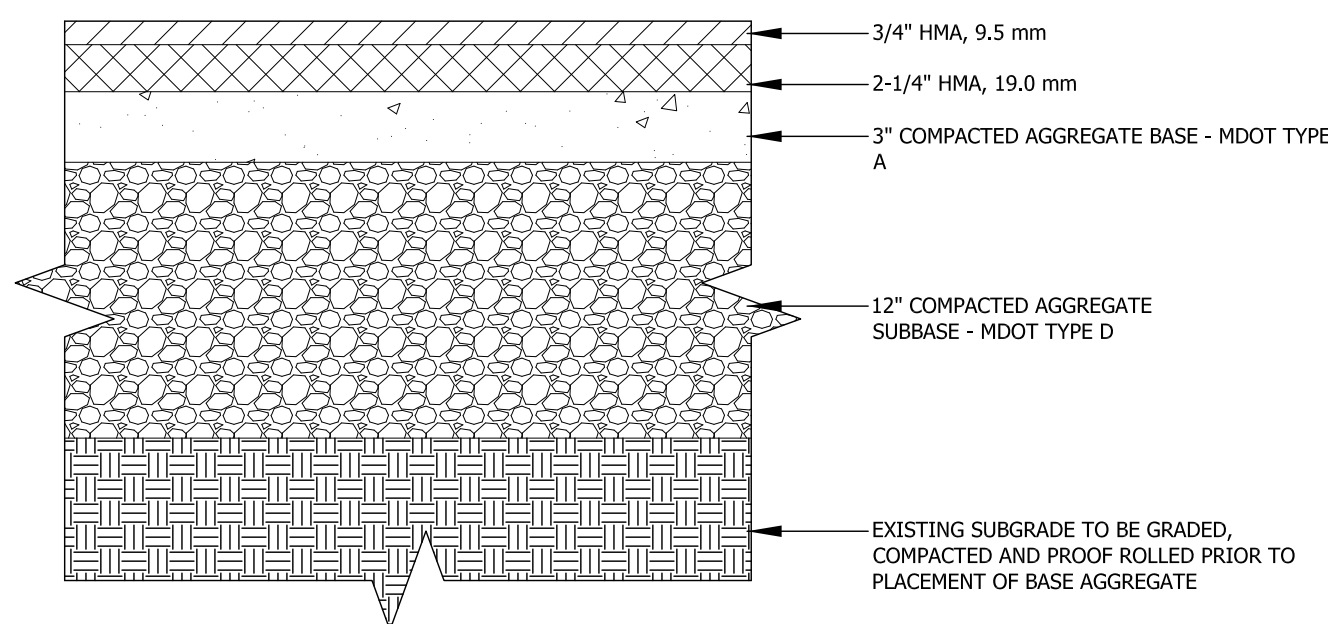
1 VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS

NOT TO SCALE



3 PAVEMENT BUTT-JOINT DETAIL

NOT TO SCALE

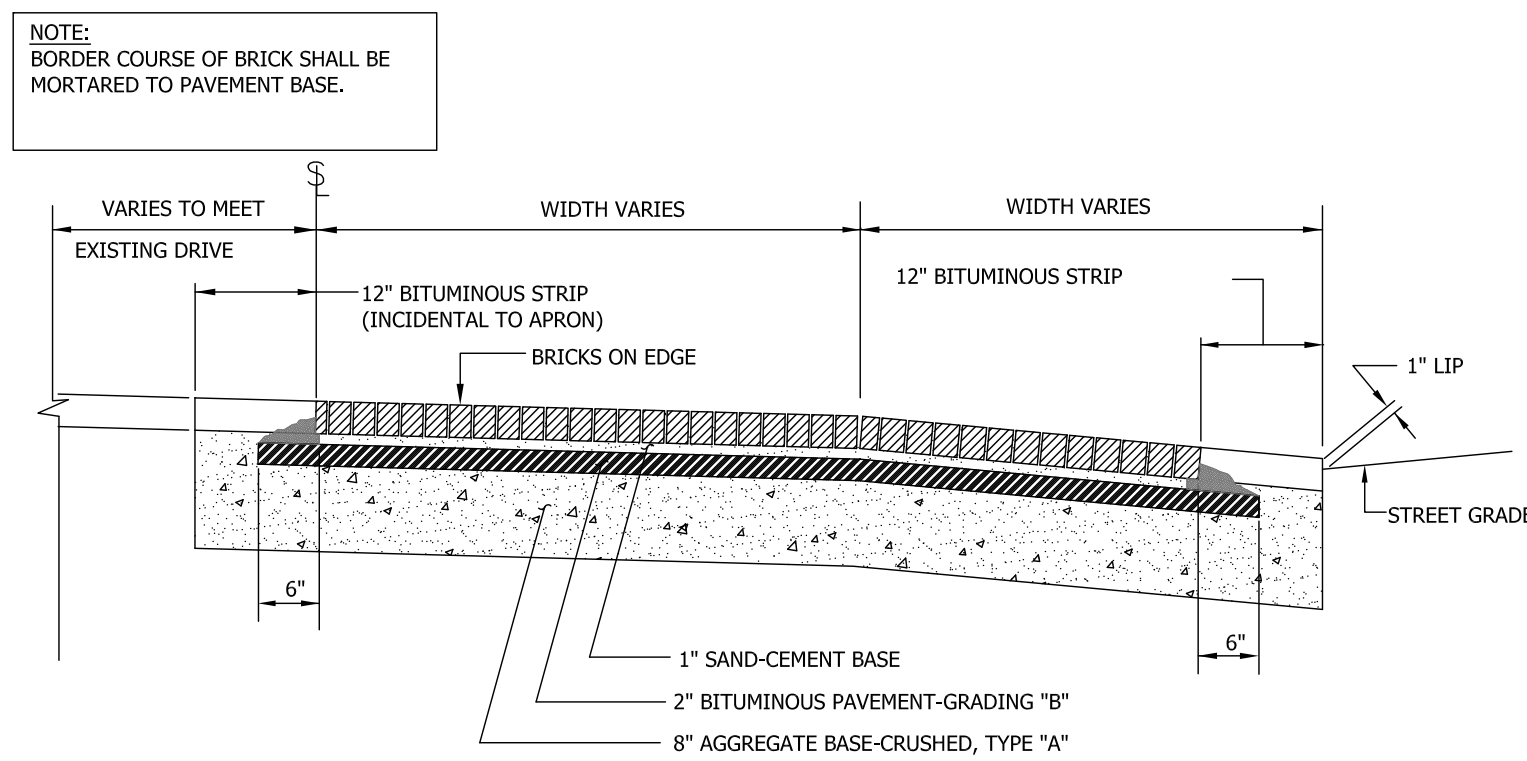


NOTES:

- CONTRACTOR TO REFER TO GEOTECHNICAL REPORT ENTITLED "WEST END PLACE" - PINE AND BRACKETT STREET, PORTLAND, MAINE. PREPARED BY: SUMMIT GEO-ENGINEERING SERVICES, INC. DATED OCTOBER 2012.

4 NEW PAVEMENT DETAIL

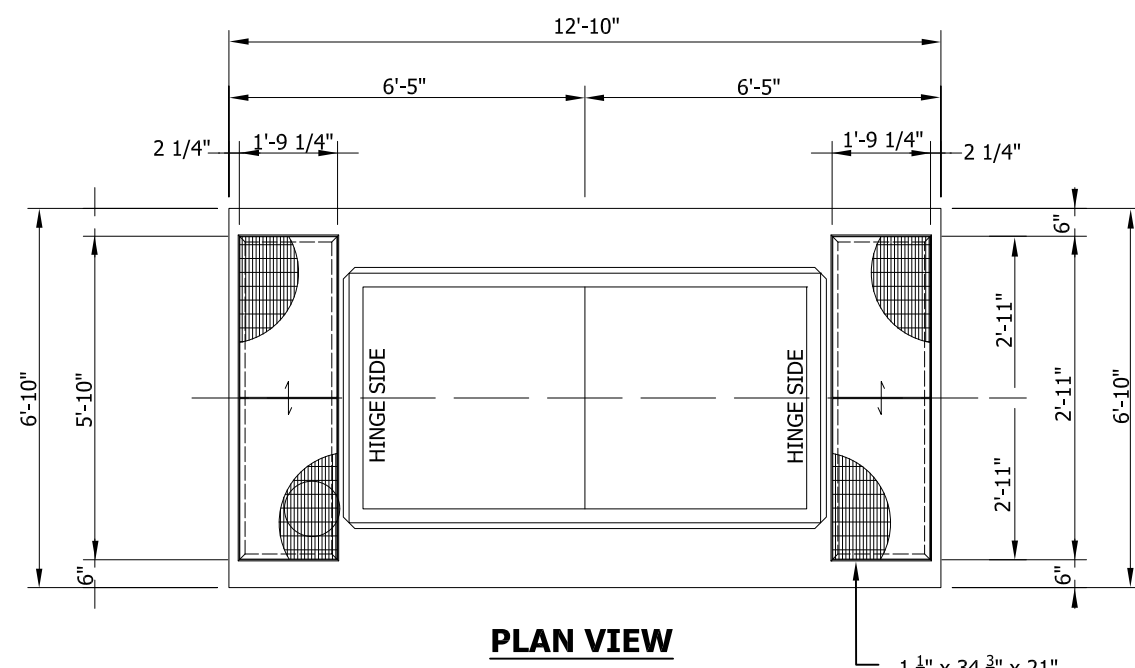
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SECTION

2 BRICK DRIVEWAY APRON

NOT TO SCALE

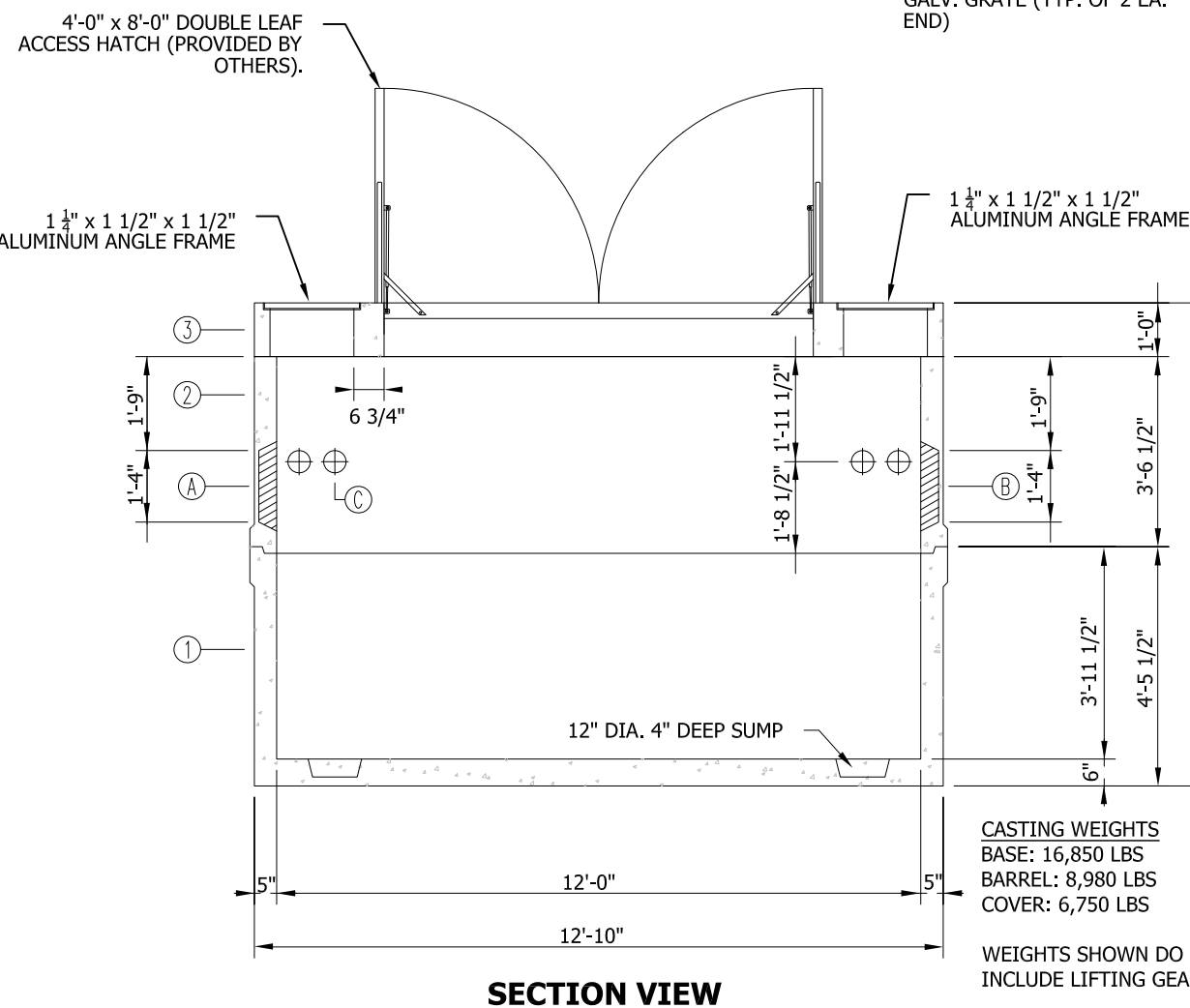


PLAN VIEW

- MID# 6000621670 GRATES
- MID# 6000621525 BILCO DOOR

NOTES

- CONCRETE: 5,000 PSI AFTER 28 DAYS.
- JOINTS TO BE SEALED WITH CONSEAL CS102 JOINT SEALANT.
- KNOCKOUTS EXTEND 4 INCHES INTO THE WALL WITH SIDE SLOPED @ 45° PROVIDING A BELL TYPE OPENING. KNOCKOUTS SHOULD BE CLEAR OF ANY REINFORCING. REINFORCING: DESIGNED FOR H-20 LOADING.
- HATCH & GALV. GRATING PROVIDED BY OTHERS
- HATCH DOORS SHALL BE COATED WITH AN ANTI-SKID SURFACE HAVING A MINIMUM COEFFICIENT OF FRICTION OF 0.6 AND BE LISTED AS SLIP RESISTANT BY THE UNDERWRITERS LABORATORY.



SECTION VIEW

5 6' x 12' SIDEWALK VAULT DETAIL

NOT TO SCALE

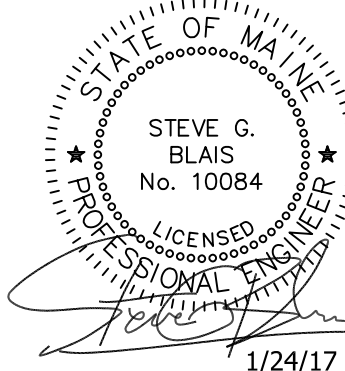
NOTES

- VAULT SHALL BE DESIGNED TO WITHSTAND H20 WHEEL LOADING WITH 6 INCHES 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 SUITABLE GRAVEL BASE. CABLES ARE TO BE RACKED ALONG ONE WALL ONLY.
- OPTION OF USING 8 INCH THICK WALLS TO OFFSET ANY OTHER LOAD FACTORS. SOILS OR OTHER FACTORS SPECIFIED TO SITE.

ISSUED FOR:
CITY REVIEW

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REV.	DESCRIPTION	DATE
	REVISED PER CITY COMMENTS	1/17/17



SITE DETAILS I 221 CONGRESS STREET 221 CONGRESS STREET PORTLAND, MAINE 04101

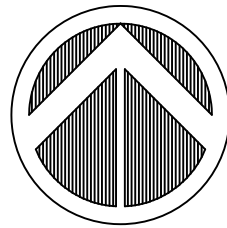
DRAWING:
PROJECT:

ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-301

LEGEND

SUBCATCHMENT LABEL
POND LABEL
REACH LABEL
REACH PATH
TIME OF CONCENTRATION (TC) PATH
SUBCATCHMENT DIVIDE
SOIL BOUNDARY
POINT OF ANALYSIS
DIRECTION OF FLOW



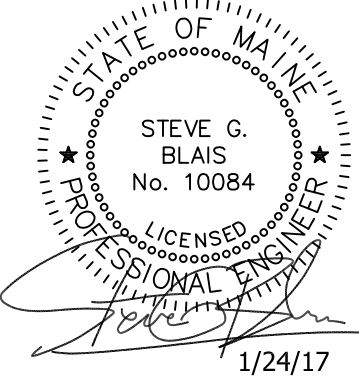
PLAN REFERENCES:

1. EXISTING CONDITIONS FROM PLAN ENTITLED "EXISTING CONDITIONS SURVEY", DATED OCTOBER 12, 2016 FROM SEBAGO TECHNIQS.
2. BUILDING LAYOUT FROM CAD FILE ENTITLED "1. ARCHITECTURAL SITE PLAN".

CALEB JOHNSON
ARCHITECTS + BUILDERS

265 MAIN STREET
BIDDEFORD, ME 04005
T: (207) 283-8777
W: WWW.CJAB.ME

REV.	DESCRIPTION	DATE
1.	REVISED PER CITY COMMENTS	1/17/17



PRE-DEVELOPMENT DRAINAGE PLAN

221 CONGRESS STREET

221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWINGS PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

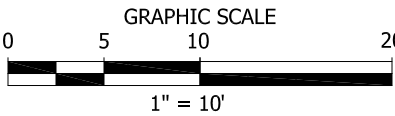
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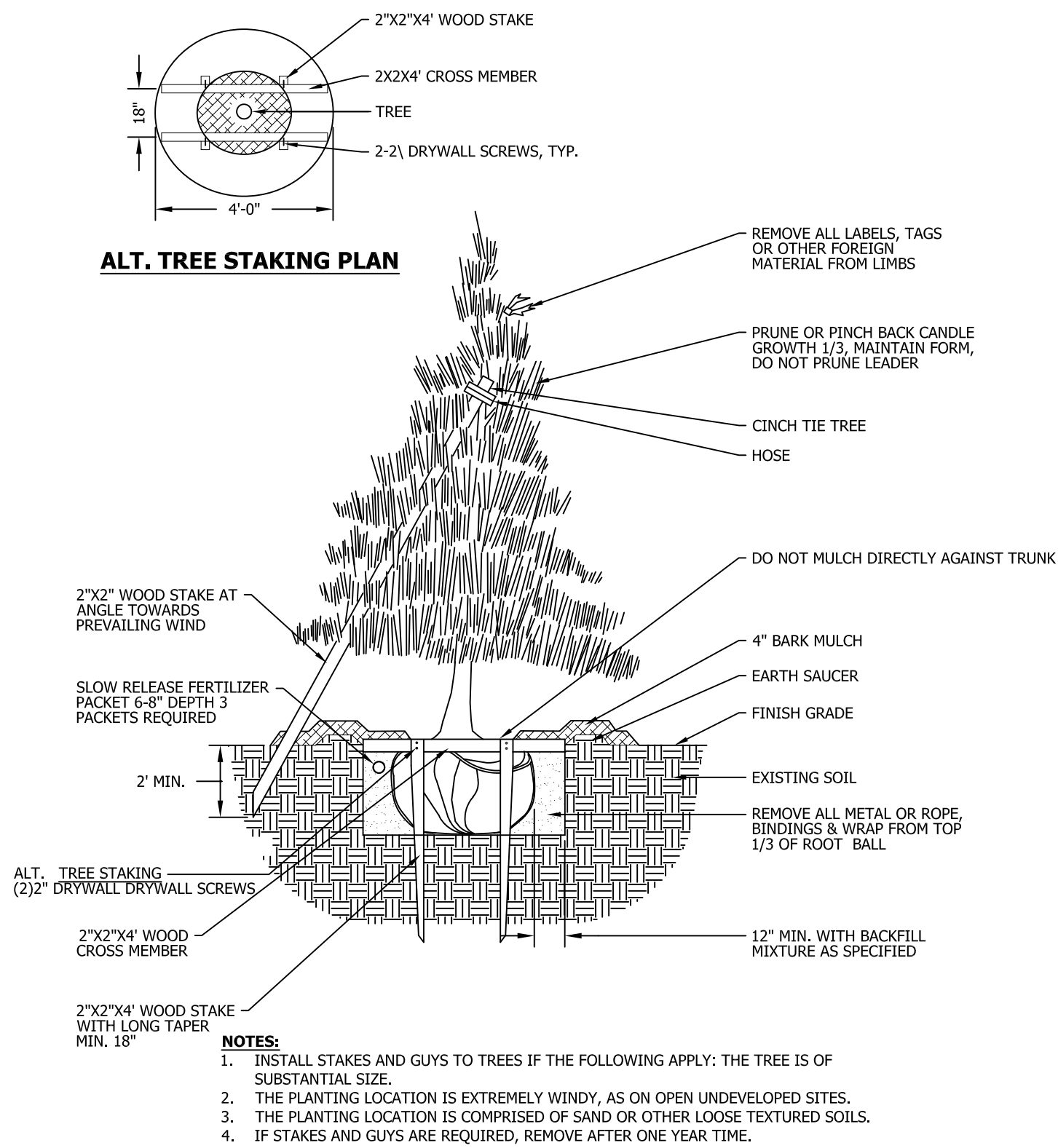
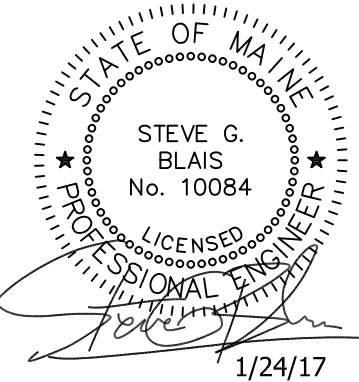
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DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-106



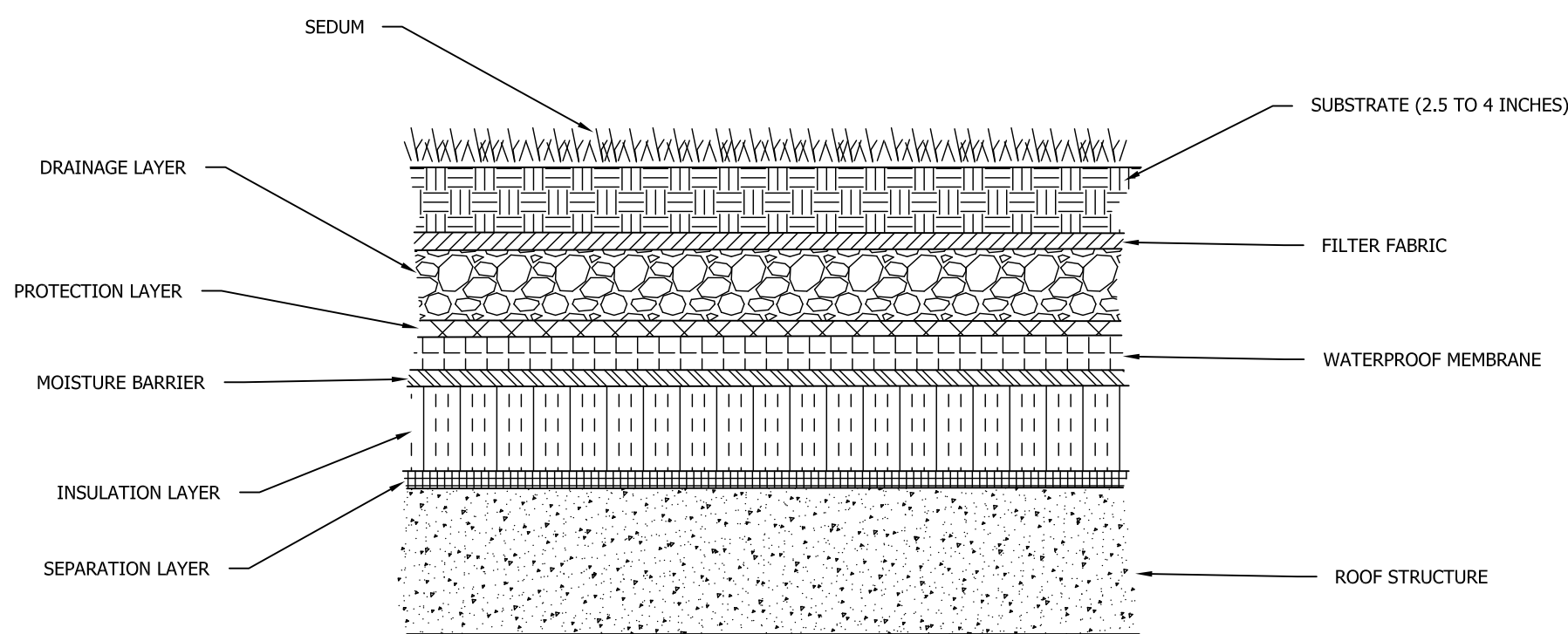
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DECIDUOUS TREES UNDER 2" CALIPER OR EVERGREEN TREES UNDER 8' IN HEIGHT 7'-0" IN HEIGHT & UNDER

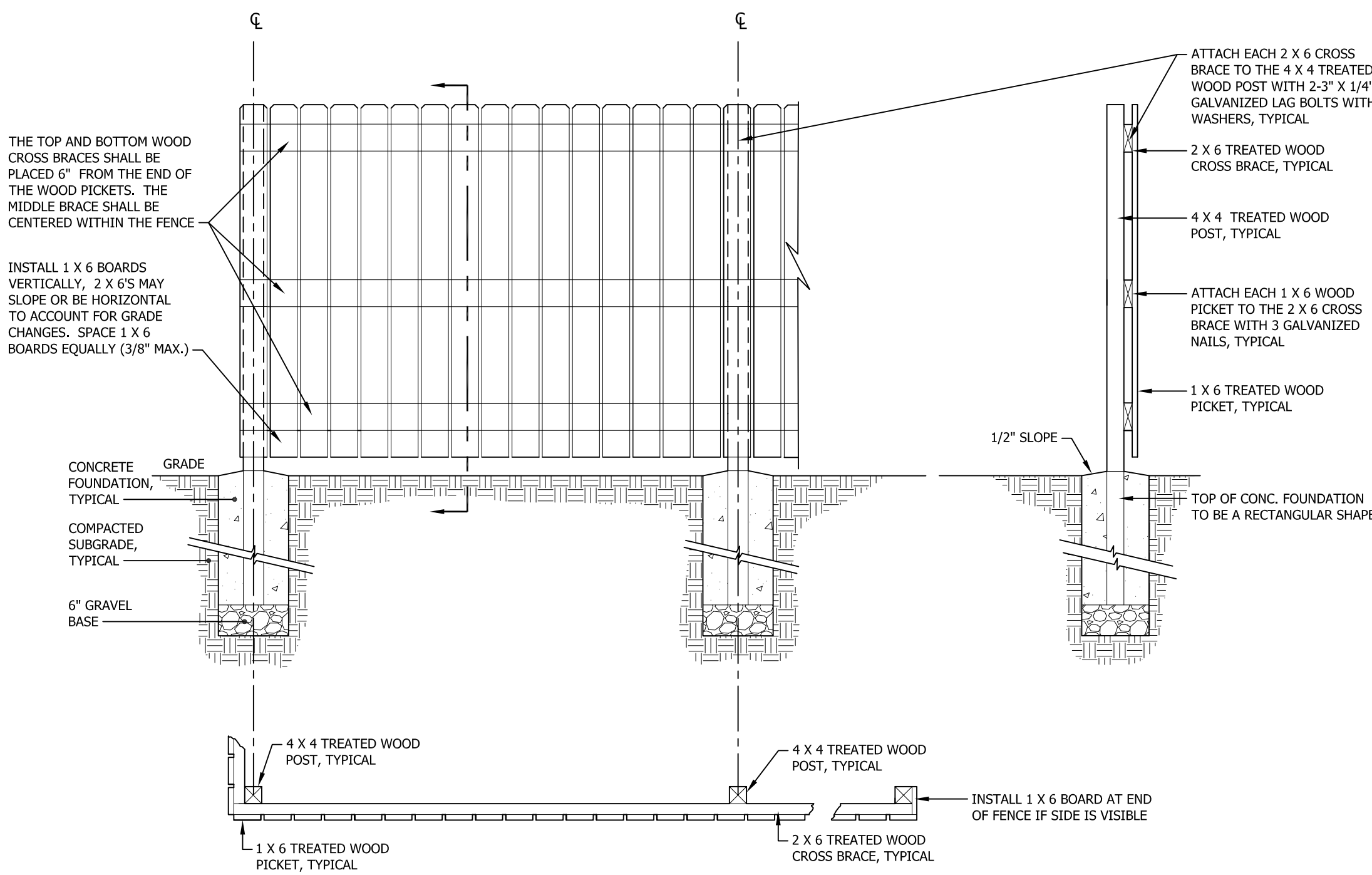
NOT TO SCALE



VEGETATED ROOF CROSS SECTION

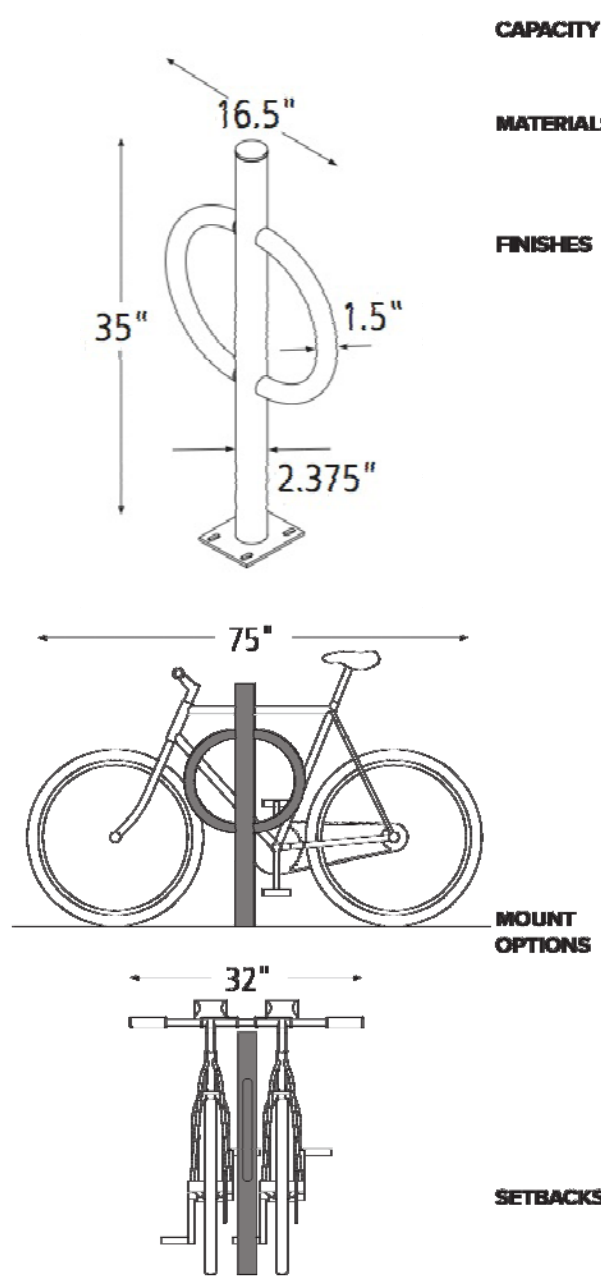
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OR AS DIRECTED BY ENGINEER



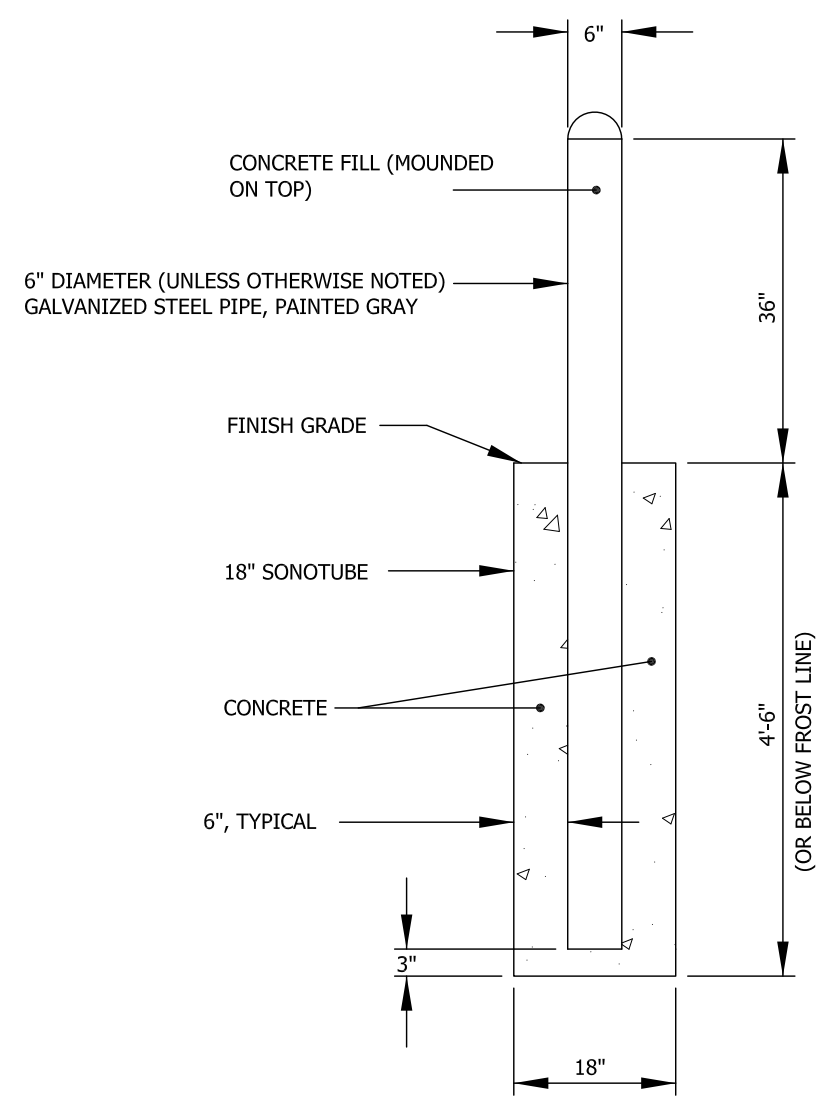
WOOD FENCE/ ENCLOSURE DETAIL

NOT TO SCALE



DERO "BIKE HITCH STYLE" BIKE RACK

NOT TO SCALE



BOLLARD DETAIL

NOT TO SCALE

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SITE DETAILS II 221 CONGRESS STREET

221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWINGS PREPARED FOR:
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265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

DRAWING:

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CHECKED BY: SGB
PROJECT NUMBER: 16123

C-302

LEGEND

1S

1.1S

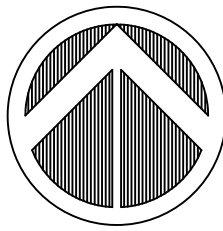
POA #1

EXISTING SUBCATCHMENT LABEL

PROPOSED SUBCATCHMENT LABEL

POINT OF ANALYSIS

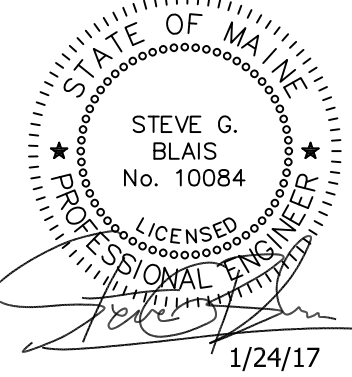
DIRECTION OF FLOW



PLAN REFERENCES:

- EXISTING CONDITIONS FROM PLAN ENTITLED "EXISTING CONDITIONS SURVEY", DATED OCTOBER 12, 2016 FROM SEBAGO TECHNICS.
- BUILDING LAYOUT FROM CAD FILE ENTITLED "1. ARCHITECTURAL SITE PLAN".

REV.	DESCRIPTION	DATE
1.	REVISED PER CITY COMMENTS	1/17/17



POST-DEVELOPMENT DRAINAGE PLAN

221 CONGRESS STREET

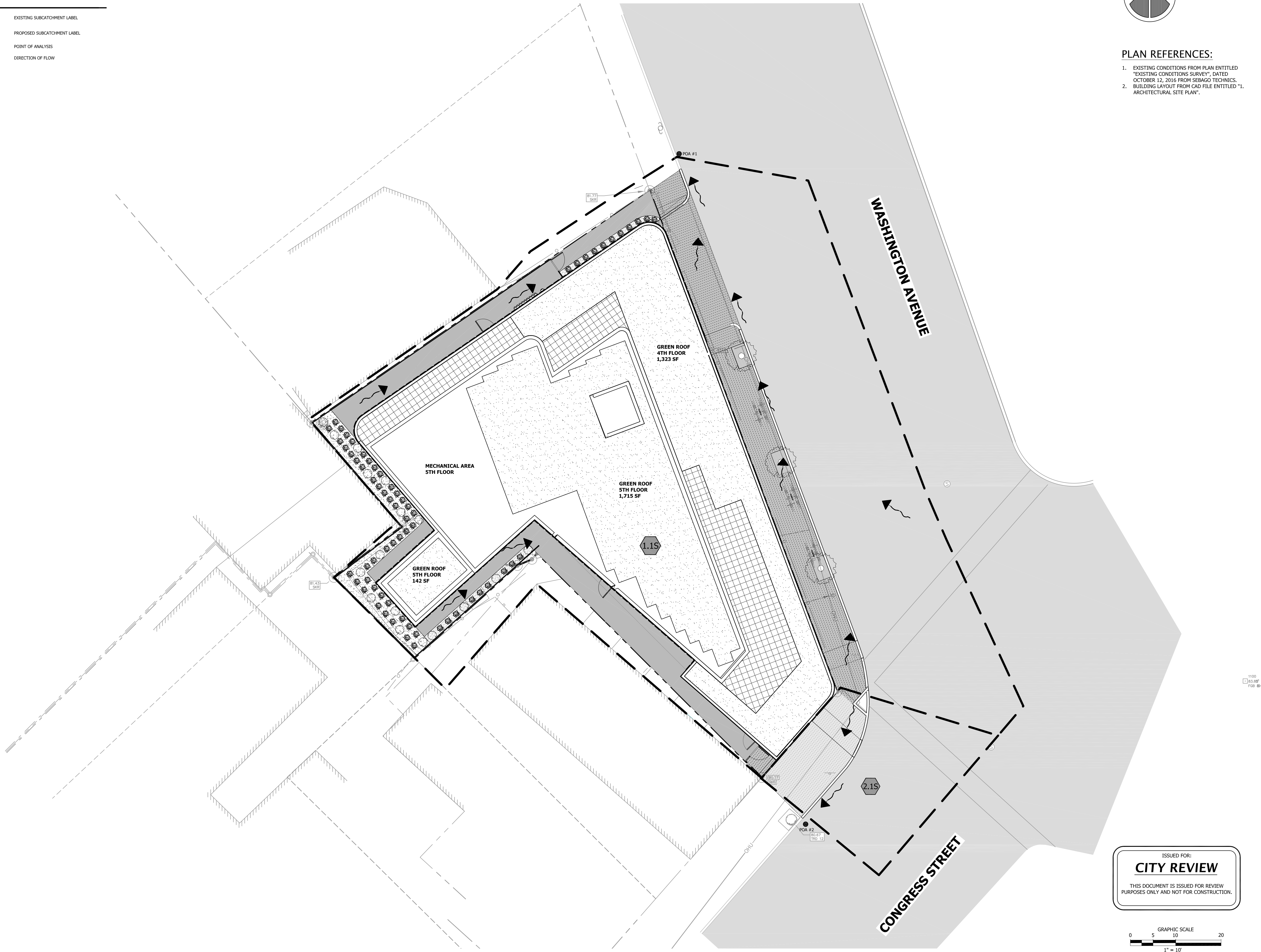
221 CONGRESS STREET
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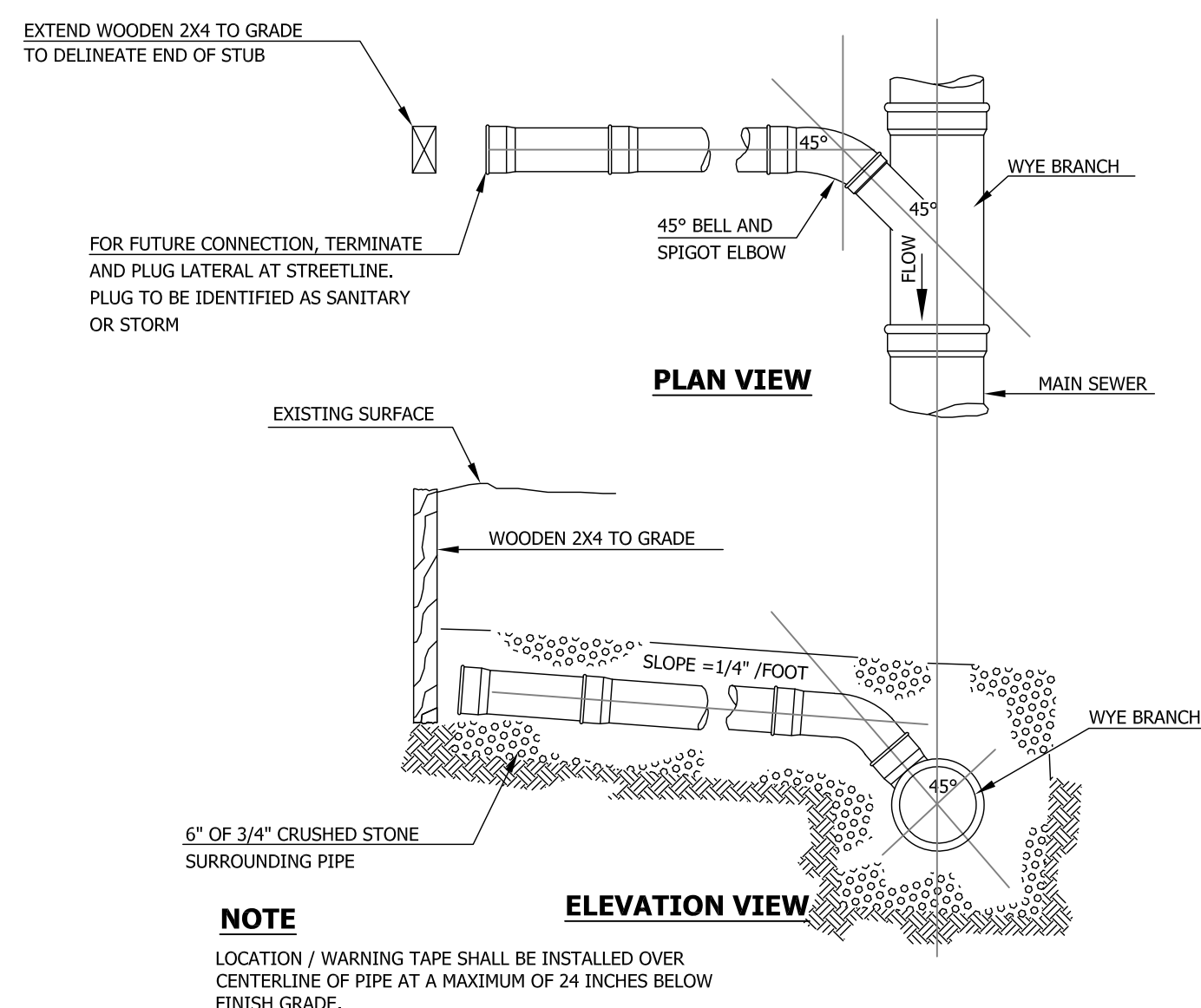
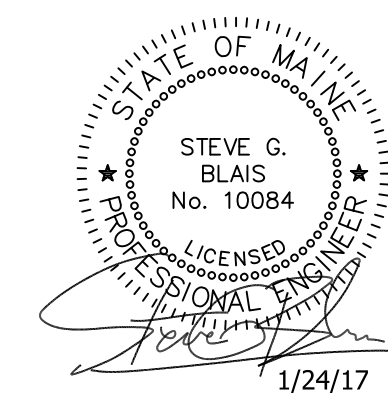
DRAWING PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

DRAWING:
PROJECT:

ISSUED DATE: 12/13/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

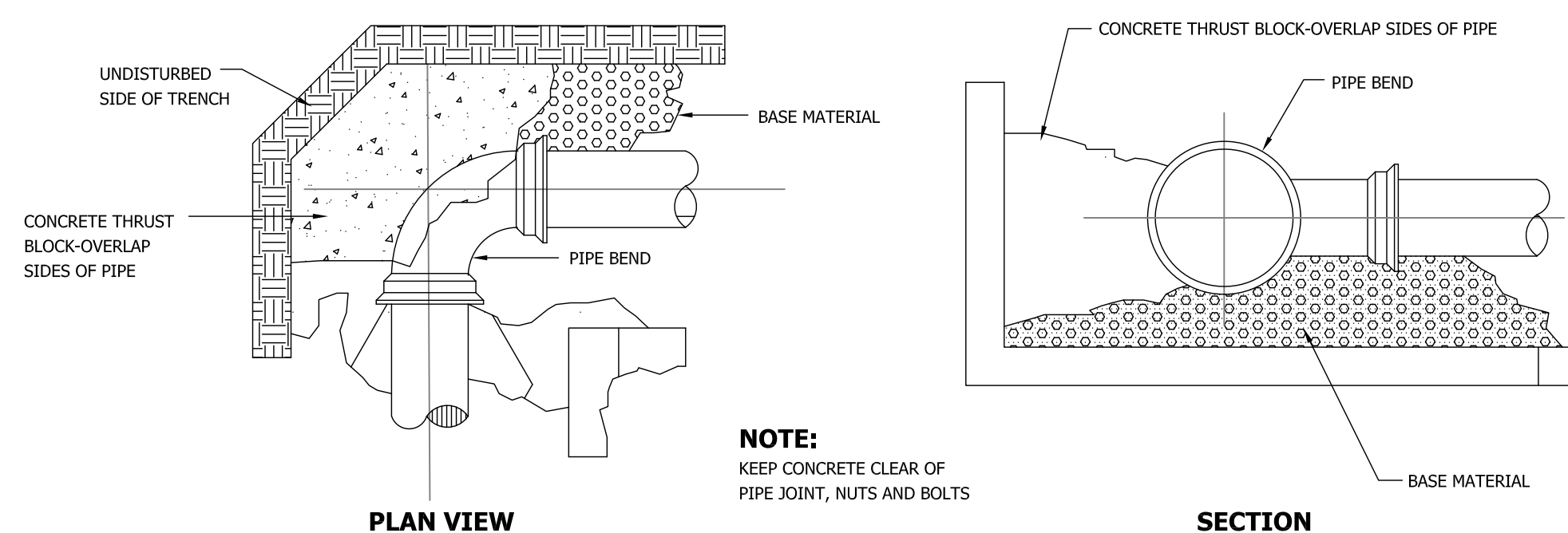
C-107





1 TYPICAL LATERAL WYE CONNECTION

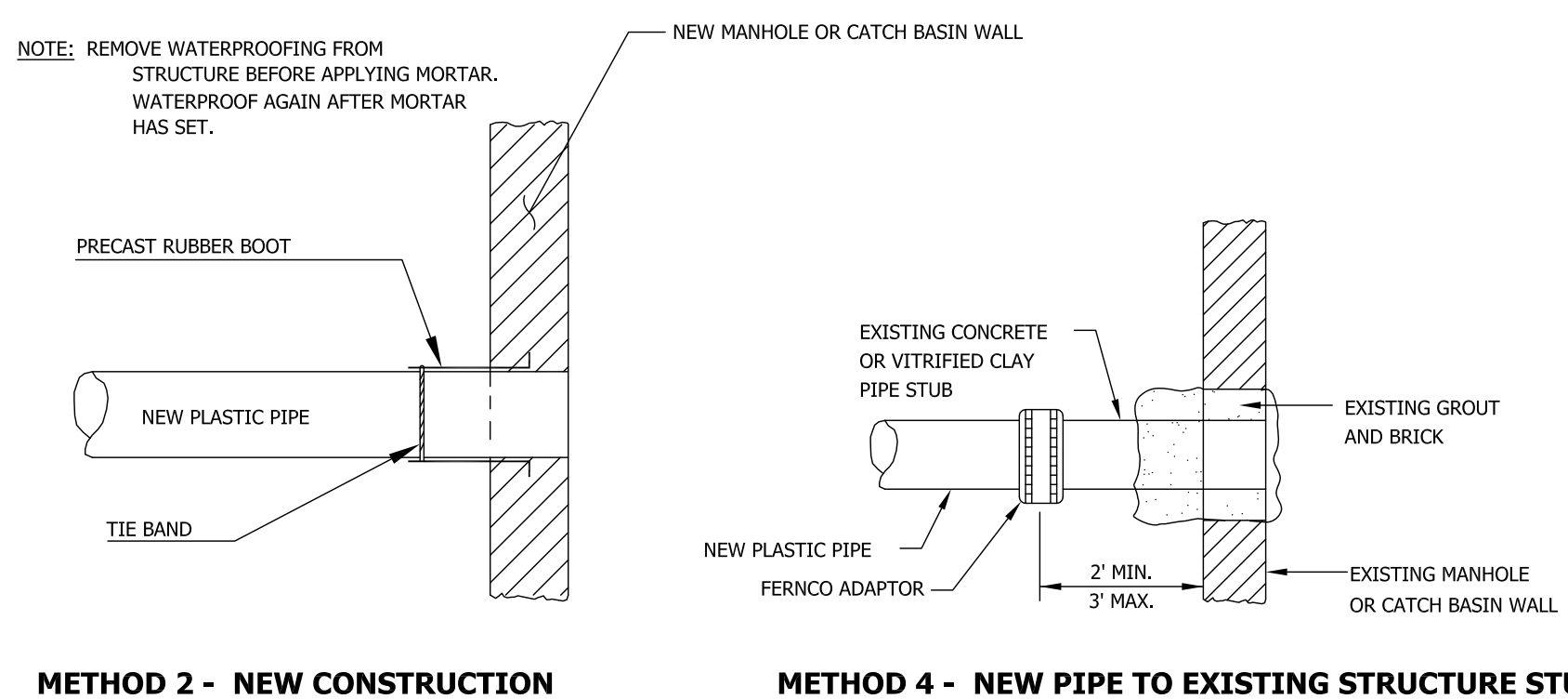
NOT TO SCALE



THRUST/RETAINER SCHEDULE		
1/4 BEND	(90°)	USE POURED-IN-PLACE THRUST BLOCK w/RETAINERS
1/8 BEND	(45°)	THRUST BLOCK w/RETAINERS
1/16 BEND	(22 1/2°)	THRUST BLOCK
1/32 BEND	(11 1/4°)	THRUST BLOCK

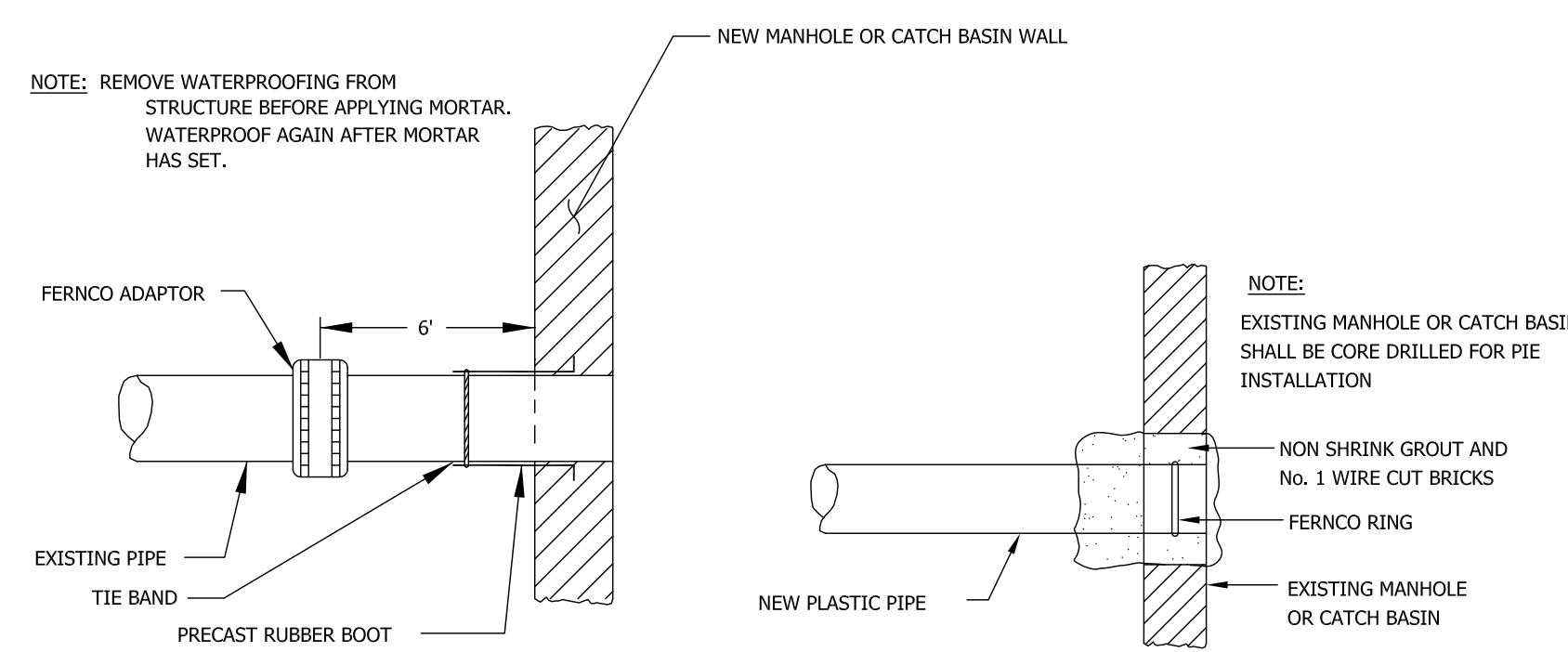
FORCE MAIN THRUST BLOCK PLACEMENT ON VERTICAL & HORIZONTAL BENDS

NOT TO SCALE



METHOD 2 - NEW CONSTRUCTION

METHOD 4 - NEW PIPE TO EXISTING STRUCTURE STUB



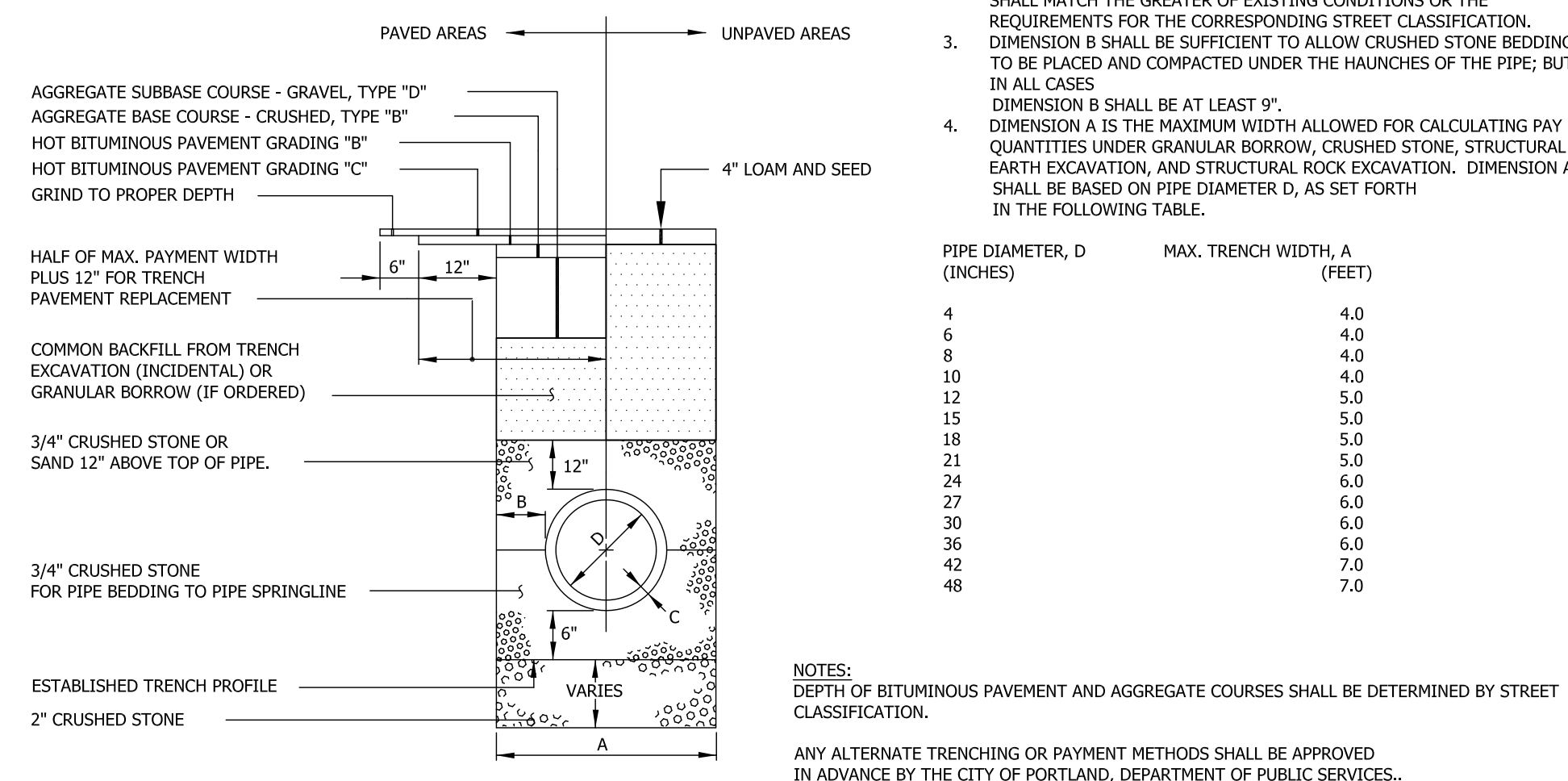
METHOD 1 - EXISTING PIPE INTO NEW STRUCTURE

METHOD 3 - NEW PIPE INTO EXISTING STRUCTURE

⑥

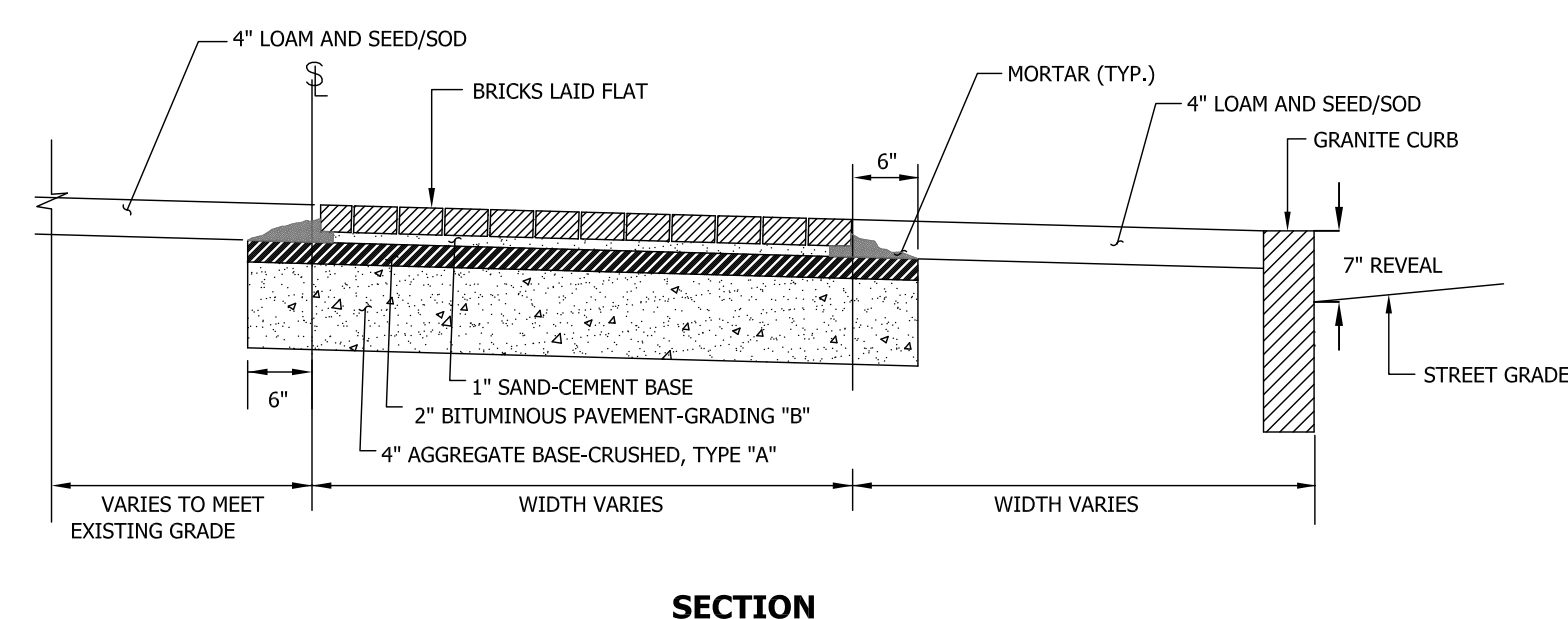
PIPE CONNECTION DETAILS

NOT TO SCALE



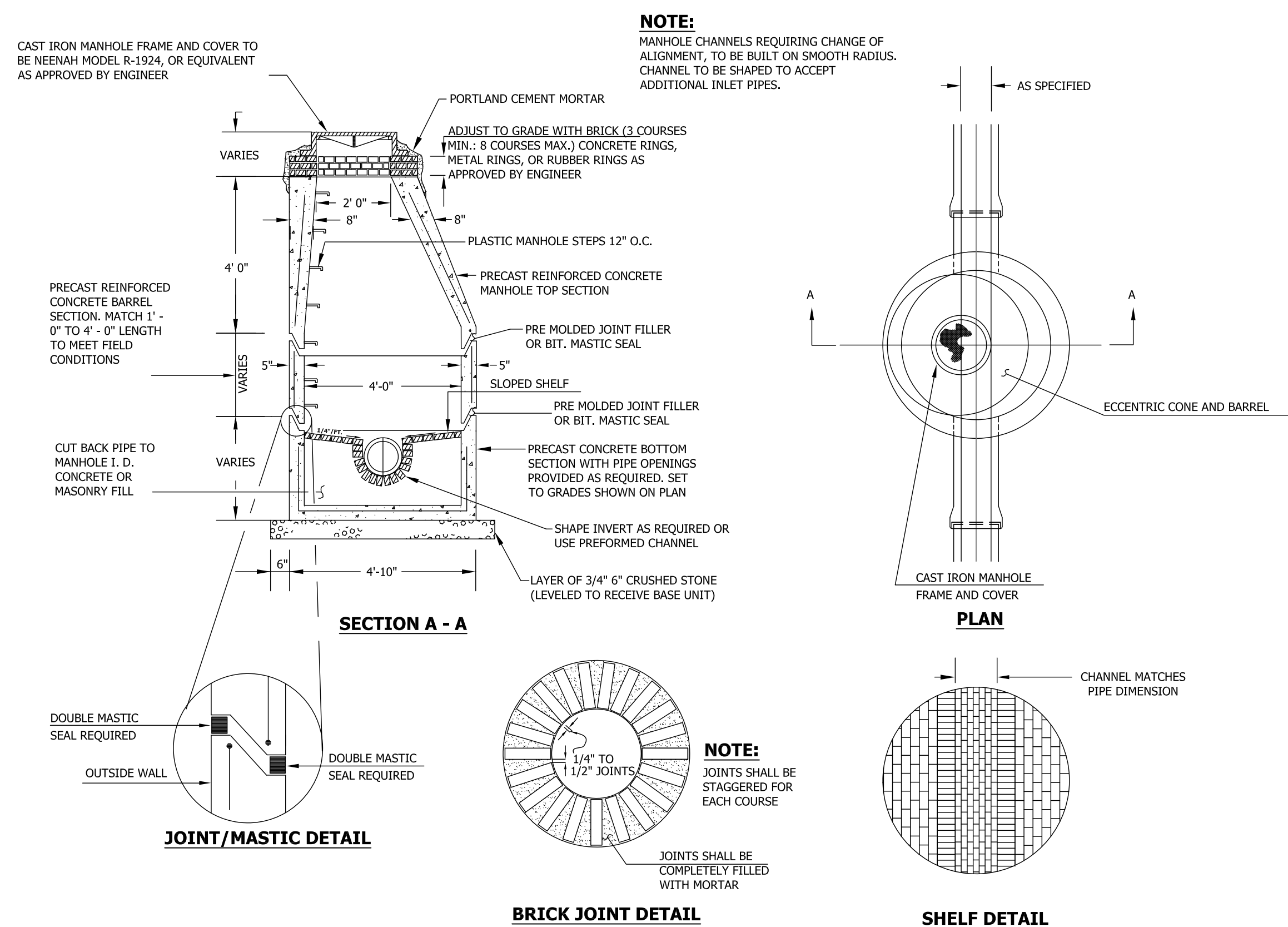
TYPICAL PIPE TRENCH INSTALLATION

NOT TO SCALE



BRICK SIDEWALK

NOT TO SCALE

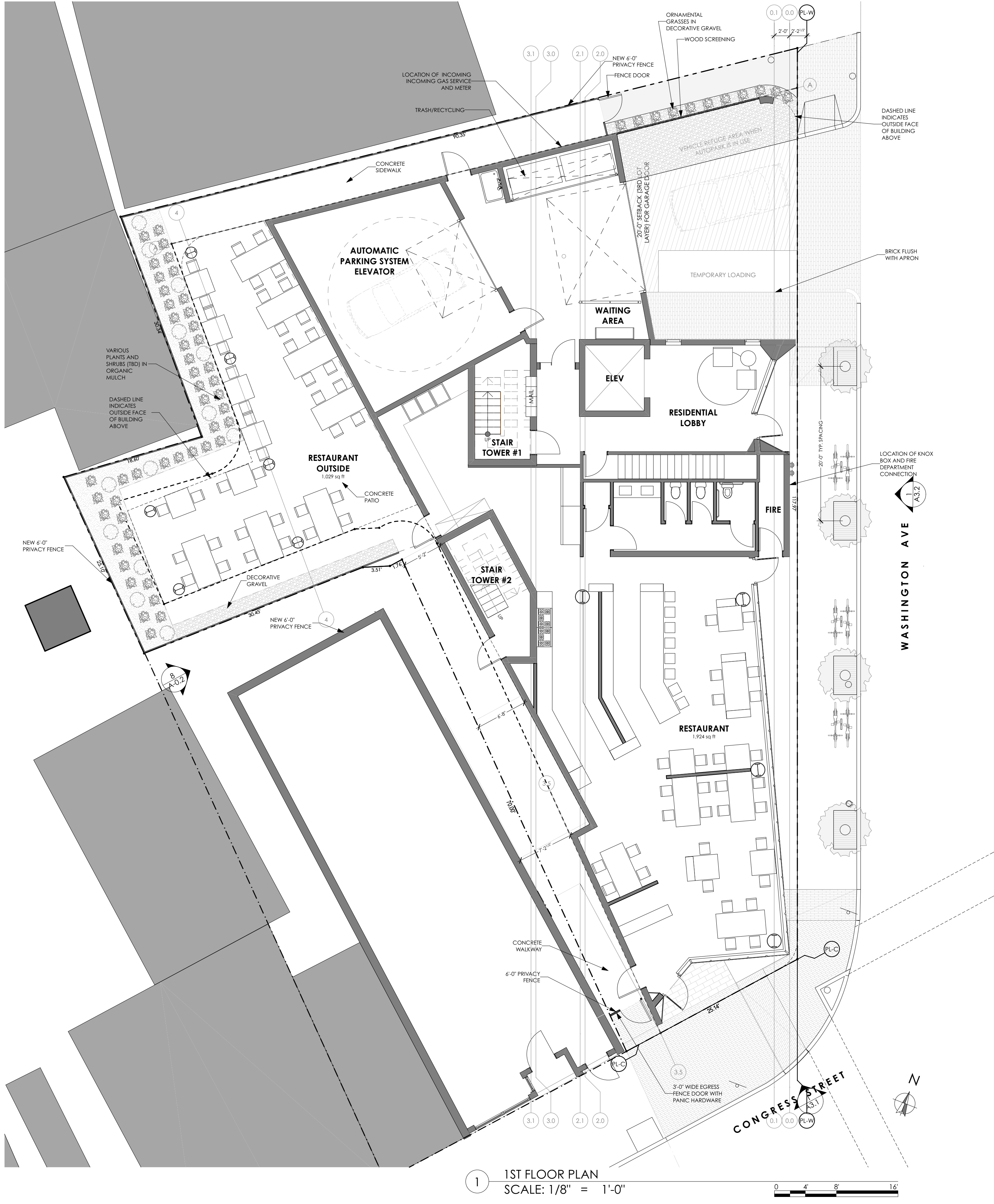
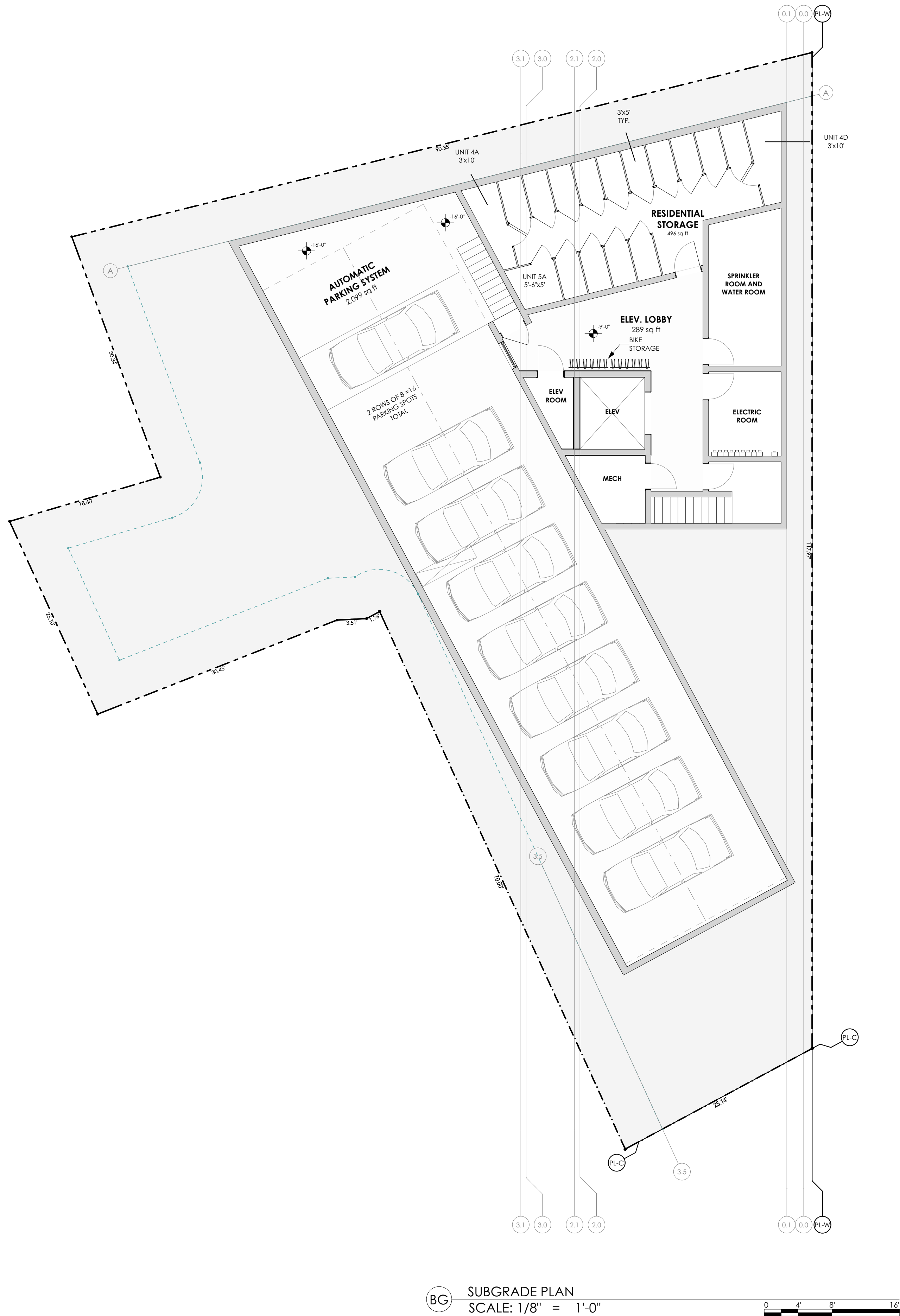


7 PRECAST CONCRETE MANHOLE TYPE "A"

NOT TO SCALE

ISSUED FOR:
CITY REVIEW
THIS DOCUMENT IS ISSUED FOR REVIEW
PURPOSES ONLY AND NOT FOR CONSTRUCTION.

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1. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE PROVIDED IN ACCORDANCE WITH THE LATEST "MAINE EROSION AND SEDIMENT CONTROL BMPs" BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
2. THE CONTRACTOR SHALL ONLY DISTURB THE AREAS OF THE PROPOSED CONSTRUCTION AND GRADING. ANY DISTURBANCE OUTSIDE THESE LIMITS MUST BE APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH THE EROSION CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EMPLOYING EROSION CONTROL METHODS BEYOND THE CONTROLS SHOWN ON THE PLANS IN ORDER TO MEET THE ABOVE-REFERENCED DEP EROSION CONTROL STANDARDS.
4. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR RE-GRADING. ALL DISTURBED AREAS ON SITE NOT COVERED BY BUILDINGS OR DESIGNATED PARKING AREAS, DRIVEWAYS, OR SIDEWALKS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED/DESCRIBED IN THE MAINE DEP BMP STANDARDS.
5. PERMANENT SEEDING OR STABILIZATION SHALL BE PERFORMED IMMEDIATELY AFTER FINAL GRADING IS COMPLETED OR TEMPORARY MEASURES SHALL BE APPLIED SUCH AS MULCHING OR SEEDING UNTIL PERMANENT MEASURES ARE IN PLACE.
6. WITHIN 7 CALENDAR DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT, MULCH MUST BE SPREAD ON ANY EXPOSED SOILS.
7. THE CONTRACTOR SHALL STABILIZE ANY SOIL STOCKPILES WHICH WILL REMAIN UNUSED FOR MORE THAN 7 DAYS, OR PRIOR TO A STORM EVENT.
8. ALL EROSION CONTROL DEVICES MUST BE CHECKED WEEKLY AND AFTER EACH SIGNIFICANT RAINFALL TO MINIMIZE PONDING, DAMAGE, DETERIORATION OR UNDERMINING. ANY PROBLEMS SHALL BE REPAIRED IMMEDIATELY. TRAPPED SEDIMENT SHALL BE REMOVED WHEN IT HAS ACCUMULATED TO NO MORE THAN HALF THE ORIGINAL HEIGHT OF ANY BARRIER OR AS OTHERWISE SHOWN ON THE PLANS.
9. ALL TRAFFIC INTO AND OUT OF THE SITE SHALL BE OVER THE STABILIZED CONSTRUCTION EXIT.
10. LINEAR UTILITY CONSTRUCTION SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS AFTER BACKFILL AND NO MORE THAN 500 FEET SHALL BE OPEN AT ANY ONE TIME. WHERE CONSISTENT WITH JOB SAFETY REQUIREMENTS, ALL EXCAVATED MATERIALS SHALL BE PLACED ON THE UPHILL SIDES OF ALL TRENCHES. ALL TEMPORARY EARTH BERMS SHALL BE SEEDED AND MULCHED WITH TEMPORARY VEGETATION WITHIN 7 DAYS AFTER GRADING.
11. SEDIMENT BARRIERS MUST BE MAINTAINED UNTIL DISTURBED AREAS ARE PERMANENTLY STABILIZED.
12. EROSION CONTROL DEVICES [CHECK DAM, EROSION CONTROL BLANKET, SEDIMENT BARRIER, STABILIZED CONSTRUCTION ENTRANCE] SHALL BE REMOVED WITHIN 30 DAYS OF FINAL STABILIZATION.
13. SEEDED AREAS SHALL BE FERTILIZED AND RESEED AS NECESSARY TO ENSURE VEGETATION IS ESTABLISHED.

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MAINTENANCE VEGETATION COVER, OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, OR RIPRAP. THE EXPOSED SOIL SURFACE OF ANY OPEN AREA SHALL BE PROTECTED WITH MULCH OR PAVEMENT. THE EXPOSED SOIL SURFACE OF ANY OPEN AREA SHALL BE PROTECTED WITH MULCH OR PAVEMENT. IN THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PRECEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT, ALL AREA SHALL BE CONSIDERED TO BE DENOURED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAN AND SEED HAVE BEEN LOANED, SEEDED, AND MULCHED. HAY AND SNOW MULCH RATES SHALL BE A MINIMUM OF 150 LBS./1,000 SQ. FT. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY EROSION CONTROL OPERATIONS ON ADDITIONAL AREAS THAT NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED. IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

3. SEDIMENT BARRIERS DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOODWASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

6. SEEDING BETWEEN THE DATES OF OCTOBER 15 AND APRIL 15, LOAM OR SEED WILL NOT BE REQUIRED, DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOOSED, FINE GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED prior TO THE PLACEMENT OF MULCH AND FARBIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5LBS/1000 S.F. ALL AREAS SEEDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS SUFFICIENTLY VEGETATED (LESS THAN 75 %%% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

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

1. STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15.

2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES THE APPLICANT WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE APPLICANT WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE DEPARTMENT WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (10H:1V) TO BE A SLOPE. IF THE APPLICANT FAILS TO COMPLY WITH THIS REQUIREMENT, THE DEPARTMENT WILL TAKE NECESSARY ACTION TO PROTECT PUBLIC HEALTH AND SAFETY. THE APPLICANT SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTY AND SOIL WITH TEMPORARY VEGETATION AND EROSION - BY OCTOBER 1 THE APPLICANT WILL SEED THE CONTROL, MATS DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT MUST COVER THE LAKEVIEW SLOPE WITH AN EROSION CONTROL MAT. THIS ITEM IS NOT A CONDITION OF THE PERMIT OR VIOLATION OF THE PERMIT. THE APPLICANT SHALL STABILIZE THE SLOPE WITH A GOOD DISTURBED SLOPE WITH PROPERLY INSTALLED AND TIGHTENED ON OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD INTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO COVER DISTURBED SLOPES. THE APPLICANT SHALL PLACE A FILTER LAYER OF GEOTEXTILE FABRIC OVER THE MULCH AND SOIL ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOODWASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE. - THE APPLICANT WILL STABILIZE THE SLOPE WITH STONE AND PLACE A FILTER LAYER OF GEOTEXTILE FABRIC OVER THE MULCH AND SOIL ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

3. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS BY SEPTEMBER 15: THE APPLICANT WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE APPLICANT FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOILS FOR LATE FALL AND WINTER. STABILIZE THE SOIL WITH TEMPORARY VEGETATION: THE APPLICANT WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH STRAW OR HAY AT A RATE OF 2 POUNDS PER 1000 SQUARE FEET, AND WATER THE SEEDED SOIL. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM II OF THIS STANDARD. STABILIZE THE SOIL WITH SOD: DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH. THE APPLICANT WILL MULCH THE SOD WITH MULCH AT A RATE OF 2 POUNDS PER 1000 SQUARE FEET. IF THE APPLICANT FAILS TO STABILIZE THE SOIL WITH SOD OR TEMPORARY VEGETATION, THEN THE APPLICANT WILL MULCH THE SOIL WITH MULCH AT A RATE OF 2 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

SEEDING:

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

PERMENANT SEED:
MDOT 71703(a) METHOD NUMBER 3

TEMPORARY SEED: 00.00 LRG/ACDF 4/01 5/14

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

LIME AND FERTILIZER:
LIMING AND FERTILIZER RATES WILL BE BASED ON FIELD SOIL TESTING OF ON-SITE TOPSOILS BY A CERTIFIED LABORATORY. SUBMIT TEST RESULTS TO THE ENGINEER.

MULCH:	
STRAW OR HAY (ANCHORED)	
PROTECTED AREAS	70-90 LBS
STRAW OR HAY (ANCHORED)	
WINDY AREAS	185-275 LBS
SHREDDED OR CHOPPED	185-275 LBS
JUTE MESH	AS REQUIRED
MODERATE TO HIGH VELOCITY AREAS & STEEP SLOPES	
EXCELSIOR MAT	AS REQUIRED

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

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER. INCLUDING BUT NOT LIMITED TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR USED IN AN AREA WITH AN "INfiltration AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOIL TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SLUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING THE USE OF STORMWATER OR SURFACE WATER FOR PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.

3. FUGITIVE SEDIMENT AND DUST. ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ACTIVITIES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHOULD BE USED TO PREVENT TRACKING OF MUD AND SEDIMENT IF OFF-SITE TRACKING OCCURS. PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

4. DEBRIS AND OTHER MATERIALS. MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTION SOURCE.

5. EXCAVATION DE-WATERING. EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THEREFORE, THE WATER SHOULD BE COLLECTED BY GRAVITY OR PUMPING, MUST BE SPREAD THROUGH A NATURAL, WOODED HILLSIDE OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.

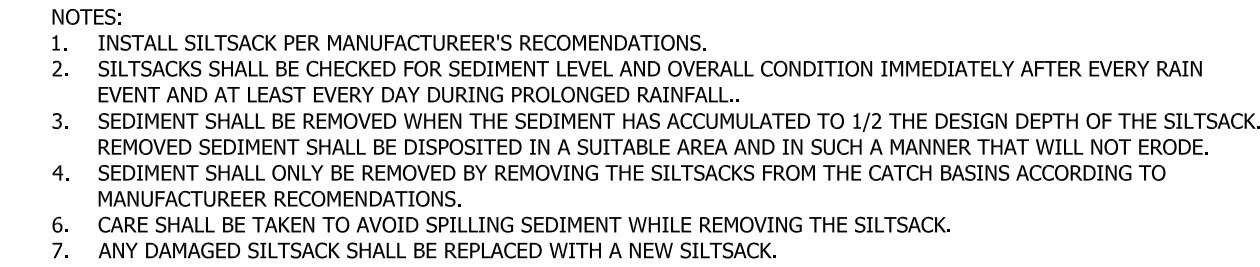
6. AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES, WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST. THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER DISCHARGES. THE COMPONENTS OF THE DISCHARGE, AUTHORIZED NON-STORMWATER DISCHARGES ARE:

- (a) DISCHARGES FROM FIREFIGHTING ACTIVITY;
- (b) FIRE WYTH FLOWINGS;
- (c) POTABLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- (d) MUSTY DRAIN RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND APPENDIX C(4);
- (e) ROUTINE EXTERIOR BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- (f) PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
- (g) UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- (h) UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- (i) FOUNDATION FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- (j) UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN APPENDIX C(5));
- (k) POTABLE WATER SOURCES INCLUDING WATERLINE FLOWINGS; AND
- (l) LANDSCAPE IRRIGATION.

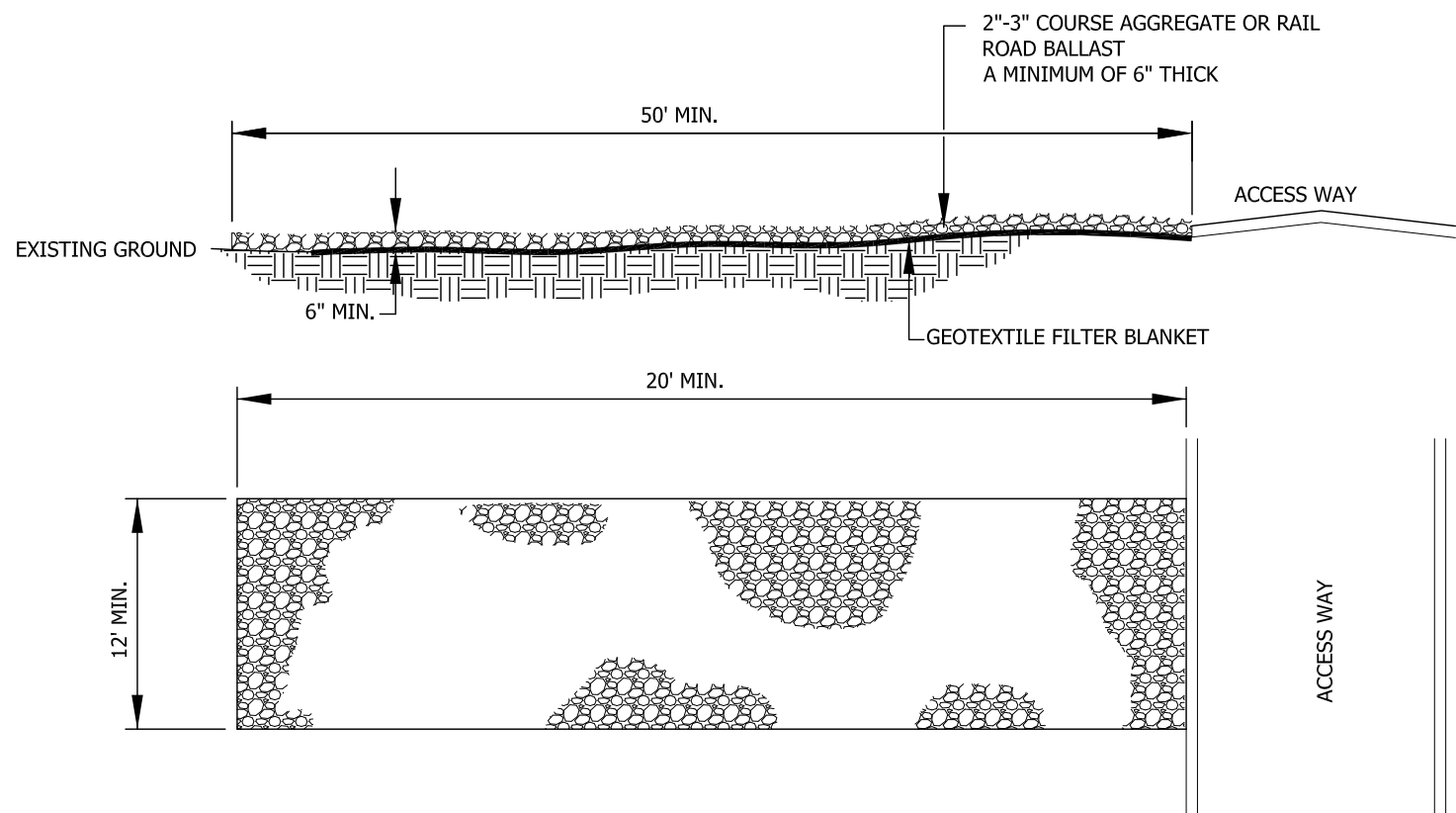
7. UNAUTHORIZED NON-STORMWATER DISCHARGES. THE DEPARTMENT'S APPROVAL UNDER THIS CHAPTER DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON-STORMWATER, OTHER THAN THOSE DISCHARGES IN COMPLIANCE WITH APPENDIX C (6). SPECIFICALLY, THE DEPARTMENT'S APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:

- (a) WASTEWATER FROM THE WASHOUT OR CLEANOUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;
- (b) FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT MAINTENANCE;
- (c) SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING; AND
- (d) TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE.

8. ADDITIONAL REQUIREMENTS. ADDITIONAL REQUIREMENTS MAY BE APPLIED ON A SITE-SPECIFIC BASIS.



2) NOT TO SCALE



NOT TO SCALE

1. ALL FINAL SEEDING SHALL BE COMPLETED WITHIN SEVEN (7) DAYS FOLLOWING FINAL GRADING.
2. A CONSERVATION SEED MIX SHALL BE USED FOR ALL SEEDING.
3. ALL AREAS SHALL BE MULCHED IMMEDIATELY AFTER SEEDING. THE CONTRACTOR SHALL MONITOR THE MULCH PERFORMANCE AND, IF MULCHING PROVES TO BE INEFFECTIVE, THEN NETTING AND MATTING SHALL BE USED IN ITS PLACE.
4. SEEDING SHALL BE PERFORMED BETWEEN APRIL 15TH AND OCTOBER 1ST (WITHOUT DORMANT SEEDING).
5. IF SEEDING IS APPROVED BY THE ENGINEER BEYOND THOSE DATES, DORMANT SEEDING SHALL BE APPLIED AT DOUBLE THE APPLICATION RATE. IN THIS CASE, ALL FERTILIZING, SEEDING AND MULCHING SHALL BE COMPLETED ON THE SAME DAY. IF MULCHING IS NOT COMPLETED ON THE SAME DAY GRADING SHALL BE LIMITED TO AREAS WHICH CAN BE COMPLETED AND SEEDED THE SAME DAY.

REV. _____ DATE _____
1. _____ REVISED PER CITY COMMENTS _____

10084

STATE OF MAINE
STEVE G. BLAIS
No. 10084
LICENSED PROFESSIONAL ENGINEER
1/24/17

221 CONGRESS STREET

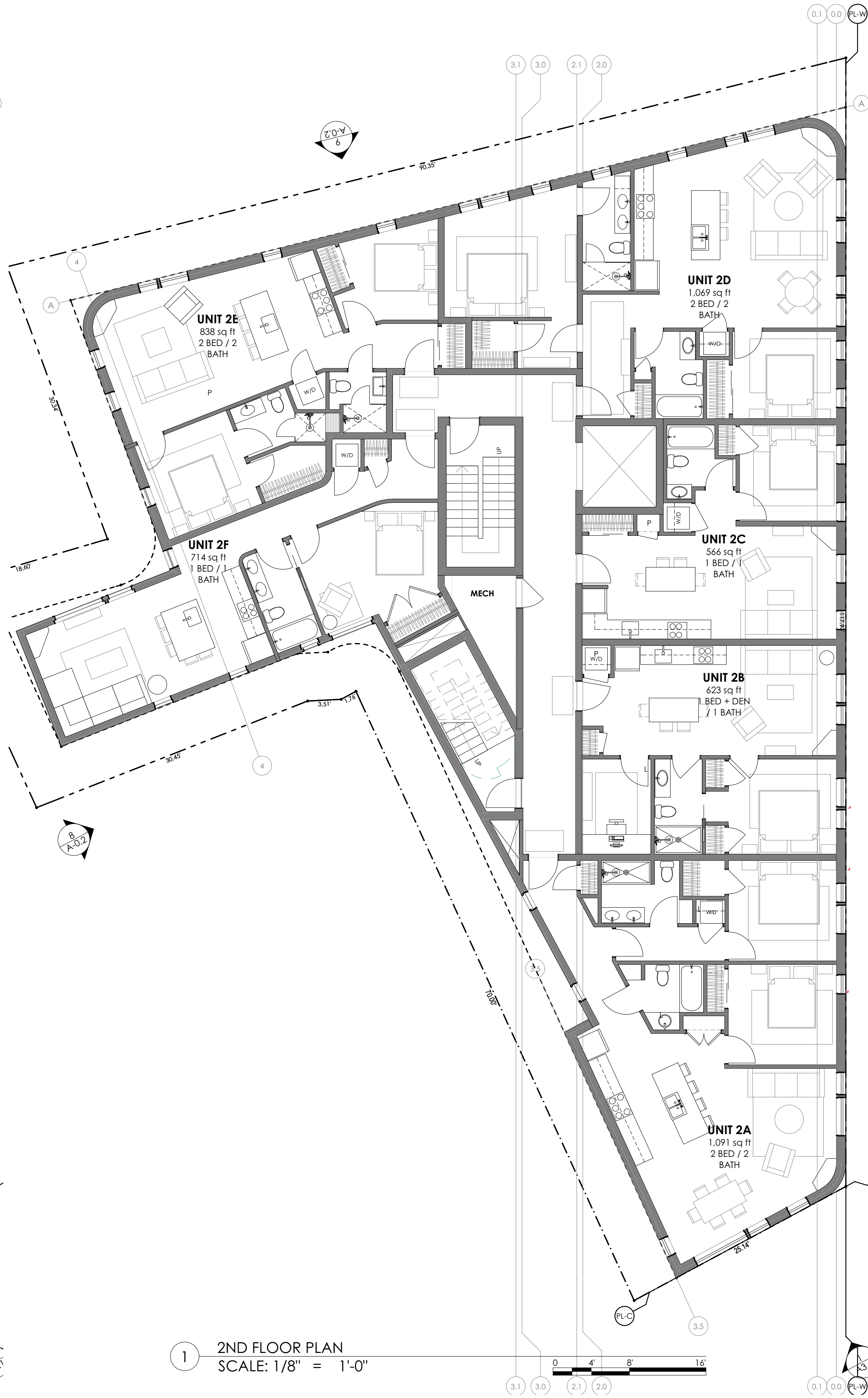
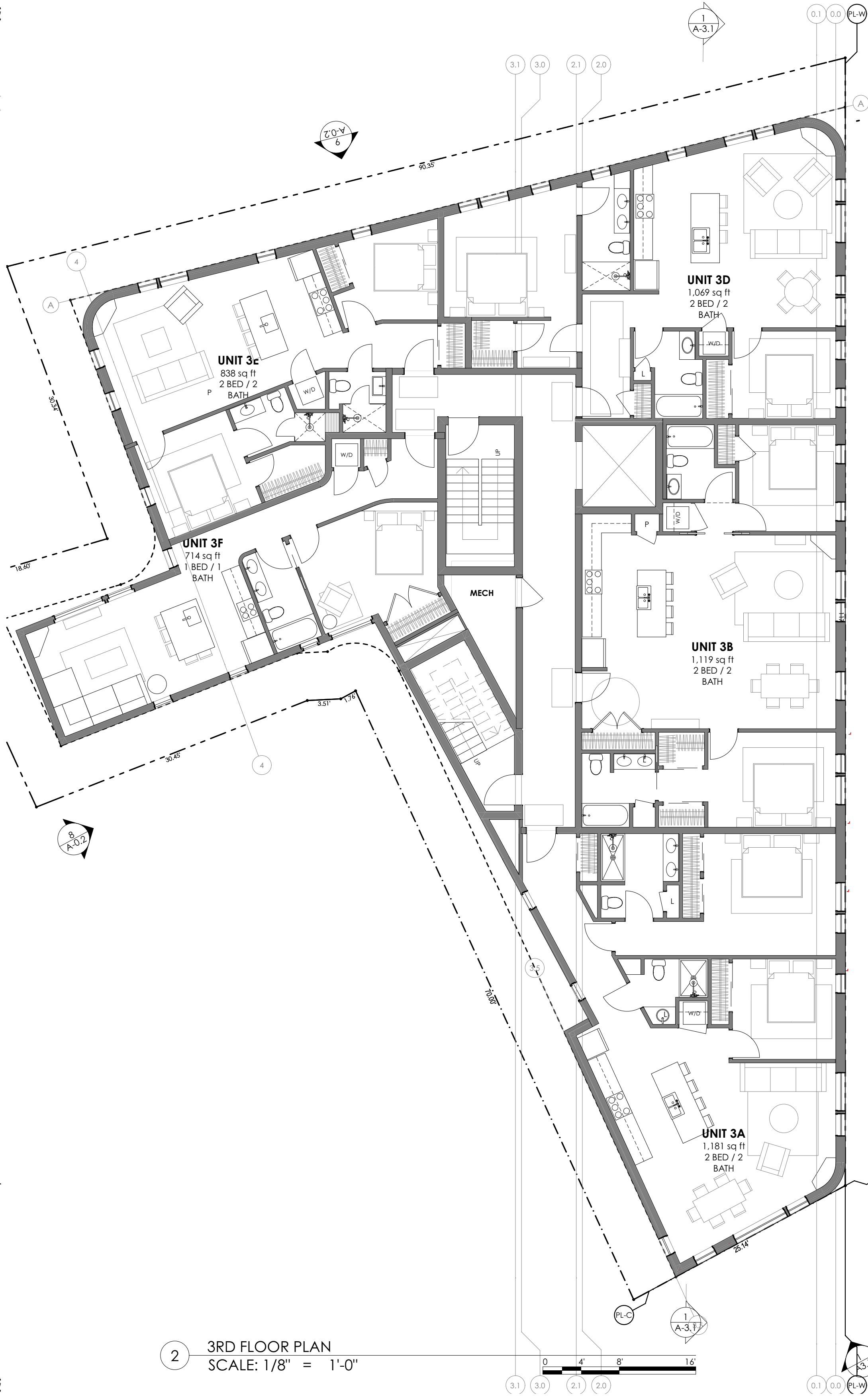
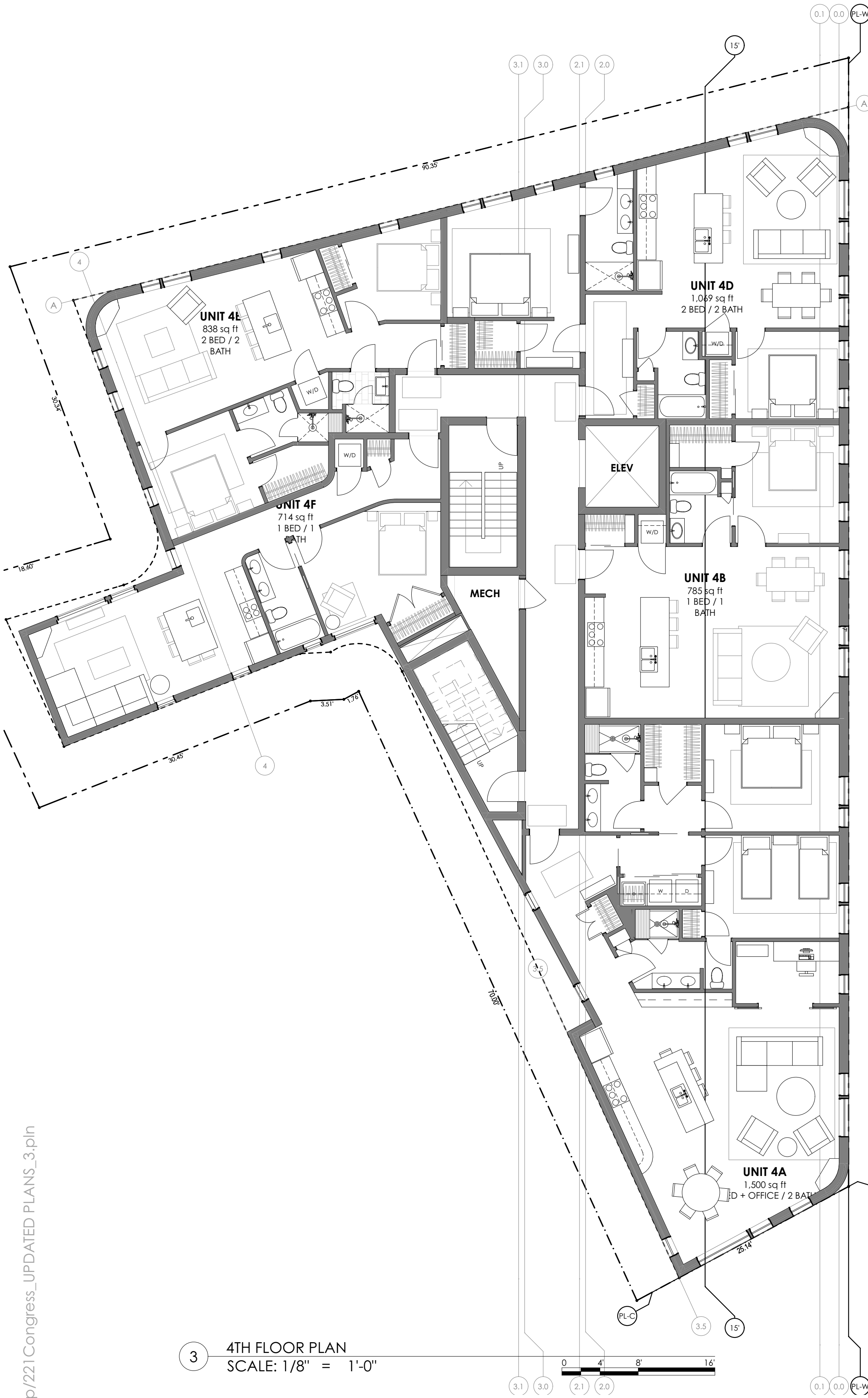
PROJECT:

ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-304

© 2016 BLAIS CIVIL ENGINEERS, PA

/Users/josh/Desktop/221 Congress_UPDATED PLANS_3.pln



2ND, 3RD & 4TH FLOOR PLANS

221 Congress Street Development

Hay Runner, LLC
221 Congress Street Portland ME 04101

DRAFTSPERSON:
Patrick Boehme, AIA
2017
PROJECT STATUS:
Schematic Design
(Progress)

CIVIL ENGINEER:
80
27 Gorham Road #207
Scarborough, ME 04074
207-36-7200

PRELIMINARY
NOT FOR CONSTRUCTION

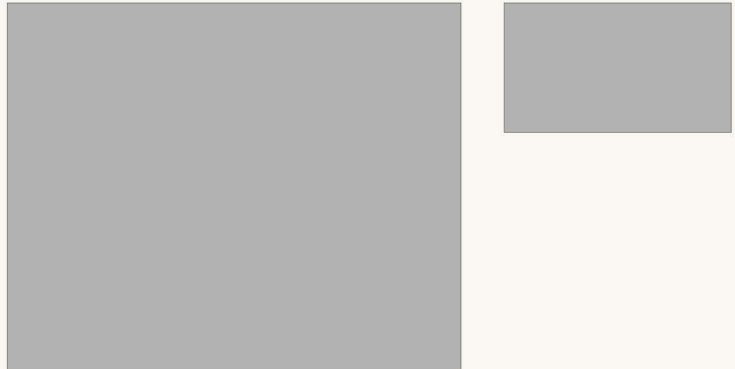
STUDIO MANAGER:
PROJECT ARCHITECT:

CALEB JOHNSON
ARCHITECTS + BUILDERS
265 MAIN STREET SUITE 201 BIDDEFORD, ME 04005
T: 207.283.8778 F: 207.283.8778 C: JAB/ME

A-1.2

Volumes/Network Files-1/CJAB/PROJECTS/B COMMERCIAL STUDIO/1 Current Projects/221 Congress/1 DESIGN/DRAWINGS/221 Congress_02282017_4.pln

BUILDING AREA STATS

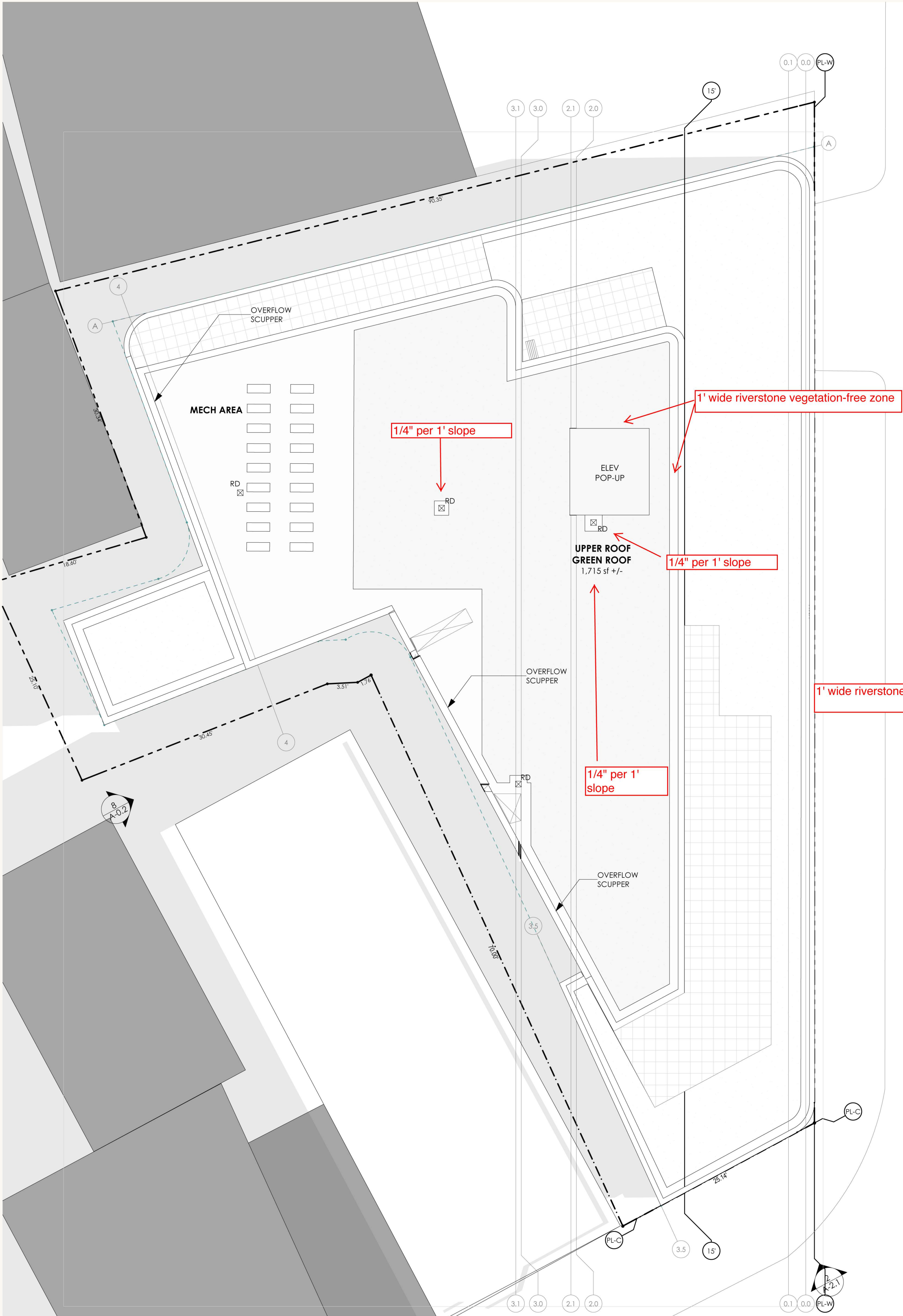


BUILDING FEATURE LIST

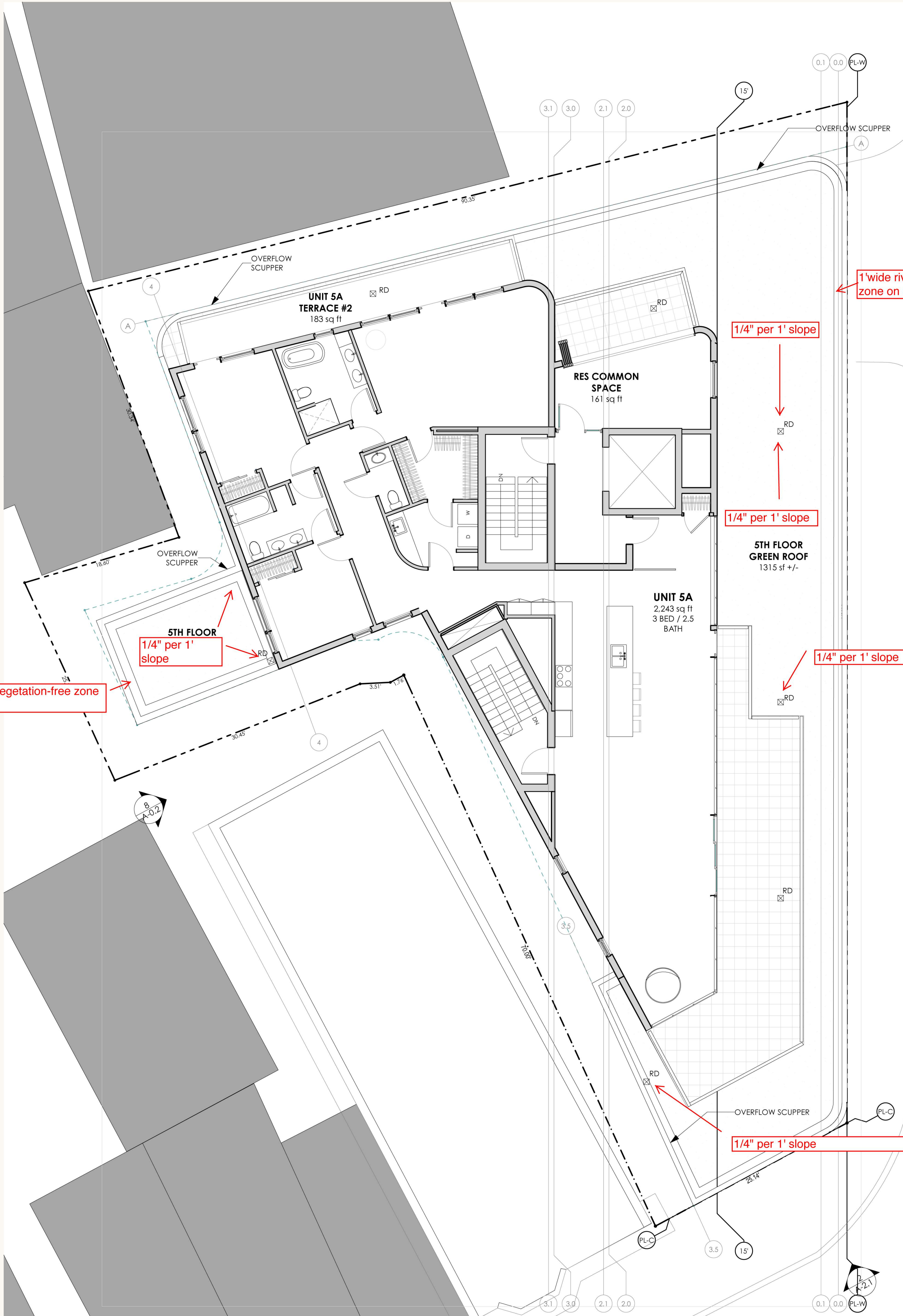
- Building Amenities:**
- Energy Offsets from off-site Solar Photovoltaic Arrays
 - Over 3,000sf of Green Roof Area
 - Rooftop Living Room and Kitchenette with Views of Back Cove and Munjoy Hill
 - Energy Efficient Wall and Roof Systems with High R-Values
 - Automated and Secured below grade On-Site Parking by Parkmatic
 - Secured Private Bike Storage
 - Secured Residential Storage Areas for Each Unit
 - Bike Share Station on Site (Pending)
 - Extra-Tall Elevator for easier move-ins
 - Beautifully Designed Entry Lobby for a grand first impression

- Units:**
- Contemporary Interiors from Award Winning Caleb Johnson Architects + Builders
 - Luxurious Open Floor Plans
 - Floor to Ceiling Windows with Views of Back Cove, Munjoy Hill or Casco Bay
 - Select from Multiple Available Finish Package Combinations
 - Hardwood Flooring Throughout
 - Stainless Steel Appliances
 - Contemporary Gas Fireplace in Select Units
 - Energy Efficient Heat Pumps and Air Conditioning
 - On Demand Electric Water Heaters
 - Stone Countertops
 - In-Residence Washer/ Dryer
 - Energy Efficient LED Light Fixtures with Dimming Capabilities in Select Rooms

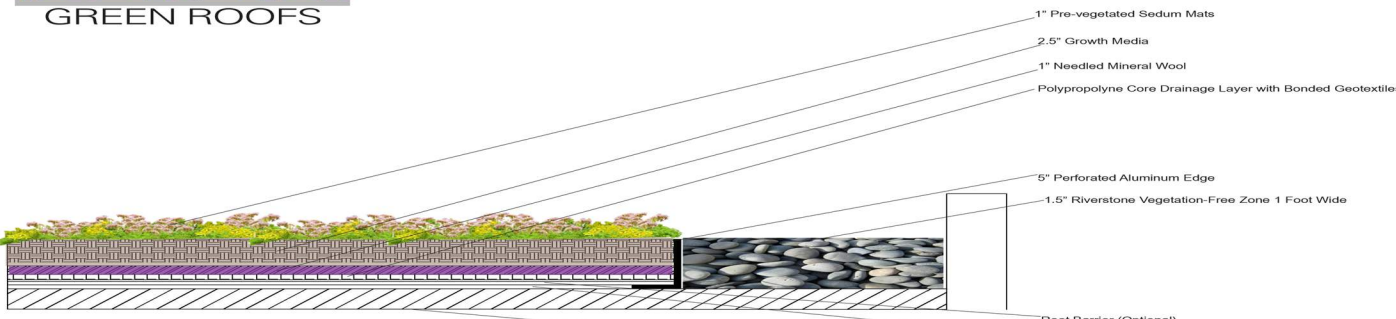
- 3 Bedroom , 2.5 Bath Penthouse Unit:**
- Customizable with Design Package through Caleb Johnson Architects + Builders
 - Over 500sf of outdoor private living spaces terraces



2 UPPER ROOF PLAN
SCALE: 1/8" = 1'-0"



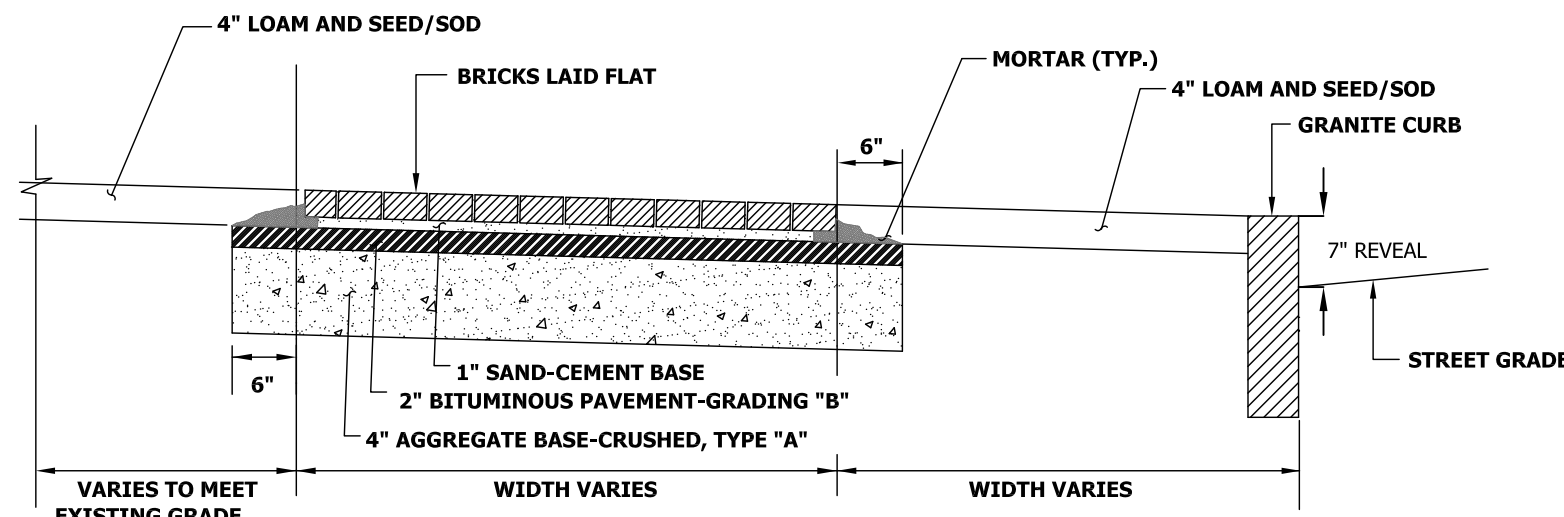
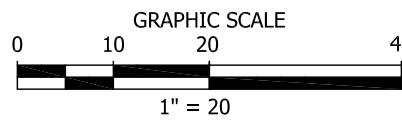
1 5TH FLOOR / LOWER ROOF PLAN
SCALE: 1/8" = 1'-0"



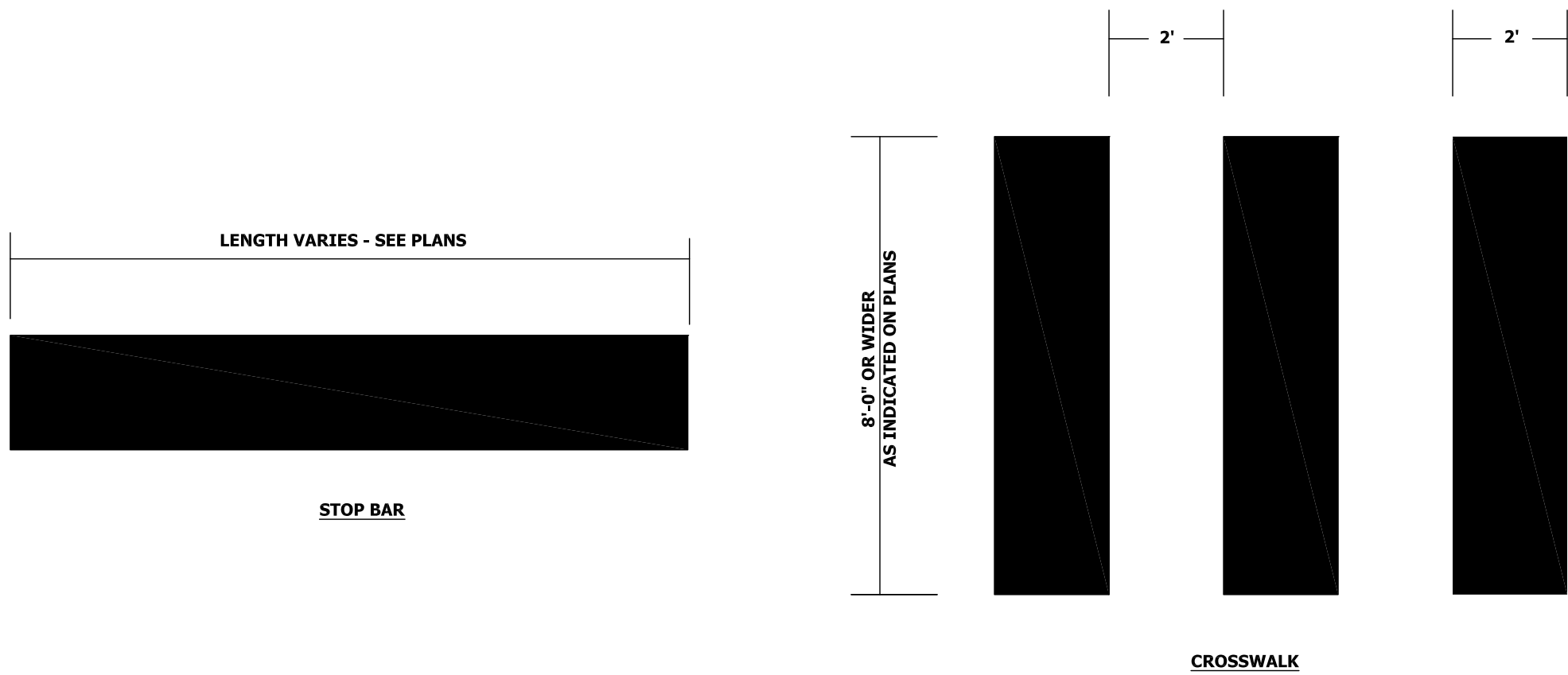
Green Roof to Parapet Wall Detail Mineral Wool System for Stormwater Management



/Users/josh/Desktop/221 Congress_ELEVATIONS_3.pln



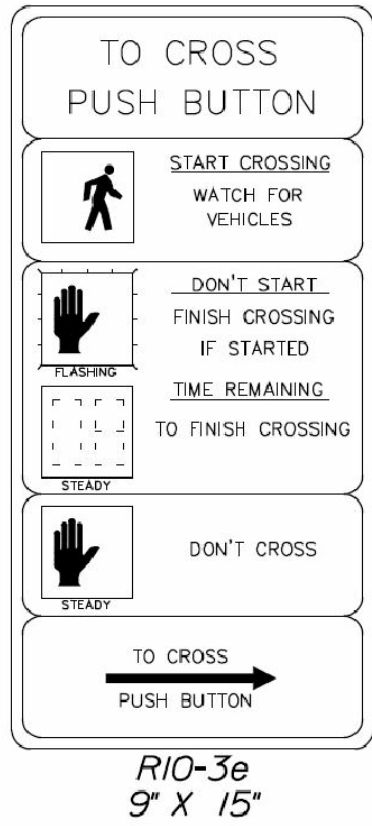
2 **BRICK SIDEWALK**
NOT TO SCALE



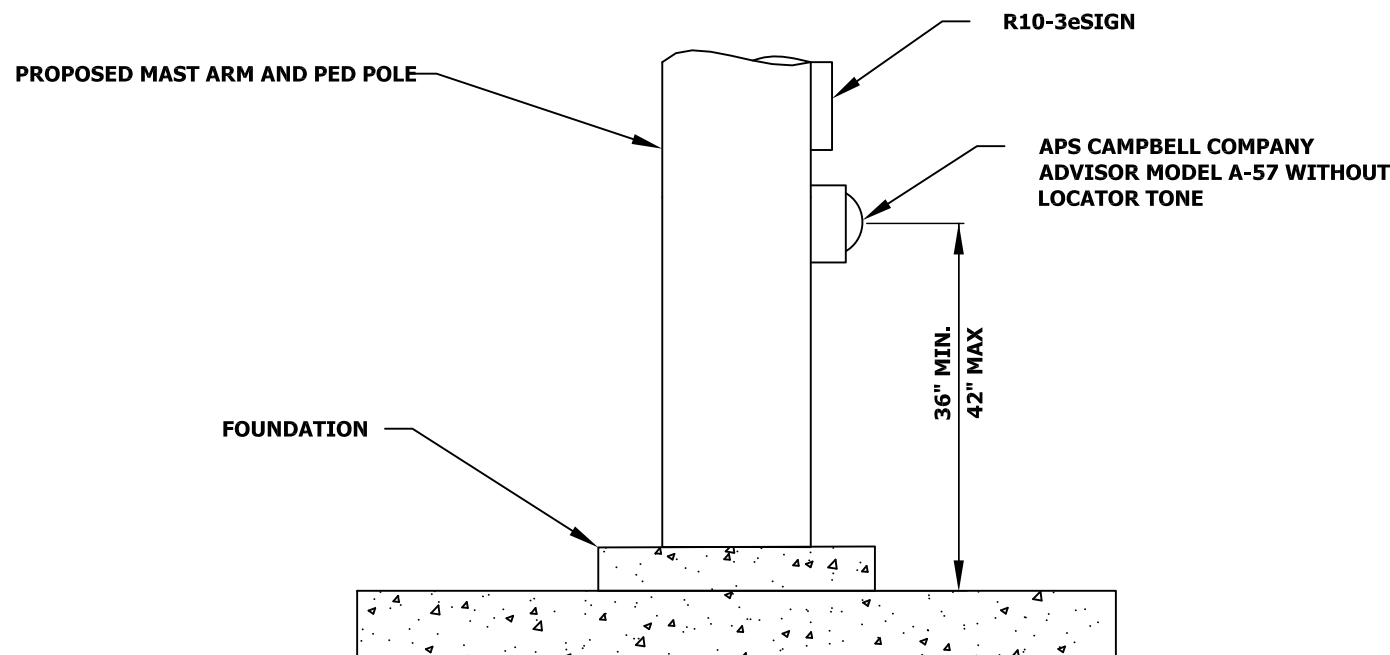
5 **PEDESTRIAN PAVEMENT MARKINGS**
NOT TO SCALE

LEGEND

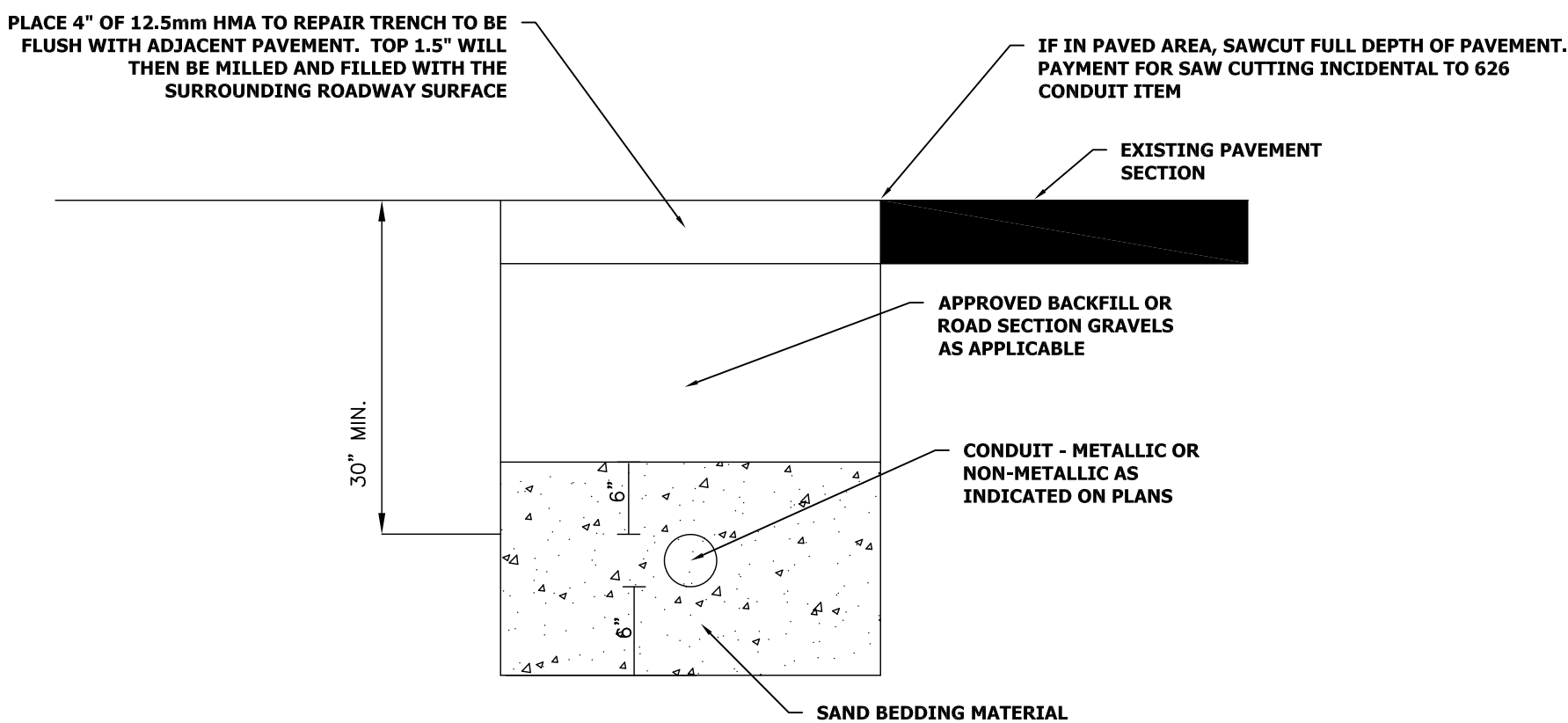
- 3-BALL SECTION 12" LED SIGNAL HEAD
- PROPOSED CROSSWALK
- 8" PEDESTAL POLE WITH PEDESTRIAN INDICATION & PUSH BUTTON
- 12" X 12" ELECTRICAL JUNCTION BOX
- UNDERGROUND ELECTRIC
- 35' MAST ARM ON NEW FOUNDATION



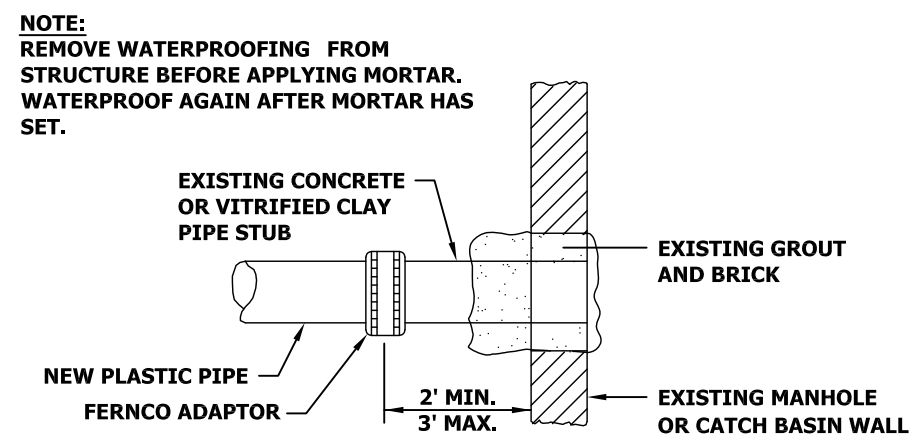
1 **PEDESTRIAN SIGNAL PHASE SIGNS**
NOT TO SCALE



3 **APS PUSH BUTTON ASSEMBLY MAST ARM MOUNTED DETAIL**
NOT TO SCALE

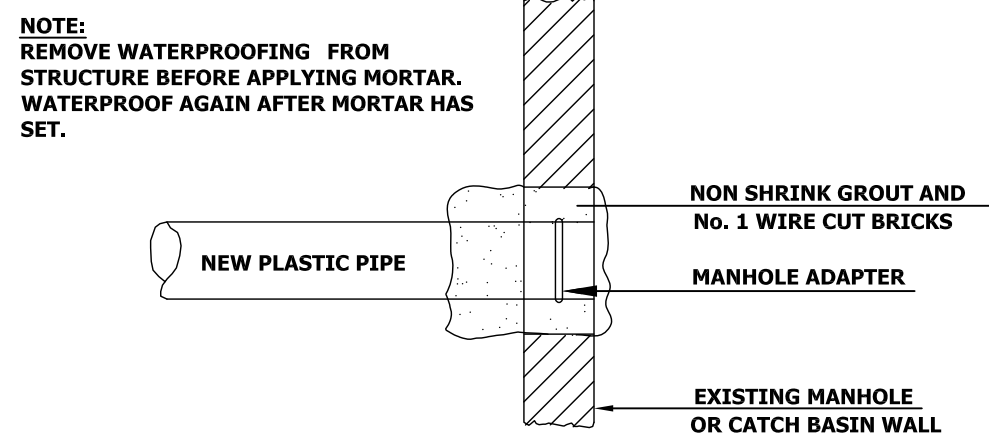


6 **CONDUIT TRENCH**
NOT TO SCALE



METHOD 4 - NEW PIPE TO EXISTING STRUCTURE STUB

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION. IF PIPE DIAMETER IS SO LARGE THAT CORE DRILLING IS PROHIBITED, THE CONTRACTOR MAY SAW CUT THE STRUCTURE TO CREATE PIPE OPENING. THE NEW OPENING MUST THEN BE SEALED AND WATERTIGHT BOTH INSIDE AND OUTSIDE THE STRUCTURE.



METHOD 3 - NEW PIPE INTO EXISTING STRUCTURE

7 **PLASTIC PIPE CONNECTIONS**
NOT TO SCALE

ISSUED FOR: CITY REVIEW

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INTERSECTION IMPROVEMENTS

221 CONGRESS STREET

221 CONGRESS STREET
PORTLAND, MAINE 04101

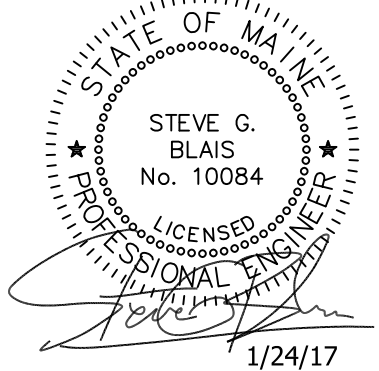
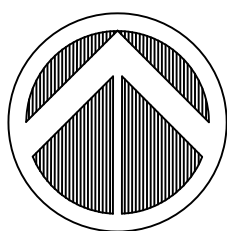
DRAWING PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

DRAWING:

PROJECT:

ISSUED DATE: 3/1/17
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-401



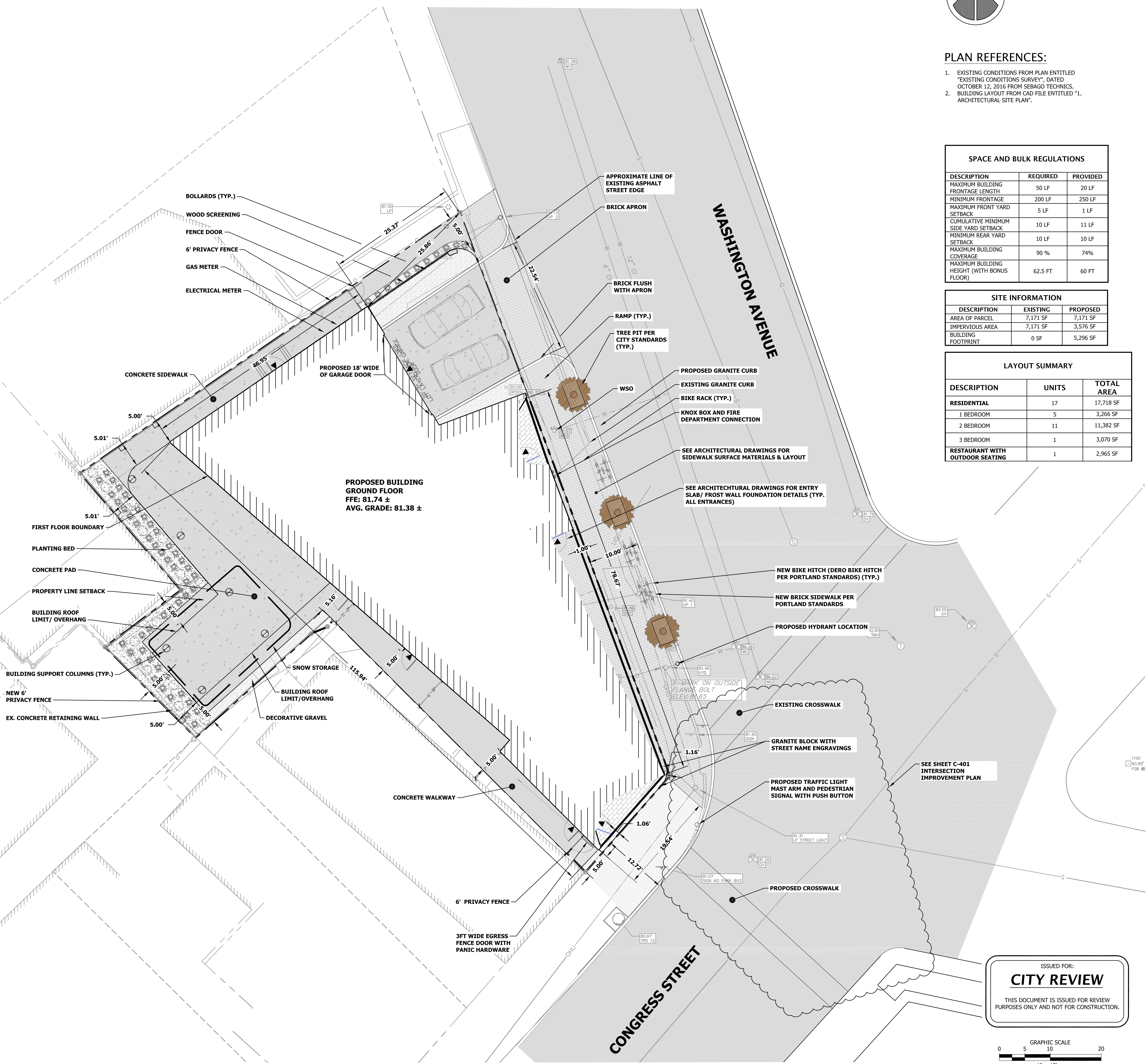
PLAN REFERENCES:

- EXISTING CONDITIONS FROM PLAN ENTITLED "EXISTING CONDITIONS SURVEY", DATED OCTOBER 12, 2016 FROM SEBAGO TECHNICS.
- BUILDING LAYOUT FROM CAD FILE ENTITLED "1. ARCHITECTURAL SITE PLAN".

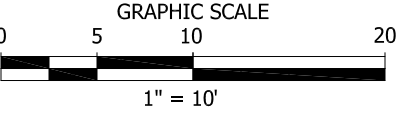
SPACE AND BULK REGULATIONS		
DESCRIPTION	REQUIRED	PROVIDED
MAXIMUM BUILDING FRONTAGE LENGTH	50 LF	20 LF
MINIMUM FRONTAGE	200 LF	250 LF
MAXIMUM FRONT YARD SETBACK	5 LF	1 LF
CUMULATIVE MINIMUM SIDE YARD SETBACK	10 LF	11 LF
MINIMUM REAR YARD SETBACK	10 LF	10 LF
MAXIMUM BUILDING COVERAGE	90 %	74%
MAXIMUM BUILDING HEIGHT (WITH BONUS FLOOR)	62.5 FT	60 FT

SITE INFORMATION		
DESCRIPTION	EXISTING	PROPOSED
AREA OF PARCEL	7,171 SF	7,171 SF
IMPERVIOUS AREA	7,171 SF	3,576 SF
BUILDING FOOTPRINT	0 SF	5,296 SF

LAYOUT SUMMARY		
DESCRIPTION	UNITS	TOTAL AREA
RESIDENTIAL	17	17,718 SF
1 BEDROOM	5	3,266 SF
2 BEDROOM	11	11,382 SF
3 BEDROOM	1	3,070 SF
RESTAURANT WITH OUTDOOR SEATING	1	2,965 SF



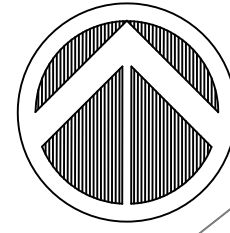
ISSUED FOR:
CITY REVIEW
THIS DOCUMENT IS ISSUED FOR REVIEW PURPOSES ONLY AND NOT FOR CONSTRUCTION.



LAYOUT & MATERIALS PLAN
221 CONGRESS STREET
221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWING:
PROJECT:

ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123



82.98
BC3 ST NP

81.71
BC PGB NP

N/F
ON BROWN CO.
8512/18
MAP 13, BLOCK G, LOT 13

PARKING LOT

ROOF DRAIN

CONCRETE BUILDING
"BIG APPLE CONVENIENCE STORE"

RIM=79.75
INV.(OUT)=76.5
INV.(OUT)=76.40

N/F
PETER E. BROWN
13340/158
MAP 13, BLOCK G, LOT 2

N/F
I-95 PORTLAND PORTFOLIO I, LLC
31608/315
MAP 13, BLOCK G, LOT 6

WOODEN BUILDING

MAG NAIL WITH WASHER
STI PLS 2118

N/F
MAJE IN MAINE, LLC
23963/269
MAP 13, BLOCK G, LOT 10

N/F
I-95 PORTLAND PORTFOLIO I, LLC
31608/315
MAP 13, BLOCK G, LOT 8

OTTO'S PIZZA

N/F
MAJE IN MAINE, LLC
23963/269
MAP 13, BLOCK G, LOT 11

BRICK BUILDING
"THE SNUIG"

CONGRESS STREET

WASHINGTON AVENUE

SEWER MANHOLE LOCATED NORTHERLY OF
THE INTERSECTION WITH CUMBERLAND
RIM: 79.37
INV. IN=70.07
15" STEEL PIPE

DMH #1 (VERIFY IN FIELD)
RIM: 81.3 ± INV. OUT=71.15
INV. IN=75.20

12" x 4" TAPPING SLEEVE
AND GATE VALVE

12" x 6" TAPPING SLEEVE
AND GATE VALVE

4" GATE VALVE

6" GATE VALVE

RETIRE SERVICE PER PWD STANDARDS. SHUT & CUT
AT MAIN. REMOVE BOX AND ROD AT STREET LINE.
APPROXIMATE LOCATION OF EXISTING SERVICE
SV274976 PER INFORMATION PROVIDED BY PWD.

PROPOSED UNDERGROUND VAULT
LOCATION

INSTALL BACKFLOW
PREVENTION DEVICE

UTILITY POLE TO BE
REMOVED

RIM: 81.84
NO VISIBLE PIPE
BOTTOM OF STRUCTURE: 72.74

MATCH EXISTING GRADES

RELOCATE ALL OVERHEAD
UTILITIES UNDERGROUND
ALONG WASHINGTON AVE
(THIS SIDE)

ISSUED FOR:
CITY REVIEW

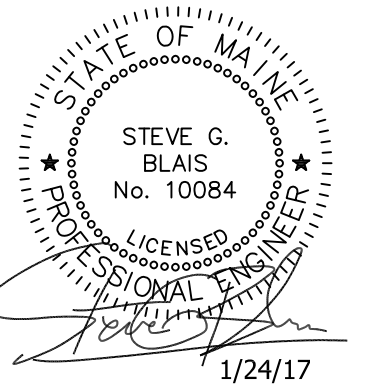
THIS DOCUMENT IS ISSUED FOR REVIEW
PURPOSES ONLY AND NOT FOR CONSTRUCTION.

0 5 10 20
GRAPHIC SCALE
1" = 10'

PLAN REFERENCES:

- EXISTING CONDITIONS FROM PLAN ENTITLED
"EXISTING CONDITIONS SURVEY", DATED
OCTOBER 12, 2016 FROM SEBAGO TECHNIQS.
- BUILDING LAYOUT FROM CAD FILE ENTITLED "1.
ARCHITECTURAL SITE PLAN".

REV.	DESCRIPTION	DATE
1.	REVISED PER CITY COMMENTS	1/17/17
2.	REVISIONS PER PWD	1/27/17
3.	REVISED PER CITY COMMENTS	3/1/17



GRADING & UTILITY PLAN

221 CONGRESS STREET

221 CONGRESS STREET
PORTLAND, MAINE 04101

DRAWING PREPARED FOR:
HAY RUNNER, LLC
265 MAIN STREET, SUITE 201
BIDDEFORD, MAINE 04005

DRAWING:
PROJECT:

ISSUED DATE: 11/08/16
DESIGNED BY: JDY
DRAWN BY: DRH
CHECKED BY: SGB
PROJECT NUMBER: 16123

C-104



Memorandum

Planning and Urban Development Department

Planning Division

To: Elizabeth Boepple, Chair, and Members of the Portland Planning Board
From: Matthew Grooms, Planner
Date: March 31, 2017
Re: 547 Riverside Street (Self-Storage Facility)
Project #: 2017-025
Meeting Date: April 6, 2017

I. INTRODUCTION

Developer Robert LeBlanc has requested a preliminary Level III site plan review of a 504-unit self-storage facility located at 547 Riverside Street immediately west of Interstate 95, and north of Leighton Street. The proposed development involves the reuse of 504 recycled shipping containers as individual self-storage units with a separate shipping container, located towards the front of the property, serving as a small administrative office. This site would be accessed via an existing curb-cut located between a single-family structure and the Phoenix Welding site. Ten (10) surface parking spaces are proposed, each located adjacent to the small office unit, with further site access being restricted by a security gate and fence. This site is located within the I-M Industrial zone, a zone where the use 'self-storage' is not explicitly permitted or prohibited. The applicant is requesting that this use be classified as a performance based use, as outlined in Section 14-248.



Figure 1: Aerial View

Given the extent of new impervious surface proposed for this project, this development will undergo review for site location of development as stipulated by state statute. The City has delegated review under this Statute and has submitted all necessary paperwork to the Maine DEP for this project. The City is currently waiting for confirmation to proceed with the delegated review from Maine DEP.

The Planning Board will review the application for compliance with the site plan standards and the Site Location of Development Act requirements.

A total of 87 notices were sent to property owners within 500 feet of the site and a legal ad ran on March 27th and 28th, 2017. No public comments have been received by the Planning Office.

Applicant: Robert LeBlanc

Consultants: Will Savage, Acorn Engineering INC, Owen Haskell, Tom Jewell, Sam Lebel, Acorn Engineering, INC, Olivia Dawson, Acorn Engineering INC

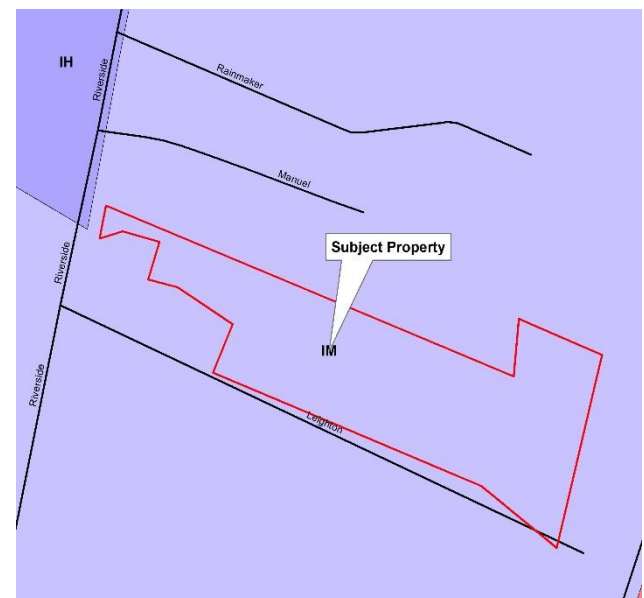


Figure 2: Zoning Context

II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Bicycle Parking – To waive the required two bicycle spaces per ten parking spaces. <u>Staff Comments:</u> The review staff does not recommend granting this waiver and rather recommends that bicycle parking may be located adjacent to the Office Unit (Attachment 2).	Section 14-526 (a), Land Use Code, requires that two (2) bicycle parking spaces be provided for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces.
Vehicle Parking – To allow ten (10) parking spaces, a reduction of seventy-one (71) parking spaces from the required total of eighty-one (81) parking spaces. <u>Staff Comments:</u> The Traffic Engineer recommends waiving this standard.	Division 20, Section 14-332 (l) (Off-Street Parking), requires that one (1) parking space for every one thousand (1,000) square feet of floor area be provided for business, manufacturing and industrial space not specifically catering to retail trade.
Driveway Spacing – To waive the required one hundred and fifty (150) feet of separation between existing driveways and permit a minimum separation of eighty-five (85) feet. <u>Staff Comments:</u> The Traffic Engineer recommends waiving this standard.	Technical Manual, Section 1.7.2.7, requires that along arterial, collector streets or local streets, the minimum acceptable spacing between multiple driveways for driveways on adjacent lots shall be one hundred and fifty (150) feet where the speed limit is thirty-five (35) mph.
<i>Review</i>	<i>Applicable Standards</i>
Site Plan	Section 14-526
Site Location of Development Act	

III. PROJECT DATA

Existing Zoning	Industrial I-M
Existing Use	Vacant
Proposed Use	Commercial, Self-Storage Facility
Proposed Development Program	504-units
Parcel Size	290,448 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint/Floor Area	0 SF	80,960 SF	80,960 SF
Impervious Surface Area	11,460 SF	156,865 SF	145,405 SF
Parking Spaces (on site)	0	10	10
Bicycle Parking Spaces	0	0	0
Estimated Cost of Project	\$1,000,000.00		

IV. EXISTING CONDITION

The proposed project site is located on the east side of Riverside Street, west of Interstate-95, south Manuel Drive and north of Leighton Avenue. This section of Riverside Street is characterized as being predominantly industrial, with several automotive repair operations being located to the west across Riverside Street and to the north, a building materials supplier, a roofing company, a car detailing service and a welding workshop. To the south of this site, there are several pre-existing residential structures. This section of Riverside Street is zoned I-M Industrial, with surrounding zones being I-H Industrial and I-L Industrial.

V. PROPOSED DEVELOPMENT

The applicant is proposing to develop a 504-unit self-storage facility on a vacant parcel located at 547 Riverside Street, served by an existing 47-foot curb cut located on the east side of Riverside Street between the Phoenix Welding site to the north and a single-family residential structure to the south. With this proposal, the existing curb cut would be reduced from 47 feet down to 31 feet, increasing the delineation between the roadway and sidewalk for added pedestrian safety. The existing gravel and sand driveway will be improved to meet city standards for a two-way driveway, and shall be 24 feet in width and composed of dense bituminous pavement. It is proposed that internal access to this site will be restricted by a 6-foot-high security fence and gate, accessible only during certain hours and with a management provided code. Within the rear portion of the site, where self-storage units are to be located, the driveway material will transition from dense bituminous pavement to porous pavement, so as to reduce impervious surface and assist with stormwater management. Drive aisles within this portion of the site shall be increased to a minimum of 25 feet in width so as to accommodate the loading and unloading of vehicles and site circulation.

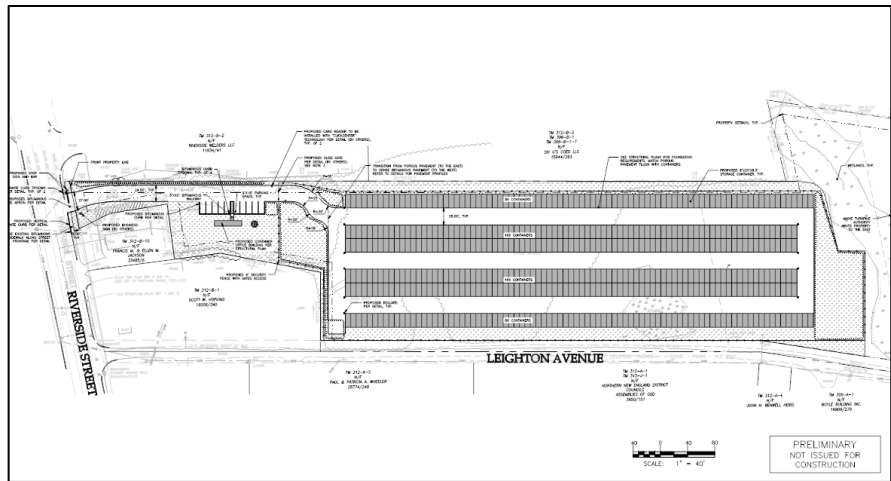


Figure 3: 547 Riverside Site

A total of 504 recycled shipping containers will be arrayed into four separate rows, with the two central rows being two units deep. These individual units will be welded together to form cohesive, joint rows. Protective bollards will be installed at the exposed corners of each row to prevent vehicular damage. It is proposed that an existing wetland measuring 6,350 square feet in area will be filled in to facilitate site development while a larger wetland, measuring 31,390 square feet will be preserved to support wildlife habitat. The applicant is working with Maine DEP to secure a Tier 1 NRPA permit for this project. A copy of this permit will be submitted to the City once finalized.

Parking for ten (10) vehicles is proposed on-site, with a waiver being sought for the additional seventy-one (71) parking spaces required under Section 14-332 (I). The applicant's waiver request states that there is sufficient space for the loading and unloading of vehicles within the drive aisle without additional need for striped parking spaces. The proposed on-site parking spaces are to be located adjacent to a small administrative office structure housed inside of a recycled shipping container and connected via a bituminous pavement walkway.

As this is currently a vacant site, several new utility line extensions are being proposed to service this development. These include a new 1-inch water line, a 12-inch storm drain, a 6-inch sewer line and an electric conduit. These lines will be run from the proposed office structure out to existing lines located within Riverside Street.

This site will feature minimal landscaping, with a row of 7 Eastern Juniper providing visual buffer between this site and the adjacent residential structure, 6 American Yew in front of the office structure and an assortment of shrubs and flowers located at the front of the property.

VI. PUBLIC COMMENT

As of the writing of this report, no public comment has been received by the Planning Office.

VII. RIGHT, TITLE, & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

a. The owner of the property is 547 Riverside Street, LLC, a Maine limited liability company. The applicant has provided a deed for the 6 parcels comprising this site recorded with the Cumberland County Registry of Deeds on November 18, 2016.

b. The estimated cost of the development is \$1,000,000. The applicant has submitted a letter from Androscoggin Bank, dated January 6, 2017, as demonstration of their financial and technical capacity to complete the proposed

development.

VIII. ZONING ANALYSIS

The proposed self-storage facility is to be located within the I-M Industrial zone. This use is not explicitly permitted or prohibited within this zoning district, and as a result, the applicant has requested that this use be classified as a performance based use. According to Section 14-248, Performance Based Uses, use that are not expressly permitted under Section 14-247 or prohibited under Section 14-249, may be permitted as a performance based use so long as the use meets the following conditions and standards;

- A. The proposed development is consistent with the purposes of this zone;
- B. The proposed development is designed and operated so that it will prevent undue adverse environmental impacts, substantial diminution of the value or utility of neighboring structures, or significant hazards to the health or safety of neighboring residents by controlling noise levels, emissions, traffic, lighting, odor and any other potential negative impacts of this proposal.

In response to these conditions and standards, the applicant has provided the following rationale for why this use should be classified as performance based;

- A. *Warehousing including outdoor storage is a permitted use in the I-M zone. Self-storage is a similar land use and is consistent with the overall purpose of the moderate impact industrial zone.*
- B. *The proposed development has been designed to minimally impact the existing wetlands and wildlife. Additionally, the project will not cause adverse effects to neighbors or surrounding land value. Noise, emissions, lighting, and odor will all have a minimal effect. Lastly, traffic is not expected to cause an adverse effect. Riverside Street is an arterial that handles an average of 17,000 vehicles per day and can support the infrequent vehicle trips that will access the self-storage facility.*

Per Division 14, Section 14-246, the intent of the I-M Industrial zone is to allow for an area where light and moderate impact industries can coexist with transportation-related uses. These zones are specifically located along arterial and collector streets so as to protect residential neighborhoods from drive-through traffic. Similarly, this zone is intended for development where there is limited or controlled use of areas outside of structures for storage of material, similar in nature to a self-storage facility in terms of operation. Given the similarity between the self-storage use and purpose statement for the I-M Industrial zone, as well as the intensity of surrounding uses located within this district, (i.e. building material supplier, welding operation, automotive sales and repair etc.) staff considers this use to be an appropriate performance based use for this zone.

In general, the development is meeting the dimensional standards of the I-M zone, except that an adjustment to the driveway is needed to meet the 10-foot pavement setback from property lines along the driveway. The plan will need to be updated for the public hearing.

IX. DEVELOPMENT REVIEW

A. ADDITIONAL PLAN MATERIAL REQUIRED

- Photometric plan and associated lighting detail
- Stormwater Management Plan
- Location and description of exterior mechanical equipment

A. SITE PLAN STANDARDS (Section 14-526)

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

1. Transportation Standards

- a. Impact on Surrounding Street Systems and Access and Circulation- In reviewing this proposal for site access and traffic impact, the City's consulting traffic engineer, Tom Errico, states;

- *The project is not expected to generate a significant amount of traffic generation and thus the project would not be expected to create traffic congestion or safety deficiencies. A Traffic Movement Permit is not required.*

b. Construction Management Plan

A construction management plan has been submitted by the applicant for review. All the construction is proposed within the limits of the property lines. Tom Errico has reviewed the plan and found the plan to be acceptable as submitted (Attachment 1).

c. Sidewalks

The applicant is proposing to repave the existing bituminous sidewalk along their frontage. An additional five (5) foot by ten (10) foot bituminous walkway will also be constructed between the parking area and office structure. Mr. Errico has reviewed the plans and recommends the following:

- *The driveway shall be designed such that a maximum cross-slope of 2% is provided along the sidewalk accessible route.*

d. Public Transit Access

The public transit requirements do not apply to this project.

e. Parking

Section 14-332 (l) requires that one (1) parking space for every one thousand (1,000) square feet of floor area be provided for business, manufacturing and industrial space not specifically catering to retail trade. Total floor area for this development amounts to 80,960 square feet, hence requiring under this ordinance a total of 81 parking spaces. The applicant has requested a waiver of this requirement and is proposing ten (10) on-site parking spaces with extensive space for loading and unloading located within the drive aisles adjacent to the self-storage units. Tom Errico has reviewed the plans and supports the requested waiver given the expected use of this site. The Planning Board may determine that this is the reduced number of spaces is the required number of spaces under Section 14-332.2, which allows the following:

Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.

f. Bicycle Parking

Section 14-526 (a) requires that the applicant provide two (2) bicycle spaces for every ten (10) vehicle parking spaces up to a total of 100 required parking spaces. The applicant has requested a waiver to this requirement. Bruce Hymen, the City's Transportation Program Manager has reviewed the plans and this waiver request and offers the following:

- *A minimum of 1 bicycle rack with a capacity for 2 bikes should be placed near the entrance to the office on a firm and stable surface of sufficient size.*

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

Two on-site wetlands totaling 6,350 square feet and 31,390 square feet were identified by the applicant. The applicant is proposing to fill the smaller of the two wetlands and preserve the other wetland as natural habitat space and has indicated that they are in the process of securing a Tier 1 NRPA permit with the Maine DEP. A copy of this permit will be submitted to the City once secured.

b. Landscaping and Landscape Preservation

A landscaping plan was submitted as part of the application. The plan shows minimal landscaping with a row of seven (7) Eastern Juniper being provided as visual buffer between this property and the adjacent residential property. Six (6) American Yew are proposed in front of the office structure, and a mixture of Black Eyed Susan, Sage, Creeping Juniper, Cardinal Flower, Purple Coneflower are proposed at three separate landscaped areas, one on either side of the entrance on Riverside Street, and the third located immediately east of the office structure. A Star Magnolia tree is proposed within the landscaped area to the east of the office structure and a Ruby Spice Summersweet shrub is proposed within the northernmost of the two entrance landscape areas. The City Arborist, Jeff Tarling, has reviewed the plans and is requesting additional landscaping, specifically street and parking lot shade trees, a landscape buffer along Leighton Avenue, and additional buffering along the project exterior (Attachment 3)

c. Water Quality, Storm Water Management and Erosion Control

The proposed development site measures 290, 248 square feet, and of that total, 11,460 square feet is currently impervious surface. Grades on site range from between 68' feet and 75' feet with several defined high points. At present the site is composed largely of mature tree growth, vegetation, and exposed soil. The project will result in a net increase of impervious area above 1,000 sf, with the total being brought to 145,405 square feet or approximately 3.5 acres, as such, this project is required to include stormwater management features for stormwater quality & quantity control.

The site will feature porous pavement across the majority of newly paved surface, with filter media and underdrains below the surface. Collected stormwater will then outlet on site into the undeveloped eastern portion of the lot. This system will account for water quality treatment of greater than 95% of the new impervious area and no less than 80% of the developed area. The applicant is also proposing the installation of a berm and a sedimentation barrier at low grades to prevent erosion control.

Under Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the plans and has requested additional information and several plan revisions (Attachment 4).

3. *Public Infrastructure and Community Safety Standards*

a. Public Safety and Fire Prevention

Keith Gautreau, Assistant Fire Chief, has requested that the applicant provide an address for the property consistent with 911, tax assessor, Inspections Division and future mailing address. He has also requested additional information regarding the presence or proposed presence of fire hydrants (Attachment 1).

b. Availability and Adequate Capacity of Public Utilities

The project will be served by the Portland Water District, City Department of Public Works, and underground/power/cable/communications. Confirmation letters have been supplied.

4. *Site Design Standards*

a. Snow and Ice Loading

The applicant has indicated areas around the exterior of the site intended for snow storage on the site plan.

b. View Corridors

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

c. Historic Resources

The site is not in any historic district.

d. Exterior Lighting

The applicant states that photometric plans and detail cut sheets shall be provided at the time of final plan submission.

e. Noise and Vibration

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will have to be shown on the final plans and meet state and federal emissions requirements. These should be located to the interior of the site, away from abutting residential properties and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry wall or a combination thereof.

f. Signage and Wayfinding

This standard does not apply to the proposal.

XII. NEXT STEPS

1. Address staff comments;
2. Address additional comments of the Planning Board;
3. Prepare final plan submission, including site plan submittal requirements as included in 14-527(f) and (g) for review by the Planning Authority and Planning Board; and
4. Hold final Planning Board Hearing.

XIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Development Review Comments with Applicant Responses (3.22.2017)
2. Woodard and Curran Memo (3.22.2017)
3. Waiver Comments Email (3.30.2017)
4. City Arborist Comments Email (3.31.2017)

APPLICANT'S SUBMITTALS

- A. Cover Letter
- B. Preliminary Site Plan Application
- C. Right, Title, Interest
- D. Conformity with Applicable Zoning Standards
- E. Written Easements
- F. Request for Waivers
- G. Technical & Financial Capacity
- H. Stormwater Management Report
- I. Erosion & Sedimentation Control Report
- J. Fire Department Letter
- K. Solid Waste
- L. Utility Cover
- M. Construction Management Plan
- N. Lighting
- O. Wetland Report
- P. Stormwater Maintenance Agreement

PLANS

- Plan 1. Cover Sheet & Legend
- Plan 2. General Notes
- Plan 3. Existing Conditions
- Plan 4. Construction Management Plan
- Plan 5. Landscape Plan

- Plan 6. Utility Plan
- Plan 7. Grading & Drainage Plan
- Plan 8. Site Details 1
- Plan 9. Site Details 2
- Plan 10. Utility Details 1
- Plan 11. Utility Details 2
- Plan 12. Drainage Details
- Plan 13. Container & Porous Pavement Sections
- Plan 14. Erosion & Sedimentation Control Details
- Plan 15. Structural Cover Sheet
- Plan 16. Structural Site Plan
- Plan 17. Structural Details

Planning and Urban Development Department Planning Division



March 22, 2017

Bob LeBlanc
547 Riverside, LLC
59 Moody Street
Portland, ME 04101

Will Savage, P.E.
Acorn Engineering, INC.
158 Danforth Street
Portland, ME 04102

RE: Staff Review Comments for 547 Riverside Self-Storage Containers (2017-025)

Project Name: 547 Riverside Self-Storage Containers
Project ID: (2017-025)
Project Address: 547 Riverside Street
CBL: 12-P-018, 12-P-007
Applicant: Robert LeBlanc
Planner: Matthew Grooms

Dear Mr. LeBlanc,

Thank you for submitting a Level III Site Plan and Site Location of Development application for the development of a 504-unit self-storage facility located at 547 Riverside Street within the I-M Industrial Zone. This proposal is being reviewed as a preliminary plan subject to review by the Planning Board under the following applicable Land Use Code provisions:

- I-M, I-Ma and I-Mb Industrial Zones, Division 14, Article III
- Off-Street Parking, Division 20, Article III
- Site Plan Ordinance, Article V

Final Plan for Planning Board Review: Staff Review Comments

Traffic Engineering

1. The project is not expected to generate a significant amount of traffic generation and thus the project would not be expected to create traffic congestion or safety deficiencies. A Traffic Movement Permit is not required.
2. The applicant should determine if a waiver is required for driveway separation on Riverside Street. If conditions do not meet City Standards, the applicant should provide supporting documentation for a waiver request.
3. I have reviewed the construction management plan and generally find it to be acceptable.
4. The driveway shall be designed such that a maximum cross-slope of 2% is provided along the sidewalk accessible route.

Site Plan Review

5. Per Section 14-250(h), the pavement setback from lot boundaries shall be a minimum of 10' feet. Past the choke point, approximately 140' feet east of the property line along Riverside Street, it appears that the edge of pavement is just 6' feet from the northerly property line. Past this bottleneck, the driveway shall be relocated to meet the city's 10' feet standard.
6. The City's off-street parking standards require a minimum of 1 parking space/1,000 sf of floor space for self-storage uses, for a total of 81 parking spaces for this project. Ten parking spaces have been provided. Please submit a written waiver request for a reduction in required parking.
7. Designated snow storage locations shall be called out on the site plan.
8. How will waste on site be managed? Will there be any exterior refuse containers? If so, these shall be adequately identified and screened per Sections 14-527(f) and 14-526(b) respectively.
9. What are the intended hours of operation for this facility?
10. The applicant has stated that separate lighting detail cut sheets and associated photometric will be supplied with the final plan submittal. Please note that the location of any exterior lighting shall be called out on the proposed site plan.
11. On Sheet C-10, Site Plan, a proposed sliding gate is called out with reference to a separate detail and "Note 3". There does not appear to be a "Note 3" and in looking at the two site detail sheets, there does not appear to be a detail for either the 6' foot security fence or gate. These items shall be included with the subsequent submission.

Fire Department Review

1. Are there going to be any proposed hydrants? Location and distance for the nearest hydrant?
2. Premises Identification:
 - a. The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.
 - b. Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.
 - c. If the building entry faces a different street, both the street name and number should be large enough to read from the street.
 - d. Address numbers must be a minimum of 4 inches high.
 - e. The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").
 - f. Color: Addresses should be in a color that contrasts with the background.
 - g. Whenever possible, should be illuminated.
 - h. Provide additional address signs at entrances to the property when the building address is not legible from the public street.
 - i. Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.

Additional Submittals Required:

Please upload the digital plans and documents to address staff comments. Upon receipt of the revised material, the City of Portland will review the additional plans and information for conformance with applicable ordinances. Please be aware that an application expires within 120 days of the date upon which this written request for additional information was made and only one set of revised plans may be submitted for review. This item has been scheduled for a Planning Board Workshop on Thursday, April 6, 2017. Once reviews are complete, the Planning Board will approve, approve with conditions, or deny the final site plan and site location of development.

If you have any questions, feel free to contact me at (207) 874-8725 or by email at mgrooms@portlandmaine.gov.

Sincerely,

Matthew Grooms
Planner

Electronic Distribution:

Tuck O'Brien, Planning Division Director
Barbara Barhydt, Development Review Services
Manager
Victoria Morales, Associate Corporation
Counsel

Anne Machado, Zoning Administrator
Captain Keith Gautreau, Fire
Jeff Tarling, City Arborist
Tom Errico, P.E., TY Lin Associates
Lauren Swett, P.E., Woodard & Curran

MEMORANDUM



TO: Matt Grooms, Planner
FROM: Lauren Swett, PE & Craig Sweet, EIT
DATE: March 22, 2017
RE: 547 Riverside Street, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed Development located at 547 Riverside Street in Portland, Maine. The project involves the construction of a self storage facility which will include approximately 500 recycled shipping containers and increase the impervious area by approximately 3.5 acres.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated February 2, 2017, prepared by Acorn Engineering, Inc, on behalf of 547 Riverside LLC.
- Engineering Plans, Sheets C-01, C-02, EX, C-03, C-10, L-1, C-20, C-30, C-40, C-41, C-42, C-43, C-44, C-45, and C-46, dated February 2, 2017, prepared by prepared by Acorn Engineering, Inc, on behalf of 547 Riverside LLC.
- Structural Plans, Sheets S1.0, S1.1, and S1.2 prepared by Structural Integrity, on behalf of 547 Riverside, LLC.

Comments

- 1) The Applicant has indicated that a Tier 1 NRPA permit has been filed with the MaineDEP to fill approximately 6,350 square feet of wetland, and noted that a copy will be forwarded to the City upon approval.
- 2) Per Section 13 of the City's Technical Manual, the Applicant is required to submit a Boundary Survey that has been Stamped by a Maine Licensed Professional Surveyor.
- 3) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We are currently assuming that the City of Portland will have delegated review of stormwater for this project, but understand that the City is currently waiting for confirmation from the MaineDEP. We offer the following comments:
 - a) Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
 - It is noted that the plans call for the use of an erosion control berm, but the detail provided is for silt fence. The Applicant should clarify.
 - Based on proposed grading, it appears that the sedimentation barrier should extend along the northern and southern edges of the property, in addition to the areas currently shown.
 - We recommend that the Applicant consider erosion control blanket on proposed perimeter slopes, to help prevent erosion onto adjacent properties.
 - b) General Standard: The project will result in an increase in impervious area of approximately 3.5 acres and is required to include specific stormwater management features for stormwater quality control. The Applicant is proposing to treat stormwater using a pervious concrete stormwater filter system.
 - Per the Maine DEP Stormwater BMP Manual, the Applicant should verify that adequate separation between the base of the filter and the groundwater elevation is provided. In addition, the existing subsurface infiltration rate should also be confirmed.
 - Calculations verifying that the filter layer will provide for adequate storage of 1-inch of rainfall from the area draining to the pervious concrete should be provided, per the requirements of the Maine DEP Stormwater BMP Manual.



- Additional specification should be provided for the Type D gravel specified for the Gravel Filter Course to ensure that adequate fines will be included in the material. The material specified is the MaineDOT Type D gravel which, per the MaineDOT specification, could have between 0 and 7% fines content. The Maine DEP Stormwater BMP requires that the filter material contain between 4% and 7% fines.
- c) Flooding Standard: The project will result in an increase in impervious area of approximately 3.5 acres. The stormwater management plan indicates that the project will reduce flows from the pre-development to the post-development condition in accordance with the Flooding Standard. The Applicant should clarify the following additional stormwater questions, and verify that following any changes to the model that the Flooding Standard will continue to be met.
- Additional information is required on the stormwater system proposed for the western side of the site. The plans indicate that pipe lengths and slopes are to be determined. The stormdrain connection is shown tying into an underdrain pipe within Riverside Street. This type of connection is not typical (note that we are forwarding our comments to the Water Resources Division at Public Works for consideration). In addition, the HydroCAD model for this area of the project indicates that the drainage structures will be in a flooding condition with water elevations above the rim during all modeled storm events. The Applicant should review this section of the stormwater management system and provide additional clarification on design intent.
 - Post-development subcatchment 2S includes the grassed and wetland areas surrounding the proposed porous pavement however, the grading plan shows that these areas are graded away from the porous pavement. These areas are not being impacted by construction, and should not be directed to the pervious pavement in the post-development model so that the pre- and post-development modeling of the area remains consistent.
- 4) It is noted that grading is proposed to the property boundary. The Applicant should consider the potential need for temporary construction easements, or include notation that construction is not to extend onto abutting properties.



Matthew Grooms <mgrooms@portlandmaine.gov>

547 Riverside Waivers (2017-025)

Tom Errico <thomas.errico@tylin.com>

Thu, Mar 30, 2017 at 8:41 AM

To: Matthew Grooms <mgrooms@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Matt – I have reviewed the request for waivers provided by the applicant and I have the following comments.

- Bicycle Parking – I will let Bruce provide final guidance on this. One option would be to provide a few bicycle parking spaces at the office building for employees.
- Parking Aisle Width – I support a waiver from the City's Technical Standards given expected use of the site.
- Driveway Separation – The applicant should locate the driveway on Riverside Street to maximize separation to the abutting northerly driveway. I am generally supportive of a waiver given low traffic generating characteristics. Although I suspect not feasible, the applicant should discuss access to Leighton Avenue as an option.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

TYLIN INTERNATIONAL

12 Northbrook Drive

Falmouth, ME 04105

207.781.4721 (main)

207.347.4354 (direct)

207.400.0719 (mobile)

207.781.4753 (fax)

thomas.errico@tylin.com

Visit us online at www.tylin.com

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"One Vision, One Company"

Please consider the environment before printing.

From: Matthew Grooms [mailto:mgrooms@portlandmaine.gov]
Sent: Wednesday, March 29, 2017 3:05 PM
To: Tom Errico <thomas.errico@tylin.com>; Bruce Hyman <bhyman@portlandmaine.gov>
Subject: 547 Riverside Waivers (2017-025)

Hi Tom and Bruce,

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.



Matthew Grooms <mgrooms@portlandmaine.gov>

547 Riverside Waivers (2017-025)

Bruce Hyman <bhyman@portlandmaine.gov>
To: Tom Errico <thomas.errico@tylin.com>
Cc: Matthew Grooms <mgrooms@portlandmaine.gov>

Thu, Mar 30, 2017 at 9:10 AM

Bicycle Parking: Concur with Tom that at a minimum 1 bicycle rack with a capacity for 2 bikes should be placed near the entrance to the office on a firm and stable surface of sufficient size.

Bruce

On Thu, Mar 30, 2017 at 8:41 AM, Tom Errico <thomas.errico@tylin.com> wrote:

[Quoted text hidden]

--

Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
Yes! Transportation's Good Here



Matthew Grooms <mgrooms@portlandmaine.gov>

547 Riverside Street

Jeff Tarling <jst@portlandmaine.gov>

Fri, Mar 31, 2017 at 9:03 AM

To: Matthew Grooms <mgrooms@portlandmaine.gov>, Barbara Barhydt <bab@portlandmaine.gov>

Matt -

I have reviewed the proposed 547 Riverside Street (Self Storage Project) and offer the following comments:

Due to the scale of the project it would be recommended to see more in the way of landscape buffering. The project shows some undersized Taxus or Yews up near Riverside Street which would not offer much in the way of buffering and uses perennials which are nice up close but do little in the way of adding the landscape needed for a project of this size. These plants should be upgraded to Arborvitae 5-6' height.

Additional Recommendations:

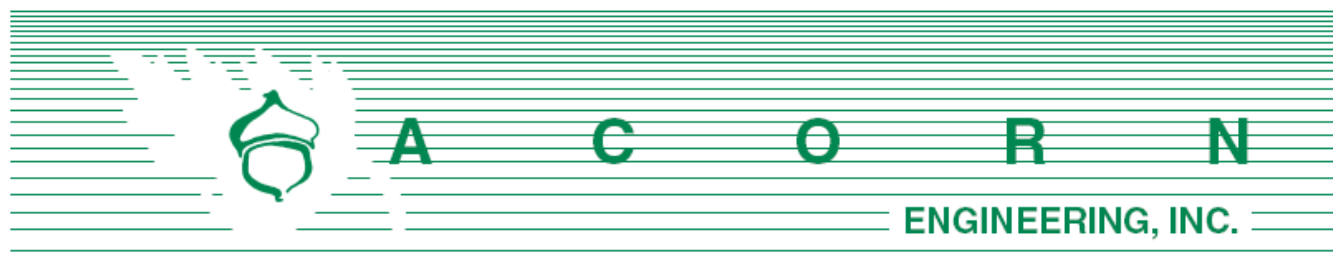
- 1) Street & Parking Lot shade trees - plant two threes near the entrance on Riverside Street, five Red Maple trees (2" caliper) near the parking lot, see attached photo.
- 2) Landscape buffer along Leighton Avenue - Recommended to have seven street trees (2" caliper) perhaps with landscape features or shrubs along Leighton Avenue.
- 3) Buffer planting along edges - with future development potentials unknown on adjacent properties the northeast and southern or Turnpike side edge would benefit with the planting of 12 conifers - could be one species or a mix of White Spruce, Larch, or hardwoods adaptable to the site conditions. These might be Red Maple, Tupelo. Trees in this area could be smaller 1.5" size. Shrub grouping of Viburnum, Alder, or Winterberry would be acceptable as well.

Overall the project covers a substantial area similar to a large warehouse the landscape treatment should be similar. Recommended tree and landscape features are reasonable additions and will help this project fit into the surrounding Riverside neighborhood landscape.

Thanks,

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103
(207) 808-5446
jst@portlandmaine.gov





Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

February 2, 2017

Subject: Level III Site Plan Application
Riverside Self-Storage Containers

To Whom It May Concern,

547 Riverside LLC is pleased to submit the accompanying package of submission materials related to the proposed development of self-storage containers at 547 Riverside Street.

This submission package is intended to meet the City's Submission Requirements as outlined in the Level III Application procedures. The proposed project site is located at 547 Riverside Street (Chart, Book, Lots 312, B, 008-012) next to Leighton Avenue and Interstate 95 in the I-M Zone. The proposed development includes approximately 500 recycled shipping containers reused as self-storage units. The drive aisles will be comprised of porous pavement with filter media and underdrains. The stormwater will be attenuated and slowly discharged into the undeveloped land within the site. Porous pavement was chosen for its environmental benefits including water quality control as well as runoff reduction. Furthermore, Acorn has had success with porous pavement at the Maine Department of Transportation's International Marine Terminal Yard Paving project in the Fall of 2016.

The site contains two delineated wetlands of varying size. The smaller wetland (approximately 6,350 sq. ft.) is proposed to be filled in to facilitate the project. This process is subject to a Tier 1 NRPA permit from the Maine Department of Environmental Protection. The permitting will be submitted to the City once finalized. The larger wetland (approximately 31,390 sq. ft.) shall remain undisturbed to support wildlife habitat.

Section 14-247 in the City Ordinance does not explicitly permit self-storage as an approved use for the I-M Zone. Furthermore, Section 14-249 does not prohibit self-storage as a land use in the I-M Zone. It is proposed that self-storage be classified as a performance based use as outlined in Section 14-248. The justification for the self-storage use is as follows:

- (a) Warehousing including outdoor storage is a permitted use in the I-M Zone. Self-Storage is a similar land use and is consistent with the overall purpose of the moderate impact industrial zone.
- (b) The proposed development has been designed to minimally impact the existing wetlands and wildlife. Additionally, the project will not cause adverse effects to neighbors or surrounding land value. Noise, emissions, lighting, and odor will all have a minimal effect. Lastly, traffic is not expected to cause an adverse effect. Riverside

Street is an arterial that handles an average of 17,000 vehicles per day and can support the infrequent vehicles trips that will access the self-storage facility.

The following documents and drawings will be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- A. Cover Letter
- B. Level III Site Plan Application
- C. Evidence of Right, Title, and Interest
- D. Conformity with Applicable Design Standards
- E. Summary of Easements
- F. Written Request for Waivers
- G. Evidence of Financial Capacity
- H. Stormwater Report
- I. Erosion and Sedimentation Control Report
- J. Fire Department Letter
- K. Solid Waste
- L. Utility Cover
- M. Construction Management Plan
- N. Lighting
- O. Wetland Report
- P. Stormwater Maintenance Agreement

Drawings:

- Civil Site Plan Set, Dated 2/2/2017
- Structural Plan Set, Dated 2/10/2017

547 Riverside LLC and the design team look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,



William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.





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
p.m. (207) 874-8719

planning@portlandmaine.gov

Office Hours

Monday thru Friday
8:00 a.m. – 4:30

PROJECT NAME:Riverside Self-Storage Containers

PROPOSED DEVELOPMENT ADDRESS:547 Riverside Street, Portland, ME 04103

PROJECT DESCRIPTION:

Development of self-storage facility utilizing recycled shipping containers. The units will

be accessed through drive aisles comprised of porous pavement.

CHART/BLOCK/LOT: 312/B/008-012**PRELIMINARY PLAN**
FINAL PLAN2/2/2017

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Bob LeBlanc Business Name: 547 Riverside LLC Address: 59 Moody St. City/State : Portland, Maine Zip Code: 04101	Applicant Contact Information Work #: (207) 879 - 2222 Home #: Cell #: Fax#: e-mail: robertleblanc1@me.com
Owner – (if different from Applicant) Name: N/A Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Acorn Engineering, Inc. Will Savage, P.E. Address: 158 Danforth Street City/State : Portland, Maine Zip Code: 04102	Agent/Representative Contact information Work #: (207) 775-2655 Home #: Cell #: (207) 317-1884 e-mail: wsavage@acorn-engineering.com
Billing Information Name: See applicant information Address: City/State : Zip Code:	Billing Contact Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer Name: See agent information Address: City/State : Zip Code:	Engineer Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Surveyor Name: Owen Haskell, Inc. Address: 390 Route 1 Falmouth, Maine City/State : Falmouth, Maine Zip Code: 04105	Surveyor Contact Information Home #: Work #: (207) 774-0424 Cell #: Fax#: e-mail: ebrewer@owenhaskell.com
Architect Name: Structural Integrity Consulting Engineers, Inc. Address: 77 Oak Street City/State : Portland, Maine Zip Code: 04101	Architect Contact Information Work #: (207) 774-4614 Home #: Cell #: Fax#: e-mail: aaron@structuralinteg.com
Attorney Name: Tom Jewell Address: 477 Congress Street City/State : Portland, Maine Zip Code: 04101	Attorney Contact Information Work #: (207) 774 - 6665 Home #: Cell #: Fax#: e-mail: tjewell@jewellbulder.com
Designated person/person(s) for uploading to e-Plan: Name: Sam Lebel, E.I. (Acorn Engineering, Inc.) e-mail: slebel@acorn-engineering.com Name: Olivia Dawson, E.I. (Acorn Engineering, Inc.) e-mail: odawson@acorn-engineering.com Name: Will Savage, P.E. (Acorn Engineering, Inc.) e-mail: wsavage@acorn-engineering.com	

APPLICATION FEES:

Level III Development (check applicable reviews) ☐ Less than 50,000 sq. ft. (\$750.00) ☐ 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 (\$50.00 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 (\$1,500) ☒ Stormwater Quality (\$250) ☐ Subdivisions (\$500 + \$25/lot) # of Lots ☒ \$25/lot = _____ ☒ Site Location (\$3,500, 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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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov
(Please be sure to designate a person who will be responsible for uploading documents and drawings.)
This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mail to you. Payments can be made on-line at [Pay Your Invoice](#) , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"

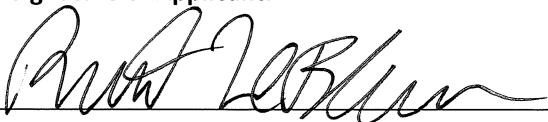
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

APPLICANT SIGNATURE:

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.

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: 2/2/17
---	------------------------

PROJECT DATA

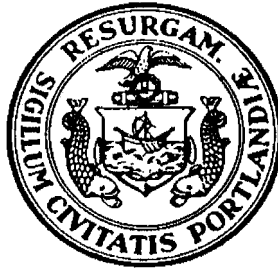
The following information is required where applicable, in order to complete the application.

Total Area of Site	290,448 sq. ft.
Proposed Total Disturbed Area of the Site	172,220 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)	11,460 sq. ft.
Impervious Area (Total Proposed)	156,865 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	0 sq. ft.
Building Footprint (Total Proposed)	80,960 sq. ft.
Building Floor Area (Total Existing)	0 sq. ft.
Building Floor Area (Total Proposed)	80,960 sq. ft.
Zoning	
Existing	I-M
Proposed, if applicable	
Land Use	
Existing	Vacant
Proposed	Commercial - Self-Storage
Residential, If applicable	
# of Residential Units (Total Existing)	
# of Residential Units (Total Proposed)	
# of Lots (Total Proposed)	
# of Affordable Housing Units (Total Proposed)	
Proposed Bedroom Mix	
# 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)	10
# of Handicapped Spaces (Total Proposed)	0
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	0
Estimated Cost of Project	\$1 million

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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division

Date: 2/2/2017

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

Site Address: 547 Riverside St

Chart Block Lot Number: 044-B-007

Proposed Use: Industrial - Self storage

Previous Use: Vacant

Existing Sanitary Flows: 0 GPD

Existing Process Flows: 0 GPD

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

Proposed connection to the existing sewer system in Riverside St.

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

Clearly, indicate the proposed connections, on the submitted plans.

2. Please, Submit Contact Information.

City Planner's Name: TBD Phone: TBD

Owner/Developer Name: 547 Riverside, LLC

Owner/Developer Address: 59 Moody Street Portland, Maine 04101

Phone: (207) 879 - 2222 E-mail: robertleblanc1@me.com

Engineering Consultant Name: Will Savage, P.E. - Acorn Engineering, Inc.

Engineering Consultant Address: 158 Danforth Street, Portland Maine 04102

Phone: (207) 775-2655 Fax: E-mail: wsavage@acorn-engineering.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 24 GPD

Peaking Factor/ Peak Times: Diurnal flow pattern

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify) State of Maine Subsurface Wastewater Disposal Rules, Effective 8/3/15

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: N/A
Size of External Grease Interceptor: _____
Retention Time: _____
Peaking Factor/ Peak Times: _____

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: N/A
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, or attached, as a separate sheet.

Wastewater Flow Calculations Source: State of Maine Subsurface Wastewater Disposal Rules

Existing Flow:

0 GPD

Proposed Flow:

Employees at place of employment with no showers

Equation: $Q = 12 \text{ GPD} \times \text{Employees}$

*It is assumed there will be at most two employees working

$Q = 12 \times 2$

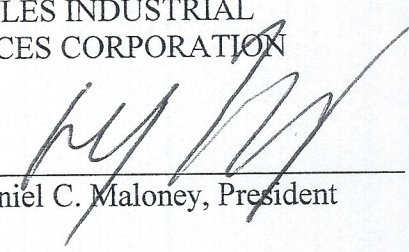
$Q = 24 \text{ GPD}$

QUITCLAIM WITH COVENANT DEED

KNOW ALL BY THESE PRESENTS, that KNOWLES INDUSTRIAL SERVICES CORPORATION, a Maine corporation with a mailing address of 295 New Portland Road, Gorham, ME 04038, for consideration paid, hereby GRANTS unto 547 RIVERSIDE STREET, LLC, a Maine limited liability company with a mailing address of 59 Moody Street, Portland, ME 04101, WITH QUITCLAIM COVENANT, all of those certain lots or parcels of land located at and near 547 Riverside Street, in the City of Portland, County of Cumberland and State of Maine, being more particularly described on Exhibit A attached hereto and made a part hereof.

DATED: November 18, 2016

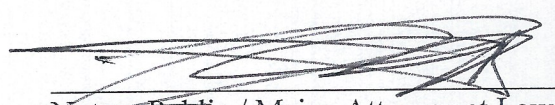
KNOWLES INDUSTRIAL
SERVICES CORPORATION

By: 
Daniel C. Maloney, President

STATE OF MAINE
COUNTY OF CUMBERLAND

November 18, 2016

Personally appeared before me DANIEL C. MALONEY, as President of KNOWLES INDUSTRIAL SERVICES CORPORATION, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said corporation.


~~Notary Public~~ / Maine Attorney at Law

Print Name: Richard N. Bryant, Esq.

My Commission Expires: _____

EXHIBIT A

GRANTOR: KNOWLES INDUSTRIAL SERVICES CORPORATION

GRANTEE: 547 RIVERSIDE STREET, LLC

DATE: November 18, 2016

PROPERTY: 547 Riverside Street, Portland, Maine

PARCEL 1:

A certain lot or parcel of land, with the buildings thereon, situated in said Portland, on what is known as Auburn Place (also known as Leighton Avenue), southerly of Riverside Street, and bounded and described as follows:

Beginning at a point on the southwesterly side line of land formerly owned by Swanson, now or formerly owned by Andrews, which point is eight (8) rods northwesterly from the southerly corner of said Swanson land;

Thence southeasterly by said Swanson land, eight (8) rods to the southerly corner of said Swanson land;

Thence northeasterly by said Swanson land and land now or formerly of Carrie M. Palmer, seven and one-half (7½) rods to land now or formerly of Charles Dunn and formerly owned by Charles B. Gordon;

Thence southeasterly by said Dunn land, eight (8) rods to a point;

Thence on a line about south 25½ degrees west directly across said lot to land or passageway known as Auburn Place;

Thence northwesterly on said Auburn Place, sixteen (16) rods to the southerly side line of a lot conveyed by Nellie E. Burnell to Edgar Bradbury, et al, by deed, dated June 27, 1910;

Thence northeasterly in a line directly across said lot to the point of beginning.

Containing about one acre and one hundred and forty-eight square rods.

Together with a right of way between the lot hereby conveyed and Riverside Street along the easterly side of said Auburn Place to said Riverside Street, the right of way being the same as was conveyed to Wesley B. Wyer and George H. Dowling by James E. Miner, by his warranty deed, dated June 30, 1927, and recorded in the Cumberland County Registry of Deeds, in Book 1269, Page 191, together with any additional rights which may have been thereafter acquired.

Being the same premises conveyed to Knowles Industrial Services Corporation by deed of Marion E. Brooks dated November 15, 2010 and recorded in the Cumberland County Registry of Deeds in Book 28286, Page 329.

PARCEL 2:

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

Beginning on the said easterly side of Riverside Street at an iron rod located one hundred twenty and thirty-three hundredths (120.33) feet northeasterly from the northerly line of Leighton Avenue;

Thence North 28° 41' East by said Riverside Street one hundred thirty-four and seven-tenths (134.7) feet to an iron rod at land formerly of Betty Swanson;

Thence South 53¼° East by said Swanson land fifty-six (56) rods to an iron rod eight (8) rods northwesterly from the southerly corner of said Swanson land;

Thence South 28° 44' West two hundred fifty-five and forty-two hundredths (255.42) feet to Leighton Avenue, formerly known as Auburn Place;

Thence northwesterly by said Leighton Avenue five hundred ninety-nine (599) feet, more or less, to a point opposite and South 40° West sixteen and five-tenths (16.5) feet from an iron rod situated on land of Effie M. Minster and Annie May Chase (325) feet southeasterly from Riverside Street;

Thence North 40° East passing through said iron rod a distance of one hundred and sixteen and five-tenths (116.5) feet to an iron rod;

Thence North 39° 9' West one hundred forty-nine and three-tenths (149.3) feet to an iron rod;

Thence North 57° 34' West two hundred (200) feet to said Riverside Street at the rod and point of beginning.

This conveyance is subject to a right of way reserved in deed from Nellie E. Burnell to Edgar Bradbury et al.; dated June 27, 1910 and recorded in said Registry of Deeds in Book 861, Page 297 and further described in Agreement dated August 27, 1938 and recorded in said Registry of Deeds in Book 1549, Page 158.

Also conveying a right of way over a strip of land adjacent to, and sixteen and five-tenths (16.5) feet in width northeasterly from and parallel with said Leighton Avenue, being the right of way hereinbefore mentioned.

Excepting and reserving from the above described premises that part thereof taken by the City of Portland by condemnation which is recorded in the Cumberland County Registry of Deeds in Book 3191, Page 123.

Excepting and reserving the above-described premises that certain lot or parcel of land described in warranty deed from Ellen M. Knowles to Howland Corp., Inc., dated June 26, 1978 and recorded in

the Cumberland County Registry of Deeds in Book 4247, Page 227.

PARCEL 3:

The real property and improvements thereon, including appurtenances thereto, described in a deed from the City of Portland, a body politic and corporate located in the City of Portland, County of Cumberland and State of Maine, to Ellen M. Knowles, dated June 20, 1978 and recorded in the Cumberland County Registry of Deeds in Book 4243, Page 310;

PARCEL 4:

The real property and improvements thereon, including appurtenances thereto, described in a deed from the City of Portland, a body politic and corporate located in the City of Portland, County of Cumberland and State of Maine, to Ellen M. Knowles dated June 20, 1978 and recorded in the Cumberland County Registry of Deeds in Book 4243, Page 313.

The above described Parcels 2-4 is the same premises conveyed to Knowles Industrial Services Corporation by deed of Ellen Mary Knowles dated August 25, 2011 and recorded in the Cumberland County Registry of Deeds in Book 29589, Page 70.

PARCEL 5:

A certain parcel of land situated on the easterly side of Riverside Street in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows:

Commencing on the easterly sideline of Riverside Street at land now or formerly of Scott W. Hopkins as described in a deed recorded in Book 16008, Page 340 in the Cumberland County Registry of Deeds (CCRD);

Thence N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 60.00 feet to the Point of Beginning;

Thence continuing N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 75.30 feet to an angle point at land now or formerly of Riverside Welders Limited Liability Company as described in a deed recorded in Book 11934, Page 41 CCRD;

Thence S 68° 02' 13" E, by and along land of Riverside Welders Limited Liability Company, a distance of 348.58 feet to an angle point at land now or formerly of Knowles Industrial Services Corporation as described in a deed recorded in Book 29589, Page 70 CCRD;

Thence S 12° 18' 45" W, by and along land of Knowles Industrial Services Corporation, a distance of 142.69 feet to a 1-1/2 inch iron pipe found and land of said Scott W. Hopkins;

Thence N 56° 08' 43" W, by and along land of Hopkins, a distance of 149.30 feet to an angle point;

Thence N 74° 33' 43" W, by and along land of Hopkins, a distance of 68.80 feet to an angle point;

Thence N 15° 19' 18" E a distance of 81.12 feet to an angle point;

Thence N 76° 39' 35" W a distance of 86.32 feet to an angle point;

Thence S 86° 05' 10" W a distance of 54.71 feet to the Point of Beginning.

Bearings are Grid North.

The parcel contains approximately 32,426 square feet.

Reference is made to a survey by Survey Inc. dated July 2015.

EXCEPTING AND RESERVING to the Grantors a Septic System Easement for the installation, use, maintenance and repair (but not replacement of all or any substantial portion) of a subsurface septic system and leach field on that portion of premises conveyed above by Grantors to Grantee hereinafter described (the "Easement Area") and the right to enter upon said Easement Area to install, maintain, use and repair said subsurface septic system and leach field, but not to replace all or any substantial portion thereof.

The Easement Area being described as follows:

Situated easterly of, but not adjacent to, the easterly side of Riverside Street in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows:

Commencing on the easterly sideline of Riverside Street at land now or formerly of Scott W. Hopkins as described in a deed recorded in Book 16008, Page 340 in the Cumberland County Registry of Deeds (CCRD);

Thence N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 60.00 feet to an angle point;

Thence N 86° 05' 10" E a distance of 33.70 feet to the Point of Beginning;

Thence N 13° 30' 52" E a distance of 5.41 feet;

Thence N 3° 57' 54" E a distance of 9.78 feet;

Thence S 81° 35' 34" E a distance of 17.43 feet;

Thence S 78° 42' 45" E a distance of 35.16 feet;

Thence S 67° 41' 32" E a distance of 20.53 feet;

Thence S 26° 26' 44" E a distance of 10.89 feet;

Thence N 76° 39' 35" W a distance of 58.02 feet;

Thence S 86° 05' 10" W a distance of 21.01 feet to the Point of Beginning.

Bearings are Grid North.

The encumbered parcel contains approximately 837 square feet.

Reference is made to a survey by Survey Inc. dated July 2015.

Said easement area shall be for the use and benefit of Grantors' retained premises, its successors and assigns, for the purposes described herein. The provisions described herein shall be deemed covenants running with the land, burdening and benefitting the respective premises, and this easement with the covenants therein shall be binding on the respective heirs, devisees and assigns of the Parties herein.

Following Grantors' use of this Easement, Grantors, their successors and assigns, shall restore the Grantee's real estate to its previous condition to the extent reasonably feasible. Grantors shall indemnify and hold Grantee harmless from and against any and all loss and/or damage caused by the exercise of its easement rights as set forth herein.

This easement shall terminate when the Grantors' current septic system fails, at which time Grantors will be required to connect to the City sewer system.

The above described Parcel 5 is the same premises conveyed to Knowles Industrial Services Corporation by deed of Christopher P. Pirone, Michael D. Pirone and Gregory J. Pirone dated December 9, 2015 and recorded in the Cumberland County Registry of Deeds in Book 32792, Page 247.

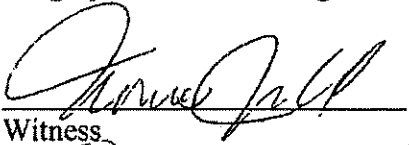
WARRANTY DEED

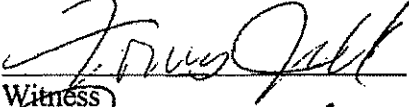
KNOW ALL PERSONS BY THESE PRESENTS, that we, **CHRISTOPHER P. PIRONE, MICHAEL D. PIRONE and GREGORY J. PIRONE** of Portland, Maine, for consideration paid, grant to **KNOWLES INDUSTRIAL SERVICES CORPORATION**, a Maine corporation, with a mailing address 295 New Portland Road, Gorham, Maine 04038, with **WARRANTY COVENANTS**, the premises situated on or about 543 Riverside Street, in the City of Portland, County of Cumberland and State of Maine, described on Exhibit A, attached hereto and made a part hereof.

Being a portion of the premises conveyed to Christopher P. Pirone by Deed of Joseph D. Pirone, dated November 4, 2015, recorded in the Cumberland County Registry of Deeds in Book 32719, Page 178.

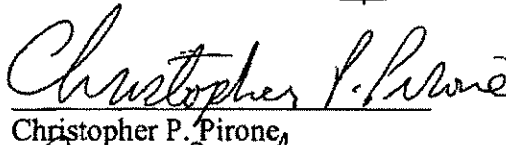
Reference is made to the Deed from Peoples Heritage Savings Bank to Joseph D. Pirone, Christopher P. Pirone, Michael D. Pirone and Gregory J. Pirone, dated January 6, 1994, recorded in the Cumberland County Registry of Deeds in Book 11224, Page 334.

IN WITNESS WHEREOF, the said Christopher P. Pirone, Michael D. Pirone and Gregory J. Pirone have signed and sealed this instrument on December 9, 2015.

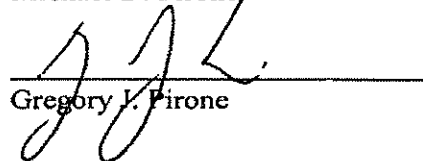

Witness


Witness


Witness


Christopher P. Pirone


Michael D. Pirone


Gregory J. Pirone

STATE OF MAINE
COUNTY OF CUMBERLAND

December 9, 2015

Then personally appeared Christopher P. Pirone, Michael D. Pirone and Gregory J. Pirone and acknowledged the foregoing instrument to be their free act and deed

Before me,


Notary Public

Thomas Tenell
Attorney at Law

MAINE REAL ESTATE TAX PAID

EXHIBIT A

A certain parcel of land situated on the easterly side of Riverside Street in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows:

Commencing on the easterly sideline of Riverside Street at land now or formerly of Scott W. Hopkins as described in a deed recorded in Book 16008, Page 340 in the Cumberland County Registry of Deeds (CCRD);

Thence N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 60.00 feet to the Point of Beginning;

Thence continuing N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 75.30 feet to an angle point at land now or formerly of Riverside Welders Limited Liability Company as described in a deed recorded in Book 11934, Page 41 CCRD;

Thence S 68° 02' 13" E, by and along land of Riverside Welders Limited Liability Company, a distance of 348.58 feet to an angle point at land now or formerly of Knowles Industrial Services Corporation as described in a deed recorded in Book 29589, Page 70 CCRD;

Thence S 12° 18' 45" W, by and along land of Knowles Industrial Services Corporation, a distance of 142.69 feet to a 1-1/2 inch iron pipe found and land of said Scott W. Hopkins;

Thence N 56° 08' 43" W, by and along land of Hopkins, a distance of 149.30 feet to an angle point;

Thence N 74° 33' 43" W, by and along land of Hopkins, a distance of 68.80 feet to an angle point;

Thence N 15° 19' 18" E a distance of 81.12 feet to an angle point;

Thence N 76° 39' 35" W a distance of 86.32 feet to an angle point;

Thence S 86° 05' 10" W a distance of 54.71 feet to the Point of Beginning.
Bearings are Grid North.

The parcel contains approximately 32,426 square feet.

Reference is made to a survey by Survey Inc. dated July 2015.

EXCEPTING AND RESERVING to the Grantors a Septic System Easement for the installation, use, maintenance and repair (but not replacement of all or any substantial portion) of a subsurface septic system and leach field on that portion of premises conveyed above by Grantors to Grantee

hereinafter described (the "Easement Area") and the right to enter upon said Easement Area to install, maintain, use and repair said subsurface septic system and leach field, but not to replace all or any substantial portion thereof.

The Easement Area being described as follows:

Situated easterly of, but not adjacent to, the easterly side of Riverside Street in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows: Commencing on the easterly sideline of Riverside Street at land now or formerly of Scott W. Hopkins as described in a deed recorded in Book 16008, Page 340 in the Cumberland County Registry of Deeds (CCRD);

Thence N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 60.00 feet to an angle point;

Thence N 86° 05' 10" E a distance of 33.70 feet to the **Point of Beginning**;

Thence N 13° 30' 52" E a distance of 5.41 feet;

Thence N 3° 57' 54" E a distance of 9.78 feet;

Thence S 81° 35' 34" E a distance of 17.43 feet;

Thence S 78° 42' 45" E a distance of 35.16 feet;

Thence S 67° 41' 32" E a distance of 20.53 feet;

Thence S 26° 26' 44" E a distance of 10.89 feet;

Thence N 76° 39' 35" W a distance of 58.02 feet;

Thence S 86° 05' 10" W a distance of 21.01 feet to the Point of Beginning.

Bearings are Grid North.

The encumbered parcel contains approximately 837 square feet.

Reference is made to a survey by Survey Inc. dated July 2015.

Said easement area shall be for the use and benefit of Grantors' retained premises, its successors and assigns, for the purposes described herein. The provisions described herein shall be deemed covenants running with the land, burdening and benefiting the respective premises, and this easement with the covenants therein shall be binding on the respective heirs, devisees and assigns of the Parties herein.

Following Grantors' use of this Easement, Grantors, their successors and assigns, shall restore the Grantee's real estate to its previous condition to the extent reasonably feasible. Grantors shall indemnify and hold Grantee harmless from and against any and all loss and/or damage caused by the exercise of its easement rights as set forth herein.

This easement shall terminate when the Grantors' current septic system fails, at which time Grantors will be required to connect to the City sewer system.

Received
Recorded Register of Deeds
Dec 14, 2015 11:50:56A
Cumberland County
Nancy A. Lane

WARRANTY DEED

Corporate Grantee

Know All by these Presents,

That I, Marion E. Brooks, of Jensen Beach, State of Florida, for consideration paid, grant to:

Knowles Industrial Services Corporation

a corporation organized and existing under the laws of the State of Maine, whose mailing address is: 295 New Portland Road, Gorham, Maine 04038, with **warranty covenants**, the land in Portland, County of Cumberland, and State of Maine, described as follows:

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

Witness my hand and seal this 15 day of November, 2010.

Signed, Sealed and Delivered
in presence of

Marion E. Brooks

Marion E. Brooks FOLB020545306420
exp 4/23/13

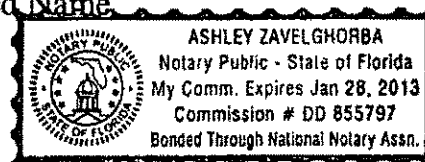
State of Florida, County of Martin ss. November 15, 2010

Then personally appeared the above named Marion E. Brooks and acknowledged the foregoing instrument to be her free act and deed.

Before me,

[Signature]
~~Attorney at Law~~/Notary Public

Printed Name



MAINE REAL ESTATE TAX PAID

EXHIBIT A
Leighton Avenue, Portland, Maine

A certain lot or parcel of land, with the buildings thereon, situated in said Portland, on what is known as Auburn Place (also known as Leighton Avenue), southerly of Riverside Street, and bounded and described as follows:

Beginning at a point on the southwesterly side line of land formerly owned by Swanson, now or formerly owned by Andrews, which point is eight (8) rods northwesterly from the southerly corner of said Swanson land;

Thence southeasterly by said Swanson land, eight (8) rods to the southerly corner of said Swanson land;

Thence northeasterly by said Swanson land and land now or formerly of Carrie M. Palmer, seven and one-half (7½) rods to land now or formerly of Charles Dunn and formerly owned by Charles B. Gordon;

Thence southeasterly by said Dunn land, eight (8) rods to a point;

Thence on a line about south 25½ degrees west directly across said lot to land or passageway known as Auburn Place;

Thence northwesterly on said Auburn Place, sixteen (16) rods to the southerly side line of a lot conveyed by Nellie E. Burnell to Edgar Bradbury, et al, by deed, dated June 27, 1910;

Thence northeasterly in a line directly across said lot to the point of beginning. Containing about one acre and one hundred and forty-eight square rods.

Together with a right of way between the lot hereby conveyed and Riverside Street along the easterly side of said Auburn Place to said Riverside Street, the right of way being the same as was conveyed to Wesley B. Wyer and George H. Dowling by James E. Miner, by his warranty deed, dated June 30, 1927, and recorded in the Cumberland County Registry of Deeds, in Book 1269, Page 191, together with any additional rights which may have been thereafter acquired.

Being the same premises conveyed to the Grantor herein by Deed of Distribution from Marion E. Brooks, Personal Representative of the Estate of Irma E. Batty dated August 27, 1997 and recorded in Cumberland County Registry of Deed in Book 13305 Page 183.

Received
Recorded Register of Deeds
Nov 22, 2010 09:19:30A
Cumberland County
Pamela E. Lovley

8K9744 0083

WARRANTY DEED

019453

KNOW ALL MEN BY THESE PRESENTS THAT Breakwater Condominium Associates, a Massachusetts Partnership having a usual place of business at 21 Merchants Row, Boston, Massachusetts, 02109, which is a joint venture between Springwater Corp., a Massachusetts Corporation, and Breakwater Limited Partnership, a Massachusetts Partnership, the sole General Partner of which is Watervliet, Inc., a Massachusetts Corporation, in consideration of One Dollar (\$1.00) and other valuable consideration paid by Knowles Industrial Services Corporation, of 103 Devon Street, Portland, Maine 04102, the receipt whereof is hereby acknowledged, does give, grant, bargain, sell and convey unto the said Knowles Industrial Services Corporation, its heirs and assigns forever the following premises:

Slip Unit Number B-24 (which is forty-two (42) feet in length and fifteen (15.0) feet in width) in Breakwater at Spring Point, a Condominium, located in the City of South Portland, County of Cumberland and State of Maine, together with an undivided common interest in the common areas and facilities in said condominium, the Declaration of which is dated August 20, 1987 and is recorded in the Cumberland County Registry of Deeds in Book 7936, Page 290 as amended on September 15, 1988 and recorded on September 27, 1988 which Amendment to Declaration (First Amendment) is recorded in the Cumberland County Registry of Deeds in Book 8490, Page 274, and as further amended on December 13, 1988 and recorded on December 14, 1988 (Second Amendment) which is recorded in the Cumberland County Registry of Deeds in Book 8589, Page 304.

BK8744 0084

This conveyance is subject to the terms, provisions, conditions, covenants, restrictions, obligations, developer's rights and easements as set forth and referred to in the Declaration, including all schedules and amendments thereto. This conveyance is also subject to any easements, exceptions, restrictions, and encumbrances affecting title as set forth or referred to in the Declaration or in the schedules thereto, including the plats of Breakwater Condominium Associates dated March 25, 1986, Amended April 18, 1986, August 25, 1986, July 28, 1988, and October 25, 1988, and Floor Plans of the Breakwater at Spring Point Condominium Prepared by H.I. and E.C. Jordan Company and Terrien Architects. Said Plats and Plans are recorded in said Registry of Deeds in Plan Book 154, Page 39 and Plan Book 164, Page 55, and Plan Book 176, Page 12.

TO HAVE AND TO HOLD the aforementioned and bargained premises with all the privileges and appurtenances thereof, to the said Knowles Industrial Services Corporation, its heirs and assigns, to them and their use and behoof forever.

The said Grantor does hereby covenant with the said Grantee, its heirs and assigns, that it is lawfully seized in fee of the premises, that they are free of all encumbrances except as aforesaid, that it has good right to sell and convey the same to the said Grantee to hold as aforesaid and that it and its successors shall and will warrant and defend, the same to the Grantee, its heirs and assigns forever against the lawful claims and demands of all persons.

BK8744 0085

IN WITNESS WHEREOF, Breakwater Condominium Associates has caused this instrument to be executed by its duly authorized Agent (pursuant to an Appointment of Agent recorded in the Cumberland County Registry of Deeds in Book 7937, Page 1) this Fourth day of May, 1989.

WITNESSES

BY: BREAKWATER CONDOMINIUM ASSOCIATES

John F. ...

BY:

Scott D. Bertazzoni
Scott D. Bertazzoni
Its Duly Authorized Agent

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

May 4, 1989

Then personally appeared the above named Scott D. Bertazzoni, duly authorized agent for Breakwater Condominium Associates as aforesaid and acknowledged the foregoing instrument to be his free act and deed in his capacity and the free act and deed of Breakwater Condominium Associates, before me,

Cheryl A. Galante
Cheryl A. Galante, Notary Public

My commission expires: April 8, 1994

CUMBERLAND COUNTY

RECEIVED
RECORDED REGISTRY OF DEEDS
1989 MAY -5 AM 11:47

SEAL

[Signature]

WARRANTY DEED

Corporate Grantee

Know All by these Presents,

That I, Marion E. Brooks, of Jensen Beach, State of Florida, for consideration paid, grant to:

Knowles Industrial Services Corporation

a corporation organized and existing under the laws of the State of Maine, whose mailing address is: 295 New Portland Road, Gorham, Maine 04038, with **warranty covenants**, the land in Portland, County of Cumberland, and State of Maine, described as follows:

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

Witness my hand and seal this 15 day of November, 2010.

Signed, Sealed and Delivered
in presence of

Marion E. Brooks

Marion E. Brooks FAX 800-545-3642
2004/23/13

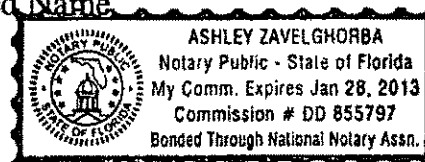
State of Florida, County of Martin ss. November 15, 2010

Then personally appeared the above named Marion E. Brooks and acknowledged the foregoing instrument to be her free act and deed.

Before me,

[Signature]
Attorney at Law/Notary Public

Printed Name



MAINE REAL ESTATE TAX PAID

EXHIBIT A
Leighton Avenue, Portland, Maine

A certain lot or parcel of land, with the buildings thereon, situated in said Portland, on what is known as Auburn Place (also known as Leighton Avenue), southerly of Riverside Street, and bounded and described as follows:

Beginning at a point on the southwesterly side line of land formerly owned by Swanson, now or formerly owned by Andrews, which point is eight (8) rods northwesterly from the southerly corner of said Swanson land;

Thence southeasterly by said Swanson land, eight (8) rods to the southerly corner of said Swanson land;

Thence northeasterly by said Swanson land and land now or formerly of Carrie M. Palmer, seven and one-half (7½) rods to land now or formerly of Charles Dunn and formerly owned by Charles B. Gordon;

Thence southeasterly by said Dunn land, eight (8) rods to a point;

Thence on a line about south 25½ degrees west directly across said lot to land or passageway known as Auburn Place;

Thence northwesterly on said Auburn Place, sixteen (16) rods to the southerly side line of a lot conveyed by Nellie E. Burnell to Edgar Bradbury, et al, by deed, dated June 27, 1910;

Thence northeasterly in a line directly across said lot to the point of beginning. Containing about one acre and one hundred and forty-eight square rods.

Together with a right of way between the lot hereby conveyed and Riverside Street along the easterly side of said Auburn Place to said Riverside Street, the right of way being the same as was conveyed to Wesley B. Wyer and George H. Dowling by James E. Miner, by his warranty deed, dated June 30, 1927, and recorded in the Cumberland County Registry of Deeds, in Book 1269, Page 191, together with any additional rights which may have been thereafter acquired.

Being the same premises conveyed to the Grantor herein by Deed of Distribution from Marion E. Brooks, Personal Representative of the Estate of Irma E. Batty dated August 27, 1997 and recorded in Cumberland County Registry of Deed in Book 13305 Page 183.

Received
Recorded Register of Deeds
Nov 22, 2010 09:19:30A
Cumberland County
Pamela E. Lovley

Transaction ID: AL0ADCAA8D62

Customer Name: James Barns

Date: 9/14/2016

Number of Indexes: 1

Number of Documents: 1

Number of Pages: 3

Total Charge: \$1.50

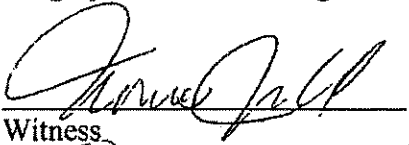
WARRANTY DEED

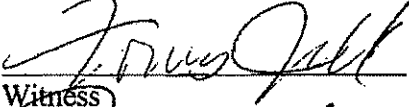
KNOW ALL PERSONS BY THESE PRESENTS, that we, **CHRISTOPHER P. PIRONE, MICHAEL D. PIRONE and GREGORY J. PIRONE** of Portland, Maine, for consideration paid, grant to **KNOWLES INDUSTRIAL SERVICES CORPORATION**, a Maine corporation, with a mailing address 295 New Portland Road, Gorham, Maine 04038, with **WARRANTY COVENANTS**, the premises situated on or about 543 Riverside Street, in the City of Portland, County of Cumberland and State of Maine, described on Exhibit A, attached hereto and made a part hereof.

Being a portion of the premises conveyed to Christopher P. Pirone by Deed of Joseph D. Pirone, dated November 4, 2015, recorded in the Cumberland County Registry of Deeds in Book 32719, Page 178.

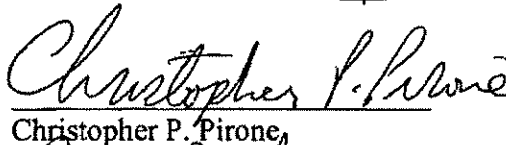
Reference is made to the Deed from Peoples Heritage Savings Bank to Joseph D. Pirone, Christopher P. Pirone, Michael D. Pirone and Gregory J. Pirone, dated January 6, 1994, recorded in the Cumberland County Registry of Deeds in Book 11224, Page 334.

IN WITNESS WHEREOF, the said Christopher P. Pirone, Michael D. Pirone and Gregory J. Pirone have signed and sealed this instrument on December 9, 2015.

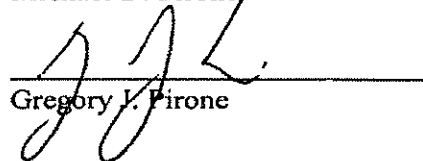

Witness


Witness


Witness


Christopher P. Pirone


Michael D. Pirone


Gregory J. Pirone

STATE OF MAINE
COUNTY OF CUMBERLAND

December 9, 2015

Then personally appeared Christopher P. Pirone, Michael D. Pirone and Gregory J. Pirone and acknowledged the foregoing instrument to be their free act and deed

Before me,

Notary Public

Thomas Tenell
Attorney at Law

MAINE REAL ESTATE TAX PAID

EXHIBIT A

A certain parcel of land situated on the easterly side of Riverside Street in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows:

Commencing on the easterly sideline of Riverside Street at land now or formerly of Scott W. Hopkins as described in a deed recorded in Book 16008, Page 340 in the Cumberland County Registry of Deeds (CCRD);

Thence N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 60.00 feet to the Point of Beginning;

Thence continuing N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 75.30 feet to an angle point at land now or formerly of Riverside Welders Limited Liability Company as described in a deed recorded in Book 11934, Page 41 CCRD;

Thence S 68° 02' 13" E, by and along land of Riverside Welders Limited Liability Company, a distance of 348.58 feet to an angle point at land now or formerly of Knowles Industrial Services Corporation as described in a deed recorded in Book 29589, Page 70 CCRD;

Thence S 12° 18' 45" W, by and along land of Knowles Industrial Services Corporation, a distance of 142.69 feet to a 1-1/2 inch iron pipe found and land of said Scott W. Hopkins;

Thence N 56° 08' 43" W, by and along land of Hopkins, a distance of 149.30 feet to an angle point;

Thence N 74° 33' 43" W, by and along land of Hopkins, a distance of 68.80 feet to an angle point;

Thence N 15° 19' 18" E a distance of 81.12 feet to an angle point;

Thence N 76° 39' 35" W a distance of 86.32 feet to an angle point;

Thence S 86° 05' 10" W a distance of 54.71 feet to the Point of Beginning.
Bearings are Grid North.

The parcel contains approximately 32,426 square feet.

Reference is made to a survey by Survey Inc. dated July 2015.

EXCEPTING AND RESERVING to the Grantors a Septic System Easement for the installation, use, maintenance and repair (but not replacement of all or any substantial portion) of a subsurface septic system and leach field on that portion of premises conveyed above by Grantors to Grantee

hereinafter described (the "Easement Area") and the right to enter upon said Easement Area to install, maintain, use and repair said subsurface septic system and leach field, but not to replace all or any substantial portion thereof.

The Easement Area being described as follows:

Situated easterly of, but not adjacent to, the easterly side of Riverside Street in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows: Commencing on the easterly sideline of Riverside Street at land now or formerly of Scott W. Hopkins as described in a deed recorded in Book 16008, Page 340 in the Cumberland County Registry of Deeds (CCRD);

Thence N 11° 10' 09" E, by and along the easterly sideline of Riverside Street, a distance of 60.00 feet to an angle point;

Thence N 86° 05' 10" E a distance of 33.70 feet to the **Point of Beginning**;

Thence N 13° 30' 52" E a distance of 5.41 feet;

Thence N 3° 57' 54" E a distance of 9.78 feet;

Thence S 81° 35' 34" E a distance of 17.43 feet;

Thence S 78° 42' 45" E a distance of 35.16 feet;

Thence S 67° 41' 32" E a distance of 20.53 feet;

Thence S 26° 26' 44" E a distance of 10.89 feet;

Thence N 76° 39' 35" W a distance of 58.02 feet;

Thence S 86° 05' 10" W a distance of 21.01 feet to the Point of Beginning.

Bearings are Grid North.

The encumbered parcel contains approximately 837 square feet.

Reference is made to a survey by Survey Inc. dated July 2015.

Said easement area shall be for the use and benefit of Grantors' retained premises, its successors and assigns, for the purposes described herein. The provisions described herein shall be deemed covenants running with the land, burdening and benefiting the respective premises, and this easement with the covenants therein shall be binding on the respective heirs, devisees and assigns of the Parties herein.

Following Grantors' use of this Easement, Grantors, their successors and assigns, shall restore the Grantee's real estate to its previous condition to the extent reasonably feasible. Grantors shall indemnify and hold Grantee harmless from and against any and all loss and/or damage caused by the exercise of its easement rights as set forth herein.

This easement shall terminate when the Grantors' current septic system fails, at which time Grantors will be required to connect to the City sewer system.

Received
Recorded Register of Deeds
Dec 14, 2015 11:50:56A
Cumberland County
Nancy A. Lane

WARRANTY DEED
Maine Statutory Short Form

Know All by these Presents,

That I, Ellen Mary Knowles, of Standish, Maine, for consideration paid, grant to:

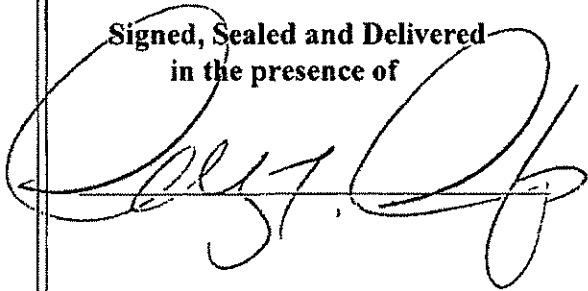
Knowles Industrial Services Corporation

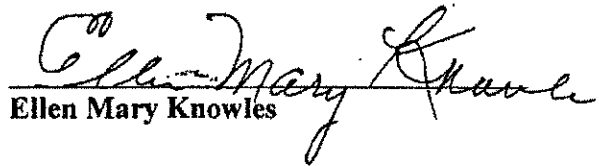
a corporation organized and existing under the laws of the State of Maine, of Gorham, in the County of Cumberland, and State of Maine, whose mailing address is: 295 New Portland Road, Gorham, Maine 04038, with **warranty covenants**, the land in Portland, County of Cumberland, and State of Maine, described as follows:

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

Witness my hand and seal this 25th day of August, 2011.

Signed, Sealed and Delivered
in the presence of

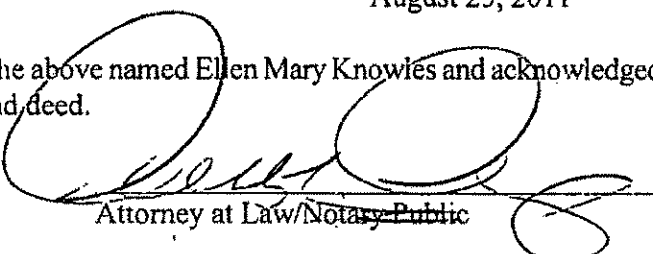



Ellen Mary Knowles

State of Maine,
County of Cumberland ss.

August 25, 2011

Then personally appeared before me the above named Ellen Mary Knowles and acknowledged the foregoing instrument to be her free act and deed.


Attorney at Law/Notary Public

Printed Name:



MAINE REAL ESTATE TAX PAID

EXHIBIT A
Leighton Avenue, Portland, Maine

Parcel 1:

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

Beginning on the said easterly side of Riverside Street at an iron rod located one hundred twenty and thirty-three hundredths (120.33) feet northeasterly from the northerly line of Leighton Avenue;

Thence North $28^{\circ} 41'$ East by said Riverside Street one hundred thirty-four and seven-tenths (134.7) feet to an iron rod at land formerly of Betty Swanson;

Thence South $53 \frac{1}{4}^{\circ}$ East by said Swanson land fifty-six (56) rods to an iron rod eight (8) rods northwesterly from the southerly corner of said Swanson land;

Thence South $28^{\circ} 44'$ West two hundred fifty-five and forty-two hundredths (255.42) feet to Leighton Avenue, formerly known as Auburn Place;

Thence northwesterly by said Leighton Avenue five hundred ninety-nine (599) feet, more or less, to a point opposite and South 40° West sixteen and five-tenths (16.5) feet from an iron rod situated on land of Effie M. Minster and Annie May Chase (325) feet southeasterly from Riverside Street;

Thence North 40° East passing through said iron rod a distance of one hundred and sixteen and five-tenths (116.5) feet to an iron rod;

Thence North $39^{\circ} 9'$ West one hundred forty-nine and three-tenths (149.3) feet to an iron rod;

Thence North $57^{\circ} 34'$ West two hundred (200) feet to said Riverside Street at the rod and point of beginning.

This conveyance is subject to a right of way reserved in deed from Nellie E. Burnell to Edgar Bradbury et al.; dated June 27, 1910 and recorded in said Registry of Deeds in Book 861, Page 297 and further described in Agreement dated August 27, 1938 and recorded in said Registry of Deeds in Book 1549, Page 158.

Also conveying a right of way over a strip of land adjacent to, and sixteen and five-tenths (16.5) feet in width northeasterly from and parallel with said Leighton Avenue, being the right of way hereinbefore mentioned.

Excepting and reserving from the above described premises that part thereof taken by the City of Portland by condemnation which is recorded in the Cumberland County Registry of Deeds in Book 3191, Page 123.

Excepting and reserving the above-described premises that certain lot or parcel of land described in warranty deed from Ellen M. Knowles to Howland Corp., Inc., dated June 26, 1978 and recorded in the Cumberland County Registry of Deeds in Book 4247, Page 227.

Parcel 2:

The real property and improvements thereon, including appurtenances thereto, described in a deed from the City of Portland, a body politic and corporate located in the City of Portland, County of Cumberland and State of Maine, to Ellen M. Knowles, dated June 20, 1978 and recorded in the Cumberland County Registry of Deeds in Book 4243, Page 310;

Meaning and intending to convey and hereby conveying the premises described in said deed.

Parcel 3:

The real property and improvements thereon, including appurtenances thereto, described in a deed from the City of Portland, a body politic and corporate located in the City of Portland, County of Cumberland and State of Maine, to Ellen M. Knowles dated June 20, 1978 and recorded in the Cumberland County Registry of Deeds in Book 4243, Page 313;

Meaning and intending to convey and hereby conveying the premises described in said deed.

Received
Recorded Register of Deeds
May 16, 2012 09:34:48A
Cumberland County
Pamela E. Lovley

D. Conformity with Applicable Zoning Standards

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526 as well as the City of Portland Technical Manual, Chapter 14 Standards for Local Site Location of Development Review.

OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is located on 547 Riverside Street which is a principal arterial and supports a high traffic volume. A minimal traffic increase is expected for this project due the low turnover of items being held in storage. Based on a statistical analysis, the project is anticipated to generate a peak volume of 10 trips per weekday and 20 trips per Saturday. This is based on a ratio of 0.02 trips per unit on a weekday and 0.04 trips per unit on a Saturday.

2. Access and Circulation:

a. Site Access and Circulation:

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

- (i) The development will provide safe access and internal circulation for both pedestrians and vehicles.
- (ii) There is a proposed driveway that will be located perpendicular to Riverside Street and will serve as the means of ingress and egress. The driveway is 31 feet wide at the street and will transition to a width of 24 feet as the driveway straightens out.
- (iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing:

- (i) The site has been designed with 25-foot drive aisles within the storage area and will provide plenty of space and adequate turning radii for trucks and vehicles with trailers.

c. Sidewalks:

- (i) The existing sidewalk along Riverside Street is comprised of bituminous pavement and granite curb. During utility trenching, some parts of the Riverside Street sidewalk will be disturbed as seen on the plans. The sidewalk and curb will be reconstructed to City standards.
- (ii) The sidewalks are currently in adequate condition and will not need repair in areas other than where there is utility trenching.



- (iii) There will be 5'x10' walkway to provide access to the office building. Due to an existing septic easement and the proximity of the abutters, it is not feasible to provide a sidewalk from Riverside Street to the proposed office building. Furthermore, the renters of the storage containers will likely be transporting with a motor vehicle.

3. Public Transit Access:

- a. The proposed development is not located along an existing public transit route.
- b. A new transit stop is not proposed as part of the project.
- c. A new transit stop is not proposed as part of the project.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The proposed project will provide ten striped parking spaces next to the office as well as ample space for loading and unloading within the storage area drive aisles to meet the required number of parking spaces (81).
- (ii) A parking study is not required.
- (iii) It is not proposed to exceed the parking requirement by 10% or more.
- (iv) The parking dimensions are such that the plans are in conformance with the City of Portland Technical Manual.
- (v) The entrance road and entry parking area will be constructed with traditional dense bituminous pavement. The drive aisles in between the storage units will be constructed with porous pavement. Neither type of pavement is subject to ponding or erosion.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The site plan does include bicycle parking due the nature of storage facilities. Bicycles will likely not be used to transport storage items.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter for the same reason stated above in section a.4.b.(i).

d. Snow Storage:

- (i) The snow storage areas can be seen on the site plan. In addition to these snow storage areas, the Owner will contract with a snow removal company to remove snow when necessary.
- (ii) Snow storage shall not be located where it will adversely impact the functionality of the stormwater management system.



5. Transportation Demand Management (TDM):

- a. A TDM plan is not required for this project.
- b. A TDM plan is not required for this project.
- c. A TDM plan is not required for this project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The significant natural features that exist on site include 2 freshwater wetlands. A Professional Wetland Scientist and consulting ecologist surveyed the site and determined there were no other significant natural features such as endangered animals or plants. The wetland boundaries can be seen on the Construction Management Plan, C-03.
- b. Not applicable.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) The disturbance of trees and vegetation will be limited.
- (ii) A minimum of 30% of existing trees ten inches DBH or greater within the setback area will be preserved.
- (iii) Measures will be taken to protect trees in accordance with Section 4 of the Technical Manual.
- (iv) A waiver is not requested.
- (v) Not applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

- a. The storage facility will be screened from public sidewalks.
- b. The project has 72 linear feet of frontage along Riverside Street; per requirement, it is required that a minimum of six shrubs or shrub alternatives per 45 feet of frontage are planted. The requirement is met through a combination of landscaping within the setbacks and within the site and is described in greater detail on sheet L-1.
- c. Not applicable.
- d. Not applicable.

(ii) Parking Lot Landscaping:

- a. The two tree or one tree & three shrubs per five parking space requirement is met within the site.



- b. There is no proposed area with greater than 40 parking spaces without interrupted pavement.
- c. Not applicable.
- d. Not applicable.
- e. Not applicable.
- f. Not applicable.

(iii) Street Trees:

- a. Street trees are to be provided every 30 to 45 feet along the street frontage. This ratio equates to two street trees. This requirement is met by the numerous trees that will be maintained on site as well as the proposed tree next to the office building. For more information, refer to the Landscape Plan.
- b. Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site drainage will not be directed to flow or pond onto adjacent lots. The bulk of the stormwater will percolate through the porous pavement and outlet onto the east end of the subject property where there is undeveloped land. The majority of the remaining stormwater will flow into the proposed catch basin on site and outlet into the storm system in Riverside Street.
 - (ii) Any stormwater that flows onto adjacent lots will not exceed the pre-development flows.
 - (iii) The runoff from the site into the City property will not increase from the pre-development condition.
 - (iv) The outlet from the porous pavement and storage areas will be directed to the undeveloped land on the subject property. The outlet from the catch basin will be directed to the storm system in Riverside Street. The flow into the City's system will not cause an adverse effect to the system.
- b. A site specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic, general, and flooding standards of MEDEP Chapter 500. Please refer to the Stormwater Management Plan for more information.
 - c. The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.
 - d. Not applicable.
 - e. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project will be serviced by a public wastewater system.



- f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans:
 - a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
 - b. Not applicable.
2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe and inviting public access. An access gate and chain-link fence will be installed just past the main office. This gate will be controlled by automatic card readers and access cards that each renter will have upon renting a storage unit. These card readers will be built with "Click2Enter" technology in which emergency vehicles and personnel will be able to enter the gated area using a radio transceiver.
 - b. Adequate emergency access will be provided. The turning radii of the driveway are large enough to allow for emergency vehicles to enter and exit.
 - c. A fire hydrant is located along Riverside Street approximately 270 feet from the proposed office building.
3. Availability and Adequate Capacity of Public Utilities:
 - a. Public utilities in the vicinity of the site will likely have capacity to serve the project. Ability to Serve letters have not been sent to the respective utility companies due to the small demands on each utility.
 - b. The electrical service will be wired underground.
 - c. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within Riverside Street.
 - e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
 - f. The self-storage facility is not expected to create a large volume of solid waste.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:
 - a. Not applicable.
 - b. Not applicable.



- c. Not applicable.
- 2. Shadows:
 - a. The self-storage units and office will be 8.5 and 17 feet high, respectively and will not cast shadows upon publicly accessible space.
- 3. Snow and Ice Loading:
 - a. The structures will not distribute snow and ice onto adjacent properties.
- 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 designated landmarks, historic district, or historic landscape district.
 - c. There are no known archaeological resources on the site.
- 6. Exterior Lighting:
 - a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. A photometric plan will be uploaded as part of the Final Application.
 - (ii) Any lighting that may adversely impact the abutting residential properties will feature house-side shielding.
 - b. Architectural and Specialty Lighting.
 - (i) No architectural or specialty lighting is proposed.
 - (ii) No up-lighting is proposed.
 - c. Street Lighting.
 - (i) No new street lights are proposed.
- 7. Noise and Vibration:
 - a. There is no HVAC system proposed.
- 8. Signage and Wayfinding:
 - a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform



Traffic Devices (MUTCD) and Division 22 of the City Code.

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

9. Zoning Related Design Standards:

- a. The project will be designed to meet the design standards within the I-M Zone.

The following section outlines Chapter 14 of the City of Portland Technical Manual: Standards for local site location of development review.

14.3. Standards

1. Financial and technical capacity.

The developer has the financial capacity and the technical ability to develop the project in a manner consistent with the state environmental standards and with the provisions of Portland's Code of Ordinances. Please see Attachment G. for a written letter.

2. Traffic movement.

The development is not expected to generate 100 or more passenger car equivalents at peak hour. The expected rates are based on statistical data and yield 0.02 trips per unit on a weekday and 0.04 trips per unit on a Saturday. These ratios equate to 10 and 20 peak trips, respectively. Thus, the trip generation is well below the 100-trip limit. The project is not expected to cause an adverse effect to traffic congestion or circulation.

3. No adverse effect on the natural environment.

The proposed project has been designed to fit into the natural environment in a harmonious, non-intrusive manner. The majority of the wetlands area is proposed to remain as is to protect any possible wildlife habitat. The development will not adversely affect existing uses, scenic character, air quality, water quality, or other natural resources in the municipality or in neighboring municipalities.

4. Soil types.

The proposed development will be built on soil types that suitable to the nature of the undertaking. On top of the native subgrade, there will be a minimum base of 2 feet for structural fill and water storage.

5. Ground water.

The proposed project will not pose an unreasonable risk that a discharge to a significant ground water aquifer will occur.



6. Infrastructure.

Adequate provisions of utilities, including water supplies, sewerage facilities, solid waste disposal, and roadways required for the development have been made. The project will not result in an unreasonable adverse effect on the existing or proposed utilities and roadways in the municipality or areas served by those services. All utility connections are in accordance with each utility company/department's specifications and construction methods.

7. Flooding.

The activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties nor create an unreasonable flood hazard to any structure. The site has been graded to discourage runoff onto adjacent properties. Furthermore, the peak flowrates in the post-development analysis are lower than the pre-development analysis due to the underdrained porous pavement filter media and stone.

8. Storm water management and erosion and sedimentation control.

The proposed development meets the standards for storm water management in 38 MRSA S. 420-D as amended from time to time and the standard for erosion and sedimentation control in 38 MRSA S. 420-C as amended from time to time. Details, notes, and reports have been provided to ensure the compliance with these regulations.



E. Summary of Written Easements

- **Existing Easements** – The Existing Conditions Plan developed by Owen Haskell, Inc. identified two existing easements:
 - A septic easement which abuts Francis M. & Ellen M. Jackson's property. The easement contains two PVC outfalls. The description of this easement is further detailed on Pages 5 & 6 of Attachment C in the deeds. This easement will expire once the property owner connects into the City sewer within Riverside.
 - The Leighton Avenue Right-of-Way Easement which extends 16.5 feet into the southerly property line and runs the entire span east to west.
- **Proposed Easements** – There are no proposed easements at this time.



F. Written Request for Waivers

The following is a list of known project related waivers.

1. **Bicycle Parking (Chp. 14 Land Use 14-526 4.b.(b))** – Because the use of this facility includes storage of bulky items, the design team does not foresee any customers utilizing bicycles for transportation. We are requesting a waiver for the two required bicycle spaces per ten parking spaces.
2. **Parking (Chp. 14 Land Use 14-332 (l))** – The facility provides 25-foot drive aisles for customers to park their vehicles adjacent to their storage units and to load and unload storage items. Therefore, the only utilization of designated parking spaces will be carried out by the 1–2 employees as well as a customer who may infrequently stop at the office. Ten designated spaces are proposed in addition to the generous driveway aisles in lieu 81 painted 9' X 18' spaces (1 parking space per 1,000 square feet of floor area).
3. **Spacing of Driveways (Technical Manual 1.7.2.7)** – The property exceeds the minimum frontage requirement along Riverside Street, however it is not possible to meet the standard of 150 feet of separation between existing driveways. The proposed separation is approximately 110 feet to the northerly abutter and 85 feet to the southerly abutter. The proposed driveway is located within the center of the property's frontage and adjacent to the proposed business signage. The following reasons justify this proposal as a safe and functional driveway location:
 - **Sight Distance** – With the proposed layout, there is adequate sight distance for vehicles to exit the site. Per Section 1.6 of the Technical Manual vehicular site distance exceeds the minimum requirement of 305 ft. There are no obstructions such as trees or structures to interfere with motorists' view. The design team does not foresee any issues with exiting the proposed facility as traffic gaps and adequate sight distance will make turning onto Riverside Street a safe and simple movement.
 - **Low Traffic Volume** – The anticipated trip generations based on data for a facility of this size is minimal. Five vehicles are expected per weekday while ten vehicles are expected per Saturday. Thus, the demand onto Riverside Street from the proposed driveway is low.
 - **Curb closure** – There is a 47-foot curb cut that exists along the property's Riverside frontage. The proposed layout decreases the curb cut from 47 feet to 31 feet. This is a benefit to the City and pedestrians as the curb will cut be decreased by a third. This allows for more delineation between the roadway and sidewalk as well as a longer gutter line for stormwater to flow along.

For the reasons listed, it is Acorn's professional opinion that the City and all project stakeholders would benefit from the proposed driveway as currently shown on Riverside Street.





30 Lisbon Street
PO Box 1407
Lewiston, Maine 04243
1.800.966.9172
androscogginbank.com

January 6, 2017

Re: 547 Riverside Street LLC

To Whom It May Concern:

I am pleased to say that 547 Riverside Street LLC, Robert and Carrie LeBlanc, have made application to Androscoggin Bank regarding the financing for the development of property located at 547 Riverside Street, Portland, Maine. The LeBlanc's and 547 Riverside Street LLC are well established customers of the bank and have always handled their accounts in an excellent manner. Subject to full and complete underwriting, 547 Riverside Street LLC appears to have the financial capacity to undertake the contemplated development.

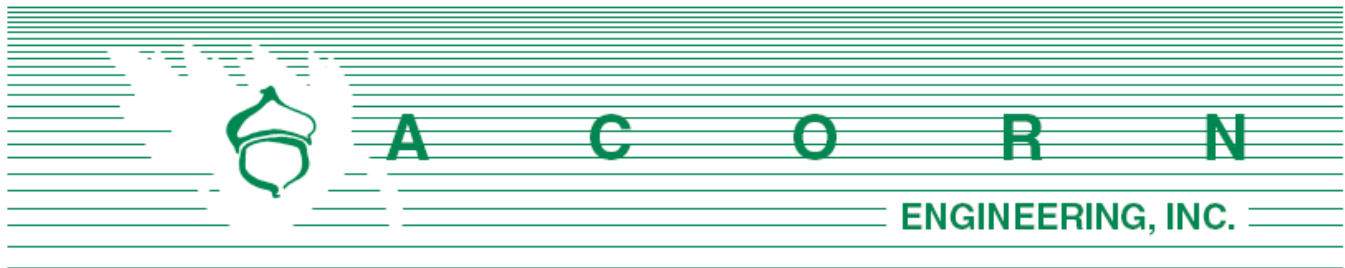
Please feel free to contact me should a verbal authentication be desired.

Thank you,

A handwritten signature in blue ink, appearing to read 'Eric Hansen', written over the printed name.

Eric Hansen

Vice President, Commercial Lending



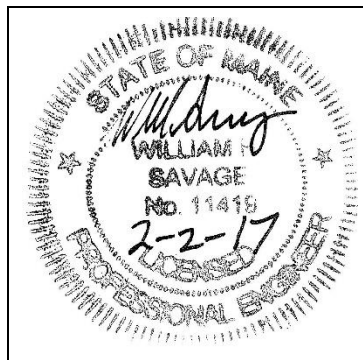
STORMWATER MANAGEMENT **REPORT**

Prepared For:

**547 Riverside LLC
59 Moody Street
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
PO Box 3372
Portland, Maine 04104**



February 2017

INTRODUCTION

Acorn Engineering, Inc. has been retained by 547 Riverside LLC to provide civil engineering services for the proposed development of a self-storage facility with porous pavement drive aisles. The project is at 547 Riverside Street which is an undeveloped parcel of nearly 7 acres.

A stormwater analysis will be prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (E) Level III Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management Amended January 11, 2015.

The proposed project will include the development of over 3.5 acres of impervious area. Therefore, the project is required to include stormwater management features for both stormwater quality and quantity control. The stormwater analysis is documented with supporting calculations and reports attached to this narrative.

The current course of action is to provide primary water quality and quantity control through a Best Management Practice (BMP) approved by the Maine Department of Environmental Protection (MDEP). The majority of the pavement on site will be porous pavement with filter media and underdrains below the surface. This stormwater will outlet on site into the undeveloped part of the lot. The implemented BMP will provide water quality treatment for no less than 95% of the new impervious area and no less than 80% of the developed area.

The design of this BMP was sourced from both Chapter 7.7 of the MDEP Stormwater BMP Manual and the University of New Hampshire Stormwater Center's (UNHSC) research and design specifications.

EXISTING CONDITIONS

The proposed redevelopment project is located in between Schnitzer Recycling and Interstate-95, abutting Leighton Avenue to the north. A boundary plan has been prepared by Owen Haskell, Inc. of Falmouth, Maine dated December 16, 2016.

The property is in the I-M Industrial Zone. Abutting Uses include:

- | | |
|---------|---|
| ➤ North | I-M Zone – Industrial and Commercial Businesses |
| ➤ West | I-M Zone – Single and Multi-Family Residential |
| ➤ South | I-M Zone – Single and Multi-Family Residential |
| ➤ East | I-M Zone – Maine Turnpike |

The existing property consists primarily of brush and small trees. There is a gravel driveway off of Riverside Street that extends into the property approximately 250 feet. There are also two separate wetlands that have been delineated by a Wetland Scientist. The smaller of the two is proposed to be filled in to facilitate the development pending a Tier 1 NRPA permit. The wetland report is under separate cover as attachment O. The Leighton Avenue Right-of-Way maintains an easement



approximately 17 feet into the property along the entire southerly property line. The roadway is comprised of compacted gravel. The grades on the site slope gradually down-gradient towards the northeast corner where the larger wetland exists. The site is not within a watershed classified as an Urban Impaired Stream.

PROPOSED DEVELOPMENT

The proposed project includes 500 fenced-in recycled shipping containers that will be repurposed as self-storage containers. The drive aisles that will provide access to these units will be comprised of porous pavement with filter media and stone beneath. Underdrains will drain the system to the easterly part of the site that will remain undeveloped. There will also be a small parking area by the office which will consist of recycled shipping containers. Access to the site will be provided from Riverside Street.

The development will be served by the Portland Water District, Central Maine Power, and the municipal sewer and storm systems. The project proposes to incorporate the MDEP approved porous pavement BMP to meet the General and Flooding Standards.

GENERAL STANDARDS - WATER QUALITY

The porous pavement subsurface media was sized to meet or exceed the requirement set forth within the MDEP Volume III BMPs Technical Design Manual, Chapter 7.7. The system has proven to be effective at filtering and removing a wide range of pollutants contained in stormwater runoff.

Impervious Treatment Area

The majority of the runoff will be generated by the roofs of the shipping containers. These units will be sloped down-gradient towards the porous drive aisles and catch basins. The stormwater will percolate through the pavement where it will then filter through several layers of media before being collected by an underdrain and transported to the undeveloped area of the site. Stormwater will also percolate between the storage containers and into the porous base. For the purposes of modeling the stormwater, the porous pavement will be considered impervious area in all calculations and tables throughout the report.

The stormwater that is collected in the dense bituminous parking area will flow to a catch basin where it will outlet into the existing underdrain within Riverside St.

The treatment of the impervious surfaces by the Porous Pavement BMP is summarized in Table 1.

Table 1: New Impervious Area Treatment					
Existing Impervious Area (SF)	Proposed Total Impervious Area (SF)	Net change in Impervious Area (SF)	Proposed Impervious Area with Treatment (SF)	% Overall New Imp. Area Treated	MDEP Requirement
11,460	156,865	145,405	138,955*	96%	95%

*This area was derived from the subcatchment that will drain to or directly on the porous pavement



As shown in Table 1, the project anticipates to exceed the required treatment for new impervious surfaces through the utilization of the porous pavement filter media BMP.

Furthermore, the MDEP defines developed area as “Disturbed area” excluding area that within one calendar year of being disturbed is returned to a condition with the same drainage pattern that existed prior to the disturbance and is revegetated, provided the area is not mowed more than once per year.

Based upon this definition, Table 2 summarizes the proposed disturbance and treatment areas.

Table 2: Developed Area Treatment			
Proposed Total Developed Area (SF)	Proposed Developed Area with Treatment (SF)	% Overall Developed Area Treated	MDEP Requirement
172,219	138,955	81%	80%

As shown in Table 2, the project anticipates exceeding the required treatment for the total developed area through the utilization of the porous pavement filter media BMP.

Filter Area Depth

Per the requirement for porous pavement in Chapter 7.7 of the MDEP Stormwater BMP manual, the filter depth shall be a minimum of 4 inches. The proposed design incorporates a filter depth of 10 inches with a void ratio of 5%.

FLOODING STANDARD – WATER QUANTITY

To evaluate the project with respect to the Flooding Standard, the proposed development was modeled using HydroCAD to verify that the post-development conditions do not exceed the pre-development conditions. A 24-hour SCS Type III storm distribution for the 2, 10, and 25-year storm events were used. The corresponding rainfall amounts for these storms are 3.10”, 4.60”, 5.80”, respectively. Rainfall amounts are sourced from the Northeast Regional Climate Center website (<http://precip.eas.cornell.edu>), Extreme Precipitation Tables.

Time of Concentration (Tc)

The times of concentration for subcatchments in both the pre and post conditions were calculated by entering the flow path with the associated ground cover and slopes. HydroCAD then calculated the Tc’s and incorporated the total Tc for each subcatchment into the model. The only subcatchment that this method was not used for was subcatchment 2 in the post condition. The Tc’s were derived as outlined in Post-development Calculations section.

Curve Number (CN)

Conservative curve number runoff values were used within the subcatchments. Namely, the pre condition vegetated areas have a rating of “good” to reduce the CN. Additionally, the porous



pavement was modeled as impervious pavement with a high CN in the post condition.

Pre-development Calculations

The pre-development condition was modeled as two subcatchments including:

- Subcatchment 1: the westerly part of the site which contains a gravel driveway, pavement, concrete, grass, and brush.
- Subcatchment 2: the easterly part of the site which contains part of Leighton Avenue, two wetlands, grass, brush, and some tree growth.

A Pre-development Watershed Map developed for this project showing the subcatchments is included as Attachment A.

The peak flow rates for the 2, 10, and 25-year storm events at POI #1, Riverside St. are presented in Table 3 below, and a full copy of the HydroCAD calculations is included within Attachment D of this report.

Table 3: Pre - Development Peak Stormwater Flows			
Drainage Area	2-yr Storm (CFS)	10-yr Storm (CFS)	25-yr Storm (CFS)
POI #1 (Riverside St.)	0.97	2.05	2.97
POI #2 (Wetland)	4.72	9.25	12.96

Post-development Calculations

The post-development condition was modeled as two subcatchments including:

- Subcatchment 1: the westerly part of the site which is proposed to contain a traditional dense bituminous driveway with 10 parking spaces, the office building (shipping containers), and a mix of grasses and landscaping.
- Subcatchment 2: the easterly part of the site which is proposed to contain porous pavement, 500 storage units, a mix of short and long grasses, part of the existing Leighton Avenue gravel roadway, and the existing wetland at the easterly extent of the property.

Furthermore, two different analyses of subcatchment 2 were produced. This process was undertaken to produce results using two different modeling techniques with a varying time of concentration. The first method, A, features a time of concentration based on the UNHSC's research in which the time of concentration for porous pavement is equal to following ratio:

$T_c = 790 \text{ minutes} / 41'' \text{ of base above the underdrain}$

Taking a conservative approach, the T_c was calculated using only the depth of the filter course while excluding the stone layers. The equivalent ratio yielded a T_c of 193 minutes based upon the 10" filter course.

The second method, B, features a time of concentration of 5 minutes to simulate the worst-case scenario in which the voids within the porous pavement and base layers become clogged resulting in stormwater that is not able to filter at the design rate. Stormwater would become restricted by



the 12" outlet, flooding the underdrains and crushed stone base. In both analyses, the post-development resulted in a lower peak flowrate than the pre-development.

A post-development Watershed Map for this project showing the subcatchments is included as Attachment B.

Post-development peak flow rates for the 2, 10, and 25 storm events are summarized below for each of the subcatchments. The HydroCAD calculations are included within Attachment D.

Table 4: Post - Development Peak Stormwater Flows			
Drainage Area	2-yr Storm (CFS)	10-yr Storm (CFS)	25-yr Storm (CFS)
POI #1 (Riverside St.)	0.95	1.69	2.27
POI #2 (Wetland) A	3.06	4.36	4.52
POI #2 (Wetland) B	4.51	4.74	5.53

The post-development flowrates are then compared to the pre-development flowrates in the table below.

Table 5: Pre & Post - Development Comparison						
Drainage Area	2 -yr Storm Event (CFS)		10 -yr Storm Event (CFS)		25 -yr Storm Event (CFS)	
	Pre	Post	Pre	Post	Pre	Post
POI #1	0.97	0.95	2.05	1.69	2.97	2.27
POI #2 A	4.72	3.06	9.25	4.36	12.96	4.52
POI #2 B	4.72	4.51	9.25	4.74	12.96	5.53

As shown in Table 5, the post-development peak flows from the property are well below the pre-development levels due to the attenuating effect of the proposed underdrained storage and filter layers beneath the porous pavement. Per Chapter 7.7 of the MDEP Stormwater BMP manual, the underdrain shall be surrounded by 12 inches of stone. This additional storage was not modeled in the HydroCAD analysis in order to represent a conservative peak flowrate and water elevation. Peak water elevations for a 25-year storm remain below pavement elevations for both A and B scenarios. A Post-Development Watershed Map developed for this project is included as Attachment B.

A maintenance agreement in accordance with Chapter 7.7 and UNHSC specifications will be established with a third-party service as part of the final application. Maintenance activities may include inspections, sweeping, vacuuming, and the limiting of salt and sediment transport to the porous pavement.



SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County.

The majority of the site is comprised of Scantic Silt Loam. This soil has a moderate permeability in the upper part of the horizon with a slow permeability in the lower part. Additionally, runoff is slow and available water capacity is high.

A small part of the site consists of Elmwood Fine Sandy Loam which is characterized by slow to medium runoff. Permeability is rapid above the fine-textured layer and slow within it. Lastly, water capacity is high. These existing soils were modeled in their respective hydrologic groups in both the pre and post conditions.

The susceptibility of soil erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. Higher “K” values indicate more erodible soils.

Table 6: K Value		
Soils Type	Subsurface	Substratum
Scantic Silt Loam	.49	.49
Elmwood Fine Sandy Loam	.40	.40

The soil “K” values for the soils, listed above, indicate a moderate susceptibility to erosion. The site’s susceptibility to erosion is sourced from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. The site’s soils map from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County is included as Attachment C.

Given the low-permeable soils, the use of underdrains, and the fact that no onsite wastewater is proposed, it is Acorn Engineering’s professional opinion that a more intense hydric soil boundary delineation is not required because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

Conclusion

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is anticipated to improve upon the existing stormwater management by providing significant storage through the use of the porous pavement BMP. Water quality will be provided for 96% of the new impervious area while also reducing the peak flowrates across the entire site. Furthermore, the design does not anticipate to create erosion, drainage, or runoff problems for the development, the city, or abutting properties.



Attachments

Attachment A: Pre – Development Watershed Map

Attachment B: Post – Development Watershed Map

Attachment C: Soils Map

Attachment D: HydroCAD Calculations

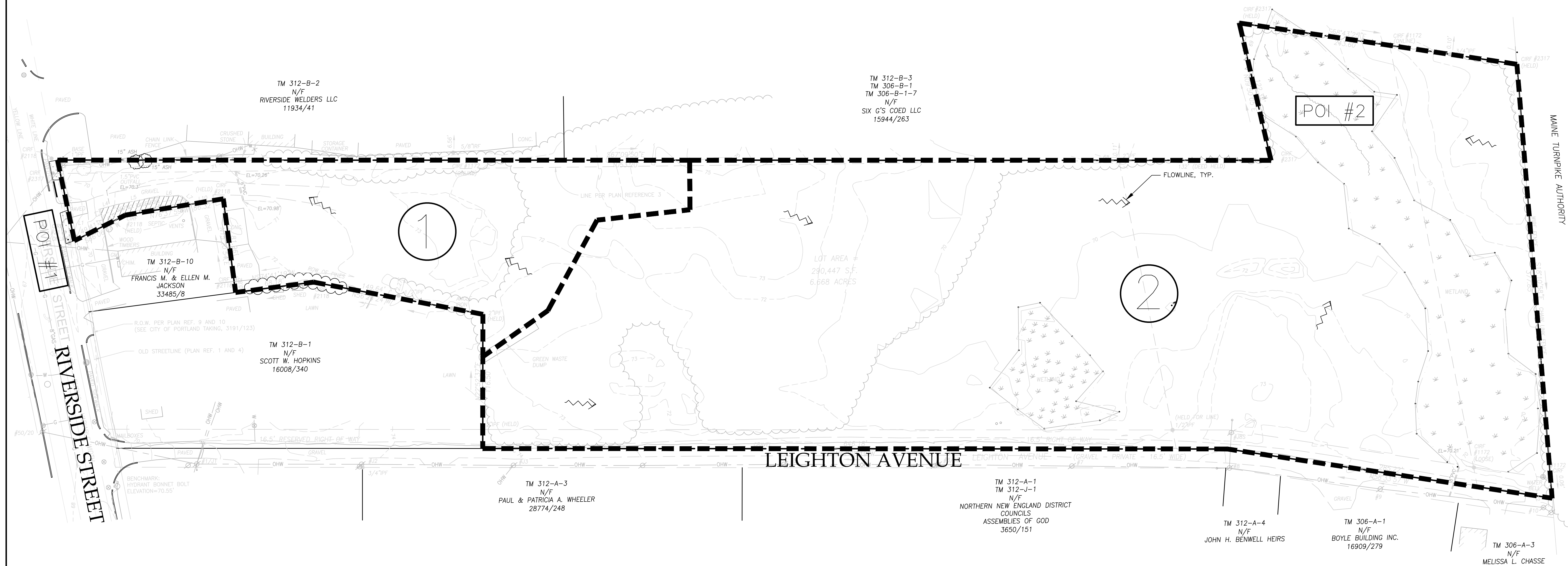


1. REFER TO STORMWATER REPORT FOR MORE INFORMATION

SUBCATCHMENT NUMBER



POINT OF INTEREST (POI)



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

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E: PREF - DEVELOPMENT STORMWATER PLAN

RIVERSIDE SELF-STORAGE CONTAINERS

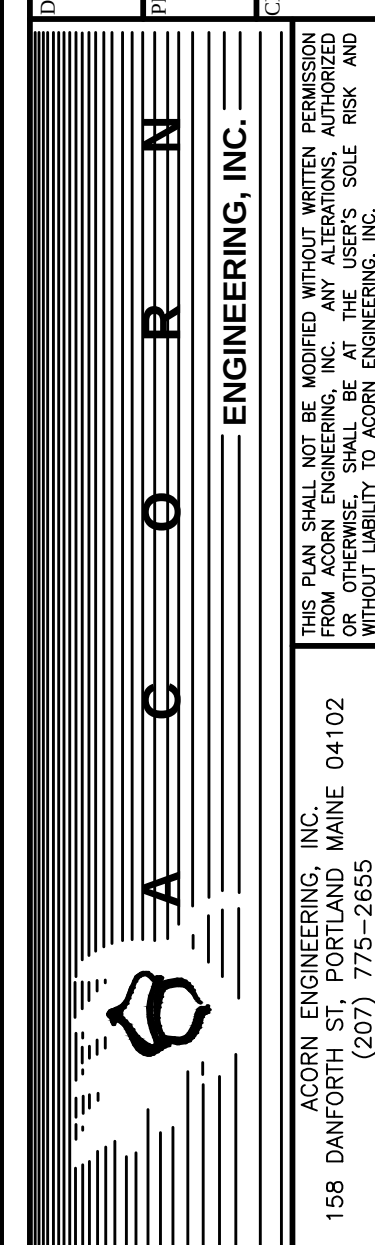
547 RIVERSIDE LLC

34/ RIVERSIDE LLC
59 MOODY STREET, PORTLAND, MAINE 04101

DRAWING NAME:

PROJECT NAME:

IDENT.



FILE: 1080 CIVIL

JN:	1080
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SCALE: NTS

DESIGNED BY: WHS

DRAWN BY:	SJL
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CHECKED BY: WHS



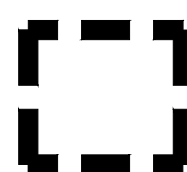
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PRE

1. REFER TO STORMWATER REPORT FOR MORE INFORMATION

1

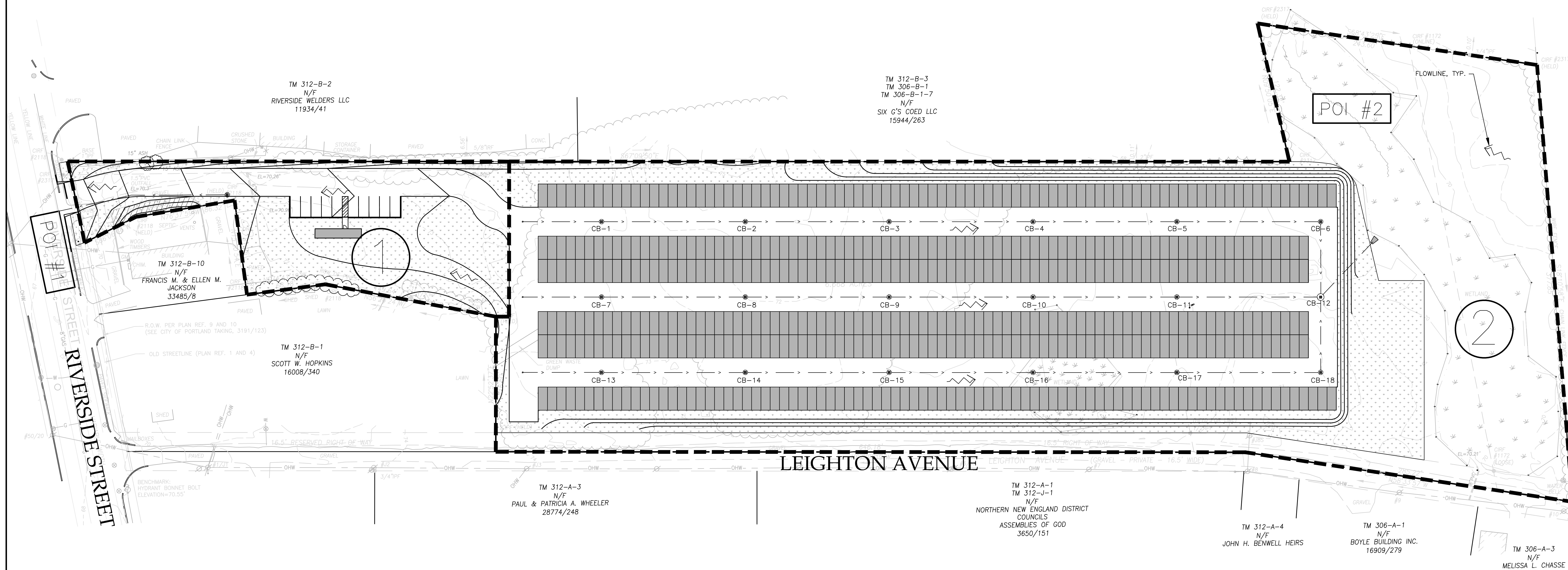
SUBCATCHMENT NUMBER



SUBCATCHMENT EXTENTS

POI #1

POINT OF INTEREST (POI)



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

POST - DEVELOPMENT STORMWATER PLAN

RIVERSIDE SELF-STORAGE CONTAINERS

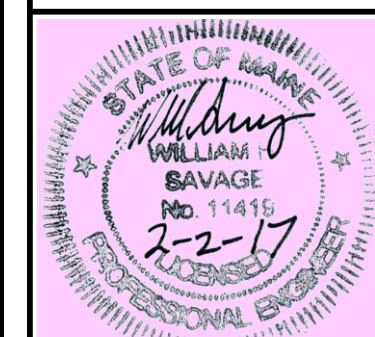
547 RIVERSIDE LLC

34/ RIVERSIDE LLC
59 MOODY STREET, PORTLAND, MAINE 04101

ACORN

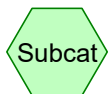
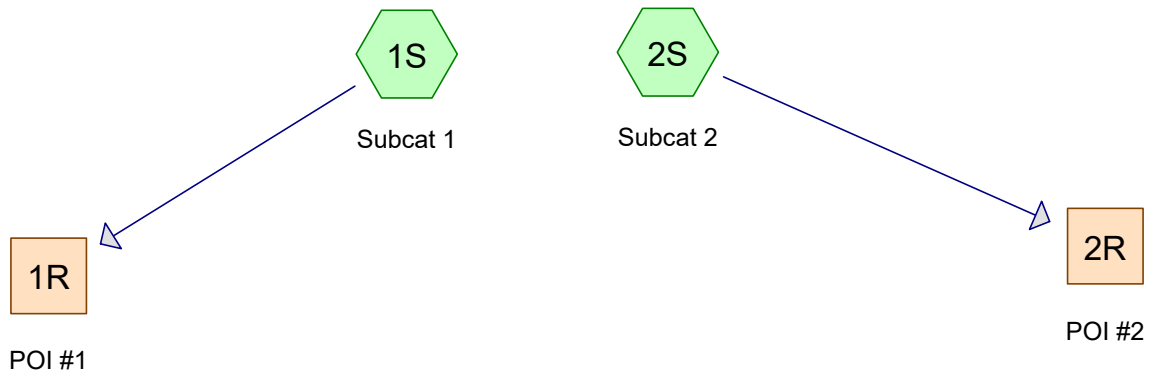
ACORN ENGINEERING, INC.
158 DANFORTH ST, PORTLAND MAINE 04102
(207) 775-2655

FILE:	1080_CIVIL
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SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS



DRAWING NO.

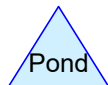
POST



Subcat



Reach



Pond



Link

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
2.927	73	Brush, Good, HSG D (1S, 2S)
0.012	98	Concrete (1S)
0.085	96	Gravel roads, HSG D (1S)
0.147	96	Gravel surface, HSG A (2S)
0.019	98	Pavement (1S)
0.866	98	Wetland (2S)
0.574	72	Woods/grass comb., Good, HSG C (2S)
2.037	79	Woods/grass comb., Good, HSG D (1S, 2S)
6.668	79	TOTAL AREA

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.147	HSG A	2S
0.000	HSG B	
0.574	HSG C	2S
5.050	HSG D	1S, 2S
0.898	Other	1S, 2S
6.668		TOTAL AREA

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.000	2.927	0.000	2.927	Brush, Good	1S, 2S
0.000	0.000	0.000	0.000	0.012	0.012	Concrete	1S
0.000	0.000	0.000	0.085	0.000	0.085	Gravel roads	1S
0.147	0.000	0.000	0.000	0.000	0.147	Gravel surface	2S
0.000	0.000	0.000	0.000	0.019	0.019	Pavement	1S
0.000	0.000	0.000	0.000	0.866	0.866	Wetland	2S
0.000	0.000	0.574	2.037	0.000	2.611	Woods/grass comb., Good	1S, 2S
0.147	0.000	0.574	5.050	0.898	6.668	TOTAL AREA	

Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcat 1

Runoff Area=48,657 sf 2.80% Impervious Runoff Depth=1.20"
Flow Length=667' Tc=22.9 min CN=76 Runoff=0.97 cfs 0.112 af

Subcatchment 2S: Subcat 2

Runoff Area=241,794 sf 15.61% Impervious Runoff Depth=1.46"
Flow Length=791' Tc=38.3 min CN=80 Runoff=4.72 cfs 0.673 af

Reach 1R: POI #1

Inflow=0.97 cfs 0.112 af
Outflow=0.97 cfs 0.112 af

Reach 2R: POI #2

Inflow=4.72 cfs 0.673 af
Outflow=4.72 cfs 0.673 af

Total Runoff Area = 6.668 ac Runoff Volume = 0.785 af Average Runoff Depth = 1.41"
86.54% Pervious = 5.770 ac 13.46% Impervious = 0.898 ac

Summary for Subcatchment 1S: Subcat 1

Runoff = 0.97 cfs @ 12.34 hrs, Volume= 0.112 af, Depth= 1.20"

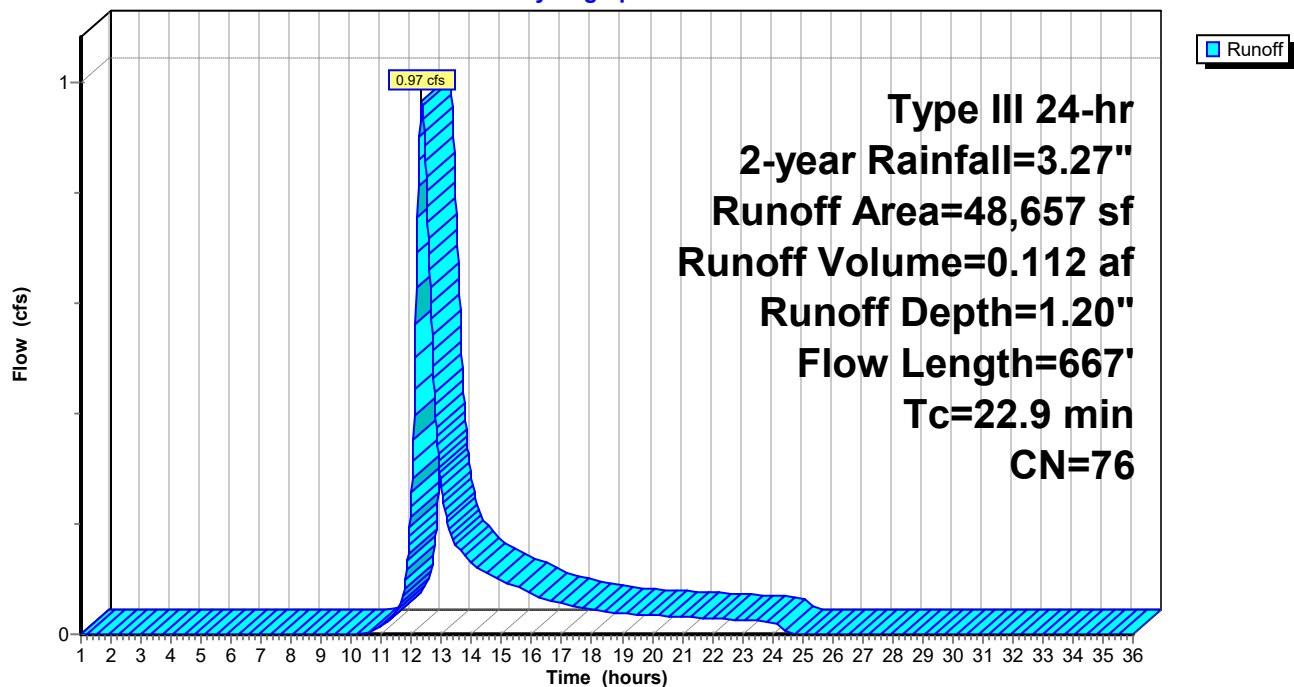
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.27"

Area (sf)	CN	Description
* 837	98	Pavement
* 523	98	Concrete
* 3,715	96	Gravel roads, HSG D
2,400	79	Woods/grass comb., Good, HSG D
41,182	73	Brush, Good, HSG D
48,657	76	Weighted Average
47,297		97.20% Pervious Area
1,360		2.80% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.2	150	0.0240	0.14		Sheet Flow, A to B
					Grass: Dense n= 0.240 P2= 3.27"
1.1	126	0.0140	1.90		Shallow Concentrated Flow, B to C
					Unpaved Kv= 16.1 fps
3.6	391	0.0123	1.79		Shallow Concentrated Flow, C to D
					Unpaved Kv= 16.1 fps
22.9	667	Total			

Subcatchment 1S: Subcat 1

Hydrograph



Summary for Subcatchment 2S: Subcat 2

Runoff = 4.72 cfs @ 12.55 hrs, Volume= 0.673 af, Depth= 1.46"

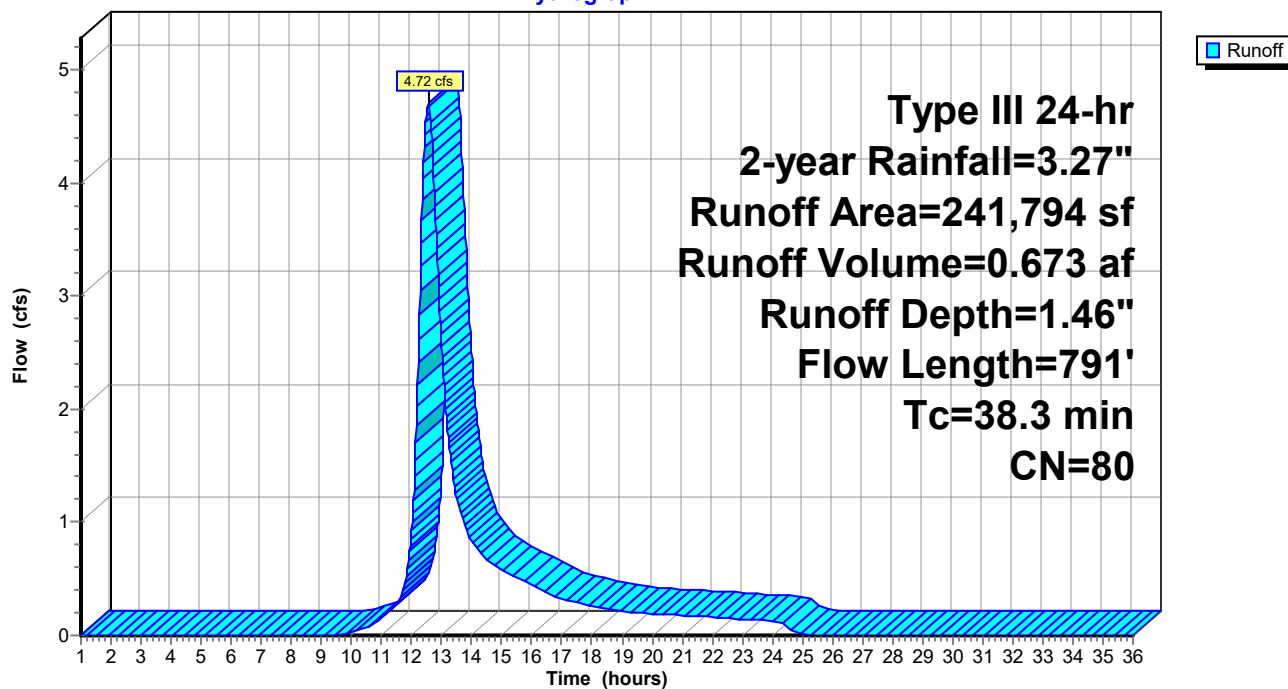
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.27"

Area (sf)	CN	Description
6,385	96	Gravel surface, HSG A
25,000	72	Woods/grass comb., Good, HSG C
86,336	79	Woods/grass comb., Good, HSG D
* 37,737	98	Wetland
86,336	73	Brush, Good, HSG D
241,794	80	Weighted Average
204,057		84.39% Pervious Area
37,737		15.61% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0230	0.14		Sheet Flow, E to F Grass: Dense n= 0.240 P2= 3.27"
16.6	433	0.0076	0.44		Shallow Concentrated Flow, F to G Woodland Kv= 5.0 fps
1.6	78	0.0028	0.79		Shallow Concentrated Flow, G to H Grassed Waterway Kv= 15.0 fps
1.6	130	0.0084	1.37		Shallow Concentrated Flow, H to I Grassed Waterway Kv= 15.0 fps
38.3	791	Total			

Subcatchment 2S: Subcat 2

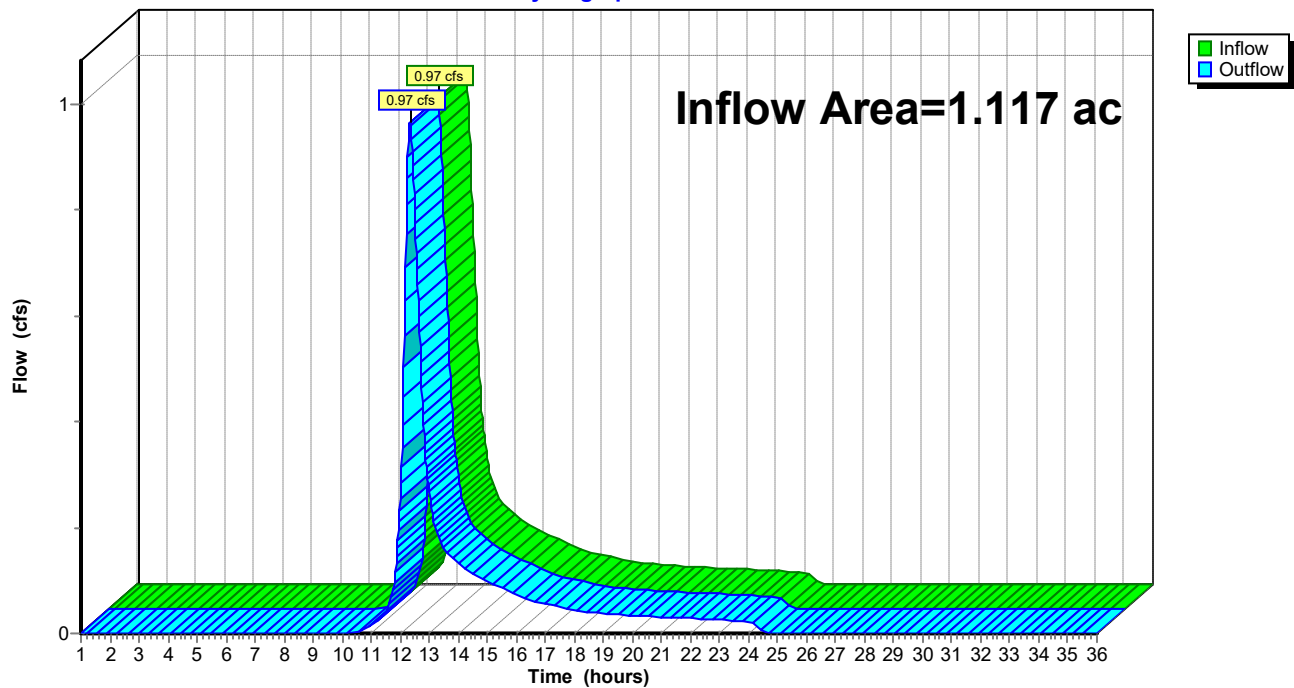
Hydrograph



Summary for Reach 1R: POI #1

Inflow Area = 1.117 ac, 2.80% Impervious, Inflow Depth = 1.20" for 2-year event
Inflow = 0.97 cfs @ 12.34 hrs, Volume= 0.112 af
Outflow = 0.97 cfs @ 12.34 hrs, Volume= 0.112 af, Atten= 0%, Lag= 0.0 min

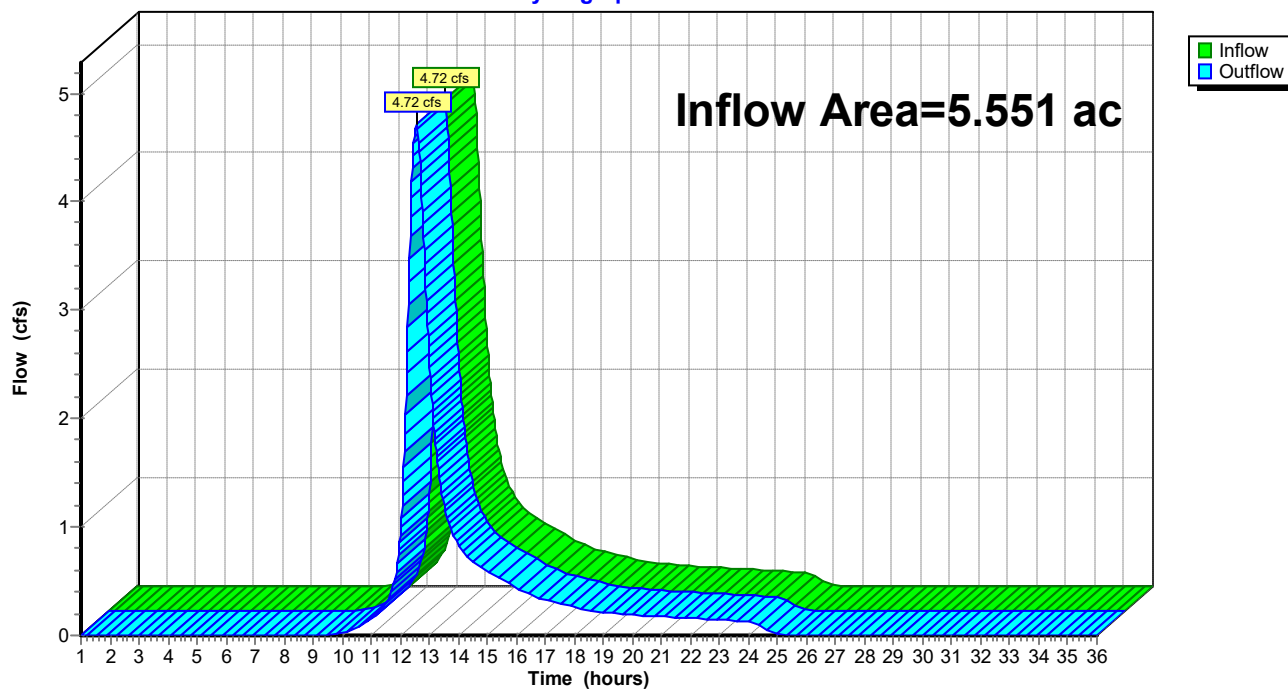
Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI #1**Hydrograph**

Summary for Reach 2R: POI #2

Inflow Area = 5.551 ac, 15.61% Impervious, Inflow Depth = 1.46" for 2-year event
Inflow = 4.72 cfs @ 12.55 hrs, Volume= 0.673 af
Outflow = 4.72 cfs @ 12.55 hrs, Volume= 0.673 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R: POI #2**Hydrograph**

Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcat 1Runoff Area=48,657 sf 2.80% Impervious Runoff Depth=2.47"
Flow Length=667' Tc=22.9 min CN=76 Runoff=2.05 cfs 0.230 af**Subcatchment 2S: Subcat 2**Runoff Area=241,794 sf 15.61% Impervious Runoff Depth=2.82"
Flow Length=791' Tc=38.3 min CN=80 Runoff=9.25 cfs 1.306 af**Reach 1R: POI #1**Inflow=2.05 cfs 0.230 af
Outflow=2.05 cfs 0.230 af**Reach 2R: POI #2**Inflow=9.25 cfs 1.306 af
Outflow=9.25 cfs 1.306 af**Total Runoff Area = 6.668 ac Runoff Volume = 1.536 af Average Runoff Depth = 2.76"**
86.54% Pervious = 5.770 ac 13.46% Impervious = 0.898 ac

Summary for Subcatchment 1S: Subcat 1

Runoff = 2.05 cfs @ 12.32 hrs, Volume= 0.230 af, Depth= 2.47"

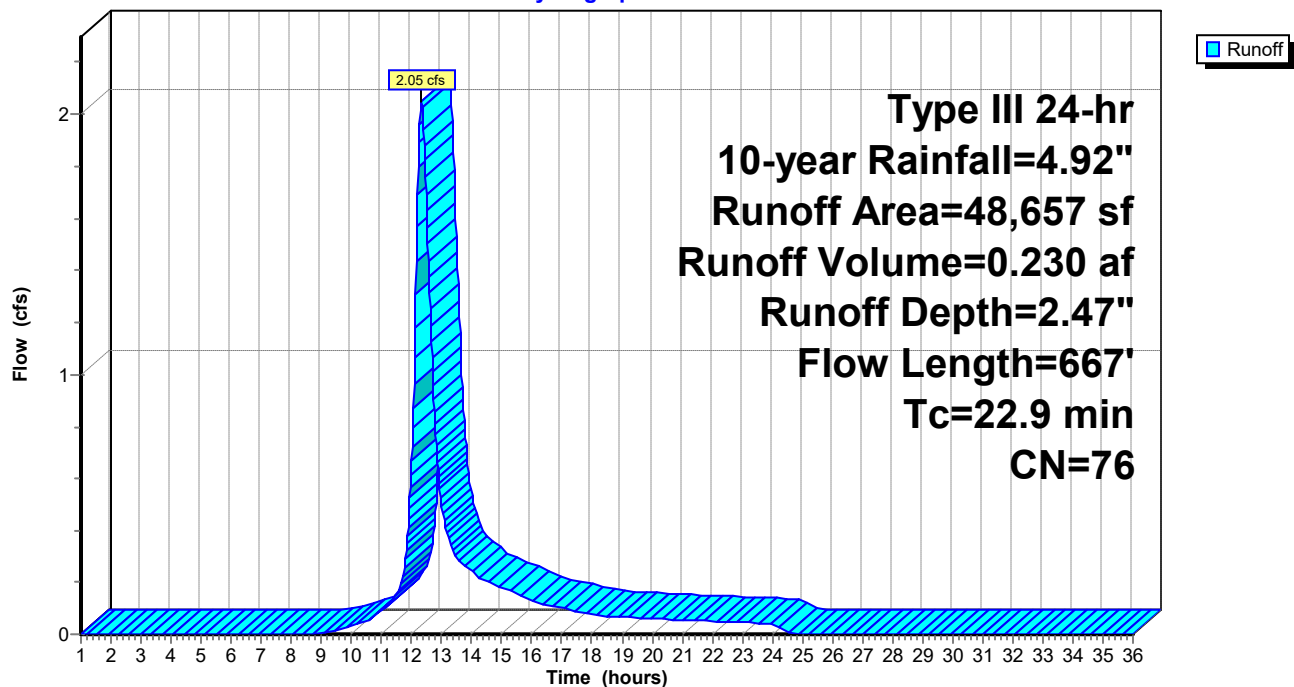
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.92"

	Area (sf)	CN	Description
*	837	98	Pavement
*	523	98	Concrete
*	3,715	96	Gravel roads, HSG D
	2,400	79	Woods/grass comb., Good, HSG D
	41,182	73	Brush, Good, HSG D
	48,657	76	Weighted Average
	47,297		97.20% Pervious Area
	1,360		2.80% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.2	150	0.0240	0.14		Sheet Flow, A to B
					Grass: Dense n= 0.240 P2= 3.27"
1.1	126	0.0140	1.90		Shallow Concentrated Flow, B to C
					Unpaved Kv= 16.1 fps
3.6	391	0.0123	1.79		Shallow Concentrated Flow, C to D
					Unpaved Kv= 16.1 fps
22.9	667	Total			

Subcatchment 1S: Subcat 1

Hydrograph



Summary for Subcatchment 2S: Subcat 2

Runoff = 9.25 cfs @ 12.54 hrs, Volume= 1.306 af, Depth= 2.82"

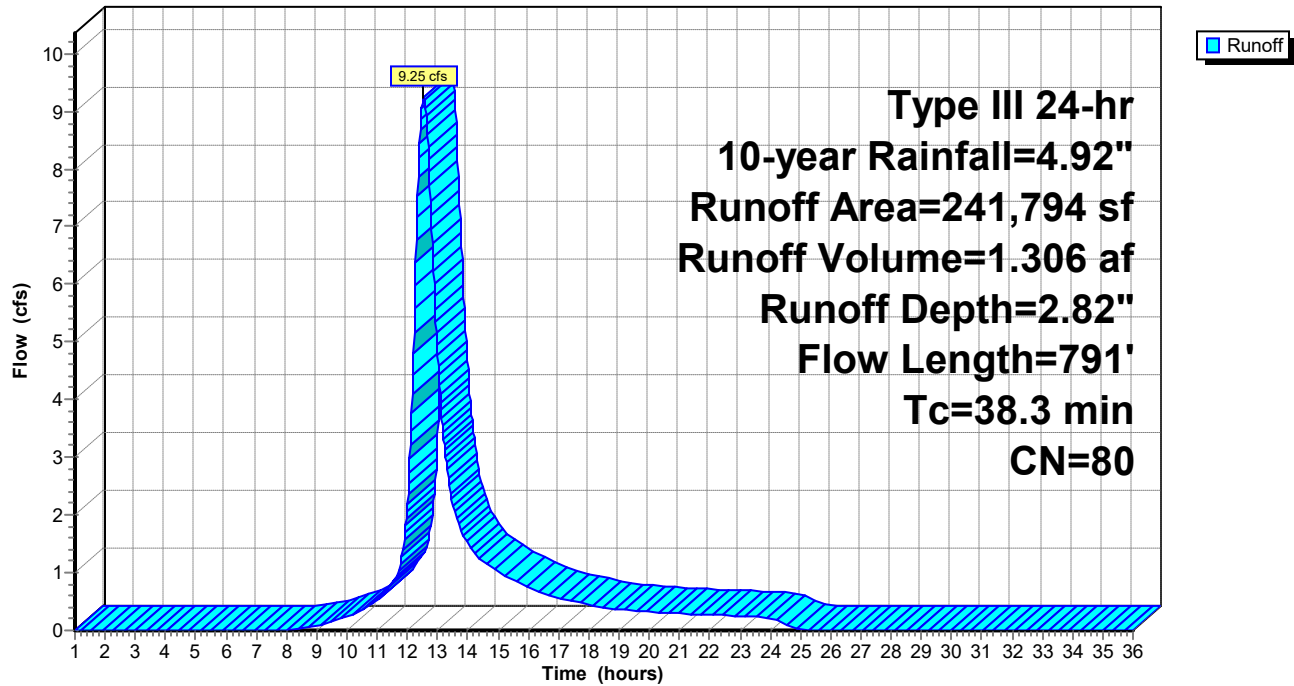
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.92"

Area (sf)	CN	Description
6,385	96	Gravel surface, HSG A
25,000	72	Woods/grass comb., Good, HSG C
86,336	79	Woods/grass comb., Good, HSG D
* 37,737	98	Wetland
86,336	73	Brush, Good, HSG D
241,794	80	Weighted Average
204,057		84.39% Pervious Area
37,737		15.61% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0230	0.14		Sheet Flow, E to F Grass: Dense n= 0.240 P2= 3.27"
16.6	433	0.0076	0.44		Shallow Concentrated Flow, F to G Woodland Kv= 5.0 fps
1.6	78	0.0028	0.79		Shallow Concentrated Flow, G to H Grassed Waterway Kv= 15.0 fps
1.6	130	0.0084	1.37		Shallow Concentrated Flow, H to I Grassed Waterway Kv= 15.0 fps
38.3	791	Total			

Subcatchment 2S: Subcat 2

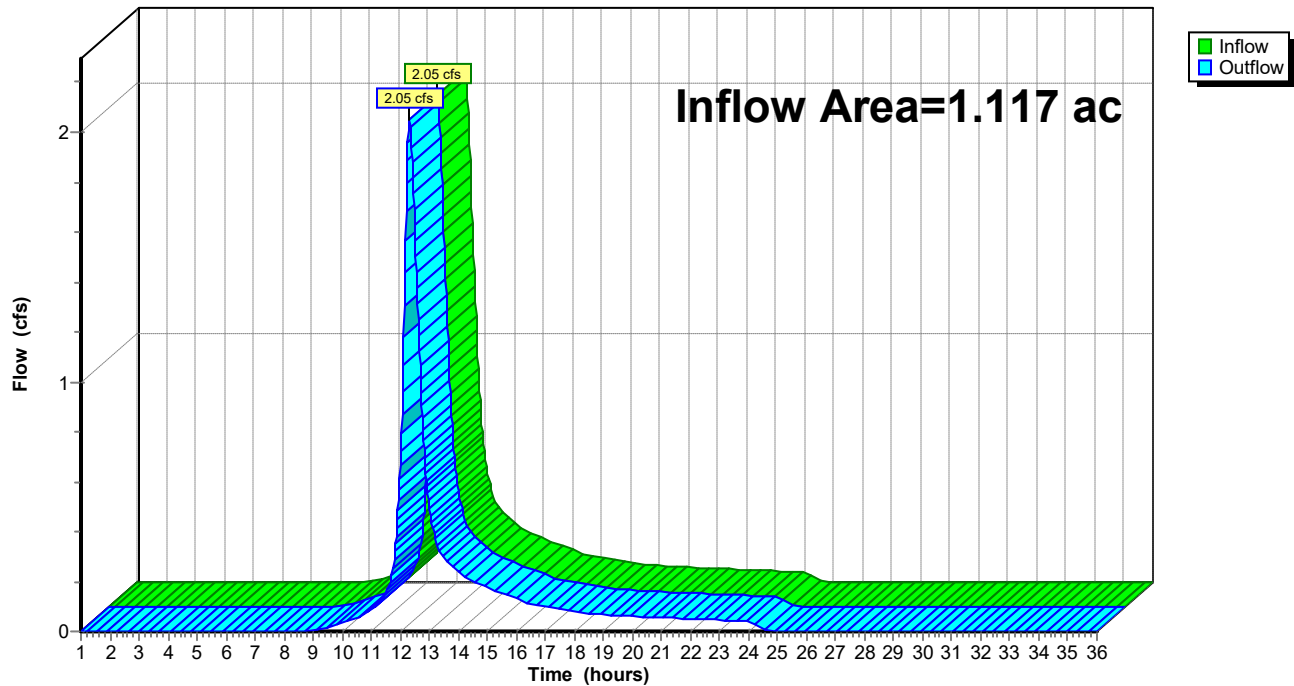
Hydrograph



Summary for Reach 1R: POI #1

Inflow Area = 1.117 ac, 2.80% Impervious, Inflow Depth = 2.47" for 10-year event
Inflow = 2.05 cfs @ 12.32 hrs, Volume= 0.230 af
Outflow = 2.05 cfs @ 12.32 hrs, Volume= 0.230 af, Atten= 0%, Lag= 0.0 min

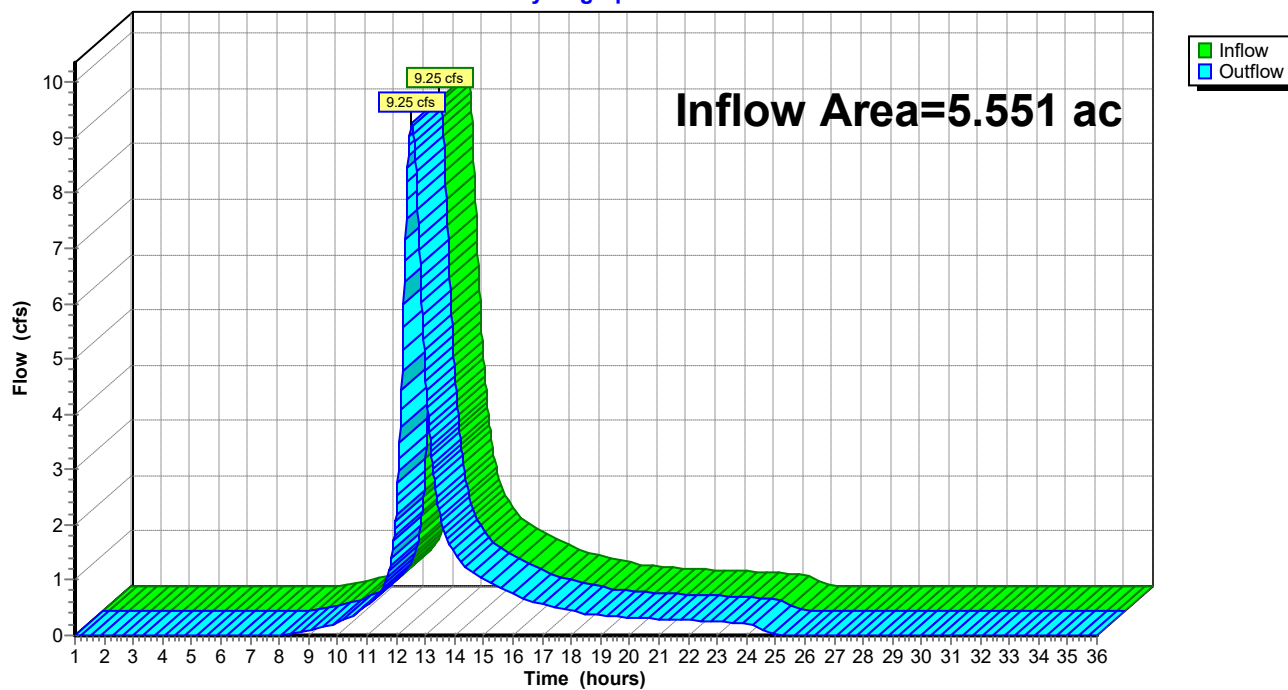
Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI #1**Hydrograph**

Summary for Reach 2R: POI #2

Inflow Area = 5.551 ac, 15.61% Impervious, Inflow Depth = 2.82" for 10-year event
Inflow = 9.25 cfs @ 12.54 hrs, Volume= 1.306 af
Outflow = 9.25 cfs @ 12.54 hrs, Volume= 1.306 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R: POI #2**Hydrograph**

Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcat 1Runoff Area=48,657 sf 2.80% Impervious Runoff Depth=3.56"
Flow Length=667' Tc=22.9 min CN=76 Runoff=2.97 cfs 0.332 af**Subcatchment 2S: Subcat 2**Runoff Area=241,794 sf 15.61% Impervious Runoff Depth=3.97"
Flow Length=791' Tc=38.3 min CN=80 Runoff=12.96 cfs 1.837 af**Reach 1R: POI #1**Inflow=2.97 cfs 0.332 af
Outflow=2.97 cfs 0.332 af**Reach 2R: POI #2**Inflow=12.96 cfs 1.837 af
Outflow=12.96 cfs 1.837 af**Total Runoff Area = 6.668 ac Runoff Volume = 2.169 af Average Runoff Depth = 3.90"**
86.54% Pervious = 5.770 ac 13.46% Impervious = 0.898 ac

Summary for Subcatchment 1S: Subcat 1

Runoff = 2.97 cfs @ 12.32 hrs, Volume= 0.332 af, Depth= 3.56"

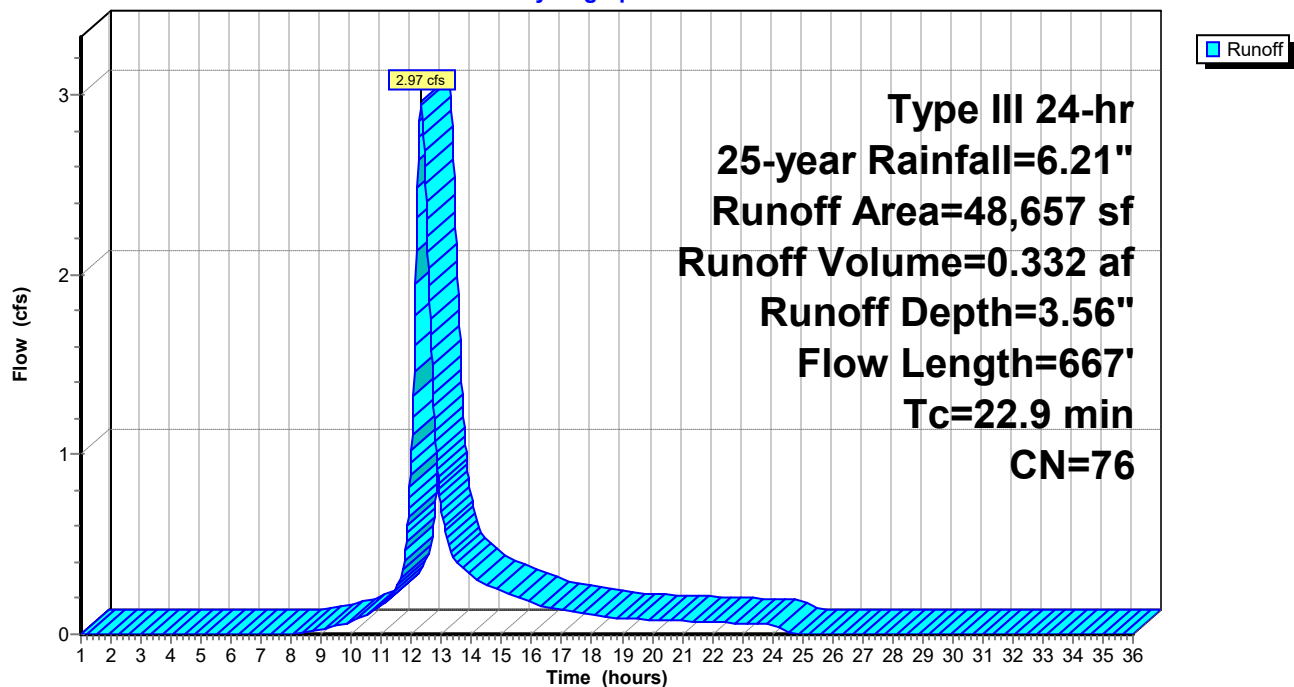
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=6.21"

	Area (sf)	CN	Description
*	837	98	Pavement
*	523	98	Concrete
*	3,715	96	Gravel roads, HSG D
	2,400	79	Woods/grass comb., Good, HSG D
	41,182	73	Brush, Good, HSG D
	48,657	76	Weighted Average
	47,297		97.20% Pervious Area
	1,360		2.80% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.2	150	0.0240	0.14		Sheet Flow, A to B
					Grass: Dense n= 0.240 P2= 3.27"
1.1	126	0.0140	1.90		Shallow Concentrated Flow, B to C
					Unpaved Kv= 16.1 fps
3.6	391	0.0123	1.79		Shallow Concentrated Flow, C to D
					Unpaved Kv= 16.1 fps
22.9	667	Total			

Subcatchment 1S: Subcat 1

Hydrograph



Summary for Subcatchment 2S: Subcat 2

Runoff = 12.96 cfs @ 12.53 hrs, Volume= 1.837 af, Depth= 3.97"

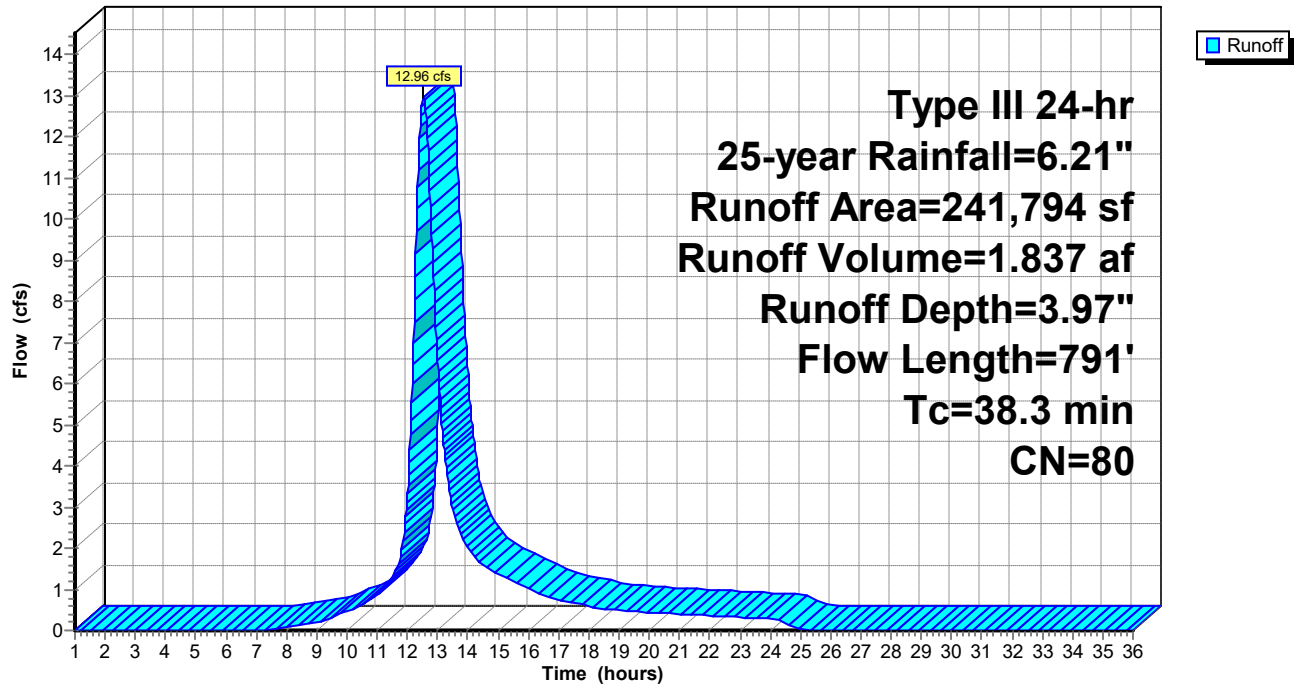
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=6.21"

Area (sf)	CN	Description
6,385	96	Gravel surface, HSG A
25,000	72	Woods/grass comb., Good, HSG C
86,336	79	Woods/grass comb., Good, HSG D
* 37,737	98	Wetland
86,336	73	Brush, Good, HSG D
241,794	80	Weighted Average
204,057		84.39% Pervious Area
37,737		15.61% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0230	0.14		Sheet Flow, E to F Grass: Dense n= 0.240 P2= 3.27"
16.6	433	0.0076	0.44		Shallow Concentrated Flow, F to G Woodland Kv= 5.0 fps
1.6	78	0.0028	0.79		Shallow Concentrated Flow, G to H Grassed Waterway Kv= 15.0 fps
1.6	130	0.0084	1.37		Shallow Concentrated Flow, H to I Grassed Waterway Kv= 15.0 fps
38.3	791	Total			

Subcatchment 2S: Subcat 2

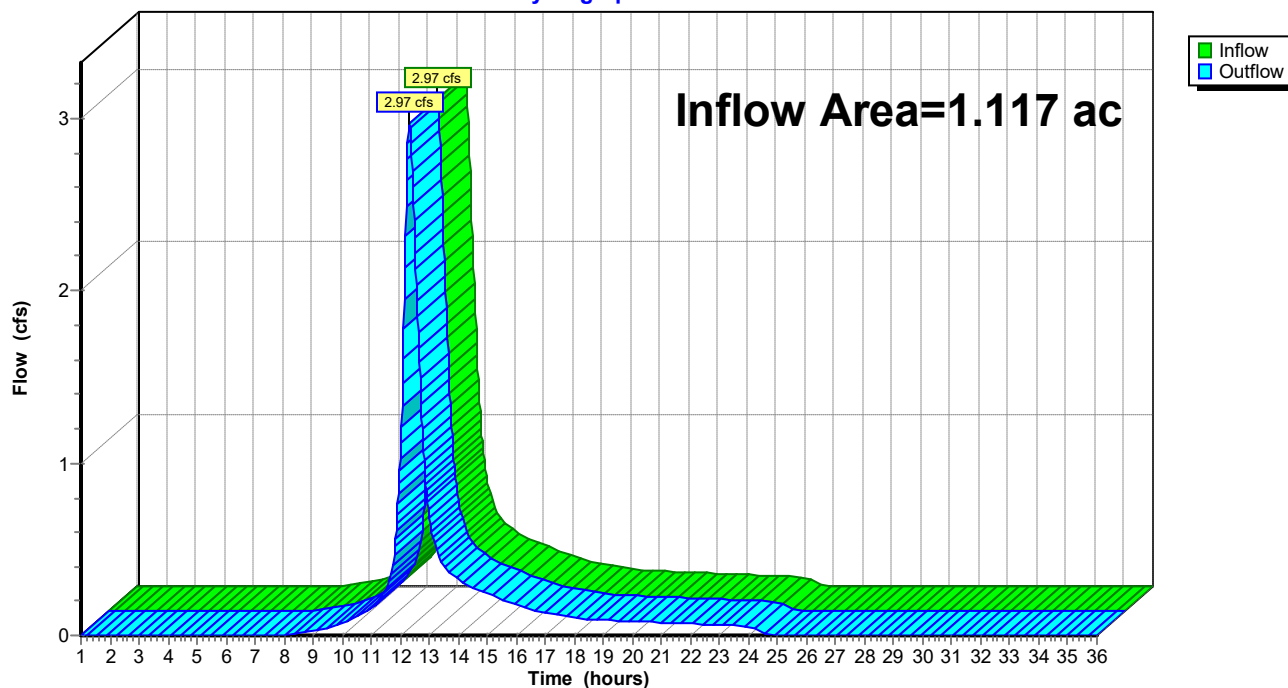
Hydrograph



Summary for Reach 1R: POI #1

Inflow Area = 1.117 ac, 2.80% Impervious, Inflow Depth = 3.56" for 25-year event
Inflow = 2.97 cfs @ 12.32 hrs, Volume= 0.332 af
Outflow = 2.97 cfs @ 12.32 hrs, Volume= 0.332 af, Atten= 0%, Lag= 0.0 min

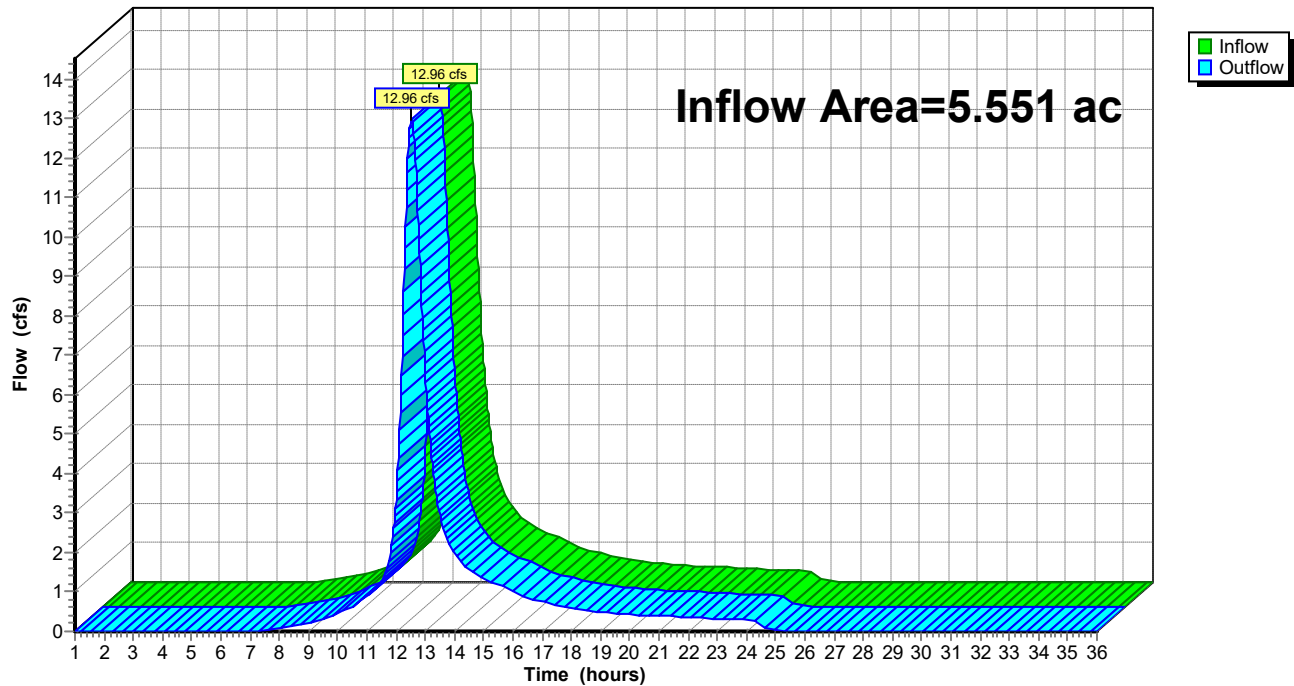
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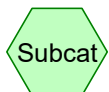
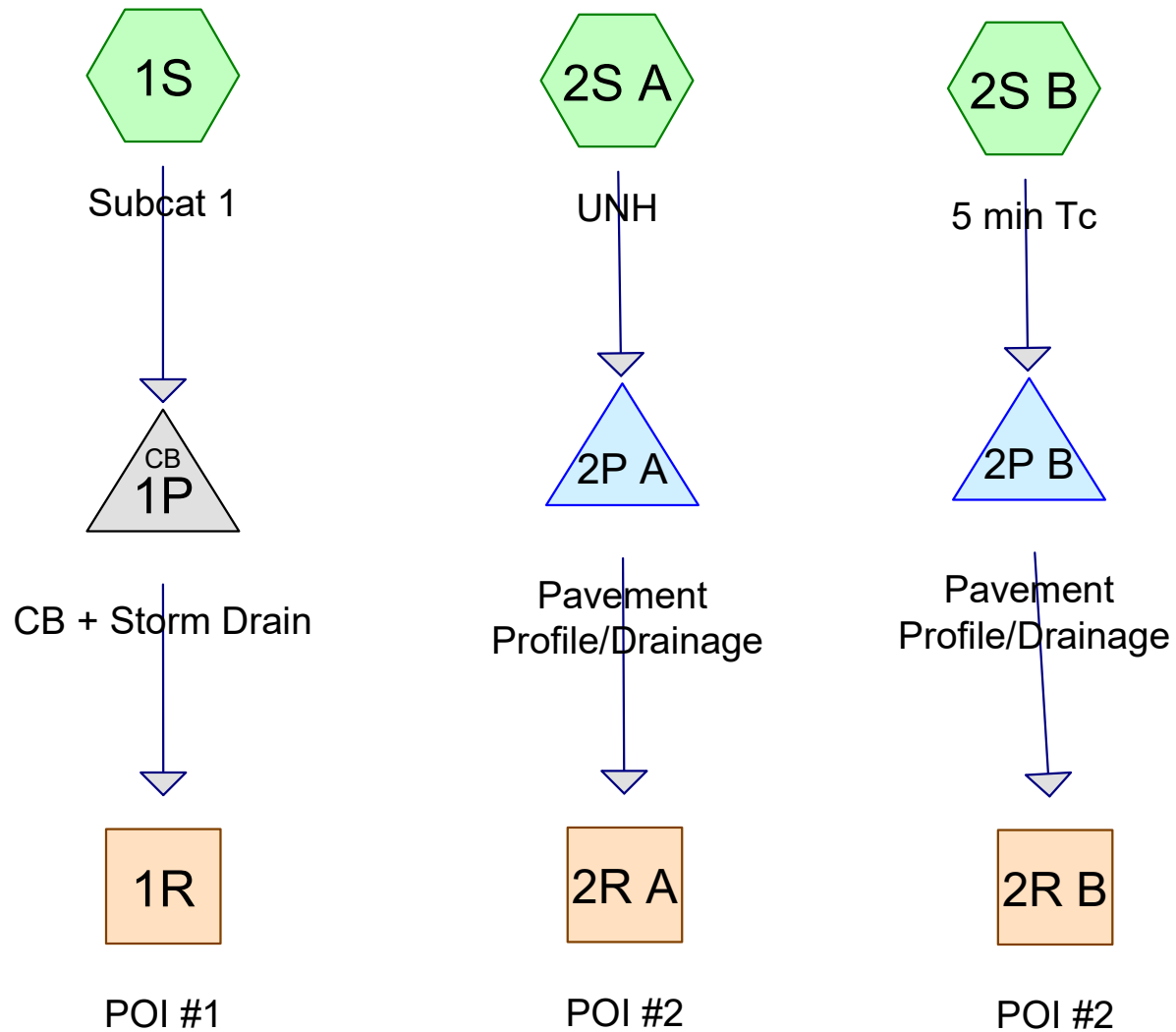
Reach 1R: POI #1**Hydrograph**

Summary for Reach 2R: POI #2

Inflow Area = 5.551 ac, 15.61% Impervious, Inflow Depth = 3.97" for 25-year event
Inflow = 12.96 cfs @ 12.53 hrs, Volume= 1.837 af
Outflow = 12.96 cfs @ 12.53 hrs, Volume= 1.837 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

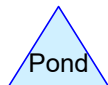
Reach 2R: POI #2**Hydrograph**



Subcat



Reach



Pond



Link

Routing Diagram for POST_2-2-17

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POST_2-2-17

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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
2.474	80	>75% Grass cover, Good, HSG D (1S, 2S A, 2S B)
1.687	83	Brush, Poor, HSG D (2S A, 2S B)
0.293	91	Gravel roads, HSG D (2S A, 2S B)
0.257	98	Paved roads w/curbs & sewers, HSG D (1S)
2.677	98	Porous (2S A, 2S B)
3.710	98	Roofs, HSG C (1S, 2S A, 2S B)
1.441	100	Wetland (2S A, 2S B)
0.015	79	Woods/grass comb., Good, HSG D (1S)
12.556	92	TOTAL AREA

POST_2-2-17

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Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
0.000	HSG B	
3.710	HSG C	1S, 2S A, 2S B
4.727	HSG D	1S, 2S A, 2S B
4.119	Other	2S A, 2S B
12.556		TOTAL AREA

POST_2-2-17

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.000	2.474	0.000	2.474	>75% Grass cover, Good	1S, 2S A, 2S B
0.000	0.000	0.000	1.687	0.000	1.687	Brush, Poor	2S A, 2S B
0.000	0.000	0.000	0.293	0.000	0.293	Gravel roads	2S A, 2S B
0.000	0.000	0.000	0.257	0.000	0.257	Paved roads w/curbs & sewers	1S
0.000	0.000	0.000	0.000	2.677	2.677	Porous	2S A, 2S B
0.000	0.000	3.710	0.000	0.000	3.710	Roofs	1S, 2S A, 2S B
0.000	0.000	0.000	0.000	1.441	1.441	Wetland	2S A, 2S B
0.000	0.000	0.000	0.015	0.000	0.015	Woods/grass comb., Good	1S
0.000	0.000	3.710	4.727	4.119	12.556	TOTAL AREA	

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Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Diam/Width (inches)	Height (inches)	Inside-Fill (inches)
1	1P	69.00	68.12	176.0	0.0050	0.010	4.0	0.0	0.0
2	2P A	69.50	69.25	48.0	0.0052	0.010	12.0	0.0	0.0
3	2P B	69.50	69.25	48.0	0.0052	0.010	12.0	0.0	0.0

POST_2-2-17

Type III 24-hr 2-year Rainfall=3.27"

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Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcat 1

Runoff Area=33,960 sf 33.94% Impervious Runoff Depth=1.90"
 Flow Length=397' Tc=32.0 min CN=86 Runoff=0.95 cfs 0.123 af

Subcatchment 2S A: UNH

Runoff Area=256,482 sf 66.42% Impervious Runoff Depth=2.51"
 Tc=193.0 min CN=93 Runoff=3.07 cfs 1.233 af

Subcatchment 2S B: 5 min Tc

Runoff Area=256,481 sf 66.42% Impervious Runoff Depth=2.51"
 Tc=5.0 min CN=93 Runoff=17.32 cfs 1.233 af

Reach 1R: POI #1

Inflow=0.95 cfs 0.123 af
 Outflow=0.95 cfs 0.123 af

Reach 2R A: POI #2

Inflow=3.06 cfs 1.233 af
 Outflow=3.06 cfs 1.233 af

Reach 2R B: POI #2

Inflow=4.51 cfs 1.233 af
 Outflow=4.51 cfs 1.233 af

Pond 1P: CB + Storm Drain

Peak Elev=97.98' Inflow=0.95 cfs 0.123 af
 4.0" Round Culvert n=0.010 L=176.0' S=0.0050 '/' Outflow=0.95 cfs 0.123 af

Pond 2P A: Pavement Profile/Drainage

Peak Elev=71.05' Storage=682 cf Inflow=3.07 cfs 1.233 af
 12.0" Round Culvert n=0.010 L=48.0' S=0.0052 '/' Outflow=3.06 cfs 1.233 af

Pond 2P B: Pavement Profile/Drainage

Peak Elev=72.28' Storage=11,142 cf Inflow=17.32 cfs 1.233 af
 12.0" Round Culvert n=0.010 L=48.0' S=0.0052 '/' Outflow=4.51 cfs 1.233 af

Total Runoff Area = 12.556 ac Runoff Volume = 2.589 af Average Runoff Depth = 2.47"
35.60% Pervious = 4.470 ac 64.40% Impervious = 8.086 ac

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Type III 24-hr 2-year Rainfall=3.27"

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Summary for Subcatchment 1S: Subcat 1

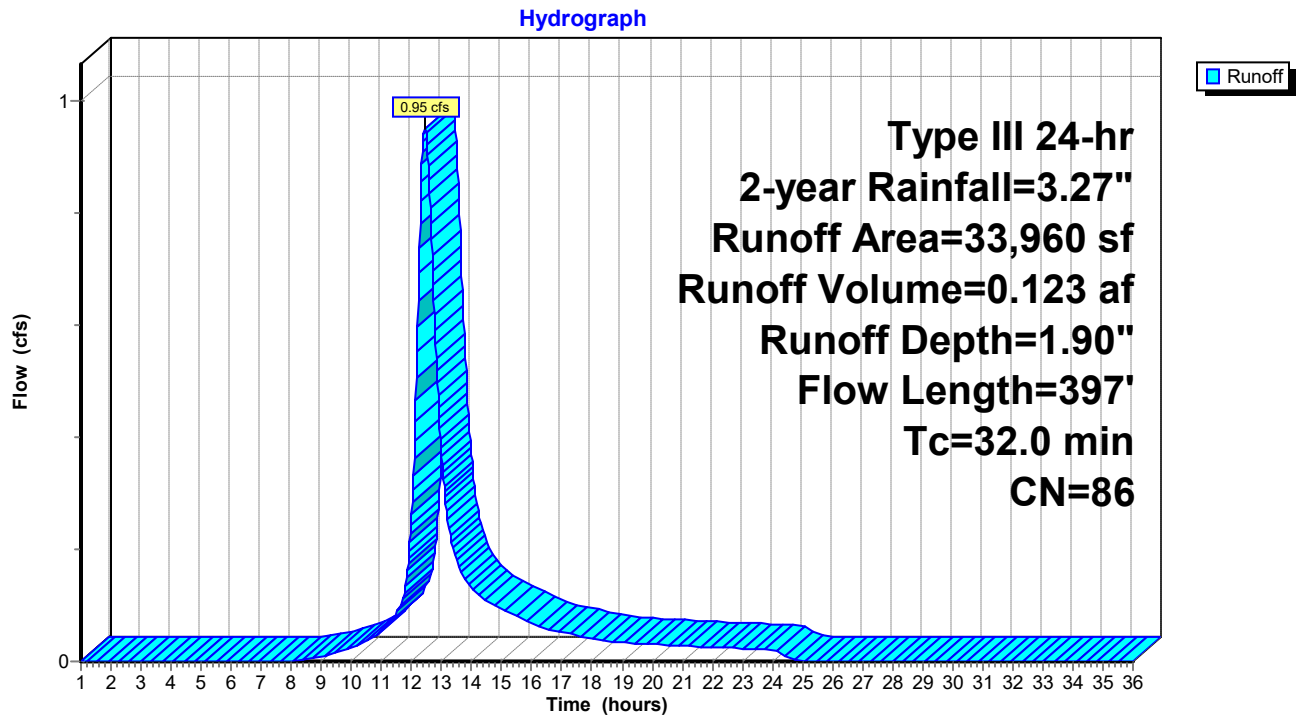
Runoff = 0.95 cfs @ 12.44 hrs, Volume= 0.123 af, Depth= 1.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.27"

Area (sf)	CN	Description
11,205	98	Paved roads w/curbs & sewers, HSG D
320	98	Roofs, HSG C
21,762	80	>75% Grass cover, Good, HSG D
673	79	Woods/grass comb., Good, HSG D
33,960	86	Weighted Average
22,435		66.06% Pervious Area
11,525		33.94% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	14	0.0730	0.19		Sheet Flow, A to B Grass: Short n= 0.150 P2= 3.27"
28.5	137	0.0065	0.08		Sheet Flow, B to C Grass: Dense n= 0.240 P2= 3.27"
1.6	105	0.0234	1.07		Shallow Concentrated Flow, C to D Short Grass Pasture Kv= 7.0 fps
0.7	141	0.0244	3.17		Shallow Concentrated Flow, D to E Paved Kv= 20.3 fps
32.0	397	Total			

Subcatchment 1S: Subcat 1



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Type III 24-hr 2-year Rainfall=3.27"

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Summary for Subcatchment 2S A: UNH

Runoff = 3.07 cfs @ 14.38 hrs, Volume= 1.233 af, Depth= 2.51"

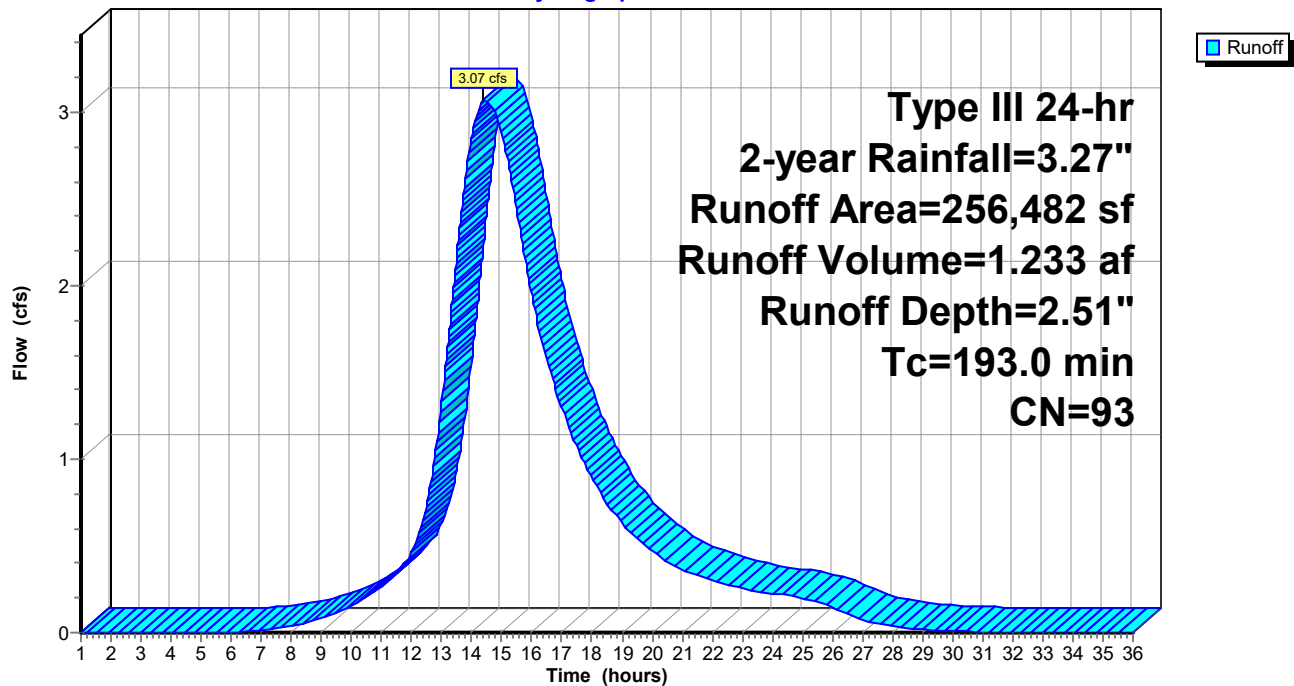
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.27"

	Area (sf)	CN	Description
*	58,315	98	Porous
	6,386	91	Gravel roads, HSG D
	80,640	98	Roofs, HSG C
*	31,390	100	Wetland
	43,000	80	>75% Grass cover, Good, HSG D
	36,751	83	Brush, Poor, HSG D
	256,482	93	Weighted Average
	86,137		33.58% Pervious Area
	170,345		66.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
193.0					Direct Entry, Per UNHSC (Half of Tc)

Subcatchment 2S A: UNH

Hydrograph



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Type III 24-hr 2-year Rainfall=3.27"

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Summary for Subcatchment 2S B: 5 min Tc

Runoff = 17.32 cfs @ 12.07 hrs, Volume= 1.233 af, Depth= 2.51"

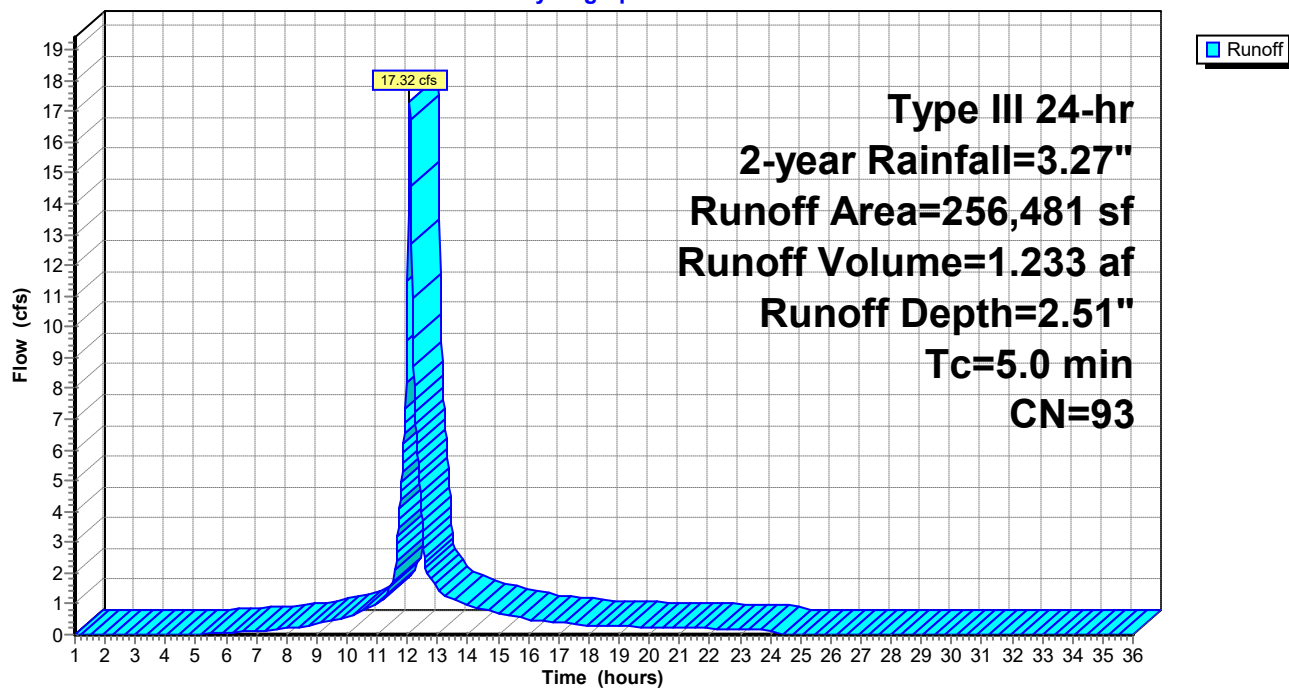
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.27"

	Area (sf)	CN	Description
*	58,315	98	Porous
	6,385	91	Gravel roads, HSG D
	80,640	98	Roofs, HSG C
*	31,390	100	Wetland
	43,000	80	>75% Grass cover, Good, HSG D
	36,751	83	Brush, Poor, HSG D
	256,481	93	Weighted Average
	86,136		33.58% Pervious Area
	170,345		66.42% Impervious Area

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

Subcatchment 2S B: 5 min Tc

Hydrograph



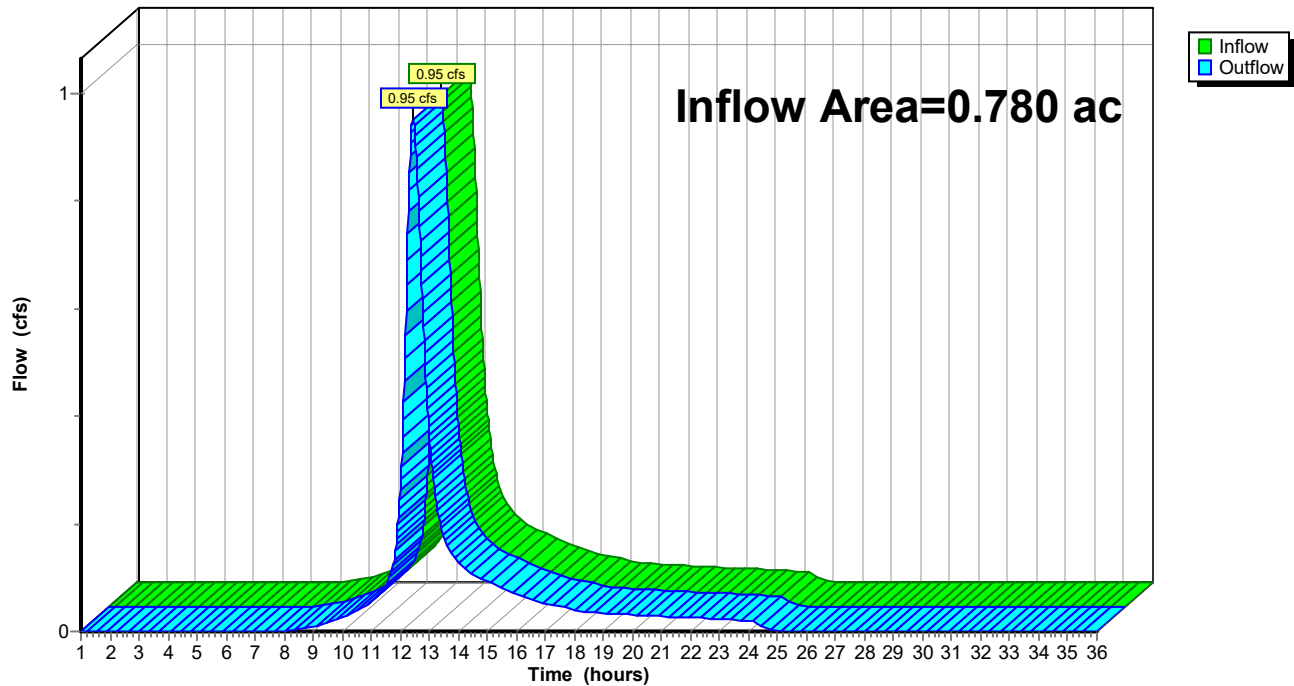
Summary for Reach 1R: POI #1

Inflow Area = 0.780 ac, 33.94% Impervious, Inflow Depth = 1.90" for 2-year event
 Inflow = 0.95 cfs @ 12.44 hrs, Volume= 0.123 af
 Outflow = 0.95 cfs @ 12.44 hrs, Volume= 0.123 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI #1

Hydrograph



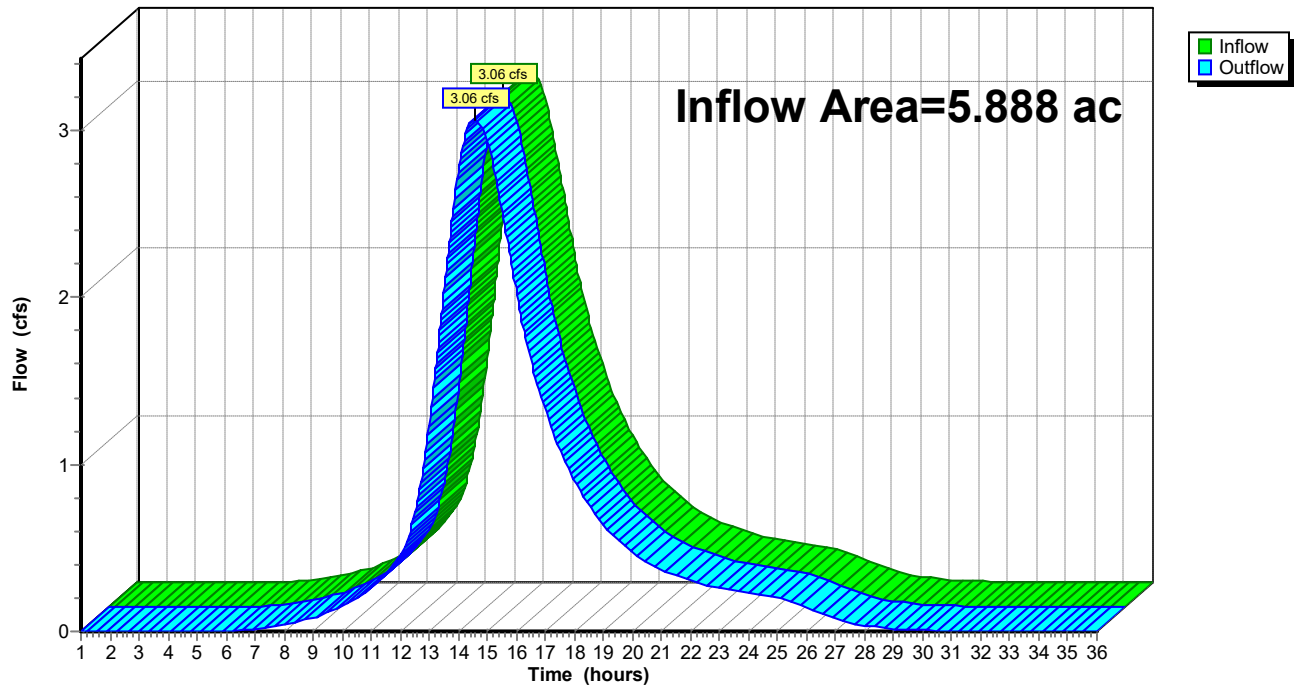
Summary for Reach 2R A: POI #2

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 2.51" for 2-year event
 Inflow = 3.06 cfs @ 14.55 hrs, Volume= 1.233 af
 Outflow = 3.06 cfs @ 14.55 hrs, Volume= 1.233 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R A: POI #2

Hydrograph



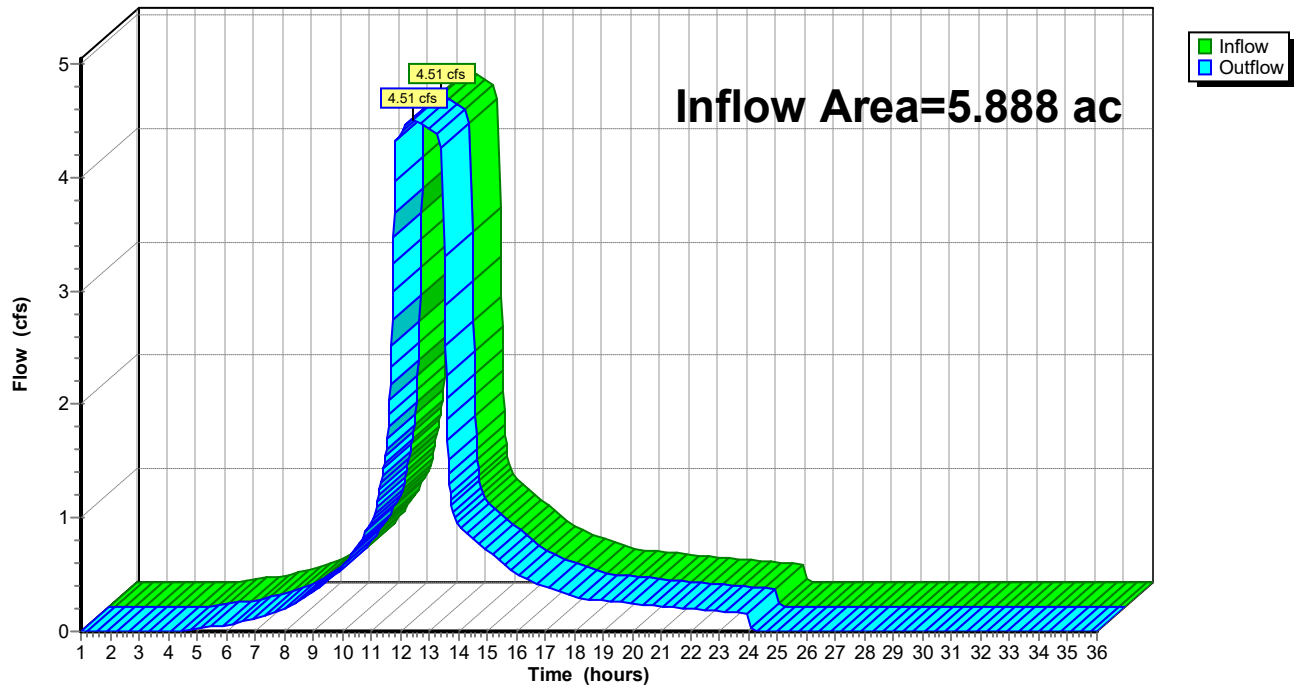
Summary for Reach 2R B: POI #2

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 2.51" for 2-year event
 Inflow = 4.51 cfs @ 12.43 hrs, Volume= 1.233 af
 Outflow = 4.51 cfs @ 12.43 hrs, Volume= 1.233 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R B: POI #2

Hydrograph



Summary for Pond 1P: CB + Storm Drain

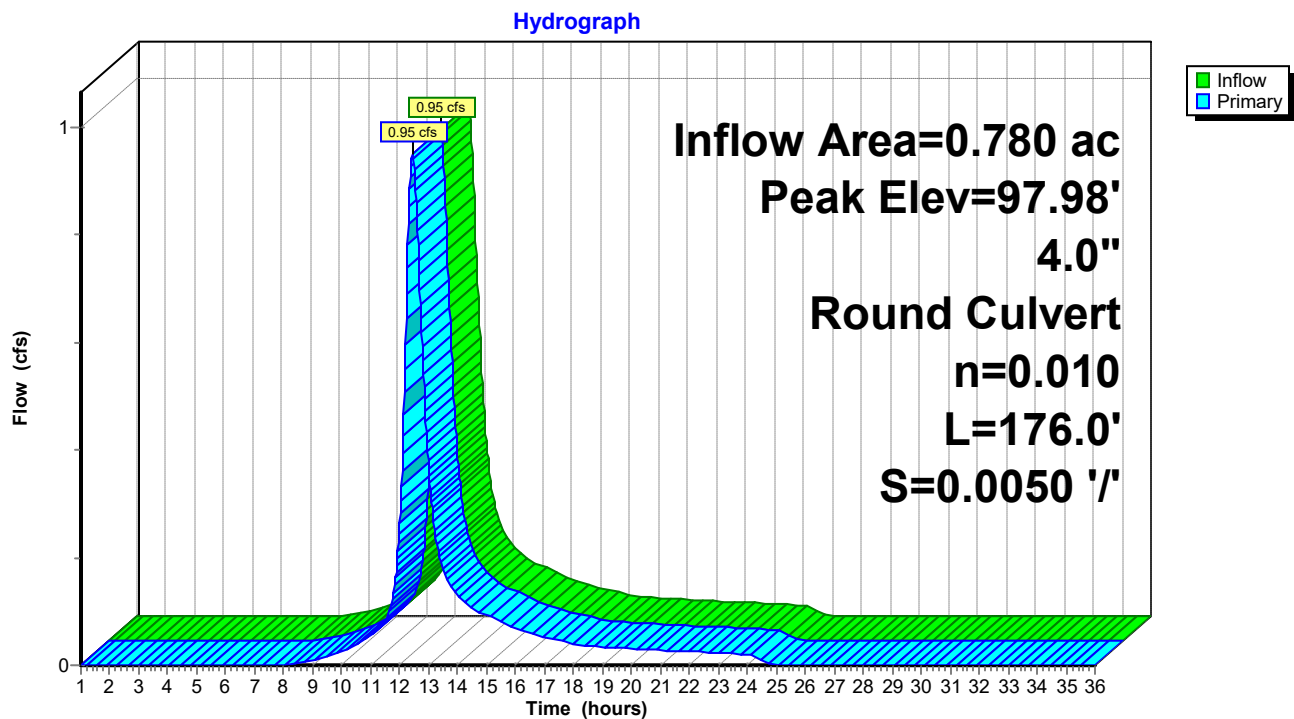
Inflow Area = 0.780 ac, 33.94% Impervious, Inflow Depth = 1.90" for 2-year event
 Inflow = 0.95 cfs @ 12.44 hrs, Volume= 0.123 af
 Outflow = 0.95 cfs @ 12.44 hrs, Volume= 0.123 af, Atten= 0%, Lag= 0.0 min
 Primary = 0.95 cfs @ 12.44 hrs, Volume= 0.123 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
 Peak Elev= 97.98' @ 12.44 hrs

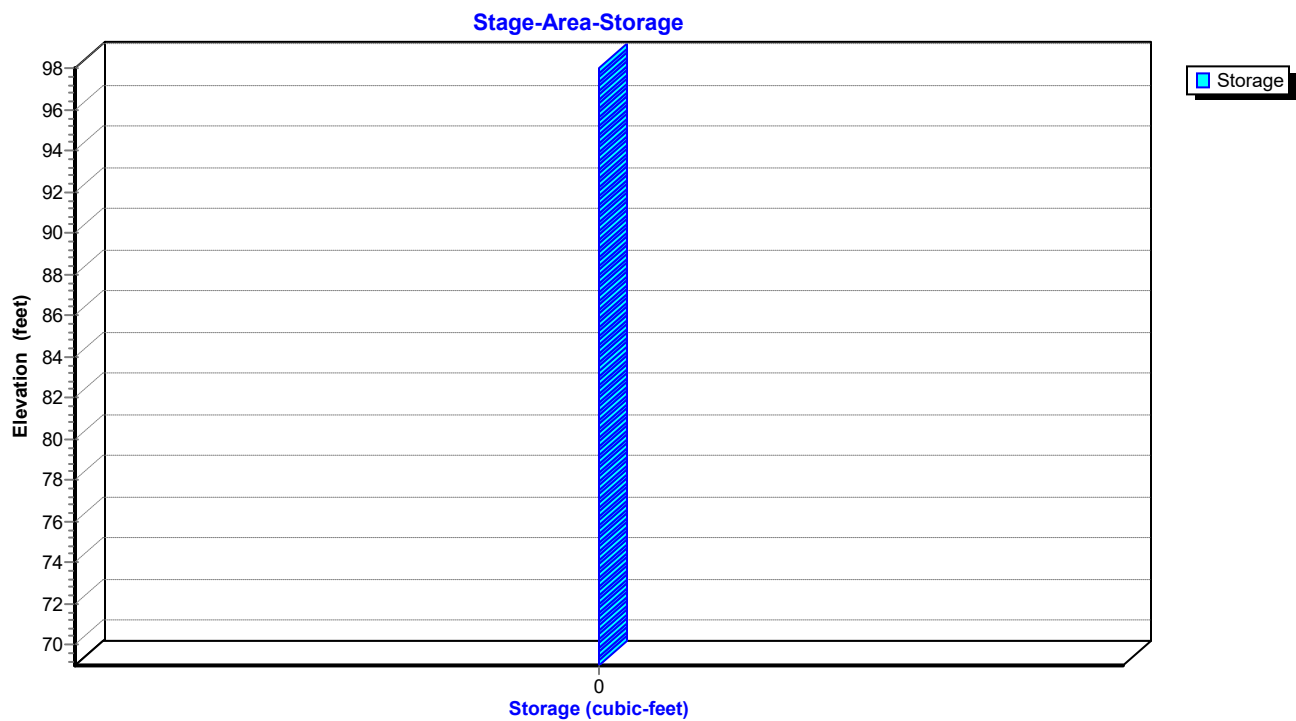
Device	Routing	Invert	Outlet Devices
#1	Primary	69.00'	4.0" Round Culvert L= 176.0' Ke= 0.900 Inlet / Outlet Invert= 69.00' / 68.12' S= 0.0050 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.09 sf

Primary OutFlow Max=0.95 cfs @ 12.44 hrs HW=97.97' (Free Discharge)
 ↑1=Culvert (Barrel Controls 0.95 cfs @ 10.89 fps)

Pond 1P: CB + Storm Drain



Pond 1P: CB + Storm Drain



Summary for Pond 2P A: Pavement Profile/Drainage

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 2.51" for 2-year event
 Inflow = 3.07 cfs @ 14.38 hrs, Volume= 1.233 af
 Outflow = 3.06 cfs @ 14.55 hrs, Volume= 1.233 af, Atten= 0%, Lag= 10.0 min
 Primary = 3.06 cfs @ 14.55 hrs, Volume= 1.233 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
 Peak Elev= 71.05' @ 14.55 hrs Surf.Area= 468 sf Storage= 682 cf

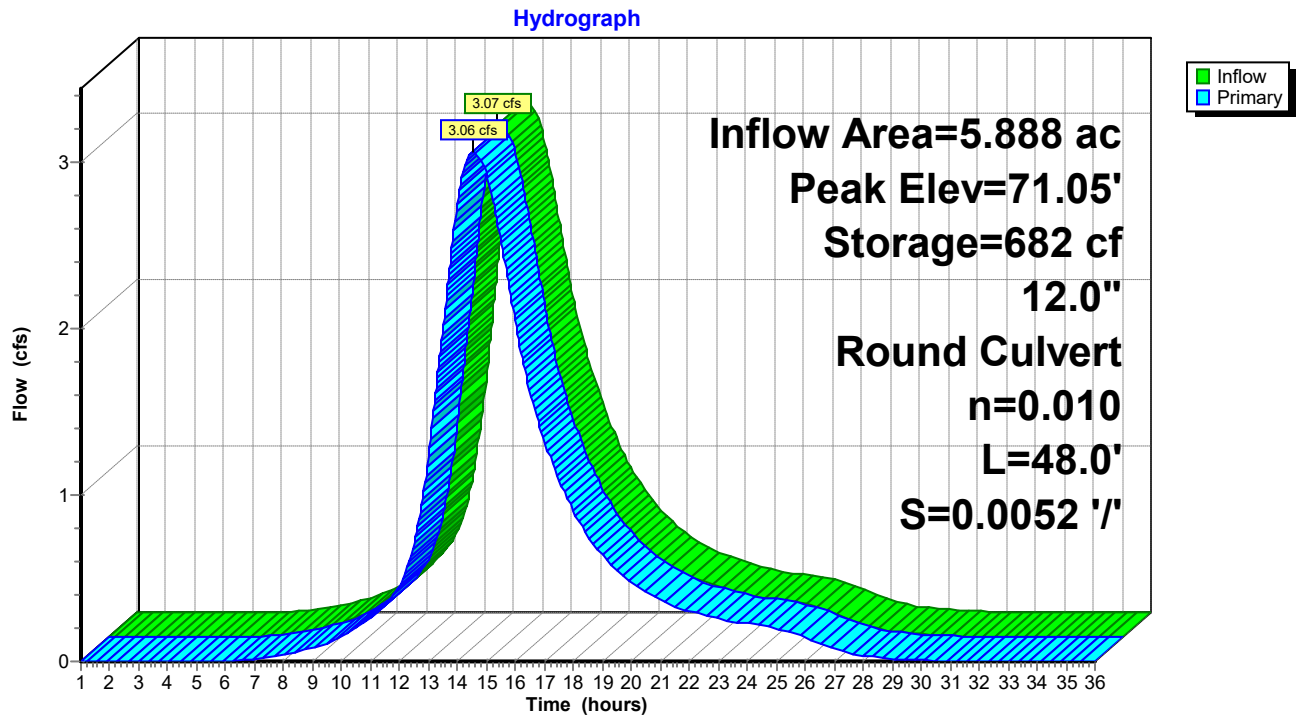
Plug-Flow detention time= 2.3 min calculated for 1.232 af (100% of inflow)
 Center-of-Mass det. time= 2.3 min (967.5 - 965.2)

Volume	Invert	Avail.Storage	Storage Description
#1	72.10'	27,807 cf	195.00'W x 713.00'L x 0.50'H 6" - 3/4" Stone 69,518 cf Overall x 40.0% Voids
#2	72.60'	5,770 cf	195.00'W x 713.00'L x 0.83'H 10" - Filter MDOT Type D 115,399 cf Overall x 5.0% Voids
#3	73.43'	18,353 cf	195.00'W x 713.00'L x 0.33'H 4" - Choker 1-1/2" 45,882 cf Overall x 40.0% Voids
#4	73.76'	3,529 cf	75.00'W x 713.00'L x 0.33'H 4" - OGFC 17,647 cf Overall x 20.0% Voids
#5	73.76'	11,294 cf	120.00'W x 713.00'L x 0.33'H 4" - Container Foundation 28,235 cf Overall x 40.0% Voids
#6	69.60'	473 cf	12.0" Round 12 SD (CB12 to 4,16) x 2 L= 301.0' S= 0.0025 '/'
#7	69.60'	188 cf	12.0" Round 12 SD (CB12 to 10) L= 240.0' S= 0.0025 '/'
#8	70.66'	131 cf	10.0" Round 10 SD (CB4,16 to 3,15) x 2 L= 120.0' S= 0.0025 '/'
#9	70.80'	65 cf	10.0" Round 10 SD (CB10 to 9) L= 120.0' S= 0.0025 '/'
#10	71.06'	84 cf	8.0" Round 8 SD (CB3,15 to 2,14) x 2 L= 120.0' S= 0.0025 '/'
#11	70.80'	42 cf	8.0" Round 8 SD (CB9 to 8) L= 120.0' S= 0.0025 '/'
#12	71.20'	37 cf	6.0" Round 6 SD (CB8 to 7) L= 186.0' S= 0.0025 '/'
#13	71.46'	73 cf	6.0" Round 6 SD (CB2,14 to 1,13) x 2 L= 186.0' S= 0.0025 '/'
67,846 cf			Total Available Storage

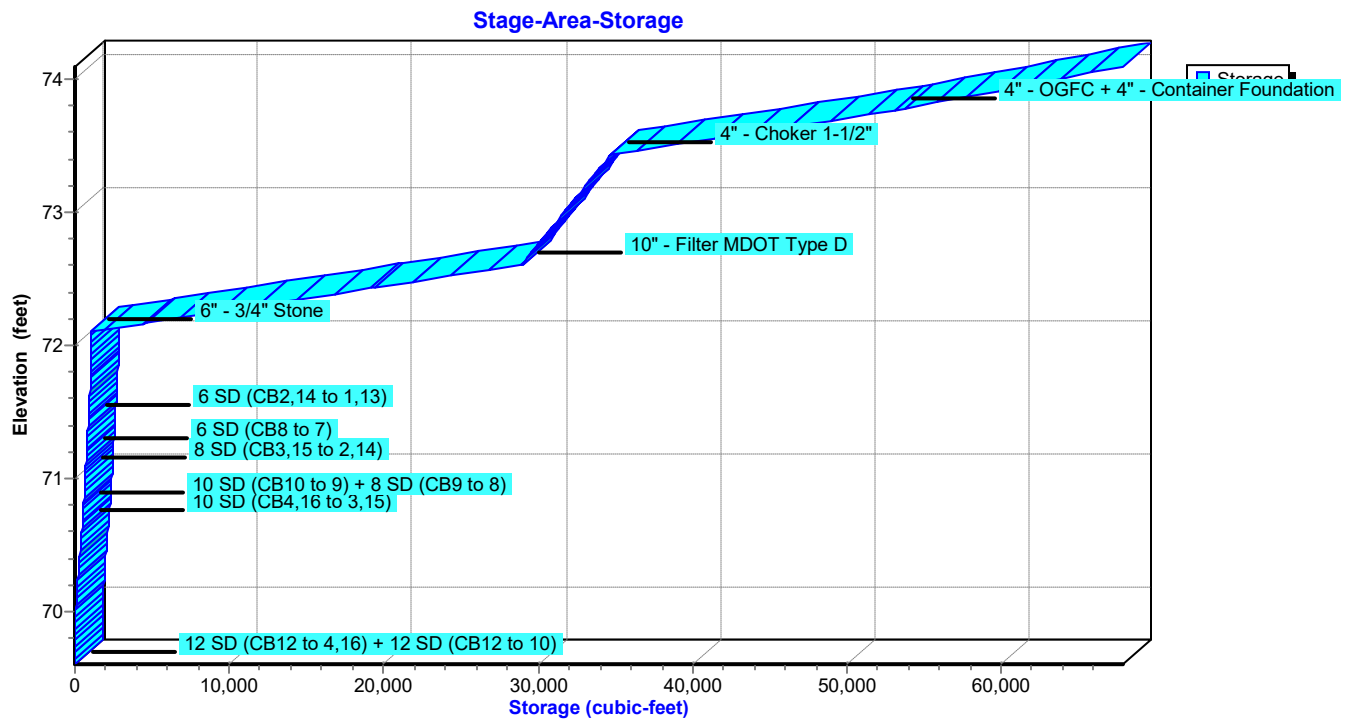
Device	Routing	Invert	Outlet Devices
#1	Primary	69.50'	12.0" Round 12" Culvert L= 48.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 69.50' / 69.25' S= 0.0052 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=3.06 cfs @ 14.55 hrs HW=71.05' (Free Discharge)
 ↑ **1=12" Culvert** (Inlet Controls 3.06 cfs @ 3.90 fps)

Pond 2P A: Pavement Profile/Drainage



Pond 2P A: Pavement Profile/Drainage



Summary for Pond 2P B: Pavement Profile/Drainage

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 2.51" for 2-year event
 Inflow = 17.32 cfs @ 12.07 hrs, Volume= 1.233 af
 Outflow = 4.51 cfs @ 12.43 hrs, Volume= 1.233 af, Atten= 74%, Lag= 21.4 min
 Primary = 4.51 cfs @ 12.43 hrs, Volume= 1.233 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
 Peak Elev= 72.28' @ 12.43 hrs Surf.Area= 139,073 sf Storage= 11,142 cf

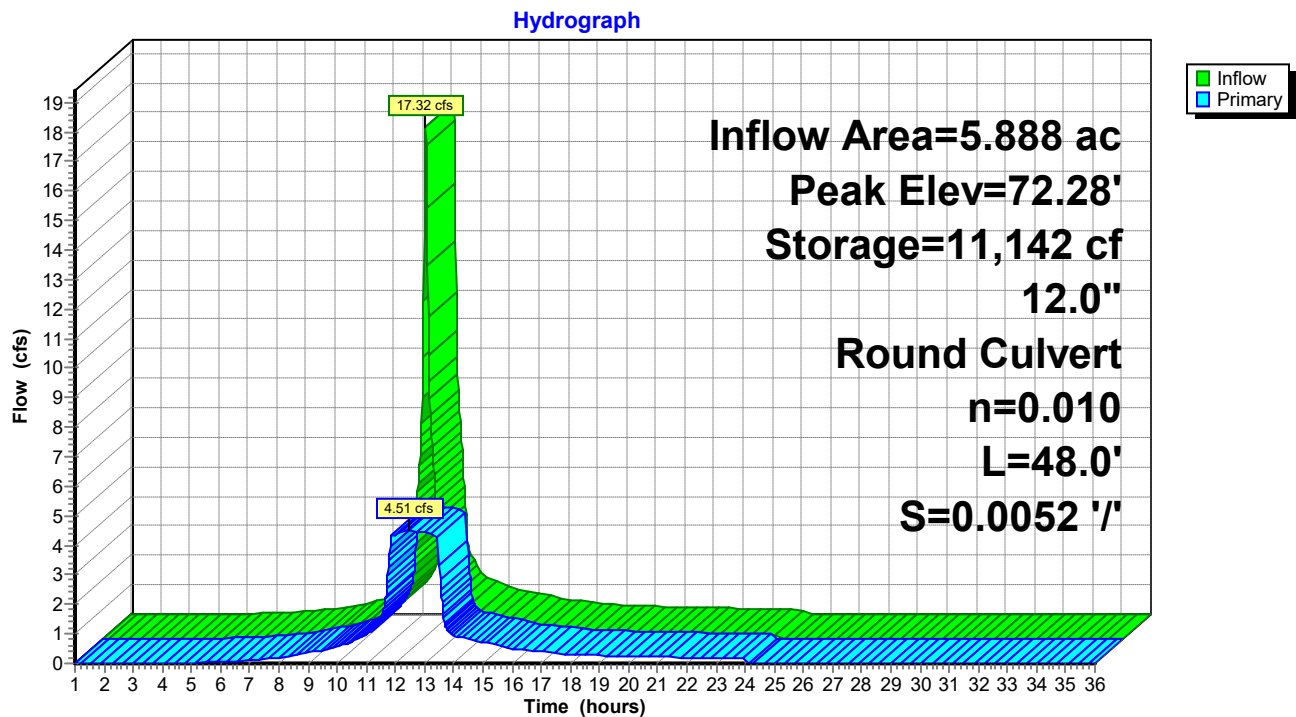
Plug-Flow detention time= 13.2 min calculated for 1.232 af (100% of inflow)
 Center-of-Mass det. time= 13.2 min (804.2 - 791.0)

Volume	Invert	Avail.Storage	Storage Description
#1	72.10'	27,807 cf	195.00'W x 713.00'L x 0.50'H 6" - 3/4" Stone 69,518 cf Overall x 40.0% Voids
#2	72.60'	5,770 cf	195.00'W x 713.00'L x 0.83'H 10" - Filter MDOT Type D 115,399 cf Overall x 5.0% Voids
#3	73.43'	18,353 cf	195.00'W x 713.00'L x 0.33'H 4" - Choker 1-1/2" 45,882 cf Overall x 40.0% Voids
#4	73.76'	3,529 cf	75.00'W x 713.00'L x 0.33'H 4" - OGFC 17,647 cf Overall x 20.0% Voids
#5	73.76'	11,294 cf	120.00'W x 713.00'L x 0.33'H 4" - Container Foundation 28,235 cf Overall x 40.0% Voids
#6	69.60'	473 cf	12.0" Round 12 SD (CB12 to 4,16) x 2 L= 301.0' S= 0.0025 '/'
#7	69.60'	188 cf	12.0" Round 12 SD (CB12 to 10) L= 240.0' S= 0.0025 '/'
#8	70.66'	131 cf	10.0" Round 10 SD (CB4,16 to 3,15) x 2 L= 120.0' S= 0.0025 '/'
#9	70.80'	65 cf	10.0" Round 10 SD (CB10 to 9) L= 120.0' S= 0.0025 '/'
#10	71.06'	84 cf	8.0" Round 8 SD (CB3,15 to 2,14) x 2 L= 120.0' S= 0.0025 '/'
#11	70.80'	42 cf	8.0" Round 8 SD (CB9 to 8) L= 120.0' S= 0.0025 '/'
#12	71.20'	37 cf	6.0" Round 6 SD (CB8 to 7) L= 186.0' S= 0.0025 '/'
#13	71.46'	73 cf	6.0" Round 6 SD (CB2,14 to 1,13) x 2 L= 186.0' S= 0.0025 '/'
		67,846 cf	Total Available Storage

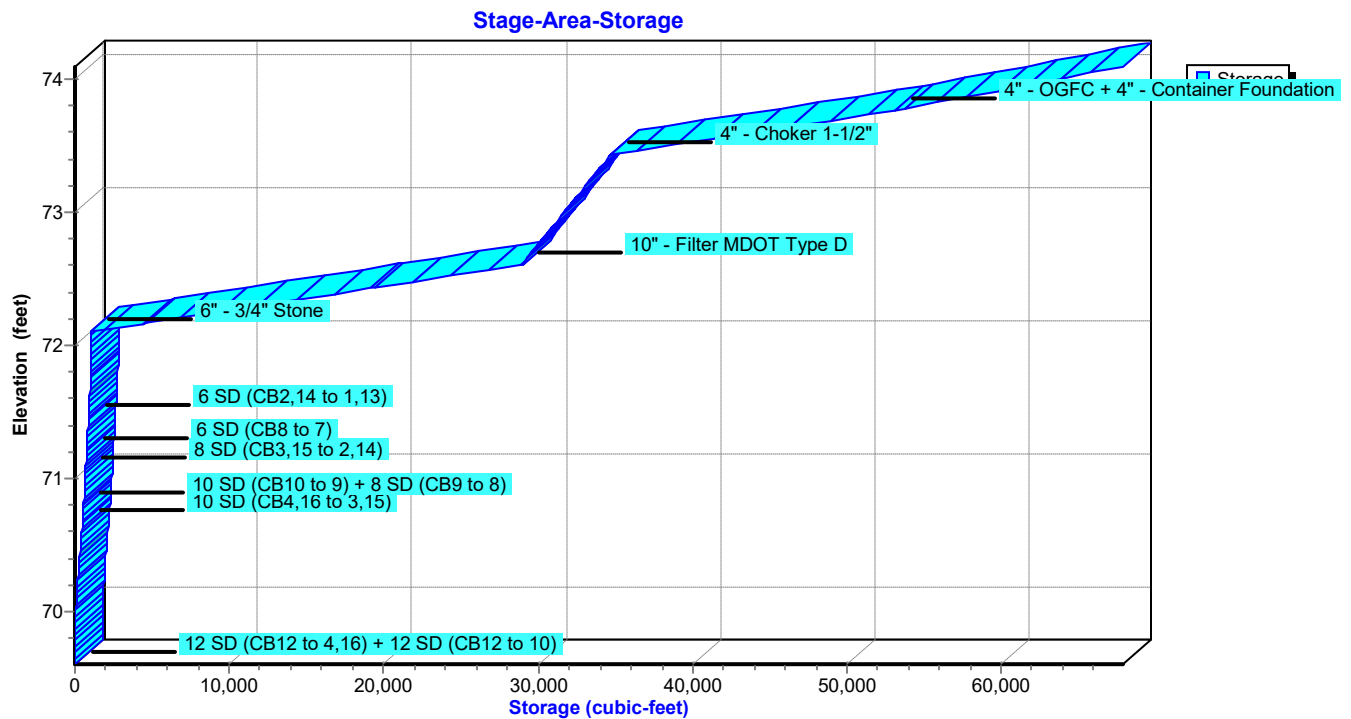
Device	Routing	Invert	Outlet Devices
#1	Primary	69.50'	12.0" Round 12" Culvert L= 48.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 69.50' / 69.25' S= 0.0052 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=4.51 cfs @ 12.43 hrs HW=72.28' (Free Discharge)
 ↑ **1=12" Culvert** (Inlet Controls 4.51 cfs @ 5.74 fps)

Pond 2P B: Pavement Profile/Drainage



Pond 2P B: Pavement Profile/Drainage



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Type III 24-hr 10-year Rainfall=4.92"

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Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcat 1Runoff Area=33,960 sf 33.94% Impervious Runoff Depth=3.39"
Flow Length=397' Tc=32.0 min CN=86 Runoff=1.69 cfs 0.220 af**Subcatchment 2S A: UNH**Runoff Area=256,482 sf 66.42% Impervious Runoff Depth=4.12"
Tc=193.0 min CN=93 Runoff=4.97 cfs 2.021 af**Subcatchment 2S B: 5 min Tc**Runoff Area=256,481 sf 66.42% Impervious Runoff Depth=4.12"
Tc=5.0 min CN=93 Runoff=27.63 cfs 2.021 af**Reach 1R: POI #1**Inflow=1.69 cfs 0.220 af
Outflow=1.69 cfs 0.220 af**Reach 2R A: POI #2**Inflow=4.36 cfs 2.021 af
Outflow=4.36 cfs 2.021 af**Reach 2R B: POI #2**Inflow=4.74 cfs 2.021 af
Outflow=4.74 cfs 2.021 af**Pond 1P: CB + Storm Drain**Peak Elev=161.39' Inflow=1.69 cfs 0.220 af
4.0" Round Culvert n=0.010 L=176.0' S=0.0050 '/' Outflow=1.69 cfs 0.220 af**Pond 2P A: Pavement Profile/Drainage**Peak Elev=72.14' Storage=3,074 cf Inflow=4.97 cfs 2.021 af
12.0" Round Culvert n=0.010 L=48.0' S=0.0052 '/' Outflow=4.36 cfs 2.021 af**Pond 2P B: Pavement Profile/Drainage**Peak Elev=72.52' Storage=24,362 cf Inflow=27.63 cfs 2.021 af
12.0" Round Culvert n=0.010 L=48.0' S=0.0052 '/' Outflow=4.74 cfs 2.021 af**Total Runoff Area = 12.556 ac Runoff Volume = 4.263 af Average Runoff Depth = 4.07"**
35.60% Pervious = 4.470 ac 64.40% Impervious = 8.086 ac

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Type III 24-hr 10-year Rainfall=4.92"

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Summary for Subcatchment 1S: Subcat 1

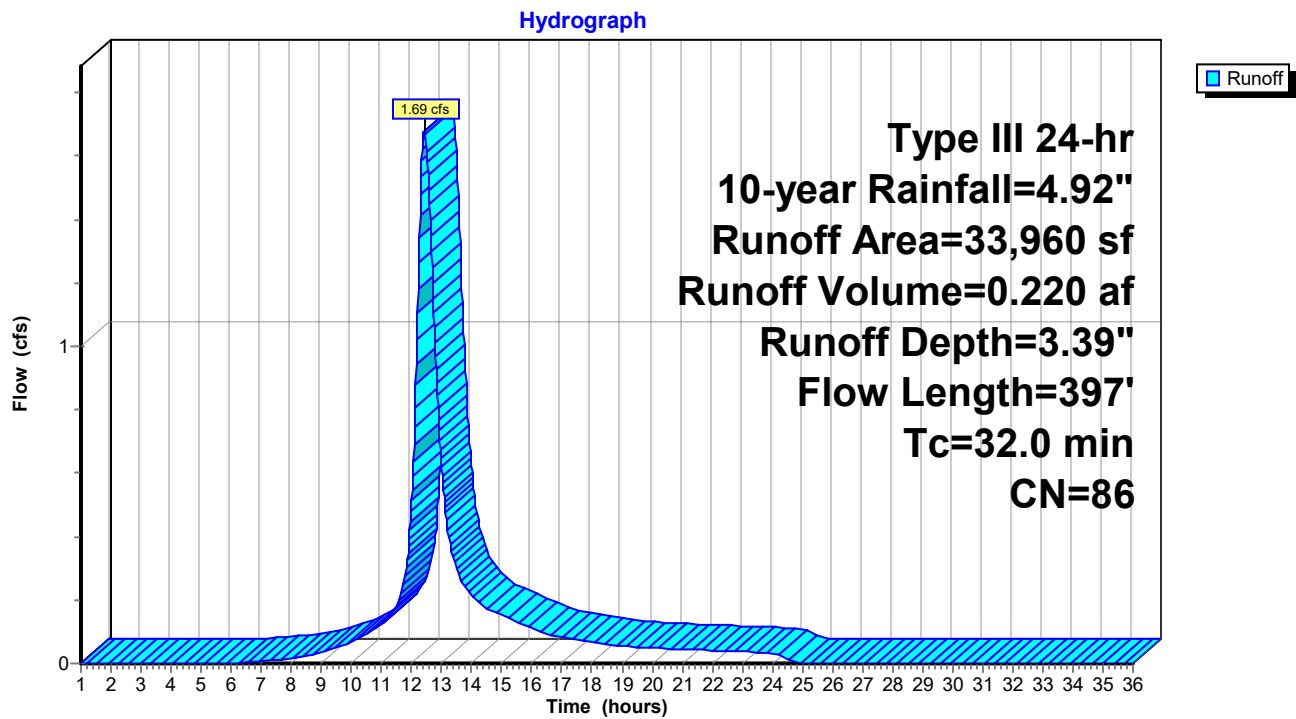
Runoff = 1.69 cfs @ 12.43 hrs, Volume= 0.220 af, Depth= 3.39"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.92"

Area (sf)	CN	Description
11,205	98	Paved roads w/curbs & sewers, HSG D
320	98	Roofs, HSG C
21,762	80	>75% Grass cover, Good, HSG D
673	79	Woods/grass comb., Good, HSG D
33,960	86	Weighted Average
22,435		66.06% Pervious Area
11,525		33.94% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	14	0.0730	0.19		Sheet Flow, A to B Grass: Short n= 0.150 P2= 3.27"
28.5	137	0.0065	0.08		Sheet Flow, B to C Grass: Dense n= 0.240 P2= 3.27"
1.6	105	0.0234	1.07		Shallow Concentrated Flow, C to D Short Grass Pasture Kv= 7.0 fps
0.7	141	0.0244	3.17		Shallow Concentrated Flow, D to E Paved Kv= 20.3 fps
32.0	397	Total			

Subcatchment 1S: Subcat 1



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Type III 24-hr 10-year Rainfall=4.92"

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Summary for Subcatchment 2S A: UNH

Runoff = 4.97 cfs @ 14.38 hrs, Volume= 2.021 af, Depth= 4.12"

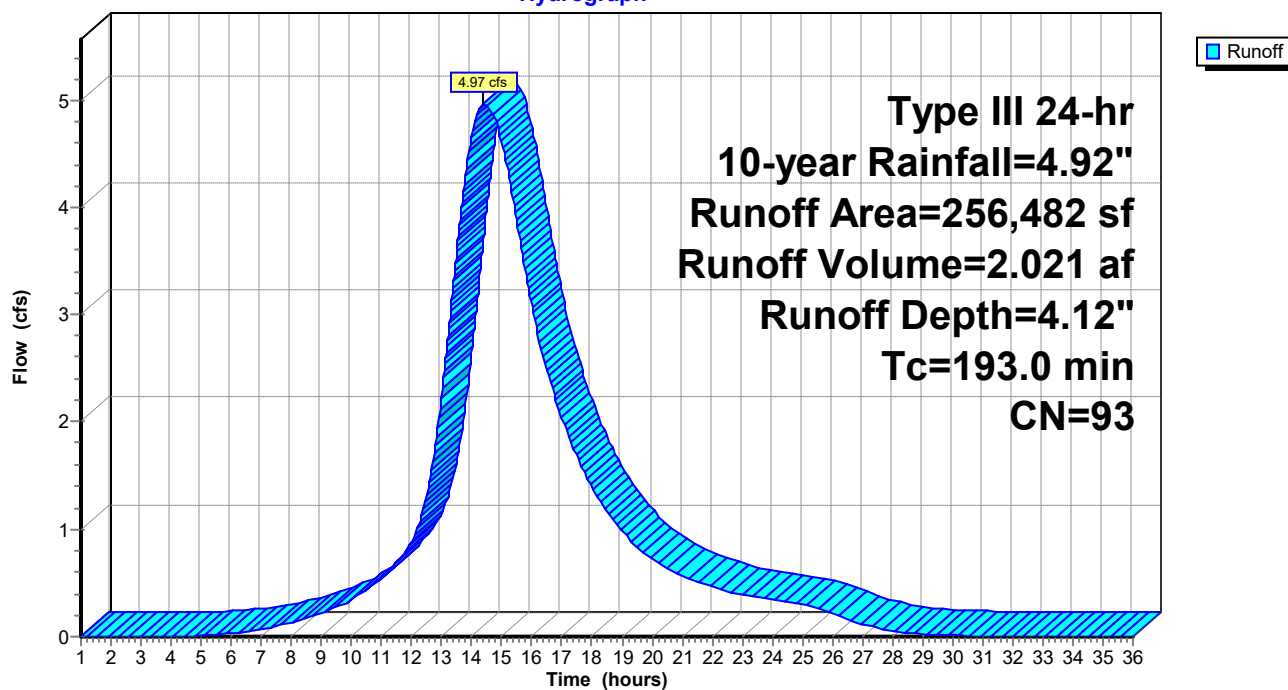
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.92"

	Area (sf)	CN	Description
*	58,315	98	Porous
	6,386	91	Gravel roads, HSG D
	80,640	98	Roofs, HSG C
*	31,390	100	Wetland
	43,000	80	>75% Grass cover, Good, HSG D
	36,751	83	Brush, Poor, HSG D
	256,482	93	Weighted Average
	86,137		33.58% Pervious Area
	170,345		66.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
193.0					Direct Entry, Per UNHSC (Half of Tc)

Subcatchment 2S A: UNH

Hydrograph



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Type III 24-hr 10-year Rainfall=4.92"

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Summary for Subcatchment 2S B: 5 min Tc

Runoff = 27.63 cfs @ 12.07 hrs, Volume= 2.021 af, Depth= 4.12"

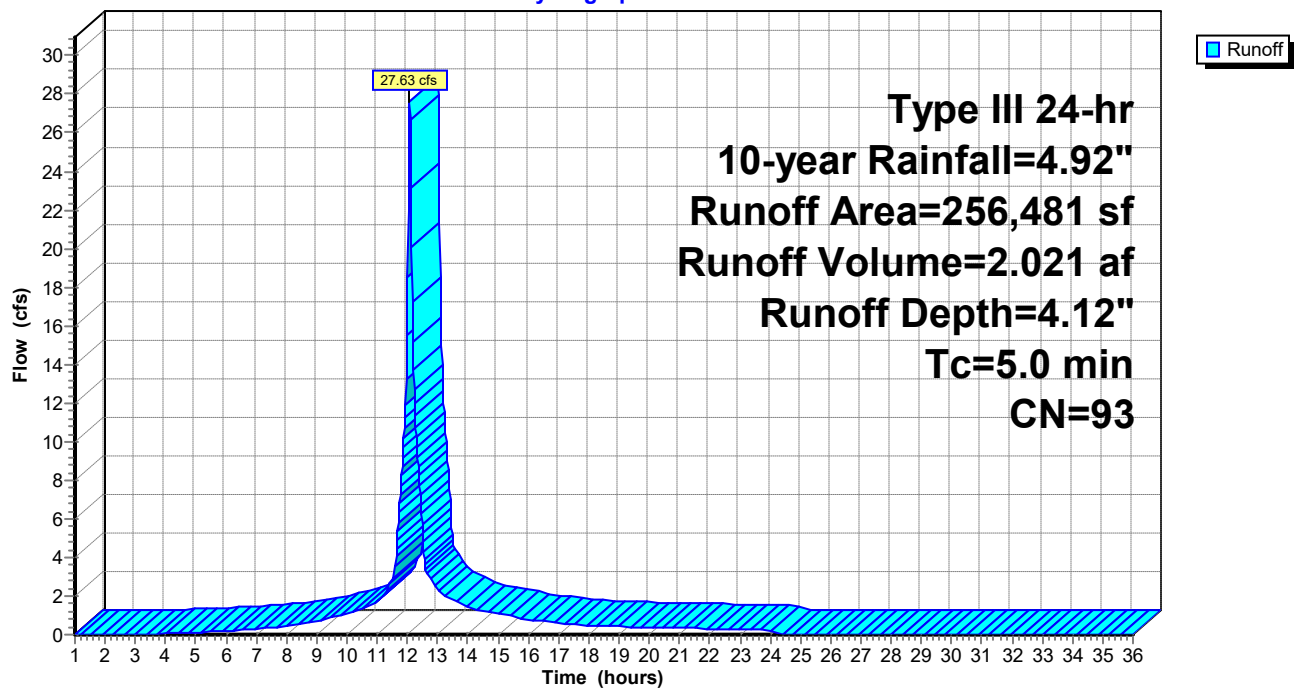
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.92"

	Area (sf)	CN	Description
*	58,315	98	Porous
	6,385	91	Gravel roads, HSG D
	80,640	98	Roofs, HSG C
*	31,390	100	Wetland
	43,000	80	>75% Grass cover, Good, HSG D
	36,751	83	Brush, Poor, HSG D
	256,481	93	Weighted Average
	86,136		33.58% Pervious Area
	170,345		66.42% Impervious Area

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

Subcatchment 2S B: 5 min Tc

Hydrograph



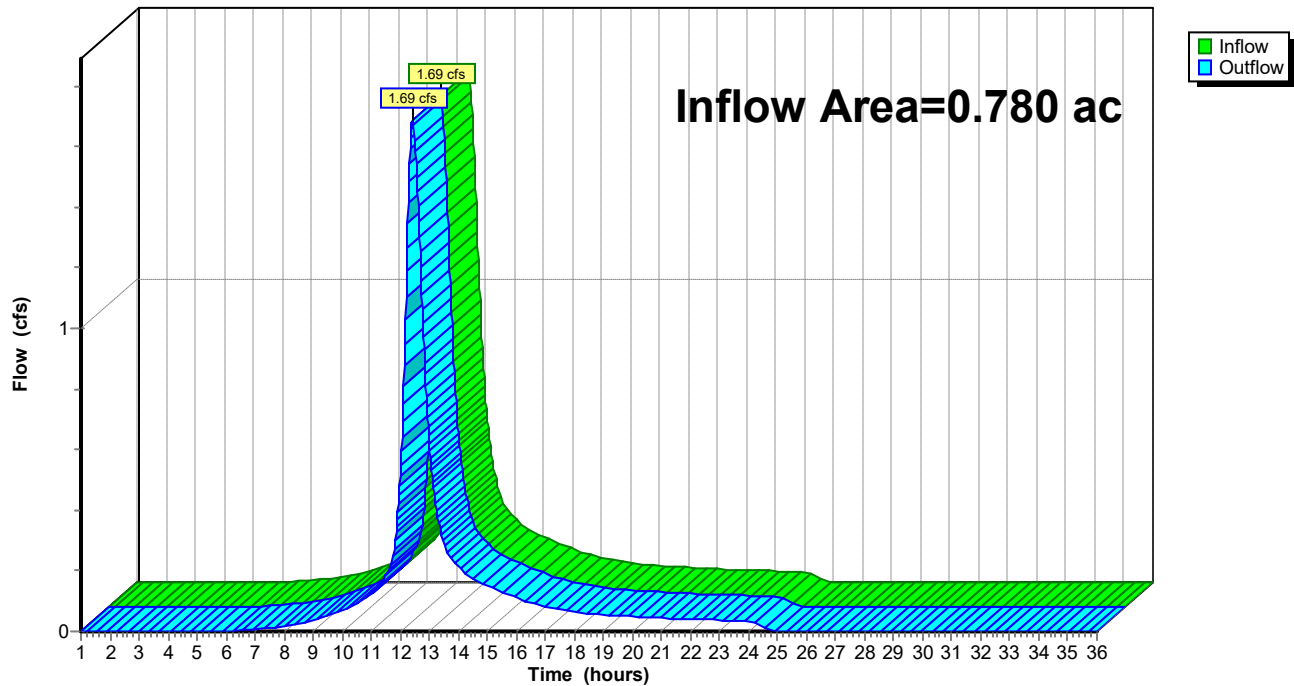
Summary for Reach 1R: POI #1

Inflow Area = 0.780 ac, 33.94% Impervious, Inflow Depth = 3.39" for 10-year event
 Inflow = 1.69 cfs @ 12.43 hrs, Volume= 0.220 af
 Outflow = 1.69 cfs @ 12.43 hrs, Volume= 0.220 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI #1

Hydrograph



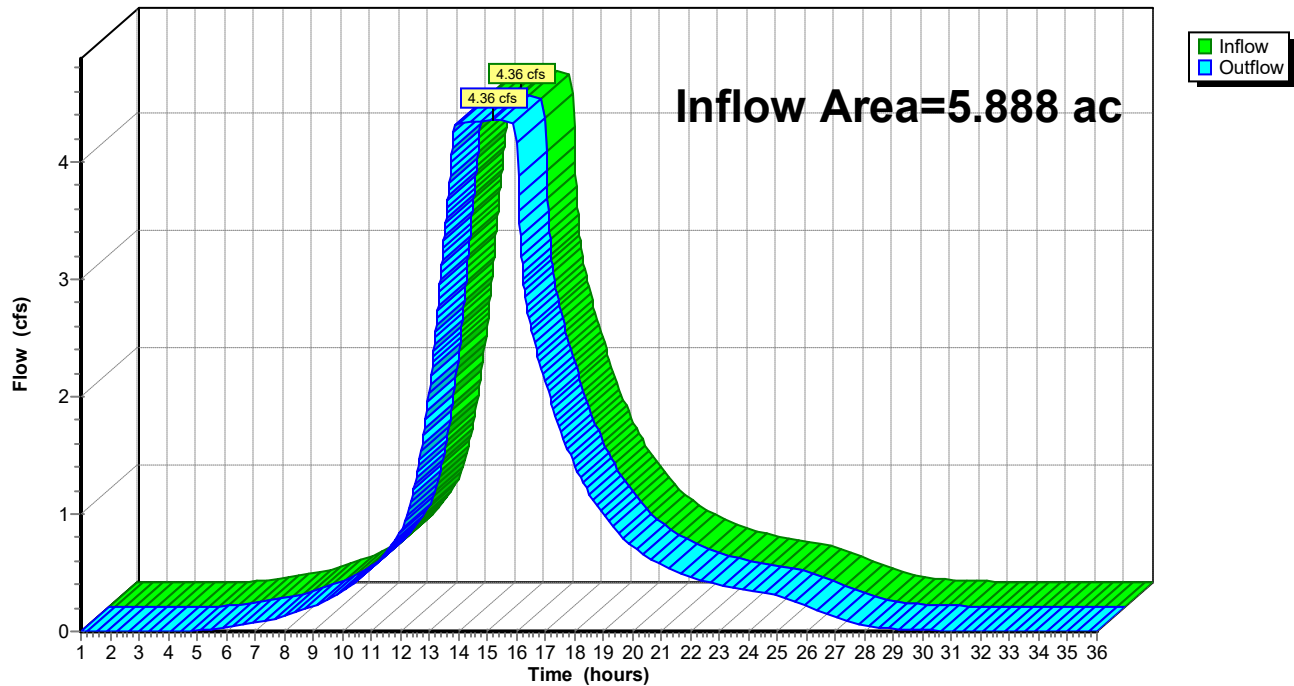
Summary for Reach 2R A: POI #2

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 4.12" for 10-year event
 Inflow = 4.36 cfs @ 15.19 hrs, Volume= 2.021 af
 Outflow = 4.36 cfs @ 15.19 hrs, Volume= 2.021 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R A: POI #2

Hydrograph



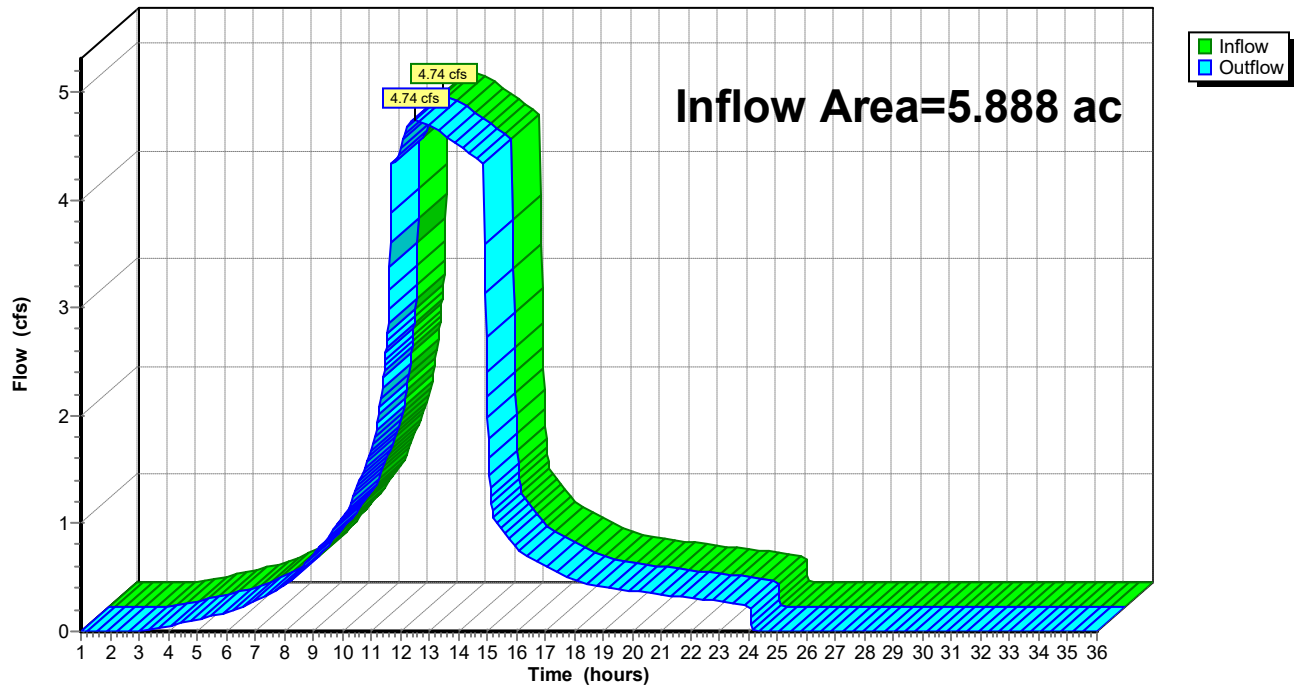
Summary for Reach 2R B: POI #2

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 4.12" for 10-year event
 Inflow = 4.74 cfs @ 12.52 hrs, Volume= 2.021 af
 Outflow = 4.74 cfs @ 12.52 hrs, Volume= 2.021 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R B: POI #2

Hydrograph



Summary for Pond 1P: CB + Storm Drain

Inflow Area = 0.780 ac, 33.94% Impervious, Inflow Depth = 3.39" for 10-year event
 Inflow = 1.69 cfs @ 12.43 hrs, Volume= 0.220 af
 Outflow = 1.69 cfs @ 12.43 hrs, Volume= 0.220 af, Atten= 0%, Lag= 0.0 min
 Primary = 1.69 cfs @ 12.43 hrs, Volume= 0.220 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

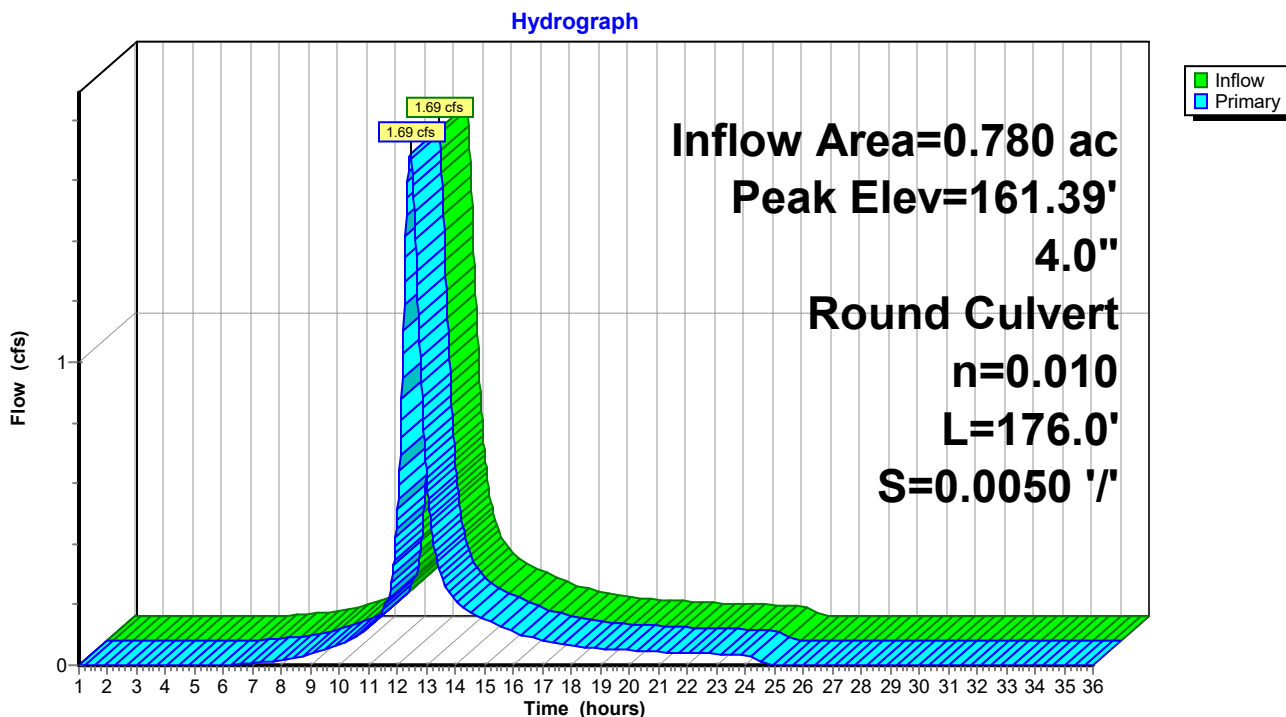
Peak Elev= 161.39' @ 12.43 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	69.00'	4.0" Round Culvert L= 176.0' Ke= 0.900 Inlet / Outlet Invert= 69.00' / 68.12' S= 0.0050 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.09 sf

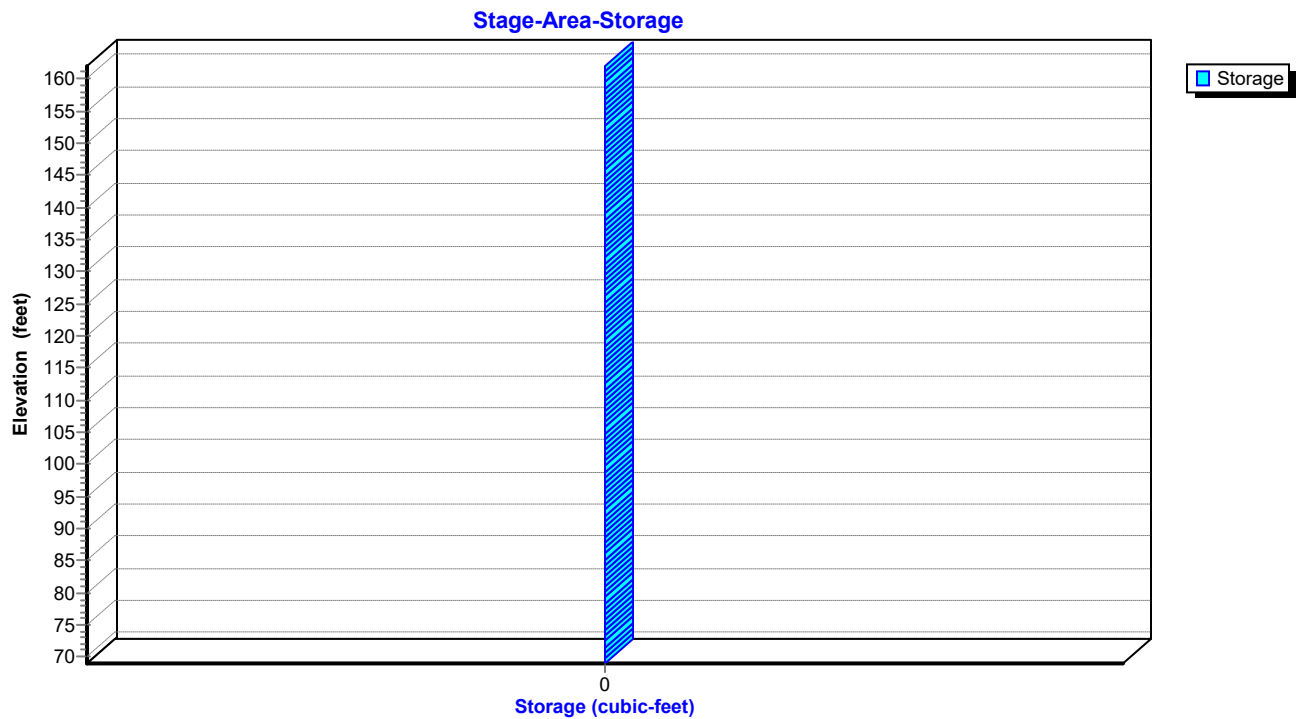
Primary OutFlow Max=1.68 cfs @ 12.43 hrs HW=161.26' (Free Discharge)

↑1=Culvert (Barrel Controls 1.68 cfs @ 19.30 fps)

Pond 1P: CB + Storm Drain



Pond 1P: CB + Storm Drain



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Type III 24-hr 10-year Rainfall=4.92"

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Summary for Pond 2P A: Pavement Profile/Drainage

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 4.12" for 10-year event
 Inflow = 4.97 cfs @ 14.38 hrs, Volume= 2.021 af
 Outflow = 4.36 cfs @ 15.19 hrs, Volume= 2.021 af, Atten= 12%, Lag= 48.9 min
 Primary = 4.36 cfs @ 15.19 hrs, Volume= 2.021 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
 Peak Elev= 72.14' @ 15.19 hrs Surf.Area= 139,131 sf Storage= 3,074 cf

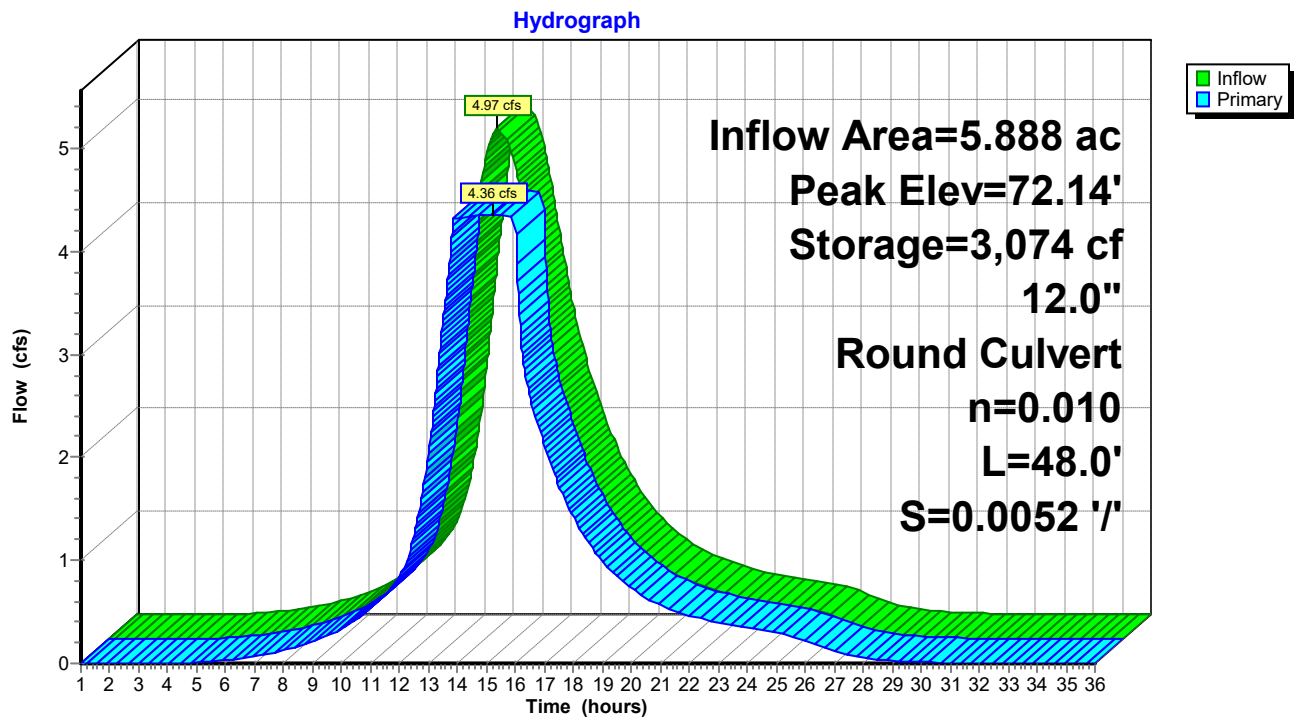
Plug-Flow detention time= 4.7 min calculated for 2.020 af (100% of inflow)
 Center-of-Mass det. time= 4.7 min (956.8 - 952.0)

Volume	Invert	Avail.Storage	Storage Description
#1	72.10'	27,807 cf	195.00'W x 713.00'L x 0.50'H 6" - 3/4" Stone 69,518 cf Overall x 40.0% Voids
#2	72.60'	5,770 cf	195.00'W x 713.00'L x 0.83'H 10" - Filter MDOT Type D 115,399 cf Overall x 5.0% Voids
#3	73.43'	18,353 cf	195.00'W x 713.00'L x 0.33'H 4" - Choker 1-1/2" 45,882 cf Overall x 40.0% Voids
#4	73.76'	3,529 cf	75.00'W x 713.00'L x 0.33'H 4" - OGFC 17,647 cf Overall x 20.0% Voids
#5	73.76'	11,294 cf	120.00'W x 713.00'L x 0.33'H 4" - Container Foundation 28,235 cf Overall x 40.0% Voids
#6	69.60'	473 cf	12.0" Round 12 SD (CB12 to 4,16) x 2 L= 301.0' S= 0.0025 '/'
#7	69.60'	188 cf	12.0" Round 12 SD (CB12 to 10) L= 240.0' S= 0.0025 '/'
#8	70.66'	131 cf	10.0" Round 10 SD (CB4,16 to 3,15) x 2 L= 120.0' S= 0.0025 '/'
#9	70.80'	65 cf	10.0" Round 10 SD (CB10 to 9) L= 120.0' S= 0.0025 '/'
#10	71.06'	84 cf	8.0" Round 8 SD (CB3,15 to 2,14) x 2 L= 120.0' S= 0.0025 '/'
#11	70.80'	42 cf	8.0" Round 8 SD (CB9 to 8) L= 120.0' S= 0.0025 '/'
#12	71.20'	37 cf	6.0" Round 6 SD (CB8 to 7) L= 186.0' S= 0.0025 '/'
#13	71.46'	73 cf	6.0" Round 6 SD (CB2,14 to 1,13) x 2 L= 186.0' S= 0.0025 '/'
67,846 cf			Total Available Storage

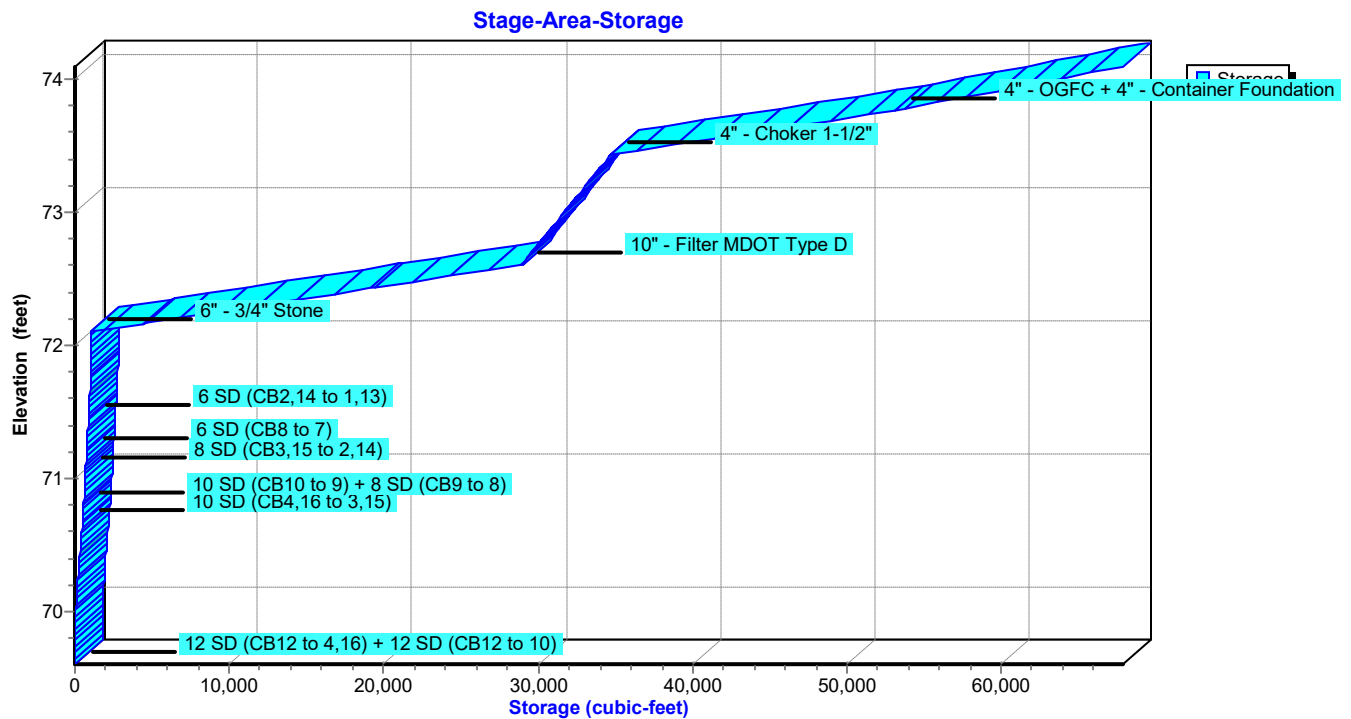
Device	Routing	Invert	Outlet Devices
#1	Primary	69.50'	12.0" Round 12" Culvert L= 48.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 69.50' / 69.25' S= 0.0052 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=4.36 cfs @ 15.19 hrs HW=72.14' (Free Discharge)
 ↑ **1=12" Culvert** (Inlet Controls 4.36 cfs @ 5.56 fps)

Pond 2P A: Pavement Profile/Drainage



Pond 2P A: Pavement Profile/Drainage



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Type III 24-hr 10-year Rainfall=4.92"

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Summary for Pond 2P B: Pavement Profile/Drainage

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 4.12" for 10-year event
 Inflow = 27.63 cfs @ 12.07 hrs, Volume= 2.021 af
 Outflow = 4.74 cfs @ 12.52 hrs, Volume= 2.021 af, Atten= 83%, Lag= 27.0 min
 Primary = 4.74 cfs @ 12.52 hrs, Volume= 2.021 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
 Peak Elev= 72.52' @ 12.52 hrs Surf.Area= 139,035 sf Storage= 24,362 cf

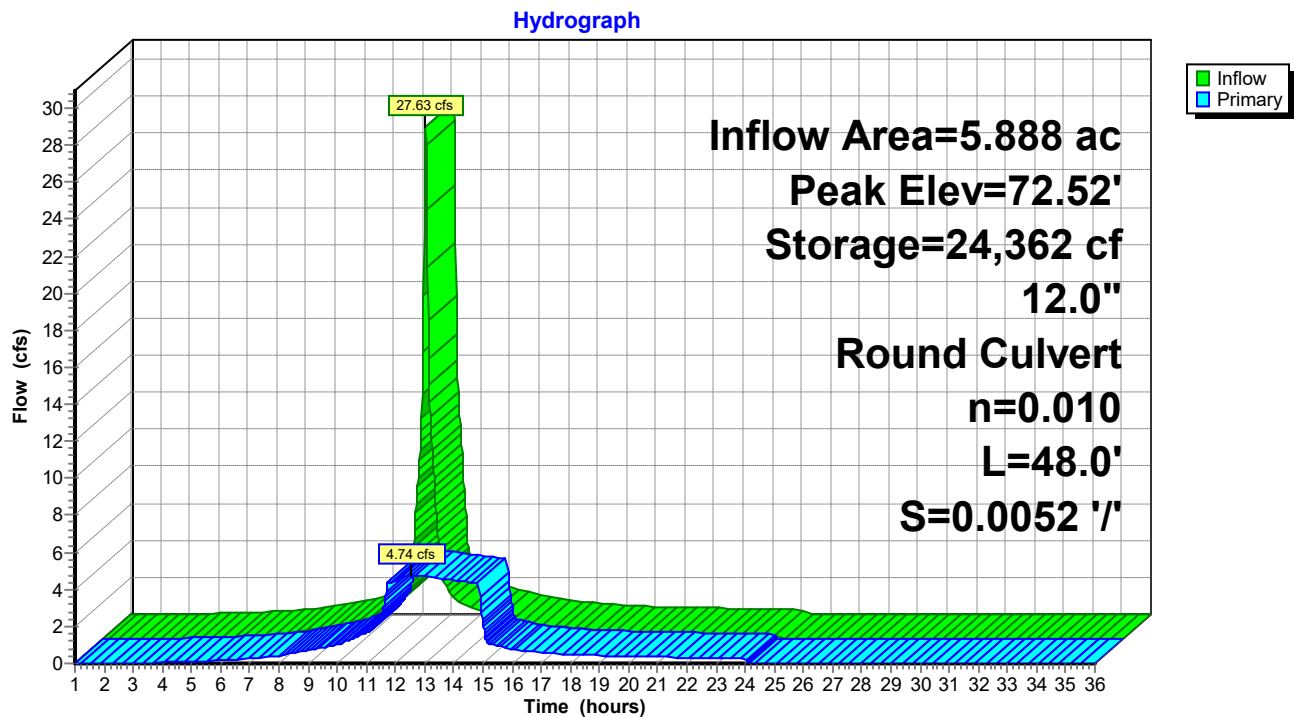
Plug-Flow detention time= 30.8 min calculated for 2.020 af (100% of inflow)
 Center-of-Mass det. time= 30.8 min (808.6 - 777.8)

Volume	Invert	Avail.Storage	Storage Description
#1	72.10'	27,807 cf	195.00'W x 713.00'L x 0.50'H 6" - 3/4" Stone 69,518 cf Overall x 40.0% Voids
#2	72.60'	5,770 cf	195.00'W x 713.00'L x 0.83'H 10" - Filter MDOT Type D 115,399 cf Overall x 5.0% Voids
#3	73.43'	18,353 cf	195.00'W x 713.00'L x 0.33'H 4" - Choker 1-1/2" 45,882 cf Overall x 40.0% Voids
#4	73.76'	3,529 cf	75.00'W x 713.00'L x 0.33'H 4" - OGFC 17,647 cf Overall x 20.0% Voids
#5	73.76'	11,294 cf	120.00'W x 713.00'L x 0.33'H 4" - Container Foundation 28,235 cf Overall x 40.0% Voids
#6	69.60'	473 cf	12.0" Round 12 SD (CB12 to 4,16) x 2 L= 301.0' S= 0.0025 '/'
#7	69.60'	188 cf	12.0" Round 12 SD (CB12 to 10) L= 240.0' S= 0.0025 '/'
#8	70.66'	131 cf	10.0" Round 10 SD (CB4,16 to 3,15) x 2 L= 120.0' S= 0.0025 '/'
#9	70.80'	65 cf	10.0" Round 10 SD (CB10 to 9) L= 120.0' S= 0.0025 '/'
#10	71.06'	84 cf	8.0" Round 8 SD (CB3,15 to 2,14) x 2 L= 120.0' S= 0.0025 '/'
#11	70.80'	42 cf	8.0" Round 8 SD (CB9 to 8) L= 120.0' S= 0.0025 '/'
#12	71.20'	37 cf	6.0" Round 6 SD (CB8 to 7) L= 186.0' S= 0.0025 '/'
#13	71.46'	73 cf	6.0" Round 6 SD (CB2,14 to 1,13) x 2 L= 186.0' S= 0.0025 '/'
67,846 cf			Total Available Storage

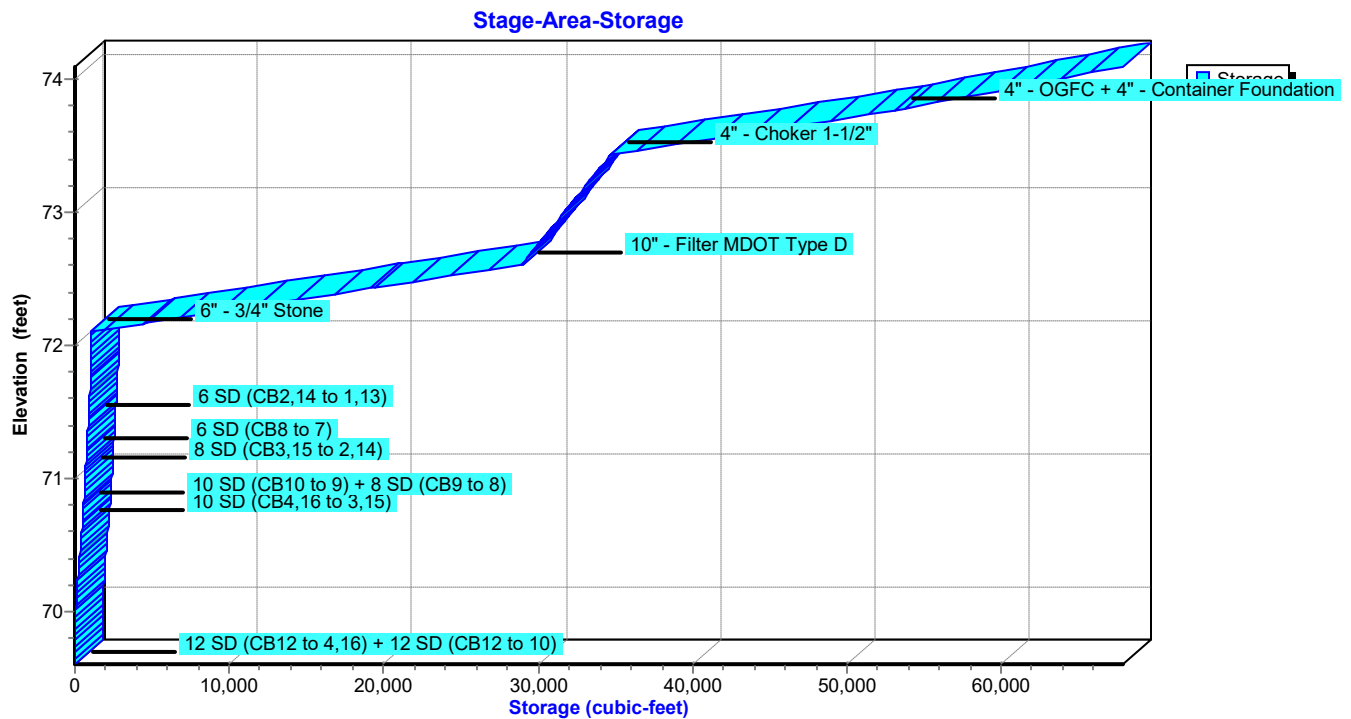
Device	Routing	Invert	Outlet Devices
#1	Primary	69.50'	12.0" Round 12" Culvert L= 48.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 69.50' / 69.25' S= 0.0052 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=4.74 cfs @ 12.52 hrs HW=72.52' (Free Discharge)
 ↑ **1=12" Culvert** (Inlet Controls 4.74 cfs @ 6.03 fps)

Pond 2P B: Pavement Profile/Drainage



Pond 2P B: Pavement Profile/Drainage



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Type III 24-hr 25-year Rainfall=6.21"

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Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcat 1Runoff Area=33,960 sf 33.94% Impervious Runoff Depth=4.61"
Flow Length=397' Tc=32.0 min CN=86 Runoff=2.27 cfs 0.299 af**Subcatchment 2S A: UNH**Runoff Area=256,482 sf 66.42% Impervious Runoff Depth=5.39"
Tc=193.0 min CN=93 Runoff=6.44 cfs 2.645 af**Subcatchment 2S B: 5 min Tc**Runoff Area=256,481 sf 66.42% Impervious Runoff Depth=5.39"
Tc=5.0 min CN=93 Runoff=35.59 cfs 2.645 af**Reach 1R: POI #1**Inflow=2.27 cfs 0.299 af
Outflow=2.27 cfs 0.299 af**Reach 2R A: POI #2**Inflow=4.52 cfs 2.645 af
Outflow=4.52 cfs 2.645 af**Reach 2R B: POI #2**Inflow=5.53 cfs 2.645 af
Outflow=5.53 cfs 2.645 af**Pond 1P: CB + Storm Drain**Peak Elev=236.57' Inflow=2.27 cfs 0.299 af
4.0" Round Culvert n=0.010 L=176.0' S=0.0050 '/' Outflow=2.27 cfs 0.299 af**Pond 2P A: Pavement Profile/Drainage**Peak Elev=72.29' Storage=11,758 cf Inflow=6.44 cfs 2.645 af
12.0" Round Culvert n=0.010 L=48.0' S=0.0052 '/' Outflow=4.52 cfs 2.645 af**Pond 2P B: Pavement Profile/Drainage**Peak Elev=73.43' Storage=34,850 cf Inflow=35.59 cfs 2.645 af
12.0" Round Culvert n=0.010 L=48.0' S=0.0052 '/' Outflow=5.53 cfs 2.645 af**Total Runoff Area = 12.556 ac Runoff Volume = 5.589 af Average Runoff Depth = 5.34"**
35.60% Pervious = 4.470 ac 64.40% Impervious = 8.086 ac

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Type III 24-hr 25-year Rainfall=6.21"

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Summary for Subcatchment 1S: Subcat 1

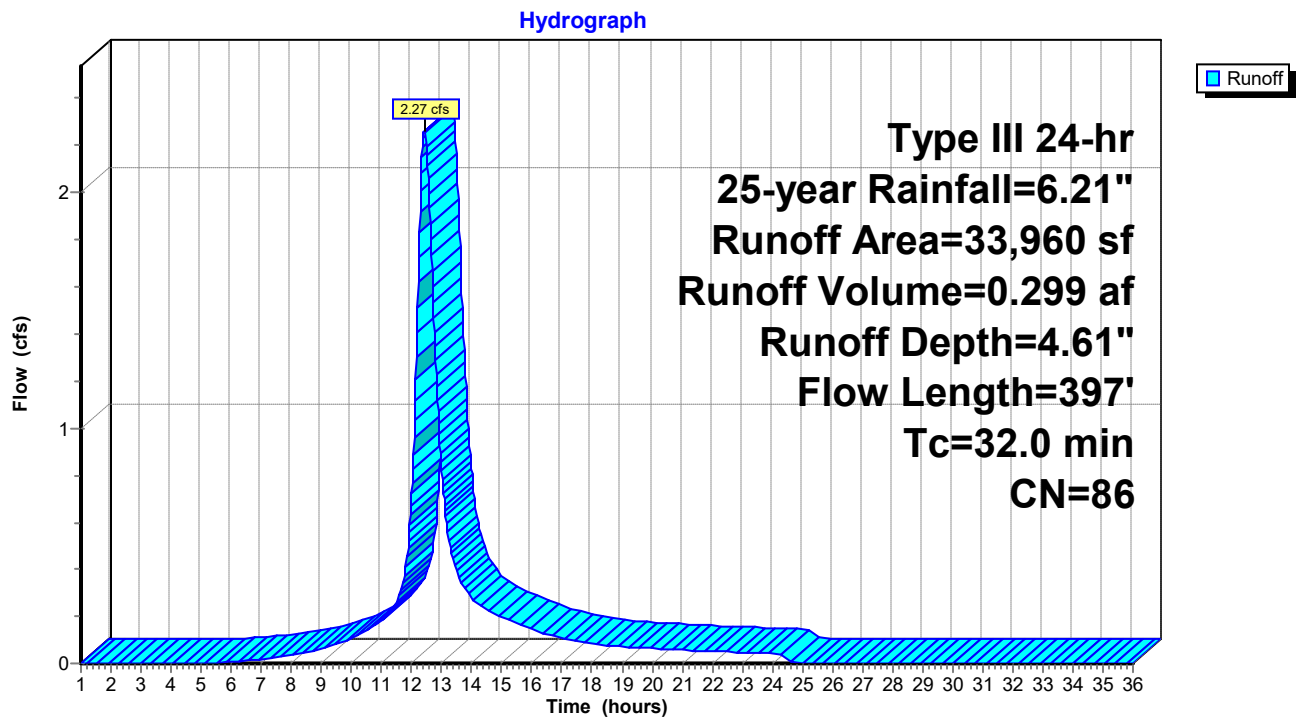
Runoff = 2.27 cfs @ 12.42 hrs, Volume= 0.299 af, Depth= 4.61"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=6.21"

Area (sf)	CN	Description
11,205	98	Paved roads w/curbs & sewers, HSG D
320	98	Roofs, HSG C
21,762	80	>75% Grass cover, Good, HSG D
673	79	Woods/grass comb., Good, HSG D
33,960	86	Weighted Average
22,435		66.06% Pervious Area
11,525		33.94% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	14	0.0730	0.19		Sheet Flow, A to B Grass: Short n= 0.150 P2= 3.27"
28.5	137	0.0065	0.08		Sheet Flow, B to C Grass: Dense n= 0.240 P2= 3.27"
1.6	105	0.0234	1.07		Shallow Concentrated Flow, C to D Short Grass Pasture Kv= 7.0 fps
0.7	141	0.0244	3.17		Shallow Concentrated Flow, D to E Paved Kv= 20.3 fps
32.0	397	Total			

Subcatchment 1S: Subcat 1



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Type III 24-hr 25-year Rainfall=6.21"

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Summary for Subcatchment 2S A: UNH

Runoff = 6.44 cfs @ 14.38 hrs, Volume= 2.645 af, Depth= 5.39"

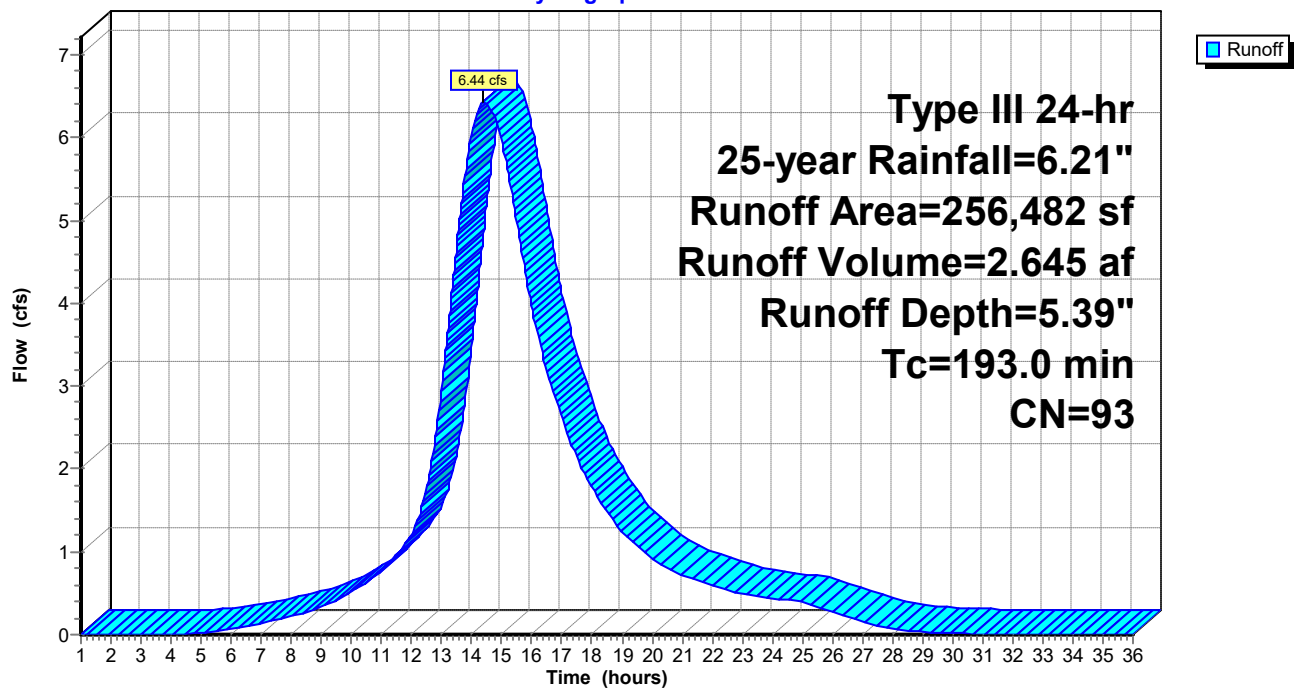
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=6.21"

	Area (sf)	CN	Description
*	58,315	98	Porous
	6,386	91	Gravel roads, HSG D
	80,640	98	Roofs, HSG C
*	31,390	100	Wetland
	43,000	80	>75% Grass cover, Good, HSG D
	36,751	83	Brush, Poor, HSG D
	256,482	93	Weighted Average
	86,137		33.58% Pervious Area
	170,345		66.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
193.0					Direct Entry, Per UNHSC (Half of Tc)

Subcatchment 2S A: UNH

Hydrograph



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Type III 24-hr 25-year Rainfall=6.21"

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Summary for Subcatchment 2S B: 5 min Tc

Runoff = 35.59 cfs @ 12.07 hrs, Volume= 2.645 af, Depth= 5.39"

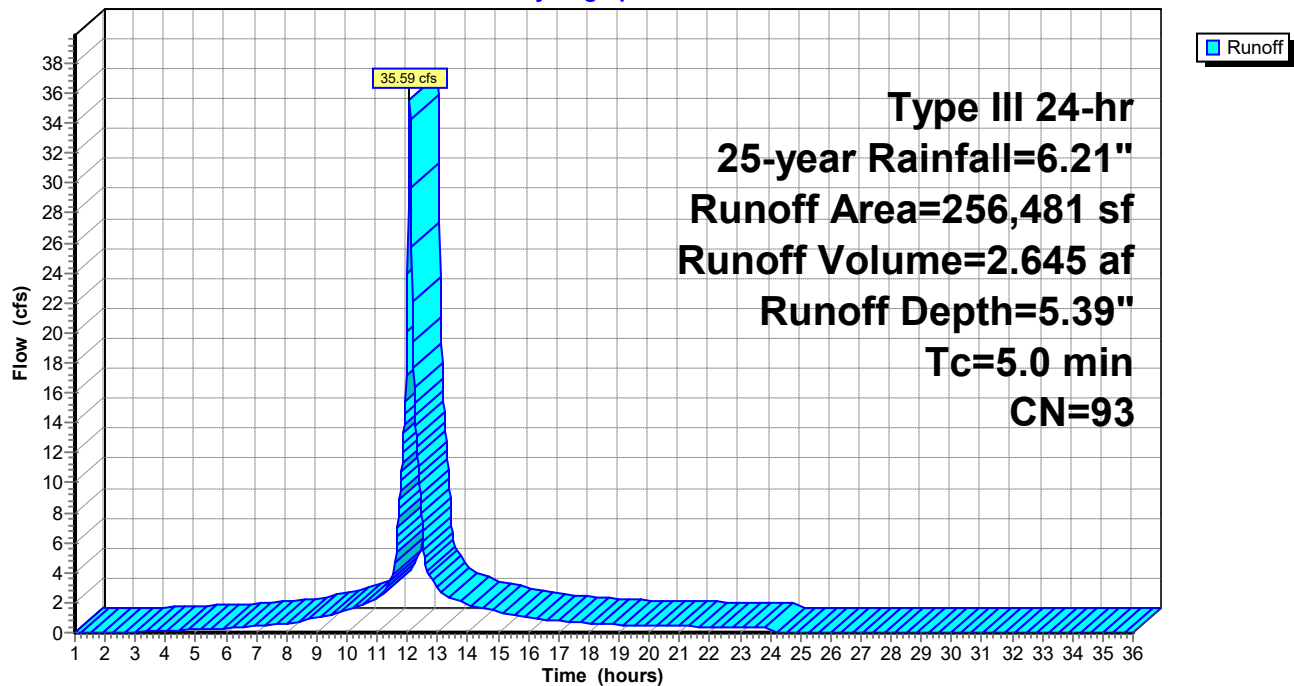
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=6.21"

	Area (sf)	CN	Description
*	58,315	98	Porous
	6,385	91	Gravel roads, HSG D
	80,640	98	Roofs, HSG C
*	31,390	100	Wetland
	43,000	80	>75% Grass cover, Good, HSG D
	36,751	83	Brush, Poor, HSG D
	256,481	93	Weighted Average
	86,136		33.58% Pervious Area
	170,345		66.42% Impervious Area

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

Subcatchment 2S B: 5 min Tc

Hydrograph



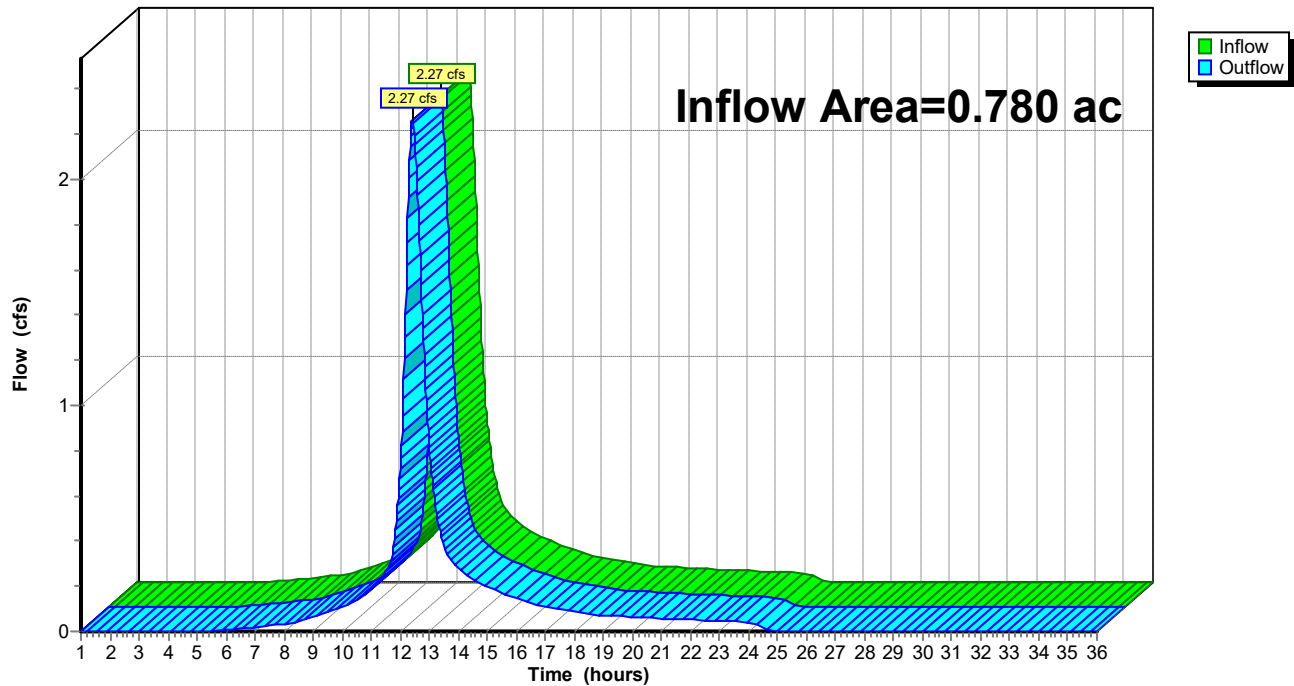
Summary for Reach 1R: POI #1

Inflow Area = 0.780 ac, 33.94% Impervious, Inflow Depth = 4.61" for 25-year event
 Inflow = 2.27 cfs @ 12.42 hrs, Volume= 0.299 af
 Outflow = 2.27 cfs @ 12.42 hrs, Volume= 0.299 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI #1

Hydrograph



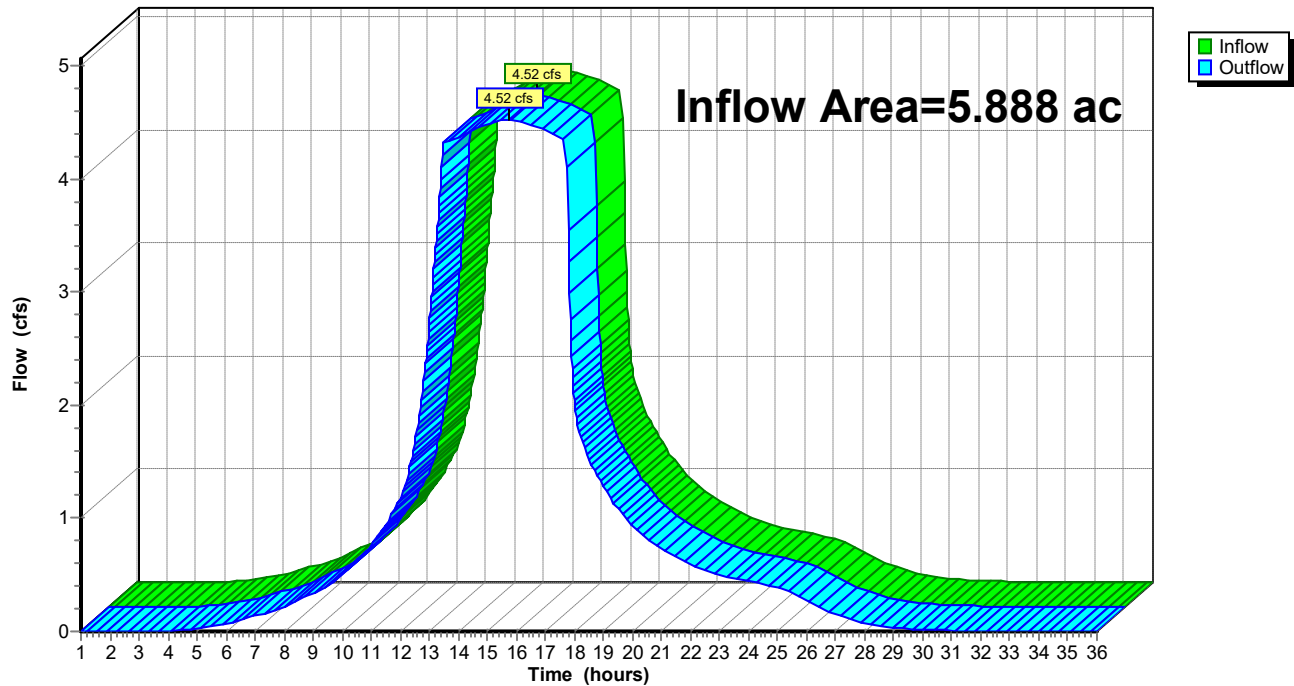
Summary for Reach 2R A: POI #2

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 5.39" for 25-year event
 Inflow = 4.52 cfs @ 15.72 hrs, Volume= 2.645 af
 Outflow = 4.52 cfs @ 15.72 hrs, Volume= 2.645 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R A: POI #2

Hydrograph



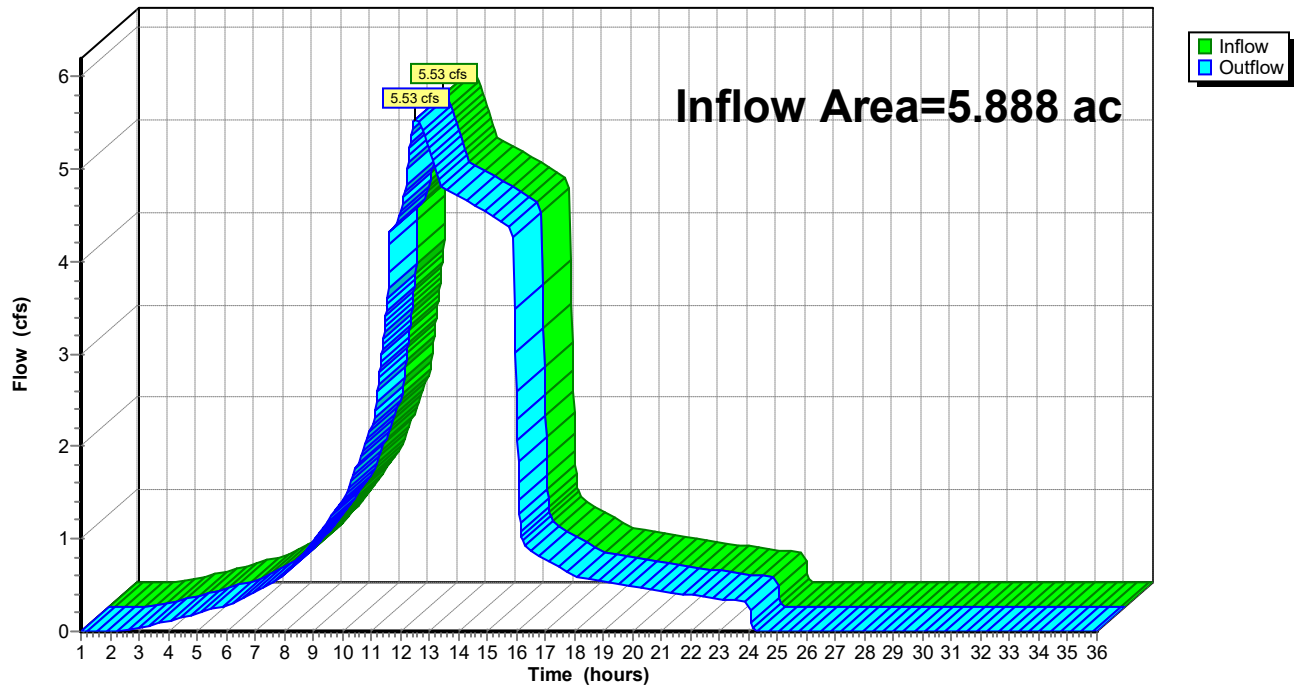
Summary for Reach 2R B: POI #2

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 5.39" for 25-year event
 Inflow = 5.53 cfs @ 12.54 hrs, Volume= 2.645 af
 Outflow = 5.53 cfs @ 12.54 hrs, Volume= 2.645 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

Reach 2R B: POI #2

Hydrograph



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Type III 24-hr 25-year Rainfall=6.21"

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Summary for Pond 1P: CB + Storm Drain

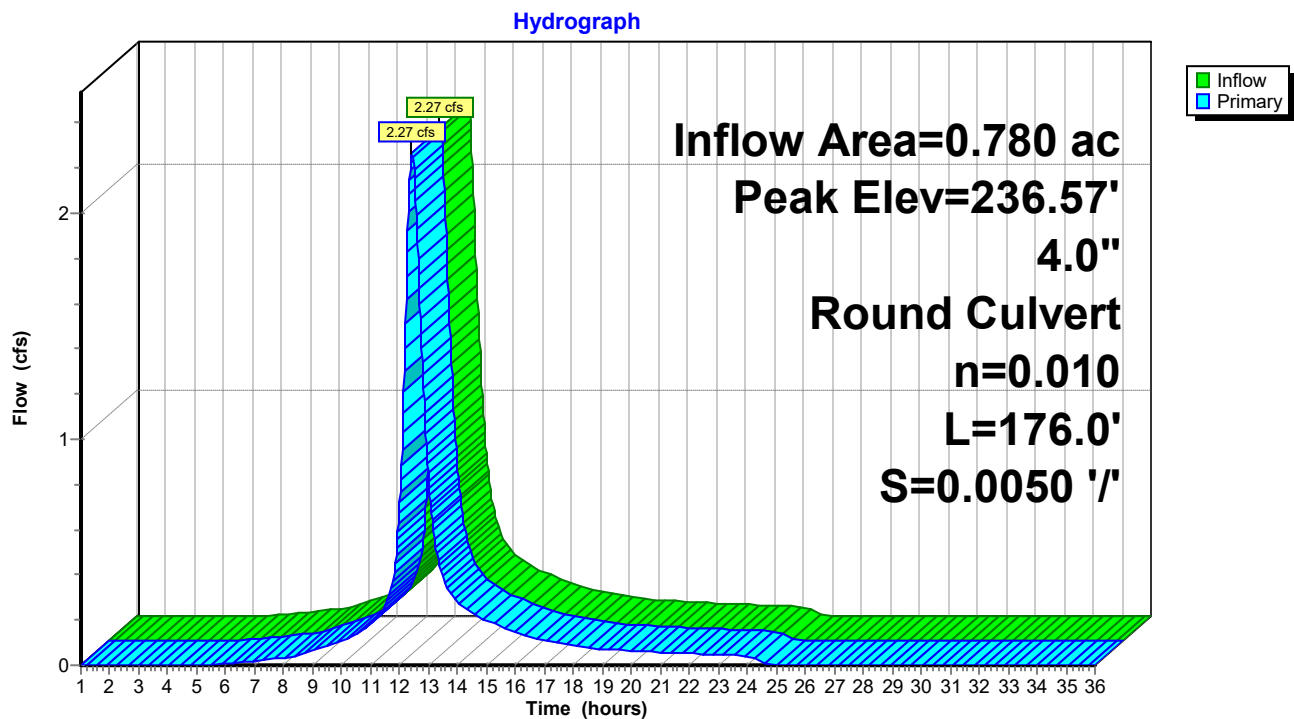
Inflow Area = 0.780 ac, 33.94% Impervious, Inflow Depth = 4.61" for 25-year event
Inflow = 2.27 cfs @ 12.42 hrs, Volume= 0.299 af
Outflow = 2.27 cfs @ 12.42 hrs, Volume= 0.299 af, Atten= 0%, Lag= 0.0 min
Primary = 2.27 cfs @ 12.42 hrs, Volume= 0.299 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 236.57' @ 12.42 hrs

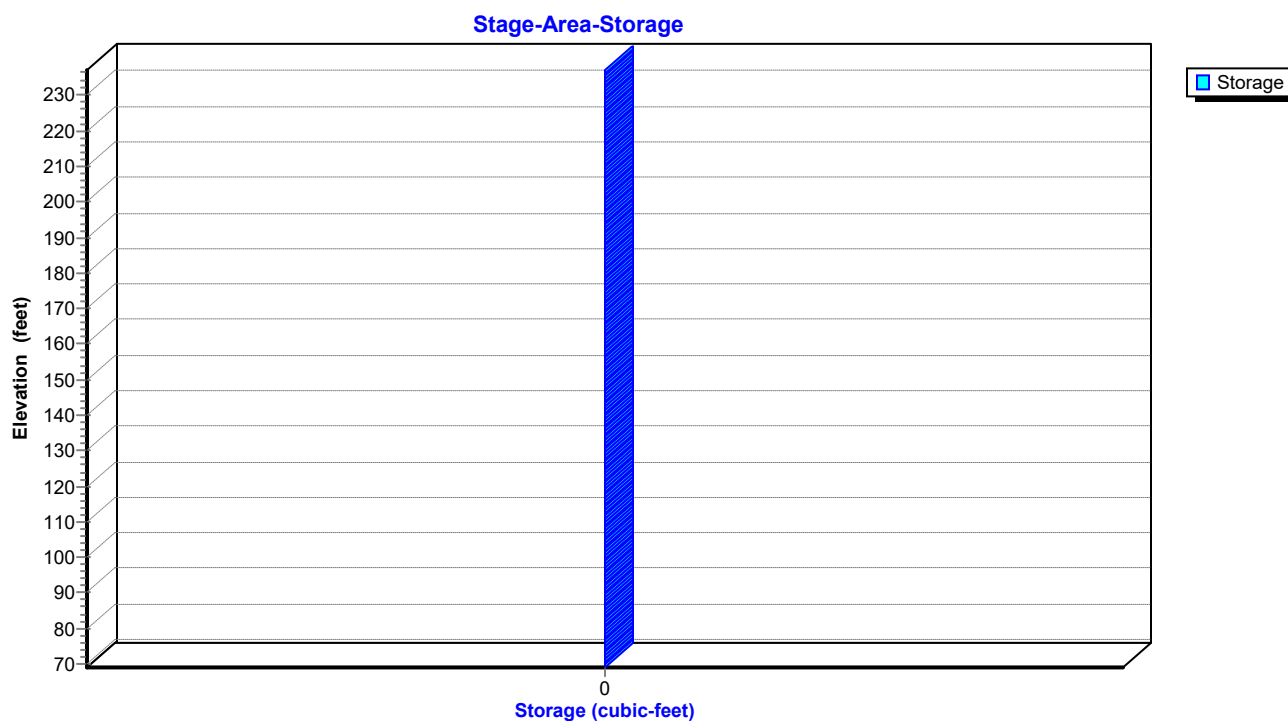
Device	Routing	Invert	Outlet Devices
#1	Primary	69.00'	4.0" Round Culvert L= 176.0' Ke= 0.900 Inlet / Outlet Invert= 69.00' / 68.12' S= 0.0050 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.09 sf

Primary OutFlow Max=2.27 cfs @ 12.42 hrs HW=236.40' (Free Discharge)
↑1=Culvert (Barrel Controls 2.27 cfs @ 25.97 fps)

Pond 1P: CB + Storm Drain



Pond 1P: CB + Storm Drain



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Type III 24-hr 25-year Rainfall=6.21"

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Summary for Pond 2P A: Pavement Profile/Drainage

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 5.39" for 25-year event
 Inflow = 6.44 cfs @ 14.38 hrs, Volume= 2.645 af
 Outflow = 4.52 cfs @ 15.72 hrs, Volume= 2.645 af, Atten= 30%, Lag= 80.8 min
 Primary = 4.52 cfs @ 15.72 hrs, Volume= 2.645 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
 Peak Elev= 72.29' @ 15.72 hrs Surf.Area= 139,069 sf Storage= 11,758 cf

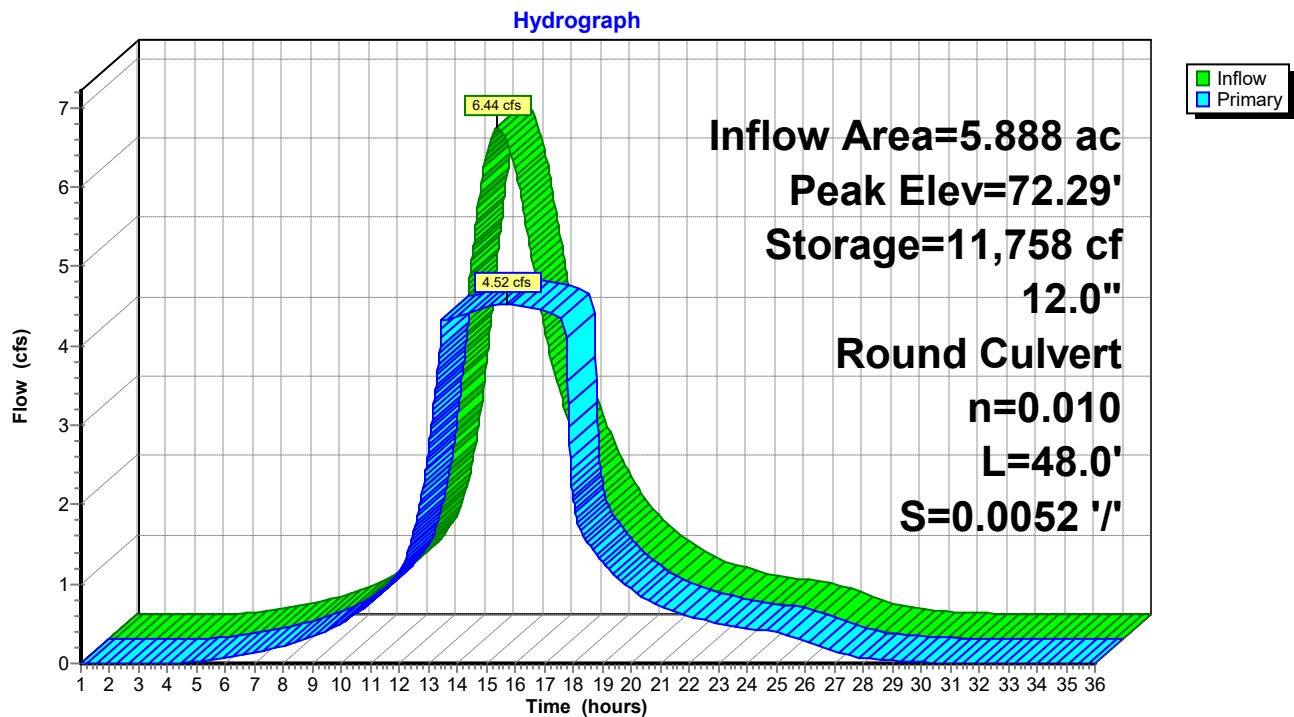
Plug-Flow detention time= 17.2 min calculated for 2.643 af (100% of inflow)
 Center-of-Mass det. time= 17.2 min (962.5 - 945.3)

Volume	Invert	Avail.Storage	Storage Description
#1	72.10'	27,807 cf	195.00'W x 713.00'L x 0.50'H 6" - 3/4" Stone 69,518 cf Overall x 40.0% Voids
#2	72.60'	5,770 cf	195.00'W x 713.00'L x 0.83'H 10" - Filter MDOT Type D 115,399 cf Overall x 5.0% Voids
#3	73.43'	18,353 cf	195.00'W x 713.00'L x 0.33'H 4" - Choker 1-1/2" 45,882 cf Overall x 40.0% Voids
#4	73.76'	3,529 cf	75.00'W x 713.00'L x 0.33'H 4" - OGFC 17,647 cf Overall x 20.0% Voids
#5	73.76'	11,294 cf	120.00'W x 713.00'L x 0.33'H 4" - Container Foundation 28,235 cf Overall x 40.0% Voids
#6	69.60'	473 cf	12.0" Round 12 SD (CB12 to 4,16) x 2 L= 301.0' S= 0.0025 '/'
#7	69.60'	188 cf	12.0" Round 12 SD (CB12 to 10) L= 240.0' S= 0.0025 '/'
#8	70.66'	131 cf	10.0" Round 10 SD (CB4,16 to 3,15) x 2 L= 120.0' S= 0.0025 '/'
#9	70.80'	65 cf	10.0" Round 10 SD (CB10 to 9) L= 120.0' S= 0.0025 '/'
#10	71.06'	84 cf	8.0" Round 8 SD (CB3,15 to 2,14) x 2 L= 120.0' S= 0.0025 '/'
#11	70.80'	42 cf	8.0" Round 8 SD (CB9 to 8) L= 120.0' S= 0.0025 '/'
#12	71.20'	37 cf	6.0" Round 6 SD (CB8 to 7) L= 186.0' S= 0.0025 '/'
#13	71.46'	73 cf	6.0" Round 6 SD (CB2,14 to 1,13) x 2 L= 186.0' S= 0.0025 '/'
67,846 cf			Total Available Storage

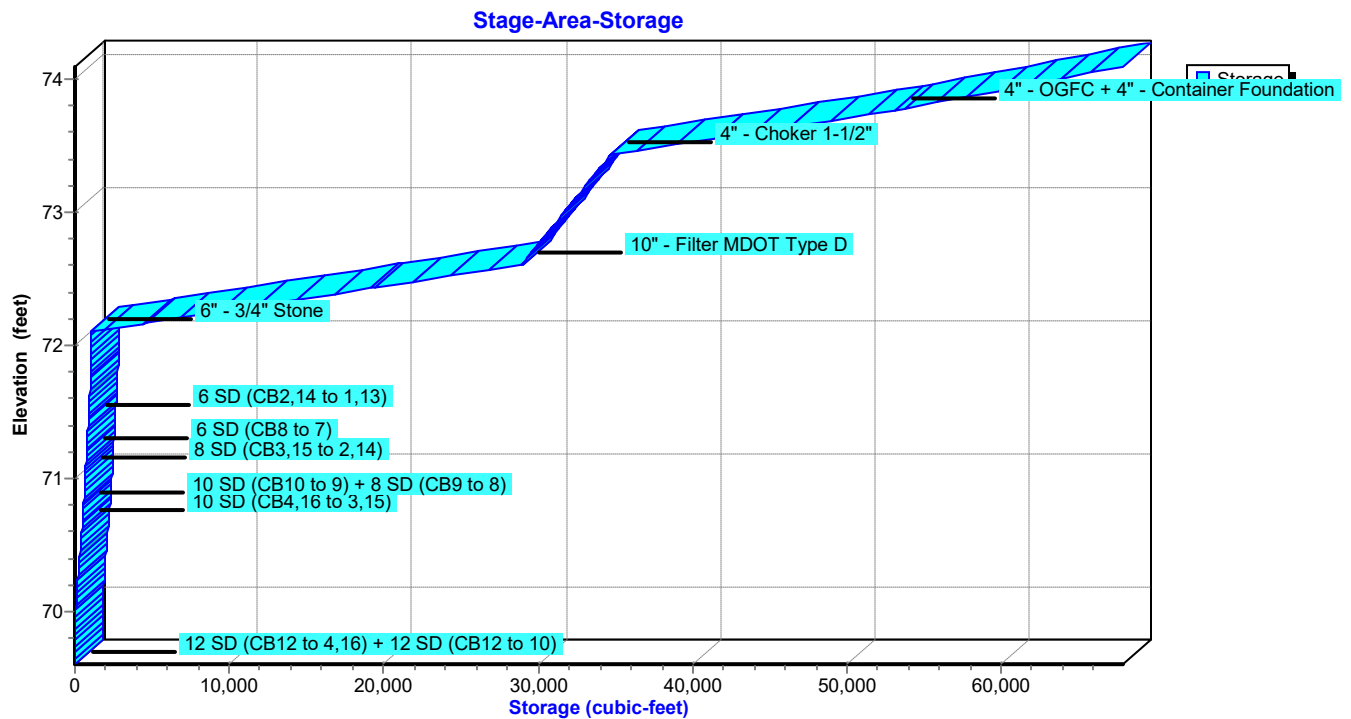
Device	Routing	Invert	Outlet Devices
#1	Primary	69.50'	12.0" Round 12" Culvert L= 48.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 69.50' / 69.25' S= 0.0052 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=4.52 cfs @ 15.72 hrs HW=72.29' (Free Discharge)
 ↑ **1=12" Culvert** (Inlet Controls 4.52 cfs @ 5.75 fps)

Pond 2P A: Pavement Profile/Drainage



Pond 2P A: Pavement Profile/Drainage



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Type III 24-hr 25-year Rainfall=6.21"

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Summary for Pond 2P B: Pavement Profile/Drainage

Inflow Area = 5.888 ac, 66.42% Impervious, Inflow Depth = 5.39" for 25-year event
 Inflow = 35.59 cfs @ 12.07 hrs, Volume= 2.645 af
 Outflow = 5.53 cfs @ 12.54 hrs, Volume= 2.645 af, Atten= 84%, Lag= 28.1 min
 Primary = 5.53 cfs @ 12.54 hrs, Volume= 2.645 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
 Peak Elev= 73.43' @ 12.54 hrs Surf.Area= 417,105 sf Storage= 34,850 cf

Plug-Flow detention time= 44.1 min calculated for 2.643 af (100% of inflow)
 Center-of-Mass det. time= 44.1 min (815.2 - 771.1)

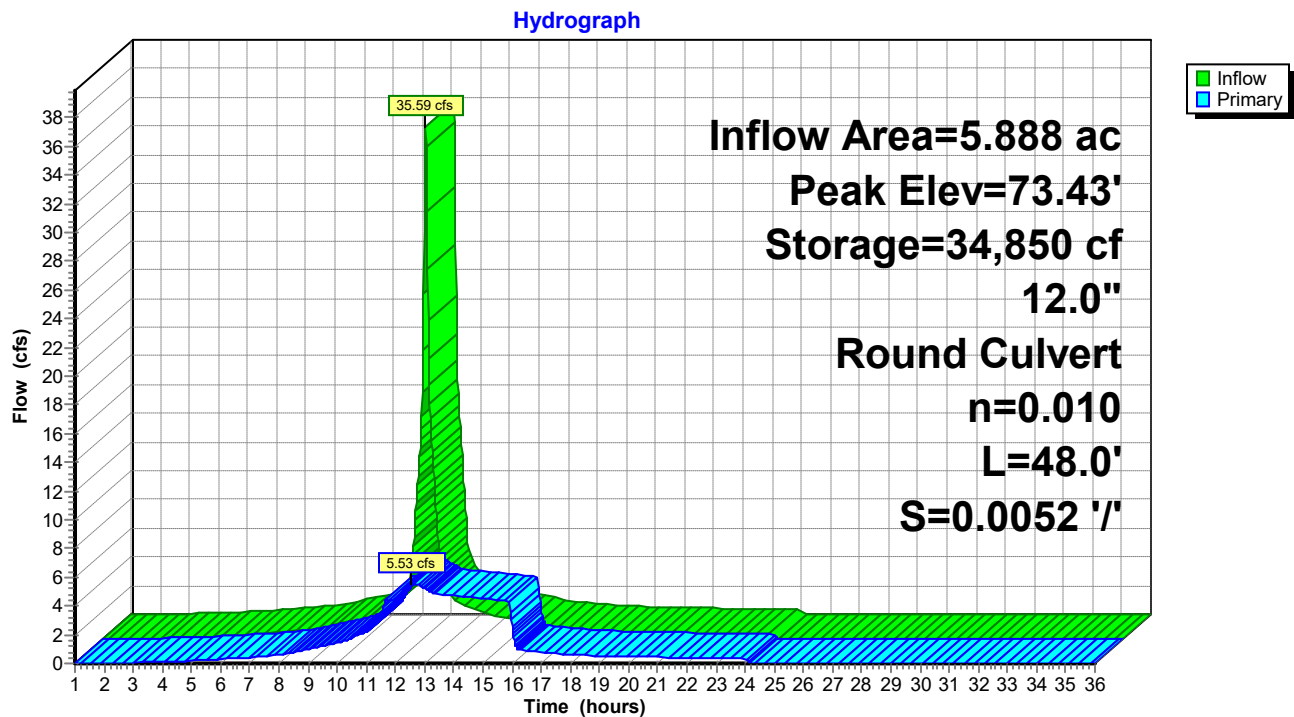
Volume	Invert	Avail.Storage	Storage Description
#1	72.10'	27,807 cf	195.00'W x 713.00'L x 0.50'H 6" - 3/4" Stone 69,518 cf Overall x 40.0% Voids
#2	72.60'	5,770 cf	195.00'W x 713.00'L x 0.83'H 10" - Filter MDOT Type D 115,399 cf Overall x 5.0% Voids
#3	73.43'	18,353 cf	195.00'W x 713.00'L x 0.33'H 4" - Choker 1-1/2" 45,882 cf Overall x 40.0% Voids
#4	73.76'	3,529 cf	75.00'W x 713.00'L x 0.33'H 4" - OGFC 17,647 cf Overall x 20.0% Voids
#5	73.76'	11,294 cf	120.00'W x 713.00'L x 0.33'H 4" - Container Foundation 28,235 cf Overall x 40.0% Voids
#6	69.60'	473 cf	12.0" Round 12 SD (CB12 to 4,16) x 2 L= 301.0' S= 0.0025 '/'
#7	69.60'	188 cf	12.0" Round 12 SD (CB12 to 10) L= 240.0' S= 0.0025 '/'
#8	70.66'	131 cf	10.0" Round 10 SD (CB4,16 to 3,15) x 2 L= 120.0' S= 0.0025 '/'
#9	70.80'	65 cf	10.0" Round 10 SD (CB10 to 9) L= 120.0' S= 0.0025 '/'
#10	71.06'	84 cf	8.0" Round 8 SD (CB3,15 to 2,14) x 2 L= 120.0' S= 0.0025 '/'
#11	70.80'	42 cf	8.0" Round 8 SD (CB9 to 8) L= 120.0' S= 0.0025 '/'
#12	71.20'	37 cf	6.0" Round 6 SD (CB8 to 7) L= 186.0' S= 0.0025 '/'
#13	71.46'	73 cf	6.0" Round 6 SD (CB2,14 to 1,13) x 2 L= 186.0' S= 0.0025 '/'
67,846 cf			Total Available Storage

Device	Routing	Invert	Outlet Devices
#1	Primary	69.50'	12.0" Round 12" Culvert L= 48.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 69.50' / 69.25' S= 0.0052 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf

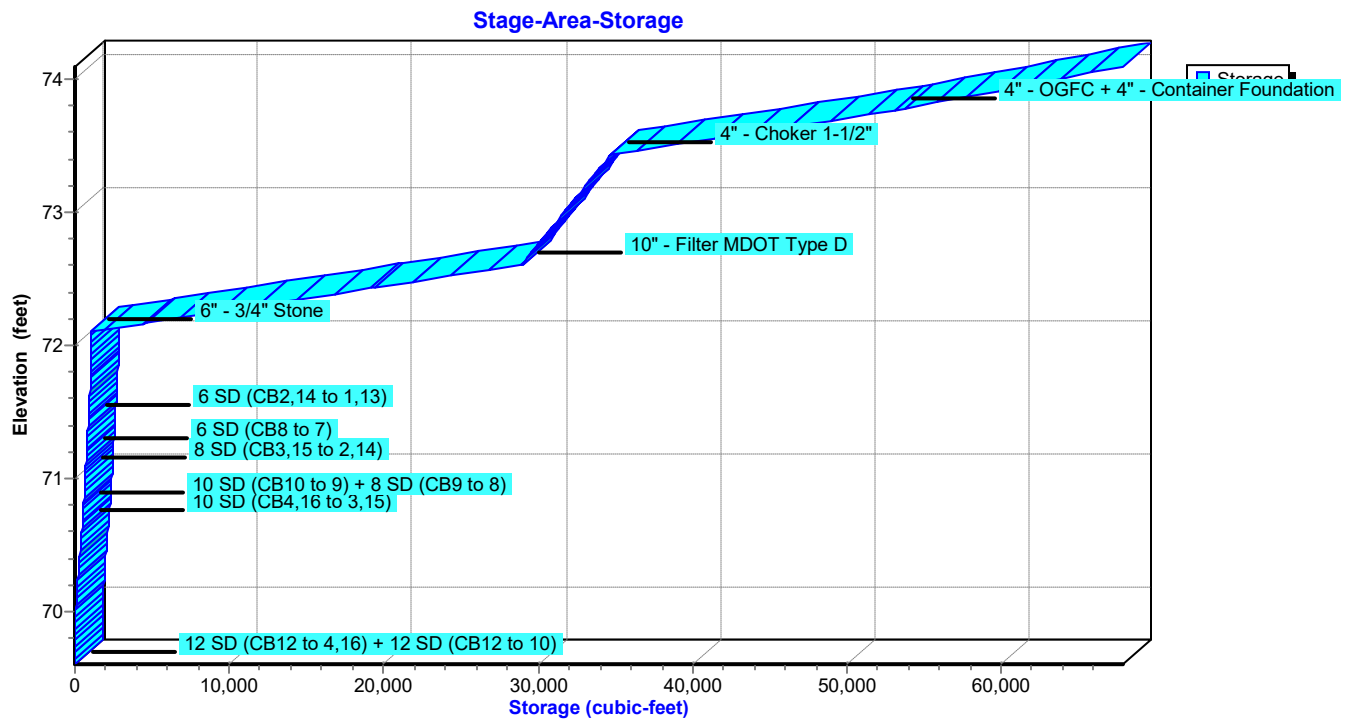
Primary OutFlow Max=5.53 cfs @ 12.54 hrs HW=73.43' (Free Discharge)

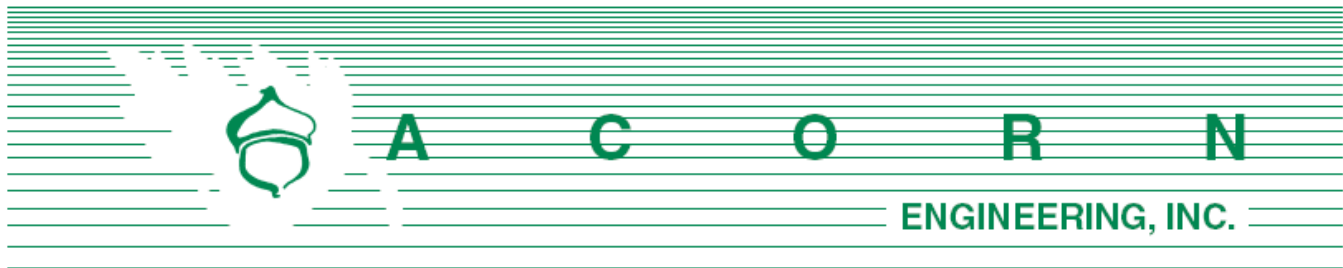
↑ **1=12" Culvert** (Inlet Controls 5.53 cfs @ 7.04 fps)

Pond 2P B: Pavement Profile/Drainage



Pond 2P B: Pavement Profile/Drainage





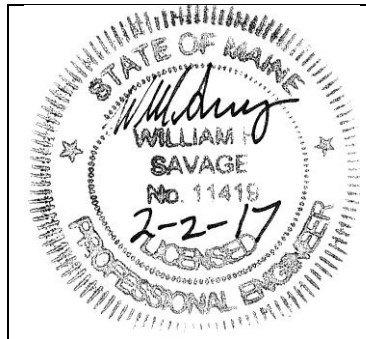
EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**547 Riverside LLC
59 Moody Street
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
158 Danforth Street
Portland, Maine 04102**



February 2017

INTRODUCTION

Acorn Engineering, Inc. has been retained 547 Riverside, LLC to provide civil engineering services for the proposed self-storage development at 547 Riverside St. The proposed project includes the implementation of 500 recycled shipping containers to be repurposed as self-storage units. Access to these units will be provided by drive aisles comprised of porous pavement with filter media and underdrains. This measure will serve as both the water quality and quantity control for the site. Additionally, a small office building built from multiple shipping containers and ten parking spaces are also proposed. The driveway will connect perpendicular to Riverside Street and provide access to the site.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended January 11, 2015. This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual, revised in 2016. Erosion control inspection will be required during construction in accordance with the Maine Construction General Permit.

1.0 EXISTING CONDITIONS

The proposed project site is in between Schnitzer Recycling and Interstate 95, just north of Leighton Avenue. A topographic survey has been prepared by Owen Haskell, Inc. of Falmouth, Maine dated December 16, 2016.

The property is in the I-M Industrial Zone. Abutting Uses include:

- North I-M Zone – Industrial and Commercial Businesses
- West I-M Zone – Single and Multi-Family Residential
- South I-M Zone – Single and Multi-Family Residential
- East I-M Zone – Maine Turnpike

The site is in a slightly depressed topographic area with two delineated wetlands on site. The overall grades slope down-gradient to the northeast where the larger wetland exists.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County
- United States Department of Agriculture Web Soil Survey

No onsite wastewater is proposed, and therefore the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. Higher “K” values indicate more erodible soils.



Table 1 - K Value		
Soils Type	Subsurface	Substratum
Scantic Silt Loam	0.49	0.49
Elmwood Fine Sandy Loam	0.40	0.40

The soil “K” values for the soils, listed above, show a moderate susceptibility to erosion. The site’s susceptibility to erosion is sourced from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the soils and the exposed slopes that will occur during construction.

1.2 Existing Erosion Problems

There is no evidence of erosion on site due to the gradual slopes and dense vegetation.

1.3 Critical Areas

Critical areas that would require special attention during construction are any exposed slopes and any downstream catch basins within Riverside Street.

1.4 Protected Natural Resource

There are two wetlands on site. The smaller wetland is proposed to be filled in pending a Tier 1 NRPA permit. The larger wetland which is roughly five times the size will remain as is to protect any possible wildlife habitat. A Wildlife Report will be submitted with the final application. The Wetland Report is under separate cover as Attachment O within the preliminary submission. The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities within the project limits within the past 5 years.

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years. Some clearing has occurred within the site.

2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.



2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

- 2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:
- Stone size shall be 2-3 inches, or reclaimed or recycled concrete equivalent.
 - The thickness of the entrance stone layer shall be no less than 6 inches.
 - The entrance shall not be less than 20 feet wide; however, not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
 - Geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
 - The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public road ways.
- 2.1.2 Siltation fence, erosion control berm or equivalent shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
- 2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.
- 2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.
- 2.1.5 Riverside Street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.



- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.
- 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14 gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be “toed” into the ground.
- 2.1.8 Storm drain inlet protection shall be provided to storm drains through the use of any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached 1/2 the design height.
- 2.1.9 Dust control shall be accomplished by the use of any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
- 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
- 2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
- 2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.
- 2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project:

- 2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4” of loam, limed, and mulched. Erosion



control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.

2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior to receiving stormwater.

2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

3.0 EROSION AND SEDIMENTATION CONTROL PLAN

3.1 The Erosion and Sedimentation Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

5.2 Mulching

All areas shall be considered denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the



mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until the final treatment can be applied. If the date is after November 1st and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

5.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs. per 1,000 s.f., and anchor the mulch with plastic netting. 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 soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.



- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs. per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs. per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. 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 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24 hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.



6.1 Sediment Barriers

Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary check dam. Should the fabric on a silt fence or filter barrier decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

All mulches must be inspected periodically, especially after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.



6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information contact:

Contact: Will Savage, PE
Telephone: (207) 775-2655

Qualifications:

- Maine Professional Engineering License #11419
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert. #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert. #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620

The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.



7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence, erosion control berm or equivalent.
3. Install all other erosion control devices as necessary throughout the remainder of this schedule.
4. Commence installation of drainage infrastructure connection within Riverside Street.
5. Provide an engineered outlet with siltation barrier to the catch basins in Riverside Street.
6. Commence earthwork operations.
7. Commence installation of utilities.
8. Continue earthwork and grading to subgrade as necessary for construction.
9. Complete installation of drainage infrastructure, as well as other utility work.
10. Complete remaining earthwork operations.
11. Install sub-base and base gravels in paved areas.
12. Install paving, curbing and brickwork.
13. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
14. Once the site is stabilized, 90% catch of grass has been obtained, or mulching of landscape areas is complete remove all temporary erosion control measures.
15. Touch up areas without a vigorous catch of grass with loam and seed.
16. Complete site signage and striping.
17. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.



9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan



TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs. – 90 lbs. per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs. – 90 lbs. per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

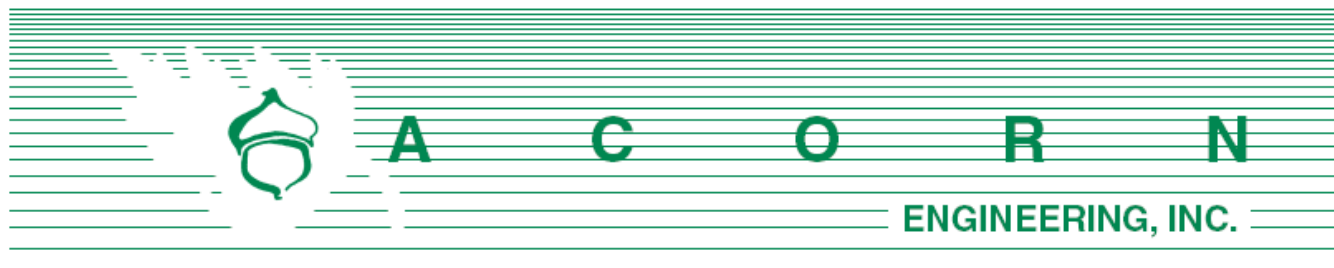
Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.





Assistant Chief Keith Gautreau
 City of Portland Fire Department
 380 Congress St.
 Portland, ME 04101

February 2, 2017

Subject: 547 Riverside Street – Fire Department Checklist
 Section J of Application

On behalf of 547 Riverside LLC, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

547 Riverside LLC
 59 Moody St.
 Portland, Maine 04101
 (207) 879-2222

2. Name address, telephone number of architect

There is no architect associated with this project. The structural engineer's information is as follows:

Structural Integrity Consulting Engineers, Inc.
 77 Oak Street
 Portland, Maine 04101
 (207) 774-4614

Proposed uses of any structures [NFPA and IBC classification]

NFPA: Storage Occupancy

IBC: Storage

3. Square footage of all structures, including decks [total and per story]

Storage Units	80,640	sf
Container Office	320	sf
Total	80,960	sf

4. Elevation of all structures

The storage units will be 8.5 feet tall. The office building that will be comprised of 4 containers will be 17 feet tall.

5. Proposed fire protection of all structures

Due to the low risk of fire, there is no fire protection proposed for this site. The storage units and office building will be shipping containers made of steel which has a low susceptibility to catching fire. Furthermore, activities that increase the risk of fire such as cooking will not be taking place within this facility.

6. Hydrant locations

An existing hydrant is located approximately 270 feet to the southwest of the proposed office building.

7. Water main size and location

There is a water main within Riverside Street that will serve the domestic water to the facility. The size of the water main is unknown at this time.

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

Access to the site is provided from Riverside Street and in most cases, the access to the structures do not meet the two-side minimum requirement. However, the structures are small and built from steel and do not represent a situation that requires significant fire truck access such as a multi-story building.

9. A code summary referencing NFPA 1 and all fire department technical standards may be submitted with the Final Application, if required by the fire department.

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

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

- Riverside Street: 47.25 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there is not public street access within 50 feet of at least one exterior door. The closest distance from an exterior door to the Riverside Right-of-Way is 250'. The closest distance from an exterior door to the Leighton Avenue Right-of-Way is 105'. Due the site constraints, it not feasible to reduce these distances.

Per NFPA 1 – Chapter 18.2.3.2.2.1, the office building is located less than 450 feet from a Fire Department access road. Most of the self-storage units are located greater than 450 feet away from Riverside Street.

City of Portland Technical Manual – Section 3 Public Safety

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



Response: Not applicable

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

Response: In most cases, the access to the structures do not meet the two-side minimum requirement. However, at 8'x20'x8.5', the structures are small and built from steel. The layout does not represent a situation that would require significant fire truck access such as a multi-story building.

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.*

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

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

Response: The office is proposed to be placed approximately 250' from Riverside St. The narrow section of the property closer to Riverside St. does not allow space for both a driveway and an office building.

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

Response: The proposed site maintains the required clearance height of nine feet.

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

Response: Not applicable.

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

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

Please let me know if you have any additional questions or comments.

Sincerely,



William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



March 2, 2017

Sam Lebel
Acorn Engineering, Inc.
158 Danforth Street
Portland, ME 04102

Re: 547 Riverside Street, PO
Ability to Serve with PWD Water

Dear Mr. Lebel:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on February 14, 2017. Based on the information provided per plans dated 2/14/17, 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. Review and approval of final plans is required.**

Conditions of Service

The following conditions of service apply:

- A new 1-inch service may be installed from the water main in Riverside Street. The service should enter through the properties frontage on Riverside Street at least 10-feet from any side property lines.
- 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.
- Once the project is ready for construction, the owner or contractor will need to make an appointment to come in and complete a service application form and pay the necessary fees.

Existing Site Service

According to District records, the project site does not currently have existing water service.



Water System Characteristics

According to District records, there is an 12-inch diameter cement lined cast iron water main in Riverside Street and a public fire hydrant located 250 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 89 psi on February 2, 2016.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

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

Private Fire Protection Water Needs

You have indicated that this project will not 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 you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read "Gordon S. Johnson", with a long, sweeping horizontal line extending to the right.

Gordon S. Johnson, P.E.
Engineering Services Manager

K. Solid Waste Disposal

There is no proposed area that is designated for solid waste disposal. The project is not anticipated to generate large volumes of waste that would require external storage.



L. Utilities

The proposed project includes the following alterations to the utilities on site:

Water:

It is proposed to route a 1" domestic water line from the proposed office building to the existing water main in Riverside Street as seen on Sheet C-20. No fire protection lines or hydrants are proposed at this time.

Storm:

It is proposed to route a 12" storm drain from a proposed catch basin near the office building to the existing 18" underdrain in Riverside Street. The majority of the site will drain through porous pavement and filter media before being collected by underdrains and transported to the undeveloped part of the site.

Sewer:

It is proposed to route a 6" sewer line from the proposed building to the existing 12" sewer main in Riverside Street. The connection will include a backflow preventer within the property line.

Electric/Telephone/Cable:

It is proposed to route an underground electric conduit from the utility pole that exists in the northeast corner of the site to the proposed office building.

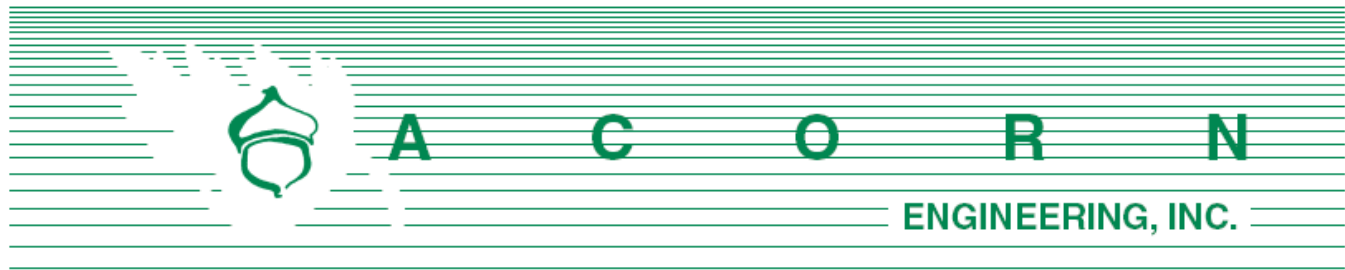
Gas:

Natural gas will not be proposed as part of this project.

Ability to Serve letters and their respective responses are attached.

An Existing Conditions plan that has been stamped and signed by a Professional Land Surveyor will be submitted as part of the Final Application.





Portland Water District
Attn: MEANS Department
225 Douglas Street
Portland, Maine 04104

February 14, 2017

Subject: 547 Riverside Self-Storage Facility
Re: Ability to Serve

To Whom It May Concern:

On behalf of 547 Riverside, LLC we are pleased to submit the following request for Portland Water District's (PWD) ability to serve the proposed development. The project is located at 547 Riverside (Chart, Book, Lots 312, B, 008 – 012), within the I-M Industrial Zoning District in Portland, Maine. The project consists of the development of a self-storage facility utilizing recycled shipping containers and porous pavement. Access to the site will be provided from Riverside Street. The design also proposes to install utilities from within Riverside Street to a small office building within the site.

The site is currently undeveloped and does not have any known infrastructure with the exception of a septic easement as seen on the existing conditions plan.

It is proposed to install a 1" domestic water line to the service the project. A fire line is not proposed at this time. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following design flows:

Estimate of Proposed Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Office (Employee at place of employment with no showers: 12 GPD per employee)	2-Employee Max	1	24	24
Net Change				+ 24 GPD
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

The proposed project is anticipated to increase the net flow by approximately 24 gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Riverside Street
2. Alternative connection locations from the property to the existing system
3. PWD's proposed infrastructure improvements within the project vicinity
4. Flow data for adjacent hydrants
5. PWD's ability to serve the project

I have attached an existing conditions plan created by Own Haskell, Inc. as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,



Sam Lebel, E.I.
Design Engineer
Acorn Engineering, Inc.





March 2, 2017

Sam Lebel
Acorn Engineering, Inc.
158 Danforth Street
Portland, ME 04102

Re: 547 Riverside Street, PO
Ability to Serve with PWD Water

Dear Mr. Lebel:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on February 14, 2017. Based on the information provided per plans dated 2/14/17, 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. Review and approval of final plans is required.**

Conditions of Service

The following conditions of service apply:

- A new 1-inch service may be installed from the water main in Riverside Street. The service should enter through the properties frontage on Riverside Street at least 10-feet from any side property lines.
- 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.
- Once the project is ready for construction, the owner or contractor will need to make an appointment to come in and complete a service application form and pay the necessary fees.

Existing Site Service

According to District records, the project site does not currently have existing water service.



Water System Characteristics

According to District records, there is an 12-inch diameter cement lined cast iron water main in Riverside Street and a public fire hydrant located 250 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 89 psi on February 2, 2016.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

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

Private Fire Protection Water Needs

You have indicated that this project will not 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.

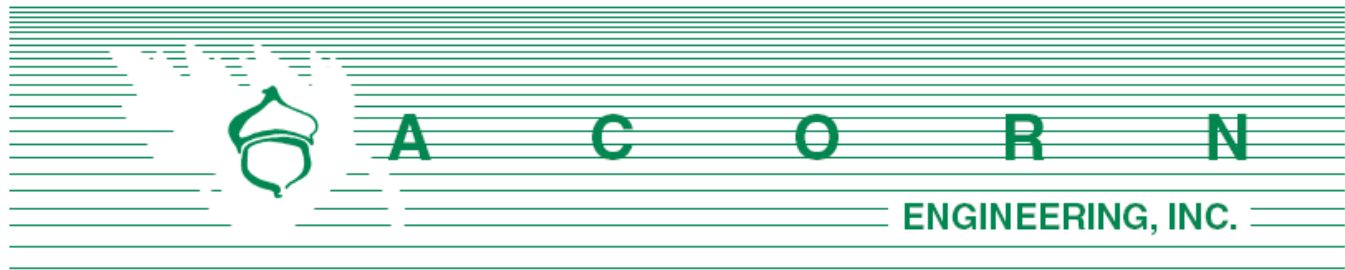
Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read "Gordon S. Johnson", with a long, sweeping horizontal line extending to the right.

Gordon S. Johnson, P.E.
Engineering Services Manager



Department of Public Works
Attn: Mr. Brad Roland, P.E.
55 Portland Street
Portland, Maine 04101

February 14, 2017

Subject: 547 Riverside Self-Storage Facility
Re: Ability to Serve

Dear Mr. Roland:

On behalf of 547 Riverside, LLC we are pleased to submit the following request for the Department of Public Works (DPW) ability to serve the proposed development. The project is located at 547 Riverside (Chart, Book, Lots 312, B, 008 – 012), within the I-M Industrial Zoning District in Portland, Maine. The project consists of the development of a self-storage facility utilizing recycled shipping containers and porous pavement. Access to the site will be provided from Riverside Street. The design also proposes to install utilities from within Riverside Street to a small office building within the site.

The site is currently undeveloped and does not have any known infrastructure with the exception of a septic easement as seen on the existing conditions plan.

It is proposed to install a 6" sewer lateral from the existing 12" sewer main in Riverside to the proposed office building with a backflow preventer inside the property line. If the septic system is currently servicing the neighbors (#541 Riverside) then the outfalls will need to be tied into the proposed sewer lateral due to an easement. If this is the case, design flows will be recalculated and submitted to DPW. When the septic fails, a separate line will need to be connected into the system within Riverside and the easement will be extinguished.

Furthermore, it proposed to install a 12" storm drain from a proposed catch basin on site to the existing 18" underdrain within Riverside. After modeling the project in HydroCAD, the peak stormwater flows are less than the existing stormwater flows. Consequently, there is no anticipated change regarding the demand on the municipal storm system.

Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the sewer design flows are as follows:

Estimate of Proposed Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Office (Employee at place of employment with no showers: 12 GPD per employee)	2-Employee Max	1	24	24
Net Change				+ 24 GPD
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

The proposed project is anticipated to increase the net sewer flow by approximately 24 gallons per day (GPD).

It should be noted that these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Riverside Street
2. Alternative connection locations from the property to the existing system
3. DPW's proposed infrastructure improvements within the project vicinity
4. DPW's ability to serve the project
5. A confirmation that the existing 6" sewer lateral from #541 Riverside (as seen on the attached Riverside infrastructure plan) is currently serving the residence.

I have attached three plans: the proposed preliminary utility plan from our office, an existing conditions plan created by Own Haskell, Inc., and the Riverside infrastructure plan which is a record drawing from 2001. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,



Sam Lebel, E.I.
Design Engineer
Acorn Engineering, Inc.



Sam Lebel

From: Bradley Roland <brad@portlandmaine.gov>
Sent: Friday, February 17, 2017 8:21 AM
To: Sam Lebel
Subject: Re: Ability to Serve Request - 547 Riverside

Thanks Sam

I review things as they come through the process with the planning department.

I am also going on vacation next week so it will be a while before you hear back from me.

Brad

On Tue, Feb 14, 2017 at 1:32 PM, Sam Lebel <slebel@acorn-engineering.com> wrote:

Good Afternoon Brad,

Acorn Engineering, Inc., on behalf of 547 Riverside, LLC, is sending a formal Ability to Serve letter to your office for the proposed development of 547 Riverside Street in Portland.

Attached is the Ability to Serve Letter, Preliminary Utility Plan, Existing Conditions Survey, and a 2001 As-Built Plan.

Please do not hesitate to contact myself or our office with any questions or clarifications. Thank you.

Regards,

Sam Lebel, EI

Design Engineer

Licensed in Maine

Acorn Engineering, Inc

PO Box 3372

Portland, Maine 04104

www.acorn-engineering.com

B. [207.775.2655](tel:207.775.2655)

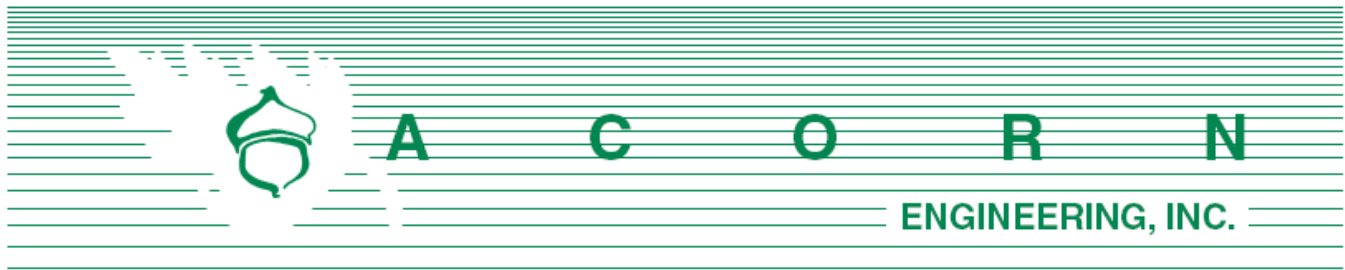
C. [207.478.4327](tel:207.478.4327)

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--

Bradley A. Roland, P.E.
Senior Project Engineer
Portland Public Works
55 Portland Street
Portland, ME 04101
Tel: 207-874-8840
Fax: 207-874-8852
brad@portlandmaine.gov

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Central Maine Power Company
Attn: Mr. Paul DuPerre
162 Canco Road
Portland, Maine 04103

February 14, 2017

Subject: 547 Riverside Self-Storage Facility
Re: Ability to Serve

Dear Mr. DuPerre:

On behalf of 547 Riverside, LLC we are pleased to submit the following request for Central Maine Power's (CMP) ability to serve the proposed development. The project is located at 547 Riverside (Chart, Book, Lots 312, B, 008 – 012), within the I-M Industrial Zoning District in Portland, Maine. The project consists of the development of a self-storage facility utilizing recycled shipping containers and porous pavement. Access to the site will be provided from Riverside Street.

The site is currently undeveloped and does not have any known infrastructure with the exception of a septic easement as seen on the existing conditions plan.

It is proposed to install an underground service from the utility pole that exists at the northern corner of the site to a shipping container that will function as the office.

On behalf of the client, we are requesting the following information:

1. Any easements for overhead services currently crossing the proposed development
2. Alternative connection locations from the property to the existing system
3. CMP's proposed infrastructure improvements within the project vicinity
4. CMP's ability to serve the project
5. Access requirement to the CMP meters

I have attached two plans: an existing conditions plan created by Own Haskell, Inc., and the proposed preliminary utility plan from our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Sam Lebel, E.I.
Design Engineer
Acorn Engineering, Inc.



CENTRAL MAINE POWER

February 15, 2017

Mr. Sam Lebel, E.I.
Design Engineer
C/O Acorn Engineering, Inc.
158 Danforth Street
Portland, Maine 04102

RE: 547 Riverside Street, Portland, Maine

Dear Mr. Lebel,

This letter is to advise you Central Maine Power has sufficient single phase electrical capacity in the area to serve the subject project.

Once the project is accepted by the City of Portland, the owner will need to call our Customer Service Center at 1-800-565-3181 to sign up for a New Account and a SAP Work Request Order so we may provide an actual cost.

If you have any questions please feel free to call me at 828-2882.

Sincerely,

Paul DuPerre
Energy Service Specialist

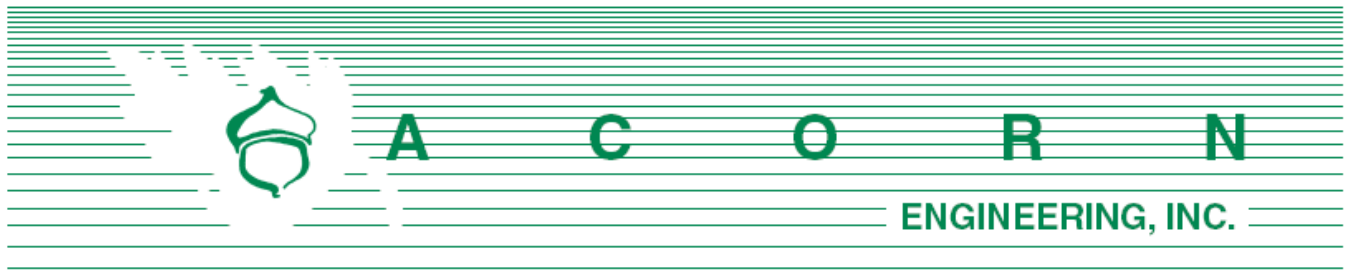
162 Canco Road, Portland, ME 04103
Telephone 800.750.4000, Fax 207.791.1026
cmpco.com



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Fairpoint Communications
Attn: Mr. Scott Derrig
5 Davis Farm Road
Portland, Maine 04103

February 14, 2017

Subject: 547 Riverside Self-Storage Facility
Re: Ability to Serve

Dear Mr. Derrig:

On behalf of 547 Riverside, LLC we are pleased to submit the following request for Fairpoint's ability to serve the proposed development. The project is located at 547 Riverside (Chart, Book, Lots 312, B, 008 – 012), within the I-M Industrial Zoning District in Portland, Maine. The project consists of the development of a self-storage facility utilizing recycled shipping containers and porous pavement. Access to the site will be provided from Riverside Street.

The site is currently undeveloped and does not have any known infrastructure with the exception of a septic easement as seen on the existing conditions plan.

It is proposed to install an underground service from the utility pole that exists at the northern corner of the site to a shipping container that will function as the office.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Riverside Street
2. Any easements for overhead services currently crossing the proposed development
3. Alternative connection locations from the property to the existing system
4. Fairpoint's proposed infrastructure improvements within the project vicinity
5. Fairpoint's ability to serve the project

I have attached two plans: an existing conditions plan created by Own Haskell, Inc., and the proposed preliminary utility plan from our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Sam Lebel, E.I.
Design Engineer
Acorn Engineering, Inc.



5 Davis Farm Rd
Portland, ME 04103
207- 712-1063 Cell
207- 797-1098 Fax

March 2, 2017

To Whom It May Concern:

This letter is to inform that FairPoint Communications has the capacity and willingness to serve the proposed “Self-Storage Facility” to be located at 547 Riverside St in Portland. FairPoint currently has aerial facilities on the proposed service pole on Riverside St in which we can provide service from. Please do not hesitate to contact me with any questions.

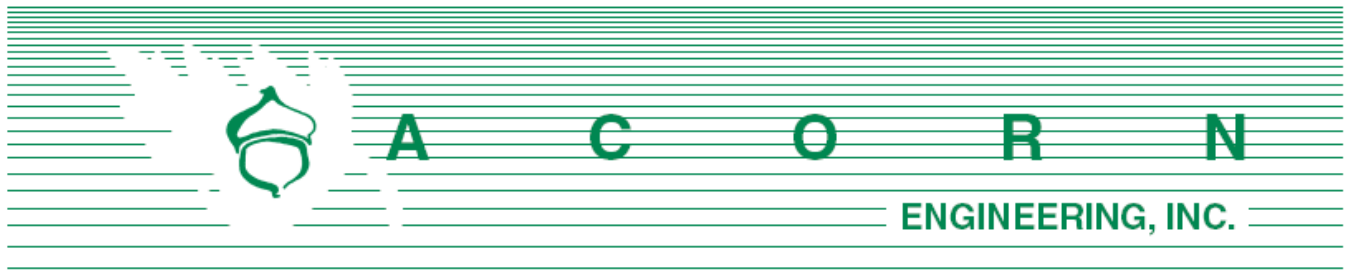
Sincerely,

Brian M. Bouchard

FairPoint Outside Plant Engineer

Email: bbouchard1@fairpoint.com

Phone: 207-712-1063



Charter Communications
Attn: Mr. Mark Pelletier
118 Johnson Road
Portland, Maine 04102

February 14, 2017

Subject: 547 Riverside Self-Storage Facility
Re: Ability to Serve

Dear Mr. Pelletier:

On behalf of 547 Riverside, LLC we are pleased to submit the following request for Charter's ability to serve the proposed development. The project is located at 547 Riverside (Chart, Book, Lots 312, B, 008 – 012), within the I-M Industrial Zoning District in Portland, Maine. The project consists of the development of a self-storage facility utilizing recycled shipping containers and porous pavement. Access to the site will be provided from Riverside Street.

The site is currently undeveloped and does not have any known infrastructure with the exception of a septic easement as seen on the existing conditions plan.

It is proposed to install an underground service from the utility pole that exists at the northern corner of the site to a shipping container that will function as the office.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Riverside Street
2. Any easements for overhead services currently crossing the proposed development
3. Alternative connection locations from the property to the existing system
4. Charter's proposed infrastructure improvements within the project vicinity
5. Charter's ability to serve the project

I have attached two plans: an existing conditions plan created by Own Haskell, Inc., and the proposed preliminary utility plan from our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Sam Lebel, E.I.
Design Engineer
Acorn Engineering, Inc.

Sam Lebel

From: Pelletier, Mark <Mark.Pelletier@charter.com>
Sent: Wednesday, February 15, 2017 12:18 PM
To: Sam Lebel
Subject: RE: Ability to Serve Request - 547 Riverside

Sam,

Here is the break down for your 5 requests/questions.

- 1) We have fiber and coax on Riverside St. and coax 2 poles up on Leighton Ave.
- 2) We do not have any cable plant on site property
- 3) See note#1
- 4) There are no planned infrastructure improvements to service the office bldg. As long as drop length is NOT to be over 250ft from pole across Riverside St on main pole line. We would need to extend our main cable plant if service drop to be over 250ft. If riser pole to be under 250ft or to bldg with power meter location. If we need to bring our main cable plant to bldg then our construction spec's would be a min of a 3 inch conduit and ends swept up above grade at riser pole and at meter location on bldg.
- 5) Spectrum cable can provide our current services to property as long as information on line#4 are met.

Hoping the email will be acceptable as a letter of serviceability for this project.

Mark

From: Sam Lebel [mailto:slebel@acorn-engineering.com]
Sent: Tuesday, February 14, 2017 1:38 PM
To: Pelletier, Mark <Mark.Pelletier@charter.com>
Cc: William Savage <wsavage@acorn-engineering.com>
Subject: Ability to Serve Request - 547 Riverside

Good Afternoon Mark,

Acorn Engineering, Inc., on behalf of 547 Riverside, LLC, is sending a formal Ability to Serve letter to your office for the proposed development of 547 Riverside Street in Portland.

Attached is the Ability to Serve Letter, Preliminary Utility Plan, and an Existing Conditions Survey.

Please do not hesitate to contact myself or our office with any questions or clarifications. Thank you.

Regards,

Sam Lebel, EI
Design Engineer

Licensed in Maine

Acorn Engineering, Inc
PO Box 3372

Portland, Maine 04104
www.acorn-engineering.com

B. 207.775.2655
C. 207.478.4327

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M. Construction Management Plan

Project Address:

547 Riverside Street, Portland, Maine

Project Description:

The proposed project is the development of a self-storage facility utilizing 500 recycled shipping containers. Access the storage area will be provided by porous pavement drive aisles for stormwater management. A small office building comprised of shipping containers is also proposed with ten parking spaces. A 400-foot driveway will provide access to the site from Riverside St. and is designed to be traditional dense bituminous pavement.

Project Team Summary:

Owner:	547 Riverside LLC
General Contractor:	To Be Determined
Civil Engineer:	Acorn Engineering, Inc.
Structural Engineer	Structural Integrity Consulting Engineers, Inc.

Timeline and Schedule:

Projected Start Date:	Summer 2017
Project Duration:	Approximately 5 months
Projected Completion:	Fall 2017
Street Interruption:	During the installation of utilities within Riverside St.
Sidewalk Interruption:	During the installation of utilities within Riverside St.

Emergency Contact:

Bob LeBlanc,
547 Riverside LLC
(207) 879 – 2222

Estimated Work Hours:	7:00 am to 5:00 pm
Delivery Truck Access:	Contact Owner
Worker Parking:	Within the Site

547 Riverside LLC and their contractor will work with the City of Portland, and adjacent landowners to minimize any project impacts.

The General Contractor will remain solely and completely responsible for enforcement of and compliance with 1) all contract plans and specifications and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case both by the contractor and



its subcontractors. These include all OSHA, NIOSH, U.S. EPA, local ordinance and any other applicable governmental regulations. The General Contractor will remain responsible for safeguarding the general public.

The General Contractor shall review all permits and reports associated with the project.

The General Contractor is advised to visit the site prior to the start of work to confirm the site conditions. Refer to the Civil/Site Plan Set, Sheet C-03 Construction Management Plan for visual representation of the measures be taken during construction.



N. Lighting

The applicable cut sheets and photometric plan(s) will be uploaded as part of the final application.





Wetlands Investigation and Report

Leighton Avenue, Portland

Date: October 21, 2016

To: Robert LeBlanc
Peninsula Property Development
59 Moody Street
Portland, Maine 04101

Project Summary:

Wetlands were found and delineated on the property. The wetlands investigated are not *Wetlands of Special Significance*, according to the definitions in the *Natural Resource Protection Act (the NRPA)*. There are no mandated buffers of no-disturbance around these wetlands. Wetland filling and/or disturbances in excess of 4,300 square feet are regulated by the *NRPA*.

Date of Investigation: October, 2016

Location of the Investigation:

The property investigated is located on the northerly side of Leighton Avenue, Portland. It is approximately 6 ½ acres in size.

Purposes of the Investigation:

The purposes of the wetland investigation are to identify and describe wetlands on the property according to definitions in the *NRPA*, to determine if specific alteration and filling permits are required, if any disturbance setbacks are required, and to determine the Maine DEP jurisdictional status of any streams in the wetlands.

Methods of the Investigation:

A literature search and on-site investigations were made. The investigations were performed following the guidelines described in the 1987 Corps of Engineers Delineation Manual and the 2009 Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region. This procedure uses a multiple parameter approach that requires the presence of three primary components for an area to be identified as a wetland: 1) hydric soils; 2) predominance of hydrophytic vegetation; and 3) wetland hydrology.

The *Plan Showing A Standard Boundary Survey Made For Ellen Mary Knowles, Leighton Avenue, Portland, Maine* by Daniel Dalfonso, dated 12/20/00 was used in the field during the investigation. The wetland/upland boundary lines were established and flagged alphanumerically at inflection points, which were located by a Trimble Geo XH GPS device. The data was processed for accuracy and is presented in an AutoCAD format.

Results of the Wetlands Investigation:

The property is located on an extensive plain, which is dissected in places, particularly along the Presumpscot River, located to the west.

The area is depicted as an association of Elmwood fine sandy loam and Scantic silt loam on the *National Cooperative Soil Survey*. These are fine to medium textured soils derived glacio-marine sediments. Scantic silt loam is a hydric soil and wetland conditions commonly occur.

The *National Wetlands Inventory* photomap of the US Fish and Wildlife Service depicts a Palustrine scrub-shrub wetland co-incident with the larger of the two wetlands identified on the property. The larger, forested wetland on an adjacent parcel depicted on the *Inventory* was not found. The small, isolated wetland found on the property near Leighton Ave is too small to be mapped on the *Inventory*.

There are no streams associated with the wetlands. There are emergent plants in these wetlands, but the square foot coverage of them is less than 20,000 square feet. Therefore, neither of the wetlands are *Wetlands of Special Significance*, according to the *NRPA*. This means that there are no buffers of no-disturbance around either of the wetlands on the property. Also, direct filling of the wetlands to 4300 square feet can occur with no permit required. Filling or disturbance in excess of 4300 square feet may be permitted by the DEP, with a Permit Application.



Mark Cenci
Maine Certified Geologist #467

STORMWATER DRAINAGE SYSTEM MAINTENANCE AGREEMENT

IN CONSIDERATION OF the site plan approval granted by the Planning Board of the City of Portland to the proposed 547 Riverside self-storage facility shown on the Site Plan recorded in the Cumberland County Registry of Deeds in Plan Book ___, Page ___ (the “Plan”) and associated Grading & Drainage Plan (Sheet C-30), dated 03/03/2017 prepared by Acorn Engineering, Inc. of P.O. Box 3372, Portland, ME 04104 dated and pursuant to a condition thereof, 547 Riverside, LLC, a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of 59 Moody Street, Portland, Maine 04101, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the porous pavement, catch basins, storm drain pipes, and underdrain pipes (hereinafter collectively referred to as the “stormwater system”) as shown on the Grading & Drainage Plan, C-30 attached hereto as **Exhibit B** and in strict compliance with the approved Stormwater Inspection & Maintenance Plan and Stormwater Maintenance and Inspection Log, dated 03/03/2017, copies attached as **Exhibit A and C** respectively and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance and Inspection Log in the forms attached as **Exhibit C**. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of the property and abutters thereto; further, that the said City of Portland or said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system, including but not limited to the porous pavement, catch basins, storm drain pipes, underdrain pipes, and other drainage structures thereon in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full

to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall not confer upon the City of Portland or any other person the right to utilize said stormwater system for public use or for the development of any other property, and the Owner shall bear no financial responsibility by virtue of this Agreement for enlarging the capacity of said system for any reason whatsoever.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the subdivision and/or site plan most recently and formally approved by the Planning Board of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear.

The Owner agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions and the successor or assign will obtain and forward to the City's Department of Public Works and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and lienied if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings or residential units and mailed by certified mail, return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor's Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required

by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2017.

547 RIVERSIDE, LLC
A Maine limited liability company

Bob LeBlanc, Manager

STATE OF MAINE
CUMBERLAND, ss.

Date: _____

Personally appeared the above-named Bob LeBlanc, Manager of 547 Riverside, LLC, and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

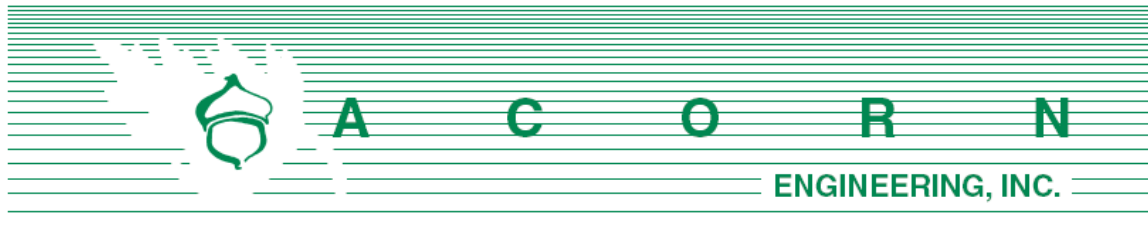
Notary Public/Attorney at Law

Print name: _____

Exhibit A: Stormwater Inspection & Maintenance Plan

Exhibit B: Grading & Drainage Plan

Exhibit C: Stormwater Maintenance and Inspection Log



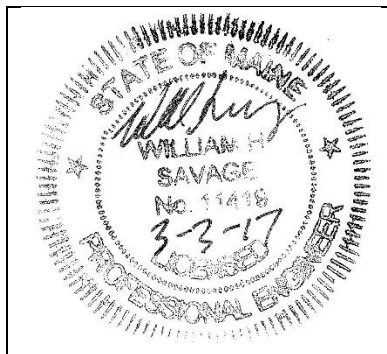
POST CONSTRUCTION - STORMWATER INSPECTION & MAINTENANCE PLAN

Prepared For:

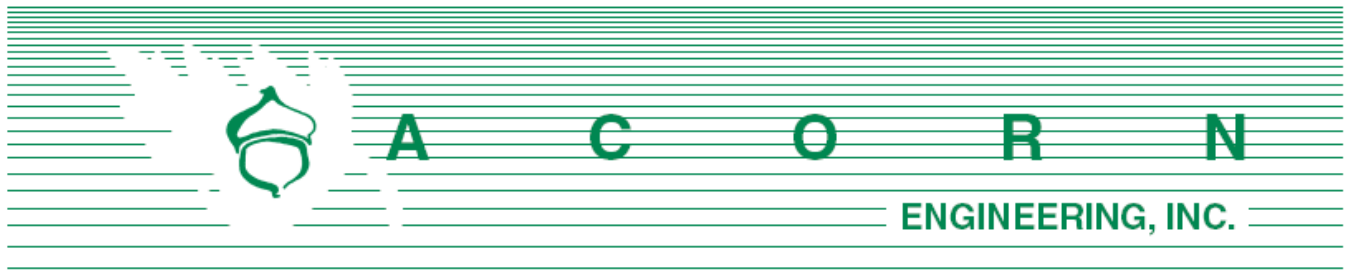
**547 Riverside, LLC
59 Moody Street
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
158 Danforth Street
Portland, Maine 04102**



March 2017



RESPONSIBLE PARTY

The owner, 547 Riverside, LLC, and or their successor shall be responsible for contracting with a qualified stormwater professional to implement the Inspection and Maintenance Plan. The qualified stormwater professional shall maintain a stormwater log (report) summarizing inspections, maintenance, and corrective action taken. The Qualified Stormwater Professional shall annually submit the Stormwater Log to the Department of Public Works prior to June 30th.

The following is an example of a qualified stormwater professional that the landowner may contract through.

Organization: Will Savage, PE
Acorn Engineering, Inc
Portland, Maine

Phone: (207) 775-2655

Qualifications:

- Maine Professional Engineering License #11419
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620

The inspection and maintenance criteria is based upon the Maine DEP - Stormwater Management for Maine, Volume III: BMPs Technical Design Manual. Refer to the Grading and Drainage Plan for the location of the BMPs

PURPOSE

This Inspection and Maintenance Plan has been individually tailored to this parcel's stormwater infrastructure, site characteristics, and their respective opportunities and limitations related to reducing the pollutant load on the receiving watershed. The maintenance of a parcel's impervious surfaces and stormwater infrastructure is critical to extending the long-term performance and effectiveness of Best Management Practices (BMPs). The Inspection and Maintenance Plan represents the parcel's minimum activities to meet the permit requirements. The parcel shall still be subject to any applicable Civil Site Plans, Permit Applications, Erosion and Sedimentation Control Plans Reports, Stormwater Management Plans, Inspection and Maintenance Manuals, and all Municipal, State, and Federal rules.

OPERATION AND MAINTENANCE ACTIVITY

Porous Pavement

The maintenance of the porous pavement is crucial to its functionality as a stormwater system and shall be in accordance with the following activities identified below and the most recent version of the Maine DEP Volume III BMPs Technical Design Manual Chapter 7.7 Manmade Pervious Surfaces. General maintenance and guidelines are as follows:

- The system should be inspected after every major storm in the first few months to ensure proper function. Thereafter, the functionality of the porous pavement should be inspected at least once every year to ensure that it is draining as designed.
- The porous pavement shall not be subject to winter sanding.
- It is acceptable to drill 0.5" holes in the pavement where there is spot clogging.
- Vehicles with muddy tires should be prevented from accessing the porous pavement.

Sweeping:

Annual sweeping of the dense paved driveway and parking areas following the snow melt for accumulated winter sand will be necessary to remove sediments from the site. Appropriately dispose of all collected material.

Bi-annual sweeping, vacuuming, and/or pressure washing of the porous pavement shall occur at a minimum.

Outlet:

The outlet culvert and riprap apron shall be inspected biannually to ensure that the outlet is clear of sediment and debris and that riprap apron has become displaced. Confirm that there are no signs of soil erosion in the vicinity of the apron.

Storm Drains:

The storm drain shall be annually inspected for the presence of accumulated sediment or debris. Any sediment shall be removed as required.

- The equipment shall meet the following minimum specifications; power jet and water source for washing down the storm drain, vacuum attachment for catch basin cleaning, and a liquid handling method to dewater the material.
- Inspect and legally dispose of accumulated sediment and debris within the storm drains between basins. Liquids must be decanted on-site and returned to the catch basin.

Catch Basins:

Catch basins shall be inspected to confirm the structure is operating properly.

- Inspect the presence of accumulated sediment or debris any sediment shall be removed. The equipment shall meet the following minimum specifications; power jet and water source for



washing down the storm drain, vacuum attachment for catch basin cleaning, and a liquid handling method to dewater the material.

- Sediment shall be removed when accumulation is within 6 inches of the outfall pipe invert. Legally dispose of accumulated sediment and debris from the bottom of the basin, inlet grates, and inflow channels to the basin.
- If the basin outlet is designed with a hood to trap floatable materials (e.g. Snout), check to ensure watertight seal is working.
- Appropriately dispose of all collected material.

Landscaped and Vegetated Areas

Inspect all landscaped and or vegetated slopes and embankments on an annual basis. Vegetated areas with bare areas or sparse growth (<90% coverage) shall be revegetated. Mulch shall be applied to landscaped areas, as necessary. Dead or decaying landscaping (ground cover, shrubs, trees etc.) shall be replanted in accordance with the approved Landscape Plan.

INSPECTION AND MAINTENANCE TABLE

Inspection and Maintenance Frequency	Spring or Yearly	Summer	Fall	As Necessary
Porous Pavement - Sweeping	X		X	X
Dense Pavement - Sweeping	X			X
Storm Drains		X		X
Catch Basins		X		X
Riprap Apron Outlet	X			
Landscaped/Vegetated/Wall Areas	X			X



MaineDOT - Stormwater Control BMP Inspection Log

POROUS PAVEMENT:							
Location: 547 Riverside St, Portland, ME 04103					Latitude: 43.69369° Longitude: - 70.3230333°		
Description of Located Point: Drive aisles between storage containers					Inspector: Date of Inspection: Weather Conditions:		
DOT Region:							
MATS Asset Number:		WIN:		Design Drawings:			
Maintenance Items	Inspect In Spring	Inspect In Fall	Inspect As Necessary		Maintenance Requested (Date)	Maintenance Completed (Date)	Summary of Maintenance Required
Porous Pavement							
Pavement pores are free of sediments and organic debris (e.g., pine needles)	☒	☐	☒	☐ Yes ☐ No ☐ N/A			
Site shows evidence of winter sand being spread on site	☒	☐	☐	☐ Yes ☐ No ☐ N/A			
Pavement drains within 72-hours of significant storm (1/2" in 24 hours)	☐	☐	☒	☐ Yes ☐ No ☐ N/A			
Pavement surface is free of potholes, cracks, and heaves	☐	☒	☒	☐ Yes ☐ No ☐ N/A			
No visual signs/odor associated with petroleum hydrocarbon contamination	☐	☒	☒	☐ Yes ☐ No ☐ N/A			
General							
Access to facility is adequate	☐	☒	☐	☐ Yes ☐ No ☐ N/A			
Photographs of most recent site inspection are included	☐	☒	☐				Photographs are attached.
Additional Comments:							

STORMWATER MAINTENANCE AND INSPECTION AGREEMENT: INSPECTION LOG

CATCH BASIN:							
Location: 547 Riverside St, Portland, ME 04103				Latitude: 43.69369°			
				Longitude: - 70.3230333°			
Description of Located Point: Within drive aisles				Inspector:			
				Date of Inspection:			
				Weather Conditions:			
Days since last precipitation				MEDEP Permit # N/A			
Quantity of last precipitation (in)				Design Drawings: YES			
Maintenance Items	Inspect In Spring	Inspect In Fall	Inspect As Necessary		Maintenance Requested (Date)	Maintenance Completed (Date)	Summary of Maintenance Required
Catch Basins							
Catch basin is working properly and is free of debris and sediment	☐	☐	☒	☐ Yes ☐ No ☐ N/A			
Basin outlet hood (if any) is working properly.	☒	☒	☐	☐ Yes ☐ No ☐ N/A			
Inter-basin storm drain is functioning properly and free of sediment and debris.	☒	☒	☐	☐ Yes ☐ No ☐ N/A			
Sediment sacks and hydrocarbon absorptive pads are working properly.	☐	☐	☒	☐ Yes ☐ No ☐ N/A			
General							
Access to facility is adequate	☒	☒	☐	☐ Yes ☐ No ☐ N/A			
Photographs of most recent site inspection are included	☒	☒	☐				Photographs are attached.
Additional Comments:							

STORMWATER MAINTENANCE AND INSPECTION AGREEMENT: INSPECTION LOG

STORMWATER PIPE:							
Location: 547 Riverside St, Portland, ME 04103				Latitude: 43.69369°			
				Longitude: - 70.3230333°			
Description of Located Point: In between catch basins and outlet near wetland				Inspector:			
				Date of Inspection:			
				Weather Conditions:			
Days since last precipitation				MEDEP Permit # N/A			
Quantity of last precipitation (				Design Drawings: YES			
Maintenance Items	Inspect In Spring	Inspect In Fall	Inspect As Necessary		Maintenance Requested (Date)	Maintenance Completed (Date)	Summary of Maintenance Required
Inlets, Outlets, Culverts & Storm Drains							
Pipe/culvert is free of obstruction, accumulated sediment and debris	☐	☐	☒	☐ Yes ☐ No ☐ N/A			
Pipe inlet and outlet is free of obstruction, accumulated sediment and debris	☒	☒	☐	☐ Yes ☐ No ☐ N/A			
Pipe/culvert, inlet and outlet is free of collapses and structural damage	☒	☒	☐	☐ Yes ☐ No ☐ N/A			
Outlet and inlet are properly conveying stormwater and no erosion is visible	☒	☒	☐	☐ Yes ☐ No ☐ N/A			
General							
Access to facility is adequate	☒	☒	☐	☐ Yes ☐ No ☐ N/A			
Photographs of most recent site inspection are included	☒	☒	☐				Photographs are attached.
Additional Comments:							

MaineDOT - Stormwater Control BMP Inspection Log

VEGETATED AREAS:							
Location: 547 Riverside St, Portland, ME 04103				Latitude: 43.69369°			
				Longitude: - 70.3230333°			
Description of Located Point: Vegetation between porous pavement and wetland				Inspector:			
				Date of Inspection:			
				Weather Conditions:			
DOT Region:				Design Drawings:			
MATS Asset Number:		WIN:					
Maintenance Items	Inspect In Spring	Inspect In Fall	Inspect As Necessary		Maintenance Requested (Date)	Maintenance Completed (Date)	Summary of Maintenance Required
Embankments							
Slopes and embankments are in good condition.	☐	☒	☐	☐ Yes ☐ No ☐ N/A			
Site is free of rill erosion	☐	☒	☐	☐ Yes ☐ No ☐ N/A			
General							
Site is free of locations with less than 90% vegetative cover	☐	☐	☒	☐ Yes ☐ No ☐ N/A			
Plantings are capable of withstanding concentrated flows	☐	☐	☒	☐ Yes ☐ No ☐ N/A			
Access to facility is adequate	☐	☒	☐	☐ Yes ☐ No ☐ N/A			
Photographs of most recent site inspection are included	☐	☒	☐				Photographs are attached.
Additional Comments:							

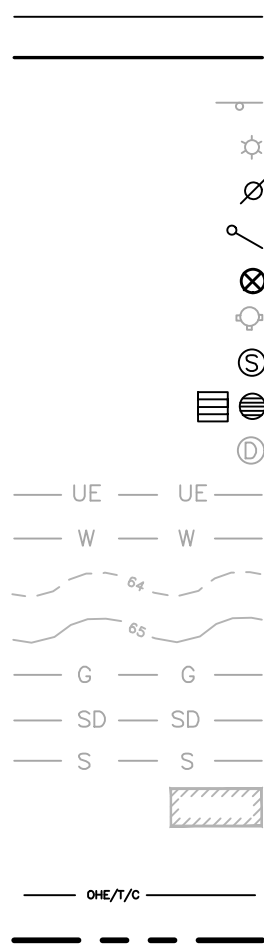
RIVERSIDE SELF-STORAGE CONTAINERS

547 RIVERSIDE LLC
PORTLAND, MAINE

LEGEND

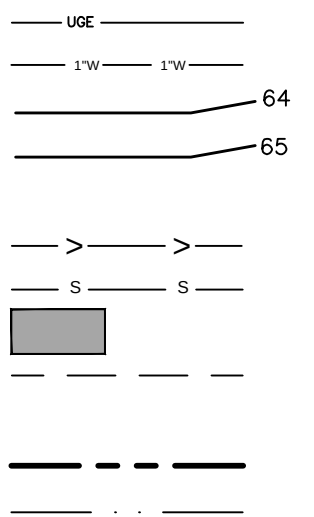
EXISTING

REFER TO THE
EXISTING
CONDITIONS PLAN
FOR ADDITIONAL
INFORMATION



PROPOSED

UNDERDRAIN
GREEN SPACE
PAVEMENT
UTILITY PAVEMENT CUTS
STRIPING
SEDIMENTATION BARRIER
EDGE OF EX. PAVEMENT
CURB
SIGN
LAMP OR LIGHT POLE
UTILITY POLE
GUY WIRE
WATER VALVE
FIRE HYDRANT
SEWER MANHOLE
CATCH BASIN
DRAIN MANHOLE
UNDERGROUND ELECTRIC LINE
UNDERGROUND WATER LINE
MINOR CONTOURS (1 FT)
MAJOR CONTOURS (5 FT)
GAS LINE
STORM DRAIN LINE
SEWER LINE
EXISTING/PROPOSED BUILDING
FOUNDATION DRAIN
OVERHEAD ELECTRICAL/TELEPHONE/CABLE
PROPERTY LINE
SETBACKS



UTILITIES

SEWER:

DEPARTMENT OF PUBLIC WORKS (DPW)
55 PORTLAND STREET
PORTLAND, MAINE 04101
CONTACT: BRAD ROLAND, P.E.
(207) 874-8846

WATER:

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
ATTN: MEANS DIVISION
(207) 774-5961

ELECTRIC:

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: PAUL DUPERRE
(207) 828-2882

PROJECT TEAM

DEVELOPER:

547 RIVERSIDE LLC
PORTLAND, MAINE
CONTACT: BOB LEBLANC
(207) 879-2222

SURVEYOR:

OWEN HASKELL, INC
FALMOUTH, MAINE
CONTACT: SAMUEL GLIDDEN, P.L.S.
(207) 774-0424

STRUCTURAL ENGINEER:

STRUCTURAL INTEGRITY CONSULTING ENGINEERS, INC.
PORTLAND, MAINE
CONTACT: AARON JONES, P.E.
(207) 774-4614

WETLAND SCIENTIST:

MARK CENCI GEOLOGIC, INC.
NORTH YARMOUTH, MAINE
CONTACT: MARK CENCI, C.G.
(207) 329-3524

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE
CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CY	CUBIC YARD
DIP	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TWC	TIME WARNER CABLE
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC

INDEX

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- EX EXISTING CONDITIONS PLAN – BY OWEN HASKELL, INC.
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- L-1 LANDSCAPE PLAN
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- C-30 GRADING & DRAINAGE PLAN
- C-40 SITE DETAILS – 1
- C-41 SITE DETAILS – 2
- C-42 UTILITY DETAILS – 1
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- C-44 DRAINAGE DETAILS
- C-45 CONTAINER AND POROUS PAVEMENT SECTIONS
- C-46 EROSION CONTROL DETAILS & NOTES

APPLICABLE PERMITS

1. LEVEL III SITE PLAN PERMIT – CITY OF PORTLAND
2. SITE LOCATION OF DEVELOPMENT PERMIT – CITY OF PORTLAND
3. MAINE CONSTRUCTION GENERAL PERMIT – MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
4. TIER 1 NRPA PERMIT – MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR
PRELIM. APP.

BY
DATE
WHS
2/2/17

COVER SHEET & LEGEND

RIVERSIDE SELF-STORAGE CONTAINERS

547 RIVERSIDE LLC
59 MOODY STREET, PORTLAND, MAINE 04101

ENGINEERING, INC.

158 DANFORTH ST. PORTLAND, MAINE 04102
(207) 775-2655

FILE: 1080_CIVIL

JN: 1080

SCALE: NTS

DESIGNED BY: WHS

DRAWN BY: MCB

CHECKED BY: WHS

STATE OF MAINE
WILLIAM
SAVAGE
No. 11416
2-2-17
PROFESSIONAL ENGINEER

DRAWING NO.
C-01

3. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE, ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
5. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
6. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
7. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN AUTOCAD FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD NOT AVAILABLE EXCLUDE FROM BID IN WRITING.
8. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
9. EXISTING CONDITIONS, BOUNDARY SURVEY AND TOPOGRAPHIC FROM THE PLAN TITLED EXISTING CONDITIONS SURVEY BY OWEN HASKELL, INC. SURVEYING FOR 547 RIVERSIDE STREET, DATED DECEMBER 16, 2016.
10. CONTRACTOR SHALL REVIEW THE WETLAND INVESTIGATION AND REPORT PREPARED BY MARK CENCI GEOLOGIC, INC. AND THE ASSOCIATED PERMITTING ASSOCIATED WITH THE WETLANDS.
11. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
12. CONSTRUCTION MANAGEMENT PLAN AND SITE LOGISTICS NARRATIVE DATED JANUARY 31, 2017 BY ACORN ENGINEERING, INC. SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
13. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
14. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH ACORN, IF ANY.
15. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF ADJACENT PROPERTIES INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL.

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP AND ERECTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE GENERAL CONTRACTOR PRIOR TO SUBMISSION FOR ENGINEER'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE ENGINEER BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND OBSERVATION VISITS TO THE SITE DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.

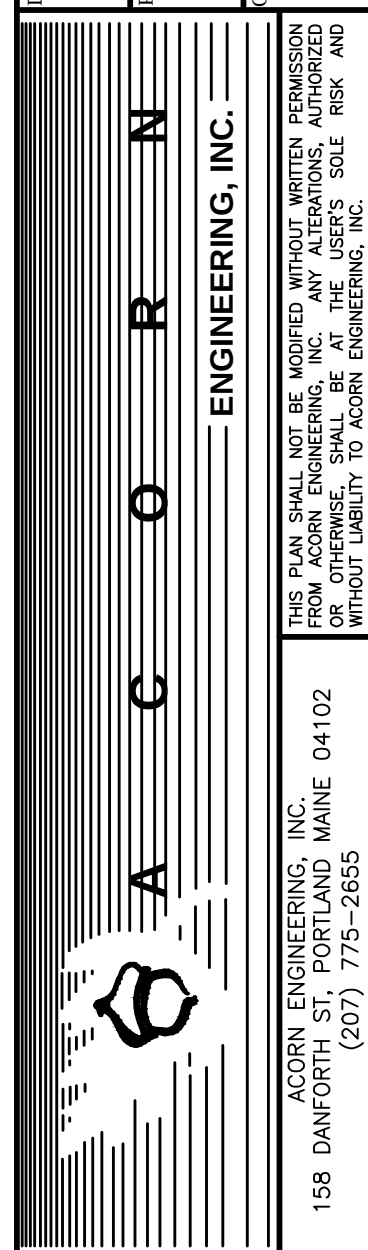
1. ALL SITE SOILS--RELATED WORK AND SITE DRAINAGE SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT.
3. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
6. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
7. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
8. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.
9. SPECIAL INSPECTION FIRM SHALL BE EMPLOYED BY 547 RIVERSIDE LLC AND COORDINATED BY THE CONTRACTOR.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, OR ELEVATION AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO THEIR ORIGINAL LOCATION BY A REGISTERED LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO THE CIVIL ENGINEER FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL

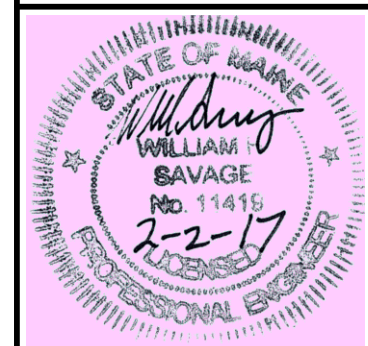
1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING, ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE CIVIL ENGINEER FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.
3. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT "WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURES", MOST RECENT REVISION.
4. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.
5. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
6. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.
7. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
8. SEWER, WATER, ELECTRICITY, AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.
9. COORDINATE EXIT POINT FOR SECONDARY SERVICE WITH THE ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN ENGINEERING WITHIN THE UTILITY PLAN.
10. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.
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.

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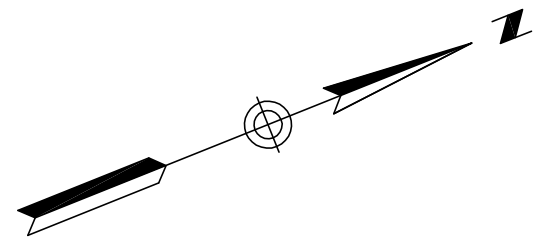
DRAWING NAME:	GENERAL NOTES
PROJECT NAME:	RIVERSIDE SELF-STORAGE CONTAINERS
CLIENT:	547 RIVERSIDE LLC 59 MOODY STREET, PORTLAND, MAINE 04101



FILE:	1080_CIVIL
JN:	1080
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	MCB
CHECKED BY:	WHS



DRAWING NO.
C-02



LINE AND CURVE TABLES

LINE	BEARING	DISTANCE
L1	N11°22'51"E	2.681

EASEMENT LINE TABLE

LINE	BEARING	DISTANCE
L2	N13.32.28"E	5.41
L3	N03.29.30"E	9.78
L4	S81.33.58"E	17.43
L5	S78.41.09"E	35.16
L6	S67.39.56"E	20.53
L7	S26.25.08"E	10.89
L8	N76.37.59"W	58.03
L9	S86.06.17"W	21.00
L10	N76.37.59"W	28.29

PLAN REFERENCES

1. "PLAN SHOWING A STANDARD BOUNDARY SURVEY MADE FOR ELLEN MARY KNOWLES, LEIGHTON MENIE, PORTLAND, MAINE," BY DANIEL J. DALFONSO LLC DATED 12-20-00.
2. "BOUNDARY SURVEY 541 RIVERSIDE STREET, PORTLAND, ME FOR DAVID PHONE," BY SURVEY, INC. DATED JULY 2015 AND REVISED 8-27-15.
3. "STANDARD BOUNDARY SURVEY OF PHOENIX WELDING FOR RECORD OWNERS, RIVERSIDE WELDERS, L.L.C.," BY SEABO TECHNICS DATED 08-03-00.
4. "PLAN OF LAND FOR EFFIE M. WINSTER, RIVERSIDE STREET, PORTLAND, MAINE," BY C.H. BARROW DATED JUNE 1945, FILE NO 542, ON FILE AT THE OFFICE OF OWEN HASKELL, INC.
5. "COPY OF A PORTION OF A PLAN OF LAND IN PORTLAND, MAINE, MADE FROM SURVEYS IN 1914, 1936 AND DEED PLOTS BY H.I. JORDAN IN 1937 FOR ALFRED BATTY," BY H.I. & C. JORDAN - SURVEYORS DATED NOV. 27, 1956, FILE NO. 1757, ON FILE AT THE OFFICE OF OWEN HASKELL, INC.
6. "ATLANTA AND TITLE SURVEY, 536 RIVERSIDE STREET PORTLAND, CAMBERLAND COUNTY, MAINE MADE FOR KAM PARTNERS LLC," BY OWEN HASKELL, INC. DATED APRIL 22, 2008 AND REVISED MAY 2, 2014."
7. PLAN OF LAND OWNED BY LEE, H. DONNELLY WESTERY OF LANE AVENUE, PORTLAND, MAINE," BY C.H. BARROW DATED OCT. 1955 AND REVISED JAN. 1956, FILE R411.0, PD-1, ON FILE AT THE OFFICE OF OWEN HASKELL, INC.
8. "STANDARD BOUNDARY SURVEY OF LUCAS TREE COMPANY SITE, RIVERSIDE STREET, PORTLAND, MAINE PREPARED FOR JOHN LUTKIN," BY CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT, ENGINEERING SECTION DATED DEC. 16, 2005 AND REVISED THROUGH 04/11/2006.
9. "RIVERSIDE STREET AS BUILT BY CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS, FILE NO 709/12, SHEETS 6 AND 7."
10. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE AND HIGHWAY NO. 18, FEDERAL AID PROJ. NO. M-STP-060(2)X," DATED DECEMBER 1998, SHEETS 6 AND 7, D.O.T. FILE NO. 3-444, AS FOUND IN THE CAMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 202 PAGES 180 AND 181.

LEGEND

- | | |
|---|------------------------|
| ● | IRON PIPE OR ROD FOUND |
| ○ | UTILITY POLE |
| ○ | HYDRANT |
| ○ | MANHOLE |
| ⊗ | CATCH BASIN |
| ⊗ | WATER VALVE OR SHUTOFF |
| ⊗ | DECIDUOUS TREE |
| ⊗ | FENCE |
| ⊗ | CURB |
| — | OVERHEAD WIRE |
| — | WATER LINE |
| — | GAS LINE |
| — | 1' CONTOUR |
| — | IRON PIPE OR ROD FOUND |
| — | CONCRETE |
| — | NEW OR FORMERLY |
| — | DEED BOOK AND PAGE |
| — | ESSENT |
| — | CAPPED IRON ROD FOUND |

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE THE ENTIRETY OF ALL UTILITIES IN THE PROJECT AREA. THE SURVEYOR'S REPORT, THE SURVEYOR'S FLUORIDED DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NO PHYSICALLY VERIFIED INFORMATION AS TO THE EXISTENCE OF ANY UTILITIES IN THE PROJECT AREA. BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO THE LIMITED SPACE REQUIREMENTS, ALL WIRTS AND PIPE SECTIONS MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

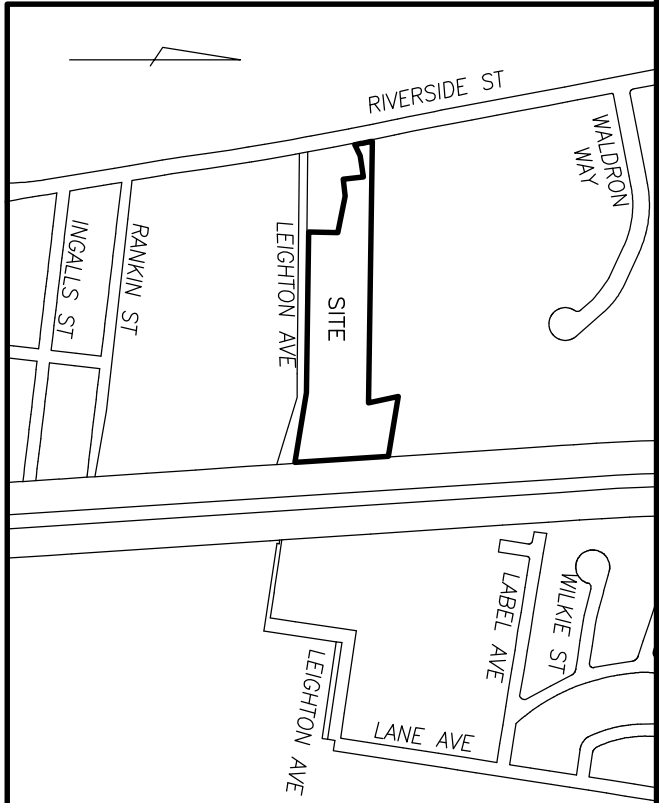
GENERAL NOTES

1. OWNER OF RECORD: 547 RIVERSIDE STREET, LLC
TAX MAP 312 LOT 5-B-012, B-009, B-005
TAX MAP 306 LOTS B-008, B-014, B-010
C.C.R.D. BOOK 35639 PAGE 291
 2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM, MAINE WEST ZONE, NAD 83. PER POST-PROCESSED GPS OBSERVATIONS.
 3. ELEVATIONS ARE BASED ON NAD 88 DATUM, PER POST-PROCESSED GPS OBSERVATIONS.
 4. NO DOCUMENTATION WAS FOUND FOR PLAN REFERENCE 9 AND 10 (CITY AND STATE TANKS OF RIVERSIDE STREET). THEREFORE THE STREETLINE IS CONSIDERED APPROXIMATE AND IS BASED OFF WORK DONE BY THE CITY OF PORTLAND AND OWEN HASKELL, INC. IN CONNECTION WITH PLAN REFERENCES 6 AND 8.
 5. LEIGHTON AVENUE, FORMERLY AUBURN PLACE, IS A PRIVATE STREET. RIGHT OF WAY LINES ARE TAKEN FROM PLAN REFERENCE 1.
 6. WETLANDS DELINEATED BY OTHERS. FLAG WAS FIELD LOCATED BY OWEN HASKELL, INC.
- THIS SURVEY WAS PERFORMED UNDER CONDITIONS OF SNOW AND ICE.

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 LICENSEURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

LOCATION MAP



BOUNDARY & TOPOGRAPHIC SURVEY

547 RIVERSIDE STREET, PORTLAND, MAINE

ROBERT LEBLANC

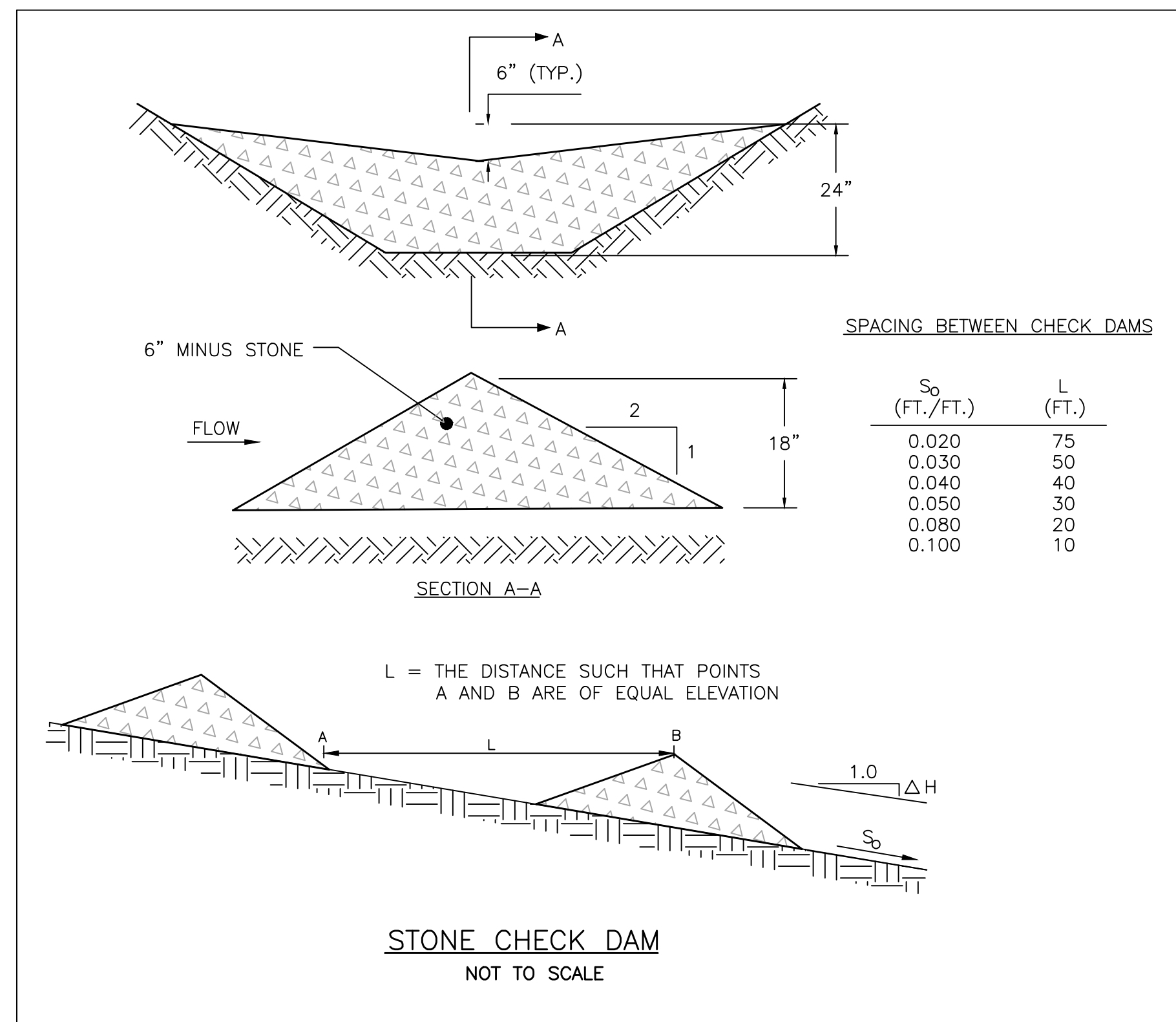
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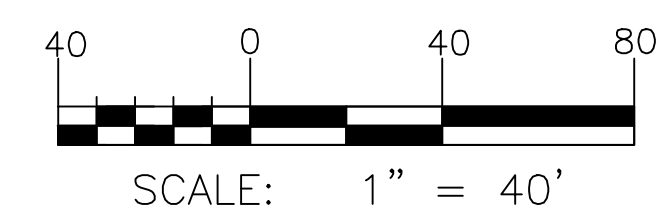
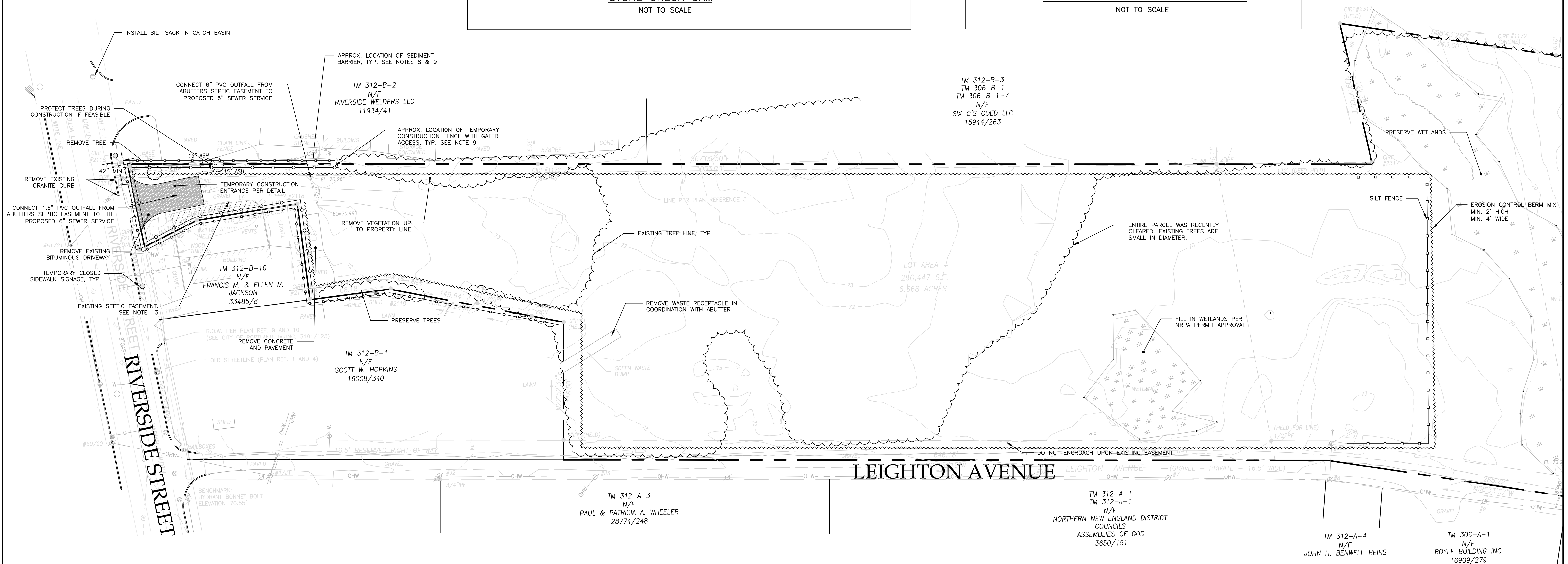
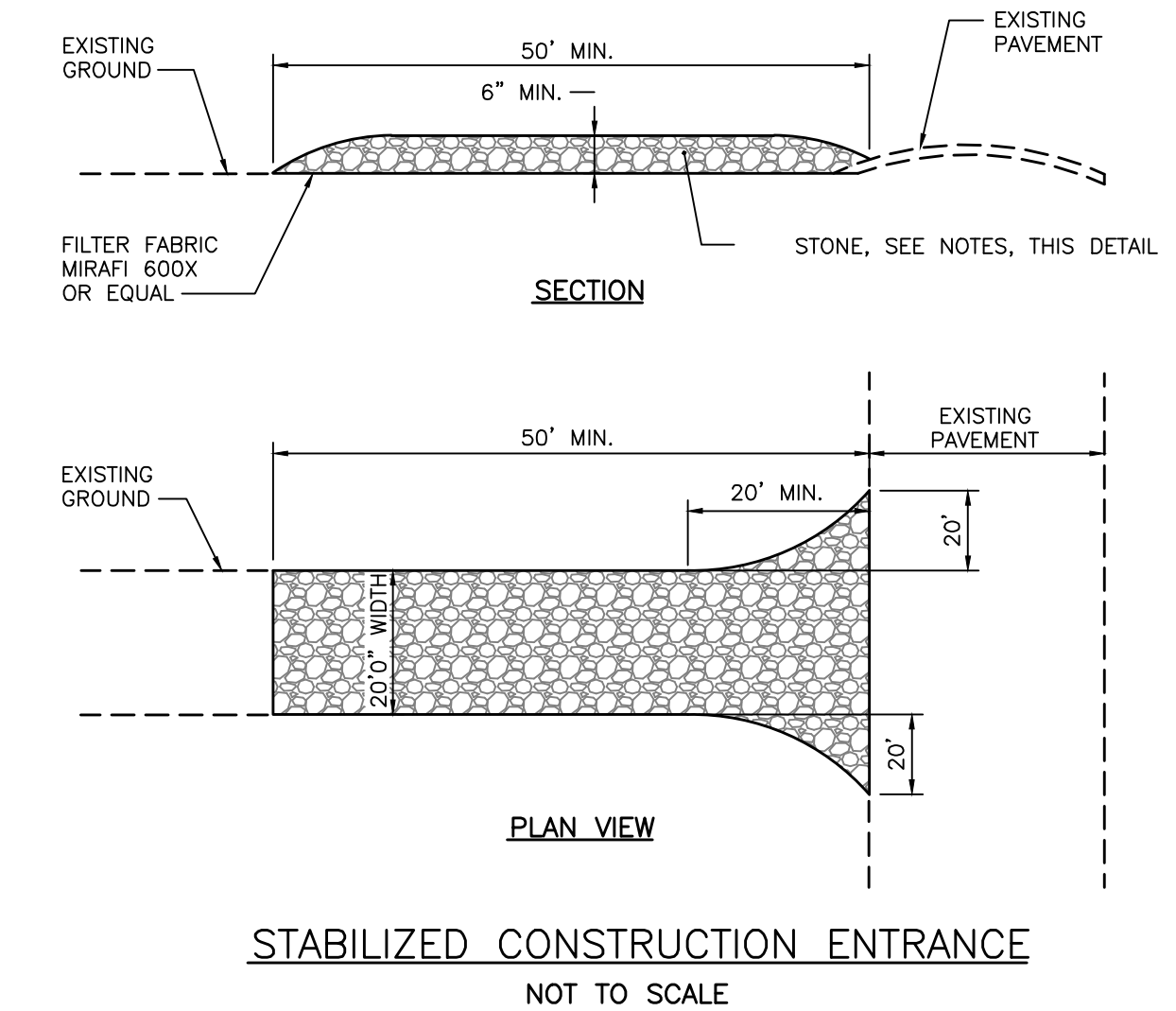
OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS

Drawn By	SDG	Date	Job No.
Trace By	JLW	DECEMBER 16, 2016	2016-347P
Check By	SDG	Scale	Dwg. No.
Book No.	FILE	1" = 40'	1

1. ANY EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. GRANITE CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
4. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE COMPLETED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
6. CONTRACTOR TO COORDINATE SITE DEMOLITION WITH 547 RIVERSIDE LLC.
7. NOTE THAT ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION.
8. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL.
9. CONSTRUCTION FENCE AND SEDIMENT BARRIER ARE OFFSET THE PROPERTY LINE AS SHOWN ON THE PLAN FOR CLARITY PURPOSES AND DOES NOT NECESSARILY REPRESENT THE SPECIFIC LOCATION OF PROPOSED LOCATIONS.
10. CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRADIENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
11. CONTRACTOR SHALL INSTALL CONSTRUCTION ENTRANCE AT ALL LOCATIONS OF INGRESS AND EGRESS DURING CONSTRUCTION TO THE SITE. SEE DETAIL. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO LANDSCAPING, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS.
13. CONSTRUCT ROADWAY A MINIMUM OF 1 FOOT OFF OF THE EXISTING SEPTIC EASEMENT WITH FRANCIS & ELLEN JACKSON.
14. REMOVE ALL TREES AND BRUSH WITHIN THE PROPOSED SECURITY FENCE LINE.



1. CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
2. STONE SHALL BE 2"-3" COARSE AGGREGATE
3. CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE, IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
4. WHEN NECESSARY, ON-SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
5. CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT-OF-WAY



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
	DATE
PRELIM. APP.	WHS
	2/2/17
SLODA APP.	WHS
	3/3/17

CONSTRUCTION MANAGEMENT AND EROSION CONTROL PLAN

PROJECT NAME: RIVERSIDE SELF-STORAGE CONTAINERS

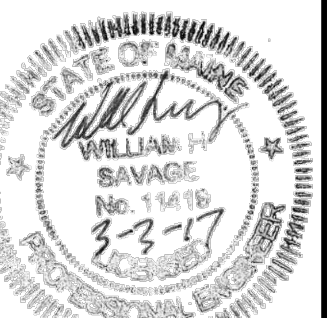
347 RIVERSIDE LLC
59 MOODY STREET, PORTLAND, MAINE 04101

ACORN ENGINEERING, INC. 58 DANFORTH ST. PORTLAND, MAINE 04102 (207) 775-2655

THIS PLAN SHALL NOT BE MOVED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS AUTHORIZED BY ACORN ENGINEERING, INC. SHALL BE MADE AT THE USER'S WHOLESALE LIABILITY TO ACORN ENGINEERING, INC.

ENGINEERING, INC.

SCALE:	1"=40'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS



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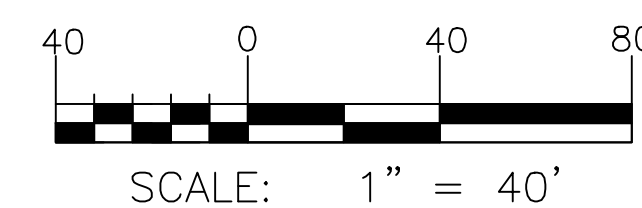
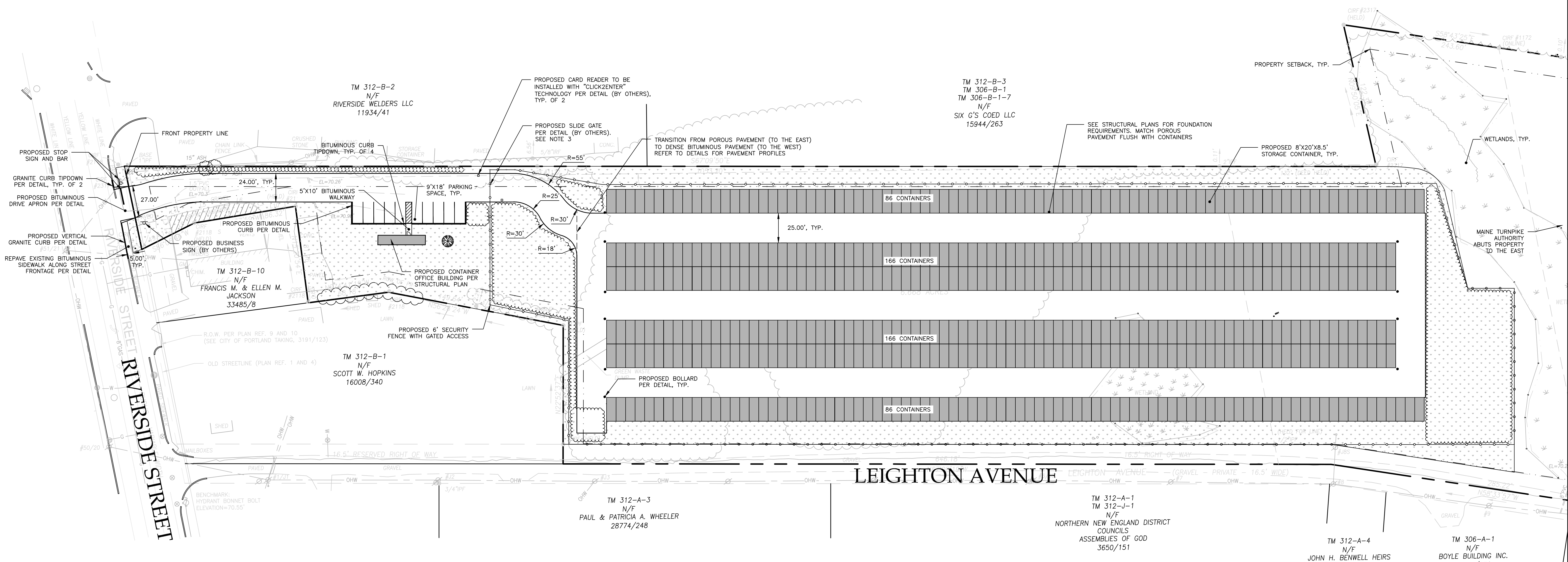
C-03

1. ALL PARKING AND STRIPING SHALL BE 4" AND WHITE UNLESS OTHERWISE NOTED.
2. PER CITY OF PORTLAND TECHNICAL MANUAL, SLIDE GATE SHALL PROVIDE AN ACCESS WIDTH 2 FEET GREATER THAN THE TRAVEL WIDTH, YIELDING A MINIMUM WIDTH OF 26 FEET.

SPACE AND BULK STANDARDS		
ZONE: I-M	REQUIRED	PROPOSED
MINIMUM LOT SIZE	NONE	290,450 SF
MINIMUM STREET FRONTAGE	60 FT	72 FT
MAXIMUM BUILDING HEIGHT	75 FT	17 FT
FRONT YARD SETBACK	1 FT / 1 FT BLDG HEIGHT	17 FT
REAR YARD SETBACK	1 FT / 1 FT BLDG HEIGHT	17 FT
SIDE YARD SETBACK	1 FT / 1 FT BLDG HEIGHT	17 FT
MAXIMUM IMPERVIOUS SURFACE RATIO	75%	54%
PARKING SPACES	1 SPACE / 1,000 SF FLOOR SPACE = 81	10

SURFACE SUMMARY	
8'X20' STORAGE CONTAINER COUNT	504
STORAGE CONTAINER SURFACE AREA	80,640 SF
OFFICE SURFACE AREA	320 SF
DENSE PAVEMENT SURFACE AREA	11,175 SF
POROUS PAVEMENT SURFACE AREA	58,315 SF
TOTAL	150,450 SF

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	GREEN SPACE
	CONCRETE
	SNOW STORAGE AREA



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

PROJECT NAME: **RIVERSIDE SELF-STORAGE CONTAINERS**

CLIENT: **547 RIVERSIDE LLC**
59 MOODY STREET, PORTLAND, MAINE 04101


A C O R N
ENGINEERING, INC.
 58 DANFORTH ST., PORTLAND, MAINE 04102
 (207) 775-2855

LE:	1080_CIVIL
N:	1080
SCALE:	1"=40'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

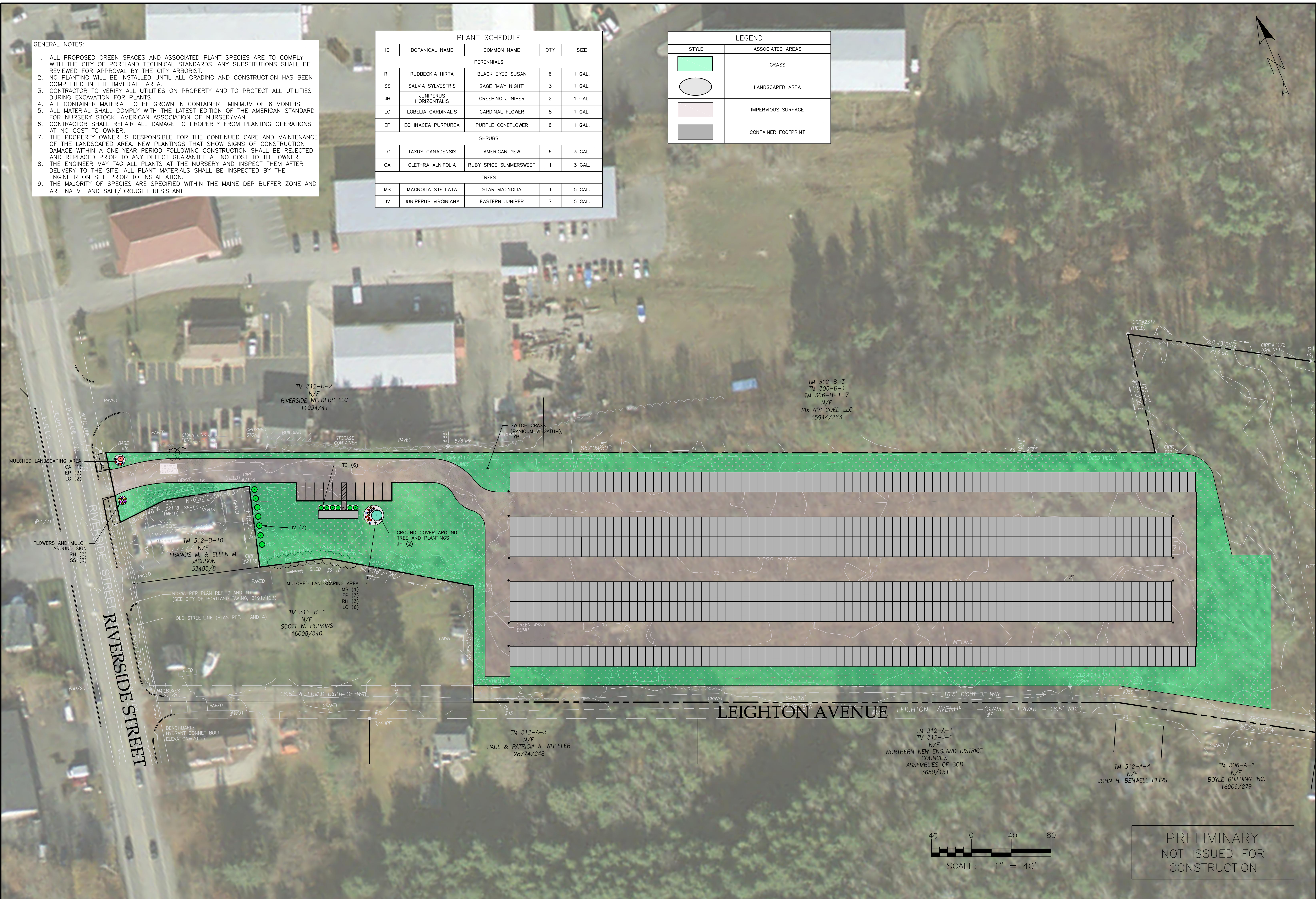
STATE OF MAINE
 WILLIAM F. SAVAGE
 No. 11419
 2-2-17
 PROFESSIONAL ENGINEER

DRAWING NO.
C-10

1. ALL PROPOSED GREEN SPACES AND ASSOCIATED PLANT SPECIES ARE TO COMPLY WITH THE CITY OF PORTLAND TECHNICAL STANDARDS. ANY SUBSTITUTIONS SHALL BE REVIEWED FOR APPROVAL BY A CERTIFIED ARBORIST.
2. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
3. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
4. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
5. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
6. CONTRACTOR SHALL REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
7. THE PROPERTY OWNER IS RESPONSIBLE FOR THE CONTINUED CARE AND MAINTENANCE OF THE LANDSCAPED AREA. NEW PLANTINGS THAT SHOW SIGNS OF CONSTRUCTION DAMAGE WITHIN A ONE YEAR PERIOD FOLLOWING CONSTRUCTION SHALL BE REJECTED AND REPLACED PRIOR TO ANY DEFECT GUARANTEE AT NO COST TO THE OWNER.
8. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
9. THE MAJORITY OF SPECIES ARE SPECIFIED WITHIN THE MAINE DEP BUFFER ZONE AND ARE NATIVE AND SALT/DROUGHT RESISTANT.

PLANT SCHEDULE				
ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE
PERENNIALS				
RH	RUDBECKIA HIRTA	BLACK EYED SUSAN	6	1 GAL.
SS	SALVIA SYLVESTRIS	SAGE "MAY NIGHT"	3	1 GAL.
JH	JUNIPERUS HORIZONTALIS	CREEPING JUNIPER	2	1 GAL.
LC	LOBELIA CARDINALIS	CARDINAL FLOWER	8	1 GAL.
EP	ECHINACEA PURPUREA	PURPLE CONEFLOWER	6	1 GAL.
SHRUBS				
TC	TAXUS CANADENSIS	AMERICAN YEW	6	3 GAL.
CA	CLETHRA ALNIFOLIA	RUBY SPICE SUMMERSWEET	1	3 GAL.
TREES				
MS	MAGNOLIA STELLATA	STAR MAGNOLIA	1	5 GAL.
JV	JUNIPERUS VIRGINIANA	EASTERN JUNIPER	7	5 GAL.

LEGEND	
STYLE	ASSOCIATED AREAS
	GRASS
	LANDSCAPED AREA
	IMPERVIOUS SURFACE
	CONTAINER FOOTPRINT

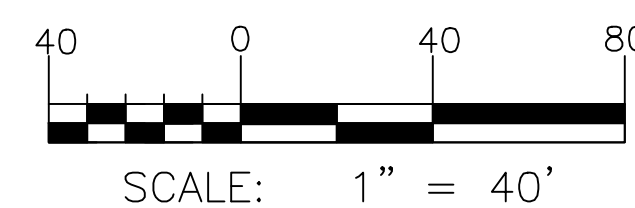
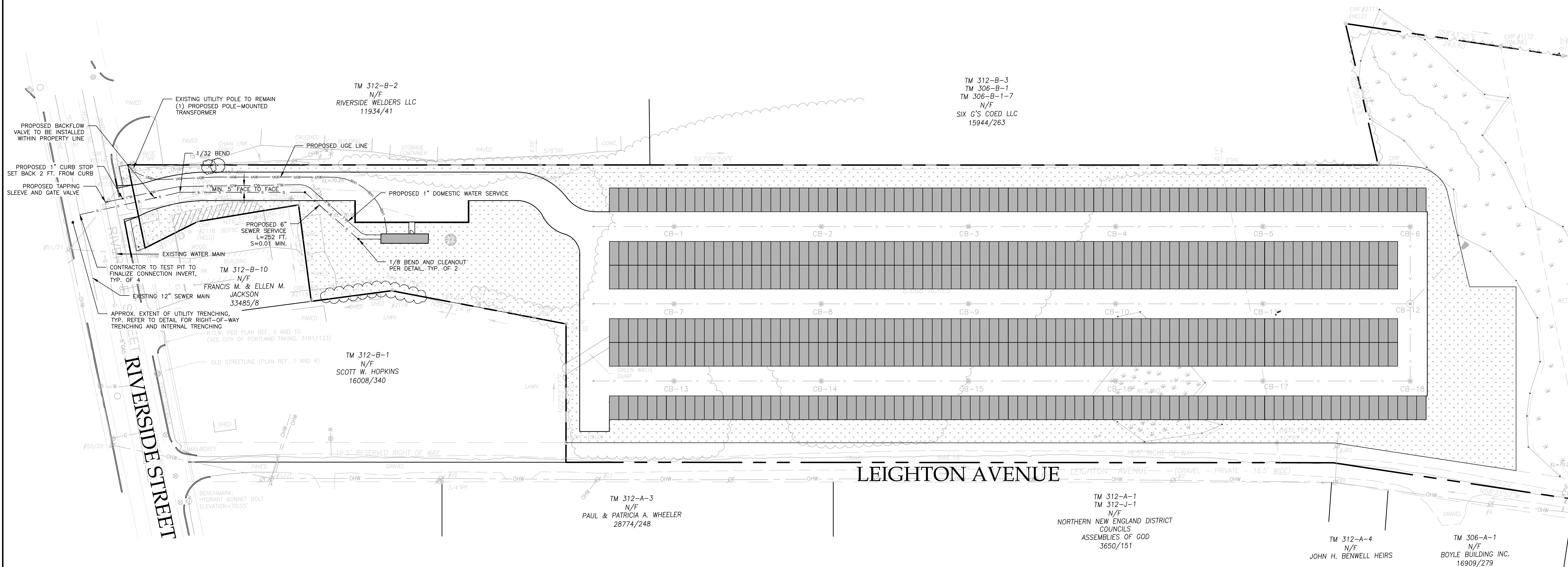


PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

1. LOCATION OF PROPOSED CONNECTIONS APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY SURVEY, PRIOR TO ANY CHANGES.
3. FORD UTILITIES: CONTRACTOR TO NOTIFY ENGINEER OF ANY EXISTING AND OUTSIDE WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH STRUCTURAL ENGINEER AND M.E.P. ON FINAL UTILITY CONNECTION LOCATION TO THE UTILITY ROOM.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE LINE LOCATION. SERVICE LINE TO BE LOCATED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF ANY CONDITIONS ARE NOT MET.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING AND BACKFLOW PREVENTION. FIRE WATER MAINS SHALL BE METERED. METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND. SERVICE LINES TO MAINTAIN 10' FROM PROPERTY OF OTHERS.
7. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND POLE-MOUNTED TRANSFORMER SIZE DEFINED BY M.E.P. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMC HANDBOOK FOR ELECTRICAL REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMC.

UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	—	6'	5'	4'	6'
WATER	6'	—	5'	6'	3'
SEWER	5'	5'	—	5'	5'
GAS	4'	6'	5'	—	6'
STORMWATER	6'	3'	5'	6'	—

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

DRAWING NAME: UTILITY PLAN

PROJECT NAME: RIVERSIDE SELF-STORAGE CONTAINERS

CLIENT: 547 RIVERSIDE LLC
59 MOODY STREET, PORTLAND, MAINE 04101

A C O R N

ENGINEERING, INC.

FILE:	1080_CIVIL
JN:	1080
SCALE:	1"=40'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

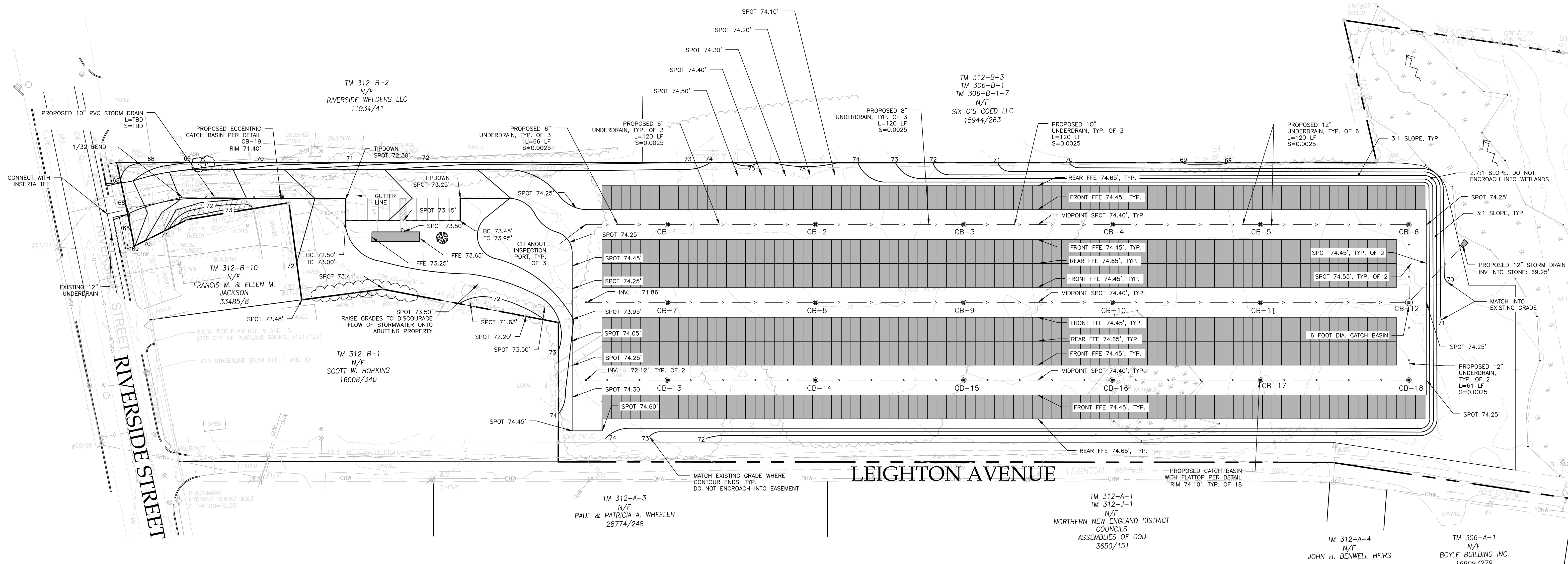


DRAWING NO.
C-20

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. REFER TO STRUCTURAL PLANS FOR FOUNDATION REQUIREMENTS. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT FOUNDATION DRAINS AND UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.

PIPE SUMMARY	
TYPE	LENGTH
6" PVC UNDERDRAIN	558 FT.
8" PVC UNDERDRAIN	360 FT
10" PVC UNDERDRAIN	360 FT.
12" PVC UNDERDRAIN	842 FT.
10" PVC STORM DRAIN	145 FT.

STRUCTURE	RIM	INVERT IN	INVERT OUT
CB-1 & CB-13	74.10'	71.85'	71.75'
CB-2 & CB-14	74.10'	71.46'	71.36'
CB-3 & CB-15	74.10'	71.06'	70.96'
CB-4 & CB-16	74.10'	70.66'	70.56'
CB-5 & CB-17	74.10'	70.26'	70.16'
CB-6 & CB-18	74.10'	69.86'	69.76'
CB-7	74.10'	71.60'	71.50'
CB-8	74.10'	71.20'	71.10'
CB-9	74.10'	70.80'	70.70'
CB-10	74.10'	70.40'	70.30'
CB-11	74.10'	70.00'	69.90'
CB-12	74.10'	69.60'	69.50'
CB-19	71.40'	TBD	TBD



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

GRADING & DRAINAGE PLAN

RIVERSIDE SELF-STORAGE CONTAINERS

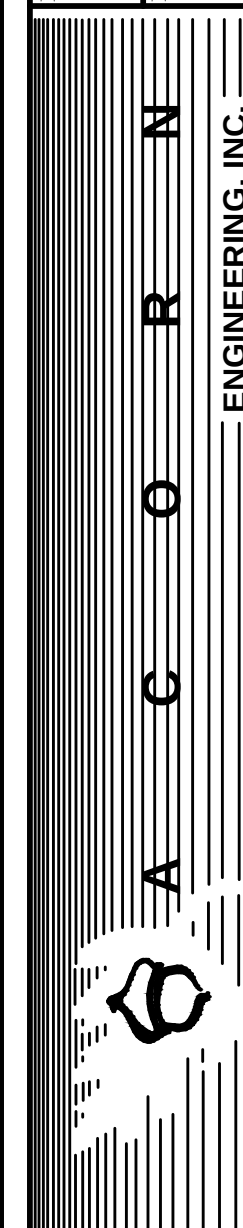
547 RIVERSIDE

34 / RIVERSIDE
59 MOODY STREET, PORTLAND, MAINE 04101

RAWING NAME:

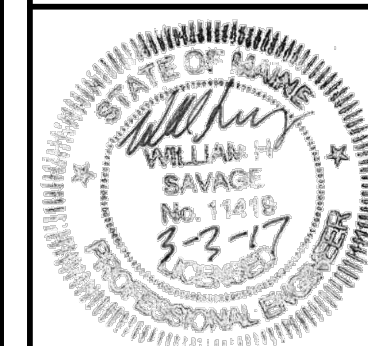
PROJECT NAME:

IDENT.



ACORN ENGINEERING, INC.
58 DANFORTH ST, PORTLAND MAINE 04102
(207) 775-2655

FILE:	1080_CIVIL
JN:	1080
SCALE:	1"=40'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

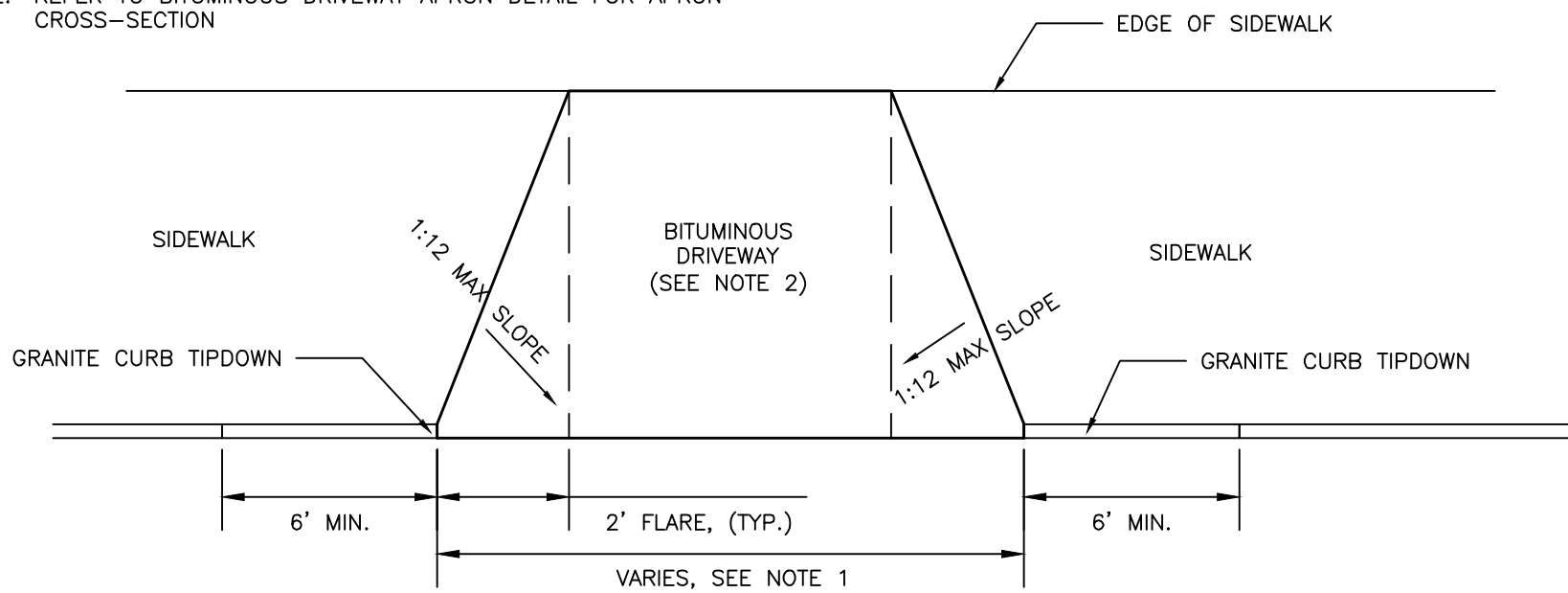


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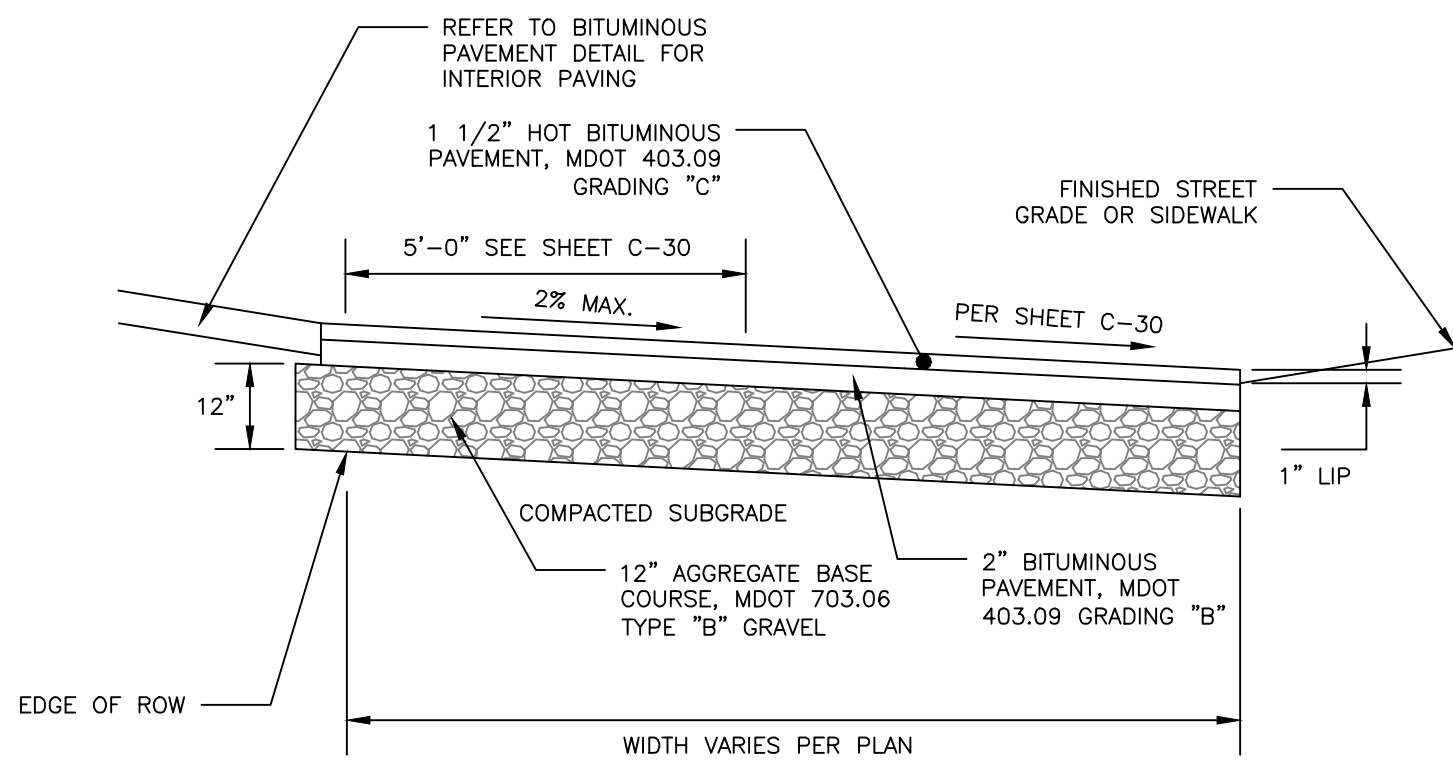
C-30

NOTES:

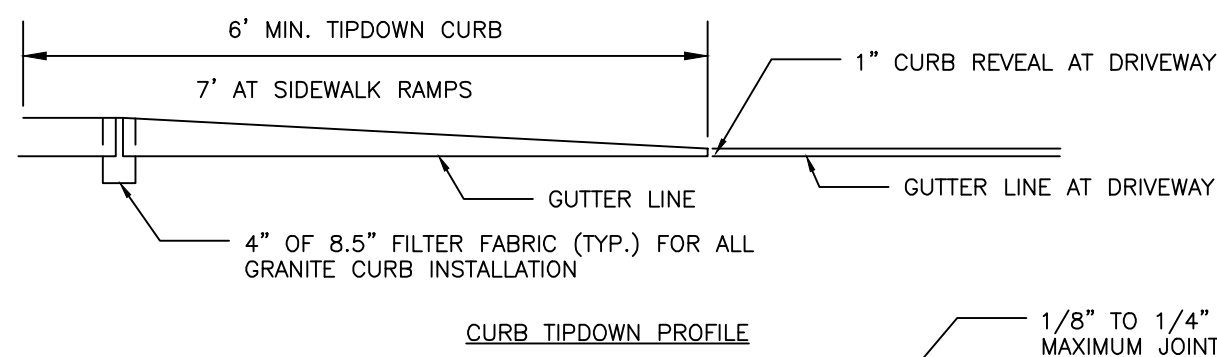
1. REFER TO GRADING, DRAINAGE AND EROSION CONTROL PLANS FOR SITE GRADING
2. REFER TO BITUMINOUS DRIVEWAY APRON DETAIL FOR APRON CROSS-SECTION



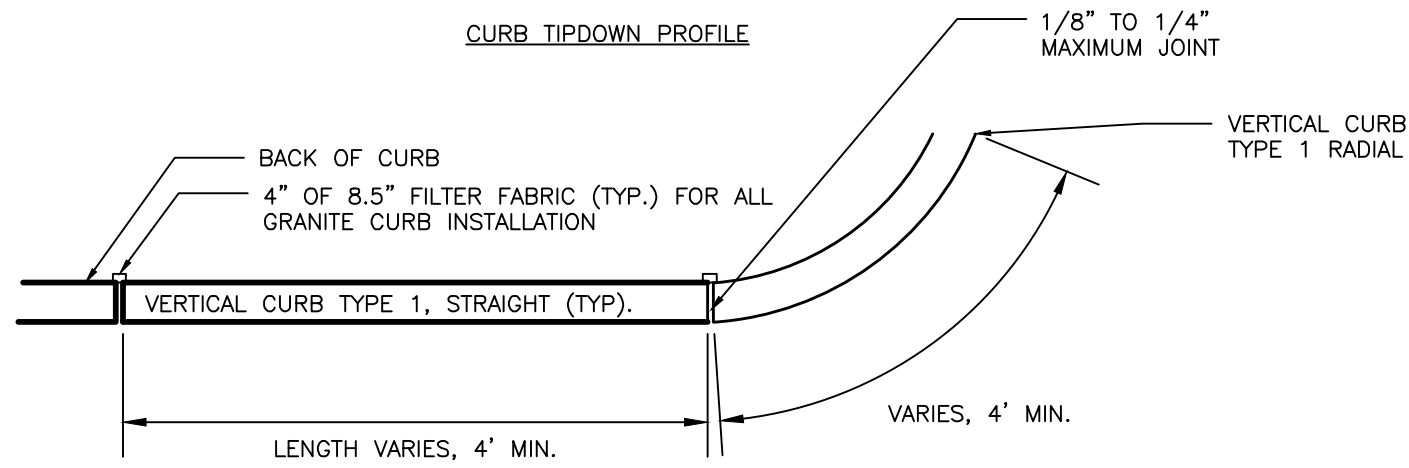
DRIVEWAY APRON LAYOUT DETAIL
NOT TO SCALE



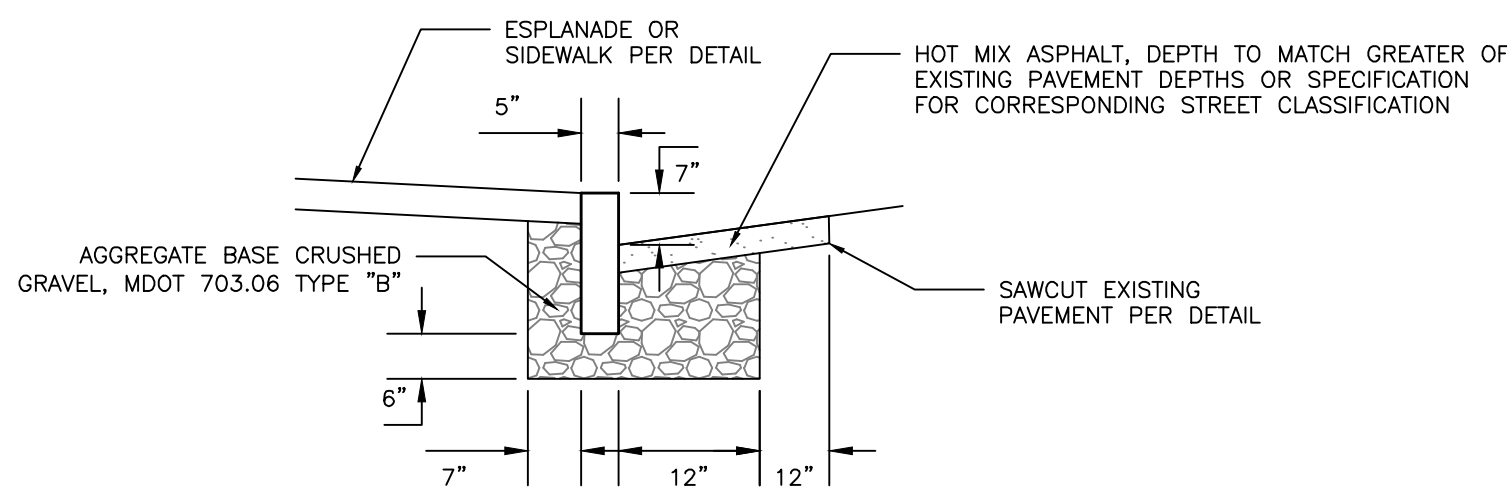
BITUMINOUS DRIVEWAY APRON DETAIL
NOT TO SCALE



CURB TIPDOWN PROFILE



VERTICAL GRANITE CURB PLAN VIEW

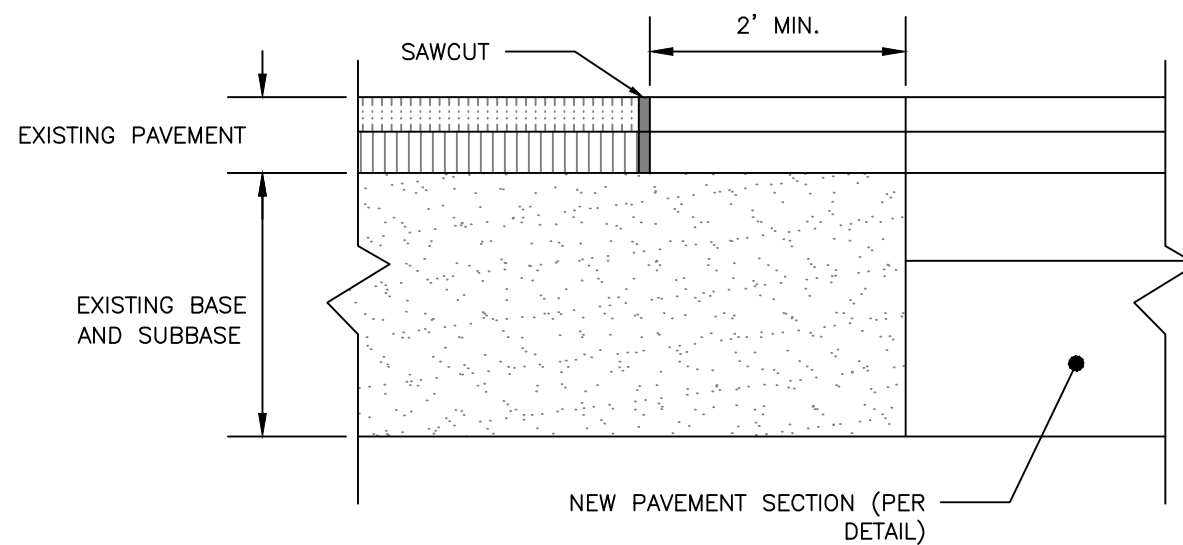


VERTICAL GRANITE CURB CROSS SECTION

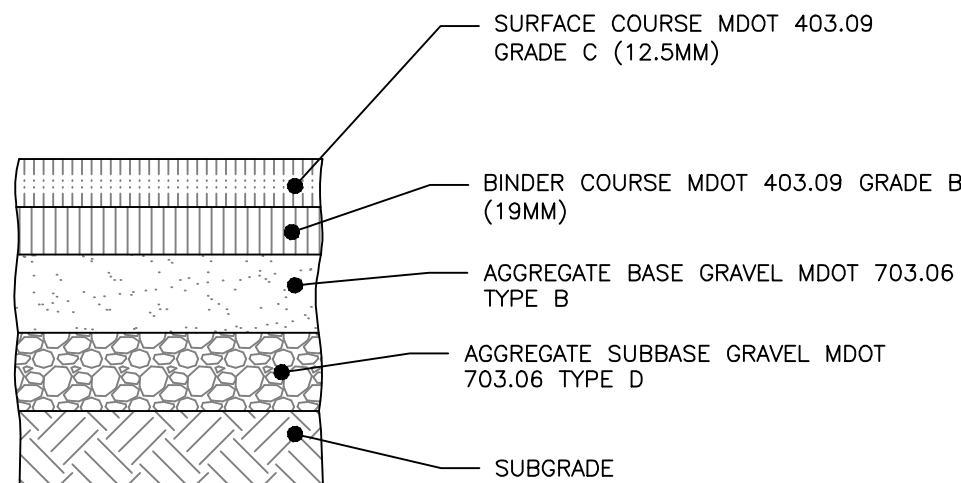
VERTICAL GRANITE CURB AND TIPDOWN INSTALLATION
NOT TO SCALE

NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. APPLY BITUMINOUS TACK COAT PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF PORTLAND ARTERIAL BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



PAVEMENT SAWCUT DETAIL
NOT TO SCALE

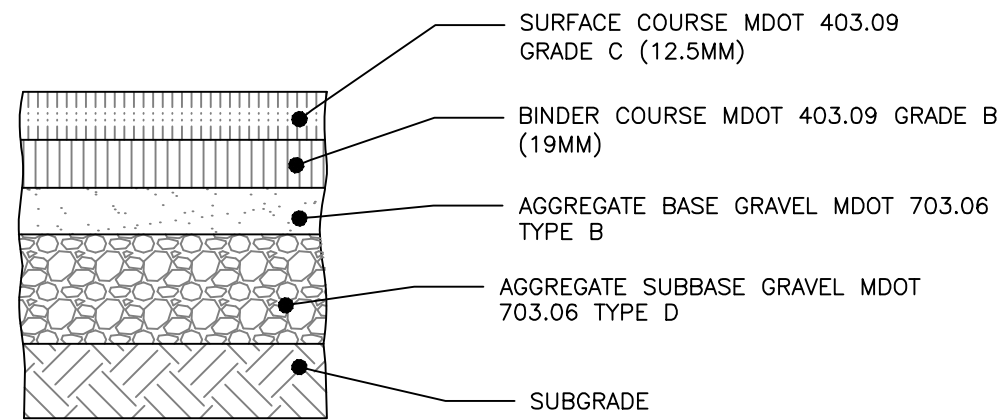


NOTES:

1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557
2. THIS DETAIL APPLIES TO RIVERSIDE STREET ONLY

THICKNESS OF LAYERS	
STANDARD	LAYERS
2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
3"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
6"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
18"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

CITY OF PORTLAND ARTERIAL
BITUMINOUS PAVEMENT PROFILE:
RIVERSIDE STREET
NOT TO SCALE

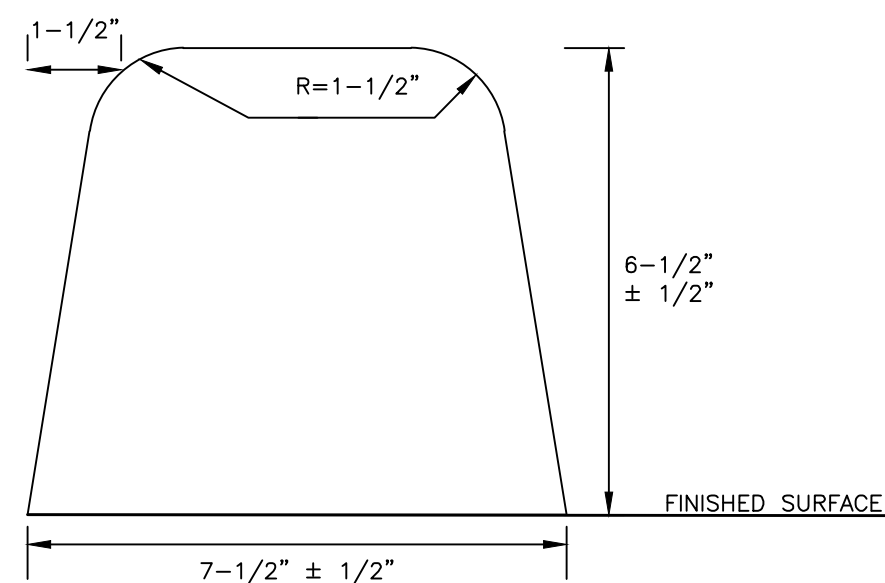


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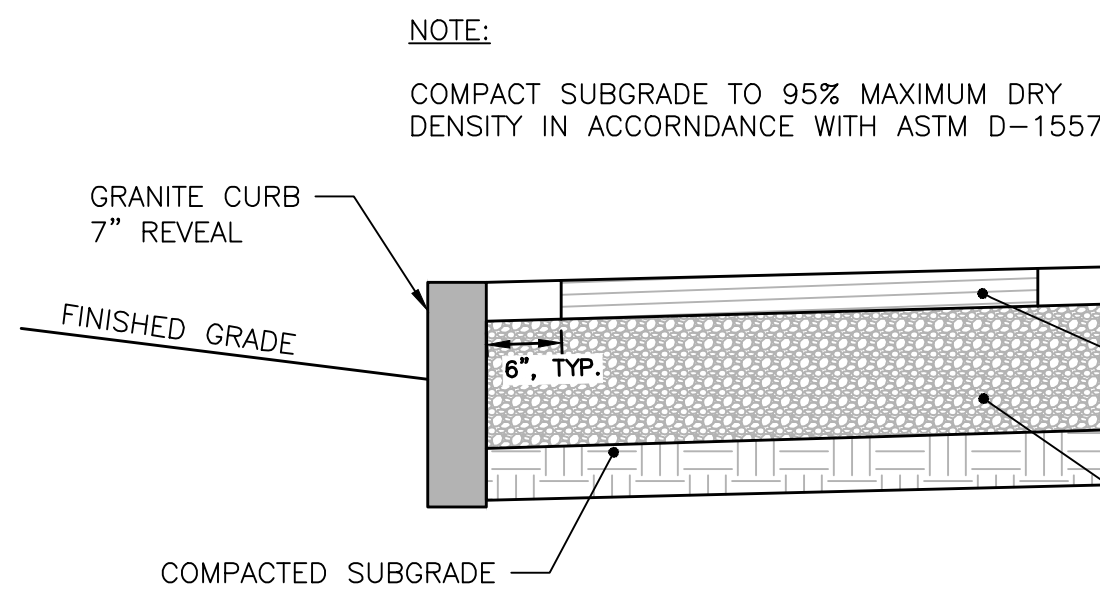
1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557

THICKNESS OF LAYERS	
STANDARD	LAYERS
1-1/2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
2"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
3"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
15"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

DENSE BITUMINOUS PAVEMENT PROFILE:
DRIVEWAY
NOT TO SCALE



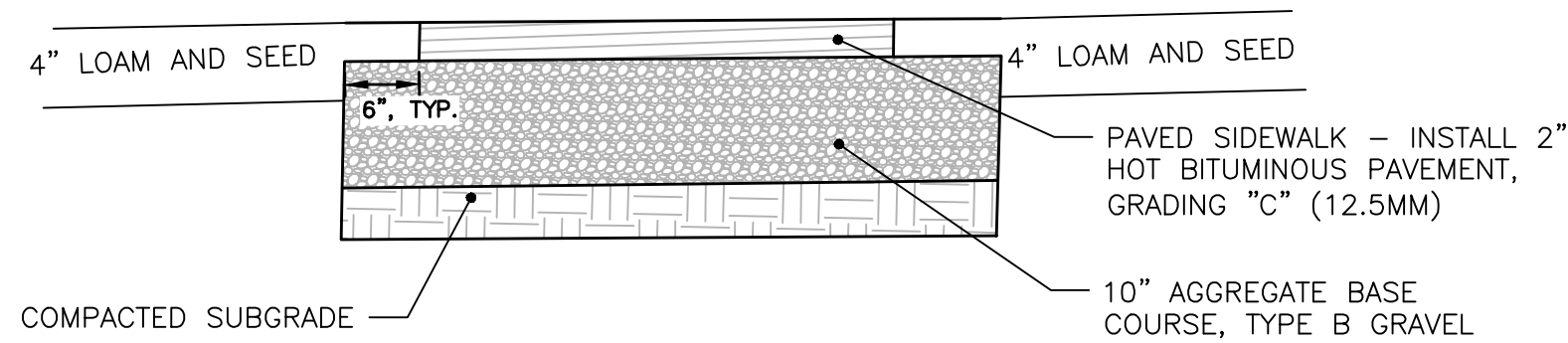
VERTICAL BITUMINOUS CURB - MOLD 1
NOT TO SCALE



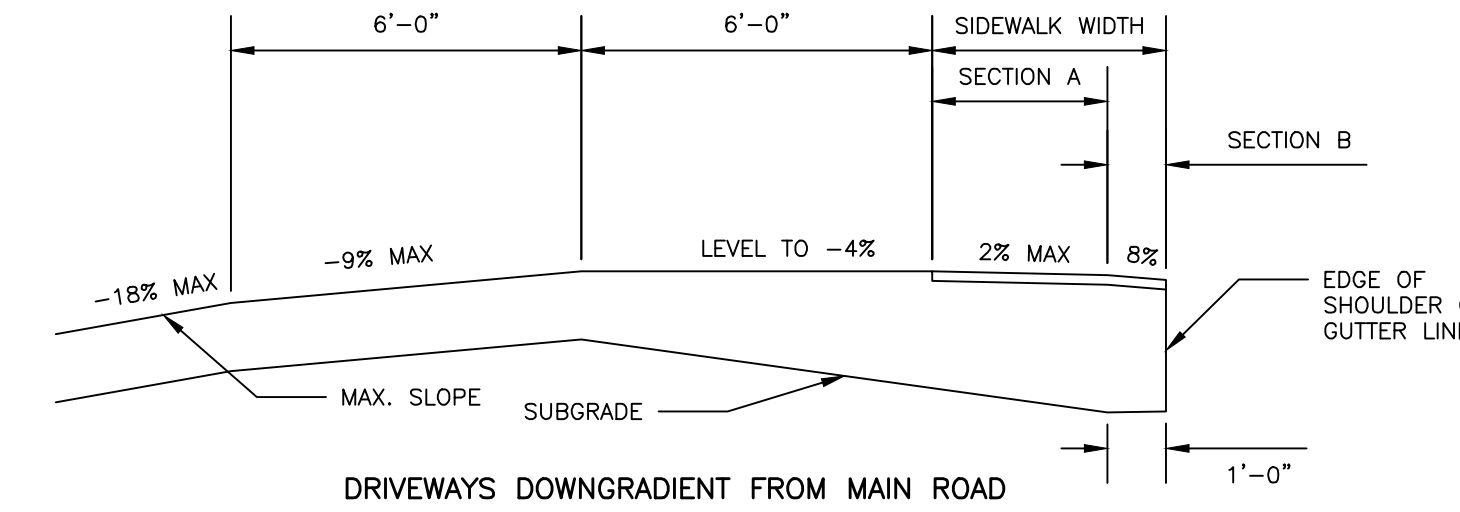
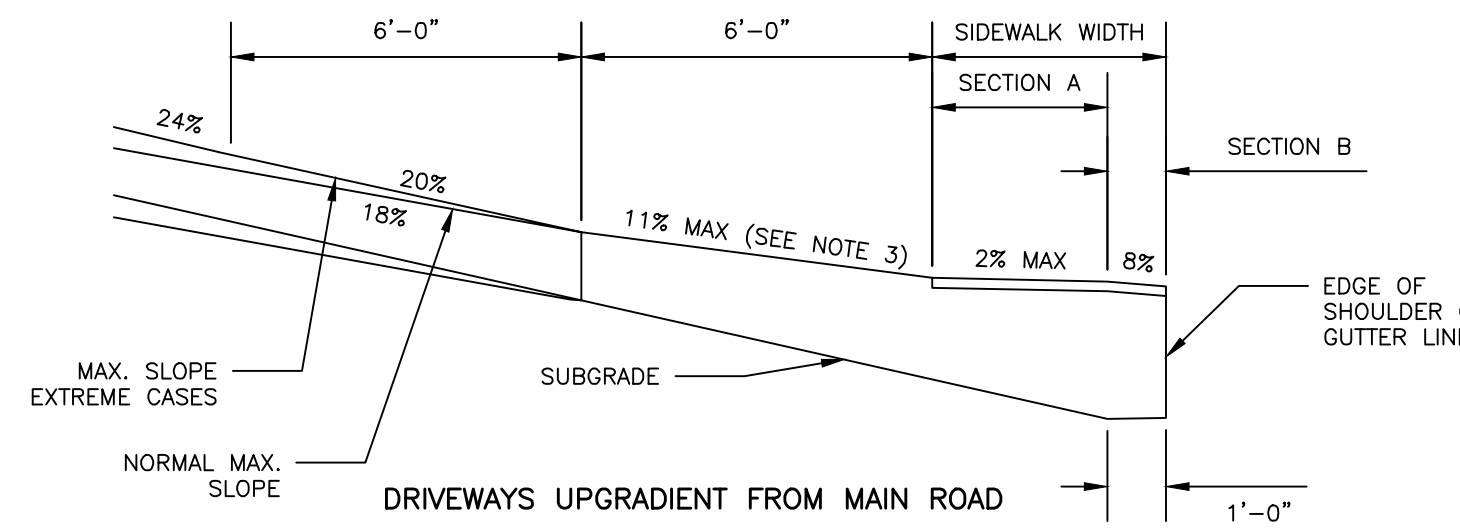
BITUMINOUS SIDEWALK ALONG RIVERSIDE ST. DETAIL
NOT TO SCALE

NOTE:

- COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557



INTERNAL BITUMINOUS SIDEWALK DETAIL
NOT TO SCALE



GENERAL NOTES:

1. SEE DETAILS FOR SIDEWALK CONSTRUCTION MATERIALS.
2. SEE DETAILS FOR DRIVEWAY CONSTRUCTION MATERIALS.

MAXIMUM DRIVEWAY PROFILE NOTES:

1. THESE PROFILES ARE A GUIDE FOR THE MAJORITY OF CASES. CONTRACTOR TO FIELD CHECK ALL DRIVEWAYS PRIOR TO CONSTRUCTION.
2. IT IS UNDERSTOOD THAT THIS DETAIL REPRESENTS THE EXTREME LIMITS OF CONSTRUCTION ANGLES, AND THAT THE MAJORITY OF DRIVEWAYS WILL BE CONSTRUCTED WELL WITHIN THESE BOUNDS.
3. WHEN GRADING DRIVES THAT ARE FLATTER THAN THE MAXIMUM PROFILES, CONTRACTOR SHOULD NOT EXCEED A GRADE PERCENT CHANGE OF MORE THAN 9% PER 6-FOOT INCREMENT OF DRIVEWAY LENGTH (APPLIES TO BOTH UP-GRADIENT AND DOWN-GRADIENT PROFILES).

SIDEWALK CROWN TABLE

SIDEWALK WIDTH	7'	5'
SECTION A	5'	4'
SECTION B	2'	1'

DRIVEWAY SLOPES ON SIDEWALK SECTION
NOT TO SCALE

ISSUED FOR	BY
PRELIM. APP.	WHS
	2/2/17

SITE DETAILS - 1
RIVERSIDE SELF-STORAGE CONTAINERS
547 RIVERSIDE LLC
59 MOODY STREET, PORTLAND, MAINE 04101

ENGINEERING, INC.
ACORN ENGINEERING, INC.
158 DANFORTH ST. PORTLAND, MAINE 04102
(207) 775-2655

FILE:	1080_CIVIL
JN:	1080
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	MCB
CHECKED BY:	WHS



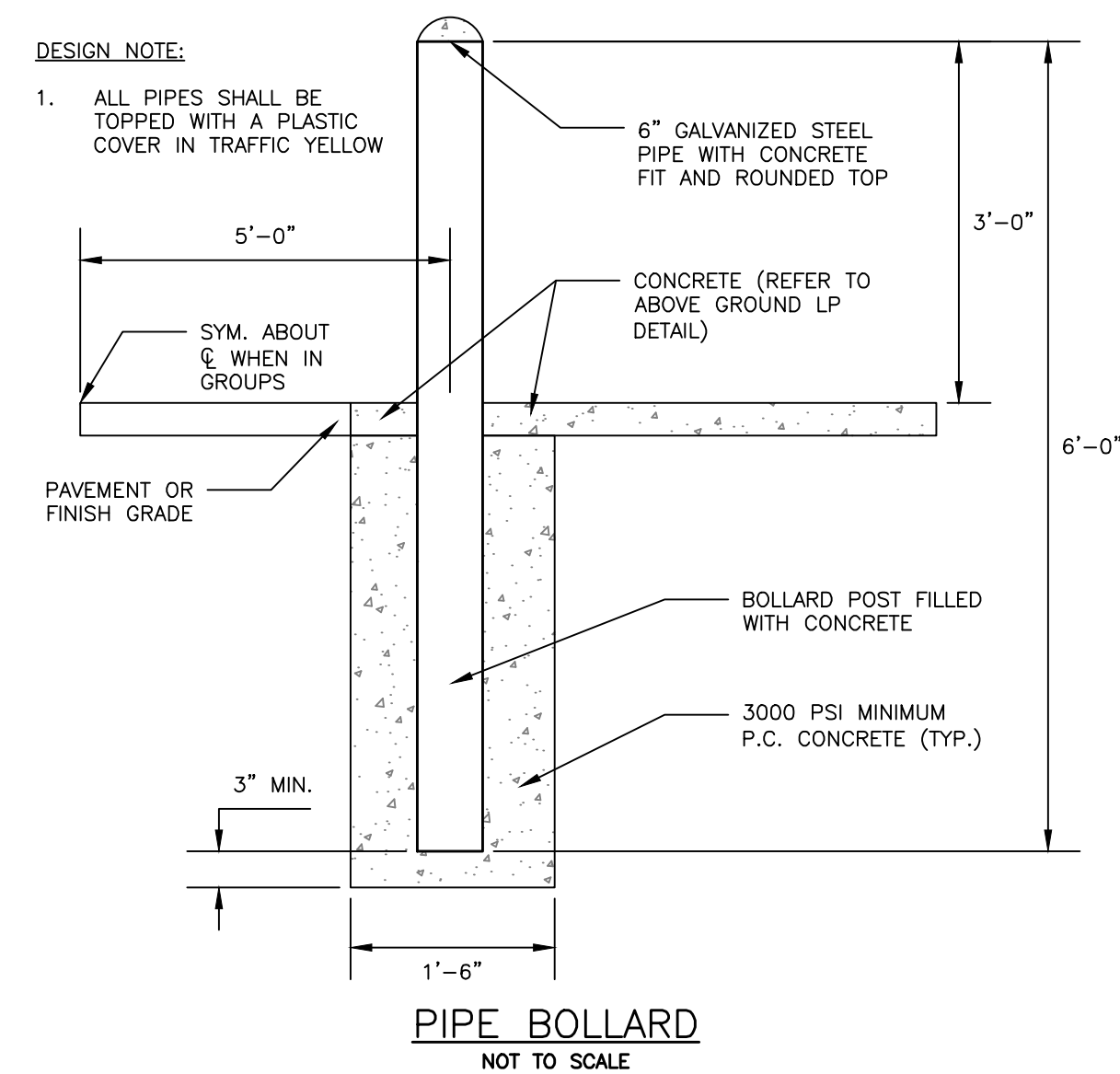
DRAWING NO.
C-40

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

1. ALL PLANT SELECTION AND INSTALLATION WILL BE IN COMPLIANCE WILL THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
3. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
4. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
5. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE. ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
6. ALL PROPOSED PLANTS SHALL BE LOCATED CAREFULLY AS SHOWN ON THE PLANS AND THE PLACEMENTS SHALL BE APPROVED BY ENGINEER BEFORE THE PLANTS ARE INSTALLED.
7. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING REED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM AND 5% NORTHEAST WILDFLOWER SEED MIXTURE BY WEIGHT TO THE LINKS BLEND.
8. STAKING AND GUYING SHALL BE DETERMINED BY THE ENGINEER ON A TREE BY TREE BASIS. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING. IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.
9. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDDED AS NECESSARY.



TYPICAL PLANTING
NOT TO SCALE



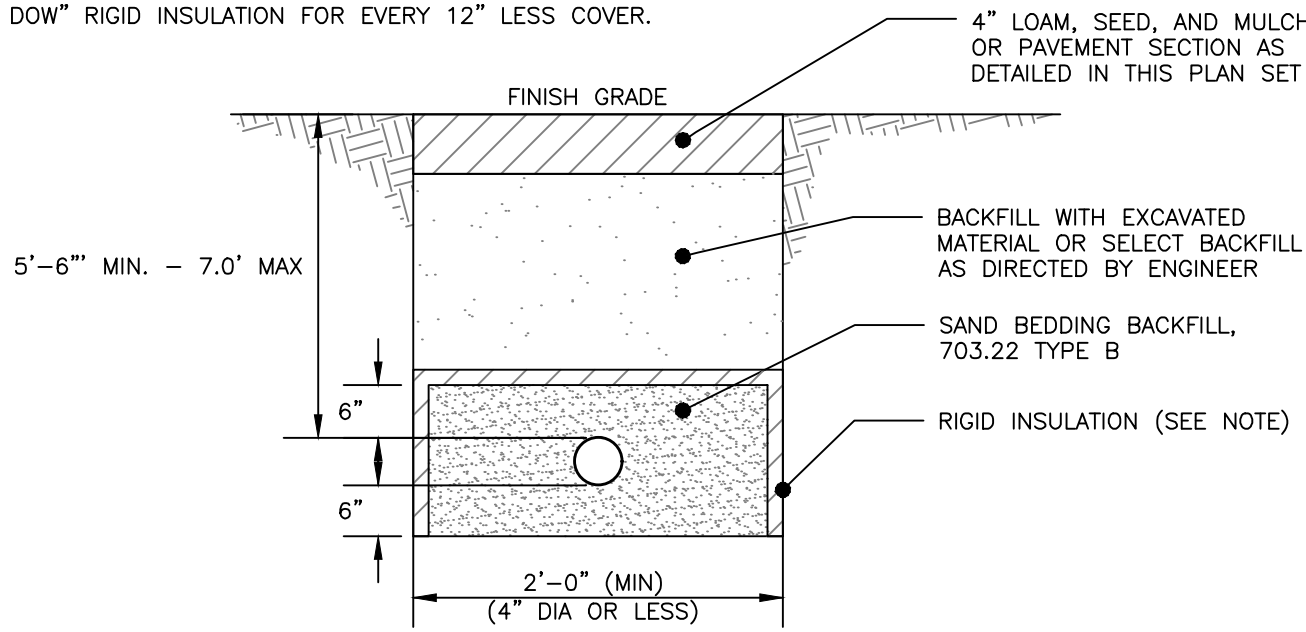
- GALVANIZED STEEL POST @ 6' O.C. MAXIMUM (TYP.)

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

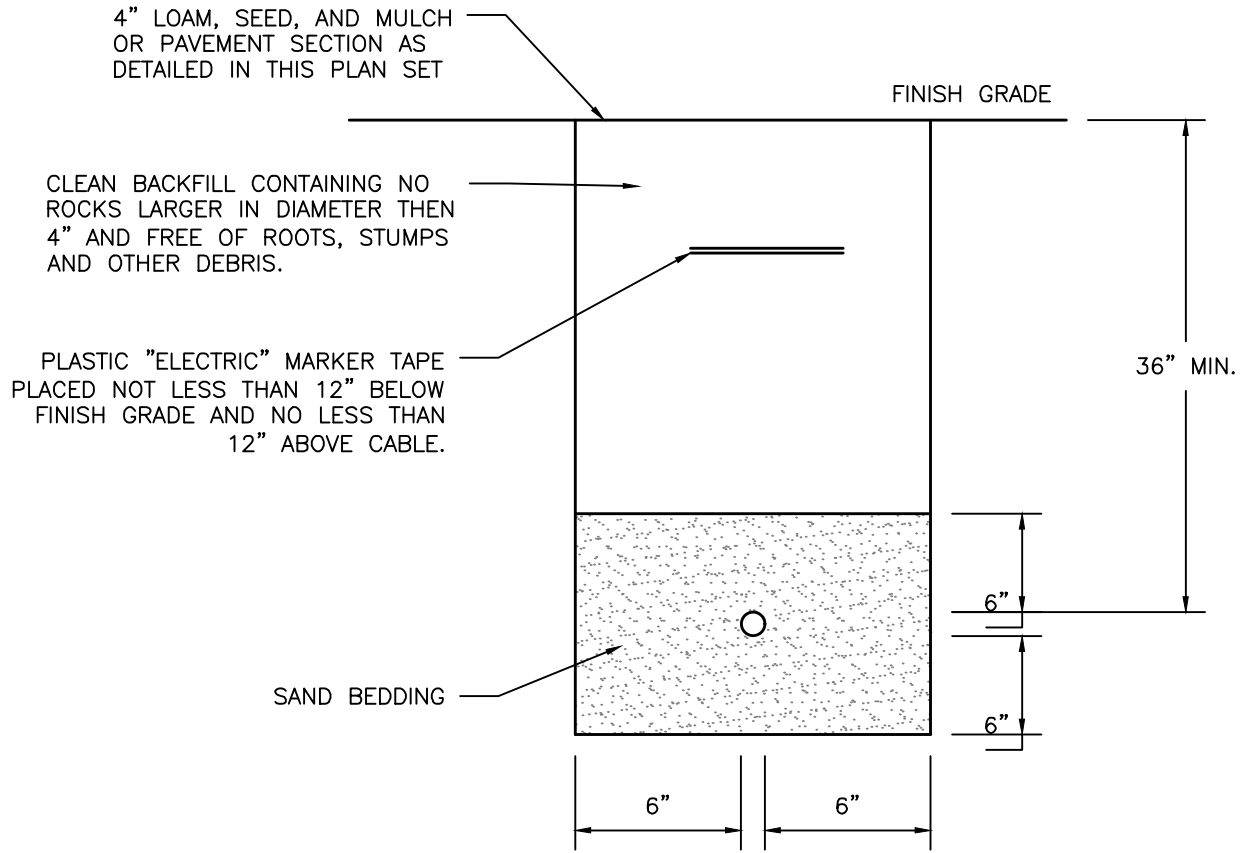
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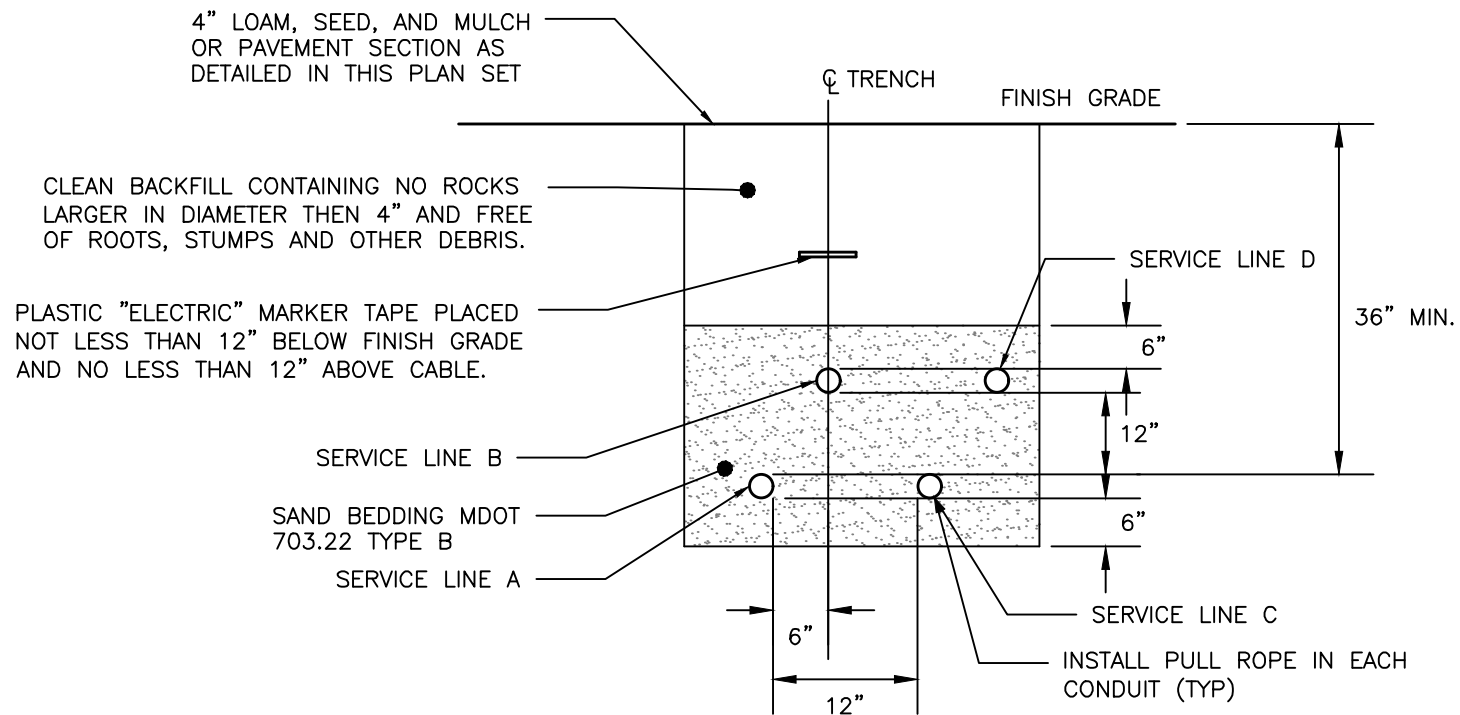
1. THE WATER TRENCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARD DETAILS & SPECIFICATIONS.
2. IF LESS THAN 5'-6" OF COVER IS POSSIBLE ADD 1 INCH OF "BLUE DOW" RIGID INSULATION FOR EVERY 12" LESS COVER.



WATER SERVICE TRENCH SECTION DETAIL
NOT TO SCALE



SECONDARY ELECTRICAL TRENCH
NOT TO SCALE

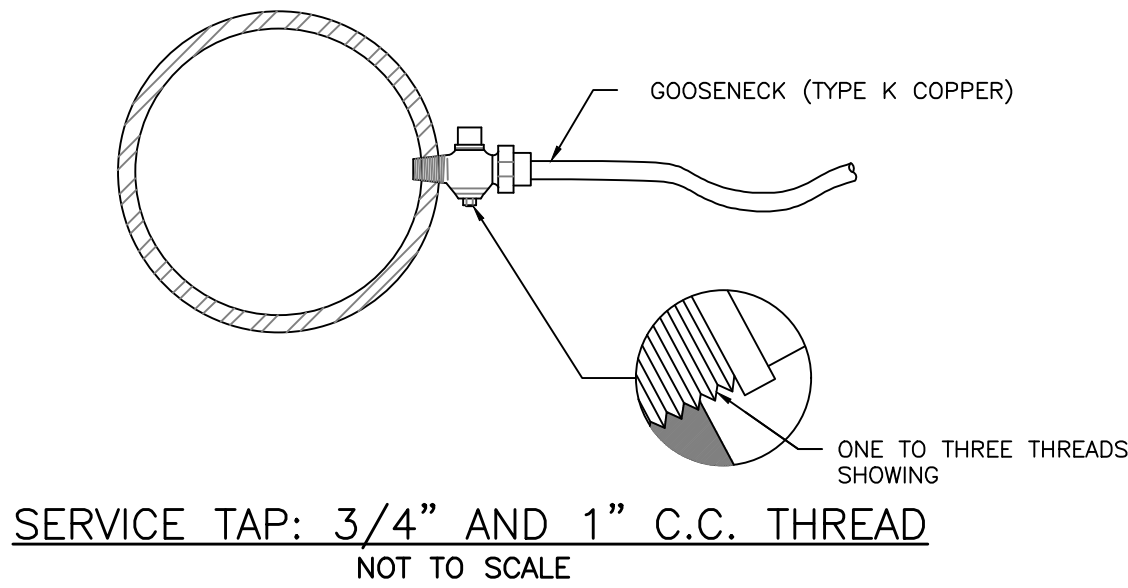


CONDUIT TYPE				
SERVICE	CONDUIT SIZE	GRASS AND PAVED AREAS	UTILITY	REMARKS
A	2-5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
B	2-4"	SCHEDULE 40 PVC	COMMUNICATION	-
C	2-4"	SCHEDULE 40 PVC ELECTRICAL GRADE	SPARE	IF REQUIRED
D	2-4"	SCHEDULE 40 PVC	CABLE	-

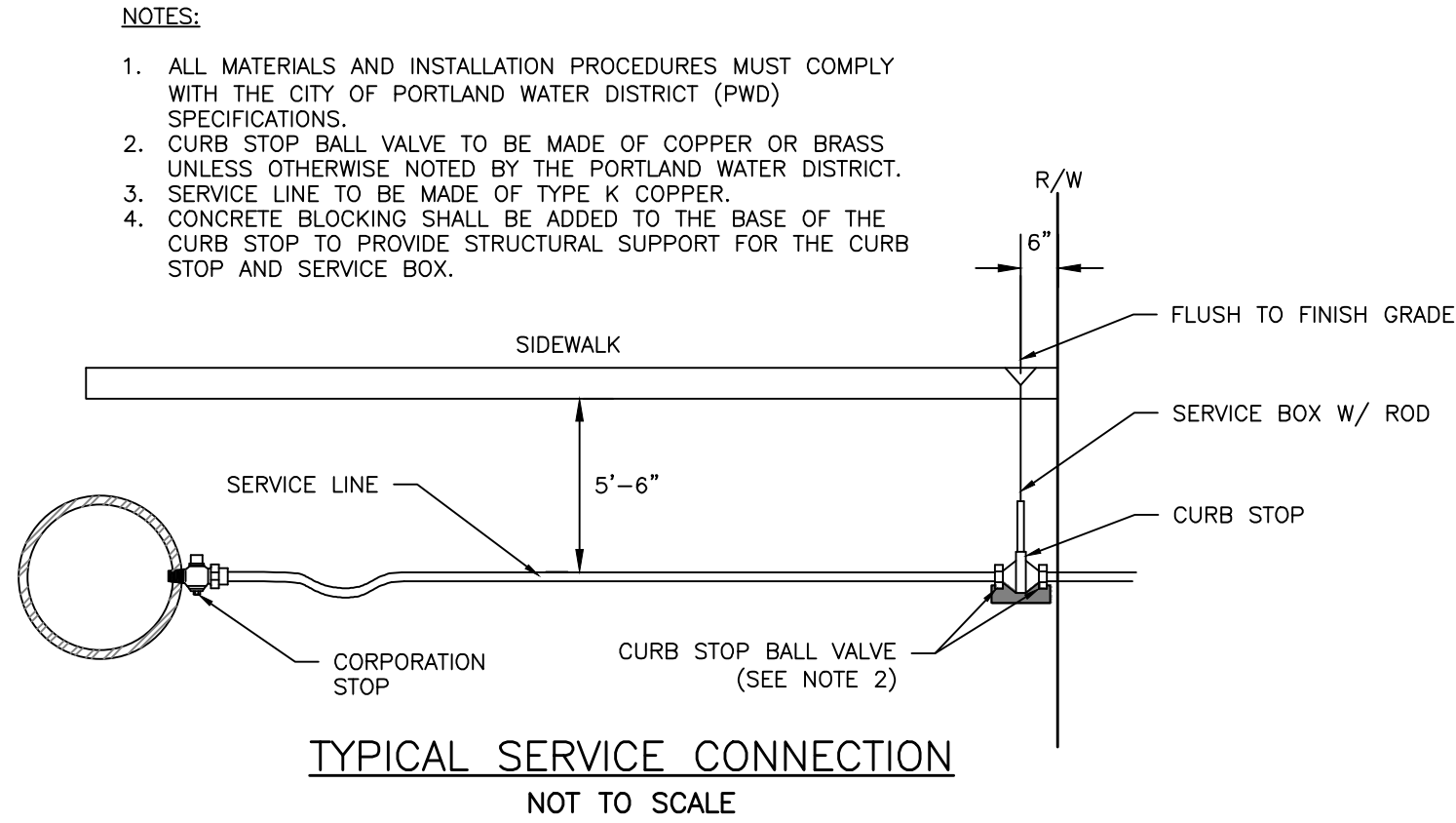
NOTES:

1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS.
2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.

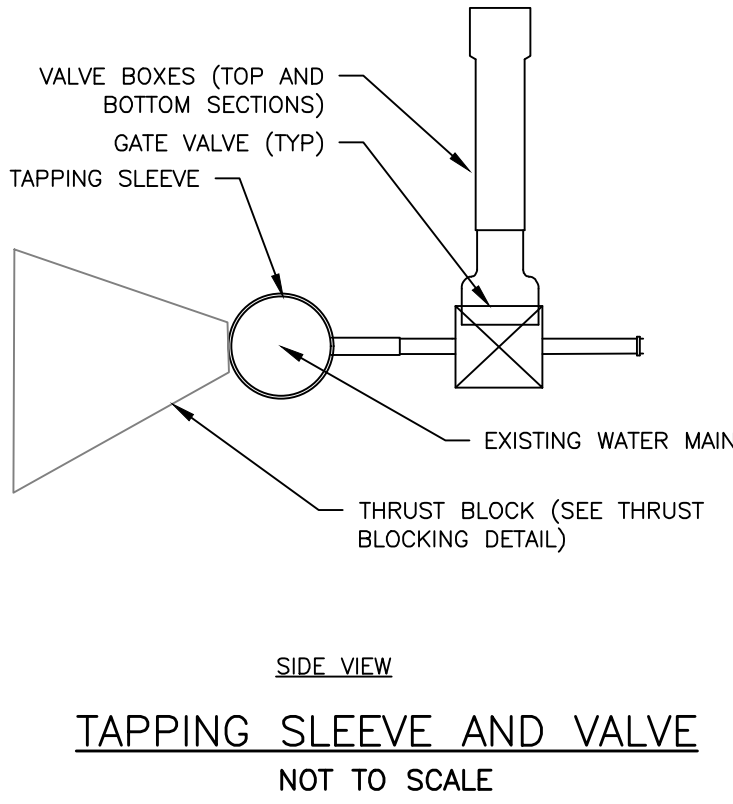
UTILITY TRENCH:
PRIMARY AND SECONDARY POWER, TELEPHONE, AND CABLE
NOT TO SCALE



SERVICE TAP: 3/4" AND 1" C.C. THREAD
NOT TO SCALE



TYPICAL SERVICE CONNECTION
NOT TO SCALE



TAPPING SLEEVE AND VALVE
NOT TO SCALE

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR: PRELIM. APP.

BY: WHS 2/2/17

UTILITY DETAILS - 1

RIVERSIDE SELF-STORAGE CONTAINERS

547 RIVERSIDE LLC

59 MOODY STREET, PORTLAND, MAINE 04101

DRAWING NAME: PROJECT NAME: CLIENT:

ENGINEERING, INC.

FOR THE CITY OF PORTLAND, MAINE, THE CITY ENGINEER HAS REVIEWED THIS DRAWING AND APPROVED IT FOR CONSTRUCTION. ANY ALTERATIONS, AUTHORIZED BY THE CITY ENGINEER, SHALL BE MADE WITHOUT LIABILITY TO ACCORD ENGINEERING, INC.

158 DANFORTH ST. PORTLAND, MAINE 04102 (207) 775-2655

FILE: 1080_CIVIL

JN: 1080

SCALE: NTS

DESIGNED BY: WHS

DRAWN BY: MCB

CHECKED BY: WHS

STATE OF MAINE

WILLIAM SAVAGE

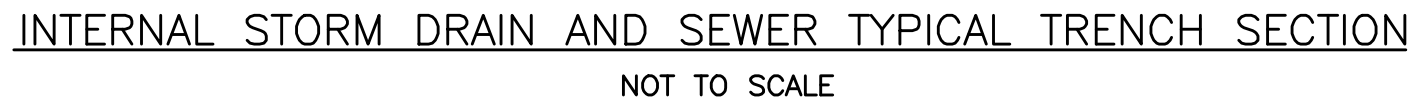
No. 11419

2-2-17

PROFESSIONAL ENGINEER

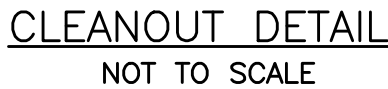
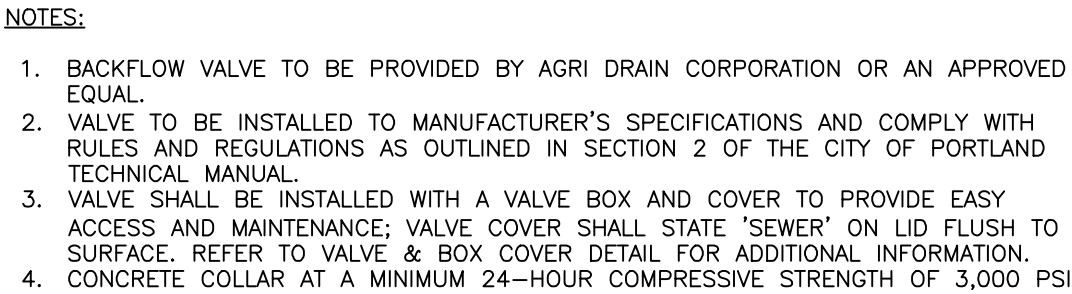
DRAWING NO.

C-42



NOTES:

1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION, COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION, OTHER UTILITIES; ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
4. MINIMUM COVER
 - 4.1. 2'-0" – STORM DRAIN
 - 4.2. 2'-0" SEWER
5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE
6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE TECHNIQUES OF THE CITY OF PORTLAND PIPE.
7. THICKNESS AS NOTED BY SURFACE DETAILS



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION



1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H=20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.15 IN SQ./LF. JOINTS SEALED WITH A FLEX CRACK GEL OR EQUAL.
5. POLYPROPYLENE STRIPS 2"2" O.C.
6. EXTERIOR WATERPROOFING.
7. CASCO TRAPS SHALL BE PROVIDED ON ALL PIPES 1ST CLASS.
8. ALL CATCH BASINS AND MANHOLES SHALL MEET THE APPLICABLE CITY OF PORTLAND - SECTION 2 SANITARY AND STORM DRAIN DESIGN STANDARDS.
9. ALL SHALL BE SUBMITTAL TO THE CITY OF PORTLAND ON CENTER, STARTING FROM THE TOP OF THE MANHOLE FRAME AND SHALL BE FORGED ALUMINUM OR COPOLYMER POLYPROPYLENE STEPS

- ALL PIPES TO HAVE A WATERTIGHT SEAL
- 12" THICK 3/4" CRUSHED STONE BASE
- COMPACTED SUBGRADE

1. INSTALL CATCH BASIN HOODS IN ALL CATCH BASINS UNLESS OTHERWISE NOTED
2. PREFERRED STYLE DESIGNED TO ELIMINATE CEMENTING OF THE TRAP.
3. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION REQUIREMENTS



1. RIPRAP SHALL BE DESCRIBED BY M.D.O.T.
703.26 EXCEPT SIZE SHALL BE AS SHOWN.

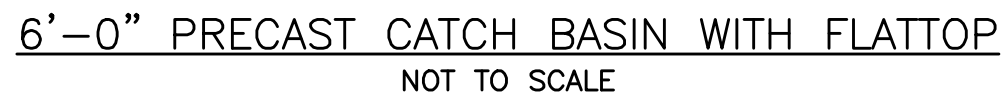
STONE SIZE D50 OF 4" AT 12" THICK

3'

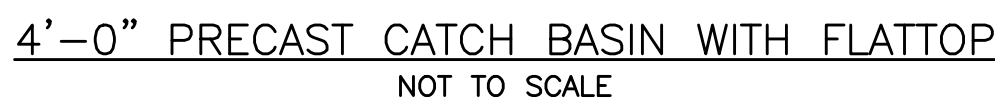
12"

SECTION

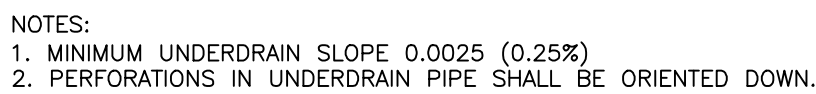
1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.12 IN SQ./LF.
5. JOINTS SEALED WITH BUTYL RUBBER.
6. POLYPROPYLENE STEPS 12" O.C.



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- TYPE "B" FAME AND TYPE "M" GRATE 24" SQ. IN. BY ETHERIDGE FOUNDARY OR APPROVED EQUAL.
- ADJUST TO GRADE WITH BRICK WITH A MIN. OF 2 COURSE AND A MAX. OF 4 COURSES
- PORTLAND CEMENT MORTAR (TYPE 2 CEMENT)



UNDERDRAIN DETAIL
NOT TO SCALE

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

DRAINAGE DETAILS

RIVERSIDE SELF-STORAGE CONTAINERS

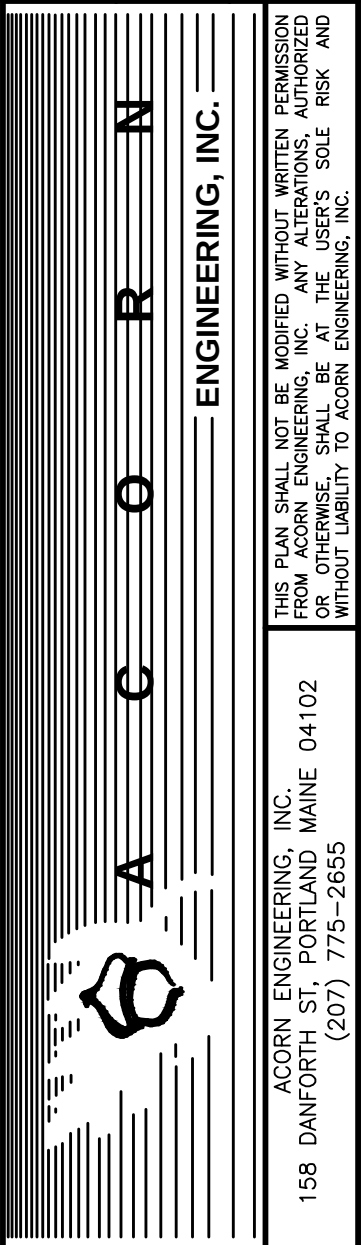
547 RIVERSIDE LLC

59 MOODY STREET, PORTLAND, MAINE 04101

DRAWING NAME:

PROJECT NAME:

IDENT.



FILE: 1080 CIVIL

JN:	1080
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SCALE: NTS

DESIGNED BY: WHS

DRAWN BY: MCB

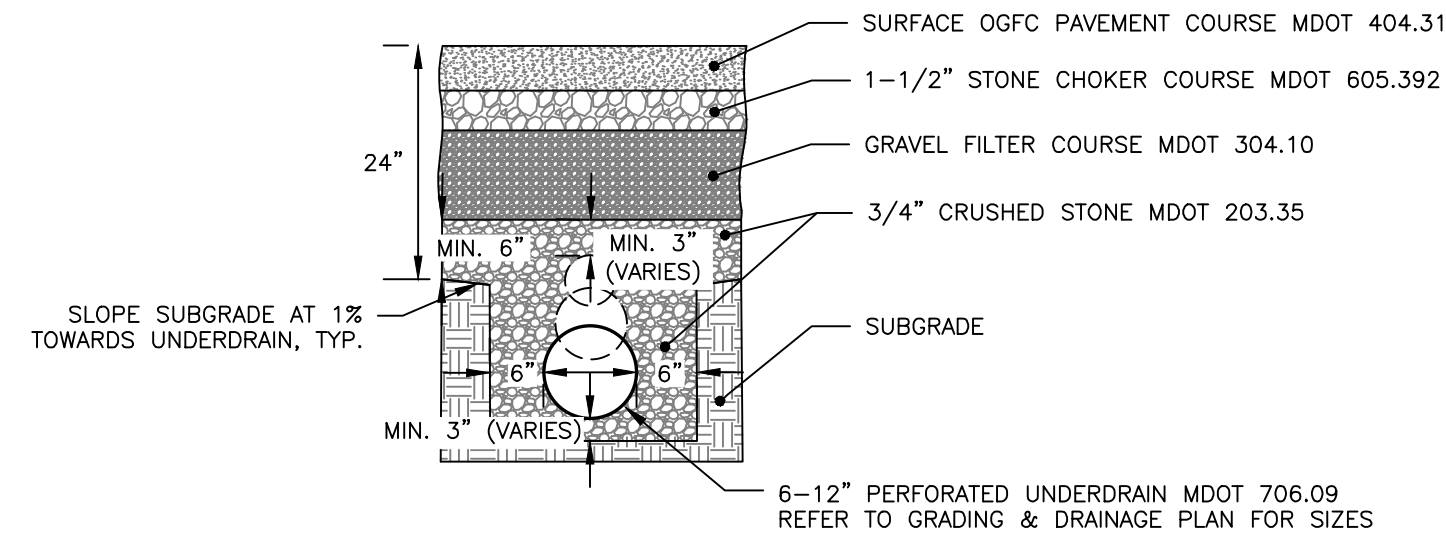
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DRAWING NO.

C-44

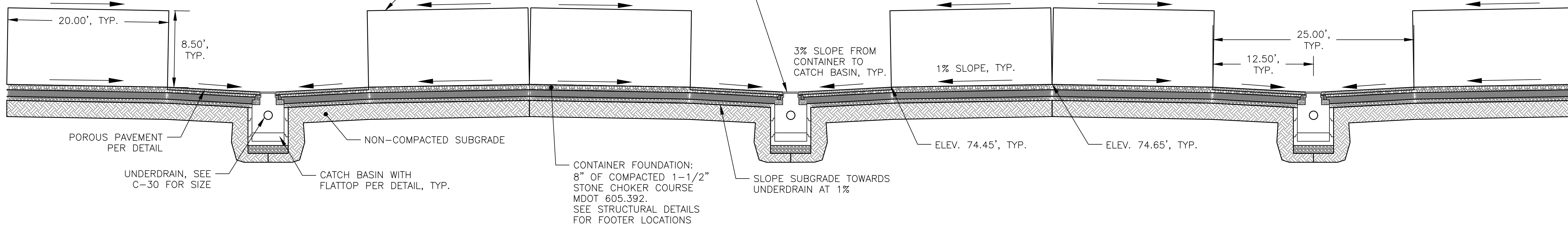
1. MAXIMUM CROSS-SLOPE FROM FFE TO CATCH BASIN RIM SHALL BE 3%. SEE SHEET C-30 FOR OTHER CROSS-SLOPES.



- NOTES:**
1. DO NOT COMPACT SUBGRADE.
 2. COMPACT THE GRAVEL FILTER COURSE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557. DO NOT OVER-COMPACT. THE INFILTRATION RATE SHALL BE DETERMINED BY ASTM D-3385 OR APPROVED ALTERNATE METHOD AT THE DISCRETION OF THE ENGINEER. THE INFILTRATION RATE SHALL BE NO LESS THAN 5-30 FT/DAY OR 50% OF THE HYDRAULIC CONDUCTIVITY (ASTM D-2434) AT 95% STANDARD PROCTOR COMPACTION. FILTER COURSE SHALL HAVE A HYDRAULIC CONDUCTIVITY OF 10-60 FT/DAY (0.0036 TO 0.022 CM/SEC) AT 95% COMPACTION.
 3. PAVING OPERATIONS SHALL BE SUBJECT TO THE MINIMUM REQUIREMENTS OF THE MAINE DOT SECTION 401.19 QUALITY CONTROL METHOD D, UNLESS WAIVED BY THE OWNER.

THICKNESS OF LAYERS	
STANDARD	LAYERS
4"	OPEN-GRADED FRICTION COURSE MDOT 404.31
4"	1-1/2" STONE CHOKER COURSE MDOT 605.392
10"	GRAVEL FILTER COURSE MDOT 304.10 TYPE D
VARIES - MIN. 6"	3/4" CRUSHED STONE MDOT 203.35

POROUS PAVEMENT PROFILE
NOT TO SCALE



FACILITY CROSS SECTION
NOT TO SCALE

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

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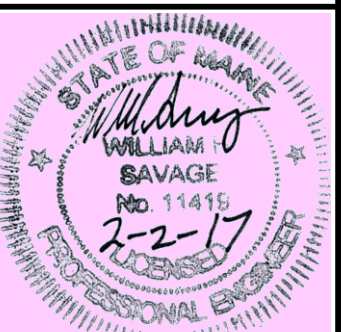
CONTAINER & POROUS PAVEMENT SECTIONS

RIVERSIDE SELF-STORAGE CONTAINERS

347 RIVERSIDE LLC
59 MOODY STREET, PORTLAND, MAINE 04101


A C O R N
ENGINEERING, INC.
 ACORN ENGINEERING, INC. 58 DANFORTH ST. PORTLAND, MAINE 04102
 (207) 755-2655
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN AUTHORIZATION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS AUTHORIZED BY THE ARCHITECT SHALL BE SHOWN ON A SEPARATE SHEET AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1080_CIVIL
IN:	1080
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	MCB
CHECKED BY:	WHS



DRAWING NO.
C-45

1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

- 1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
- STONE SIZE SHALL BE 2-3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
 - THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
 - GEOTEXTILE FABRIC (WOVEN OR NON-WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
- 1.1.2 THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROADWAYS.
- 1.1.3 SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- 1.1.4 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- 1.1.5 AT ANY TIME OF THE YEAR, ALL SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC1508N BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.
- 1.1.6 VERNON PLACE, AVON STREET, AND CONGRESS STREET SHALL BE SWEEPED TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
- 1.1.7 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION. SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TOED" INTO THE GROUND.
- 1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED 1/2 THE DESIGN HEIGHT.
- 1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MOEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
- 1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.
- 1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILES SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- 1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.
- 1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

- 1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM, LIMED, AND MULCHED. EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.1 OF THIS REPORT.
- 1.2.2 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
- 1.2.3 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH OVER-WINTER STABILIZATION. MATTING, AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION -- BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. 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 SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD -- STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH -- BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE-COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.
- STABILIZE THE SOIL WITH SOD -- THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. 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 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH EROSION CONTROL MIX -- EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

- STABILIZE THE SOIL WITH STONE RIPRAP -- PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL -- BEST MANAGEMENT PRACTICES (BMP'S) SHALL INSPECTED IN THE MANNER AS DESCRIBED.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM: IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 STABILIZED STONE CONSTRUCTION ENTRANCES

THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD-TRACKING ON TO THE PAVEMENT OR TRAVELED WAY, WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE-INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APURTENANCES

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEEDED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775-2655

QUALIFICATIONS:

- MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- MAINE DEP -- CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

- INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
- INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
- INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
- COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
- CONTAIN RUNOFF WITHIN THE SITE WHILE PROVIDING AN ENGINEERED OUTLET WITH SILTATION BARRIER TO THE STORM SYSTEM WITHIN RIVERSIDE STREET.
- COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
- COMMENCE INSTALLATION OF UTILITIES.
- CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
- COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
- COMPLETE REMAINING EARTHWORK OPERATIONS.
- INSTALL SUB-BASE AND BASE GRAVELS IN PAVED AREAS.
- INSTALL PAVING, CURBING AND BRICKWORK.
- LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
- ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
- TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
- COMPLETE SITE SIGNAGE AND STRIPING.
- EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE-VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

TEMPORARY SEEDING PLAN

SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P205-K20) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

TEMPORARY SEED APPLICATION RATES			
SEED	LBS / ACRE	RECOMMENDED SEEDING DATES	
WINTER RYE	2.57	8/15 TO 10/1	
OATS	1.84	4/1 TO 7/1 8/15 TO 9/15	
ANNUAL RYGRASS	0.92	4/1 TO 7/1	
SUDANGRASS	0.92	5/15 TO 8/15	
PERENNIAL	0.92	8/15 TO 9/15	
TOTAL	7.17 LBS/ACRE		

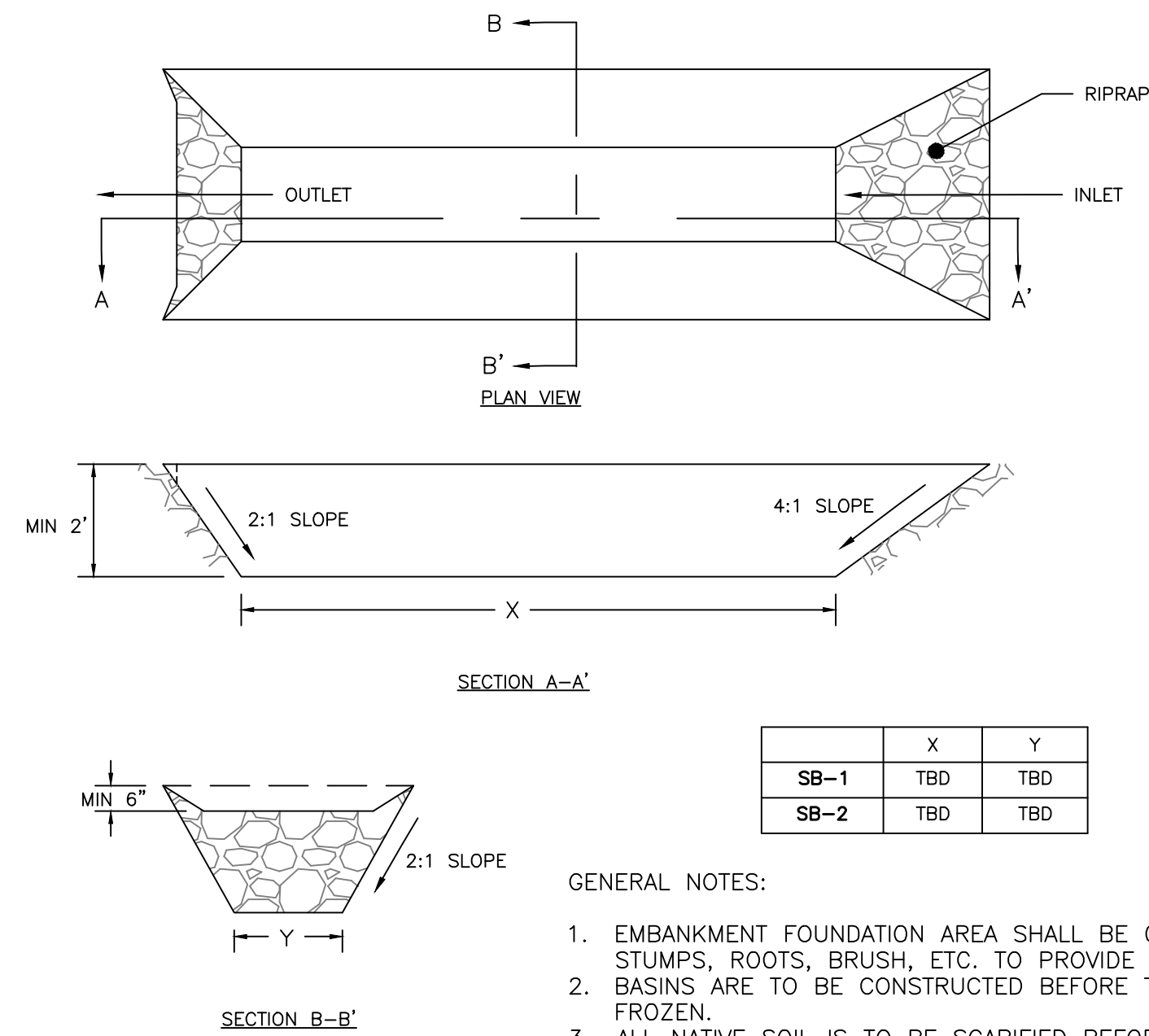
PERMANENT SEED APPLICATION RATES	
SEED	LBS / ACRE
KENTUCKY BLUEGRASS	20.00
CREeping RED FESCUE	20.00
PERENNIAL RYGRASS	4.80
TOTAL	44.8 LBS/ACRE

MULCHING

MULCH SHALL BE APPLIED AT A RATE OF 70 LBS -- 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT.

CONCLUSION

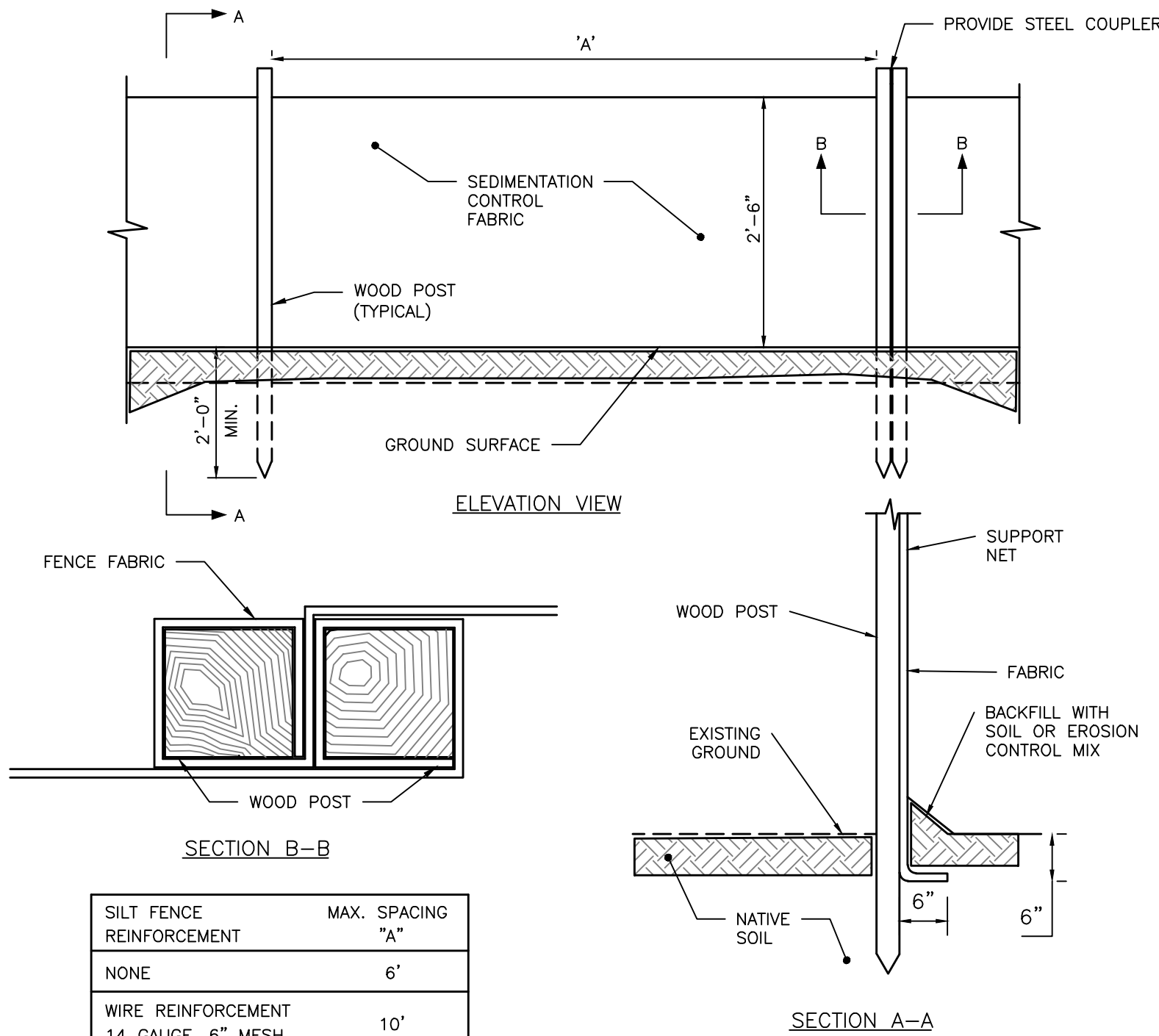
PLEASE REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION PERTAINING TO TEMPORARY SEEDING AND MULCHING.



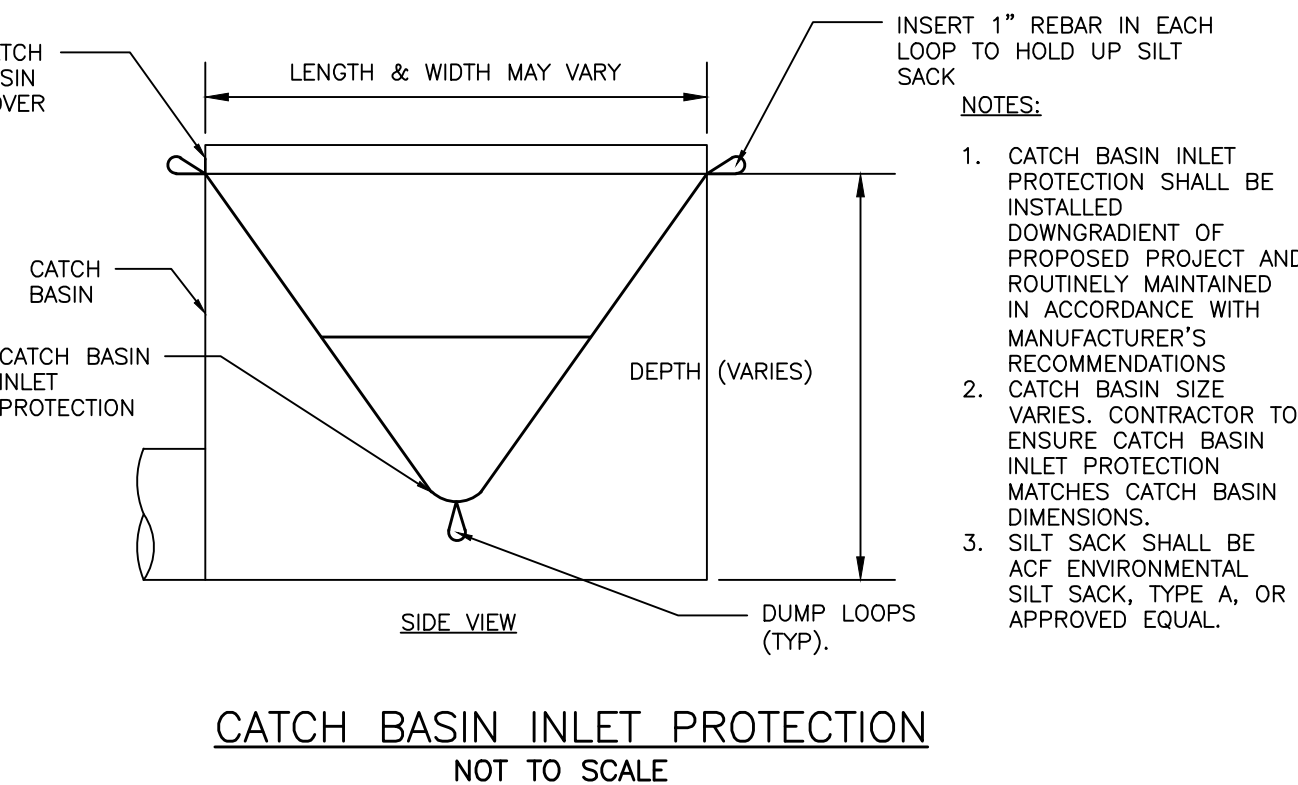
GENERAL NOTES:

- EMBANKMENT FOUNDATION AREA SHALL BE CLEARED OF STUMPS, ROOTS, BRUSH, ETC. TO PROVIDE GOOD CONTACT.
- BASINS ARE TO BE CONSTRUCTED BEFORE THE GROUND IS FROZEN.
- ALL NATIVE SOIL IS TO BE SCARIFIED BEFORE THE FIRST LAYER OF FILL.
- ALL EMBANKMENTS NOT SUPPORTED BY RIP RAP SHALL BE COVERED WITH EROSION CONTROL MIX IN ACCORDANCE WITH THE EROSION AND SEDIMENTATION CONTROL PLAN.

SEDIMENTATION BASIN
NOT TO SCALE



SILTATION FENCE DETAIL
NOT TO SCALE



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

CATCH BASIN INLET PROTECTION
NOT TO SCALE

ISSUED FOR: PRELIM. APP.

BY DATE: WHS 2/2/17

EROSION & SEDIMENTATION CONTROL DETAILS

RIVERSIDE SELF-STORAGE CONTAINERS

547 RIVERSIDE LLC

59 MOODY STREET, PORTLAND, MAINE 04101

DRAWING NAME: EROSION & SEDIMENTATION CONTROL DETAILS

PROJECT NAME: RIVERSIDE SELF-STORAGE CONTAINERS

CLIENT: 547 RIVERSIDE LLC

ACORN ENGINEERING, INC.

158 DANFORTH ST. PORTLAND, MAINE 04102

(207) 775-2655

FILE: 1080_CIVIL

JN: 1080

SCALE: NTS

DESIGNED BY: WHS

DRAWN BY: MCB

CHECKED BY: WHS

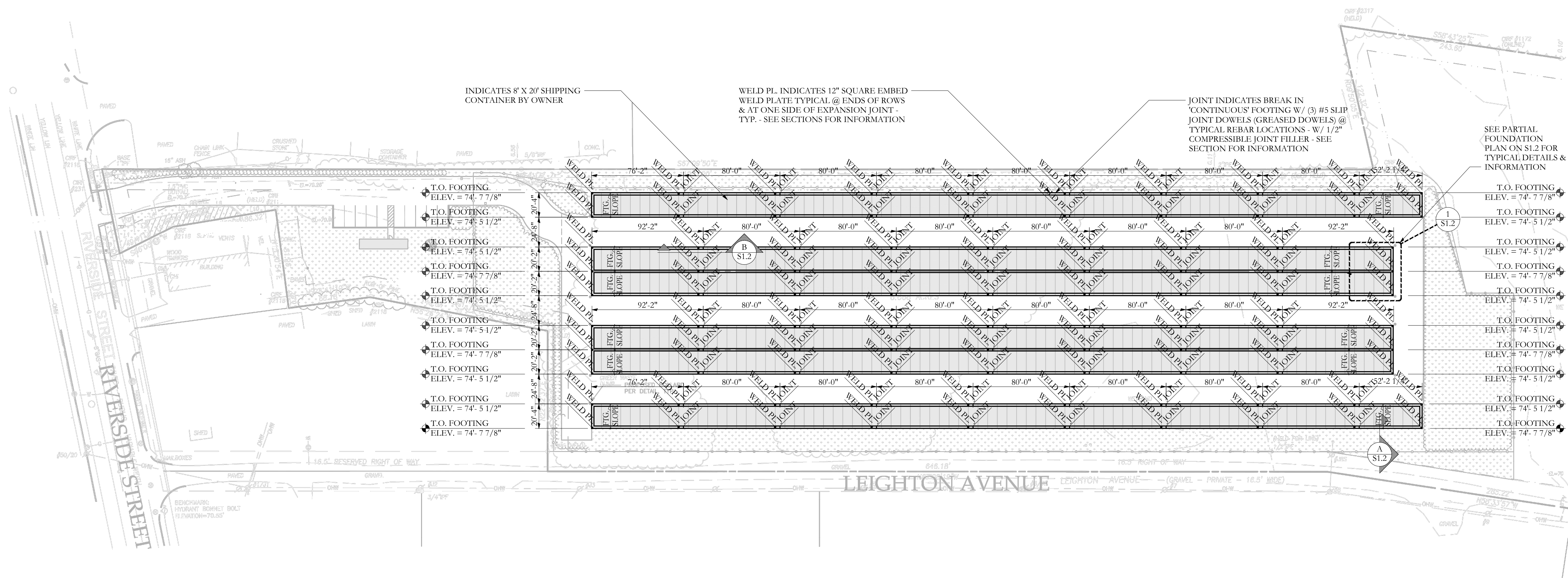
STATE OF MAINE

WILLIAM SAVAGE

2-2-17

PROFESSIONAL ENGINEER

DRAWING NO. C-46

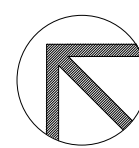
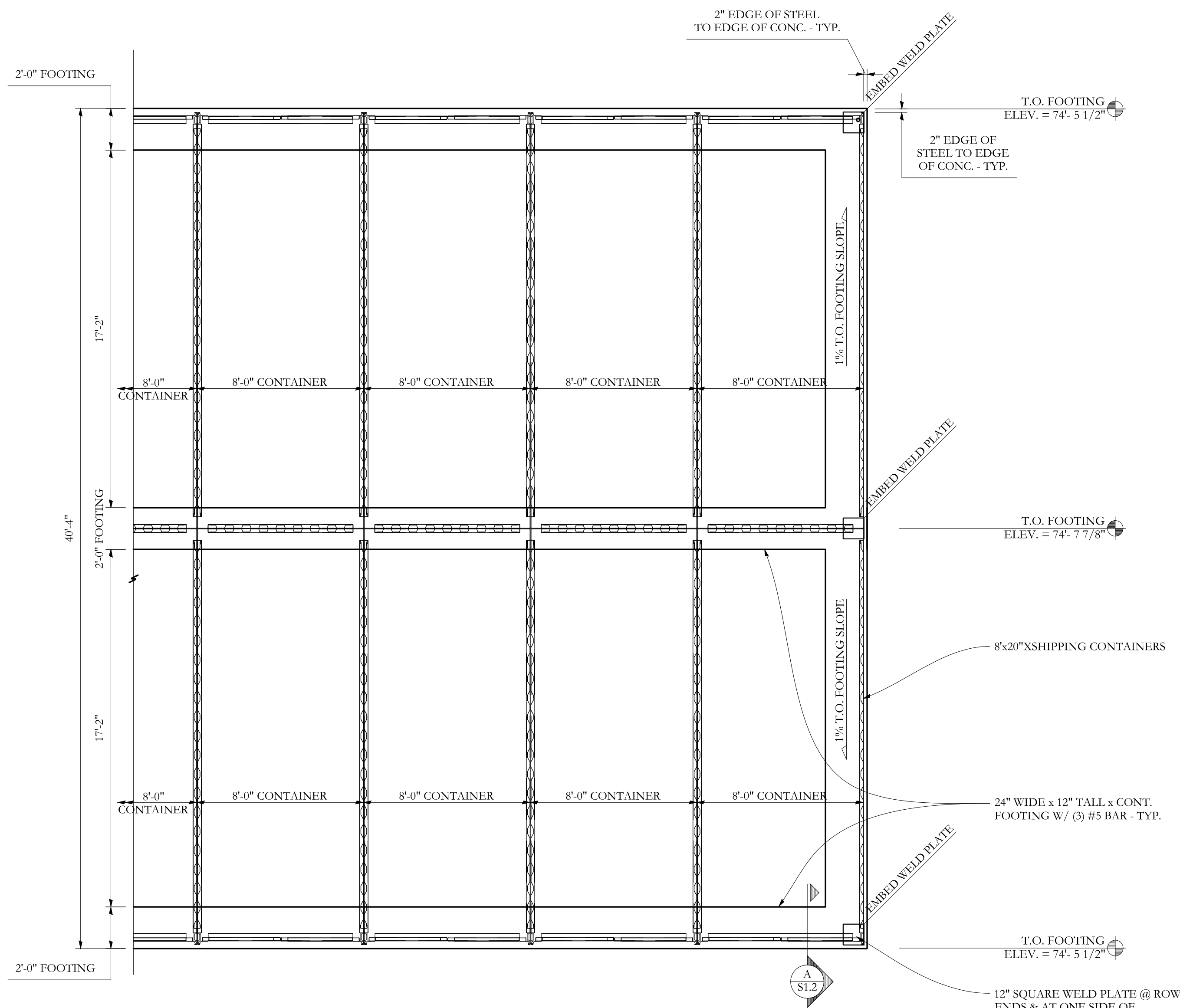


FOUNDATION PLAN

NOTES:
1. ALL FOOTINGS ARE 12" DEEP 2'-0" WIDE x CONT. WITH (3) # 5 BARS CONT. - TYP. UNO
2. VERIFY DIMENSIONS WITH ACTUAL SHIPPING CONTAINERS TO BE USED - TYP.

SCALE 1"=50'-0"

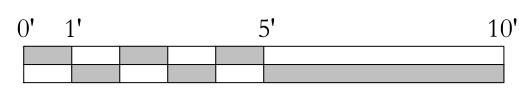
PRELIMINARY
REVIEW DRAWINGS



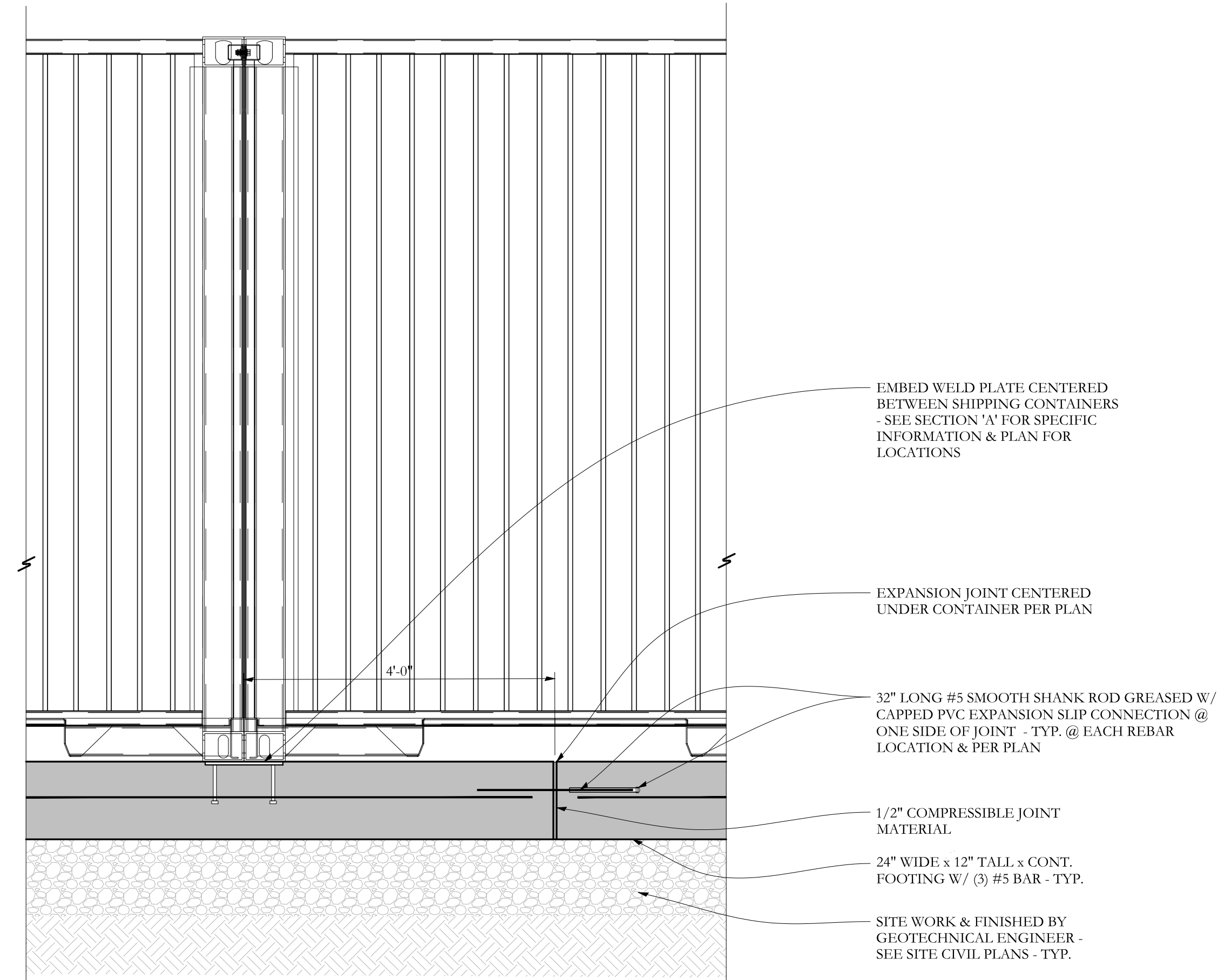
PARTIAL FOUNDATION PLAN

NOTES:

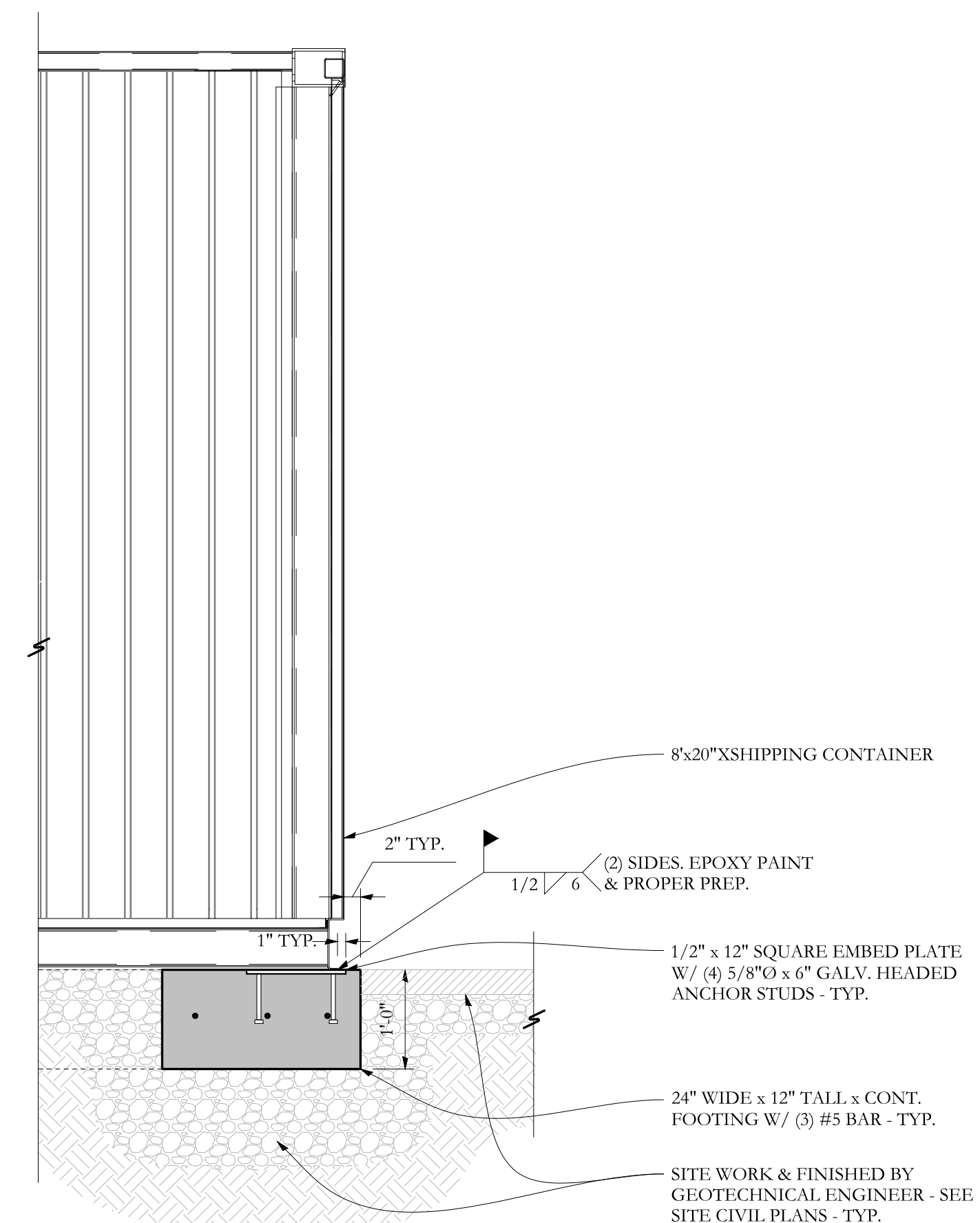
1. ALL FOOTINGS ARE 12" DEEP 2'-0" WIDE x CONT. WITH (3) # 5 BARS CONT. - TYP. UNO
2. VERIFY DIMENSIONS WITH ACTUAL SHIPPING CONTAINERS TO BE USED - TYP.



SCALE 1/4"=1'-0"



SECTION **B**
S1.2 3/4"=1'-0



SECTION **A**
S1.2 3/4"=1'-0

PRELIMINARY
REVIEW DRAWINGS



Memorandum
Planning and Urban Development Department
Planning Division

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

From: Barbara Barhydt, Development Review Services Manager

Date: March 31, 2017

Re: Emergency Shelter – Proposed Text Amendment

Meeting Date: April 6, 2017

At the request of the City Council's Health and Human Services Committee, staff is drafting text amendments to the Land Use Code regarding emergency shelters. The Committee is looking at additional zones throughout the city where shelters may be permitted as conditional uses and developing potential conditional use standards to apply in such reviews. The Committee intends to refine the proposal at their upcoming meeting on April 13th and will then forward it to the Planning Board for review and a recommendation to City Council.

We wanted to share the preliminary draft amendments with the Board to review the concept and hear any questions or concerns. Staff will forward the final language voted on by the HHS Committee to you for a hearing after April 13th.

The material presented at the last committee meeting is attached for the Board's information.

Attachments:

1. Memo, Jeff Levine, dated March 24
2. Draft Text Amendments
3. Map of Proposed Zone to Permit Shelters
4. Transit Line Buffer Map- Quarter Mile Buffer
5. Transit Line Buffer Map- Half Mile Buffer



Jeff Levine, AICP
Director, Planning & Urban Development Department

Memorandum

To: HHS Committee
From: Jeff Levine, Director
Date: March 24, 2017
Re: Draft Map and Revised Conditional Use Standards for Shelters

Attached are the following items:

- A revised map of zones proposed to permit emergency shelters. This map now includes the I-Lb zone that was not on the earlier map. It also adds the B-5 zone as a zone where shelters would be permitted – on the last draft that was listed as an option and we believe we heard that you would like to include it. It does not include the B-5b zone along West Commercial Street;
- A list of proposed conditions for shelters revised based on your comments at the February 14 HHS meeting. As a conditional use, any shelter would have to be approved by the Planning Board or Board of Appeals as meeting these conditions, as well as the standard conditions for all conditional uses. I also include the current conditions for shelters as reference, though they would be superseded by this new list. Note that shelters are currently reviewed by the Planning Board or staff. In the proposed revisions shelters that are subject to Site Plan Review would be reviewed by the Planning Board and others would be reviewed by the Board of Appeals;
- Two reference maps showing ¼ mile and ½ mile buffers around existing transit lines. One proposed condition of permitting a shelter would be to require that the operators provide adequate access to transit. Generally, ¼ mile is the maximum distance that is considered reasonable for walking to transit. Given how much that might limit locational decisions, this draft provides for up to ½ mile distance if the shelter offers options for residents to stay on-site and implements a strategy to get residents to and from the shelter.

I hope these items are helpful as you discuss this issue.

DRAFT PROPOSED CONDITIONAL USE STANDARDS FOR SHELTERS
3/24/17 VERSION

4. Emergency shelters, subject to the following conditions, in addition to the provisions of section 14-474. Notwithstanding section 14-474(a) or any other provision of this Code, the Planning Board shall be substituted for the Board of Appeals as the reviewing authority for any shelter also subject to Level III site plan review:
 - a. The facility shall provide adequate space for conducting security searches and other assessments;
 - b. The facility shall be designed with a centralized shelter operations office on each level providing sight lines to sleeping areas;
 - c. A Management Plan adequately outlining the following areas shall be provided: Management responsibilities; Process for resolving neighborhood concerns; Staffing; Access restrictions; On-site surveillance; Safety measures; Controls for resident behavior and noise levels; and Monitoring Reports.
 1. Adequate access to and from METRO service~~transit~~ shall be provided. The facility shall be within a ¼ mile of a METRO~~transit~~ line, or shall be within ½ mile of a METRO~~transit~~ line and provide adequate indoor space to permit all shelter guests day shelter, as well as implement strategies to help residents utilize transit;
 2. The facility shall provide on-site services to support residents, such as case management, life skills training, counseling, employment and educational services, or other programs.
 - d. Suitable laundry, kitchen, pantry, bicycle storage, and secure storage facilities for shelter stayers shall be provided on-site;
 - e. An outdoor area for guest use shall be provided on-site with adequate screening to protect privacy of guests;

Existing Standards for all Conditional Uses (Section 14-474):

2. *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
- 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.

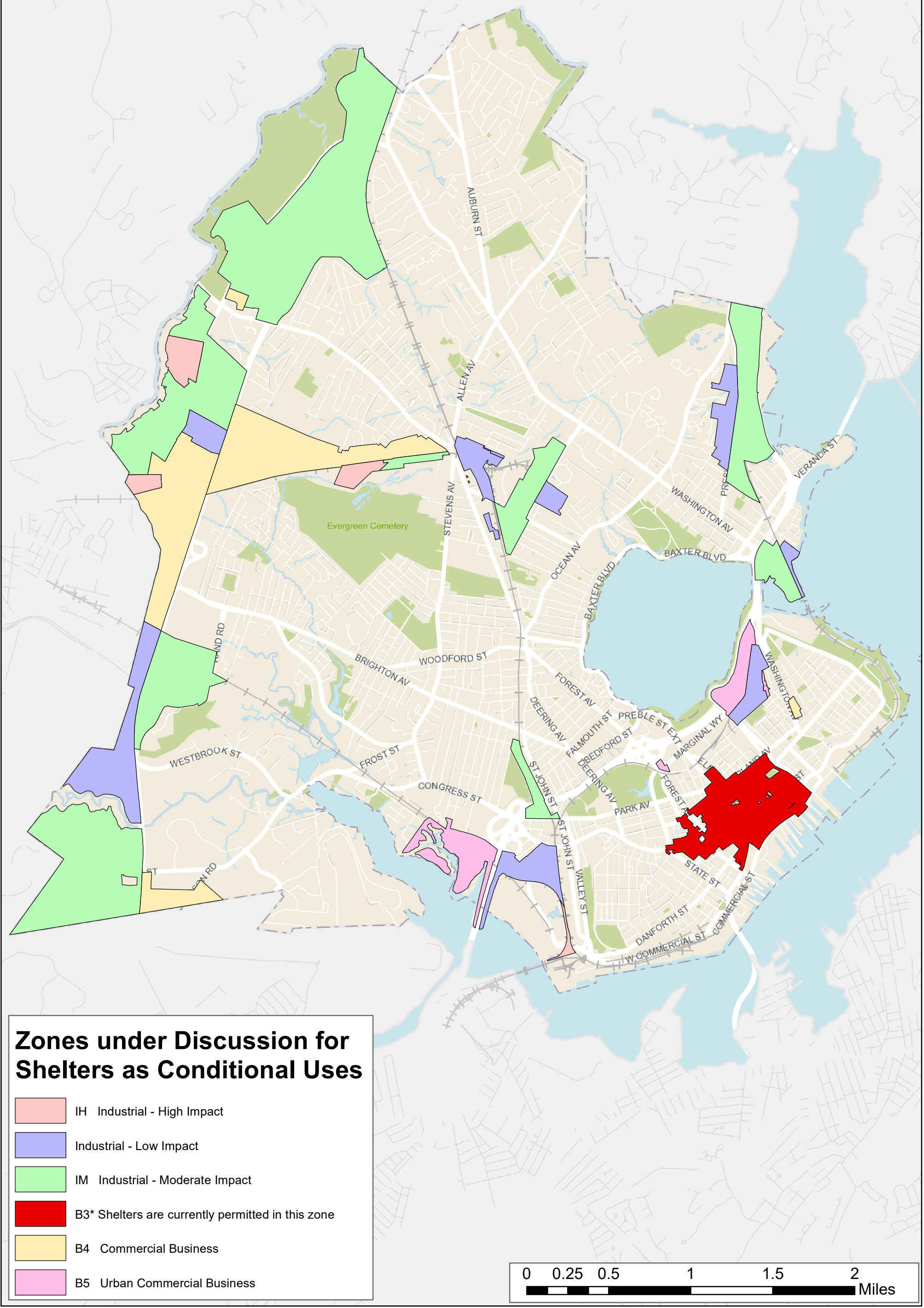
Existing Conditional Use Standards for Shelters

(a) The following use is permitted as provided in section 14-474 (conditional uses), provided that, notwithstanding section 14-474(a) or any other provision of this Code, the planning authority shall be substituted for the board of appeals as the reviewing authority:

- 4. Emergency shelters, subject to the following conditions, in addition to the provisions of section 14-474:
 - a. The facility shall be in compliance with the city's current Comprehensive Housing Assistance Plan, a copy of which is on file in the department of planning and urban development, or, if there is no current edition of the Comprehensive Housing Assistance Plan, with a determination of need by the director of the department of health and human services.
 - b. The facility shall be registered with the City of Portland Department of Health and Human Services.

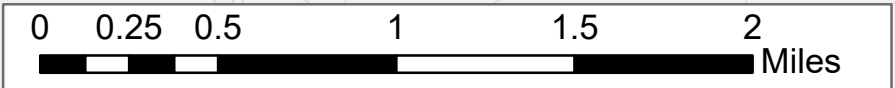
Shelter Zoning Discussion Map: Shelters Currently Only Permitted in the Red (B-3) Zone

DRAFT



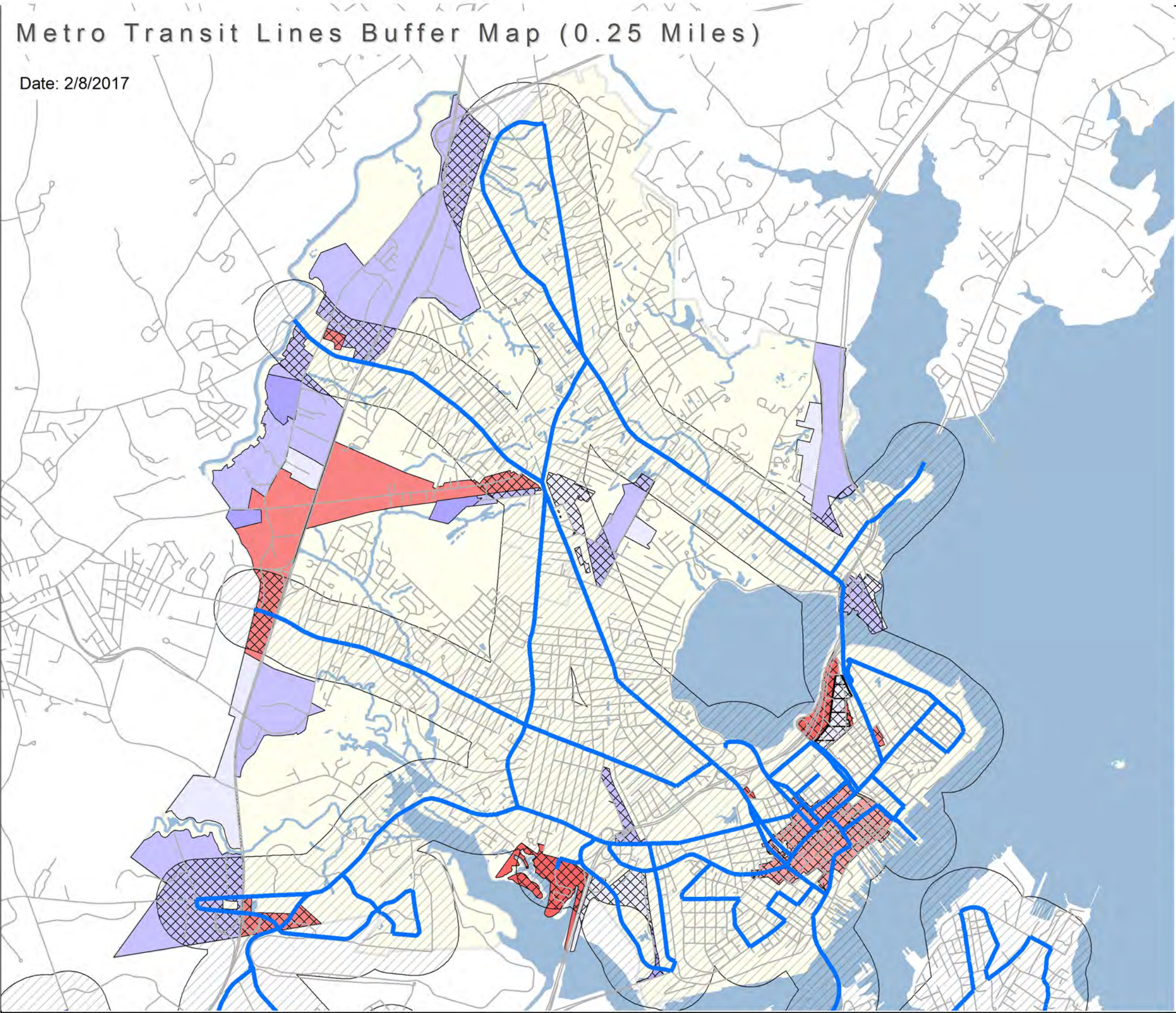
Zones under Discussion for Shelters as Conditional Uses

- IH Industrial - High Impact
- IL Industrial - Low Impact
- IM Industrial - Moderate Impact
- B3* Shelters are currently permitted in this zone
- B4 Commercial Business
- B5 Urban Commercial Business



Metro Transit Lines Buffer Map (0.25 Miles)

Date: 2/8/2017

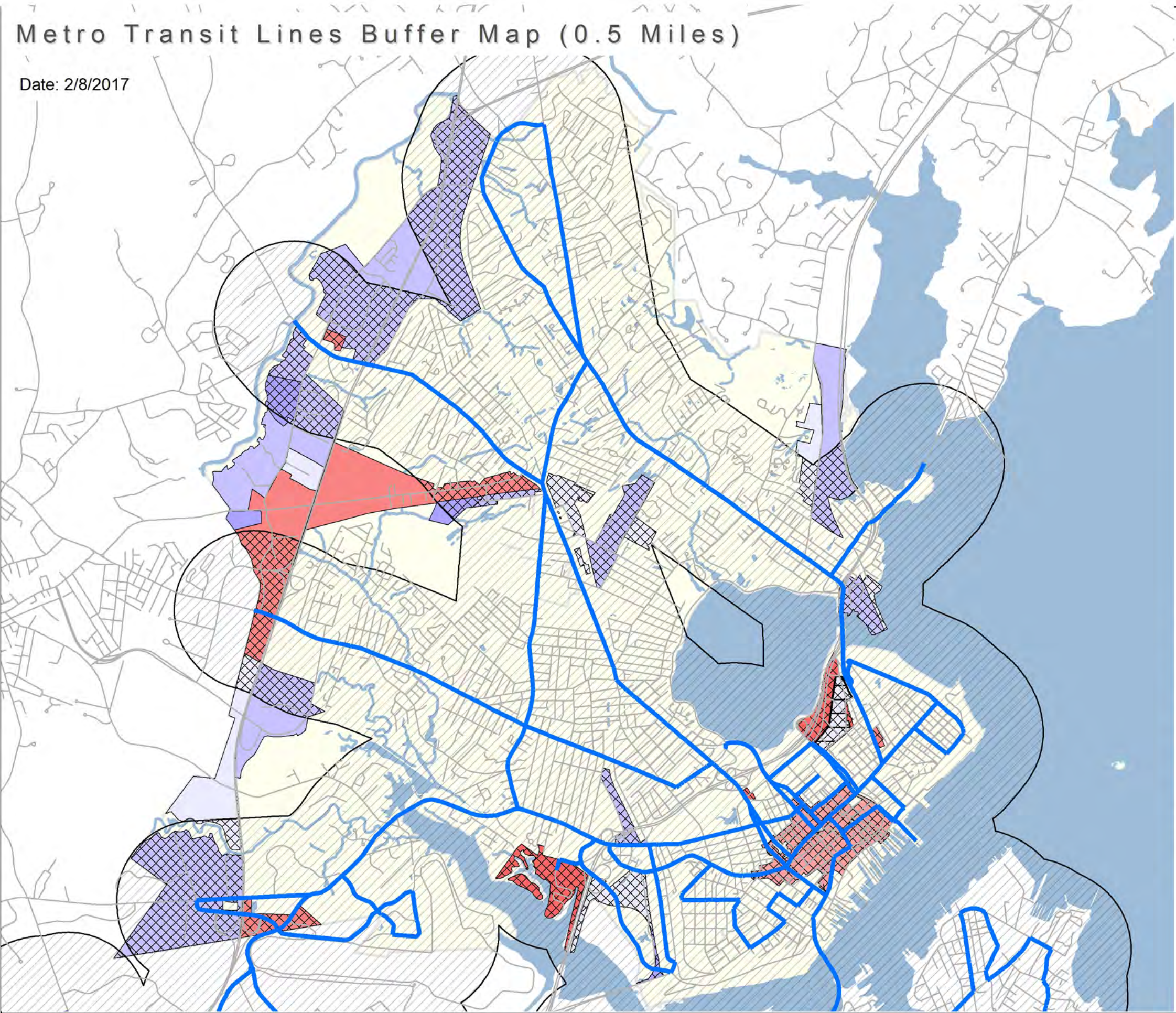


- Metro Transit Lines
- ▨ 1/4 Mile Applicable Buffer
- ▨ 1/4 Mile Buffer
- B3* Downtown Business
- B4 Commercial Business
- B5 Urban Commercial Business
- IL Industrial - Low Impact
- ILb Industrial - Low Impact
- IM Industrial - Moderate Impact
- IH Industrial - High Impact

1:40,000

Metro Transit Lines Buffer Map (0.5 Miles)

Date: 2/8/2017



- Metro Transit Lines
- ▨ Applicable 1/2 Mile Buffer
- ▨ 1/2 Mile Buffer
- B3* Downtown Business
- B4 Commercial Business
- B5 Urban Commercial Business
- IL Industrial - Low Impact
- ILb Industrial - Low Impact
- IM Industrial - Moderate Impact
- IH Industrial - High Impact

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